



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

### **ADVISORY PLANNING COMMITTEE**

**TUESDAY, AUGUST 14, 2018**

**4:00 pm – OKANAGAN LAKE ROOM**

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

1. **ADOPTION OF AGENDA**
2. **ADOPTION OF MINUTES**  
July 24, 2018 (attached)
3. **NEW BUSINESS**
  - a) **DVP00425** – Development Variance Permit Application for 5770 Pleasant Valley Road
4. **INFORMATION ITEMS**
  - a) An update of APC related items discussed at the August 13, 2018 Council meeting will be provided.
5. **NEXT MEETING**  
The next meeting is tentatively scheduled for **Wednesday**, September 5, 2018.
6. **ADJOURNMENT**



## THE CORPORATION OF THE CITY OF VERNON

### MINUTES OF ADVISORY PLANNING COMMITTEE MEETING

HELD

TUESDAY, JULY 24, 2018

**PRESENT:** VOTING

Mark Longworth, Chair  
Doug Neden, Vice-Chair  
Jamie Paterson  
Joanne Georgeson  
Phyllis Kereliuk  
Ian Murphy  
Monique Hubbs-Michiel  
Vicki Topping

NON VOTING

Councillor Quiring

**ABSENT:** Lisa Briggs  
Don Schuster  
Corbin Kelley, Youth Member  
Councillor Cunningham

**STAFF:** Craig Broderick, Manager, Current Planning  
Roy Nuriel, Economic Development Planner  
Ellen Croy, Transportation Planner  
Natasha Kositsin, Acting Legislative Committee Clerk

**ORDER** The Chair called the meeting to order at 4:02 p.m.

**ADOPTION OF AGENDA** Moved by Monique Hubbs-Michiel, seconded by Joanne Georgeson;

THAT the agenda of the Advisory Planning Committee meeting for Tuesday, July 25, 2018 be adopted.

**CARRIED.**

**ADOPTION OF MINUTES** Moved by Doug Neden, seconded by Vicki Topping;

THAT the minutes for the Advisory Planning Committee meeting of Tuesday, July 9, 2018 be amended to correct the mover/seconded on DVP#00432;

AND FURTHER that the minutes be adopted as amended.

**CARRIED.**

**NEW BUSINESS:**

**DEVELOPMENT  
VARIANCE PERMIT  
APPLICATION FOR  
1100 30 AVENUE**

The Advisory Planning Committee reviewed the Development Variance Permit application #00434 for 1100 30 Avenue. The Manager, Current Planning reviewed the application and noted the following:

- Carriage home variance is required for height exceeding 4.5m
- Windows on south side
- Driveway width of up to 7.5m wide.

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

THAT the Advisory Planning Committee recommends that Council support the Development Variance Permit Application #DVP00434 to vary the following sections of Zoning Bylaw #5000 to increase the maximum height of a secondary building from 4.5m or one storey in height, to 6.1m in height for a two-storey building containing a secondary suite on the property located on Lot 7, Plan 23011, Sec 35, Twp9, ODYD (1100 30<sup>th</sup> Avenue):

- a) To vary Section 4.5.6, to increase the maximum height of a secondary building from 4.5m or one storey in height, to 6.1m in height for a two-storey building containing a secondary suite; and
- b) To vary Section 9.2.5, to increase the maximum height of a secondary building from 4.5m to 6.1m.

AND FURTHER, that the Advisory Planning Committee recommends that Council support DVP00434 subject to the following:

- a) That an enhanced landscape plan (i.e. pyramid cedars) be provided for the southern property line and that the south setback be increased from 1.5m to 2.5m.
- b) That the revised survey plan, site plan, elevation plan, and building renderings intended to illustrate the height of the

proposed structure and noted as Attachment 1, 2, 3, and 4 in the report titled "Development Variance Permit Application for 1100 30<sup>th</sup> Avenue" and dated July 18, 2018 by the Planning Assistant be attached to and form part of DVP00434 as Schedule 'A'.

### CARRIED

#### REZONING AND DEVELOPMENT VARIANCE PERMIT APPLICATIONS FOR 3607 27 STREET

The Advisory Planning Committee reviewed the Rezoning and Development Variance Permit applications for ZON00299/DVP00427. The Economic Development Planner reviewed the application and noted the following:

- R1 to C4 (lower part of Easthill)
- 6m Restrictive Covenant to provide future access to adjacent property
- Dental clinic will be two stories, one floor for dental services and second floor just for staff
- Clients will not have access to the top floor.

Moved by Joanne Georgeson, seconded by Doug Neden;

THAT the Advisory Planning Committee recommends that Council support the application to rezone Lot 1-2, Block 28, Plan 327E, Sec 3, Twp 8, ODYD (3607 – 27<sup>th</sup> Street) from R1 – Estate Lot Residential to C4 – Street Oriented Commercial, subject to the following conditions:

- a) That the owner registers a Section 219 Restrictive Covenant on title of 3607 – 27<sup>th</sup> Street that would guarantee access to 3603 – 27<sup>th</sup> Street by way of a 6.0m wide private access easement if direct access onto 27<sup>th</sup> Street is not granted in conjunction with a commercial rezoning application for 3603 – 27<sup>th</sup> Street; and
- b) That the owner registers a Section 219 Restrictive Covenant on title of 3607 – 27<sup>th</sup> Street to prohibit food primary establishments, liquor primary establishments, licensee retail store, food preparation and beverage, food and liquor sales uses on the lands;

AND FURTHER, that the Advisory Planning Committee recommends that Council support Development Variance Permit application #DVP00427 to vary the following sections of Zoning Bylaw #5000 to allow for a two storey commercial development

to be constructed on Lot 1-2, Block 28, Plan 327E, Sec 3, Twp 8, ODYD (3607 – 27<sup>th</sup> Street):

- a) to vary the minimum front yard setback from 3.0m to 2.13m (Section 10.4.5);
- b) to vary the minimum south side yard setback from 3.0m to 2.97m (Section 10.4.5);
- c) to vary the minimum landscape buffer on the south side yard from 2.0m to 1.6m and on the rear side from 2.0m to 1.0m (Section 6.6.2, Table 6.1);

AND FURTHER, that the Advisory Planning Committee recommends that Council not support the variance to reduce the off-street parking spaces from 21 spaces to 16 spaces. (Section 7, Table 7.1)

AND FURTHER, that the Advisory Planning Committee recommends that Council support Development Variance Permit Application #DVP00427 to vary the following section of Subdivision and Development Servicing Bylaw #3843 on the property described as Lot 1-2, Block 28, Plan 327E, Sec 3, Twp 8, ODYD (3607 – 27<sup>th</sup> Street):

- a) to vary the off-site works along 37<sup>th</sup> Avenue and reduce asphalt width requirement of 12.0m to existing as per Schedule A – Level of Service;

AND FURTHER, that the Advisory Planning Committee recommends that Council support DVP00427 subject to the following:

- a) the owner is to dedicate road right-of-way widening of approximately 0.31m adjacent to 27<sup>th</sup> Street and approximately 0.105m adjacent to 37<sup>th</sup> Avenue on Lot 1-2, Block 28, Plan 327E, Sec 3, Twp 8, ODYD (3607 – 27<sup>th</sup> Street);
- b) the owner is to dedicate a 3.0m by 3.0m corner cut-off at the northwest corner of the property at 37<sup>th</sup> Avenue and 27<sup>th</sup> Street;
- c) the owner is to enter into a Works Contribution Agreement for off-site works along 27<sup>th</sup> Street and 37<sup>th</sup> Avenue adjacent to the subject property;

- d) that Lots 1 and 2, Block 28, Plan 327E, Sec 3, Twp 8, ODYD be consolidated prior to the issuance of the occupancy permit;
- e) the owner is to sign a License Agreement for proposed improvement to the right-of-way adjacent to the subject property; and
- f) that the revised site, floor, elevation and landscaping plans, generally shown as Attachments 1 to 6 inclusive in the report titled “Rezoning and Development Variance Permit Applications for 3607 – 27th Street and dated July 17, 2018 by the Economic Development Planner be attached to and form part of DVP00427 as Schedule ‘A’.

**CARRIED, with Vicki Topping opposed**

**LAND USE CONTRACT DISCHARGE APPLICATION FOR 8000 BENCH ROW ROAD**

The Advisory Planning Committee reviewed the Land Use Contract Discharge Application for 8000 Bench Row Road. The Manager, Current Planning provided an overview and provided the following:

- The property is within the Agricultural Land Reserve
- Sloping lot, have a Geotech. report which will be recommending safe setback inside of the slope where they can build
- 2.7 acres of land but most of it is on the slope
- Land Use Contract will be void as of June 30, 2024. Upon discharge of Land Use Contract, the underlying zoning (A1) applies.

Moved by Vicki Topping, seconded by Monique Hubbs-Michiel;

THAT the Advisory Planning Committee recommends that Council support the application to discharge Bylaws #287 and #288, being Land Use Contract (LTO #P2374) from the title of Lot 1, DL 6, ODYD, Plan 6067 exc. Plan 31460 (8000 Bench Row Road), to allow the property to be governed by Zoning Bylaw #5000 (A1 Agriculture within the ALR), subject to registration of a no build, no disturb covenant intended to protect the existing vegetation on-site.

**CARRIED.**

**PROPOSED TEXT AMENDMENTS (A3 –**

The Advisory Planning Committee reviewed the Proposed Text Amendments (A3 – Rural Small Holdings and R4 – Small Lot

**RURAL SMALL HOLDINGS AND R4 – SMALL LOT RESIDENTIAL)**

Residential). The Manager, Current Planning provided an overview and noted the following:

- Secondary suites were omitted in the A3 Zone
- The R4 Zone has regulations for semi-detached (i.e. zero in setback for party walls) does not list semi-detached as a permitted use.

Moved by Doug Neden, seconded by Joanne Georgeson;

THAT the Advisory Planning Committee recommends that Council support the preparation of a text amendment to zoning district A3 – Rural Small Holdings to add secondary suites as a Secondary Use;

AND FURTHER, that the Advisory Planning Committee recommends that Council support the preparation of a text amendment to zoning district R4 – Small Lot Residential to add semi-detached housing as a Primary Use.

**CARRIED.**

**INFORMATION ITEMS:**

The Manager, Current Planning reviewed the information for APC related items discussed at the July 23, 2018 Council meeting as follows:

- Council gave authority to move forward with the required bylaws for the McMechan Reservoir Development.
- 9361 Eastside Road – exceeding 30% slopes approved.

**NEXT MEETING**

The next regular meeting of the Advisory Planning Committee is scheduled for Tuesday, August 14, 2018.

**ADJOURNMENT**

The meeting of the Advisory Planning Committee adjourned at 4:41 p.m.

**CERTIFIED CORRECT:**

\_\_\_\_\_ Chair



# THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

**SUBMITTED BY:** Keltie Chamberlain  
Planning Assistant,  
Craig Broderick,  
Manager, Current Planning

**COUNCIL MEETING:** REG  COW  I/C   
**COUNCIL MEETING DATE:** September 4, 2018  
**REPORT DATE:** August 10, 2018  
**FILE:** DVP00425

**SUBJECT: DEVELOPMENT VARIANCE PERMIT APPLICATION FOR 5770 PLEASANT VALLEY ROAD**

---

## **PURPOSE:**

To review the Development Variance Permit application (DVP00425) for the subject property located at 5770 Pleasant Valley Road to vary sections of Zoning Bylaw #5000 in order to develop three 4-storey rental apartment buildings with a total of 216 units, with surface and under-the-building parking and a central amenity building.

## **RECOMMENDATION:**

THAT Council support the Development Variance Permit application (DVP00425) for the subject property located on Lot 6, Plan 939, Sec 11, Twp 8, ODYD (5770 Pleasant Valley Road) to vary the following sections of Zoning Bylaw #5000 in order to develop three 4-storey rental apartment buildings with a total of 216 units, with surface and under-the-building parking and a community amenity building:

- a) to vary Section 6.5.11 to permit a retaining wall over 1.2m in height on the property located at 5770 Pleasant Valley Road;
- b) to vary Section 7, Table 7.1, to reduce the number of vehicle parking stalls required from 342 stalls to 324 stalls; and
- c) to vary Section 7.2, Table 7.1, to reduce the number of loading stalls required from 7 stalls to 2 stalls.

AND FURTHER, that Council's support of DVP00425 is subject to the following:

- a) Prior to issuance of DVP#00425 the provision and construction of a Statutory Right of Way for a pedestrian connection from Deleenheer Road to Pleasant Valley Road;
- b) Adoption of Rezoning Amendment Bylaw Number 5688, 2018 (ZON00291); and
- c) That the site, floor, elevation, landscaping plans, Transportation Impact Assessment as generally shown as Attachments 1 to 10, and to the satisfaction of Administration, included in the report titled "Development Variance Permit Application for 5770 Pleasant Valley Road" and dated August 10, 2018 by the Planning Assistant and Manager, Current Planning be attached to and form part of DVP00425 as Schedule 'A'.

## **ALTERNATIVES & IMPLICATIONS:**

1. THAT Council support the Development Variance Permit application (DVP00425) for the subject property located on Lot 6, Plan 939, Sec 11, Twp 8, ODYD (5770 Pleasant Valley Road) to vary the following sections of Zoning Bylaw #5000 in order to develop three 4-storey rental apartment buildings with a total of 216 units, with surface and under-the-building parking and a community amenity building:

- a) to vary Section 6.5.11 to permit a retaining wall over 1.2m in height on the property located at 5770 Pleasant Valley Road;
- b) to vary Section 7, Table 7.1, to reduce the number of vehicle parking stalls required from 342 stalls to 324 stalls; and
- c) to vary Section 7.2, Table 7.1, to reduce the number of loading stalls required from 7 stalls to 2 stalls.

AND FURTHER, that Council's support of DVP00425 is subject to the following:

- a) Prior to issuance of DVP#00425 the provision and construction of a Statutory Right of Way for a pedestrian connection from Deleenheer Road to Pleasant Valley Road;
- b) Prior to issuance of Rezoning Amendment Bylaw Number 5688, 2018 (ZON00291);
- c) That the site, floor, elevation, landscaping plans, Transportation Impact Assessment as generally shown as Attachments 1 to 10, and to the satisfaction of Administration, included in the report titled "Development Variance Permit Application for 5770 Pleasant Valley Road" and dated August 10, 2018 by the Planning Assistant and Manager, Current Planning be attached to and form part of DVP00425 as Schedule 'A'; and
- d) *Any other conditions to be cited by Council.*

*Note: This alternative supports the requested variances subject to the conditions forming part of the DVP, and any other conditions cited by Council.*

- 2. THAT Council NOT support the Development Variance Permit application (DVP00425) for the subject property located on Lot 6, Plan 939, Sec 11, Twp 8, ODYD (5770 Pleasant Valley Road) to vary the following sections of Zoning Bylaw #5000 in order to develop three 4-storey rental apartment buildings with a total of 216 units, with surface and under-the-building parking and a community amenity building:
  - a) to vary Section 6.5.11 to permit a retaining wall over 1.2m in height on the property located at 5770 Pleasant Valley Road;
  - b) to vary Section 7, Table 7.1, to reduce the number of vehicle parking stalls required from 342 stalls to 324 stalls; and
  - c) to vary Section 7.2, Table 7.1, to reduce the number of loading stalls required from 7 stalls to 2 stalls.

*Note: This alternative does not support the requested development variance application. The owner would have to develop the property in accordance with the bylaws.*

**ANALYSIS:**

**A. Committee Recommendations:**

At its meeting of August 14, 2018, the Advisory Planning Committee adopted the following resolution:

“ ”.

**B. Rationale:**

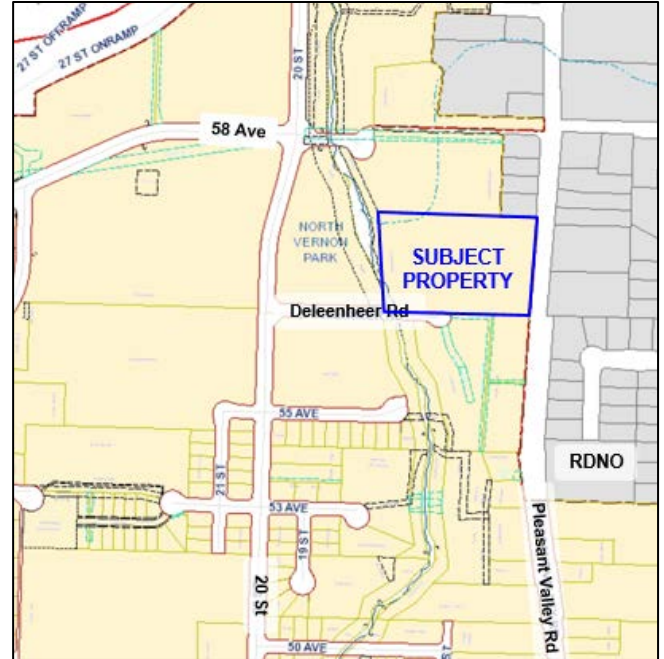
1. The subject property at 5770 Pleasant Valley Road is located in the North Vernon neighbourhood (Figures 1 and 2). The lot is currently undeveloped and the land has been designated as RMD (Residential Medium Density) within the Official Community Plan.

2. The subject property, as well as the site to the north (Regency Retirement Resort), were included within the City of Vernon municipal boundary on September 2, 2009. The Official Community Plan designation was amended to Residential Medium Density on September 26, 2011 (Bylaw #5328). The subject property retains its previous R1 zoning under the Regional District of North Okanagan (RDNO) until such time as a rezoning is approved by Council. The Rezoning application (ZON00291) proposes the existing zoning R1 NORTH (Residential Single Family) be amended to RH1 (Low-Rise Apartment Residential) and P1 (Parks and Open Space). Rezoning Amendment Bylaw #5688, 2018 was given Third Reading on July 9, 2018. The applicant is fulfilling conditions of the rezoning.

3. The applicant has proposed to vary the following sections of Zoning Bylaw #5000 in order to develop three 4-storey rental apartment buildings with a total of 216 units, with surface and under-the-building parking and a community amenity building (Attachment 1 - . The zoning bylaw provisions that would need to be varied include:

- a) to vary Section 6.5.11 to permit a retaining wall over 1.2m in height on the property located at 5770 Pleasant Valley Road;
- b) to vary Section 7, Table 7.1, to reduce the number of vehicle parking stalls required from 342 stalls to 324 stalls on the subject property; and
- c) to vary Section 7.2, Table 7.1, to reduce the number of loading stalls required from 7 stalls to 2 stalls.

