



CORPORATION OF THE CITY OF VERNON

ADVISORY PLANNING COMMITTEE

WEDNESDAY, SEPTEMBER 5, 2018

4:00 pm – OKANAGAN LAKE ROOM

A G E N D A

1. **ADOPTION OF AGENDA**

2. **ADOPTION OF MINUTES**

August 14, 2018 (attached)

3. **NEW BUSINESS**

- a) **ZON00303/DVP00439** – Rezoning and Development Variance Permit Applications for 2907 26 Street
- b) **ZON00305** – Rezoning Application for 5757 Okanagan Landing Road
- c) **DVP00424** – Development Variance Permit Application for 3803 23 Street
- d) **OCP00068/ZON00266/DVP00440** – Official Community Plan Amendment, Rezoning and Development Variance Permit Applications at 3903 30 Street
- e) **Proposed Text Amendments** (RTR – Resort Residential)
- f) **Review and Discussion of Proposed Parking Requirement Revisions**
 - C7 & C8 zoning district commercial parking and multifamily parking requirement changes.
 - Cash In Lieu of Parking Program (for C7 & C8 zoning districts, and boundary within the Waterfront Neighbourhood Centre)
 - Proposed Parking Reserve Fund

4. **INFORMATION ITEMS**

- a) An update of APC related items discussed at the September 4, 2018 Council meeting will be provided.

5. **NEXT MEETING**

The next meeting is tentatively scheduled for Tuesday, September 25, 2018.

6. **ADJOURNMENT**



THE CORPORATION OF THE CITY OF VERNON

MINUTES OF ADVISORY PLANNING COMMITTEE MEETING

HELD

TUESDAY, AUGUST 14, 2018

PRESENT: VOTING

Doug Neden, Vice-Chair
Jamie Paterson
Joanne Georgeson
Phyllis Kereliuk
Monique Hubbs-Michiel
Lisa Briggs

NON VOTING

Councillor Cunningham

ABSENT: Mark Longworth, Chair

Ian Murphy
Vicki Topping
Don Schuster
Corbin Kelley, Youth Member

GUEST: Jay Starnino, Highstreet Ventures Inc.

STAFF: Craig Broderick, Manager, Current Planning
Keltie Chamberlain, Planning Assistant
Ellen Croy, Transportation Planner
Ed Stranks, Manager, Engineering Development Services
Carie Liefke, Planning Assistant
Janice Nicol, 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 Jaime Paterson;

THAT the agenda of the Advisory Planning Committee meeting for Tuesday, August 14, 2018 be adopted.

CARRIED.

**ADOPTION OF
MINUTES**

Moved by Joanne Georgeson, seconded by Lisa Briggs;

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

CARRIED.

It was noted, in reference to DVP00434 – 1100 30th Avenue considered at the July 24 Advisory Planning Committee meeting, that pyramid cedars are not recommended by the Okanagan Basin Water Board for landscaping due to their high water requirements.

NEW BUSINESS:

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

The Advisory Planning Committee reviewed the Development Variance Permit application #00425 for 5770 Pleasant Valley Road. The Manager, Current Planning reviewed the application. The following points were noted by the Committee:

- Handicapped parking stalls are not shown on the plan enclosed with the agenda.
- Location of the proposed loading stalls was questioned as they are not located close to any of the buildings. It was suggested that a loading bay be provided for each building.
- There was concern about the high site coverage and the impact on the creek below for surface drainage.
- The retaining walls will be engineered.
- Concern about the reduction in parking stalls from 342 to 324 stalls.
- Concern for the viability of pedestrian walkway given the elevation change.

Moved by Monique Hubbs-Michiel, seconded by Joanne Georgeson;

THAT the Advisory Planning Committee recommends 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 the Advisory Planning Committee recommends 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'.

CARRIED.

INFORMATION ITEMS:

The Manager, Current Planning reviewed the information for APC related items discussed at the August 13, 2018 Council meeting as follows:

- Renewal of DVP00265 for 4602 20th Street
- ZON00299/DVP00427 for 3607 27 Street – received first and second reading, Public Hearing and Public Input scheduled for September 24, 2018
- Strata conversion for 2504 39th Avenue approved subject to conditions

- Text amendments to Zoning Bylaw #5000 received first and second readings, Public Hearing scheduled for September 24, 2018
- Land use contract discharge for 8000 Bench Row Road received first and second readings, Public Hearing scheduled for September 24, 2018.

NEXT MEETING

The next regular meeting of the Advisory Planning Committee is scheduled for Wednesday, September 5, 2018.

ADJOURNMENT

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

CERTIFIED CORRECT:

_____ Chair



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Roy Nuriel,
Economic Development Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: September 24, 2018
REPORT DATE: August 17, 2018
FILE: ZON00303 / DVP00439

August

SUBJECT: REZONING AND DEVELOPMENT VARIANCE PERMIT APPLICATIONS FOR 2907 –
26TH STREET

PURPOSE:

To review the applications to rezone the subject property from R3 – Medium Lot Residential to R3h – Medium Lot Residential and to vary sections of Zoning Bylaw #5000 and Subdivision and Development Servicing Bylaw #3843 to allow for a “home based business, major” use within the existing single family dwelling at 2907 – 26th Street.

RECOMMENDATION:

THAT Council support the application to rezone Lot 11, Block 19, Plan 327, Sec 34, Twp 9, ODYD (2907 – 26th Street) from R3 – Medium Lot Residential to R3h – Medium Lot Residential to allow for a “home based business, major” use within the existing single family dwelling, subject to a restrictive covenant being registered on title for the following conditions:

- a) That limits the business up to two staff, including the residents of the primary residence;
- b) That stipulates details of any signage for the home based business to one sign, non-illuminated, 0.5m², no higher than 1.2m, attached to the dwelling or ground mounted near the vehicle entrance;
- c) That limits vehicle access to the property to right-in and right-out only; and
- d) That requires the parking area to be covered with permeable hard surface;

AND FURTHER, that Council support Development Variance Permit Application #DVP00439 to vary the following section of Zoning Bylaw #5000 on the property described as Lot 11, Block 19, Plan 327, Sec 34, Twp 9, ODYD (2907 – 26th Street):

- a) to vary Schedule B, to reduce the setback based on the required right of way for 26th Street from 18.5m to 18.29m;

AND FURTHER, that Council support Development Variance Permit Application #DVP00439 to vary the following section of Subdivision and Development Servicing Bylaw #3843 on the property described as Lot 11, Block 19, Plan 327, Sec 34, Twp 9, ODYD (2907 – 26th Street):

- a) to vary the off-site works along 26th Street and reduce the asphalt width requirement of 12.0m to the existing width of approximately 9.4m and to not require concrete curb and gutter and permit the existing asphalt curb as per Schedule A – Level of Service;

AND FURTHER, that Council support of DVP00439 is subject to the following:

- a) that the site and floor plans, generally shown as Attachment 1 in the report titled "Rezoning and Development Variance Permit Applications for 2907 – 26th Street" dated August 17, 2018 by the Economic Development Planner be attached to and form part of DVP00439 as Schedule 'A'.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council support the application to rezone Lot 11, Block 19, Plan 327, Sec 34, Twp 9, ODYD (2907 – 26th Street) from R3 – Medium Lot Residential to R3h – Medium Lot Residential to allow for a "home based business, major" use within the existing single family dwelling, subject to the following conditions: *(to be cited by Council)*;

AND FURTHER, that Council support the following variance(s): *(to be cited by Council)*;

AND FURTHER, that Council support of DVP00439 is subject to the following:

- a) that the site and floor plans, generally shown as Attachment 1 in the report titled "Rezoning and Development Variance Permit Applications for 2907 – 26th Street" dated August 17, 2018 by the Economic Development Planner be attached to and form part of DVP00439 as Schedule 'A'; and
- b) *(to be cited by Council)*.

Note: This alternative supports the rezoning and development variance permit applications subject to the conditions cited by Council.

2. THAT Council not support the application to rezone Lot 11, Block 19, Plan 327, Sec 34, Twp 9, ODYD (2907 – 26th Street) from R3 – Medium Lot Residential to R3h – Medium Lot Residential to allow for a "home based business, major;

AND FURTHER, that Council not support Development Variance Permit Application #DVP00439 to vary the following section of Zoning Bylaw #5000 on the property described as Lot 11, Block 19, Plan 327, Sec 34, Twp 9, ODYD (2907 – 26th Street):

- a) to vary Schedule B, to reduce the setback based on the required right of way for 26th Street from 18.5m to 18.29m;

AND FURTHER, that Council not support Development Variance Permit Application #DVP00439 to vary the following section of Subdivision and Development Servicing Bylaw #3843 on the property described as Lot 11, Block 19, Plan 327, Sec 34, Twp 9, ODYD (2907 – 26th Street):

- a) to vary the off-site works along 26th Street and reduce the asphalt width requirement of 12.0m to the existing width of approximately 9.4m and to not require concrete curb and gutter and permit the existing asphalt curb as per Schedule A – Level of Service;

Note: This alternative does not support the rezoning and development variance applications. The applicant could apply to conduct a "home based business, minor" use in the existing dwelling. The basic differences between minor home based business and major home based business uses are as follows: only one customer per day in the minor regulations, as compared to up to three customers at a time with the major regulations; only residents of the dwelling are allowed to work on-site with the minor regulations, whereas up to two non-resident staff can work on-site with the major regulations.

ANALYSIS:

A. Committee Recommendations:

At its meeting of September 5, 2018, the Advisory Planning Committee adopted the following resolution:

“ ”

B. Rationale:

1. The subject property at 2907 – 26th Street, as shown on Figures 1 and 2, is located in the East Hill neighbourhood, at the southeast corner of 26th Street and 30th Avenue and is 0.048 hectare (0.12 ac) in area. There is an existing single family dwelling on the property with driveway access from 30th Avenue (Attachment 1).
2. The applicant has submitted rezoning and development variance permit applications to rezone the property from R3 – Medium Lot Residential to the R3h – Medium Lot Residential sub-zoning to allow for a chiropractic clinic to operate under “home based business, major” use. The applicant has also applied to vary the requirements of Zoning Bylaw #5000 and Subdivision and Development Servicing Bylaw (SDSB) #3843 for the road right-of-way (ROW) width and services for the section of 26th Street adjacent to the subject property.
3. The property is designated as “Residential Low Density” in the Official Community Plan (OCP) (Attachment 2). The R3 and R3h zoning districts comply with the OCP land use designation. The surrounding land uses are currently single family dwellings and the courthouse. Two of the other properties at the corner of 26th Street and 30th Avenue function as a dental clinic (north east) and physiotherapy and acupuncture clinic (south west). The courthouse is located on the north west corner.
4. The R3 zoning district provisions (Attachment 3 and 4) would still apply to the property if the owner were to construct an addition to the building or to construct a secondary building. The R3h sub-zoning district is not a stand-alone zone, as it only allows the additional specific “home based business, major” use on the property.

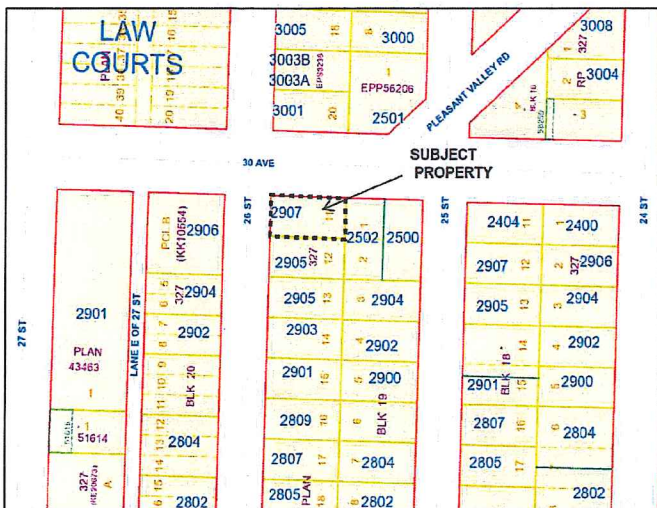


Figure 1: Property Location Map



Figure 2: Aerial Photo of Property

5. In the rezoning application, the owner (who is a chiropractor) is requesting to operate a chiropractic clinic out of their house on the subject property. The "home based business, major" regulations (Attachment 5) allow up to three clients at one time with no limit on the number of clients per day, and allows up to two non-resident employees on the site. The maximum allowed floor area for the business is 40% of the floor area of the dwelling unit and cannot exceed 50m². As illustrated in Attachment 1, the proposed business would be located on the main floor of the dwelling unit. The floor area of the business is 49.3m² (which is 40% of the floor area of the dwelling), and consists of two patient rooms, a reception area and washroom. The private residence area (71.7m²) is located on the second floor with a private separated entrance on the main floor. Given the scale of the property and the residential nature of the neighbourhood, Administration recommends that a restrictive covenant be registered on title to limit the number of staff engaging in the home based business, major up to two, including the residents of the primary residence.
6. The "home based business, major" regulations (Attachment 5), also allow up to one business related fascia or freestanding sign with a maximum area of 6.0m². Due to the residential character of the East Hill neighbourhood, Administration also recommends that the signage be restricted by a covenant to one sign, non-illuminated, 0.5m² in area, no higher than 1.2m, which would be attached to the dwelling or ground mounted near the vehicle entrance at 30th Avenue.
7. As required by zoning regulations, the proposed parking area in the rear includes three parking spaces for business clients and two spaces for the single family dwelling (Attachment 1). Due to the proximity of the property access to the 26th Street and 30th Avenue intersection, access would be restricted to right-in right-out only. The parking layout and maneuvering requirements for five vehicles would increase the site coverage on the property. In order to not exceed the maximum site coverage of 50% as set out in the R3 zoning district, the applicant is proposing to cover the parking area with a permeable hard surface (i.e. pavers). It is recommended that as a condition of rezoning approval, vehicle access be limited to right-in and right-out only and that the parking area be surfaced with a permeable hard surface material.
8. 26th Street adjacent to this property is identified in the Master Transportation Plan (MTP) as a Local Road with sidewalk on both sides. The road right of way (ROW) width adjacent to the property is approximately 18.29m wide. As per Schedule B of Zoning Bylaw #5000, the ultimate road width for 26th Street is 18.5m and an additional setback of 0.10m would be required. As such, the applicant has applied to reduce the setback based on the required ROW for 26th Street from 18.5m to 18.29m. The setback reduction to the existing ROW width is supported by Administration.
9. Subdivision and Development Servicing Bylaw (SDSB) #3843, Schedule A requires an asphalt width of 12.0m with 1.5m wide sidewalk on both sides of 26th Street, and concrete curb and gutter. This standard was intended to provide adequate width for two 3.5m wide travel lanes and two 2.5m wide parking lanes. The applicant has requested to vary Schedule A to reduce the pavement width of the portion of 26th Street from 12.0m to the existing 9.4m and not to require asphalt width widening of 1.25m, as well as to retain the existing asphalt curb and not to require a replacement with concrete curb and gutter. Administration supports the requested variance and recommends that the existing standards of 26th Street adjacent to the property be retained.
10. The proposed rezoning to R3h and requested variances to allow a "home based business, major" at 2907 – 26th Street are supported by Administration subject to the registration of restrictive covenant intended to preserve the residential character of the area, prevent traffic congestion and to improve site drainage. The site location is well suited to accommodate the proposed use due the layout of the existing dwelling, the modest size of the proposed clinic and the corner location of the subject property.

C. Attachments:

- Attachment 1 – Proposed site and floor plan
- Attachment 2 – OCP map
- Attachment 3 – Zoning map
- Attachment 4 – R3: Estate Lot Residential zoning district
- Attachment 5 – “Home based business, major” regulations

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

The subject involves the following deliverables in Council’s Strategic Plan 2015 – 2018:

- Support sustainable neighbourhoods by 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 Low Density in the Official Community Plan (OCP) and zoned R3 – Medium Lot Residential as per Zoning Bylaw #5000.
2. The Local Government Act provides Council with the authority to vary local bylaws based on site specific considerations. The granting of such variances does not set a precedent within the community for future variances to be based upon, as each variance application must be evaluated on its own merit and potential implications to the whole community and the specific neighbourhood.

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Approved for submission to Council:

Right-click to sign
with **DocuSign**

Roy Nuriel
Economic Development Planner

Will Pearce, CAO

Date: _____

Right-click to sign
with **DocuSign**

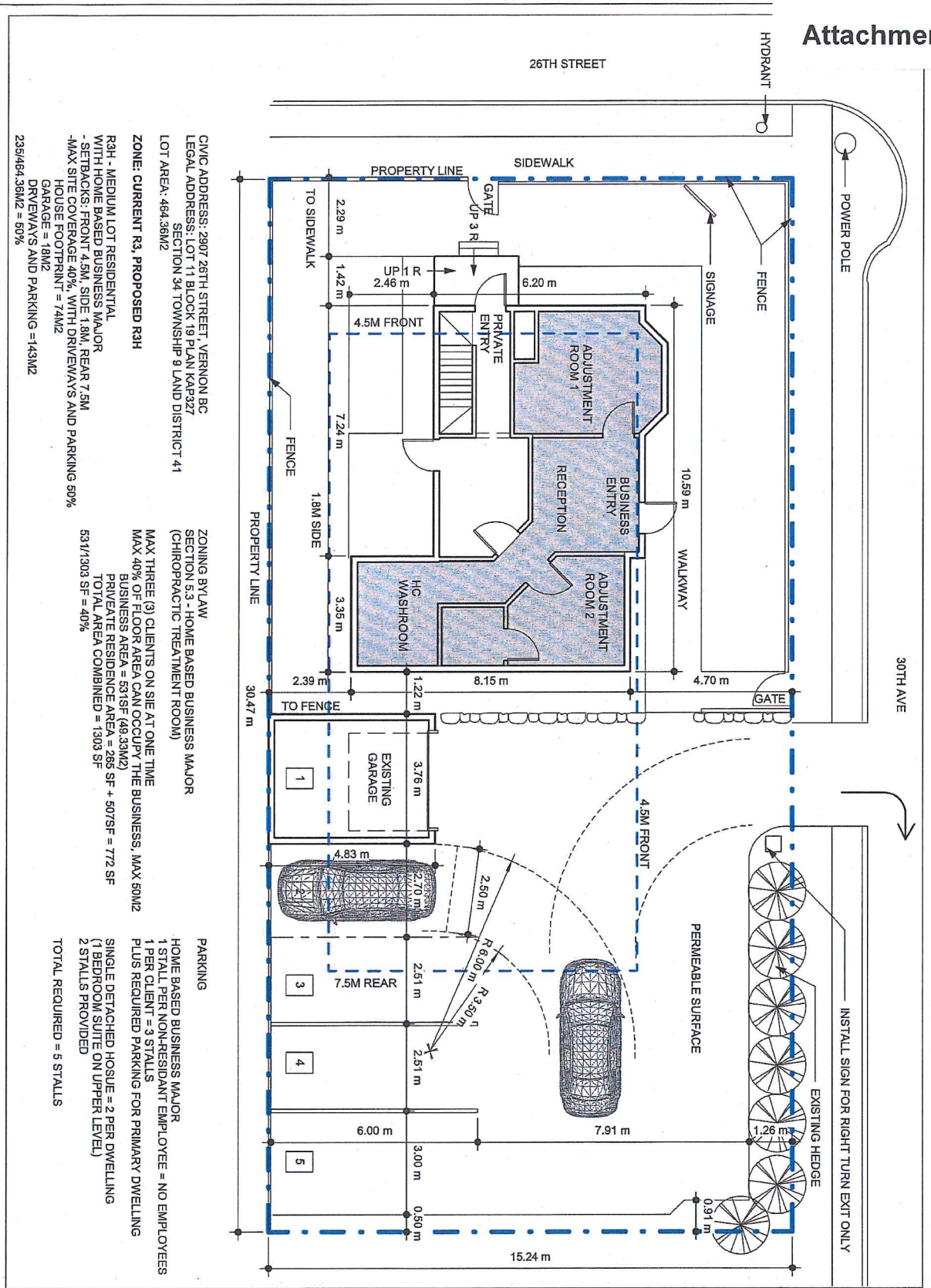
Kim Flick
Director, Community Infrastructure and Development

REVIEWED WITH

- | | | |
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| <input type="checkbox"/> Corporate Services | <input type="checkbox"/> Operations | <input checked="" type="checkbox"/> Current Planning |
| <input type="checkbox"/> Bylaw Compliance | <input type="checkbox"/> Public Works/Airport | <input type="checkbox"/> Long Range Planning & Sustainability |
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| <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 checked="" type="checkbox"/> Economic Development & Tourism |
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| <input type="checkbox"/> OTHER: | | |

G:\3000-3699 LAND ADMINISTRATION\3360 ZONING AND REZONING\20 Applications\ZON00303\2 PROC\Rpt\180817_rn_APC_RPT_ZON00303_DVP00439.docx

Attachment 1



CIVIC ADDRESS: 2907 26TH STREET, VERNON BC
 LEGAL ADDRESS: LOT 11 BLOCK 19 PLAN KAP237
 SECTION 94 TOWNSHIP 9 LAND DISTRICT 41
 LOT AREA: 484.38M²

ZONE: CURRENT R3, PROPOSED R3H

R3H - MEDIUM LOT RESIDENTIAL
 WITH HOME BASED BUSINESS MAJOR
 - SETBACKS: FRONT 4.5M, SIDE 1.8M, REAR 7.5M
 - MAX SITE COVERAGE 40%, WITH DRIVEWAYS AND PARKING 50%
 HOUSE FOOTPRINT = 74M²
 GARAGE = 18M²
 DRIVEWAYS AND PARKING = 143M²
 235/484.38M² = 50%

ZONING BYLAW
 SECTION 5.3 - HOME BASED BUSINESS MAJOR
 (CHIROPRACTIC TREATMENT ROOM)

MAX THREE (3) CLIENTS ON SITE AT ONE TIME
 MAX 40% OF FLOOR AREA CAN OCCUPY THE BUSINESS, MAX 50M²
 BUSINESS AREA = 531SF (49.33M²)
 PRIVATE RESIDENCE AREA = 285 SF + 507SF = 772 SF
 TOTAL AREA COMBINED = 1303 SF
 531/1303 SF = 40%

PARKING

HOME BASED BUSINESS MAJOR
 1 STALL PER NON-RESIDENT EMPLOYEE = NO EMPLOYEES
 1 PER CLIENT = 3 STALLS
 PLUS REQUIRED PARKING FOR PRIMARY DWELLING

SINGLE DETACHED HOUSE = 2 PER DWELLING
 (1 BEDROOM SUITE ON UPPER LEVEL)
 2 STALLS PROVIDED

TOTAL REQUIRED = 5 STALLS

Date	AUG 18 2018
Drawn by	CR
Project No.	-
Scale	1 : 100
RE-ZONE	A0.1



- RLD – Residential – Low Density
- PUBINS – Public & Institutional
- RMD – Residential – Medium Density
- MDCOMRES – Mixed Use Medium Density Commercial and Residential



OCP Designation



- R3 – Medium Lot Residential
- RM2 – Multiple Housing Residential
- R2 – Large Lot Residential
- R5 – Four-plex Residential
- C4 – Street-Oriented Commercial

Zoning Designation

9.4 R3 : Medium Lot Residential

9.4.1 Purpose

The purpose is to provide a **zone** for **single detached housing**, and compatible **secondary uses**, on medium sized urban serviced **lots**. The R3c sub-zoning district allows for **care centre, major** as an additional use. The R3h sub-zoning district allows for **home based business, major** as an additional use. (*Bylaw 5467*)

9.4.2 Primary Uses

- **care centre, major** (*use is only permitted with the R3c sub-zoning district*)
- **single detached housing**

9.4.3 Secondary Uses

- **boarding rooms**
- **bed and breakfast homes** (in single detached housing only) (*Bylaw 5498*)
- **care centres, minor**
- **home based businesses, minor**
- **home based businesses, major** (*use is only permitted with the R3h sub-zoning district*)
- **secondary suites**
- **seniors supportive housing**

9.4.4 Subdivision Regulations

- Minimum **lot width** is 14.0m, except it is 16.0m for a **corner lot**.
- Minimum **lot area** is 450m², or 10,000m² if not serviced by a **community sewer system**.

9.4.5 Development Regulations

- Maximum **site coverage** is 40% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 50%.
- Maximum **height** is the lesser of 10.0m or 2.5 **storeys**, except it is 4.5m for **secondary buildings** and **secondary structures**.
- Minimum **front yard** is 4.5m, except it is 6.0m from a garage or **carport** having vehicular entry from the front.
- Minimum **side yard** is 1.5m for a 1 or 1.5 **storey** portion of a **building** and 1.8m for a 2 or 2.5 **storey** portion of a **building**, except it is 4.5m from a **flanking street**, and 6.0m from a garage or **carport** having vehicle entry from a **flanking street**.
- Minimum **rear yard** is 6.0m for a 1 or 1.5 **storey** portion of a **building** and 7.5m for a 2 or 2.5 **storey** portion of a **building**, except it is 1.0m for **secondary buildings**. Where the **lot width** exceeds the **lot depth**, the minimum **rear yard** is 4.5m provided that one **side yard** shall have a minimum width of 4.5m.
- The maximum **height** of any vertical wall element facing a **front, flanking** or **rear yard** (including **walkout basements**) is the lesser of 6.5m or 2.5 **storeys**, above which the **building** must be **set back** at least 1.2m.

9.4.6 Other Regulations

- There shall be no more than one **single detached house** per **lot**.
- Where **development** has access to a rear **lane**, vehicular access to the **development** is only permitted from the rear **lane**.

- For **seniors supportive housing**, a safe drop-off area for patrons shall be provided on the **site**.
- 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.
- **Seniors supportive housing** shall be for no more than four residents. *(Bylaw 5467)*
- 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)

- mail order sales,
 - telephone sales,
 - goods where the customer does not enter the **premises** to pick up the goods; and,
 - products incidental to the service provided,
- subject to section 5.2.6.

5.2.5 No sign advertising the **minor home based business** is permitted.

5.2.6 The following **uses** are prohibited as **minor home based businesses**: automotive repair, cabinet making, welding, **care centres**, cutting & wrapping of meat, including wild game, escort services, and gun shops.

5.3 Home Based Businesses, Major

5.3.1 All **major home based businesses** shall be **secondary uses** and must comply with the following:

- a **major home based business** shall only be conducted within the primary **building** and/or one **secondary building/structure**;
- no **outdoor storage** or operation of the **major home based business** shall be permitted;
- no variation from the residential character and appearance of land or **buildings** shall be permitted and no external structural change to any primary **building** or **structure** for the purpose of accommodating a **major home based business** shall be permitted;
- no **nuisance** shall be produced by the **major home based business** and, at all times, the privacy and enjoyment of **adjacent lots** shall be preserved and the **major home based business** shall not adversely affect the amenities of the neighbourhood; and,
- the **major home based business** shall not generate more than three clients to the **site** from which the **business** is being operated at any given time; and
- this **use** does not include the repair or painting of **vehicles**, trailers or boats; welding or machine shops; care centres; or cutting and wrapping of meat, including wild game.

5.3.2 No more than two persons, other than residents of the primary residence, shall be engaged in the **major home based business**.

5.3.3 The **major home based business** shall not occupy more than 40% of the floor area of the **dwelling** unit, and in no case shall the combined area of the residence used for the **business** and a **secondary building** used for the **business** exceed 50m². (Bylaw 5339)

- 5.3.4 The display and retail sales of goods not produced on the **premises** shall not be permitted in a **major home based business**, with the exception of
- products that are associated with the goods produced on the **site**,
 - agricultural products only in the A1, A2 and A3 **Agricultural zones**,
 - mail order sales,
 - telephone sales,
 - goods where the customer does not enter the **premises** to inspect or pick up the goods, and
 - products incidental to the service provided,
- subject to Section 5.3.7.
- 5.3.5 Parking shall be in conformance with the regulations of this Bylaw. No parking of commercial **vehicles** larger than 4100kg gross **vehicle** weight on or about the **site** is allowed for a **major home based business**.
- 5.3.6 A **major home based business** sign is permitted according to the provisions of the *City of Vernon Sign Bylaw No. 4489*, as amended.
- 5.3.7 The following **uses** are prohibited as **home based businesses**: automotive repair, welding, **care centres**, cutting & wrapping of meat, including wild game, escort services, and gun shops.

5.4 Home Based Businesses, Rural

- 5.4.1 All **rural home based businesses** shall be **secondary uses** and must comply with the following:
- a **rural home based business** shall only be conducted within a **primary building** or one **secondary building** or **structure**.
 - no **outdoor storage** or operation of the **rural home based business** shall be permitted;
 - no variation from the residential character and appearance of land, **buildings** or **structures** shall be permitted and no external structural change to any **primary building** or **structure** for the purpose of accommodating a **rural home based business** shall be permitted;
 - no **nuisance** shall be produced by the **rural home based business** and, at all times, the privacy and enjoyment of **adjacent dwellings** shall be preserved and the **rural home based business** shall not adversely affect the amenities of the neighbourhood; and,
 - the **rural home based business** shall not generate more than three clients to the **site** from which the **business** is being operated at any given time; and
 - this **use** does not include the repair or painting of **vehicles**, trailers or boats; cabinet making; welding or machine shops; care centres; or cutting and wrapping of meat, including wild game.



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Craig Broderick
Manager, Current Planning
Hazel Christy
Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: September 24, 2018
REPORT DATE: August 28, 2018
FILE: ZON00305

SUBJECT: REZONING APPLICATION FOR 5757 OKANAGAN LANDING ROAD

PURPOSE:

To review the rezoning application which proposes to rezone portions of the subject property located at 5757 Okanagan Landing Road from A3 (Rural Small Holdings) to R1 (Estate Lot Residential) and R5 (Four-plex Housing Residential) to allow the subdivision of one single family and one multi-family lot.

RECOMMENDATION:

THAT Council support the application to rezone Lot A DL 66 ODYD Plan 22582 (5757 Okanagan Landing Road) from A3 (Rural Small Holdings) to R1 (Estate Lot Residential) and R5 (Four-plex Housing Residential) to allow the subdivision of one single family and one multi-family lot subject to the following condition:

- a) Registration of a Section 219 "No Disturb" Covenant on the subject property that would restrict future subdivision or development until:
 - i. An environmental impact assessment for the property delineating conservation lands has been prepared by a Qualified Environment Professional (QEP);
 - ii. The required offsite road upgrades pursuant to Subdivision and Development Servicing Bylaw (SDSB) #3843 are either completed, or the necessary securities are provided for their completion; and
 - iii. The location of the future Fulton Road extension (DCC TR17) has been determined.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council support the application to rezone Lot A DL 66 ODYD Plan 22582 (5757 Okanagan Landing Road) from A3 (Rural Small Holdings) to R1 (Estate Lot Residential) and R5 (Four-plex Housing Residential) to allow the subdivision of one single family and one multi-family lot subject to the following conditions:

- a) Registration of a Section 219 "No Disturb" Covenant on the subject property that would restrict future subdivision or development until:
 - i. An environmental impact assessment for the property delineating conservation lands has been prepared by a Qualified Environment Professional (QEP);
 - ii. The required offsite road upgrades pursuant to Subdivision and Development Servicing Bylaw (SDSB) #3843 are either completed or the necessary securities are provided for their completion;
 - iii. The location of the future Fulton Road extension (DCC TR17) has been determined; and

b) *Any other conditions as may be cited by Council.*

Note: This alternative supports the rezoning application as submitted with the addition of any other conditions that Council may wish to add.

2. THAT Council NOT support the application to rezone Lot A DL 66 ODYD Plan 22582 (5757 Okanagan Landing Road) from A3 (Rural Small Holdings) to R1 (Estate Lot Residential) and R5 (Four-plex Housing Residential) to allow the subdivision of one single family and one multi-family lot.

Note: This alternative does not support the rezoning application, and as a result the application as submitted would not be able to proceed.

ANALYSIS:

A. Committee Recommendations:

At its meeting of September 5, 2018, the Advisory Planning Committee passed the following resolution:

“ “

B. Rationale:

1. The subject property is located at 5757 Okanagan Landing Road (Figures 1 and 2). The land is designated as Residential Low Density within the Official Community Plan (Attachment 1) and is within the A3 (Rural Small Holdings) zoning district as shown on the attached zoning map excerpt (Attachment 2).
2. The applicant's stated intent is to create an R5 (Four-plex Housing Residential) lot fronting on the Okanagan Landing Road frontage road, in order to develop a tri-plex. The balance of the property is proposed to be zoned R1 (Estate Lot Residential) to retain the existing residence and out buildings. No application for subdivision has been received to date, however the proposed subdivision layout is illustrated on Attachment 3.
3. The subject property is approximately 8,096 m² in total. The property slopes gradually down to Okanagan Landing Road. The upper portion of the property contains a single family residence and accessory structures.
4. The Official Community Plan Sensitive Environmental Inventory (SEI) mapping shows the upper portion of the property to have medium conservation values and the portion of the property adjacent to the Okanagan Landing frontage road to have low conservation values. (Attachment 4). The Official Community Plan requires a habitat assessment to be completed by a Qualified Environment Professional that identifies conservation and development areas and provides recommendations for mitigation and/or “no-disturb” areas prior to development or subdivision.

