

28.0 Development Permit Area #2 (Neighbourhood District)

Goals and Objectives

To provide a guide for infill and new development in the Neighbourhood District.

To outline the nature, form and character of new development and redevelopment of commercial, industrial, institutional and residential properties in this area.

Context (Purpose and Justification)

As per Section 488 of the Local Government Act, the purpose of the designation of lands in the Neighbourhood District as a Development Permit Area is the:

- a. Protection of the natural environment, its ecosystems and biological diversity
- b. Protection of development from hazardous conditions
- c. Protection of farming
- d. Revitalization of an area in which a commercial use is permitted
- e. Establishment of objectives for the form and character of intensive residential development
- f. Establishment of objectives for the form and character of commercial, industrial or multiple family residential development
- g. Establishment of objectives to promote energy conservation
- h. Establishment of objectives to promote water conservation
- i. Establishment of objectives to promote the reduction of greenhouse gas emissions

The Neighbourhood District, as identified on Map 14, is roughly bounded by several ALR properties to the north and the east, large agricultural lands to the south, Okanagan Lake to the west, the City boundary to the north and the north-east. This area includes East Hill, Mission Hill, Alexis Park, West Vernon, Harwood, portions of Okanagan Landing, South Vernon and North Vernon. Development in this diverse area will take on many forms. The Development Permit guidelines for the Neighbourhood District are intended to provide a guide for enhancing the form and design of new development as well as providing guidelines for the possibility of infill. Some guidelines apply to all areas in the Neighbourhood District, while others apply to specific areas, including neighbourhood centres and neighbourhood plan areas.

There are several established neighbourhoods in the area and allowing new development to infill these areas, while catering to distinct neighbourhood character, will be a challenge. In the Neighbourhood District there are three neighbourhood centres, Polson, Okanagan Landing Plaza and the Waterfront, as well as the North Vernon Neighbourhood Plan Area. Each neighbourhood centre is unique and distinct from the other centres.

The neighbourhood centres will have a concentration of commercial development at their centre, with surrounding multiple family developments serving as a transition to lower density residential development, subject to the neighbourhood planning process . Where the neighbourhood planning process has identified gentle densification, carriage houses and secondary suites will be encouraged as one form of densification.

Infill and redevelopment will also take place outside of neighbourhood centres, consisting of multiple family development, the infilling of single detached homes and gentle densification, such as carriage houses and secondary suites. Infill development should take place without negatively impacting the character and uniqueness of existing neighbourhoods. The following Development Permit guidelines will enhance the design and character of redevelopment projects in this area while providing new residential and commercial opportunities that meet this objective.

Guidelines

- 28.1 Lands identified on Map 14 as the Neighbourhood District are designated as Development Permit Area 2.
- 28.2 In addition to the following policies, all development in Development Permit Area 2 is subject to the general Development Permit Area policies within the OCP.
- 28.3 Development in the Waterfront Neighbourhood Centre shall be consistent with the policies outlined in the Waterfront Neighbourhood Centre Plan.
- 28.4 Development in the North Vernon Neighbourhood Plan Area shall be consistent with the policies outlined in the North Vernon Neighbourhood Plan.
- 28.5 The City will undertake a neighbourhood planning process and the development of design guidelines for the Okanagan Landing Neighbourhood Centre.
- 28.6 The City will work towards creating pedestrian friendly corridors by creating new sidewalks and trails to create better continuity of the existing sidewalk and trail system. The pedestrian corridors will aim to connect neighbourhoods to local amenities, including the neighbourhood centres and transit routes.
- 28.7 Public access along to the Okanagan Lake foreshore shall be addressed as part of any new subdivision or development along the lake.
- 28.8 Development in this Development Permit Area may be subject to conditions set by the document entitled City of Vernon Hillside Guidelines.

- 28.9 All lands adjacent to or neighbouring land designated in the Agricultural Land Reserve are subject to the conditions cited in the documents Preserving Our Foodlands: The Agricultural Land Commission's Landscaped Buffer Specifications and the Ministry of Agriculture's Guide to Edge Planning.

