



CORPORATION OF THE CITY OF VERNON

ADVISORY PLANNING COMMITTEE

JANUARY 24, 2023, AT 4:00 PM

OKANAGAN LAKE ROOM (COUNCIL CHAMBERS) CITY HALL

A G E N D A

1) CALL TO ORDER

2) LAND ACKNOWLEDGEMENT

As chair of the City of Vernon's Advisory Planning Committee (APC), 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

a) January 10, 2023 (Attached)

5) NEW BUSINESS

a) 6450 (PROJECTS) Zoning Bylaw Review

b) OCP00096 / ZON00388 / DVP00575 (3903 30TH STREET)

c) 6450 (PROJECTS/DRIVE THROUGH) Drive-Through Uses Review

6) INFORMATION ITEMS

a) Staff Liaison to provide verbal update of APC related items discussed at the last Council meeting.

7) NEXT MEETING

The next meeting is tentatively scheduled for **February 14, 2023**

8) ADJOURNMENT



THE CORPORATION OF THE CITY OF VERNON

**MINUTES OF THE
ADVISORY PLANNING COMMITTEE MEETING
HELD JANUARY 10, 2023
OKANAGAN ROOM (COUNCIL CHAMBER) CITY HALL**

PRESENT: VOTING:
Jessica Kirkham
Michaela Gaudreau
Margo Lupien
Margaret Jarman
Jordan Hart
Scott Chatterton
Monique Hubbs-Michiel

NON-VOTING:
Mayor Cumming

ABSENT: Craig Neville
Claire Ishoy

STAFF: Craig Broderick, Approving Officer
Danielle Devries, Transportation Planner
Jennifer Pounder, Committee Clerk
Kim Flick, Director, Community Infrastructure and Development
Michael Olubiyi, Current Planner
Michelle Austin, Current Planner

ORDER The meeting was called to order at 4:03 p.m.

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

**ROUND TABLE
INTRODUCTIONS** **K. Flick, Director, Community Infrastructure and Development,** welcomed the new and returning members. Round table introductions were made.

ORIENTATION

K. Flick provided an orientation for Committee members, summarized as follows:

- Brief overview on the Zoning Bylaw.
- Reviewed the Committees Terms of Reference and Bullying & Harassment Policy.
- Committee meeting date schedule.
- Site visits are encouraged and codes for strata's can be er45w5d3obtained from staff.
- What to expect in your agenda package.
- Mayor Cumming stated that and Councilor Mund and himself do not get to vote, unless their attendance is required to meet quorum.
- Committee members do not get to speak on behalf of the City.
- C. Broderick reviewed the conflict of interest policy.

ELECTIONS & APPOINTMENTS

M. Hubbs-Michel volunteered for the position of Chair and S. Chatterton volunteered for the position of vice chair for 2023. No other nominations were made.

M. Hubbs-Michel is declared to be the chair, and S. Chatterton is declared to the vice chair of the Advisory Planning Committee.

ADOPTION OF THE AGENDA

Moved by M. Jarman, seconded by M. Lupien:

THAT the agenda of the Advisory Planning Committee meeting for January 10, 2023 be adopted:

CARRIED

ADOPTION OF THE MINUTES

Moved by M. Jarman:

THAT the minutes for the Advisory Planning Committee meeting of December 13, 2022 be adopted.

CARRIED

NEW BUSINESS:**ZONING TEXT
AMENDMENT – UNIT
WIDTH**

M. Austin, Current Planner, provided an overview of the application as follows:

- To review proposed text amendments to Zoning Bylaw 5000 to remove Section 4.14 Minimum Building Width regulations from all residential zones where applicable.
- Staff believe that Section 4.14 was originally established in previous bylaws to prevent owners from placing mobile homes in areas not zoned for that use.
- Since 2006, the City has received 1 – 2 variance permit applications annually to specifically decrease minimum building/unit width. None of these applications were related to the placement of a mobile home.

The following questions / comments were posed by members of the Committee:

- Staff clarified that the text amendment includes a change to the single detached housing definition to exclude mobile homes built to a CSA Z240 standard. Other zones permit mobile homes (ie. R7)
- The Committee inquired if developers favor one type of housing over another. Staff have seen a trend towards multi-family and away from single detached and other low density form of development.
- Staff confirmed there will be no more minimum building/unit width regulations within the zoning bylaw. Mobile homes will continue to be allowed within zones where they are listed as a permitted use (ie. R7).
- The Committee asked Staff if they are concerned about an owner building a 3-meter-wide home. Staff stated that, since 2006, the smallest unit width variance request has been for 4.8m. Staff also stated that Provincial regulations for micro suites do not include width nor does the BC Building Code establish minimum width.

Moved by **M. Jarman**, seconded by **S. Chatterton**:

THAT Council support removing minimum unit width regulations from Zoning Bylaw 5000 as outlined in the report titled “Zoning Bylaw 5000 Text Amendments for Unit Width” dated January 4, 2022 and respectfully submitted by the Current Planner;

AND FURTHER, that Council direct Administration to prepare public notice of initial readings for “Zoning Text (Minimum Unit Width) Amendment Bylaw 5933, 2022” to remove unit width restrictions from Zoning Bylaw 5000;

AND FURTHER, that Council not hold a public hearing on “Zoning Text (Minimum Unit Width) Amendment Bylaw 5933, 2022”.

CARRIED

DVP00592 (4000 29TH STREET)

M. Olubiya, Current Planner, provided an overview of the application as follows:

- The application before the Committee is for a development variance permit to vary Zoning Bylaw 5000 to reduce the side yard setbacks and decrease the number of required parking spaces at 4000 29th Street as part of a proposed four unit stacked row housing project.
- The application proposes to vary Sections 9.12.5(b) and 7.1.2 of Zoning Bylaw 5000 to allow the proposed building to be constructed within the required side yard setbacks up to 1.5m from the north and south property lines.
- The application is also to decrease the minimum parking requirements from 7 parking spaces to 6.

The following comments / questions were posted by members of the Committee:

- Staff confirmed that the reduction in parking spaces is to accommodate space for garbage collection and more onsite usable open space for residents.
- The Committee confirmed with Staff there is a laneway to the side and behind the subject property and it is not a corner lot.
- Staff confirmed there will be four units; two units on each level, and there will be one parking space per lower unit and two spaces for each upper unit.
- Staff confirmed the property fronts onto 29th Street which is a multi-modal transportation corridor (ie. Sidewalk, parking lane, two lanes, multi-use path)

- The Committee stated that wherever we have increased density and reduced the number of parking spaces, we have had a street parking requirement. Staff confirmed within Essentials and Google street view that there is a parking lane on the west side of 29th Street.
- The Committed commented that they are uncomfortable with the 1.5m setback between this building to the neighbours building to the north.
- Staff further confirmed that within RH1 zoning, reduced setbacks are common as the zone is primarily intended for apartment scale developments.
- Staff confirmed that there will be a public input where neighbours can voice any concerns related specifically to the proposed variance.

Moved by **S. Chatterton**, seconded by **M. Lupien**:

THAT Council support Development Variance Permit Application 00592 (DVP00592) to vary Zoning Bylaw 5000 on LT 6, SEC 3, TWP 8, ODYD, PL 3618 (4000 29th Street) as follows:

- a) Section 9.12.5(b) to reduce both side yard setbacks from 4.5m to 1.5m; and
- b) Section 7.1.2 to decrease the number of required parking spaces from 7 stalls to 6 stalls;

AND FURTHER, that Council's support of DVP00592 is subject to the following:

- a) That the site plan, floor plan, building elevations and renderings illustrating the general siting, layout and dimensions of the proposed development (Attachment 1) in the report titled "Development Variance Permit Application for 4000 29th Street" dated January 4, 2023 and respectfully submitted by the Current Planner, be attached to and form part of DVP00592 as Schedule 'A'; and

b) That issuance of DVP00592 be withheld until a Development Permit for the subject property is authorized to be issued.

CARRIED

INFORMATION ITEMS:

C. Broderick, Approving Officer, provided a brief overview regarding some of the projects discussed at the last two Council meetings, as follows:

- DVP00604 (7371 Tronson Road) – Council approved
- OCP00098/ZON00391/DVP00593 (2800 40th Street) – Council approved
- ZON00397 (3007 37th Avenue) – Council approved
- ZON00387/DVP00595 (5101 Turtle Pond Place) – Council approved
- Bylaw 5928, 2022 (173 Vineyard Way) - Going for a fourth reading when conditions are fulfilled

NEXT MEETING

The next meeting for the Advisory Planning Committee is set for January 24, 2023 at 4:00 PM.

ADJOURNMENT

The meeting of the Advisory Planning Committee adjourned at 5:11 PM by call of the Chair.

CERTIFIED CORRECT:

_____ Chair



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Matt Faucher, Current Planner

COUNCIL MEETING: REG COW I/C

COUNCIL MEETING DATE: TBD

REPORT DATE: January 18, 2023

FILE: 6450 (Projects)

SUBJECT: ZONING BYLAW REVIEW – RM1 AND STRATA LOT CLARIFICATION

PURPOSE:

To propose the clarification of regulations in the RM1 – Row Housing Residential zoning district, as well as regulations pertaining to requirements for strata lots in various zoning districts.

RECOMMENDATION:

THAT Council support removing lot coverage from the subdivision regulations in the RM1 – Row Housing Residential zoning district and removing the requirement that each strata lot in a strata plan meet the regulations contained in the subdivision and development regulations of the applicable zone from various zoning districts as outlined in the report titled “Zoning Bylaw Review – RM1 and Strata Lot Clarification”, dated January 18, 2023, and respectfully submitted by the Current Planner;

AND FURTHER, that Council direct Administration to prepare public notice of initial readings for “Zoning Text (RM1 and Strata Lot Clarification) Amendment Bylaw 5943, 2023” to clarify regulations in various zoning districts in Zoning Bylaw 5000;

AND FURTHER, that Council not hold a public hearing on “Zoning Text (RM1 and Strata Lot Clarification) Amendment Bylaw 5943, 2023”.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council receive for information the report titled “Zoning Bylaw Review – RM1 and Strata Lot Clarification”, dated January 18, 2023, and respectfully submitted by the Current Planner.

Note: If Council endorses this alternative, Zoning Bylaw 5000 would remain unchanged and the current regulations would continue to be enforced.

ANALYSIS:

A. Committee Recommendations:

At its meeting of January 24, 2023, the Advisory Planning Committee passed the following resolution:

“(to be cited by the Advisory Planning Committee).”

B. Rationale:

1. The Development Approval Process Review (DAPR) report indicated that applicants were seeking greater certainty, flexibility and timeliness with applications. Recommendations were made regarding increasing consultation with the development community and amending problematic clauses in the Zoning Bylaw.
2. Further to this, Administration has reviewed the RM1 – Row Housing Residential zoning district and has identified conflicting regulations. The RM1 zone contains two regulations establishing the maximum site coverage which is creating confusion for the development community, as well as staff. The regulations are as follows:

9.10.4 Subdivision Regulations:

- Maximum site coverage is 65% and together with driveways, parking areas and impermeable surfaces shall not exceed 85%.

9.10.6 Development Regulations:

- Maximum site coverage is 50% and together with driveways, parking areas and impermeable surfaces shall not exceed 55%.

Administration recommends removing the maximum site coverage of 65% for buildings and structures and 85% for impermeable surfaces from the subdivision regulations, leaving the 50% and 55% respectively to regulate development in the RM1 zoning district. This aligns the maximum site coverage with the regulations contained in zoning districts with similar use and density allowances.

3. Additionally, the following regulation contained in Section 9.10.7 has been identified as problematic:
 - The above noted subdivision and development regulations shall be applied to each strata lot within the strata plan.

Applying the subdivision regulations to each strata lot, regardless of the strata form (building strata vs bareland strata), is impractical and creates challenges for multifamily developments. As an example, in a building strata (e.g., a townhouse structure), the strata lot is defined by the interior walls of the strata unit (the exterior of the structure is generally considered part of the common property). Based on the wording in Section 9.10.7, the minimum lot area as defined in the subdivision regulations would be 800m² (8,611ft²) per strata lot. As the enforcement of this regulation would effectively prohibit multifamily developments, Administration recommends removing it from the RM1 – Row Housing Residential zoning district.

4. Furthermore, the above noted regulation requiring each strata lot to meet the subdivision and development regulations of the applicable zone is also contained in the following zoning districts:
 - R5 – Fourplex Housing Residential;
 - R6 – Lakeshore Residential;
 - RTR – Resort Residential;
 - RM2 – Multiple Housing Residential;
 - RH2 – Stacked Row Housing Residential;
 - HR1 – Hillside Residential Single and Two Family; and
 - HR2 – Hillside Residential Multi Family.

- 5. Administration recommends removing the regulation from the above-mentioned zoning districts for consistency and clarity. It is Administration's position that removing the regulations reduces potential for confusion and is in alignment with the intent of the recommendations in the DAPR report.

C. Attachments:

Attachment 1 – Draft Zoning Text (RM1 and Strata Lot Clarification) Amendment Bylaw 5943, 2023
 Attachment 2 – Impacted Zoning Districts (R5, R6, RTR, RM1, RM2, RH2, HR1 and HR2)

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

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

- Streamline the residential application review process.

E. Relevant Policy/Bylaws/Resolutions:

- 1. Zoning Bylaw 5000 – Various Zones

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Approved for submission to Council:

X _____
 Signer 1
 Matt Faucher
 Current Planner

 Patti Bridal, 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 type="checkbox"/> Building & Licensing |
| <input type="checkbox"/> RCMP | <input type="checkbox"/> Utilities | <input type="checkbox"/> Engineering Development Services |
| <input type="checkbox"/> Fire & Rescue Services | <input type="checkbox"/> Recreation Services | <input type="checkbox"/> Infrastructure Management |
| <input type="checkbox"/> Human Resources | <input type="checkbox"/> Parks | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Financial Services | | <input checked="" type="checkbox"/> Economic Development & Tourism |
| <input checked="" type="checkbox"/> COMMITTEE: APC (Jan 24/23) | | |
| <input type="checkbox"/> OTHER: | | |

THE CORPORATION OF THE CITY OF VERNON

BYLAW 5943

A bylaw to amend the City of Vernon
Zoning Bylaw 5000

WHEREAS the Council of The Corporation of the City of Vernon has determined to amend the City of Vernon Zoning Bylaw 5000 to remove conflicting site coverage regulations in the RM1 – Row Housing Residential zoning district and clarify regulations for strata lots in various zoning districts within the City of Vernon;

AND WHEREAS Section 464 of the Local Government Act does not require a local government to hold a public hearing on a proposed zoning bylaw if an official community plan is in effect for the area that is the subject of the zoning bylaw and the bylaw is consistent with the official community plan;

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

1. This bylaw may be cited as the "**Zoning Text (RM1 and Strata Lot Clarification) Amendment Bylaw 5943, 2023**".
2. The City of Vernon Zoning Bylaw 5000 be, and is hereby amended, as follows:
 - (a) **AMENDING** the RM1 – Row Housing Residential zoning district, Section 9.10.4, by **REMOVING** the maximum site coverage as shown in red on attached Schedule 'A', attached to and forming part of this bylaw.
 - (b) **AMENDING** various sections by **REMOVING** the regulation applying subdivision and development regulations to each strata lot in a strata plan as shown in red on attached Schedule 'A', attached to and forming part of this bylaw.
3. Zoning Bylaw 5000 is hereby ratified and confirmed in every other respect.

BYLAW 5926

PAGE 2

READ A FIRST TIME this day of , 2023.

READ A SECOND TIME this day of , 2023.

PUBLIC HEARING held this day of , 2023.

READ A THIRD TIME this day of , 2023.

Approved pursuant to section 52(3)(a) of the *Transportation Act* this _____ day of _____, 20____

for Minister of Transportation & Infrastructure
BYLAW 5926 / eDAS ?

ADOPTED this day of , 2023.

Mayor

Corporate Officer

9.6 R5 : Four-plex Housing Residential

9.6.7 Other Regulations

- ~~▪ The above noted subdivision and development regulations shall be applied to each strata lot within the strata plan.~~

9.7 R6 : Lakeshore Residential

9.7.6 Development Regulations

- ~~▪ The above noted subdivision and development regulations shall be applied to each strata lot within the strata plan.~~

9.9 RTR : Resort Residential

9.9.7 Other Regulations

- ~~▪ The above noted subdivision and development regulations shall be applied to each strata lot within the strata plan.~~

9.10 RM1 : Row Housing Residential

9.10.4 Subdivision Regulations

- ~~▪ Maximum site coverage is 65% and together with driveways, parking areas and impermeable surfaces shall not exceed 85%.~~

9.10.7 Other Regulations

- ~~▪ The above noted subdivision and development regulations shall be applied to each strata lot within the strata plan.~~

9.11 RM2 : Multiple Housing Residential

9.11.7 Other Regulations

- ~~▪ The above noted subdivision and development regulations shall be applied to each strata lot within the strata plan.~~

9.13 RH2 : Stacked Row Housing Residential

9.13.7 Other Regulations

- ~~▪ The above noted subdivision and development regulations shall be applied to each strata lot within the strata plan.~~

9.15 HR1 : Hillside Residential Single and Two Family

9.15.6 Other Regulations

- ~~▪ The above noted subdivision and development regulations shall be applied to each strata lot within the strata plan.~~

9.16 HR2 : Hillside Residential Multi-Family

9.16.7 Other Regulations

- ~~▪ The above noted subdivision and development regulations shall be applied to each strata lot within the strata plan.~~

R5

9.6 R5 : Four-plex Housing Residential

9.6.1 Purpose

The purpose is to provide a **zone** for the **development** of a maximum of four ground oriented **dwelling** units in the form of **single detached, semi-detached, duplex, three-plex or four-plex housing** on urban services. The R5c sub-zoning district allows for **care centre, major** as an additional use. The R5h sub-zoning district allows for **home based business, major** as an additional use. *(Bylaw 5467)*

9.6.2 Primary Uses⁴

- **care centre, major** *(use is only permitted with the R5c sub-zoning district)*
- **duplex housing**
- **four-plex housing**
- **group home, major**
- **semi-detached housing**
- **single detached housing**
- **three-plex housing**
- **seniors housing**

9.6.3 Secondary Uses

- **boarding rooms**
- **care centres, minor**
- **home based businesses, minor**
- **home based businesses, major** *(in single detached housing only) (use is only permitted with the R5h sub-zoning district)*
- **secondary suites (in single detached housing only)**
- **seniors assisted housing**
- **seniors supportive housing**

9.6.4 Subdivision Regulations

- Minimum **lot width** is 20.0m, except it is 22.0m for a **corner lot**.
- Minimum **lot depth** is 30.0m.
- Minimum **lot width** for single detached housing is 14.0m, except it is 16.0m for a **corner lot**.
- Minimum **lot area** for single detached housing is 450m².
- Minimum **lot area** is 700m², except it is 800m² for a **corner lot**, or 10,000m² if not serviced by a **community sewer system**. *(Bylaw 5339)*

9.6.5 Party Wall Subdivision Regulations

Lot Type	Minimum Lot area		Minimum Lot Width	
	interior	corner	interior	corner
Semi-Detached Housing	350m ²	400m ²	10.0m	12.0m
Three-Plex Housing	235m ²	285m ²	7.0m	9.0m
Four-Plex Housing	175m ²	225m ²	7.0m	9.0m

9.6.6 Development Regulations

- Maximum **site coverage** is 40% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 50%.

- Maximum **floor space ratio** is 0.6.
- Maximum **height** is the lesser of 10.0m or 2.5 **storeys**, except it is 4.5m for **secondary buildings** and **secondary structures**.
- Minimum **front yard** is 4.0m, except it is 6.0m for a garage or **carport** to the back of curb or sidewalk for a front entry garage, or it is 0.6m to the side of the garage and 2.6m to the front building façade for side-entry garage and driveway layouts.
- Minimum **side yard** is 2.0m for a 1 or 1.5 **storey** portion of a **building** or a **secondary building or structure** and 2.5m for a 2 or 2.5 **storey** portion of a **building**, except it is 4.0m from a **flanking street** unless there is a garage accessed from the **flanking street**, it is 4.0m or it is 2.6m to the building for a side-entry garage and driveway from a flanking street and at least 6.0m from the back of curb or sidewalk. Where there is no direct vehicular access to the **rear yard** or to an attached garage or **carport**, one **side yard** shall be at least 3.0m. The minimum **side yard** setback for shared interior **party walls** shall be 0.0m. The minimum **side yard** setback for **single detached housing** is 1.5m, except it is 4.0m from a **flanking street** unless there is a garage accessed from the **flanking street**, it is 4.0m or it is 2.6m to the building for a side-entry garage and driveway from a **flanking street** and at least 6.0m from the back of curb or sidewalk.
- Minimum **rear yard** is 6.0m for a 1 or 1.5 **storey** portion of a **building** and 7.5m for a 2 or 2.5 **storey** portion of a **building**, except it is 1.0m for **secondary buildings**.
- The maximum **height** of any vertical wall element facing a **front, flanking or rear yard** (including **walkout basements**) is the lesser of 6.5m or 2.5 **storeys**, above which the **building** must be **set back** at least 1.2m.
- Maximum **density** is 30 units per gross hectare (12 units/gross acre).
- Maximum four **dwelling** units located in a **building**, with each unit having a minimum width of 6.5m. (*Bylaw 5339*)

9.6.7 Other Regulations

- In order for bareland strata **developments** to be consistent with the character of the surrounding neighborhood, the strata plan shall be considered as one **site** for defining the overall use, **density** and **site coverage**.
- The above noted **subdivision** and **development** regulations shall be applied to each strata **lot** within the strata plan.
- A minimum area of 25m² of **private open space** shall be provided per **dwelling**.
- Where **development** has access to a rear **lane**, vehicular access to the **development** is only permitted from the rear **lane**.
- For **seniors assisted housing, seniors housing and seniors supportive housing**, a safe drop-off area for patrons shall be provided on the **site**.
- For strata developments, common recreation buildings, facilities and amenities may be included in the strata plan. Recreational buildings shall be treated as **secondary buildings** for the purpose of determining the **height** and **setbacks** of the **building** as specified in each **zone**.
- 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**.
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development, yards**, projections into **yards**, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7.
- As per Section 4.10.2 - All **buildings** and **structures, excluding perimeter fencing (garden walls and fences)** on **lots abutting** City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B". (*Bylaw 5440*)

9.7 R6 : Lakeshore Residential

9.7.1 Purpose

The purpose is to provide a **zone** for the **development** of residential housing along the lakefront in the form of **single detached, semi-detached or duplex housing**. The R6c sub-zoning district allows for **care centre, major** as an additional use. The R6h sub-zoning district allows for **home based business, major** as an additional use. (Bylaw 5467)

9.7.2 Primary Uses

- **care centre, major** (use is only permitted with the R6c sub-zoning district)
- **duplex housing**
- **semi-detached housing**
- **single detached housing**

9.7.3 Secondary Uses

- **bed and breakfast homes** (in single detached housing or semi-detached housing or duplex housing only) (Bylaw 5498)
- **boarding rooms**
- **care centre, minor**
- **docks, private**
- **home based businesses, minor**
- **home based businesses, major** (in single detached housing only) (use is only permitted with R6h sub-zoning district)
- **secondary suites** (in single detached housing only)

9.7.4 Subdivision Regulations

- Minimum **lot width** is 18.0m, except it is 20.0m for a **corner lot**. In the case of an **irregular lot** or **panhandle-shaped lot**, the minimum **lot width** shall be determined as described in the respective definitions of a **panhandle lot** and **irregular-shaped lot**.
- Minimum **lot area** is 560m² with one **dwelling** or 1120m² with two **dwellings**. The minimum **lot area** is 10,000m² if the **lot** is not serviced by a **community sewer system**.