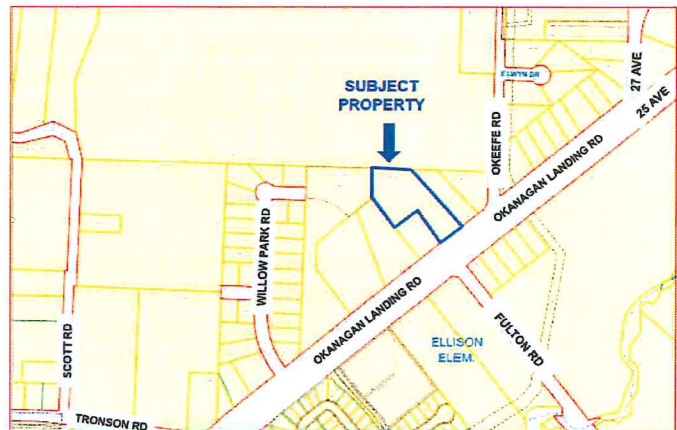


Figure 1 – Property Location Map



Figure 2 – Aerial Map of Property

5. Development Cost Charges Bylaw #5233 shows the future extension of Fulton Road (Project TR17) extending northeast through the subject property. At this time, staff are actively reviewing the Development Cost Charges Bylaw and may be recommending either changes to the location of the Fulton Road extension, deleting the Fulton Road extension, or the provision of a local road configuration to serve properties located on this side of Okanagan Landing Road. This review has major implications for the future development or subdivision of the subject property.
6. In addition, Subdivision and Development Servicing Bylaw #3843 requires that offsite roads and utilities be upgraded to bylaw standards and that appropriate servicing connections be installed prior to development or subdivision. A Works Contribution Agreement may be considered in lieu of construction of the required upgrades, however, given the other uncertainties regarding conservation values and the future of the Fulton Road extension, it may be premature to enter into a Works Contribution Agreement at this time. For these reasons, should Council choose to give this rezoning application favourable consideration, staff are recommending that a Section 219 Covenant be registered on the property to restrict development or subdivision until these issues have been addressed.
7. The adjacent zoning and land uses are:

	Zoning	Land Use
NORTH	A1 (Agriculture)	Agricultural Land Reserve
EAST	A3 (Rural Small Holdings)	Large Lot Residential
SOUTH	R1 (Estate Lot Residential)	Single Family Residential
WEST	R2 (Large Lot Residential)	Greenhouse and retail sales

8. Administration supports the rezoning of the subject property for the following reasons:
 - a) The proposed use and density conforms to the Official Community Plan; and
 - b) The development would provide an opportunity for infill and more efficient use of a large property on urban services.

C. Attachments:

- Attachment 1 – Official Community Plan Land Use Designations
- Attachment 2 – Current Zoning
- Attachment 3 - Proposed Zoning and Subdivision Layout
- Attachment 4 – Sensitive Environmental Inventory mapping

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

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

- Support sustainable neighbourhoods by implementing neighbourhood plans and the OCP

E. Relevant Policy/Bylaws/Resolutions:

1. Official Community Plan:

Section 7.0 Residential

- 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.

Section 10.0 Infrastructure

- 10.1 Complete and maintain the infrastructure Asset Management Plan and revise City policies and bylaws, as required, to support sustainable management of existing infrastructure for both taxation funded and utility funded infrastructure.

Section 13.0 Environment

- 13.1 Maintain a clear and consistent approach to environmental management and ecosystem protection throughout the city in accordance with the Environmental Management Areas Strategy.

- 13.11 Ensure ecosystem conservation, enhancement, mitigation and restoration are undertaken as opportunities arise or as required as part of the development process.

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Approved for submission to Council:

Right-click to sign
with 

Craig Broderick
Manager, Current Planning

Will Pearce, CAO

Date: _____

Right-click to sign
with 

Kim Flick
Director, Community Infrastructure and Development

REVIEWED WITH

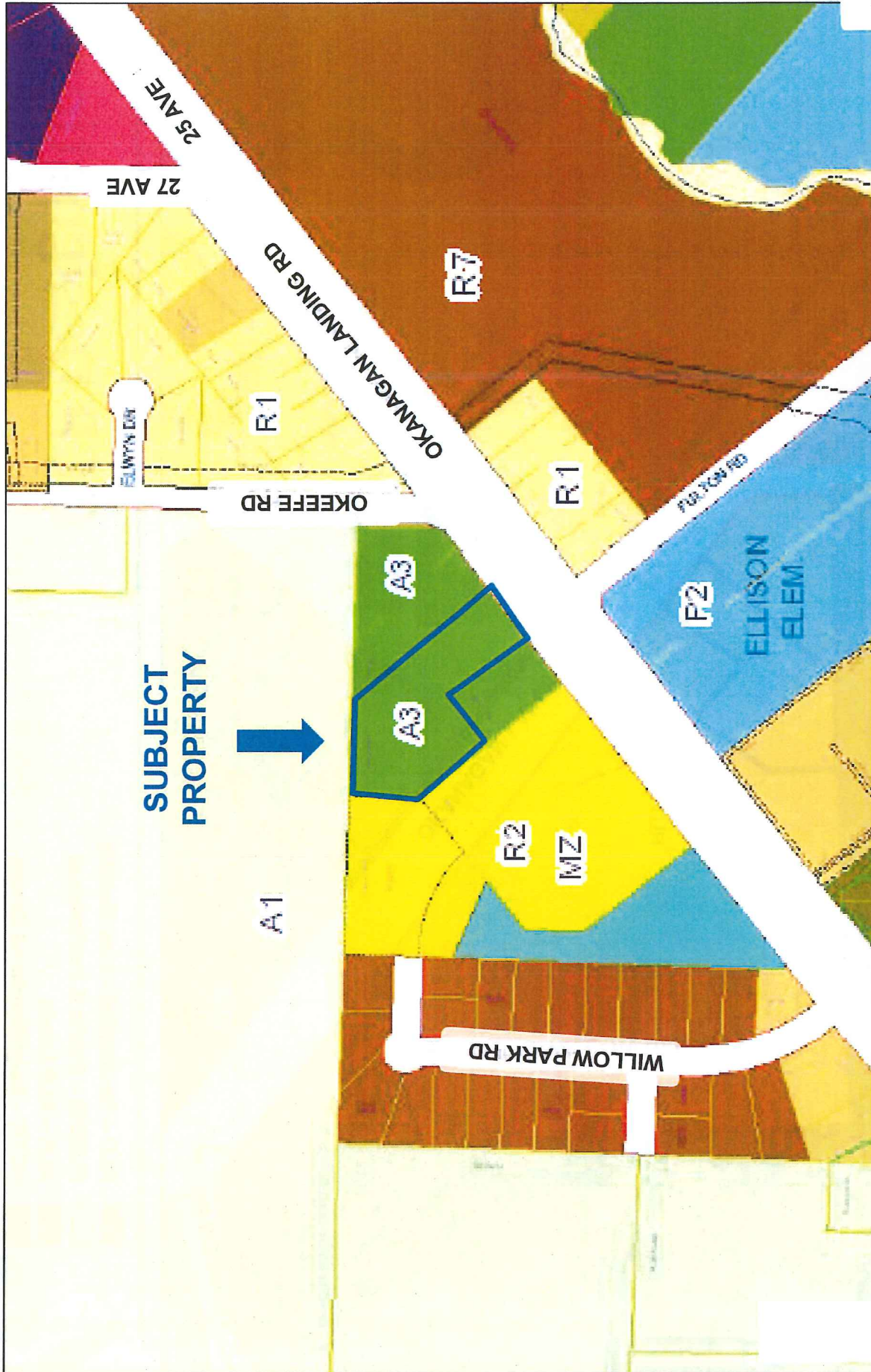
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| <input type="checkbox"/> Real Estate | <input type="checkbox"/> Facilities | <input type="checkbox"/> Building & Licensing |
| <input type="checkbox"/> RCMP | <input type="checkbox"/> Utilities | <input checked="" type="checkbox"/> Engineering Development Services |
| <input type="checkbox"/> Fire & Rescue Services | <input type="checkbox"/> Recreation Services | <input type="checkbox"/> Infrastructure Management |
| <input type="checkbox"/> Human Resources | <input type="checkbox"/> Parks | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Financial Services | | <input type="checkbox"/> Economic Development & Tourism |
| <input checked="" type="checkbox"/> COMMITTEE: APC (Sept.5/18) | | |
| <input type="checkbox"/> OTHER: | | |



OCP Designation

- RLD – Residential – Low Density
- PUBINS – Public & Institutional
- ALR – ALR Lands
- NCTR – Neighbourhood Centre

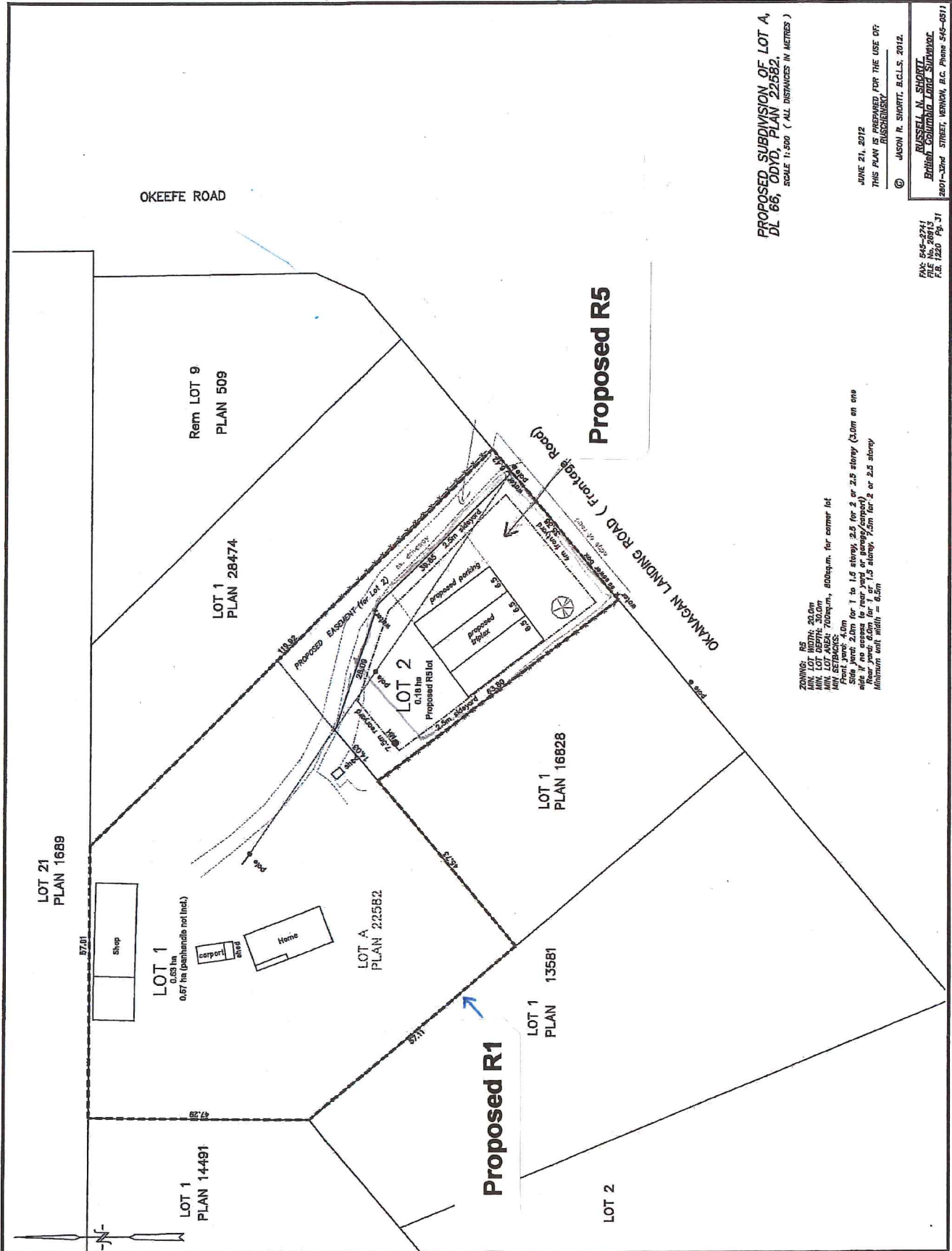




Zoning Designation

- A3 – Rural Small Holdings
- A1 – Agriculture within the ALR
- R2 – Large Lot Residential
- R1 – Estate Lot Residential





**PROPOSED SUBDIVISION OF LOT A,
DL 66, ODYD, PLAN 22582.**
SCALE 1:500 (ALL DISTANCES IN METRES)

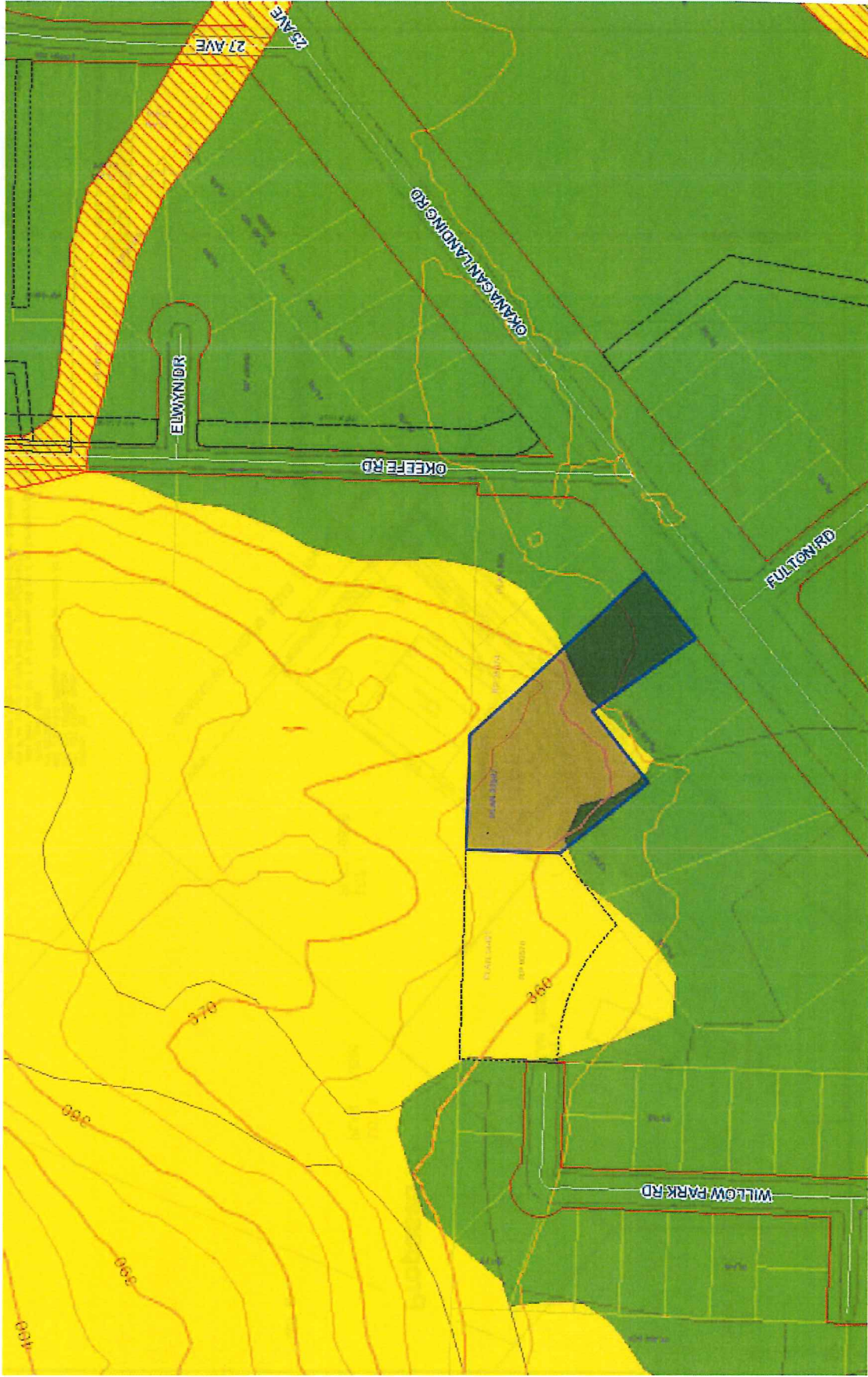
ZONING: R5
 MIN. LOT WIDTH: 20.0m
 MIN. LOT DEPTH: 30.0m
 MIN. LOT AREA: 700sqm, 600sqm. for corner lot
MIN. SETBACKS:
 Front yard: 4.0m for 1 to 1.5 story, 2.5 for 2 or 2.5 story (5.0m on one side if no access to rear yard or no driveway)
 Rear yard: 6.0m for 1 or 1.5 story, 7.5m for 2 or 2.5 story
 Minimum unit width = 6.5m

JUNE 21, 2012
 THIS PLAN IS PREPARED FOR THE USE OF:
 RUSSELL N. SHORTT
 BRITISH COLUMBIA LAND SURVEYOR

© JASON R. SHORTT, B.C.L.S., 2012.
 2807-30th STREET, VERNON, B.C. Phone 545-0811

FILE: 545-0811
 FILE No: 28813
 F.B. 1220 Pg. 31

Vernon Essentials Site



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



133 Meters



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THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Craig Broderick
Manager, Current Planning
Hazel Christy
Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: October 9, 2018
REPORT DATE: August 28, 2018
FILE: DVP00424

SUBJECT: DEVELOPMENT VARIANCE PERMIT APPLICATION FOR 3803 – 23rd Street

PURPOSE:

To review the development variance permit application for 3803 – 23rd Street to vary a section of Zoning Bylaw #5000 in order to allow subdivision of an existing duplex along a party wall to create two fee simple lots; and to consider variances to Zoning Bylaw #5000 Schedule B and Subdivision and Development Servicing Bylaw #3843 Schedule A pertaining to road cross sections that would provide consistency with the Master Transportation Plan and the Integrated Transportation Framework.

RECOMMENDATION:

THAT Council support Development Variance Permit Application #DVP00424 to vary the following section of Zoning Bylaw #5000 in order to permit the subdivision of Lot A, Sec 2, Twp 8, ODYD, Plan KAP44133 (3803 – 23rd Street) along the party wall of an existing duplex to create two fee simple lots:

- a) To vary Section 9.10.6. to allow a reduction in the minimum rear yard setback from:
 - i. 6.0m to 0.0m for proposed Lot 1; and
 - ii. 6.0m to 4.0m for proposed Lot 2.

AND FURTHER, that Council support of DVP00424 is subject to the following:

- a) That the site plan showing the existing building location, party wall and proposed Lots 1 and 2, attached to the report titled "Development Variance Permit Application for 3803 – 23rd Street" dated August 28, 2018 by the Manager, Current Planning as Attachment 1, be attached to and form part of DVP00424 as Schedule 'A';

AND FURTHER, that Council support Development Variance Permit Application #DVP00424 to vary Schedule B of Zoning Bylaw #5000 and Schedule A of Subdivision and Development Servicing Bylaw #3843:

- a) To reduce the required 39th Avenue right of way of 18.5m and pavement width of 12m to 18.29m and 10m respectively to allow the existing right of way and pavement width to remain unchanged; and
- b) To reduce the required 23rd Avenue right of way of 18.5m and pavement width of 9.5m to 18.29m and 8.75m respectively to allow the existing right of way and pavement width to remain unchanged.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council support Development Variance Permit Application #DVP00424 to vary the following section of Zoning Bylaw #5000 in order to permit the subdivision of Lot A, Sec 2, Twp 8, ODYD, Plan KAP44133 (3803 – 23rd Street) along the party wall of an existing duplex to create two fee simple lots:
 - a) To vary Section 9.10.6. to allow a reduction in the minimum rear yard setback from:
 - i. 6.0m to 0.0m for proposed Lot 1; and
 - ii. 6.0m to 4.0 m for proposed Lot 2.

AND FURTHER, that Council support of DVP00424 is subject to the following:

- a) That the site plan showing the existing building location, party wall and proposed Lots 1 and 2 noted as Attachment 1 in the report titled "Development Variance Permit Application for 3803 – 23rd Street" and dated August 28, 2018 by the Manager, Current Planning be attached to and form part of DVP00424 as Schedule 'A'; and
- b) *any conditions that may be cited by Council.*

AND FURTHER, that Council support Development Variance Permit Application #DVP00424 to vary Schedule B of Zoning Bylaw #5000 and Schedule A of Subdivision and Development Servicing Bylaw #3843:

- a) To reduce the required 39th Avenue right of way of 18.5m and pavement width of 12m to 18.29m and 10m respectively to allow the existing right of way and pavement width to remain unchanged; and
- b) To reduce the required 23rd Street right of way of 18.5m and pavement width of 9.5m to 18.29m and 8.75m respectively to allow the existing right of way and pavement width to remain unchanged.

Note: This alternative supports the development variance permit application subject to the conditions recommended by Administration, as well as additional conditions as cited by Council. If the Development Variance Permit application receives favourable consideration by Council, the variances to Zoning Bylaw #5000 Schedule B and Subdivision and Development Servicing Bylaw #3843 are recommended by Administration.

2. THAT Council not support Development Variance Permit Application #DVP00424 to vary the following section of Zoning Bylaw #5000 in order to permit the subdivision of Lot A, Sec 2, Twp 8, ODYD, Plan KAP44133 (3803 – 23rd Street) along the party wall of an existing duplex to create two fee simple lots:
 - a) To vary Section 9.10.6. to allow a reduction in the minimum rear yard setback from:
 - i. 6.0m to 0.0m for proposed Lot 1; and
 - ii. 6.0m to 4.0m for proposed Lot 2.

Note: This alternative does not support the requested variance and therefore the proposed subdivision application could not proceed and there would be no requirement to upgrade 39th Avenue or 23rd Street.

ANALYSIS:

A. Committee Recommendations:

At its meeting of September 5, 2018, the Advisory Planning Committee passed the following resolution:

“ “

B. Rationale:

1. The subject property is 948.24m² in size and located at 3803 – 23rd Street, at the corner of 38th Avenue and 23rd Street in the East Hill Neighbourhood, as shown on Figures 1 and 2. The lot is relatively level and contains an existing duplex. Subdivision Application SUB00713, which proposes to create two fee simple lots (Attachment 1), has been submitted concurrently with DVP00424. Proposed Lot 1 has driveway access from 23rd Avenue and proposed Lot 2 would have driveway access from 39th Avenue.

2. The intent of the variance is to sanction the siting of the existing duplex in order to facilitate a party wall subdivision. The subject DVP application proposes to vary the following section of Zoning Bylaw #5000 in order to allow the proposed subdivision:

- a) To vary Section 9.10.6. to allow a reduction in the minimum rear yard setback from:
 - i. 6.0m to 0.0m (i.e. party wall) for proposed Lot 1; and
 - ii. 6.0m to 4.0m for proposed Lot 2.

3. If the Development Variance Permit application DVP00424 to vary the rear yard setbacks for the shared interior lots receives favourable consideration, then proposed subdivision application SUB00714 may proceed. Subdivision and Development Servicing Bylaw #3843 requires that all infrastructure, including adjacent roads and utilities, be upgraded to meet current bylaw standards as a condition of subdivision.

4. Staff note that amendments are in process to Schedule A of the Subdivision and Development Servicing Bylaw #3843 that would provide consistency with the Master Transportation Plan (MTP) and the Integrated Transportation Framework (ITF). Staff are therefore recommending approval of the following variances to Bylaw #5000 Schedule B and Bylaw #3843 Schedule A as summarized in the tables below:

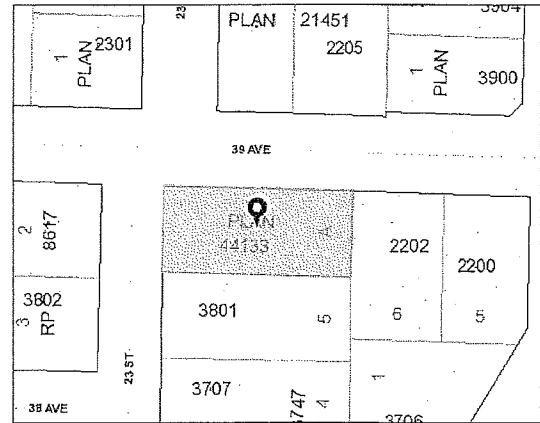


Figure 1 – Property Location Map



Figure 2 – Aerial View of Property

39th Avenue			
	Right of Way width (m)	Pavement width (m)	Sidewalk
SDSB #3843 "A" Zoning #5000 "B"	18.5	12	None
MTP	NA	NA	Required
ITF	12.5	9.5	Required
Existing	18.29	10	None
Recommended	18.29 (no dedication)	10 (no widening)	1.5m wide

23rd Street			
	Right of Way width (m)	Pavement width (m)	Sidewalk
SDSB #3843 "A" Zoning #5000 "B"	18.5	9.5	1.5m wide
MTP	NA	NA	None
ITF	15.9	8.9	None
Existing	18.29	8.75	None
Recommended	18.29 (no dedication)	8.75 (no widening)	None

5. Administration supports the requested variances for the following reasons:

- a) Approval of the requested Development Variance would not affect the existing structures or other conditions on the site, however it would allow fee simple ownership of the existing duplex units.
- b) The proposal would add to the diversity of housing types and tenure within the city.
- c) The proposal is consistent with all other regulations within the RM1 Row Housing Residential zoning district.
- d) The requested variances to Zoning Bylaw #5000 Schedule "B" and Subdivision Bylaw #3843 Schedule "A" are in process and consistent with the adopted Transportation Master Plan and Integrated Transportation Framework.

C. Attachments

Attachment 1 – Proposed Subdivision Plan

Attachment 2 – Excerpt from Zoning Bylaw #5000 RM1 Row Housing Residential Zone

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

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

- Support sustainable neighbourhoods by implementing the OCP.

E. Relevant Policy/Bylaws/Resolutions:

Official Community Plan Bylaw #5740

1. Section 7.0 Residential

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.

7.6 Ground oriented multiple family developments are strongly encouraged in designated areas in the City Centre and Neighbourhood Districts. Higher density development should strive to incorporate ground orientation with ad grade, private entrances and pedestrian scale detailing and forms.

2. Section 10.0 Infrastructure

10.1 Complete and maintain the infrastructure Asset Management Plan and revise City policies and bylaws, as required, to support sustainable management of existing infrastructure for both taxation funded and utility funded infrastructure.

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Approved for submission to Council:

Right-click to sign
with *DocuSign*

Will Pearce, CAO

Craig Broderick
Manager, Current Planning

Date: _____

Right-click to sign
with *DocuSign*

Kim Flick
Director, Community Infrastructure and Development

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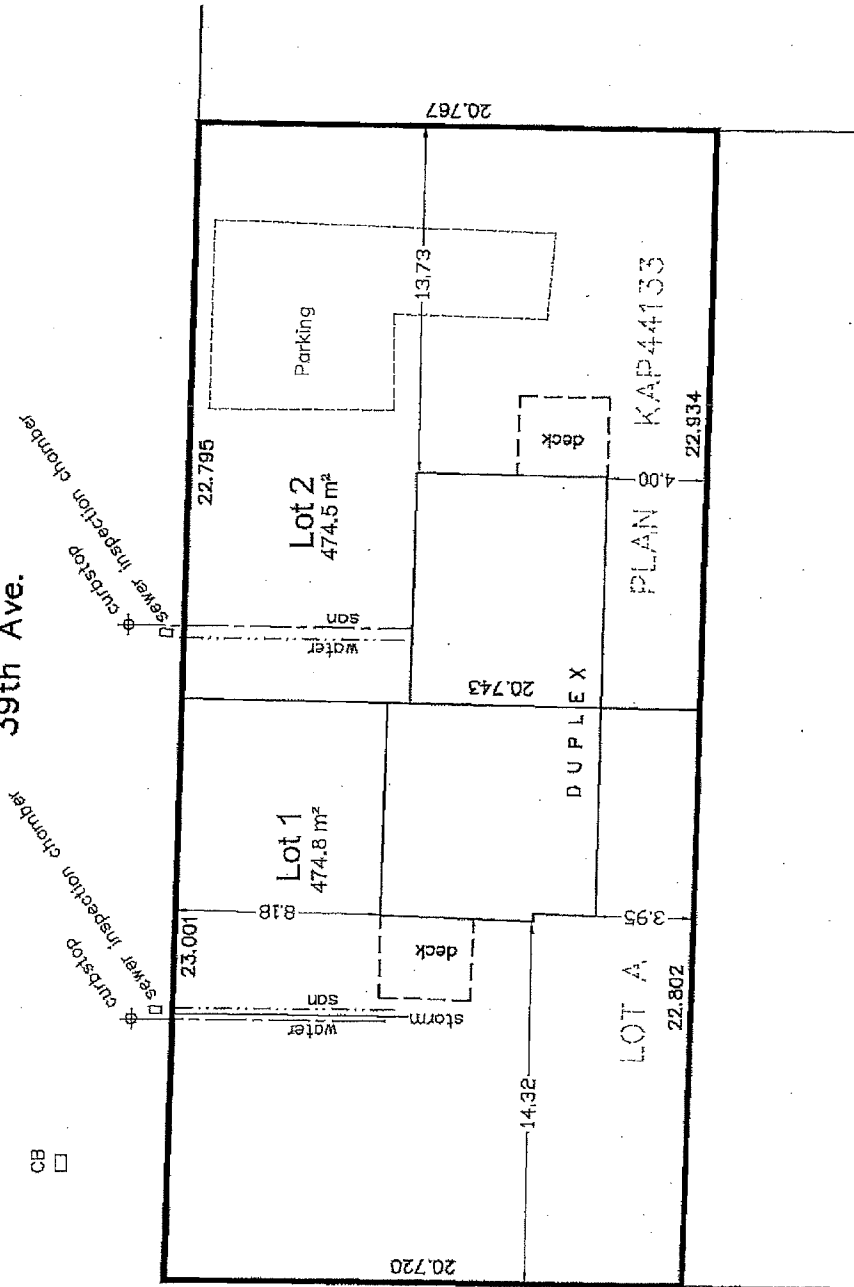
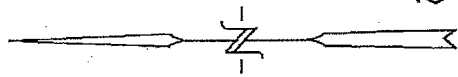
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| <input type="checkbox"/> OTHER: | | |

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**PROPOSED PARTY WALL SUBDIVISION OF LOT A,
SEC 2, TP 8, ODYD, PLAN KAP44133.**
SCALE 1:250 (ALL DISTANCES IN METRES)

39th Ave.

CB □



FAX: 545-2741
FILE: 27361
FB 1240 p32

DEC 21, 2017
THIS PLAN IS PREPARED FOR THE USE OF:
BARNES

russell shortt
land SURVEYORS
2801-32nd Street, Vernon, B.C. Phone 545-0511



9.10 RM1 : Row Housing Residential

9.10.1 Purpose

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

9.10.2 Primary Uses

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

9.10.3 Secondary Uses

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

9.10.4 Subdivision Regulations

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

9.10.5 Party Wall Subdivision Regulations

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

9.10.6 Development Regulations

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

- determined through multiplying the additional 12.0 units per gross hectare (5 units/gross acre) by the percentage of parking proposed to be provided beneath habitable space of a primary **building** or useable common amenity areas.
- Maximum **site coverage** is 50% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 55%.
 - Maximum **height** is the lesser of 10.0m or 2.5 **storeys**, except it is 4.5m for **secondary buildings** and **secondary structures**.
 - Minimum **front yard** is 4.0m, except it is 6.0m from a garage or **carport** to the back of curb or sidewalk for vehicular entry.
 - Minimum **side yard** is 1.2m, or 0.0m for shared interior **party walls** except it is 4.5m from a **flanking street**. Where there is no direct vehicular access to the **rear yard** or to an attached garage or **carport**, one **side yard** shall be at least 3.0m. The **side yard** is 0.0m for fee simple **row housing** and **semi-detached dwellings**.
 - Minimum **rear yard** is 6.0m, except it is 1.0m for **secondary buildings**.
 - Maximum six **dwelling** units located in a **building**, with each row housing unit having a minimum width of 6.5m and 7.5m for semi-detached housing units.

9.10.7 Other Regulations

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



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Roy Nuriel
Economic Development Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: September 24, 2018
REPORT DATE: August 22, 2018
FILE: OCP00068 / ZON00266 / DVP00440

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

PURPOSE:

To review the Official Community Plan (OCP) amendment, rezoning and development variance permit applications for the property at 3903 30th Street.

To review the public consultation results from the open house hosted June 16, 2016 regarding the subject property applications as per the Official Community Plan Amendment Policy.

