



## **CORPORATION OF THE CITY OF VERNON**

### **ADVISORY PLANNING COMMITTEE**

**TUESDAY, AUGUST 17, 2021 AT 4:00 P.M.**

**VIA ZOOM AND IN-PERSON**

**(AURORA ROOM – CSB Building) *limited seating capacity of 5***

**(BRIDGE ROOM – CSB Building) *limited seating capacity of 6***

## **A G E N D A**

1) **ORDER**

2) **LAND ACKNOWLEDGEMENT**

*As chair of the City of Vernon's Advisory Planning Committee, 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) **ADOPTION OF AGENDA**

4) **ADOPTION OF MINUTES**

July 20, 2021 (attached)

5) **NEW BUSINESS:**

- a) DVP00476 – 5400 Okanagan Avenue
- b) DVP00519 – 5577 27<sup>th</sup> Avenue – Vernon Native Housing
- c) DVP00528 – 3004A 22<sup>nd</sup> Street
- d) DVP00530 – 9750 Delcliffe Road
- e) DVP00538 – 3311,3309,3307 & 3305 35<sup>th</sup> Avenue

6) **INFORMATION ITEMS:**

The Staff Liaison will provide an update of APC related items discussed at the most recent Council meeting.

7) **DATE OF NEXT MEETING:**

The next meeting is tentatively scheduled for **Wednesday, September 8, 2021.**

8) **ADJOURNMENT**



## THE CORPORATION OF THE CITY OF VERNON

### MINUTES OF THE ADVISORY PLANNING COMMITTEE MEETING HELD ON TUESDAY, JULY 20, 2021 VIA ZOOM and IN-PERSON (COUNCIL CHAMBERS)

**PRESENT:** VOTING

Mark Longworth, Chair  
Phyllis Kereliuk  
Monique Hubbs-Michiel  
Jamie Paterson  
Joshua Lunn (via Zoom)  
Lisa Briggs (via Zoom)

NON-VOTING

Mayor Cumming (Appointed Member)

**ABSENT:** Bill Tarr  
Harpreet Nahal  
Larry Lundgren Don Schuster  
Doug Neden

**STAFF:** Craig Broderick, Manager, Current Planning/Staff Liaison  
Matt Faucher, Current Planner  
Roy Nuriel, Economic Development Planner  
Jing Niu, Environmental Planning Assistant (via Zoom)  
Lynn Presslaber, Recording Secretary

**ORDER** The Chair called the meeting to order at 4:05 p.m.

**LAND  
ACKNOWLEDGMENT** *As Chair of the City of Vernon's Advisory Planning Committee, and in the spirit of this gathering, I recognize the City of Vernon is located in the traditional territory of the Syilx people of the Okanagan Nation.*

**ADOPTION OF  
AGENDA** Moved by Jamie Paterson seconded by Monique Hubbs-Michiel:  
THAT the Advisory Planning Committee agenda of July 20, 2021 be adopted.

**CARRIED.**

**ADOPTION OF  
MINUTES**

Moved by Monique Hubbs-Michiel, seconded by Lisa Briggs:

THAT the minutes for the Advisory Planning Committee meeting of June 29, 2021 be adopted.

**CARRIED.**

**NEW BUSINESS:**

**DEVELOPMENT  
VARIANCE PERMIT  
APPLICATION FOR  
12-9990 EASTSIDE  
ROAD (DVP00523)**

Jing Niu, Environmental Planning Assistant, reviewed Development Variance Permit Application for 12-9990 Eastside Road. The Committee noted the following:

- The proposed addition is very small at 25m<sup>2</sup> and will be under the existing eaves
- Owner has gone beyond requirements to mitigate any concerns
- Staff confirmed that the applicant had provided confirmation of strata support for the proposed works

Moved by Monique Hubbs-Michiel, seconded by Jamie Paterson:

THAT Council support Development Variance Permit Application DVP00523 to vary Section 9.1.5 of Zoning Bylaw #5000 to by reducing the minimum side yard setback to 1.34m from 4.5m from a flanking street to accommodate an addition under existing eaves to a single family dwelling at LT 12 Plan KAS2194 SEC 20, TWP 14, ODYD (12-9990 Eastside Road)

AND FURTHER, that Council's support of DVP00523 is subject to the following:

- a) that the building siting and footprint must adhere to the site plan by Dean Thomas Design Group dated October 28, 2020, which will be attached to and form part of DVP00523; and
- b) that the applicant demonstrates the requirements Provincial Riparian Areas Protection Regulation (RAPR) have been met and that a RAPR Assessment form part of the associated Development Permit.

**CARRIED.**

**DEVELOPMENT  
VARIANCE PERMIT  
APPLICATION FOR 28  
GARMISCH ROAD  
(DVP00527)**

Matt Faucher, Current Planner, reviewed Development Variance Permit Application for 28 Garmisch Road. The Committee noted the following:

- Confirmed that neighbouring properties were given similar variances for similar reasons and that staff supported the request.
- There were no questions or comments from any member.

Moved by Lisa Briggs, seconded by Phyllis Kereliuk:

THAT Council support Development Variance Permit Application DVP00527 to vary the following section of Zoning Bylaw #5000 to permit the construction of a single detached dwelling on LT 5 DL 297 ODYD Plan KAP84264 (28 Garmisch Road)

- a) Section 9.2.5 minimum front yard setback requirement from 7.5m to 4.0m.;

AND FURTHER, that Council's support of DVP00527 is subject to the following:

- a) the site plan illustrating the general siting of the proposed development be attached to and form part of DVP00527; and
- b) the proposed driveway and any future fencing constructed are not placed at the location of existing Shaw infrastructure.

**CARRIED.**

**DEVELOPMENT  
VARIANCE PERMIT  
APPLICATION FOR  
300 VILLAGE CENTRE  
ROAD (DVP00536)**

Craig Broderick, Manager, Current Planning, reviewed the Development Variance Permit Application for 300 Village Centre Road. The Committee noted the following:

- Craig Broderick presented the housing subdivision project, highlighting areas exceeding the 30% slope limitation.
- Joshua Lunn asked why is the 30% in the OCP if we aren't abiding by it. Craig Broderick noted that the OCP has had policy direction about 30% slopes since at least 2008 and the 30% zoning regulation was adopted in 2013.
- Jamie Paterson, wishing to confirm the location as above the 14<sup>th</sup> hole of the golf course.



- Phyllis drove the area and noticed that Predator has done an excellent job of retaining the natural features, most importantly rock outcrops. She is disappointed to read that one outcrop will be blasted out. As there are only 3 lots at greater than 30 degrees she suggested revising the plan to keep that outcrop or at least a portion to avoid a solid row of housing.
- Monique asked to clarify the colour scheme on the diagrams. Craig confirmed that green indicated lots up to 30 degree slope, yellow is 30-35 degree slope, and orange is 35 plus.
- Victor is familiar with this area and also finds that housing has been integrated into natural features as opposed to this development which does not. Speculated that perhaps it is a different price point.
- Monique asked if some lots have so little setback that debris may roll down on the road. Craig said setbacks are adequate and perhaps driveway options may mitigate concerns.

MOTION by Phyllis Kereliuk to accept staff recommendation to support this development, but with an exception to retain all or some of the east rock outcrop.

1 opposed, 4 in favour, motion carried.

Moved by Phyllis Kereliuk, seconded by Monique Hubbs-Michiel:

THAT Council support the development variance permit application (DVP00536) to vary Section 4.16 of Zoning Bylaw #5000 in order to allow for a subdivision of approximately 30 lots on lands over 30% slopes on a portion of Lot 5, Sec 2, Twp 13, ODYD, KAP65635, Except Plan KAP75186 and EPP75906 (300 Village Centre Place) but with an exception to retain all or some of the east rock outcrop.

**CARRIED.**

**INFORMATION ITEMS**

The Manager, Current Planning reviewed the APC related applications discussed at the July 19, 2021 Council meeting.

- Foothills/Mendenhall rezoning, still waiting registration of covenants before Council will consider final zoning approval.
- Hwy 6/15<sup>th</sup> Street, retail/commercial storage, OCP and Rezoning project not approved.
- 20<sup>th</sup> Street townhouse development, waiting for covenant registration.
- Land use contract at Sunset Properties approved.

**NEXT MEETING**

The next meeting of the Advisory Planning Committee is tentatively scheduled for Tuesday, August 17, 2021.

**ADJOURNMENT**

The meeting of the Advisory Planning Committee adjourned at 4:32 p.m.

**CERTIFIED CORRECT:**

**Mark Longsworth**

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**Chairperson**



# THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

**SUBMITTED BY:** Craig Broderick, Manager, Current Planning  
Matt Faucher, Planner, Current Planning

**COUNCIL MEETING:** REG  COW  I/C   
**COUNCIL MEETING DATE:** TBD  
**REPORT DATE:** August 12, 2021  
**FILE:** DVP00476

**SUBJECT: DEVELOPMENT VARIANCE PERMIT APPLICATION FOR 5400 OKANAGAN AVENUE**

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## **PURPOSE:**

To review the Development Variance Permit application for 5400 Okanagan Avenue to vary sections of Zoning Bylaw #5000 in order to construct a 36-unit townhouse development consisting of duplexes, three plexes and fourplexes on a lot with complex slopes in excess of 30%.

## **RECOMMENDATION:**

THAT Council deny Development Variance Permit Application (DVP00476) to vary the following section of Zoning Bylaw #5000 in order to construct a 36-unit townhouse development on Part 3.0 Acres More or Less of the Northwest ¼ of Sec. 28 shown on Plan B3911, TWN. 9 ODYD exc. Plans KAP50675 and KAP58681 (5400 Okanagan Avenue):

- a) to vary Section 9.11.6 building height from 2.5 storeys to 3 storeys to accommodate required visitor parking stalls between buildings 1, 2, 9, 10 and 11;
- b) to vary Section 6.6.3 to reduce the minimum requirement of the number of trees per lineal metre of required landscape buffer from 1 tree per 10.0 lineal metre to 1 tree per 13.75 lineal metre; and
- c) to vary Section 4.16.1 to allow construction of a building, structure and swimming pool on slopes of 30% or greater;

AND FURTHER, that Council confirm its previous approval of Development Variance Permit Application DVP00382 to vary Zoning Bylaw #5000 Section 9.11.6 to reduce the minimum dwelling unit width from 6.5 m to 4.8 m and to vary the off-site works requirements of Subdivision and Development Servicing Bylaw No. 3843 (Schedule A – Level of Service) standards to Integrated Transportation Framework (ITF – Section 2-1) standards;

AND FURTHER, that Council confirm its previous approval of a portion of Development Variance Permit Application DVP00435 to vary Zoning Bylaw #5000 Section 6.5.11 to increase the maximum height of a retaining wall from 1.2 m to 3.6 m;

AND FURTHER, that Council's confirmation of its previous approval of DVP00435 is subject to the following:

- a) The applicant is to provide a geotechnical report, site plan and design drawings clearly demonstrating to the satisfaction of Administration that the proposed retaining structures can be established on the land in a manner that is safe, as well as that the construction and maintenance of the retaining structures do not impact or encroach into adjacent properties; and



- b) That a no build, no disturb covenant be registered on title to protect the proposed manufactured slope and any supporting infrastructure (e.g., geogrid) required to establish the global stability of the retaining structures, as well as any other areas identified by the engineer responsible for the design, construction and inspection of the structures;

AND FURTHER, that Council's support of DVP00476 is subject to the following:

- a) That the design drawings, intended to illustrate the general form, character and massing of the proposed development, and noted as Attachment 1 in the report titled "Development Variance Permit Application for 5400 Okanagan Avenue" and dated August 12, 2021 by the Current Planner and the Manager, Current Planning be attached to and form part of DVP00476 as Schedule 'A'.

**ALTERNATIVES & IMPLICATIONS:**

THAT Council support Development Variance Permit Application (DVP00476) to vary the following section of Zoning Bylaw #5000 in order to construct a 36-unit townhouse development on Part 3.0 Acres More or Less of the Northwest ¼ of Sec. 28 shown on Plan B3911, TWN. 9 ODYD exc. Plans KAP50675 and KAP58681 (5400 Okanagan Avenue):

- a) to vary Section 9.11.6 building height from 2.5 storeys to 3 storeys to accommodate required visitor parking stalls between buildings 1, 2, 9, 10 and 11; and
- b) to vary Section 6.6.3 to reduce the minimum requirement of the number of trees per lineal metre of required landscape buffer from 1 tree per 10.0 lineal metre to 1 tree per 13.75 lineal metre;

AND FURTHER, that Council confirm its previous approval of Development Variance Permit Application DVP00382 to vary Zoning Bylaw #5000 Section 9.11.6 to reduce the minimum dwelling unit width from 6.5 m to 4.8 m and to vary the off-site works requirements of Subdivision and Development Servicing Bylaw No. 3843 (Schedule A – Level of Service) standards to Integrated Transportation Framework (ITF – Section 2-1) standards;

AND FURTHER, that Council confirm its previous approval of Development Variance Permit Application DVP00435 to vary Zoning Bylaw #5000 Section 4.16.1 to allow the construction of a building, structure or swimming on slopes of 30% or greater and to vary Section 6.5.11 to increase the maximum height of a retaining wall from 1.2 m to 3.6 m;

AND FURTHER, that Council's confirmation of its previous approval of DVP00435 is subject to the following:

- a) The applicant is to provide a geotechnical report, site plan and design drawings clearly demonstrating to the satisfaction of Administration that the proposed retaining structures can be established on the land in a manner that is safe, as well as that the construction and maintenance of the retaining structures do not impact or encroach into adjacent properties; and
- b) That a no build, no disturb covenant be registered on title to protect the manufactured slope and any supporting infrastructure (e.g., geogrid) required to establish the global stability of the retaining structures, as well as any other areas identified by the engineer responsible for the design, construction and inspection of the structures.

AND FURTHER, that Council's support of DVP00476 is subject to the following:

- a) That the design drawings, intended to illustrate the general form, character and massing of the proposed development, and noted as Attachment 1 in the report titled "Development Variance

Permit Application for 5400 Okanagan Avenue” and dated August 12, 2021 by the Current Planner and the Manager, Current Planning be attached to and form part of DVP00476 as Schedule ‘A’

b) *any additional conditions that may be cited by Council.*

*Note: This alternative allows the development to proceed as proposed, subject to the conditions outlined by Administration, and supports the development variance permit application, as well as additional conditions as may be cited by Council.*

## **ANALYSIS:**

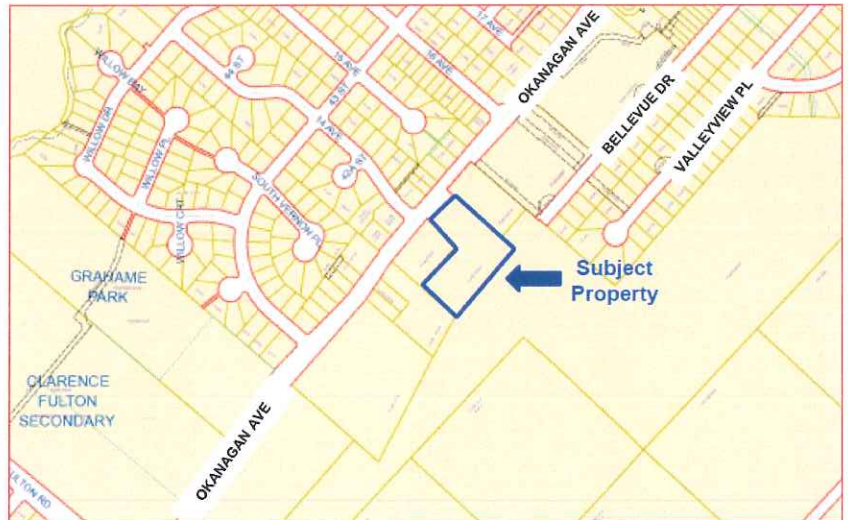
### **A. Committee Recommendations:**

At its meeting of August 17, 2021, the Advisory Planning Committee passed the following resolution:

*“As cited by the Committee”*

### **B. Rationale:**

1. The subject property is located at 5400 Okanagan Avenue, as shown on Figures 1 and 2. The property is approximately 8,110 m<sup>2</sup> (2 acres) in size. The lot slopes upward from the road and backs onto Crown land, which contains a public trail. The proposed development consists of a 36 units townhouse development (Attachment 1). Based on information submitted by the applicant, approximately one third of the property contains slopes in excess of 30% (Attachment 2). Two ravines are located in the southern portion of the property, one of which contains slopes of 40% - 50%. The property is currently undeveloped, with some trees and shrubs located near Okanagan Avenue and within the ravine areas.



**Figure 1 – Property Location Map**

2. The subject application proposes to vary the following sections of Zoning Bylaw #5000 in order to develop 36 townhouse units:
- a) to vary Section 9.11.6 building height from 2.5 storeys to 3 storeys in order to provide required parking stalls between buildings 1, 2, 9, 10 and 11;
  - b) to vary Section 9.11.6 minimum unit width from 6.5 m to 4.8 m; and
  - c) to vary Section 6.6.3 to reduce the minimum requirement of the number of trees per lineal metre of required landscape buffer from 1 tree per 10.0 lineal metre to 1 tree per 13.75 lineal metre.



3. The subject property is designated Residential Medium Density in the Official Community Plan. was rezoned from R5 – Four Plex Residential to RM2 – Multiple Housing Residential in 2018 (ZON00277). At that time, information provided by the applicant indicated that slopes were less than 29%. Even so, the narrative provided by the applicant described the site as “challenging”.



Figure 2 – Aerial Photo of Property Location Map

4. The staff report at the time noted that “OCP Policy 7.5 indicates that the maximum density is not necessarily appropriate or achievable in all areas, and that consideration is given to the density of surrounding development, designation of the land and optimizing infrastructure provision”.

5. A 36-unit townhome development was proposed at that time, and site plan and elevation drawings accompanied the joint rezoning and development variance permit application (ZON00277/DVP00382). Council approved variances to minimum unit width (4.8 m from 6.5 m) and to off-site road works. DVP00382 was not issued within the required one-year time period and Council’s approval has now lapsed. However, on July 18, 2017 the applicant entered into a Works Contribution Agreement for off-site works and provided the City with a \$32,328 contribution which fulfilled the requirements for issuance of DVP00382 as established by Council at the time of final consideration and adoption of ZON00277.

6. On June 14, 2018, the owner of the subject property submitted an additional Development Variance Permit application (DVP00435). At its Regular meeting held on November 13, 2018, Council authorized the issuance of DVP00435 which varied the maximum height of a retaining wall from 1.2 m to 3.6m and authorized the construction of a building, structure or swimming pool on slopes of 30% or greater. DVP00382 was not issued within the required one-year time period and Council’s approval has now lapsed.

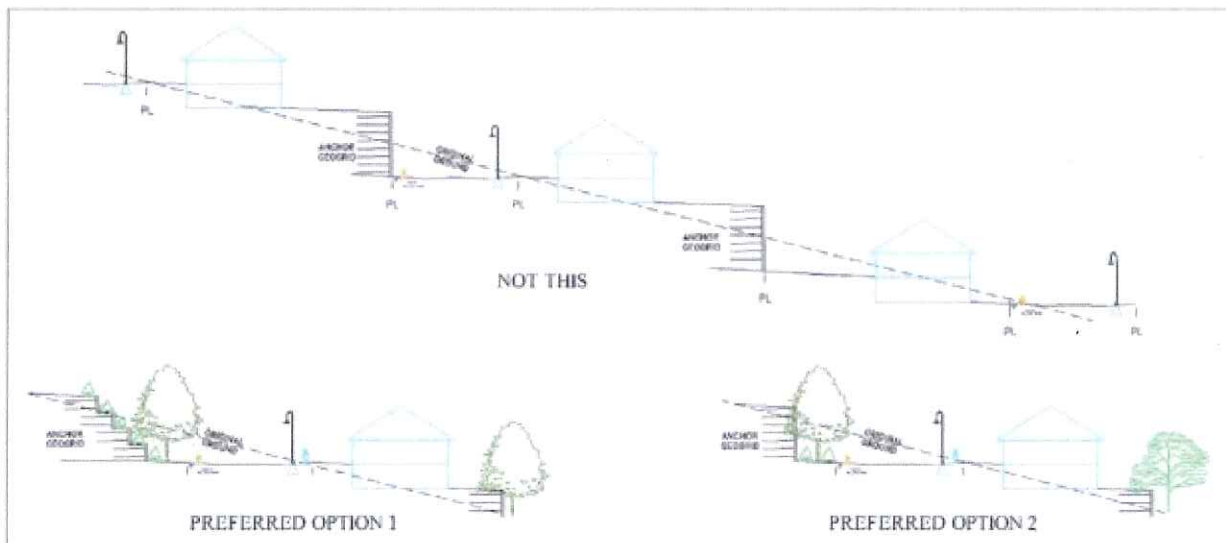
7. The current application, also for 36 townhouse units, proposes to incorporate both previous approvals of DVP00382 and DVP00435, as well as the following additional requested variances:

- a) to vary Section 9.11.6 building height from 2.5 storeys to 3 storeys in order to provide required parking stalls between buildings 1, 2, 9, 10 and 11; and
- b) to vary Section 6.6.3 to reduce the minimum requirement of the number of trees per lineal metre of required landscape buffer from 1 tree per 10.0 lineal metre to 1 tree per 13.75 lineal metre.

8. The City’s *Hillside Guidelines* were established to assist the City and the development community in achieving environmentally sound, attractive and livable hillside neighbourhoods. All development on lands where 10% or more of the land is 12% in slope or greater is subject to the conditions and guidelines outlined in the document ‘City of Vernon Hillside Guidelines’. Much of the subject property of exceeds 30% slopes with the sides of the ravines exceeding 40% (Refer to Attachment 2). Zoning Bylaw #5000 as amended, was subsequently amended in June 2013 (Bylaw 5433) to include Section 4.16 which establishes that “no construction of a building, structure or swimming pool is permitted on slopes 30% or greater.

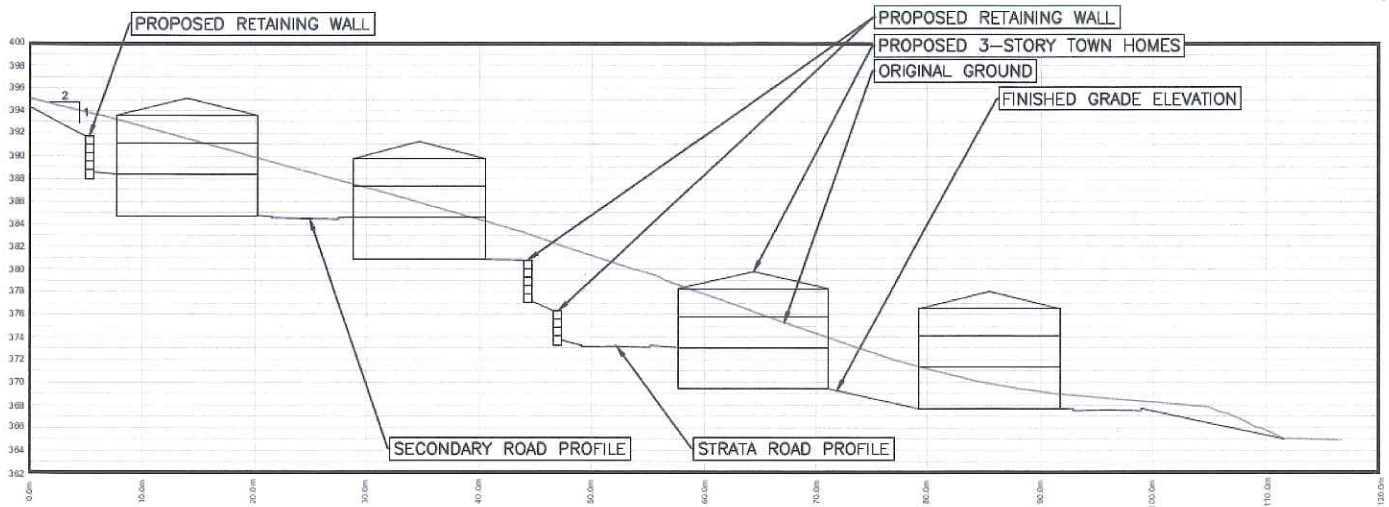
9. Section 3.1.c – Earthworks & Grading of the *Hillside Guidelines* provides guidance to developers in preparation of a site grading plan, as well as to Administration in evaluating grading plans for compliance with the City's expectations and standards. The proposed development does not align with any of the guidance provided in items a through e as follows:
- a) The application proposes to fill in two ravines located on the subject lands to construct a road and create building platforms;
  - b) The application proposes establishing a large retaining wall along the top of slope creating sharp cuts which do not resemble pre-development slope conditions;
  - c) The application proposes to construct retaining walls along all of the interior and rear property lines creating a walled in box that does not establish rounded out slope transitions or blend transitions between adjacent lands;
  - d) To create the building pad areas, extensive structural retaining structures, as well as substantial cut and fill slopes are identified. This requires significant material removal and infill to construct the proposed development; and
  - e) The proposal creates large flat terraces in order to expand the developable area. The proposal does not retain the native slope and vegetation at the edge of the required grading works.

Furthermore, Figure 7 of the *Hillside Guidelines* clearly illustrates the City's preferred options for hillside development, as well as an illustration of the type of grading that is not desired:



Cross-Section Detail – 3 in Overall Site Grading Plan Cross-Sections - (GR-2) Drawing No. 55-2 of the application shows that the development as proposed is not in accordance with the City's preferred options:





CROSS-SECTION DETAIL - #3  
SCALE: 1:500

10. Administration does not support the requested variances for the following reasons;

- a) Request to vary the 30% maximum slope vegetation and the proposed height from 2.5 storeys to 3 storeys to accommodate visitor parking:
  - i. The site plan and cross-sections of the proposed development show a significant amount of site grading (both cut and fill) which is not supported by the City's Hillside Design Guidelines. Further removal of soils on the site is not supported by Administration.
  - ii. The proposal development should be designed to accommodate the required parking for the number of proposed units without requiring a variance to further alter the natural topography and exceed the requirements of the RM2 zone.
- b) Request to vary the minimum number of trees required to be planted on the site:
  - i. The landscape buffer requirements established in Section 6.6 of Zoning Bylaw #5000 are not only meant for the benefit of future residents of the proposed development, but to mitigate the impacts on neighbouring properties. Given the amount of retaining proposed along all interior and rear lot lines, the proposed development ought to be designed to achieve the minimum landscape buffer standards established in Zoning Bylaw No. 5000.
- c) In general, the proposed townhouse development is not in keeping with the sloping nature of the site. An alternative design should be considered in order to arrive at a more suitable development for the site such as clustering units into an apartment or condo type of built form on the less steep portion of the site that avoids the ravine.
- d) Concerns have been raised related to allowing development that purposes to fill a ravine which is inconsistent with the Official Community Plan (OCP), Zoning Bylaw #5000 and Subdivision and Development Services Bylaw No. 3843 (SDSB). Further concerns have been identified related to allowing development that proposes to fill the ravine that alters a natural drainage course. The mapping available from the City indicates the ravine functions as part of a larger overland flow route having a significant upstream catchment area.



- e) While the applicant has retained consultants and completed extensive design work for the site and proposed project, the proposed land use and resultant variances are not suitable given the physical characteristics of the site.

11. The adoption of the Hillside Development Guidelines in 2008 signalled the City's intention to move away from past development practices which require significant re-grading and utilize large retaining walls. While all retaining walls higher than 1.2 m require engineering design and certification, there is an ongoing maintenance requirement to ensure the integrity of the structure. In the long run, designing developments to maintain as much of the natural topographic character as possible, using clustering, placing buildings into the slope, and minimizing site disturbance provides a more viable and sustainable option than large, extensive retaining walls.

**C. Attachments**

Attachment 1 – Proposed Development Design Drawings  
Attachment 2 – Slope Analysis

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

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

- Support sustainable neighbourhoods by implementing the OCP.

**E. Relevant Policy/Bylaws/Resolutions:**

1. Official Community Plan:
  - a. Section 26 Development Permit Areas
  - b. Section 28 Development Permit Area # 2 (Neighbourhood District)
  - c. Hillside Guidelines – Section 3.1.c Earthworks & Grading (Attachment 3)
2. Zoning Bylaw No. 5000:
  - a. Section 4.16.1 – Construction on Slopes > 30%
  - b. Section 6.5.11 – Maximum Height of a Retaining Wall
  - c. Section 6.6.3 – Minimum Landscape Buffer Standards
  - d. Section 9.11.6 – Maximum Building Height
  - e. Section 9.11.6 – Minimum Width of a Dwelling Unit
3. Subdivision and Development Servicing Bylaw No. 3853
  - a. Schedule A – Level of Service
4. Council Resolutions:
  - a. Authorization of DVP00382 – March 12, 2018
  - b. Authorization of DVP00435 and confirmation of Authorization of DVP00382 – November 13, 2018

The property is subject to Development Permit approval and must comply with the *City of Vernon Hillside Guidelines*, the *Environmental Management Areas Strategy*, and guidelines contained in Sections 26 and 28 of the Official Community Plan.

**BUDGET/RESOURCE IMPLICATIONS:**

N/A

Prepared by:

Approved for submission to Council:

**X**

\_\_\_\_\_  
Signer 1

Matt Faucher,  
Planner, Current Planning

\_\_\_\_\_  
Will Pearce, CAO

Date: \_\_\_\_\_

**X**

\_\_\_\_\_  
Signer 1

Craig Broderick  
Manager, Current Planning

**X**

\_\_\_\_\_  
Signer 3

Kim Flick  
Director, Community Infrastructure and Development

**REVIEWED WITH**

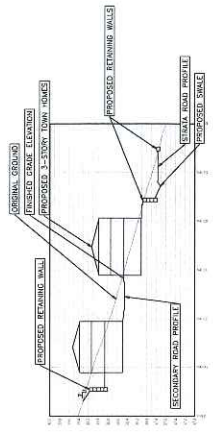
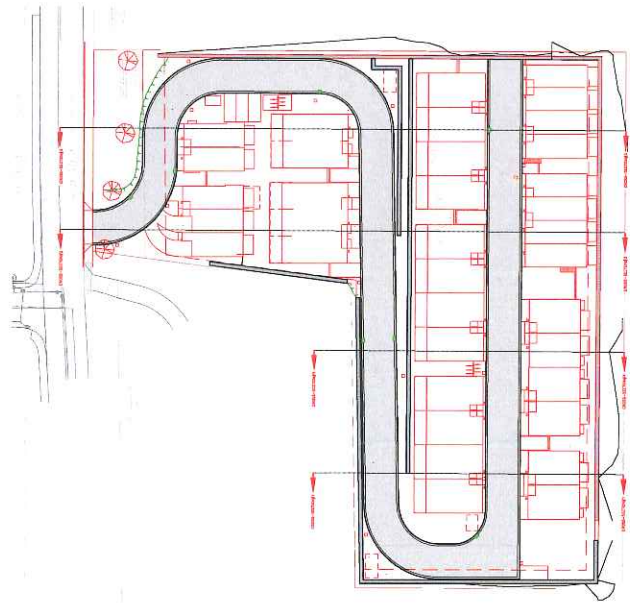
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|---|---|--|
| <input type="checkbox"/> Corporate Services                     | <input type="checkbox"/> Operations           | <input checked="" type="checkbox"/> Current Planning                     |
| <input type="checkbox"/> Bylaw Compliance                       | <input type="checkbox"/> Public Works/Airport | <input checked="" type="checkbox"/> Long Range Planning & Sustainability |
| <input type="checkbox"/> Real Estate                            | <input type="checkbox"/> Facilities           | <input 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 type="checkbox"/> Parks                | <input type="checkbox"/> Transportation                                  |
| <input type="checkbox"/> Financial Services                     |   | <input type="checkbox"/> Economic Development & Tourism                  |
| <input checked="" type="checkbox"/> COMMITTEE: APC (Oct. 10/18) |   |  |
| <input type="checkbox"/> OTHER:                                 |   |  |



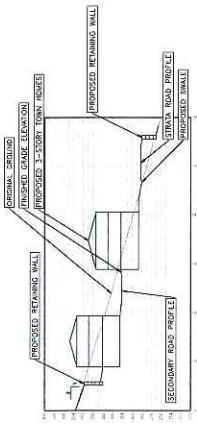




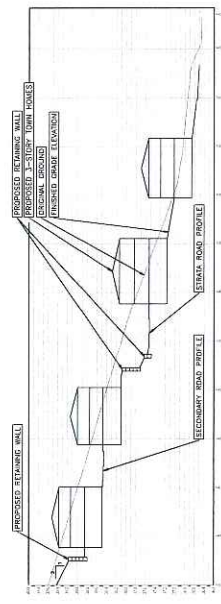
**DRAFT**  
(ISSUED FOR REVIEW)



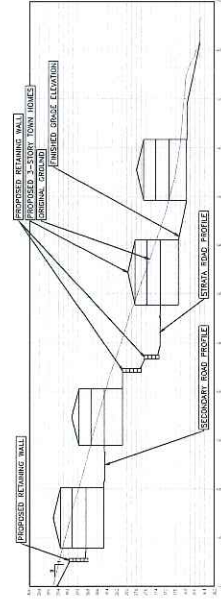
CROSS-SECTION DETAIL #1  
SCALE 1:500



CROSS-SECTION DETAIL #2  
SCALE 1:500



CROSS-SECTION DETAIL #3  
SCALE 1:500



CROSS-SECTION DETAIL #4  
SCALE 1:500

| REV. No. | DATE     | DESIGNED | DRAWN | CHECKED | DESCRIPTION   |
|----------|----------|----------|-------|---------|---|
| REV-0    | 17/07/18 | AGW      | JSL   | BITL    | 3400-OKANAGAN AVENUE - DESIGN-ON-SITE                                   |
| REV-1    | 18/09/18 | AGW      | JSL   | BITL    | 3400-OKANAGAN AVENUE - DESIGN-ON-SITE -- (UPDATE STAIRS-RE-ALIGNMENT)   |
| REV-2    | 19/09/18 | AGW      | JSL   | BITL    | 3400-OKANAGAN AVENUE - DESIGN-ON-SITE -- (UPDATE LAYOUT/STAIRS)         |
| REV-3    | 27/03/19 | BITL     | MWB   | BITL    | 3400-OKANAGAN AVENUE - DESIGN-ON-SITE -- (UPDATE SITE PLAN AND GRADING) |
| REV-4    | 08/11/19 | BITL     | MWB   | BITL    | 3400-OKANAGAN AVENUE - DESIGN-ON-SITE -- (UPDATE SITE PLAN AND GRADING) |
| REV-5    | 27/11/19 | BITL     | MWB   | BITL    | 3400-OKANAGAN AVENUE - DESIGN-ON-SITE -- (UPDATE SITE PLAN AND GRADING) |

| SCALE              | TITLE  |
|--------------------|--|
| H: 1:500<br>V: 1:1 | OVERALL - SITE - GRADING - PLAN<br>- CROSS-SECTIONS - (GR-2) |

**LAWSON**  
ENGINEERING & DEVELOPMENT  
883C LAKEVIEW PARK C.P. BOX 106  
SALMON ARMY B.C. V1E 4H2  
250-832-3220

**DRAFT**

DRAWING NUMBER  
55-2







**Saath Development Corp.**

2505-2981 22nd Street  
www.saath.ca

| NO. | DESCRIPTION     | DATE         |
|-----|-----------------|--------------|
| 1.  | CON. REVIEW     | APR 22 2018  |
| 2.  | COORDINATION    | DEC 4 2018   |
| 3.  | REVISIONS       | DEC 4 2018   |
| 4.  | REV. FOR PERMIT | FEB 13 2019  |
| 5.  | REV. FOR PERMIT | FEB 13 2019  |
| 6.  | REV. FOR PERMIT | APR 17 2019  |
| 7.  | REV. FOR PERMIT | APR 17 2019  |
| 8.  | REV. FOR PERMIT | JULY 09 2019 |

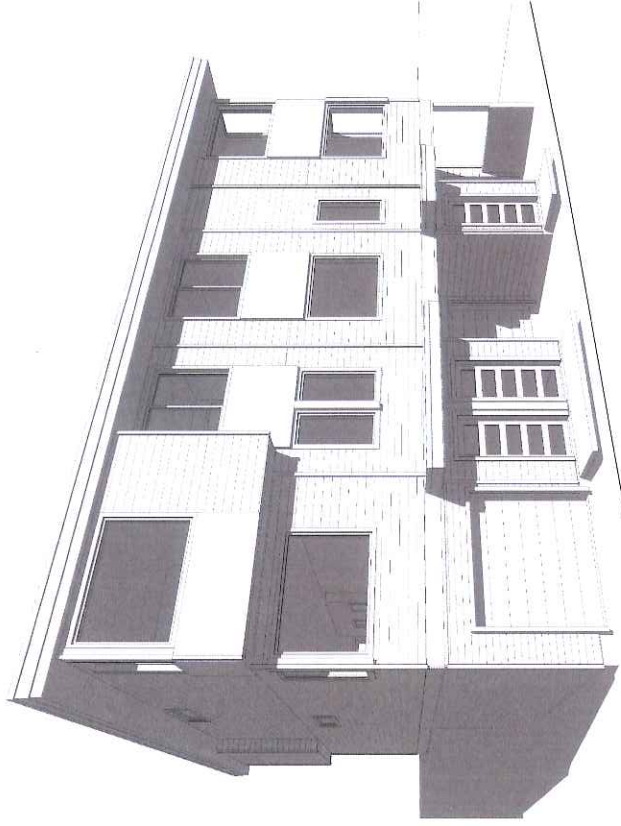
**GENERAL NOTES**  
 1. THESE DRAWINGS AND SPECIFICATIONS MUST BE REVIEWED BY CONTRACTOR TO VERIFY ALL DISCREPANCIES BETWEEN THESE DRAWINGS AND SPECIFICATIONS PRIOR TO WORK BEING DONE.  
 2. ALL WORK SHALL BE DONE IN ACCORDANCE WITH ALL CURRENT BUILDING CODES, BY-LAWS AND REGULATIONS.  
 3. THESE DRAWINGS ARE FOR A SINGLE BUILDING ONLY. ANY OTHER BUILDING BELONGS TO SAATH DEVELOPMENT CORP. AND THESE DRAWINGS MUST NOT BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF SAATH DEVELOPMENT CORP.