9.7.5 Party Wall Subdivision Regulations

Lot Type	Minimum Lot area		Minimum Lot Width	
	interior	corner	interior	corner
Semi-Detached Housing	560m ²	600m ²	9.0m	10.0m

9.7.6 Development Regulations

- Maximum **site coverage** is 40% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 50%.
- Maximum density of **dwelling** units connected to a **community sewer system** shall be 1 **dwelling** unit per 560 sq. m. of lot area.
- Maximum density of **dwelling** units connected to a septic sewer system shall be 1 **dwelling** unit per 10,000 sq. m. (1ha) of lot area.
- Maximum **height** is the lesser of 10.0m or 2.5 **storeys**, except it is 4.5m for **secondary buildings** and **secondary structures**.

- Minimum **front yard** is 4.0m and it is 6.0m from a garage or **carport** to the back of curb or sidewalk for vehicular entry, or it is 2.6m to the side of the garage and front façade for side-entry garage and driveway layouts.
- Minimum **side yard** is 1.5m, except it is 4.0m from a **flanking street**. Where there is no direct vehicular access to the **rear yard** or to an attached garage or **carport**, one **side yard** shall be at least 3.0m. The minimum **side yard** setback for shared interior **party walls** shall be 0.0m.
- Minimum **rear yard** is 7.5m, except it is 1.0m for **secondary buildings**. Where the **lot width** exceeds the **lot depth**, the minimum **rear yard** is 4.5m provided that one **side yard** shall have a minimum width of 4.5m.
- The maximum **height** of any vertical wall element facing a **front, flanking or rear yard** (including **walkout basements**) is the lesser of 6.5m or 2.5 **storeys**, above which the **building** must be **set back** at least 1.2m.

9.7.7 Other Regulations

- In order for bareland strata **development** to be consistent with the character of the surrounding neighborhood, the strata plan shall be considered as one **site** for defining the overall use, **density** and **site coverage**.
- The above noted **subdivision and development** regulations shall be applied to each strata **lot** within the strata plan.
- Minimum 7.5m horizontal setback of any **building** from the **natural boundary**.
- There shall be no more than two **dwelling** units per **lot**.
- Development Permit approval of a **secondary suite** on a **lot** not connected to a **community sewer system** is subject to the verification by the *City's Engineering Department* of sufficient septic tank or Engineered Secondary Sanitary Treatment Process capacity and approval by the *Health Authority*.
- A minimum area of 25m² of private open space shall be provided per **dwelling**.
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development, yards**, projections into **yards**, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7.
- As per Section 4.10.2 - All **buildings and structures, excluding perimeter fencing (garden walls and fences)** on **lots abutting** City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B".
(Bylaw 5440)

9.9 RTR : Resort Residential

9.9.1 Purpose

The purpose is to provide a **zone** for the **development** of a variety of housing forms for use within a comprehensively planned resort residential community. The RTRc sub-zoning district allows for **care centre, major** as an additional use. (*Bylaw 5467*)

9.9.2 Primary Uses

- **care centre, major** (*use is only permitted with the RTRc sub-zoning district*)
- **cottages**
- **duplex housing**
- **four-plex housing**
- **row housing**
- **semi-detached housing**
- **single detached housing**
- **stacked row housing**
- **three-plex housing**

9.9.3 Secondary Uses

- **bed and breakfast homes** (in single detached housing only)
- **care centres, minor**
- **docks, private**
- **home based businesses, minor**
- **office**
- **parks, public**
- **real estate sales centres**

9.9.4 Subdivision Regulations

Lot Type	Minimum Lot area		Minimum Lot Width	
	interior	corner	interior	corner
Cottage Lot	125m ²	N/A	7.0m	7.0m
Single Detached Housing	300m ²	340m ²	10.0m	11.3m
Duplex Housing	300m ²	340m ²	10.0m	11.3m
Semi-Detached Housing	450m ²	500m ²	15.5m	16.8m
Three-Plex Housing	450m ²	500m ²	19.5m	20.8m
Four-Plex Housing	600m ²	650m ²	26.0m	27.8m
Row Housing Stacked Row Housing	800m ²	850m ²	26.0m	27.8m

- Minimum lot area is 10,000m² if not serviced by **community sewer system**.

9.9.5 Party Wall Subdivision Regulations

Lot Type	Minimum Lot area		Minimum Lot Width	
	interior	corner	interior	corner

Semi-Detached Housing	225m ²	275m ²	7.8m	9.0m
Three-Plex Housing	150m ²	200m ²	6.5m	7.8m
Four-Plex Housing	150m ²	200m ²	6.5m	7.8m
Row Housing	135m ²	185m ²	6.5m	7.8m

- Minimum **lot area** is 10,000m² if not serviced by **community sewer system**.

9.9.6 Development Regulations

- The **office use** is limited to one **office** for the management and operation of the resort and/or multi-unit residential **developments**.
- Maximum **site coverage** is 50%, except it is 65% for Stacked Row Housing greater than 2.5, and together with driveways, parking areas and **impermeable surfaces** shall not exceed 65% except it shall not exceed 65% for Stacked Row Housing greater than 2.5 **storeys**. *(Bylaw 5723)*
- Maximum **height** is the lesser of 12.0m or 2.5 **storeys**, except it is the less of 15.0m or 3.5 **storeys** for Stacked Row Housing and it is 4.5m for **secondary buildings** and **secondary structures**. *(Bylaw 5723)*
- Minimum **front yard** is 4.0m, except it is 6.0m for buildings greater than 2.5 **storeys**, for buildings 2.5 **storeys** or less it is 6.0m from a garage or **carport** to the back of curb or sidewalk for vehicular entry, or it is 0.6m to the side of the garage and 2.6m to the front building façade for side-entry garage and driveway layouts. *(Bylaw 5723)*
- Minimum **side yard** is 1.2m, except it is 6.0m for buildings greater than 2.5 **storeys**, or 0.0m for shared interior **party walls**, except it is 2.6m from a **flanking street** for buildings 2.5 **storeys** or less and 6.0m for buildings greater than 2.5 **storeys** and 6.0m from the back of curb or sidewalk to the garage where driveway access is from the **flanking street**. *(Bylaw 5723)*
- Minimum **rear yard** is 6.0m, except it is 9.0m for buildings greater than 2.5 **storeys**, and it is 1.0m for **secondary buildings**. Where the **lot width** exceeds the **lot depth**, the minimum **rear yard** is 4.5m for buildings 2.5 **storeys** or less. *(Bylaw 5723)*
- Maximum six **dwelling** units located in a **building**, with each unit having a minimum width of 6.5m, except it is twelve dwelling units for buildings greater than 2.5 storeys, with each unit having a minimum width of 6.5m. *(Bylaw 5723)*
- Maximum **density** is 30.0 units per gross hectare (12 units/gross acre).
- Where **parking spaces** are provided completely beneath habitable space of a primary building or beneath useable common amenity areas, providing that in all cases the parking spaces are screened from view, the maximum density shall be 37.0 units per gross hectare (15 units/gross acre). Where all the required parking is not accommodated completely beneath the habitable space of a primary building or useable common amenity areas, the additional 7.0 units per gross hectare (3 units/gross acre) by the percentage of parking proposed to be provided beneath habitable space of a primary building or useable common amenity areas. *(Bylaw 5723)*
- The maximum height of any vertical wall element is 2.5 **storeys** facing front, flanking or rear year (including walkout basements) and must be set back at least 1.2m in addition to the required setbacks. *(Bylaw 5723)*

9.9.7 Other Regulations

- In order for bareland strata **development** to be consistent with the character of the surrounding neighborhood, the strata plan shall be considered as one **site** for defining the overall use, **density** and **site coverage**.
- The above noted **subdivision** and **development** regulations shall be applied to each strata **lot** within the strata plan.

- A minimum area of 5.0m² of private open space shall be provided per **bachelor dwelling** or group home **bedroom**, 10.0m² of private open space shall be provided per 1 **bedroom dwelling**, and 15.0m² of private open space shall be provided per **dwelling** with more than 1 **bedroom**.
- No continuous **building frontage** shall exceed 40.0m for a 2.5 **storey building**. If the frontage is interrupted by an open courtyard equivalent in depth and width to the **building height**, the maximum continuous 2.5 **storey building frontage** may be 80.0m provided that no **building** section exceeds 12.0m.
- Where **development** has access to a rear **lane**, vehicular access to the **development** is only permitted from the rear **lane**.
- 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; except that buildings greater than 2.5 **storeys** require a Level 1 **Landscape Buffer** for the Front Yard, rear Yard and Side Yard, as according to Section 6; and, the parking and loading regulations of Section 7. (*Bylaw 5723*)
- 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*)

9.10 RM1 : Row Housing Residential

9.10.1 Purpose

The purpose is to provide a **zone** for ground oriented medium **density row housing** on urban services.

9.10.2 Primary Uses

- **care centre, major**
- **duplex housing**
- **four-plex housing**
- **group home, major**
- **row housing**
- **semi-detached housing**
- **seniors housing**
- **single detached housing**

9.10.3 Secondary Uses

- **boarding rooms** (*Bylaw 5440*)
- **care centres, minor**
- **home based businesses, minor**
- **secondary suites (in single detached housing only)**
- **seniors assisted housing**
- **seniors supportive housing**

9.10.4 Subdivision Regulations

- Minimum **lot width** is 26.0m, except it is 7.5m for fee simple **row housing** and **semi-detached dwellings**.
- Minimum **lot area** is 800m², or 10,000m² if not serviced by a **community sewer system**.
- Maximum **density** is 48.0 units per gross hectare (19.5 units/gross acre).
- Maximum **site coverage** is 65% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 85%.

9.10.5 Party Wall Subdivision Regulations

Lot Type	Minimum Lot Area		Minimum Lot Width	
	interior	corner	interior	corner
Semi-Detached Housing	225m ²	275m ²	7.5m	9.0m
Row Housing	150m ²	200m ²	6.5m	7.8m

9.10.6 Development Regulations

- With a housing agreement pursuant to Section 4.9, the maximum **density** shall be 60.0 units per gross hectare (24.5 units/gross acre).
- Where **parking spaces** are provided completely beneath habitable space of a primary **building** or beneath useable common amenity areas, providing that in all cases the **parking spaces** are screened from view, the maximum **density** shall be 60.0 units per gross hectare (24.5 units/gross acre). Where all the required parking is not accommodated completely beneath the habitable space of a primary **building** or useable common amenity areas, the additional density permitted shall be

determined through multiplying the additional 12.0 units per gross hectare (5 units/gross acre) by the percentage of parking proposed to be provided beneath habitable space of a primary **building** or useable common amenity areas.

- Maximum **site coverage** is 50% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 55%.
- Maximum **height** is the lesser of 10.0m or 2.5 **storeys**, except it is 4.5m for **secondary buildings** and **secondary structures**.
- Minimum **front yard** is 4.0m, except it is 6.0m from a garage or **carport** to the back of curb or sidewalk for vehicular entry.
- Minimum **side yard** is 1.2m, or 0.0m for shared interior **party walls** except it is 4.5m from a **flanking street**. Where there is no direct vehicular access to the **rear yard** or to an attached garage or **carport**, one **side yard** shall be at least 3.0m. The **side yard** is 0.0m for fee simple **row housing** and **semi-detached dwellings**.
- Minimum **rear yard** is 6.0m, except it is 1.0m for **secondary buildings**.
- Maximum six **dwelling** units located in a **building**, with each row housing unit having a minimum width of 6.5m and 7.5m for semi-detached housing units.

9.10.7 Other Regulations

- For multi-unit residential housing, one **office** may be operated for the sole purpose of the management and operation of the multi-unit residential **development**.
(Bylaw 5540)
- In order for bareland strata **development** to be consistent with the character of the surrounding neighborhood, the strata plan shall be considered as one **site** for defining the overall use, **density** and **site coverage**.
- The above noted **subdivision** and **development** regulations shall be applied to each strata **lot** within the strata plan.
- For strata developments, common recreation buildings, facilities and amenities may be included in the strata plan. Recreational buildings shall be treated as **secondary buildings** for the purpose of determining the size, **height** and **setbacks** of the **building** as specified in each **zone**.
- A minimum area of 25m² of private open space shall be provided per **dwelling**.
- Vehicular access to the **development** is only permitted through either a driveway shared by at least 3 units or a rear **lane**.
- For **seniors assisted housing**, **seniors housing** and **seniors supportive housing**, a safe drop-off area for patrons shall be provided on the **site**.
- No more than 6 **dwellings** may be located in a **row house building**.
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development**, **yards**, projections into **yards**, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7.
- As per Section 4.10.2 - All **buildings** and **structures**, **excluding perimeter fencing (garden walls and fences)** on **lots abutting** City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B".
(Bylaw 5440)

9.11 RM2 : Multiple Housing Residential

9.11.1 Purpose

The purpose is to provide a **zone** for ground oriented medium **density** multiple housing on urban services.

9.11.2 Primary Uses

- **apartment housing**
- **care centre, major**
- **duplex** *(Bylaw 5440)*
- **four-plex housing**
- **group home, major**
- **row housing**
- **semi-detached housing**
- **seniors assisted housing**
- **seniors housing**
- **seniors supportive housing**
- **single detached housing**
- **three-plex housing**

9.11.3 Secondary Uses

- **boarding rooms** *(Bylaw 5440)*
- **care centres, minor**
- **home based businesses, minor**
- **secondary suites (in single detached housing only)** *(Bylaw 5440)*

9.11.4 Subdivision Regulations

- Minimum **lot width** is 18.0m, except it is 20.0m for a **corner lot**. For fee simple **three-plex, four-plex, row housing** and **semi-detached dwellings**, the minimum **lot width** is 7.5m for **interior lots** and 12.0m for **corner lots**.
- Minimum **lot area** is 900m², or 10,000m² if not serviced by a **community sewer system**.

9.11.5 Party Wall Subdivision Regulations

Lot Type	Minimum Lot Area		Minimum Lot Width	
	interior	corner	interior	corner
Semi-Detached Housing	225m ²	275m ²	7.8m	9.0m
Three-Plex Housing	150m ²	200m ²	6.5m	7.8m
Four-Plex Housing	150m ²	200m ²	6.5m	7.8m
Row Housing	150m ²	200m ²	6.5m	7.8m

9.11.6 Development Regulations

- With a housing agreement pursuant to Section 4.9, the maximum **density** shall be 72.0 units per gross hectare (29.0 units/gross acre).
- Where **parking spaces** are provided completely beneath habitable space of a primary **building** or beneath useable common amenity areas, providing that in all cases the **parking spaces** are screened from view, the maximum **density** shall be 75.0 units per gross hectare (30.5 units/gross acre). Where all the required parking

is not accommodated completely beneath the habitable space of a primary **building** or useable common amenity areas, the additional density permitted shall be determined through multiplying the additional 15.0 units per gross hectare (6 units/gross acre) by the percentage of parking proposed to be provided beneath habitable space of a primary **building** or useable common amenity areas.

- Maximum **site coverage** is 50% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 55%.
- Maximum **height** is the lesser of 10.0m or 2.5 **storeys**, except it is 4.5m for **secondary buildings** and **secondary structures**.
- Minimum **front yard** is 4.5m, except it is 6.0m from a garage or **carport** to the back of curb or sidewalk for vehicular entry.
- Minimum **side yard** is 1.2m, except it is 2.5m from a **flanking street**. Where there is no direct vehicular access to the **rear yard** or to an attached garage or **carport**, one **side yard** shall be at least 3.0m. The minimum **side yard** is 0.0m for fee simple **three-plex, four-plex, row housing** and **semi-detached dwellings**.
- Minimum **rear yard** is 7.5m, except it is 1.0m for **secondary buildings**.
- Maximum six **dwelling** units located in a **building**, with each unit having a minimum width of 6.5m.
- Maximum density is 60.0 units per gross hectare (24.5 units/gross acre).

9.11.7 Other Regulations

- For multi-unit residential housing, one **office** may be operated for the sole purpose of the management and operation of the multi-unit residential **development**.
(Bylaw 5440)
- In order for bareland strata **development** to be consistent with the character of the surrounding neighborhood, the strata plan shall be considered as one **site** for defining the overall use, **density** and **site coverage**.
- The above noted **subdivision** and **development** regulations shall be applied to each strata **lot** within the strata plan.
- For strata developments, common recreation buildings, facilities and amenities may be included in the strata plan. Recreational buildings shall be treated as **secondary buildings** for the purpose of determining the **height** and **setbacks** of the **building**.
- A minimum area of 5.0m² of private open space shall be provided per **bachelor dwelling, congregate housing bedroom** or group home **bedroom**, 10.0m² of private open space shall be provided per 1 **bedroom dwelling**, and 15.0m² of private open space shall be provided per **dwelling** with more than 1 **bedroom**.
- Vehicular access to the **development** is only permitted through either a driveway shared by at least 3 units or a rear **lane**.
- For **seniors assisted housing, seniors housing and seniors supportive housing**, a safe drop-off area for patrons shall be provided on the **site**.
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development, yards**, projections into **yards**, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7.
- As per Section 4.10.2 - All **buildings** and **structures, excluding perimeter fencing (garden walls and fences)** on **lots abutting** City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B".
(Bylaw 5440)

9.13 RH2 : Stacked Row Housing Residential

9.13.1 Purpose

The purpose is to provide a **zone** primarily for medium **density row housing** on urban services to front major **streets** and civic spaces.

9.13.2 Primary Uses

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

9.13.3 Secondary Uses

- **health services**
- **home based businesses, minor**
- **personal services**
- **real estate sales centres** (in apartment and stacked row housing only)
- **retail, convenience** *(Bylaw 5332)*

9.13.4 Subdivision Regulations

- Minimum **lot width** is 30.0m. For fee simple **row housing**, the minimum **lot width** is 7.5m for **interior lots** and 12.0m for **corner lots**.
- Minimum **lot area** is 1400m², or 10,000m² if not serviced by a **community sewer system**.

9.13.5 Party Wall Subdivision Regulations

Lot Type	Minimum Lot area		Minimum Lot width	
	interior	corner	interior	corner
Row Housing	135m ²	185m ²	6.5m	7.8m

9.13.6 Development Regulations

- With a housing agreement pursuant to Section 4.9, the maximum **density** shall be 110.0 units per gross hectare (44.5 units/gross acre).
- Where **parking spaces** are provided completely beneath habitable space of a primary **building** or beneath useable common amenity areas, providing that in all cases the **parking spaces** are screened from view, the maximum **density** shall be 125.0 units per gross hectare (51 units/gross acre). Where all the required parking is not accommodated completely beneath the habitable space of a primary **building** or useable common amenity areas, the additional density permitted shall be determined through multiplying the additional 25.0 units per gross hectare (10 units/gross acre) by the percentage of parking proposed to be provided beneath habitable space of a primary **building** or useable common amenity areas.
- Maximum **site coverage** is 65% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 75%. *(Bylaw 5332)*

- 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 6.0m, except it is 4.5m for any portion 2 **storeys** or less.
- Minimum **side yard** is 3.0m for a **building** not over 2.5 **storeys**, and 6.0m for portions of a **building** in excess of 2.5 **storeys**, and 6.0m from a **flanking street**. The minimum **side yard** is 0.0m for shared interior **party walls**.
- Minimum **rear yard** is 7.5m for a **building** not over 2.0 **storeys** and it is 9.0m for any part of a **building** over 2 **storeys**. It is 1.0m for **secondary buildings**.
- Maximum **density** is 100.0 units per gross hectare (40.5 units/gross acre).

9.13.7 Other Regulations

- **Convenience retail** services, **health services** and **personal services** are limited to a maximum floor area of 300m² total or 50% of the gross floor area of the ground storey of the primary building, whichever is the lesser, and only permitted when developed as an integral component of and within the primary **building**. These uses are not permitted above the ground **storey**. (*Bylaw 5332*)
- In order for bareland strata **development** to be consistent with the character of the surrounding neighborhood, the strata plan shall be considered as one **site** for defining the overall use, **density** and **site coverage**.
- The above noted **subdivision** and **development** regulations shall be applied to each strata **lot** within the strata plan.
- For 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*)
- Vehicular access to the **development** is only permitted through either a driveway shared by at least 3 units or a rear **lane**.
- A minimum area of 5,0m² of private open space shall be provided per **bachelor dwelling**, **congregate housing bedroom** or group home **bedroom**, 10.0m² of private open space shall be provided per 1 **bedroom dwelling**, and 15.0m² of private open space shall be provided per **dwelling** with more than 1 **bedroom**.
- No continuous **building frontage** shall exceed 45.0m for a 2 to 4 **storey building**. The **building** must be designed so as to be within one **storey** to neighbouring **development**.
- Parking shall not be constructed in the **front yard** of the property. Where the **development** has access to a rear **lane**, vehicular access to the **development** is only permitted from the rear **lane**.
- For **seniors assisted housing**, **seniors housing** and **seniors supportive housing**, a safe drop-off area for patrons shall be provided on the **site**.
- 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*)

**9.15 HR1 : Hillside Residential
Single and Two Family**

9.15.1 Purpose

To provide a **zone** for the **development** of single and two family housing in hillside residential areas.

9.15.2 Primary Uses

- **duplex housing**
- **semi-detached housing**
- **single detached housing**

9.15.3 Secondary Uses

- **bed and breakfast homes** (in single detached housing or semi-detached housing or duplex housing only) *(Bylaw 5498)*
- **boarding rooms**
- **care centres, minor**
- **group home, minor**
- **home based businesses, minor**
- **secondary suites (only in single detached housing)** *(Bylaw 5440)*

9.15.4 Subdivision Regulations

Lot Type	Minimum Lot Area		Minimum Lot Width	
	interior	corner	interior	corner
Duplex Housing	800m ²	840m ²	15.0m	16.5m
Semi-Detached Housing	800m ²	840m ²	19.0m	20.5m
Single Detached Housing	400m ²	440m ²	15.0m	16.5m

- Minimum **lot area** is 10,000m² if not serviced by **community sewer system**.
- Maximum **density** is 25.0 units per gross hectare (10 units/gross acre). For the purposes of calculating developable area, **lot yield** and **density**, predevelopment **lot** areas exceeding 30% slope shall be excluded.

9.15.5 Party Wall Subdivision Regulations

Lot Type	Minimum Lot Area		Minimum Lot Width	
	interior	corner	interior	corner
Semi-Detached Housing	400m ²	420m ²	9.5m	11.0m

- Minimum **lot area** is 10,000m² if not serviced by **community sewer system**.
- Maximum **density** is 25.0 units per gross hectare (10 units/gross acre). For the purposes of calculating developable area, **lot yield**, and **density** predevelopment **lot** areas exceeding a 30% slope shall be excluded.

9.15.5 Development Regulations

- Maximum **site coverage** is 40% and together with driveways, parking areas and all other **impermeable surfaces** shall not exceed 45%. That portion of the **lot** with a slope exceeding 30% shall be excluded from site coverage calculations.

- Maximum **height** is the lesser of 10.0m or 2.5 **storeys**, except it is 4.5m for **secondary buildings** and **secondary structures**.
- Minimum **front yard** is 4.0m, and it is 6.0m from a garage or **carport** to the back of curb or sidewalk for vehicular entry, or it is 0.6m to the side of the garage and 4.0m to the front building façade for side-entry garage and driveway layouts.
- **Semi-detached housing** shall have a minimum **side yard** is 2.5m, or 0.0m for the shared interior **party wall**, except it is 4.0m from a **flanking street** and 6.0m from the back of curb or sidewalk to the garage where driveway access is from the **flanking street**.
- **Single detached housing** and **duplex housing developments** shall have a minimum **side yard** of 1.5m, however the combined width of both **side yards** must be a minimum of 5.0m (ie. one **side yard** of 1.5m, then the other **side yard** shall be a minimum of 3.5m for a total combined minimum **side yard** of 5.0m)
- Minimum **rear yard** is 7.5m, except it is 1.0m for **secondary buildings**. Where the **lot width** exceeds the **lot depth**, the minimum **rear yard** is 4.5m.
- Maximum one **dwelling** unit located on a **lot**, except for **duplex** and **semi-detached housing** types where a maximum of two **dwelling** units per **lot** shall be permitted.
- Each **dwelling** unit shall have a minimum width of 6.0m.