RECOMMENDATION:

THAT Council support the Official Community Plan Amendment application to amend the OCP land use designation from Mixed Use – Medium Density Commercial and Residential to Residential Medium Density on the property described as Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street) as outlined in the report titled "Official Community Plan Amendment, Rezoning and Development Variance Permit Applications at 3903 30th Street" dated August 22, 2018 from the Economic Development Planner;

AND FURTHER, that Council direct Administration to bring forward the "3903 30th Street Official Community Plan Amendment Bylaw Number 5596, 2016", for initial readings and scheduling of a public hearing;

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

- a) That the owner is to dedicate road right-of-way for the lanes and a new offset cul-de-sac adjacent to the subject property;
- b) That the owner is to upgrade 30th Street adjacent to the subject property by installing an offset cul-de-sac, complete with curb, gutter and sidewalk; and
- c) That the owner is to upgrade 30th Street, south of the subject property to 39th Avenue including widening of the asphalt and concrete curb gutter on the east side;

AND FURTHER, that Council direct Administration to bring forward the "3903 – 30th Street Rezoning Amendment Bylaw Number 5597, 2016", for initial readings and scheduling of a public hearing;

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

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

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

- a) That the development plans, generally shown as Attachments 5, 9 and 10 inclusive in the report titled "Official Community Plan Amendment, Rezoning and Development Variance Permit Applications at 3903 30th Street dated August 22, 2018 by the Economic Development Planner be attached to and form part of DVP00440 as Schedule 'A'.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council support the Official Community Plan Amendment application to amend the OCP land use designation from Mixed Use – Medium Density Commercial and Residential to Residential Medium Density on the property described as Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street) as outlined in the report titled "Official Community Plan Amendment, Rezoning and Development Variance Permit Applications at 3903 30th Street" and dated August 22, 2018 from the Economic Development Planner, subject to the following conditions: *(to be cited by Council)*;

AND FURTHER, that Council direct Administration to bring forward the "3903 30th Street Official Community Plan Amendment Bylaw Number 5596, 2016", for initial readings and scheduling of a public hearing;

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

- a) That the owner is to dedicate road right-of-way for the lanes and a new offset cul-de-sac adjacent to the subject property;
- b) That the owner is to upgrade 30th Street adjacent to the subject property by installing an offset cul-de-sac, complete with curb, gutter and sidewalk;
- c) That the owner is to upgrade 30th Street south of the subject property to 39th Avenue including widening of the asphalt and concrete curb gutter on the east side; and
- d) *(to be cited by Council)*;

AND FURTHER, that Council direct Administration to bring forward the "3903 – 30th Street Rezoning Amendment Bylaw Number 5597, 2016", for initial readings and scheduling of a public hearing;

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

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

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

- a) That the development plans, generally shown as Attachments 5, 9 and 10 inclusive in the report titled "Official Community Plan Amendment, Rezoning and Development Variance Permit Applications at 3903 30th Street" dated August 22, 2018 by the Economic Development Planner be attached to and form part of DVP00440 as Schedule 'A'.
- b) *(to be cited by Council)*.

Note: This alternative supports the OCP amendment, rezoning and development variance permit applications subject to the conditions recommended by Administration and other conditions cited by Council.

2. THAT Council not support the Official Community Plan Amendment application to amend the OCP land use designation from Mixed Use – Medium Density Commercial and Residential to Residential Medium Density on the property described as Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street);

AND FURTHER, that Council not support the application to rezone Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street) from R2 – Large Lot Residential to RM1 – Row Housing Residential;

AND FURTHER, that Council not support Development Variance Permit Application #DVP00440 to vary Schedule O, Standard Drawing 100-10 of Subdivision and Development Servicing Bylaw #3843 for offsite works adjacent to the property described as Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street):

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

Note: Should Council choose not to support the OCP amendment, rezoning or development variance permit applications, any future development on the subject property would either have to meet the prevailing bylaw requirements which could reduce the density onsite and increase the cost to develop the site.

ANALYSIS:

A. Committee Recommendations:

At its meeting of May 10, 2016, the Advisory Planning Committee adopted the following resolution:

“THAT the Advisory Planning Committee recommends that Council defer consideration of the Official Community Plan Amendment and Rezoning Applications OCP00068 and ZON00266 at 3903 30th Street pending:

1. Investigation of whether a Heritage Restoration Grant was approved and awarded for the former CPR section house at 3901-30th Street; and
2. The northerly portion of the subject property being dedicated as a park.”

At its meeting of September 5, 2018, the Advisory Planning Committee adopted the following resolution:

“ ”

B. Rationale:

1. The applicant is seeking an Official Community Plan (OCP) amendment to change the land use designation on Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD at 3903 30th Street (Attachments 1-3 and Figures 1-2) from Mixed Use - Medium Density Commercial and Residential to Residential Medium Density. The purpose of the amendment is to support a rezoning of the property from Large Lot Residential (R2) to Row Housing Residential (RM1), to accommodate the creation of a new multi-family housing development on the subject property. The current zoning of the subject property and neighbouring properties is shown in Attachment 4. Concurrently with the OCP amendment and rezoning

applications, the applicant has also applied for a development variance permit application to vary the level of service for offsite works in 30th Street as required in Subdivision and Development Servicing Bylaw (SDSB) #3843.

2. As shown in Attachment 3, the existing OCP land use designation on the subject property is Mixed Use – Medium Density Commercial and Residential, which supports developing a mixture of pedestrian oriented commercial and residential uses in the City Centre District. The applicant has stated that this type of development is not viable for the subject property due to the location, lack of visibility, unique shape and limited access to the lot. As such, the applicant has proposed to amend the land use designation to Residential Medium Density, which would allow for a multi-family development without a commercial component. Attachment 5 illustrates the proposed layout of a townhome complex on the subject property. Construction of offsite road works in 30th Street to the south is also necessary to provide connectivity from any onsite development to other City infrastructure.

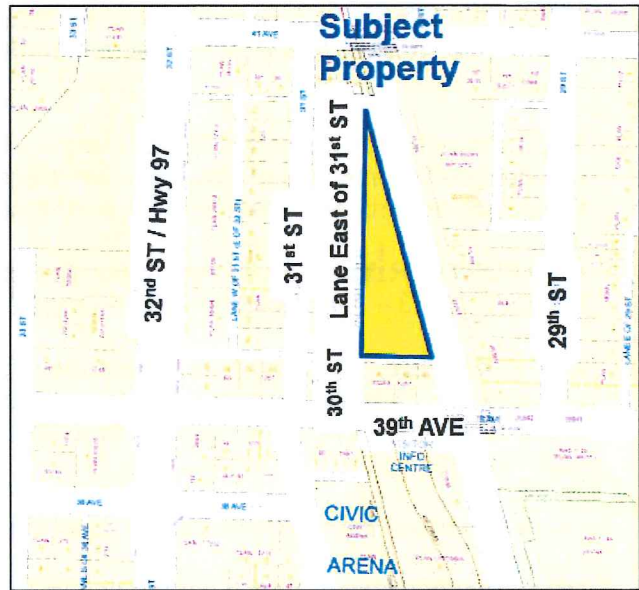


Figure 1: Location Map

3. The City Centre Neighbourhood Plan (CCNP), a supplementary plan of the OCP, has identified the subject property as being located within the MacDonald Park Character Area. The vision of this area is a neighbourhood characterized by small lot single and two family lot residential development with a small mixture of commercial, office, personal and health services along 31st Street (Attachment 6). As indicated in the applicant's letter (Attachment 1), the subject property has a number of characteristics that make the development of viable commercial space challenging. Given that the access for the lot is currently limited to a standard city laneway, it has a direct impact on future development in regard to traffic capacity, parking availability and inadequate street front visibility for commercial uses.



Figure 2: Location Map - Aerial

The combination of all of the above in addition to the unique shape of the lot, make it a less desirable place for commercial activity in the City Centre. As such, Administration is supportive of the proposed OCP amendment.

4. The proposed rezoning from Large Lot Residential (R2) to Row Housing Residential (RM1) (Attachments 7 and 8) is consistent with the proposed multi-family development on the subject property and the intent of Policy 48 of the CCNP regarding the vision for housing in the MacDonald Park Character Area:

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

5. With respect to the rezoning application, the applicant is required to provide road dedication, a water main extension (to provide direct service and adequate fire hydrant spacing) and road upgrades for 30th Street from 39th Avenue. As illustrated in Attachments 5 and 9, the proposed offsite works for this development include road dedication for a new offset cul-de-sac and 1.15m road widening adjacent to the existing lanes, and provision of asphalt widening and curb and gutter on the east and north sides of the lanes adjacent to the subject property. The applicant is also required to dedicate a portion of the north side of the lot and to change the property line location in order to fully include the existing travelled portion of the lane within the City right-of-way. Currently, the north portion of the lane, east of the subject property, is within the privately owned lot boundary.

The proposed offset cul-de-sac delineates the end of 30th Street and start of the lane to the north and provides a turnaround (Attachment 10). Schedule O, Standard Drawing 100-10 of SDSB #3843 defines a standard cul-de-sac for local roads. Due to the lot configuration and utility corridor requirements, the applicant is requesting to offset the cul-de-sac and reduce the curb radius. The applicant's engineering consultant has confirmed the proposed design is adequate for turning movements for most large trucks that would be in the area and that vehicles with larger turning radii would have the option of utilizing the lane to exit. Administration supports the requested variance as the proposed offset cul-de-sac provides a significant improvement over existing conditions and the radius reduction does not reduce the ability for vehicles to manoeuvre through the area.

6. As per OCP Amendment Application Policy (Attachment 11), all applications are to provide an opportunity for the public and other affected agencies to review and comment on the proposed amendment. At its Regular Meeting of May 24, 2016, Council supported an open house to seek input on the proposed amendment. This open house was held from 5:00 – 7:00 p.m. on June 16, 2016 at City Hall. During the open house, visitors were able to view information on the proposed conceptual site plan, OCP designation and zoning for the subject property. Administration was available to provide information and answer questions raised by the public. A dozen people attended the open house and five comments and three letters were submitted as a result of the public consultation, most of them raising concerns in regard to parking issues and traffic flow on the lanes adjacent to the subject property, as well as the heritage value of the existing building on the property (Attachment 12). Since the open house, Administration has worked with the applicant on ways to improve traffic flow and address parking concerns adjacent to the lane. As illustrated on Attachments 9 and 10, the applicant would provide road dedication to widen both lanes from 6.1m to 7.25m and upgrade the lanes to bylaws standards. The applicant is also required to build a cul-de-sac with sidewalk, curb and gutter. The proposed design of the lanes and cul-de-sac would provide an adequate traffic flow and mitigate most of the concerns raised at the open house for the lanes. With respect to the parking issues, any future development on the subject property would need to meet the parking requirements in Zoning Bylaw #5000, and be reviewed throughout the development permit process.

As per the Local Government Act, enhanced consultation regarding an OCP amendment is required. After First Reading and prior to adoption of an amending bylaw, a separate memorandum would be forwarded to Council verifying this requirement has been met.

7. As a matter of interest, the existing building on the subject property was built by Canadian Pacific Railway (CPR) as a section house (Figure 3). The section house was moved to the current location at 3903 30th Street from another site along the railway. This former section house is one of the last remaining section houses in Canada located

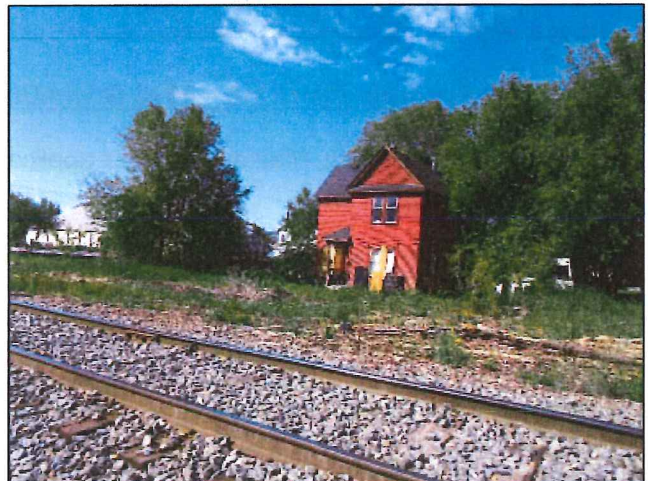


Figure 3: 3903 30th Street CPR Section House

adjacent to an active railway. In 2008 Council approved a Heritage Restoration Grant to the former CPR section house for a sum of \$1,260.00 for 50% of the cost to install some new windows and doors in the subject heritage building. In 2011 the approved Heritage Restoration Grant was cancelled because the restoration work had not been undertaken.

The section house building and property is listed in the Vernon Heritage Register, which was adopted by Council on February 21, 2000. The property is not a "protected heritage property" under provincial heritage legislation and is not designated by bylaw. Policy 19.3 in the OCP provides direction with respect to properties listed in the City's Heritage Register:

"19.3 The City of Vernon shall continue to maintain a Heritage Register in accordance with provisions of the Local Government Act. The Heritage Register shall be composed of: publicly owned properties; privately owned properties where the owner agrees to be on the Register; and properties subject to a change in land use (i.e. rezoning, Heritage Revitalization Agreement), or where a Heritage Restoration Grant has been awarded and funds received by the property owner."

While the subject building is listed in the Vernon Heritage Register, it is privately owned and may be removed from the Register at the request of the owner.

On the night of August 10, 2018, a fire severely damaged the section house, a few days after the applicant applied for a demolition permit to demolish the building and remove it from the Vernon Heritage Register. The building is expected to be demolished in September 2018.

C. Attachments:

- Attachment 1: OCP00068 Amendment application applicant's letter
- Attachment 2: Location Map – Aerial
- Attachment 3: Official Community Plan (OCP) Designation Map
- Attachment 4: Zoning Bylaw #5000 Map
- Attachment 5: Development plan
- Attachment 6: City Centre Neighbourhood Plan (CCNP) redevelopment policies for the MacDonald Park Neighbourhood Area
- Attachment 7: R2: Large Lot Residential zoning district
- Attachment 8: RM1: Row Housing Residential zoning district
- Attachment 9: Servicing plan
- Attachment 10: Cul-de-sac design plan
- Attachment 11: OCP Amendment Applications Policy
- Attachment 12: Open House comment submission

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

This Official Community Plan amendment application involves the following objective in Council's Strategic Plan (2015-2018):

- Support sustainable neighbourhoods by implementing neighbourhood plans and the OCP

E. Relevant Policy/Bylaws/Resolutions:

1. Council's Official Community Plan Amendment Policy specifies that proposed amendments must support the Guiding Principles from the OCP, as follows:
 - Foster prosperity for people, business and government
 - Protect and preserve green spaces and sensitive areas
 - Ensure housing meets the needs of the whole community

- Create a culture of sustainability
 - Protect agricultural land
 - Create strong, compact and complete neighbourhoods
 - Provide alternative transportation
 - Revitalize the Downtown
 - Create a youth friendly city
2. Section 27.0, Development Permit Area #1 (City Centre District) in the Official Community Plan (OCP), identifies that redevelopment of the City Centre is guided by the City Centre Neighbourhood Plan.
 3. City Centre Neighbourhood Plan Redevelopment Policy 48 states the following: "Support new and infill low to medium density residential development to increase the diversity of housing while enhancing the lowrise neighbourhood character".
 4. At its Regular Meeting of May 24, 2016, Council adopted the following resolution:

"THAT Council support, in principle, the Official Community Plan Amendment application submitted by Jennifer Hamilton on behalf of John Alexander Charles Kuly to amend the OCP land use designation from Mixed Use – Medium Density Commercial and Residential to Residential Medium Density, outlined in the report titled Official Community Plan Amendment and Rezoning Applications at 3903 30th Street and dated April 20, 2016 from the Long Range Planner;

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

AND FURTHER, that Council support in principle the application submitted by Jennifer Hamilton on behalf of John Alexander Charles Kuly to rezone the subject property at 3903th Street from Large Lot Residential (R2) to Row Housing Residential (RM1), subject to the following conditions:

1. The owner is to dedicate road right-of-way for the extension of 30th Street adjacent to the subject property.
2. The owner is to upgrade 30th Street south of the site to 39th Avenue to include 7m of asphalt, concrete curb gutter and sidewalk along the east side. This is to include removal of the sidewalk, curb and gutter in 39th Avenue at the intersection and curb returns installation on both sides".

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Approved for submission to Council:

X

Signer 1

Will Pearce, CAO

Roy Nuriel
Economic Development Planner

Date: _____

X

Signer 2

Kim Flick
Director, Community Infrastructure and Development

REVIEWED WITH

- | | | |
|--|---|--|
| <input type="checkbox"/> Corporate Services | <input type="checkbox"/> Operations | <input checked="" type="checkbox"/> Current Planning |
| <input type="checkbox"/> Bylaw Compliance | <input type="checkbox"/> Public Works/Airport | <input checked="" type="checkbox"/> Long Range Planning & Sustainability |
| <input type="checkbox"/> Real Estate | <input type="checkbox"/> Facilities | <input type="checkbox"/> Building & Licensing |
| <input type="checkbox"/> RCMP | <input type="checkbox"/> Utilities | <input checked="" type="checkbox"/> Engineering & Development |
| <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: APC (May 10/16 & Sep.5/18) | | |
| <input type="checkbox"/> OTHER: | | |

Application for Amendment of Official Community Plan Designation

Property Address: 3903 30th Street, Vernon
Current OCP Designation: Mixed Use- Medium Density Commercial and Residential
Proposed OCP Designation: Residential Medium Density (RMD)

The property located at 3903 30th Street, Vernon (hereafter referred to as "The Property,") has changed zoning designations numerous times over the years, from residential to commercial. It is currently designated Mixed Use – Medium Density Commercial and Residential in the Vernon Official Community Plan (OCP). This proposal seeks to amend the current property designation to a Medium Density Residential designation.

The geographic location of The Property sits on the boarder of both Residential and Commercial zoning. While currently designated as Mixed-Use Commercial and Residential, commercial development is not suitable on The Property as there is no way of accommodating the excess traffic that would be created through business storefronts. Access to The Property is limited to a single laneway. To further complicate vehicular access, the current paved laneway infringes on The Property boundary; at the north end of The Property, the paved lane physically crosses into private property.

The OCP states that within the MacDonald Park district, "parking will not be permitted between the sidewalk and the building edge." The lack of proper street access renders the Property incompatible for the commercial needs of businesses; there is no street access or block interface, there is only a single private lane access which currently infringes on private property, and The Property is not designed to accommodate the additional shared parking opportunities required by customers and business employees.

The amendment of The Property to a Residential designation is further supported through the physical shape of The Property. The Property, in its current characteristic, was created through the amalgamation of 7 individual residential lots. The triangular shape of The Property, combined with the lane infringement, results in a significant portion of The Property being commercially unusable. While the shape is not conducive to commercial development, the characteristics of The Property create a unique opportunity should the designation be assigned Residential; The Property can be rezoned and the unusable portion of the land can be assigned as a common space for strata residents, providing opportunities for additional greenspace within the neighbourhood.

The Property in its current zoning and OCP designation is underutilized in an area defining itself as an up and coming neighbourhood desirable and attainable for young families. Within the MacDonald Park District, we are seeing an increase in demand for attainable, multi-family housing options. The residential development of The Property is intended to provide greater opportunities for more families to enter the local housing market, ensuring that the housing needs of the whole community are met. According to the OCP:

Vernon has an unusually high supply of land either pre-zoned or subdivided and available for residential development, most of which is in

OCP 68

hillside neighbourhoods. The housing types anticipated in these neighbourhoods do not meet the needs of all residents. Many two income families, and most single parent, low income and seniors, would not see their needs met by this housing type, either due to affordability or because the predominant type of housing in these neighbourhoods (detached single family) is not the housing type these groups are seeking. The findings of the Housing Needs Assessment suggest that greater provision of smaller homes, ground oriented multi-family housing and senior's housing is needed to meet the future needs of the community.

By amending the OCP designation to Residential, the vision for The Property is to provide Multiple Family Housing options in the MacDonald Park neighbourhood. Through the development of multi-family housing, the Property can shift from its currently underutilized state and work to address the community goal of providing housing options that meet the needs of young adults and families, in an area where people want to live; close to the city centre.

Additionally, the OCP has identified and committed to address community need for energy efficient, multi-family, attainable housing. The development of The Property and creation of multi-family dwellings will support sustainable practices through using energy efficient products, as well as the use of local contractors and suppliers wherever possible. Amending the OCP Property designation to Residential will continue to support a diversity of housing types and attainable housing options to attract young families, effectively revitalizing The Property and the surrounding neighbourhood.

Attachment 2

CITY OF
Vernon

OCP00068/ZON00266/DVP00440: 3903 - 30th Street Location Map



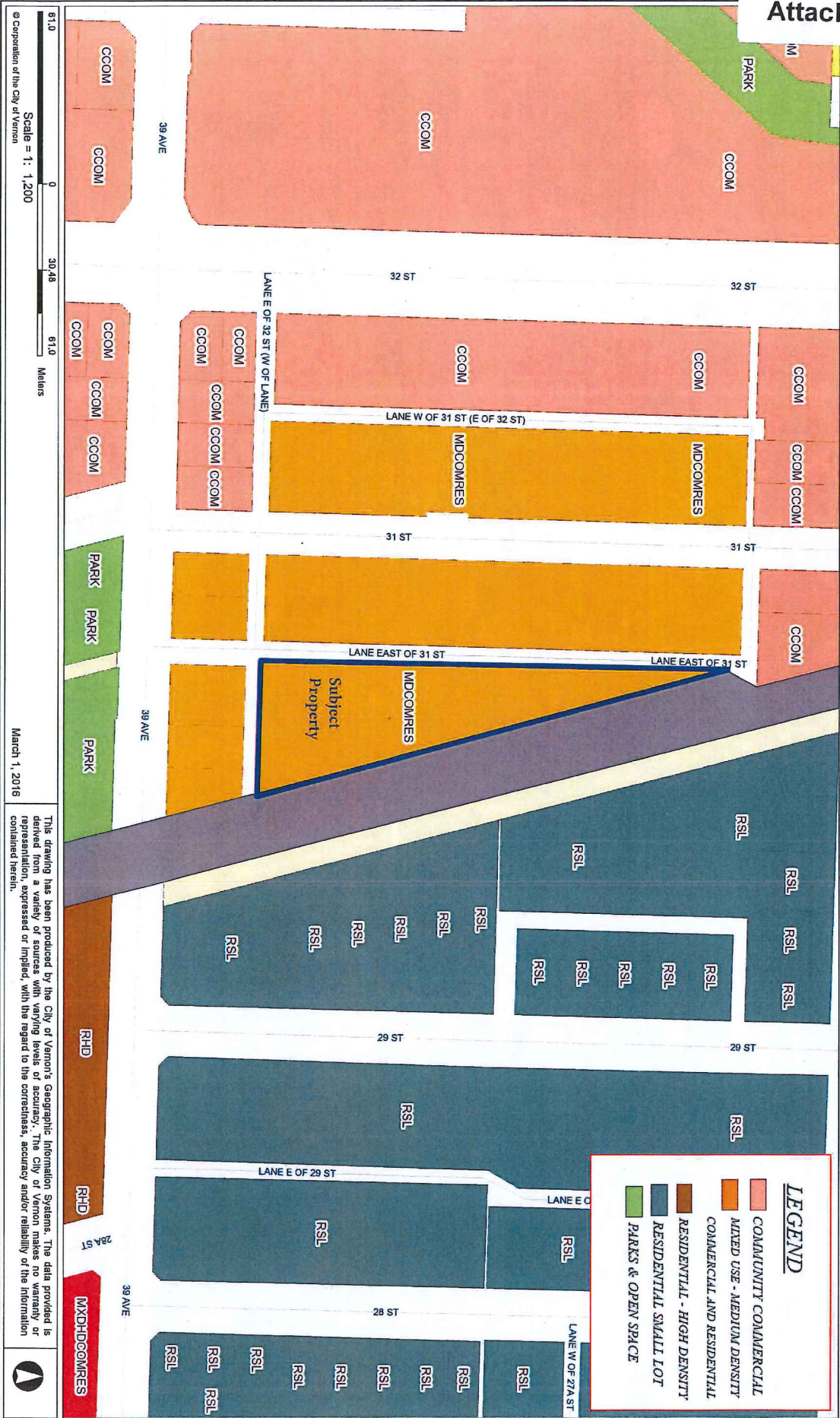
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March 1, 2016

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3903 - 30th Street OCP Map



LEGEND

- COMMUNITY COMMERCIAL
- MIXED USE - MEDIUM DENSITY COMMERCIAL AND RESIDENTIAL
- RESIDENTIAL - HIGH DENSITY
- RESIDENTIAL SMALL LOT
- PARKS & OPEN SPACE

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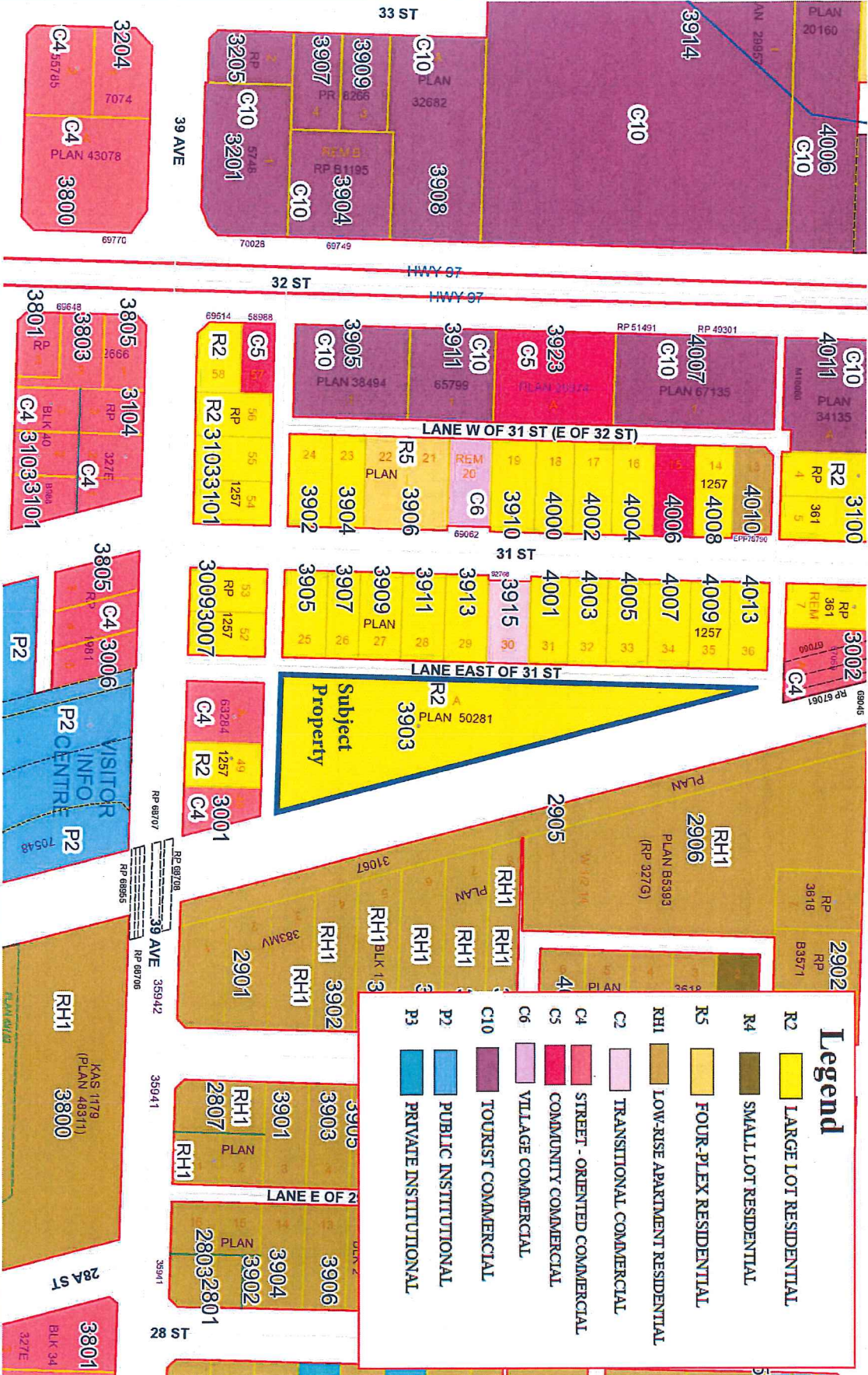
March 1, 2016

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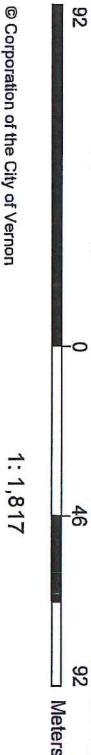


3903 - 30th Street Zoning Map



Legend

	LARGE LOT RESIDENTIAL
	SMALL LOT RESIDENTIAL
	FOUR-PLEX RESIDENTIAL
	LOW-RISE APARTMENT RESIDENTIAL
	TRANSITIONAL COMMERCIAL
	STREET-ORIENTED COMMERCIAL
	COMMUNITY COMMERCIAL
	VILLAGE COMMERCIAL
	TOURIST COMMERCIAL
	PUBLIC INSTITUTIONAL
	PRIVATE INSTITUTIONAL



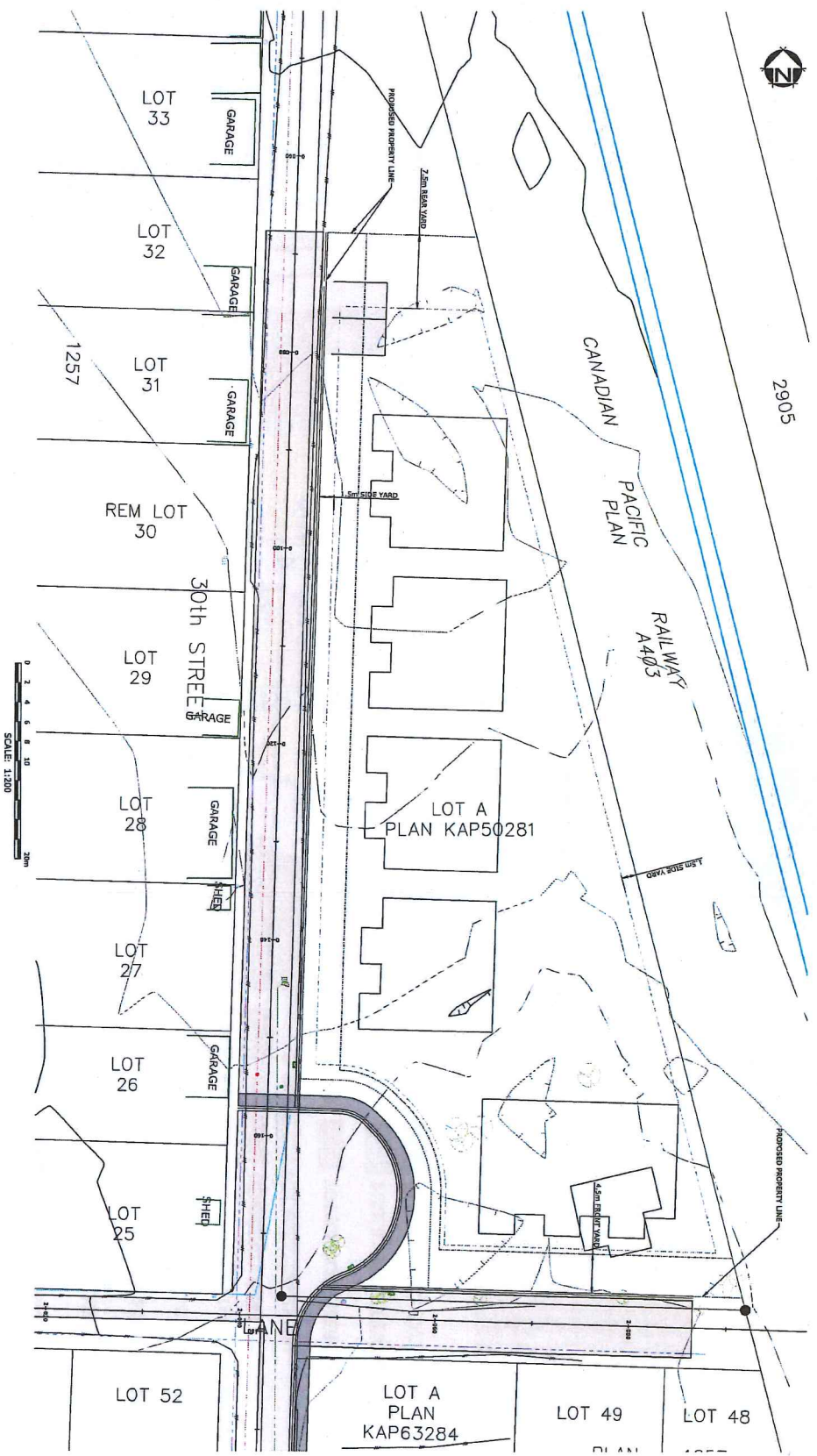
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<p>LEGEND: - EXISTING AND/OR PROPOSED</p> <ul style="list-style-type: none"> 1 - EXISTING DRIVEWAY 2 - EXISTING DRIVEWAY 3 - EXISTING DRIVEWAY 4 - EXISTING DRIVEWAY 5 - EXISTING DRIVEWAY 6 - EXISTING DRIVEWAY 7 - EXISTING DRIVEWAY 8 - EXISTING DRIVEWAY 9 - EXISTING DRIVEWAY 10 - EXISTING DRIVEWAY 11 - EXISTING DRIVEWAY 12 - EXISTING DRIVEWAY 13 - EXISTING DRIVEWAY 14 - EXISTING DRIVEWAY 15 - EXISTING DRIVEWAY 16 - EXISTING DRIVEWAY 17 - EXISTING DRIVEWAY 18 - EXISTING DRIVEWAY 19 - EXISTING DRIVEWAY 20 - EXISTING DRIVEWAY 21 - EXISTING DRIVEWAY 22 - EXISTING DRIVEWAY 23 - EXISTING DRIVEWAY 24 - EXISTING DRIVEWAY 25 - EXISTING DRIVEWAY 26 - EXISTING DRIVEWAY 27 - EXISTING DRIVEWAY 28 - EXISTING DRIVEWAY 29 - EXISTING DRIVEWAY 30 - EXISTING DRIVEWAY 31 - EXISTING DRIVEWAY 32 - EXISTING DRIVEWAY 33 - EXISTING DRIVEWAY 34 - EXISTING DRIVEWAY 35 - EXISTING DRIVEWAY 36 - EXISTING DRIVEWAY 37 - EXISTING DRIVEWAY 38 - EXISTING DRIVEWAY 39 - EXISTING DRIVEWAY 40 - EXISTING DRIVEWAY 41 - EXISTING DRIVEWAY 42 - EXISTING DRIVEWAY 43 - EXISTING DRIVEWAY 44 - EXISTING DRIVEWAY 45 - EXISTING DRIVEWAY 46 - EXISTING DRIVEWAY 47 - EXISTING DRIVEWAY 48 - EXISTING DRIVEWAY 49 - EXISTING DRIVEWAY 50 - EXISTING DRIVEWAY 51 - EXISTING DRIVEWAY 52 - EXISTING DRIVEWAY 53 - EXISTING DRIVEWAY 54 - EXISTING DRIVEWAY 55 - EXISTING DRIVEWAY 56 - EXISTING DRIVEWAY 57 - EXISTING DRIVEWAY 58 - EXISTING DRIVEWAY 59 - EXISTING DRIVEWAY 60 - EXISTING DRIVEWAY 61 - EXISTING DRIVEWAY 62 - EXISTING DRIVEWAY 63 - EXISTING DRIVEWAY 64 - EXISTING DRIVEWAY 65 - EXISTING DRIVEWAY 66 - EXISTING DRIVEWAY 67 - EXISTING DRIVEWAY 68 - EXISTING DRIVEWAY 69 - EXISTING DRIVEWAY 70 - EXISTING DRIVEWAY 71 - EXISTING DRIVEWAY 72 - EXISTING DRIVEWAY 73 - EXISTING DRIVEWAY 74 - EXISTING DRIVEWAY 75 - EXISTING DRIVEWAY 76 - EXISTING DRIVEWAY 77 - EXISTING DRIVEWAY 78 - EXISTING DRIVEWAY 79 - EXISTING DRIVEWAY 80 - EXISTING DRIVEWAY 81 - EXISTING DRIVEWAY 82 - EXISTING DRIVEWAY 83 - EXISTING DRIVEWAY 84 - EXISTING DRIVEWAY 85 - EXISTING DRIVEWAY 86 - EXISTING DRIVEWAY 87 - EXISTING DRIVEWAY 88 - EXISTING DRIVEWAY 89 - EXISTING DRIVEWAY 90 - EXISTING DRIVEWAY 91 - EXISTING DRIVEWAY 92 - EXISTING DRIVEWAY 93 - EXISTING DRIVEWAY 94 - EXISTING DRIVEWAY 95 - EXISTING DRIVEWAY 96 - EXISTING DRIVEWAY 97 - EXISTING DRIVEWAY 98 - EXISTING DRIVEWAY 99 - EXISTING DRIVEWAY 100 - EXISTING DRIVEWAY 	
<p>MONACHAN ENGINEERS & ARCHITECTS LTD. 37100 28th Street, Vernon, B.C. V1J 3K2 Tel: (250) 504-1023 Fax: (250) 528-1024</p>	
<p>DATE: 1480 TIME: 2017.04 PROJECT: BH DRAWN: 1352 CHECKED:</p>	<p>HAMILTON VIEW CONTRACTING 3903 30TH STREET DEVELOPMENT PLAN PLAN VIEW</p>
<p>PROJECT NO: 1850 SHEET NO: 1 TOTAL SHEETS: 3 OF 3 DRAWING NO: 0003 DATE: 1</p>	



3.0 Character Areas



Highway 97

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

Public Amenities

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



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

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

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

Macdonald Park Neighbourhood

Development Intent

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

3.0 Character Areas

development of public amenities and adjacent services.