4. As illustrated in Attachments 5 and 6, the proposed three 4-storey buildings are located on a sloped lot. The elevation difference from east to west on the subject property is approximately 21m, the steepest portion being located on the east side of the property at Pleasant Valley Road. In order to site three buildings and provide surface parking there would be portions of retaining walls on the site over 1.2m in height (Attachment 5). The proposed retaining walls are located on the site in multiple locations, including on the east side of the property between Pleasant Valley Road and Building C, between Building D (the community building) and Building B, and between Building A and Deleenheer Road.



**Figure 1 – Property Location Map**



**Figure 2 – Aerial View of Property**

Section 6.5.11 of Zoning Bylaw #5000 permits retaining walls in height up to 1.2m. The applicant is proposing that portions of the retaining walls would be over height as shown in Attachments 5, 6, and 7.

5. The retaining walls on the east side of the property between Pleasant Valley Road and Building C are tiered to reduce the massing of the two retaining walls and have 1.4m in distance horizontally between them. The horizontal distance allows for planting and screening to take place on the top, in between, and at the bottom of the retaining walls (Attachment 8). The south east portion of the retaining wall would be approximately 2m in height (Attachments 5, 6, and 7).

The retaining walls between Building D (the community building) and Building B are tiered and allow planting on the top and in between the walls and have 1.7m in distance horizontally between the walls. The bottom retaining wall is on the edge of the parking lot and the southern end of the retaining wall would be approximately 2.75m (Attachments 5, 6, and 7).

6. The three proposed apartment buildings would have 72 units in each building and would provide 50 one-bedroom and 166 two-bedroom units. Zoning Bylaw #5000 requires 342 off-street parking spaces, at 1.25 spaces per one bedroom and 1.5 spaces per two-bedroom unit (1.58 spaces per resident unit). The applicant is proposing 324 off-street parking spaces (30 of which would be designated as visitor parking), resulting in 1.5 spaces per resident unit.
7. In support of the parking variance, the applicant has provided a Transportation Impact Assessment (TIA) dated January 10, 2018, prepared by D.C. Dean Associates (Attachment 9). The TIA indicates a number of travel demand management (TDM) initiatives would be considered by the applicant in order to reduce the reliance on vehicles for the residents. These measures include car sharing (the applicant is considering one or two vehicles), carpooling (a development wide registry), enhanced bicycle facilities (secure bicycle storage and service centre), and transit awareness (the site is within walking distance of three routes).
8. The TIA provides results from a compilation of parking demand surveys throughout North America sorted by land use, and the results indicate the average peak parking demand to be 1.38 stalls per dwelling and the 85<sup>th</sup> percentile peak parking demand to be 1.52. In relation to the proposed development, parking required based on average peak demand would be 298 stalls and the 85<sup>th</sup> percentile peak demand would be 328 stalls. This is 44 fewer stalls than is required in Zoning Bylaw #5000.
9. In order to further support the parking reduction, the applicant is including facilities for pedestrian and cycling connectivity. The pedestrian connections to Deleenheer Road, 20<sup>th</sup> Street, 58<sup>th</sup> Avenue, Anderson Way, and 27<sup>th</sup> Street are provided by sidewalks, and BX Creek Trail is adjacent to the development site for recreational use. In addition there are a total of 162 bicycle parking spaces on the site located at the entrances and within Building D, the community building (Attachment 10).
10. The number of on-site loading stalls required for the proposed development is seven as per Zoning Bylaw #5000, Section 7.0 Parking and Loading (Table 7.1). The applicant is proposing a total of two on-site loading stalls. The development would have on-site management to provide scheduling services for residents moving in and out of the building. The coordination of moving vans and trucks would be managed during peak moving times.
11. Should Council support DVP00425, Administration recommends that the following conditions be completed prior to issuance of the DVP00425:
  - a) Adoption of the Rezoning Amendment Bylaw Number 5688, 2018 (ZON00291) from R1 NORD to RH1 (Low-Rise Apartment Residential);
  - b) The provision and construction of a Statutory Right of Way for a pedestrian connection from Deleenheer Road to Pleasant Valley Road;

- c) Prior to issuance of DVP#00425 the provision and construction of a Statutory Right of Way for a pedestrian connection from Deleenheer Road to Pleasant Valley Road;
- d) Prior to issuance of Rezoning Amendment Bylaw Number 5688, 2018 (ZON00291); and
- e) That the site, floor, elevation, landscaping plans, Transportation Impact Assessment as generally shown as Attachments 1 to 10, and to the satisfaction of Administration, included in the report titled "Development Variance Permit Application for 5770 Pleasant Valley Road" and dated August 10, 2018 by the Planning Assistant and Manager, Current Planning be attached to and form part of DVP00425 as Schedule 'A'.

**C. Attachments:**

Attachment 1 – Site Plan

Attachment 2 – Zoning Bylaw #5000 excerpts (Section 6.5.11, Section 7.2.1. and Table 7.1, and Section 9.12 the RH1 (Multiple Housing Residential) zoning district

Attachment 3 – Site Section

Attachment 4 – Elevations

Attachment 5 – Existing Grading Survey Plan

Attachment 6 – Slope Analysis

Attachment 7 – Site plan, over height section of retaining wall

Attachment 8 – Landscape Plan

Attachment 9 – Transportation Impact Assessment excerpts

Attachment 10 – Building A, B, C, and D, Parkade and surface parking

**D. Council's Strategic Plan 2015 – 2018 Goals/Deliverables:**

The subject application involves the following objectives in Council's Strategic Plan 2015 – 2018:

- Deliver efficient, effective and proactive municipal services.
- Support transit oriented and mixed use development.
- Support sustainable neighbourhoods be implementing neighbourhood plans and the OCP.
- Support sustainable urban development by reducing off-site costs and reviewing parking requirements for infill development.

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

1. The subject property is designated Residential Medium Density in the Official Community Plan (OCP).

7.0 Ensure housing meets the needs of the whole community.

7.3 Support the development of the City Centre District, neighbourhood centres, and designated multiple family areas to the densities outlined in the OCP to build compact, complete neighbourhood areas within the community and to achieve the maximum use of municipal infrastructure.

2. The following sections of Zoning Bylaw #5000 apply to the subject DVP application:

6.5.11 Retaining walls on all residential lots must not exceed a height of 1.2m

7.2 On-site Loading

Table 7.1 Parking Schedule

3. The Local Government Act provides Council with the authority to vary local bylaws based on site specific considerations. The granting of such variances does not set precedence within the community for future

variances to be based upon, as each variance application must be evaluated on its own merit and potential implications to the whole community and the specific neighbourhood.

**BUDGET/RESOURCE IMPLICATIONS:**

N/A

---

Prepared by:

Approved for submission to Council:

Right-click to sign  
with **DocuSign**

Keltie Chamberlain  
Planning Assistant

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

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

Right-click to sign  
with **DocuSign**

Amanda Watson,  
Acting 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 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 type="checkbox"/> COMMITTEE:             |   |  |
| <input type="checkbox"/> OTHER:                 |   |  |



## Attachment 2

### Zoning Bylaw #5000 excerpts

6.5.11 **Retaining walls** on all residential **lots**, except those required as a condition of **subdivision** approval, must not exceed a **height** of 1.2m measured from grade on the lower side, and must be constructed so that multiple **retaining walls** are spaced to provide at least a 1.2m horizontal separation between them.

### 7.2 On-site Loading

7.2.1 On-site loading requirements established prior to the adoption of this Bylaw shall deem to be the applicable loading requirements for existing **development** established prior to the *City of Vernon Zoning Bylaw #5000*. Where any new **development** is proposed, change of **use** of existing **development**, or enlargement of existing **development** after the adoption of this Bylaw, on-site **loading spaces** shall be provided by the property owner in accordance with Table 7.2 of this Bylaw. **Detention and correction services** located within a security **fence** are exempt from providing on-site **loading spaces**.

#### Number of Spaces

7.2.2 The number of on-site **loading spaces**, including bus **loading spaces**, required for each **use** is specified in the Loading Schedule (Table 7.2).

**TABLE 7.1 - PARKING SCHEDULE**

\* Note: GFA = Gross Floor Area

Type of Development or Use:

Required Parking spaces:

#### RESIDENTIAL & RESIDENTIAL RELATED USES

|                                      |  |
|--------------------------------------|--|
| Apartment Hotels                     | 1.0 per sleeping unit                          |
| All uses listed in the RST1 and RST2 | 1.0 per <b>residential</b> unit                |
| Apartment Housing                    | 1.0 per <b>bachelor dwelling</b> unit          |
| Row Housing                          | 1.25 per 1 - <b>bedroom dwelling</b> unit      |
| Stacked Row Housing                  | 1.5 per 2- <b>bedroom dwelling</b> unit        |
| Four-plex                            | 2.0 per 3-or-more <b>bedroom dwelling</b> unit |
| Three-plex                           |  |
| Cottages                             |  |

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

Zoning Bylaw #5000 excerpts

Type of Development or Use:

Required Loading Spaces:

**RESIDENTIAL AND RELATED USES**

Apartment Hotels  
Apartment Housing  
Apartment Housing, Tourist

1 per 2800m<sup>2</sup> GFA, developments with ten units or less are exempt from this provision (*Bylaw 5339*)

## 9.12 RH1 : Low-Rise Apartment Residential

### 9.12.1 Purpose

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

### 9.12.2 Primary Uses

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

### 9.12.3 Secondary Uses

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

### 9.12.4 Subdivision Regulations

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

### 9.12.5 Development Regulations

#### (a) Density:

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

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

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

#### (b) Building Regulations:

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

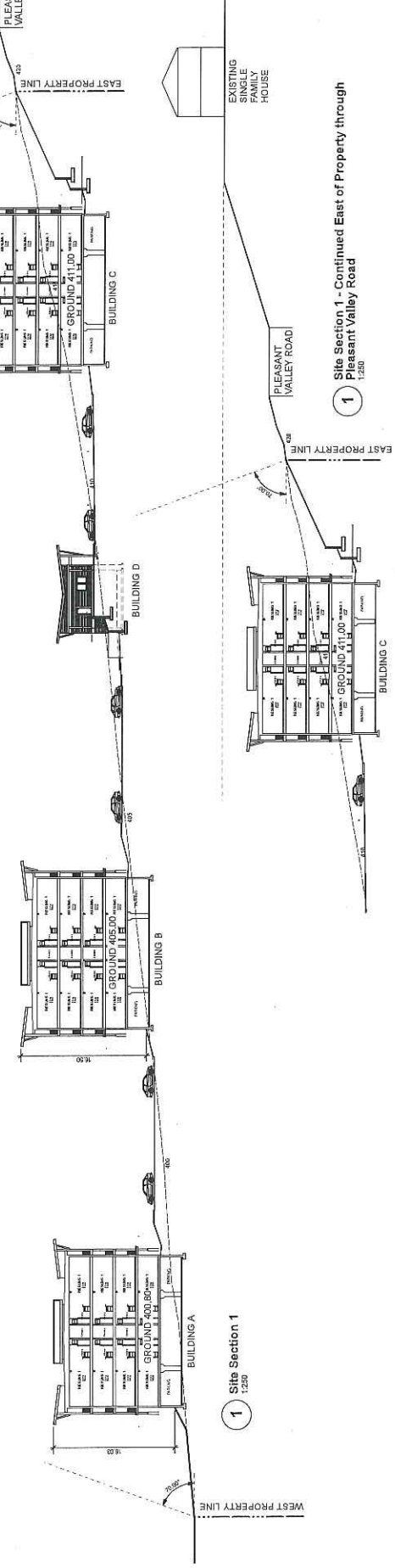
- Minimum **front yard** is 4.5m.
- Minimum **side yard** is 4.5m, except it is 4.5m from a **flanking street**.
- Minimum **rear yard** is 9.0m, except it is 1.0m for **secondary buildings**. *(Bylaw 5661)*

#### 9.12.6 Other Regulations

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

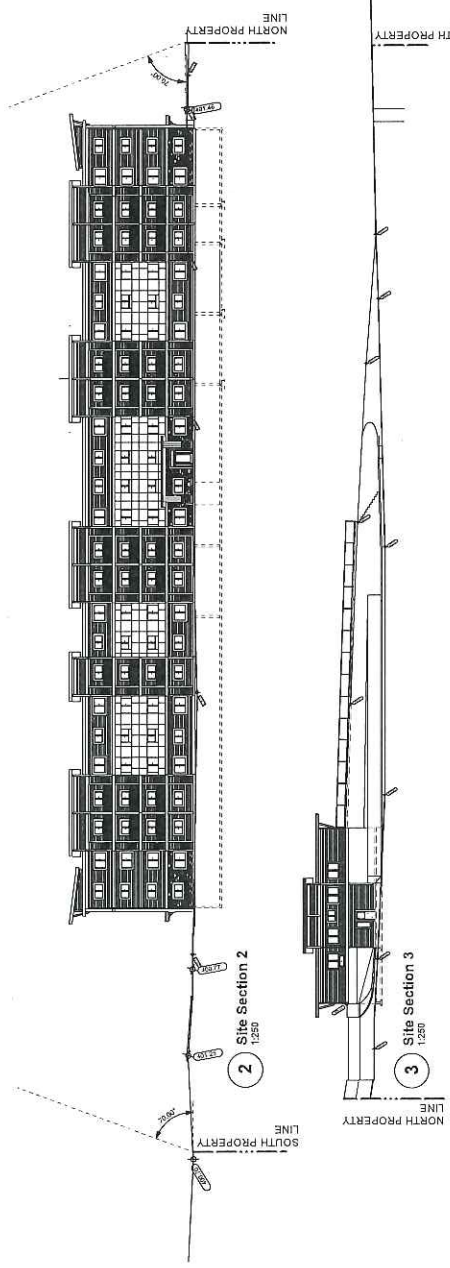
# Attachment 3

Notes:  
 1. All dimensions are in feet and inches.  
 2. All elevations are in feet above mean sea level.  
 3. All bearings are in degrees, minutes and seconds.  
 4. All distances are in feet and inches.  
 5. All areas are in square feet and square inches.  
 6. All volumes are in cubic feet and cubic inches.  
 7. All weights are in pounds and ounces.  
 8. All temperatures are in degrees Fahrenheit and degrees Celsius.  
 9. All pressures are in pounds per square inch and kilopascals.  
 10. All forces are in pounds and newtons.  
 11. All moments are in foot-pounds and newton-meters.  
 12. All stresses are in pounds per square inch and megapascals.  
 13. All strains are in inches per inch and millimeters per millimeter.  
 14. All deflections are in inches and millimeters.  
 15. All clearances are in inches and millimeters.  
 16. All radii are in feet and inches.  
 17. All diameters are in feet and inches.  
 18. All heights are in feet and inches.  
 19. All widths are in feet and inches.  
 20. All depths are in feet and inches.  
 21. All thicknesses are in inches and millimeters.  
 22. All lengths are in feet and inches.  
 23. All perimeters are in feet and inches.  
 24. All areas are in square feet and square inches.  
 25. All volumes are in cubic feet and cubic inches.



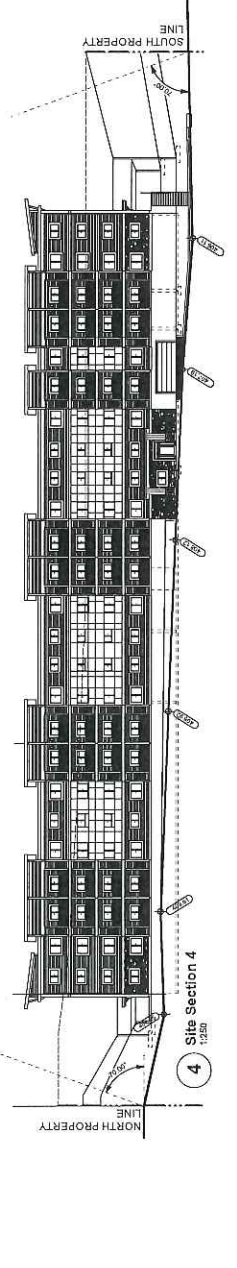
1 Site Section 1  
1:250

1 Site Section 1 - Continued East of Property through Pleasant Valley Road  
1:250



2 Site Section 2  
1:250

3 Site Section 3  
1:250



4 Site Section 4  
1:250

| NO. | DATE        | DESCRIPTION    |
|-----|-------------|----------------|
| 1   | NOV 02 2017 | REVISED        |
| 2   | JAN 22 2018 | CP Application |

**W.E. FISHER ARCHITECT**  
 1000 W. 10th St., Suite 200  
 Oklahoma City, OK 73106  
 (405) 241-1111  
 www.wefisherarchitect.com

Date: Oct. 30, 2017  
 Sheet: \_\_\_\_\_  
 Overall: \_\_\_\_\_  
 Scale: 1" = 250'  
 Project: Pleasant Valley Apartments  
 Location: Vernon, OK  
 Prepared by: Highest West Ventures, Inc.

Drawing No.: \_\_\_\_\_  
 Project Data:  
 Site Sections  
 Certificate No.: \_\_\_\_\_  
 Drawing No.: \_\_\_\_\_  
 Scale: \_\_\_\_\_  
**A.1.02**

# Attachment 4

Chen & Bismarck  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 Tel: 604.681.1111  
 Fax: 604.681.1112  
 www.chenbismarck.com

**NOTES:**

1. All elevations are shown in perspective.  
 2. All elevations are shown in perspective.  
 3. All elevations are shown in perspective.  
 4. All elevations are shown in perspective.  
 5. All elevations are shown in perspective.