9.15.6 Other Regulations

- The above noted **subdivision** and **development** regulations shall be applied to each bareland strata **lot** within a bareland strata plan.
- A minimum area of 20.0m² of usable private **open space** shall be provided per **dwelling**. Usable private **open space** must have a slope angle of 12% or less and must be accessible from the **dwelling** it is being provided for.
- Areas of a **lot** greater than 30m² and exceeding 30% slope shall be protected as undisturbed **open space**, and shall be free from **buildings, structures** or **development**.
- Any areas disturbed as a function of approved **lot development** that are greater than 30m² and exceeding 30% slope shall be rehabilitated with area appropriate native vegetation and once rehabilitation is complete shall be protected as undisturbed **open space** and shall be free from **buildings, structures** or **development**.
- Buildings are to be natural earth tone colours, no reflective exterior building materials and mirror or reflective treated glass are permitted.
- All **development** on areas that have a slope of 12% or greater for 10% or more of the lot shall be subject to the Hillside Guidelines.
- Prior to any site disturbance or **lot development** the following must be mapped and integrated into **development** plans: identified natural features, sensitive habitat, landforms, and water features that have setbacks, protected areas, covenant areas, or areas that require permits or approvals from the Ministry of Environment, Fisheries and Oceans Canada, Integrated Land Management Bureau or other senior government agencies. For additional information and requirements please refer to charges that may appear on the **lot** title, associated permits and the Environmental Management Area Strategy.
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development, yards**, projections into **yards**, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7.
- As per Section 4.10.2 - All **buildings** and **structures, excluding perimeter fencing (garden walls and fences)** on **lots abutting** City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B".
(Bylaw 5440)

9.16 HR2 : Hillside Residential Multi-Family

9.16.1 Purpose

To provide a **zone** for the **development** of multi-family housing in hillside residential areas.

9.16.2 Primary Uses

- four-plex housing
- row housing
- semi-detached housing
- stacked row housing
- three-plex housing

9.16.3 Secondary Uses

- care centres, minor
- group home, minor
- home based businesses, minor

9.16.4 Subdivision Regulations

Lot Type	Minimum Lot area		Minimum Lot Width	
	interior	corner	interior	corner
Four-Plex Housing	780m ²	820m ²	29.0m	30.5m
Row Housing	1100m ²	1150m ²	35.0m	36.5m
Semi-Detached Housing	370m ²	410m ²	17.0m	18.5m
Stacked Row Housing	1100m ²	1150m ²	23.0m	24.5m
Three-Plex Housing	550m ²	590m ²	23.0m	24.5m

- Minimum **lot area** is 10,000m² if not serviced by **community sewer system**.
- Maximum **density** is 55.0 units per gross hectare (22 units/gross acre). For the purposes of calculating developable area, **lot yield**, and **density** predevelopment **lot** areas with 30% slope or greater shall be excluded.

9.16.5 Party Wall Subdivision Regulations

Lot Type	Minimum Lot area			Minimum Lot Width		
	interior two party walls	interior one party wall	corner	interior two party walls	interior one party wall	corner

Four-Plex Housing	185m ²	230m ²	270m ²	6.0m	8.5m	10.0m
Row Housing	185m ²	230m ²	270m ²	6.0m	8.5m	10.0m
Semi-Detached Housing	N/A	230m ²	270m ²	N/A	8.5m	10.0m
Stacked Row Housing	185m ²	230m ²	270m ²	6.0m	8.5m	10.0m
Three-Plex Housing	185m ²	230m ²	270m ²	6.0m	8.5m	10.0m

- Minimum **lot area** is 10,000m² if not serviced by **community sewer system**.
- Maximum **density** is 55.0 units per gross hectare (22 units/gross acre). For the purposes of calculating developable area, **lot yield** and **density**, predevelopment **lot** areas exceeding 30% slope shall be excluded.

9.16.6 Development Regulations

- Maximum **site coverage** is 55% and together with driveways, parking areas and all other **impermeable surfaces** shall not exceed 60%. That portion of the **lot** with a slope exceeding 30% shall be excluded from site coverage calculations.
- Maximum **height** is the lesser of 10.0m or 2.5 **storeys**, except it is 4.5m for **secondary buildings** and **secondary structures**.
- Minimum **front yard** is 4.0m, and it is 6.0m from a garage or **carport** to the back of curb or sidewalk for vehicular entry, or it is 0.6m to the side of the garage and 4.0m to the front building façade for side-entry garage and driveway layouts.
- Minimum **side yard** is 2.5m, or 0.0m for shared interior **party walls**, except it is 4.0m from a **flanking street** and 6.0m from the back of curb or sidewalk to the garage where driveway access is from the **flanking street**.
- Minimum **rear yard** is 7.5m, except it is 1.0m for **secondary buildings**. Where the **lot width** exceeds the **lot depth**, the minimum **rear yard** is 4.5m.
- Minimum **building** width of each unit is 6.0m.
- Where more than one **building** is to be located on a **lot** the minimum horizontal distance between **buildings** shall be 4.0m.

9.16.7 Other Regulations

- The above noted **subdivision** and **development** regulations shall be applied to each bareland strata **lot** within the bareland strata plan.
- A minimum area of 15.0m² of usable private **open space** shall be provided per **dwelling**. Usable private **open space** must have a slope angle of 12% or less and must be accessible from the **dwelling** it is being provided for.
- Areas of a **lot** greater than 30m² and exceeding 30% slope shall be protected as undisturbed **open space**, and shall be free from **buildings, structures** or **development**.
- Any areas disturbed as a function of approved **lot development** that are greater than 30m² and exceeding 30% slope shall be rehabilitated with site appropriate native vegetation and provided drip irrigation for a period of two years; once rehabilitation is complete the irrigation system it to be removed and the area shall be protected as undisturbed **open space** and shall be free from **buildings, structures** or **development**.
- Buildings are to be natural earth tone colours, no reflective exterior building materials and mirror or reflective treated glass are permitted.
- All **development** on areas that have a slope of 12% or greater for 10% or more of the lot shall be subject to the Hillside Guidelines.

- Prior to any site disturbance or **lot development** the following must be mapped and integrated into **development** plans: identified natural features, sensitive habitat, landforms, and water features that have setbacks, protected areas, covenant areas, or areas that require permits from the Ministry of Environment, Fisheries and Oceans Canada, Integrated Land Management Bureau or other senior government agencies. For additional information and requirements please refer to charges that may appear on the **lot** title, associated permits and the Environmental Management Area Strategy.
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development**, **yards**, projections into **yards**, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7.
- As per Section 4.10.2 - All **buildings** and **structures, excluding perimeter fencing (garden walls and fences)** on **lots abutting** City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B".
(Bylaw 5440)



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: February 13, 2023
REPORT DATE: January 11, 2023
FILE: 3340-20 (OCP00096/ZON00388/DVP00575)

SUBJECT: OFFICIAL COMMUNITY PLAN AMENDMENT, REZONING AND DEVELOPMENT
VARIANCE PERMIT APPLICATIONS FOR 3903 30TH STREET

PURPOSE:

To review the Official Community Plan (OCP) amendment, rezoning and development variance permit applications for the property at 3903 30th Street in order to develop a new 36 unit stacked row housing complex development and review the public consultation results from online and in person open house.

RECOMMENDATION:

THAT Council support the application to amend the Official Community Plan land use designation of Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from 'Mixed Use - Medium Density Commercial and Residential' to 'Residential Medium Density', as outlined in the report titled "Official Community Plan Amendment, Rezoning and Development Variance Permit Applications for 3903 30th Street" dated January 11, 2023 and respectfully submitted by the Economic Development Planner;

AND FURTHER, that Council direct Administration to bring forward the "3903 30th Street Official Community Plan Amendment Bylaw 5941, 2023", for initial readings and scheduling of a Public Hearing;

AND FURTHER, that Council support the application to rezone Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from 'R2 - Large Lot Residential' to 'RH1 - Low-Rise Apartment Residential', in order to develop a 36 unit stacked row housing complex development, subject to the following conditions:

- a) That the owner is to dedicate road right-of-way for the lanes and to upgrade the lanes to bylaw standards;
- b) That the owner is to upgrade 30th Street adjacent to the subject property by installing an offset cul-de-sac, complete with curb, gutter and sidewalk;
- c) That the owner is to upgrade 30th Street south of the subject property to 39th Avenue, including widening the asphalt and concrete curb gutter on the east side and sidewalk on the west side; and
- d) That prior to final adoption of the rezoning amendment bylaw, the development permit application is approved;

AND FURTHER, that Council direct Administration to bring forward the "3903 30th Street Rezoning Amendment Bylaw Number 5942, 2023", for initial readings and scheduling of a Public Hearing;

AND FURTHER, that Council not support Development Variance Permit Application 00575 (DVP00575) to vary the following sections of Zoning Bylaw 5000 to allow a 36 unit stacked row housing complex development on Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street):

- a) to vary the street access requirements (Section 4.7.1);

- b) to vary the minimum east side yard setback for Building #1 from 4.5m to 1.0m (Section 9.12.5); and
- c) to vary the minimum number of required off-street parking spaces for residents from 45 spaces to 38 spaces (Section 7.1.2, Table 7.1);

AND FURTHER, that Council not support Development Variance Permit Application 00575 (DVP00575) to vary the following sections of Subdivision and Development Servicing Bylaw 3843 for offsite works adjacent to the property described as Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street):

- a) to vary the driveways, access and road frontage requirements (Section 3.5); and
- b) to vary the requirement for a new offset cul-de-sac adjacent to the subject property (Section 3.7; Schedule O, Standard Drawing 100-10).

ALTERNATIVES & IMPLICATIONS:

1. THAT Council support the application to amend the Official Community Plan land use designation of Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from 'Mixed Use - Medium Density Commercial and Residential' to 'Residential Medium Density', as outlined in the report titled "Official Community Plan Amendment, Rezoning and Development Variance Permit Applications for 3903 30th Street" dated January 11, 2023 and respectfully submitted by the Economic Development Planner;

AND FURTHER, that Council direct Administration to bring forward the "3903 30th Street Official Community Plan Amendment Bylaw 5941, 2023", for initial readings and scheduling of a Public Hearing;

AND FURTHER, that Council support the application to rezone Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from 'R2 - Large Lot Residential' to 'RH1 - Low-Rise Apartment Residential', in order to develop a 36 unit stacked row housing complex development, subject to the following conditions:

- a) That the owner is to dedicate road right-of-way for the lanes and a new offset frontage adjacent to the subject property and upgrade the lanes to bylaws standards, as shows in Attachment 13;
- b) That the owner is to upgrade 30th Street, south of the subject property to 39th Avenue, including widening of the asphalt and concrete curb gutter on the east side and sidewalk on the west side; and
- c) That the owner is to register a Land Title Act section 219 restrictive covenant specifying the variable level of road maintenance adjacent to the property, as per the City's policies and bylaws;

AND FURTHER, that Council direct Administration to bring forward the "3903 30 Street Rezoning Amendment Bylaw Number 5942, 2023", for initial readings and scheduling of a Public Hearing;

AND FURTHER, that Council support Development Variance Permit Application 00575 (DVP00575) to vary to following sections of Zoning Bylaw 5000 to allow a 36 unit stacked row housing complex development on Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street):

- a) to vary the street access requirements (Section 4.7.1);
- b) to vary the minimum east side yard setback for Building #1 from 4.5m to 1.0m (Section 9.12.5); and

- c) to vary the minimum number of required off-street parking spaces for residents from 45 spaces to 38 spaces (Section 7.1.2, Table 7.1);

AND FURTHER, that Council support Development Variance Permit Application 00575 (DVP00575) to vary following sections Subdivision and Development Servicing Bylaw 3843 for offsite works adjacent to the property described as Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street):

- a) to vary the driveways, access and road frontage requirements (Section 3.5); and
- b) to vary the requirement for a new offset cul-de-sac adjacent to the subject property (Section 3.7; Schedule O, Standard Drawing 100-10);

AND FURTHER, that Council support of DVP00575 is subject to the following:

- a) That the site plan, floor plans, elevations, landscaping plan, offsite works and road dedication plans and traffic and parking review, generally shown as Attachments 7–15 in the report titled “Official Community Plan Amendment, Rezoning and Development Variance Permit Applications for 3903 30th Street” dated January 11, 2023 by the Economic Development Planner be attached to and form part of DVP00575 as Schedule ‘A’.

Note: This alternative supports the proposed amendments and requested variances. As the proposed lot would not have a proper frontage between 30th Street and the lanes, a restrictive covenant is recommended to be registered on the title of the property specifying the reduced level of road maintenance adjacent to the property, as per the City’s policies and bylaws.

- 2. THAT Council not support the application to amend the Official Community Plan land use designation at Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from ‘Mixed Use - Medium Density Commercial and Residential’ to ‘Residential Medium Density’, as outlined in the report titled “Official Community Plan Amendment, Rezoning and Development Variance Permit Applications for 3903 30th Street” dated January 11, 2023 and respectfully submitted by the Economic Development Planner;

AND FURTHER, that Council not support the application to rezone Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from ‘R2 - Large Lot Residential’ to ‘RH1 - Low-Rise Apartment Residential’, in order to develop a 36 unit stacked row housing complex development.

AND FURTHER, that Council not support Development Variance Permit Application 00575 (DVP00575) to vary to following sections of Zoning Bylaw 5000 to allow a 36 unit stacked row housing complex development on Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street):

- a) to vary the street access requirements (Section 4.7.1);
- b) to vary the minimum east side yard setback for Building #1 from 4.5m to 1.0m (Section 9.12.5); and
- c) to vary the minimum number of required off-street parking spaces for residents from 45 spaces to 38 spaces (Section 7.1.2, Table 7.1);

AND FURTHER, that Council not support Development Variance Permit Application 00575 (DVP00575) to vary following sections Subdivision and Development Servicing Bylaw 3843 for offsite works adjacent to the property described as Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street):

- a) to vary the driveways, access and road frontage requirements (Section 3.5); and

- b) to vary the requirement for a new offset cul-de-sac adjacent to the subject property (Section 3.7; Schedule O, Standard Drawing 100-10).

Note: This alternative does not support the proposed amendments. As such, any future development on the subject property would either have to meet the prevailing zoning of Large Lot Residential (R2) or apply for rezoning to a mixed-use medium density zoning district to be consistent with the OCP.

ANALYSIS:

A. Committee Recommendations:

At its meeting of January 24, 2023, the Advisory Planning Committee passed the following resolution:

“(to be cited by the Advisory Planning Committee).”

At its meeting of August 16, 2022, the Advisory Planning Committee passed the following resolution:

THAT Council support, in principle, the application to amend the Official Community Plan land use designation of Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from ‘Mixed Use - Medium Density Commercial and Residential’ to ‘Residential Medium Density’, as outlined in the report titled “Official Community Plan Amendment and Rezoning Applications for 3903 30th Street” dated August 5, 2022 and respectfully submitted by the Economic Development Planner;

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

AND FURTHER, that Council support, in principle, the application to rezone Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from ‘R2 – Large Lot Residential’ to ‘RH1 - Low-Rise Apartment Residential’, in order to develop a new multi-family housing development.

B. Rationale:

1. The subject property is located at 3903 30th Street (Figures 1 and 2) and has a total area of 0.39 hectares (0.98 acres). The subject property is located within the City Centre Neighbourhood Plan (CCNP) area.
2. The applicant is seeking an Official Community Plan (OCP) amendment to change the land use designation on the subject property from ‘Mixed Use - Medium Density Commercial and Residential’ to ‘Residential Medium Density’. The purpose of the amendment is to support rezoning the property from ‘R2 – Large Lot Residential’ to ‘RH1 - Low-Rise Apartment Residential’ to accommodate the creation of a new multi-family housing development on the subject property. The current OCP land use and zoning of the subject property and neighbouring properties are shown in Attachments 1 and 2.
3. In 2016, Council gave Third Reading to OCP and rezoning amendments for a multi-family development proposal on this site, but these were rescinded on January 10, 2022 due to project delays. Since then, the subject property has changed ownership and new applications are required.

4. As shown in Attachment 1, the existing OCP land use designation on the subject property is Mixed Use – Medium Density Commercial and Residential, which encourages a mixture of pedestrian-oriented commercial and residential uses within the City Centre District. The applicant believes that a mixed use development is not viable for the subject property due to its location, unique shape, and limited visibility and access. As such, the applicant has proposed to amend the land use designation to Residential Medium Density (RMD), which would allow for a multi-family development without a commercial component. The applicant proposes to develop a 36 unit stacked row housing complex on the subject property.

5. The City Centre Neighbourhood Plan (CCNP), a supplementary plan of the OCP, designates the subject property as within the MacDonald Park Character Area. The vision for this area is a neighbourhood characterized by small lot single and two family residential developments with a small mixture of commercial and office space, and personal and health services along 31st Street (Attachment 3). As mentioned above, the subject property has a number of characteristics that limit its commercial development potential. Access for the lot is currently limited to a standard city laneway, which limits its street front visibility and traffic flow and parking capacity. As such, Administration is supportive of the proposed OCP amendment.

6. The proposed rezoning from 'R2 - Large Lot Residential' (Attachment 4) to 'RH1 - Low-Rise Apartment Residential' (Attachment 5) is consistent with the proposed OCP land use of Residential Medium Density and the intent of Policy 48 of the CCNP regarding the vision for housing in the MacDonald Park Character Area:

“Support new and infill low to medium density residential development to increase the diversity of housing while enhancing the low-rise neighbourhood character”.

7. A rezoning review includes a review of the existing condition of servicing and infrastructure adjacent to the property. City bylaws require the applicant to construct all non-conforming on-site and off-site infrastructure works and services. This involves either constructing the required works or providing a detailed design and cost estimate of those works for future installation and registering a no-build covenant on the title of the property requiring construction as a condition of future development approval. As per City bylaws, the applicant is required to provide road dedication, a water main extension (to provide

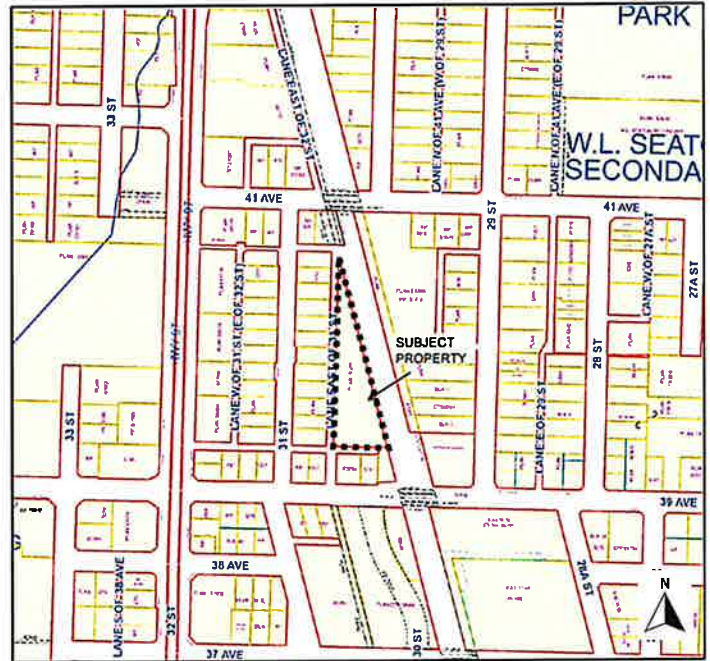


Figure 1 - Location of Subject Property

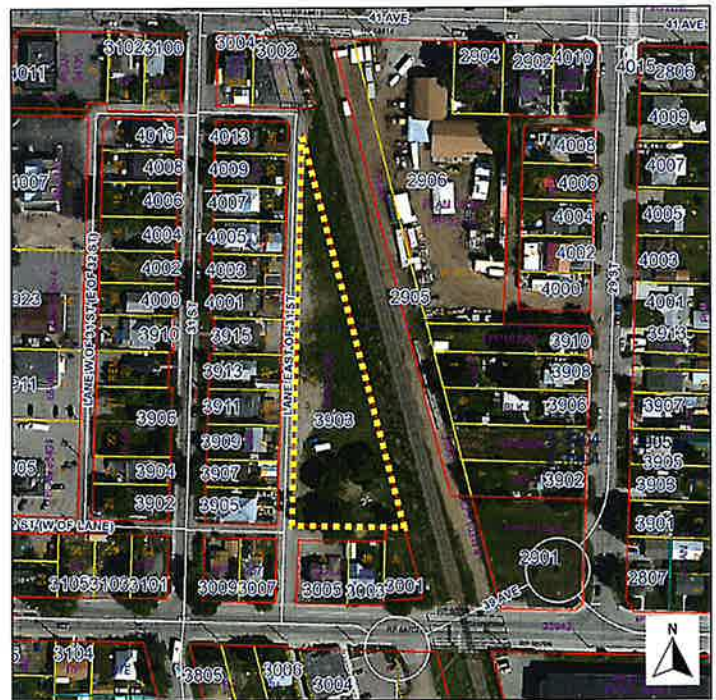


Figure 2 - Aerial View of Subject Property

direct service and adequate fire hydrant spacing) and road upgrades for 30th Street from 39th Avenue, including a sidewalk on the west side and a new offset cul-de-sac. The offset cul-de-sac delineates the end of 30th Street and the start of the lane to the north and provides a turnaround.

In addition, the development is to include road dedication for a new offset cul-de-sac and road widening adjacent to the existing lanes, and provision of asphalt widening and curb and gutter on the east and north sides of the lanes adjacent to the subject property. The applicant is also required to dedicate a portion of the north side of the lot and to change the property line location in order to fully include the existing travelled portion of the lane within the City right-of-way. Currently, the north portion of the lane, located west of the subject property, is within the privately owned lot boundary.

8. In order to allow the 36 unit stacked row housing complex development, as proposed, on the subject property), the applicant is asking to vary the following sections of Zoning Bylaw 5000 and Subdivision and Development Servicing Bylaw 3843 (Attachment 6):

Zoning Bylaw 5000:

- a) to vary the street access requirements (Section 4.7.1);
- b) to vary the minimum east side yard setback for Building #1 from 4.5m to 1.0m (Section 9.12.5); and
- c) to vary the minimum number of required off-street parking spaces for residents from 45 spaces to 38 spaces (Section 7.1.2, Table 7.1);

Subdivision and Development Servicing Bylaw 3843:

- a) to vary the driveway, access and road frontage requirements (Section 3.5); and
- b) to vary the requirement for a new offset cul-de-sac adjacent to the subject property (Section 3.7; Schedule O, Standard Drawing 100-10).