4400 OKANAGAN AVE VERNON BC  
 GATEWOOD - 36 UNIT

BLDG 1 - COVER PAGE

| DATE         | BY | CR           |
|--------------|----|--------------|
| JULY 09 2019 |    | 1701         |
| PROJECT NO.  |    | 1701         |
| SCALE        |    | 1/8" = 1'-0" |

A0.0



1 3D View 3

# 5400 OKANAGAN AVE

BLDG 1: A1 - 3 PLEX  
 BUILDING PERMIT DRAWINGS

| DRAWING SET | COVER PAGE                         |
|-------------|------------------------------------|
| A0.0        | COVER PAGE                         |
| A0.1        | SITE PLAN                          |
| A0.2        | LANDSCAPE PLAN                     |
| A1.0        | FOUNDATION PLAN & BASEMENT PLAN    |
| A1.2        | MAIN FLOOR PLAN & UPPER FLOOR PLAN |
| A1.3        | ROOF PLAN & SECTION                |
| A2.0        | ELEVATIONS                         |
| A3.0        | SECTIONS & DETAILS                 |
| A4.0        | WINDOW DETAILS+ ENERGY             |

## Assemblies

- ① **EXTERIOR FOUNDATION WALL**  
 8" Concrete Foundation wall over reinforcing  
 R12 rigid insulation (Perimeter walls only)
- ② **EXTERIOR CONCRETE WALL**  
 Refer to Structural where required  
 Exterior Foundation/Exterior Wall  
 1/2" Air space (refer to Structural)  
 2x6 wood studs @ 24" o.c.  
 5 MIL Poly Vapour Barrier  
 1/2" Gypsum Board
- ③ **EXTERIOR STUD WALL**  
 Fibre Cement Siding  
 Air Barrier with taped seams  
 1/2" Gypsum Board  
 2x6 wood stud @ 16" o.c.  
 Fill with R22 Batt Insulation  
 5 MIL poly vapour barrier  
 1/2" Gypsum Board
- ④ **EXTERIOR CONCRETE WALL @ Main Floor Deck**  
 Air Barrier with taped seams  
 1/2" Exterior Sheathing  
 2x4 wood stud @ 16" o.c.  
 2x4 wood stud @ 16" o.c.  
 Air Barrier with taped seams  
 Fibre Cement Siding
- ⑤ **INTERIOR PARTIAL WALL**  
 5/8" Type X Gypsum Board  
 2x4 wood stud @ 16" o.c.  
 1" air space w/ 7/16" dense cone sheathing  
 batt sound insulation (to maintain 1fr FRR)  
 5/8" Type X Gypsum Board
- ⑥ **VA**
- ⑦ **TYPICAL 2X4 STUD WALL**  
 1/2" Gypsum Board  
 2x4 wood stud @ 16" o.c.  
 1/2" Gypsum Board
- ⑧ **2X4 STUD WALL @ BATHROOM**  
 1/2" Gypsum Board  
 2x4 wood stud @ 16" o.c.  
 Batt sound insulation
- ⑨ **UNFINISHED SPACES**  
 1/2" Gypsum Board (finished side)  
 2x4 wood stud @ 16" o.c.  
 1/2" Gypsum Board (bearing stud wall)  
 2x6 wood stud @ 15" o.c.
- ⑩ **CLUBBING WALL**  
 1/2" Gypsum Board  
 Batt sound insulation  
 2x6 wood stud @ 15" o.c.  
 1/2" Gypsum Board
- ⑪ **UNFINISHED SPACES @ UNFINISHED STUD WALL**  
 1/2" Gypsum Board (finished side)  
 2x6 wood stud @ 15" o.c.
- ⑫ **5/8" STUD WALL @ GARAGE**  
 1/2" Gypsum Board  
 5/8" Batt Insulation  
 1/2" Gypsum Board - water resistant

BCRC 3.2.2.3. GROUP C - RESIDENTIAL UP TO 3 STOREYS  
 WALL AREA = 89.12M<sup>2</sup> - 1.25M<sup>2</sup> @ 7% = 1.25M<sup>2</sup> ALLOWABLE OPENINGS  
 PACKING ONE STREET WITH A MAX BUILDING AREA OF 600 M<sup>2</sup> =  
 45 MIN FIRE RATING FOR FLOORS, WALLS AND ROOF

BCRC 9.10.14.4. A - MAX. UNPROTECTED OPENINGS  
 WALL AREA = 89.12M<sup>2</sup> - 1.25M<sup>2</sup> @ 7% = 1.25M<sup>2</sup> ALLOWABLE OPENINGS  
 (SEE SITE PLAN FOR DIMENSIONS BETWEEN BUILDINGS)







**Saath Development Corp.**

4905-20th Street  
Vernon, BC  
www.saath.ca

| No. | DESCRIPTION        | DATE         |
|-----|--------------------|--------------|
| 1.  | PRELIMINARY        | MAY 2, 2019  |
| 2.  | REVISED            | MAY 2, 2019  |
| 3.  | REVISED            | MAY 2, 2019  |
| 4.  | COORDINATION       | DEC 7, 2018  |
| 5.  | ISSUED FOR PERMITS | APR 15, 2019 |
| 6.  | 72P PERMITS        | APR 15, 2019 |

**GENERAL NOTES**

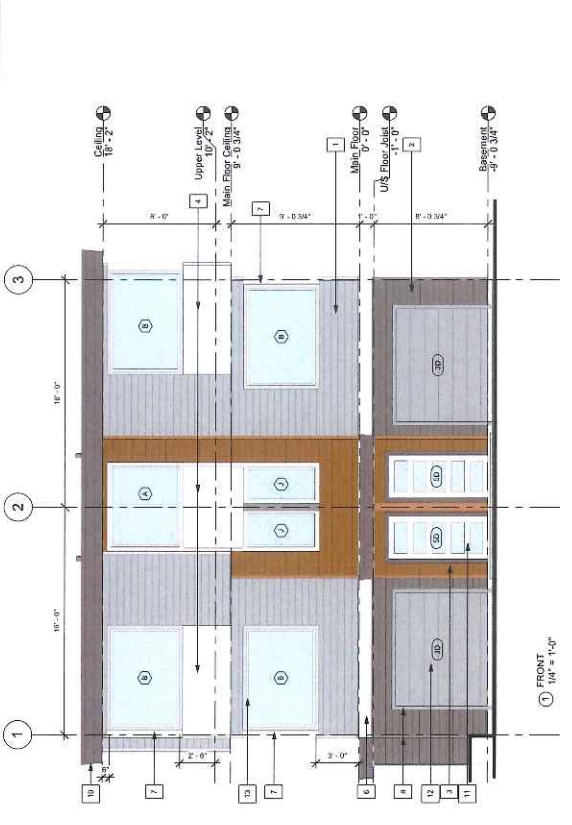
1. ALL PLANS AND DIMENSIONS MUST BE CHECKED AGAINST THE ARCHITECTURAL DRAWINGS BEFORE CONSTRUCTION AND MUST BE CORRECTED PRIOR TO WORK BEING COMMENCED.
2. CONTRACTOR MUST COMPLY WITH ALL CURRENT NATIONAL CODES, REGULATIONS AND ORDINANCES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE LOCAL AUTHORITY AND THE COPYRIGHTED PROJECT AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE LOCAL AUTHORITY.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE LOCAL AUTHORITY.

5400 OKANAGAN AVE VERNON BC  
TOWNHOMES

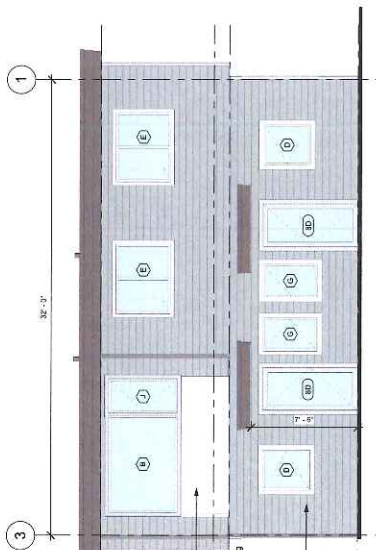
**BLDG 2 - ELEVATIONS**

|             |              |
|-------------|--------------|
| DATE        | APR 15 2019  |
| PROJECT NO. | 170          |
| SCALE       | 1/4" = 1'-0" |

A2.0



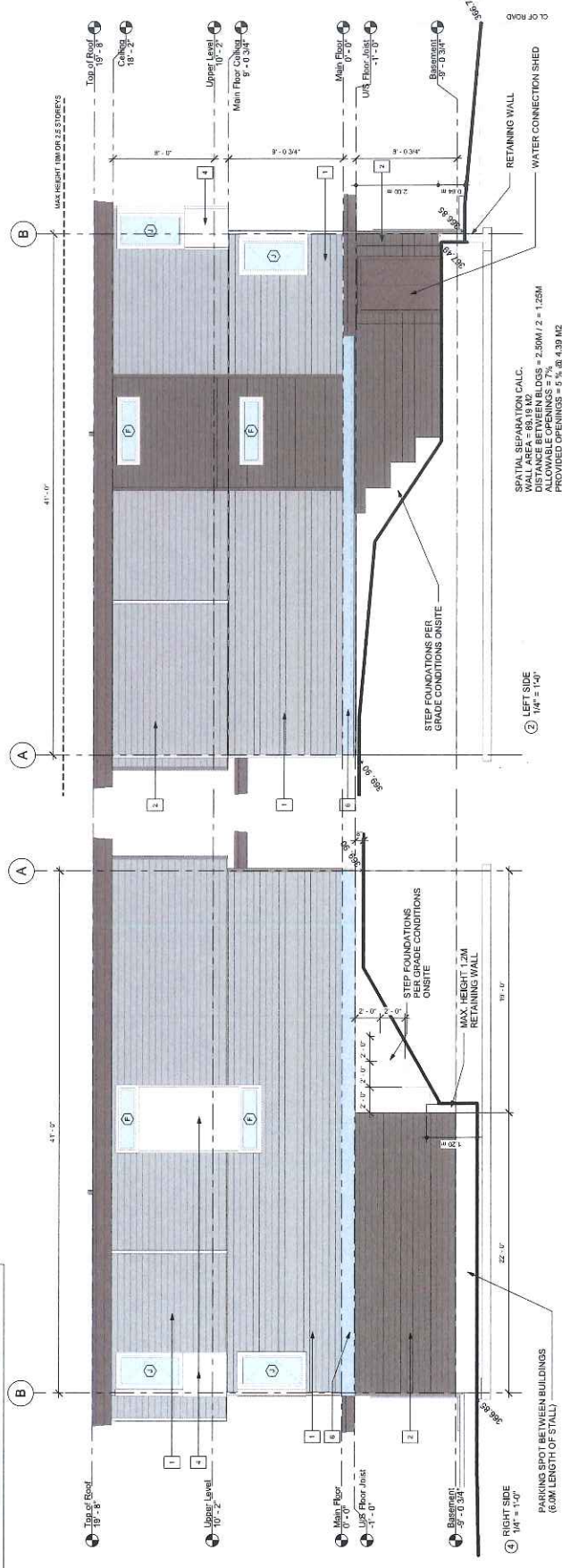
1 FRONT  
1/4" = 1'-0"



3 REAR  
1/4" = 1'-0"

| Door Schedule |                              |               |       | Window Schedule |                    |           |       |
|---------------|------------------------------|---------------|-------|-----------------|--------------------|-----------|-------|
| Type          | Family                       | Type          | Count | Type            | Family             | Type      | Count |
| 1             | Single-Flush                 | 24" x 80"     | 4     | A               | Slider with Trim   | 70" x 60" | 1     |
| 2             | Single-Flush                 | 18" x 60"     | 1     | B               | Fixed with Trim    | 64" x 60" | 5     |
| 3             | Overhead-Sectional with trim | 9'-0" x 7'-0" | 2     | D               | Casement with Trim | 36" x 42" | 2     |
| 4             | Single-Flush                 | 32" x 80"     | 5     | E               | Slider with Trim   | 60" x 48" | 2     |
| 5             | Single-Flush                 | 28" x 80"     | 1     | F               | Casement with Trim | 30" x 48" | 2     |
| 6             | Single-Flush                 | 48" x 80"     | 3     | G               | Casement with Trim | 30" x 60" | 2     |
| 7             | Single-Glass 1               | 50" x 80"     | 2     |                 |                    |           |       |
| 8             | Single-Glass 2               | 48" x 75"     | 1     |                 |                    |           |       |

- MATERIAL LEGEND**
1. PRIME CEMENT SIDING
  2. PRIME CEMENT SIDING
  3. PRIME CEMENT SIDING
  4. JAMES HARDIE - SPK
  5. JAMES HARDIE - ARTIC WHITE
  6. CORNER AND WINDOW TRIM
  7. SMART TRIM - BERNHARD MOORE
  8. SMART TRIM - BERNHARD MOORE
  9. FRIDGE CEMENT SIDING
  10. JAMES HARDIE - NIGHT GRAY
  11. JAMES HARDIE - NIGHT GRAY
  12. JAMES HARDIE - NIGHT GRAY
  13. JAMES HARDIE - NIGHT GRAY
  14. JAMES HARDIE - NIGHT GRAY
  15. JAMES HARDIE - NIGHT GRAY



SPATIAL SEPARATION CALC.  
WALL AREA = 89.18 M<sup>2</sup>  
TOTAL AREA BETWEEN WALLS = 2.5M / 2 = 1.25M  
ALLOWED PERCENTAGE = 5% @ 4.39 M<sup>2</sup>  
PROVIDED OPENINGS = 5% @ 4.39 M<sup>2</sup>

2 LEFT SIDE  
1/4" = 1'-0"

4 RIGHT SIDE  
1/4" = 1'-0"

PARKING SPOT BETWEEN BUILDINGS  
(6.0M LENGTH OF STALL)













# THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

**SUBMITTED BY:** Roy Nuriel  
Economic Development Planner

**COUNCIL MEETING:** REG  COW  I/C   
**COUNCIL MEETING DATE:** September 7, 2021  
**REPORT DATE:** August 11, 2021  
**FILE:** DVP00519 & ZON00342

**SUBJECT:** **DEVELOPMENT VARIANCE PERMIT AND REZONING AMENDMENT BYLAW #5790 FOR 5577 27<sup>TH</sup> AVENUE AND HOUSING AGREEMENT FOR 5545 AND 5577 27<sup>TH</sup> AVENUE**

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## **PURPOSE:**

To review Vernon Native Housing Society (VNHS) Development Variance Permit Application and adoption of Rezoning Amendment Bylaw #5790 for the property at 5577 – 27<sup>th</sup> Avenue and to review the request from VNHS to enter into a housing agreement for two non-profit rental apartment buildings at 5545 and 5577 27<sup>th</sup> Avenue.

## **RECOMMENDATION:**

THAT Council support Development Variance Permit Application #DVP00519 to vary the following sections of Zoning Bylaw #5000 to allow for a five storey, 35 unit, non-profit rental apartment building for Vernon Native Housing Society to be constructed on Lot Pt 10, Plan B1827, DL 66, ODYD (5577 27<sup>th</sup> Avenue):

- a) to vary the minimum side yard setback on the north side of the property from 4.5m to 3.2m (Section 9.12.5);
- b) to vary the maximum side yard projections of decks on the north side of the property from 0.8m to 1.6m (Section 4.4.2);
- c) to vary the maximum building height from the lesser of 16.5m or 4.5 storeys to 16.6m and 5.0 storeys (Section 9.12.5);
- d) to vary the minimum number of required off-street parking spaces from 63 spaces to 22 spaces (Section 7.1.2, Table 7.1); and
- e) to vary the maximum number of small car parking spaces from 40% to 50% (Section 7.1.11).

AND FURTHER, that Council support of DVP00519 is subject to the following:

- a) That the site, floor, elevations, landscaping plans and traffic impact assessment generally noted as Attachments 2-6 contained in the report titled "Development Variance Permit and Rezoning Amendment Bylaw #5790 for 5577 27<sup>th</sup> Avenue and Housing Agreement for 5545 and 5577 27<sup>th</sup> Avenue" dated August 11, 2021 and respectfully submitted by the Economic Development Planner be attached to and form part of DVP00519 as Schedule 'A'.

AND FURTHER, that Council receive the reciprocal access agreement for parking, drive aisles, snow storage, common property and amenities across the site and between 5577 and 5545 27<sup>th</sup> Avenue;

AND FURTHER, that Council adopt "5577 27<sup>TH</sup> Avenue Rezoning Amendment Bylaw Number 5790, 2019";

AND FURTHER, that Council support entering into a housing agreement pursuant to Section 4.9 of Zoning Bylaw #5000 with the Vernon Native Housing Society for two non-profit rental apartment buildings on Lot 1, Plan 5914, DL 66, ODYD (5545 27<sup>th</sup> Avenue) and Lot Pt 10, Plan B1827, DL 66, ODYD (5577 27<sup>th</sup> Avenue), subject to the following condition:

- a) That the terms and conditions of the housing agreement are those outlined in Attachment 9 contained in the report titled "Development Variance Permit and Rezoning Amendment Bylaw #5790 for 5577 27<sup>th</sup> Avenue and Housing Agreement for 5545 And 5577 27<sup>th</sup> Avenue" dated August 11, 2021 and respectfully submitted by the Economic Development Planner.

**ALTERNATIVES & IMPLICATIONS:**

1. THAT Council not support Development Variance Permit Application #DVP00519 to vary the following sections of Zoning Bylaw #5000 to allow for a five storey, 35 unit, non-profit rental apartment building for Vernon Native Housing Society to be constructed on Lot Pt 10, Plan B1827, DL 66, ODYD (5577 27<sup>th</sup> Avenue):
  - a) to vary the minimum side yard setback on the north side of the property from 4.5m to 3.2m (Section 9.12.5);
  - b) to vary the maximum side yard projections of decks on the north side of the property from 0.8m to 1.6m (Section 4.4.2);
  - c) to vary the maximum building height from the lesser of 16.5m or 4.5 storeys to 16.6m and 5.0 storeys (Section 9.12.5);
  - d) to vary the minimum number of required off-street parking spaces from 63 spaces to 22 spaces (Section 7.1.2, Table 7.1); and
  - e) to vary the maximum number of small car parking spaces from 40% to 50% (Section 7.1.11).

AND FURTHER, that Council support of DVP00519 is subject to the following:

- a) *(To be cited by Council);*
- b) That the site, floor, elevations, landscaping plans and traffic impact assessment generally noted as Attachments 2-6 contained in the report titled "Development Variance Permit and Rezoning Amendment Bylaw #5790 for 5577 27<sup>th</sup> Avenue and Housing Agreement for 5545 and 5577 27<sup>th</sup> Avenue" dated August 11, 2021 and respectfully submitted by the Economic Development Planner be attached to and form part of DVP00519 as Schedule 'A'.

AND FURTHER, that Council receive the reciprocal access agreement for parking, drive aisles, snow storage, common property and amenities across the site and between 5577 and 5545 27<sup>th</sup> Avenue;

AND FURTHER, that Council adopt "5577 27<sup>th</sup> Avenue Rezoning Amendment Bylaw Number 5790, 2019";

AND FURTHER, that Council support entering into a housing agreement pursuant to Section 4.9 of Zoning Bylaw #5000 with the Vernon Native Housing Society for two non-profit rental apartment buildings on Lot 1, Plan 5914, DL 66, ODYD (5545 – 27<sup>th</sup> Avenue) and Lot Lot Pt 10, Plan B1827, DL 66, ODYD (5577 27<sup>th</sup> Avenue), subject to the following condition:

- a) That the terms and conditions of the housing agreement are those outlined in Attachment 9 contained in the report titled "Development Variance Permit and Rezoning Amendment Bylaw



#5790 for 5577 27<sup>th</sup> Avenue and Housing Agreement for 5545 And 5577 27<sup>th</sup> Avenue” dated August 11, 2021 and respectfully submitted by the Economic Development Planner.

*Note: This alternative supports the development variance application subject to the conditions recommended by Administration, as well as an additional condition or conditions as cited by Council.*

2. THAT Council not support development variance permit application #DVP00519 to vary the following sections of Zoning Bylaw #5000 to allow for a five storey, 35 unit, non-profit rental apartment building for Vernon Native Housing Society to be constructed on Lot Pt 10, Plan B1827, DL 66, ODYD (5577 27<sup>th</sup> Avenue):
  - a) to vary the minimum side yard setback on the north side of the property from 4.5m to 3.2m (Section 9.12.5);
  - b) to vary the maximum side yard projections of decks on the north side of the property from 0.8m to 1.6m (Section 4.4.2);
  - c) to vary the maximum building height from the lesser of 16.5m or 4.5 storeys to 16.6m and 5.0 storeys (Section 9.12.5);
  - d) to vary the minimum number of required off-street parking spaces from 63 spaces to 22 spaces (Section 7.1.2, Table 7.1); and
  - e) to vary the maximum number of small car parking spaces from 40% to 50% (Section 7.1.11).

AND FURTHER, that prior to final adoption of the zoning amendment and housing agreement bylaws, the Development Permit be ready to be issued and that any required variance to Zoning Bylaw #5000, as amended, be evaluated by Council and approved if appropriate.

*Note: This alternative does not support the development variance permit application. The owner would have to develop the property in accordance with the bylaw. Should Council choose this alternative, Administration recommends to delay the adoption of the zoning amendment and housing agreement bylaws until the development permit be ready to be issued.*

## **ANALYSIS:**

### **A. Committee Recommendations:**

At its meeting of August 17, 2021, the Advisory Planning Committee passed the following resolution:

“ to be cited by the Committee. ”

At its meeting of August \_\_\_\_, 2021, the Affordable Housing Advisory Committee passed the following resolution:

“ to be cited by the Committee. ”

### **B. Rationale:**

1. The subject properties are located at 5545 and 5577 27<sup>th</sup> Avenue, as shown in Figures 1 and 2. The total area of the lots is 0.65 hectare (1.6 acres). The property at 5545 27<sup>th</sup> Avenue has an existing four storey, 38 unit non-profit rental apartment building – “Thunderbird Manor” (Figure 3), operated by Vernon Native Housing Society (VNHS). VNHS has proposed to develop a second phase, five storey rental apartment building with 35 non-profit units on the adjacent property at 5577 27<sup>th</sup>.

2. At its Regular Meeting of January 13, 2020, Council gave Third Reading to “5577 27<sup>th</sup> Avenue Rezoning Amendment Bylaw Number 5790, 2019” – a bylaw to rezone the subject property from R2 – Large Lot Residential to RH1 – Low-Rise Apartment Residential in order to construct a rental apartment development for VNHS. At its Regular Meeting of January 25, 2021, Council approved a one year extension to the processing timeline for the Bylaw to January 13, 2022.
3. The applicant is seeking to vary the following sections of Zoning Bylaw #5000 for the proposed second apartment building at 5577 27<sup>th</sup> Avenue (Attachment 1):
  - a) to vary the minimum side yard setback on the north side of the property from 4.5m to 3.2m (Section 9.12.5);
  - b) to vary the maximum side yard projections of decks on the north side of the property from 0.8m to 1.6m (Section 4.4.2);
  - c) to vary the maximum building height from the lesser of 16.5m or 4.5 storeys to 16.6m and 5.0 storeys (Section 9.12.5);
  - d) to vary the minimum number of required off-street parking spaces from 63 spaces to 22 spaces (Section 7.1.2, Table 7.1); and
  - e) to vary the maximum number of small car parking spaces from 40% to 50% (Section 7.1.11).

In their letter (Attachment 1), the applicant has provided an overview of the project and justifications for the requested variances.

4. As illustrated in Attachments 2 to 5, the proposed five storey multifamily apartment building will provide 35 units ranging from one to four bedrooms. The building has been designed to be complementary with phase I by incorporating a similar contemporary modern appearance. Exterior finishes include the use of wood and stone textures. Landscaping includes enhanced natural areas between the buildings and tree plantings within side yards to provide screening and privacy for adjacent properties. An onsite playground with an adjacent seating amenity area is intended for family enjoyment and community



Figure 1 - Location of Subject Properties

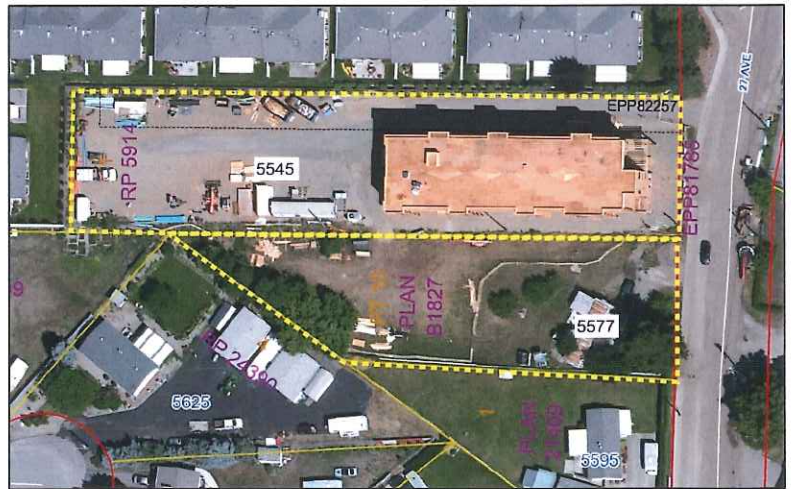


Figure 2 - Aerial View of Subject Properties



connectivity. Parking is provided via surface stalls behind the building so as to be less visible from the street. Although, each building is on a separate property and title, the amenities and parking area will be shared between the two phases by a legal agreement (Attachment 8) and the two buildings will function as they are on one property. Keeping each phase on a separate title is required by VNHS and BC Housing in order to be eligible to access to provincial funding.



**Figure 3 – VNHS 38 Rental Apartment Building  
“Thunderbird Manor” (Phase I)**

5. Section 9.12.5 in Zoning Bylaw #5000 for RH1: Low-Rise Apartment Residential (Attachment 7), requires for a minimum 4.5m for a side yard setback. The applicant is asking to vary the side yard setback on the north side of the building from 4.5m to 3.2m for the heating, ventilation, and air conditioning (HVAC) systems, which are located beside the decks of each unit. According to Section 4.4.2 in Zoning Bylaw #5000, decks may project up to 0.8m into an interior side yard. The decks are proposed to project 1.6m into the north side yard. The requested side yard setback variances for the HVAC systems and decks projections are minor in scale with no impact on the property to the north, which is also owned by the VNHS. These variances are only required as a result of development the two phases on separate properties, and would not be needed if the lots were consolidated. As such, administration supports the requested variances.
6. The applicant is seeking to vary the maximum building height in RH1 zoning district (Attachment 7) from the lesser of 16.5m or 4.5 storeys to 16.6m and 5 storeys. As illustrated in the building elevations (Attachment 4), the additional half storey and 0.1m (10cm) has no impact on the adjacent properties. The top floor (level 5) is setback by penthouse units with wide decks. This design breaks the mass of the building and the small addition is not noticeable from the street level. Pursuant to the minor height addition to the building, the applicant succeeded to increase the number of much needed non-profit large rental units. As such, Administration supports the requested height variance.
7. The proposed apartment building would provide 35 rental units comprising of 10 one bedroom, 11 two bedroom, eight three bedroom and six four bedroom units (Attachments 2 and 3). Zoning Bylaw #5000 requires 63 off-street parking spaces (five of which would be designated as visitor parking), at 1.77 spaces per unit. The applicant is proposing 22 spaces on the subject property at 5577 27<sup>th</sup> Avenue (five of which would be designated as visitor parking), resulting in 0.62 spaces per unit. Although the proposed parking supply is far below the City’s requirement of 63 parking spaces, the future parking demand on-site is anticipated to be absorbed by surplus parking available from the adjacent Phase I development. In combination, Phase I and Phase II together are expected to provide a total of 77 parking spaces within the development, resulting in 1.05 spaces per unit.

In support of the parking variance, the applicant provided a parking study as part of the TIA (Attachment 6). The study provides the support rationale for the variance request, as follows:

- The user groups are individuals with low incomes. Studies have shown that non-profit rental housing developments generate less vehicle ownership and less parking demands than market housing developments;
- On-site parking demand from Phase I that is now fully occupied revealed that the peak occupancy for parking spaces within the Phase I development was low, with 21 parking spaces



occupied out of the 55 parking spaces provided on-site. The estimated demand for proposed Phase II would be 26 parking spaces;

- Secure and sheltered bike parking would be provided for residents;
- Transit service is available within a five minute walking distance of the development (Route 7 operates adjacent to the site and Route 8 operates nearby on Okanagan Landing Road/Heritage Drive). The site is located within walking distance to services, jobs and shopping at the adjacent Okanagan Landing Plaza;
- Existing active transportation infrastructure is provided nearby, including multiuse pathways on Allenby Way and Okanagan Landing Road and sidewalks / bike lanes on 27<sup>th</sup> Avenue; and
- Future active transportation improvements are planned for the area, including a multiuse pathway adjacent to the site on 27<sup>th</sup> Avenue, connecting the existing Allenby Way and Okanagan Landing Road multiuse pathways.

The TIA also assessed that the development is expected to produce a peak period demand of 26 parking spaces which includes both residents and visitors (1.34 spaces per unit). The anticipated parking demand for phase I and II would be 47 stalls. While 77 stalls will be provided (1.05 spaces per unit) are below the Zoning Bylaw requirement, they are in excess of the anticipated demand of 47 stalls and in overall the site is anticipated to have a surplus of 30 parking spaces for use by staff and visitors.

8. As illustrated in Attachment 1, the parking layout at 5577 27<sup>th</sup> Avenue consists of 22 off-street parking spaces, which includes 11 regular (includes two accessible parking spaces), 11 small car. Zoning Bylaw #5000 limits the number of small car spaces to 40% of the total parking supply. The applicant has also requested a parking variance to the maximum number of small car spaces from 40% to 50% of the total parking supply. Administration supports the variance to provide a total of 50% of small car spaces based on the following:
  - Smaller vehicles are generally more affordable to purchase and operate for lower income and budget conscious residents;
  - Market trends are to cross-over models and small or mid-sized SUVs, which have an average length of 4.9m and can be accommodated by the small car parking space; and
  - The top selling large vehicles and pickup trucks made up only 23% of the Canadian new vehicle market in 2017 (Drive.ca).

9. At its Regular Meeting of January 13, 2020, Council gave Third Reading to “5577 27<sup>th</sup> Avenue Rezoning Amendment Bylaw Number 5790, 2019” – a bylaw to rezone the subject property from R2 – Large Lot Residential to RH1 – Low-Rise Apartment Residential in order to construct a rental apartment development for VNHS, subject to a reciprocal access agreement for parking and drive aisles across the sites and between the two properties at 5545 and 5577 27<sup>th</sup> Avenue.

As requested by Council and in order to meet the site constraints for services and shared access, drive aisle, parking and amenities between phase I and II, VNHS has provided an easement on the title of both properties at 5544 and 5577 27<sup>th</sup> Avenue (Attachment 8). Should Council support the proposed development and requested variances, Administration recommends to adopt “5577 27<sup>th</sup> Avenue Rezoning Amendment Bylaw Number 5790, 2019”.

10. Prior to the construction of the second non-profit rental apartment building, VNHS has requested Council support for a housing agreement for both buildings on the subject properties at 5545 and 5577 27<sup>th</sup> Avenue, so that in addition to the 38 existing units, 35 new affordable rental units can be constructed. This conforms to Section 4.9.2 of the Zoning Bylaw #5000 provided there is a public benefit such as affordable or special needs housing rented at below market rates. The two VNHS non-profit rental apartment buildings with 73 one to four bedroom units will offer the public benefit of much needed affordable housing rented at below market place. The housing agreement / covenant was also required by Council in order to approve the strata conversion application by VNHS and BC Housing for the



existing building in phase I. Administration recommends that Council support VNHS's request to enter into a housing agreement.

11. Housing agreements are also utilized to waive "low income housing" projects from being levied City and the Regional District of North Okanagan (RDNO) Development Cost Charges (DCCs). Waiving the project's DCCs are permitted in the City's Bylaws #5233 and #5680 and in the RDNO Bylaws #1983 and #2789. In the subject case, the proposed 35 unit non-profit rental apartment building is qualified as per Section 563 (1) (a) in the *Local Government Act* and in the City and RDNO Bylaws for DCCs exemption in total amount of \$382,445. \$278,040 are municipal DCCs for servicing and parks and \$104,405 are regional DCCs for water and parks and natural space.
12. Administration supports the development variance application and the housing agreement for the following reasons:
  - a) Council gave Third Reading to "5577 27<sup>th</sup> Avenue Rezoning Amendment Bylaw Number 5790, 2019" – a bylaw to rezone the subject property from R2 – Large Lot Residential to RH1 – Low-Rise Apartment Residential in order to construct a non-profit rental apartment development for VNHS.
  - b) The proposed variances would allow for an additional non-profit rental housing development with 35 units, which meets the goals and objectives in the City's Attainable Housing Strategy. This strategy has been endorsed by Council. The requested variances are mostly minor in scale with minimal impact on the adjacent properties.
  - c) The building has been designed to be complementary with phase I by incorporating a similar contemporary modern appearance. Exterior finishes include the use of wood and stone textures. Landscaping includes enhanced natural area between the buildings and tree plantings within side yards to provide screening and privacy for adjacent properties. An onsite playground with an adjacent seating amenity area is intended for family enjoyment.
  - d) Based on the provided TIA, the 77 proposed parking stalls to be shared between phase I and II are more than the anticipated combined demand of 47 stalls. Overall, the site is anticipated to have a surplus of 30 parking spaces for use by staff and visitors.

**C. Attachments:**

- Attachment 1 – applicant's letter dated February 19, 2021
- Attachment 2 – site plan
- Attachment 3 – ground to fifth level floor plans
- Attachment 4 – building elevations
- Attachment 5 – landscaping plan
- Attachment 6 – Transportation Impact Assessment (TIA)
- Attachment 7 – RH1: Low Rise Apartment Residential zoning district
- Attachment 8 – reciprocal access and use agreement between 5545 and 5577 27<sup>th</sup> Avenue
- Attachment 9 – Housing Agreement Covenant

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

The subject rezoning application involves the following objectives in Council's Strategic Plan 2019 – 2022:

- Create accessible and attainable housing for families with annual income below \$70,000
- Develop affordable housing partnerships, including the use of City lands
- Affordable/accessible housing, continue to pursue every effective means to ensure safe housing for all

- Streamline the residential development approval process
- Promote transit oriented housing and mixed use development
- Work towards a sustainable Vernon – environmentally, economically and socially

**E. Relevant Policy/Bylaws/Resolutions:**

1. The subject properties are designated Neighbourhood Centre on the land use map in the Official Community Plan (OCP). The subject property at 5545 27<sup>th</sup> Avenue zoned RH1: Low-Rise Apartment Residential in Zoning Bylaw #5000 and has an existing four storey, 38 unit non-profit rental apartment building – “Thunderbird Manor”, operated by Vernon Native Housing Society (VNHS). The subject property at 5577 27<sup>th</sup> Avenue has received Third Reading to rezone the subject property from R2 – Large Lot Residential’ to RH1 – Low-Rise Apartment Residential in order to construct VNHS’s phase II non-profit rental apartment development with 35 units.
2. At its Regular Meeting of November 25, 2019, Council passed the following resolution for ZON00342 and gave First and Second Readings:

*THAT Council support the application to rezone Lot Pt 10, Plan B1827, DL 66, ODYD (5577 27<sup>th</sup> Avenue) from R1 – Estate Lot Residential to RH1 – Low Rise Apartment Residential in order to construct a rental apartment development, subject to the following:*

*The owner is to enter into a reciprocal access agreement for parking and drive aisles across the site and adjacent properties (5577 and 5545 27<sup>th</sup> Avenue).*

*AND FURTHER, that prior to final adoption of the zoning amendment bylaw, the Development Permit be ready to be issued and that any required variance to Zoning Bylaw #5000, as amended, be evaluated by Council and approved if appropriate.*

3. At its Regular Meeting of January 13, 2020, Council gave Third Reading to “5577 27<sup>th</sup> Avenue Rezoning Amendment Bylaw Number 5790, 2019” – a bylaw to rezone the subject property from ‘R2 – Large Lot Residential’ to ‘RM2 – Multiple Housing Residential’.
4. At its Regular Meeting of January 25, 2021, Council passed the following resolution:

*THAT Council approve the extension of the processing timeline for “5577 27<sup>th</sup> Avenue Rezoning Amendment Bylaw Number 5790, 2019” to January 13, 2022.*

5. At its Regular Meeting of February 8, 2021, Council passed the following resolution:

*THAT Council approve the strata conversion application for Lot 1, Plan 5914, DL 66, ODYD (5545 27<sup>th</sup> Avenue), subject to the following conditions:*

- a) *That Council waive the Section B conditions within Council’s policy titled “Strata Conversion Applications”;*
- b) *That a covenant be registered on the titles of all strata units that maintain the use of the building as affordable rental housing; and*
- c) *That Council’s approval period is to expire one year from the date of Council’s consideration.*



6. Section 4.9 of Zoning Bylaw #5000 governs housing agreements, as follows:

#### 4.9 Housing Agreements

4.9.1 City Council may enter into a housing agreement and/or covenant pursuant to the *Local Government Act*, as a condition of approval for affordable and/or special needs housing, which contains contractual arrangements as to any, or all, of the following:

- the use of the lot in relation to any existing or proposed building or structure including the preservation of buildings, structures and environmental setbacks;
- the occupancy, form of tenure, availability, administration, management and rent provisions, of the housing units;
- the timing of the development; and
- such other conditions as may be considered reasonable under the circumstances.