DATE: 04.28.2017  
 DRAWN: [Name]  
 CHECKED: [Name]  
 SCALE: 1/8"=1'-0"

PROJECT: Creekside Heights Apartments  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 ARCHITECT: FISHER ARCHITECT  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 PHONE: 604.681.1111  
 FAX: 604.681.1112  
 WWW: www.fisherarchitect.com

DATE: 04.28.2017  
 DRAWN: [Name]  
 CHECKED: [Name]  
 SCALE: 1/8"=1'-0"

PROJECT: Creekside Heights Apartments  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 ARCHITECT: FISHER ARCHITECT  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 PHONE: 604.681.1111  
 FAX: 604.681.1112  
 WWW: www.fisherarchitect.com

DATE: 04.28.2017  
 DRAWN: [Name]  
 CHECKED: [Name]  
 SCALE: 1/8"=1'-0"

PROJECT: Creekside Heights Apartments  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 ARCHITECT: FISHER ARCHITECT  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 PHONE: 604.681.1111  
 FAX: 604.681.1112  
 WWW: www.fisherarchitect.com

DATE: 04.28.2017  
 DRAWN: [Name]  
 CHECKED: [Name]  
 SCALE: 1/8"=1'-0"

PROJECT: Creekside Heights Apartments  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 ARCHITECT: FISHER ARCHITECT  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 PHONE: 604.681.1111  
 FAX: 604.681.1112  
 WWW: www.fisherarchitect.com

DATE: 04.28.2017  
 DRAWN: [Name]  
 CHECKED: [Name]  
 SCALE: 1/8"=1'-0"

PROJECT: Creekside Heights Apartments  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 ARCHITECT: FISHER ARCHITECT  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 PHONE: 604.681.1111  
 FAX: 604.681.1112  
 WWW: www.fisherarchitect.com

DATE: 04.28.2017  
 DRAWN: [Name]  
 CHECKED: [Name]  
 SCALE: 1/8"=1'-0"

PROJECT: Creekside Heights Apartments  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 ARCHITECT: FISHER ARCHITECT  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 PHONE: 604.681.1111  
 FAX: 604.681.1112  
 WWW: www.fisherarchitect.com

DATE: 04.28.2017  
 DRAWN: [Name]  
 CHECKED: [Name]  
 SCALE: 1/8"=1'-0"

PROJECT: Creekside Heights Apartments  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 ARCHITECT: FISHER ARCHITECT  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 PHONE: 604.681.1111  
 FAX: 604.681.1112  
 WWW: www.fisherarchitect.com

DATE: 04.28.2017  
 DRAWN: [Name]  
 CHECKED: [Name]  
 SCALE: 1/8"=1'-0"

PROJECT: Creekside Heights Apartments  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 ARCHITECT: FISHER ARCHITECT  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 PHONE: 604.681.1111  
 FAX: 604.681.1112  
 WWW: www.fisherarchitect.com

DATE: 04.28.2017  
 DRAWN: [Name]  
 CHECKED: [Name]  
 SCALE: 1/8"=1'-0"

PROJECT: Creekside Heights Apartments  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 ARCHITECT: FISHER ARCHITECT  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 PHONE: 604.681.1111  
 FAX: 604.681.1112  
 WWW: www.fisherarchitect.com

DATE: 04.28.2017  
 DRAWN: [Name]  
 CHECKED: [Name]  
 SCALE: 1/8"=1'-0"

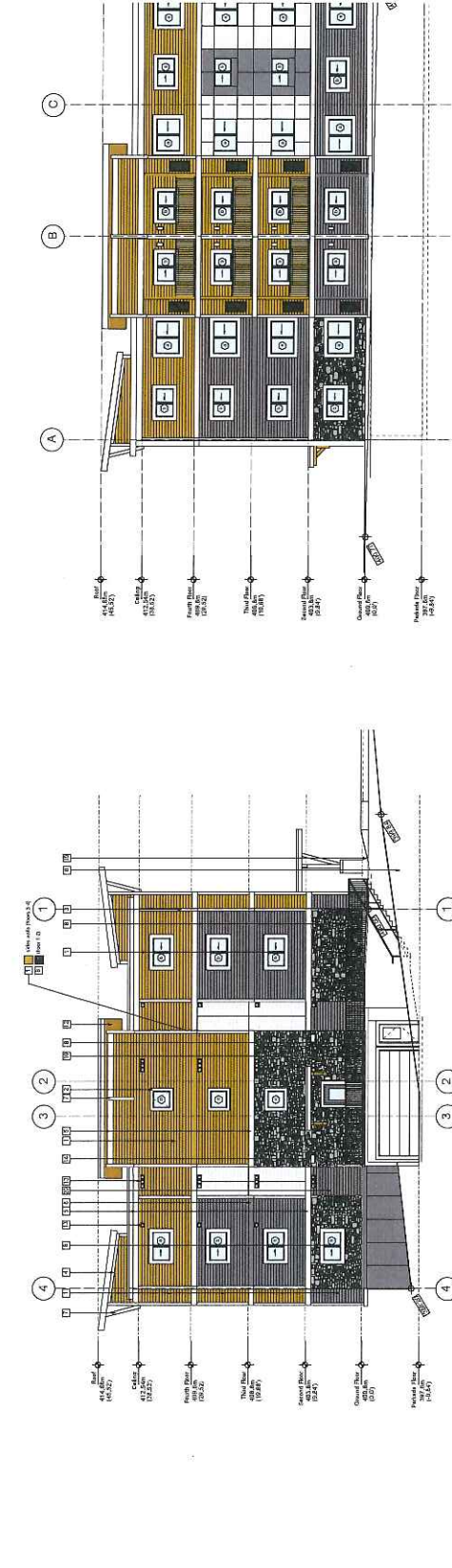
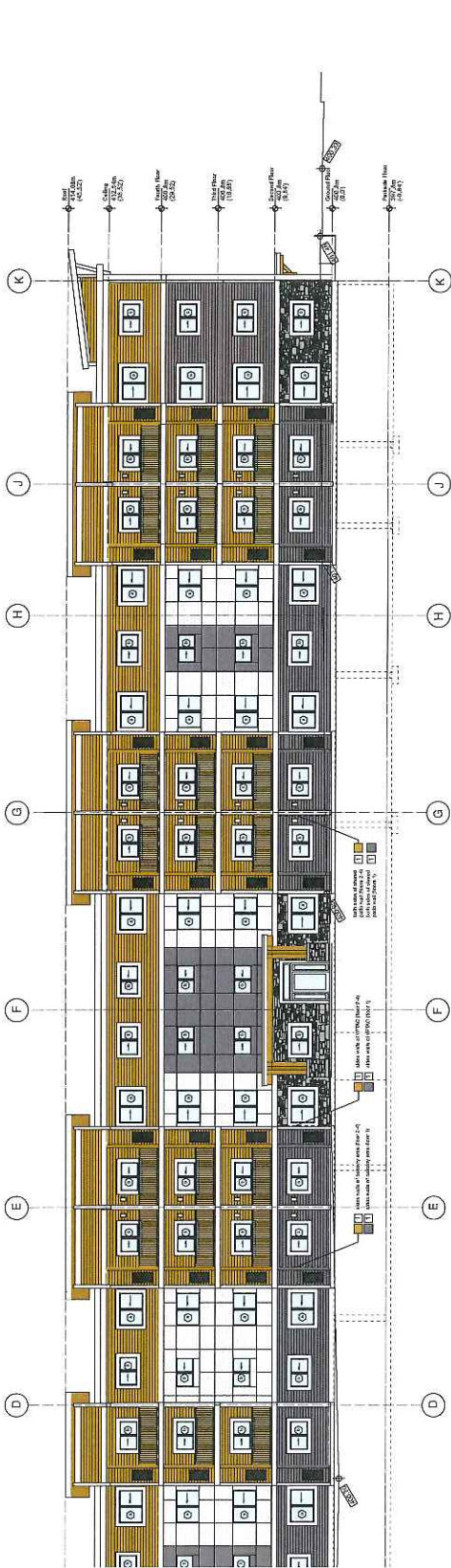
PROJECT: Creekside Heights Apartments  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 ARCHITECT: FISHER ARCHITECT  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 PHONE: 604.681.1111  
 FAX: 604.681.1112  
 WWW: www.fisherarchitect.com

DATE: 04.28.2017  
 DRAWN: [Name]  
 CHECKED: [Name]  
 SCALE: 1/8"=1'-0"

PROJECT: Creekside Heights Apartments  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 ARCHITECT: FISHER ARCHITECT  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 PHONE: 604.681.1111  
 FAX: 604.681.1112  
 WWW: www.fisherarchitect.com

DATE: 04.28.2017  
 DRAWN: [Name]  
 CHECKED: [Name]  
 SCALE: 1/8"=1'-0"

PROJECT: Creekside Heights Apartments  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 ARCHITECT: FISHER ARCHITECT  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 PHONE: 604.681.1111  
 FAX: 604.681.1112  
 WWW: www.fisherarchitect.com



**3 Building A - South Elevation**  
 1/8"=1'-0"

**2 Building A - East Elevation - South End**  
 1/8"=1'-0"

**Exterior Finishes Materials Legend - Siding Colours**

|  |   |
|--|---|
|  | Vertical smooth-panel siding (straight edge)<br>Product: ALLURA SMOOTH - colour matched to BENJAMIN MOORE - "AMHERST GRAY"  |
|  | Horizontal cedar texture siding (straight edge)<br>8-1/4" panel (7" exposure)<br>Product: ALLURA CEDAR LAP - "CEDAR"        |
|  | Horizontal cedar texture siding (straight edge)<br>5-1/4" panel (7" exposure)<br>Product: ALLURA CEDAR LAP - "AMHERST GRAY" |
|  | Cultured stone chidding<br>Product: BLACK RUNDLE ALPINE LEDGSTONE   |

- Note:**
1. Trim is white unless otherwise noted. Refer to A02.10 for additional details
  2. Upper soffits to be ALLURA cedar ("cedar" colour) w/ colour-matched vent strip
  3. Deck soffits to be white vented aluminum
  4. SSS railing to be Dark Gray
  5. Refer to A.04.10 for smooth-panel and EZ-Trim details

DATE: 04.28.2017  
 DRAWN: [Name]  
 CHECKED: [Name]  
 SCALE: 1/8"=1'-0"

PROJECT: Creekside Heights Apartments  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 ARCHITECT: FISHER ARCHITECT  
 1000 Burrard Street  
 Vancouver, BC V6C 2K6  
 PHONE: 604.681.1111  
 FAX: 604.681.1112  
 WWW: www.fisherarchitect.com

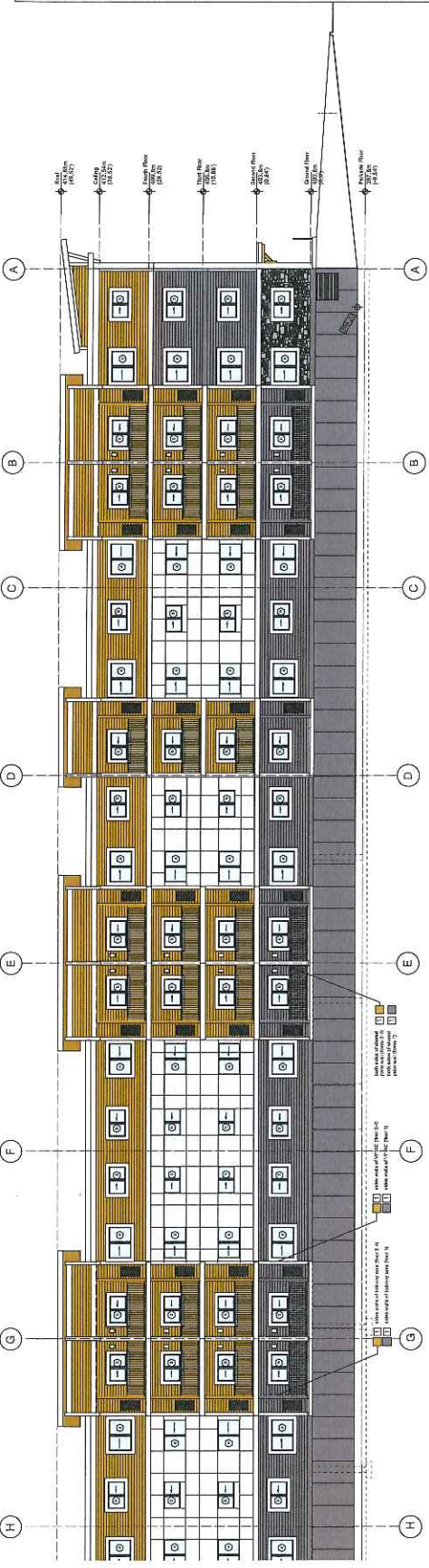
**notes:**

1. All elevations shall be shown in accordance with the current edition of the International Building Code (IBC) and the current edition of the International Residential Code (IRC) unless otherwise noted.

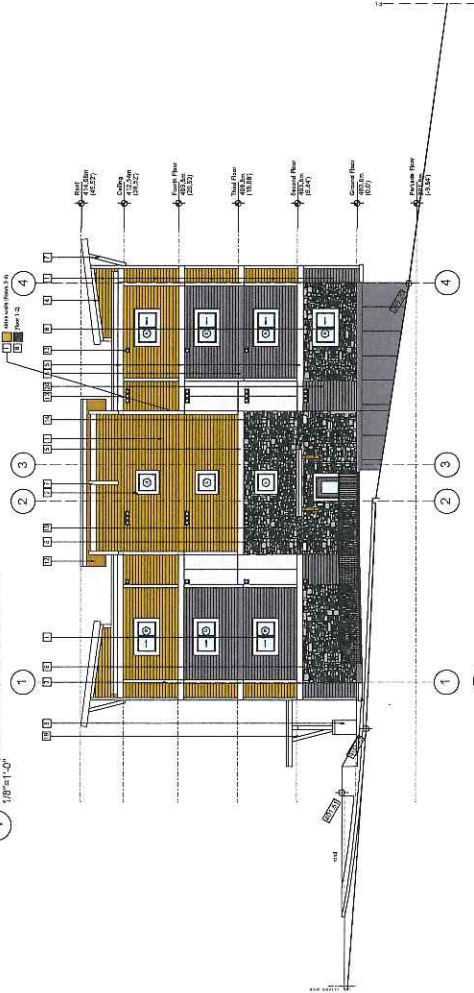
2. All elevations shall be shown in accordance with the current edition of the International Building Code (IBC) and the current edition of the International Residential Code (IRC) unless otherwise noted.

3. All elevations shall be shown in accordance with the current edition of the International Building Code (IBC) and the current edition of the International Residential Code (IRC) unless otherwise noted.

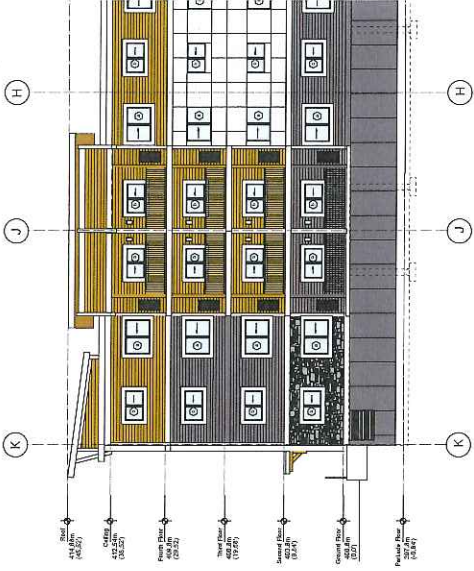
notes:



1 Building A - West Elevation - North End  
1/8"=1'-0"



3 Building A - North Elevation  
1/8"=1'-0"



2 Building A - West Elevation - South End  
1/8"=1'-0"

**Exterior Finishes Materials Legend - Siding Colours**



Vertical smooth-panel siding (straight edge)  
Product: ALLURA SMOOTH - colour matched to BENJAMIN MOORE - "AMHERST GRAY"



Horizontal cedar texture siding (straight edge)  
8-1/4" panel (7" exposure)  
Product: ALLURA CEDAR LAP - "CEDAR"



Cultured stone cladding  
Product: BLACK RUNDLE ALPINE LEDGSTONE



Vertical smooth-panel siding (straight edge)  
Product: ALLURA SMOOTH - "SNOW"



Horizontal cedar texture siding (straight edge)  
8-1/4" panel (7" exposure)  
Product: ALLURA CEDAR LAP - "CEDAR"

- Note:
1. Trim is white, unless otherwise noted. Refer to A.02.11 for additional details
  2. Upper Soffits to be ALLURA cedar "Cedar" colour w/ colour-matched Vent strip
  3. Deck Soffits to be white vented aluminum
  4. SBS roofing to be Dark Grey
  5. Refer to A.04.10 for smooth-panel and EZ-Trim details

|     |         |           |           |           |           |
|-----|---------|-----------|-----------|-----------|-----------|
| 1   | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 2   | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 3   | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 4   | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 5   | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 6   | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 7   | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 8   | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 9   | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 10  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 11  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 12  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 13  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 14  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 15  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 16  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 17  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 18  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 19  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 20  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 21  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 22  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 23  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 24  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 25  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 26  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 27  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 28  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 29  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 30  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 31  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 32  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 33  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 34  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 35  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 36  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 37  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 38  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 39  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 40  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 41  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 42  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 43  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 44  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 45  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 46  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 47  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 48  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 49  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 50  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 51  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 52  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 53  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 54  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 55  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 56  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 57  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 58  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 59  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 60  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 61  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 62  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 63  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 64  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 65  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 66  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 67  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 68  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 69  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 70  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 71  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 72  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 73  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 74  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 75  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 76  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 77  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 78  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 79  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 80  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 81  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 82  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 83  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 84  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 85  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 86  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 87  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 88  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 89  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 90  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 91  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 92  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 93  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 94  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 95  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 96  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 97  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 98  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 99  | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |
| 100 | REVISED | 1/17/2014 | 1/17/2014 | 1/17/2014 | 1/17/2014 |

FISHER ARCHITECT

1000 West 10th Street  
Vancouver, BC V6H 2G6  
Tel: 604.681.1111  
www.fisherarchitect.com

DATE: 04.28.2017  
DRAWN: [Name]  
CHECKED: [Name]  
SCALE: 1/32"

PROJECT: Crestview Heights Apartments  
Vancouver, BC V6H 2G6  
CLIENT: Highstreet Ventures, Inc.

PROJECT NO: [Number]  
DRAWING NO: [Number]

DATE: 04.28.2017  
DRAWN: [Name]  
CHECKED: [Name]  
SCALE: 1/32"

PROJECT: Crestview Heights Apartments  
Vancouver, BC V6H 2G6  
CLIENT: Highstreet Ventures, Inc.

PROJECT NO: [Number]  
DRAWING NO: [Number]

DATE: 04.28.2017  
DRAWN: [Name]  
CHECKED: [Name]  
SCALE: 1/32"

PROJECT: Crestview Heights Apartments  
Vancouver, BC V6H 2G6  
CLIENT: Highstreet Ventures, Inc.