9. As illustrated in Attachments 7 – 11, the proposed development includes a total of 36 stacked row houses across three buildings. Each two-storey building would include 12 one bedroom strata units, each with a private patio or deck area. The proposed design is modern farmhouse style exterior finishes and a pitched roof. The proposed height of the buildings fits with the existing character of the neighbouring properties. Vehicular access to on-site parking is proposed from the existing laneway. The proposed design provides a total of 43 parking spaces and one loading space. 38 of the parking spaces are earmarked for residents and five designated as visitor parking. This proposal does not meet the requirement of 45 spaces for 36 one bedroom units (1.25 space/unit) set out in Zoning Bylaw 5000. The development plan includes an enhanced common outdoor area on the east side of the property with a plaza, playground and secure bike storage for residents and bike parking for visitors. Landscaping includes grass, shrubs and large trees for shade, privacy and path definition. Landscaping treatment using a high fence and trees is provided for security, privacy and sound reduction on the east side yard, which is adjacent to an active railroad.
10. Sections 4.7.1 in Zoning Bylaw 5000 and 3.5 and 3.7 in Subdivision and Development Servicing Bylaw 3843, require that every lot in any zone has actual physical access from a street, defined as being greater than 8.0m wide, and has sufficient street frontage to accommodate a driveway access. The subject property has a unique shape and location that constrains access. As shown in Figure 2, the property does not have a proper street frontage and street access as per City bylaws. As such, as conditions of rezoning, Administration recommends that the owner dedicates road right-of-way and installs a new offset cul-de-sac adjacent to the subject property, as well as upgrades 30th Street south of the subject property to 39th Avenue, including widening the asphalt and constructing concrete curb &

gutter on the east side and constructing sidewalk on the west side. A new cul-de-sac bulb north of 30th Street would provide the required frontage and clearly delineate the transition from the “Local Road” of 30th Street to the lanes beyond and also provide a functional turnaround. The physical delineation between 30th Street and the laneway is important due the reduced level of maintenance and snow removal along lanes as per City policies and bylaws.

As shown in Attachments 12 and 13, the applicant is requesting to vary bylaws requiring road access, minimum frontage width and an offset cul-de-sac north of 30th Street. As mentioned in their letter (Attachment 6), the applicant would provide road dedication and upgrade the existing lanes. The upgraded lane would connect 30th Street and 31st Street and allow for two-way traffic, including functional vehicle turning for trucks (Attachment 14). The applicant contends that removing the required offset cul-de-sac allows the development to provide additional attainable housing units and more parking spaces, which would not be possible with a large road dedication for the cul-de-sac bulb.

Should Council support the requested variance (Alternative #1), Administration recommends that the owner registers a Land Title Act section 219 restrictive covenant specifying that the subject property is developed along lanes that have a reduced level of service and maintenance, as per the City’s policies and bylaws. Having such a covenant on the property title would manage the service expectations of future residents.

11. Should Council support Administration’s recommendation to deny the requested variance for removing the required new offset cul-de-sac north of 30th Street, then the proposed site plan will need to be modified. As such, at this stage Administration recommends to not support the other requested variances and that the applicant be directed to submit a revised plan.
12. Section 9.12.5 in Zoning Bylaw 5000 for the proposed ‘RH1 - Low-Rise Apartment Residential’ zoning district (Attachment 5), requires a minimum of 4.5m for a side yard setback. The applicant is asking to vary the east side yard setback for Building #1 from 4.5m to 1.0m. Due to the unique “triangle” shape of the lot, this variance is only required for the north units in Building #1 (Attachment 7). As the east side of the property backs into the railway lands, the actual setback between the units to the tracks is over 12.0m. As illustrated in the landscaping plan (Attachment 11), the side yard would be treated with high fence and trees for safety and noise reduction. As such, Administration supports the requested east side yard variance.
13. The proposed stacked row housing strata complex would provide 36 one bedroom units (Attachments 7-8). Zoning Bylaw 5000 requires 45 off-street parking spaces for residents (at a rate of 1.25 spaces per unit), five visitor parking spaces, and one loading space. Additional parking will not be permitted in the lanes. The applicant is proposing a parking variance to provide 38 parking spaces for residents (at a rate of 1.05 spaces per unit) instead of the required 45 spaces. In total, the applicant is proposing to provide 38 parking spaces for residents, five spaces for visitors and one loading space. The Parking Study (Attachment 15) recommends lowering the parking regulations to 1.0 space per one bedroom unit. As outlined in the Parking Study, apartments in core area have lower parking demand, and the site is within walking distance to alternative transportation modes, a school, and commercial areas. The development is also providing more bike parking spaces than required in Zoning Bylaw 5000 to further encourage the use of active transportation. As such, Administration supports the requested parking variance for residents as the proposed parking supply is expected to meet the parking demand for the new complex.
14. As per the OCP Amendment Application Policy (Attachment 16), an opportunity for the public and other affected agencies to review and comment on the proposed amendment is required. During the referral stage, Administration provided copies of the applications to several organizations and authorities. At its Regular Meeting of September 6, 2022, Council supported an open house to seek input on the proposed amendment. The applications and supporting materials were published on EngageVernon.ca from September 29, 2022 to October 14, 2022. No digital responses or feedback were received. On October

13, 2022, an Open House was held for the public. During the two hour open house, two visitors from one household attended, raising concerns in regard to parking issues and traffic flow on the lanes adjacent to the subject property (Attachment 17).

15. In summary, Administration supports the OCP amendment and rezoning applications for the following reasons:

- a) The subject property has a number of characteristics that make it a less viable and desirable place for commercial activity in the City Centre;
- b) The proposed rezoning to RH1 - Low-Rise Apartment Residential is consistent with the proposed OCP land use and the intent of the CCNP, and would permit a medium density residential infill project in the City Centre Neighbourhood; and
- c) In 2016, Council supported a similar request for an OCP amendment and rezoning to a medium density zone to allow for residential development on the subject property. Since then, the subject property has changed ownership and new applications are required.

16. In summary, Administration does not support the development variance application for the following reasons:

- a) The subject property does not have a proper street frontage/access as per City bylaws;
- b) A new cul-de-sac north of 30th Street would provide the required frontage and delineates the end of 30th Street and start of the lanes and provides a functional turnaround; and
- c) A physical delineation between 30th Street and the laneways is important due the reduced level of maintenance and snow removal along lanes as per City policies and bylaws.

Note: Should Council support Administration's recommendation to deny the requested variance for removing the required new offset cul-de-sac north of 30th Street, then the proposed site plan will need to be modified. As such, Administration recommends, at this stage, to not support the other requested variances and instead to review them with the revised site plan.

17. Should Council support the requested variance for removing the required frontage cul-de-sac north of 30th Street (Alternative #1), Administration supports the development variance permit for the required east side yard setback and number of resident parking spaces for the following reasons:

- a) Due to the unique "triangle" shape of the lot, the east side yard setback variance is only required for the north units in Building #1. As the east side of the property is adjacent to a rail right of way, the actual setback between the units to the tracks is over 12.0m.
- b) As per the parking study, the proposed resident parking supply of 1.05/unit is expected to meet and exceed the parking demand for the new complex. Also, the site is within walking distance to active transportation pathways, a school, and commercial areas.

C. Attachments:

Attachment 1 – OCP land use designation map

Attachment 2 – Zoning map

Attachment 3 – City Centre Neighbourhood Plan (CCNP) redevelopment policies for the MacDonald Park Neighbourhood Area

Attachment 4 – R2 - Large Lot Residential zoning district

Attachment 5 – RH1 - Low-Rise Apartment Residential zoning district

- Attachment 6 – Applicant’s letter
- Attachment 7 – Applicant’s requested site plan
- Attachment 8 – Floor plans
- Attachment 9 – Building elevations
- Attachment 10 – 3D renderings
- Attachment 11 – Landscaping plan
- Attachment 12 – Applicant’s requested proposed offsite upgrades plan
- Attachment 13 – Applicant’s requested proposed road dedication plan
- Attachment 14 – Vehicle turning movement
- Attachment 15 – Parking study
- Attachment 16 – OCP Amendment Applications Policy
- Attachment 17 – Open House Comment Submission

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:

- 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 property is designated in the OCP as ‘Mixed Use - Medium Density Commercial and Residential’, and zoned ‘R2 - Large Lot Residential’ in Zoning Bylaw 5000. The subject property is located within the MacDonald Park Neighbourhood Area, in the City Centre Neighbourhood Plan (CCNP), a supplementary plan to the OCP.
2. Development within the City Centre Neighbourhood would qualify for a revitalization tax exemption under Bylaw 5362. The Revitalization Tax Exemption Program is intended to accomplish Council’s objectives by providing property tax relief to property owners who undertake eligible construction within the City Centre Neighbourhood.
3. At its Regular Meeting of September 24, 2018, Council passed the following resolution:

THAT Council support the Official Community Plan Amendment application to amend the OCP land use designation from Mixed Use – Medium Density Commercial and Residential to Residential Medium Density on the property described as Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street) as outlined in the report titled “Official Community Plan Amendment, Rezoning and Development Variance Permit Applications at 3903 – 30th Street” dated September 6, 2018 from the Economic Development Planner;

AND FURTHER, that Council direct Administration to bring forward the “3903 – 30th Street Official Community Plan Amendment Bylaw Number 5596, 2018”, for initial readings and scheduling of a Public Hearing;

AND FURTHER, that Council support the application to rezone Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street) from R2 – Large Lot Residential to RM1 – Row Housing Residential, subject to the following conditions:

- a) *That the owner is to dedicate road right-of-way for the lanes and a new offset cul-de-sac adjacent to the subject property;*
- b) *That the owner is to upgrade 30th Street adjacent to the subject property by installing an offset cul-de-sac, complete with curb, gutter and sidewalk; and*

- c) *That the owner is to upgrade 30th Street, south of the subject property to 39th Avenue, including widening of the asphalt and concrete curb gutter on the east side;*

AND FURTHER, that Council direct Administration to bring forward the "3903 – 30th Street Rezoning Amendment Bylaw Number 5597, 2018", for initial readings and scheduling of a Public Hearing;

AND FURTHER, that Council support Development Variance Permit Application #DVP00440 to vary Schedule O, Standard Drawing 100-10 of Subdivision and Development Servicing Bylaw 3843 for offsite works adjacent to the property described as Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street):

- a) *to reduce the curb radius of the offset cul-de-sac in 30th Street adjacent to Lot A, Plan KAP50281;*

AND FURTHER, that Council support of DVP00440 is subject to the following:

- a) *That the development plans, generally shown as Attachments 5, 9 and 10 in the report titled "Official Community Plan Amendment, Rezoning and Development Variance Permit Applications at 3903 – 30th Street" dated September 6, 2018 by the Economic Development Planner be attached to and form part of DVP00440 as Schedule 'A'.*

4. At its Regular Meeting of September 24, 2018, Council gave Third Reading to Official Community Plan Amendment Bylaw 5596 and Rezoning Amendment Bylaw 5597.

5. At its Regular Meeting of November 25, 2019, Council passed the following resolution:

THAT Council approve the extension of the processing timeline for "3903 – 30th Street Official Community Plan Amendment Bylaw 5596, 2018" and "3903 – 30th Street Rezoning Amendment Bylaw 5597, 2018" to November 13, 2020.

6. At its Regular Meeting of November 23, 2020, Council passed the following resolution:

THAT Council approve the second one year extension of the processing timeline for "3903 – 30th Street Official Community Plan Amendment Bylaw 5596, 2018" and "3903 – 30th Street Rezoning Amendment Bylaw 5597, 2018" to November 13, 2021.

7. At its Regular Meeting of January 10, 2022, Council passed the following resolution:

THAT Council rescind First, Second and Third Readings for Bylaw 5596, "3903 – 30th Street Official Community Plan Amendment Bylaw Number 5596, 2018" – a bylaw to redesignate the subject property from "Mixed Use – Medium Density Commercial and Residential" to "Residential – Medium Density.

8. At its Regular Meeting of September 26, 2022, Council passed the following resolution:

THAT Council support, in principle, the application to amend the Official Community Plan land use designation of Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from 'Mixed Use - Medium Density Commercial and Residential' to 'Residential Medium Density', as outlined in the report titled "Official Community Plan Amendment and

Rezoning Applications for 3903 30th Street” dated August 19, 2022 and respectfully submitted by the Economic Development Planner;

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

AND FURTHER, that Council support, in principle, the application to rezone Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from ‘R2 - Large Lot Residential’ to ‘RH1 - Low-Rise Apartment Residential’, in order to develop a new multi-family housing development.

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Approved for submission to Council:

X _____
Roy Nuriel
Economic Development Planner

Patti Bridal, CAO

Date: _____

X _____
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 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 checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Financial Services | | <input type="checkbox"/> Economic Development & Tourism |
| <input checked="" type="checkbox"/> COMMITTEE: APC (Aug 16/22; Jan 24/23) | | |
| <input type="checkbox"/> OTHER: | | |

3903 30 Street Zoning Map



Legend

- R2: Large Lot Residential
- C4: Street Oriented Commercial
- C5: Community Commercial
- C6: Village Commercial
- C10: Tourist Commercial
- R5: Four Flex Housing Residential
- RH1: Low Rise Apartment Residential
- P2: Public Institutional

Notes

This drawing has been produced by the City of Vernon's Geographic Information System. The data provided is derived from a variety of sources with varying levels of accuracy. The City of Vernon makes no warranty or representation, expressed or implied, with the regard to the correctness, accuracy and/or reliability of the information contained herein.



historic or architectural value.

Highway 97



Concept drawing of existing homes on Highway 97 converted into commercial uses

*“Try to make more affordable housing - truly affordable for the working young and low income pensioners”.
63 year old Downtown resident*

- 41. Explore the provision of public amenities through the development process to improve pedestrian linkages within the area and to the City Centre as a whole.
- 42. The Polson Greenway will serve as an alternative north-south pedestrian and cycling route to alleviate transportation conflicts along the highway corridor.
- 43. Signage clutter with excessive types of signs on each property, including portable, sandwich and tack-on signs, is not permitted.

Public Amenities

- 44. Pedestrian and cycling links across the highway, linking recreation amenities to all other City Centre character areas, is encouraged.
- 45. Improvements to the quality and function of BX Creek, development of a creekside trail, as well as working to daylight the creek, are to be undertaken as opportunities arise.
- 46. Support the enhancement of arts, culture, recreation, institutional and open space uses in the area to strengthen the area as an event and recreation hub.

- 47. Work with regional partners to plan for the long term replacement of recreational facilities.

MacDonald Park Neighbourhood

Development Intent

This neighbourhood provides a gateway into the City Centre along the Polson Greenway and along 41st Ave. Youth, transportation, recreation and access needs, as well as those of families living in the area, drive the

development of public amenities and adjacent services.

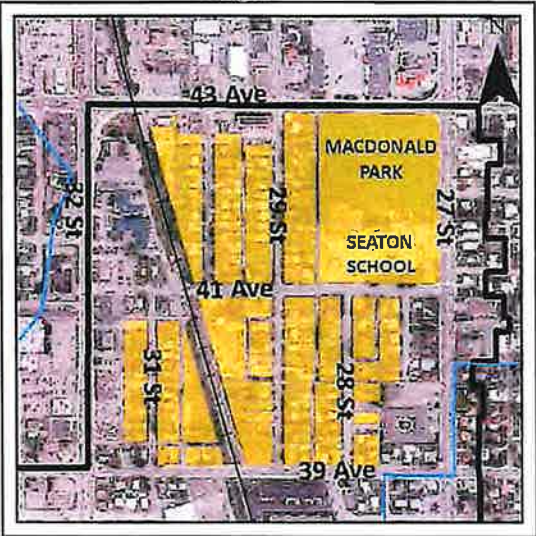
This character area is predominantly residential, made up of a variety of small lot single family housing types. Infill residential development should be encouraged with the goal of intensifying underutilized areas while maintaining a family oriented neighbourhood.

Commercial, office, personal and health services uses will continue to development on properties along 31 Street. Existing homes will transition to businesses while minimizing impacts on existing residential development. Mixed use properties will be encouraged to develop in a low rise nature with commercial and/or residential uses.

Redevelopment Policies

- 48. Support new and infill low to medium density residential development to increase the diversity of housing opportunities while enhancing the lowrise neighbourhood character.
- 49. For lands designated residential, home based businesses will be supported.

MacDonald Park Neighbourhood



Small Lot Homes on Mission Hill.

- 50. Reuse of brownfield properties is encouraged for mixed use and other development forms with residential above grade.
- 51. Signage in the area is likely to be installed for major home based businesses, care facilities and churches. Signage provisions for home based businesses provide for small signs that identify the business yet do not distract from the primary residential use and appearance of the property. Signage for care facilities and churches is to be commensurate with the scale and design of the building and landscaping on the property.
- 52. Commercial development along 31 Street is encouraged out of remodelled residential buildings and contribute to the enhancement of the street providing an appropriate transition between the Highway Corridor and the MacDonald Park residential area east of the railroad tracks.
- 53. Signage on the commercial properties should reflect the size, scale and design of the primary building or buildings on that property. The commercial signage design, lighting and location should not unduly impact adjacent residential lands.

- 54. Development along 31 Street may be purely residential when ground oriented.

Public Amenities

- 55. MacDonald Park provides a community playing field and greenspace for the entire community and should be preserved and enhanced.
- 56. Improve pedestrian connections between W.L. Seaton Secondary School and other parts of the city.
- 57. Complete the Polson Greenway to connect this area south to the Historic Downtown and Polson Park and north to the Village Green Mall.

The Powerhouse Quarter

Development Intent

The Powerhouse Quarter will be an employment centre with provisions for mixed use development to add evening and weekend activity in the area. Furthering the historic name behind the Powerhouse Theatre, this area is hoped to become a “powerhouse” employment district for the City Centre. Office and employment uses will be strongly encouraged, including at ground level.

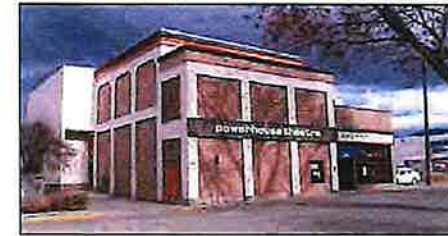
Powerhouse Quarter



City Hall and its corresponding public amenity spaces, like Spirit Square, are the cornerstone of the area. This area will develop as a dynamic mixed use office hub.

Redevelopment Policies

- 58. Support the continued mix and growth of professional and commercial office development to promote the area as an employment centre.
- 59. Support residential infill at medium to high densities to increase the housing choice in terms of type, price range and tenure.
- 60. Office uses at grade are acceptable in this area.



- 61. Explore expanding employment uses in this character area to encourage and promote new business development.

Public Amenities

- 62. Enhance the pedestrian connection between the Civic Centre and the Historic Downtown through the former Medical Clinic site and explore the possibility of connecting Cenotaph Park with 30th Ave using a pedestrian link with a courtyard feel.
- 63. At such time as the ice surface at the Civic Arena is relocated, utilize these lands for a municipal park with potential visitor and tourist amenities.

*“It would be nice to go downtown at 6pm on a Friday and see stores open and people enjoying outdoor patios like in Kelowna or Vancouver.”
27 year old Okanagan Landing resident*



9.3 R2 : Large Lot Residential

9.3.1 Purpose

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

9.3.2 Primary Uses

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

9.3.3 Secondary Use

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

9.3.4 Subdivision Regulations

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

9.3.5 Development Regulations

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

9.3.6 Other Regulations

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

- **Seniors supportive housing** shall be for no more than four residents. *(Bylaw 5467)*
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development, yards**, projections into **yards**, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7.
- As per Section 4.10.2 - All **buildings** and **structures, excluding perimeter fencing (garden walls and fences)** on **lots abutting** City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B".
(Bylaw 5440)



9.12 RH1 : Low-Rise Apartment Residential

9.12.1 Purpose

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

9.12.2 Primary Uses

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

9.12.3 Secondary Uses

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

9.12.4 Subdivision Regulations

- Minimum **lot width** is 30.0m.
- Minimum **lot area** is 1400m², or 10,000m² if not serviced by a **community sewer system**.

9.12.5 Development Regulations

(a) Density:

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

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

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

(b) Building Regulations:

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

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

9.12.6 Other Regulations

- A minimum area of 5.0m² of private open space shall be provided per **bachelor dwelling, congregate housing bedroom** or group home **bedroom**, 10.0m² of private open space shall be provided per 1 **bedroom dwelling**, and 15.0m² of private open space shall be provided per **dwelling** with more than 1 **bedroom**.
- No continuous **building frontage** shall exceed 40.0m for a 3 to 4.5 **storey building**, or 65.0m for a 2 **storey building**. If the frontage is interrupted by an open courtyard equivalent in depth and width to the **building height**, the maximum continuous 4.5 **storey building frontage** may be 80.0m provided that no **building** section exceeds 40.0m.
- For multi-unit residential housing, one **office** may be operated for the sole purpose of the management and operation of the multi-unit residential **development**. *(Bylaw 5440)*
- For **seniors assisted housing, seniors housing and seniors supportive housing**, a safe drop-off area for patrons shall be provided on the **site**.
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development, yards**, projections into **yards**, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7. *(Bylaw 5339)*
- As per Section 4.10.2 - All **buildings and structures, excluding perimeter fencing (garden walls and fences)** on **lots abutting** City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B". *(Bylaw 5440)*

DVP00575 City of Vernon Development Variance Permit Letter

The proposed medium density residential development at 3903-30th Street (OCP00096, ZON00388, DP00976) will provide much need low-cost housing just north of the City Centre District. This project will provide housing where residents would not be dependant on vehicles to commute to work and shopping. This vacant lot is triangular, has lanes to the west and south and the railroad behind to the east. The current OCP designation, zoning, unusual shape, and location of the lot has inhibited development on this land in the past as it was not viable. The provision of medium density housing at this location is consistent with the City's OCP Section 7 and meets many of the goals in that section.

The applicant is seeking a variance to Zoning Bylaw #5000 to reduce the setback adjacent to the railway lands, to vary the onsite parking required and to not have to dedicate land for or construct a cul-de-sac at the end of 30th Street. Council support for these variance requests is consistent with OCP Section 7 Goal to: *"Explore innovative ways of supporting attainable housing"*.

A parking study has been conducted which supports the request to reduce required parking from 1.25 to 1.0 spaces per single bedroom unit. As Council has seen numerous times in the past, Vernon's Zoning bylaw parking requirements are some of the highest in the area. Given the location of this site residents of this development would have a reduced reliance on vehicles and thus a reduced need for parking. If the variance is supported any excess parking could also be available for adjacent neighbours.

The east side of the property backs onto railway lands and is over 12m from the actual tracks as shown. Reduction of the setback will enable more development onsite to meet housing needs and, due to the nature of the railway not negatively impact their property. A fence will be installed at the property line to ensure security and protection of residents and visitors. There is no fence there currently.



The justification to not dedicate or construct a cul-de-sac at the north end of 30th Street includes a few items that relate to the project. The added road dedication would impact the development on the site reducing parking that could be created (as shown in the attached figure). If the cul-de-sac is required, the parking variance may need to be increased to account for the loss of onsite parking. The existing lane connects to City roads at the north and south ends and provides for two-way traffic between these roads. SDSB#3843 Section 2 - Interpretation, appears to indicate that a cul-de-sac may not therefor be required.

"Cul-de-sac" means a highway with only one point of intersection with another highway and which terminates in a vehicle-turning area and is designed to be permanently closed except for a lane or a walkway, by the pattern of subdivision.

"Highway" includes a street, road, lane, walkway, bridge, viaduct, and any other way open to public use.

While a cul-de-sac would visibly define the end of 30th Street, it would not necessarily improve traffic flow by allowing vehicles to turn and exit back to 39th Avenue, rather than exiting via one of the lanes. The function/purpose of a cul-de-sac (at many locations) is also often limited by on street parking in the bulb. SDSB#3843 Schedule B, 1.2 speaks to asset management and only requiring works as necessary.

All new transportation road allowances, works and upgrades within the City of Vernon are to suit the intended use; adhering to the intention and recommendations of the City's asset management plan by minimizing new infrastructure provided and maximizing the service life of those works through appropriate design and construction.