Design Guidelines

- 28.10 All infill development in the Neighbourhood Development Permit Area shall be of a quality and nature that is sensitive to the existing houses and neighbours. Such development should incorporate similar building orientation, massing and height as neighbouring development, as much as possible.
- 28.11 All development adjacent to or neighbouring a property currently in the *Vernon Heritage Registry* is subject to the approval of a Development Permit Minor. Colour scheme, openings, landscaping, and fencing are all subject to the Development Permit Minor process.
- 28.12 Infill development in this area shall enhance public access to and between amenities, and not restrict connectivity between streetscapes, trails or open space networks.
- 28.13 Any development identified by *Airport Bylaw #4578* must comply with the designated height restrictions as cited in the Bylaw.
- 28.14 Building facades for commercial development shall emphasize and distinguish building features such as windows and entryways by using setbacks, projections, colour and building materials. In addition, architectural treatments should be varied in regular intervals to create diversity and visual interest in the streetscape. Large horizontal buildings in particular should incorporate the use of vertical elements to break up the mass of the building.
- 28.15 Building facades for industrial development within view of a public street shall emphasize and distinguish building features such as windows and entryways by using setbacks, projections, colour and building materials. Large horizontal buildings should incorporate the use of vertical elements to break up the mass of the building.
- 28.16 Where blank walls within view from public streets, parks or pathways are unavoidable, landscaping, art or architectural treatments shall be used to reduce the visual impact of the wall.
- 28.17 Buildings fronting multiple streets should give equal emphasis to each frontage with regard to architectural detailing, building materials and landscaping.
- 28.18 Where development takes place on a corner lot, the building or one of the buildings should be located at the corner. Where buildings cannot be located on a corner, additional landscaping, decorative features and/or an urban plaza shall be provided at that corner.
- 28.19 Where commercial development is proposed adjacent to or across a street from an existing residential neighbourhood, the design of the buildings should incorporate roof lines, heights, building mass and architectural features that are compatible with that neighbourhood character. Large

parking lots should be avoided facing residential neighbourhoods, where possible, or where this is not possible, extensive landscaping should be used to soften the transition from the commercial to residential use.

- 28.20 The site design of commercial development shall place a high priority on the safe and convenient movement of pedestrians, including those using wheelchairs and scooters. Where pedestrian crossings are proposed, the design and materials used in pedestrian routes shall continue through the crossing. Where landscaping is required, special emphasis should be put on the design to provide shading along pedestrian routes.
- 28.21 Parking areas should be located to the rear or side of buildings, incorporated into the structure or constructed underground, where feasible. Where providing parking in the front of the building is unavoidable, required landscaping should soften, but not screen, the appearance of the parking lot from the street.
- 28.22 Where outdoor storage is proposed as part of industrial development, landscaping and/or decorative fencing shall be used to screen the storage area from view from a public street, neighbouring residential neighbourhood or commercial development.
- 28.23 Site and building design should consider and incorporate Crime Prevention Through Environmental Design (CPTED) principles.
- Natural surveillance: maximizing the ability of people to see out of a building and into the surrounding areas, allowing them to spot and report suspicious activities.
 - Access control: providing clearly designated entrances to buildings and sites while discouraging entry through other routes.
 - Territoriality: identifying ownership by delineating, through design, private space from public space.
 - Maintenance: ensuring that buildings and sites are clean, graffiti-free and well maintained, reinforcing that this in an area that is respected and cared for
- 28.24 Lighting for commercial and industrial areas shall be designed to minimize light trespass into neighbouring properties, particularly where those properties are residential. Where lighting is proposed as part of a pedestrian network, it should be designed at a pedestrian scale, with the lights at a lower height.
- 28.25 Bicycle parking located outdoors for commercial and industrial development shall be located in a highly visible location near the entrance to the building.
- 28.26 Any multifamily or commercial development in the Centennial Drive/Becker Park area shall be designed and constructed to meet the following criteria:
- a. The rooflines of all buildings and structures shall not extend or project about the 419 metre (1375 feet) park elevation contour line.

- b. All buildings and structures shall be designed with features, colour and finish which complement the natural setting and character of the designated area.
- c. The perimeter boundary of the residential lots which are adjacent to the dedicated park areas shall be treated with appropriate landscaping, screening and fencing and provide pedestrian access. The objectives are to ensure the public park areas and walkways can be reasonably accessed by the general public and by the residents of the adjoining residential properties. As well, reasonable, functional and attractive works may be undertaken within the area between the public park and the residential units to ensure security, and privacy is maintained. Such works shall not unduly affect the function, view and maintenance capabilities of the public park system.

28.27 The industrial area that exists north of Okanagan Landing Road and west of 41 Street is envisioned as a long term higher quality industrial and service commercial area. Landscaping should be focused on softening the interface between the industrial uses, the multi-use pathway and 25 Avenue. Access to and from these properties should be limited and or shared, if possible, and be designed to provide clear sight lines to and from the property from the multi-use pathway.

28.28 The industrial area that exists along Middleton Way between Highway 6 and Mt. Atkinson Place should not detract from the residential character of surrounding properties. Where landscaping is proposed and or required, emphasis should be placed on softening the appearance of the proposed development along Middleton Way and where adjacent to properties with a residential land use designation.

Waterfront Neighbourhood Centre

In addition to the design guidelines in Section 28, the following design guidelines apply specifically to the Waterfront Neighbourhood Centre. Where the design guidelines conflict, these guidelines below take precedence.

