



CORPORATION OF THE CITY OF VERNON

ADVISORY PLANNING COMMITTEE

TUESDAY, APRIL 9, 2018

4:00 pm – OKANAGAN LAKE ROOM

A G E N D A

1. ADOPTION OF AGENDA

2. ADOPTION OF MINUTES

March 26, 2019 (attached)

3. NEW BUSINESS

a) **OCP00083/ZON00330** – Official Community Plan Amendment and Zoning Boundary Adjustments in the Foothills Neighbourhood

b) **ZONING BYLAW #5000 ACCESSIBLE PARKING AMENDMENTS**

c) **DVP00449** – Development Variance Permit Application for 7953 Okanagan Landing Road

4. INFORMATION ITEMS

a) An update of APC related items discussed at the March 25, 2019 Council Meeting will be provided.

5. NEXT MEETING

The next meeting is tentatively scheduled for Wednesday, April 24th, 2019.

6. ADJOURNMENT



THE CORPORATION OF THE CITY OF VERNON

MINUTES OF ADVISORY PLANNING COMMITTEE MEETING

HELD

TUESDAY, MARCH 26, 2019

PRESENT: VOTING
Monique Hubbs-Michiel
Larry Lundgren
Bill Tarr
Phyllis Kereliuk
Lisa Briggs
Mark Longworth
Don Schuster
Doug Neden

NON VOTING
Councillor Mund
Mayor Cumming

GUESTS: Member of the Public (1)

ABSENT: Jamie Paterson
Harpreet Nahal

STAFF: Craig Broderick, Manager, Current Planning
Ed Stranks, Manager, Engineering Development Services
Keltie Chamberlain, Planning Assistant
Janice Nicol, Legislative Committee Clerk

ORDER The Committee Clerk called the meeting to order at 4:00 p.m.

ELECTION OF VICE-CHAIR Moved by Monique Hubbs-Michiel, seconded by Don Schuster;
THAT Doug Neden be re-elected Vice-Chair of the
Advisory Planning Committee for 2019.

CARRIED.

ADOPTION OF AGENDA Moved by Doug Neden, seconded by Monique Hubbs-Michiel ;
THAT the agenda of the Advisory Planning Committee
meeting for Tuesday, March 26, 2019 be adopted.

CARRIED.

ADOPTION OF MINUTES

Moved by Phyllis Kereliuk, seconded by Larry Lundgren;

THAT the minutes for the Advisory Planning Committee meeting of February 12, 2019 be adopted.

CARRIED.

NEW BUSINESS:

DEVELOPMENT VARIANCE PERMIT APPLICATION – 1909 43 AVENUE

The Advisory Planning Committee reviewed Development Variance Permit application for 1909 43 Avenue. The Planning Assistant reviewed the application. The following points were noted by the Committee:

- Is a side yard landscape buffer necessary? Seems like it may consume water and serve no real purpose.
- Once the trees are mature, concern that they may not be maintained and extend over onto neighbouring properties leaving debris.
- Concrete fence height may pose a problem for some neighbours that have built structures close to property line.
- Concern about the grade of the property once the concrete fence is constructed.
- Concern about the proposed industrial access into a residential neighbourhood (42A Street).

Moved by Doug Neden, seconded by Monique Hubbs-Michiel ;

THAT the Advisory Planning Committee recommends that Council support Development Variance Permit Application #DVP00445 to vary the following sections of Zoning Bylaw #5000 in order to construct a 13-unit industrial strata building on Lot 3, Plan 7229, District Lot 75, Osoyoos Division Yale District Except PCL A (DD 182321F) (1909 43rd Street):

- a) to vary the required minimum side yard landscape buffer from 2.0m to five individual landscape buffer islands with a 2.4m concrete fence with decorative detailing in the south-west side yard (Section 6.6.2);

AND FURTHER, that the Advisory Planning Committee recommends that Council support of DVP00428 is subject to the following:

- a) That the site, elevation and landscape plans generally noted as Attachments 1 to 3 inclusive in the report titled “Development Variance Permit Application for 1909 43rd Street” and dated March 19, 2019 by the Planning Assistant be attached to and form part of DVP00445 as Schedule ‘A’.

CARRIED.

**DEVELOPMENT
VARIANCE PERMIT
APPLICATION – 8800
RISING VIEW WAY**

The Advisory Planning Committee reviewed Development Variance Permit application for 8800 Rising View Way. The Manager, Current Planning and Manager, Engineering Development, reviewed the application.

Moved by Don Schuster, seconded by Monique Hubbs-Michiel;

THAT the Advisory Planning Committee recommends that Council support Development Variance Permit Application #DVP00442 to vary the following section of Zoning Bylaw #5000 in order to construct a golf course clubhouse on a portion of Lot A, Sec 6, Twp 8, ODYD, Plan EPP19505 (8800 Rising View Way), which straddles the boundary of the RTC – Resort Commercial and P5 – Private Park zoning districts:

- a) to vary Section 12.5.5 for the portion of the property zoned P5 – Private Park to allow the maximum height of a structure to be increased from 8.0 m to 15.0 m to allow the construction of a golf course clubhouse.

AND FURTHER, that the Advisory Planning Committee recommends that Council direct the Manager of Development Engineering to allow a modification to the Okanagan Hills Master Development Agreement (2005), in order to allow the construction of the golf course clubhouse, subject to the necessary servicing costs associated with the golf course clubhouse being identified and proportionately allocated within the Master Development Agreement module structure.

AND FURTHER, that the Advisory Planning Committee recommends that Council support of DVP00442 is subject to the following:

- a) That the site plan and elevation plans, intended to illustrate the general form, character and massing of the proposed golf course clubhouse as shown on Attachments 2 and 3 in the report titled "Development Variance Permit Application for 8800 Rising View Way" and dated March 21, 2019 be attached to and form part of DVP00442 as Schedule 'A'.

CARRIED.

INFORMATION ITEMS:

The Manager, Current Planning reviewed Advisory Planning Committee related items that were discussed at the February 25th and March 25th, 2019 Council Meetings:

Feb 25 – DVP00446 – 9738 Delcliffe Road - issued once all conditions are satisfied.

March 25 – Public Hearing for Silver Star Gateway Business Park, granted third reading

The Manager, Current Planning advised that there were no Advisory Planning Committee related items discussed at the March 11, 2019 Council Meeting.

NEXT MEETING

The next regular meeting of the Advisory Planning Committee is tentatively scheduled for **Tuesday, April 9th, 2019.**

ADJOURNMENT

The meeting of the Advisory Planning Committee adjourned at 4:34 p.m.

CERTIFIED CORRECT:

_____ Chair



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: April 23, 2019
REPORT DATE: April 4, 2019
FILE: ZON00330/OCP00083

**SUBJECT: OFFICIAL COMMUNITY PLAN AMENDMENT AND ZONING BOUNDARY
ADJUSTMENTS IN THE FOOTHILLS NEIGHBOURHOOD**

PURPOSE:

To review an Official Community Plan amendment and rezoning application process to adjust the zoning boundaries of selected properties in the Foothills Neighbourhood Plan Area.