PROJECT NO: [Number]  
DRAWING NO: [Number]

DATE: 04.28.2017  
DRAWN: [Name]  
CHECKED: [Name]  
SCALE: 1/32"

PROJECT: Crestview Heights Apartments  
Vancouver, BC V6H 2G6  
CLIENT: Highstreet Ventures, Inc.

PROJECT NO: [Number]  
DRAWING NO: [Number]

DATE: 04.28.2017  
DRAWN: [Name]  
CHECKED: [Name]  
SCALE: 1/32"

PROJECT: Crestview Heights Apartments  
Vancouver, BC V6H 2G6  
CLIENT: Highstreet Ventures, Inc.

PROJECT NO: [Number]  
DRAWING NO: [Number]

DATE: 04.28.2017  
DRAWN: [Name]  
CHECKED: [Name]  
SCALE: 1/32"

PROJECT: Crestview Heights Apartments  
Vancouver, BC V6H 2G6  
CLIENT: Highstreet Ventures, Inc.

PROJECT NO: [Number]  
DRAWING NO: [Number]

DATE: 04.28.2017  
DRAWN: [Name]  
CHECKED: [Name]  
SCALE: 1/32"

PROJECT: Crestview Heights Apartments  
Vancouver, BC V6H 2G6  
CLIENT: Highstreet Ventures, Inc.

PROJECT NO: [Number]  
DRAWING NO: [Number]

DATE: 04.28.2017  
DRAWN: [Name]  
CHECKED: [Name]  
SCALE: 1/32"

PROJECT: Crestview Heights Apartments  
Vancouver, BC V6H 2G6  
CLIENT: Highstreet Ventures, Inc.

PROJECT NO: [Number]  
DRAWING NO: [Number]

DATE: 04.28.2017  
DRAWN: [Name]  
CHECKED: [Name]  
SCALE: 1/32"

PROJECT: Crestview Heights Apartments  
Vancouver, BC V6H 2G6  
CLIENT: Highstreet Ventures, Inc.

PROJECT NO: [Number]  
DRAWING NO: [Number]

DATE: 04.28.2017  
DRAWN: [Name]  
CHECKED: [Name]  
SCALE: 1/32"

PROJECT: Crestview Heights Apartments  
Vancouver, BC V6H 2G6  
CLIENT: Highstreet Ventures, Inc.

PROJECT NO: [Number]  
DRAWING NO: [Number]

DATE: 04.28.2017  
DRAWN: [Name]  
CHECKED: [Name]  
SCALE: 1/32"

PROJECT: Crestview Heights Apartments  
Vancouver, BC V6H 2G6  
CLIENT: Highstreet Ventures, Inc.

PROJECT NO: [Number]  
DRAWING NO: [Number]

DATE: 04.28.2017  
DRAWN: [Name]  
CHECKED: [Name]  
SCALE: 1/32"

PROJECT: Crestview Heights Apartments  
Vancouver, BC V6H 2G6  
CLIENT: Highstreet Ventures, Inc.

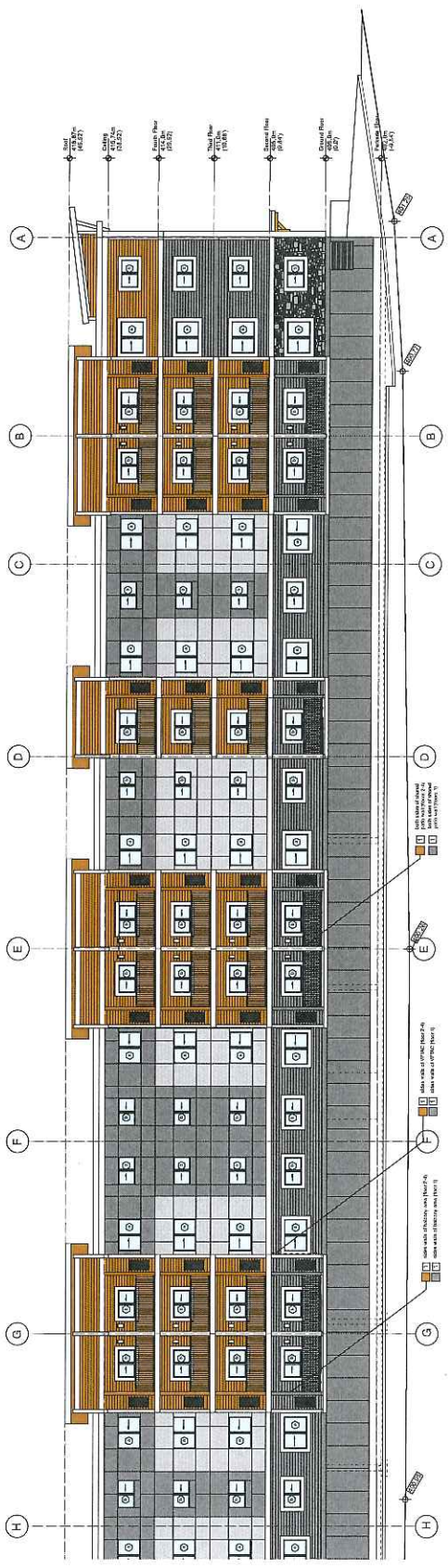
PROJECT NO: [Number]  
DRAWING NO: [Number]

DATE: 04.28.2

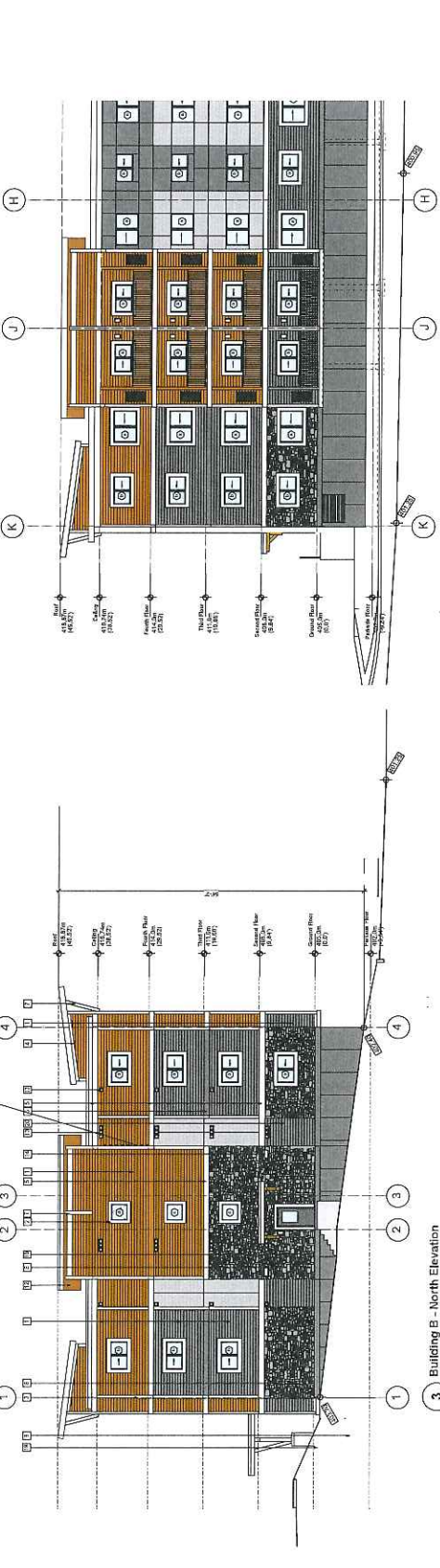


**NOTES:**

1. All exterior finishes shall be as indicated on this drawing. Refer to the project specifications for a complete list of materials and finishes. Refer to the project specifications for a complete list of materials and finishes.



1 Building B - West Elevation - North End  
1/8" = 1'-0"



2 Building B - West Elevation - South End  
1/8" = 1'-0"

**Exterior Finishes Materials Legend - Siding Colours**



Vertical smooth-panel siding (straight edge)  
Product: ALLURA SMOOTH - "SNOW"



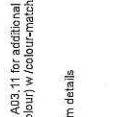
Vertical cedar texture siding (straight edge)  
Product: JAMES HARDIE "NIGHT GRAY"



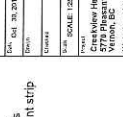
Horizontal cedar texture siding (straight edge)  
Product: ALLURA CEDAR LAP - "MOUNTAIN CEDAR"



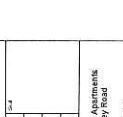
Horizontal cedar texture siding (7" exposure)  
Product: JAMES HARDIE "NIGHT GRAY"



Cultured stone cladding  
Product: BLACK RUNDLE ALPINE LEDGSTONE



Vertical smooth-panel siding (straight edge)  
Product: ALLURA SMOOTH - "STERLING GRAY"



Vertical smooth-panel siding (straight edge)  
Product: ALLURA SMOOTH - "STERLING GRAY"

- Notes:**
1. Trim is white unless otherwise noted. Refer to A03.11 for additional details.
  2. Upper Soffits to be ALLURA cedar ("Cedar" colour) w/ colour-matched vent strip.
  3. Soffits to be white painted aluminum.
  4. Soffits to be white painted aluminum.
  5. Refer to A0X.10 for smooth-panel and EZ-Trim details.

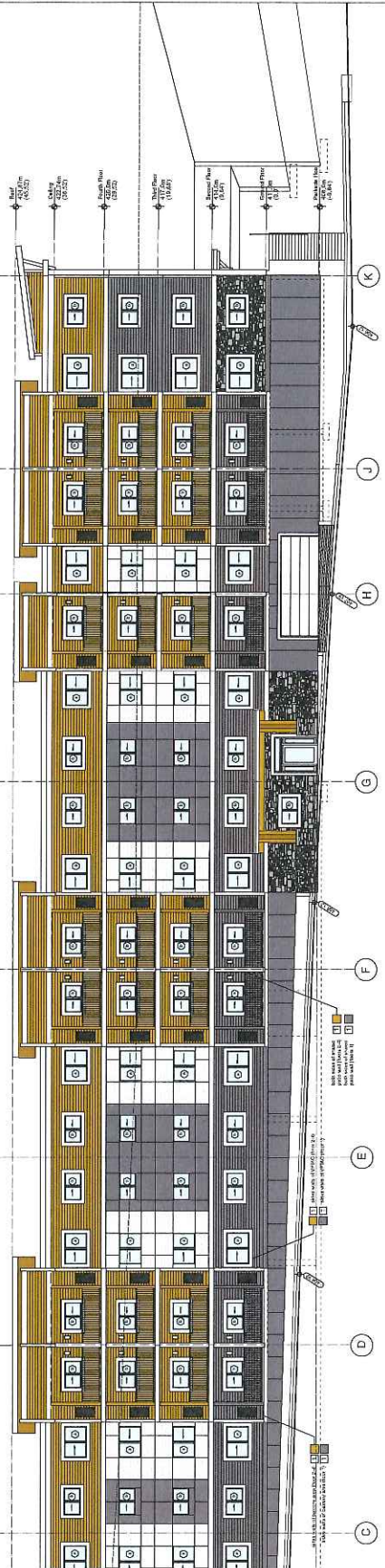
|           |                             |
|-----------|-----------------------------|
| DATE      | 2017                        |
| NO.       | 004                         |
| PROJECT   | CRENSHAW HEIGHTS APARTMENTS |
| OWNER     | CRENSHAW HEIGHTS APARTMENTS |
| DESIGNER  | ALPHARETT PARTNERS INC.     |
| ARCHITECT | ALPHARETT PARTNERS INC.     |
| SCALE     | 1/8" = 1'-0"                |
| DATE      | 03.11.17                    |

|     |          |               |
|-----|----------|---------------|
| NO. | DATE     | DESCRIPTION   |
| 1   | 03.11.17 | 1P APPROVAL   |
| 2   | 03.11.17 | 2P APPROVAL   |
| 3   | 03.11.17 | 3P APPROVAL   |
| 4   | 03.11.17 | 4P APPROVAL   |
| 5   | 03.11.17 | 5P APPROVAL   |
| 6   | 03.11.17 | 6P APPROVAL   |
| 7   | 03.11.17 | 7P APPROVAL   |
| 8   | 03.11.17 | 8P APPROVAL   |
| 9   | 03.11.17 | 9P APPROVAL   |
| 10  | 03.11.17 | 10P APPROVAL  |
| 11  | 03.11.17 | 11P APPROVAL  |
| 12  | 03.11.17 | 12P APPROVAL  |
| 13  | 03.11.17 | 13P APPROVAL  |
| 14  | 03.11.17 | 14P APPROVAL  |
| 15  | 03.11.17 | 15P APPROVAL  |
| 16  | 03.11.17 | 16P APPROVAL  |
| 17  | 03.11.17 | 17P APPROVAL  |
| 18  | 03.11.17 | 18P APPROVAL  |
| 19  | 03.11.17 | 19P APPROVAL  |
| 20  | 03.11.17 | 20P APPROVAL  |
| 21  | 03.11.17 | 21P APPROVAL  |
| 22  | 03.11.17 | 22P APPROVAL  |
| 23  | 03.11.17 | 23P APPROVAL  |
| 24  | 03.11.17 | 24P APPROVAL  |
| 25  | 03.11.17 | 25P APPROVAL  |
| 26  | 03.11.17 | 26P APPROVAL  |
| 27  | 03.11.17 | 27P APPROVAL  |
| 28  | 03.11.17 | 28P APPROVAL  |
| 29  | 03.11.17 | 29P APPROVAL  |
| 30  | 03.11.17 | 30P APPROVAL  |
| 31  | 03.11.17 | 31P APPROVAL  |
| 32  | 03.11.17 | 32P APPROVAL  |
| 33  | 03.11.17 | 33P APPROVAL  |
| 34  | 03.11.17 | 34P APPROVAL  |
| 35  | 03.11.17 | 35P APPROVAL  |
| 36  | 03.11.17 | 36P APPROVAL  |
| 37  | 03.11.17 | 37P APPROVAL  |
| 38  | 03.11.17 | 38P APPROVAL  |
| 39  | 03.11.17 | 39P APPROVAL  |
| 40  | 03.11.17 | 40P APPROVAL  |
| 41  | 03.11.17 | 41P APPROVAL  |
| 42  | 03.11.17 | 42P APPROVAL  |
| 43  | 03.11.17 | 43P APPROVAL  |
| 44  | 03.11.17 | 44P APPROVAL  |
| 45  | 03.11.17 | 45P APPROVAL  |
| 46  | 03.11.17 | 46P APPROVAL  |
| 47  | 03.11.17 | 47P APPROVAL  |
| 48  | 03.11.17 | 48P APPROVAL  |
| 49  | 03.11.17 | 49P APPROVAL  |
| 50  | 03.11.17 | 50P APPROVAL  |
| 51  | 03.11.17 | 51P APPROVAL  |
| 52  | 03.11.17 | 52P APPROVAL  |
| 53  | 03.11.17 | 53P APPROVAL  |
| 54  | 03.11.17 | 54P APPROVAL  |
| 55  | 03.11.17 | 55P APPROVAL  |
| 56  | 03.11.17 | 56P APPROVAL  |
| 57  | 03.11.17 | 57P APPROVAL  |
| 58  | 03.11.17 | 58P APPROVAL  |
| 59  | 03.11.17 | 59P APPROVAL  |
| 60  | 03.11.17 | 60P APPROVAL  |
| 61  | 03.11.17 | 61P APPROVAL  |
| 62  | 03.11.17 | 62P APPROVAL  |
| 63  | 03.11.17 | 63P APPROVAL  |
| 64  | 03.11.17 | 64P APPROVAL  |
| 65  | 03.11.17 | 65P APPROVAL  |
| 66  | 03.11.17 | 66P APPROVAL  |
| 67  | 03.11.17 | 67P APPROVAL  |
| 68  | 03.11.17 | 68P APPROVAL  |
| 69  | 03.11.17 | 69P APPROVAL  |
| 70  | 03.11.17 | 70P APPROVAL  |
| 71  | 03.11.17 | 71P APPROVAL  |
| 72  | 03.11.17 | 72P APPROVAL  |
| 73  | 03.11.17 | 73P APPROVAL  |
| 74  | 03.11.17 | 74P APPROVAL  |
| 75  | 03.11.17 | 75P APPROVAL  |
| 76  | 03.11.17 | 76P APPROVAL  |
| 77  | 03.11.17 | 77P APPROVAL  |
| 78  | 03.11.17 | 78P APPROVAL  |
| 79  | 03.11.17 | 79P APPROVAL  |
| 80  | 03.11.17 | 80P APPROVAL  |
| 81  | 03.11.17 | 81P APPROVAL  |
| 82  | 03.11.17 | 82P APPROVAL  |
| 83  | 03.11.17 | 83P APPROVAL  |
| 84  | 03.11.17 | 84P APPROVAL  |
| 85  | 03.11.17 | 85P APPROVAL  |
| 86  | 03.11.17 | 86P APPROVAL  |
| 87  | 03.11.17 | 87P APPROVAL  |
| 88  | 03.11.17 | 88P APPROVAL  |
| 89  | 03.11.17 | 89P APPROVAL  |
| 90  | 03.11.17 | 90P APPROVAL  |
| 91  | 03.11.17 | 91P APPROVAL  |
| 92  | 03.11.17 | 92P APPROVAL  |
| 93  | 03.11.17 | 93P APPROVAL  |
| 94  | 03.11.17 | 94P APPROVAL  |
| 95  | 03.11.17 | 95P APPROVAL  |
| 96  | 03.11.17 | 96P APPROVAL  |
| 97  | 03.11.17 | 97P APPROVAL  |
| 98  | 03.11.17 | 98P APPROVAL  |
| 99  | 03.11.17 | 99P APPROVAL  |
| 100 | 03.11.17 | 100P APPROVAL |