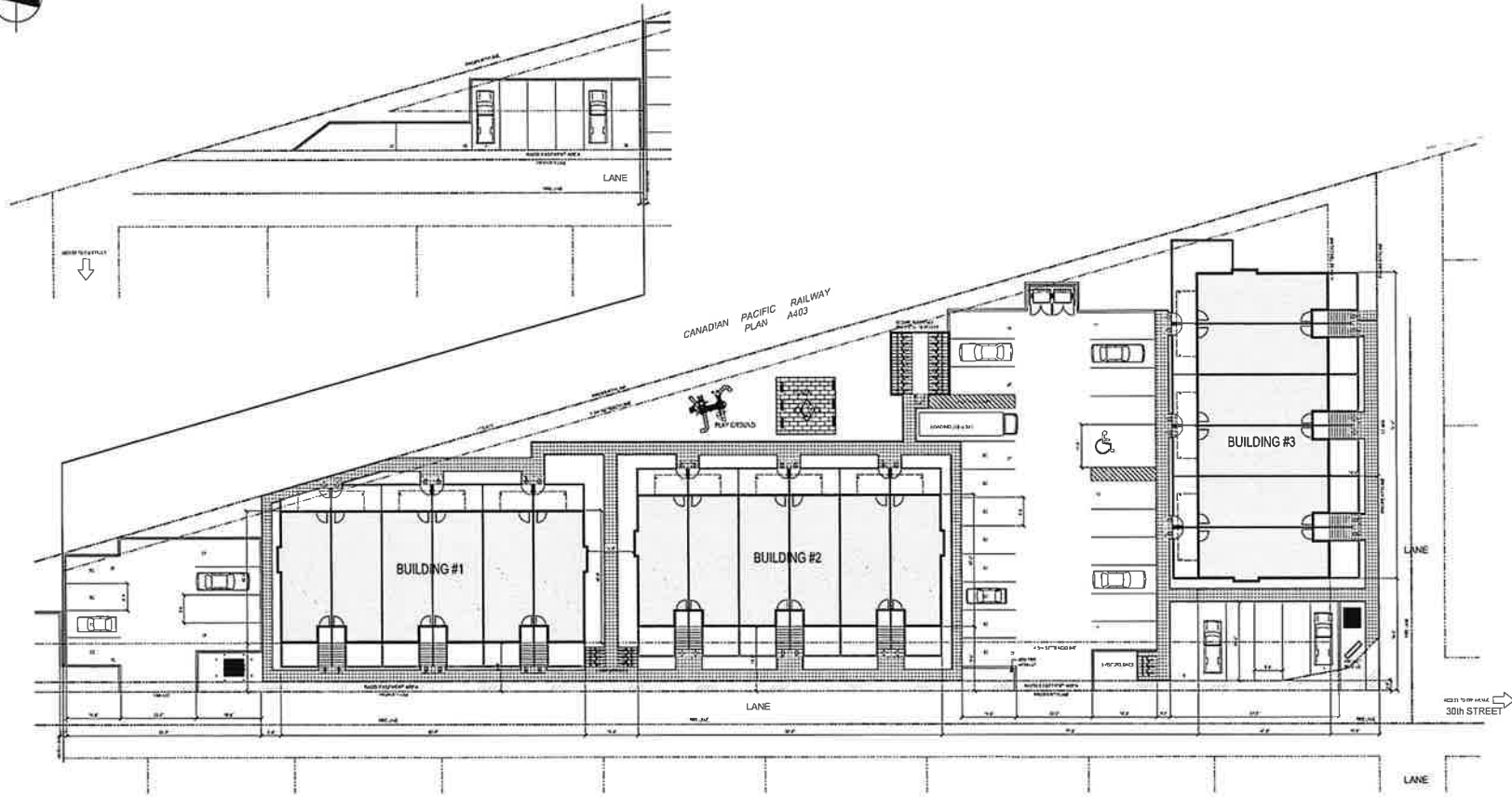
For these noted reasons the applicant requests a variance to not dedicate or construct a cul-de-sac. This is also consistent with the OCP Goal to: *"Explore innovative ways of supporting attainable housing"*

The project intends to provide an additional road dedication of one meter and widen the existing asphalt to improve this two-way flow. Road dedication at the southwest corner of the lot, consistent with the lands south of this is proposed as the terminus of 30th Street, and the start of the lane north of that. A pedestrian connection from the site to 39th Avenue will also be provided.

Thank you for your consideration of these variance requests. The applicant looks forward to Council support so that they may move forward with this much needed multifamily development right near the center of the City.

Attached

Cul-de-sac impact



URBAN MEWS (30th. STREET) HOMES

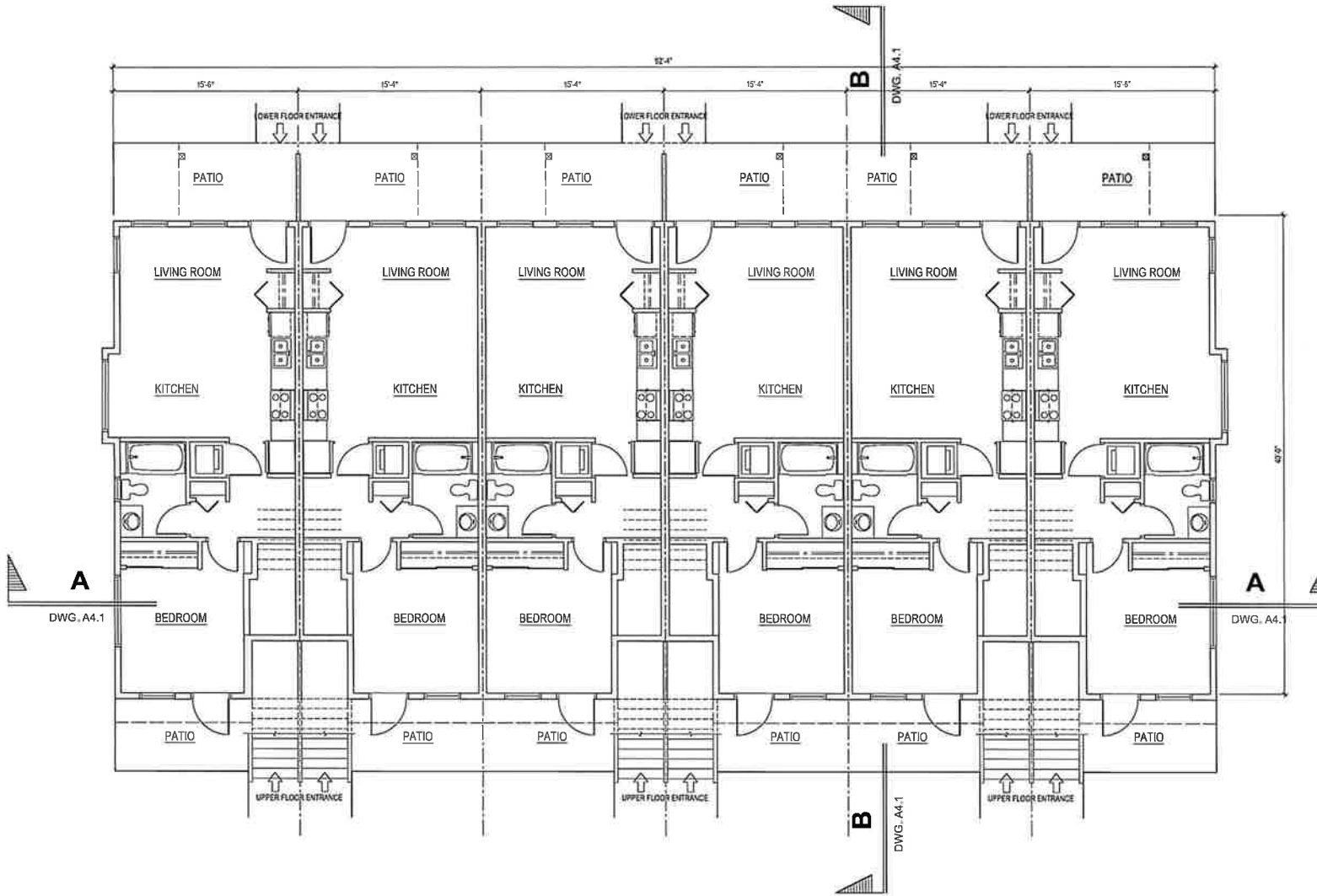
3023 30th STREET, VERNON, BC

SITE PLAN

PROJECT NO: 201-08 SCALE: 1/4" = 1'-0" DRAWING NO: ISSUED FOR DEVELOPMENT PERMIT ROAD EXHIBMENT ADDED DATE: APRIL 26, 2021 JANUARY 11, 2023



A1.0



URBAN MEWS (30th. STREET) HOMES
3030 30th STREET, VERMONT, BC, CANADA

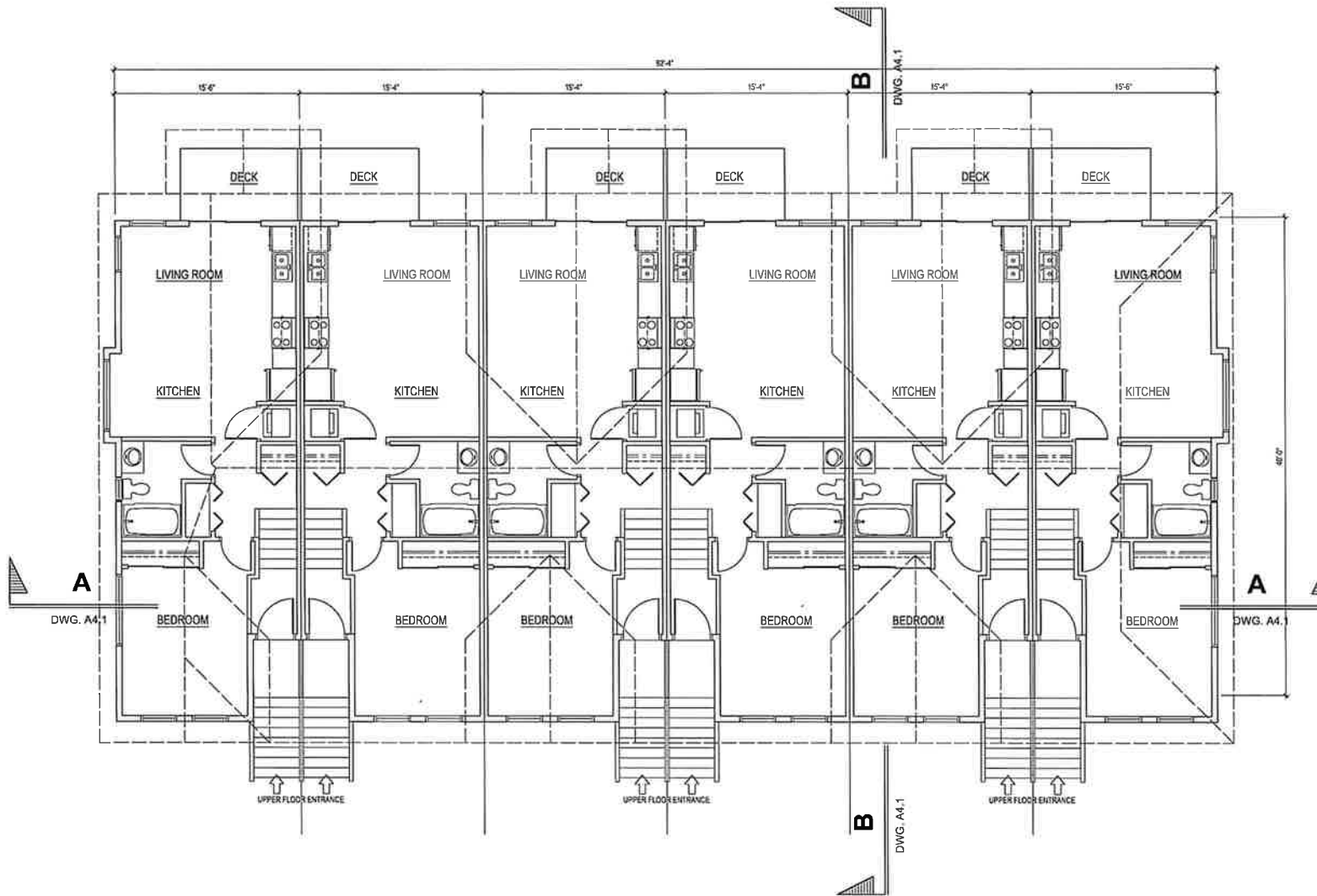
LOWER FLOOR PLAN

DATE: 04/23/2022
SCALE: 1/4" = 1'-0"
PROJECT: RESIDENTIAL DEVELOPMENT PERMIT

DATE: APRIL 23, 2022

SCALE: A2.1





URBAN MEWS (30th. STREET) HOMES
5923 30th STREET, VERNON BC BC

UPPER FLOOR PLAN

PROJECT NO. 2021/08 SCALE 1/8" = 1'-0" DRAWING ISSUED FOR DEVELOPMENT PERMIT APRIL 11 2022



A2.2

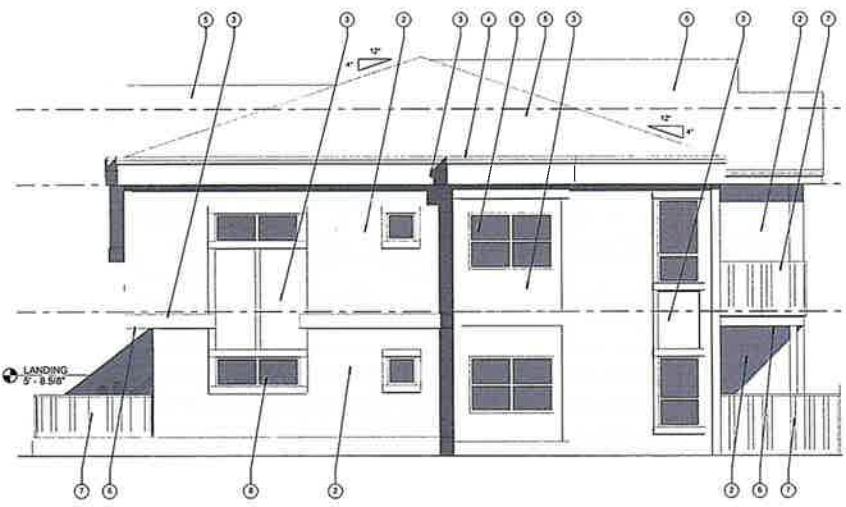


1 FRONT ELEVATION A
1/4" = 1'-0"

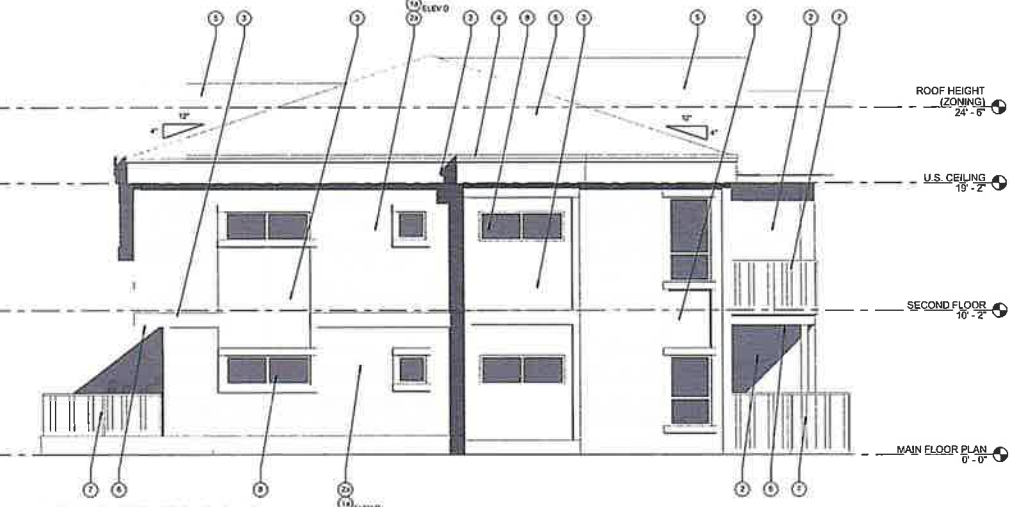
EXTERIOR MATERIAL PALETTE



- ELEVATION NOTES
- | NO. | NOTE TEXT |
|-----|--|
| 1 | VINYL SIDING - VERTICAL BOARD AND BATTEN PATTERN - WHITE |
| 2 | VINYL SIDING - HORIZONTAL LAP PATTERN - GREY |
| 3 | VINYL SIDING - DIAGONAL LAP PATTERN - GREY |
| 4 | VINYL SIDING - HORIZONTAL LAP PATTERN - GREY |
| 5 | VINYL SIDING - VERTICAL BOARD AND BATTEN PATTERN - WHITE |
| 6 | PRE-FINISHED METAL FLASHING - CHARCOAL |
| 7 | ADHESIVE SHINGLES - CHARCOAL |
| 8 | VULNERATED SOFFIT - SHINGLED WOOD |
| 9 | RAILING + GUARDRAIL / PRIVACY FENCE |
| 10 | VINYL WINDOW |
| 11 | PAINT SLIDING DOOR |



2 SIDE ELEVATION B
1/4" = 1'-0"



3 SIDE ELEVATION B BETWEEN BUILDING 1 & 2
1/4" = 1'-0"
(SIDE ELEVATION D BETWEEN BUILDING 1 & 2 SIM)
REDUCED WINDOW AREA AND NON-COMBUSTIBLE CLADDING

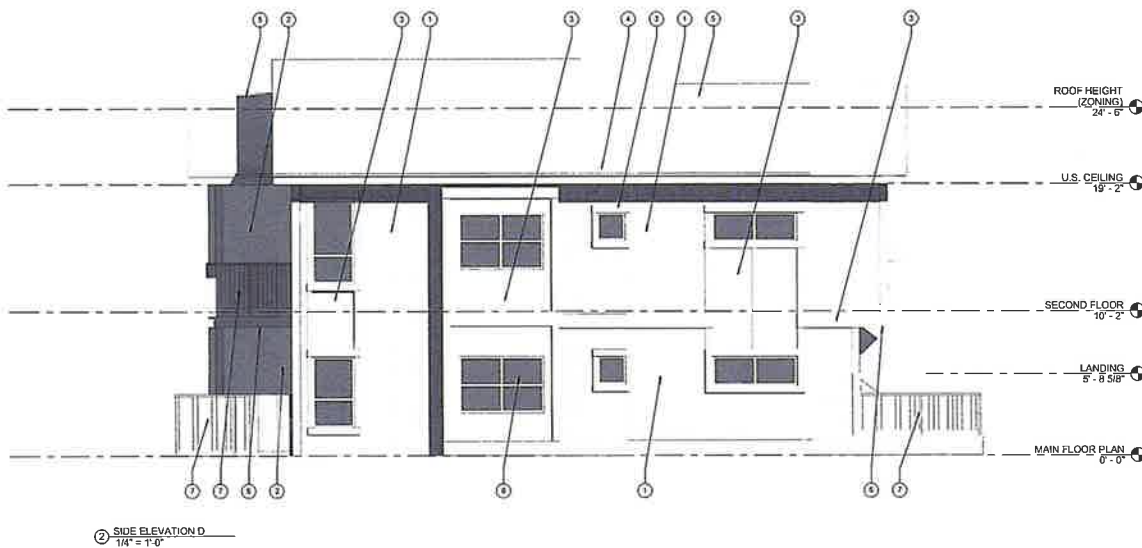
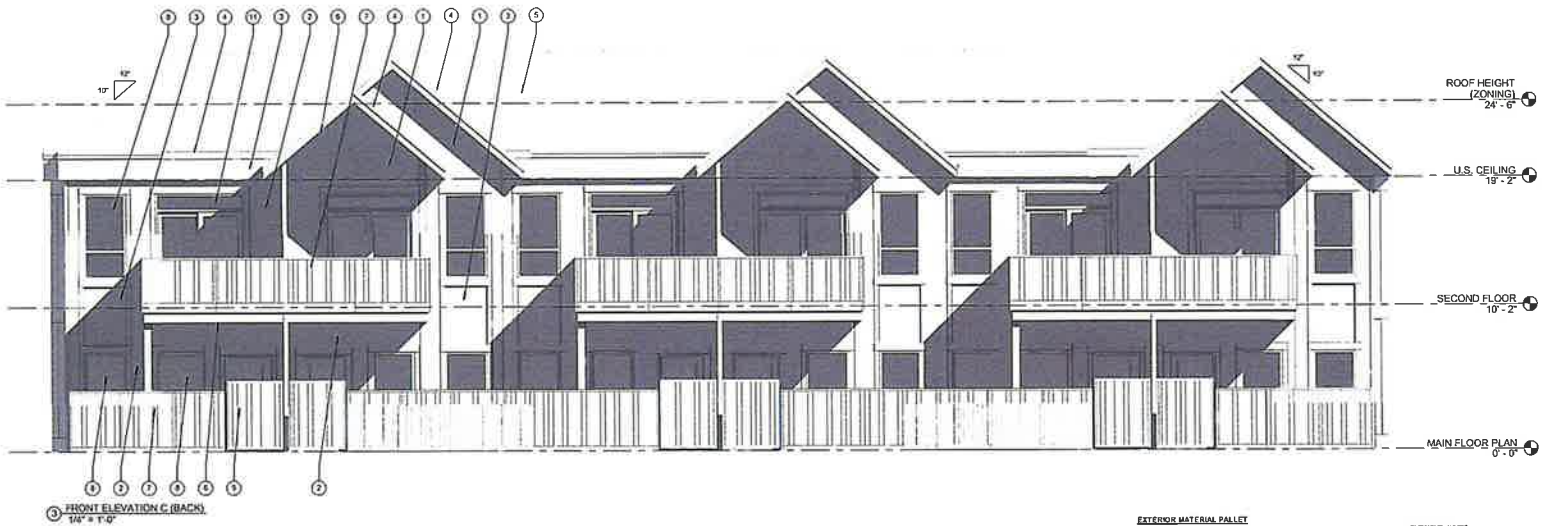
ELEVATIONS



URBAN MEWS (30TH ST) HOMES
3703 30TH STREET, VERNON, BRITISH COLUMBIA

PROJECT NO. 2521-06
DATE: APRIL 26, 2022
ISSUED FOR DEVELOPMENT PERMIT

A3.1



EXTERIOR MATERIAL PALETTE



EXTERIOR FINISHES

- 1. WAVE SIDING - VERTICAL BOARD AND BATTEN PATTERN - WHITE
- 2. FIBRE CEMENT SIDING - VERTICAL BOARD AND BATTEN PATTERN - WHITE
- 3. WAVE SIDING - HORIZONTAL LAP PATTERN - GREY
- 4. FIBRE CEMENT SIDING - HORIZONTAL LAP PATTERN - GREY
- 5. FIBRE CEMENT ACCENT PANELS FACIA & TRIM - CHARCOAL
- 6. PRE-FINISHED METAL FLASHING - CHARCOAL
- 7. ASPHALT SHINGLES - CHARCOAL
- 8. VERTICAL SOFFIT - SHALLOU WOOD
- 9. RAILING / GUARDRAIL / PRIVACY FENCE
- 10. WINE WINDOW
- 11. GATE
- 12. PATIO SLIDING DOOR

URBAN MEWS (30TH ST) HOMES
3203 30TH STREET, VERNON, BRITISH COLUMBIA

ELEVATIONS

PROJECT NO: 2102-06
DATE: April 2022
ISSUED FOR DEVELOPMENT PERMIT
APRIL 26, 2022



A3.2



1 FRONT ENTRY (RETREAT SIDE)
N.T.S.



2 BACK ENTRY (INTERIOR SIDE)
N.T.S.



3 FRONT ELEVATION
N.T.S.



4 REAR ELEVATION
N.T.S.



5 END WALL (VERTICAL SIDING)
N.T.S.



6 END WALL (RAMP SIDING)
N.T.S.

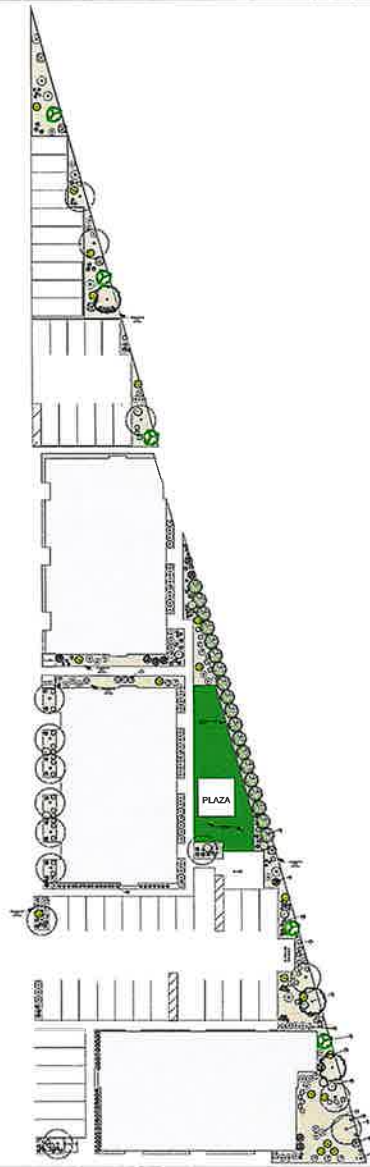
URBAN MEWS (30TH ST) HOMES
3023 30TH STREET, VERNON, BRITISH COLUMBIA

PERSPECTIVES

PROJECT NO. 2021-05 SCALE: N.T.S. DRAWING: ISSUED FOR DEVELOPMENT PERMIT DATE: APRIL 26, 2022

BlueCROW
Architecture Inc
1125 Phoenix Drive
Vernon, British Columbia V1B3W4
P: 250.507.2198, G: 250.507.2198

SHEET NO. **A9.1**



DRAWING NOTES

TURF GRASS SOE:
The contractor shall supply and place turfgrass sod to those areas shown on the drawing. Turfgrass sod product and method of installation shall conform to B.C. Landscape Standard latest edition.