RECOMMENDATION:

THAT Council support the proposed Official Community Plan amendment and concurrent rezoning of a portion of Lot 1, Plan EPP89064, Sec 13, Twp 8, ODYD (6501 Blackcomb Way) and a portion of Lot 1, Plan KAP33073, Sec 13, Twp 8, ODYD (180 Whistler Place) as outlined in the report titled "Official Community Plan Amendment and Zoning Boundary Adjustments in the Foothills Neighbourhood" dated April 4, 2019 from the Manager, Current Planning.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council not support the proposed Official Community Plan amendment and concurrent rezoning of a portion of Lot 1, Plan EPP89064, Sec 13, Twp 8, ODYD (6501 Blackcomb Way) and a portion of Lot 1, Plan KAP33073, Sec 13, Twp 8, ODYD (180 Whistler Place) as outlined in the report titled "Official Community Plan Amendment and Zoning Boundary Adjustments in the Foothills Neighbourhood" dated April 4, 2019 from the Manager, Current Planning.

Note: Should Council not support the Official Community Plan amendment and concurrent rezoning, the existing zoning on the subject properties would remain in place, which would necessitate a redesign of the access to the residential development planned for a portion of Lot 1, Plan KAP33073, Sec 13, Twp 8, ODYD (180 Whistler Place).

ANALYSIS:

A. Committee Recommendations:

At its meeting of April 9, 2019, the Advisory Planning Committee passed the following resolution:

"

B. Rationale:

1. Residential development in the Foothills neighbourhood began in the late 1980s. There have been large areas of land pre-zoned for development since that time. As development progressed, the development areas have been refined based on detailed engineering work and surveying through the subdivision lot creation process.

- The proposed zoning boundary adjustment includes portions of 180 Whistler Place, owned by Foothills Development Ltd. and currently designated Rural Agriculture (RUAGR) and Hillside Residential (HRES), and zoned Row Housing Residential (RM1) and Parks and Open Space (P1) and portions of 6501 Blackcomb Way, owned by the City of Vernon, currently designated Rural Agriculture (RUAGR) and Hillside Residential (HRES) and zoned Row Housing Residential (RM1) and Parks and Open Space (P1). Attachments 1 – 4 illustrate the existing and proposed OCP and zoning.

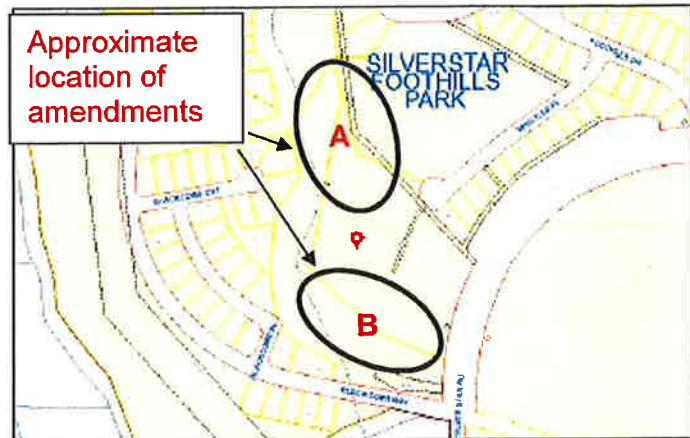


Figure 1 – Property Location Map

- The purpose of the proposed OCP and zoning amendments is to realign the configuration of the OCP designations and zoning boundaries to be consistent with property lines. The realignment also will provide a more practical access to the proposed development and to existing utilities in the area (i.e. sanitary sewer). If approved by Council, detailed site planning can proceed after the proposed realignment is complete.

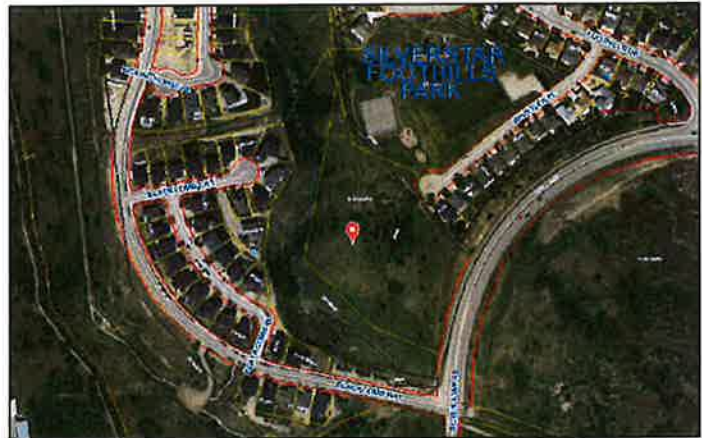


Figure 2 – Aerial Photo

- The proposed Official Community Plan and zoning amendment is intended to match the existing lot lines of the development parcel, currently zoned RM1 (Attachment 5), and the existing ravine lot. The original zoning for the area was predominantly for single family with some RM1 to allow for some row housing (i.e. townhouse style) development. Since that time, the Official Community Plan has been revised and the area designated as Hillside Residential. As such, it is appropriate for the area currently zoned RM1 (Row Housing Residential) to be zoned to HR2 – Hillside Residential Multi-Family (Attachment 6) along with a restrictive covenant to control the type of development allowed on-site (i.e. townhouses).

The HR2 zoning district would allow for the proposed development of two-family dwellings being a maximum of two storeys. The proposed development would be in keeping with the character of the existing neighbourhood. In order to ensure compatibility with the existing neighbourhood, a restrictive covenant would be required as a condition of the zoning that would limit the type of development to single family detached and semi-detached with a maximum of two storeys.

Foothills Development Ltd. has done most of the development in the Foothills Neighbourhood. Much of the remaining land to be developed in the Foothills area is owned by Foothills Development Ltd.

The area to be zoned from RM1 to P1 is slightly larger than the area to be zoned from P1 to HR2. Exact areas will be calculated at the time of bylaw drafting.

The pointed, triangular area north of the proposed rezoning is to remain P1 and will be dedicated to the City as part of a subsequent boundary adjustment. This triangle is adjacent to the park and will allow for better utilization of the park and access to utilities.

5. All areas proposed for rezoning are identified as medium sensitivity areas, as per the Environmental Management Areas (EMA) strategy, therefore the net effect of the proposed OCP and zoning boundary amendments is considered to be negligible. At the development permit stage of the development, an environmental impact review may be required as part of the review of the proposed development. Also, any variances required to support the development will need to be reviewed and endorsed by Council with input from nearby residents.
6. The Plan review of the Foothills Neighbourhood Plan indicates that "some land use designations and policies are intentionally broad, with the intent being that more detail will be provided as a property moves closer to development through rezoning and/or subdivision".

The proposed realignment of the zoning also allows for a larger storm retention facility if needed. Further, as part of the development, a trail connection between Whistler Place to Silver Star Road will be constructed by the developers. The Foothills Neighbourhood Plan supports hillside residential development while also preserving the Ravine Lot for environmental, recreational and drainage purposes. The proposed adjustment of zoning districts is consistent with this vision and accomplishes a more desirable parkland configuration and refines residential development areas.

C. Attachments:

- Attachment 1: Existing OCP Map
- Attachment 2: Existing Zoning Map
- Attachment 3: Proposed OCP Map
- Attachment 4: Proposed Zoning Map
- Attachment 5: RM1 Zoning District
- Attachment 6: HR2 Zoning District

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

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

- Support sustainable neighbourhoods by implementing the OCP

E. Relevant Policy/Bylaws/Resolutions:

1. The proposed OCP and Zoning Bylaw amendments are considered to be boundary adjustments only and are well within the spirit and intent of the Foothills Neighbourhood Plan.