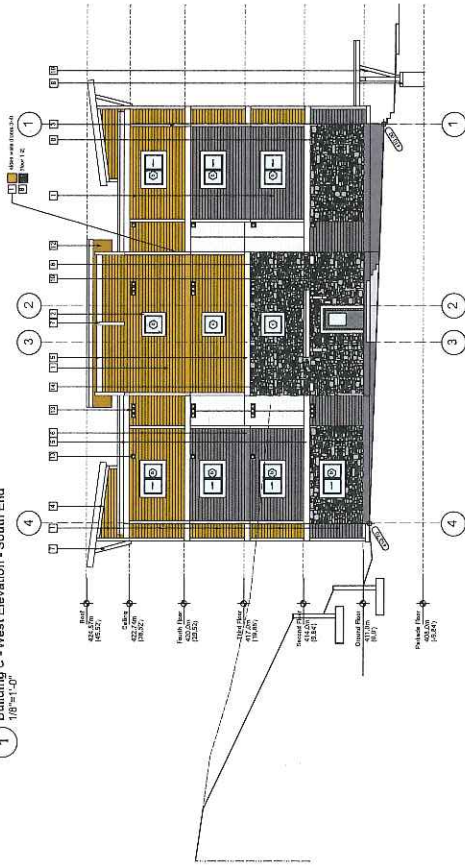
**ALPHARETT PARTNERS ARCHITECT**  
1000 WEST 10TH AVENUE, SUITE 1000  
DENVER, CO 80202  
TEL: 303.733.1000  
WWW.ALPHARETT.COM

Chris A. Fisher Inc.  
 1000 West 10th Avenue  
 Vancouver, BC V6H 3G9  
 Tel: 604.681.1111  
 Fax: 604.681.1112  
 www.chrisfisher.com

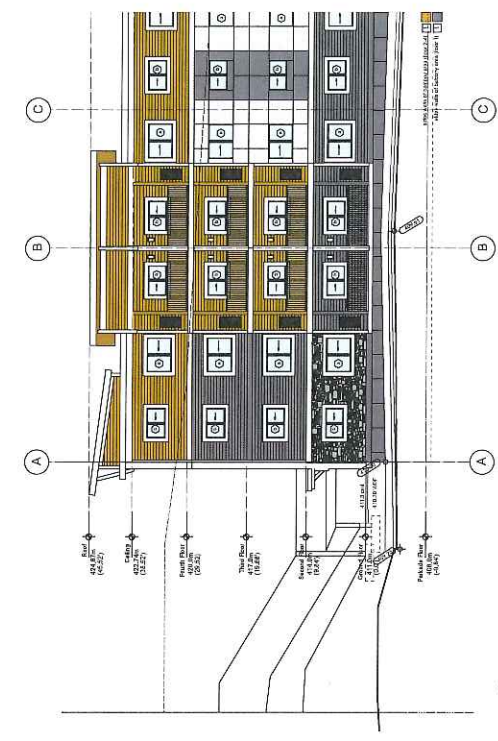
NO RES:



1 Building C - West Elevation - South End  
 1/8" = 1'-0"



2 Building C - West Elevation - North End  
 1/8" = 1'-0"



3 Building C - North Elevation  
 1/8" = 1'-0"

Exterior Finishes Materials Legend - Siding Colours

|  |   |
|--|---|
|  | Vertical smooth-panel siding (straight edge)<br>Product: ALLURA SMOOTH - colour matched to BENJAMIN MOORE "AMHERST GRAY"    |
|  | Horizontal cedar texture siding (straight edge)<br>8-1/4" panel (7" exposure)<br>Product: ALLURA CEDAR LAP - "CEDAR"        |
|  | Horizontal cedar texture siding (straight edge)<br>8-1/4" panel (7" exposure)<br>Product: ALLURA CEDAR LAP - "AMHERST GRAY" |
|  | Cultured stone cladding<br>Product: BLACK RUNDLE ALPINE LEDGSTONE   |

- Note: 1. Trim is white unless otherwise noted. Refer to A04.10 for additional details  
 2. Upper Soffits to be ALLURA cedar ("Cedar" colour) w/colour-matched vent strip  
 3. Deck Soffits to be white vented aluminum  
 4. SBS roofing to be Dark Grey  
 5. Refer to A.04.10 for smooth-panel and EZ-Trim details

|     |         |             |
|-----|---------|-------------|
| 1   | NO 2011 | 10' Maximum |
| 2   | NO 2011 | 10' Maximum |
| 3   | NO 2011 | 10' Maximum |
| 4   | NO 2011 | 10' Maximum |
| 5   | NO 2011 | 10' Maximum |
| 6   | NO 2011 | 10' Maximum |
| 7   | NO 2011 | 10' Maximum |
| 8   | NO 2011 | 10' Maximum |
| 9   | NO 2011 | 10' Maximum |
| 10  | NO 2011 | 10' Maximum |
| 11  | NO 2011 | 10' Maximum |
| 12  | NO 2011 | 10' Maximum |
| 13  | NO 2011 | 10' Maximum |
| 14  | NO 2011 | 10' Maximum |
| 15  | NO 2011 | 10' Maximum |
| 16  | NO 2011 | 10' Maximum |
| 17  | NO 2011 | 10' Maximum |
| 18  | NO 2011 | 10' Maximum |
| 19  | NO 2011 | 10' Maximum |
| 20  | NO 2011 | 10' Maximum |
| 21  | NO 2011 | 10' Maximum |
| 22  | NO 2011 | 10' Maximum |
| 23  | NO 2011 | 10' Maximum |
| 24  | NO 2011 | 10' Maximum |
| 25  | NO 2011 | 10' Maximum |
| 26  | NO 2011 | 10' Maximum |
| 27  | NO 2011 | 10' Maximum |
| 28  | NO 2011 | 10' Maximum |
| 29  | NO 2011 | 10' Maximum |
| 30  | NO 2011 | 10' Maximum |
| 31  | NO 2011 | 10' Maximum |
| 32  | NO 2011 | 10' Maximum |
| 33  | NO 2011 | 10' Maximum |
| 34  | NO 2011 | 10' Maximum |
| 35  | NO 2011 | 10' Maximum |
| 36  | NO 2011 | 10' Maximum |
| 37  | NO 2011 | 10' Maximum |
| 38  | NO 2011 | 10' Maximum |
| 39  | NO 2011 | 10' Maximum |
| 40  | NO 2011 | 10' Maximum |
| 41  | NO 2011 | 10' Maximum |
| 42  | NO 2011 | 10' Maximum |
| 43  | NO 2011 | 10' Maximum |
| 44  | NO 2011 | 10' Maximum |
| 45  | NO 2011 | 10' Maximum |
| 46  | NO 2011 | 10' Maximum |
| 47  | NO 2011 | 10' Maximum |
| 48  | NO 2011 | 10' Maximum |
| 49  | NO 2011 | 10' Maximum |
| 50  | NO 2011 | 10' Maximum |
| 51  | NO 2011 | 10' Maximum |
| 52  | NO 2011 | 10' Maximum |
| 53  | NO 2011 | 10' Maximum |
| 54  | NO 2011 | 10' Maximum |
| 55  | NO 2011 | 10' Maximum |
| 56  | NO 2011 | 10' Maximum |
| 57  | NO 2011 | 10' Maximum |
| 58  | NO 2011 | 10' Maximum |
| 59  | NO 2011 | 10' Maximum |
| 60  | NO 2011 | 10' Maximum |
| 61  | NO 2011 | 10' Maximum |
| 62  | NO 2011 | 10' Maximum |
| 63  | NO 2011 | 10' Maximum |
| 64  | NO 2011 | 10' Maximum |
| 65  | NO 2011 | 10' Maximum |
| 66  | NO 2011 | 10' Maximum |
| 67  | NO 2011 | 10' Maximum |
| 68  | NO 2011 | 10' Maximum |
| 69  | NO 2011 | 10' Maximum |
| 70  | NO 2011 | 10' Maximum |
| 71  | NO 2011 | 10' Maximum |
| 72  | NO 2011 | 10' Maximum |
| 73  | NO 2011 | 10' Maximum |
| 74  | NO 2011 | 10' Maximum |
| 75  | NO 2011 | 10' Maximum |
| 76  | NO 2011 | 10' Maximum |
| 77  | NO 2011 | 10' Maximum |
| 78  | NO 2011 | 10' Maximum |
| 79  | NO 2011 | 10' Maximum |
| 80  | NO 2011 | 10' Maximum |
| 81  | NO 2011 | 10' Maximum |
| 82  | NO 2011 | 10' Maximum |
| 83  | NO 2011 | 10' Maximum |
| 84  | NO 2011 | 10' Maximum |
| 85  | NO 2011 | 10' Maximum |
| 86  | NO 2011 | 10' Maximum |
| 87  | NO 2011 | 10' Maximum |
| 88  | NO 2011 | 10' Maximum |
| 89  | NO 2011 | 10' Maximum |
| 90  | NO 2011 | 10' Maximum |
| 91  | NO 2011 | 10' Maximum |
| 92  | NO 2011 | 10' Maximum |
| 93  | NO 2011 | 10' Maximum |
| 94  | NO 2011 | 10' Maximum |
| 95  | NO 2011 | 10' Maximum |
| 96  | NO 2011 | 10' Maximum |
| 97  | NO 2011 | 10' Maximum |
| 98  | NO 2011 | 10' Maximum |
| 99  | NO 2011 | 10' Maximum |
| 100 | NO 2011 | 10' Maximum |

Chris A. Fisher Architect  
 1000 West 10th Avenue  
 Vancouver, BC V6H 3G9  
 Tel: 604.681.1111  
 Fax: 604.681.1112  
 www.chrisfisher.com

NO RES:

|     |         |             |
|-----|---------|-------------|
| 1   | NO 2011 | 10' Maximum |
| 2   | NO 2011 | 10' Maximum |
| 3   | NO 2011 | 10' Maximum |
| 4   | NO 2011 | 10' Maximum |
| 5   | NO 2011 | 10' Maximum |
| 6   | NO 2011 | 10' Maximum |
| 7   | NO 2011 | 10' Maximum |
| 8   | NO 2011 | 10' Maximum |
| 9   | NO 2011 | 10' Maximum |
| 10  | NO 2011 | 10' Maximum |
| 11  | NO 2011 | 10' Maximum |
| 12  | NO 2011 | 10' Maximum |
| 13  | NO 2011 | 10' Maximum |
| 14  | NO 2011 | 10' Maximum |
| 15  | NO 2011 | 10' Maximum |
| 16  | NO 2011 | 10' Maximum |
| 17  | NO 2011 | 10' Maximum |
| 18  | NO 2011 | 10' Maximum |
| 19  | NO 2011 | 10' Maximum |
| 20  | NO 2011 | 10' Maximum |
| 21  | NO 2011 | 10' Maximum |
| 22  | NO 2011 | 10' Maximum |
| 23  | NO 2011 | 10' Maximum |
| 24  | NO 2011 | 10' Maximum |
| 25  | NO 2011 | 10' Maximum |
| 26  | NO 2011 | 10' Maximum |
| 27  | NO 2011 | 10' Maximum |
| 28  | NO 2011 | 10' Maximum |
| 29  | NO 2011 | 10' Maximum |
| 30  | NO 2011 | 10' Maximum |
| 31  | NO 2011 | 10' Maximum |
| 32  | NO 2011 | 10' Maximum |
| 33  | NO 2011 | 10' Maximum |
| 34  | NO 2011 | 10' Maximum |
| 35  | NO 2011 | 10' Maximum |
| 36  | NO 2011 | 10' Maximum |
| 37  | NO 2011 | 10' Maximum |
| 38  | NO 2011 | 10' Maximum |
| 39  | NO 2011 | 10' Maximum |
| 40  | NO 2011 | 10' Maximum |
| 41  | NO 2011 | 10' Maximum |
| 42  | NO 2011 | 10' Maximum |
| 43  | NO 2011 | 10' Maximum |
| 44  | NO 2011 | 10' Maximum |
| 45  | NO 2011 | 10' Maximum |
| 46  | NO 2011 | 10' Maximum |
| 47  | NO 2011 | 10' Maximum |
| 48  | NO 2011 | 10' Maximum |
| 49  | NO 2011 | 10' Maximum |
| 50  | NO 2011 | 10' Maximum |
| 51  | NO 2011 | 10' Maximum |
| 52  | NO 2011 | 10' Maximum |
| 53  | NO 2011 | 10' Maximum |
| 54  | NO 2011 | 10' Maximum |
| 55  | NO 2011 | 10' Maximum |
| 56  | NO 2011 | 10' Maximum |
| 57  | NO 2011 | 10' Maximum |
| 58  | NO 2011 | 10' Maximum |
| 59  | NO 2011 | 10' Maximum |
| 60  | NO 2011 | 10' Maximum |
| 61  | NO 2011 | 10' Maximum |
| 62  | NO 2011 | 10' Maximum |
| 63  | NO 2011 | 10' Maximum |
| 64  | NO 2011 | 10' Maximum |
| 65  | NO 2011 | 10' Maximum |
| 66  | NO 2011 | 10' Maximum |
| 67  | NO 2011 | 10' Maximum |
| 68  | NO 2011 | 10' Maximum |
| 69  | NO 2011 | 10' Maximum |
| 70  | NO 2011 | 10' Maximum |
| 71  | NO 2011 | 10' Maximum |
| 72  | NO 2011 | 10' Maximum |
| 73  | NO 2011 | 10' Maximum |
| 74  | NO 2011 | 10' Maximum |
| 75  | NO 2011 | 10' Maximum |
| 76  | NO 2011 | 10' Maximum |
| 77  | NO 2011 | 10' Maximum |
| 78  | NO 2011 | 10' Maximum |
| 79  | NO 2011 | 10' Maximum |
| 80  | NO 2011 | 10' Maximum |
| 81  | NO 2011 | 10' Maximum |
| 82  | NO 2011 | 10' Maximum |
| 83  | NO 2011 | 10' Maximum |
| 84  | NO 2011 | 10' Maximum |
| 85  | NO 2011 | 10' Maximum |
| 86  | NO 2011 | 10' Maximum |
| 87  | NO 2011 | 10' Maximum |
| 88  | NO 2011 | 10' Maximum |
| 89  | NO 2011 | 10' Maximum |
| 90  | NO 2011 | 10' Maximum |
| 91  | NO 2011 | 10' Maximum |
| 92  | NO 2011 | 10' Maximum |
| 93  | NO 2011 | 10' Maximum |
| 94  | NO 2011 | 10' Maximum |
| 95  | NO 2011 | 10' Maximum |
| 96  | NO 2011 | 10' Maximum |
| 97  | NO 2011 | 10' Maximum |
| 98  | NO 2011 | 10' Maximum |
| 99  | NO 2011 | 10' Maximum |
| 100 | NO 2011 | 10' Maximum |

Chris A. Fisher Architect  
 1000 West 10th Avenue  
 Vancouver, BC V6H 3G9  
 Tel: 604.681.1111  
 Fax: 604.681.1112  
 www.chrisfisher.com

NO RES:

|    |         |             |
|----|---------|-------------|
| 1  | NO 2011 | 10' Maximum |
| 2  | NO 2011 | 10' Maximum |
| 3  | NO 2011 | 10' Maximum |
| 4  | NO 2011 | 10' Maximum |
| 5  | NO 2011 | 10' Maximum |
| 6  | NO 2011 | 10' Maximum |
| 7  | NO 2011 | 10' Maximum |
| 8  | NO 2011 | 10' Maximum |
| 9  | NO 2011 | 10' Maximum |
| 10 | NO 2011 | 10' Maximum |
| 11 | NO 2011 | 10' Maximum |
| 12 | NO 2011 | 10' Maximum |
| 13 | NO 2011 | 10' Maximum |
| 14 | NO 2011 | 10' Maximum |
| 15 | NO 2011 | 10' Maximum |
| 16 | NO 2011 | 10' Maximum |
| 17 | NO 2011 | 10' Maximum |
| 18 | NO 2011 | 10' Maximum |
| 19 | NO 2011 | 10' Maximum |
| 20 | NO 2011 | 10' Maximum |
| 21 | NO 2011 | 10' Maximum |
| 22 | NO 2011 | 10' Maximum |
| 23 | NO 2011 | 10' Maximum |
| 24 | NO 2011 | 10' Maximum |
| 25 | NO 2011 | 10' Maximum |
| 26 | NO 2011 | 10' Maximum |
| 27 | NO 2011 | 10' Maximum |
| 28 | NO 2011 | 10' Maximum |
| 29 | NO 2011 | 10' Maximum |
| 30 | NO 2011 | 10' Maximum |
| 31 | NO 2011 | 10' Maximum |
| 32 | NO 2011 | 10' Maximum |
| 33 | NO 2011 | 10' Maximum |
| 34 | NO 2011 | 10' Maximum |
| 35 | NO 2011 | 10' Maximum |
| 36 | NO 2011 | 10' Maximum |
| 37 | NO 2011 | 10' Maximum |
| 38 | NO 2011 | 10' Maximum |
| 39 | NO 2011 | 10' Maximum |
| 40 | NO 2011 | 10' Maximum |
| 41 | NO 2011 | 10' Maximum |
| 42 | NO 2011 | 10' Maximum |
| 43 | NO 2011 | 10' Maximum |
| 44 | NO 2011 | 10' Maximum |
| 45 | NO 2011 | 10' Maximum |
| 46 | NO 2011 | 10' Maximum |
| 47 | NO 2011 | 10' Maximum |
| 48 | NO 2011 | 10' Maximum |
| 49 | NO 2011 | 10' Maximum |
| 50 | NO 2011 | 10' Maximum |
| 51 | NO 2011 | 10' Maximum |
| 52 | NO 2011 | 10' Maximum |
| 53 | NO 2011 | 10' Maximum |
| 54 | NO 2011 | 10' Maximum |
| 55 | NO 2011 | 10' Maximum |
| 56 | NO 2011 | 10' Maximum |
| 57 | NO 2011 | 10' Maximum |
| 58 | NO 2011 | 10' Maximum |
| 59 | NO 2011 | 10' Maximum |
| 60 | NO 2011 | 10' Maximum |
| 61 | NO 2011 | 10' Maximum |
| 62 | NO 2011 | 10' Maximum |
| 63 | NO 2011 | 10' Maximum |
| 64 | NO 2011 | 10' Maximum |
| 65 | NO 2011 | 10' Maximum |
| 66 | NO 2011 | 10' Maximum |
| 67 | NO 2011 | 10' Maximum |
| 68 | NO 2011 | 10' Maximum |
| 69 | NO 2011 | 10' Maximum |
| 70 | NO 2011 | 10' Maximum |
| 71 | NO 2011 | 10' Maximum |
| 72 | NO 2011 | 10' Maximum |
| 73 | NO 2011 | 10' Maximum |
| 74 | NO 2011 | 10' Maximum |
| 75 | NO 2011 | 10' Maximum |
| 76 | NO 2011 | 10' Maximum |
| 77 | NO 2011 | 10' Maximum |
| 78 | NO 2011 | 10' Maximum |
| 79 | NO 2011 | 10' Maximum |
| 80 | NO 2011 | 10' Maximum |
| 81 | NO 2011 | 10' Maximum |
| 82 | NO 2011 | 10' Maximum |
| 83 | NO 2011 | 10' Maximum |
| 84 |         |             |