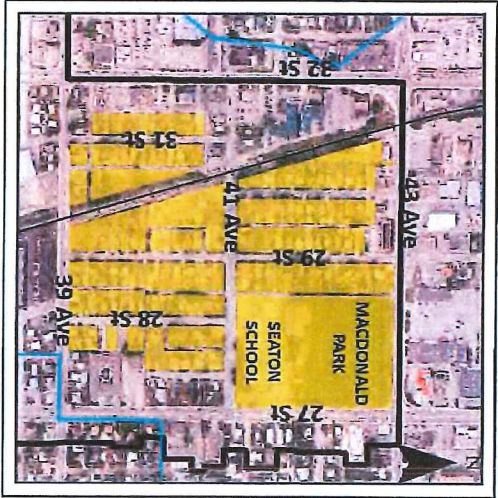
This character area is predominantly residential, made up of a variety of small lot single family housing types. Infill residential development should be encouraged with the goal of intensifying underutilized areas while maintaining a family oriented neighbourhood.

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

Redevelopment Policies

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

Macdonald Park Neighbourhood



Small Lot Homes on Mission Hill.

50. Reuse of brownfield properties is encouraged for mixed use and other development forms with residential above grade.

51. Signage in the area is likely to be installed for major home based businesses, care facilities and churches. Signage provisions for home based businesses provide for small signs that identify the business yet do not distract from the primary residential use and appearance of the property. Signage for care facilities and churches is to be commensurate with the scale and design of the building and landscaping on the property.

52. Commercial development along 31 Street is encouraged out of remodelled residential buildings and contribute to the enhancement of the street providing an appropriate transition between the Highway Corridor and the Macdonald Park residential area east of the railroad tracks.

53. Signage on the commercial properties should reflect the size, scale and design of the primary building or buildings on that property. The commercial signage design, lighting and location should not unduly impact adjacent residential lands.

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

Public Amenities

55. Macdonald Park provides a community playing field and greenspace for the entire community and should be preserved and enhanced.

56. Improve pedestrian connections between W.L. Seaton Secondary School and other parts of the city.

57. Complete the Polson Greenway to connect this area south to the Historic Downtown and Polson Park and north to the Village Green Mall.

The Powerhouse Quarter

Development Intent

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

Powerhouse Quarter



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

Redevelopment Policies

58. Support the continued mix and growth of professional and commercial office development to promote the area as an employment centre.

59. Support residential infill at medium to high densities to increase the housing choice in terms of type, price range and tenure.

60. Office uses at grade are acceptable in this area.



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

Public Amenities

62. Enhance the pedestrian connection between the Civic Centre and the Historic Downtown through the former Medical Clinic site and explore the possibility of connecting Cenotaph Park with 30th Ave using a pedestrian link with a courtyard feel.

63. At such time as the ice surface at the Civic Arena is relocated, utilize these lands for a municipal park with potential visitor and tourist amenities.

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



9.3 R2: Large Lot Residential

9.3.1 Purpose

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

9.3.2 Primary Uses

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

9.3.3 Secondary Use

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

9.3.4 Subdivision Regulations

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

9.3.5 Development Regulations

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

9.3.6 Other Regulations

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

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

RM1**9.10 RM1 : Row Housing Residential****9.10.1 Purpose**

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

9.10.2 Primary Uses

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

9.10.3 Secondary Uses

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

9.10.4 Subdivision Regulations

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

9.10.5 Party Wall Subdivision Regulations

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

9.10.6 Development Regulations

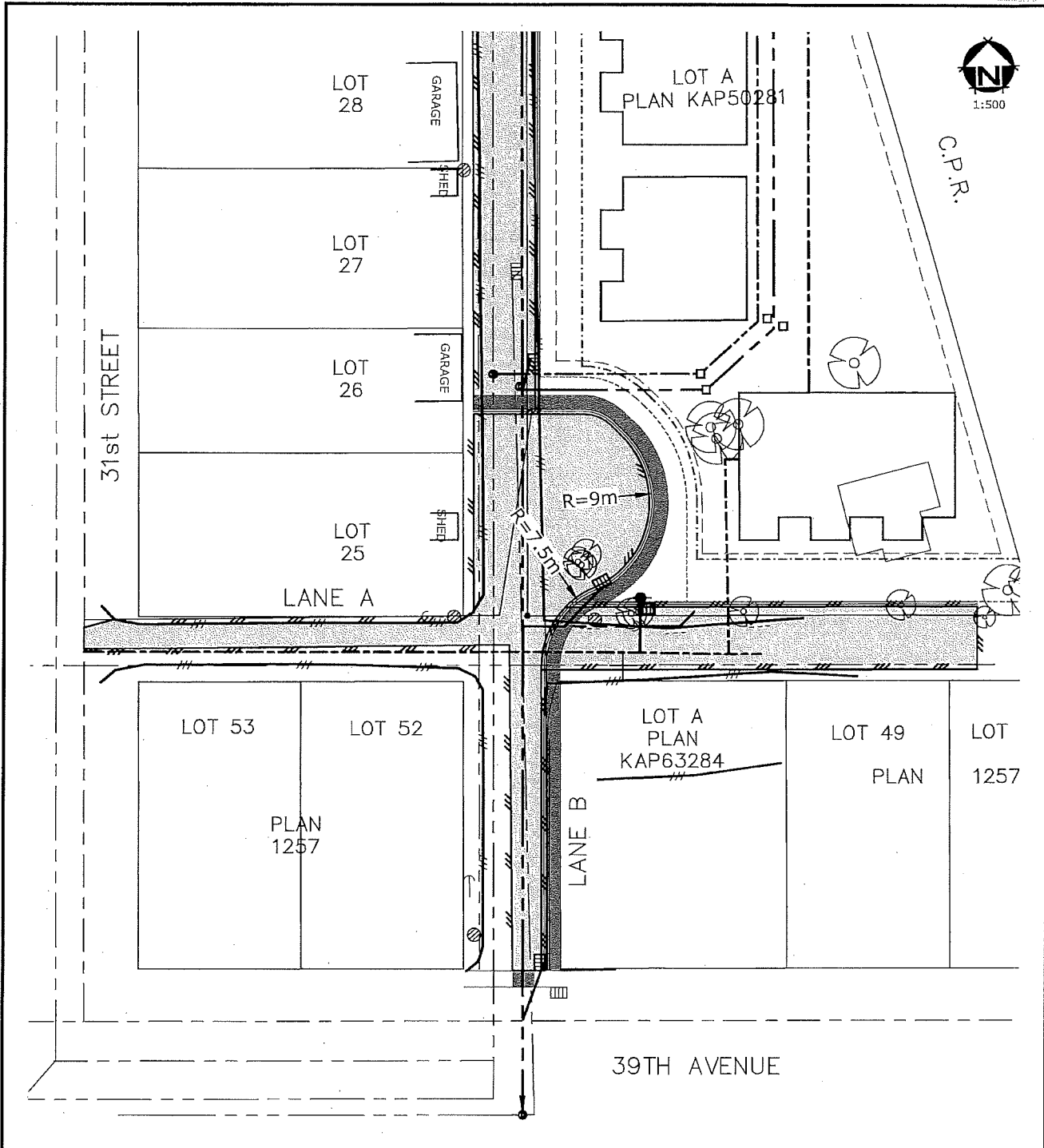
- With a housing agreement pursuant to Section 4.9, the maximum **density** shall be 60.0 units per gross hectare (24.5 units/gross acre).
- Where **parking spaces** are provided completely beneath habitable space of a primary **building** or beneath useable common amenity areas, providing that in all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

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

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

9.10.7 Other Regulations

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



FILE: z:\moad_projects\1850 - 3903 30th street proposed development\Drawings\Sheets\1850-fig-1.dwg

PLOTTED: 2018-08-08 - 11:02 AM

3710B 28th Street, Vernon, BC, V1T 9X2 Ph: (250) 503-1023 Fax: (250) 503-1024	
project no. 1850	date 08-AUG-2018
projectname 3903 30TH STREET DEVELOPMENT	
FIGURE 1	0



THE CORPORATION OF THE CITY OF VERNON

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

Corporate Policy

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

RELATED POLICIES

Number	Title

APPROVALS

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

POLICY

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

DEFINITIONS

PROCEDURES

1. Pursuant to Section 895(2)(a) of the *Local Government Act*, a local government must consider every application for an amendment to an OCP. Further, pursuant to Section 895(1) of the *Local Government Act*, the *City's Development Application Procedure Bylaw Number 4103, 1995*, specifies the process for applications for OCP amendments. Council may, upon receipt of the required report specified in Section 6A of that bylaw, proceed with an amendment bylaw or reject the application.
 2. Applications for OCP amendments will be processed annually. All complete applications received on or before March 01 will be considered during that calendar year.
 3. The report to Council on the amendment application will assess whether that application is contrary to any of the Guiding Principles of the OCP 2008, as follows:
 - Protect and preserve green spaces and sensitive areas
 - Ensure housing meets the needs of the whole community
 - Create a culture of sustainability
 - Protect agricultural land
 - Create strong, compact and complete neighbourhoods
 - Provide alternative transportation
 - Revitalize the Downtown
 - Ensure development pays for itself
 - Create a youth friendly city
- Applications which are contrary to the Guiding Principles will receive a negative recommendation by staff.
4. A public open house will be hosted by the City of Vernon, in addition to the legislated official Public Hearing process, to provide community residents with an additional opportunity to consider the amendment applications.
 5. The following OCP amendments will be considered at any time during the year, as approved by Council:

- a) Neighbourhood Plan reviews;
- b) Minor amendments in adopted neighbourhood plan areas that do not result in a change to Land Use Designations except where the Parks and Open Space Designation is being created or reallocated;
- c) Amendments resulting in significant public amenities and community benefit.

OCP00068 Public Open House Results - June 16, 2016

Form #	What are your thoughts regarding the proposed amendment?	Please provide any additional comments:
1	<p>This is a poor location for row housing. The train trucks will be a safety and noise issue. Parking for existing residents is a big issue already. 31 Street is a nightmare so people are using the lane as a street. The corner behind Tita's is blind and a safety issue. Accessing 39Ave from the lane or 31Street is increasingly difficult.</p>	<p>Where are sidewalks going to be installed in alley? Businesses use all parking on 31 St (even Tim Hortons) so residents can't park. If we can't use laneway to park WHERE can we park? If property line extends into alley (takes land) and sidewalks are installed, there will be no lane left. Existing residents will not be able to back out of their properties. This is an ill planned disaster!</p>
2	<p>I have no objection provided some solution re saving/moving the CPR section house is found. It is a class A heritage building in the City's heritage inventory and, I understand a rare example of CPR architecture.</p>	
3	<p>We feel the change in zoning to allow the property to be developed for housing is great for the neighbourhood and the current property; but 11 planned units is too high density for the property; maybe consider 7 or 8 as per the reasons below...Our main concern with the proposed development for this property is the increased amount of traffic and vehicles that will be using this lane for access. It was noted that John Kuny owns half of the existing laneway, because it is a lane, we were told that there is no need for him to upgrade the lane with curbing and sidewalks and drainage, etc.? Is this true? Is a lane designation going to accommodate this new development and increase in traffic adequately? Will there be accommodation for visitor parking within the new development as there is currently no parking in the back lane. Also, many of the businesses without onsite parking use 'the lot' belonging to Mr. Kuny for parking. If the development claims the north end of that lot, Tita's customers will be parking there, as they current on most evening - they plug up the lane, to the point where residents can't get their pickup trucks around the corner? We own 3915 31Street, and in 1997 at the City's request, the backyard was paved to provide parking for business customers. We need assurance that this development will not impede access to our onsite</p>	

	parking, which was a requirement of the City. Now with a lane designation and not a road, where will everyone's driveway snow go? Into the lane? Because we all access our properties from the lane.	
4	My concerns are that we will lose access to our backyards. Because of where the property line is for said property is we will be left with basically a pathway for the home owners and businesses that have some parking in backyards, we will lose any way of in or out. Most of parking in front yards are mostly taken up with people parking to go to Tim Hortons or for business in our area. Also because it's shady, so we lose parking in front.	So, unless the City buys some of this land and makes a proper street, we will lose a lot of our parking in our backyards. Where are we supposed to park? There will be no access for emergency vehicles, garbage trucks or any kind of utility trucks. There is a fire hydrant in the front of our house, so no parking again. We need our backyards to be accessible.
5	My main concern is the lack of parking and the access on north end at 41Street. Will not want to lose access to backyard as have a fifth-wheel trailer to move in and out.	

From: [Redacted]
To: [Roy Nuriel](#)
Subject: City File: OCP 00068 (30th Street Change Proposal)
Date: Sunday, June 26, 2016 9:46:03 PM

Dear Roy,

As pertaining to the Open House on June 16, 2016, regarding the OCP development change for 3903 30th Street, please find below a few of our thoughts regarding the propose amendment:

- we feel the change in zoning to allow the property to be developed for housing is great for the neighborhood and the current property; but 11 planned units is too high density for the property; maybe consider 7 or 8 as per the reasons below.....
- Our main concern with the proposed development for this property is the increased amount of traffic and vehicles that will be using this lane for access.
- It was noted that John Kuny owns half of the existing laneway, because it is a lane, we were told that there is no need for him to upgrade the lane with curbing and sidewalks and drainage, etc? Is this true? Is a lane designation going to accommodate this new development and increase in traffic adequately?
- Will there be accommodation for visitor parking within the new development as there is currently no parking in the back lane. Also, many of the businesses without onsite parking use 'the lot' belonging to Mr. Kuny for parking. If the development claims the north end of that lot, Tita's customer's will be parking where, as they current on most evening - they plug up the lane, to the point where residents can't get their pickup trucks around the corner?
- We own [Redacted], and in 1997 at the cities request, the backyard was paved to provide parking for business customers. We need assurance that this development will not impede access to our onsite parking, which was a requirement of the city.
- Now with a lane designation and not a road, where will everyone's driveway snow go? into the lane? because we all access our properties from the lane.

Thank you for taking the time to consult with the neighborhood and allowing us to voice our thoughts and concerns.

Most Sincerely,

[Redacted]

Dear members of the City of Vernon Council,

My name is and I am writing to you with a unique perspective on the proposed subdivision and development of the land upon which the old CPR house (3901 or 3903 30th Street, depending on the map) stands.

The house is of significant historical value to the city of Vernon, and in fact, to history of the Canadian Pacific Railway. From the Heritage Register of the City of Vernon:

30 th Street	3903	C.P.R. Section House	1911	Cross-gabled C.P.R. section house. Said to be the last unaltered one in B.C. Seems to be pre-fab building from B.C. Mills.
-------------------------	------	----------------------	------	--

It is 105 years old, a heritage house to be restored and protected, and also my home.

I may no longer live on the property but I do have the privilege of having been the only child to grow up in that house in many years. I have never lived in a house longer than I have lived in this one. I moved there in at the beginning of eight grade at W.L. Seaton Secondary, lived there for five years until I moved to attend university, then came back when I had finished my post-secondary to live there for another three and a half years (moved in 2014). Eight and a half years may not seem like much to many people who have had one or two childhood homes and as many in their adult years, but it certainly is to me.

With the continuous development of large family homes in and around the Vernon area, even at a time when the price of housing is at an all-time high, the CPR home offers a chance for lower-income housing to families or the chance to be a permanent family home if an individual could purchase it and move it off the lot. To a non-profit or heritage society, the house could be a prize. It is one of a kind in B.C. and, I believe, in Western Canada.

The state of the house's disrepair is not its fault. Were it to have its windows restored and fresh siding, the curb appeal alone would skyrocket. It's an attractive and unique building and it is a shame how the landowner has chosen to neglect its outward appearance when it holds such historical value. I am appealing to everyone's sense of imagination (repaired windows and new siding) to envision what the house could look like.

I implore you to take this into consideration when making your decision. Please postpone making your decision on the rezoning until the house's future and restoration can be ensured. This is a house that has historical value, value to the city for its uniqueness, value to potential buyers as an affordable property, and value to the only child who has grown up there in a very long time.

Thank you,

Roy Nuriel

From:
Sent: June 27, 2016 9:16 PM
To: Mayor; Roy Nuriel
Subject: Rezoning of 3903 30th Street
Attachments: CPR Backgrounder.docx; CPR House Rezoning.docx
Categories: Red Category

Please find attached 2 documents regarding the rezoning application for 3903 30th Street.

To Mayor and Council:

I am writing in regards to the re-zoning application for 3903 30th Street, the site of the 1911 Canadian Pacific Railway Section House. I attended the Open House on June 16, 2016 and have several concerns regarding this process and application.

I do not disagree with the property being used for housing; it has been used for housing since the CPR Section House was moved there following WWII.

I do urge Council to delay this application until the safe future of the CPR Section House is guaranteed. I suspect that the Vernon Museum will be providing you with information on the historical importance of the house, but have included some background and my personal experience of the house also.

The following is input in regards to other concerns I have regarding the proposed development and the Open House that I attended:

Open House Information Presented:

1. The Morning Star notice for the Open House stated "OPEN HOUSE – Official Community **Plant**". This error was not corrected on any of the printings in the newspaper.
2. When I and other neighbours attended the Open House, there were no representatives of the owner or the applicant present. There were two City of Vernon staff that answered questions regarding the application. This made it appear that it was something that was being presented by the City.
3. The two City representatives gave conflicting answers to whether the CPR Section House was listed on the Heritage Registry. One said yes and the other said no. I expected that with a heritage building of this importance,

both locally and nationally, that staff would at least be aware as to whether it was on the local registry.

4. As well, one of the representatives stated that the house was "not in good shape" and that it "would cost more to move it than to build an new house exactly the same". I feel very strongly that these responses were not only incorrect, but also inappropriate. It is my understanding that the City is supposed to be unbiased in their presentations to the public. These were not unbiased and not based on fact.
5. When others and I ask what would happen with the house, we were told that the owner was going to demolish it. As the neither the owner or applicant bothered to attend the meeting to answer questions and the information given by the City staff was not completely accurate, I and the neighbours do not know what the plan is for the building.

Parking Issues:

I do not know what other neighbours have submitted in regards to concerns about parking for this new development, but there are many problems with the design presented.

I will only highlight a few issues, as I am sure others in the neighbourhood, especially those living on the east side of 31rst Street, will probably provide more specific details.

1. Parking has been a problem in this area due to several factors. First, is the overflow parking from nearby businesses, including the chiropractic office, beauty salon and lack of parking from 31rst Street. Adding further parking on the alleyway, which will be reduced to approximately half its current width, will be a major problem.
2. The current owner of the property has for the last few years has charged neighbours and businesses to park on his property, contrary to existing bylaws. The owner still continues to do this.
3. Adding many new driveways and visitor's parking spaces off of the alley, will increase the already problematic parking issue.
4. There is also the issue of the alley's blind corner at the north end of the property. It is already hazardous to turn here, with the current double width lane.

I am happy to provide other information and/or answer questions about my concerns regarding the property and/or house.

Thank you for taking the time to review this and the attached information. I hope you will join me, in whatever way you can as Councillors, in the efforts I have made to preserve this important house.

Sincerely,

Cc: Ray Nuriel, Long Range Planner

VERNON'S CANADIAN PACIFIC RAILWAY SECTION HOUSE

The house that sits on 3901/3903 30th Street is a Canadian Pacific Railway Section House built in 1911. CPR had a series of 7 different house styles for section houses and this one is a "number 5". The architectural style is "Stick", not Victorian. The roof structure of the house is amazing and was once described by a carpenter "like a cathedral".

The house was used as the home of the "Section Manager" and his family. Each "Section" of the railway had a Manager was in charge of the tracks and railway traffic on it.

These section houses were prefabricated and shipped by rail to the various locations where they were assembled on-site. They were very well constructed and meant to last and sturdy enough to be moved along the tracks.

This house was moved from its original location near the old warehouses by City Hall to its current location, after the packing plant located there burned down. The house currently sits on a concrete ring-wall foundation.

According to a neighbour on 39th Avenue, the house was moved some time after WWII. This gentleman had been a veteran and built his house shortly after returning to Vernon. The Section House was moved later.

This particular CPR Section House is historically important locally, as it was the center of activity and decision-making for the local CPR. It is also important nationally, as it is the last remaining unaltered #5 Section House west of Hudson Bay. At this point, it may be one of the last remaining in the country.

I was the legal tenant of the Canadian Pacific Railway Section House, located at 3901/3903 30th Street, from August 2000 through November 2014.

When I first began this tenancy, it had been empty for many years. The windows had been boarded up and the electricity, gas, water and sewer had all been disconnected. For several years it had been used as a "crack flop house".

Before my tenancy, the owner had resingled the roof and drywalled the inside house, but the drywall hadn't been finished.

I made arrangements for the drywall to be finished before I moved in, but basically "camped" in the house for the first while. I re-installed the original windows and painted the entire inside of the house. I arranged for the electricity to be reconnected, which involved having the mast raised. As well, I had the water, sewer and gas reconnected.

During my time there, I had all the plumbing and gas pipes replaced to meet current codes. My husband and I rewired the first floor, also to meet code. The wiring permit information should be available.

The bathroom was uninhabitable, so I had a new window installed, new wiring and insulation, new plumbing lines and fixtures (excluding the original tub), new flooring, walls and ceiling.

I also had installed new exterior doors, as the old doors were not salvageable. I repaired and installed new wainscoting where it had been removed previously, repaired holes in the floors from water damage and created an entirely new kitchen. The original kitchen sink and laundry had leaked badly and rotted the flooring.

During my time there, I repainted the rooms several times, replaced missing trim that had been removed and damaged by the poor dry walling. I also had the back outdoor porch floor repaired and patched those areas that were rotted out. The original stairs have also been repaired.

I have spent countless hours and a great deal of my own money working to bring this amazing house back from the brink of destruction. What was once a derelict building was revived back to a family home.

It is very important to me, and I hope to Council, that this house is preserved for future generations. Other than the exterior siding, the house is sound and in very livable condition. I know, as I lived there.

I made several attempts to purchase the house and property, but was unable to do so. I also made attempts to purchase just the house, to move it on to our lot at , but due to several issues, including zoning and subdivision problems, was unable to do so.

There appears to be at least one local non-profit organization that would like to see the house moved to a secure location. I would very much like to see that option supported by Council. As a non-profit, they would be able to apply for grants to cover the cost of moving and setting up the house on a new foundation.

I strongly request that Council delay the rezoning of this property to allow the time for this important piece of Vernon's history to be relocated and saved. Once this amazing building is gone, it will be gone forever. Too much of Vernon's history, especially its buildings, have been lost.

Council has the opportunity to do the right and important thing with this property, so please do it.

Thank you,



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

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

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: September 24, 2018
REPORT DATE: August 28, 2018
FILE: 6450 (Zoning Bylaw Review)

SUBJECT: PROPOSED TEXT AMENDMENTS (RTR – RESORT RESIDENTIAL)

PURPOSE:

To propose text amendments to zoning district RTR – Resort Residential.

RECOMMENDATION:

THAT Council support the preparation of a text amendment to zoning district RTR – Resort Residential to allow for a new form of stacked row house as outlined in the report titled “Proposed Text Amendments (RTR – Resort Residential)” and dated August 28, 2018 by the Manager, Current Planning and the Planning Assistant.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council support the preparation of a text amendment to zoning district RTR – Resort Residential to allow for a new form of stacked row house, with the following changes: *(as cited by Council)*.

Note: This alternative supports the RTR – Resort Residential text amendment with any amendments as identified by Council.

2. THAT Council receive the report titled “Proposed Text Amendments (RTR – Resort Residential)” and dated August 28, 2018 by the Manager, Current Planning and the Planning Assistant, for information.

Note: Should Council choose this alternative, the RTR zoning district would remain unchanged.

ANALYSIS:

A. Committee Recommendations:

At its meeting of September 5, 2018, The Advisory Planning Committee adopted the following resolution:

“ ”

B. Rationale:

1. Over time, the housing needs of the community change due to changing market preferences, demographics, development trends and building technologies. As such, Zoning Bylaw #5000 needs to be reviewed and amended periodically to encourage a range of development styles that would assist in meeting these changing needs. The Zoning Bylaw is approximately fifteen years old and has been amended numerous times since it was first adopted in 2004. The intent of this report is to introduce zoning text amendments for zoning district RTR – Resort Residential.

2. The existing RTR – Resort Residential zoning district (Attachment 1) was created as an outcome of the original Predator Ridge Neighbourhood Plan and related zoning amendment. The RTR – Resort Residential zoning district was included in the major rewrite of the City of Vernon Zoning Bylaw in 2003-2004. The RTR zoning district is present in four neighbourhoods: Predator Ridge, Sparkling Hill, The Rise and The Outback. Each of these developments are resort/recreational focussed. Currently the forms of development in these areas range from single family detached, two family attached, townhouses, and stacked townhouses.
3. The intent of the RTR zoning district is “to provide a zone for the development of a variety of housing forms for use within a comprehensively planned resort residential community”. Currently the zoning district specifically allows: care centre, major; cottages; duplex housing; four-plex housing; semi-detached housing; single detached housing; stacked row housing; and three-plex housing. The existing height limit in RTR is 12.0m or 2.5 storeys.
4. In the case of the RTR – Resort Residential zoning district, Administration is not aware of any rationale that would prohibit a new form of stacked row housing achieved with an increase to the height and number of units per building. A proposed text amendment is being brought forward to allow this situation.
5. In order to allow the proposed changes to the RTR zoning district, the following provisions of the Zoning Bylaw would need to be amended: site coverage; height; setbacks; units per building; bonus density; building frontage; landscape buffer; and stacked row housing definition.

The following table summarizes the proposed changes to the RTR zoning district.

Regulation	Existing	Proposed Amendment to RTR
Site Coverage	50% for building 65% total including impermeable surfaces	65% for Stacked Row Housing greater than 2.5 storeys 65% total including impermeable surfaces
Height	12.0m/2.5 storeys	15.0m/3.5 Storeys for Stacked Row Housing
Front Yard	4.0m	6.0m for buildings greater than 2.5 storeys
Side Yard	1.2m	6.0m for buildings greater than 2.5 storeys
Rear Yard	6.0m	9.0m for buildings greater than 2.5 storeys
Units/Building	6	12 for buildings greater than 2.5 storeys
Density	30 uph or 12 upa	30 uph or 12 upa; with Density Bonus to 37 uph or 15 upa where underground parking provided
Building	40m for buildings 2.5 storeys	40 m for buildings 3.5 storeys
Landscape Buffer	n/a	Level 1 (1.5m) for front, side and rear yards for buildings greater than 2.5 storeys

Definitions of Stacked Row House	
Stacked Row Housing means row housing, except that dwellings may be arranged two deep, either horizontally so that dwellings may be attached at the rear as well as the side, or vertically so that dwellings may be placed over others. Each dwelling will have an individual access to outside, not necessarily at grade, provided that no more than two units share a corridor, steps or path.	Stacked Row Housing means row housing, except that dwellings may be arranged two deep, either horizontally so that dwellings may be attached at the rear as well as the side, or vertically so that dwellings may be placed over others. Each dwelling will have an individual access to outside, not necessarily at grade, provided that no more than two units share a corridor, steps or path.

6. SITE COVERAGE

Increased from 50% to 65% for building coverage of buildings greater than 2.5 storeys. Total site coverage (i.e. total impermeable surfaces) are not proposed to be amended (i.e. 65%). This change reflects an increase in maximum units per building and greater building mass.

7. HEIGHT

Height increased from 12.0m/2.5 storeys to 15.0m/3.5 storeys for stacked rowhomes, to allow for 3.35m per storey (11' floor-to-floor) with a 1.6m allowance for the roof structure (measured to the midpoint of the slope on a pitched roof). 3.5 storeys allows a walkout basement condition with three additional storeys above.

8. SETBACKS

FRONT YARD

Front yard setback increased from 4.0m to 6.0m for buildings greater than 2.5 storeys to reflect larger massing of buildings. This is similar to the RH2 (Stacked Row Housing) zoning district.

SIDE YARD

Side yard setback increased from 1.2m to 6.0m for buildings greater than 2.5 storeys to reflect larger massing of buildings. This is similar to the RH2 (Stacked Row Housing) Zoning District.

REAR YARD

Rear yard setback increased from 6.0m to 9.0m for buildings greater than 2.5 storeys to reflect larger massing of buildings. This is similar to the RH2 (Stacked Row Housing) zoning district.

9. UNITS PER BUILDING

Maximum dwelling units per building increased from six to twelve for buildings 2.5 storeys or greater to provide more flexibility in building types, unit size and reflect larger building forms.

10. DENSITY

Density to remain at 30 units per hectare or 12 units per acre as per the direction set for Residential-Low Density in the Official Community Plan with a density bonus option which allows up to 37 units per hectare (15 units per acre). The density bonus approach is a method of reaching the desired density in RTR zoned areas by providing an incentive for underground parking.

By keeping the overall density of 12 units per hectare (30 units per acre), already allowed in the RTR zoning district, servicing and infrastructure requirements remain unchanged, providing benefits to both the developer and the City.

11. BUILDING FRONTAGE

Building frontage allowance remains the same at 40m, but the height allowance increases from 2.5 storeys to 3.5 storeys to reflect proposed height amendments.

12. LANDSCAPE BUFFER

In light of the increase in building size and massing, buildings greater than 2.5 storeys will require a larger landscape buffer for the front, side, and rear yards (Level 1, 1.5m landscape buffer for the front, side and rear yard, similar to the RH2 Zone to reflect larger building masses and respect neighbouring residents.

13. STACKED ROW HOME DEFINITION

In addition to the above proposed RTR Zone amendments, Administration recommends an amendment to Vernon's definition of Stacked Row Home. The current definition requires that no more than two units share a corridor. The proposed text amendment would remove the requirement of each dwelling to have an individual access to outside to allow for a greater range of housing types that provide single floor living opportunities and encourage aging in place. Such a design would be allowed to have shared hallways as typically found in apartment structures.

14. If Council is supportive of this amendment to the RTR zoning district, the appropriate bylaw will be drafted and a suggested Public Hearing date will be brought forward for Council's consideration.

15. The developments at Predator Ridge, The Rise and The Outback are examples of well-designed and planned projects. Refining the existing primary zoning district in these areas would allow the owners, designers and builders to have more flexibility in terms of building a wider range of housing while complying with the Official Community Plan and supporting Neighbourhood Plans.