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Approved for submission to Council:

X

Signer 1

Craig Broderick
Manager, Current Planning

Will Pearce, CAO

Date: _____

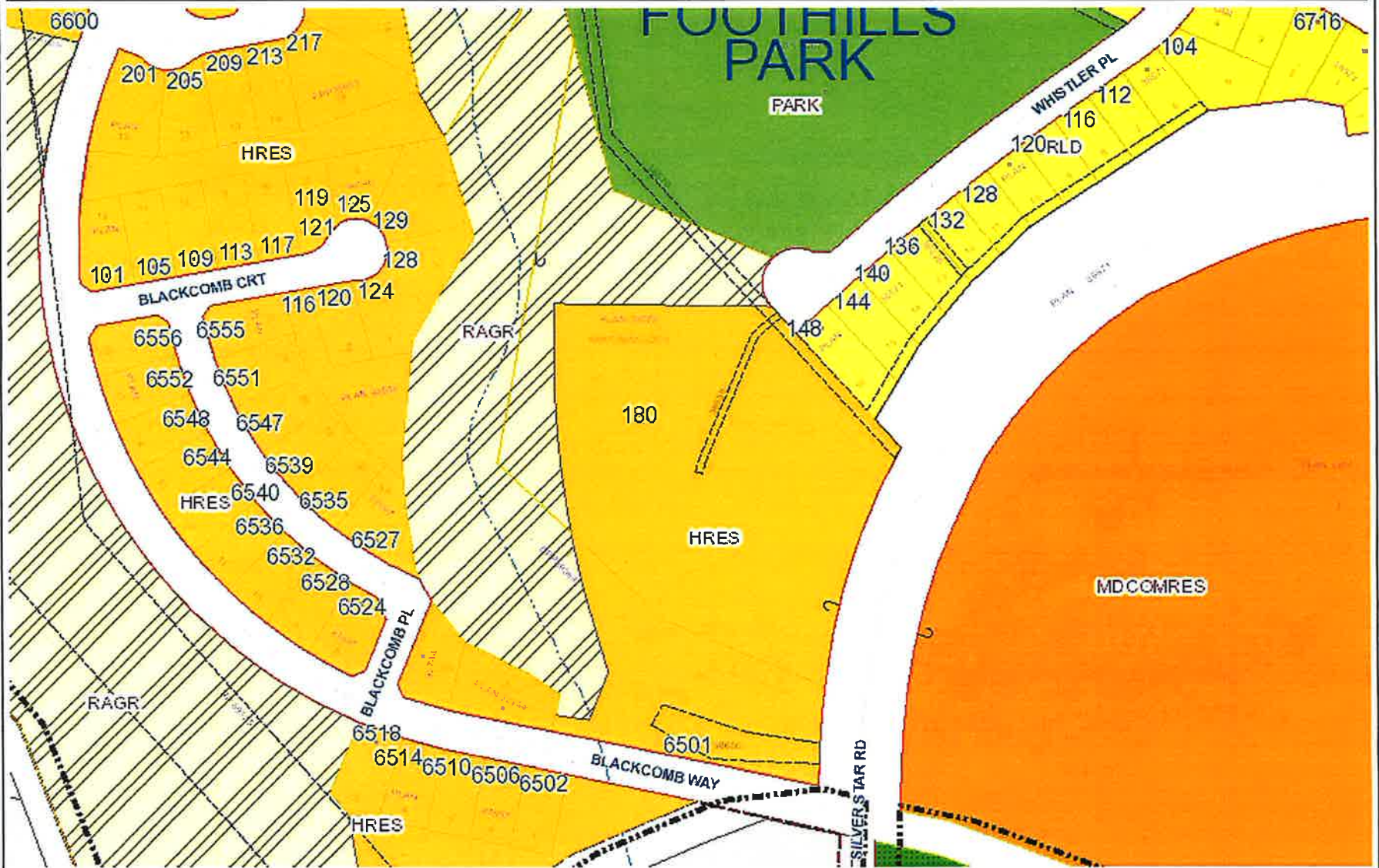
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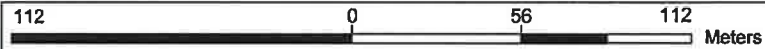
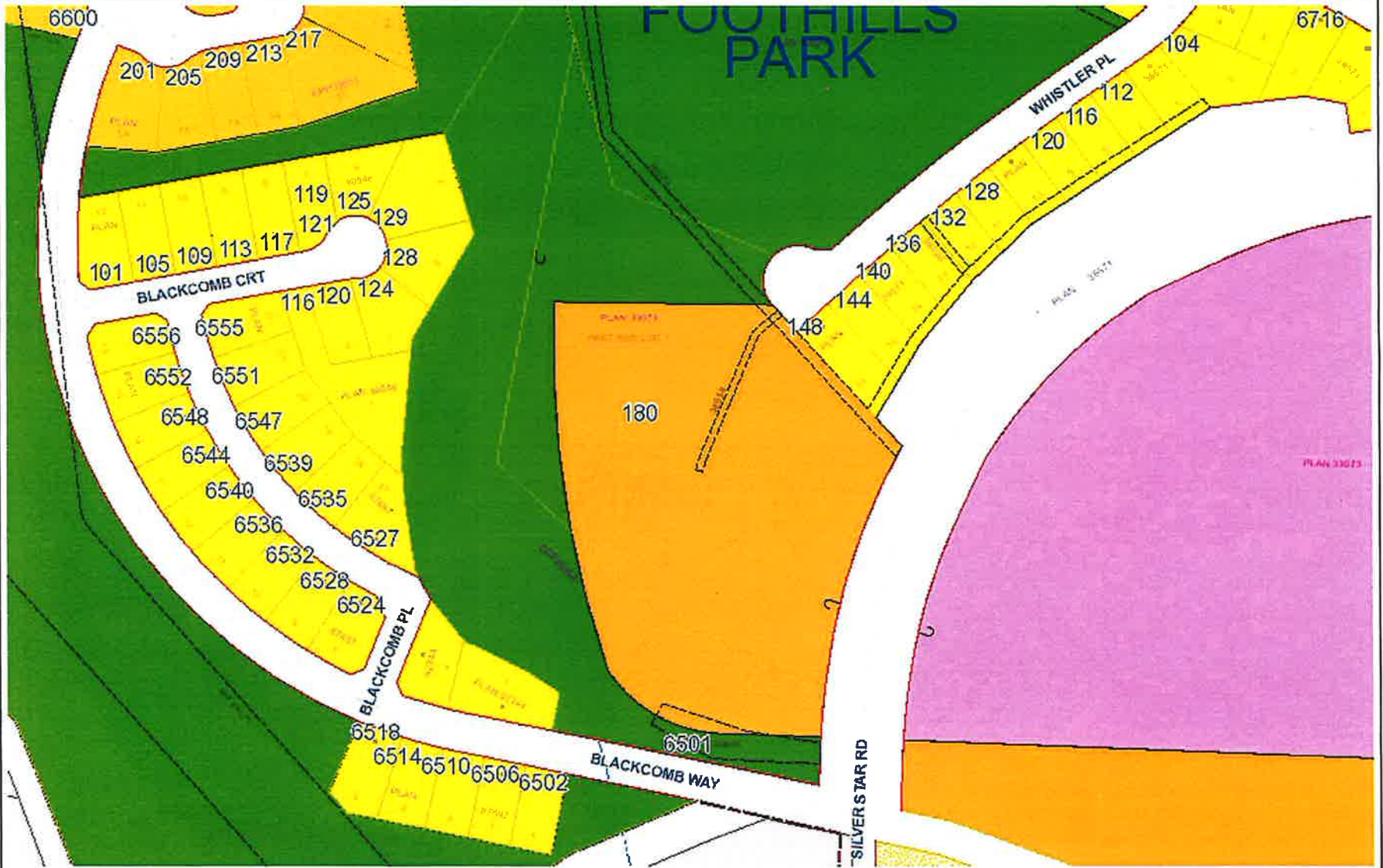
Signer 2