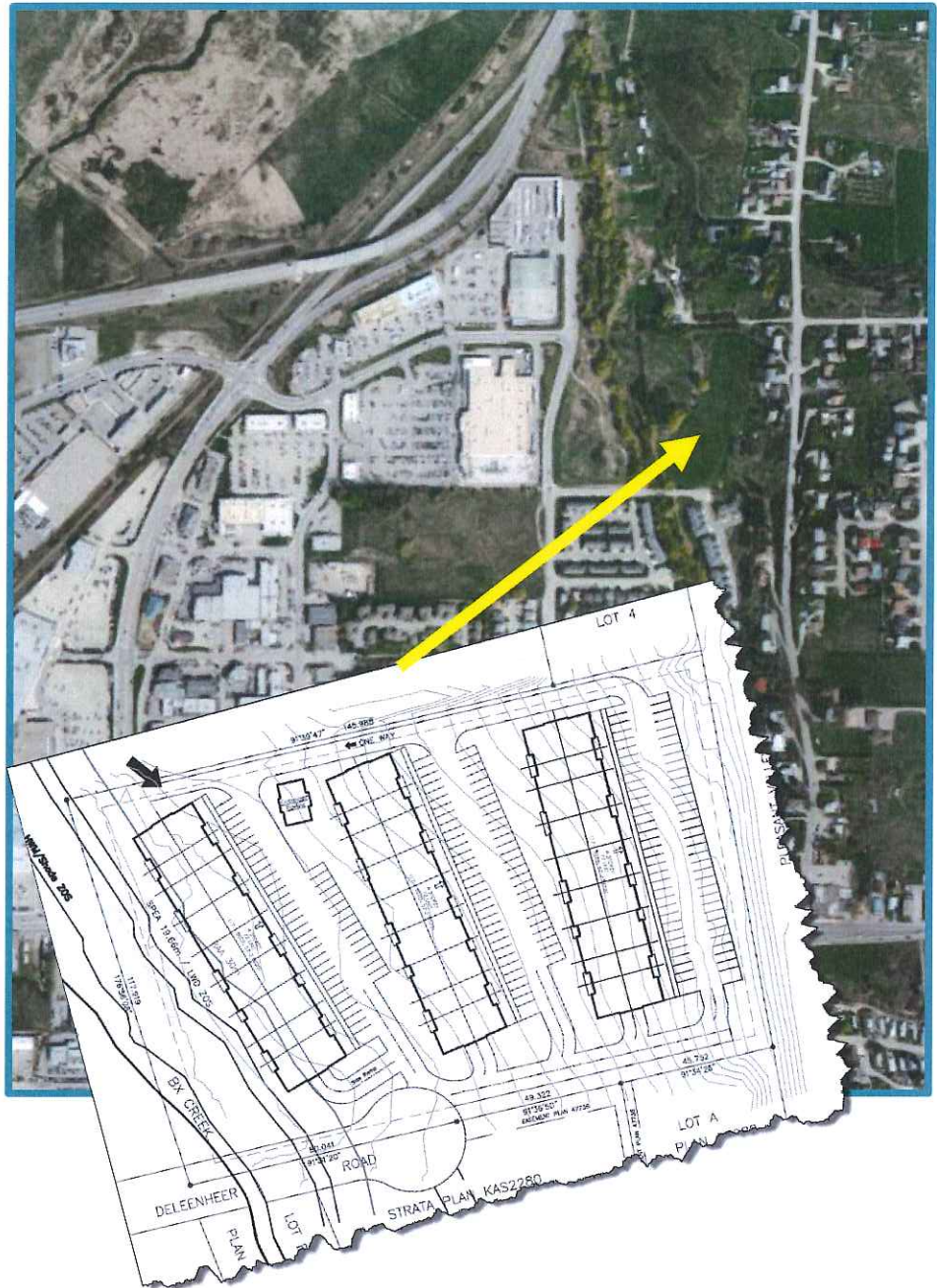








**dcdean**  
associates



## Creekview Heights Transportation Impact Assessment

2018 January 10

Highstreet Ventures Inc.  
702 – 1708 Dolphin Avenue  
Kelowna, BC  
V1Y 9S4

Attention: Mike Kristiansen  
Development Manager

Dear Sir,

**Re: Creekview Heights Traffic Impact Assessment**

As requested I have completed an analysis on the traffic impacts of the proposed Creekview Heights development, including the implications of increased traffic on the existing Vernon road network and the determination of any additional facilities to accommodate the development.

The work undertaken, the analysis results, and conclusions as well as recommendations are all summarized in this report.

I trust this provides the required information as the development proceeds through the approval process. Please do not hesitate to call if you have any questions or need clarification.

Yours truly,

D.C. DEAN ASSOCIATES INC.



David Dean, P.Eng.

Highstreet Ventures Inc.  
City of Vernon

---

# Creekview Heights

## Traffic Impact Assessment

FINAL

January 2018

## Table of Contents

| <u>Section</u>        | <u>Page</u>   |    |
|-----------------------|---|----|
| 1.0                   | Introduction  | 1  |
| 1.1                   | Study Impetus                                       | 1  |
| 1.2                   | Scope of Work                                       | 1  |
| 2.0                   | Existing Conditions                                 | 2  |
| 2.1                   | Road Network  | 2  |
| 2.2                   | Existing Traffic Volumes                            | 3  |
| 2.3                   | Existing Level of Service                           | 4  |
| 3.0                   | Proposed Development                                | 5  |
| 3.1                   | Proposed Land Use                                   | 5  |
| 3.2                   | Travel Demand Management Measures                   | 5  |
| 3.3                   | Parking Requirements                                | 6  |
| 3.4                   | Trip Generation                                     | 8  |
| 3.5                   | Mode Split  | 8  |
| 3.6                   | Trip Distribution                                   | 9  |
| 3.7                   | Trip Assignment                                     | 9  |
| 4.0                   | Projected Traffic Volumes                           | 10 |
| 4.1                   | Planned Development / Road Improvements             | 10 |
| 4.2                   | Background Traffic                                  | 11 |
| 4.3                   | Combined Traffic                                    | 13 |
| 5.0                   | Projected Level of Service                          | 14 |
| 5.1                   | Background Traffic Conditions                       | 14 |
| 5.2                   | Combined Traffic Conditions                         | 16 |
| 6.0                   | Level of Service Improvements                       | 17 |
| 7.0                   | Active Transportation                               | 17 |
| 8.0                   | Site Circulation and Access                         | 18 |
| 9.                    | Findings and Recommendations                        | 19 |
| <br><u>Appendices</u> |   |    |
| A                     | Excerpt from the Metro Vancouver Car Share Study    | 20 |
| B                     | Detailed Findings from Sidra / Synchro / SimTraffic | 23 |
|                       | B-1: 2017 Existing Traffic                          |    |
|                       | B-2: 2018 Background Traffic                        |    |
|                       | B-3: 2028 Background Traffic                        |    |
|                       | B-4: 2018 Combined Traffic                          |    |
|                       | B-5: 2028 Combined Traffic                          |    |

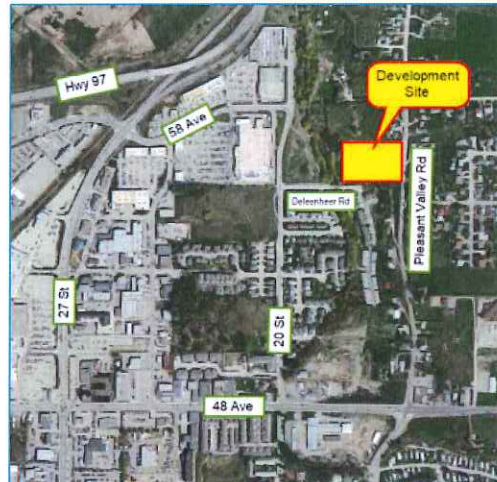
## 1. Introduction

### 1.1. Study Impetus

Highstreet Ventures Ltd is proposing to undertake a development at 5770 Pleasant Valley Road in Vernon BC. The elevation of the proposed development site is substantially below Pleasant Valley Road and the site will therefore obtain access from Deleenheer Road as shown in Exhibit 1.1. It is proposed to develop three 4-storey buildings on the site that yields 216 rental units – 51 units will be one-bedroom and 165 will be two-bedroom units. As part of the development process, the City of Vernon is interested in the impacts to the existing transportation system that the demand from the new development will create and have therefore requested a Traffic Impact Assessment (TIA) to be undertaken.

The following report contains the results of the assessment undertaken by D.C. Dean Associates Inc. The report documents the existing and future conditions of the area road network, the additional traffic generated by the proposed development and the resulting traffic conditions when added to the network, as well as identifies any measures that are required to accommodate future growth with and without the development.

Exhibit 1.1 – Development Location



### 1.2. Scope of Work

The proposed terms of reference for the TIA were submitted to the City of Vernon and approved on November 29, 2017. Key aspects of the approved terms of reference included:

- The study area is to include the following City intersections:
  - 27 Street and 58 Avenue
  - 20 Street and 58 Avenue
  - 20 Street and Deleenheer Road
  - 20 Street and 48 Avenue
  - 48 Avenue and Pleasant Valley Road
- The study horizons to be analyzed include:
  - Existing 2017
  - Full build-out 2018
  - 10 years beyond full build-out 2028
- The peak periods of study includes both the AM and PM weekday peaks

- Trip generation rates will be per the ITE Trip Generation Manual 9<sup>th</sup> Edition for Residential Condominium / Townhouse (ITE Land Use Code 230)
- Parking rates will be per the ITE Parking Generation Manual 4<sup>th</sup> Edition for Residential Condominium / Townhouse (ITE Land Use Code 230)
- Background traffic to grow at 2.0% annual growth rate
- Thresholds of effectiveness include:
  - LOS D or better for overall intersection / LOS E or better for individual movements;
  - v/c ratios 0.90 or better
  - 95<sup>th</sup> percentile queues should not exceed storage
- Safety analysis of the study intersections to include 5 years of collision data
- Identify active transportation facilities and connections.

## 2. Existing Conditions

The following section describes the road network within the study area, the existing traffic volumes, and the levels of service currently being experienced at the study intersections.

### 2.1. Road Network

The proposed development is located in the north end of Vernon, east of the Vernon Smartcentre and Walmart Superstore. Although the site address is on Pleasant Valley Road, the site will connect to the City's road network on Deleenheer Road off of 20 Street. Key roads in the study area are shown in Exhibit 2.1 and include:

- 58 Avenue – is a 2-lane collector road connecting 27 Street with 20 Street and having left turn lanes at each of the commercial property access locations. It is built to an urban standard with curb and gutter and has sidewalk on the full length of the north side and partial locations on the south side.
- 20 Street – is also a 2-lane collector road providing north-south continuity from Pleasant Valley Road (near 39<sup>th</sup> Avenue) north to a block beyond 58 Avenue. 20 Street is proposed to be extended north to Stickle Road with Ministry of Transportation and Infrastructure's intersection upgrade project. 20 Street currently has curb, gutter and sidewalk on at least one side of its full length, with sections being fully developed to include curb, gutter and sidewalk on both sides (and one lane of parking). Bicycle facilities are provided north of 43 Avenue either through multi-use paths or bicycle lanes.
- Deleenheer Street – is a 2-lane local road cul-de-sac that provides access to the proposed development. The first 120 metres east of 20 Street is built to an urban standard having asphalt width of 8.9 metres, curb and gutter both sides, and a sidewalk on the south side. For the 90 metres beyond to the end of the cul-de-sac

the south side of the roadway is built to urban standard with a curb and gutter and sidewalk. The north side is unfinished beyond the 6 metre asphalt width in anticipation of development.

- 48 Avenue – is a 4-lane urban arterial roadway running east-west connecting Highway 97 (32 Avenue) with Pleasant Valley Road (east of which 48 Avenue changes to Silver Star Road). All intersections have left turn bays. East of 31 Street the roadway has bike lanes, curb, gutter and sidewalk on each side. West of 31 Street the bike lanes end and the south side sidewalk ends.
- Pleasant Valley Road – is a 2-lane collector roadway providing north-south connectivity from 30 Avenue north to the City limits and beyond. It is built to varying standards with and without curb, gutter and sidewalks but consistently has bike lanes throughout its length. South of 48 Avenue the roadway is the jurisdiction of the City, and north it is the Ministry of Transportation and Infrastructure's responsibility.
- 27 Street – is a major arterial urban roadway providing north-south connectivity between Highway 6 at its south end and Highway 97 at the north end. Between Highway 6 and 28 Avenue the roadway is built to a 2-lane rural standard; north of 28 Avenue it is built to a 4-lane urban standard with curb, gutter and sidewalk both sides.

Exhibit 2.1 – Vernon's Official Road Classification



Source: City of Vernon 25 Year Master Transportation Plan

## 2.2. Existing Traffic Volumes

Peak hour traffic counts were recently conducted at four of the study intersections by D.C. Dean Associates. The count dates for each of the intersections are as follows:

- 20 Street and 48 Avenue – November 30, 2017
- Pleasant Valley Road and 48 Avenue – December 5, 2017
- 20 Street and 58 Avenue – December 13, 2017
- 20 Street and Deleenheer Road – December 13, 2017

Traffic counts for the fifth study intersection, 27 Street and 58 Avenue, were conducted by Transtech in 2015 as part of R.F. Binnie and Associates' *Highway 97 / Stickle Road Safety*



is the queue length relative to the storage capacity of the turn bays or link lengths between intersections.

**Exhibit 2.3 – Level of Service Criteria for Intersections**

| Level of Service Designation | Signalized Intersection Criteria<br>Average Total Delay<br>(Seconds per Vehicle) | Unsignalized Intersection Criteria<br>Average Total Delay<br>(Seconds per Vehicle) |
|------------------------------|--|--|
| A                            | ≤ 10.0   | ≤ 10.0   |
| B                            | 10.1 to 20.0   | 10.1 to 15.0   |
| C                            | 20.1 to 35.0   | 15.1 to 25.0   |
| D                            | 35.1 to 55.0   | 25.1 to 35.0   |
| E                            | 55.1 to 80   | 35.1 to 50.0   |
| F                            | > 80   | > 50   |

**Source:** Highway Capacity Manual, Transportation Research Board; Washington, DC; 2000

Sidra Intersection software is a micro-analytical traffic evaluation tool that better represents the traffic characteristics at roundabouts and was therefore used to for the 20 Street and 58 Avenue roundabout. The resulting traffic characteristics should be considered in place of the output from the Synchro evaluation. Sidra allows for the results to be displayed based on either the signalized or unsignalized intersection criteria – for this study the results are based on the unsignalized.

Detailed results of all Synchro, SimTraffic and Sidra evaluations can be found in Appendix B for the existing year and all planning years. The body of this report will identify any intersection or individual movement that exceeds the City's threshold of effectiveness.

For the existing traffic volumes both the AM and PM peak periods' traffic characteristics are well within the thresholds.

### 3. Proposed Development

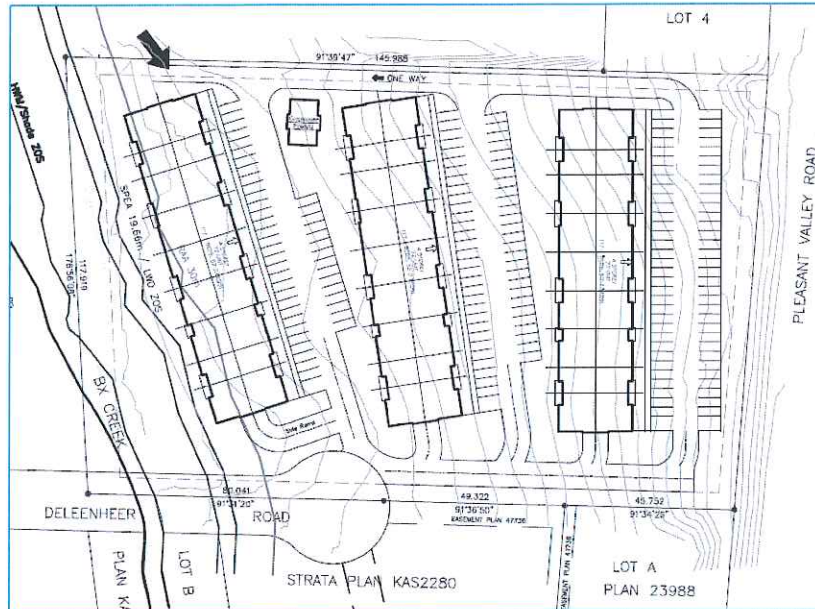
#### 3.1. Proposed Land Use

The proposed development is situated adjacent Pleasant Valley Road on 5.29 acres but will gain access to the City's road network from the end of the cul-de-sac of Deleenheer Road. The development will consist of three 4-storey apartment buildings that yield a total of 51 one-bedroom and 165 two-bedroom residential apartments. Parking will be provided both underground and on the surface with circulation aisles as shown in Exhibit 3.1 connecting with the access on Deleenheer Road.

#### 3.2. Travel Demand Management Measures

A number of travel demand management (TDM) initiatives are being considered by the developers in order to reduce the reliance on the automobile for the apartment dwellers.

Exhibit 3.1 – Site Plan



Successful TDM initiatives would reduce the amount of parking required and the number of vehicle trips taken by the residences. The TDM initiatives under consideration include:

- Car Sharing – This would entail the provision of a vehicle or vehicles on site that can be shared amongst the residents on a reserved basis.
- Car Pooling – The organization and maintenance of a car-pooling registry can be influential to match drivers and riders and encourage shared travel.
- Enhanced Bicycle Facilities – The provision of secure bicycle storage and a bicycle service centre accommodates greater cycle usage in apartment/condo developments.
- Transit Awareness – 20<sup>th</sup> Street currently receives transit service from Route 3 – Alexis Park. Approval has just been given to revise Route 2 to add service to 20 Street adjacent the development as well as add a new Route 9 also servicing 20 Street. Promotion of the high level of transit service can be provided to the residents to encourage their use of transit.