GROUND COVER ROCK:
The contractor shall supply and place ground cover rock to those areas shown on the drawings. Product shall be 25mm diameter.

All ground cover rock areas come with HJS Ground Cover woven fabric beneath them.

OGGROW MULCH:
The contractor shall supply and place OgoGrow mulch to those areas shown on the drawing to a depth of 75mm.

No weed barrier fabric beneath OgoGrow mulch.

GROWING MEDIUM:
All planting medium shall be new or amended topsoil capable of promoting healthy plant growth for those plants specified on the plant list.

LANDSCAPE EDGING:
The contractor shall supply and place HJS 15cm Flat Strip Plastic landscape edging to separate ground cover rock and turfgrass sod areas.

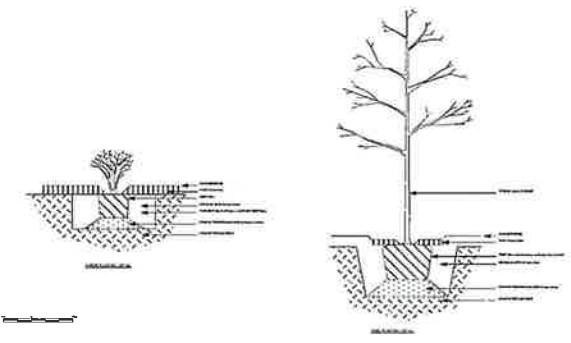
IRRIGATION:
The contractor shall supply and place irrigation system. All wires and products shall meet or exceed the Irrigation Association of B.C. standards and specifications.

All tree, shrub beds and groundcover areas are to be irrigated with an automatically timed drip irrigation system.

All sodded areas are to be irrigated with an automatically timed spray irrigation system.

PLANT LIST

ID	QTY	COMMON NAME	BOTANICAL NAME	SIZE
A	15	Japanese Tree Lilac	Syringa reticulata 'Ivory Silk'	6 cm CAL.
B	19	Parkland Pillar Birch	Betula Papyrifera 'Jaspark'	6cm CAL.
C	3	Regal Pin Oak	Quercus robur x bicolor 'Long'	6cm CAL.
D		unseed		
E	5	Christina Newway Spruce	Picea abies 'Christina'	1.8M
F	8	Colognis Juniper	Juniperus scopulorum 'Colognis'	1.2m HL
G	19	Bird's Nest Spruce	Picea abies 'Nidiformis'	#02 CONT.
H	70	Lilac Limb Hydrangea	Hydrangea paniculata 'Juno'	#02 CONT.
I	9	Waterloo Mock Orange	Philadelphus lewisii 'Waterloo'	#02 CONT.
J	15	Nugget Ninebark	Physocarpus opulifolius 'Nugget'	#02 CONT.
K	5	Tinkerella Lilac	Syringa 'Tinkerella'	#02 CONT.
L	55	Helios Lavender	Lavandula angustifolia	#02 CONT.
M	94	Magic Carpet Spruce	Spruce japonica 'Walburna'	#02 CONT.
N	56	Roxy Glow Barberry	Barberry thunbergii 'Roxy Glow'	#02 CONT.
O	29	Gold Drop Potentilla	Potentilla fruticosa 'Gold Drop'	#02 CONT.
P	12	Stowmound Mugo Pine	Pinus Mugo 'Stowmound'	#02 CONT.
Q	5	Nova Zembla Rhododendron	Rhododendron 'Nova Zembla'	#02 CONT.



ESTD 1959

SWAN LAKE MARKET & Garden

7620 HIGHLAND RD
VERDON, BC
V1B 3W8

TEL (250) 542 7814
FAX (250) 542 7952
admin@swanlakemarket.com

SITE ADDRESS

PROJECT TITLE

3903 30th Street
VERDON, BC

SHEET TITLE

LANDSCAPE PLAN

CONVEYED REFERENCE: This drawing is an electronic file and is the property of Swan Lake Market & Garden. It is to be used for the project only and is not to be reproduced, stored, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Swan Lake Market & Garden.

DATE: 07 APR 2022
ISSUED FOR:

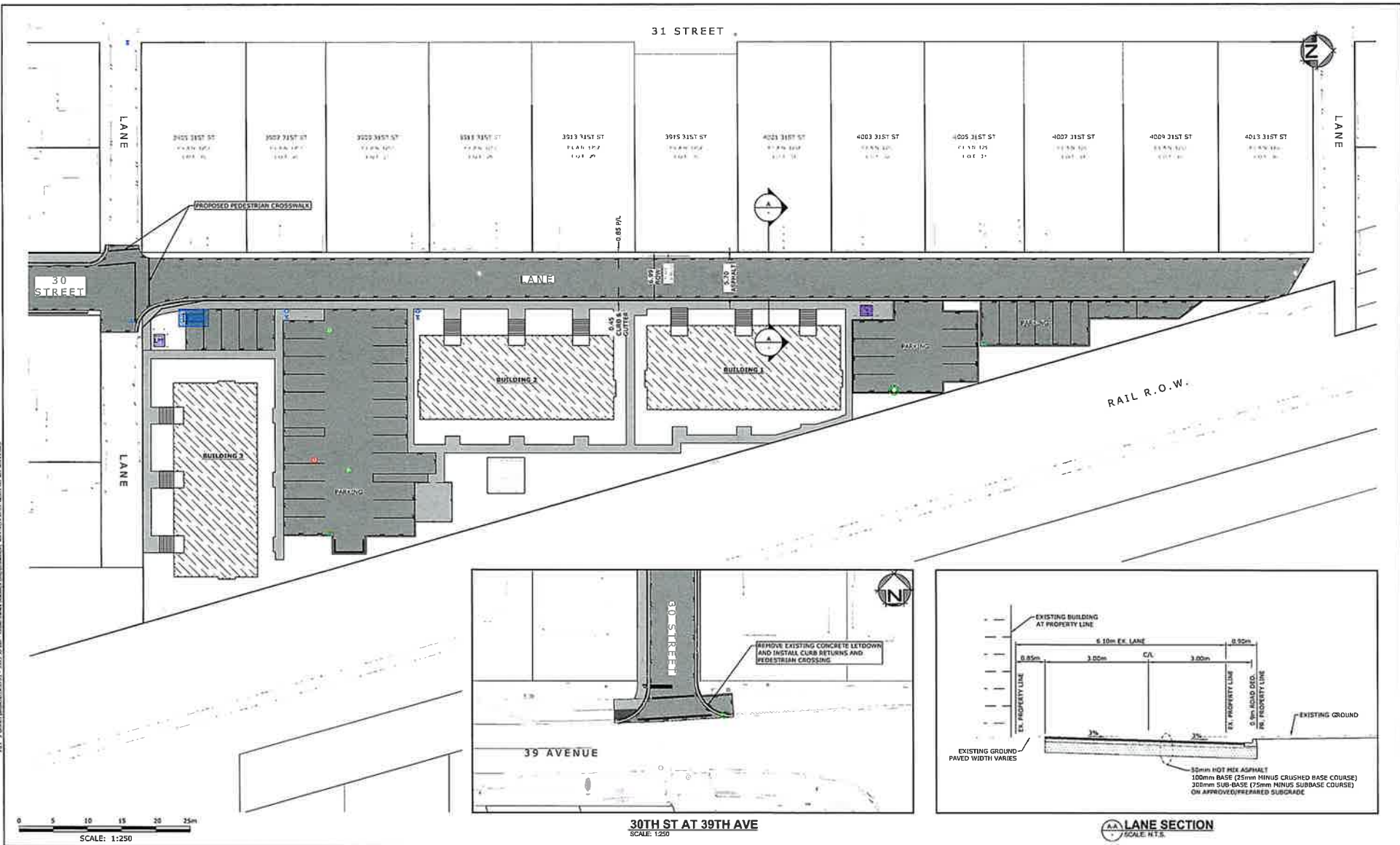
DATE: 07 APR 2022
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DATE: 07 APR 2022
REVISION:

SHEET NUMBER

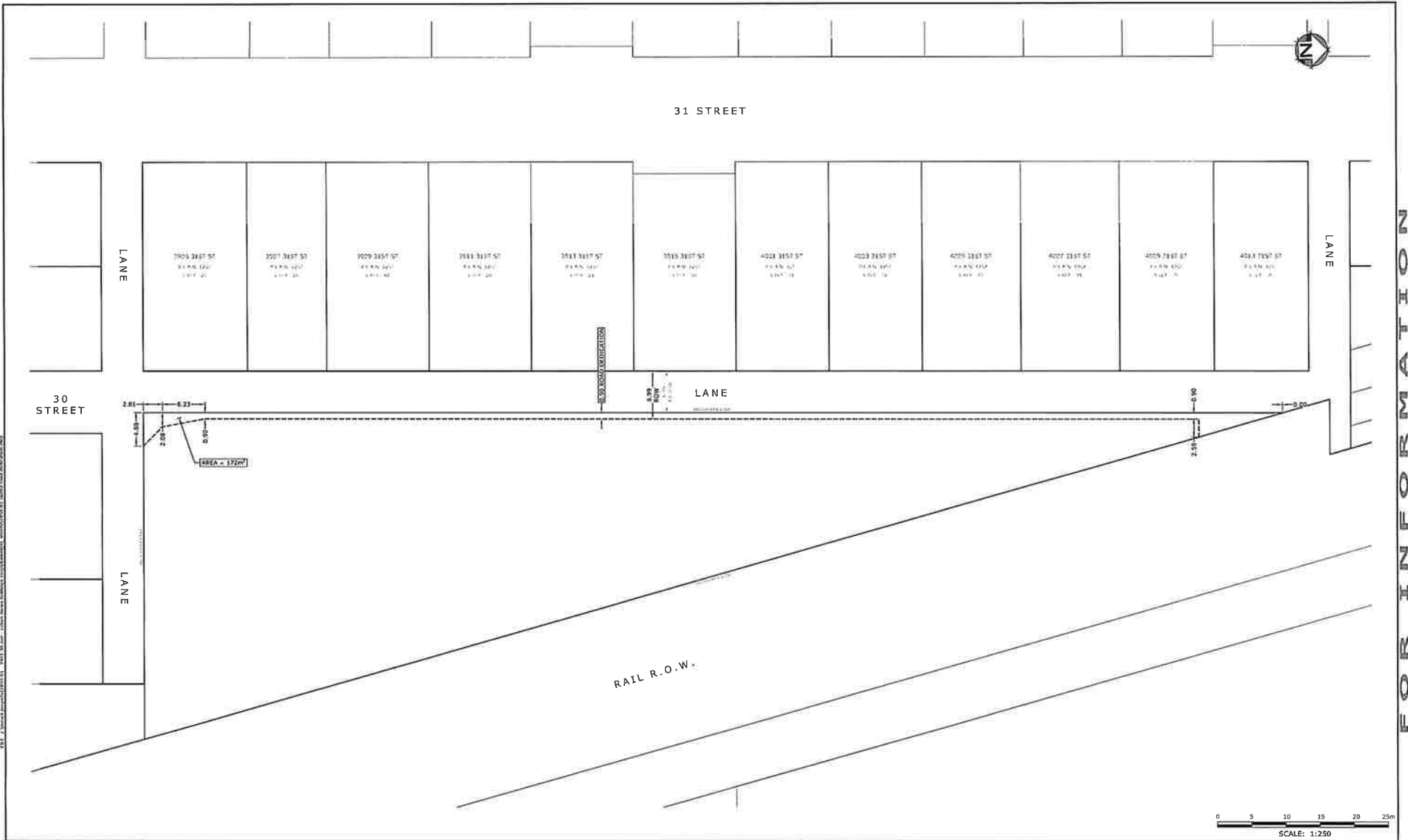
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Attachment 11



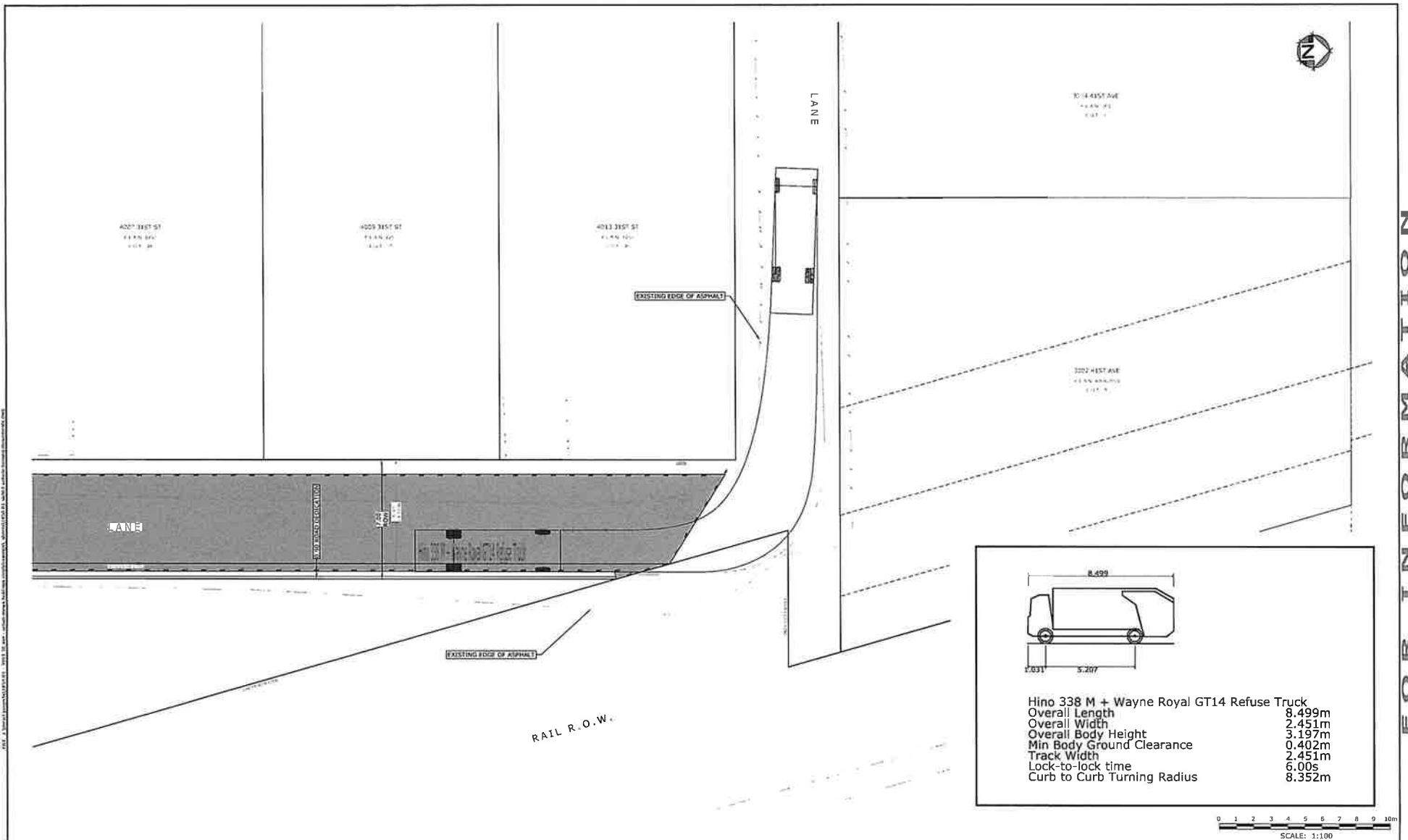
<p>SCALE: 1:250</p> <p>0 5 10 15 20 25m</p>		<p>LEGEND: (EXISTING SYMBOLS SHOWN GREY/SHADY)</p> <ul style="list-style-type: none"> EDGE OF ASPHALT EDGE OF CONCRETE FENCE LINE GULLY LINE TOP OF DRAIN SECTION OF DRAIN DITCH TREELINE SALEARY STEAM HEAT WATER CAGE INTERRUPT 	<ul style="list-style-type: none"> CITY WIRE UNDERGROUNDED SPRING WATER MAIN SEWER TELEPHONE STREET LIGHT 	<ul style="list-style-type: none"> CAP MANHOLE WATER VALVE WATER METER WATER VALVE WATER METER WATER VALVE WATER METER WATER VALVE WATER METER 	<ul style="list-style-type: none"> BLIND OFF CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE 	<p>EGBC PERMIT TO PRACTICE No. 188848</p> <p>MONAGHAN ENGINEERS & ARCHITECTS INC.</p> <p>3710B 2nd Street, Vernon, BC, V1T 9A2 Ph: (250) 553-1023 Fax: (250) 553-1024</p>	<p>Scale: 1:250</p> <p>Date: SEP 2022</p> <p>Prepared: BM</p> <p>Drawn: CFB</p> <p>Checked: BM</p>	<p>Project No: 1852.01</p> <p>Client Ref No:</p> <p>Sheet No: 2 of 3</p> <p>Drawing Title: URBAN MEWS (30TH ST) HOMES SITE PLAN</p> <p>Scale: N.T.S.</p>
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NOT FOR CONSTRUCTION

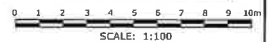


Date: 19/22
 Drawn: [Name]
 Checked: [Name]
 Project No: 1850.01
 Sheet No: 1 of 1

LEGEND: (EXISTING SYMBOLS SHOWN CRYS-OLD) FEED OF APERTURE EDGE OF DRIVE FENCE LINE FINISHING FOOT OF ROAD ACROSS OF GASK DITCH TREE LINE SUBSTATION SIGN BOARD GATE HIGHWAY		-S GUY WIRE -R- RICHMOND -H- HYDRO -P- PIPING -C- CABLE -E- ELECTRIC -G- GAS -W- WATER -S- SEWER -T- TELEPHONE -F- FIBER OPTIC	-C- CEMENT -S- SAND -G- GRAVEL -L- LIME -P- PORTLAND CEMENT -M- MASS CONCRETE -F- FINE AGGREGATE -C- COARSE AGGREGATE -S- SAND -G- GRAVEL -L- LIME -P- PORTLAND CEMENT -M- MASS CONCRETE -F- FINE AGGREGATE -C- COARSE AGGREGATE	-D- DOWN OFF -S- SERVICE -C- CABLE -P- PROTECTIVE PIPE -H- HOISTING -R- RICHMOND -S- SAND -G- GRAVEL -L- LIME -P- PORTLAND CEMENT -M- MASS CONCRETE -F- FINE AGGREGATE -C- COARSE AGGREGATE	EGBC PERMIT TO PRACTICE NO. 1991446 MONAGHAN ARCHITECTS & ENGINEERS 3710B 26th Street, Vernon, BC, V1T 9X2 Ph: (250) 553-1025 Fax: (250) 553-1024	Date: 1:250 Drawn: SEP 2022 Checked: DM Project No: 1850.01 Sheet No: 1 of 1 Scale: 1:250	URBAN MEWS HOLDING CORP. URBAN MEWS (30TH ST) HOMES ROAD DEDICATION PLAN
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Hino 338 M + Wayne Royal GT14 Refuse Truck
 Overall Length 8.499m
 Overall Width 2.451m
 Overall Body Height 3.197m
 Min Body Ground Clearance 0.402m
 Track Width 2.451m
 Lock-to-lock time 6.00s
 Curb to Curb Turning Radius 8.352m



URS | 4000 14th Street, Suite 200 | Vancouver, BC V6M 4K2 | Tel: (604) 273-4343 | Fax: (604) 273-4344 | www.urscorp.com
 URS is an Equal Opportunity Employer. Minorities and women are encouraged to apply.

LEGEND: FINISH SYMBOLS SHOWN IN CIRCLES END OF ASPHALT END OF GRAVEL FINISHING SUBSIDIARY TOP OF BANK BOTTOM OF BANK SLOPE FINISHING WATER SANITARY SLOPE DRAIN GROUND HYDROLOGICAL		CRY WIRE ANCHOR TIE INTERLOCK TIE TIE BY TRANSFER INTERLOCK SUBSIDIARY TIE TO SUBSIDIARY STAINY CABLE TIE/DRAWN BINDER TIE FLOW PIPER TRANSFER POLYESTER CABLE SINK & LIGHT		CAP SMOKE/VENT CHIMNEY SANITARY MANHOLE FINISHING MANHOLE DRY WELL CATCH BASIN FINISHING INLET HEADLINE AIR VALVE WATER VALVE CURB VALVE TIE W/STRAIGHT		BLOW OFF SERVICES COUPLER PROTECTIVE TIE HIGH HOUSING BENCH/CHIE SIGN TREE		EGCBC PERMIT TO PRACTICE NO. 1508446 3710B 28th Street, Vernon, BC, V1T 6K2 Ph: (250) 553-1823 Fax: (250) 553-1824		Date: 1/25/20 Drawn: SEP 2022 Checked: BH Status: CFB Project No: 1850-01 Client: URS Project Name: URBAN MEWS (30TH ST) HOMES Description: VEHICLE TURNING MOVEMENTS Drawing No: SK021 Scale: 1:100	
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Project No.: 22011

October 4, 2022

Urban Mews (30 st) Holdings Corp.
Kelowna, British Columbia

Attention: Ed Stranks

**Re: 30th Street Townhomes, Vernon BC`
Proposal for Transportation Consulting Services**

COST

TIME

QUALITY

Urban Mews (30 st) Holdings Corp. is planning the development of a site on 30th Street. The proposed development plans for 36 apartment units based in three buildings with 44 surface parking stalls on the triangular shaped site, bound by 30th Street, the Railway right of way and a lane, as per the attached site plan.

The project will add much needed housing to the downtown core of Vernon. There has been minimal development of housing within the central core of Vernon, over the last 40 years.