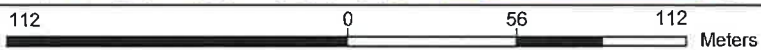
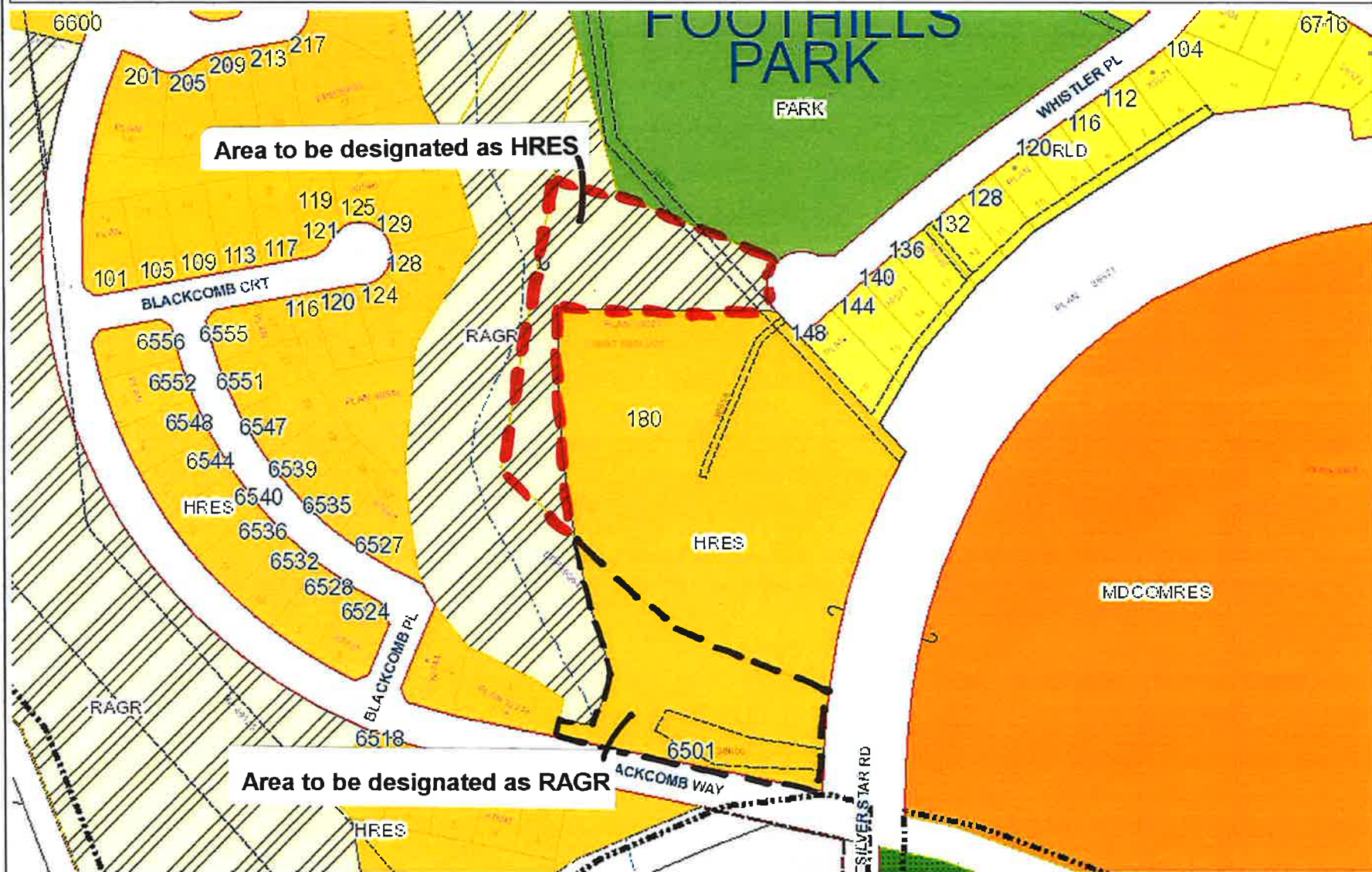
Kim Flick
Director, Community Infrastructure and Development