### 3.3. Parking Requirements

Section 7.5 of the City of Vernon's Zoning Bylaw #5000 identifies the number of parking stalls required to serve the residential apartments based on the size of the units. For apartment housing the parking requirements are identified in Exhibit 3.2, together with the number of units in each category and the resulting required parking for the three development buildings.

Exhibit 3.2 – Zoning Bylaw Parking Requirements

| Parking Stall Rate                   | Development Units | Required Parking |
|--------------------------------------|-------------------|------------------|
| 1 stall per bachelor unit            | 0                 | 0                |
| 1.25 stalls per 1-bedroom unit       | 51                | 63.8             |
| 1.5 stalls per 2-bedroom unit        | 165               | 247.5            |
| 2.0 stalls per 3-bedroom unit        | 0                 | 0                |
| PLUS visitor stall for every 7 units | 216               | 30.9             |
| TOTAL                                |                   | 342              |

The resulting parking stall requirement of 342 spaces. The provision of insufficient parking can result in an intrusion of parking into adjoining neighbourhoods, excessive vehicular circulation, and unhappy users. However, an oversupply of parking can result in inefficient land use, excess storm drainage impacts, and unnecessarily high expenses. It is therefore appropriate to compare the City's zoning requirement to a commonly applicable guide – the ITE Parking Generation Manual (4<sup>th</sup> Edition). This manual is a compilation of parking demand surveys throughout North America sorted by land use. Looking at the data for ITE's Land Use category Residential Condominium / Townhouse (Code 230), the results provide:

- Average peak parking demand = 1.38 stalls per dwelling unit
- 85<sup>th</sup> percentile peak parking demand = 1.52 stalls per dwelling unit

Relating this to the 216 dwelling units of the proposed development:

- Parking required based on ITE average peak demand = 298 stalls
- Parking required based on ITE 85<sup>th</sup> percentile peak demand = 328 stalls

The average peak demand is 44 stalls fewer than the City's requirements, and the 85<sup>th</sup> percentile peak value is 14 stalls fewer. The developer has indicated that through the design process they have lost some stalls due to the grade issues and retaining walls and currently are able to provide 324 stalls, 18 fewer than the City's requirements. The following discusses how the TDM initiatives proposed by the developer reduce the parking needs.

The developer is considering one or two vehicles for car sharing – Appendix A is an excerpt from the *Metro Vancouver Car Share Study* (November 2014) that includes a summary of parking stall reductions of many jurisdictions based on the provision of car share vehicles. Based on this study, it is suggested that the City of New Westminster's allowable reduction (*the minimum on-site parking requirements may be reduced by 5 parking spaces for each car share vehicle and space, up to 10 percent of the total required parking spaces*) be used, resulting in an on-site parking requirement reduction of 5 to 10 spaces.

The developer will be promoting the closeness of the development to the shopping and services on 58 Avenue and on 27 Street, as well as the excellent transit service provided by the proposed transit improvements. This will encourage tenants without vehicles to locate here, thereby reducing the demand for parking stalls. Note that even a 5% reduction due to

the transit service reduces the demand on parking by 17 stalls. Similarly, the car-pooling registry and bike facility enhancement reduces vehicle trips which may encourage less car ownership.

All combined, it can be expected that the TDM initiatives will have sufficient impact on the parking demand to accommodate the 18 stall reduction from the City's bylaw requirements. Note that the resulting 324 spaces is well above the ITE average peak demand value of 298 stalls for this land use. It is therefore recommended that the City support a variance in the parking demand to 324 spaces.

### 3.4. Trip Generation

The trips generated by the proposed development have been calculated based on the trip generation rates and inbound/outbound splits as recommended by the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). The trip generation characteristics include:

|                    |   |
|--------------------|---|
| ITE Land Use:      | Residential Condominium/Townhouse                         |
| ITE Land Use Code: | 230   |
| AM Peak Rate:      | 0.44 trips per dwelling unit (19% entering / 81% exiting) |
| PM Peak Rate:      | 0.52 trips per dwelling unit (64% entering / 36% exiting) |

These characteristics yield the following peak traffic generations:

| Peak Period  | Total Trips | Entering Trips | Exiting Trips |
|--------------|-------------|----------------|---------------|
| AM Peak Hour | 95          | 18             | 77            |
| PM Peak Hour | 112         | 72             | 40            |

### 3.5. Mode Split

The *City of Vernon 25 Year Master Transportation Plan* provides the 2013 travel mode splits as well as the mode split targets for 2040. These are:

| Travel Mode | In 2013 | Target for 2040 |
|-------------|---------|-----------------|
| SOV         | 70.0%   | 62.0%           |
| Transit     | 1.7%    | 2.5%            |
| Walking     | 8.4%    | 12.5%           |
| Cycling     | 1.9%    | 5.0%            |
| Carpooling  | 16.2%   | 17.0%           |
| Other       | 0.3%    | 1.0%            |

ITE trip generation rates are based on studies of land use throughout North America, typically considered to be car dependent samples having a mode split of 90% or more. The

travel demand management initiatives that the developer is pursuing (see Section 3.2) will encourage the 20% transit/walking/cycling target share that the City is seeking.

With ITE trip generation rates being based on 90% automobile mode split and the City's current split 86.2%, the generation rates to be used could be 4% lower. In addition, the site is well served by active transportation facilities and routes (see Section 7) that will entice pedestrian, cycling, and transit modes. The TDM initiatives will lower this further with an estimated reduction of another 4%, therefore reducing the ITE rates by 8%.

The adjusted trip generation rates and resulting development traffic are therefore:

- AM Peak Rate: 0.40 trips per dwelling unit (19% entering / 81% exiting)
- PM Peak Rate: 0.48 trips per dwelling unit (64% entering / 36% exiting)

The adjusted peak traffic generations are as follows:

| Peak Period  | Total Trips | Entering Trips | Exiting Trips |
|--------------|-------------|----------------|---------------|
| AM Peak Hour | 86          | 16             | 70            |
| PM Peak Hour | 104         | 66             | 37            |

### 3.6. Trip Distribution

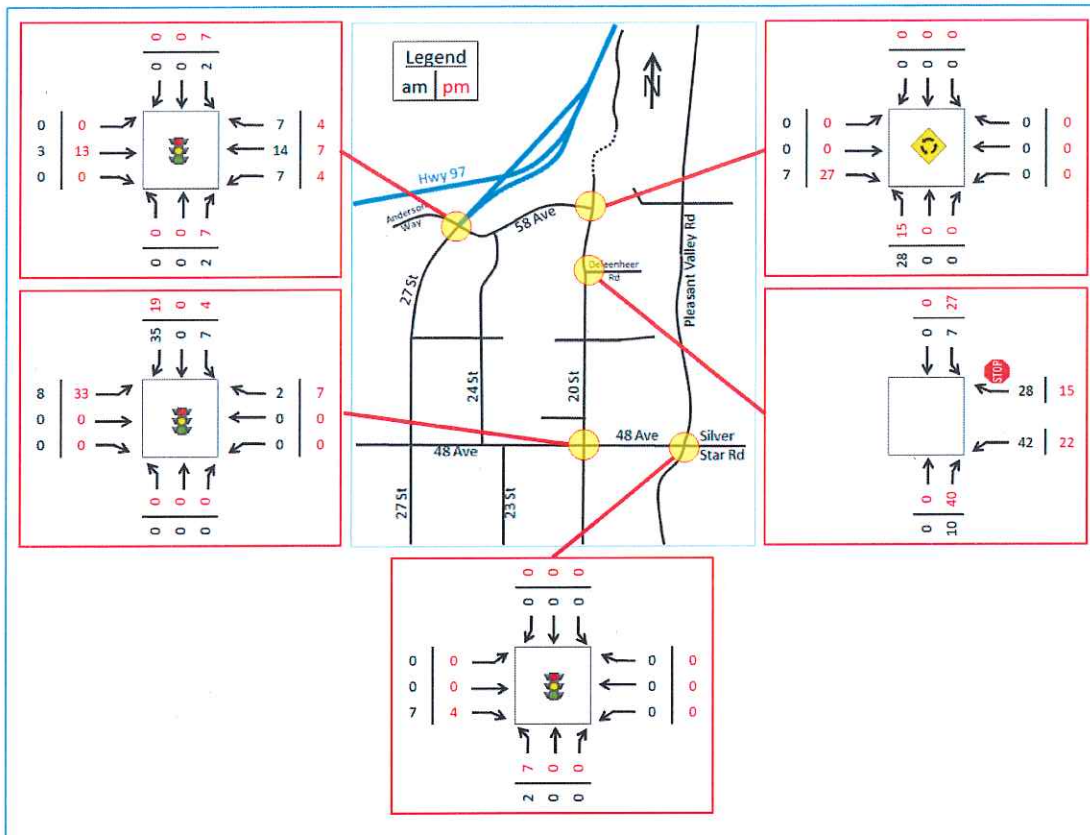
The distribution of traffic throughout the City's street system is based on the population distribution of the surrounding region and the existing 20 Street and Deleenheer traffic movements. The resulting trip distribution is as follows:

- To/from the north: 10%
- To/from the west: 30%
- To/from the south via PV Road: 10%
- To/from the south via 27 Street: 50%

### 3.7. Trip Assignment

The vehicle trips generated by the proposed development were manually assigned to the City road network in response to the above trip distribution and assigned specific turning movements based on existing turning patterns. The resulting assignment of development traffic through the study intersections is shown in Exhibit 3.3.

Exhibit 3.3 – Development Traffic Volumes



#### 4. Projected Traffic Volumes

Future traffic volumes in the study area will be influenced by the expected growth of the City and surrounding area, the additional traffic generated by the new development, and the planned improvements to the road network that is anticipated to be in place to accommodate the traffic. This section identifies the resulting traffic that is projected at each of the future planning horizons.

##### 4.1. Planned Development / Road Improvements

A seniors adult oriented residential complex (Regency) is currently been built at the east end of 58 Avenue just east of the roundabout on 20 Street. This development has 150 residential units which will add traffic to the City’s road network in the future years. The ITE trip generation rates for a Senior Adult Housing complex is relatively low at 0.13 trips per dwelling unit for the AM peak hour and 0.16 trips per hour for the PM peak hour; it is anticipated that a total of 20 trips will be generated in the AM peak hour and 24 in the PM peak hour. This traffic will be distributed throughout the network with the anticipated overall background traffic growth.

In conjunction with the MOTI's Stickle Road intersection improvement project, 20 Street will be extended at its north end to Stickle Road. The redistribution of traffic expected by the Ministry project was not available for this report, but anticipated changes include:

- A portion of the northbound left turn traffic on 20 Street at 58 Avenue will convert to straight through traffic;
- A portion of the southbound left turn traffic on 27 Street at 58 Avenue and the subsequent eastbound right turn traffic on 58 Avenue at 20 Street will convert to straight through southbound traffic on 20 Street at 58 Avenue.

Although these numbers are not known, both of these changes can be considered positive for the levels of service of the study intersections.

### 4.2. Background Traffic

It is anticipated that traffic grows throughout Vernon at a rate of 2% per year. The specific development traffic from the Regency Development has been added to this overall 20% growth to generate the background traffic at the study planning horizons. Exhibits 4.1 and 4.2 shows the projected background traffic at the study at the 2018 (Opening Day) and 2028 study horizons.

Exhibit 4.1 – Opening Day (2018) Background Traffic Volumes

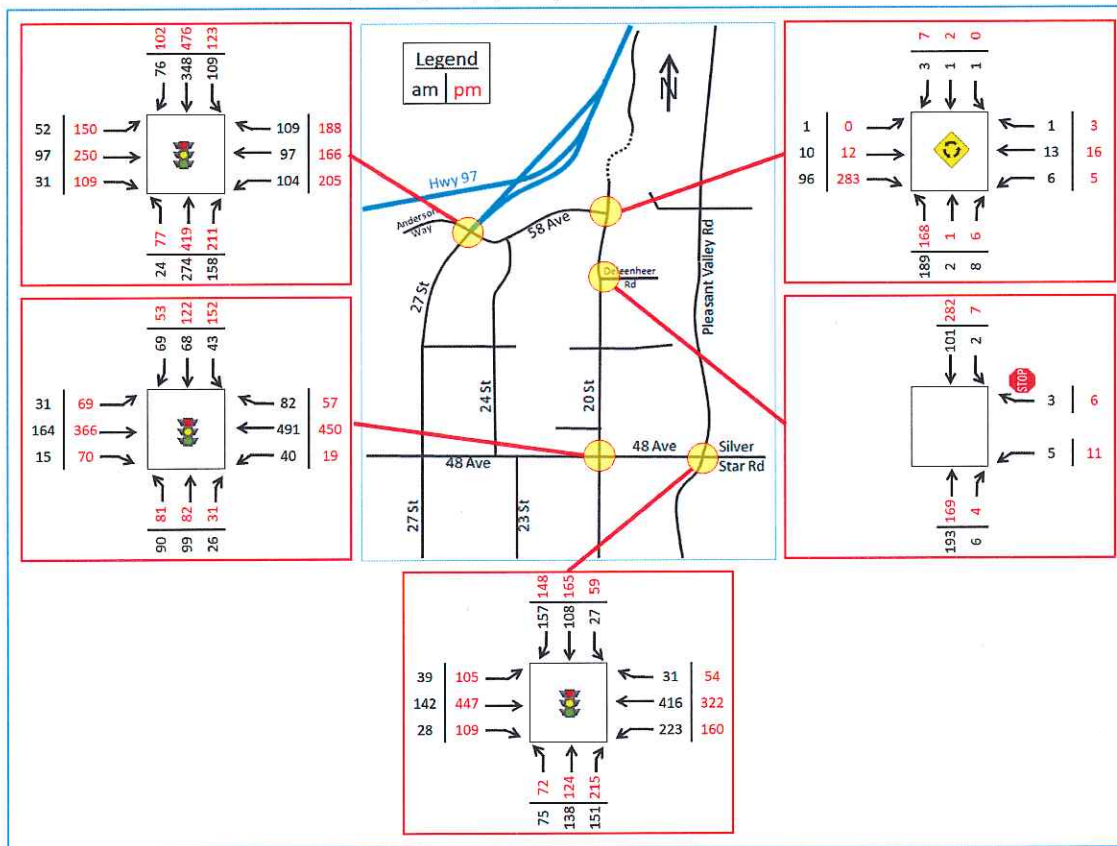
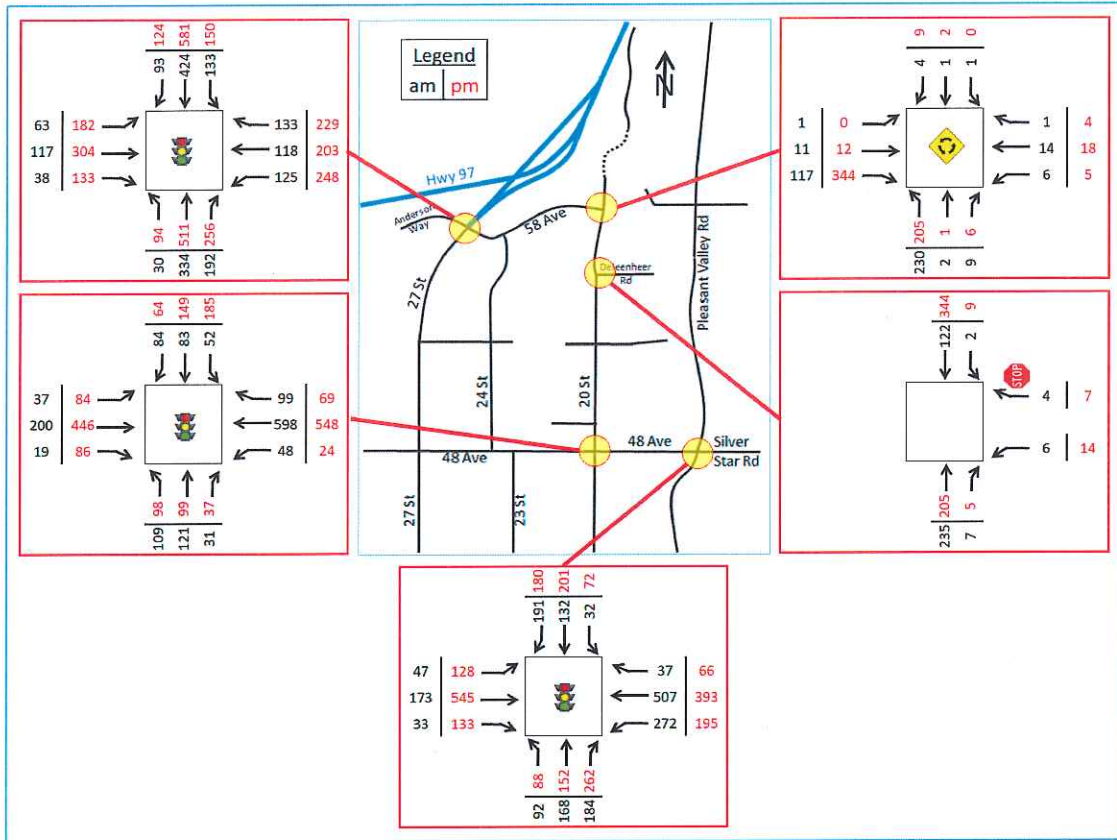


Exhibit 4.2 – 2028 Background Traffic Volumes



### 4.3. Combined Traffic

The traffic generated from the development was superimposed on the background traffic volumes at the planning horizons to project the combined future traffic volumes for the 2018 Opening Day and 10 Year (20289) planning horizons (Exhibits 4.3 and 4.4 respectively).