4.9.3 All agreements and/or covenants entered into pursuant to Section 4.9 shall run with the land as a priority charge against the title of the subject lands at the *Land Title Office*.

7. Section 563 (1) (a) in the Local Government Act for Circumstances in which development cost charges may be waived or reduced not payable:

563 (1) In this section, "eligible development" means a development that is eligible in accordance with an applicable bylaw or regulation under this section as being for one or more of the following categories:

- (a) not-for-profit rental housing, including supportive living housing;

8. Section 9 of City of Vernon Development Cost Charges Bylaw #5233 and Section 7 of City of Vernon Parks Development Cost Charges Bylaw #5680 for Waiver of DCCs for Low Income Housing:

Pursuant to the Local Government Act, development cost charges for low income housing are waived in their entirety

9. Section 4 (1) of RDNO, Greater Vernon Water Utility Water Development Cost Charge Bylaw #1983, and Section 12 of Greater Vernon Trails and Natural Space Development Cost Charge Bylaw #2789, development cost charges exempt:

Pursuant to section 563(1)(a) of the Local Government Act, Development Cost Charges for not-for-profit rental housing as defined in this bylaw are waived in their entirety.

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

### **BUDGET/RESOURCE IMPLICATIONS:**

The subject project involves low income housing to be developed, owned and operated by a non-profit housing society. This project would qualify for the City and RDNO DCC waiver provisions in the amount of \$382,445. \$278,040 from this amount are municipal and \$104,405 are regional DCCs.





**Proposal for Development Permit and Development Variance Permit**

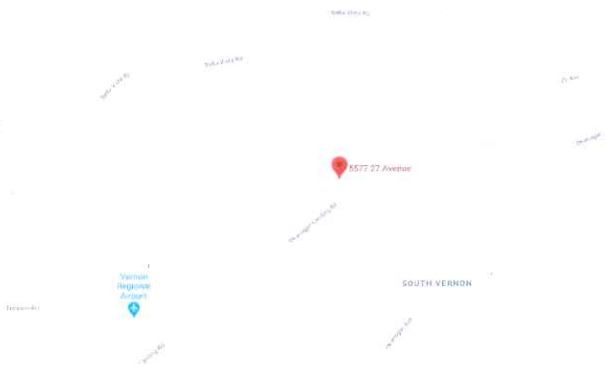
**Introduction**

This application is for a Development Permit, and Development Variance Permit to facilitate the construction of a 35-unit low-rise residential building for the Vernon Native Housing Society.



**Site Context and Land Use**

The subject site consists of a single parcel. The property is currently zoned R1 but has an active zoning application in progress to rezone to RH1 Low Rise Apartment Residential. The OCP Land Use Designation is Neighborhood Centre.



**Site Location**  
Source: Google Map



**Site Context**  
Source: RDNO





## Variance Requested

There are 3 minor variances requested as part of this proposal:

- 1) Height – A very minimal height variance is requested to increase the height of the building from 4.5 storeys and 16.5m, to 5 storeys and 16.6m. To put this height variance differential into perspective, 0.1m (10cm) is about the height of a coffee cup. It is very unlikely a pedestrian would be able to discern the difference between a 16.5m and a 16.6m tall building, respectively.
- 2) Parking Variance – Site constraints have only allowed space for 22 stalls, while the bylaw requirement is 62 stalls. That said, subsidized housing has a much lower rate of vehicle ownership than conventional apartments. Furthermore, all parking and access will be shared with the property to the North, which is also owned by the Vernon Native Housing Society. Together, both buildings will have 77 stalls for 73 units. *R.F Binnie & Associates* also assessed this concern in their report and found that:

*"Looking at the whole site together, 77 parking spaces will be provided, and the anticipated parking demand would be 47 parking spaces (21 observed from Phase I and 26 estimated for Phase II); therefore, the overall site is anticipated to have a surplus of 30 parking spaces for use by staff and visitors."* Binnie, 2021

Photos taken by Binnie on July 2, 2020 (a Thursday at 6:45pm), show a large amount of open parking spaces in the parking lot of the phase 1 building, which was fully occupied at the time.











- 3) Deck Encroachment - According to the City's Zoning Bylaw, decks may encroach into required setbacks up to 0.8m. The applicant would like to request the ability to encroach 1.6m on the North side setback for deck overhangs/mechanical equipment ONLY. It is very important to consider that this side faces the existing phase 1 building, which is also owned by the Vernon Native Housing Society. This variance will not have an impact on any of the other neighboring properties.

## **Conclusion**

This project will provide a variety of much needed low-cost rental homes for the Vernon community. With affordability in the Okanagan at an all-time low, these homes will have a range of rent prices to be attainable to a broader number of potential residents. The variances requested are very minor in nature, with the benefits of the project far outweighing the negatives. The applicant kindly requests support from staff and council on this application.

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED. THIS DRAWING IS THE PROPERTY OF NEW TOWN GREEN PLANNING CIVIL ENGINEERING. THE DRAWING IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF NEW TOWN GREEN PLANNING CIVIL ENGINEERING. THE DRAWING IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF NEW TOWN GREEN PLANNING CIVIL ENGINEERING.



| No | Date       | Description      |
|----|------------|------------------|
| 17 | 22.07.2021 | Issued for DP    |
| 18 | 18 Feb. 5. | Re-issued for DP |
| 24 | 24.06.2021 | Re-issued for DP |
|    |            |                  |
|    |            |                  |
|    |            |                  |
|    |            |                  |
|    |            |                  |
|    |            |                  |



PROJECT NAME  
**VERNON NATIVE HOUSING PHASE II 35-UNIT COMPLEX**

PROJECT ADDRESS  
**5577 - 27th AVENUE, VERNON, BC**

PROJECT NO  
 2018

DRAWING TITLE  
**SITE PLAN**

DATE  
 2021

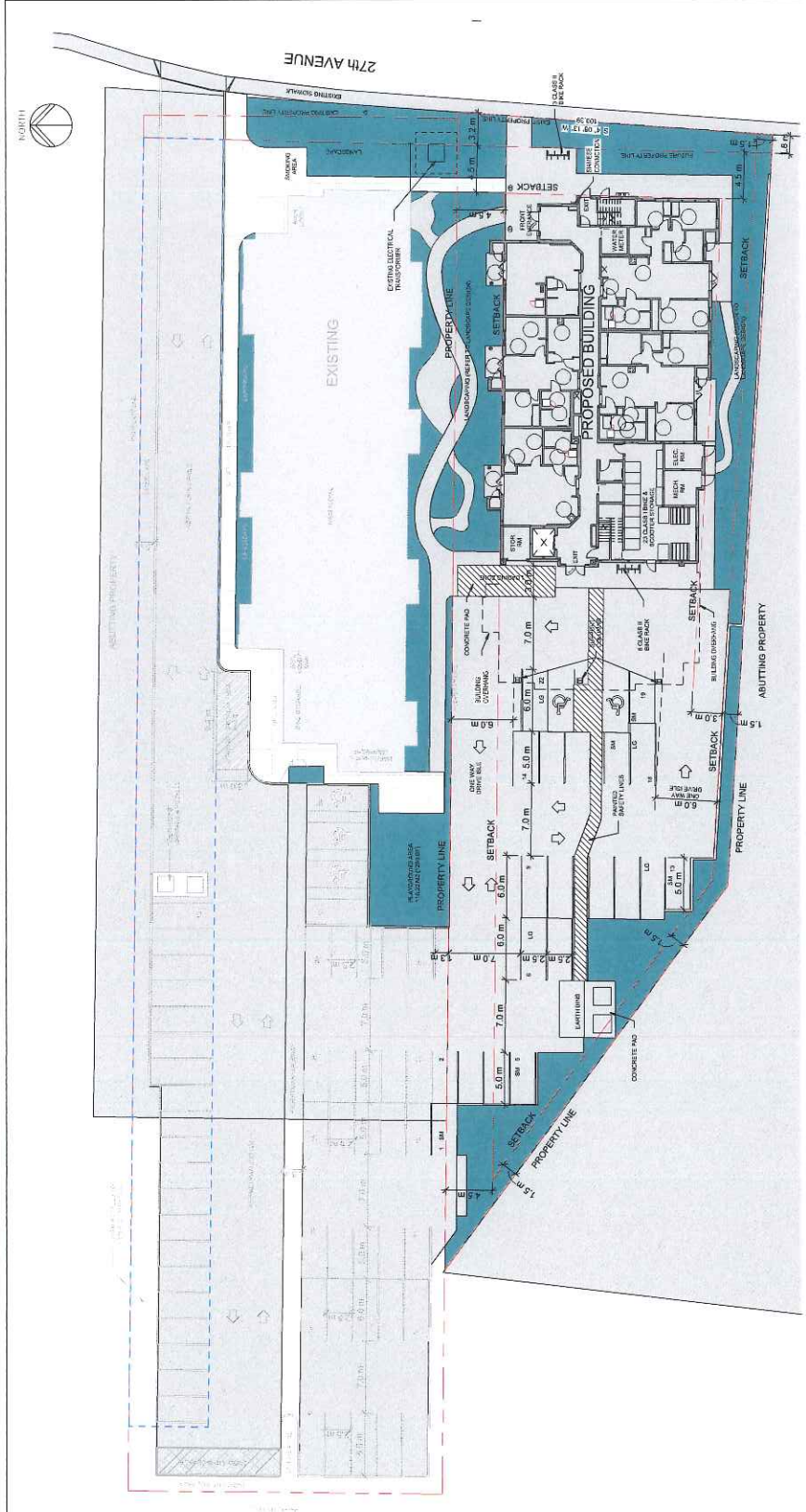
SCALE  
 1:200

PROJECT NO  
 2018

DATE  
 2021

SCALE  
 1:200

**A2.01**



NOT FOR CONSTRUCTION

1 SITE PLAN PRESENTATION  
 1:200





ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF VERNON PLANNING DEPARTMENT'S STANDARD SPECIFICATIONS FOR CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF VERNON PLANNING DEPARTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF VERNON PLANNING DEPARTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF VERNON PLANNING DEPARTMENT.

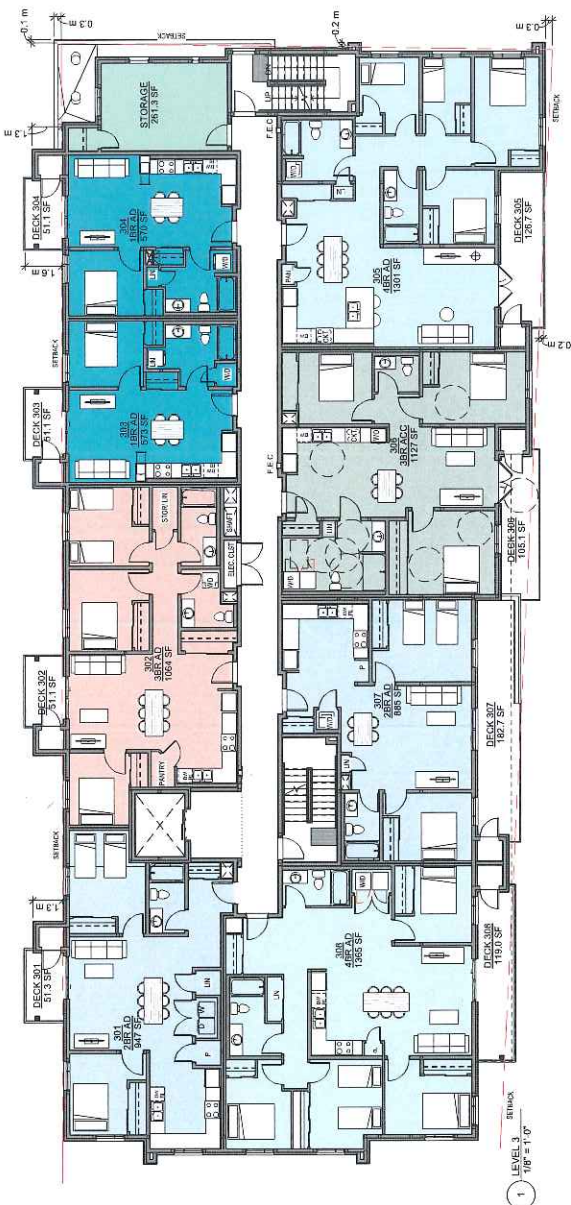


| No. | Date         | Description       |
|-----|--------------|-------------------|
| 1   | JUL 11, 2020 | PROGRESS REVIEW   |
| 2   | JUL 11, 2020 | CLIENT REVIEW     |
| 3   | AUG 07, 2021 | ISSUED FOR PERMIT |
| 4   | AUG 27, 2021 | ISSUED FOR DP     |
| 5   | FEB 05, 2021 | RE-BRAND FOR DP   |
| 6   | JUL 28, 2021 | RE-BRAND FOR DP   |
| 7   | FEB 05, 2021 | RE-BRAND FOR DP   |

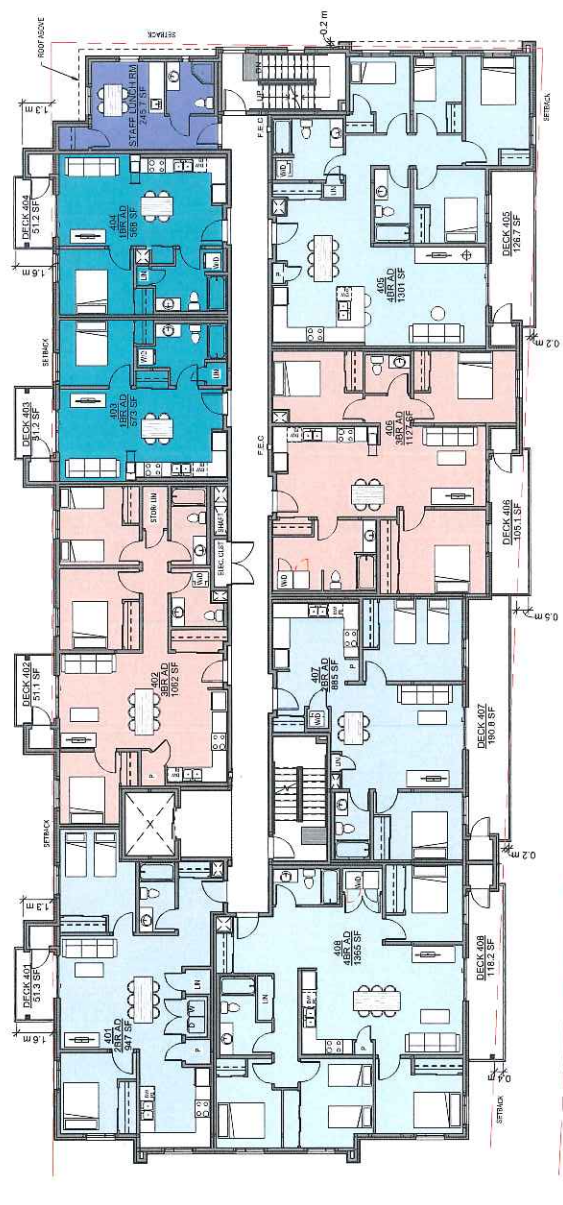


PROJECT NAME: VERNON NATIVE HOUSING PHASE II 35-UNIT COMPLEX  
 PROJECT ADDRESS: 5577 - 27TH AVENUE, VERNON, BC  
 PROJECT NO.: 2021-001  
 DRAWING NO.: LEVEL 3 & LEVEL 4 PLANS  
 DATE: 08-11-21  
 BY: [Signature]  
 CHECKED BY: [Signature]  
 SCALE: 1/8" = 1'-0"

**A3.02**  
 18-03-2021 10:30 AM

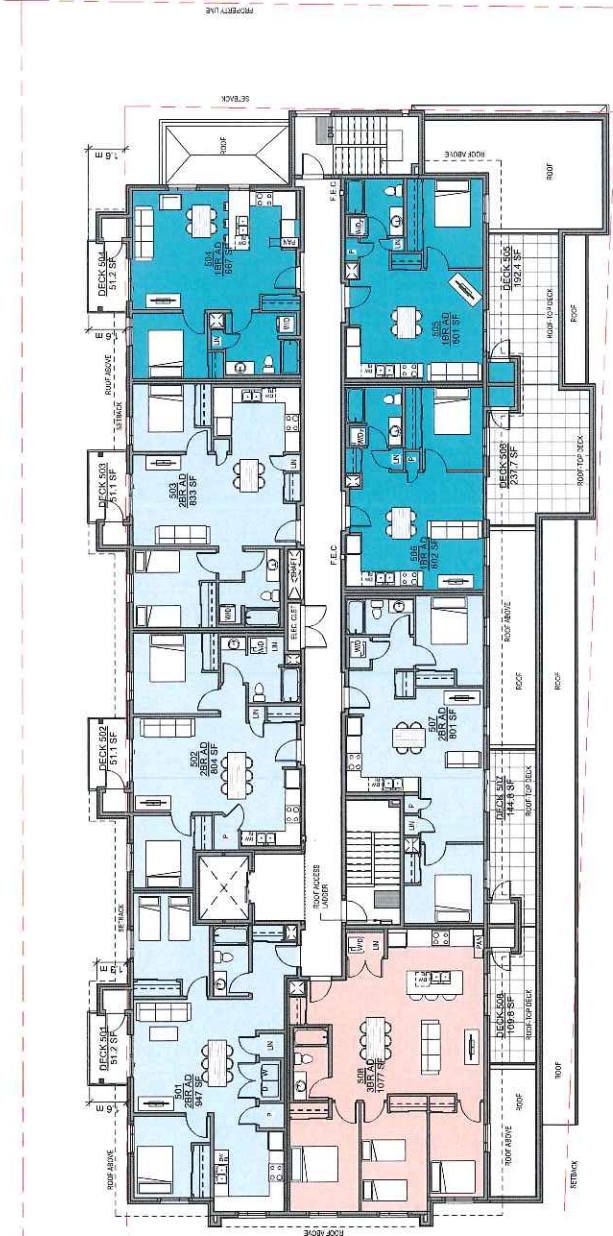


1 LEVEL 3  
 1/8" = 1'-0"



2 LEVEL 4  
 1/8" = 1'-0"

NOT FOR CONSTRUCTION



1 LEVEL 5  
1/8" = 1'-0"

NOT FOR CONSTRUCTION

All construction shall be required to conform with the applicable codes and standards of the jurisdiction. The contractor shall be responsible for obtaining all necessary permits and approvals. The contractor shall be responsible for obtaining all necessary permits and approvals. The contractor shall be responsible for obtaining all necessary permits and approvals.

**NEW TOWN**  
URBAN PLANNING  
CIVIL ENGINEERING  
ARCHITECTURE



| No | Date       | Description    |
|----|------------|----------------|
| 5  | 16/03/2020 | CLIENT REVIEW  |
| 17 | 16/03/2020 | Issued for DP  |
| 18 | 16/03/2020 | Revised for DP |
| 24 | 16/03/2020 | Revised for DP |



Project No: **VERNON NATIVE HOUSING PHASE II 85-UNIT COMPLEX**  
Project Address: **6577 - 27th AVENUE, VERNON, BC**  
Drawing No: **LEVEL 5 PLAN**

**A3.03**

DATE: 16/03/2020  
SCALE: 1/8" = 1'-0"



ALL CONSTRUCTION SHALL BE ACCORDING TO THE CANADIAN NATIONAL BUILDING CODE (CNBC) AND THE BC BUILDING CODE (BBC). THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.



**NEW TOWN**  
 URBAN PLANNING  
 CIVIL ENGINEERING  
 100-10100 166TH AVENUE, SUITE 100  
 RICHMOND, BC V6V 2G9

Seal



| No | Date          | Description      |
|----|---------------|------------------|
| 17 | Jan. 27, 2021 | Issued for DP    |
| 18 | Feb. 5, 2021  | Re-issued for DP |
| 24 | Jan. 28, 2021 | Re-issued for DP |
|    |               |                  |
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|    |               |                  |



project name  
**VERNON NATIVE HOUSING PHASE II 35-UNIT COMPLEX**  
 project address  
**5577 - 27th AVENUE, VERNON, BC**  
 project no.  
 drawing title  
**BUILDING ELEVATIONS**

drawing title  
**BUILDING ELEVATIONS**

| Scale | Date | By | Checked |
|-------|------|----|---------|
|       |      |    |         |
|       |      |    |         |
|       |      |    |         |

**A4.0'**  
 183/2021/11/24

**EXTERIOR MATERIAL LEGEND**

| KEYNOTE | DESCRIPTION                                       |
|---------|---|
| 1       | CEMENTITIOUS PANELS - LIGHT MIST                  |
| 2       | CEMENTITIOUS PANELS - RICH ESPRESSO               |
| 3       | LUX STONE COLOUR KNOTTY TEAK                      |
| 4       | STONEFRONT GLAZING                                |
| 5       | ALUMINUM GLAZED DOORS                             |
| 6       | DOUBLE GLAZED WINDOWS                             |
| 7       | BALCONY POSTS (WRAP W/ HARDIE BOARD)              |
| 8       | ALUMINUM GUARDS                                   |
| 9       | STEEL STRUCTURE                                   |
| 10      | ALUMINUM SOLAR SHADES                             |
| 11      | EVERBLOW ROOF                                     |
| 12      | STONE VENEER                                      |
| 13      | PATIO DOORS                                       |
| 14      | PAINTED METAL EXTERIOR DOORS                      |
| 15      | RAILING W/ FROSTED GLASS                          |
| 16      | ROOF ACCESS HATCH                                 |
| 17      | ELEVATOR SHAFT                                    |
| 18      | PRE-FINISHED METAL CAP FLASHING                   |
| 19      | PRE-FINISHED METAL FLASHING @ HARDIE PANEL @ DECK |
| 20      | PANEL (HARDIE)                                    |
| 21      | REVEALS (EXT TRIM)                                |

**MATERIAL KEYNOTE LEGEND**

| KEYNOTE | DESCRIPTION                                       |
|---------|---|
| 1       | CEMENTITIOUS PANELS - LIGHT MIST                  |
| 2       | CEMENTITIOUS PANELS - RICH ESPRESSO               |
| 3       | LUX STONE COLOUR KNOTTY TEAK                      |
| 4       | STONEFRONT GLAZING                                |
| 5       | ALUMINUM GLAZED DOORS                             |
| 6       | DOUBLE GLAZED WINDOWS                             |
| 7       | BALCONY POSTS (WRAP W/ HARDIE BOARD)              |
| 8       | ALUMINUM GUARDS                                   |
| 9       | STEEL STRUCTURE                                   |
| 10      | ALUMINUM SOLAR SHADES                             |
| 11      | EVERBLOW ROOF                                     |
| 12      | STONE VENEER                                      |
| 13      | PATIO DOORS                                       |
| 14      | PAINTED METAL EXTERIOR DOORS                      |
| 15      | RAILING W/ FROSTED GLASS                          |
| 16      | ROOF ACCESS HATCH                                 |
| 17      | ELEVATOR SHAFT                                    |
| 18      | PRE-FINISHED METAL CAP FLASHING                   |
| 19      | PRE-FINISHED METAL FLASHING @ HARDIE PANEL @ DECK |
| 20      | PANEL (HARDIE)                                    |
| 21      | REVEALS (EXT TRIM)                                |



1 WEST ELEVATION  
 187' - 11 1/2"



2 SOUTH ELEVATION (MD)  
 116' - 11 1/2"

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.



**NEW TOWN**  
URBAN PLANNING  
& ENGINEERING  
INC.

Scale



| No | Date     | Description      |
|----|----------|------------------|
| 17 | 15.02.21 | Issued for DP    |
| 18 | 18.06.21 | Re-issued for DP |
| 19 | 24.06.21 | Re-issued for DP |
| 20 | 24.06.21 | Re-issued for DP |
| 21 | 24.06.21 | Re-issued for DP |



Project No: VERNON NATIVE HOUSING PHASE II 85-UNIT COMPLEX  
Project Address: 5577 - 27th Avenue, Vernon, BC  
Project No: 2018-0011

**BUILDING ELEVATIONS**

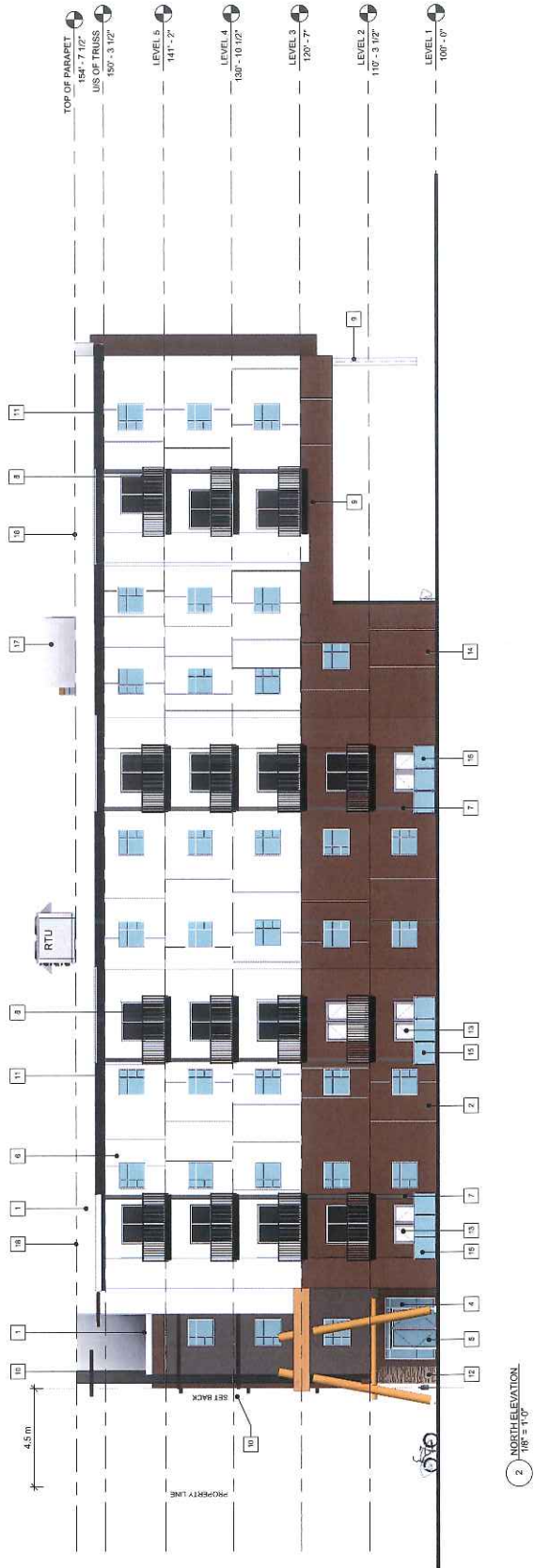
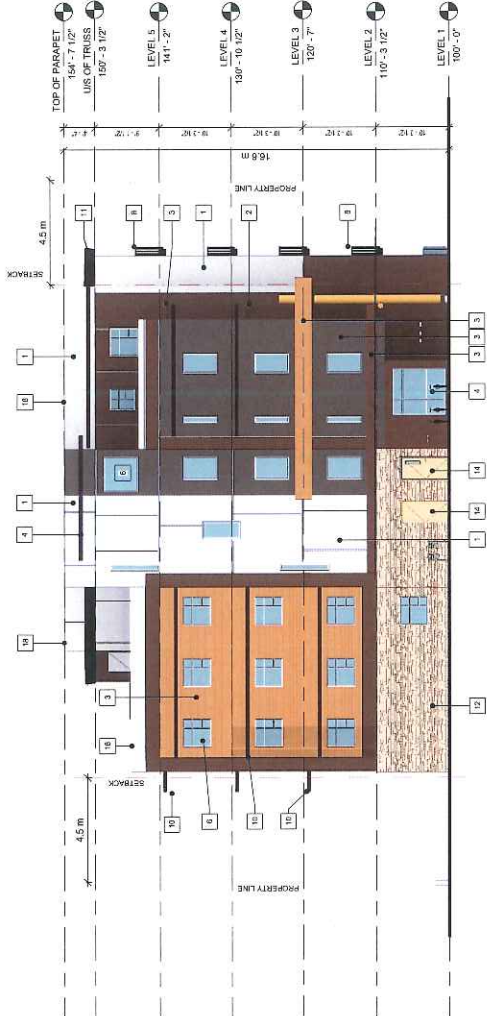
**A4.02**  
18/03/2021 11:09 AM

**EXTERIOR MATERIAL LEGEND**

| Material Name                                    | Color / Description |
|--|---------------------|
| CEMENTITIOUS PANELS - LIGHT MIST                 | Light grey          |
| CEMENTITIOUS PANELS - RICH ESPRESSO              | Dark brown          |
| LUX SIDING COLOUR: KNOTTY TEAK                   | Wood grain          |
| ALUMINUM GLAZED DOORS                            | Dark brown          |
| DOUBLE GLAZED WINDOWS                            | Dark brown          |
| BALCONY POSTS (WRAP IN HARDIE BOARD)             | Light grey          |
| ALUMINUM GUARDS                                  | Dark brown          |
| STEEL STRUCTURE                                  | Dark brown          |
| ALUMINUM SQUARE SHAPES                           | Dark brown          |
| EYEBROW ROOF                                     | Dark brown          |
| STONE VENEER                                     | Light grey          |
| PATIO DOORS                                      | Dark brown          |
| PAINTED METAL EXTERIOR DOORS                     | Dark brown          |
| RAILINGS W/ FRICATED GLASS                       | Dark brown          |
| ROOF ACCESS HATCH                                | Dark brown          |
| ELEVATOR SHIRT                                   | Dark brown          |
| PRE-FINISHED METAL COP FLASHING                  | Dark brown          |
| PRE-FINISHED METAL FLASHING & WEDGE PANEL @ DECK | Dark brown          |
| PANEL (HARDIE)                                   | Light grey          |
| REVEALS (SET TRIM)                               | Dark brown          |

**MATERIAL KEYNOTE LEGEND**

| Keynote | Description                                      |
|---------|--|
| 1       | CEMENTITIOUS PANELS - LIGHT MIST                 |
| 2       | CEMENTITIOUS PANELS - RICH ESPRESSO              |
| 3       | LUX SIDING COLOUR: KNOTTY TEAK                   |
| 4       | ALUMINUM GLAZED DOORS                            |
| 5       | DOUBLE GLAZED WINDOWS                            |
| 6       | BALCONY POSTS (WRAP IN HARDIE BOARD)             |
| 7       | ALUMINUM GUARDS                                  |
| 8       | STEEL STRUCTURE                                  |
| 9       | ALUMINUM SQUARE SHAPES                           |
| 10      | EYEBROW ROOF                                     |
| 11      | STONE VENEER                                     |
| 12      | PATIO DOORS                                      |
| 13      | PAINTED METAL EXTERIOR DOORS                     |
| 14      | RAILINGS W/ FRICATED GLASS                       |
| 15      | ROOF ACCESS HATCH                                |
| 16      | ELEVATOR SHIRT                                   |
| 17      | PRE-FINISHED METAL COP FLASHING                  |
| 18      | PRE-FINISHED METAL FLASHING & WEDGE PANEL @ DECK |
| 19      | PANEL (HARDIE)                                   |
| 20      | REVEALS (SET TRIM)                               |





ALL CONTRACTORS ARE REQUIRED TO BE ON THE LIST OF CONTRACTORS APPROVED BY THE CITY OF VERNON. CONTRACTORS WHO ARE NOT ON THIS LIST MUST BE APPROVED BY THE CITY OF VERNON BEFORE ANY WORK BEGINS. THE CITY OF VERNON IS NOT RESPONSIBLE FOR ANY DAMAGES OR INJURIES TO PERSONS OR PROPERTY THAT MAY OCCUR AS A RESULT OF ANY WORK PERFORMED BY ANY CONTRACTOR. THE CITY OF VERNON IS NOT RESPONSIBLE FOR ANY DAMAGES OR INJURIES TO PERSONS OR PROPERTY THAT MAY OCCUR AS A RESULT OF ANY WORK PERFORMED BY ANY CONTRACTOR.