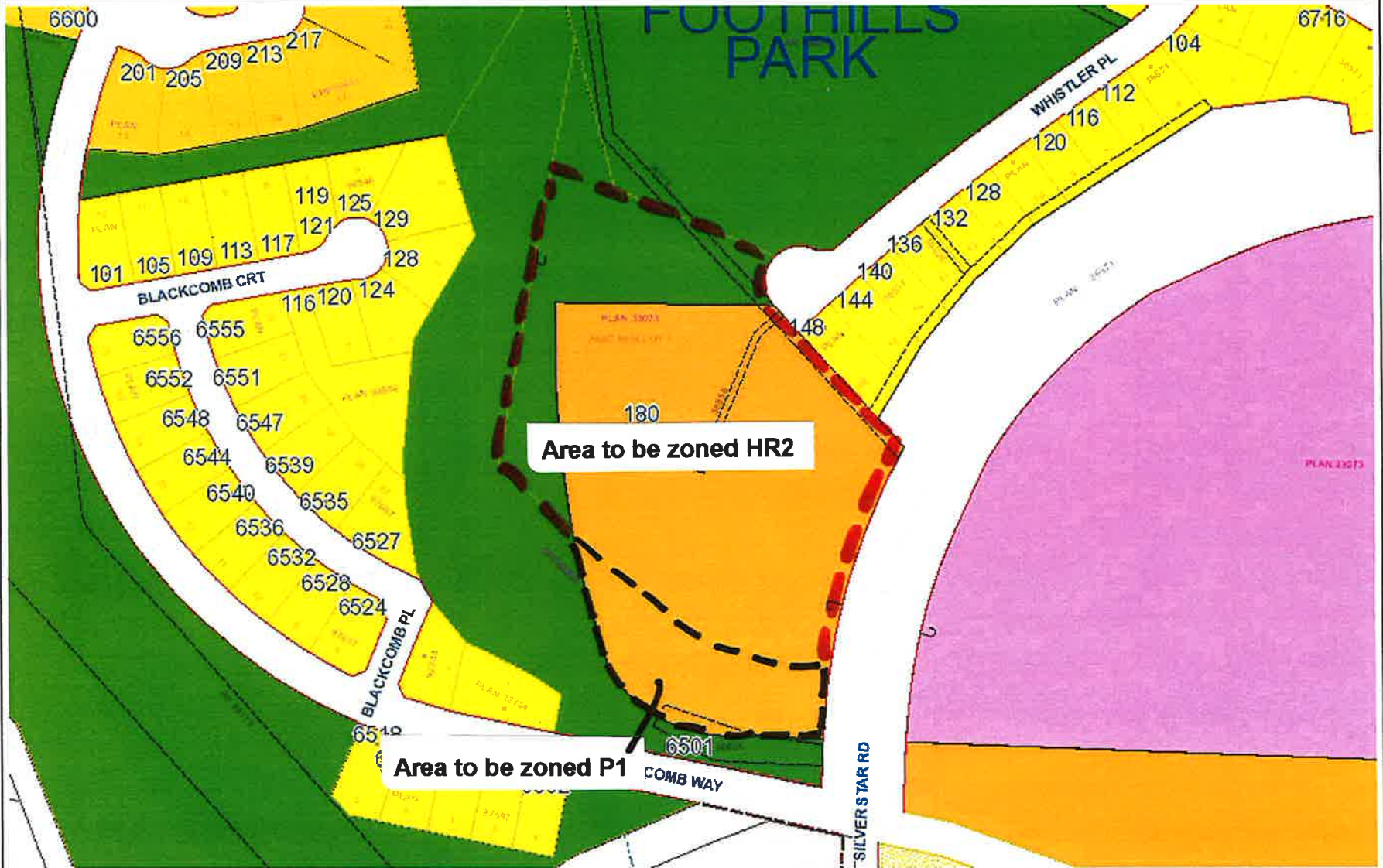
REVIEWED WITH

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| <input type="checkbox"/> Bylaw Compliance | <input type="checkbox"/> Public Works/Airport | <input checked="" type="checkbox"/> Long Range Planning & Sustainability |
| <input type="checkbox"/> Real Estate | <input type="checkbox"/> Facilities | <input type="checkbox"/> Building & Licensing |
| <input type="checkbox"/> RCMP | <input type="checkbox"/> Utilities | <input 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 checked="" type="checkbox"/> Parks | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Financial Services | | <input type="checkbox"/> Economic Development & Tourism |
| <input checked="" type="checkbox"/> COMMITTEE: APC (Apr.9/19) | | |
| <input type="checkbox"/> OTHER: | | |











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)

HR2

9.16 HR2 : Hillside Residential Multi-Family

9.16.1 Purpose

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

9.16.2 Primary Uses

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

9.16.3 Secondary Uses

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

9.16.4 Subdivision Regulations

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

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

9.16.5 Party Wall Subdivision Regulations

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

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

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

9.16.6 Development Regulations

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

9.16.7 Other Regulations

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

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



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Ellen Croy
Transportation Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: April 23, 2019
REPORT DATE: April 2, 2019
FILE: 6450

SUBJECT: ZONING BYLAW #5000 ACCESSIBLE PARKING AMENDMENTS

PURPOSE:

To provide Council with proposed Zoning Bylaw #5000 amendments to require accessible parking spaces in off-street parking lots for consideration of First and Second readings.

RECOMMENDATION:

THAT Council endorse amendments to Zoning Bylaw #5000, as shown in red in Attachment 1 in the report titled "Zoning Bylaw #5000 Accessible Parking Amendments" dated April 2, 2019 by the Transportation Planner, that would require new developments to provide accessible parking spaces in off-street parking lots;

AND FURTHER, that Council direct Administration to research off-street accessible parking space requirements in other communities, and to bring further recommended accessible parking space amendments to Zoning Bylaw #5000 to the Advisory Planning Committee and the Transportation Advisory Committee for their review and comment;

AND FURTHER, that Council direct Administration to present the Advisory Planning Committee and Transportation Advisory Committee input and further recommended accessible parking space amendments to Zoning Bylaw #5000 for Council's consideration in August 2019.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council direct Administration to research off-street accessible parking space requirements in other communities, and to bring further recommended accessible parking space amendments to Zoning Bylaw #5000 to the Advisory Planning Committee and the Transportation Advisory Committee for their review and comment;

AND FURTHER, that Council direct Administration to present the Advisory Planning Committee and Transportation Advisory Committee input and further recommended accessible parking space amendments to Zoning Bylaw #5000 for Council's consideration in August 2019.

Note: This alternative would mean that there would be no accessible parking requirements in off-street parking lots until August 2019. With no requirement in place during this time, some developments could be built without any accessible off-street parking provisions.

2. THAT Council endorse amendments to Zoning Bylaw #5000, as shown in red in Attachment 1 in the report titled "Zoning Bylaw #5000 Accessible Parking Amendments" dated April 2, 2019 by the Transportation Planner, that would require new developments to provide accessible parking spaces in off-street parking lots.

Note: This alternative would mean that accessible off-street parking requirements would be in place replicating those formerly contained in the BC Building Code, but would not be further refined to follow best practice and to meet the needs of Vernon.

ANALYSIS:

A. Committee Recommendations:

At its meeting of April 9, 2019 the Advisory Planning Committee passed the following resolution:

B. Rationale:

1. Section 7.1.7 of Zoning Bylaw #5000 currently requires accessible off-street parking spaces if they are required in the BC Building Code. However, in the recent 2018 BC Building Code revision (adopted in December 2018) that replaced the 2012 BC Building Code, the requirement for accessible parking spaces in off-street parking lots was removed and replaced with guidelines. As a result, there is currently no requirement for any development to provide accessible off-street parking spaces in Vernon unless Zoning Bylaw #5000 is amended.
2. The City of Vernon, like many other municipalities, have followed the BC Building Code for accessible off-street parking requirements for decades. Therefore, Administration recommends amending Zoning Bylaw #5000 to reflect the 2012 BC Building Code accessible off-street parking space requirements (Attachment 1). This would mean that accessible off-street parking requirements would remain the same as they were before December 2018.
3. Administration acknowledges that the accessible off-street parking requirements provided in the 2012 BC Building Code could be further refined to follow best practice and to meet the needs of Vernon. For example, best practice references (e.g. the US Americans with Disabilities Act and Social Planning and Research Council BC [SPARC BC]) recommend a higher accessible parking space ratio, increased vertical clearance, and clear aisle space requirements. Therefore, it is recommended that Council amend Zoning Bylaw #5000 to reflect the 2012 BC Building Code accessible off-street parking requirements as an interim measure until Administration completes further research to refine the amendments.
4. Should Council direct Administration to complete further research, it is also recommended that Council direct Administration to bring any further recommendations to amend accessible off-street parking requirements to the Advisory Planning Committee and the Transportation Advisory Committee for their review and comment. Administration anticipates that the final recommended Zoning Bylaw #5000 amendments would be brought to Council for their consideration in August 2019.

C. Attachments:

Attachment 1 – Proposed Amendments to Zoning Bylaw #5000

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

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

- Create a safe, efficient and sustainable transportation network.

E. Relevant Policy/Bylaws/Resolutions:

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

11.11 Ensure that Transportation Demand Management measures and initiatives take a high priority in transportation planning. A target of 20% for walking, cycling and transit mode share has been set for 2040 to further encourage the use of alternative forms of transportation. To achieve this, the City shall:

j. Review the parking regulations in the Zoning Bylaw regularly to ensure that parking required as part of new development is consistent with anticipated demand.