16. As per the existing Official Community Plan Development Permit Guidelines, multi-family projects having four or more units are required to have an approved Development Permit. The function of the Development Permit process is the review of the general form and character of the project. Architecture, site planning, parking, massing, site grading/drainage, retaining walls and landscaping are all reviewed. The goal of the Development Permit process is to ensure the proposed development fits the site and surrounding area to the greatest extent possible.

17. Administration supports an amendment to the RTR zoning district to add stacked row housing with an upward height limit of 3.5 storeys.

C. Attachments:

Attachment 1 – RTR – Resort Residential Zoning District

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

N/A

E. Relevant Policy/Bylaws/Resolutions:

N/A

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

X

Signer 1

Keltie Chamberlain
Planning Assistant

Will Pearce, CAO

Date: _____

X

Signer 2

Craig Broderick
Manager, Current Planning

X

Signer 3

Kim Flick
Director, Community Infrastructure and Development

REVIEWED WITH		
<input type="checkbox"/> Corporate Services	<input type="checkbox"/> Operations	<input checked="" type="checkbox"/> Current Planning
<input type="checkbox"/> Bylaw Compliance	<input type="checkbox"/> Public Works/Airport	<input type="checkbox"/> Long Range Planning & Sustainability
<input type="checkbox"/> Real Estate	<input type="checkbox"/> Facilities	<input type="checkbox"/> Building & Licensing
<input type="checkbox"/> RCMP	<input type="checkbox"/> Utilities	<input type="checkbox"/> Engineering Development Services
<input type="checkbox"/> Fire & Rescue Services	<input type="checkbox"/> Recreation Services	<input type="checkbox"/> Infrastructure Management
<input type="checkbox"/> Human Resources	<input type="checkbox"/> Parks	<input type="checkbox"/> Transportation
<input type="checkbox"/> Financial Services		<input type="checkbox"/> Economic Development & Tourism
<input checked="" type="checkbox"/> COMMITTEE: APC (Sep.5/18)		
<input type="checkbox"/> OTHER:		



9.9 RTR : Resort Residential

9.9.1 Purpose

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

9.9.2 Primary Uses

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

9.9.3 Secondary Uses

- **bed and breakfast homes** (in single detached housing or semi-detached housing or duplex housing only) (*Bylaw 5498*)
- **care centres, minor**
- **docks, private**
- **home based businesses, minor**
- **office**
- **parks, public**
- **real estate sales centres**

9.9.4 Subdivision Regulations

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

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

9.9.5 Party Wall Subdivision Regulations

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

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

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

9.9.6 Development Regulations

- The office use is limited to one office for the management and operation of the resort and/or multi-unit residential developments.
- Maximum site coverage is 50% and together with driveways, parking areas and impermeable surfaces shall not exceed 65%.
- Maximum height is the lesser of 12.0m or 2.5 storeys, except it is 4.5m for secondary buildings and secondary structures.
- Minimum front yard is 4.0m, and it is 6.0m from a garage or carport to the back of curb or sidewalk for vehicular entry, or it is 0.6m to the side of the garage and 2.6m to the front building façade for side-entry garage and driveway layouts.
- Minimum side yard is 1.2m, or 0.0m for shared interior party walls, except it is 2.6m from a flanking street and 6.0m from the back of curb or sidewalk to the garage where driveway access is from the flanking street.
- Minimum rear yard is 6.0m, except it is 1.0m for secondary buildings. Where the lot width exceeds the lot depth, the minimum rear yard is 4.5m.
- Maximum six dwelling units located in a building, with each unit having a minimum width of 6.5m.
- Maximum density is 30.0 units per gross hectare (12 units/gross acre).

9.9.7 Other Regulations

- In order for bareland strata development to be consistent with the character of the surrounding neighborhood, the strata plan shall be considered as one site for defining the overall use, density and site coverage.
- The above noted subdivision and development regulations shall be applied to each strata lot within the strata plan.
- A minimum area of 5.0m² of private open space shall be provided per bachelor dwelling or group home bedroom, 10.0m² of private open space shall be provided per 1 bedroom dwelling, and 15.0m² of private open space shall be provided per dwelling with more than 1 bedroom.
- No continuous building frontage shall exceed 40.0m for a 2.5 storey building. If the frontage is interrupted by an open courtyard equivalent in depth and width to the building height, the maximum continuous 2.5 storey building frontage may be 80.0m provided that no building section exceeds 12.0m.
- Where development has access to a rear lane, vehicular access to the development is only permitted from the rear lane.
- In addition to the regulations listed above, other regulations may apply. These include the general development regulations of Section 4 (secondary development, yards, projections into yards, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the landscaping and fencing provisions of Section 6; and, the parking and loading regulations of Section 7.
- As per Section 4.10.2 - All buildings and structures, excluding perimeter fencing (garden walls and fences) on lots abutting City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B".
(Bylaw 5440)



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

ORIGINAL

SUBMITTED BY: Ellen Croy
Transportation Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: September 4, 2018
REPORT DATE: August 23, 2018
FILE: 8300-09-02

SUBJECT: ZONING BYLAW #5000 PARKING AMENDMENTS

PURPOSE:

To provide Council with the proposed Zoning Bylaw #5000 amendments to implement cash in-lieu of parking (in the C7 and C8 zoning districts and portions along Lakeshore Road within the Waterfront Neighbourhood Centre), introduce new commercial parking requirements (in the C7 and C8 zoning districts), and reduce multifamily parking requirements (in the C7 and C8 zoning districts) for consideration for First, Second, and Third readings.

RECOMMENDATION:

THAT Council endorse amendments to Zoning Bylaw #5000, as shown in red in Attachment 1 in the report titled "Zoning Bylaw #5000 Parking Amendments" dated August 23, 2018 by the Transportation Planner, that would:

- a) enable a cash in-lieu of parking program within the C7 and C8 zoning districts and along portions of Lakeshore Road within the Waterfront Neighbourhood Centre;
- b) introduce commercial parking rate requirements within the C7 and C8 zoning districts; and,
- c) reduce multifamily parking rate requirements within the C7 and C8 zoning districts;

AND FURTHER, that Council direct Administration to bring these amendments to the Advisory Planning Committee and Transportation Advisory Committee for review and comment to be included as input for the Public Hearing on September 24, 2018.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council endorse amendments to Zoning Bylaw #5000, as shown in red in Attachment 1 in the report titled "Zoning Bylaw #5000 Parking Amendments" dated August 23, 2018 by the Transportation Planner, that would:

- a) enable a cash in-lieu of parking program within the C7 and C8 zoning districts and along portions of Lakeshore Road within the Waterfront Neighbourhood Centre; and,
- b) introduce commercial parking rate requirements within the C7 and C8 zoning districts;

AND FURTHER, that Council direct Administration to bring these amendments to the Advisory Planning Committee and Transportation Advisory Committee for review and comment to be included as input for the Public Hearing on September 24, 2018.

Note: This alternative does not support the recommended multifamily parking rate requirement reduction within the C7 and C8 zoning districts. This alternative would still allow for introducing commercial parking requirements within the C7 and C8 zoning districts, and allow for implementation of cash in-lieu of parking.

2. THAT Council endorse amendments to Zoning Bylaw #5000, as shown in red in Attachment 1 in the report titled “Zoning Bylaw #5000 Parking Amendments” dated August 23, 2018 by the Transportation Planner, that would:

- a) reduce multifamily parking rate requirements within the C7 and C8 zoning districts;

AND FURTHER, that Council direct Administration to bring these amendments to the Advisory Planning Committee and Transportation Advisory Committee for review and comment to be included as input for the Public Hearing on September 24, 2018.

Note: This alternative does not support the introduction of commercial parking requirements within the C7 and C8 zoning districts, and would not allow for the implementation of a cash in-lieu of parking program, thereby eliminating this opportunity to stimulate development and generate funds to supply and enhance the public parking supply.

3. THAT Council receive the report titled “Zoning Bylaw #5000 Parking Amendments”, dated August 23, 2018 by the Transportation Planner.

Note: This alternative would result in no changes to parking requirements in two key development areas in the city: the City Centre and the Waterfront Neighbourhood Centre. The proposed amendments stem from the Official Community Plan, City Centre Neighbourhood Plan, Waterfront Neighbourhood Centre Plan, and City Centre Neighbourhood Plan Parking Implementation Strategy. This opportunity to stimulate development and generate funds to supply and enhance the public parking supply would not be pursued.

ANALYSIS:

A. Committee Recommendations:

N/A

B. Rationale:

1. The City’s Official Community Plan, adopted in 2013, includes both the City Centre Neighbourhood Plan (CCNP), adopted in 2011, and the Waterfront Neighbourhood Centre Plan (WNCP), adopted in 2010, as supplementary documents. Neighbourhood centres, such as the City Centre (Figure 1) and the Waterfront Neighbourhood Centre (Figure 2), are intended to be mixed use and medium density to provide commercial uses closer to residents. As per the OCP, “public and private capital investment in the City Centre and Waterfront Neighbourhood Centre are particular priorities”.
2. The CCNP supports the OCP’s growth strategy to encourage higher density mixed use development in the City Centre. To support sustainable urban redevelopment in the City Centre, parking strategies and initiatives were outlined both in Chapter 6 of the CCNP and in the CCNP Parking Implementation Strategy. With increased development activity in the City Centre, parking initiatives must complement and support development.
3. The WNCP also supports the OCP’s growth strategy, as it envisions a vibrant, year round neighbourhood centre that serves both Vernon residents and visitors. It is anticipated that proposed



Figure 1 City Centre

parking initiatives in the Waterfront Neighbourhood Centre would also complement and support development activity as the area begins to redevelop.

4. In 2012, Boulevard Transportation Group (now Watt Consulting) prepared the CCNP Parking Implementation Strategy. At its Committee of the Whole Meeting of December 14, 2015, Council endorsed the application of the strategy and parking related policies in the WNCP, as outlined in the report titled "Parking Regulation Review Process Proposal", dated December 4, 2015, from the Long Range Planner (Attachment 2). The following three action items taken from this December 2015 report were reviewed further by Administration and Watt Consulting, and are the subject of this report:



Figure 2 - Waterfront Neighbourhood Centre

- a) Establish a cash in-lieu of parking program, at \$10,000 per space for up to 50% of required parking spaces;
 - b) Establish commercial parking requirements in the C7 – Heritage Business District and C8 – Central Business District zoning districts at 50% of the requirement in other zoning districts.
 - c) Reduce minimum parking requirements for multifamily developments.
5. The three action items are appropriately regulated through amendments to Zoning Bylaw #5000 (Attachment 1). The background and proposed changes related to each of the three action items are as follows:

a) Establish commercial parking requirements for C7 & C8 zoning districts

Since 1977, there have been zero parking requirements for commercial, community, recreational, and cultural land uses within the C7 and C8 zoning districts (C7 and C8 are the zoning districts in the heart of the City Centre). Administration recommends introducing parking requirements for commercial land uses within the C7 and C8 zoning districts at 50% of the existing parking requirements for commercial land uses across the city. The following table outlines the parking requirements for a 40-seat restaurant as an example, considering both current and proposed parking rate requirements:

	Zoning Districts	Zoning Bylaw #5000 Parking Requirements	Total Parking Spaces Required
Current Requirements	Within C7 and C8	Zero	0
	Outside C7 and C8	1 parking space per 4 restaurant seats	10
Proposed Requirements	Within C7 and C8	1 parking space per 8 restaurant seats	5
	Outside C7 and C8	1 parking space per 4 restaurant seats	10

Should Council endorse the proposed commercial parking rate requirements for the C7 and C8 zoning districts, a potential 40-seat restaurant would be required to provide five parking spaces instead of zero parking spaces. The objective of increasing the C7 and C8 commercial use parking

requirements is to require developers to appropriately meet the parking demand created by these zoning districts, which have had zero parking requirements for over 40 years.

b) Establish a Cash In-Lieu of Parking Program for C7 & C8 zoning districts and within the Waterfront Neighbourhood Centre

Section 525 of the Local Government Act permits municipalities to establish a bylaw that allows a prospective developer to pay cash in-lieu of required parking spaces. All funds must be used for providing public parking facilities or for infrastructure that supports alternative transportation modes (e.g. walking, cycling, transit, etc.). Cash in-lieu of parking provides an opportunity for the City to increase and enhance the public parking supply to more efficiently meet parking demand, while still encouraging the development of compact and walkable neighbourhoods.

The amount required in-lieu of providing parking would be set at \$10,000 per parking space. This rate was established by Rollo + Associates in 2015, based on a review of 14 comparable jurisdictions (including Golden, Kamloops, Kelowna, Langford, Nanaimo, Osoyoos, Parksville, Penticton, Port Coquitlam, Port Hardy, Revelstoke, Salmon Arm, Sidney, and Whitehorse), where the average cash in-lieu rate was \$9,917 per parking space. Watt Consulting verified this number again in 2018 (Attachment 3), and found that the average dropped to \$8,795. This decrease was not considered to be representative as only two out of the 14 communities had dropped their rates significantly since 2015. With respect to inflation and increasing land prices, it is recommended that the cash in-lieu of parking cost be set at \$10,000 per parking space.

Cash in-lieu of parking was recommended within both the CCNP and WNCP. Therefore, Administration recommends that cash in-lieu of parking only be permitted for commercial land uses within C7 and C8 zoning districts within the downtown core (Figure 3) and along portions of Lakeshore Road within the Waterfront Neighbourhood Centre (Figure 4). It is recommended that all funds generated be placed into parking reserve funds, as follows:

- Off-Street Parking Reserve Fund, City Centre
- Off-Street Parking Reserve Fund, Waterfront Neighbourhood Centre.

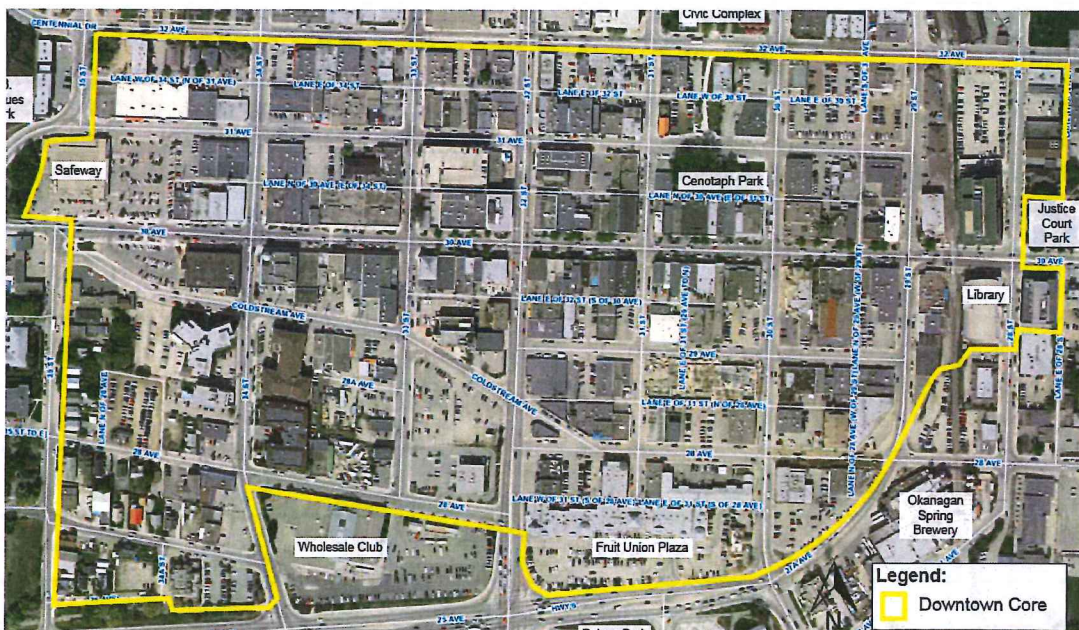


Figure 3 - Downtown Core (C7 & C8 Zoning Districts)

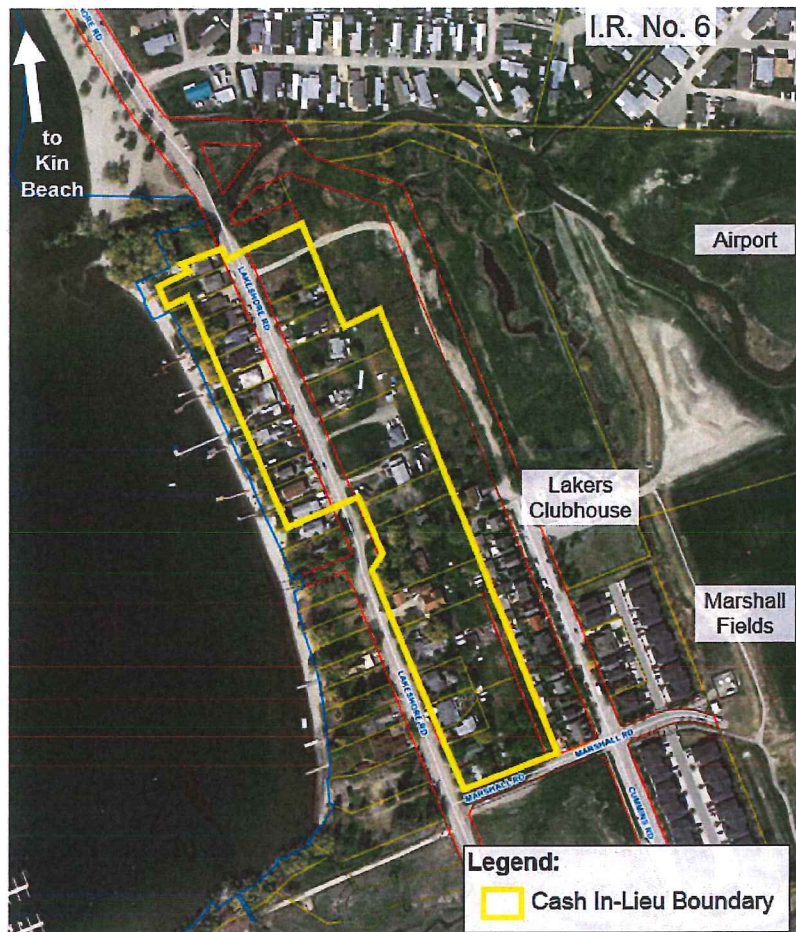


Figure 4 - Cash In Lieu of Parking Boundary within the Waterfront Neighbourhood Centre

Administration recommends that the maximum proportion of required parking spaces that an applicant can provide cash in-lieu for is 50%. In some circumstances, it is recommended that the maximum proportion is 100%, when:

- The property size is 500 m² or less in area;
- The property is located on the west side of Lakeshore Road within the boundary identified within the Waterfront Neighbourhood Centre (Figure 4);
- The applicant is increasing the area of an existing building; or,
- The applicant is changing the land use of an existing building (triggering the need for more parking).

Monies collected through the cash in-lieu of parking program could be spent on the following:

- Land acquisition for off-street parking facilities;
- Constructing new off-street parking facilities; and,
- Maintaining or upgrading existing off-street parking facilities.

The reserve funds would be regulated through bylaws that would specify that any money collected could only be spent within, or to directly benefit, the area in which they were collected. Should Council endorse the proposed cash in-lieu of parking amendments to Zoning Bylaw #5000, Administration would bring forward the parking reserve fund bylaws for Council's consideration in September 2018.

c) Reduce minimum parking requirements for multifamily developments in the C7 & C8 zoning districts

Compared to most areas within Vernon, the C7 and C8 zoning districts are a higher density that enables an environment more easily accessible using alternative transportation modes (walking, cycling, transit, etc). Research completed by Watt Consulting (Attachment 3) indicates that sites in compact downtown cores experience a reduced parking demand of about 10% to 50% compared to outside areas. Moreover, car ownership in downtown households can be up to 60% lower than outside locations. As such, it is recommended that multifamily parking rate requirements within the C7 and C8 zoning districts be reduced by 30-40% compared to outside areas.

It is also recommended that there be zero parking requirements for visitors in multifamily developments within the C7 and C8 zoning districts (the current requirement is one visitor parking space per seven dwelling units). Zero parking space requirements for visitors is recommended to capitalize on the complementary parking demand profile between commercial land uses and residential visitors in the downtown core. For example, public parking supply is typically taken up by commercial uses during weekdays, but is often left underused during evenings and weekends when parking demand is highest for residential visitors. Allowing visitors to use the public parking supply instead of providing parking on private property improves the efficiency of land use within the downtown core.

The following table outlines the proposed Zoning Bylaw #5000 amendments to reduce parking requirements for multifamily developments within the C7 and C8 zoning districts. Note that these estimates were based on the recommended 30-40% parking rate reduction for multifamily uses within the downtown core.

Number of Units	Existing Parking Rates Outside Areas	Proposed Parking Rates (C7 & C8)
Bachelor	1.0	0.6
1 Bedroom	1.25	0.8
2 Bedroom	1.5	1.0
3+ Bedroom	2.0	1.4
Visitor Parking	1 per 7 units	None

6. Council had authorized Administration to consult with stakeholders on the proposed Zoning Bylaw #5000 amendments (Attachment 1) as per the December 2015 Council report (Attachment 2). Administration consulted with the Downtown Vernon Association and Greater Vernon Chamber of Commerce at an Information and Discussion Session on August 22, 2018 and through engagevernon.ca. There were few attendees at the Information and Discussion Session, but the engagevernon.ca analytics indicated that, as of August 22, 2018, there had been 57 visits to the site. Of those visits, there were “46 “aware” visitors (viewed the website but may not have clicked on links or downloadable items), and of the “aware” visitors, 35 were “informed” (viewed the website and clicked on links or downloadable items). Limited feedback has been received from the public, but should Council endorse the proposed amendments to Zoning Bylaw #5000, Administration would bring the amendments forward to the Advisory Planning Committee on September 5, 2018 and to the Transportation Advisory Committee on September 6, 2018 for review and comment. The input from these two committees would be included as part of the Public Hearing input. The public would have a further opportunity to comment should the amendments go to Public Hearing, currently scheduled for September 24, 2018.
7. Ultimately, the proposed changes to Zoning Bylaw #5000 would enable Council to further facilitate the development of a compact downtown core and Waterfront Neighbourhood Centre that meet the existing and future needs of Vernon.

C. Attachments:

Attachment 1 – Proposed Amendments to Zoning Bylaw #5000

Attachment 2 – Parking Regulation Review Process Proposal – December 2015 Council Report

Attachment 3 – Watt Report on Review of Select Parking Regulations

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

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

- Support sustainable urban development by reducing off site costs and reviewing parking requirements for infill development
- Cut red tape by ensuring we have a competitive development review process
- Support sustainable neighbourhoods by implementing neighbourhood plans and the OCP
- Report to Council with proposed parking in lieu strategy and Zoning Bylaw amendments
- Report to Council to review parking requirements in the City Centre

E. Relevant Policy/Bylaws/Resolutions:

1. At its Committee of the Whole Meeting of December 14, 2015, Council made the following resolution:

“THAT Council endorse the continued application of the City Centre Neighbourhood Plan Parking Implementation Strategy and the parking related policies in the Waterfront Neighbourhood Centre Plan, as summarized in Table 1 of the report titled Parking Regulation Review Process Proposal, and dated December 4, 2015, from the Long Range Planner;

AND FURTHER, that Council authorize Administration to initiate stakeholder consultation once the supported parking regulation changes are drafted.”

2. The Official Community Plan (OCP) has the following applicable policies:

8.9 Access to convenient and safe parking in the City Centre is considered a priority. The management of both short term and long term parking, including parkades, is important to the economic health of the City Centre, and must be managed in a way that promotes alternative forms of transportation, but still provides the parking that customers and employees need for businesses to remain economically viable. In particular, the City shall examine the possibility of requiring new and expanding businesses in the City Centre not currently required to provide on-site parking to contribute to adequate parking by way of a cash in lieu contribution. This would then be used to acquire and develop additional parking in the area.

11.8 Implement the recommended actions of the City Centre Neighbourhood Plan Parking Implementation Strategy, including:

- a. Develop a cash in-lieu of parking policy
- b. Undertake a Zoning Bylaw review to provide shared parking, carpool parking provisions and to review the parking requirements and Staff Travel Plans
- c. Evaluate new technology changes and upgrades to parking/enforcement infrastructure
- d. Continue to enforce parking regulations to ensure that parking designated for short term use in business districts is not used for long term parking and to ensure that spill-over parking into residential neighbourhoods is managed
- e. Maintain the inventory of public parking facilities and monitor on-street parking occupancy
- f. Work with employers to develop Staff Travel Plans
- g. Develop a branding image to improve directional signs to/from parking facilities as part of City wide wayfinding

- h. Develop programs and marketing to improve information and public relations
 - i. Develop a system for investment of parking revenue into parking initiatives, streetscape upgrades and projects to reduce parking demand
 - j. Review and move forward on all of the action items contained in the Parking Implementation Strategy
3. Both the City Centre Neighbourhood Plan and the Waterfront Neighbourhood Centre Plan support the creation of a cash-in-lieu of parking strategy.
 4. The City Centre Parking Implementation Plan contains numerous action items that are providing direction for the subject proposal.

BUDGET/RESOURCE IMPLICATIONS:

A key goal of the proposed cash in lieu of parking program is to assist in funding the creation and maintenance of public parking to support the C7 and C8 zoning districts (downtown core) and Waterfront Neighbourhood Centre.

Depending on Council's direction regarding the proposed Zoning Bylaw #5000 amendments, Administration would bring forward new parking reserve fund bylaws (one for the downtown core and one for the Waterfront Neighbourhood Centre) for Council's consideration in September 2018. These bylaws would specify the allowed use of the generated funds (including land acquisition and construction for off-street parking facilities and the maintenance or upgrading of existing off-street parking facilities) and locations where these funds could be spent. The amount contributed towards these funds would depend on the amount of development and the number of cash in lieu parking spaces paid for at \$10,000 per space.

Prepared by:

Approved for submission to Council:



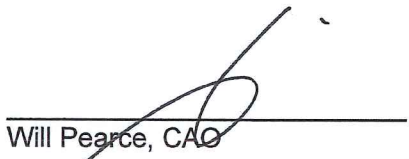
Ellen Croy
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Ellen Croy
Transportation Planner



Kim Flick
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Kim Flick
Director, Community Infrastructure and Development



Will Pearce, CAO

Date: 28.08.2018

REVIEWED WITH		
<input type="checkbox"/> Corporate Services	<input type="checkbox"/> Operations	<input checked="" type="checkbox"/> Current Planning
<input checked="" type="checkbox"/> Bylaw Compliance	<input type="checkbox"/> Public Works/Airport	<input checked="" type="checkbox"/> Long Range Planning & Sustainability
<input checked="" type="checkbox"/> Real Estate	<input type="checkbox"/> Facilities	<input checked="" type="checkbox"/> Building & Licensing
<input type="checkbox"/> RCMP	<input type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Engineering Development Services
<input type="checkbox"/> Fire & Rescue Services	<input type="checkbox"/> Recreation Services	<input checked="" type="checkbox"/> Infrastructure Management
<input type="checkbox"/> Human Resources	<input type="checkbox"/> Parks	<input checked="" type="checkbox"/> Transportation
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<input type="checkbox"/> OTHER:		

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5719

A bylaw to amend the City of Vernon
Zoning Bylaw Number 5000

WHEREAS the Council of The Corporation of the City of Vernon has determined to amend the City of Vernon Zoning Bylaw Number 5000 to add text amendments to Section 7 – Parking & Loading;

AND WHEREAS all persons who might be affected by this amendment bylaw have, before the passage thereof, been afforded an opportunity to be heard on the matters herein before the said Council, in accordance with the provisions of Section 464 of the Local Government Act, and all amendments thereto;

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

1. This bylaw may be cited as the "**Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018**"
2. The City of Vernon Zoning Bylaw Number 5000 be, and is hereby amended, as follows:
 - (i) **AMENDING** Section 7 – Parking & Loading to **ADD** new Section 7.6 'Cash In-Lieu of Parking' as shown in **RED** on attached **Schedule 'A'**;
 - (ii) **AMENDING** Zoning Bylaw 5000 to **ADD 'Schedule C – Cash In-Lieu of Parking Boundary within the Waterfront Neighbourhood Centre'** as shown in **RED** on attached **Schedule 'B'**;
 - (iii) **AMENDING** Table 7.1 – Parking Schedule to **ADD** new apartment housing parking requirements for C7 and C8 zoning districts as shown in **RED** on attached **Schedule 'C'**;

BYLAW NUMBER 5719

PAGE 2

(iv) **AMENDING** Table 7.1 – Parking Schedule to **ADD** commercial parking requirements for C7 and C8 zoning districts as shown in **RED** on attached **Schedule 'C'**;

3. Zoning Bylaw Number 5000 is hereby ratified and confirmed in every other respect.

READ A FIRST TIME this _____ day of September, 2018.

READ A SECOND TIME this _____ day of September, 2018.

PUBLIC HEARING held this _____ day of September, 2018

READ A THIRD TIME this _____ day of _____, 2018.

Approved pursuant to section 52(3)(a) of the <i>Transportation Act</i> this _____ day of _____, 20____ _____ for Minister of Transportation & Infrastructure Bylaw 5715/6450
--

ADOPTED this _____ day of _____, 2018.

Mayor

Corporate Officer

SCHEDULE 'A'
Attached to and Forming Part of Bylaw 5719
“Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018”

7.6 Cash In-Lieu of Parking

- 7.6.1 In lieu of providing the required number of commercial off-street parking spaces in the C7 and C8 zoning districts, a property owner may provide the City a sum of money equal to the number of eligible parking spaces not provided multiplied by the applicable cash in-lieu of parking amount of \$10,000. The sum of money will be deposited in the Parking Reserve Fund – City Centre.
- 7.6.2 In lieu of providing the required number of commercial off-street parking spaces in properties located within a boundary of the Waterfront Neighbourhood Centre as shown in the map provided in Schedule C, attached to and forming this Bylaw, a property owner may provide the City a sum of money equal to the number of eligible parking spaces not provided multiplied by the applicable cash in-lieu of parking amount of \$10,000. The sum of money will be deposited in the Parking Reserve Fund – Waterfront Neighbourhood Centre.
- 7.6.3 For the areas referred to in subsection 7.6.1 and 7.6.2, up to 50% of the commercial off-street parking spaces are eligible for cash in-lieu of parking.
- 7.6.2 Notwithstanding subsection 7.6.3, up to 100% of the commercial off-street parking requirement is eligible for cash in-lieu of parking, under the following circumstances:
- (a) Property size less than 500 m² in area;
 - (b) Property is located on the west side of Lakeshore Road, within the boundary of the Waterfront Neighbourhood Centre as shown in the map provided in Schedule C;
 - (c) Increasing the area of an existing building; or,
 - (d) Changing the land use of an existing building.

ZONING BYLAW 5000
SCHEDULE C
CASH IN-LIEU OF PARKING BOUNDARY WITHIN THE
WATERFRONT NEIGHBOURHOOD CENTRE



SCHEDULE 'C'

Attached to and Forming Part of Bylaw 5719
"Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018"

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

Apartment Housing in the C7 and C8 zoning districts

0.6 per **bachelor dwelling unit**
0.8 per **1-bedroom dwelling unit**
1.0 per **2-bedroom dwelling unit**
1.4 per **3-or-more bedroom dwelling unit**

All uses listed in the RST1 and RST2

1.0 per **residential unit**

Apartment Housing

1.0 per **bachelor dwelling unit**

Row Housing

1.25 per **1 -bedroom dwelling unit**

Stacked Row Housing

1.5 per **2-bedroom dwelling unit**

Four-plex

2.0 per **3-or-more bedroom dwelling unit**

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**

Bed & Breakfast Homes

1 per sleeping unit, plus 2 spaces required for the corresponding primary **dwelling unit**

Boarding Rooms

1 per 2 sleeping rooms, plus 2 spaces required for the corresponding primary **dwelling unit**

Temporary Shelter Services

rental beds and 1 per non-resident staff member, minimum total of not less than 3

Employee Housing, Dormitory

0.5 stalls per sleeping unit

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

SCHEDULE 'D'

Attached to and Forming Part of Bylaw 5719
"Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018"

COMMERCIAL USES

All commercial uses in the C7 zone even if listed separately below	exempt from providing on-site parking 50% of the commercial off-street parking requirements established in Table 7.1.
All commercial uses in the C8 zone even if listed separately below	exempt from providing on-site parking 50% of the commercial off-street parking requirements established in Table 7.1.
Amusement Arcades, Major and Minor	2.5 per 100m ² GFA
Animal Clinics, Major and Minor	2.5 per 100m ² GFA
Animal Shelters	1 per employee on duty plus 2
Artist Studios	2.0 per 100m ² GFA
Auctioneering Establishments	2.5 per 100m ² GFA
Autobody Repair and Paint Shops	1 per 2 employees on duty, plus 2 per service bay
Automotive and Equipment Repair Shops	2 per service bay
Automotive and Recreation Vehicle Sales and Rentals, Truck and Mobile Home Sales/Service	2.0 per 100m ² GFA
Boat Storage	1 per 10 boat storage stalls plus 2 stalls for employees
Broadcasting Studios	2.5 per 100m ² GFA
Business Support Services	2.0 per 100m ² GFA; or 1 per vehicle in fleet plus 1 per employee on duty
Call Centres	1 per 2 employees on duty
Commercial Schools	1 per 10 students



THE CORPORATION OF THE CITY OF VERNON
REPORT TO COUNCIL

SUBMITTED BY: Cleo Corbett
 Long Range Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: December 14, 2015
REPORT DATE: December 4, 2015
FILE: 3360-30-Parking Review

SUBJECT: PARKING REGULATION REVIEW PROCESS PROPOSAL

PURPOSE:

To present a proposed process to develop and implement parking regulation changes as outlined in the City Centre Neighbourhood Plan Parking Implementation Strategy and Waterfront Neighbourhood Centre Plan, including a cash in lieu of parking program for both neighbourhoods.

