

SCHEDULE A

LEVEL OF SERVICE

This is Schedule A of the City of
Vernon Subdivision and Development
Servicing Bylaw No. 3843, 1992

City Clerk

Last Updated September 24, 2018

SCHEDULE A - BYLAW NO. 3843

LEVEL OF SERVICE

Establishment of Service Levels

The type of services to be constructed by an applicant prior to obtaining approval for a plan of subdivision or development shall be based on the zone in which the land is located as set out on the Official Zoning Map of the Zoning Bylaw of the Corporation of the City of Vernon as amended. Despite any provisions in this Bylaw, if there is an inconsistency between the required minimum right of way width specified in Schedule A and the minimum right of way width specified in the Zoning Bylaw as amended, the provisions of the Zoning Bylaw prevail. Table A.1 identifies the minimum level of service to be provided with respect to sanitary sewer, water, drainage, street lighting, wiring and natural gas by zone. Table A.2 identifies the required minimum standards for each classification of highway by zone. Minimum road right of way standards set out in Table A.2 are subject to the minimum right of way requirements set out in Schedule B of the Zoning Bylaw of the Corporation of the City of Vernon, as amended.

For the purposes of Table A.1:

"Community Sanitary Sewer System (CSSS)" means construction of a sewage collection system and connection to community sanitary sewer (City or private).

"Community Water System (CWS)" means construction of a domestic water distribution system and connection to community (RDNO-GVWU or private utility) domestic water distribution system.

"On-Site Sewage Disposal (On-Site SD)" means on-site effluent disposal.

"On-Site Water Supply (On-Site WS)" means a proven water supply located on each parcel.

"Ditch System (Ditch)" means a drainage collection and disposal system by open ditches and culverts.

"Overhead Wiring (Overhead)" means the provision of overhead electrical, communications and CATV wiring utilities, including the provision of infrastructure necessary to support all service providers.

"Underground Wiring/utility (Underground)" means the provision of underground natural gas, electrical, communications and CATV wiring utilities including the provision of infrastructure, including vaults, ground transformers and kiosks, necessary to support all service providers.

"Storm Sewer System (SSS)" means construction of a storm water drainage and collection system and connection to the City's storm sewer system and major drainage system to the standards specified in this bylaw.

"Street Lighting - Thru Subdivision (Thru Subdivision)" means the provision of street lighting throughout the subdivision or in city streets adjacent to development to the standards specified in this bylaw.

"Street Lighting - Intersections Only (Intersections)" means the provision of street lighting at intersections only.

TABLE A.1

**REQUIRED MINIMUM LEVEL OF SERVICE FOR SANITARY SEWER, WATER
DRAINAGE, STREET LIGHTING AND WIRING**

ZONE	SANITARY SEWER	WATER	DRAINAGE	STREET LIGHTING	HYDRO, TEL, CABLE
<u>Residential</u> City: RST1, RST2, R1, R2, R3, R4, R5, R5A, R6, R7, RTR, RM1, RM2, RH1, RH2, RH3, HR1, HR2, HR3 Former RDNO: R1, R2, R3, R4, R5, R6	CSSS	CWS	SSS	Thru Subdivision	Underground
<u>Commercial</u> CRD, C1, C2, C3, C4, C5, C6, C7, C8, C9, C10, C10A, C11, C12, RTC, RTCA	CSSS	CWS	SSS	Thru Subdivision	Underground
<u>Comprehensive Development</u> CD1, CD2, CD3, CD4, CD5	CSSS	CWS	SSS	Thru Subdivision	Underground
<u>Industrial</u> I1, I2, I3, I4, I5	CSSS	CWS	SSS	Thru Subdivision	Overhead
<u>Agricultural/Rural</u> City: A1, A2 Former RDNO: CR, NU, SH, LH City: RR, A3	On-Site SD	On-Site WS	Ditch	Intersection only	Overhead
	On-Site SD	CWS	Ditch	Intersection only	Overhead

***1 Note:**

Overhead servicing for Residential - Low Density designated infill development is permitted subject to the site meeting all of the following criteria:

- All adjacent lots are servicing by overhead servicing;
 - The property is designated Residential Low Density (RLD) in the Official Community Plan, Bylaw #5470;
 - The proposed development for single family, two family or up to three units with a combined single service;
 - The proposed development and future potential does not result in more than one new lot; and
 - Provision for future conversion to underground servicing must be made.
- Overhead servicing for Residential Small Lot - Single and Two Family (RSL) - Low Density designated infill development is permitted subject to the site meeting all of the criteria for Residential Low Density (RLD) and the applicant entering into a Works Contribution Agreement and providing \$6,400 for future underground conversion works. (*Bylaw 5690*)

TABLE A.2 - Part I, REQUIRED MINIMUM HIGHWAY STANDARDS, SUBJECT TO THE ZONING BYLAW, AS AMENDED

TABLE A.2 - Part I, REQUIRED MINIMUM HIGHWAY STANDARDS, SUBJECT TO THE ZONING BYLAW , AS AMENDED

Minimum paved widths (m):

Rear lane	5.5
Vehicle Travel lane	3.25
Dedicated parking lane	2.4
Bicycle lane	1.5, each direction
Paved shoulder	0.25 Local, 1.5m Collector and Arterial
Pedestrian Facility/Sidewalk	1.5
Multi-use path	3
walkway	3

Minimum Required lanes

Local	2 Travel
Collector	2 Travel, 2 bicycle additional travel lanes based on demand
Arterial	2 Travel, 2 bicycle, 1 turn/centre median in Development District 1. Additional travel lanes based on demand
	2 travel, 2 paved shoulder with turn lanes at intersections and accesses where existing rural sections in Development Districts 2 & 3. Additional travel lanes based on demand