BUDGET/RESOURCE IMPLICATIONS:

The budget implications would include staff time and resources to complete additional research. Administration would also explore the possibility of retaining an accessibility design professional to provide additional recommendations for accessible off-street parking requirements. The accessibility consultant review is estimated to cost \$2,500 to be taken from the existing Transportation Ongoing Projects Budget.

Prepared by:

Approved for submission to Council:

X

Signer 1

Will Pearce, CAO

Date: _____

Ellen Croy
Transportation Planner

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 type="checkbox"/> Long Range Planning & Sustainability |
| <input type="checkbox"/> Real Estate | <input type="checkbox"/> Facilities | <input checked="" 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 checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Financial Services | | <input type="checkbox"/> Economic Development & Tourism |
| <input checked="" type="checkbox"/> COMMITTEE: APC (Apr.9/19) | | |
| <input type="checkbox"/> OTHER: | | |

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5744

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 #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 5744, 2019**"
2. The City of Vernon Zoning Bylaw Number 5000 be, and is hereby amended, as follows:
 - (i) **AMENDING Section 2 – Interpretation, Section 2.3 General Definitions to ADD a new definition of 'Accessible Viewing Position', 'Accessible Parking Space', and 'Accessible Sleeping Unit' as shown in RED on attached Schedule 'A';**
 - (ii) **AMENDING Section 7 – Parking & Loading, 7.1 On-site Vehicle Parking – 7.1.1, 7.1.7, 7.1.11 and Section 7.3 Development Standards, Vehicle Parking and Loading - 7.3.2 and 7.3.8 to REVISE accessible parking space requirements and terminology as shown in RED on attached Schedule 'B' to align with the 2012 BC Building Code.**
3. Zoning Bylaw Number 5000 is hereby ratified and confirmed in every other respect.

BYLAW NUMBER 5744

PAGE 2

READ A FIRST TIME this day of , 2019.

READ A SECOND TIME this day of , 2019.

PUBLIC HEARING held this day of , 2019.

READ A THIRD TIME this day of , 2019.

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

for Minister of Transportation & Infrastructure
Bylaw 5744

ADOPTED this day of , 2018.

Mayor

Corporate Officer

SCHEDULE 'A'

Attached to and Forming Part of Bylaw 5744
“Zoning Text (Parking & Loading) Amendment Bylaw Number 5744, 2019”

2.3 General Definitions

ABUT or ABUTTING means immediately contiguous to, or physically touching, and when used with respect to lots or sites, means two that share a common property line.

ACCESSIBLE VIEWING POSITION means a space that is required to be designated for wheelchair use within rooms or areas with fixed seats as per the BC Building Code.

ACCOUNTING SERVICES means the provision of general bookkeeping and accounting services to the public in an office setting.

...

PARKING SPACE means an on-site space of the size and dimensions to park one vehicle in conformance with Section 7 of this Bylaw exclusive of driveways, aisles, ramps, or obstructions.

PARKING SPACE, ACCESSIBLE means an on-site parking space marked with the international symbol of access, and can only be used by people with a valid accessible parking permit issued to a person with disabilities under the Motor Vehicle Act.

PARTICIPANT RECREATION SERVICES, INDOOR means facilities within an enclosed building for sports, active recreation and performing and cultural arts where patrons are predominantly participants. Typical uses include but are not limited to athletic clubs, health and fitness clubs, swimming pools, rifle and pistol ranges, bowling alleys, and racquet clubs.

...

PAR SLEEPING UNIT means a sleeping room not equipped with self-contained cooking facilities, providing accommodation for guests, residents or employees.

SLEEPING UNIT, ACCESSIBLE means a sleeping room or bed space that is required to conform to accessible design provisions as per the BC Building Code.

SPECIAL NEEDS HOUSING means housing under section 905 of the Local Government Act that is used for persons who need subsidized housing because of financial, personal, mental or physical disabilities.

SCHEDULE 'B'

Attached to and Forming Part of Bylaw 5744 "Zoning Text (Parking & Loading) Amendment Bylaw Number 5744, 2018"

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 **accessible parking spaces** and **visitor** parking ~~for the disabled and visitors~~) shall be provided by the property owner in accordance with Table 7.1 of this Bylaw.

7.1.7 ~~Parking spaces for the disabled~~ **Accessible parking spaces:**

- shall be designated ~~if the B.C. Building Code requires such parking spaces~~ at a ratio of one **accessible parking space** per 100 **parking spaces**, when the total number of **parking spaces** provided on a property exceeds 50, and in addition, shall be designated at a rate of one for each **accessible viewing position** and **accessible sleeping unit** provided on a property;
- shall have a firm, slip-resistant, level, and hard surfaced area;
- shall be clearly marked as an **accessible parking space** ~~designated as parking space~~ using appropriate signage; ~~and,~~
- shall be provided with an accessible path of travel between the **accessible parking spaces** and the property's facility entrance as required in the *BC Building Code*; ~~and,~~
- shall be included in the calculation of the applicable minimum parking requirement.

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~~**accessible** **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.

SCHEDULE 'B'
Attached to and Forming Part of Bylaw 5744
“Zoning Text (Parking & Loading) Amendment Bylaw Number 5744, 2019”

7.3 Development Standards

Vehicle Parking and Loading

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 accessible parking spaces~~**, 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%.

7.3.8 ~~Disabled parking~~ **Accessible parking spaces** shall be located close to a main **building** entrance. ~~and on a level hard surfaced area.~~



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Carie Liefke, Planning Assistant
Hazel Christy, Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: May 13, 2019
REPORT DATE: April 2, 2019
FILE: DVP00449

SUBJECT: DEVELOPMENT VARIANCE PERMIT APPLICATION FOR 7953 OKANAGAN LANDING ROAD

PURPOSE:

To review the development variance permit application for 7953 Okanagan Road to vary a section of Zoning Bylaw #5000 in order to allow the existing non-conforming siting of an attached garage.

RECOMMENDATION:

THAT Council support Development Variance Permit Application #DVP00449 to vary the following section of Zoning Bylaw #5000 in order to allow the existing non-conforming siting of an attached garage on Lot 3 DL 6 ODYD Plan 3932 (7953 Okanagan Landing Road):

- a) to vary Section 9.7.6. to reduce the minimum front yard from 4.0 m to 3.53 m.

AND FURTHER, that Council support of DVP00449 is subject to the following:

- a) That the site plan and elevation plans, intended to illustrate the general form and character of the proposed residence and garage, and noted as Attachments 1 and 2 in the report titled "Development Variance Permit Application for 7953 Okanagan Landing Road" dated April 2, 2019, be attached to and form part of DVP00449 as Schedule 'A';
- b) That the area adjacent to the garage be maintained free of parking or other obstructions to permit vehicle manoeuvring to allow the front entry of vehicles onto Okanagan Landing Road;
- c) That prior to issuance of the development variance permit, a 1.5m landscape buffer be installed adjacent to the front property line to reduce the driveway access to 6.0m maximum; and
- d) That prior to issuance of the development variance permit, a Land Title Act Section 219 restrictive covenant be registered on title to ensure the turnaround, vehicle movements, and landscape requirements are adhered to in perpetuity.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council support Development Variance Permit Application #DVP00449 to vary the following section of Zoning Bylaw #5000 in order to allow the existing non-conforming siting of an attached garage on Lot 3 DL 6 ODYD Plan 3932 (7953 Okanagan Landing Road):

- a) to vary Section 9.7.6. to reduce the minimum front yard from 4.0 m to 3.53 m.