**NEW TOWN**  
 GREEN PLANNING  
 CIVIL ENGINEERING  
 5577 - 27th Avenue  
 Vernon, BC V4N 1R6

Scale



Revisions

| No  | Date       | Description      |
|-----|------------|------------------|
| 17  | 12/17/2024 | Issued for DP    |
| 18  | 1/14/25    | Re-issued for DP |
| 19  | 1/14/25    | Re-issued for DP |
| 20  | 1/14/25    | Re-issued for DP |
| 21  | 1/14/25    | Re-issued for DP |
| 22  | 1/14/25    | Re-issued for DP |
| 23  | 1/14/25    | Re-issued for DP |
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| 29  | 1/14/25    | Re-issued for DP |
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| 66  | 1/14/25    | Re-issued for DP |
| 67  | 1/14/25    | Re-issued for DP |
| 68  | 1/14/25    | Re-issued for DP |
| 69  | 1/14/25    | Re-issued for DP |
| 70  | 1/14/25    | Re-issued for DP |
| 71  | 1/14/25    | Re-issued for DP |
| 72  | 1/14/25    | Re-issued for DP |
| 73  | 1/14/25    | Re-issued for DP |
| 74  | 1/14/25    | Re-issued for DP |
| 75  | 1/14/25    | Re-issued for DP |
| 76  | 1/14/25    | Re-issued for DP |
| 77  | 1/14/25    | Re-issued for DP |
| 78  | 1/14/25    | Re-issued for DP |
| 79  | 1/14/25    | Re-issued for DP |
| 80  | 1/14/25    | Re-issued for DP |
| 81  | 1/14/25    | Re-issued for DP |
| 82  | 1/14/25    | Re-issued for DP |
| 83  | 1/14/25    | Re-issued for DP |
| 84  | 1/14/25    | Re-issued for DP |
| 85  | 1/14/25    | Re-issued for DP |
| 86  | 1/14/25    | Re-issued for DP |
| 87  | 1/14/25    | Re-issued for DP |
| 88  | 1/14/25    | Re-issued for DP |
| 89  | 1/14/25    | Re-issued for DP |
| 90  | 1/14/25    | Re-issued for DP |
| 91  | 1/14/25    | Re-issued for DP |
| 92  | 1/14/25    | Re-issued for DP |
| 93  | 1/14/25    | Re-issued for DP |
| 94  | 1/14/25    | Re-issued for DP |
| 95  | 1/14/25    | Re-issued for DP |
| 96  | 1/14/25    | Re-issued for DP |
| 97  | 1/14/25    | Re-issued for DP |
| 98  | 1/14/25    | Re-issued for DP |
| 99  | 1/14/25    | Re-issued for DP |
| 100 | 1/14/25    | Re-issued for DP |



Project Name:  
**VERNON NATIVE HOUSING PHASE II 88-UNIT COMPLEX**  
 Project Address:  
**5577 - 27th Avenue, Vernon, BC**  
 Project No.:  
 4589  
 Date of this Report:  
 12/17/2024

**RENDERINGS**

| Sheet No. | Total |
|-----------|-------|
| 1         | 1     |

**A1.00**

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# *DRAFT Traffic Impact Study - Rev.2*

**M'akola Development Services  
Vernon Native Housing Society Development - Phase II**

**February 9, 2021**

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## TABLE OF CONTENTS

|          |  |           |
|----------|--|-----------|
| <b>1</b> | <b>INTRODUCTION .....</b>                            | <b>1</b>  |
| 1.1      | Background .....                                     | 1         |
| 1.2      | Project Location.....                                | 1         |
| 1.3      | Study Objectives.....                                | 2         |
| <b>2</b> | <b>EXISTING CONDITIONS.....</b>                      | <b>3</b>  |
| 2.1      | Land Use .....                                       | 3         |
| 2.2      | Adjacent Road Network.....                           | 3         |
| 2.3      | Existing Traffic Volumes .....                       | 4         |
| 2.4      | Pedestrians .....                                    | 5         |
| 2.5      | Cyclists.....  | 6         |
| 2.6      | Transit Services .....                               | 7         |
| <b>3</b> | <b>PROPOSED DEVELOPMENT.....</b>                     | <b>9</b>  |
| 3.1      | Development Concept.....                             | 9         |
| 3.2      | Internal Circulation .....                           | 9         |
| 3.3      | Off-Street Parking and Loading Provisions.....       | 10        |
| 3.4      | Transportation Demand Management .....               | 12        |
| 3.5      | Pedestrian Connections .....                         | 12        |
| 3.6      | Cycling Connections .....                            | 13        |
| 3.7      | Phasing and Timing .....                             | 13        |
| 3.8      | Trip Generation .....                                | 13        |
| 3.9      | Trip Distribution.....                               | 13        |
| <b>4</b> | <b>TRAFFIC ANALYSIS WITH EXISTING ROADWAYS .....</b> | <b>17</b> |
| 4.1      | Traffic Operations Analysis Methodologies .....      | 17        |
| 4.2      | 2017 Existing Traffic Operations .....               | 17        |
| 4.3      | Background Traffic Operation Analysis .....          | 18        |
| 4.4      | Combined Traffic Operation Analysis .....            | 21        |
| <b>5</b> | <b>SIGHTLINE ASSESSMENT.....</b>                     | <b>26</b> |
| <b>6</b> | <b>CONCLUSIONS AND RECOMMENDATIONS.....</b>          | <b>27</b> |
| 6.1      | Conclusions .....                                    | 27        |
| 6.2      | Proposed Improvements for this Study .....           | 28        |
| <b>7</b> | <b>CLOSING.....</b>                                  | <b>29</b> |



## TABLES

|   |    |
|---|----|
| Table 3-1: On-Site Residential Parking Space Requirements.....            | 11 |
| Table 3-2: Forecast Study Developments Site Generated Traffic.....        | 13 |
| Table 4-1: HCM LOS Criteria for Unsignalized Intersection .....           | 17 |
| Table 4-2: Existing Traffic Operations.....                               | 18 |
| Table 4-3: 2021 Horizon Year Background Traffic Operations .....          | 20 |
| Table 4-4: 2031 Horizon Year Background Traffic Operations .....          | 21 |
| Table 4-5: Opening Day 2021 Horizon Year Combined Traffic Operations..... | 23 |
| Table 4-6: 2031 Horizon Year Combined Traffic Operations.....             | 25 |

## FIGURES

|  |    |
|--|----|
| Figure 1-1: Proposed Development Location.....                                       | 1  |
| Figure 2-1: Existing Intersection Laning Configurations and Traffic Controls .....   | 4  |
| Figure 2-2: Existing Traffic Volumes at Allenby Way and 27 <sup>th</sup> Avenue..... | 5  |
| Figure 2-3: South Vernon Cycling Map (City of Vernon).....                           | 6  |
| Figure 2-4: Existing Transit Routes in Vernon (BC Transit).....                      | 7  |
| Figure 3-1: Proposed Site Plan .....   | 9  |
| Figure 3-2: Forecast Trip Distribution on Study Road Network.....                    | 15 |
| Figure 3-3: Forecast Site Generated Traffic Volumes .....                            | 16 |
| Figure 4-1: 2021 Horizon Year Background Traffic Volumes.....                        | 19 |
| Figure 4-2: 2031 Horizon Year Background Traffic Operations.....                     | 21 |
| Figure 4-3: Opening Day 2021 Horizon Year Combined Traffic Volumes.....              | 23 |
| Figure 4-4: 2031 Horizon Year Combined Traffic Volumes.....                          | 24 |

## APPENDICES

|   |
|---|
| APPENDIX A: Proposed Site Plans                       |
| APPENDIX B: Field Traffic Data                        |
| APPENDIX C: AutoTURN Analysis                         |
| APPENDIX D: Synchro Analysis Results (To Be Provided) |

## 1 INTRODUCTION

### 1.1 Background

R.F. Binnie & Associates Ltd. (Binnie) was retained by M'akola Development Services (MDS), on behalf of Vernon Native Housing Society (VNHS), to prepare a traffic impact study for Phase II of a proposed multi-family residential development in the City of Vernon (the City). The proposed development is expected to provide a total of 35 residential rental units for Aboriginal Elders, individuals with accessibility challenges, and families living off-reserve. Phase I is a multi-family residential development providing a total of 38 units. A proposed site plan of the study development is provided in **Appendix A**.

### 1.2 Project Location

The address of the proposed development is 5577 27<sup>th</sup> Avenue. The site is located on the west side of 27<sup>th</sup> Avenue and north of Okanagan Landing Road. The primary access to the site is expected to be via the Phase I access located on 27<sup>th</sup> Avenue. The location of the proposed development site is shown in **Figure 1-1**.

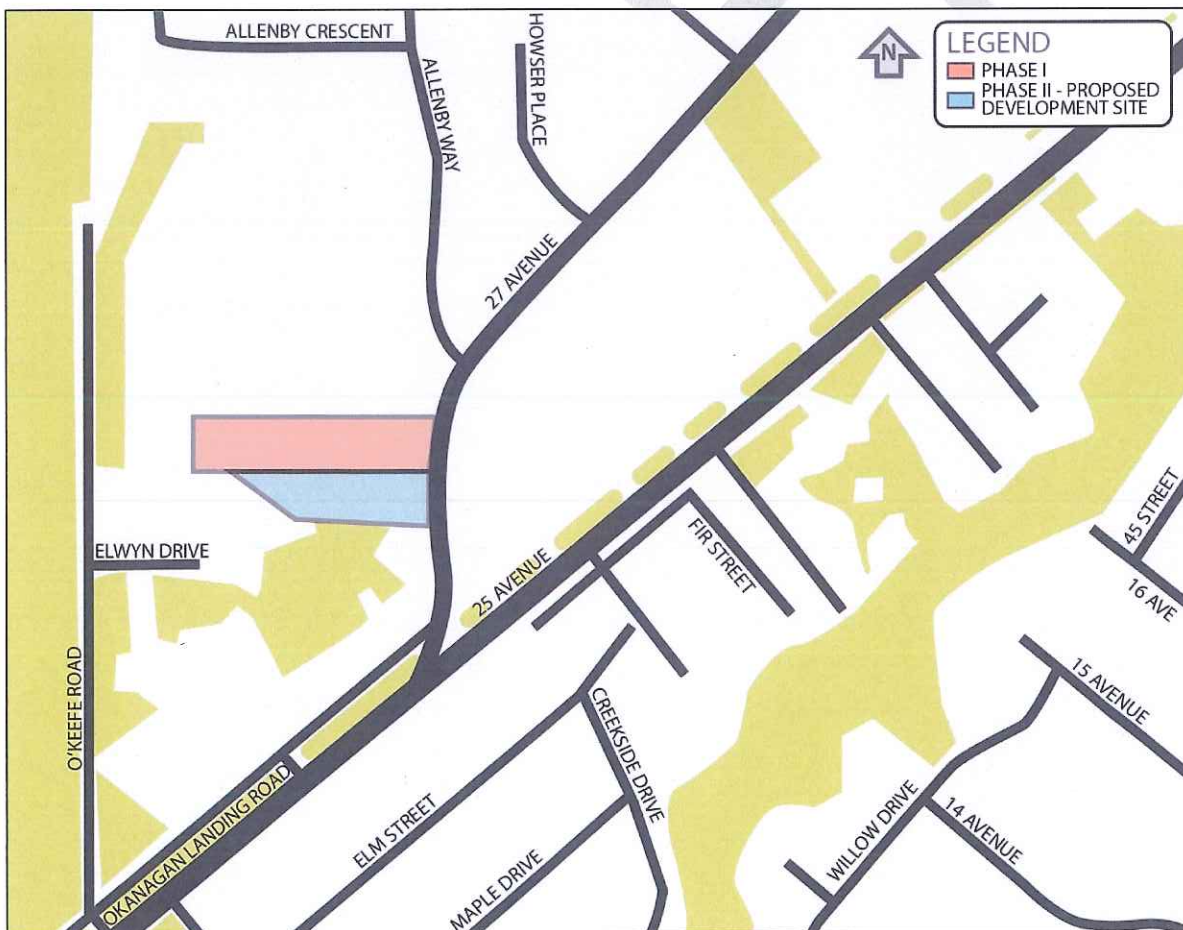


Figure 1-1: Proposed Development Location



### 1.3 Study Objectives

The objectives of this traffic impact study are to make considerations regarding the following items:

- Traffic flow in the vicinity of the development site
- Access to the proposed development
- Provision of on-site parking spaces
- Necessary transportation changes to support the proposed development

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## 2 EXISTING CONDITIONS

### 2.1 Land Use

The development complies with the City's Official Community Plan (OCP) and the Development Permit Area (DPA) designation. The site is currently zoned as an R1 Estate Lot Residential, with a proposed rezoning to RH1 Low-Rise Apartment Housing for the proposed development. The adjacent land uses are generally for single-family and multi-family developments. The site is also located near amenities and services such as Ellison Elementary School, Clarence Fulton Secondary School, and a commercial property with local groceries and food outlets.

### 2.2 Adjacent Road Network

#### 2.2.1 Highway 97

Highway 97 is one of the main highways in the interior of British Columbia (B.C.), spanning from Osoyoos to the border between B.C. and Yukon Territory. It runs primarily in the north-south direction and connects the City to various other parts of the province. It is maintained by the B.C. Ministry of Transportation and Infrastructure (the MOTI). The section of the highway that runs through Vernon generally has a four-lane urban cross-section with two lanes in each direction.

#### 2.2.2 Highway 6

Highway 6 is another MOTI highway that runs through the southern interior of B.C. It connects the City with numerous communities in the Kootenay region such as Nakusp and Castlegar. It is typically a two-lane highway that runs primarily in the east-west direction.

#### 2.2.3 Arterial Roads

To the south of the site, Okanagan Landing Road and 25<sup>th</sup> Avenue intersects 27<sup>th</sup> Avenue at a three-legged intersection. Okanagan Landing Road/25<sup>th</sup> Avenue are classified as arterial roadways in the City and they generally run in the east-west direction. The existing Okanagan Landing Road has a two-lane rural cross-section and a posted speed of 50 km/h. 25<sup>th</sup> Avenue has a two-lane urban cross-section with a two-way-left-turn-lane (TWLTL) in the median. Its posted speed is also 50 km/h. The existing paved shoulders on both sides of Okanagan Landing Road/25<sup>th</sup> Avenue are marked for cyclists.

#### 2.2.4 Collector Road

Allenby Way is classified as a collector roadway in the City with a two-lane urban cross-section. It generally runs in the north-south direction with a posted speed of 50 km/h. It has an existing pedestrian sidewalk on the west side between 27<sup>th</sup> Avenue and Allenby Crescent and a multi-use pathway (MUP) on the east side.

#### 2.2.5 Local Road

27<sup>th</sup> Avenue is a local roadway that generally runs in the east-west direction. It has a two-lane urban cross-section with a posted speed of 50 km/h. A pedestrian sidewalk is currently provided on one side of the roadway and on-street bicycle lanes are provided on both sides of the roadway.



### 2.2.6 Allenby Way and 27<sup>th</sup> Avenue Intersection

The Allenby Way and 27<sup>th</sup> Avenue intersection is currently a three-legged stop-controlled intersection. The stop-control is placed on the north approach (Allenby Way) while the traffic on 27<sup>th</sup> Avenue is free-flowing. There is no existing eastbound left-turn lane for the traffic on 27<sup>th</sup> Avenue. On Allenby Way, the southbound left-turn movement and right-turn movement each has its own lane. A pedestrian crosswalk is currently provided on the north approach of this intersection.

The existing laning configurations at the study intersection are shown in **Figure 2-1**.

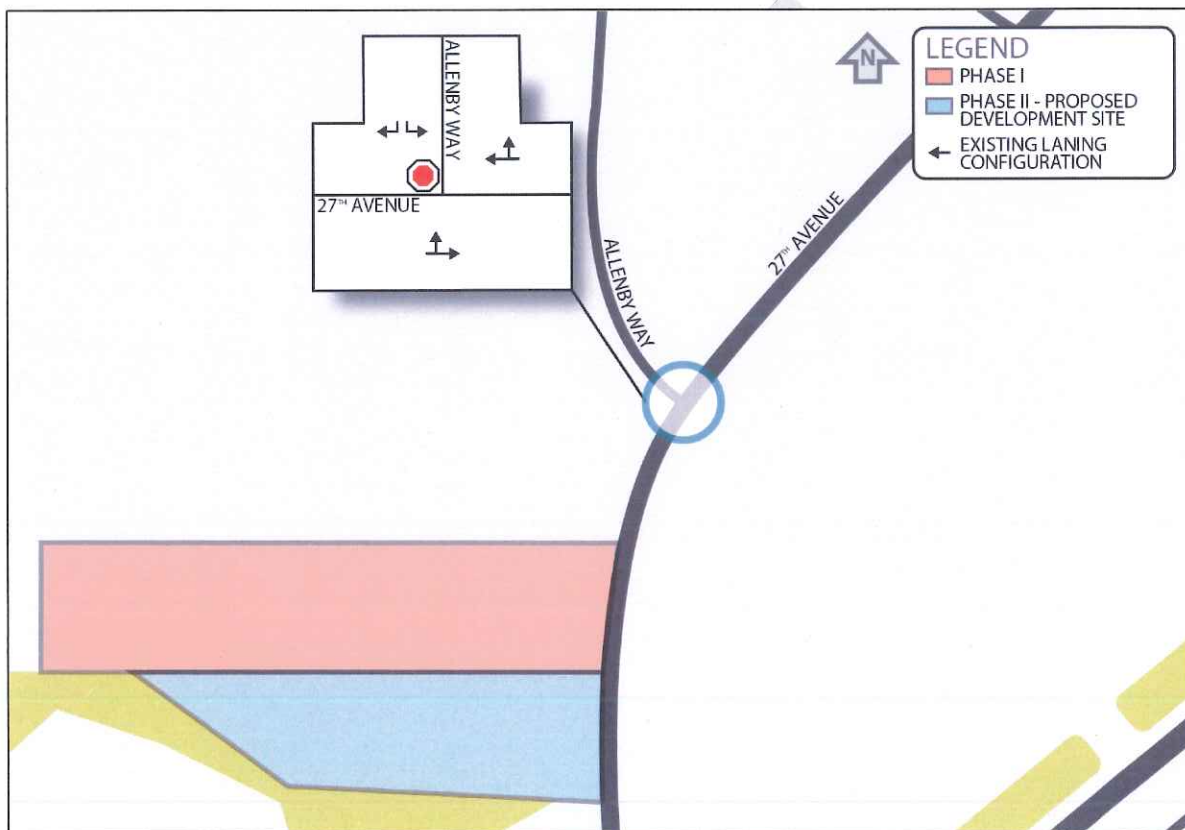


Figure 2-1: Existing Intersection Laning Configurations and Traffic Controls

### 2.3 Existing Traffic Volumes

Existing traffic volumes for the Allenby Way and 27<sup>th</sup> Avenue intersection were previously collected by TransTech Data Services Ltd. (TransTech) on June 1, 2017 for the Phase I traffic impact study. The AM peak data were collected between 7:30 AM and 9:30 AM and the PM peak data were collected between 2:30 PM and 5:30 PM as per the request by the City.

The turning movement data generally identified the AM peak hour to be from 7:45 AM to 8:45 AM for this intersection. Within the AM peak hour, approximately 60% of vehicles were travelling westbound on 27<sup>th</sup> Avenue in front of the proposed development site.

The turning movement data generally identified the PM peak hour to be from 2:30 PM to 3:30 PM for this intersection. Within the PM peak hour, approximately 55% of vehicles were travelling westbound on 27<sup>th</sup> Avenue in front of the proposed development site.

The existing traffic volumes for the AM peak hour and PM peak hour are summarized in **Figure 2-2**. The turning movement count data are provided in **Appendix B**.

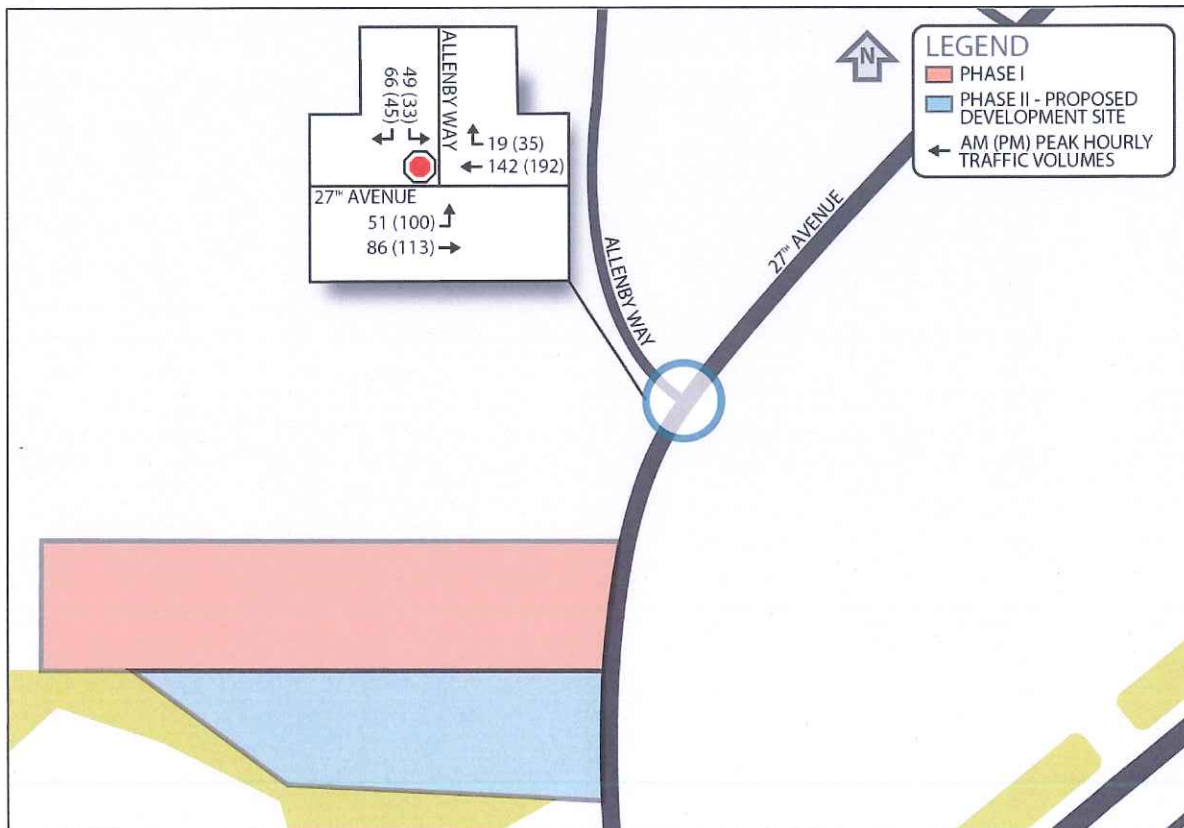


Figure 2-2: Existing Traffic Volumes at Allenby Way and 27<sup>th</sup> Avenue

## 2.4 Pedestrians

As described in **Section 2.2**, pedestrian facilities are currently provided on one side of 27<sup>th</sup> Avenue and on the west side of Allenby Way between 27<sup>th</sup> Avenue and Allenby Crescent. There is an existing pedestrian crosswalk on the north approach of the Allenby Way and 27<sup>th</sup> Avenue intersection. At the adjacent Okanagan Landing Road/25<sup>th</sup> Avenue and 27<sup>th</sup> Avenue intersection, a pedestrian crosswalk is also provided on the north approach.

There are multiple MUPs in the area as shown in **Figure 2-3**. Near the proposed development, there is a MUP along the east side of Allenby Way beginning at 27<sup>th</sup> Avenue. There is also a MUP along the south side of Okanagan Landing Road/25<sup>th</sup> Avenue, west of 27<sup>th</sup> Avenue. A frontage roadway along Okanagan Landing Road can also be used by motorists and active transportation users west of 27<sup>th</sup> Avenue.



## 2.5 Cyclists

Within the study area, multi-use pathways are provided on 25<sup>th</sup> Avenue and Allenby Way, which are facilities shared by pedestrians and cyclists. There are also on-street bicycle lanes on 27<sup>th</sup> Avenue, Okanagan Landing Road, and 25<sup>th</sup> Avenue. Based on the Vernon Community Bike Routes information prepared by the City, the South Vernon cycling routes are shown in **Figure 2-3** with various bicycle routes located in close proximity to the proposed development.

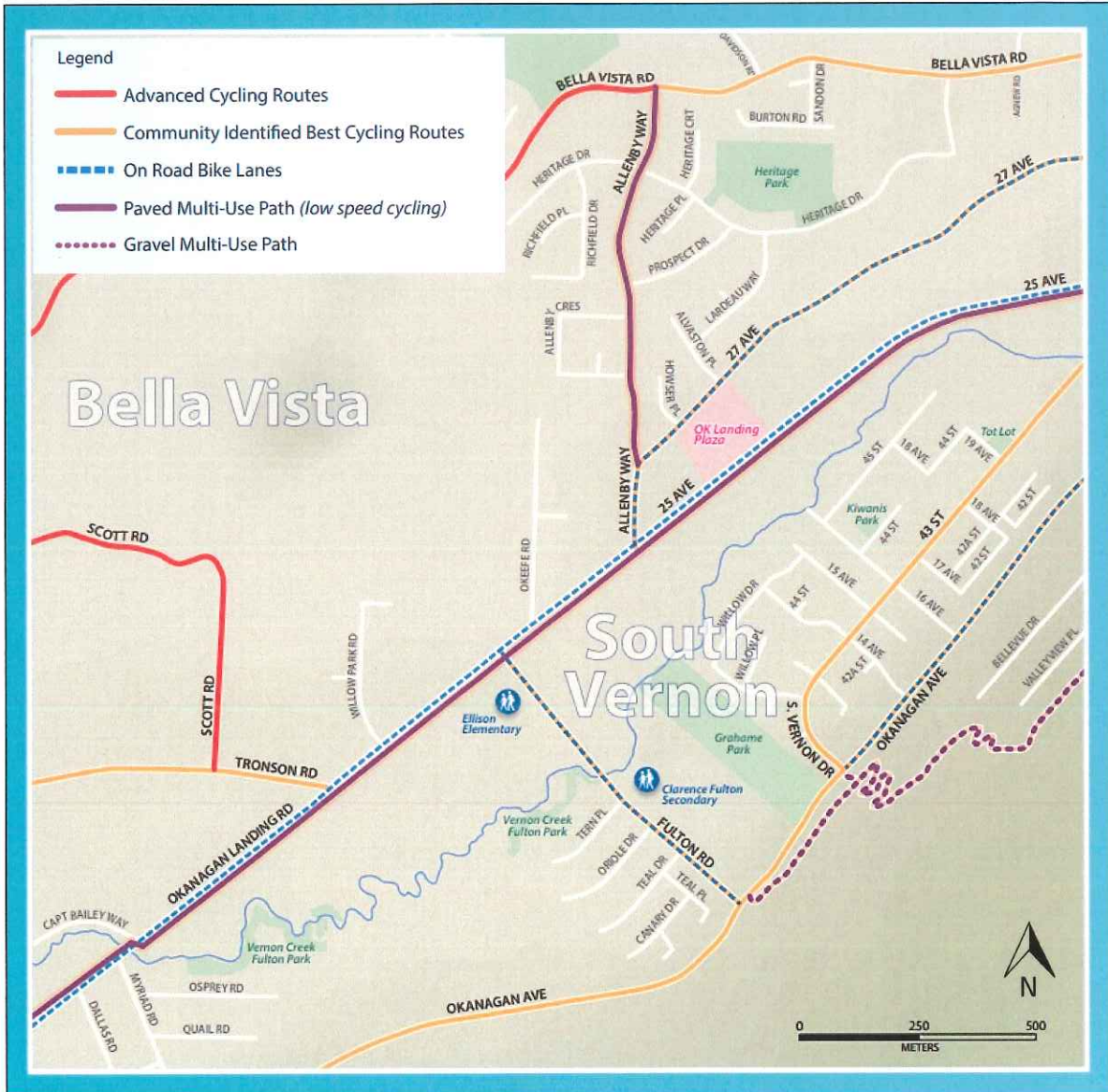


Figure 2-3: South Vernon Cycling Map (City of Vernon)

## 2.6 Transit Services

The existing transit services in the City are part of the Vernon Regional Transit System according to BC Transit’s website. There are two bus routes operating near the proposed development site, each running approximately once every hour:

- Route #7 Okanagan Landing Route – This bus route operates between downtown Vernon and Okanagan Landing, extending past the Vernon Airport to Okanagan Lake. There are southbound and northbound bus stops located on 27<sup>th</sup> Avenue and Allenby Way respectively. Both bus stops are located within a five-minute walking distance from the proposed development.
- Route #8 Bella Vista – This bus route operates between downtown Vernon and Lakeshore Road along Bella Vista Road and Okanagan Landing Road. There is a northbound bus stop located on Okanagan Landing Road that is within a five-minute walking distance from the proposed site.

The existing transit routes in Vernon are shown in **Figure 2-4**.

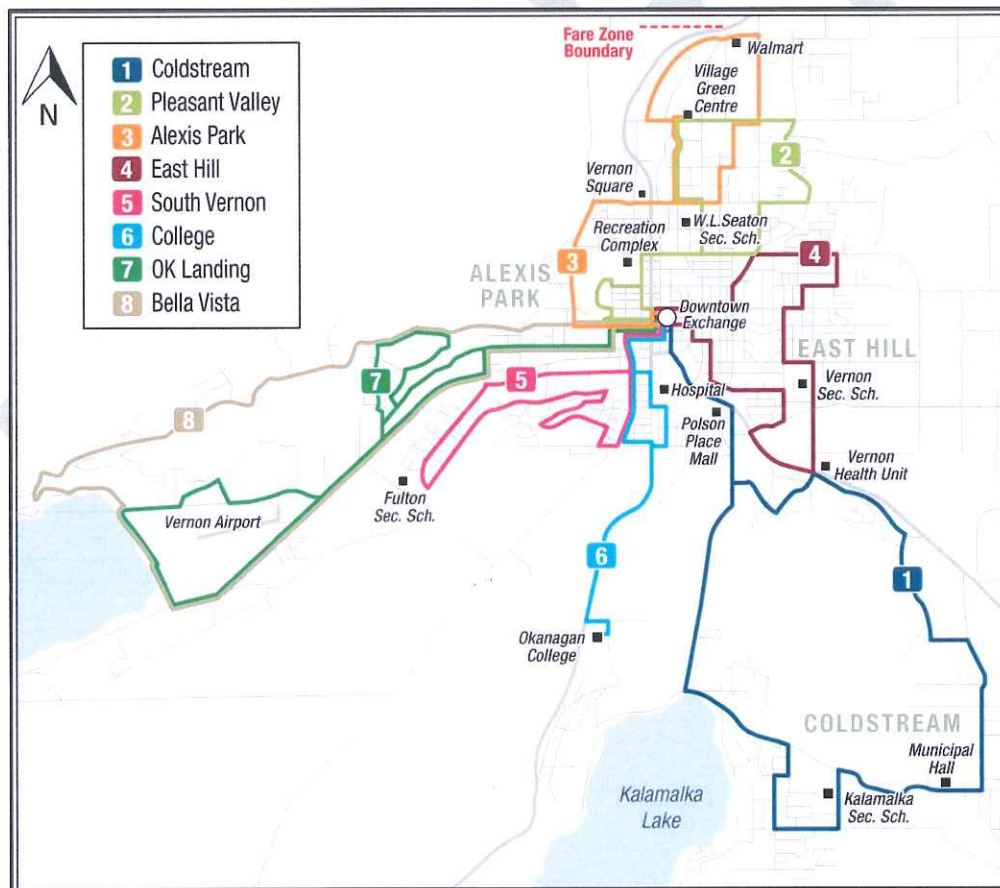


Figure 2-4: Existing Transit Routes in Vernon (BC Transit)



According to the BC Transit website, the Family Travel program allows an adult customer to bring up to four children (12 years and under) on board for free. The program is available to parents and guardians who are 19 and over with a valid monthly pass, DayPASS, ProPASS, U-PASS, or BC Bus Pass. The program is also available on weekends and statutory holidays for parents and guardians paying with cash or tickets.

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### 3 PROPOSED DEVELOPMENT

#### 3.1 Development Concept

The proposed development is located on 27<sup>th</sup> Avenue between Okanagan Landing Road/25<sup>th</sup> Avenue and Allenby Way adjacent to the Phase I development. The proposed access to the site will be via the parking lot for Phase I, which is accessed by a driveway on 27<sup>th</sup> Avenue. It is anticipated that the proposed development will provide 35 rental units when it is completed. Based on the most recent plan provided by MDS, the proposed development consists of the following:

- ten one-bedroom units;
- eleven two-bedroom units;
- eight three-bedroom units; and
- six four-bedroom units.

A single loading space is provided on the Phase I site. The Phase II site plan is expected to provide one new official loading space. A pick-up/drop-off space is also expected to be made available in front of the building entrance.

The proposed development site plan is shown below in **Figure 3-1**.

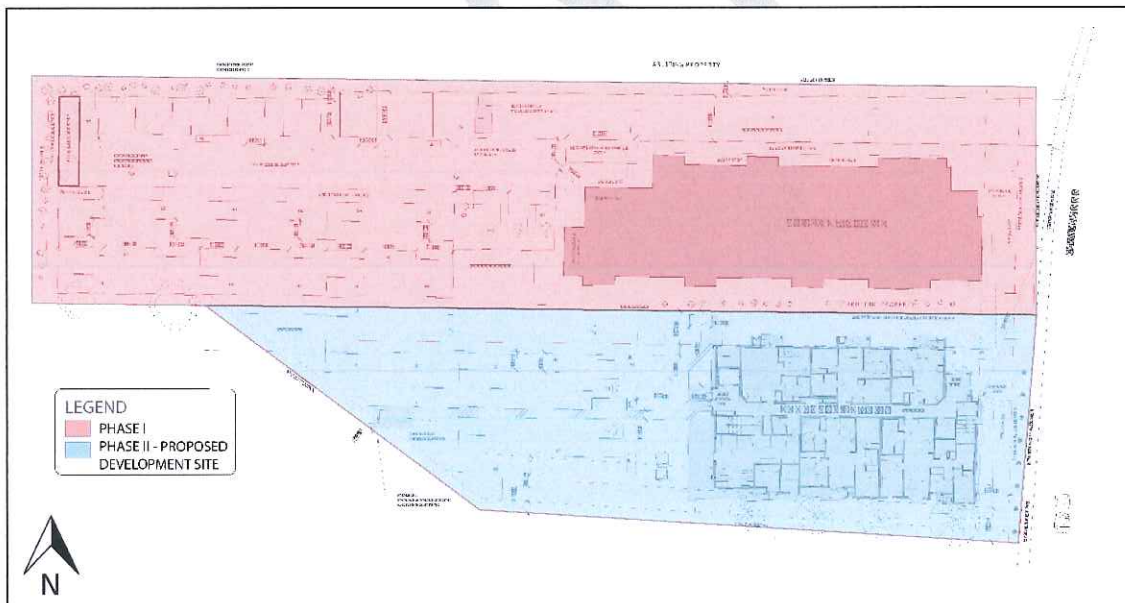


Figure 3-1: Proposed Site Plan

#### 3.2 Internal Circulation

Based on the City's Zoning Bylaw No. 5000, 2003, roadways shall be a minimum 7.0 m wide for all two-way roadways and for all 90-degree parking spaces. Within the Phase II parking area with parking spaces on both sides, the internal roadway will be 7.0 m to meet the City's bylaw requirement; however, the traffic circulation in front of the proposed Phase II building is expected to be one-way only due to the



reduced roadway width adjacent to the southern property line and between the Phase I and Phase II buildings, which are expected to be 6.0 m in their widths.

An AutoTURN analysis was conducted based on the Phase II site plan provided in **Appendix A**. This report assumes that an HSU design vehicle is representative of a typical garbage collection vehicle and loading truck. The internal circulation of the design vehicles was analyzed for the following scenarios:

- An HSU accessing the Phase II garbage collection area
- A passenger vehicle accessing the Phase II parking area when an HSU is occupying the garbage collection area
- An LSU design vehicle accessing the Phase II loading space, representative of typically mail or parcel delivery vehicles
- A community shuttle accessing the Phase II building based on a design vehicle similar to TransLink's HandyDART, or equivalent mobility transport service.

Based on the analysis, the garbage collection vehicle is expected to be able to turn around efficiently within the site to leave the study development by driving forward; therefore, it would not negatively impact traffic operations and safety on 27<sup>th</sup> Avenue. It is recommended that the property management schedule the garbage collection and the loading activities at different times during the day to minimize the impacts to the internal traffic circulation.

A passenger vehicle is expected to be able to enter and exit the parking lot while a garbage collection vehicle occupies the garbage collection area in the Phase II development.

An LSU design vehicle is expected to be able to circulate the Phase II parking lot via the one-way drive aisle, enter the proposed loading space, and exit the site without any issues.

Based on the latest site plan, the community shuttle is expected to be able to circulate the Phase II parking lot via the one-way drive aisle without any issues.

The AutoTURN analysis figures are provided in **Appendix C**.

### 3.3 Off-Street Parking and Loading Provisions

#### 3.3.1 Off-Street Vehicular Parking

Based on Section 7 of the City's Zoning Bylaw No. 5000, dated 2003, the proposed development is expected to require a total of 63 parking spaces when it is completed, with 58 parking spaces provided for the residents and five parking spaces provided for visitors. **Table 3-1** shows a breakdown of the recommended number of parking spaces per unit type by the City.

Table 3-1: On-Site Residential Parking Space Requirements

| Stall Requirement | Total Units | Recommended (stalls/unit) | Parking Spaces Required |
|-------------------|-------------|---------------------------|-------------------------|
| One-Bedroom       | 10          | 1.25                      | 13                      |
| Two-Bedroom       | 11          | 1.5                       | 17                      |
| Three-Bedroom     | 8           | 2.0                       | 16                      |
| Four-Bedroom      | 6           | 2.0                       | 12                      |
| Visitor           | 35          | 1/7                       | 5                       |
| <b>Total</b>      |             |                           | <b>63</b>               |

Based on the information provided by MDS, the current Phase II development concept is anticipated to provide a total of 22 parking spaces on-site, which are inclusive for the residents and visitors. Although the proposed parking supply is far below the City's requirement of 63 parking spaces, the future parking demand on-site is anticipated to be absorbed by surplus parking available from the adjacent Phase I development. In combination, Phase I and Phase II together are expected to provide a total of 77 parking spaces within the development.

The residents expected to occupy the proposed development are of lower income and they are expected to have low vehicle ownership. A site visit was conducted on July 2, 2020 by Binnie staff to estimate the existing on-site parking demand from Phase I that is now fully occupied. The site visit revealed that the peak occupancy for parking spaces within the Phase I development was low, with 21 parking spaces occupied out of the 55 parking spaces provided on-site. This observed demand worked out to be around 0.32 parking space per bedroom, which are consistent with observations from other parking studies conducted in the City; the observed rates range from 0.2 to 0.5 parking space per bedroom, but most were at the 0.3 parking space per bedroom similar Binnie's observations.

Given that the proposed Phase II building with 35 units is expected to provide 80 bedrooms in total, its parking demand is estimated to be 26 parking spaces. Looking at the whole site together, 77 parking spaces will be provided and the anticipated parking demand would be 47 parking spaces (21 observed from Phase I and 26 estimated for Phase II); therefore, the overall site is anticipated to have a surplus of 30 parking spaces for use by staff and visitors.

As there are two transit routes operating directly adjacent to the study development, the future residents of the Phase II development do not necessarily have to rely on private vehicles to access local amenities or commercial retails as the latter is located nearby across 27<sup>th</sup> Avenue. Families within the development may also take advantage of BC Transit's family travel policy described in **Section 2.6**.

The City recommends regular parking spaces to be 6.0 m in length and 2.5 m in width. Up to 40% of the required parking spaces may be of a shorter length, to a minimum of 5.0 m. This City also recommends accessible parking spaces to be 2.6 m in width, plus a 2.0 m side aisle that can be shared between two spaces.

### 3.3.2 Off-Street Loading

Section 7 of the City's Zoning Bylaw No. 5000, dated 2003, states that the proposed development is expected to require loading spaces at a rate of one per 2,800 sq. m. (approx. 30,200 sq. ft.) Gross Floor



Area (GFA). Based on the aforementioned rate for loading space, the 32,492 sq. ft. GFA of the proposed development should provide one loading space. Each off-street loading space is also required to be a minimum of 28 sq. m. in size.

Based on the information provided by MDS, the development is proposing one loading space in front of the building; thus, the City's requirement in the loading provision is met. Temporary pick-up/drop-off may also occur in front of the Phase II building entrance.

### 3.3.3 Bicycle Parking

Based on Section 7 of the City's Zoning Bylaw No. 5000, dated 2003, the proposed development is expected to require 17 Class I bicycle parking spaces and approximately nine Class II bicycle parking spaces when completed. A Class I bicycle parking space is expected to be secured in either a designated area within a gated parkade or provided using bicycle lockers. The remaining Class II bicycle parking spaces are meant for short-term use and they could be provided using bicycle racks in front of the proposed development.