DEVELOPMENT DISTRICTS 1 & 2 ZONE	LOCAL HIGHWAYS					COLLECTOR HIGHWAYS					ARTERIAL HIGHWAYS							
	MINIMUM ROW WIDTH (m) ¹	MINIMUM LANES REQUIRED ²	DEDICATED ADJACENT ON STREET		CURB & GUTTER	Pedestrian Facility ³	ROW WIDTH (m) ¹	MINIMUM LANES REQUIRED ²	DEDICATED ADJACENT ON STREET		CURB & GUTTER	Pedestrian Facility ³	ROW WIDTH (m) ¹	MINIMUM LANES REQUIRED ²	DEDICATED ADJACENT ON STREET		CURB & GUTTER	Pedestrian Facility ³
			STREET	PARKING					STREET	PARKING					STREET	PARKING		
Residential:																		
City:																		
Low Density: HR1, RST1, RTR, R1, R2, R3, R4, RSA, R6, R7	12.2	2 TRAVEL	NO	Yes in DD 1, Only on Urban roads in DD 2	1.5	18.3	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	ONLY WHERE ON STREET DEMAND	Yes in DD 1, Only on Urban roads in DD 2	2	25	3 TRAVEL, 2 BICYCLE	NO	NO				2
Med. Density: HR2, R5, RM1, RM2	12.2	2 TRAVEL	NO	Yes in DD 1, Only on Urban roads in DD 2	1.5	18.3	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	WHERE ON STREET DEMAND	Yes in DD 1, Only on Urban roads in DD 2	2	25	3 TRAVEL, 2 BICYCLE	NO	NO				2
High Density HR3, RH1, RH2, RH3	12.2	2 TRAVEL	ONLY WHERE ON STREET DEMAND EXISTS	Yes in DD 1, Only on Urban roads in DD 2	2	18.3	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	-WHERE ON STREET DEMAND	Yes in DD 1, Only on Urban roads in DD 2	2	25	5 3 TRAVEL, 2 BICYCLE	NO	NO				2
Hillside HR3, HR2, HR3																		
Former RDNO																		
Low Density: R1, R2, R4, R5, R6, R7	14.5	2 TRAVEL	NO	Yes in DD 1, Only on Urban roads in DD 2	1.5	17.5	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	Yes in DD 1, Only on Urban roads in DD 2	2	25	3 TRAVEL, 2 BICYCLE	NO	NO				2
Med.-High Density: R3	17.5	2 TRAVEL	NO	Yes in DD 1, Only on Urban roads in DD 2	2	20	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	Yes in DD 1, Only on Urban roads in DD 2	2	25	5 3 TRAVEL, 2 BICYCLE	NO	NO				2
Commercial:																		
CRD, C1, C2, C3, C4, C5, C6, CR, C10, C10A, C11, C12, RTC, RTCA	12.2	2 TRAVEL	-ONLY WHERE ON STREET DEMAND	Yes in DD 1, Only on Urban roads in DD 2	2	18.3	TRAVEL, 2 BICYCLE or PAVED SHOULDER	WHERE ON STREET DEMAND	Yes in DD 1, Only on Urban roads in DD 2	2	25	5 3 TRAVEL, 2 BICYCLE	ONLY WHERE ON STREET DEMAND					2
C7, C9	12.2	2 TRAVEL	ONLY WHERE ON STREET DEMAND	Yes in DD 1, Only on Urban roads in DD 2	2	18.3	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	ONLY WHERE ON STREET DEMAND	Yes in DD 1, Only on Urban roads in DD 2	2	25	5 3 TRAVEL, 2 BICYCLE	ONLY WHERE ON STREET DEMAND					2
Comprehensive Development																		
CD1, CD2, CD3, CD4	12.2	2 TRAVEL	ONLY WHERE ON STREET DEMAND	Yes in DD 1, Only on Urban roads in DD 2	2	18.3	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	ONLY WHERE ON STREET DEMAND	Yes in DD 1, Only on Urban roads in DD 2	2	25	3 TRAVEL, 2 BICYCLE	None					2
Industrial:																		
I1, I2, I3, I4, I5	15.2	2 TRAVEL	NO	Yes in DD 1, Only on Urban roads in DD 2	1.5	18.3	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	-NO	Yes in DD 1, Only on Urban roads in DD 2	2	25	3 TRAVEL, 2 BICYCLE	None					2
Public:																		
P1, P2, P3, P4, P5, W1	12.2	2 TRAVEL	ONLY WHERE ON STREET DEMAND	Yes in DD 1, Only on Urban roads in DD 2	2	18.3	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	ONLY WHERE ON STREET DEMAND	Yes in DD 1, Only on Urban roads in DD 2	2	25	3 TRAVEL, 2 BICYCLE	None					2
Agriculture/Rural:																		
City: RR, A1, A2, A3	15.2	Travel	NO	No	N/A	18.3	2 TRAVEL, 2 PAVED SHOULDER	None	No	N/A	25	2 TRAVEL, 2 PAVED SHOULDER	None	No				N/A
Former RDNO: SH, CR, NU LH	20	2-2 Travel	NO	No	N/A	18.3	2 TRAVEL, 2 PAVED SHOULDER	None	No	N/A	25	2 TRAVEL, 2 PAVED SHOULDER	None	No				N/A

Notes:

1) Unless identified in the Zoning Bylaw Schedule B - Special Setbacks or necessary to provide required site specific offsite works, no additional road dedication is required for existing roads. Minimum width must account for shallows and must include toe of slope to top of cut or provide additional adjacent SROW or no-build covenant will be required to protect road structure in a form acceptable to the City Engineer

2) Additional lanes may be required based on traffic volume, onstreet parking needs and at intersections. Through the City Centre in Development District 1, bicycle lanes are not required, multi-use paths are required as per the MTP.

3) Ped and bicycle facilities required where indicated in the Master Transportation Plan.

TABLE A.2 - Part II REQUIRED MINIMUM HIGHWAY STANDARDS SUBJECT TO THE ZONING BYLAW, AS AMENDED

TABLE A.2 - Part II, REQUIRED MINIMUM HIGHWAY STANDARDS, SUBJECT TO THE ZONING BYLAW , AS AMENDED

Minimum paved widths (m):

Rear lane	5.5
Vehicle Travel lane	3.25
Dedicated parking lane	2.4
Bicycle lane	1.5, each direction
Paved shoulder	0.25 Local, 1.5m Collector and Arterial
Pedestrian Facility/Sidewalk	1.5
Multi-use path	3
walkway	3