Current City of Vernon Zoning Bylaw Parking requirements call for the following:

SECTION 7 : PARKING & LOADING

ZONING BYLAW NO. 5000 (2003)

TABLE 7.1 - PARKING SCHEDULE

All uses listed in the RST1 and RST2	1.0 per residential unit
Apartment Housing	1.0 per bachelor dwelling unit
Row Housing	1.25 per 1 -bedroom dwelling unit
Stacked Row Housing	1.5 per 2-bedroom dwelling unit
Four-plex	2.0 per 3-or-more bedroom dwelling unit

In addition to the above total required spaces for a development, 1 parking space shall be designated visitor parking for every 7 dwelling units

Accessible parking spaces: For all classes, shall be designated at a rate of 2% of all required parking spaces, rounded upward to the nearest whole number, when on-site parking areas require 11 or more total parking spaces.

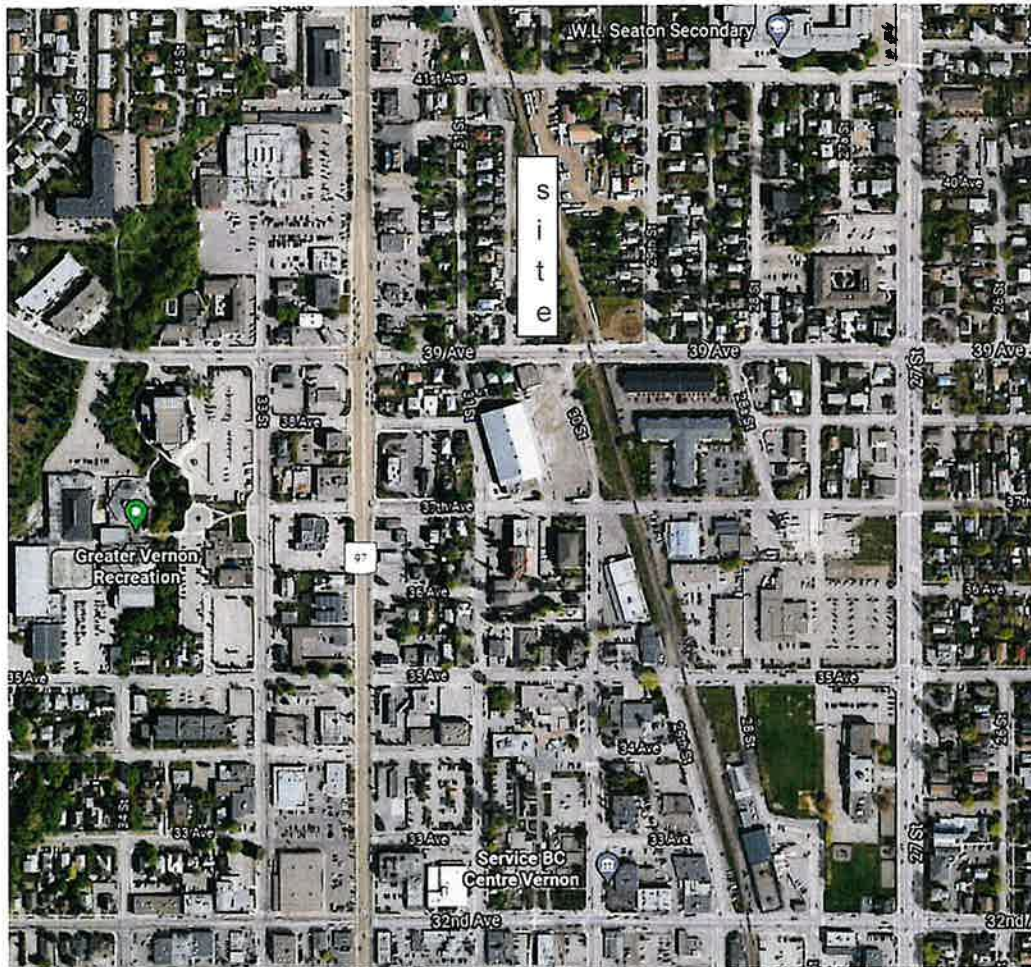
Under the current Zoning Bylaw, the full 36 units would require 45 parking stalls with 5 visitor and one handicap Stall, for a total of 51 parking stalls, based on the proposed units, as follows:

Proposed Apartment Buildings

- 36 – 1- bedroom units x 1.25 stall/unit = 45 stalls;
- Visitor Stalls 36 units/7 x 1 stall = 5 stalls;
- Handicap Parking = 1 stall;

Total number of stalls required under current zoning = 51

The proposal is to provide much needed multifamily housing to help facilitate Vernon's current and future housing needs. CTQ has been engaged to provide information validating the lowering of the City's above noted parking regulations to 1.0 stalls per 1 bedroom unit (same parking rate as is currently required for a bachelor unit) that can then be submitted to the City, for consideration.



Site Location

The proximity of the site to the Highway 97 commercial Core, adjacent public transit, on Street Parking, and proximity to the downtown core of Vernon, all work to support the City Official Community Plan vision and support a reduction in the single vehicle occupant and vehicle dependences that were associated with the current Zoning Parking requirements (in place and little changed since the sixties). Further, other jurisdictions recognize that urban core uses, such as apartment housing, require fewer parking stalls per unit than conventional single family detached housing.

The determination of the parking demand is a function of the following:

- proximity to the downtown core;
- proximity to commercial centers;
- proximity and availability of public transit;
- proximity and quality of pedestrian facilities;
- makeup of the households utilizing the units; such as average resident age, number of occupants per unit, number of occupants in the workforce;
- affordability of rental housing is a function of average income of residents and has a direct effect on level of car ownership.

The initial cost to a project for the development and provision of onsite parking is reflected in the ultimate cost of the facility to the end user and is reflected in either a higher cost of ownership or higher monthly rental rates. The greater the amount of parking constructed the higher the end user cost.

The City of Vernon is working towards providing sustainable developments that meet the objectives of reducing the dependence on the single occupant vehicle, encouraging alternate travel modes and creating more pedestrian orientated developments and communities.

The City of Vernon Official Community Plan states the following as part of the Guiding Principles:

Create strong, compact and complete neighbourhoods

As neighbourhoods develop, essential elements such as housing, employment, shops, parks, schools and other amenities can be found in closer proximity to one another, making alternatives to driving more attractive and viable while improving road safety. Where redevelopment in established areas is proposed, the existing neighbourhood character is respected.

Provide alternative transportation

Investment in cycling, walking and transit infrastructure is integrated with land use planning to provide a range of viable transportation choices to reduce air pollution and greenhouse gas emissions while contributing to better health.

Revitalize the Downtown

Reinforce Vernon's City Centre as the key redevelopment area in the city. Strategic infrastructure investments, policies and programs promote development that results in more jobs, businesses, attractions and residents locating in the area.

The Metro Vancouver Apartment Parking Study, City of Vancouver, September 2012; noted the following:

Vehicle holdings and parking demand for apartment renters are much lower than for owners. This is consistent with prior research. In purpose-built market rental sites, the parking demand range is 0.58 - 0.72 vehicles per apartment unit.

Visitor parking supply may be over supplied. Observed parking demand rates were below 0.1 stall per apartment unit, compared to the typical municipal requirement of 0.2 visitor stall per apartment unit.

Generally, market and non-market renters have lower vehicle ownership rates than do apartment owners. In order to maximize affordability and efficiency in apartment buildings, municipalities should encourage rental housing in Urban Centres and Frequent Transit Development Areas. Household expenditures on transportation should inherently be lower in locations near transit as there is a reduced need to own or operate a private personal vehicle. Reduced parking reduces the cost of development. Municipalities could encourage rental apartment units near transit by reducing or waiving parking requirements as part of an incentive package as appropriate, and encouraging inclusion of rental apartment units in new developments through policy or housing agreements.

PROPOSED DEVELOPMENT

The site is located at 3903 30th Street, with the proposed layout of the new building and existing apartments shown on the Site Plan (attached). The proposed new buildings located to the east of 30th Street is planned for 36 one-bedroom units, with the addition 44 surface parking stalls. The full build out the site will have 36 residential units. The site is also planned to have 30 bike parking spaces.

SITE ACCESS / CIRCULATION

The access to the site is provided by the public right of way of 30th Street and the lane that runs from the southwest corner to the southeast corner of the site. Pedestrian access to the units is via direct street frontage that encourage walking and provide for a more neighborhood connectivity and engagement.

PARKING DEMAND MANGEMENT

Reducing the demand for parking is closely linked with reducing vehicle trips, so many of the programs recommended for reducing parking demand are the same ones recommended for trip reduction through Transportation Demand Management (TDM). TDM programs typically aim to reduce drive-alone trips through strategies that encourage carpooling or use of alternative modes.

Because TDM programs reduce solo driving, less parking is needed; communities should account for this and reward employers who implement effective TDM programs through reductions to minimum parking requirements, allowing these employers to shed parking spaces they no longer need or build fewer to begin with.

TDM programs are appropriate for large multi-family residential developments, and some can be implemented at the district or community level. They offer the greatest benefits to employers that are constrained by their parking supply, those that can realize a financial benefit by using fewer spaces (for example, if the spaces are leased separately), or those that wish to redevelop a portion of their parking into usable building space. The community also benefits from reduced traffic and impervious surfaces.

An integrated parking management program can often reduce parking requirements by 20-40%, while improving user convenience and helping to achieve other planning objectives, such as supporting more compact development, encouraging use of alternative modes of transportation, and increasing development affordability.

The neighbourhood supports a strong bicycle community, and the new building will build on this with provision for Class 1 storage for 30 bikes.

CONCLUSION

The lower-than-average percentage of car ownership among people renting; the lower-than-average percentage of car ownership for seniors; the proximity of the site to the downtown, recreational, and commercial areas; the location of the site to public transit; combined with a strong bicycle community; will result in a supportable reduction in the current unit zoning requirement for onsite parking.

The new units will provide for a modern, fully accessible buildings that supports the bicycle community fulfilling the objectives of the OCP and adding much needed affordable housing to the urban core.

RECOMENDATION


We recommend the City of Vernon review the provision of 1.25 parking stalls per 1 bedroom unit, for multifamily residential housing units where they are located within proximity to the urban core, to a revised ratio of 1.0 stalls per one bedroom unit (same parking rate as required for a bachelor unit) (in combination with the proposed bike storage facilities). The ratio of visitor parking stalls can remain unchanged at one space per 7 residential units. With the 1 stall per 1 bedroom unit the site would then be required to provide 42 parking stalls. The Current plan allows for 44 stalls, 2 more than the proposed 1 stall per 1 bedroom unit plus the visitor and handicap parking required.

If you have any further questions or require any additional information, please contact our office.

Yours truly,

CTQ CONSULTANTS LTD.

Per:



David D. Cullen, P.Eng.
Transportation Engineer
DDC
Enclosure

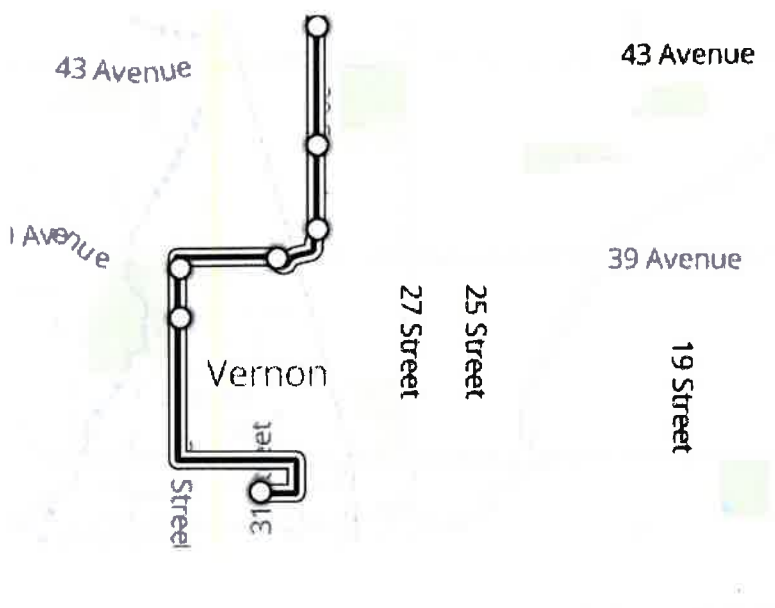
Roy Nuriel

From: Ed Stranks <ed@strdevs.ca>
Sent: January 5, 2023 11:44 AM
To: Danielle DeVries
Cc: Roy Nuriel; Don Searle; dcullen@ctqconsultants.ca
Subject: RE: 3903 30 Street parking study

Further to your December 2, 2022 email requested additional information for the variance:

- The revised site plan has been provided to Roy
- The variance is to the existing parking standard in Zoning Bylaw #5000 and the study provided as support for that variance, not to amend Bylaw #5000.
- The project is located
 - +/-32.3m from the bicycle lane in 39th Ave,
 - +/-100m from the Polson Greenway multiuse path,
 - +/- 40m from Route 9 bus stop at 29th St and 39th Ave,
 - +/- 190m from Route 9 bus stop at 39th Ave and 30th St.,
 - +/- 700m to 31st Ave Transit Exchange,
 - +/- 500m to City Hall,
 - +/-800m to main street.
- At an average walking speed of 5000m/hr <https://blog.mypacer.com/how-fast-is-the-average-walking-speed-brisk-walking-pace/> main street is about ten minutes away

The City walking time map <https://www.vernon.ca/sites/default/files/docs/transportation/walking/dva-walking-map.pdf> verifies walking times in the City Center. While this map only extends north to 35th Ave., the 6 minute time at that point, in conjunction with the noted distances from the site, clearly demonstrates the viability of non-vehicular modes of transportation for future residents. This in turn supports the report findings to vary parking requirements onsite.



From: Danielle DeVries <DDeVries@vernon.ca>
Sent: December 19, 2022 11:00 AM
To: dcullen@ctqconsultants.ca



THE CORPORATION OF THE CITY OF VERNON
 3400 – 30th Street, Vernon, B.C. V1T 5E6
 Telephone: (250) 545-1361 Fax: (250) 545-4048
 website: www.vernon.ca

Corporate Policy

Section:	Planning and Building Services	
Sub-Section:		
Title:	OCP Amendment Applications	

RELATED POLICIES

Number	Title

APPROVALS

POLICY APPROVAL:	AMENDMENT APPROVAL:	SECTION AMENDED
Approved by: "WAYNE LIPPERT" Mayor Date: February 9, 2009	Amendment Approved by:  Mayor Date: September 12, 2011	<ul style="list-style-type: none"> • Exceptions to Annual Review added

POLICY

In order to ensure that the intent of the Official Community Plan (OCP) 2008 is not eroded, and to enhance public awareness of proposed changes to the OCP, OCP amendment applications will be reviewed on an annual basis, with the exception of amendments that result in significant public amenities and community benefit. All OCP amendment applications will be reviewed subject to the criteria identified below.

DEFINITIONS

PROCEDURES

1. Pursuant to Section 895(2)(a) of the *Local Government Act*, a local government must consider every application for an amendment to an OCP. Further, pursuant to Section 895(1) of the *Local Government Act*, the City's *Development Application Procedure Bylaw Number 4103, 1995*, specifies the process for applications for OCP amendments. Council may, upon receipt of the required report specified in Section 6A of that bylaw, proceed with an amendment bylaw or reject the application.
2. Applications for OCP amendments will be processed annually. All complete applications received on or before March 01 will be considered during that calendar year.
3. The report to Council on the amendment application will assess whether that application is contrary to any of the Guiding Principles of the OCP 2008, as follows:

- Protect and preserve green spaces and sensitive areas
- Ensure housing meets the needs of the whole community
- Create a culture of sustainability
- Protect agricultural land
- Create strong, compact and complete neighbourhoods
- Provide alternative transportation
- Revitalize the Downtown
- Ensure development pays for itself
- Create a youth friendly city

Applications which are contrary to the Guiding Principles will receive a negative recommendation by staff.

4. A public open house will be hosted by the City of Vernon, in addition to the legislated official Public Hearing process, to provide community residents with an additional opportunity to consider the amendment applications.

5. The following OCP amendments will be considered at any time during the year, as approved by Council:
 - a) Neighbourhood Plan reviews;
 - b) Minor amendments in adopted neighbourhood plan areas that do not result in a change to Land Use Designations except where the Parks and Open Space Designation is being created or reallocated;
 - c) Amendments resulting in significant public amenities and community benefit.



Name: CHARLAINE TORDOFF

Email: _____

Please share your comments in the space below.

- 1) parking for residents - & onto 39th. Ave.
- 2) alley access if traffic is 2 way (BLIND CORNER)
- 3) more traffic in alley (per access & exit)
- 4) snow removal - where to put snow piles.
- 5) location of fire hydrant
- 6) access & location for garbage, compact recycling & also emergency vehicle access.



THE CORPORATION OF THE CITY OF VERNON

MEMORANDUM

TO: Advisory Planning Committee **FILE:** 6450 (Projects/Drive-Throughs)
FROM: Danielle DeVries **DATE:** January 18, 2023
Transportation Planner
SUBJECT: ZONING BYLAW 5000 AMENDMENTS – DRIVE-THROUGH USES

BACKGROUND:

At Council's Regular Meeting of December 12, 2022, Administration recommended that bylaw amendments be prepared to ban drive-through uses in the City Centre. Council resolved to seek the input of a number of Council Committee prior to deciding whether or not to prepare the bylaw amendments.

Council already approved two policies to ban drive-through uses in the City Centre Neighbourhood Plan. The neighbourhood plan is part of the Official Community Plan (OCP), which is the guiding vision for all land use decisions in the city. However, the Zoning Bylaw, which contains the specific regulations that override the OCP, still allows drive-through uses in the City Centre. This means that even though the City's vision says no drive-through uses, the City's regulations say that they are allowed and developers can build them, if the zoning is already in place.

Council is seeking the recommendation of the Advisory Planning Committee, Climate Action Advisory Committee, Transportation Committee and the Economic Development Advisory Committee based on the Council report (Attachment 1). A number of additional considerations and specific questions for the committee appear below.

CONSIDERATIONS:

At the December 12, 2022 Regular Meeting, there was some discussion amongst Council that banning drive-through uses in part or all of the city would be a step in the right direction to help reach the Climate Action Plan goals and support active transportation. On the other hand, there were some concerns that this would impact the business community and that the idling problem could be resolved through electric vehicles (EVs) replacing fuel powered vehicles.

In addition to the information in the Council report (Attachment 1), the Committee may consider the following:

1. The [Climate Action Plan](#) envisions that active transportation is the first choice to move around Vernon. Efficient public transit is the second choice. Finally, EVs are a positive alternative when a personal vehicle is the only viable option. It is noted that EVs alone will not eliminate Vernon's greenhouse gas emissions, and that we are still many years away from the majority of vehicles in the city being electric.

2. The majority of families in Vernon cannot afford an EV, even with the [Provincial](#) and [Federal](#) rebate incentives. Vernon's median income is \$73,500 per year ([Statistics Canada](#), 2021). With rising housing and food costs, it is estimated that families need to make approximately \$100,000 per year to afford an EV. The Greater Toronto and Hamilton Area found that EV owners are higher income (average \$114,300) than fuel powered vehicle owners ([GTHA](#), 2017). Further, a Canada-wide study found that those with a household income over \$150,000 are most likely to buy an EV ([Ekos](#), 2021).
3. The queuing space required for safe and efficient traffic flow is an uneconomical use of the commercial land available in Vernon. If the regulations are updated to reflect best practice, then a new drive-through restaurant would need at least 252m² just for cars to wait. This is enough space for two more small business units on the site.

DISCUSSION QUESTIONS:

The Advisory Planning Committee is designed to comment on land use and planning proposals. Given this lens, Administration asks the Committee to use the following questions to help with consideration of the attached Council report:

- Are drive-through uses an effective use of commercial land?
- Are there certain areas or zoning districts that should allow drive-through uses?
- Are there certain areas or zoning districts that should ban drive-through uses?
- Are there other zoning regulations that would be better suited to control drive-throughs rather than banning them?
- Are there other land use-related concerns with allowing or banning drive-through uses?

Respectfully submitted:

Danielle Devries,
Transportation Planner

Attachment 1 - Report to Council titled "Zoning Bylaw 5000 Amendments – Drive-Through Uses" dated November 29, 2022



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Danielle DeVries
Transportation Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: December 12, 2022
REPORT DATE: November 29, 2022
FILE: 6450 (Projects/Drive Throughs)

SUBJECT: ZONING BYLAW 5000 AMENDMENTS – DRIVE-THROUGH USES

PURPOSE:

To request Council direction to amend Zoning Bylaw 5000 to remove drive-throughs as permitted uses within the City Centre Neighbourhood Plan Area to align with the Official Community Plan and Climate Action Plan.

RECOMMENDATION:

THAT Council direct Administration to prepare amendments to Zoning Bylaw 5000 to remove 'drive-through services' and 'drive-through vehicle services' as permitted uses within the City Centre Neighbourhood Plan Area as outlined in the report titled "Zoning Bylaw 5000 Amendments – Drive-Through Uses" dated November 29, 2022 and respectfully submitted by the Transportation Planner;

AND FURTHER, that Council direct Administration to prepare amendments to Zoning Bylaw 5000 to revise the specific use regulations for 'vehicular oriented uses' to improve traffic flow where 'drive-through services' and 'drive-through vehicle services' may still be permitted;

AND FURTHER, that Council direct Administration to bring the proposed City Centre drive-through amendments to Zoning Bylaw 5000 to the Transportation Advisory Committee, Climate Action Advisory Committee, Economic Development Advisory Committee, and Advisory Planning Committee for review and comment;

AND FURTHER, that Council direct Administration to consult with the Transportation Advisory Committee, Climate Action Advisory Committee, and Economic Development Advisory Committee, Advisory Planning Committee on their input to extend drive-through prohibitions to the remainder of the city;

AND FURTHER, that Council direct Administration to provide the proposed amendments to Zoning Bylaw 5000 for Council's consideration by March 2023.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council direct Administration to prepare amendments to Zoning Bylaw 5000 to remove 'drive-through services' and 'drive-through vehicle services' as permitted uses within all commercial and mixed-use Zoning Districts as outlined in the report titled "Zoning Bylaw 5000 Amendments – Drive-Through Uses" dated November 29, 2022 and respectfully submitted by the Transportation Planner;

AND FURTHER, that Council direct Administration to prepare amendments to Zoning Bylaw 5000 to revise the specific use regulations for 'vehicular oriented uses' to reflect this change and improve traffic flow where 'drive-through vehicle services' may still be permitted in the I1 Light Industrial Zoning District;

AND FURTHER, that Council direct Administration to bring the proposed drive-through amendments to Zoning Bylaw 5000 to the Transportation Advisory Committee, Climate Action Advisory Committee,

Economic Development Advisory Committee, and Advisory Planning Committee for review and comment;

AND FURTHER, that Council direct Administration to provide the proposed amendments to Zoning Bylaw 5000 for Council's consideration by March 2023.

Note: This would mean that Administration would bring forward proposed Zoning Bylaw 5000 amendments to prohibit drive-through uses in all commercial and mixed-use zoning districts city-wide to the four advisory committees for their review and comment. Administration would report back to Council in March 2023 with proposed amendments to Zoning Bylaw 5000 for first and second readings that reflect recommendations from the four committees.

2. THAT Council receive the report titled "Zoning Bylaw 5000 Amendments – Drive-Through Uses" dated November 29, 2022 and respectfully submitted by the Transportation Planner.

Note: This would result in no changes to Zoning Bylaw 5000, and drive-throughs would still be permitted across the city and within the City Centre Neighbourhood Plan Area. Zoning Bylaw 5000 would continue to contradict the City Centre Neighbourhood Plan and Official Community Plan.