RECOMMENDATION:

THAT Council endorse the continued application of the City Centre Neighbourhood Plan Parking Implementation Strategy and the parking related policies in the Waterfront Neighbourhood Centre Plan, as summarized in Table 1 of the report titled Parking Regulation Review Process Proposal, and dated December 4, 2015, from the Long Range Planner;

AND FURTHER, that Council authorize Administration to initiate stakeholder consultation once the supported parking regulation changes are drafted.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council endorse the continued application of the City Centre Neighbourhood Plan Parking Implementation Strategy and the parking related policies in the Waterfront Neighbourhood Centre Plan, by supporting the following items _____ (as determined by Council) in Table 1 of the report titled Parking Regulation Review Process Proposal, and dated December 4, 2015, from the Long Range Planner;

AND FURTHER, that Council authorize Administration to initiate stakeholder consultation once the supported parking regulation changes are drafted.

Note: Some action items are complementary and should be implemented together, such as #33 and #41, and #32, #36 and #39.

2. THAT Council delay the continued application of the City Centre Neighbourhood Plan Parking Implementation Strategy and parking related policies in the Waterfront Neighbourhood Centre Plan to a future date: as determined by Council.

Note: Delaying implementation could have negative effects on parking management in the City Centre in the short term and potentially in the Waterfront Neighbourhood Centre in the long term.

ANALYSIS:

A. Committee Recommendations:

Should Council support the proposed process to develop and implement City Centre and Waterfront Neighbourhood Centre parking regulation changes for consideration, such parking regulation changes

should be referred to the Advisory Planning Committee and the Transportation Advisory Committee for review and to provide advice to Council.

B. Rationale:

Background

1. The City Centre Neighbourhood Plan (CCNP), adopted in 2011, supports the Official Community Plan's (OCP) growth strategy to encourage higher density mixed-use development in the City Centre District. The CCNP has numerous policies and associated implementation actions to assist in incentivizing and realizing this vision. To support sustainable urban redevelopment in the City Centre, parking strategies and initiatives were outlined both in Chapter 6 of the CCNP and in the CCNP Parking Implementation Strategy (Attachment 1). As the vision for increased development activity in the City Centre starts to come to fruition, parking initiatives must complement and support the increased level of development.

As such, Council identified the development of a parking cash in lieu strategy, where developers can provide funding for offsite parking in lieu of providing the required parking on their property, as well as amendments to parking regulations and requirements in Zoning Bylaw #5000, as deliverables in Council's Strategic Plan 2015 – 2018. This report outlines the proposed process to complete those deliverables.

Proposal

2. The CCNP Parking Implementation Strategy, endorsed by Council in 2012, has 52 action items to both address parking challenges in the City Centre and to be proactive in sustainably managing the parking system into the future. While all action items work together to achieve the vision of the CCNP, some of them must be implemented together to be effective, particularly with regard to the development of the cash in lieu strategy. This is due to the fact that cash in lieu programs require carefully crafted parking requirements and regulations to allow the program to act as an attractive incentive and alternative.

To address the deliverables in Council's Strategic Plan, it is recommended that the following action items be drafted, reviewed with stakeholders and considered by Council. Each action item is described as follows:

22. Amend Traffic Bylaw #2747 and Zoning Bylaw #5000 to allow for on and off-street small car parking.

The introduction of small car parking stall provisions, both on and off-site, can make more efficient use of a given area and increase the amount of parking being provided. Limits would be proposed on the percentage of small car stalls in any given parking area.



32. Develop a policy prohibiting variances to parking maximums.

Zoning Bylaw #5000 prohibits parking lots that exceed 125% of the minimum number of parking spaces required for the proposed use. This regulation, however, can be varied, resulting in significantly larger parking areas than may be practical or desired. This action would be combined with action item #39, below.

33. Establish commercial parking requirements in the C7 – Heritage Business District and C8-Central Business District zoning districts at 50% of the requirement in other zoning districts.

Since at least 1977, there have been no parking requirements for commercial development in the downtown core, or areas within the C7 – Heritage Business District and C8- Central Business District zoning districts. This has put pressure on the City, and thus the taxpayers, to provide public parking in the downtown area.

This action item is proposed to be combined with Action #41 (below) to create a cash in lieu of parking program to provide flexibility and options for new development that may be constrained in the provision of on-site parking. Creating a cash in lieu of parking program would allow the City to collect funds to assist with the creation of public parking for the future that would serve multiple businesses and properties.

34. Reduce minimum parking requirements for multifamily developments.

Multifamily residential development in urban settings, including when incorporated with commercial uses in mixed-use development, often have a reduced demand for parking. Residents have increased transportation options being so close to amenities, services and transit. A reduction would be proposed for multifamily development in the City Centre.

35. Eliminate visitor parking requirements for multifamily land-uses within the C7 – Heritage Business District and C8- Central Business District zoning districts.

Just as with action #34 above, visitors of downtown residents have more transportation options and access to public parking options in an urban setting. Also, many visitors come after standard business hours when the available parking supply is greater and often free.

36. Allow demonstration that an alternative classification better suits the parking demand of the use to support potential variances (e.g. permitting consideration of a lower parking ratio where the use differs in some way from the typical parking demand generated by that use).

This action would be combined with #39. See more detail below.

37. Remove bike parking maximums.

Zoning Bylaw #5000 includes a regulation that bicycle parking facilities that exceed 125% of the minimum number of parking spaces required for the proposed use are not permitted. The CCNP Parking Implementation Strategy suggests that this regulation may not only be unnecessary, but may also discourage cycling, contrary to the Master Transportation Plan and the CCNP.



38. Allow for up to 5% parking reduction for developers providing end of trip facilities at or above recommended rates.

End of trip facilities are often provided or required through negotiations and a parking variance process. Having the option to reduce required parking embedded in the Zoning Bylaw will save time and aim to provide a beneficial incentive for developers while supporting the City's multi-modal transportation goals. The Parking Advisory Committee supported this recommendation in principle on December 12, 2013.

39. Develop criteria for assessing when to grant or deny parking variances.

Once other parking regulation action items are implemented, such as end of trip facility reductions, multifamily parking reductions, a cash in lieu of parking program and shared parking criteria, the need to undergo a development variance permit application process for parking reductions would be greatly decreased, thus saving time and better addressing parking management long term. However, establishing clear criteria under which variances would be considered supportable would provide additional upfront clarity to developers. This would also provide more clarity and direction to parking development variance applicants and to Council when assessing applications.

This would be drafted as a Council Policy and would include action items #32 and #36.

41. Establish cash in lieu at \$10,000 per space for up to 50% of required parking spaces

The proposed cash in lieu amount of \$10,000 per parking stall was recommended in the CCNP Parking Implementation Strategy and was further confirmed in a commissioned report from Rollo and Associates (see Attachment 2). Rollo and Associates are well respected land economists who have done previous work in Vernon. The report explores the cost of developing different types of parking in Vernon (not including land costs or landscaping), benchmarks other British Columbian communities' cash in lieu programs, explores the affect that a program would have on different Vernon development proforma case studies and recommends a \$10,000 per parking space price. The report also recommends that a limit be set of 20%-30% of parking being reduced through the cash in lieu program.

The estimated cost of developing a surface parking stall, including land costs, site preparations, drainage, paving, landscaping and irrigation, is at minimum \$20,000. This is where raw land is available and does not include parking infrastructure, such as signage and ticket dispensers, nor does it include possible off-site works which could be required. As most sites in the City Centre area would have a building on them, most likely requiring demolition to provide surface parking, land costs increase significantly. A more accurate figure per stall in the downtown core, where land costs increase due to existing development on sites, is \$25,000 a stall and up. This means the proposed assist factor for new development in a cash in lieu of parking program would be between 50-70%. The assist factor would be greatest in the downtown core and close to the lake front, and be reduced as you move out from those areas and land costs decrease.



Most cash in lieu programs are associated with a given geographical area. It is proposed that the program be established for the City Centre District, as shown on the map, south of 39th Avenue. For the Waterfront Neighbourhood Centre Area it is proposed the program affect all Medium Density Mixed-use, Tourist Commercial and Medium Density Residential land use designation areas (Attachment 3).

The development proformas in the attached report are fictional and based on the assumption that action item #33 was implemented: that commercial parking requirements were in place for the downtown area at a rate of 50% of the requirements elsewhere in the city. These two initiatives are complementary and should be implemented together. A promising result of the study is that once parking requirements are in place, having a cash in lieu of parking program, with a significant assist factor, actually improves the viability of each development case study.



This proposed action would be implemented through an amendment to Zoning Bylaw #5000 and the creation of a Statutory Reserve Fund Bylaw with associated criteria for what the funds could be spent on. The main purpose for collecting funds, as per direction from the CCNP, would be to assist in the creation of public pocket parking lots in the City Centre and public parking in the Waterfront Neighbourhood Centre. Council may choose to enact a grace period, such as one year, prior to the program and amendments becoming active and in force.

3. Two additional actions that are not listed above that should be addressed in the proposed regulation changes are shared parking criteria and grandfathering, or crediting parking, for existing development.

Shared Parking

Shared parking is supported by numerous policies (Section E and Attachment 1) but criteria must be outlined and implemented in the Zoning Bylaw. This would be an additional incentive for development and is a cost effective and common sense approach to parking development. When two different uses within the same development have parking demand at different times of the day or night, there is no reason why the two uses should not share the same parking rather than develop it separately.

Grandfathered Existing Development in the City Centre

Grandfathering existing development, when undergoing renovations and redevelopment from new parking regulations is already written into legislation and supported by case law, however, there may be circumstances where Council may wish to clarify what they wish to credit to existing development and establish associated timeframes. This would be explored when developing the proposed Zoning Bylaw amendments.

Stakeholder Consultation

4. The proposed implementation of the parking regulation changes would include informing and consulting stakeholders. Beyond consulting with Council Committees (both the Transportation Advisory Committee and the Advisory Planning Committee), the Downtown Vernon Association, the Chamber of Commerce, the development community and property and business owners would be consulted. It is recommended workshops with the aforementioned stakeholders be held to inform them of the proposed changes and gather feedback on the proposed changes. The feedback gathered would be presented to Council prior to considering the proposed amendments and bylaw enactments. The Ministry of Transportation and Infrastructure would also be consulted, as is required when a Zoning Bylaw amendment affects lands within 800 metres of a Provincial controlled access highway. BC Assessment would also be consulted to explore potential affects the proposed changes could have on property values.

It is noted that significant public consultation was conducted while developing all of the associated plans and policies that provide the support and direction for implementing the proposed parking changes.

Conclusions

5. Many of the proposed action items are also influenced by the market. For instance, many developers consider parking required by a given municipality, but have their own required parking standards for the

marketability of commercial leases and or strata unit sales. The proposed parking regulation changes aim to take a proactive approach to the long term viability of parking in the city's two key redevelopment areas.

Though redevelopment is happening more quickly in the City Centre, making the proposed changes somewhat more urgent, it is seen as an additional incentive to enact the proposed changes to the Waterfront Neighbourhood Centre, where appropriate, to encourage redevelopment and assist in funding future parking initiatives.

A key question of enacting many of the proposed parking regulation changes explores the idea of who pays for the creation of parking? Historically in the downtown, tax dollars have played a significant part in subsidizing the creation of public parking, most recently the Vernon Block and Bennett Lot. The Business Improvement Area partnered with the City in the development of the parkade. As parking areas in the City Centre are redeveloped, additional supply must be created, and this comes at a cost. The proposed parking regulation changes shift a portion of the responsibility of providing public parking onto new development. The changes also allow for transportation alternatives and flexibility in addressing parking shortages. The majority of the responsibility for funding the creation of public parking would still be held by the City as there is a significant assist factor proposed, greater than 50%, on the proposed cash in lieu of parking program. There is also greater incentive to redevelop properties with parking credits. The proposal aims to be balanced, fair, proactive and innovative.

6. Summary Table of Proposed Parking Regulation Changes

The following table provides a complete summary of the potential parking regulation changes reviewed above.

	Action Item #	Description
1.	#22	Amend Traffic Bylaw #2747 and Zoning Bylaw #5000 to allow for on and off-street small car parking.
2.	#32	Develop a policy prohibiting variances to parking maximums.
3.	#33	Establish commercial parking requirements in the C7 – Heritage Business District and C8 - Central Business District zoning districts at 50% of the requirement in other zoning districts.
4.	#34	Reduce minimum parking requirements for multifamily developments.
5.	#35	Eliminate visitor parking requirements for multifamily land-uses within the C7 – Heritage Business District and C8- Central Business District zoning districts.
6.	#36	Allow demonstration that an alternative classification better suits the parking demand of the use to support potential variances.
7.	#37	Remove bike parking maximums.
8.	#38	Allow for up to 5% parking reduction for developers providing end of trip facilities at or above recommended rates.
9.	#39	Develop criteria for assessing when to grant or deny parking variances.
10.	#41	Establish cash in lieu at \$10,000 per space for up to 50% of required parking spaces.
11.	Proposed Addition	Create shared parking guidelines and allowances for such in the regulations.
12.	Proposed Addition	Report back to Council on grandfathering existing development in the City Centre.

C. Attachments:

Attachment 1 – City Centre Parking Implementation Strategy

Attachment 2 – Economic Analysis of Vernon Cash in Lieu of Parking Strategy prepared by Rollo and Associates

Attachment 3 – Waterfront Neighbourhood Centre Land Use Map

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

The subject involves the following goals and deliverables in Council's Strategic Plan 2015 – 2018.

- Support sustainable urban development by reducing off site costs and reviewing parking requirements for infill development
- Cut red tape by ensuring we have a competitive development review process
- Support sustainable neighbourhoods by implementing neighbourhood plans and the OCP
- Report to Council with proposed parking in lieu strategy and Zoning Bylaw amendments
- Report to Council to review parking requirements in the City Centre

E. Relevant Policy/Bylaws/Resolutions:

The Official Community Plan (OCP) has the following applicable policies:

8.9 Access to convenient and safe parking in the City Centre is considered a priority. The management of both short term and long term parking, including parkades, is important to the economic health of the City Centre, and must be managed in a way that promotes alternative forms of transportation, but still provides the parking that customers and employees need for businesses to remain economically viable. In particular, the City shall examine the possibility of requiring new and expanding businesses in the City Centre not currently required to provide on-site parking to contribute to adequate parking by way of a cash in lieu contribution. This would then be used to acquire and develop additional parking in the area.

11.8 Implement the recommended actions of the City Centre Neighbourhood Plan Parking Implementation Strategy, including:

- a. Develop a cash in-lieu of parking policy
- b. Undertake a Zoning Bylaw review to provide shared parking, carpool parking provisions and to review the parking requirements and Staff Travel Plans
- c. Evaluate new technology changes and upgrades to parking/enforcement infrastructure
- d. Continue to enforce parking regulations to ensure that parking designated for short term use in business districts is not used for long term parking and to ensure that spill-over parking into residential neighbourhoods is managed
- e. Maintain the inventory of public parking facilities and monitor on-street parking occupancy
- f. Work with employers to develop Staff Travel Plans
- g. Develop a branding image to improve directional signs to/from parking facilities as part of City wide wayfinding
- h. Develop programs and marketing to improve information and public relations
- i. Develop a system for investment of parking revenue into parking initiatives, streetscape upgrades and projects to reduce parking demand
- j. Review and move forward on all of the action items contained in the Parking Implementation Strategy


Both the City Centre Neighbourhood Plan and the Waterfront Neighbourhood Centre Plan support the creation of a cash-in-lieu of parking strategy.

The City Centre Parking Implementation Plan (Attachment 1) contains numerous action items that are providing direction for the subject proposal.

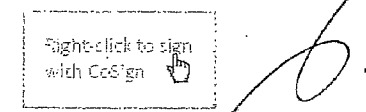
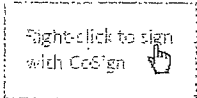
BUDGET/RESOURCE IMPLICATIONS:

The proposed action items would require staff resources to research, develop and consult with stakeholders. The long term goal of the proposed Cash in Lieu of Parking program would aim to assist in funding the creation of public parking in the City Centre and Waterfront Neighbourhood, thereby balancing the funding model between new development and municipal revenue sources.

Prepared by:


Cleo Corbett
Long Range Planner
Dec 9 2015 10:25 AM cosign
Cleo Corbett
Long Range Planner

Approved for submission to Council:



Will Pearce, CAO
Date: [Click here to enter text.](#)


Kim York
Division Director

REVIEWED WITH

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| <input checked="" type="checkbox"/> Financial Services | <input type="checkbox"/> Recreation Services | |
| <input type="checkbox"/> COMMITTEE: | | |
| <input type="checkbox"/> OTHER: | | |



REVIEW OF SELECT PARKING REGULATIONS CITY OF VERNON, BC

Prepared for: City of Vernon
Prepared by: WATT Consulting Group
Our File: 2458.B01
Date: August 29 2018

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APPENDIX A.

City of Vernon Zoning Bylaw no.5000, Section 7: Parking & Loading

APPENDIX B.

Local Government Act, Section 525

APPENDIX C.

Summary of Planned Transportation Improvements

1.0 OVERVIEW

WATT Consulting Group (“WATT”) was retained by the City of Vernon to review select parking regulations specific to the City Centre and Waterfront Neighbourhood Centre areas. This review is a continuation of a series of on-going planning initiatives undertaken by the City to better align off-street parking regulations with Official Community Plan (“OCP”), City Centre Neighbourhood Plan (“CCNP”), and Waterfront Neighbourhood Centre Plan (“WNCP”) policy directions.

The specific objectives of this review are as follows:

1. Develop recommendations for the City’s cash in-lieu of parking policy, which are to address the following:
 - a. An appropriate per-space cost for cash in-lieu of parking
 - b. Conditions to be placed on cash in-lieu, which may include the geographic extent and / or applicable land uses, the maximum cash in-lieu contribution, and consideration for conditions such as proximity to public transit, TDM, and flexibility specific to retrofit situation
 - c. Establish the parameters for a reserve fund for managing funds received through the cash in-lieu policy
2. Review off-street parking regulations for the City Centre area based on policy directions in the City Centre Neighbourhood Plan and recommendations in the City Centre Neighbourhood Plan Parking Implementation Strategy.
3. Review off-street parking regulations in the Waterfront Neighbourhood Centre based on policy directions in the Waterfront Neighbourhood Centre Plan.

1.1 PREVIOUS PLANS / STUDIES

Pre-existing City plans and studies are identified below that offer direction on the items given consideration in this review. Each is referenced throughout this document.

- Official Community Plan, 2013
- City Centre Neighbourhood Plan, 2011
- Waterfront Neighbourhood Centre Plan, 2010
- City Centre Neighbourhood Plan Parking Implementation Strategy, 2012
- Integrated Transportation Framework, 2014
- 25 Year Master Transportation Plan, 2013
- Economic Analysis of Vernon Cash in Lieu Parking Strategy, 2015

The City of Vernon Zoning Bylaw no.5000, Section 7: Parking & Loading is included for reference as **Appendix A**.

2.0 CASH IN-LIEU OF PARKING

The Local Government Act, Section 525 permits British Columbia municipalities to establish a bylaw that allows a prospective developer to pay cash in-lieu of required parking spaces. All funds must be used toward providing public parking facilities or on infrastructure that supports walking, cycling, transit, or other forms of alternative transportation.

Cash in-lieu provides an opportunity for the City to decrease private parking supply associated with new development, while increasing public parking supply and enhancing alternative transportation infrastructure. Increasing public parking is of benefit for the downtown as it can more efficiently meet parking demand in a single resource and may be managed by the City for greater community benefit. Enhanced active transportation infrastructure supports the City's goals related to active and sustainable transportation while generally decreasing parking demand.

The City has policies in-place identifying an intent to establish a cash in-lieu mechanism in both the City Centre and Waterfront Neighbourhood Centre¹. The desire for cash in-lieu was established in the *City Centre Neighbourhood Plan Parking Implementation Strategy* (June 2012), then consideration given to the cost-per-space of cash in-lieu in the *Economic Analysis of Vernon Cash in Lieu Parking Strategy* (December 2015).

The following sections contain recommendations for the establishment of cash in-lieu of parking, including the recommended cost per space, specifics related to where cash in-lieu should be permitted and how much parking can be offset through cash in-lieu, and how the reserve funds should be structured.

2.1 COSTS (PER-SPACE)

The *City Centre Neighbourhood Plan Parking Implementation Strategy* (June 2012) recommended a cash in-lieu of parking rate of \$10,000 per space based on a review of other jurisdictions. These same jurisdictions² were reviewed for this study and the rates were found to be slightly changed. The average cash in-lieu parking rate dropped from \$9,917 (2012 rates) to \$8,795 (2018 rates) – the result of two of the fourteen jurisdictions reducing their rates significantly. More recently, the December 2015 *Economic Analysis of Vernon Cash in Lieu Parking Strategy* also recommended a rate of \$10,000 per space for the City Centre and Waterfront Neighbourhood Centre areas. These figures were developed in consideration of the cost to construct parking in Vernon and development viability.

¹ Refer to City Centre Neighbourhood Plan Parking, Section 6.1, Policy 43; Waterfront Neighbourhood Centre Plan, Section 5.1, Policy 5; and WNCP, Section 9.0, Policy 3.

² Golden, Kamloops, Kelowna, Langford, Nanaimo, Osoyoos, Parksville, Penticton, Port Coquitlam, Port Hardy, Revelstoke, Salmon Arm, Sidney, Whitehorse

The introduction of a rate of \$10,000 per space not only creates flexibility for prospective developers and offers a potential costs savings (cash in-lieu may be less expensive than providing parking in many cases), but also creates funds for the City for the provision of public parking. Public parking can generally address parking demand more efficiently as it can be utilized by different user groups during different times of day, as opposed to parking on private lands which is commonly used only by the individuals that live or work on that particular property and therefore sits unoccupied for greater periods of time.

It is recommended that the City introduces a cash in-lieu parking program with a rate of \$10,000 per space, as the first phase of this program. Further, it is recommended that the City complete a review of the cash in-lieu program five years post-implementation to assess the level of uptake (i.e., Is it being used?), acceptance of the per-space cost, and public parking and / or alternative transportation developed using cash in-lieu of parking monies. Changes to the per-space cost and / or specific parameters (see below) could result from the review.

2.2 PARAMETERS

The following are the key parameters that will dictate how the cash in-lieu of parking mechanism should be established.

2.2.1 GEOGRAPHIC EXTENT

Various conditions were found in other BC jurisdictions for the locations where cash in-lieu of parking may be accepted. These included:

1. Proximity to public parking facilities, town centre, or commercial centres
2. Adjacency to transit route
3. Specific uses or zones (e.g., commercial use, mixed-use commercial and residential, commercial zones, industrial zones, business park zones)

The City of Vernon selected part of the City Centre (C7 / C8 zoning districts) and a boundary within the Waterfront Neighbourhood Centre where cash in-lieu of parking will be available. The above list could be used in the future if the geographic extent is expanded to include other areas of the City. If extended to include other neighbourhood centres (similar to the Waterfront Neighbourhood Centre), separate off-street parking reserve funds should be established with the intent of spending monies received on parking infrastructure within the neighbourhood centre. Monies may also be directed to a City-wide Alternative Transportation Reserve Fund. If cash in-lieu were extended City-wide, all monies received should be directed to an Alternative Transportation Reserve Fund and not allocated to parking reserve funds that may require the City to invest in public parking infrastructure in outlying areas.

2.2.2 MAXIMUM PAYMENT

Maximum payment refers to the maximum number of spaces that an applicant can provide cash in-lieu of the required parking supply. Establishing a maximum provides the City and community with some certainty that at least a baseline parking supply will be provided, while also allowing for the City to begin building their reserve funds and working toward providing public parking facilities and / or alternative transportation infrastructure.

A review of other BC jurisdictions that have cash in-lieu in-place revealed that most either set the maximum low (i.e., 10%) or allow for 100% of the total number of required parking spaces, with almost two-thirds of jurisdictions not specifying a maximum. Examples of jurisdictions that have set their maximums at 10% include Kamloops, Port Coquitlam and Port Hardy, whereas Kelowna, and Parksville are allowing cash in-lieu for up to 100% of the required parking supply.

Despite the common practice in other communities of not limiting the cash in-lieu contribution, it is recommended that the City establish a maximum of 50% of the required parking as cash in-lieu (consistent with the recommendation in the 2012 *City Centre Neighbourhood Plan Parking Implementation Strategy* and higher than the 20-30% suggested in the 2015 *Economic Analysis of Vernon Cash in Lieu Parking Strategy*). The opportunity for up to half the required parking supply to be provided as cash in-lieu will lessen the impact of the recommended new minimum parking requirements for commercial uses in C7 / C8 zones (where currently there is no requirement).

The recommended approach (above) could help ensure that development in the City Centre and Waterfront Neighbourhood Centre include parking supplies that are appropriate for their more urban context as compared to the rest of the City, while allowing for a portion of the required parking to be provided as cash in-lieu.

The alternative approach is to retain relatively high minimum parking supply rates (i.e., similar to City-wide) in the City Centre and Waterfront Neighbourhood Centre, but allow for a larger proportion of the required parking supply to be provided as cash in-lieu (i.e., greater than 50%). This would allow the City to build reserve funds for public infrastructure but risk development occurring “as of right” (i.e., permitted under zoning regulations) in these more urban areas that may result in more parking than what is suitable for the context. This alternative approach is not recommended at this time.

Further to the above and consistent with City policy to encourage / facilitate redevelopment in the City Centre, it is recommended that the cash in-lieu of parking maximum is eliminated (i.e., up to 100% of required parking supply as cash in-lieu) for small lots within the City Centre. This will ensure that small lots in the City Centre are not precluded from basic changes in use where they cannot reasonably accommodate the required parking supply associated with the new use. Also, the introduction of a parking requirement for commercial uses in the C7 / C8 zoning districts (refer to *Section 3*) will result in certain parcels requiring parking where previously they had not, and the unlimited cash in-lieu option affords additional flexibility to those sites.

The regulation should clarify that up to 100% of the required parking supply may be provided as cash in-lieu of parking provided the following criteria are met:

1. The site is zoned C7 or C8; and
2. The lot site is no larger than 500m².

As identified above, it is recommended that the City review the cash in-lieu program five years post-implementation. This review may consider whether the maximum of 50% of parking supplied should be revised, with the following factors in mind:

1. **Funds:** Are the cash in-lieu contributions providing the City with sufficient funds to provide new parking supply / alternative transportation infrastructure? Are the new goals / targets with respect to budgeting for planned infrastructure improvements that should be considered?
2. **Flexibility:** Is the 50% maximum providing enough (or too much) flexibility to prospective developers? Is the maximum resulting in limited uptake?
3. **Improvements:** Has the City successfully funded new infrastructure using cash in-lieu monies? Has the public / development community expected the City to build more (or less) with the monies collected?

2.3 RESERVE FUNDS

2.3.1 LEGISLATION

Cash received in-lieu of parking must be credited to a reserve fund that is established for the purpose of providing either new and existing off-street parking spaces or transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation. The Local Government Act clarifies that if monies are to be used for both public parking and sustainable transportation, separate reserve funds must be created for each³. The Local Government Act, Section 525 has been included in **Appendix B** for reference.

³ British Columbia Local Government Act, Section 525

It is therefore recommended that the City establish three reserve funds for the purpose of collecting cash in-lieu of parking, as follows:

1. Off-Street Parking Reserve Fund, City Centre
2. Off-Street Parking Reserve Fund, Waterfront Neighbourhood Centre
3. Alternative Transportation Reserve Fund

The bylaws that are established for each of the reserve funds should meet the requirements of the Local Government Act, as expressed in Section 525, subsections 7 - 10.

It was confirmed that the Alternative Transportation Reserve Fund will not be pursued at this time, and instead all monies received will be allocated to the appropriate Off-Street Parking Reserve Fund⁴. The City may choose to allocate a portion of monies received as cash in-lieu of parking to an Alternative Transportation Reserve Fund in the future and the following section identifies the parameters for how this could be achieved (in addition to the Off-Street Parking Reserved Funds).

2.3.2 RESERVE FUND STRUCTURE

The bylaws establishing the Off-Street Parking Reserve Funds (City Centre and Waterfront Neighbourhood Centre) should indicate that monies will be spent only on infrastructure that benefits the area where they are collected. The bylaw should clarify that monies may be spent on the following:

1. Land acquisition for off-street parking facilities;
2. Constructing new off-street parking facilities; and
3. Upgrading existing off-street parking facilities.

The bylaws establishing the Alternative Transportation Reserve Fund should indicate that monies may be spent on transportation infrastructure that support walking, bicycling, public transit or other alternative forms of transportation, which many include but is not limited to either constructing new or upgrading any of the following infrastructure:

1. Sidewalks;
2. Trails;
3. On-road cycling facilities (i.e., bike lanes);
4. Bicycle parking and other end-point facilities;
5. Bus stops and related infrastructure; and
6. Electric vehicle charging.

It is recommended that the Alternative Transportation Reserve Fund is used toward suitable infrastructure projects anywhere within the City (i.e., not only within the City Centre and Waterfront Neighbourhood Centre) in support of a City-wide shift in travel habits.

⁴ Confirmed during phone conversation with City of Vernon staff on Friday, August 18 2018

2.3.3 ALLOCATION OF CASH IN-LIEU MONIES

Should an Alternative Transportation Reserve Fund be adopted in the future, the monies received as cash in-lieu of parking should be allocated to either the Off-Street Parking Reserve Funds or the Alternative Transportation Reserve Fund on a case-by-case basis at Council's discretion. Consideration should be given to the availability of public parking in the immediate vicinity of the development site and planned alternative transportation infrastructure projects anywhere in the City.

The following are the key planned off-street parking and alternative transportation infrastructure projects that cash in-lieu monies could be used toward. A comprehensive list of projects is included in **Appendix C**.

- By 2040 Vernon aims to provide an additional: 80km of shared use facilities, 46km of sidewalks and 7km of on-road bike lanes (*25 Year Master Transportation Plan, Section 8.0 – Pedestrian and Bike Master Plan*)
- Introduce New Local Transit Network (LTN) Route to Waterfront Neighbourhood Centre (*25 Year Master Transportation Plan, Section 7.2 – Implement Priority Bus Route Changes*)
- Continue improvements along the Polson Greenway, to establish it as a signature movement corridor (*City Centre Neighbourhood Plan, Section 3.0 – Character Areas*)
- Development of a multi-use trail along Vernon Creek to improve connections to and within the City Centre and increase awareness of this significant natural area (*City Centre Neighbourhood Plan, Section 3.0 – Character Areas*)
- Identify potential sites and compile the costs associated with constructing a new, multi-story mixed use parking structure to meet future demand (*City Centre Neighbourhood Plan, Section 6.1 – Parking Strategy*)
- Integrate trail systems to provide options for residents and visitors travelling to, from and within the plan area (*Waterfront Neighbourhood Centre Plan, Section 6.0 – Transportation Demand Management*)
- Install sidewalks along the south side of Okanagan Landing Road near Okanagan Landing Elementary School and up Grant Road in part to address safety concerns for students walking to and from the school (*Waterfront Neighbourhood Centre Plan, Section 6.0 – Transportation Demand Management*)

3.0 PARKING SUPPLY REQUIREMENTS, CITY CENTRE

The following section is a review of parking supply requirements for the City Centre Neighbourhood. This section includes a review of existing off-street parking regulations, relevant policies / directions in the Waterfront Neighbourhood Centre Plan (WNCP) and City Centre Neighbourhood Plan Parking Implementation Strategy, and recommendations for changes to off-street parking regulations to better align with the City Centre Neighbourhood Plan (CCNP).

3.1 BACKGROUND

Key policy directions from the CCNP and City Centre Neighbourhood Plan Parking Implementation Strategy are summarized below as the basis for analysis and recommendations in the subsequent sections.

3.1.1 CITY CENTRE NEIGHBOURHOOD PLAN

The CCNP contains policies stating the City's intent to reassess current parking regulations and customise parking standards to meet the specific parking needs of the City Centre⁵. More specifically, the CCNP seeks to promote mixed use development, shared use parking strategies and alternative modes of transportation to decrease parking demand in the City Centre.

3.1.2 CITY CENTRE NEIGHBOURHOOD PLAN PARKING IMPLEMENTATION STRATEGY

The City Centre Neighbourhood Plan Parking Implementation Strategy contains a series of specific action items to address the objectives stated in the CCNP. Identified items relating to off-street parking regulations include the following:

- Prohibit variances on the maximum parking supply requirement (Section 5.1.1)
- Establish minimum parking supply requirements for Commercial uses (currently Commercial, Community, Recreational and Cultural uses within the C7 and C8 zoning districts are not required to provide off-street parking) (5.1.2)
- Reduce minimum parking supply requirements for Multi-Family Residential uses in the City Centre (5.1.3)
- Eliminate visitor parking requirement for Multi-Family Residential uses (5.1.4)
- Eliminate the maximum on bicycle parking supply (5.2.1)
- Provide incentive for end of trip bicycle facilities (5.2.2)
- Develop criteria for consideration of parking variances (5.2.3)

⁵ City Centre Neighbourhood Plan, Section 6.1, Policy 43 and 44

3.2 MULTI-FAMILY RESIDENTIAL

The CCNP identifies the need to reduce minimum parking supply rates for Multi-Family Residential uses in the City Centre to reflect the increased opportunities to walk and bicycle to employment and services, access to transit, and availability of nearby public parking. The following section explores the reduction in parking supply that should be offered in the City Centre based on parking demand research and comparison to other communities.