Exhibit 4.3 – Opening Day (2018) Combined Traffic Volumes

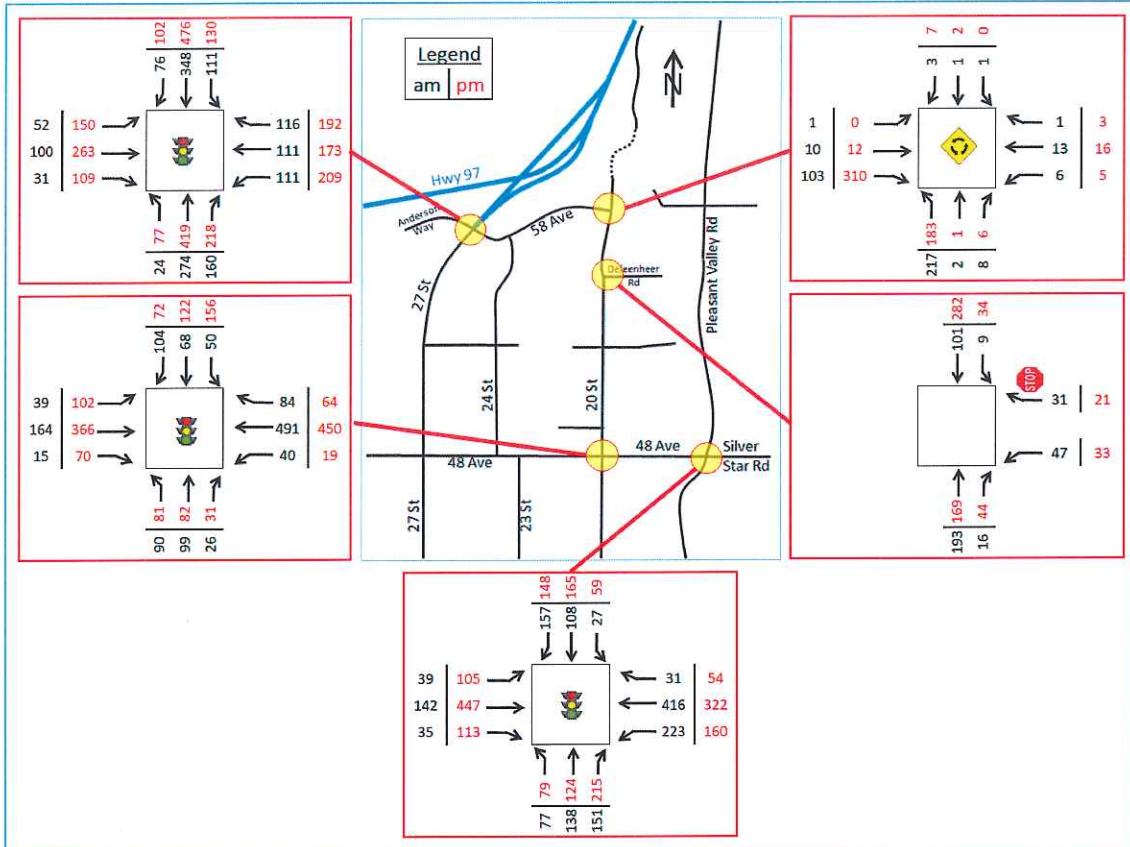
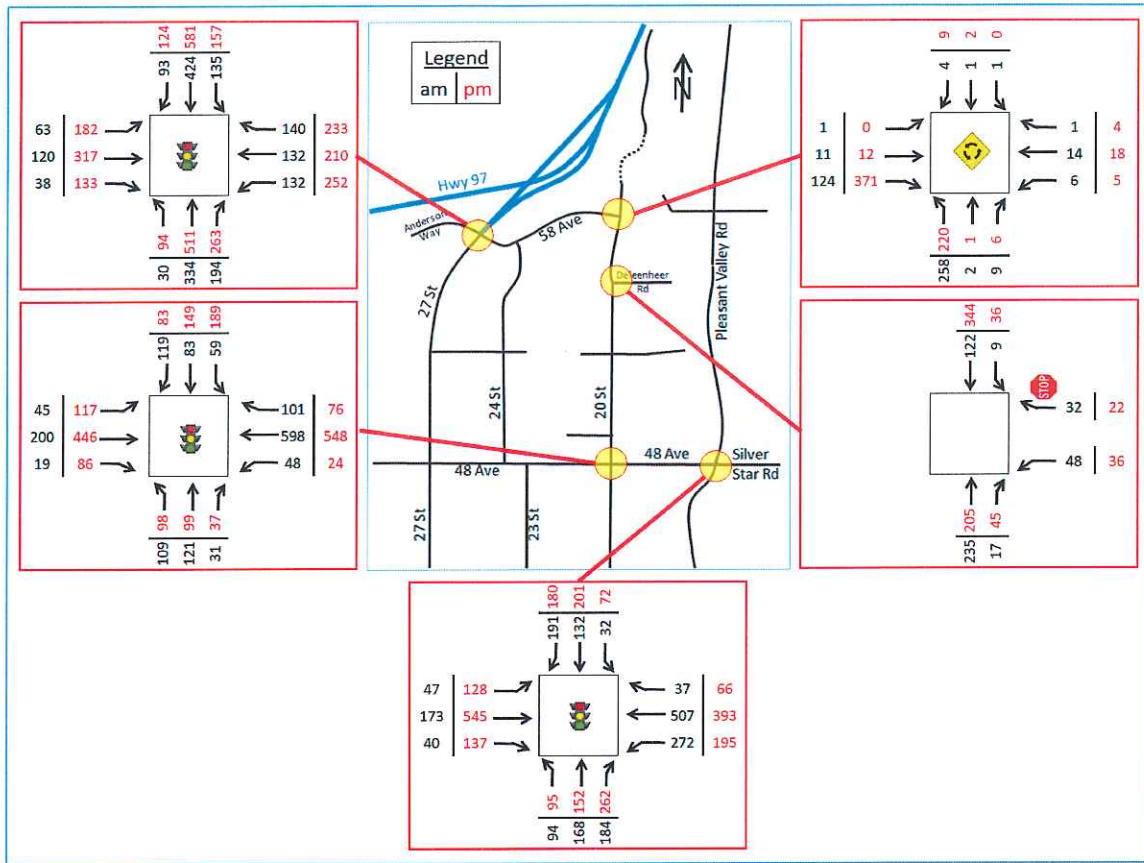


Exhibit 4.4 – 2028 Combined Traffic Volumes



## 5. Projected Level of Service

This section presents the results of the Synchro, SimTraffic and Sidra analyses of the future traffic conditions – first for the background traffic alone and secondly with the development traffic added. When the level of service analysis shows an unacceptable level of service for an intersection movement or an overall intersection (LOS E and LOS D respectively), the location is identified. Detailed Synchro, SimTraffic, and Sidra output can be viewed in Appendix B.

### 5.1. Background Traffic Conditions

The level of service shown in Exhibit 5.1 are projected for the background traffic volumes in 2018, which coincides with the opening day.

All intersection movements operate at a satisfactory level of service at Level of Service (LOS) A or B. The volume to capacity ratios are all well under the threshold value of 0.90 and all turning queuing volumes are within the storage lengths provided. Turn bays are not provided for north and southbound left turns on Pleasant Valley Road at 48 Avenue – the maximum combined through / left turn queues during the AM and PM peak hours was a satisfactory 37 metres.

**Exhibit 5.1 – Level of Service for 2018 Background Traffic (AM/PM)**

| Inter-section   | Movement |     |     |     |     |     |     |     |     |     |     |     | Overall |
|-----------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------|
|                 | EBL      | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |         |
| 20 St & 58 Ave  | A/A      | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A     |
| 20 St & Delheer |          |     |     | B/B |     | B/B |     | A/A | A/A | A/A | A/A |     | A/A     |
| 27 St & 58 Ave  | A/B      | B/B | B/B | A/B | B/B | B/B | B/B | B/B | B/B | B/B | B/B | B/B | B/B     |
| 20 St & 48 Ave  | B/B      | A/B | A/B | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/B | A/A | A/A     |
| PV Rd & 48 Ave  | A/B      | A/B | B/A | A/B | A/A | A/A | B/B | B/B | B/B | B/B | B/B | B/B | B/B     |

\*Delheer = Deleenheer Road

Exhibit 5.2 shows the performance of the network after 10 years of background traffic growth the study intersections still operate at a satisfactory level of service with all movements operating at LOS B or better. The volume to capacity ratios are all well under the threshold value of 0.90 and all turning queuing volumes are within the storage lengths provided. The maximum combined through / left turn queues north and southbound on Pleasant Valley Road at 48 Avenue during the AM and PM peak hours was approximately 56 metres (about 8 vehicles).

**Exhibit 5.2 – Level of Service for 2028 Background Traffic (AM/PM)**

| Inter-section   | Movement |     |     |     |     |     |     |     |     |     |     |     | Overall |
|-----------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------|
|                 | EBL      | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |         |
| 20 St & 58 Ave  | A/A      | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A     |
| 20 St & Delheer |          |     |     | B/B |     | B/B |     | A/A | A/A | A/A | A/A |     | A/A     |
| 27 St & 58 Ave  | A/B      | B/B | B/B | A/B | B/B | B/B | B/C | B/B | B/B | B/C | B/B | B/B | B/B     |
| 20 St & 48 Ave  | B/B      | A/B | A/B | A/A | A/A | A/A | B/B | A/A | A/A | A/B | A/B | A/B | A/B     |
| PV Rd & 48 Ave  | B/B      | A/B | B/A | B/B | A/A | A/A | B/B | B/B | B/B | B/B | B/B | B/B | B/B     |

\*Delheer = Deleenheer Road

## 5.2. Combined Traffic Conditions

The level of service shown in Exhibit 5.3 and 5.4 are projected for the combined traffic volumes (background traffic plus development generated traffic) at 2018 and 2028.

**Exhibit 5.3 – Level of Service for 2018 Combined Traffic (AM/PM)**

| Inter-section   | Movement |     |     |     |     |     |     |     |     |     |     |     | Overall |
|-----------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------|
|                 | EBL      | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |         |
| 20 St & 58 Ave  | A/A      | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A     |
| 20 St & Delheer |          |     |     | B/B |     | B/B |     | A/A | A/A | A/A | A/A |     | A/A     |
| 27 St & 58 Ave  | B/B      | B/B | B/B | A/B | B/B | B/B | B/B | B/B | B/B | B/B | B/B | B/B | B/B     |
| 20 St & 48 Ave  | A/B      | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/B | A/A | A/A | A/A     |
| PV Rd & 48 Ave  | A/B      | A/B | B/A | A/B | A/A | A/A | B/B | B/B | B/B | B/B | B/B | B/B | B/B     |

\*Delheer = Deleenheer Road

**Exhibit 5.4 – Level of Service for 2028 Combined Traffic (AM/PM)**

| Inter-section   | Movement |     |     |     |     |     |     |     |     |     |     |     | Overall |
|-----------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------|
|                 | EBL      | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |         |
| 20 St & 58 Ave  | A/A      | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A | A/A     |
| 20 St & Delheer |          |     |     | B/B |     | B/B |     | A/A | A/A | A/A | A/A |     | A/A     |
| 27 St & 58 Ave  | A/B      | B/B | B/B | A/B | B/B | B/B | B/C | B/B | B/B | B/C | B/B | B/B | B/B     |
| 20 St & 48 Ave  | B/B      | A/A | A/A | A/A | B/A | B/A | B/B | A/B | A/B | A/B | A/B | A/B | B/B     |
| PV Rd & 48 Ave  | B/B      | B/B | B/A | A/B | A/A | A/A | B/B | B/B | B/B | B/B | B/B | B/B | B/B     |

\*Delheer = Deleenheer Road

At opening day (2018) the additional traffic has little impact on the study intersections with all movements remaining at LOS B or better. The volume to capacity ratios remain under the threshold value of 0.90 and all turning queuing volumes are within the storage lengths provided. The north and southbound maximum queue on Pleasant Valley Road at 48 Avenue during the AM and PM peak hours was approximately 43 metres (about 6 vehicles).

After 10 years of combined traffic, the levels of service remain satisfactory with all movements of the study intersections having a LOS of C or better. . The volume to capacity ratios remain under the threshold value of 0.90 and all turning queuing volumes are within the storage lengths provided. The north and southbound maximum queue on Pleasant Valley Road at 48 Avenue during the AM and PM peak hours was approximately 48 metres (about 7 vehicles).

## 6. Level of Service Improvements

The previous section identified the traffic characteristics for the study intersections from opening day of the proposed development to 10 years beyond. The analyses indicated that, with and without the traffic generated by the proposed development, the operational levels of service are well within acceptable levels (all movements at LOS C or better). Furthermore, all volume to capacity ratios are acceptable and queue lengths are reasonable.

From a level of service perspective, there are no requirements for level of service improvements at the study intersections, other than the standard on-going operational activity of monitoring and tweaking traffic signal timings over time.

## 7. Active Transportation

The proposed development site is well served by pedestrian, cyclist and transit facilities and routes in order to encourage active transportation. These facilities include:

Pedestrian – Concrete sidewalks exist on the local area streets including Deleenheer Road, 20 Street, 58 Avenue, Anderson Way and 27 Street (see Exhibit 7.1). These sidewalks provide positive connection between the proposed development site and the commercial areas west of the site. In addition, recreational walking opportunities exist with the BX Creek Trail adjacent the development site.

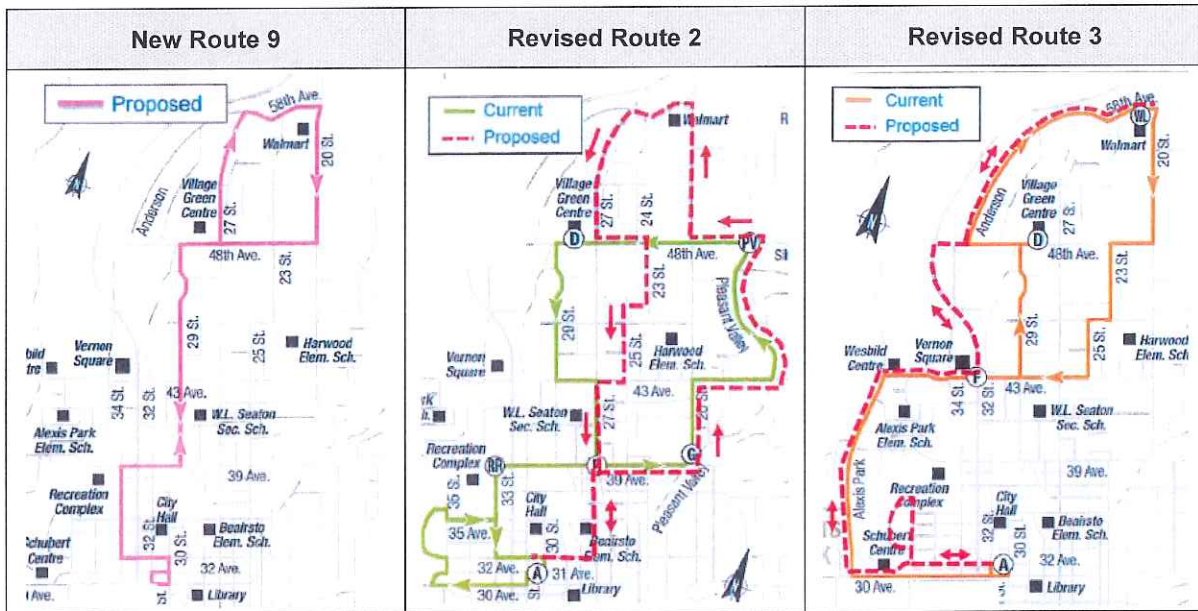
Exhibit 7.1 – Pedestrian Facilities



Cycling – Bicycle lanes exist on 20 Street providing a north-south connection to the City’s bicycle network, including an east-west connection at 48 Avenue. This then leads to other connections on Pleasant Valley Road and 29 Street.

Transit – City Council recently approved improvements to the transit system that greatly improve the transit service for the proposed development site. These include the extension of the existing Route 2 route to travel along 20 Street past Deleenheer Road, as well as a new Route 9 service that also services 20 Street. The existing Route 3 (Alexis Park) will access 58 Avenue up to 20 Street and will be readily accessible to the development site. These routes are shown in Exhibit 7.2.

Exhibit 7.2 – Transit Service Improvements



### 8. Site Circulation and Access

The proposed site configuration allows connectivity between the surface parking lots which can assist in site circulation and deliveries. Care should be taken on detailed design to ensure that curb radii and road widths accommodate the expected vehicles including fire, garbage, and moving trucks. Confusion may arise at the entrance to the development off of the cul-de-sac of Deleenheer Road due to two access aisles meeting at the road entrance. Physically separating the two access connections to Deleenheer Road as shown in Exhibit 8.1 (if acceptable to the City) would reduce this confusion.

Exhibit 8.1 – Access Reconfiguration



Access to the site is from the incomplete cul-de-sac at the east end of Deleenheer Road. This roadway should be completed to the end with a curbed cul-de-sac in conjunction with the development.

## 9. Findings and Recommendations

The following is a summary of the findings and recommendations for the analyses of the traffic impacts of the proposed Creekview Heights residential apartment development located at 5770 Pleasant Valley Road:

- The proposed development consists of three 4-story residential apartments having a total of 216 rental units.
- The developer is considering undertaking travel demand management initiatives including:
  - Car Sharing – with either 1 or 2 car sharing vehicles;
  - Car Pooling –a development wide car-pooling registry
  - Enhanced Bicycle Facilities – the provision of secure bicycle storage and a bicycle service centre
  - Transit Awareness –the promotion of the high level of transit to residents
- The City of Vernon bylaw requirements identify a requirement of 342 parking stalls. Based on the proposed travel demand management initiatives that the developer is planning to undertake, it is recommended that the City support a variance of the parking requirement to a total of 324 parking stalls, which is well above the average peak demand for this land use identified in ITE's Parking Generation Manual (4<sup>th</sup> Edition).
- Total traffic generated from the proposed development is expected to be 86 trips in the AM Peak Hour and 104 trips in the PM Peak Hour.
- Construction of the condominium is expected to be complete in 2018.
- Without the development, the levels of service at the study intersections are acceptable at the 2018 start-up year and with 10 years growth of the background traffic. The background traffic includes the expected traffic generation from the adjacent Regency senior adult residential development at the east end of 58 Avenue.
- With the Creekview Heights traffic added to the network, the levels of service at the study intersections remain acceptable for both the 2018 and 2028 study horizons.
- The development is well served by the existing pedestrian and cycling facilities, and will benefit from the upcoming transit system improvements by being served by the Route 2, 3, and 9 transit routes.
- The completion of the local access road (Deleenheer Road) is required to construct a full curbed cul-de-sac to provide access to the site. Separation of the access aisles at the access to Deleenheer Road is required to reduce driver confusion.

# Attachment 10

## Building A, B, C, and D - Parkade Plans