Mixed Use Core: All Areas

- 28.29 On site parking will be provided at the rear of properties or underground. This parking shall not front Okanagan Lake.
- 28.30 Proposals for reduced parking requirements for the residential component of a development will be supported if it can be demonstrated that higher transit usage, shared parking opportunities and other long term incentives to reduce reliance on the single occupant vehicle are provided. This reduction shall not result in any less than 1 parking stall per unit.
- 28.31 Building façades must incorporate surface depth and relief in the design to create a visually interesting structure.
- 28.32 All development must be oriented to Lakeshore Road, including corner lots.
- 28.33 The façade of any development facing the wetlands, pathway or park area must provide windows that provide views from the interior of the building to allow for natural surveillance of these areas.

- 28.34 Towers must incorporate a podium portion of a building that faces the street, with the tower portion set back to reduce the visual impact of the building. Tower portions of buildings are to be small, narrow and sited on the podium to minimize the impact on views and shadowing.
- 28.35 All development must be designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles. A CPTED review will be required at the Development Permit stage.
- 28.36 All rooftops, including podium and tower tops, are encouraged to incorporate landscape amenities or green roofs in order to achieve aesthetic and environmental benefits.
- 28.37 Freestanding, inflatable, portable and roof signs, as defined in the City of Vernon Sign Bylaw #4489, are not permitted. Portable signs do not include sandwich board signs, which are permitted.

Mixed Use Core: Area A

- 28.38 All development is to be oriented towards Lakeshore Road.
- 28.39 Entrances to commercial uses at grade must be from Lakeshore Road.
- 28.40 Development will be subject to a build to line from Lakeshore Road to contribute to consistency along the street.
- 28.41 All development is to provide a variation in the building façade and windows that front Lakeshore Road.
- 28.42 Maximum heights for buildings shall be in conformance with the Vernon Regional Airport Bylaw.
- 28.43 Commercial units shall generally be no wider than 10 metres to maximize the number of businesses along Lakeshore Road.
- 28.44 Where development fronts Cummins Road and faces existing residential development, that portion of development must be residential and be oriented to the street. Each residential unit at grade must have front doors and windows facing Cummins Road to promote surveillance. This portion of the building is to adhere to a build-to line from Cummins Road.

Mixed Use Core: Area B

- 28.45 The design of any development must include a landmark feature or design at the intersection of Okanagan Landing Road and Lakeshore Road to act as an entry point for the community
- 28.46 Development shall be designed to maximize the amount of sunlight the Marshall Wetlands receives.

Mixed Use Core: Area C

- 28.47 The design of any development must illustrate pedestrian circulation routes that connect the surrounding properties to ensure ease of access to, from and through the property.

Mixed Use Core: Area D

28.48 Maximum heights for buildings shall be in conformance with the Vernon Regional Airport Bylaw.

Tourist Commercial

28.49 The location of any grading of property that is adjacent to the lakeshore public pathway shall be consistent with neighbouring properties. This will provide a consistent grade along the lakeshore pathway.

28.50 Where more than one building is proposed on a property, the development proposal must allow for a clear view from Brooks Lane, through the property, to the lake.

28.51 The façade of any development facing a pathway must incorporate windows that provide views from the interior of the building to allow for natural surveillance of these areas.

28.52 All development must be designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles. A CPTED review will be required at the Development Permit stage.

Medium Density Residential

28.53 The location of grading of property that is adjacent to the lakeshore public pathway shall be consistent with neighbouring properties. This will provide a consistent grade along the pathway.

28.54 On-site parking for lands in this designation will be provided away from the street and Okanagan Lake.

28.55 Where more than one building is proposed on a property, the development proposal must allow for a clear view from Okanagan Landing Road, through the property, to the lake.

28.56 The façade of any development facing a pathway must provide windows that provide views from the interior of the building to allow for natural surveillance of these areas.

28.57 To minimize the visual impact of development on neighbouring residences, no portion of any new development shall exceed the lesser of 378 metres above sea level or the maximum height permitted on the property as outlined in Zoning Bylaw #5000.

28.58 Where a property fronts Okanagan Landing Road, the maximum height shall be the lesser of 2.5 storeys or 10 metres.

Comprehensive Development Area 6 – Highlands of East Hill

28.59 In addition to the design guidelines in Section 28, intensive residential form and character design guidelines for the lands between 39th Avenue, Mutrie Road and 43rd Avenue (known as the Highlands of East Hill) can be found within the CD6 – Comprehensive Development Area 6 Zoning District. Where design guidelines may conflict, the guidelines in CD6 Zoning District will take precedence. *(Bylaw 5703)*