According to the information provided, the study development is expected to exceed the requirements for bicycle parking by providing 23 Class I and 9 Class II bicycle parking spaces.

## 3.4 Transportation Demand Management

To address the variance in off-street parking, transportation demand management (TDM) strategies may be considered for the study development, if required. The following TDM measures may be suitable for the study Phase II development:

- Provide additional Class B bicycle parking above minimum requirements
- Provide on-site bicycle maintenance facilities
- Provide fleet of bicycles for residents and/or guests to use
- Provide improved end of trip amenities such as electric bike/scooter chargers for residents and/or guests

The abovementioned TDM strategies would complement the study development's close proximity to existing BC Transit services and the availability of the Family Travel program for the residents, and the residents' low vehicle ownership.

## 3.5 Pedestrian Connections

Pedestrians will be able to access proposed development using the existing sidewalk on 27<sup>th</sup> Avenue. As previously mentioned in **Section 2.4**, there are also a number of pedestrian facilities provided around study development that the future residents can use. Within the site, a pedestrian pathway will be designated between the Phase II garbage collection area and the building entrance.

### 3.6 Cycling Connections

There are also a number of bicycle routes in the vicinity of the proposed development, namely 25<sup>th</sup> Avenue, 27<sup>th</sup> Avenue, and Allenby Way. It is understood that the City is proposing a multi-use pathway be constructed along the west (north) side of 27<sup>th</sup> Avenue between Allenby Way and Okanagan Landing Road/25<sup>th</sup> Avenue.

### 3.7 Phasing and Timing

The proposed Phase II development is expected to be fully constructed and occupied by the 2021 horizon year, providing 35 rental units.

### 3.8 Trip Generation

The forecast trip generation for the proposed study and adjacent developments was estimated based on the rates published in the ITE *Trip Generation, 9<sup>th</sup> Edition* to ensure consistency with the traffic forecast for the Phase I development. ITE has since published *Trip Generation, 10<sup>th</sup> Edition* and most trip generation rates are lower than the older publication.

Based on the information provided by MDS that the 35 dwelling units are all expected to be rental units, Binnie selected the Residential Low-Rise Apartment (ITE Ref. 221) land use from the ITE publication (9<sup>th</sup> Edition). The average trip generation rates for this land use are estimated to be 0.51 trips per dwelling unit during the AM peak hour and 0.62 trips per dwelling unit during the PM peak hour. These rates were compared with the latest rates published in the *Trip Generation, 10<sup>th</sup> Edition*, and they were found to be slight higher than the current rates; therefore, traffic analysis performed using the following trip generation estimates should be more conservative.

The forecast site generated traffic for the proposed study developments is summarized in **Table 3-2**.

Table 3-2: Forecast Study Developments Site Generated Traffic

| Description         | Size | Unit  | ITE Ref. | Avg. Trip Ends per Unit | Generated Trip Ends | % Entering | % Exiting | Vehicle Entering | Vehicle Exiting |           |
|---------------------|------|-------|----------|-------------------------|---------------------|------------|-----------|------------------|-----------------|-----------|
| <b>AM Peak Hour</b> |      |       |          |                         |                     |            |           |                  |                 |           |
| Residential         |      |       |          |                         |                     |            |           |                  |                 |           |
| Apartment           | 35   | Units | 221      | 0.51                    | 18                  | 20         | 80        | 4                | 14              |           |
|                     |      |       |          |                         |                     |            |           | Subtotal:        | 4               | 14        |
|                     |      |       |          |                         |                     |            |           | <b>Total:</b>    | <b>4</b>        | <b>14</b> |
| <b>PM Peak Hour</b> |      |       |          |                         |                     |            |           |                  |                 |           |
| Residential         |      |       |          |                         |                     |            |           |                  |                 |           |
| Apartment           | 35   | Units | 221      | 0.62                    | 22                  | 64         | 36        | 14               | 8               |           |
|                     |      |       |          |                         |                     |            |           | Subtotal:        | 14              | 8         |
|                     |      |       |          |                         |                     |            |           | <b>Total:</b>    | <b>14</b>       | <b>8</b>  |

### 3.9 Trip Distribution

The forecast trip distribution for the site generated traffic volumes is estimated based on the existing travel patterns as identified by the recent turning movement counts. The forecast trip distribution and site generated traffic volumes are shown in **Figure 3-2** and **Figure 3-3** respectively.



### 3.9.1 AM Peak Hour

#### Inbound Trips

The forecast inbound trip distribution in the AM peak is estimated to be as follows:

- 60% from 27<sup>th</sup> Avenue east of the site access
- 40% from 27<sup>th</sup> Avenue west of the site access

#### Outbound Trips

The forecast outbound trip distribution in the AM peak is estimated to be as follows:

- 60% towards 27<sup>th</sup> Avenue west of the site access
- 40% towards 27<sup>th</sup> Avenue east of the site access

### 3.9.2 PM Peak Hour

#### Inbound Trips

The forecast inbound trip distribution in the PM peak is estimated to be as follows:

- 55% from 27<sup>th</sup> Avenue east of the site access
- 45% from 27<sup>th</sup> Avenue west of the site access

#### Outbound Trips

The forecast outbound trip distribution in the PM peak is estimated to be as follows:

- 55% towards 27<sup>th</sup> Avenue west of the site access
- 45% towards 27<sup>th</sup> Avenue east of the site access

Based on these considerations, the expected trip distribution percentages for the site generated traffic throughout the study intersections are shown in **Figure 3-2**. The resulting site generated traffic volumes on the study road network are shown in **Figure 3-3**.

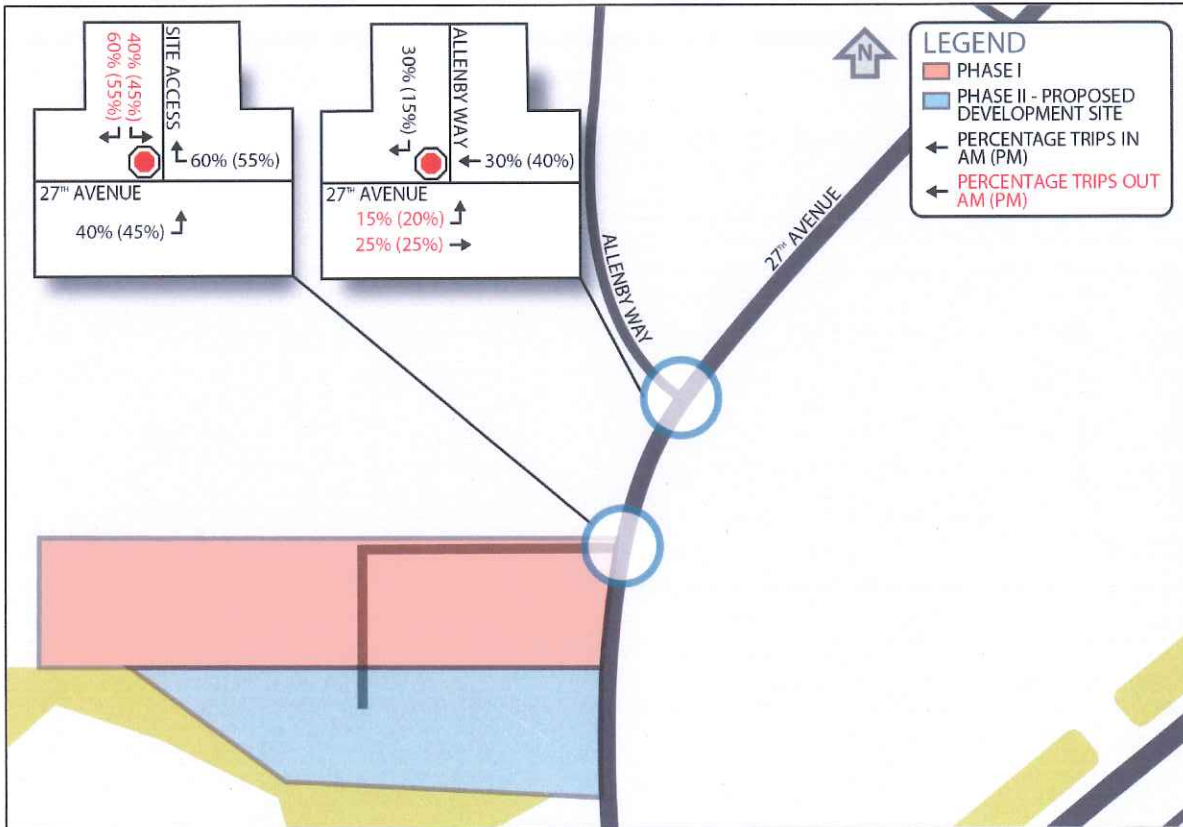


Figure 3-2: Forecast Trip Distribution on Study Road Network



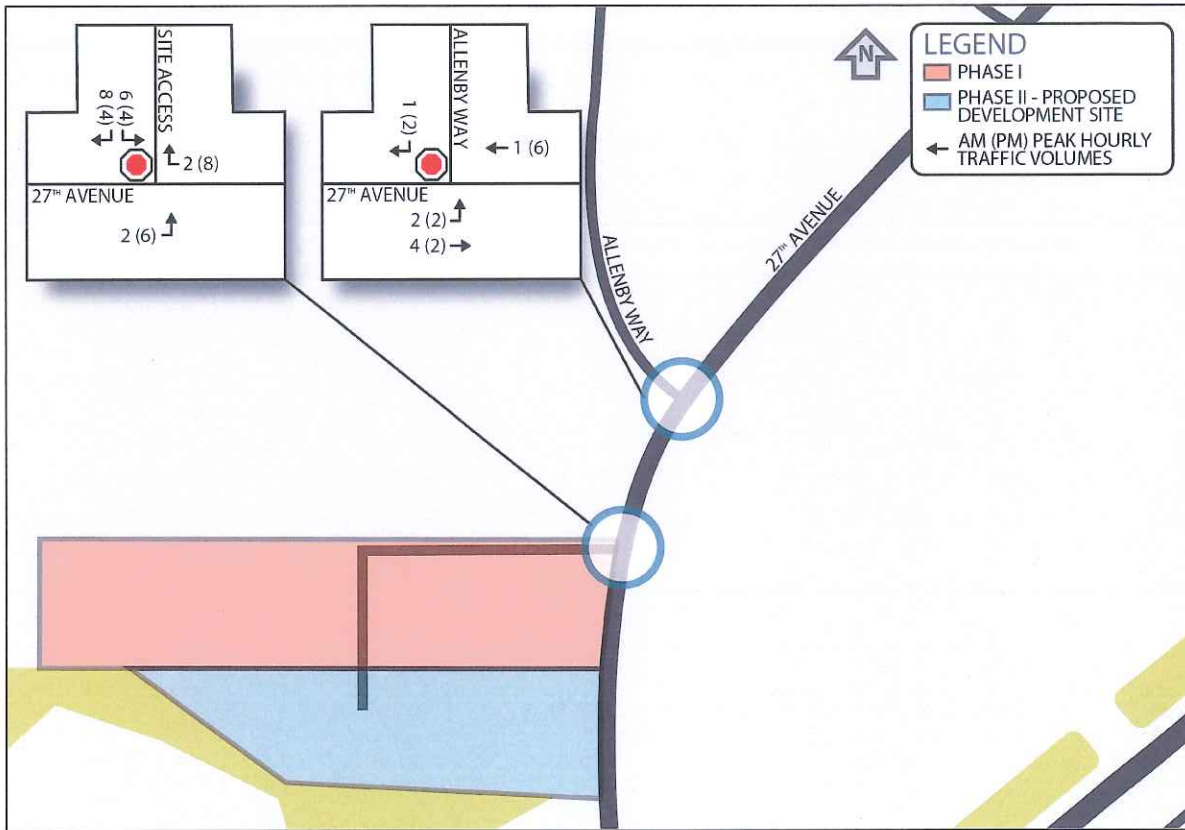


Figure 3-3: Forecast Site Generated Traffic Volumes

## 4 TRAFFIC ANALYSIS WITH EXISTING ROADWAYS

### 4.1 Traffic Operations Analysis Methodologies

The traffic operations analysis in this report was performed using the Synchro software suite for unsignalized intersections, which is generally based on the Highway Capacity Manual (HCM) methodologies.

The traffic operations for the background condition, opening day 2021 horizon year, and 2031 horizon year scenarios were evaluated to estimate the volume-to-capacity (v/c) ratios, approach delays, level-of-services (LOS), and 95<sup>th</sup> percentile queue lengths at the study intersections.

When reviewing the traffic analysis results, a v/c ratio at or above 1.00 typically indicates that traffic volumes exceed the intersection capacity. Delay, in terms of seconds, represents the average wait time experienced by a driver on the approach to the intersection. LOS is a grading system on intersection operation based on the calculated delay as shown in **Table 4-1** for an unsignalized intersection. LOS A means that the intersection experiences little to no delay whereas a LOS F indicates significant delay is present. In the publication titled *Transportation Impact Analyses for Site Development*, ITE recommends that a LOS of A to D should be maintained at an intersection in an urban environment, while LOS of E to F is typically undesirable.

The traffic operation analysis is conducted based on the following study thresholds:

- Overall intersection LOS D or better
- Individual movement LOS D or better
- Individual movement v/c ratio of 0.85 or less
- 95<sup>th</sup> percentile queue lengths

Table 4-1: HCM LOS Criteria for Unsignalized Intersection

| Level of Service | Average Control Delay (s/veh) |
|------------------|-------------------------------|
| A                | 0 - 10                        |
| B                | > 10 - 15                     |
| C                | > 15 - 25                     |
| D                | > 25 - 35                     |
| E                | > 35 - 50                     |
| F                | > 50                          |

The detailed traffic analysis results from Synchro are provided in **Appendix D**.

### 4.2 2017 Existing Traffic Operations

Binnie evaluated the existing traffic conditions on the study road network. The existing traffic volumes are summarized in **Figure 2-2**. The analysis is performed based on the existing intersection configurations and controls.



#### 4.2.1 AM Peak Hour

During the AM peak hour, the intersection of Allenby Way and 27<sup>th</sup> Avenue was found to be operating at LOS A with a maximum v/c ratio of 0.10 in the westbound movements. The southbound left-turn movement was found to be operating at LOS B with a v/c ratio of 0.09. All other movements were found to be operating at LOS A.

#### 4.2.2 PM Peak Hour

During the PM peak hour, the intersection of Allenby Way and 27<sup>th</sup> Avenue as found to be operating at LOS A with a maximum v/c ratio of 0.15 in the westbound movements. The southbound left-turn movement was found to be operating at LOS B with a v/c ratio of 0.08. All other movements were found to be operating at LOS A.

The analysis results for the existing traffic condition are summarized in **Table 4-2**.

Table 4-2: Existing Traffic Operations

| Intersection                                  | Turning Movement | AM Peak Hour |           |           |           | PM Peak Hour |           |           |           |
|---|------------------|--------------|-----------|-----------|-----------|--------------|-----------|-----------|-----------|
|   |                  | LOS          | Delay (s) | V/C Ratio | 95% Q (m) | LOS          | Delay (s) | V/C Ratio | 95% Q (m) |
| Allenby Way/<br>27th Avenue<br>(Unsignalized) | EBL/T            | A            | 3.0       | 0.04      | 0.9       | A            | 4.1       | 0.08      | 2.0       |
|   | WBT/R            | A            | -         | 0.10      | 0.0       | A            | -         | 0.15      | 0.0       |
|   | SBL              | B            | 11.4      | 0.09      | 2.2       | B            | 13.8      | 0.08      | 2.0       |
|   | SBR              | A            | 9.4       | 0.08      | 2.0       | A            | 9.7       | 0.06      | 1.5       |
| Int. LOS                                      |                  | A            |           |           |           | A            |           |           |           |

### 4.3 Background Traffic Operation Analysis

The horizon year background traffic volumes were projected based on an annual growth rate of 1.5% provided by the City and adding the forecast site-generated volumes from Phase I. The following analysis scenarios also assumed that the intersection and laning configurations along Allenby Way and 27<sup>th</sup> Avenue are maintained as per the existing.

The intersection of 27<sup>th</sup> Avenue and the development access was also analyzed. For the purpose of this study, the egress movements from the proposed development are considered to be in the southbound direction.

#### 4.3.1 2021 Horizon Year Background Condition

The 2021 horizon year background traffic volumes are shown in **Figure 4-1**.

##### AM Peak Hour

During the AM peak hour, the Allenby Way and 27<sup>th</sup> Avenue intersection is expected to operate at LOS A. The southbound left-turn movement is expected to operate at LOS B with a v/c ratio of 0.10. All other movements are expected to operate at LOS A.

The proposed development access intersection on 27<sup>th</sup> Avenue is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.14. The southbound movements are expected to operate at LOS B with a v/c ratio of 0.05. All remaining movements are expected to operate at LOS A.

**PM Peak Hour**

During the PM peak hour, the Allenby Way and 27<sup>th</sup> Avenue intersection is expected to operate at LOS A. The southbound left-turn movement is expected to operate at LOS B with a v/c ratio of 0.09. All remaining movements will operate at LOS A.

The proposed development access intersection on 27<sup>th</sup> Avenue is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.17. The southbound movements are expected to operate at LOS B with a v/c ratio of 0.01. All remaining movements are expected to operate at LOS A.

The background traffic analysis results for the 2021 horizon year opening day are summarized in **Table 4-3**.

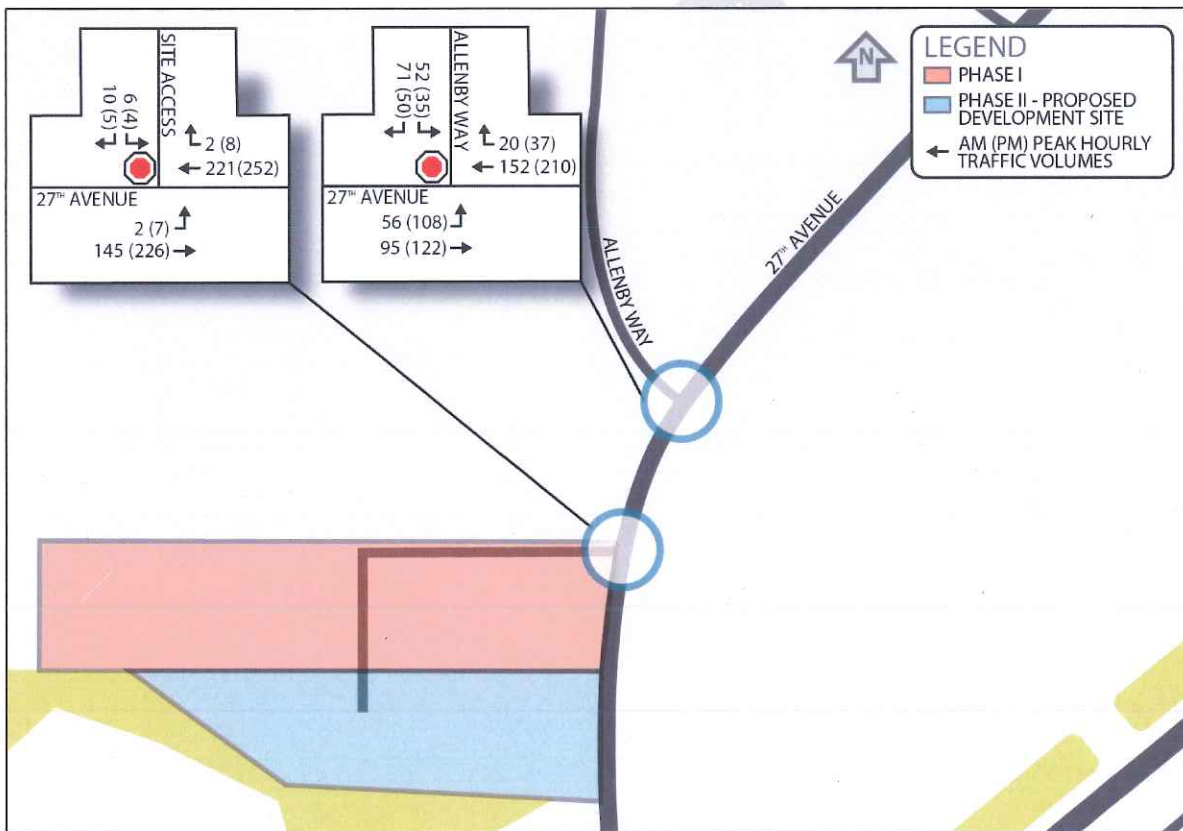


Figure 4-1: 2021 Horizon Year Background Traffic Volumes



Table 4-3: 2021 Horizon Year Background Traffic Operations

|   | Turning Movement | AM Peak Hour |           |           |           | PM Peak Hour |           |           |           |
|---|------------------|--------------|-----------|-----------|-----------|--------------|-----------|-----------|-----------|
|   |                  | LOS          | Delay (s) | V/C Ratio | 95% Q (m) | LOS          | Delay (s) | V/C Ratio | 95% Q (m) |
| Allenby Way/<br>27th Avenue<br>(Unsignalized) | EBL/T            | A            | 3.1       | 0.04      | 1.0       | A            | 4.2       | 0.09      | 2.3       |
|   | WBT/R            | A            | -         | 0.11      | 0.0       | A            | -         | 0.16      | 0.0       |
|   | SBL              | B            | 11.9      | 0.10      | 2.5       | B            | 14.6      | 0.09      | 2.3       |
|   | SBR              | A            | 9.6       | 0.09      | 2.2       | A            | 9.9       | 0.07      | 1.7       |
|   | Int. LOS         | A            |           |           |           | A            |           |           |           |
| 27th Avenue/<br>Site Access<br>(Unsignalized) | EBL/T            | A            | 0.1       | 0.00      | 0.1       | A            | 0.3       | 0.01      | 0.1       |
|   | WBT/R            | A            | -         | 0.14      | 0.0       | A            | -         | 0.17      | 0.0       |
|   | SBL/R            | B            | 10.2      | 0.05      | 1.1       | B            | 10.9      | 0.01      | 0.3       |
|   | Int. LOS         | A            |           |           |           | A            |           |           |           |

#### 4.3.2 2031 Horizon Year Background Condition

The 2031 horizon year background traffic volumes are shown in **Figure 4-2**.

##### AM Peak Hour

During the AM peak hour, the Allenby Way and 27<sup>th</sup> Avenue intersection is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.13 in the westbound movements. The southbound left-turn movement is expected to operate at LOS B with a v/c ratio of 0.12. All other movements are expected to operate at LOS A.

The proposed development access intersection on 27<sup>th</sup> Avenue is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.16. The southbound movements are expected to operate at LOS B with a v/c ratio of 0.03. All remaining movements are expected to operate at LOS A.

##### PM Peak Hour

During the PM peak hour, the Allenby Way and 27<sup>th</sup> Avenue intersection is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.18 in the westbound movements. The southbound left-turn movement is expected to operate at LOS C with a v/c ratio of 0.13. All other movements are expected to operate at LOS B or better.

The proposed development access intersection on 27<sup>th</sup> Avenue is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.19. The southbound movements are expected to operate at LOS B with a v/c ratio of 0.02. All remaining movements are expected to operate at LOS A.

The background traffic analysis results for the 2031 horizon year are summarized in **Table 4-4**.

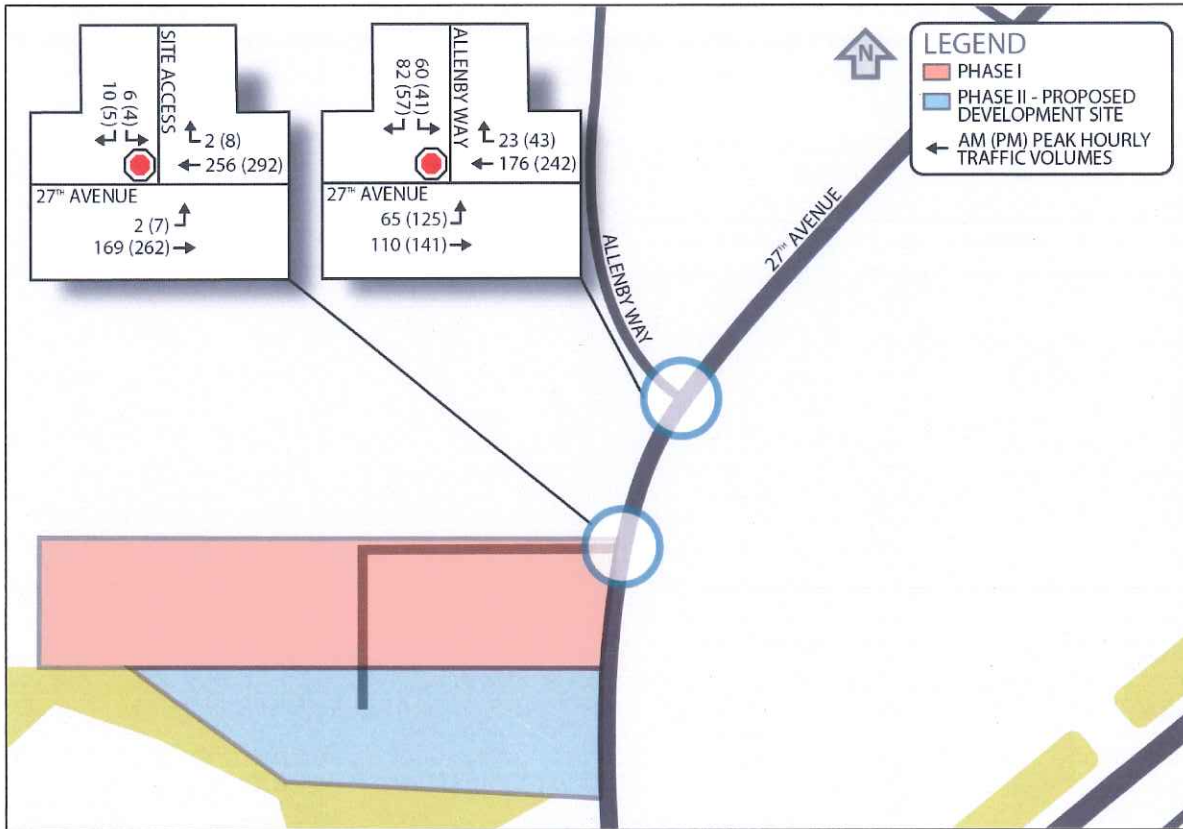


Figure 4-2: 2031 Horizon Year Background Traffic Operations

Table 4-4: 2031 Horizon Year Background Traffic Operations

| Intersection                                  | Turning Movement | AM Peak Hour |           |           |           | PM Peak Hour |           |           |           |
|---|------------------|--------------|-----------|-----------|-----------|--------------|-----------|-----------|-----------|
|   |                  | LOS          | Delay (s) | V/C Ratio | 95% Q (m) | LOS          | Delay (s) | V/C Ratio | 95% Q (m) |
| Allenby Way/<br>27th Avenue<br>(Unsignalized) | EBL/T            | A            | 3.2       | 0.05      | 1.3       | A            | 4.4       | 0.11      | 2.8       |
|   | WBT/R            | A            | -         | 0.13      | 0.0       | A            | -         | 0.18      | 0.0       |
|   | SBL              | B            | 11.1      | 0.12      | 3.2       | C            | 16.6      | 0.13      | 3.3       |
|   | SBR              | A            | 9.8       | 0.11      | 2.7       | B            | 10.2      | 0.08      | 2.0       |
|   | Int. LOS         | A            |           |           |           | A            |           |           |           |
| 27th Avenue/<br>Site Access<br>(Unsignalized) | EBL/T            | A            | 0.1       | 0.00      | 0.0       | A            | 0.3       | 0.01      | 0.1       |
|   | WBT/R            | A            | -         | 0.16      | 0.0       | A            | -         | 0.19      | 0.0       |
|   | SBL/R            | B            | 10.6      | 0.03      | 0.6       | B            | 11.5      | 0.02      | 0.4       |
|   | Int. LOS         | A            |           |           |           | A            |           |           |           |

#### 4.3.3 Background Traffic Operations Summary

In summary, the background traffic analysis results showed that the study intersection at Allenby Way and 27<sup>th</sup> Avenue is expected to operate within the study thresholds up to the 2031 horizon year based on background traffic growths at the 1.5% rate. The proposed access development access intersection is also expected to operate acceptably under the Phase I development.

#### 4.4 Combined Traffic Operation Analysis

For the combined traffic operation analysis on the study intersection, both the background traffic and site generated traffic volumes were considered.



#### 4.4.1 Opening Day 2021 Horizon Year Combined Traffic Conditions

The opening day 2021 horizon year combined traffic operation analysis is performed based on the forecast traffic volumes shown in **Figure 4-3**.

##### **AM Peak Hour**

During the AM peak hour, the Allenby Way and 27<sup>th</sup> Avenue intersection is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.11 in the westbound movements. The southbound left-turn movement is expected to operate at LOS B with a v/c ratio of 0.10. All other movements at this intersection are expected to operate at LOS A.

The proposed development access intersection on 27<sup>th</sup> Avenue is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.14. The southbound movements are expected to operate at LOS B with a v/c ratio of 0.05. All remaining movements are expected to operate at LOS A.

##### **PM Peak Hour**

During the PM peak hour, the Allenby Way and 27<sup>th</sup> Avenue intersection is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.16 in the westbound movements. The southbound left-turn movement is expected to operate at LOS B with a v/c ratio of 0.09. All other movements at this intersection are expected to operate at LOS A.

The proposed development access intersection on 27<sup>th</sup> Avenue is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.17. The southbound movements are expected to operate at LOS B with a v/c ratio of 0.03. All remaining movements are expected to operate at LOS A.

The traffic analysis results for the opening day 2021 horizon year condition are summarized in **Table 4-5**.

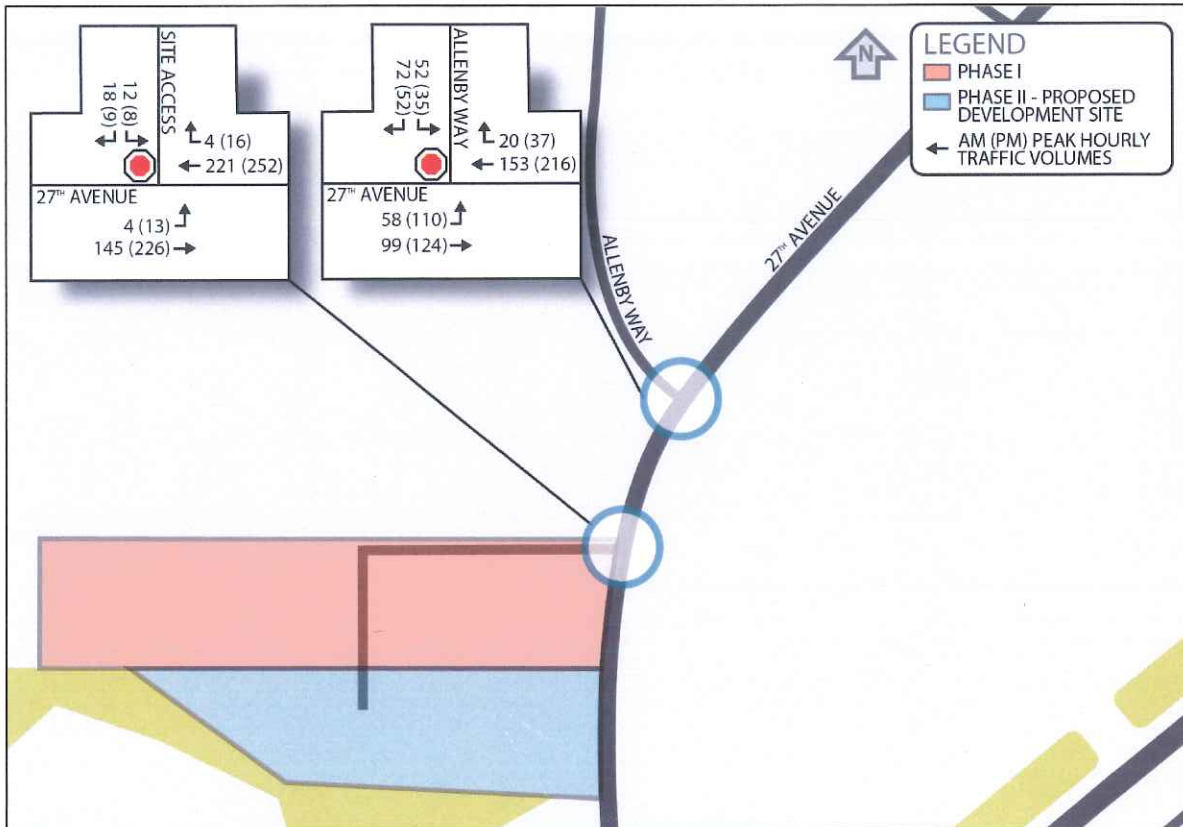


Figure 4-3: Opening Day 2021 Horizon Year Combined Traffic Volumes

Table 4-5: Opening Day 2021 Horizon Year Combined Traffic Operations

| Intersection                                  | Turning Movement | AM Peak Hour |           |           |           | PM Peak Hour |           |           |           |
|---|------------------|--------------|-----------|-----------|-----------|--------------|-----------|-----------|-----------|
|   |                  | LOS          | Delay (s) | V/C Ratio | 95% Q (m) | LOS          | Delay (s) | V/C Ratio | 95% Q (m) |
| Allenby Way/<br>27th Avenue<br>(Unsignalized) | EBL/T            | A            | 3.1       | 0.05      | 1.1       | A            | 4.2       | 0.09      | 2.3       |
|   | WBT/R            | A            | -         | 0.11      | 0.0       | A            | -         | 0.16      | 0.0       |
|   | SBL              | B            | 12.0      | 0.10      | 2.5       | B            | 14.8      | 0.09      | 2.4       |
|   | SBR              | A            | 9.6       | 0.09      | 2.2       | A            | 10.0      | 0.07      | 1.8       |
|   | Int. LOS         | A            |           |           |           | A            |           |           |           |
| 27th Avenue/<br>Site Access<br>(Unsignalized) | EBL/T            | A            | 0.2       | 0.00      | 0.1       | A            | 0.5       | 0.01      | 0.3       |
|   | WBT/R            | A            | -         | 0.14      | 0.0       | A            | -         | 0.17      | 0.0       |
|   | SBL/R            | B            | 10.4      | 0.05      | 1.1       | B            | 11.2      | 0.03      | 0.7       |
|   | Int. LOS         | A            |           |           |           | A            |           |           |           |

**4.4.2 2031 Opening Day + 10 Years Combined Traffic Conditions**

The 2031 opening day + 10 years horizon year combined traffic operation analysis is performed based on the forecast traffic volumes shown in **Figure 4-4**.

**AM Peak Hour**

During the AM peak hour, the unsignalized intersection of Allenby Way and 27<sup>th</sup> Avenue is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.13 in the westbound movements and in the southbound left-turn movement, with the latter movement operating at LOS B. All other movements at this intersection will operate at LOS A.



The proposed development access intersection on 27<sup>th</sup> Avenue is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.17 in the westbound movements. The southbound movements are expected to operate at LOS B with a v/c ratio of 0.05. All remaining movements are expected to operate at LOS A.

**PM Peak Hour**

During the PM peak hour, the Allenby Way and 27<sup>th</sup> Avenue intersection is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.19 in the westbound movements. The southbound left-turn movement is expected to operate at LOS C with a v/c ratio of 0.13. All other movements at this intersection are expected to operate at LOS B or better.

The proposed development access intersection on 27<sup>th</sup> Avenue is expected to operate at LOS A. The maximum v/c ratio is anticipated to be 0.20 in the westbound movements. The southbound movements are expected to operate at LOS B with a v/c ratio of 0.03. All remaining movements are expected to operate at LOS A.

The traffic analysis results for the 2031 horizon year condition are summarized in **Table 4-6**.