3.2.1 RESEARCH

Recent studies were reviewed that include findings on the difference in Multi-Family Residential parking demand experience in downtown versus non-downtown locations. See **Table 1**. Results suggest that sites in a downtown (or urban) location experience between approximately 10% and 50% lower parking demand compared to other, more outlying locations. Recent published research from the Victoria Transport Policy Institute also concludes that car ownership in downtown households can be up to 60% lower than non-downtown locations.⁶

TABLE 1. DIFFERENCES IN PARKING DEMAND, DOWNTOWN VS NON-DOWNTOWN MULTI-FAMILY RESIDENTIAL USES

Community / Study	Key Findings
City of Victoria ⁷	<ul style="list-style-type: none"> Average vehicle ownership was approx. <u>20% less</u> in the "Downtown Area" than the remainder of the City
City of Toronto, ON ⁸	<ul style="list-style-type: none"> Condominium parking demand was <u>50% less</u> at sites downtown as compared to outside downtown Parking demand data for rental apartments did not demonstrate a clear difference between downtown and other areas
City of Kitchener, ON ⁹	<ul style="list-style-type: none"> Average parking demand in high density residential uses was approx. <u>12% less</u> at urban sites as compared to suburban sites
King County, WA ¹⁰	<ul style="list-style-type: none"> Parking demand was approx. <u>57% less</u> at sites in the Central Business District as compared to suburban locations

⁶ Litman T. 2018. Parking Management. Comprehensive Implementation Guide. Victoria Transport Policy Institute. Available online at: http://www.vtpi.org/park_man_comp.pdf

⁷ WATT Consulting Group, Review of Off-Street Parking Requirements (Schedule C), Working Paper no.3: Parking Demand Assessment, September 2016, Section 2.2.3, Table 2. Available online at: www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/Documents/Victoria%20Schedule%20C%20arking%20Review_Working%20Paper%20no3_FINAL_Sept23-16.pdf

⁸ Consult Limited, Parking Standards Review – Phase 2 Apartment Building / Condominium, Zoning Bylaw Review Project, City of Toronto, February 2007, Table 3-1. Available online (quoted in City staff report) at: www.toronto.ca/legdocs/mmis/2007/pg/bgrd/backgroundfile-2399.pdf

⁹ Paradigm Transportation Solutions, Comprehensive Review of Off-Street Parking & Loading, City of Kitchener, August 2015, Section 3.4.2, Table 3.1. Available online at: www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_CROZBY_Off-Street_Parking_Loading_Study_Report_August_26_2015_MERGED.pdf

¹⁰ King County Metro, Right Size Parking: Final Report, August 2015. Available online at: www.kingcounty.gov/~media/depts/transportation/metro/programs-projects/right-size-parking/pdf/rsp-final-report-8-2015.pdf

3.2.2 JURISDICTIONAL COMPARISON

Parking regulations from representative communities were reviewed to identify communities where minimum parking supply rates in City Centres / Downtown are differentiated from rates in other areas of the City, as well as to understand the approximate magnitude of the supply reduction offered in the City Centre / Downtown. See **Table 2**.

**TABLE 2. MINIMUM PARKING SUPPLY RATES IN OTHER JURISDICTIONS
MULTI-FAMILY RESIDENTIAL, DOWNTOWN VS OTHER AREAS**

Community	Minimum Parking Supply Rates	
	General / City-wide	City Centre / Downtown
West Kelowna	1.5 per dwelling unit (two-bedroom unit)	1.25 per dwelling unit (two-bedroom unit)
	1.1 per dwelling unit (one-bedroom unit)	
Kamloops	1.6 per dwelling unit (two-bedroom unit)	1.0 per dwelling unit (all multi-family dwellings)
	2.15 per dwelling unit (three-bedroom unit)	
Nanaimo*	1.45 per dwelling unit (one-bedroom unit)	0.50 per dwelling unit (one-bedroom unit)
Osoyoos	1.75 per dwelling unit	1.0 per dwelling unit
Smithers	1.5 per dwelling unit	All uses located in the downtown commercial area are exempt from off-street parking regulations
Victoria	0.90 per dwelling unit (apartment unit, 45-70m ²)	0.60 per dwelling unit (apartment unit, 45-70m ²)

* City of Nanaimo rates are from draft parking regulations that are anticipated to be adopted in 2018

The majority of communities that were reviewed do not differentiate minimum parking supply rates for downtown and outlying areas. For those that differentiate between downtown and outlying areas, the rates vary considerably from approximately 15% reduced to exempting parking altogether in the downtown area. Generally, the reduction for parking supply rate requirements downtown is approximately 30-50% less than in other areas (where differentiated).

3.2.3 SUMMARY

Based on the review of recent studies and comparison of minimum parking supply rate requirements of similar municipalities to Vernon it is apparent that minimum parking supply rate requirements in the City Centre should be less than in the rest of the City. This aligns with the action item set at the City Centre Neighbourhood Plan Parking Implementation Strategy to “Reduce minimum parking supply requirements for Multi-Family Residential uses in the City Centre”. The research completed for this study conclude the following:

- Multi-family residential sites in a downtown location experience approximately 10%-50% lower parking demand compared to areas outside of downtown; and
- Multi-family residential units in various downtown locations in BC are required to provide 17%-100% reduced parking rates compared to units in other parts of the city.

Further, the parking regulations in the City of Victoria and City of Nanaimo are best practices given they were recently comprehensively reviewed and include such innovations as considering minimum parking supply rates by location, unit size and tenure, and in consideration of policy objectives to encourage housing affordability and sustainable transportation. Consistent with those communities and the parking demand research quoted above, it is recommended that the minimum parking supply rates for Multi-Family Residential uses in the City Centre are reduced by 30-40% from the rates applied elsewhere in the City. The following minimum parking supply rates are recommended:

- 0.6 spaces per Bachelor unit
- 0.8 spaces per One-bedroom unit
- 1.0 spaces per Two-bedroom unit
- 1.4 spaces per Three-or-more bedroom unit

3.3 VISITOR PARKING, MULTI-FAMILY RESIDENTIAL

Visitor parking is currently required at a rate of one space per seven dwelling units. This is in addition to the per-unit requirement (identified above) intended to address resident parking demand. This applies to all development applications City-wide, regardless of location.

The Parking Implementation Strategy identified that public parking utilization (on- and off-street) in the City Centre is busiest during weekday daytime hours due to commercial land uses and is significantly under-utilized in the evenings and many periods during the weekend. The evening and weekend periods are when parking demand associated with residential land uses is highest, presenting an opportunity to make use of under-utilized public parking to accommodate a portion of residential parking demand. It is therefore recommended that the requirement for visitor parking associated with multi-family residential uses in the City Centre is eliminated, consistent with the recommendation in the Parking Implementation Strategy.

3.4 COMMERCIAL

3.4.1 BACKGROUND

Currently there is no minimum off-street parking requirement for commercial, community, recreational and cultural uses within the C7 – Heritage Business District and C8 – Central Business District zoning districts.

The City Centre Neighbourhood Plan Parking Implementation Strategy highlights that peak parking conditions in the City Centre are aligned with peak periods for commercial land uses, and directs that new commercial development should include sufficient parking supply to meet its own parking needs without impacting nearby public parking conditions. The Parking Implementation Strategy recommends a minimum parking supply for commercial uses that is 50% of the requirement elsewhere in the City. This recommendation extends only to commercial uses (community, recreational and cultural would be unaffected).

3.4.2 JURISDICTIONAL COMPARISON

Parking regulations were reviewed for retail and office uses from representative communities to determine if other communities are differentiating parking rates in the City Centre / Downtown and other areas, as well as understand the approximate reduction in supply offered by the City Centre / Downtown parking rates. See **Table 3**.

Results generally indicate that the majority of communities do not differentiate commercial parking requirements in the downtown. Where they do, it is common that the requirement for parking associated with commercial uses is waived altogether, as is currently the case in Vernon. Victoria and Osoyoos are examples of communities with a modest reduction in Commercial parking requirement in the downtown of 30-50%.

**TABLE 3. MINIMUM PARKING SUPPLY RATES IN OTHER JURISDICTIONS
RETAIL & OFFICE, DOWNTOWN VS OTHER AREAS**

Community	Minimum Parking Supply Rates	
	General / City-wide	City Centre / Downtown
Campbell River	1 space per 40m ² (Retail)	Not required
Kamloops	3 spaces per 100m ² (Office) 3 spaces per 100m ² (Retail)	Not required
Nanaimo*	1 space per 22m ² / 25m ² (Office) 1 space per 25m ² (Retail)	Not required for first 100 parking spaces
Osoyoos	1 space per 30m ² (Office) 1 space per 30m ² (Retail)	1 space per 50m ² (Office / Retail)
Penticton	1 space per 30m ² (Office) 1 space per 50m ² (Retail)	Not required
Smithers	1 space per 100m ² (Retail)	Not required
Victoria	1 space per 50m ² (Office) 1 space per 37.5m ² (Retail)	1 space per 70m ² (Office) 1 space per 80m ² (Retail)

* City of Nanaimo rates are from draft parking regulations that are anticipated to be adopted in 2018

3.4.3 SUMMARY

The jurisdictional scan (above) supports the City's current approach to not require parking for commercial uses in C7 / C8 zoning districts. However, through the Parking Implementation Strategy it was determined that commercial parking spillover is contributing to constrained public on- and off-street parking conditions in the City Centre, and that minimum parking supply requirements are necessary for commercial uses.

The following are considerations in establishing appropriate minimum parking supply rates:

1. There is currently no requirement for parking associated with commercial uses in zoning districts C7 / C8. Any minimum parking supply requirement is an increase from the existing condition.
2. The Parking Implementation Strategy suggests that the goal should be to accommodate commercial parking demand on-site without increasing demand on public parking supplies. There is an absence of parking demand data specific to commercial uses in Vernon. Results of similar data collection exercises in other communities would suggest that the City's existing minimum parking supply rates for commercial uses (i.e., non C7 / C8) are approximately reflective of anticipated parking demand.
3. A new cash in-lieu of parking mechanism is being considered and is expected to be adopted concurrent with new minimum parking supply rates for commercial uses with C7 / C8 zoning districts (refer to *Section 2.0*). This will offer prospective developers flexibility in providing cash in-lieu of parking in cases where they cannot reasonably provide the required parking or feel the requirement exceeds the site's need.

Based on the above-mentioned considerations, it is recommended that the Zoning Bylaw is altered to indicate that all commercial uses in the C7 and C8 zoning districts shall provide off-street parking at 50% the rate required elsewhere in the City. This will introduce new parking supply requirements that will likely under-represent parking demand, but will ensure that at least a portion of the site's parking needs are met on-site and recognize that this is a new obligation placed on prospective developers. The provision of cash in-lieu (per Section 2.0) will afford further flexibility where parking cannot be reasonably supplied.

Consideration should be given to applying the same minimum parking supply rates for all commercial uses in the City Centre as the influence of mixed land uses, walkability and access to transit on parking demand is assumed to be consistent throughout the City Centre. Further, it is recommended that the new minimum parking requirements for commercial uses in the C7 / C8 zoning districts are reviewed five years post-implementation to ensure that they do not deter commercial development and reflect an appropriate parking supply. The review may include data collection to assess parking demand for key commercial land uses (i.e., office, retail, restaurant).

4.0 PARKING SUPPLY REQUIREMENTS, WATERFRONT NEIGHBOURHOOD CENTRE

The following section is a review of minimum parking supply requirements in the Waterfront Neighbourhood Centre. This section includes a review of existing off-street parking regulations, relevant policies in the Waterfront Neighbourhood Centre Plan (WNCP), and recommendations for changes to off-street parking regulations to better align with the WNCP.

4.1 WATERFRONT NEIGHBOURHOOD CENTRE PLAN (WNCP)

The Waterfront Neighbourhood Centre Plan (WNCP)¹¹ identifies the City's intent to amend Zoning Bylaw #5000 to include parking regulations that apply to a new Comprehensive Development zone that specifically address development of lands designated Mixed Use Core and Tourist Commercial.

The WNCP also includes the following policy for lands designated Mixed Use Core, Tourist Commercial and Residential – Medium Density:

Proposals for reduced parking requirements for the residential component of a development will be supported if it can be demonstrated that higher transit usage, shared parking opportunities and other long term incentives to reduce reliance on the single occupant vehicle are provided. This reduction shall not result in any less than 1 parking stall per unit.

The WNCP Land Use Map, shown as **Figure 1**, clarifies the lands that fall within the three identified designations.

¹¹ Waterfront Neighbourhood Centre Plan, Section 9.0, page 43

FIGURE 1. WATERFRONT NEIGHBOURHOOD CENTRE PLAN, LAND USE MAP



4.2 MULTI-FAMILY RESIDENTIAL

The review of parking requirements in similar BC jurisdictions identified the best practice employed by the cities of Nanaimo and Victoria (and others) to differentiate minimum parking supply requirements based on location, to reflect known differences in parking demand between urban and non-urban contexts.

The WNCP includes the vision to “cater to residents and visitors through a mix of compatible land uses that provide opportunities for living, commerce, community services, recreation and tourism”. The City, by enabling residents of the Neighbourhood to live, work, shop, and play in that area, has the opportunity to reduce parking requirements and focus on “creating user-friendly streets throughout the Waterfront Neighbourhood Centre to support the vision for streetscapes, complete with emphasis on the pedestrian first, followed by bicycles, transit and the private automobile” (WNCP, Section 6.0 – Policy 1).

These WNCP policy objectives generally suggest that vehicle ownership will be lower among residents of the Waterfront Neighbourhood Centre, thereby supporting reduced minimum parking supply rates from other locations in the City. It is recommended that the minimum parking supply rates for multi-family residential uses in the Waterfront Neighbourhood Centre are reduced by 15-20% from the rates applied elsewhere in the City. This would put them approximately mid-way between the recommended rates for the City Centre (per *Section 3.3*) and the requirements elsewhere in the City.

The following minimum parking supply rates are recommended:

- 0.8 spaces per Bachelor unit
- 1.1 spaces per One-bedroom unit
- 1.3 spaces per Two-bedroom unit
- 1.7 spaces per Three-or-more bedroom unit

4.3 VISITORS PARKING, MULTI-FAMILY RESIDENTIAL

In Section 3.3 it is recommended that the requirement for visitor parking associated with multi-family residential uses is eliminated in the City Centre given the availability of public parking. While the Waterfront Neighbourhood Centre exhibits some of the same urban characteristics as the City Centre, it does not have significant public off-street parking and the street standards do not allow for expansive on-street parking. There will not be the same quantity of public parking available to accommodate visitor parking, necessitating that visitors are accommodated on-site.

It is therefore recommended that no change is made to the Zoning Bylaw relating to visitor parking in the Waterfront Neighbourhood Centre and that the visitor parking requirement is consistent with elsewhere in the City.

4.4 COMMERCIAL

Similar to the rationale above for reduced parking supply for multi-family residential uses in the Waterfront Neighbourhood Centre, as well as commercial uses in the City Centre, the Waterfront Neighbourhood Centre is a special planning area that is targeting a level of density, mixed land use and reliance on sustainable transportation that is different from the rest of Vernon. This is expected to result in fewer commute trips to/from the Waterfront Neighbourhood Centre via single-occupant vehicles and a corresponding decrease in commercial parking demand as would be expected elsewhere in the City.

Accordingly, it is recommended that the Zoning Bylaw is altered to include a regulation indicating that all commercial uses in the Waterfront Neighbourhood Centre shall provide off-street parking at 25% less than the rate required elsewhere in the City. In addition to reflecting the reduced parking needs anticipated for this area, the reduced minimum parking supply rate will also act as an incentive to development in the Waterfront Neighbourhood Centre.

5.0 GENERAL REGULATIONS

The following section is a review of regulations that apply to both the City Centre Neighbourhood and Waterfront Neighbourhood Centre, as well as other areas of the City.

5.1 TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation demand management (TDM) refers to initiatives aimed at influencing individual travel mode choice, typically discouraging single-occupant vehicle use and encouraging more efficient and sustainable travel modes such as walking, cycling, transit and shared rides. The City's intent to reduce parking demand in the City Centre through transportation demand management (TDM) initiatives is identified in the CCNP¹² and 25-Year Master Transportation Plan¹³. There are generally two ways to realize TDM initiatives in new development:

- Establish regulations that require the provision of TDM; or
- Seek provision of TDM initiatives as part of the justification for a parking variance.

The scope of this work is focused on identifying TDM initiatives that may be secured through the variance process, although the City may give consideration to include some in the Zoning Bylaw (where identified below).

The following TDM initiatives may be part of the justification where a parking variance is considered. In all cases, the application should describe how each TDM initiative will be administered, its anticipated impact in reducing parking demand, and how it will be secured in perpetuity or for a defined time period.

1. Bike Parking – Provision of bicycle parking in excess of the Zoning Bylaw requirement;
2. End of Trip Cycling Facilities – Provision of cycling end-point facilities (shower, change room, sink);
3. Bike Share – Provision of a shared bicycle program administered either by a site manager / coordinator or independent organization;
4. Transit Pass - Partial or full subsidy of transit passes for the site's residents or employees with the financial commitment expressed as a total amount or for a defined period of time;
5. Carshare – Access to a carshare vehicle administered either by a site manager / coordinator or an independent organization; and
6. EV Charging – A portion or all parking spaces to include EV charging stations or constructed as "EV-ready" through electrification of parking spaces.

¹² City Centre Neighbourhood Plan, Section 6.1, Policy 40

¹³ 25-Year Master Transportation Plan, Section 9.0

It is also understood that established carshare operators are considering establishing service in Vernon. If / once available, the following may be considered as justification for a variance:

1. Carshare Vehicle - Contribution of monies to fully or partially fund the purchase of a vehicle as part of the carshare fleet to be stationed on or near the subject property;
2. Carshare Membership - Purchase of memberships in the carshare service / cooperative and registration of those memberships with the property (rather than individuals); and
3. Carshare Subsidy - Subsidy on carshare use for site residents or employees.

It is common practice that a professional study from an independent consultant is requested to accompany a parking variance and support the proposed TDM provisions. Such studies are important and give the City confidence that a parking variance is suitable, however they can be both costly and time consuming to applicants. It is therefore recommended that the City not require a professional study from an independent consultant where the following conditions are met:

1. The requested variance is less than 5% of the overall parking requirement; and
2. Staff are supportive of the TDM initiatives that are proposed.

5.2 PARKING VARIANCES

It is expected that the frequency of variances being sought on the minimum parking supply rates will be significantly less with the reduced multi-family residential and new commercial parking supply rates in the City Centre and Waterfront Neighbourhood Centre, as well as the cash in-lieu mechanism. This will result in less staff / Council time processing variance permits, more appropriate parking supply in new development, and greater certainty in the development process.

There will, however, still be development applications that come forward seeking variances on the minimum required parking supply. Consistent with direction in the City Centre Neighbourhood Plan Parking Implementation Strategy¹⁴, it is recommended that a Council Policy is drafted that clarifies the criteria that will be used to assess whether to grant or deny parking variances. These criteria may be used to evaluate variance requests for sites throughout the City (i.e., not only City Centre Neighbourhood and Waterfront Neighbourhood Centre). The objective in doing so is to clarify the City's objectives to the development community, create more certainty in the development process, and provide staff and Council with explicit rationale upon which to evaluate variance applications.

¹⁴ City Centre Neighbourhood Plan Parking Implementation Strategy, Section 5.2.3, page 29

Variances should be considered on the required minimum parking supply where some or all of the following criteria are met:

1. TDM - Transportation demand management (TDM) provisions are included above-and-beyond those required in the Zoning Bylaw, which may include (but are not limited to) bicycle trip-end facilities, transit fare subsidy, carshare support, workplace travel plans, and other provisions identified in the *City Centre Neighbourhood Plan Parking Implementation Strategy* and *25 Year Master Transportation Plan*;
2. Shared Parking - The subject property contains two or more land uses with complementary time-of-day parking demand characteristics and the applicant demonstrates how parking will be managed to accommodate sharing; and
3. Travel Options - A variety of non-vehicular transportation options are available within the immediate vicinity of the subject property.

Variances will not be considered on the maximum parking supply and minimum bicycle parking supply rates. Applicants should be directed to provide cash in-lieu of parking where applicable, rather than pursuing a variance.

Saanich Official Community Plan, Section 4.2.9, Policy 37:

“Consider parking variances where one or more of the following apply:

1. Transportation demand strategies (TDM) are implemented;
2. A variety of alternative transit options exist within the immediate vicinity of the proposed development;
3. There is a minimal reduction in required parking;
4. The development is located within a “Centre”;
5. Availability of on-street parking.”

5.3 SHARED PARKING

Shared parking refers to a scenario where land uses have different peak parking demand periods. Under a conventional scenario, each land use would provide enough parking to satisfy its own peak parking demand. Under a shared parking scenario, parking supplies are shared and the total parking supply seeks to meet the peak parking demand of all land uses combined, rather than the combined peak demand for all land uses individually. All “shared” parking spaces must remain unassigned and available to all user groups included in the pool of shared parking spaces.

The Zoning Bylaw, Section 7.1.6 includes the following provision related to shared parking:

Where a development consists of a mix of use classes, the total on-site parking requirement shall be the sum on the on-site parking requirements for each use class, unless supported by a shared parking study endorsed by the authority having jurisdiction (City of Vernon or Ministry of Transportation).

5.3.1 REVIEW OF OTHER COMMUNITIES

Parking regulations were reviewed for other, representative communities in BC to identify where shared parking is permitted in regulation. The following examples were identified:

City of Penticton, Zoning Bylaw No. 2017-08: *Shared off-street parking areas for two or more uses in a building or on a parcel may be permitted when the maximum parking demand of such uses occurs at different periods of the day.*

City of Whitehorse, Zoning Bylaw No. 2012-20: *Share use parking is available for mixed use development upon convincing the Development Officer that there is going to be a shared use of parking spaces that would warrant a reduction in their requirement.*

City of Surrey, Zoning Bylaw No.12000: *Shared parking requirements are as follows:*

- (a) Shared parking facilities for 2 of more establishments may be permitted when the establishments have different temporal distributions of parking demand as demonstrated by having operating hours that do not significantly overlap, provided that the parking spaces are:
 - i. For commercial, industrial and / or institutional uses; and*
 - ii. Protected by an easement and restrictive covenant to ensure that such parking spaces are reserved and maintained for the uses for which they are required; and**
- (b) Each establishment may share a maximum of 25% of its individually required parking spaces, but the total number of parking spaces must be equal to or greater than the required number of parking spaces for the establishment that has the highest individual overall parking space requirement.*

City of White Rock, Zoning Bylaw No. 2000: *Shared on-site parking areas for two (2) or more uses may be permitted where:*

- a) *The maximum demand for such parking areas by the individual uses occurs at different periods of the day;*
- b) *The maximum demand of such parking areas is substantiated by a parking study that is prepared by a registered professional engineer and is subject to review and approval by the City; and*
- c) *The proponents offer and enter into a covenant to restrict any change of use or occupancy that would adversely affect the continuation of the shared on-site parking arrangement.*

City of Maple Ridge, Off-Street Parking and Loading Bylaw No. 4350-1990: *Shared parking facilities of two or more Commercial, Educational, Assembly, Civic and Institutional establishments may be permitted when the maximum demand for such parking facilities by the individual establishments occurs at different periods of the day, and is supported by a parking study. The parking spaces so provided shall not be less than 75% of the total required by the individual uses.*

City of Richmond, Zoning Bylaw No. 8500: *Shared on-site parking areas for two or more uses may be permitted where:*

- a) *The maximum demand of such parking areas by the individual uses occurs at different periods of the day;*
- b) *The maximum demand of such parking areas is substantiated by a parking study that is prepared by a registered professional engineer; and*
- c) *The parking study is subject to the review and approval of the City.*

5.3.2 SUMMARY

Parking management (i.e., how private parking spaces are used) is a significant challenge associated with shared parking. In order for a parking space to be shared, it must remain unassigned and available to all site users included in the sharing scenario. While the City has approving authority during the development process, it can be difficult to actively enforce shared parking scenarios once development has occurred. As a result, there is potential for re-allocation or assignment of parking spaces that is contrary to the intent of the shared parking arrangement and risks a parking deficiency.

It is therefore recommended that the City's existing Zoning Bylaw provision relating to shared parking (see above and Appendix A) is maintained and that shared parking is considered on a case-by-case basis where supported by a shared parking study. The City should require that the shared parking study indicate how parking will be managed and how the shared parking arrangement will be guaranteed in perpetuity.

APPENDIX A.

City of Vernon Zoning Bylaw no.5000
Section 7: Parking & Loading

7.0 Parking & Loading

7.1 On-site Vehicle Parking

7.1.1 On-site parking requirements established prior to the adoption of this Bylaw shall deem to be the applicable parking 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 **vehicle** parking (including parking for the disabled and visitors) shall be provided by the property owner in accordance with Table 7.1 of this Bylaw.

Number of Spaces

7.1.2 The minimum number of on-site **vehicle parking spaces** required for each **use** is specified in the Parking Schedule (Table 7.1) except where additional parking is required by the *Ministry of Transportation* if the **site** has direct access to a provincial highway. Where the total number of **parking spaces** on a property exceeds 15 **parking spaces**, the maximum number of **parking spaces** for each **use** class may be up to 125% of the minimum number of required **parking spaces**.

7.1.3 Where calculation of the total number of **parking spaces** yields a fractional number over decimal .5, the required number of spaces shall be the next highest whole number.

7.1.4 Where more than one calculation of **parking space** requirements is specified for a land use, the greater requirement shall be applied.

7.1.5 Where the Parking Schedule does not clearly define requirements for a particular **development**, the single **use** class or combination of **use** classes most representative of the proposed **development** shall be used to determine the parking requirements.

7.1.6 Where a **development** consists of a mix of **use** classes, the total on-site parking requirement shall be the sum of the on-site parking requirements for each **use** class, unless supported by a shared parking study endorsed by the authority having jurisdiction (City of Vernon or *Ministry of Transportation*).

7.1.7 **Parking spaces** for the disabled:

- shall be designated if the *B.C. Building Code* requires such **parking spaces**;
- shall be designated as **parking space** for the disabled using appropriate signage; and,

- shall be included in the calculation of the applicable minimum parking requirement.

7.1.8 **Parking spaces** for visitors shall be provided in accordance with the Parking Schedule and this Bylaw.

Location

7.1.9 For residential **use** classes:

- all required on-site parking shall be located on the **site** of the **development** served by the parking;
- no on-site parking shall be located in the required **front yard** except that a maximum of two required spaces may be located on a driveway which provides access to a required on-site **parking space** that is not in the **front yard**;
- where access to a **lot** is not feasible from a rear **lane**, parking may be provided in the required **front yard** of the **lot**;
- except for **developments** with 2 or less **dwelling** units, no on-site parking shall be located within 1.5m of any side or rear **property line** or within 3.0m of any **flanking street**; and,
- all visitors parking are to be easily accessible to the access points of the corresponding **development** and/or **buildings**.

7.1.10 For non-residential **use** classes:

- some or all required on-site **parking spaces** may be provided on a **site** located remotely, but no further than 200m (for the C6 **zone**) or 120m (for all other **zones**) measured along the shortest public pedestrian route from the nearest point of the parking to the nearest point of the **site** of the **development** served by the parking;
- where required on-site parking is located on a **site** separate from the **site** of the **development**: the owner of the remote on-site parking **site** shall covenant with the City of Vernon by agreement that the remote lands required for on-site parking shall be so used as long as required by this Bylaw, and the owner shall consent to pay the full cost of the preparation and registration of a covenant under *Section 219 of the Land Title Act* on the title to the remote lands; and the remote parking shall be developed to the same standard as on-site parking.

Size

7.1.11 Each required on-site **parking space** shall conform to the following provisions, as illustrated in Diagram 7.1:

- except as provided below, each required on-site **parking space** shall be a minimum of 2.5m in width with a minimum clear length of 6.0m exclusive of access drives or aisles, ramps, columns. **Parking spaces** shall have a vertical **clearance** of at least 2.0m. For parallel parking, the length of the

parking spaces shall be increased to 7.0m, except that an end space with an open end shall be a minimum of 5.5m. For **parking spaces** other than parallel **parking spaces**, up to 40% of the required **parking spaces** may be of a length shorter than that required above, to a minimum of 5.0m.

- where the **use** of a **parking space** is limited on both sides by a wall or a column, the unobstructed width from face to face of the obstructions shall be 3.0m, and if in this case, a **building** door opens into the **parking space** on its long side, the unobstructed width shall be 3.3m. Where the **use** of a **parking space** is limited to one side by a wall or a column, the unobstructed width of the **parking space** shall be 2.7m, and if in this case, a **building** door opens into the **parking space** on its long side, the unobstructed width shall be 3.0m.
- **parking spaces** for oversized **vehicles** shall be a minimum of 4.0m in width with a minimum clear length of 12.0m exclusive of access drives or aisles, ramps, columns. Oversized **parking spaces** shall have a vertical **clearance** of at least 4.0m.
- disabled **parking spaces** shall be a minimum 3.7m in width and minimum 6.0m in length;
- boat launch **vehicle** and trailer **parking spaces** shall be a minimum of 3.0m in width and a minimum of 12.0m in length.

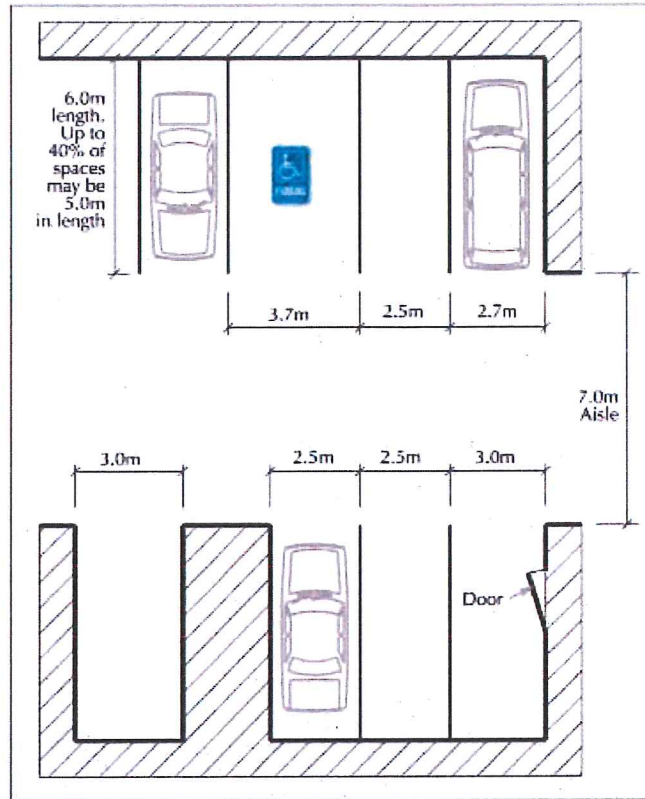
7.1.12 Aisles shall be a minimum of 7.0m wide for all two-way aisles and for all 90° parking. One-way aisles shall be 5.5m wide for 60° parking, and 3.6m wide for 45° parking and 3.5m wide for parallel parking. For aisles associated with the RST1 and RST2 – Residential Single and Two Family zones the minimum aisle width shall be a minimum of 6.0m for all 90° parking.

Tandem parking

7.1.13 **Parking spaces** may be configured in tandem for each **single detached housing, semi-detached housing, three-plex housing, four-plex housing, row housing** and **duplex housing** including are tourist housing use equivalents. *(Bylaw 5339)*

7.1.14 In housing **development** containing four or more **dwellings, tandem parking** may be allowed provided each **dwelling** has one directly accessible **parking space** and guest parking that is not in tandem.

Diagram 7.1: Size of off-street parking spaces



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).

- 7.2.3 Where more than one calculation of **loading space** requirements is specified for a land use, the greater requirement shall be applied, unless supported by a shared parking study endorsed by the authority having jurisdiction (City of Vernon or *Ministry of Transportation*).
- 7.2.4 Where calculation of the total number of **loading spaces** yields a fractional number over decimal .5, the required number of spaces shall be the next highest whole number.
- 7.2.5 Where the Loading Schedule does not clearly define requirements for a particular **development**, the single **use** class or combination of **use** classes is most representative of the proposed **development** shall be used to determine the **loading space** requirement.
- 7.2.6 Where a **development** consists of a mix of **use** classes, the total on-site loading requirement shall be the sum of the on-site loading requirements for each **use** class, unless there is a complementary demand or differences in periods of **use** for loading that warrants a different requirement and is supported by a shared **use** parking study endorsed by the authority having jurisdiction (City of Vernon and *Ministry of Transportation*).

Location

- 7.2.7 Except for in the C7 and C8 **zones**, on-site **loading space** shall be provided entirely within the property of the **development** being served, and shall be subject to all **setbacks** and **yard** requirements specified elsewhere in this Bylaw. In the C7 and C8 **zones**, loading can be provided from a public **lane**, but not from a **city street**.
- 7.2.8 On-site **loading space** shall be oriented away from residential **development**.