Minimum Required lanes

Local	2 Travel
Collector	2 Travel, 2 bicycle additional travel lanes based on demand
Arterial	2 Travel, 2 bicycle, 1 turn/centre median in Development District 1. Additional travel lanes based on demand
	2 travel, 2 paved shoulder with turn lanes at intersections and accesses where existing rural sections in Development District 2 , Additional travel lanes based on demand

DEVELOPMENT DISTRICT 3 ZONE	LOCAL HIGHWAYS					COLLECTOR HIGHWAYS					ARTERIAL HIGHWAYS				
	ROW WIDTH (m) ¹	MINIMUM LANES REQUIRED*	ON STREET PARKING	CURB & GUTTER	Pedestrian Facility 2 WIDTH (m)	ROW WIDTH (m) ¹	MINIMUM LANES REQUIRED*	ADJACENT ON STREET PARKING	CURB & GUTTER	Pedestrian Facility 2 WIDTH (m)	ROW WIDTH (m) ¹	MINIMUM LANES REQUIRED*	ADJACENT ON STREET PARKING	CURB & GUTTER	Pedestrian Facility 2 WIDTH (m)
Residential:															
City:															
Low Density: HR1, RST1, RTR, R1, R2, R3, R4, R5A, R6, R7	14.5	2 TRAVEL	NO	NO	1.5	17.5	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2	25	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2
Med. Density: HR2, R5, RM1, RM2	14.5	2 TRAVEL	NO	NO	1.5	17.5	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2	25	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2
High Density HR3, RH1, RH2, RH3	17.5	2 TRAVEL	NO	NO	2	20	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2	25	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2
Former RDNO															
Low Density: R1, R2, R4, R5, R6, R7	14.5	2 TRAVEL	NO	NO	1.5	17.5	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2	25	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2
Med.-High Density: R3	17.5	2 TRAVEL	NO	NO	2	20	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2	25	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2
Commercial:															
CRD,C1, C2, C3, C4, C5, C6, C8, C10, C10A, C11, C12, RTC, RTCA	17.5	2 TRAVEL	NO	NO	2	20	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2	25	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2
C7, C9	17.5	2 TRAVEL	NO	NO	2	20	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2	25	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2
Comprehensive Development															
CD1, CD2, CD3, CD4	17.5	2 TRAVEL	NO	NO	2	20	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2	25	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2
Industrial:															
I1, I2, I3, I4, I5	14.5	-2 TRAVEL	NO	NO	1.5	20	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2	25	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2
Public:															
P1, P2, P3, P4, P5, W1	17.5	-2 TRAVEL	NO	NO	2	20	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2	25	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	2
Agriculture/Rural:															
City: RR, A1, A2, A3	14.5	2 TRAVEL	NO	NO	N/A	17.5	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	N/A	25	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	N/A
Former RDNO: SH,CR,NU LH	14.5	-2 TRAVEL	NO	NO	N/A	17.5	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	N/A	25	2 TRAVEL, 2 BICYCLE or PAVED SHOULDER	NO	NO	N/A

Notes:

1) Ditching required on high side of road only. Rock catchment area required where exposed rock faces exceed 1.5m in height, in or adjacent to road ROW. Pavement width must be increased by at least 0.25m where No Post Guardrail is req'd, at intersections.

2) Ped and bicycle facilities required where indicated in the Master Transportation Plan. All new development must construct works that provide connectivity.

3) Minimum width must account for shallows and road structure. Where road structure width (including toe of slope to top of cut) exceeds the minimum an additional SROW or no-build covenant acceptable to the City Engineer is permitted.

4) Extension of roads 150m or less to retain existing rural or urban nature. Additional lanes may be required based on traffic volume, onstreet parking needs and at intersections.

LANE AND WALKWAYS:

Lanes shall have a Right-of-Way width of not less than 6.0m and a pavement width of 6.0m in Commercial and Industrial zones and 5.5m wide in all other zones. Onsite parking directly off lanes is subject to specifications regarding aisle depth and parking stall dimensions in the Zoning Bylaw, as amended.

Walkways shall have a Right-of-Way width of not less than 3.0m and a pavement width to the standards specified in this bylaw with bollards at intersections with roads that prohibit motorized vehicle access.