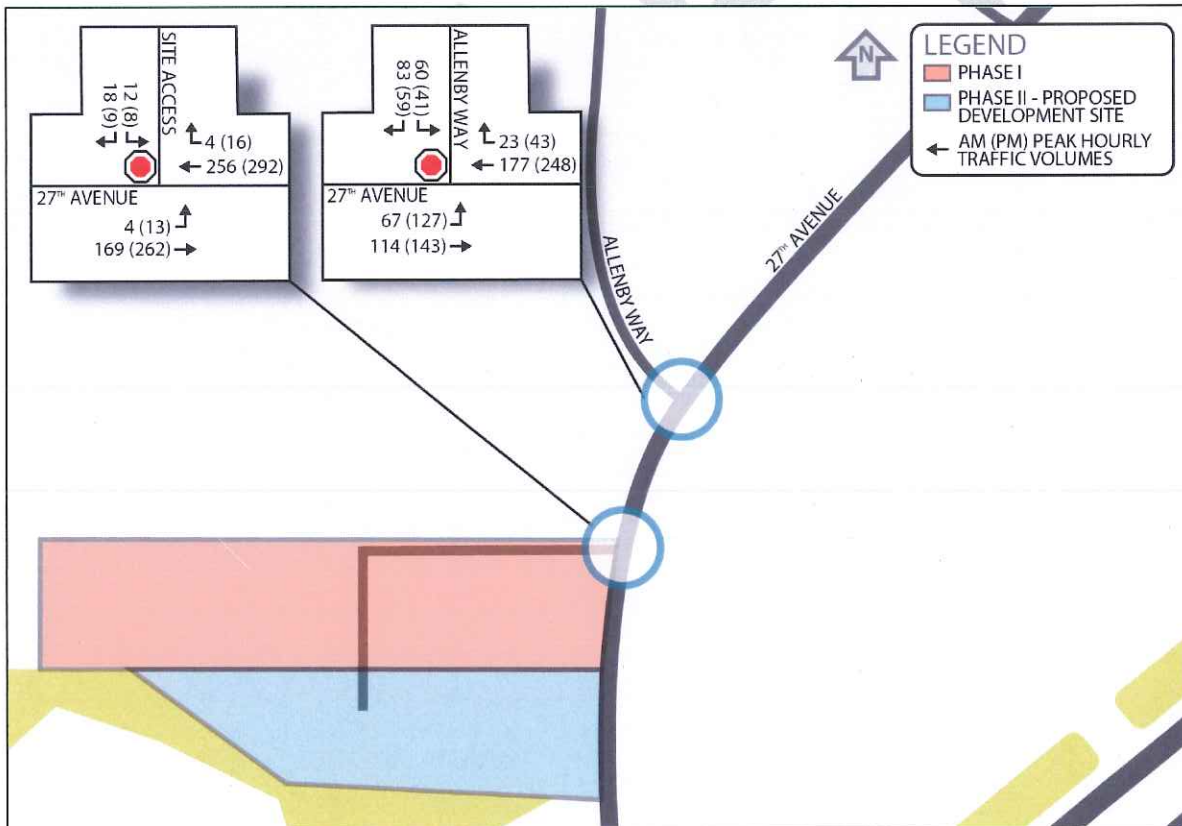


Figure 4-4: 2031 Horizon Year Combined Traffic Volumes

Table 4-6: 2031 Horizon Year Combined Traffic Operations

| Intersection                                    | Turning Movement | AM Peak Hour |           |           |           | PM Peak Hour |           |           |           |
|---|------------------|--------------|-----------|-----------|-----------|--------------|-----------|-----------|-----------|
|   |                  | LOS          | Delay (s) | V/C Ratio | 95% Q (m) | LOS          | Delay (s) | V/C Ratio | 95% Q (m) |
| Allenby Way/<br>27th Avenue<br>(Unsignalized)   | EBL/T            | A            | 3.2       | 0.05      | 1.3       | A            | 4.4       | 0.11      | 2.8       |
|   | WBT/R            | A            | 0.0       | 0.13      | 0.0       | A            | 0.0       | 0.19      | 0.0       |
|   | SBL              | B            | 12.9      | 0.13      | 12.9      | C            | 16.8      | 0.13      | 3.3       |
|   | SBR              | A            | 9.8       | 0.11      | 9.8       | B            | 10.3      | 0.09      | 2.1       |
|   | Int. LOS         | A            |           |           |           | A            |           |           |           |
| 27th Avenue/<br>Proposed Site<br>(Unsignalized) | EBL/T            | A            | 0.2       | 0.00      | 0.1       | A            | 0.5       | 0.01      | 0.3       |
|   | WBT/R            | A            | -         | 0.17      | 0.0       | A            | -         | 0.20      | 0.0       |
|   | SBL/R            | B            | 10.7      | 0.05      | 1.2       | B            | 11.8      | 0.03      | 0.8       |
|   | Int. LOS         | A            |           |           |           | A            |           |           |           |

#### 4.4.3 Combined Traffic Operations Summary

The combined traffic operation analysis results showed that both study intersections are expected to operate within the study thresholds when the Phase II site-generated traffic volumes are added to the study road network. Therefore, the existing intersection of Allenby Way and 27<sup>th</sup> Avenue has adequate reserve capacity to accommodate the forecast traffic growths and the additional traffic generated by the proposed development, and no operational issues are anticipated for the proposed development access intersection.



## 5 SIGHTLINE ASSESSMENT

For Binnie's traffic impact study for the Phase I development, TransTech conducted a Radar Speed Survey on 27<sup>th</sup> Avenue to estimate the average and 85<sup>th</sup> percentile speeds in the vicinity of the proposed development site. The survey was conducted on June 1<sup>st</sup>, 2017 and 100 vehicle samples in the eastbound and westbound directions were collected.

The posted speed limit on 27<sup>th</sup> Avenue is currently 50 km/h. In the eastbound direction, the average speed was observed to be 52 km/h and the 85<sup>th</sup> percentile speed was 58 km/h. In the westbound direction, the average speed was observed to be 54 km/h and the 85<sup>th</sup> percentile speed was 59 km/h. Therefore, the existing 27<sup>th</sup> Avenue traffic was generally found to be travelling at speeds consistent with the posted speed limit.

Based on the Transportation Association of Canada (TAC) Geometric Design for Canadian Roads, 2017 Edition, the design Stopping Sight Distances (SSD) for passenger vehicles traveling at a speed of 50 km/h and 60 km/h are 65 m and 85 m respectively as per Table 2.5.2. Based on the field observations and Binnie's desktop review, the SSD for both 50 km/h and 60 km/h are achievable at the proposed development access intersection on 27<sup>th</sup> Avenue. There appears to be no physical obstructions that need to be removed in order to provide appropriate SSD at this intersection.

Based on Section 9.9.2.3 – Case B for intersections with stop-control on the minor road in the TAC manual, the preferred Intersection Sight Distance (ISD) for a design speed of 50 km/h for passenger vehicles can be summarized as follows:

- 105 m for the left-turn movement
- 95 m for the right-turn movement

Based on the field observations, the ISD could be achieved at the proposed development access intersection. This study notes that ISD is not always provided in an urban environment due to the frequent obstructions with street fixtures and reduce building setbacks.

Based on the City's Zoning Bylaw No. 5000, 2003, a RH1 Low Rise Apartment Residential zoning requires a minimum setback of 4.5 m for the front yard. The proposed development currently is providing a 4.5 m setback from the future property line, which is already set back from the existing property line. This setback will aid drivers to adequately see traffic along 27<sup>th</sup> Avenue when approaching the egress. It is encouraged for the study development to use low height shrubbery and foliage along the east frontage of the development to minimize sightline impacts for the egress traffic.

## 6 CONCLUSIONS AND RECOMMENDATIONS

### 6.1 Conclusions

The purpose of this study is to evaluate the effects of the proposed multi-family residential development and its traffic impacts on the adjacent road network. The study findings would recommend necessary transportation infrastructure improvements to support forecast vehicular, cyclist, and pedestrian traffic volumes. The proposed development is expected to provide a total of 35 rental units ranging from studio apartment units to four-bedroom units, including accessible units.

A summary of the study findings are as follows:

- The study area is located at a close proximity to existing transit routes and regional cycling routes. There are existing pedestrian facilities provided on the study roadways as well. It is also within walking distance to a number of amenities and commercial services.
- The proposed development is expected to generate 18 vehicle trips onto the study road network during the AM peak hour, with 4 inbound trips, and 14 outbound trips.
- The proposed development is expected to generate 22 vehicle trips onto the study road network during the PM peak hour, with 14 inbound trips and eight outbound trips.
- The proposed development is expected to utilize the Phase I access on 27<sup>th</sup> Avenue between Allenby Way and 25<sup>th</sup> Avenue. The access is a three-legged stop-controlled intersection with free-flow traffic maintained on 27<sup>th</sup> Avenue.
- Both the existing Allenby Way and 27<sup>th</sup> Avenue intersection, and the proposed development access intersection, are anticipated to operate at LOS A up to the 2031 horizon year.
- Traffic on 27<sup>th</sup> Avenue was found to be travelling at speeds consistent with the posted speed of 50 km/h. Sightlines are not expected to be an issue for the proposed development access intersection.
- Internal circulation of an HSU to manoeuvre within the Phase II parking lot is not expected to have any issues. A passenger vehicle would be able to perform ingress and egress movements when the HSU design vehicle is occupying the Phase II garbage collection area. A Community Shuttle is expected to be able to complete circulation of the Phase II parking lot based on the current site plan without issues as well.
  - The internal roadway will generally be 7.0 m to meet the City's bylaw requirement; however, the drive aisle width along the southern side of the study property could only be 6.0 m; therefore, one-way traffic circulation is proposed within the Phase II parking lot and a variance is required from the City.
- The proposed on-site parking provision requires a variance of 41 residential parking spaces when compared to the City's requirements; however, once the total parking supply is being considered with Phase I and Phase II combined, a total of 77 parking spaces will be provided for the overall development. The residents are typically of lower income and their vehicle



ownership levels are expected to be low, as evident from the observations conducted by Binnie staff at the Phase I development where the parking demand was 0.32 per bedroom, which was consistent with other studies conducted by the City.

- The forecast parking demand among the Phase I and Phase II development is 47 parking spaces; therefore, 30 surplus parking spaces are expected to be available for staff and visitor use, subject to having a shared use agreement in place to permit residents from Phase II to park in the Phase I parking spaces.
- One loading space is proposed for this development; thus, the City's requirement is met. Off-street loading is also expected to occur temporarily in front of the Phase II building entrance where a 7.0 m aisle is provided for one-way traffic only; therefore, vehicle circulation is not expected to be interrupted if there is a stopped vehicle at the Phase II building entrance.
- The proposed development is expected to exceed the on-site Class I (long-term) and Class II (short-term) bicycle parking spaces based on the City's requirements.

## 6.2 Proposed Improvements for this Study

No intersection improvements are expected to be required to support the traffic generation projected for the study development. The study development is recommended to use lower height shrubbery and foliage along the eastern frontage of the site to mitigate potential impacts to vehicle sight distances. When the proposed multi-use pathway design is being developed, the sightlines may need to be reviewed again to ensure the egress traffic can access 27<sup>th</sup> Avenue safely from the proposed development.

It is recommended that a pathway be installed between the playground and the Phase II building for safe travel around the parking lot, similar to the pathway designated for residents to access the garbage collection area. It is recommended that the property management schedule the garbage collection and the loading activities at different times during the day to maximize the use of the on-site loading spaces.

It is recommended that additional TDM measures outlined in **Section 3.3.4** be considered to minimize on-site parking demands; however, Binnie's field observations confirmed that the target residents of the Phase II development are expected to have low vehicle ownership, similar to the residents in the Phase I building.

## 7 CLOSING

We trust that this traffic impact study adequately shows the transportation infrastructure improvements required to support the proposed Vernon Native Housing Society Development – Phase II.

Should there be questions or comments on the information contained herein, please do not hesitate to contact the undersigned.

***Prepared by:***

DRAFT

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**Sadia Khan**  
Engineering Assistant

***Reviewed by:***

DRAFT

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**Jonathan Ho, P.Eng., PTOE**  
Traffic Services Division Manager



**APPENDIX A**  
**PROPOSED SITE PLANS**





# APPENDIX B

## FIELD TRAFFIC DATA

**Major Route:** 27th Avenue  
**Minor Route:** Allenby Way  
**Municipality:** Vernon  
**Filename:** 1-27th Ave @ Allenby Way-Jun 1, 2017.xlsx  
**Location #:** 1

**Date:** June 1, 2017  
**Day-of-week:** Thursday

**East/West Route:** 27th Avenue  
**Intersection Type:** 3-leg north approach  
**Signalized?:** No  
**Weather:** Clear and dry

**Vehicle Classifications:** Regular Vehicles  
 Heavy Vehicles  
 Bicycles

**This data is for All Vehicles Combined**

| Shift        | Start       | End          | Duration    |
|--------------|-------------|--------------|-------------|
| AM           | 7:30        | 9:30         | 2.00        |
| MD           |             |              |             |
| PM           | 14:30       | 17:30        | 3.00        |
| <b>Total</b> | <b>7:30</b> | <b>17:30</b> | <b>5.00</b> |

**Notes:** 24-hour clock used for reporting (15-minute increments)  
 North Approach - southbound vehicles approaching intersection from the north  
 15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [\*]) x 4  
 Pedestrians - N indicates pedestrians crossing north approach (east/west)

**Comments:**















**Period Hourly Averages**  
All Vehicles Combined

**27th Avenue @ Allenby Way**  
Thursday, June 1, 2017

**Entire Survey Period**

5 Hours

|        | Allenby Way    |      |       |       | 27th Ave       |      |       |       | 27th Ave      |      |       |       | Total Volume | Crosswalks    |      |       |       |    |   |   |   |
|--------|----------------|------|-------|-------|----------------|------|-------|-------|---------------|------|-------|-------|--------------|---------------|------|-------|-------|----|---|---|---|
|        | NORTH Approach |      |       |       | SOUTH Approach |      |       |       | WEST Approach |      |       |       |              | EAST Approach |      |       |       | N  | S | W | E |
|        | Left           | Thru | Right | Total | Left           | Thru | Right | Total | Left          | Thru | Right | Total |              | Left          | Thru | Right | Total |    |   |   |   |
| Total  | 185            |      | 220   | 405   |                |      |       |       | 287           | 374  |       | 661   |              | 823           | 147  | 970   | 2036  | 45 |   | 0 | 0 |
| Avg Hr | 37             |      | 44    | 81    |                |      |       |       | 57            | 75   |       | 132   |              | 165           | 29   | 194   | 407   | 9  |   | 0 | 0 |

**AM Peak Period**

2 Hours

|        | Allenby Way    |      |       |       | 27th Ave       |      |       |       | 27th Ave      |      |       |       | Total Volume | Crosswalks    |      |       |       |    |   |   |   |
|--------|----------------|------|-------|-------|----------------|------|-------|-------|---------------|------|-------|-------|--------------|---------------|------|-------|-------|----|---|---|---|
|        | NORTH Approach |      |       |       | SOUTH Approach |      |       |       | WEST Approach |      |       |       |              | EAST Approach |      |       |       | N  | S | W | E |
|        | Left           | Thru | Right | Total | Left           | Thru | Right | Total | Left          | Thru | Right | Total |              | Left          | Thru | Right | Total |    |   |   |   |
| Totals | 86             |      | 103   | 189   |                |      |       |       | 81            | 152  |       | 233   |              | 215           | 28   | 243   | 665   | 26 |   | 0 | 0 |
| Avg Hr | 43             |      | 52    | 95    |                |      |       |       | 41            | 76   |       | 117   |              | 108           | 14   | 122   | 333   | 13 |   | 0 | 0 |

**MD Peak Period**

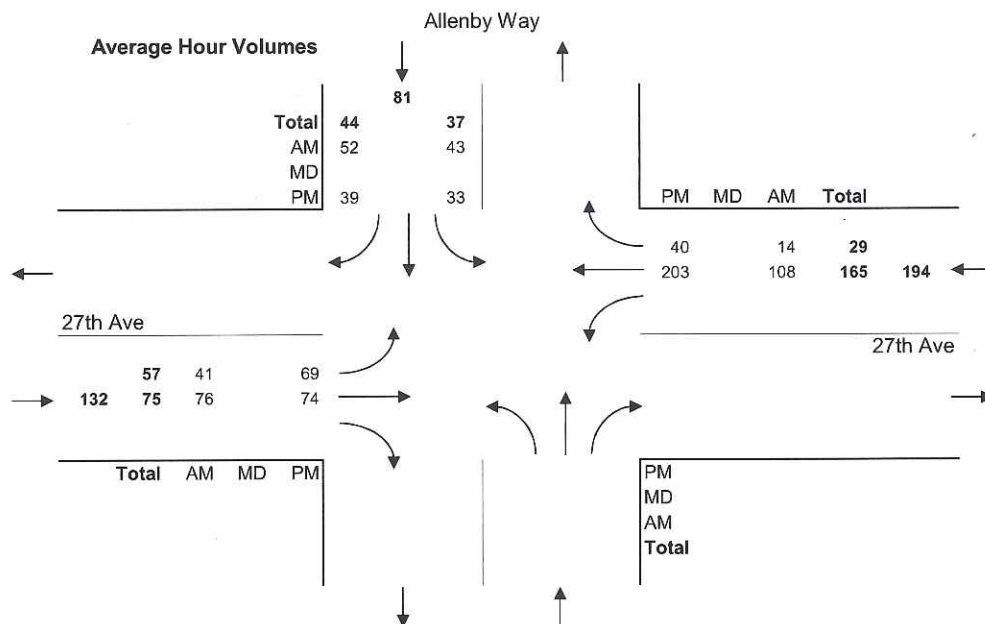
Hours

|        | Allenby Way    |      |       |       | 27th Ave       |      |       |       | 27th Ave      |      |       |       | Total Volume | Crosswalks    |      |       |       |   |   |   |   |
|--------|----------------|------|-------|-------|----------------|------|-------|-------|---------------|------|-------|-------|--------------|---------------|------|-------|-------|---|---|---|---|
|        | NORTH Approach |      |       |       | SOUTH Approach |      |       |       | WEST Approach |      |       |       |              | EAST Approach |      |       |       | N | S | W | E |
|        | Left           | Thru | Right | Total | Left           | Thru | Right | Total | Left          | Thru | Right | Total |              | Left          | Thru | Right | Total |   |   |   |   |
| Totals |                |      |       |       |                |      |       |       |               |      |       |       |              |               |      |       |       |   |   |   |   |
| Avg Hr |                |      |       |       |                |      |       |       |               |      |       |       |              |               |      |       |       |   |   |   |   |

**PM Peak Period**

3 Hours

|        | Allenby Way    |      |       |       | 27th Ave       |      |       |       | 27th Ave      |      |       |       | Total Volume | Crosswalks    |      |       |       |    |   |   |   |
|--------|----------------|------|-------|-------|----------------|------|-------|-------|---------------|------|-------|-------|--------------|---------------|------|-------|-------|----|---|---|---|
|        | NORTH Approach |      |       |       | SOUTH Approach |      |       |       | WEST Approach |      |       |       |              | EAST Approach |      |       |       | N  | S | W | E |
|        | Left           | Thru | Right | Total | Left           | Thru | Right | Total | Left          | Thru | Right | Total |              | Left          | Thru | Right | Total |    |   |   |   |
| Totals | 99             |      | 117   | 216   |                |      |       |       | 206           | 222  |       | 428   |              | 608           | 119  | 727   | 1371  | 19 |   | 0 | 0 |
| Avg Hr | 33             |      | 39    | 72    |                |      |       |       | 69            | 74   |       | 143   |              | 203           | 40   | 242   | 457   | 6  |   | 0 | 0 |

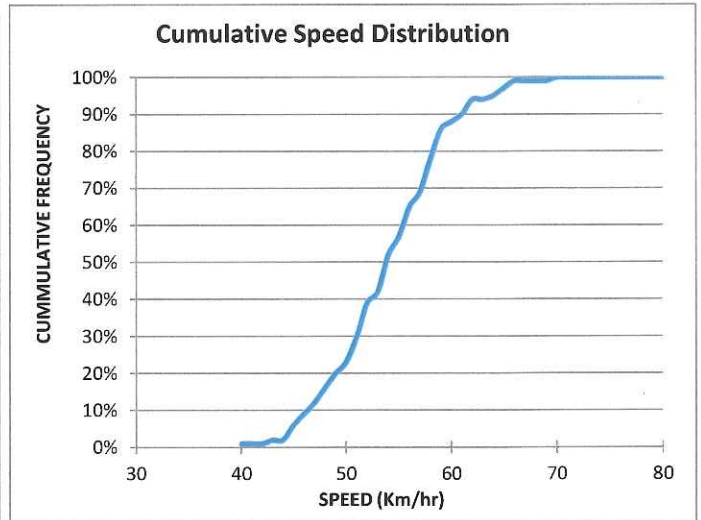
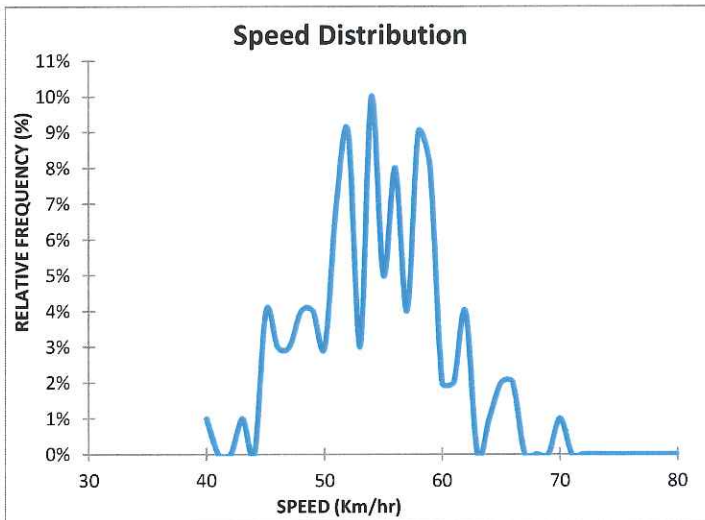


Route: 27 Avenue  
 Location: Between Allenby Way and Alvaston Place  
 Direction: Westbound  
 Municipality/Area: Vernon  
 Posted Speed Limit (km/hr): 50  
 Number of Lanes: 1  
 Road Segment:  
 Date: June 1, 2017  
 Day-of-week: Thursday  
 Weather: Cloudy & Dry

**Statistical Summary (All speeds KM/h)**

|                                    | <u>All</u> |
|------------------------------------|------------|
| Number of observations:            | 100        |
| Lowest Recorded Speed:             | 40         |
| Highest Recorded Speed:            | 70         |
| Percent at or below speed limit:   | 23%        |
| Percent over speed limit:          | 77%        |
| Average (mean) speed:              | 54.4       |
| Percent at or below average speed: | 52%        |
| Percent over average speed:        | 48%        |
| 15th Percentile:                   | 48.0       |
| 85th Percentile:                   | 59.0       |
| 90th Percentile:                   | 61.1       |
| Variance:                          | 31.22      |
| Standard Deviation:                | 5.59       |
| Median:                            | 54         |
| Skewness:                          | 0.09       |
| Kurtosis:                          | 0.0        |
| Pace speed (10 km/hr with most):   | 50-60      |
| Percent below pace speed:          | 20%        |
| Percent within pace speed:         | 66%        |
| Percent above pace speed:          | 14%        |

Site Note:





Westbound

| Data as Recorded |       |         |
|------------------|-------|---------|
| Observation      | Speed | Class   |
| 1                | 54    | Regular |
| 2                | 59    | Regular |
| 3                | 56    | Regular |
| 4                | 58    | Regular |
| 5                | 56    | Regular |
| 6                | 59    | Regular |
| 7                | 49    | Bus     |
| 8                | 55    | Regular |
| 9                | 57    | Regular |
| 10               | 56    | Regular |
| 11               | 56    | Regular |
| 12               | 56    | Regular |
| 13               | 52    | Regular |
| 14               | 54    | Regular |
| 15               | 52    | Regular |
| 16               | 61    | Regular |
| 17               | 65    | Regular |
| 18               | 62    | Regular |
| 19               | 48    | Regular |
| 20               | 53    | Regular |
| 21               | 51    | Regular |
| 22               | 49    | Regular |
| 23               | 56    | Regular |
| 24               | 58    | Regular |
| 25               | 52    | Regular |
| 26               | 48    | Regular |
| 27               | 50    | Bus     |
| 28               | 58    | Regular |
| 29               | 52    | Regular |
| 30               | 51    | Regular |
| 31               | 59    | Regular |
| 32               | 62    | Regular |
| 33               | 60    | Regular |
| 34               | 62    | Regular |
| 35               | 46    | Regular |
| 36               | 55    | Regular |
| 37               | 50    | Regular |
| 38               | 59    | Regular |
| 39               | 70    | Regular |
| 40               | 51    | Regular |
| 41               | 43    | Regular |
| 42               | 52    | Regular |
| 43               | 45    | Regular |
| 44               | 45    | Regular |
| 45               | 45    | Regular |
| 46               | 52    | Regular |
| 47               | 48    | Regular |
| 48               | 56    | Regular |
| 49               | 55    | Regular |
| 50               | 57    | Regular |

| Frequency Distribution |           |         |            |        |
|------------------------|-----------|---------|------------|--------|
| Speed                  | Frequency | Percent | Cumulative | Cum %  |
| 40                     | 1         | 1.0%    | 1          | 1.0%   |
| 41                     | 0         | 0.0%    | 1          | 1.0%   |
| 42                     | 0         | 0.0%    | 1          | 1.0%   |
| 43                     | 1         | 1.0%    | 2          | 2.0%   |
| 44                     | 0         | 0.0%    | 2          | 2.0%   |
| 45                     | 4         | 4.0%    | 6          | 6.0%   |
| 46                     | 3         | 3.0%    | 9          | 9.0%   |
| 47                     | 3         | 3.0%    | 12         | 12.0%  |
| 48                     | 4         | 4.0%    | 16         | 16.0%  |
| 49                     | 4         | 4.0%    | 20         | 20.0%  |
| 50                     | 3         | 3.0%    | 23         | 23.0%  |
| 51                     | 7         | 7.0%    | 30         | 30.0%  |
| 52                     | 9         | 9.0%    | 39         | 39.0%  |
| 53                     | 3         | 3.0%    | 42         | 42.0%  |
| 54                     | 10        | 10.0%   | 52         | 52.0%  |
| 55                     | 5         | 5.0%    | 57         | 57.0%  |
| 56                     | 8         | 8.0%    | 65         | 65.0%  |
| 57                     | 4         | 4.0%    | 69         | 69.0%  |
| 58                     | 9         | 9.0%    | 78         | 78.0%  |
| 59                     | 8         | 8.0%    | 86         | 86.0%  |
| 60                     | 2         | 2.0%    | 88         | 88.0%  |
| 61                     | 2         | 2.0%    | 90         | 90.0%  |
| 62                     | 4         | 4.0%    | 94         | 94.0%  |
| 63                     | 0         | 0.0%    | 94         | 94.0%  |
| 64                     | 1         | 1.0%    | 95         | 95.0%  |
| 65                     | 2         | 2.0%    | 97         | 97.0%  |
| 66                     | 2         | 2.0%    | 99         | 99.0%  |
| 67                     | 0         | 0.0%    | 99         | 99.0%  |
| 68                     | 0         | 0.0%    | 99         | 99.0%  |
| 69                     | 0         | 0.0%    | 99         | 99.0%  |
| 70                     | 1         | 1.0%    | 100        | 100.0% |
| 71                     | 0         | 0.0%    | 100        | 100.0% |
| 72                     | 0         | 0.0%    | 100        | 100.0% |
| 73                     | 0         | 0.0%    | 100        | 100.0% |
| 74                     | 0         | 0.0%    | 100        | 100.0% |
| 75                     | 0         | 0.0%    | 100        | 100.0% |
| 76                     | 0         | 0.0%    | 100        | 100.0% |
| 77                     | 0         | 0.0%    | 100        | 100.0% |
| 78                     | 0         | 0.0%    | 100        | 100.0% |
| 79                     | 0         | 0.0%    | 100        | 100.0% |
| 80                     | 0         | 0.0%    | 100        | 100.0% |
| 81                     | 0         | 0.0%    | 100        | 100.0% |
| 82                     | 0         | 0.0%    | 100        | 100.0% |
| 83                     | 0         | 0.0%    | 100        | 100.0% |
| 84                     | 0         | 0.0%    | 100        | 100.0% |
| 85                     | 0         | 0.0%    | 100        | 100.0% |
| 86                     | 0         | 0.0%    | 100        | 100.0% |
| 87                     | 0         | 0.0%    | 100        | 100.0% |
| 88                     | 0         | 0.0%    | 100        | 100.0% |
| 89                     | 0         | 0.0%    | 100        | 100.0% |

|     |    |         |
|-----|----|---------|
| 51  | 52 | Regular |
| 52  | 49 | Regular |
| 53  | 52 | Regular |
| 54  | 47 | Regular |
| 55  | 54 | Regular |
| 56  | 54 | Regular |
| 57  | 50 | Bus     |
| 58  | 57 | Regular |
| 59  | 51 | Regular |
| 60  | 46 | Regular |
| 61  | 61 | Regular |
| 62  | 59 | Regular |
| 63  | 55 | Regular |
| 64  | 54 | Regular |
| 65  | 66 | Regular |
| 66  | 64 | Regular |
| 67  | 48 | Regular |
| 68  | 54 | Regular |
| 69  | 58 | Regular |
| 70  | 60 | Regular |
| 71  | 58 | Regular |
| 72  | 62 | Regular |
| 73  | 56 | Regular |
| 74  | 59 | Regular |
| 75  | 52 | Regular |
| 76  | 57 | Regular |
| 77  | 53 | Regular |
| 78  | 54 | Regular |
| 79  | 59 | Regular |
| 80  | 47 | Regular |
| 81  | 45 | Regular |
| 82  | 49 | Bus     |
| 83  | 58 | Regular |
| 84  | 59 | Regular |
| 85  | 65 | Regular |
| 86  | 58 | Regular |
| 87  | 47 | Regular |
| 88  | 51 | Regular |
| 89  | 66 | Regular |
| 90  | 51 | Regular |
| 91  | 51 | Regular |
| 92  | 53 | Regular |
| 93  | 46 | Regular |
| 94  | 40 | Regular |
| 95  | 54 | Regular |
| 96  | 58 | Regular |
| 97  | 54 | Regular |
| 98  | 55 | Regular |
| 99  | 58 | Regular |
| 100 | 54 | Regular |

|     |   |      |     |        |
|-----|---|------|-----|--------|
| 90  | 0 | 0.0% | 100 | 100.0% |
| 91  | 0 | 0.0% | 100 | 100.0% |
| 92  | 0 | 0.0% | 100 | 100.0% |
| 93  | 0 | 0.0% | 100 | 100.0% |
| 94  | 0 | 0.0% | 100 | 100.0% |
| 95  | 0 | 0.0% | 100 | 100.0% |
| 96  | 0 | 0.0% | 100 | 100.0% |
| 97  | 0 | 0.0% | 100 | 100.0% |
| 98  | 0 | 0.0% | 100 | 100.0% |
| 99  | 0 | 0.0% | 100 | 100.0% |
| 100 | 0 | 0.0% | 100 | 100.0% |
| 101 | 0 | 0.0% | 100 | 100.0% |
| 102 | 0 | 0.0% | 100 | 100.0% |
| 103 | 0 | 0.0% | 100 | 100.0% |
| 104 | 0 | 0.0% | 100 | 100.0% |
| 105 | 0 | 0.0% | 100 | 100.0% |
| 106 | 0 | 0.0% | 100 | 100.0% |
| 107 | 0 | 0.0% | 100 | 100.0% |
| 108 | 0 | 0.0% | 100 | 100.0% |
| 109 | 0 | 0.0% | 100 | 100.0% |
| 110 | 0 | 0.0% | 100 | 100.0% |
| 111 | 0 | 0.0% | 100 | 100.0% |
| 112 | 0 | 0.0% | 100 | 100.0% |
| 113 | 0 | 0.0% | 100 | 100.0% |
| 114 | 0 | 0.0% | 100 | 100.0% |
| 115 | 0 | 0.0% | 100 | 100.0% |
| 116 | 0 | 0.0% | 100 | 100.0% |
| 117 | 0 | 0.0% | 100 | 100.0% |
| 118 | 0 | 0.0% | 100 | 100.0% |
| 119 | 0 | 0.0% | 100 | 100.0% |
| 120 | 0 | 0.0% | 100 | 100.0% |
| 121 | 0 | 0.0% | 100 | 100.0% |
| 122 | 0 | 0.0% | 100 | 100.0% |
| 123 | 0 | 0.0% | 100 | 100.0% |
| 124 | 0 | 0.0% | 100 | 100.0% |
| 125 | 0 | 0.0% | 100 | 100.0% |
| 126 | 0 | 0.0% | 100 | 100.0% |
| 127 | 0 | 0.0% | 100 | 100.0% |
| 128 | 0 | 0.0% | 100 | 100.0% |
| 129 | 0 | 0.0% | 100 | 100.0% |
| 130 | 0 | 0.0% | 100 | 100.0% |
| 131 | 0 | 0.0% | 100 | 100.0% |
| 132 | 0 | 0.0% | 100 | 100.0% |
| 133 | 0 | 0.0% | 100 | 100.0% |
| 134 | 0 | 0.0% | 100 | 100.0% |
| 135 | 0 | 0.0% | 100 | 100.0% |
| 136 | 0 | 0.0% | 100 | 100.0% |
| 137 | 0 | 0.0% | 100 | 100.0% |
| 138 | 0 | 0.0% | 100 | 100.0% |
| 139 | 0 | 0.0% | 100 | 100.0% |

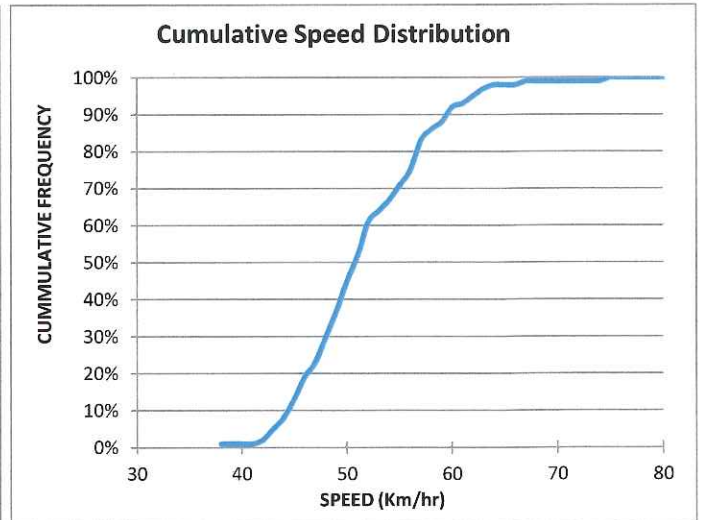
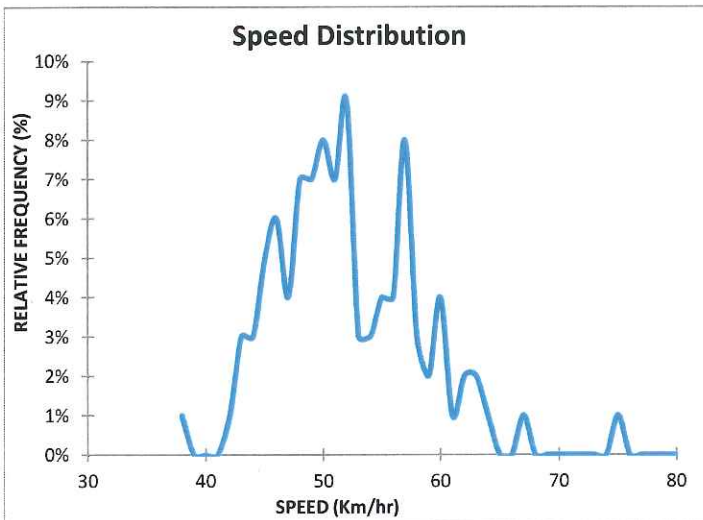


Route: 27 Avenue  
 Location: Between Allenby Way and Alvaston Place  
 Direction: Eastbound  
 Municipality/Area: Vernon  
 Posted Speed Limit (km/hr): 50  
 Number of Lanes: 1  
 Road Segment:  
 Date: June 1, 2017  
 Day-of-week: Thursday  
 Weather: Cloudy & Dry

**Statistical Summary (All speeds KM/h)**

|                                    | <u>All</u> |
|------------------------------------|------------|
| Number of observations:            | 100        |
| Lowest Recorded Speed:             | 38         |
| Highest Recorded Speed:            | 75         |
| Percent at or below speed limit:   | 45%        |
| Percent over speed limit:          | 55%        |
| Average (mean) speed:              | 52.0       |
| Percent at or below average speed: | 61%        |
| Percent over average speed:        | 39%        |
| 15th Percentile:                   | 46.0       |
| 85th Percentile:                   | 58.0       |
| 90th Percentile:                   | 60.0       |
| Variance:                          | 37.41      |
| Standard Deviation:                | 6.12       |
| Median:                            | 51         |
| Skewness:                          | 0.69       |
| Kurtosis:                          | 1.1        |
| Pace speed (10 km/hr with most):   | 48-58      |
| Percent below pace speed:          | 23%        |
| Percent within pace speed:         | 60%        |
| Percent above pace speed:          | 17%        |

Site Note:



Eastbound

| Data as Recorded |       |         |
|------------------|-------|---------|
| Observation      | Speed | Class   |
| 1                | 57    | Regular |
| 2                | 50    | Regular |
| 3                | 45    | Regular |
| 4                | 57    | Regular |
| 5                | 53    | Regular |
| 6                | 52    | Regular |
| 7                | 44    | Regular |
| 8                | 63    | Regular |
| 9                | 54    | Regular |
| 10               | 49    | Regular |
| 11               | 47    | Regular |
| 12               | 56    | Regular |
| 13               | 43    | Regular |
| 14               | 43    | Regular |
| 15               | 61    | Regular |
| 16               | 46    | Regular |
| 17               | 50    | Regular |
| 18               | 38    | Regular |
| 19               | 55    | Regular |
| 20               | 49    | Regular |
| 21               | 57    | Regular |
| 22               | 52    | Regular |
| 23               | 48    | Regular |
| 24               | 48    | Regular |
| 25               | 55    | Regular |
| 26               | 42    | Regular |
| 27               | 51    | Regular |
| 28               | 46    | Regular |
| 29               | 57    | Regular |
| 30               | 52    | Regular |
| 31               | 48    | Regular |
| 32               | 51    | Regular |
| 33               | 58    | Regular |
| 34               | 56    | Regular |
| 35               | 56    | Regular |
| 36               | 49    | Regular |
| 37               | 44    | Regular |
| 38               | 51    | Regular |
| 39               | 52    | Regular |
| 40               | 48    | Regular |
| 41               | 57    | Regular |
| 42               | 49    | Regular |
| 43               | 48    | Regular |
| 44               | 56    | Regular |
| 45               | 50    | Regular |
| 46               | 54    | Regular |
| 47               | 64    | Regular |
| 48               | 54    | Regular |
| 49               | 51    | Regular |
| 50               | 57    | Regular |

| Frequency Distribution |           |         |            |        |
|------------------------|-----------|---------|------------|--------|
| Speed                  | Frequency | Percent | Cumulative | Cum %  |
| 38                     | 1         | 1.0%    | 1          | 1.0%   |
| 39                     | 0         | 0.0%    | 1          | 1.0%   |
| 40                     | 0         | 0.0%    | 1          | 1.0%   |
| 41                     | 0         | 0.0%    | 1          | 1.0%   |
| 42                     | 1         | 1.0%    | 2          | 2.0%   |
| 43                     | 3         | 3.0%    | 5          | 5.0%   |
| 44                     | 3         | 3.0%    | 8          | 8.0%   |
| 45                     | 5         | 5.0%    | 13         | 13.0%  |
| 46                     | 6         | 6.0%    | 19         | 19.0%  |
| 47                     | 4         | 4.0%    | 23         | 23.0%  |
| 48                     | 7         | 7.0%    | 30         | 30.0%  |
| 49                     | 7         | 7.0%    | 37         | 37.0%  |
| 50                     | 8         | 8.0%    | 45         | 45.0%  |
| 51                     | 7         | 7.0%    | 52         | 52.0%  |
| 52                     | 9         | 9.0%    | 61         | 61.0%  |
| 53                     | 3         | 3.0%    | 64         | 64.0%  |
| 54                     | 3         | 3.0%    | 67         | 67.0%  |
| 55                     | 4         | 4.0%    | 71         | 71.0%  |
| 56                     | 4         | 4.0%    | 75         | 75.0%  |
| 57                     | 8         | 8.0%    | 83         | 83.0%  |
| 58                     | 3         | 3.0%    | 86         | 86.0%  |
| 59                     | 2         | 2.0%    | 88         | 88.0%  |
| 60                     | 4         | 4.0%    | 92         | 92.0%  |
| 61                     | 1         | 1.0%    | 93         | 93.0%  |
| 62                     | 2         | 2.0%    | 95         | 95.0%  |
| 63                     | 2         | 2.0%    | 97         | 97.0%  |
| 64                     | 1         | 1.0%    | 98         | 98.0%  |
| 65                     | 0         | 0.0%    | 98         | 98.0%  |
| 66                     | 0         | 0.0%    | 98         | 98.0%  |
| 67                     | 1         | 1.0%    | 99         | 99.0%  |
| 68                     | 0         | 0.0%    | 99         | 99.0%  |
| 69                     | 0         | 0.0%    | 99         | 99.0%  |
| 70                     | 0         | 0.0%    | 99         | 99.0%  |
| 71                     | 0         | 0.0%    | 99         | 99.0%  |
| 72                     | 0         | 0.0%    | 99         | 99.0%  |
| 73                     | 0         | 0.0%    | 99         | 99.0%  |
| 74                     | 0         | 0.0%    | 99         | 99.0%  |
| 75                     | 1         | 1.0%    | 100        | 100.0% |
| 76                     | 0         | 0.0%    | 100        | 100.0% |
| 77                     | 0         | 0.0%    | 100        | 100.0% |
| 78                     | 0         | 0.0%    | 100        | 100.0% |
| 79                     | 0         | 0.0%    | 100        | 100.0% |
| 80                     | 0         | 0.0%    | 100        | 100.0% |
| 81                     | 0         | 0.0%    | 100        | 100.0% |
| 82                     | 0         | 0.0%    | 100        | 100.0% |
| 83                     | 0         | 0.0%    | 100        | 100.0% |
| 84                     | 0         | 0.0%    | 100        | 100.0% |
| 85                     | 0         | 0.0%    | 100        | 100.0% |
| 86                     | 0         | 0.0%    | 100        | 100.0% |
| 87                     | 0         | 0.0%    | 100        | 100.0% |



|     |    |         |
|-----|----|---------|
| 51  | 48 | Regular |
| 52  | 52 | Regular |
| 53  | 50 | Regular |
| 54  | 60 | Regular |
| 55  | 60 | Regular |
| 56  | 63 | Regular |
| 57  | 45 | Regular |
| 58  | 47 | Regular |
| 59  | 47 | Regular |
| 60  | 50 | Regular |
| 61  | 51 | Regular |
| 62  | 53 | Regular |
| 63  | 50 | Regular |
| 64  | 59 | Regular |
| 65  | 51 | Regular |
| 66  | 51 | Regular |
| 67  | 49 | Regular |
| 68  | 52 | Regular |
| 69  | 50 | Regular |
| 70  | 67 | Regular |
| 71  | 57 | Regular |
| 72  | 58 | Regular |
| 73  | 52 | Regular |
| 74  | 55 | Regular |
| 75  | 50 | Regular |
| 76  | 46 | Regular |
| 77  | 48 | Regular |
| 78  | 49 | Regular |
| 79  | 57 | Regular |
| 80  | 47 | Regular |
| 81  | 62 | Regular |
| 82  | 62 | Regular |
| 83  | 46 | Regular |
| 84  | 55 | Regular |
| 85  | 52 | Regular |
| 86  | 45 | Regular |
| 87  | 59 | Regular |
| 88  | 46 | Regular |
| 89  | 58 | Regular |
| 90  | 45 | Regular |
| 91  | 44 | Regular |
| 92  | 75 | Regular |
| 93  | 46 | Regular |
| 94  | 60 | Regular |
| 95  | 49 | Regular |
| 96  | 60 | Regular |
| 97  | 45 | Regular |
| 98  | 53 | Regular |
| 99  | 52 | Regular |
| 100 | 43 | Regular |

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|-----|---|------|-----|--------|
| 88  | 0 | 0.0% | 100 | 100.0% |
| 89  | 0 | 0.0% | 100 | 100.0% |
| 90  | 0 | 0.0% | 100 | 100.0% |
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| 94  | 0 | 0.0% | 100 | 100.0% |
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| 136 | 0 | 0.0% | 100 | 100.0% |
| 137 | 0 | 0.0% | 100 | 100.0% |

# APPENDIX C

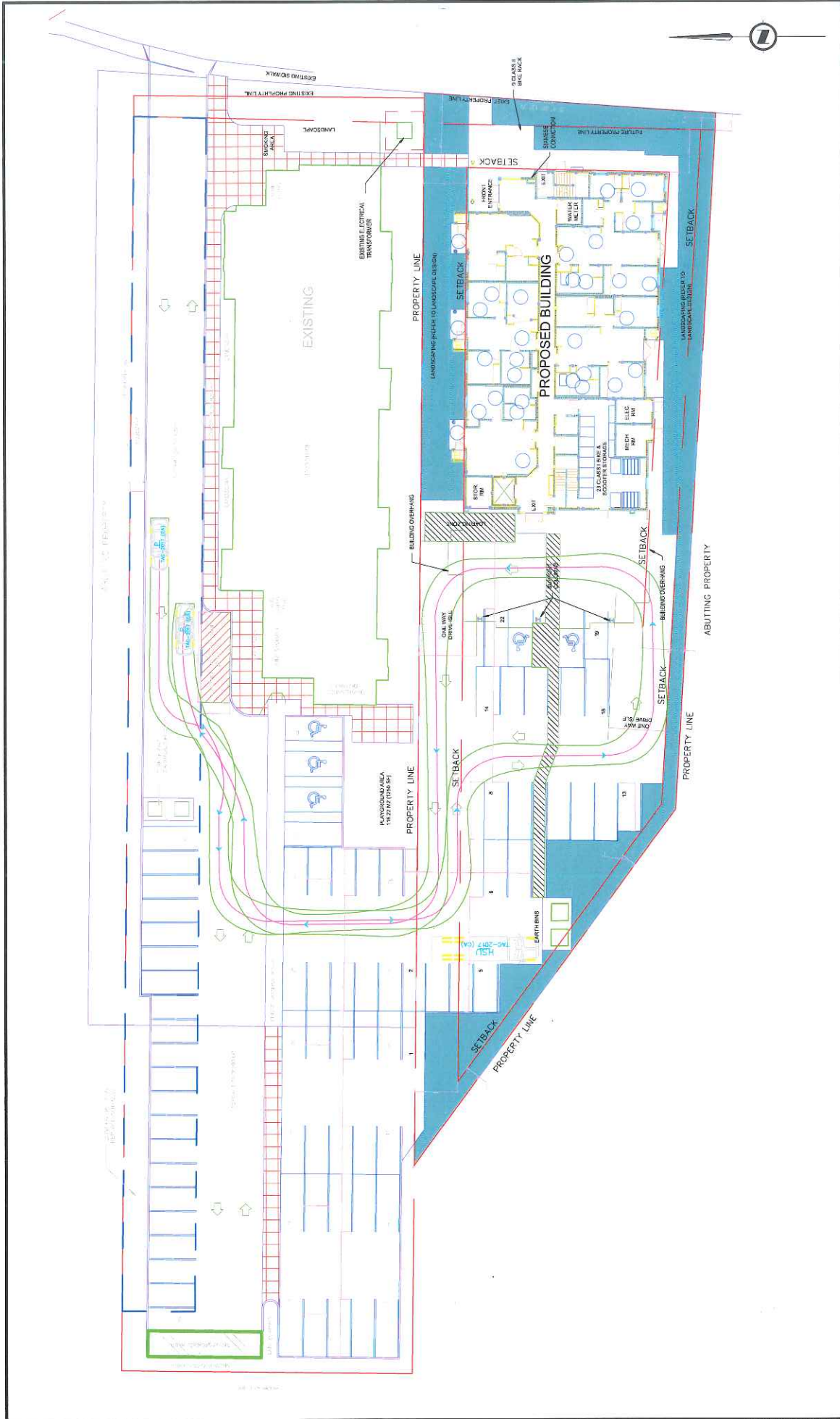
## AUTOTURN ANALYSIS











|   |  |   |
|---|--|---|
| <p><b>BINNIE</b><br/>The people behind your infrastructure.</p> | <p>TITLE: AUTOTURN REVIEW<br/>PHASE II CIRCULATION - PASSENGER VEHICLE PASSING HSU</p> | <p>DATE: 02/09/2021<br/>DWG. No.: 19-0185-03<br/>SCALE: NTS</p> |
|   | <p>5877 27TH AVENUE, VERNON, BC</p>  |   |
|   | <p>LANDSCAPING PLAN FOR PASSENGER VEHICLE PASSING HSU</p>                              |   |

**DRAFT**





# **APPENDIX D**

**SYNCHRO ANALYSIS RESULTS**

**(TO BE PROVIDED)**

## 9.12 RH1 : Low-Rise Apartment Residential

### 9.12.1 Purpose

The purpose is to provide a **zone** primarily for medium **density** apartments on urban services.

### 9.12.2 Primary Uses

- apartment housing
- care centres, major
- group home, major
- seniors assisted housing
- seniors housing
- seniors supportive housing
- stacked row housing

### 9.12.3 Secondary Uses

- home based businesses, minor
- real estate sales centres (in apartment housing only)

### 9.12.4 Subdivision Regulations

- Minimum lot width is 30.0m.
- Minimum lot area is 1400m<sup>2</sup>, or 10,000m<sup>2</sup> if not serviced by a **community sewer system**.

### 9.12.5 Development Regulations

#### (a) Density:

The maximum Floor Space Ratio (FSR) is 1.50, except that:

- With a housing agreement pursuant to Section 4.9, the maximum **density** shall be increased by FSR 0.25; and
- Where **parking spaces** are provided completely beneath habitable space of a primary **building** or beneath useable common amenity areas, providing that in all cases the parking spaces are screened from view, the maximum **density** shall be increased by FSR 0.25; or
- Where all the required parking is not accommodated completely beneath the habitable space of a primary **building** or useable common amenity areas, the additional density permitted shall be determined through multiplying the FSR 0.25 by the percentage of parking proposed to be provided beneath habitable space of a primary **building** or useable common amenity areas;

Provided that the maximum Floor Area Ratio with all bonuses shall not exceed FSR 2.00.

#### (b) Building Regulations:

- Maximum **site coverage** is 65% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 85%.
- Maximum **height** is the lesser of 16.5m or 4.5 **storeys**, except it is 4.5m for **secondary buildings** and **secondary structures**.



- Minimum **front yard** is 4.5m.
- Minimum **side yard** is 4.5m, except it is 4.5m from a **flanking street**.
- Minimum **rear yard** is 9.0m, except it is 1.0m for **secondary buildings**. *(Bylaw 5661)*

#### 9.12.6 Other Regulations

- A minimum area of 5.0m<sup>2</sup> of private open space shall be provided per **bachelor dwelling, congregate housing bedroom** or group home **bedroom**, 10.0m<sup>2</sup> of private open space shall be provided per 1 **bedroom dwelling**, and 15.0m<sup>2</sup> of private open space shall be provided per **dwelling** with more than 1 **bedroom**.
- No continuous **building frontage** shall exceed 40.0m for a 3 to 4.5 **storey building**, or 65.0m for a 2 **storey building**. If the frontage is interrupted by an open courtyard equivalent in depth and width to the **building height**, the maximum continuous 4.5 **storey building frontage** may be 80.0m provided that no **building** section exceeds 40.0m.
- For multi-unit residential housing, one **office** may be operated for the sole purpose of the management and operation of the multi-unit residential **development**. *(Bylaw 5440)*
- For **seniors assisted housing, seniors housing and seniors supportive housing**, a safe drop-off area for patrons shall be provided on the **site**.
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (**secondary development, yards**, projections into **yards**, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7. *(Bylaw 5339)*
- As per Section 4.10.2 - All **buildings and structures, excluding perimeter fencing (garden walls and fences)** on **lots abutting** City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B". *(Bylaw 5440)*

**TERMS OF INSTRUMENT - PART 2**

**BETWEEN:**

**THE OWNERS, STRATA PLAN EPS6374**, a British Columbia Company having an address at 5545 27<sup>th</sup> Ave., Vernon, British Columbia V1T 7A3

(the "Grantor")

**AND:**

**VERNON NATIVE HOUSING SOCIETY**, a non-profit society pursuant to the laws of British Columbia having an address at 41-4305 19<sup>th</sup> Ave., Vernon, British Columbia V1T 9X4

(the "Grantee")

**AND:**

**THE CORPORATION OF THE CITY OF VERNON**, a municipality pursuant to the laws of British Columbia

(the "City")

**WHEREAS:**

- A. The Grantor is responsible for the control, management, and administration of the common property of the strata development (the "Development") located in Vernon, British Columbia and known as "ThunderBird Manor", the common property of which is legally described as the Common Property, Strata Plan EPS6374 (the "Common Property").
- B. The Grantee is the owner of lands situated in Vernon, British Columbia presently legally described as THAT PART LOT 10 SHOWN ON PLAN B1827 DISTRICT LOT 66 OSOYOOS DIVISION YALE DISTRICT PLAN 509 EXCEPT PLAN 21409 – Parcel Identifier: 012-285-749 (the "Dominant Tenement").
- C. The Grantor has agreed to grant certain easements over the Common Property in accordance with the terms and conditions of this Agreement.
- D. Pursuant to section 80 of the *Strata Property Act* (British Columbia) (the "Strata Property Act") a strata corporation may, by a resolution passed by a 3/4 vote, direct the strata corporation to grant an easement and covenants burdening the common property included in the strata plan.
- E. A Certificate of Strata Corporation as to the resolution directing the Strata Corporation to grant the easements and covenants herein in Form E in the Strata Property Act has been executed.

F. The Grantor and the Grantee have agreed that the easements and covenants contained Article 1 not be released or modified without the consent of the City pursuant to section 219 of the *Land Title Act* (British Columbia).

## 1. Easement

1.1. Grant of Easement: The Grantor grants, conveys, confirms and transfers to the Grantee, its servants, agents, contractors, workers, employees, officers, licensees, tenants, and invitees in perpetuity for the benefit of and to be appurtenant to the Dominant Tenement, the non-exclusive full, free and uninterrupted right, license, liberty, privilege, permission, easement, and right of way over the part of the Common Property shown on Sheet 1 of Strata Plan EPS6374 falling outside of the Building Foundation Outline (the "Easement Area") for ingress and egress to and from the Development, including the right to pass and repass with or without machinery, vehicles, and equipment, and including the following specific purposes:

- (a) parking vehicles within any parking lot or parking area situated on the Easement Area, subject to the rules and regulations the Grantor may establish regarding parking, at the sole and unfettered discretion of the Grantor, from time to time and as the case may be;
- (b) storing snow within areas on Easement Area designated for snow storage and removal by the Grantor, at its sole and unfettered discretion, from time to time and as the case may be;
- (c) using any walking paths or trails situated on the Easement Area; and
- (d) using any playground facilities situated on the Easement Area.

1.2. Grantee's Covenants: In relation to the easement granted by section 1.1, the Grantee covenants:

- (a) the Grantee shall keep the Easement Area free of any debris which it, or anyone for whom in law it is responsible, places on the Easement Area;
- (b) to make good, at its own expense, damage or disturbance which may be caused to the Easement Area in the exercise of its rights under this Agreement except as permitted under this Agreement;
- (c) to indemnify and save harmless the Grantor in respect of all actions, causes of action, suits, losses, expenses, costs and damages of any kind or nature whatsoever, arising out of or in any way related to the exercise of the Grantee or its servants, agents, contractors, workers, employees, officers, licensees, tenants, and invitees of their rights hereunder by reason or with respect to any injury to person or persons, including death, resulting at any time hereafter and any damage to or loss of property suffered;

1.3. Obstructions: The Grantor will not, nor permit any other party to erect, place, install or maintain any building, or other structure, over or under the Easement Area, which prevents access from the Dominant Tenement to the Easement Area.



- 1.4. Perpetual Easement: The covenants herein and this easement shall be covenants running with the land and shall be perpetual.

## **2. Section 219 Covenant**

- 2.1. Pursuant to section 219 of the *Land Title Act (British Columbia)*, the parties agree with the City as a covenant charging and running with and binding on the Common property that the Easement Area shall be used to provide the easements, covenants and rights granted in this Agreement.
- 2.2. No Suspension: Under no circumstances whatsoever shall the easements in Article 1 of this Agreement be suspended, interrupted or terminated by reason of any breach, default, trespass or other wrong, whether by commission or omission, on the part of the Grantee or for any reason.
- 2.3. No Modification: Either the Grantor nor the Grantee nor both of them shall modify or release all or any of the provisions of this Agreement without the prior written consent of the City, which consent may not be arbitrarily withheld.
- 2.4. No Release: The Grantor and the Grantee covenant with each other and with the City that the easements and rights granted pursuant to this Agreement shall not be abandoned, surrendered or discharged without the prior written consent of the City, which consent may not be arbitrarily withheld.
- 2.5. Acknowledgment: The Grantor, the Grantee and the City hereby acknowledge and declare that the provisions in this Article 2 are for the sole purpose of benefitting the City and, in particular, acknowledge, agree and declare that the provisions of Article 2 are not designed to protect or promote the interests of the Grantor or the Grantee or any future owner, occupier or user of the Easement Area, the Grantor's Lot, the Grantee's Lot, or any other person or corporation whatsoever, and the City may at its option execute an amendment to, or a release of, any of the provisions of Article 2 or any party thereof at any time without liability to anyone for so doing.
- 2.6. For Certainty, the Grantor agrees with the City that, if any provision of this Agreement that affects the use of the Easement Area is modified or released without the consent of the City, such modification or release will not relieve the Grantor from the obligation to use the Easement Area to provide the easements, covenants and rights granted in this Agreement as originally executed by the Parties.

## **3. Interpretation**

- 3.1. In this Agreement:

- (a) reference to the singular includes a reference to the plural, and vice-versa, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) reference to any enactment includes any regulations, orders, or directives made under the authority of that enactment;
- (d) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided; and
- (e) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

#### **4. Miscellaneous**

- 4.1. Enuring Effect. This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.
- 4.2. Severability. If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

THIS HOUSING-RENTAL UNITS AGREEMENT dated for reference March 15, 2021

BETWEEN

Vernon Native Housing Society, a non-profit society pursuant to the laws of British Columbia  
(the "Owner")

AND

The Corporation of the City of Vernon, a municipality pursuant to the laws of British Columbia  
(the "City")

WHEREAS:

- A. The Owner is the registered owner of the Land (herein defined);
- B. Section 219 of the *Land Title Act* permits the registration of a covenant of a negative or positive nature in favour of the City in respect of the use of land; and
- C. The Owner and the City wish to enter into this Agreement to provide for affordable housing, on the terms and conditions set out in this Agreement, and this Agreement is a covenant under section 219 of the *Land Title Act*.

PART I – DEFINITIONS

1. In this Agreement, the following words have the following meanings:

- (a) "5545 27<sup>th</sup> Ave." means:

LOT 1 DISTRICT LOT 66 OSOYOOS DIVISION YALE DISTRICT PLAN 5914 EXCEPT PLAN  
EPP81785  
PID: 010-239-481

- (b) "5577 27<sup>th</sup> Ave." means:

THAT PART LOT 10 SHOWN ON PLAN B1827 DISTRICT LOT 66 OSOYOOS DIVISION YALE  
DISTRICT PLAN 509 EXCEPT PLAN 21409  
PID: 012-285-749

- (c) "Affordable Housing Unit" means all residential dwelling units located or to be located on the Land, whether those units are lots, strata lots or parcels, or parts or portions thereof, into which ownership or the right of possession or occupation of the Land may be Subdivided and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments, and strata lots in a building strata plan;



- (d) "Eligible Occupant" means:
- i. an individual having an annual income not exceeding Low to Moderate Income; or
  - ii. a family having an annual income not exceeding Low to Moderate Household Income; or
  - iii. a person or persons who satisfy the criteria for occupation of an Affordable Housing Unit under any Operating Agreement, notwithstanding any other requirements of this Agreement.
- (e) "Income" means total income before tax from all sources;
- (f) "Land" means the land described in Item 2 of the General Instrument and any part, including a building, into which said land is Subdivided;
- (g) "Low to Moderate Income" means a gross household Income that does not exceed the median Income for individuals, as determined by the British Columbia Housing Management Commission, from time to time;
- (h) "Low to Moderate Household Income" means:
- i. for families without children, a gross household Income that does not exceed the median Income for families without children, as determined by the British Columbia Housing Management Commission, from time to time;
  - ii. for families with children, a gross household Income that does not exceed the median Income for families with children, as determined by the British Columbia Housing Management Commission, from time to time;
- (i) "Operating Agreement" means a written agreement entered into between the Owner and any of the following: Aboriginal Housing Management Association, British Columbia Housing Management Commission, Canada Mortgage Housing Corporation, or any other organization or governmental body who provides financial support or assistance to the Owner (including in the form of forgivable or non-forgivable loans) for the purposes of constructing, operating, maintaining, altering, or repairing any Affordable Housing Unit; and
- (j) "Subdivided" means to divide, apportion, consolidate or subdivide the Land, or the ownership or right to possession or occupation of the Land into two or more lots, strata lots, parcels, parts, portions, or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise under any similar or successor legislation.

## PART II – USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

2. The Owner covenants with the City that an Affordable Housing Unit may only be used as a permanent residence occupied by an Eligible Occupant.

## PART III – INTERPRETATION

3. In this Agreement:
  - (a) reference to the singular includes a reference to the plural, and vice-versa, unless the context requires otherwise;
  - (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
  - (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
  - (d) reference to any enactment includes any regulations, orders, or directives made under the authority of that enactment;
  - (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided; and
  - (f) where the word “including” is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word “including”.

## PART IV – MISCELLANEOUS

4. **Modification.** This Agreement may be modified or amended from time to time by bylaw duly passed by the Council of the City, if it is signed by the City and the person who is the current registered owner of the Land.
5. **Enuring Effect.** This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.
6. **Severability.** If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.
7. **Covenant Runs with the Land.** This Agreement burdens and runs with the Land and every parcel into which it is Subdivided. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who, after the date of this Agreement, acquire an interest in the Land.
8. **Limitation on Owner’s Obligations.** The Owner is only liable for breaches of this Agreement that occur while the Owner is registered owner of the Land.

9. **Applicable Law.** Unless the context otherwise requires, the laws of British Columbia will apply to this Agreement and all statutes referred to the herein are enactments of the Province of British Columbia.

#### PART V – PRIORITY

1. With respect to 5545 27<sup>th</sup> Ave.:

BRITISH COLUMBIA HOUSING MANAGEMENT COMMISSION, being the registered holder of a Mortgage registered under number CA7223774, an Assignment of Rents registered under number CA7223775, and a Mortgage registered under number CA7223776 against title to the 5545 27<sup>th</sup> Ave. HEREBY CONSENTS to the filing of this Covenant, and hereby GRANTS PRIORITY to this Covenant over its Mortgages and Assignment of Rents to the same intent and affect as if this Covenant had been registered as a charge against the title to the 5545 27<sup>th</sup> Ave. prior to the execution, delivery and registration of the said Mortgages and Assignment of Rents.

CANADA MORTGAGE AND HOUSING CORPORATION, being the registered holder of a Mortgage registered under number CA8635755 and Assignment of Rents registered under number CA8635756 against title to the 5545 27<sup>th</sup> Ave. HEREBY CONSENTS to the filing of this Covenant, and hereby GRANTS PRIORITY to this Covenant over its Mortgage and Assignment of Rents to the same intent and affect as if this Covenant had been registered as a charge against the title to the 5545 27<sup>th</sup> Ave. prior to the execution, delivery and registration of the said Mortgage and Assignment of Rents.

2. With respect to 5577 27<sup>th</sup> Ave.:

BRITISH COLUMBIA HOUSING MANAGEMENT COMMISSION, being the registered holder of a Mortgage registered under number CA7540936 as modified by CA8698708 and an Assignment of Rents registered under number CA7540937 against title to the 5577 27<sup>th</sup> Ave. HEREBY CONSENTS to the filing of this Covenant, and hereby GRANTS PRIORITY to this Covenant over its Mortgage and Assignment of Rents to the same intent and affect as if this Covenant had been registered as a charge against the title to the 5577 27<sup>th</sup> Ave. prior to the execution, delivery and registration of the said Mortgage and Assignment of Rents.





# THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

**SUBMITTED BY:** Matt Faucher  
Planner, Current Planning

**COUNCIL MEETING:** REG  COW  I/C   
**COUNCIL MEETING DATE:** TBD  
**REPORT DATE:** August 13, 2021  
**FILE:** 3090-20 (DVP00528)

**SUBJECT:** DEVELOPMENT VARIANCE PERMIT APPLICATION FOR 3004A 22<sup>nd</sup> STREET

---

## **PURPOSE:**

To review the Development Variance Permit Application (DVP00528) to vary sections of Zoning Bylaw #5000 in order to construct an addition to a single detached dwelling at 3004A 22<sup>nd</sup> Street.

## **RECOMMENDATION:**

THAT Council support Development Variance Permit Application (DVP00528) to vary the following sections of Zoning Bylaw #5000 to permit the construction of an addition to a single detached dwelling on LT 1 SEC 35 TWN 9 ODYD Plan 41608 (3004A 22<sup>nd</sup> Street):

- a) Section 9.3.5 minimum rear yard setback requirement from 7.5m to 5m;

AND FURTHER, that Council's support of DVP00528 is subject to the following:

- a) the site plan illustrating the general siting, form and character of the proposed addition be attached to and form part of DVP00528.

## **ALTERNATIVES & IMPLICATIONS:**

THAT Council not support Development Variance Permit Application (DVP00528) to vary the following sections of Zoning Bylaw #5000 to permit the construction of an addition to a single detached dwelling on LT 1 SEC 35 TWN 9 ODYD Plan 41608 (3004A 22<sup>nd</sup> Street):

- a) Section 9.3.5 minimum rear yard setback requirement from 7.5m to 5m;

*Note: Denial of the Development Variance Permit Application would restrict the siting of any proposed structure to meet the existing provisions of Zoning Bylaw #5000. The applicant would be required to revise the proposal and future development on the subject property to meet the prevailing zoning provisions.*

## **ANALYSIS:**

### **A. Committee Recommendations:**

At its meeting of August 17, 2021, the Advisory Planning Committee passed the following resolution:

*"As cited by the Committee".*

**B. Rationale:**

1. The subject property is located at 3004A 22<sup>nd</sup> Street as shown on Figures 1 and 2. The property is approximately 832 m<sup>2</sup> in size and is within a residential area in the East Hill Neighbourhood.
2. The subject property is zoned R2 – Large Lot Residential and the subject application pertains to development regulations within Section 9.3.5 of Zoning Bylaw #5000.
3. The applicant proposes to construct an addition to a single detached dwelling to add a one car garage, two bedrooms and one studio on the subject property.
4. The application proposes to vary the following sections of Zoning Bylaw #5000 in order to permit the construction of an addition to an existing single detached dwelling:
  - a) Section 9.3.5 minimum rear yard setback requirement from 7.5m to 5.0m.

The site plan, elevations and the applicant's letter of rationale for the proposed addition is provided in Attachment 1.

5. The grade of the subject property slopes towards 23<sup>rd</sup> Street. Given the grade of the lot, drainage, access considerations and the site limitations imposed by the easement; the proposed location of the addition is considered appropriate.
6. Though the lot is accessed and addressed from 22<sup>nd</sup> Street, Zoning Bylaw #5000 defines the property's 23<sup>rd</sup> Street lot line as its legal frontage. The R2 zone requires a front yard setback of 5.0m and a rear yard setback of 7.5m. As the orientation and access to the existing dwelling is from 22<sup>nd</sup> Street, the applicant is requesting the rear yard setback be reduced to 5m which is inline with the existing front yard setback requirement contained in the R2 zone.
7. Should Council approve the issuance of the Development Variance Permit a Building Permit will be required to construct the addition.
8. Administration supports the requested variance for the following reasons:
  - a) Given the site-specific conditions of the subject property, the location of the proposed addition demonstrates the applicant's intent to work with the existing topography and site considerations.
  - b) The applicant's request is to reduce the rear yard setback requirement to the equivalent of the R2 zone's requirement for a front yard setback. Given the orientation of the existing dwelling and access from 22<sup>nd</sup> Street, the applicant's request is considered a reasonable accommodation respecting the constraints on the subject property.



**Figure 1 - Property Location Map**



**Figure 2: Aerial Photo of Property**



- c) The proposed addition facilitates aging in place; allowing for the residents to accommodate changes in their family size and needs without being required to move to another location.
- d) There were no concerns raised in response to the agency referral package as distributed.

**C. Attachments**

Attachment 1 – Site plan, elevations and applicant’s rationale letter

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

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

➤ N/A

**E. Relevant Policy/Bylaws/Resolutions:**

1. The following provisions of Zoning Bylaw #5000 R1 – Estate Lot Residential Zone are relevant to the subject application:

- Zoning Bylaw #5000:

Section 9.3.5 Minimum front yard is 5m. Minimum rear yard is 7.5m.

**BUDGET/RESOURCE IMPLICATIONS:**

N/A

Prepared by:

Approved for submission to Council:

X

\_\_\_\_\_  
Signer 1

Matt Faucher  
Planner, Current Planning

\_\_\_\_\_  
Will Pearce, CAO

Date: \_\_\_\_\_

X

\_\_\_\_\_  
Signer 2

Kim Flick  
Director, Community Infrastructure and Development

**REVIEWED WITH**

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Corporate Services                       | <input type="checkbox"/> Operations           | <input checked="" type="checkbox"/> Current Planning                     |
| <input type="checkbox"/> Bylaw Compliance                         | <input type="checkbox"/> Public Works/Airport | <input checked="" type="checkbox"/> Long Range Planning & Sustainability |
| <input type="checkbox"/> Real Estate                              | <input type="checkbox"/> Facilities           | <input checked="" type="checkbox"/> Building & Licensing                 |
| <input type="checkbox"/> RCMP                                     | <input type="checkbox"/> Utilities            | <input checked="" type="checkbox"/> Engineering Development Services     |
| <input checked="" type="checkbox"/> Fire & Rescue Services        | <input type="checkbox"/> Recreation Services  | <input type="checkbox"/> Infrastructure Management                       |
| <input type="checkbox"/> Human Resources                          | <input 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 (August 17/21) |   |  |
| <input type="checkbox"/> OTHER:                                   |   |  |



**REAR SETBACK VARIANCE REQUEST**

Address: 3004 A 22 Street, Vernon BC

Legal: Lot 1, Plan 41608, Section 35, Township 9, Osoyoos Division, Yale District

REVISED July 14, 2021

**TABLE OF CONTENTS**

- 2 VARIANCE RATIONAL WITH SITE DIAGRAM
- 3 ZONING DEFINITION OF FRONT YARD WITH SITE ELEVATION
- 4 LETTER FROM CITY PLANNER DATED JANUARY 26, 2021

DRAWING SET

- A1.01 SITE PLAN
- A2.00 BASEMENT PLAN
  - A2.01 MAIN FLOOR PLAN
  - A2.02 SECOND FLOOR PLANS
- A3.01 ELEVATIONS
- A3.02 ELEVATIONS
- A3.03 SITE ELEVATIONS & BUILDING SECTIONS

SUBMISSION BY:

Lake Monster Studio: Architecture + Design  
Architecture + Design  
3004 29th Street  
Vernon, British Columbia V1T 5A7

## REAR SETBACK VARIANCE REQUEST

Address: 3004 A 22 Street, Vernon BC

Legal: Lot 1, Plan 41608, Section 35, Township 9, Osoyoos Division, Yale District

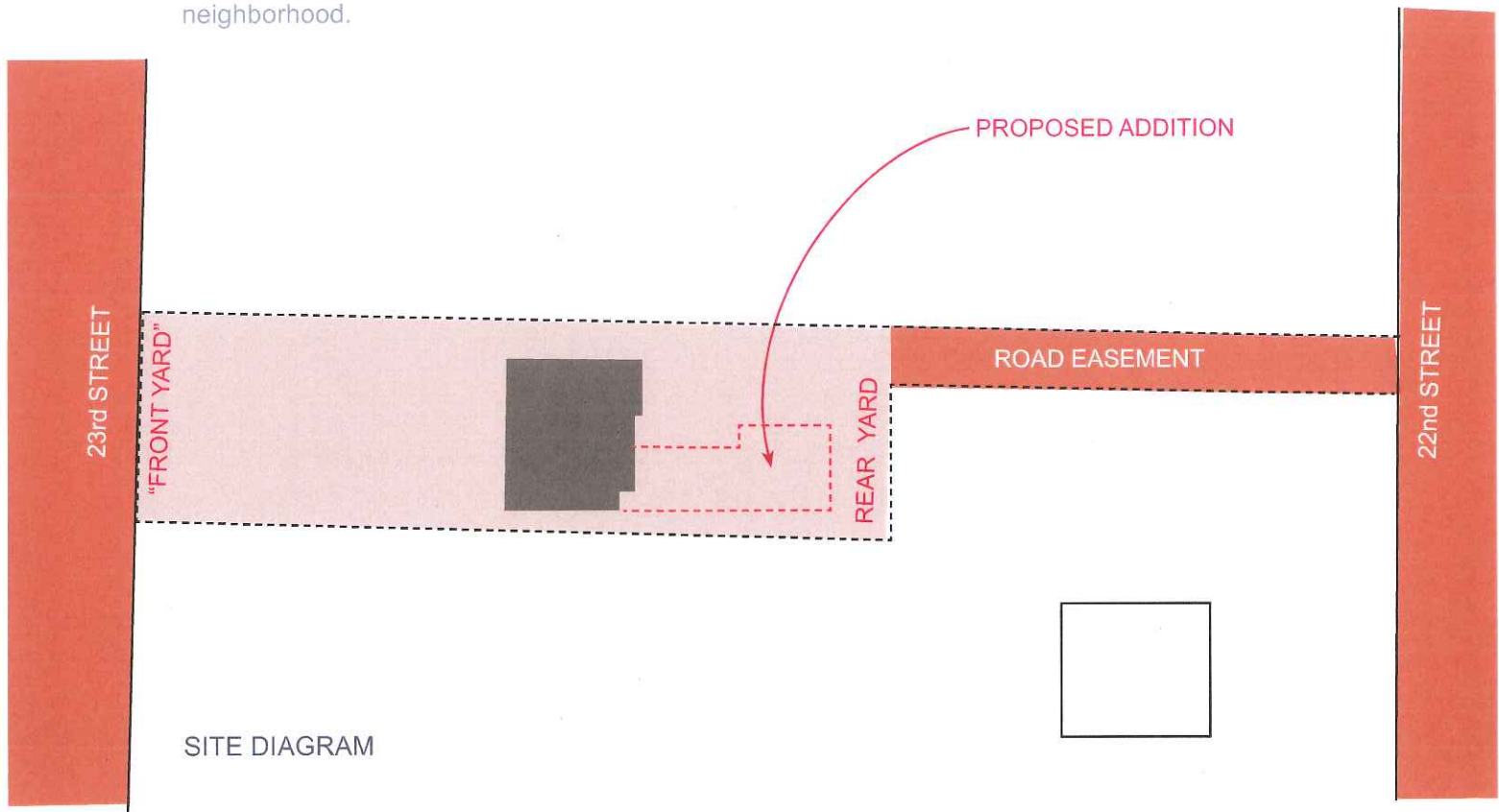
### VARIANCE RATIONAL

The applicant has a growing family and desires to stay within their 100 year old home located in the East Hill neighbourhood. Their aim is to add a 1 car garage, 2 additional bedrooms and a studio to the existing footprint. The lot is accessed from the "rear" through an easement (41609) that connects to 22nd Street.