Size and Access

- 7.2.9 Each on-site **loading space** shall be of adequate size and accessibility to accommodate the **vehicles** expected to load and unload, but in no case shall a **loading space** be less than 28m² in area, less than 3.0m in width, or have less than 4.0m in overhead **clearance**.
- 7.2.10 Each on-site **car loading space** shall be of adequate size and accessibility to accommodate the **vehicles** expected to drop-off and pick-up people, but in no case shall a **car loading space** be less than 15m² in area, less than 2.5m in width, or have less than 2.0m in overhead **clearance**.
- 7.2.11 Each required bus **loading space** shall be a minimum of 3.6m in width, a minimum of 12.2m in length, and have a minimum **clearance** of 4.6m.

7.2.12 Access to any loading area shall be provided, wherever possible, internally to the **development** or from a **lane abutting the development**.

7.2.13 Access to any loading area shall be arranged such that no backing or turning movement of **vehicles** going to or from the **site** causes interference with traffic on the **abutting streets** or **lanes**.

7.3 Development Standards

Vehicle Parking and Loading

7.3.1 Every on-site parking or loading area required by this Bylaw to accommodate 3 or more **vehicles**, and every access road to such required parking or loading, shall have durable **hard surfacing** of concrete, asphalt or similar material, constructed such that surface drainage is directed to an approved drainage system or is contained on-site. Any requirement for concrete or asphalt does not apply to agricultural **zones**, the **RR zone**, or public parks and open space **uses**; such parking and loading areas shall be constructed in a dust free surface.

7.3.2 Every on-site parking or loading area required by this Bylaw to accommodate 4 or more **vehicles**:

- shall clearly delineate individual **parking spaces**, **loading spaces**, spaces for the disabled, maneuvering aisles, entrances, and exits with pavement markings, signs, and/or other physical means;
- shall be designed to allow forward entry to and exit from the property on which the parking or loading area is located directly to a dedicated public **street** or **lane**, without encumbering any lands other than the subject property. This provision does not apply where parking or loading can be provided and accessed directly from an **abutting lane**;
- shall direct surface drainage to the public storm sewer system, if available, or alternatively to approved planting areas or an approved on-site drainage system; and
- shall be constructed with surface grades not exceeding 6%.

7.3.3 No public **street** shall be used for the required aisle access to **parking spaces**, except for residential uses with access directly at ground level. Where a **lane** is used for aisle access, either the **parking spaces** or **lane** width shall be increased a minimum of 1.2m in length and the **lane** shall be **hard surfaced**.

7.3.4 Where a parking or loading area is associated with a commercial or industrial **use**, and the **development** property **abuts** property in a **residential zone**, a **park zone**, an **institutional zone** or an **abutting** road right-of-way, the parking or loading area shall have a landscaped screen as required by Section 6.

- 7.3.5 Every on-site parking or loading area, required by this Bylaw to accommodate 50 or more **vehicles** at-grade, shall incorporate landscaped open space within the parking area calculated on the basis of 1.0m² of landscaped island area per required parking and **loading space**. This shall be landscaped in accordance with Section 6.
- 7.3.6 Every on-site parking or loading area, and access thereto, shall have fencing, curbs, or secured wheel stops to prevent **vehicles** from encroaching upon **property lines**.
- 7.3.7 Every on-site parking or loading area which is illuminated shall have all lighting positioned in such a manner that light falling onto **abutting** properties is minimized.
- 7.3.8 Disabled parking shall be located close to a main **building** entrance and on a level hard surfaced area.
- 7.3.9 Any Refuse and/or Recycling Bins co-existing with any parking or loading area:
- shall be clearly delineated as separate and in addition to required parking and **loading spaces**;
 - shall be located such that collection **vehicles** can gain access without undue interference with the operation of the parking and loading area; and,
 - shall have a **fenced** or landscaped screen as required by Section 6.

7.4 On-site Bicycle Parking

- 7.4.1 Where any new **development** is proposed, change of **use** of existing **development**, or enlargement of existing **development**, on-site bicycle parking shall be provided by the property owner in accordance with Table 7.3 of this Bylaw.

Number of Spaces

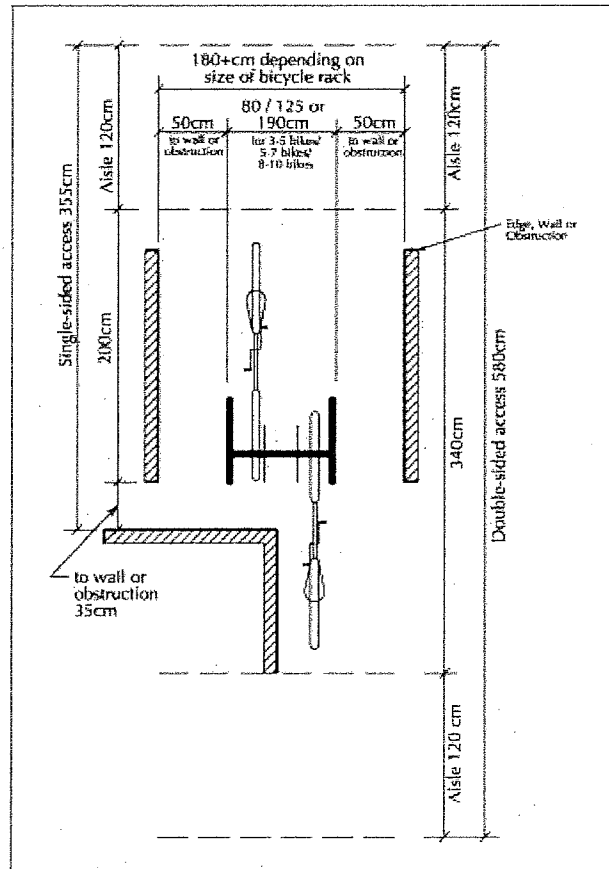
- 7.4.2 The number of Class I and Class II on-site bicycle **parking spaces** required for each **use** class is specified in the Bicycle Parking Schedule (Table 7.3).
- 7.4.3 Where calculation of the total number of **parking spaces** yields a fractional number over decimal 0.5, the required number of spaces shall be the next highest whole number.
- 7.4.4 Where more than one calculation of **parking space** requirements is specified for a land use, the greater requirement shall be applied.
- 7.4.5 Where the Bicycle Parking Schedule does not clearly define requirements for a particular **development** the single **use** or combination of **use** most

representative of the proposed **development** shall be used to determine the parking requirement.

Development Standards

- 7.4.6 Bicycle parking stalls shall be a minimum of 0.6m in width and a minimum of 1.8m in length, shall have a vertical **clearance** of at least 1.9m, and shall be situated on a **hard surface**.
- 7.4.7 Aisles between parked bicycles should be a minimum of 1.2m in width.
- 7.4.8 A footprint sufficient for typical bicycle racks, as per Diagram 7.2, shall be provided.

Diagram 7.2: Dedicated Footprint for Bicycle Racks



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

Bed & Breakfast Homes	1 per sleeping unit, plus 2 spaces required for the corresponding primary dwelling unit
Boarding Rooms	1 per 2 sleeping rooms, plus 2 spaces required for the corresponding primary dwelling unit
Temporary Shelter Services	rental beds and 1 per non-resident staff member, minimum total of not less than 3

Employee Housing, Dormitory
0.5 stalls per sleeping unit
In addition to the above total required spaces for a **development**, 1 additional parking space shall be provided and designated visitor parking for every 7 **sleeping units**

Employee Housing, Self-Contained Dwelling
1.0 staff per **bachelor dwelling** unit
1.25 stalls per 1 bedroom **dwelling** unit
1.5 stalls per 2 bedroom dwelling unit
2.0 stalls per 3-or-more bedroom **dwelling** unit.

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

Group Home, Minor	1 per primary dwelling , plus 1 space per three rental beds and 1 per non-resident staff member, minimum total of not less than 3
Group Home, Major	1 per employee on duty, plus 1 per 5 dwelling or sleeping units, plus 1 scooter parking space per 5 dwelling or sleeping units

Home Based Business, Rural	1 per non-resident employee and 1 per customer in addition to that required for the primary dwelling
Home Based Business, Minor	1 per customer in addition to that required for the primary dwelling

Home Based Business, Major	1 per non-resident employee and 1 per customer in addition to that required for the primary dwelling
Mobile Homes	2 per dwelling unit, plus 1 space per 7 dwelling units as designated visitor parking
Rooming Houses	1 per 2 sleeping rooms, plus 2 spaces required for the corresponding primary dwelling unit
Second Kitchens	1 per second kitchen , plus spaces required for the corresponding primary dwelling unit
Secondary Suites	1 per suite, plus 2 spaces required for the corresponding primary dwelling unit
Seniors Assisted Living	1 per employee on duty, plus 1 per 5 dwelling or sleeping units, plus 1 per 7 units as designated visitor parking, plus 1 scooter parking space per 5 dwelling or sleeping units
Seniors Housing	1.0 per bachelor dwelling unit 1.25 per 1- bedroom dwelling unit 1.5 per 2- bedroom dwelling unit 2.0 per 3-or-more bedroom dwelling unit
Seniors Residential Care	1 per employee on duty, plus 1 per 5 dwelling or sleeping units as designated visitor parking, plus 1 scooter parking space per 5 dwelling or sleeping units
Seniors Supportive Housing	1 per employee on duty, plus 1 per dwelling or sleeping unit, plus 1 per 7 units as designated visitor parking, plus 1 scooter space per 5 dwelling or sleeping units

Single Detached Housing Semi-Detached Housing Duplex	2 per dwelling unit
Single Detached Housing in a Bareland Strata Mobile Homes in R7 zone Residential security/operator unit	Of the required spaces, 1 per 7 dwelling units to be designated visitor parking (included in the total number of spaces to be provided) for bareland strata and strata developments

COMMERCIAL USES

All commercial uses in the C7 zone even if listed separately below	exempt from providing on-site parking
All commercial uses in the C8 zone even if listed separately below	exempt from providing on-site parking
Amusement Arcades, Major and Minor	2.5 per 100m ² GFA
Animal Clinics, Major and Minor	2.5 per 100m ² GFA
Animal Shelters	1 per employee on duty plus 2
Artist Studios	2.0 per 100m ² GFA
Auctioneering Establishments	2.5 per 100m ² GFA
Autobody Repair and Paint Shops	1 per 2 employees on duty, plus 2 per service bay
Automotive and Equipment Repair Shops	2 per service bay
Automotive and Recreation Vehicle Sales and Rentals, Truck and Mobile Home Sales/Service	2.0 per 100m ² GFA
Boat Storage	1 per 10 boat storage stalls plus 2 stalls for employees

Broadcasting Studios	2.5 per 100m ² GFA
Business Support Services	2.0 per 100m ² GFA; or 1 per vehicle in fleet plus 1 per employee on duty
Call Centres	1 per 2 employees on duty
Commercial Schools	1 per 10 students
Drive-through Services Drive-through Vehicle Services	2.5 per 100m ² GFA; minimum 5
Food Primary Establishments Liquor Primary Establishments, Minor Liquor Primary Establishments, Major	1 per 4 seats of capacity
Financial Services	2.5 per 100m ² GFA
Fleet Services	2.0 per 100m ² GFA; or 1 per vehicle in fleet plus 1 per employee on duty
Gaming Facilities	2.5 per 100m ² GFA
Gas Bars	1 per 2 employees on duty, plus 2 per service bay, plus additional required spaces for other associated uses (e.g. convenience retail)
Service Stations, Major and Minor Car Washes	
Health Services	5 per 100m ² GFA
Hotels and Motels	1 per sleeping unit plus requirements of other uses
Hostels	1 per 5 beds plus 1 per 2 employees on duty
Multiple Occupancy Commercial & Industrial use Offices Real Estate Sales Office	2.0 per 100m ² GFA 2.5 per 100m ² GFA
Personal Services	

Household Repair Services	
▪ GFA less than 1000m ²	2.0 per 100m ² GFA
▪ GFA 1000m ² or greater	3.0 per 100m ² GFA
▪ Laundromats	1 per 5 washing machines
Real Estate Sales Centres	1 per 2 employees on duty, plus 2 per 100m ² GFA
Retail Stores, Convenience Retail Stores, General Farmers' Market, Flea Markets and Second-Hand Dealerships	
▪ GFA less than 1000m ²	2.0 per 100m ² GFA
▪ GFA greater than 1000m ²	3.0 per 100m ² GFA
Shopping Centres	4.4 per 100m ² GFA
Storage, commercial	1.0 per 100m ² GFA
Storage, outdoor	1.0 per 100m ² GFA
Warehouse Sales	2.5 per 100m ² GFA
Licensee Retail Stores	
▪ GFA less than 200m ²	3.0 per 100m ² GFA
▪ GFA greater than 200m ²	4.0 per 100m ² GFA
All other commercial uses not listed above	
▪ GFA less than 2000m ²	2.2 per 100m ² GFA
▪ GFA 2000m ² to 20,000m ²	3.2 per 100m ² GFA
▪ GFA greater than 20,000m ²	4.3 per 100m ² GFA

AGRICULTURAL USES

Agricultural Machinery Services	2.0 per business
Agriculture, Intensive Impact	1 per 2 employees on duty
Agri-Tourist Accommodation	1 per sleeping unit
Apiculture	1 per 2 employees on duty
Aquaculture	1 per 2 employees on duty

Forestry	1 per 2 employees on duty
Greenhouses and Plant Nurseries Garden Stands	6.0 per 100m ² GFA of retail sales area 5.0 per 100m ² GFA, minimum 4
Medical Marihuana Production Facility	1 per employee on duty <i>(Bylaw 5492)</i>
Stables and Riding Academy	1 per employee on duty plus 1 per every 2 stables;
Kennels	1 per every 4 animal cages
Wineries and Cideries	Sales and Tasting Area:
▪ GFA less than 100m ²	2.0 per 100m ²
▪ GFA greater than 100m ²	3.0 per 100m ² GFA; plus the parking required for other secondary uses

INDUSTRIAL USES

Animal product processing	1 plus 1 per employee on duty
Aerospace Research and Development	2.5 per 100m ² GFA
Aircraft sales/rentals/repairs/ maintenance/construction	1 plus 1 per employee on duty
Airport, terminal and navigational facilities	4.4 per 100m ² terminal building GFA
Brewing and Distilling, Class A and B	1 plus 1 per employee on duty
Bulk Fuel Depots	1 per employee on duty
Concrete and Asphalt Plants	1 plus 1 per employee on duty
Contractor Services, General	1 plus 1 per employee on duty
Contractor Services, Limited	1 plus 1 per employee on duty
Custom Indoor Manufacturing	1 plus 1 per employee on duty
Equipment Rentals	2.0 plus 1 per 100m ² GFA
High Technology Research and Design	2.0 per 100m ² GFA

General Industrial Uses	2.0 per 100m ² GFA
Household Repair Services	2.0 plus 1 per 100m ² GFA
Medical Marihuana Production Facility	1 per employee on duty <i>(Bylaw 5492)</i>
Multiple Occupancy Industrial Uses	2.0 per 100m ² GFA
Recycled Materials Drop-off Centres Recycling Depot and Plants	1 per recycling dumpster, minimum of 2 1 per 3 recycling containers, minimum of 2
Utility Services, Minor Utility Services, Major	1 plus 1 per employee on duty
Vehicle and Equipment Services, Industrial	2.0 plus 1 per 100m ² GFA
Warehousing and storage	0.5 per 100m ² GFA; minimum 5
Wrecking yards	1 plus 1 per employee on duty

INSTITUTIONAL USES AND BASIC SERVICES

Cemeteries	1 per employee on duty plus 5 visitor stalls min
Detention and Correction Services	1 per employee on duty plus 5 visitor stalls min
Educational Services, Public and Private	See Schools, Colleges and Universities
Emergency and Protective Services	1 per employee on duty plus 3 visitor stalls min
Funeral Services	1 per employee on duty plus 2.5 per 100m ² GFA
Government Agencies Government Services	3.0 per 100m ² GFA
School, Elementary	1 per employee on duty plus 5 visitor stalls min

School, Secondary	1 per employee on duty plus 2 per classroom
Colleges and Universities	0.5 per employee on duty plus 5 per classroom

COMMUNITY, RECREATIONAL AND CULTURAL USES

All Community, Recreational and Cultural uses in the C7 zone even if listed separately below – exempt from providing on-site parking.

All Community, Recreational and Cultural uses in the C8 zone even if listed separately below – exempt from providing on-site parking.

Bowling Alleys	2 per alley
Care Centres, Minor Care Centres, Major	1 per care provider on duty
Community Recreation Services Exhibition and Convention Facilities Private Clubs	1 per 5 seating spaces; or 20 per 100m ² of floor area used by patrons
Cultural Facility (e.g. Museums, Art Galleries and Exhibits)	2.5 per 100m ² GFA
Curling Rinks	4 per curling sheet
Golf Courses	6 per hole; plus the parking required for other secondary uses
Golf Driving Ranges	1 per tee
Public Libraries and Museums	2.75 per 100m ² GFA
Parks, Zoos and Botanical Gardens	<ul style="list-style-type: none"> ▪ greater than 2ha (5 acres) in area minimum 12 ▪ less than or equal to 2ha (5 acres) in area minimum 4 ▪ any size, associated with school site school parking requirement only ▪ parks less than 0.2ha (0.5 acre) no requirements

Participant Recreation Services, Outdoor 1 per employee on duty, plus 1 per 3 users

(except golf courses)

Participant Recreation Services, Indoor

(except curling rinks, swimming pools, and racquet clubs)

Racquet Clubs	2 per court
Religious Assemblies	1 per 7 seats
Spectator Entertainment Establishments Spectator Sports Establishments	1 per 4 seats
Swimming Pools - Public	8 per 100m ² of pool water surface
Tourist Campsites	1.1 per camping space

RECREATIONAL WATER USES

Boat Launches	10 per boat launch
Docks, public	minimum 5
Foreshore Public Access lots smaller than 2ha (5 acres) lots bigger than 2ha (5 acres)	exempt from parking provision a minimum of 6 parking spaces
Marinas	1 per 3 boat spaces
Marine Fuel Facilities	1 per business
Marine Equipment Rentals	1 per 1 boat space, plus 1 per business
Moorage, temporary	minimum 5

TABLE 7.2 - LOADING SCHEDULE

* Note: GFA = Gross Floor Area

Type of Development or Use:

Required Loading Spaces:

RESIDENTIAL AND RELATED USES

Apartment Hotels Apartment Housing Apartment Housing, Tourist	1 per 2800m ² GFA, developments with ten units or less are exempt from this provision <i>(Bylaw 5339)</i>
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COMMERCIAL USES

Amusement Arcades, Major and Minor	1 per 1900m ² GFA
Artist Studios	1 per 1900m ² GFA
Auctioneering Establishments	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Autobody Repair and Paint Shops Automotive and Equipment Repair Shops	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i> 1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Automotive and Recreation Vehicle Sales and Rentals, Truck and Mobile Home Sales/Service, Agricultural Machinery Services	1 per 1900m ² GFA , minimum 1 <i>(Bylaw 5339)</i>
Boat Storage	1 per 1900m ² GFA , minimum 1
Broadcasting Studios	1 per 1900m ² GFA
Business Support Services	1 per 1900m ² GFA
Commercial Schools	3.0 car loading spaces per 100 students, minimum 3 <i>(Bylaw 5339)</i>
Commercial Storage	1 per 1900m ² GFA for storage, minimum 1
Food Primary Establishments	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Liquor Primary Establishments, Minor Liquor Primary Establishments, Major	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>

Financial Services	1 per 1900m ² GFA
Fleet Services	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Gaming Facilities	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Health Services	1 car loading space per 500m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Hotels	1 per 2800m ² GFA, minimum 1
Multiple Occupancy Commercial Use	1 per 1900m ² GFA determined for the overall development
Motels	1 per 1900m ² GFA, minimum 1
Hostels	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Office areas less than 1900 m²	no requirement
Office buildings	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Personal Services	1 per 1900m ² GFA
Household Repair Services	
Retail Stores, General	1 per 1900m ² GFA
Farmers' Market, Flea Markets and Second-Hand Dealerships	
Shopping Centres	1 per 1900m ² GFA determined for the overall development, minimum 1 <i>(Bylaw 5339)</i>
Storage, commercial and outdoor	1 per 1900m ² GFA for storage, minimum 1 <i>(Bylaw 5339)</i>
Warehouse Sales	1 per 1900m ² GFA for warehousing, minimum 1 <i>(Bylaw 5339)</i>
Licensee Retail Stores	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>

AGRICULTURAL USES

Greenhouses and Plant Nurseries	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Medical Marihuana Production Facility	1 per facility <i>(Bylaw 5492)</i>
Wineries and Cideries	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>

INDUSTRIAL USES

Animal product processing	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Aerospace Research and Development	1 per 1900m ² GFA
Aircraft sales/rentals/repairs/ maintenance/construction	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Brewing and Distilling, Class A and B	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Bulk Fuel Depots	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Contractor Services, General	1 per 1900m ² GFA
Contractor Services, Limited	1 per 1900m ² GFA
Custom Indoor Manufacturing	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Equipment Rentals	1 per 1900m ² GFA, minimum 1
High Technology Research and Design	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Household Repair Services	1 per 1900m ² GFA
Medical Marihuana Production Facility	1 per facility <i>(Bylaw 5492)</i>
Multiple Occupancy Industrial Uses	1 per 1900m ² GFA determined for the overall development
Recycled Materials Drop-off Centres Recycling Depot and Plants	1 per 1900m ² GFA, minimum 1
Vehicle and Equipment Services, Industrial	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Warehousing and storage	1 per 1900m ² , minimum 1 <i>(Bylaw 5339)</i>

INSTITUTIONAL USES AND BASIC SERVICES

Educational Services, Public and Private	See Schools, Colleges and Universities
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Emergency and Protective Services	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Extended Medical Treatment Services	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Funeral Services	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Government Agencies Government Services	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
School, Elementary	minimum 5; plus two bus loading spaces <i>(Bylaw 5339)</i>
School, Secondary	3.0 car loading spaces per 100 students, minimum 5; plus three bus loading spaces <i>(Bylaw 5339)</i>
Colleges and Universities	3.0 car loading spaces per 100 students, minimum 5; plus three bus loading spaces <i>(Bylaw 5339)</i>

COMMUNITY, RECREATIONAL AND CULTURAL USES

Care Centres, Minor, Care Centres, Major	1 loading space is required for facilities providing care for more than twenty individuals <i>(Bylaw 5361)</i> 1 car loading spaces per 10 persons under care
Group Home, Minor	minimum of 1 car loading space
Group Home, Major	1 car loading space per 10 persons under care
Exhibition and Convention Facilities	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Cultural Facility (e.g. Museums, Art Galleries and Exhibits)	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>

Public Libraries and Museums	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Seniors Assisted Housing Seniors Housing Seniors Residential Care Seniors Supportive Housing	1 loading space is required for facilities providing care for more than twenty individuals 1 car loading spaces per 10 persons under care
Zoos and Botanical Gardens	Minimum 1
Spectator Entertainment Establishments, excluding cinemas	1 per 2800m ² GFA
Spectator Sports Establishments	1 per 2800m ² GFA

RECREATIONAL WATER USES

Marine Fuel Facilities	1 per 1900m ² GFA
Marine Equipment Rentals	1 per 1900m ² GFA

TABLE 7.3 - BICYCLE PARKING SCHEDULE

* Note: GFA = Gross Floor Area

Type of Development or Use: **Required Bicycle Parking spaces:**

RESIDENTIAL & RESIDENTIAL RELATED USES

Apartment Housing Row Housing Stacked Row Housing Employee Housing, Dormitory Employee Housing, Self-Contained Dwelling	Class I: 0.5 per dwelling unit Class II: 0.25 per dwelling unit <i>(Bylaw 5339)</i>
Rooming Houses or Boarding Rooms (5 or more bedrooms)	Class I: 0.1 per bedroom
Group Homes, Major	Class I: 0.1 per bedroom

(5 or more bedrooms)

Congregate Housing, Minor	Minimum 1
Congregate Housing, Major	Class I: 0.1 per bedroom
Mobile Home Parks	Class I: 0.5 per mobile home <i>(Bylaw 5339)</i>

COMMERCIAL USES

For a change of commercial uses in existing buildings with a zero setback, these requirements may be waived if there is no physical opportunity to provide bicycle parking.

Amusement Arcades, Major and Minor	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 1.0 per 100m ² GFA
Auctioneering Establishments	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.5 per 100m ² GFA
Autobody Repair and Paint Shops	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Automotive and Equipment Repair Shops	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Automotive and Recreation Vehicle Sales and Rentals, Truck and Mobile Home Sales/Service	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Broadcasting Studios	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
Business Support Services	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
Call Centres	Class I: 1.0 per 100m ² GFA or one per 10 employees, maximum 30 Class II: 1.0 per 100m ² GFA <i>(Bylaw 5339)</i>

Commercial Schools	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.5 per 100m ² GFA
Commercial Storage	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.5 per 100m ² GFA
Food Primary Establishments	Class I: 0.2 per 100m ² GFA or one per 10
Liquor Primary Establishments, Minor Liquor Primary Establishments, Major	employees, maximum 20 Class II: 0.6 per 100m ² GFA
Financial Services	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
Fleet Services	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Gaming Facilities	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
Gas Bars	Class I: 0.2 per 100m ² GFA or one per 10
Service Stations, Major and Minor	employees, maximum 20
Health Services	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
Hotels Motels	Class I: 1 per 20 sleeping units Class II: 1 per 20 sleeping units
Hostels	Class I: 1 per 10 sleeping units Class II: 1 per 10 sleeping units
Multiple Occupancy Commercial Use	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA

Offices	Class I: 0.5 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.5 per 100m ² GFA (<i>Bylaw 5339</i>)
Personal Services Household Repair Services	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Retail Stores, Convenience	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Retail Stores, General Farmers' Market, Flea Markets and Second-Hand Dealerships	Class II: 0.6 per 100m ² GFA
Shopping Centres	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
Storage, commercial and outdoor	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Warehouse Sales	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Licensee Retail Stores	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA

AGRICULTURAL USES

Greenhouses and Plant Nurseries	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
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INDUSTRIAL USES

Brewing and Distilling, Class A and B Contractor Services, General	Class II: 0.3 per 100m ² GFA Class II: 0.3 per 100m ² GFA
Contractor Services, Limited	Class II: 0.3 per 100m ² GFA
Custom Indoor Manufacturing	Class II: 0.3 per 100m ² GFA

Equipment Rentals	Class II: 0.3 per 100m ² GFA
High Technology Research and Design	Class II: 0.3 per 100m ² GFA
Household Repair Services	Class II: 0.3 per 100m ² GFA
Multiple Occupancy Industrial Uses determined	Class II: 0.3 per 100m ² GFA to be for the overall development
Vehicle and Equipment Services, Industrial	Class I: 0.3 per 100m ² GFA

INSTITUTIONAL USES AND BASIC SERVICES

Cemeteries	Class I: 1 per 25 employees
Detention and Correction Services	Class I: 1 per 25 employees Class II: 5 per public building entrance
Educational Services, Public and Private	See Schools, Colleges and Universities
Emergency and Protective Services	Class I: 1 per 25 employees Class II: 5 per public building entrance
Extended Medical Treatment Services	Class I: 1 per 25 employees Class II: 5 per public building entrance
Funeral Services	Class I: 1 per 25 employees Class II: 5 per public building entrance
Government Agencies Government Services	Class I: 1 per 25 employees Class II: 5 per public building entrance
School, Elementary	Class I: 2.5 per classroom Class II: 0.1 per classroom
School, Secondary	Class I: 2.5 per classroom Class II: 0.1 per classroom
Colleges and Universities	Class I: 2.5 per classroom Class II: 0.1 per classroom

COMMUNITY, RECREATIONAL AND CULTURAL USES

Bowling Alleys	Class I: minimum 2 Class II: 5 per public building entrance
Care Centres, Minor Care Centres, Major	no requirement Class I: minimum 2 Class II: minimum 4 Class I: minimum 3 Class II: minimum 6
Community Recreation Services Exhibition and Convention Facilities Private Clubs	Class I: minimum 2 Class II: 5 per public building entrance
Cultural Facility (e.g. Museums, Art Galleries and Exhibits)	Class I: minimum 2 Class II: 5 per public building entrance
Curling Rinks	Class I: minimum 2 Class II: 5 per public building entrance
Golf Courses	Class I: minimum 4
Golf Driving Ranges	Class I: minimum 2 Class II: 5 per public building entrance
Public Libraries and Museums	Class I: minimum 2 Class II: 5 per public building entrance
Parks, Zoos and Botanical Gardens	
<ul style="list-style-type: none"> ▪ greater than 2 hectare (4.9 ac) in area ▪ less than or equal to 2 hectare (4.9 ac) in area ▪ any size, associated with school site ▪ children's playgrounds 	Class I: minimum 2 Class II: minimum 3 Class I: minimum 1 Class II: minimum 2 Class I: minimum 2 Class II: minimum 3 Class I: minimum 1 Class II: minimum 1
Participant Recreation Services, Outdoor (except golf courses)	Class I: minimum 2 Class II: 5 per public recreation use
Participant Recreation Services, Indoor (except curling rinks, swimming pools, and racquet clubs)	Class I: minimum 2 Class II: 5 per public building entrance

Racquet Clubs	Class I: minimum 2 Class II: 5 per public building entrance
Religious Assemblies	Class II: 5 per building
Spectator Entertainment Establishments Spectator Sports Establishments	Class I: 1 per 25 employees Class II: 5 per public building entrance
Swimming Pools - Public	Class I: minimum 2 Class II: 5 per public building entrance
Tourist Campsites	Class I: minimum 2 Class II: 0.5 per campsite

RECREATIONAL WATER USES

Foreshore Public Access	
lots smaller than 2ha (5 acres)	exempt from parking provision
lots bigger than 2ha (5 acres)	Class II: minimum 5

*** Bicycle Parking Class I**

- Bicycle parking that is provided for residents, students, or employees of a **development**. It is intended for the long term parking of bicycles and includes racks, railings, lockers, individual garages or **carports** for each **dwelling** unit, or other structurally sound devices designed to secure one or more bicycles in an orderly fashion.

*** Bicycle Parking Class II**

- Bicycle parking that is provided for patrons or visitors of a **development**. It is intended for the short term parking of bicycles and includes racks, railings, lockers, or other structurally sound devices designed to secure one or more bicycles in an orderly fashion.

APPENDIX C.
**Summary of
Planned Transportation Improvements**

Summary of Planned Transportation Improvements

North Okanagan 25 Year Transit Future Plan

(City of Vernon Master Transportation Plan, Section 7.1,7.2)

- Finalise the development of the core transit spine
- Introduce New Local Transit Network (LTN) Route to Waterfront Neighbourhood Centre
- Examine secondary exchange improvement possibilities at Village Green Centre, Polson Place Mall and Okanagan College

Pedestrian and Bike Master Plan

(City of Vernon Master Transportation Plan, Section 8.0-8.9)

- By 2040 Vernon aims to provide an additional: 80km of shared use facilities, 46km of sidewalks and 7km of on-road bike lanes
- Implement pedestrian priority areas – standardizing pedestrian facilities and crossing treatments, prioritizing areas with high numbers of vulnerable users
- Increase fully connected bike routes
- Implement bike route priorities
- Standardize bike facilities & crossing treatments
- Enhance roadside and off-road trail network – Develop Okanagan Rail Corridor trail

City Centre Neighbourhood Plan – Parking Strategy

(CCNP, Section 6.1)

- Increase demand for parking facilities by developing access management programs to function as positive, marketable assets for the City Centre.
- Aim to make the existing parkade inviting to users, improve lighting, provide consistent and identifiable signage and design improvements to increase security and make aesthetic improvements. Continue to make improvements in accordance with CPTED provisions to the existing parkade.
- Support parking and access management as a key element of the City's economic development strategy.
- Promote mixed used, shared use parking strategies and alternative modes of transportation to decrease parking demand in the City Centre.
- Identify potential sites and compile the costs associated with constructing a new, multi-story mixed use parking structure to meet future demand.

Waterfront Neighbourhood Centre Plan – Transportation Demand Management

(WNCP, Section 6.0)

- Create user-friendly streets throughout the Waterfront Neighbourhood Centre to support the vision for streetscapes, complete with emphasis on the pedestrian first, followed by bicycles, transit and the private automobile.
- Complete the multi-use trail along Okanagan Landing Road in coordination with development.
- Install sidewalks along the south side of Okanagan Landing Road near Okanagan Landing Elementary School and up Grant Road in part to address safety concerns for students walking to and from the school.
- Integrate trail systems to provide options for residents and visitors travelling to, from and within the plan area.
- Encourage the use of shared parking facilities to meet the varied needs of visitors to the Waterfront while minimizing the land dedicated to parking.
- Provide on-street parking in selected areas, with public off-street parking provided off Cummins Road.

City Centre Neighbourhood Plan

(CCNP, Section 3.0)

- Development of a multi-use trail along Vernon Creek to improve connections to and within the City Centre and increase awareness of this significant natural area.
- Enhance pedestrian connection between the Civic Centre and the Historic Downtown through the former Medical Clinic site with public amenities (e.g. playground, public washrooms).
- Continue improvements to the Polson Greenway, including the connection between 30th and 29th Street, to establish the street as a signature movement corridor.
- Explore reopening 31st Street through the Fruit Union site as a pedestrian and cycling link to Polson Park through redevelopment.
- Complete the Polson Greenway and 25th Avenue streetscape improvements to enhance links through the area to Polson Park.
- Aim to minimize the impact to residents of downtown employees parking on streets in the area through the parking strategy, identifying driveway clearances and signage.
- Pedestrian and cycling links across the highway, linking recreation amenities to all other City Centre character areas, is encouraged.
- Improvements to the quality and function of BX Creek, development of a Creekside trail, as well as working to daylight the creek, are to be undertaken as opportunities arise.