AND FURTHER, that Council support of DVP00449 is subject to the following:

- a) That the site plan and elevation plans, intended to illustrate the general form and character of the proposed residence and garage, and noted as Attachments 1 and 2 in the report titled

"Development Variance Permit Application for 7953 Okanagan Landing Road" dated April 2, 2019, be attached to and form part of DVP00449 as Schedule 'A';

- b) That the area adjacent to the garage be maintained free of parking or other obstructions to permit vehicle manoeuvring to allow the front entry of vehicles onto Okanagan Landing Road;
- c) That prior to issuance of the development variance permit, a 1.5m landscape buffer be installed adjacent to the front property line to reduce the driveway access to 6.0m maximum;
- d) That prior to issuance of the development variance permit, a Land Title Act Section 219 restrictive covenant be registered on title to ensure the turnaround, vehicle movements, and landscape requirements are adhered to in perpetuity; and
- e) *any conditions that may be cited by Council.*

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.

2. THAT Council not support Development Variance Permit Application #DVP00449 to vary the following section of Zoning Bylaw #5000 in order to allow the existing non-conforming siting of an attached garage on Lot 3 DL 6 ODYD Plan 3932 (7953 Okanagan Landing Road):

- a) to vary Section 9.7.6. to reduce the minimum front yard from 4.0 m to 3.53 m.

Note: This alternative does not support the requested variance and therefore the garage cannot remain as constructed.

ANALYSIS:

A. Committee Recommendations:

At its meeting of April 9, 2019 the Advisory Planning Committee passed the following resolution:

" "

B. Rationale:

1. The subject property is located at 7953 Okanagan Landing Road, as shown on Figures 1 and 2. The property is 481.6 m² in size, and is situated on the shores of Okanagan Lake. The lot slopes downward from the road towards Okanagan Lake.
2. A Minor Environmental Development Permit (DP000760) was issued for the renovation of the interior of the existing house and the associated construction of an attached garage having vehicular access onto Okanagan Landing Road. The garage addition is located outside of the Streamside Protection and



Figure 1 – Property Location Map

Enhancement Area (SPEA). Partial demolition of the existing parking area was necessary to provide a building site for the new garage. Attachment 1 and 2 illustrate the site layout and building elevations.

3. The garage is of wood frame construction, on a new foundation, and connects to the residence by means of a stairway located at the NW corner of the garage. Photographs of the garage and vehicle manoeuvring area are provided as Attachment 3.

4. The subject property is regulated by the R6 – Lakeshore Residential zoning district within Zoning Bylaw #5000 (Attachment 4), which requires a minimum front yard of 4.0m to the property line and 6.0m from a garage to the back of curb (or edge of pavement where there is no curb). During the building permit review for the garage addition, the bylaw minimums were demonstrated to be met on the site plan. During the construction of the garage slight modifications to the site plan were made and the survey certificate submitted for the building permit revealed that the building was constructed 3.53 m from the front property line, which is less than the required 4.0 m minimum front yard setback required. The garage is sited 6.6 m from the edge of pavement, which exceeds the minimum 6.0 m required setback from the edge of pavement for a front entry garage.



Figure 2 – Aerial View of Property

5. As the garage meets the minimum 6.0m required setback to the edge of pavement, Administration supports the requested variance provided the following conditions are met:

- a) An on-site vehicle turnaround area adjacent to the garage is provided and that this area is kept free of obstructions to ensure vehicles exiting the garage have room to manoeuvre and will be able to access Okanagan Landing Road in a forward manner;
- b) A 1.5m landscape buffer be installed adjacent to the front property line to reduce the access width to the property to a maximum of 6.0m; and
- c) That a Section 219 restrictive covenant shall be registered on title to ensure the turnaround area, vehicle movements, and landscape requirements are adhered to in perpetuity.

C. Attachments

Attachment 1 – Site Plan

Attachment 2 – Building Elevations

Attachment 3 – Photographs of the existing garage.

Attachment 4 – Zoning Bylaw #5000 excerpt, Section 9.7: R6 – Lakeshore Residential

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:

- 1. Official Community Plan Section 11.0 Transportation

Goal: Promote community safety, health and a high quality of life while reducing the environmental impact of transportation.

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Approved for submission to Council:

X

Signer 1

Will Pearce, CAO

Date: _____

Carie Liefke
Planning Assistant

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 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 (Apr.9/19) | | |
| <input type="checkbox"/> OTHER: | | |

**B.C. Land Surveyor's Building Location Certificate
PLAN SHOWING BUILDING ON
LOT 3, DL 6, ODYD, PLAN 3932**

7953 Okanagan Landing Road
PID 010-691-154

SCALE 1:250 (all distances in metres)



Distances are shown in metres and decimals thereof unless otherwise noted.

This plan has been prepared based on Land Title and Survey Authority and a field survey completed on the 28th day of November, 2018. Unregistered interests have not been included or considered.

Parcel boundary dimensions are derived from Plan(s) 3932

This plan shows the relative location of the surveyed structures and features with respect to the boundaries of the parcel described above.

This plan has been prepared for Keith Construction and is for the use of the building inspector and/or mortgagee only and is not to be used to re-establish or define property boundaries.