ANALYSIS:

A. Committee Recommendations:

N/A

B. Rationale:

1. The [City Centre Neighbourhood Plan](#), which forms part of the Official Community Plan, provides policy direction for development and redevelopment within the City Centre. The plan has two policies that direct the prohibition of drive-throughs including:
 - a. Polson Gateway Character Area (20): Big box retail and drive-through uses are not permitted; and
 - b. General Policies (82): Prohibit drive through uses, except for Lots 1-4, Block 32, at 3600-3606 27th Street.

However, Administration has not been able to uphold these policies since Zoning Bylaw 5000 currently allows 'drive-through services' and 'drive-through vehicle services' as permitted uses in zoning districts within the City Centre Neighbourhood. For reference, the definitions of 'drive-through services' and 'drive-through vehicle services' are:

- a. 'drive-through services' means the business where customers order and receive services, food or other goods in their motor vehicles via one or more designated drive-through lanes or through one or more car attendant services, but does not include drive-through vehicle services.
 - b. 'drive-through vehicle services' means development providing rapid cleaning, lubrication, and maintenance or repair services to motor vehicles, where the customer typically remains within the vehicle or waits on the premises. Typical uses include but are not limited to automatic or coin operated car washes, rapid lubrication shops, or specialty repair establishments.
2. While the City Centre Neighbourhood Plan only includes policies to prohibit drive throughs in the City Centre, Council has since endorsed the [Climate Action Plan](#), which directs the City of Vernon to be a leader in climate action and develop a clean air space strategy. These policies support expanding the prohibition of drive-throughs across the entire city. Specifically, the Climate Action Plan found that transportation accounts for 63% of the community's greenhouse gas emissions, and identifies an anti-idling bylaw as a tool to improve air quality. Drive-through uses encourage vehicles to idle in the queue; therefore, banning any additional drive-through uses in the City is a step toward reduced idling and improved air quality.

3. Beyond specific policies related to drive-throughs, the City’s high-level goals support a healthier and more compact city. Drive-through uses contradict these goals as they use large spaces for vehicle queuing and promote driving and sedentary behaviour. Specifically, the [Official Community Plan](#) includes guiding principles to:
 - a. create a culture of sustainability;
 - b. create strong, compact and complete neighbourhoods; and
 - c. provide alternative transportation.

The Climate Action Plan focus areas envision that:

- a. Vernon is a healthy, equitable, and resilient community;
- b. Vernon is a leader in tackling Climate Change;
- c. Vernon is made of compact, complete, climate-ready neighbourhoods connected to low carbon transportation networks;
- d. Vernon has a diverse economy with businesses and industries that have embraced the opportunities of the low carbon economy and are resilient to the impacts of climate change; and
- e. Vernon is food secure and has a resilient agriculture and economy.

[Council’s Strategic Plan](#) 2019 – 2022 includes goals to:

- a. Promote transit oriented mixed use development;
- b. Work towards a sustainable Vernon – environmentally, economically, and socially; and
- c. Encourage sustainable infrastructure, agriculture and landscaping.

Each of these goals supports reducing vehicle-oriented development like drive-throughs, and instead encourages more walkable, bikeable, and transit-oriented design. In addition, transit-oriented and mixed use development have been more approachable for smaller, local businesses in other communities, rather than attracting international fast-food and beverage chains.

4. According to the 2018 study “Adoption and diffusion of zoning bylaws banning fast food drive-through services across Canadian municipalities” ([Nykiforuk et al.](#); *BMC Public Health*; 18, 137), 27 Canadian municipalities had already implemented a full or partial ban on drive-throughs by 2016, including the neighbouring Interior communities of Kelowna and Nelson. This study found municipal councils banned drive-throughs for a number of reasons relating to health, economic development, climate action, and transportation that also align with City of Vernon’s plans and priorities:

Health	↑ dietary choices
	↑ active lifestyle
	↓ air pollution
Economic Development	↑ opportunities for local, small businesses
	↑ commercial land available for redevelopment
	↓ commercial land used for vehicle queueing
Climate Action	↓ vehicle idling
	↑ building energy efficiency (no window opening)
Transportation	↑ walkability and connectivity
	↓ traffic safety concerns with queuing
	↑ aesthetic appeal of the built environment

5. A review of similar neighbouring communities to Vernon indicates that additional municipalities have since updated their regulations to either fully ban drive-throughs or partially ban them along with stronger regulations for queuing (Attachment 1). For example, Kamloops has restricted drive-throughs to highway-oriented commercial areas and increased the number of inbound car queueing spaces for food services to 10 and for high-traffic coffee shops to 20 (Vernon’s Zoning Bylaw 5000 currently requires only three inbound spaces).
6. Zoning districts within the City that currently permit drive-through uses include (Attachment 2):

Zoning District	Drive-Through Services	Drive-Through Vehicle Services
C5: Community Commercial	✓	✗
C7: Heritage Business District	✓	✗
C8: Central Business District	✓	✗
C9: Regional Commercial	✓	✗
C10: Tourist Commercial	✓	✗
C10a: Tourist Commercial and Residential	✓	✗
C11: Service Commercial	✓	✓
CD1: Comprehensive Development (Anderson Way)	✓	✗
I1: Light Industrial	✗	✓

Administration recommends that Council consider prohibiting drive-through services in all zoning districts and drive-through vehicle services in all zoning districts (i.e. C11 Service Commercial), except I1 Light Industrial. Prior to considering this city-wide prohibition, Administration recommends the Council refer the report to the Transportation Advisory Committee, Climate Action Advisory Committee, Economic Development Advisory Committee, and Advisory Planning Committee for their review and comment.

7. Administration recommends that the specific use regulations for vehicle-oriented uses (e.g. number of queuing spaces required, circulation requirements, etc.) also be amended to align with best practices for any new drive-through vehicle service developments where they may still be permitted (i.e. in I1 Light Industrial zoning district).
8. Any lots that have existing drive-through services within the impacted zoning districts could continue to operate until redeveloped or lapse of the use for more than six months. The current drive-through services and drive-through vehicle services uses within the City include (Attachment 3 and 4):
 - 20 food and beverage services (i.e. fast food and coffee);
 - 6 financial services (i.e. drive-through ATM);
 - 8 car washes (i.e. coin-operated and automated);
 - 3 rapid vehicle services (i.e. oil change); and
 - 1 liquor primary service.
9. Moreover, Administration would complete processing of any drive-through service applications that are in the City’s application queue until the amendments are adopted.

C. Attachments:

- Attachment 1 – Comparison of Drive-Through Regulations with Neighbouring Communities
- Attachment 2 – Map of Zoning Districts that Permit Drive-Throughs
- Attachment 3 – Map of Existing Drive-Through Locations
- Attachment 4 – Comparison of Zoning Districts to Drive-Through Locations

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

The subject Zoning Bylaw 5000 Amendments – Drive-Through Uses involves the following goals/action items in Council's Strategic Plan 2019 – 2022:

- Promote transit oriented mixed use development
- Work towards a sustainable Vernon – environmentally, economically and socially
- Encourage sustainable infrastructure, agriculture and landscaping

E. Relevant Policy/Bylaws/Resolutions:

1. At its Regular Meeting of May 9, 2011, Council passed the following resolution:

THAT Council direct staff to draft an OCP amendment bylaw to add the "*City Centre Neighbourhood Plan*" as a supplemental plan to "Official Community Plan Bylaw Number 5151, 2008" (OCP);

AND FURTHER, that Council support associated changes to the OCP that reflect the addition of the City Centre Neighbourhood Plan;

AND FURTHER, that Council support the replacement of the existing "*City of Vernon Façade Design and Colour Guidelines*" with the proposed City Centre Neighbourhood Plan Design Guidelines and policies;

AND FURTHER, that Council amend the OCP "Plan Vernon" Map 1 – Land Use Map to redesignate lands in and adjacent to the City Centre District to reflect the policies and direction provided in City Centre Neighbourhood Plan.

2. Official Community Plan guiding principles:

- Create a culture of sustainability;
- Create strong, compact and complete neighbourhoods;
- Provide alternative transportation; and
- Revitalize the Downtown.

3. Climate Action Plan Goals and Actions:

- Active transportation is the first choice to move around Vernon.
- Enable and support the enhancement of the transit network and alternative mobility options.
- Integrate climate change considerations into economic development planning and decisions.
- Identify means of improving local air quality (e.g. anti-idling bylaw, road dust mitigation).

4. Council's Strategic Plan 2019 – 2022 goals:

- Promote transit oriented mixed use development;
- Work towards a sustainable Vernon – environmentally, economically, and socially; and
- Encourage sustainable infrastructure, agriculture and landscaping.

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

x 
Danielle DeVries
Transportation Planner

x 
Kim Flick
Director, Community Infrastructure and Development

Approved for submission to Council:


Will Pearce, CAO

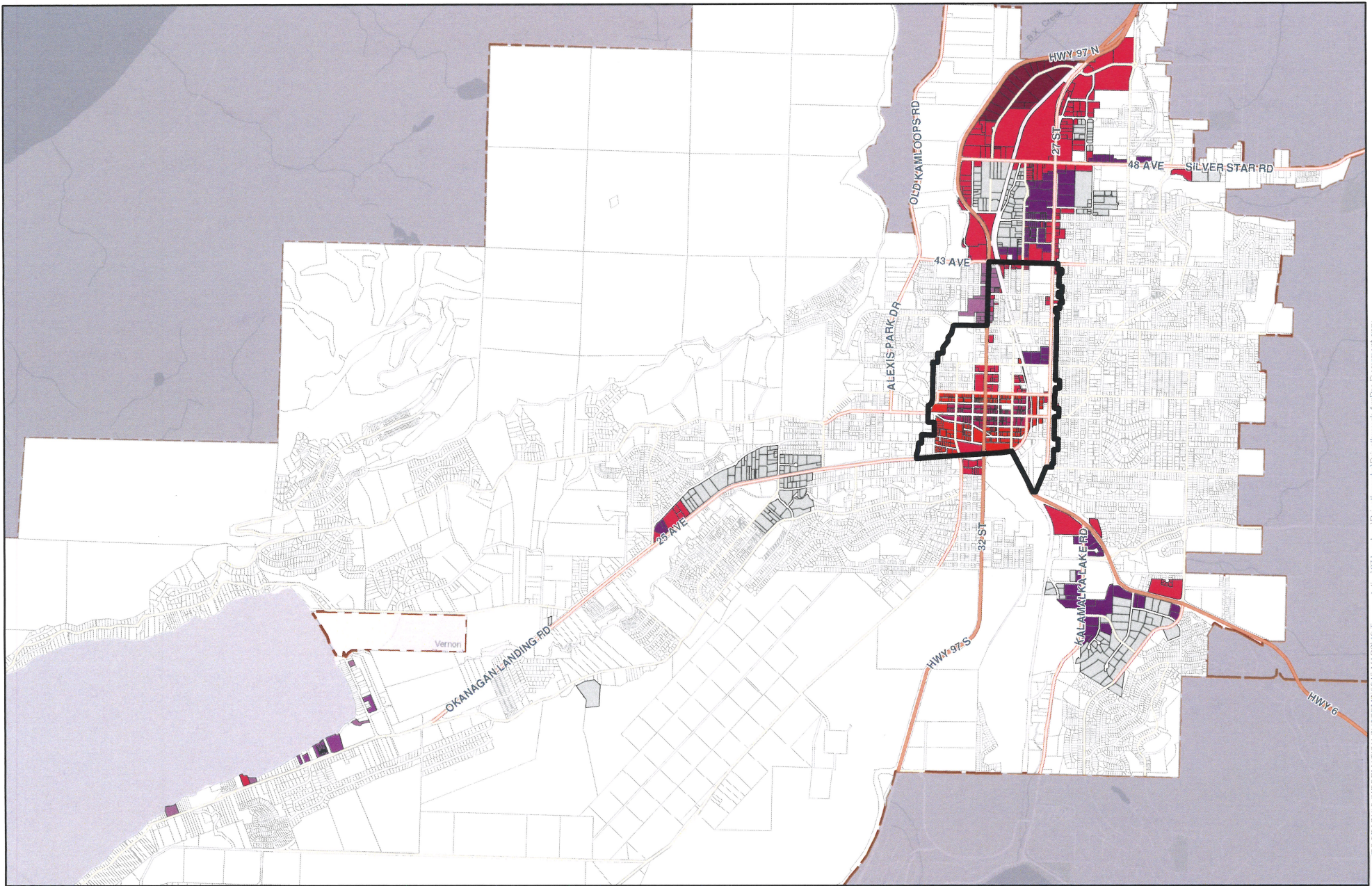
Date: 05 Dec 2021

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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 type="checkbox"/> Building & Licensing |
| <input type="checkbox"/> RCMP | <input type="checkbox"/> Utilities | <input type="checkbox"/> Engineering Development Services |
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| <input type="checkbox"/> Financial Services | | <input checked="" type="checkbox"/> Economic Development & Tourism |
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| <input type="checkbox"/> OTHER: | | |

Attachment 1 - Comparison of Drive-Through Regulations with Neighbouring Communities

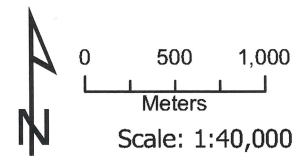
Municipality	Region	Population (2021 census)	Population Density (#/km2)	Reason for comparator	Drive-Through Uses	If permitted, which zones	Specific Regulations
Vernon	Okanagan	44,519	462	-	Regulated	many commercial, mixed-use	yes, queuing
Kamloops	Thompson	97,902	329	neighbour	Regulated	highway-oriented commercial only	yes, increased queuing
Lake Country	Okanagan	15,817	130	neighbour	Regulated	many commercial, mixed-use	yes, queuing
Kelowna	Okanagan	144,576	682	neighbour	Prohibited	Only with site-specific zoning	yes, increased queuing
West Kelowna	Okanagan	36,078	296	neighbour, similar population	Unregulated	all commercial	none
Summerland	Okanagan	12,042	163	neighbour	Unregulated	all commercial	none
Penticton	Okanagan	36,885	857	neighbour, similar population	Regulated	many commercial, mixed-use	yes, increased queuing
Nelson	Kootenay	11,106	931	neighbour	100% prohibited	none	none
Victoria	Island	91,867	4722	leader	100% prohibited	none	none
Ladysmith	Island	8,990	747	leader	100% prohibited	none	none
Central Saanich	Island	17,385	422	leader, similar density	100% prohibited	none	none
Mission	Fraser Valley	41,519	183	leader, similar population	Regulated	highway-oriented commercial only	yes, increased queuing

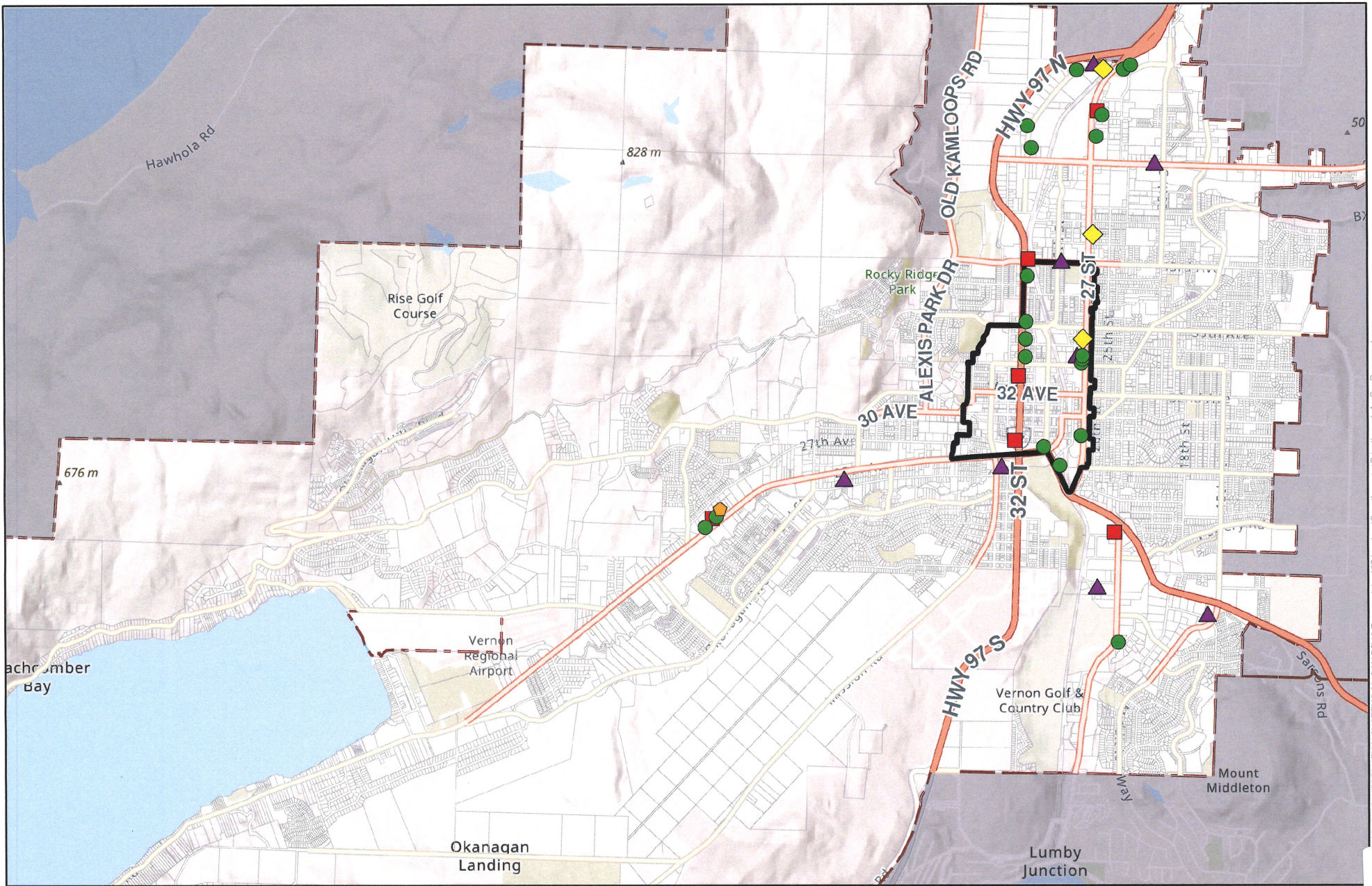


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Attachment 2 – Map of Zoning Districts that Permit Drive-Throughs

Legend					
■ C5	COMMUNITY COMMERCIAL	■ C9	REGIONAL COMMERCIAL	■ C11	SERVICE COMMERCIAL
■ C7	HERITAGE BUSINESS DISTRICT	■ C10	TOURIST COMMERCIAL	■ CD1	COMPREHENSIVE DEVELOPMENT AREA 1
■ C8	CENTRAL BUSINESS DISTRICT	■ C10A	TOURIST COMMERCIAL & RESIDENTIAL	■ I1	LIGHT INDUSTRIAL
		■	CITY CENTRE DISTRICT		

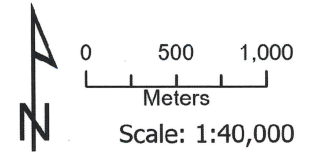




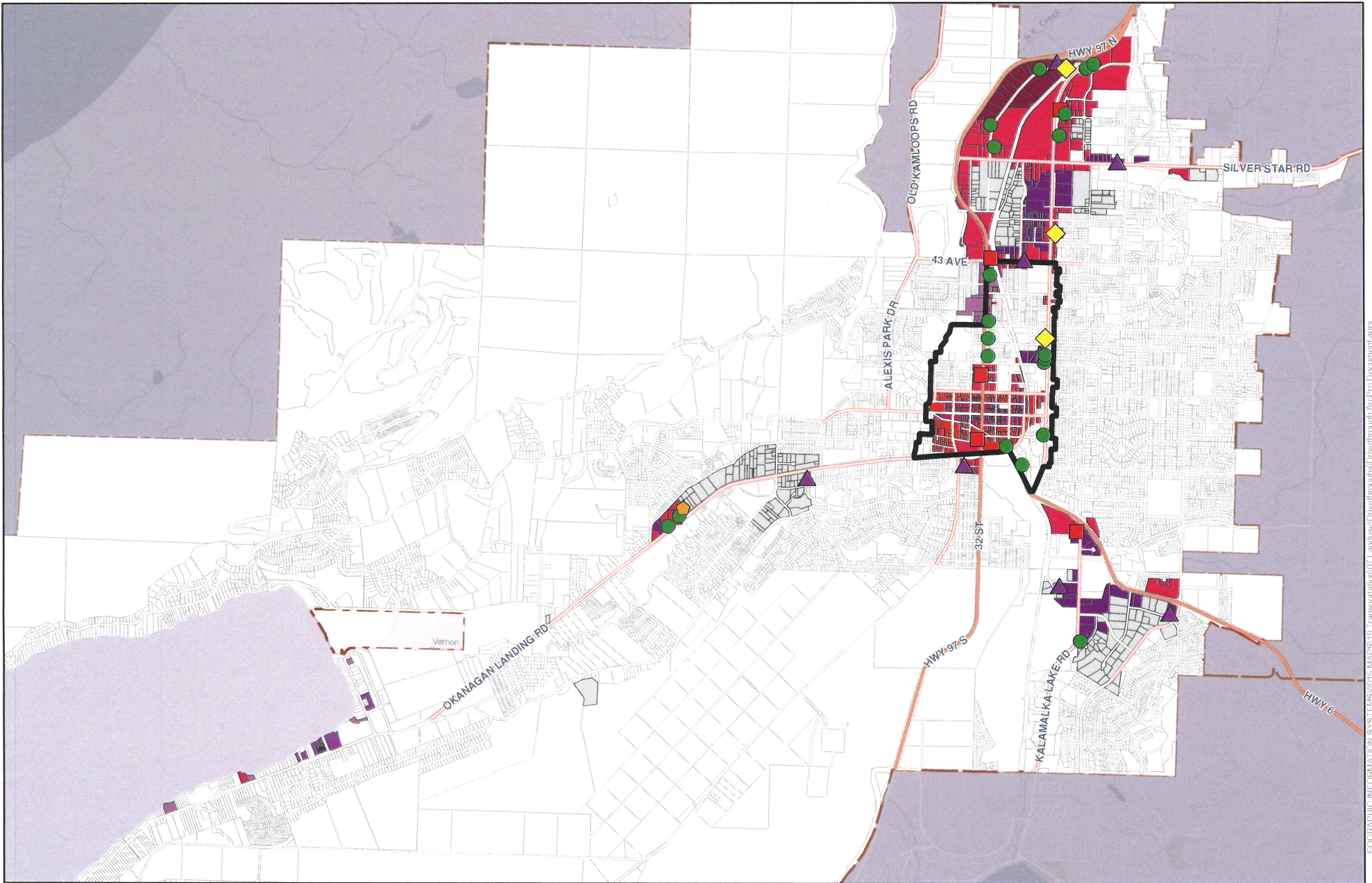
Attachment 3 – Map of Existing Drive-Through Locations

Legend

- ▲ Car Wash
- Food/Beverage
- ◆ Rapid Vehicle Services
- Financial Service
- ◆ Liquor Primary Service
- CITY CENTRE DISTRICT



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Attachment 4 - Comparison of Zoning Districts to Drive-Through Locations

Legend

- | | | | |
|------------------------|------------------------|------|----------------------|
| Car Wash | Rapid Vehicle Services | C9 | CD1 |
| Financial Service | C5 | C10 | I1 |
| Food/Beverage | C7 | C10A | CITY CENTRE DISTRICT |
| Liquor Primary Service | C8 | C11 | |