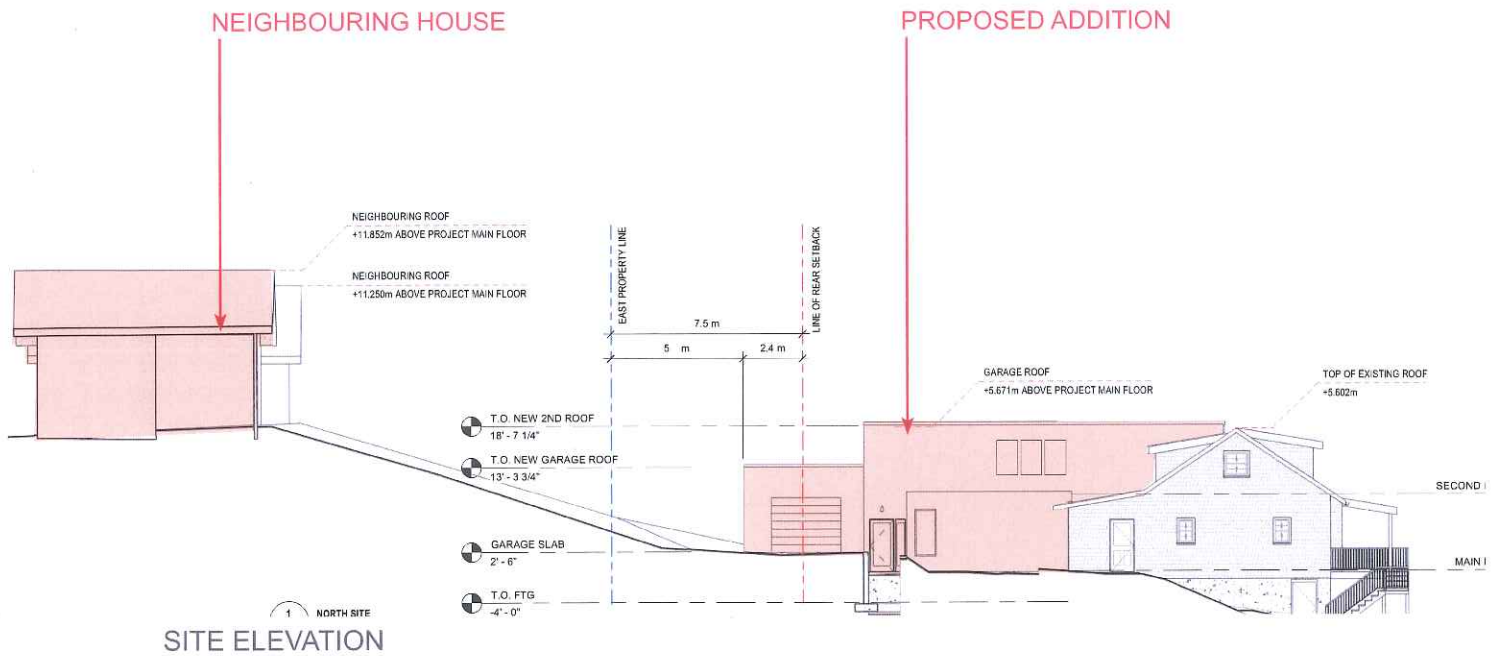
Although the address of the lot is on 22nd Street, the definition of "front yard" within the City of Vernon bylaws identifies 23rd Street as the front lot line. From an urban planning perspective, we were advised (see attached correspondence) to propose an addition at the "rear" of the property. As such, this application is proposing a variance request to the rear setback of the property to be 5 m rather than 7 m which would be the same as the "front setback" of 5 m.

Due to conditions on site such as grading, drainage and turning radius from the easement lane, the addition is not possible without locating it within the interpreted "rear setback" of 7 m.

This variance request appears to be in line with the City of Vernon's vision to foster density while acknowledging how families grow and change over time. Once this variance has been approved, we will work towards designing a facade that fits within the character of the neighborhood.



SITE DIAGRAM



Zoning Bylaw # 5000, 2003 Excerpt:

2.3.3 INTERPRETATION (INCL. DEFINITIONS)

*LOT LINE, FRONT means that line that is common to the lot and a street; in the case of a lot extending between two parallel streets, the front lot line shall be determined by the orientation of the buildings in the same block. For panhandle lots the front lot line shall exclude the pan handle portion of the lot.*

*LOT LINE, REAR means either the lot line opposite to, and most distant from, the front lot line, or, where there is no such property line, the point of intersection of any property lines other than a front lot line which is furthest from and opposite the front lot line.*



From: **Carie Liefke** [CLiefke@vernon.ca](mailto:CLiefke@vernon.ca)  
Subject: RE: 3004A 22nd Street - House Addition  
Date: January 26, 2021 at 2:30 PM  
To: Kimberly Fuller [kfuller@lkmonster.ca](mailto:kfuller@lkmonster.ca)  
Cc: Joshua Lunn [jlunn@lkmonster.ca](mailto:jlunn@lkmonster.ca)

CL

Hi Kimberly,

Our zoning bylaw definitions outline that front lot line is adjacent to the street and the front yard is between the front lot line and the building. Therefore despite the address and access being from 22 Street, the front yard is 23 Street.

Where your client wants to place the addition is the rear yard.

Have a good weekend,

**Carie Liefke, MCIP, RPP**

Planning Assistant, Current Planning

Community Infrastructure and Development Services

Community Services Building, 3001 – 32 Avenue, Vernon, B.C., V1T 2L8

Office: 250.550.3578 | Fax: 250.545.5309 | [www.vernon.ca](http://www.vernon.ca)



***\*Please include the City File Number in the subject line of all correspondence\****

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**From:** Kimberly Fuller <[kfuller@lkmonster.ca](mailto:kfuller@lkmonster.ca)>

**Sent:** January 18, 2021 3:50 PM

**To:** Carie Liefke <[CLiefke@vernon.ca](mailto:CLiefke@vernon.ca)>

**Cc:** Joshua Lunn <[jlunn@lkmonster.ca](mailto:jlunn@lkmonster.ca)>

**Subject:** 3004A 22nd Street - House Addition

**\*\*\*Use Caution - External Email\*\*\***

Hi Carie,

We have a client who is aiming to do an addition at 3004A 22nd Street. It's an odd site with the car access off of 22nd through an easement.

The client aims to add an additional garage and master suite in the location identified in grey in the attached site plan. We are interpreting the location of the addition as the "front" setback since the lot's address is 22nd Street. I just wanted to chat with you about this to confirm that this indeed would be your interpretation as well.

I've attached a survey for you to see the road access/easement.

Thanks for your time.



# THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

**SUBMITTED BY:** Matt Faucher  
Planner, Current Planning

**COUNCIL MEETING:** REG  COW  I/C   
**COUNCIL MEETING DATE:** TBD  
**REPORT DATE:** August 10, 2021  
**FILE:** 3090-20 (DVP00530)

**SUBJECT:** DEVELOPMENT VARIANCE PERMIT APPLICATION FOR 9750 DELCLIFFE ROAD  
UNIT 14

---

## PURPOSE:

To review the Development Variance Permit Application (DVP00530) to vary Zoning Bylaw #5000 in order to construct an attached garage on slopes greater than 30% at 9750 Delcliffe Road, Unit 14.

## RECOMMENDATION:

THAT Council support Development Variance Permit Application (DVP00530) to vary the following section of Zoning Bylaw #5000 to permit the construction of an attached garage on SL 19 SEC 4 TWN 13 ODYD STRATA PLAN KAS143 (14-9750 Delcliffe Road):

- a) Section 4.16.1 no construction of a building, structure or swimming pool is permitted on slopes 30% or greater;

AND FURTHER, that Council's support of DVP00530 is subject to the following:

- a) the site plan illustrating the general siting of the proposed garage be attached to and form part of DVP00530; and
- b) if any tree removal is required to construct the attached garage that the applicant obtain a valid Tree Cutting Permit.

## ALTERNATIVES & IMPLICATIONS:

THAT Council not support Development Variance Permit Application (DVP00530) to vary the following section of Zoning Bylaw #5000 to permit the construction of an attached garage on SL 19 SEC 4 TWN 13 ODYD STRATA PLAN KAS143 (14-9750 Delcliffe Road):

- a) Section 4.16.1 no construction of a building, structure or swimming pool is permitted on slopes 30% or greater;

*Note: Denial of the Development Variance Permit Application would restrict the siting of any proposed structure to meet the existing provisions of Zoning Bylaw #5000. The applicant would be required to revise the proposal and future development on the subject property to meet the prevailing zoning provisions.*



## ANALYSIS:

### A. Committee Recommendations:

At its meeting of August 17, 2021, the Advisory Planning Committee passed the following resolution:

*“As cited by the Committee.”*

### B. Rationale:

1. The subject property is located at 14-9750 Delcliffe Road as shown on Figures 1 and 2. The property is approximately 1,088m<sup>2</sup> in size and is within a residential strata development in the Okanagan Lakeshore Neighbourhood.
2. The subject property is zoned R6 – Lakeshore Residential and the subject application pertains to development regulations within Section 4.16.1 of Zoning Bylaw #5000. The regulations related to development of 30% slopes or greater, have been in effect since June 2013.
3. The applicant proposes to construct an attached garage on the subject property.
4. The application proposes to vary the following section of Zoning Bylaw #5000 in order to permit the construction of an attached garage:
  - a) Section 4.16.1 no construction of a building, structure or swimming pool is permitted on slopes 30% or greater.

The site plan for the proposed garage is illustrated in Attachment 1. Elevations for the proposed garage are illustrated in Attachment 2.

5. The majority of the property is located on slopes greater than 30% with the rear of the property being within the 30m Riparian Assessment Area (RAA) as shown on Figure 3. Should Council approve the issuance of the Development Variance Permit a Building Permit will be required to construct the garage.
6. Administration supports the requested variance for the following reasons:
  - a) Given the rear of the property is within the RAA and access is provided from the property’s frontage, the proposed location of the attached garage in front of the existing structure is considered appropriate.



Figure 1 - Property Location Map



Figure 2: Aerial Photo of Property



Figure 3: Riparian Assessment Area



- b) The subject property is almost entirely on slopes greater than 30%. The addition of any structure or redevelopment of the site would require construction on slopes greater than 30%.
- c) The applicant has provided the City with proof of approvals from a Geotechnical Engineer.
- d) There were no concerns raised in response to the agency referral package as distributed.

**C. Attachments**

Attachment 1 – Site Survey Plan  
Attachment 2 – Building Elevations

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

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

➤ N/A

**E. Relevant Policy/Bylaws/Resolutions:**

1. The following provisions of Zoning Bylaw #5000 R1 – Estate Lot Residential Zone are relevant to the subject application:

- Zoning Bylaw #5000:

Section 4.16.1 – no construction of a building, structure or swimming pool is permitted on slopes 30% or greater.

**BUDGET/RESOURCE IMPLICATIONS:**

N/A

---

Prepared by:

Approved for submission to Council:

**X**

\_\_\_\_\_  
Signer 1

Matt Faucher  
Planner, Current Planning

\_\_\_\_\_  
Will Pearce, CAO

Date: \_\_\_\_\_

**X**

\_\_\_\_\_  
Signer 2

Kim Flick  
Director, Community Infrastructure and Development

**REVIEWED WITH**

- |  |   |  |
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| <input type="checkbox"/> Bylaw Compliance                      | <input type="checkbox"/> Public Works/Airport | <input checked="" type="checkbox"/> Long Range Planning & Sustainability |
| <input type="checkbox"/> Real Estate                           | <input type="checkbox"/> Facilities           | <input checked="" type="checkbox"/> Building & Licensing                 |
| <input type="checkbox"/> RCMP                                  | <input type="checkbox"/> Utilities            | <input checked="" type="checkbox"/> Engineering Development Services     |
| <input checked="" type="checkbox"/> Fire & Rescue Services     | <input type="checkbox"/> Recreation Services  | <input type="checkbox"/> Infrastructure Management                       |
| <input type="checkbox"/> Human Resources                       | <input 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 (Aug 17/21) |   |  |
| <input type="checkbox"/> OTHER:                                |   |  |

Site Plan of part of Strata Lot 19, Sec 4, Tp 13, ODYD, Strata Plan KAS143 showing Proposed Addition.

Client: Amundson  
 Civic address: 14-9750 Delcliffe Road

SCALE 1:200



Elevations are shown in metres, and are based on lake level observations, derived from wateroffice.ec.gc.ca

Title is subject to the following non-financial charges:  
 Covenants - M39406  
 Statutory Planning Scheme - M39405

This plan was prepared for design purposes and is for the exclusive use of Amundson.

Distances are shown in metres and decimals thereof.

Parcel dimensions are derived from Plan KAS143 and field survey. This plan shows horizontal ground level distances except where otherwise noted.

Bearings and distances are derived from field survey observations and are referred to the central meridian of UTM zone 11N, NAD83 CRS. This plan has been prepared based on Land Title and Survey Authority records and a field survey completed on Nov. 24, 2020. Unregistered interests have not been included or considered.

The Certificate of Title PID 025-830-627 was searched on Nov. 5, 2020.

Zoning: R6 - Lakeshore Residential

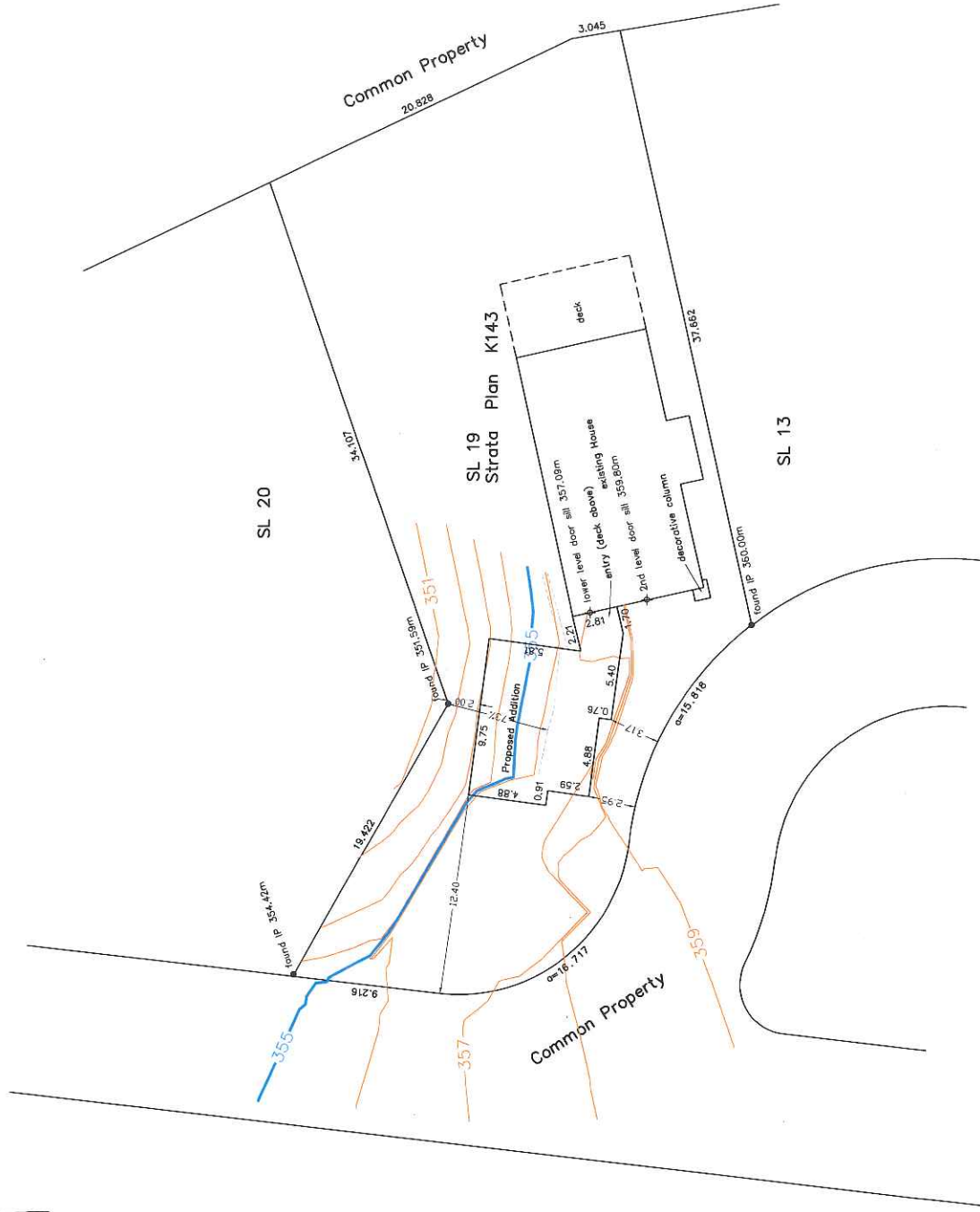
Jason R. Shortt accepts no responsibility for and hereby disclaims all obligations and liabilities for damages including, but not limited to, direct, indirect, special, and consequential damages arising out of or in connection with and direct or indirect use or reliance upon the Plan beyond its intended use.

Feb. 4, 2021 -- added proposed addition

**russell shortt**

land SURVEYORS  
 2801-32nd Street, Vernon, B.C. V1T 5L8  
 Phone: (250)545-0511 Email: jasonr@rshortt.ca

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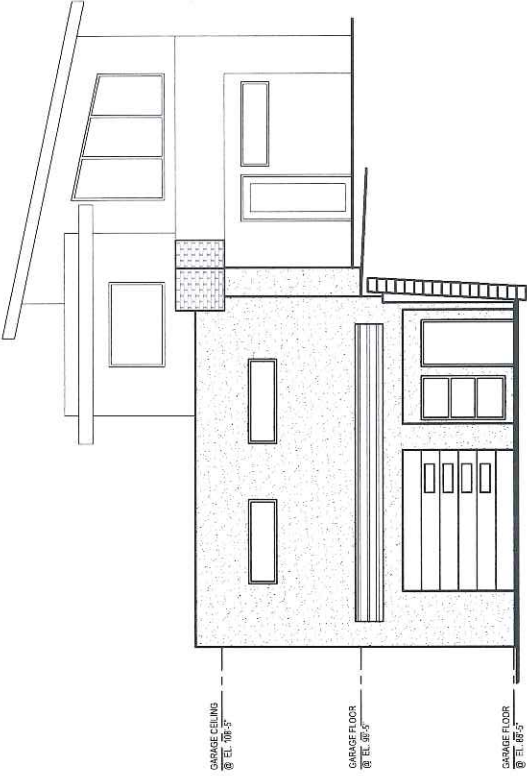
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**PROPOSED GARAGE - AMUNDSON RESIDENCE  
#14 9750 DELECLIFF ROAD  
VERNON, BRITISH COLUMBIA**

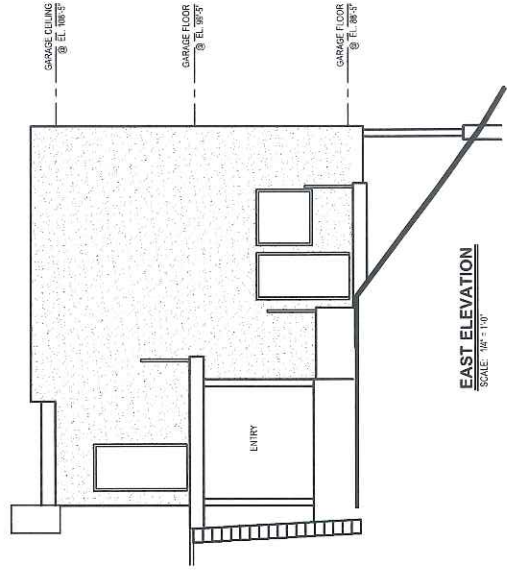
ALL DIMENSIONS ARE PROVIDED UNLESS OTHERWISE NOTED.  
CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE BC BUILDING CODE AND ALL APPLICABLE REGULATIONS.  
This drawing must not be used for any other project without prior to the written approval of the architect.

**ELEVATIONS**

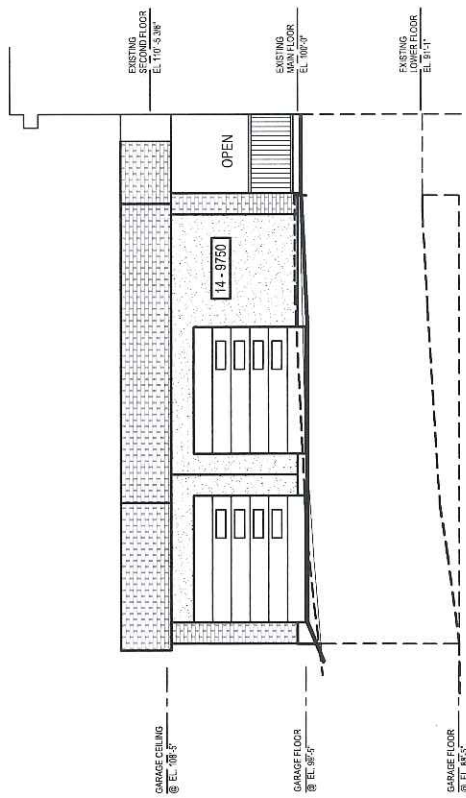
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| DRAWING NO. | <b>DP 3</b>    |



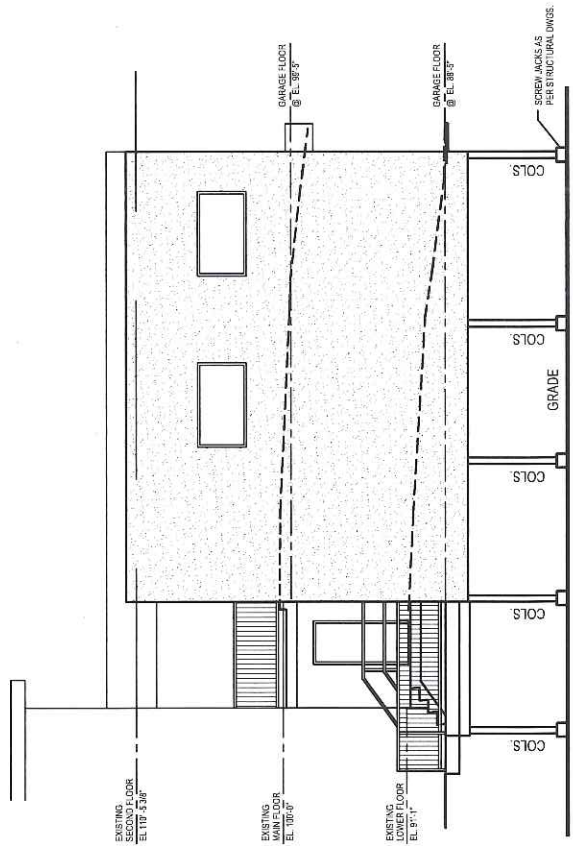
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**EAST ELEVATION**  
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**SOUTH ELEVATION**  
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**NORTH ELEVATION**  
SCALE: 1/4" = 1'-0"







# THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

**SUBMITTED BY:** Michelle Austin  
Planner, Current Planning

**COUNCIL MEETING:** REG  COW  I/C   
**COUNCIL MEETING DATE:** September 7, 2021  
**REPORT DATE:** August 6, 2021  
**FILE:** 3090-20 (DVP00538)

**SUBJECT:** **DEVELOPMENT VARIANCE PERMIT APPLICATION FOR 3311, 3309, 3307 & 3305  
35<sup>th</sup> AVENUE**

---

## **PURPOSE:**

To review Development Variance Permit Application (DVP00538) to vary the front yard setback in order to construct a childcare facility at 3311, 3309, 3307 & 3305 35<sup>th</sup> Avenue.

## **RECOMMENDATION:**

THAT Council approve Development Variance Permit Application #DVP00538 on LT 1, 2, 3 & 4, PL 3362, SEC 3, TWP 8, ODYD (3311, 3309, 3307 & 3305 35<sup>th</sup> Avenue) to allow the construction of a childcare facility by varying Zoning Bylaw #5000, Parks and Open Space (P1) Zone:

- a) Section 12.1.5 minimum front yard setback from 6.0 m to 3.82 m from the existing property and 1.0m from the future property line pending road dedication;

AND FURTHER that Council's approval of Development Variance Permit Application #DVP00538 is subject to the following:

- a) the Site Plan, Revision 3, Drawing No. A100, by Stantec Architecture Ltd. illustrating the general siting of the proposed childcare facility be attached to and form part of DVP00538.

## **ALTERNATIVES & IMPLICATIONS:**

1. THAT Council not approve Development Variance Permit Application #DVP00538 on LT 1, 2, 3 & 4, PL 3362, SEC 3, TWP 8, ODYD (3311, 3309, 3307 & 3305 35<sup>th</sup> Avenue) to allow the construction of a childcare facility by varying Zoning Bylaw #5000, Parks and Open Space (P1) Zone:

- a) Section 12.1.5 minimum front yard setback from 6.0m to 3.82m from the existing property and 1.0m from the future property line pending road dedication.

*Note: Denial of the Development Variance Permit Application would require the childcare facility to be setback at least 6 metres from the front property line or relocated to another site on the Recreation Centre Complex. The applicant would be required to redesign the project to be within all the setbacks for the site including front, side, rear and riparian. It is estimated that approximately 25 childcare spaces would be lost.*

## **ANALYSIS:**

### **A. Committee Recommendations:**

At its meeting of August 17, 2021, the Advisory Planning Committee passed the following resolution:

*"As cited by the Committee"*



**B. Rationale:**

1. The intent of this application is to request that Council vary the minimum front yard setback requirement from 6m to 3.82m (Attachment 1) for the construction of a childcare facility (Attachment 2). After the required road dedication is completed, the proposed structure will be 1.0m from the future property line.
2. The subject properties are located at 3311, 3309, 3307 & 3305 35<sup>th</sup> Avenue, south of the Recreation Centre and adjacent to Vernon Creek, as shown on Figures 1 and 2. The combined area of the properties are approximately 2,465.53 m<sup>2</sup>.



**Figure 1: Property Location Map**

3. The properties are zoned P1 – Parks and Open Space, which allows for public parks and major care centres. The project scope includes the Childcare Facility, outdoor play areas for the children, a healthy riparian buffer and public pathways from 35<sup>th</sup> Avenue to the Recreation Centre (Attachment 1).

4. Prior to construction, the proposal includes closing the lane to the east and north of the subject properties through a legal process. This closed lane and subject properties (Lots 1-4, Plan 3362) would then be consolidated with the larger Recreation Centre Site (Attachment 3).



**Figure 2: Aerial of Properties**

5. Road dedication will be required to align with the front property lines to the east and west. If Council approves the variance, the building will be setback 1m from the new front property line upon completion of the lot consolidation and road dedication. Because the new subdivision plan is not yet finalized, the proposed variance is to accommodate the existing and proposed front property line.

6. Administration supports a reduced front yard setback for the following reasons:

- a) The project site is constrained by a 24m wide Streamside Protection and Enhancement Area (SPEA) setback along Vernon Creek. Reduction of the front yard setback allows for the protection of the SPEA.
- b) Reduction of the front yard setback allows for a larger facility with more child care spaces. If the minimum front yard setback of 6 metres was respected, approximately 25 childcare space would be lost or the proposed daycare would need to be relocated elsewhere on the Recreation Centre Complex.



**C. Attachments**

- Attachment 1 – Site Plan
- Attachment 2 – Building Elevations
- Attachment 3 – Land Closure, Lot Consolidation and Road Dedication Concept

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

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

- Support the provision of affordable childcare, measuring success by the number of childcare spaces in the community.

**E. Relevant Policy/Bylaws/Resolutions:**

1. The following provision of Zoning Bylaw #5000 P1 – Parks and Open Space Zone are relevant to the subject application:

- Zoning Bylaw #5000:

Section 12.1.5 – Minimum front yard is 6m.

**BUDGET/RESOURCE IMPLICATIONS:**

N/A

Prepared by:

Approved for submission to Council:

X

Signer 1

Michelle Austin  
Planner, Current Planning

\_\_\_\_\_  
Will Pearce, CAO

Date: \_\_\_\_\_

X

Signer 2

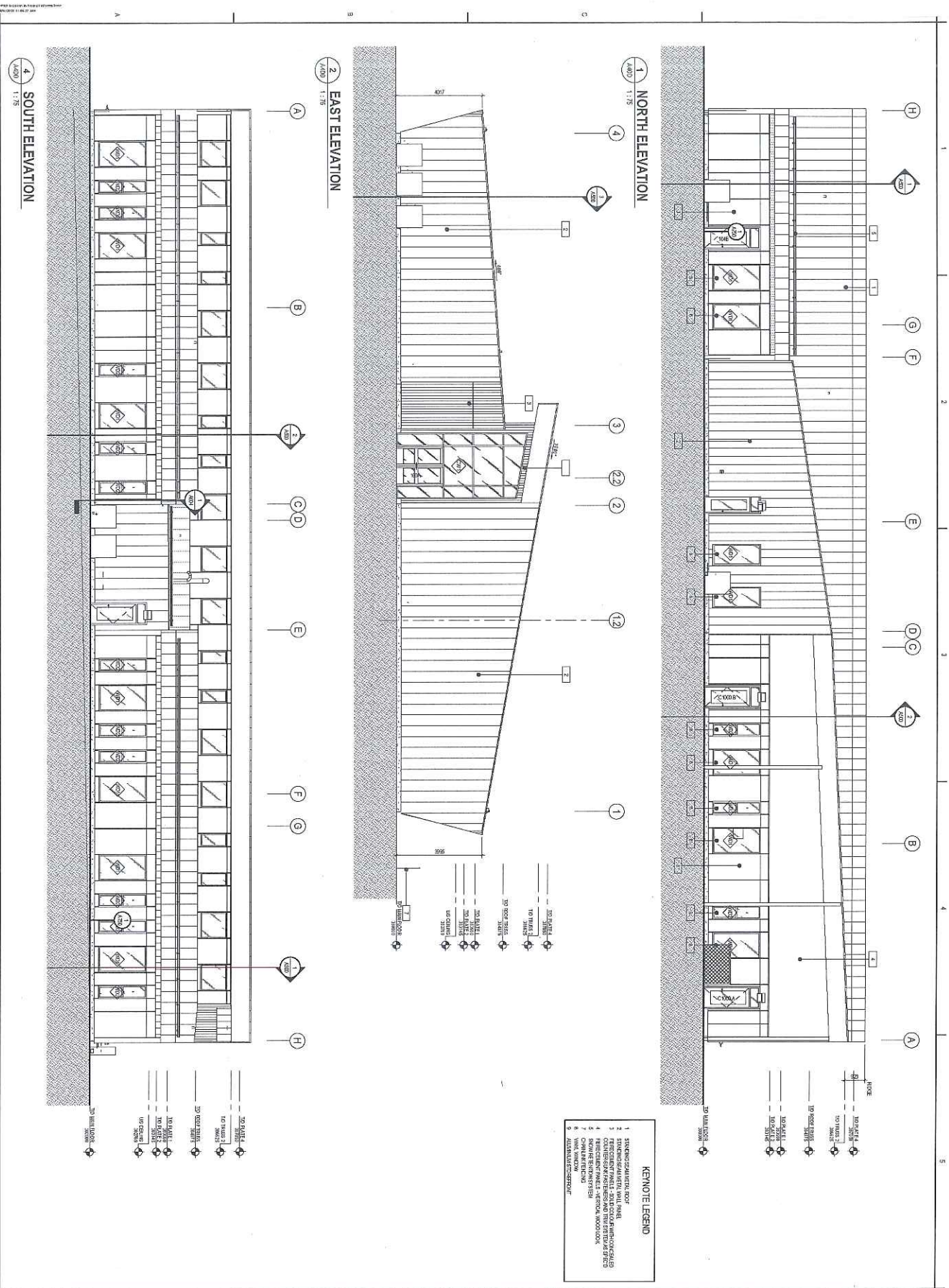
Kim Flick  
Director, Community Infrastructure and Development

**REVIEWED WITH**

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| <input type="checkbox"/> OTHER:                                |  |  |







- KEYNOTE LEGEND**
- 1 STAINLESS STEEL/ALUM. ROOF PANEL
  - 2 PERFORATED PANEL - ALUM. CLADDING/PERFORATED ALUM. CLADDING
  - 3 PERFORATED PANEL - ALUM. CLADDING/PERFORATED ALUM. CLADDING
  - 4 PERFORATED PANEL - ALUM. CLADDING/PERFORATED ALUM. CLADDING
  - 5 STAINLESS STEEL/ALUM. ROOF PANEL
  - 6 WOOD WINDOW
  - 7 WOOD WINDOW
  - 8 ALUMINUM WINDOW
  - 9 ALUMINUM WINDOW

The Corporation of the City of Vernon  
 Recreation Complex  
 Child Care Facility  
 3505 35th Avenue Vernon, BC

CITY OF VERNON

Project No. 14457 (103)  
 Title: EXTERIOR ELEVATIONS  
 Scale: 1:75  
 Date: 08/19/16  
 A400

Form/Issued

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Issued/Revision

Consultant

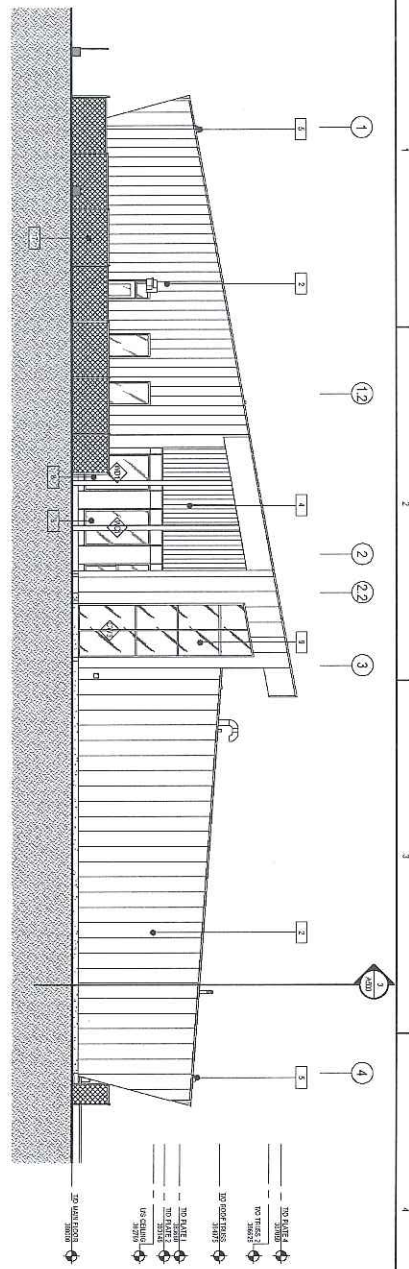
**Stantec**

Stantec Architecture Ltd.  
 205-175 2nd Avenue  
 Kamloops, BC V2C 5K1  
 Tel: (250) 376-0311 • www.stantec.com

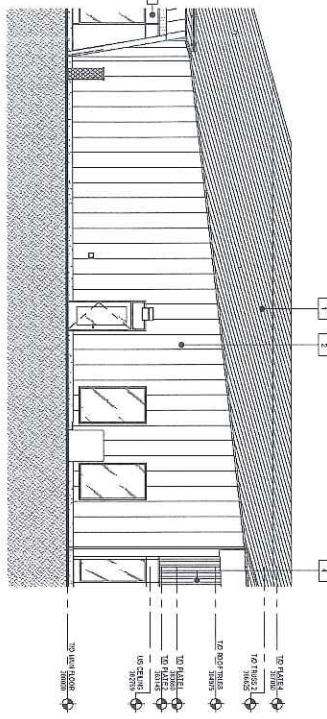
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1 WEST ELEVATION  
A401 1/16



2 WEST ELEVATION  
A401 1/16

**KEYNOTE LEGEND**

- 1 STAINLESS STEEL ROOF
- 2 STAINLESS STEEL WALL PANEL
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| 28  |      | ISSUED FOR PERMIT |    |       |
| 29  |      | ISSUED FOR PERMIT |    |       |
| 30  |      | ISSUED FOR PERMIT |    |       |

Consultant

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 Recreation Complex Child Care Facility  
 3505 35th Avenue Vernon, BC

**CITY OF VERNON**

PROJECT NO. 14437103  
 DRAWING NO. EXTERIOR ELEVATIONS  
 SCALE: 1/16  
 DATE: 11/15/15  
 DRAWING NO. A401



# Lane Closure, Lot Consolidation, Road Dedication Concept

yellow shading - road closure  
 blue shading - lot consolidation  
 green shading - road dedication



22  
 0 11 22 Meters  
 1:441  
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