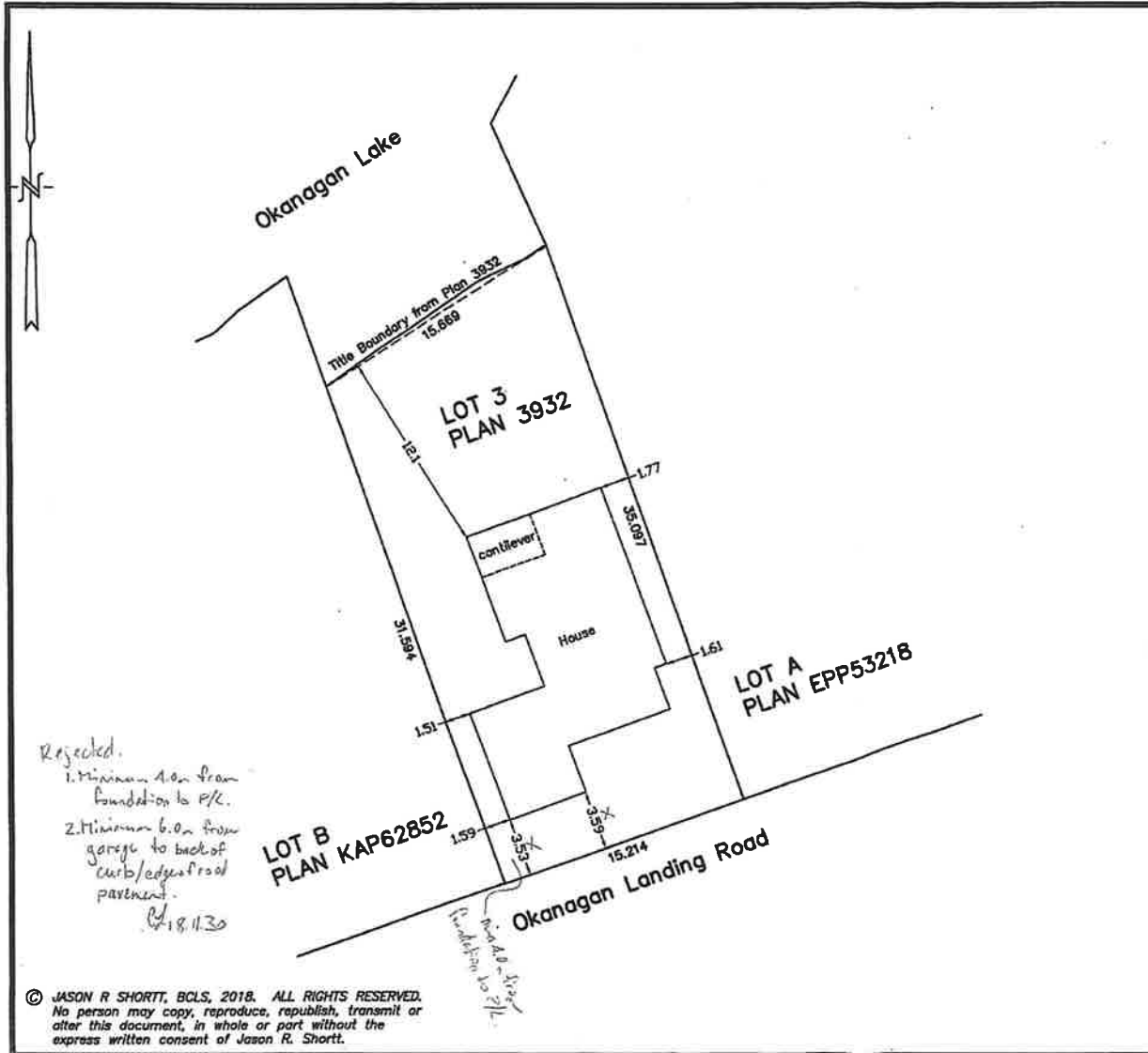
Russell Shortt Land Surveyors and the signatory accept no responsibility for and hereby disclaim all obligations and liabilities for damages including, but not limited to, direct, indirect, special, and consequential damages arising out of or in connection with any direct or indirect use or reliance upon the plan beyond its intended use.

This building location certificate has been prepared in accordance with the manual standard of practice and is certified correct this 28th day of November, 2018.

J.R. SHORTT B.C.L.S.
(INVALID IF NOT ORIGINALLY SIGNED AND SEALED)

russell shortt
land SURVEYORS

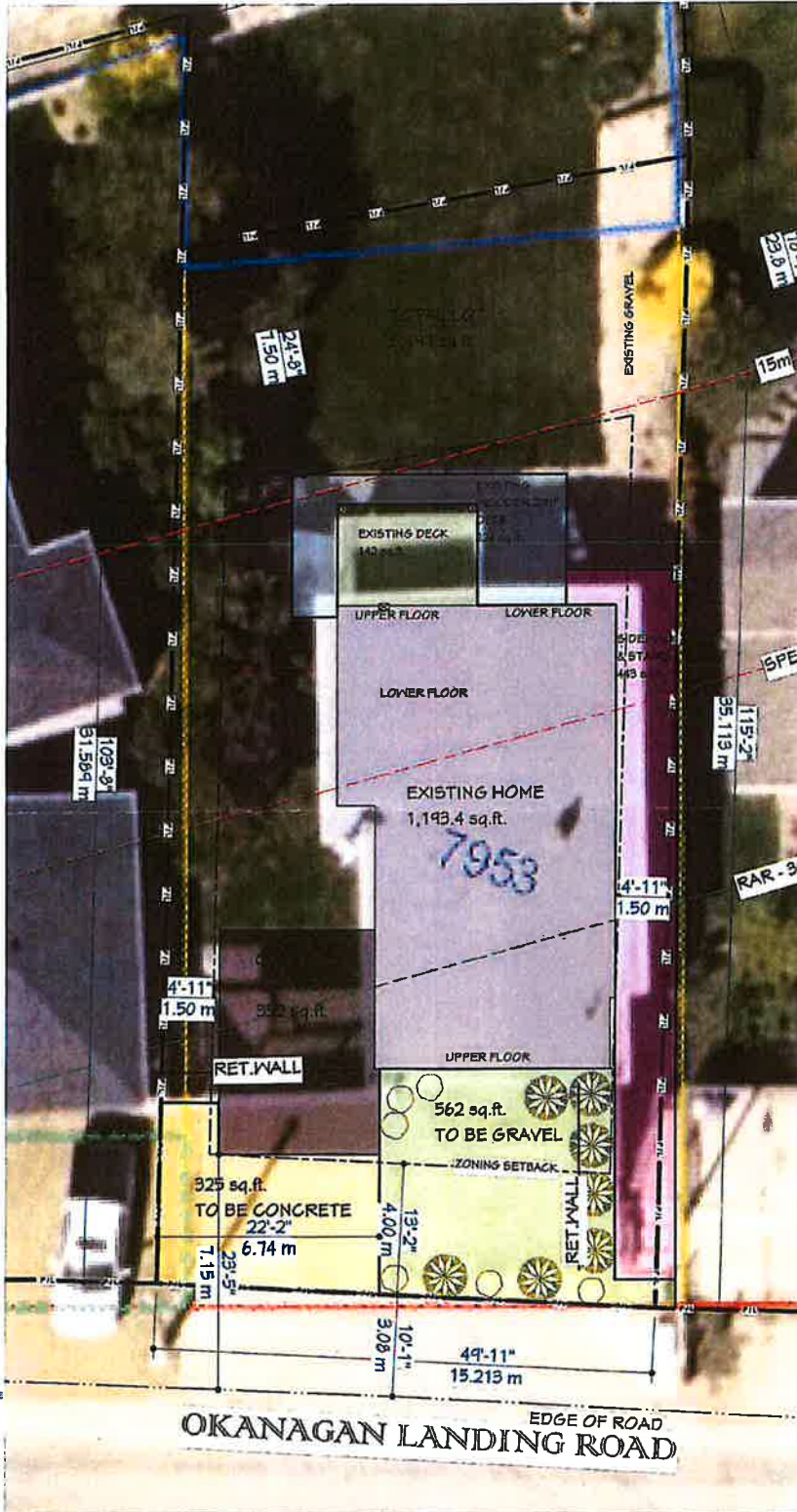
2801-32nd Street, Vernon, B.C. V1T 5L8
Phone: (250)545-0511 Email: jasons@jrshortt.ca
FILE: 28885 F.B.1304 Pg.34



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Attachment 1

BP 6746



GARAGE

TOTAL LOT: 5,491 sq.ft.
 EXISTING HOUSE - 1,193
 EXISTING DECK - 142
 EXISTING DRIP DECK - 221
 EXISTING SIDEWALK & STAIRS - 443
 CONCRETE ACCESS 525
 NEW GARAGE - 992
 TOTAL = 2,674 sq.ft. 48.7% COVERAGE
 CONVERTED TO GRAVEL 962 sq.ft.

SITE COVERAGE
 32'x34' Scale: 3/16" = 1'-0"
 11'x11' Scale: 3/32" = 1'-0"

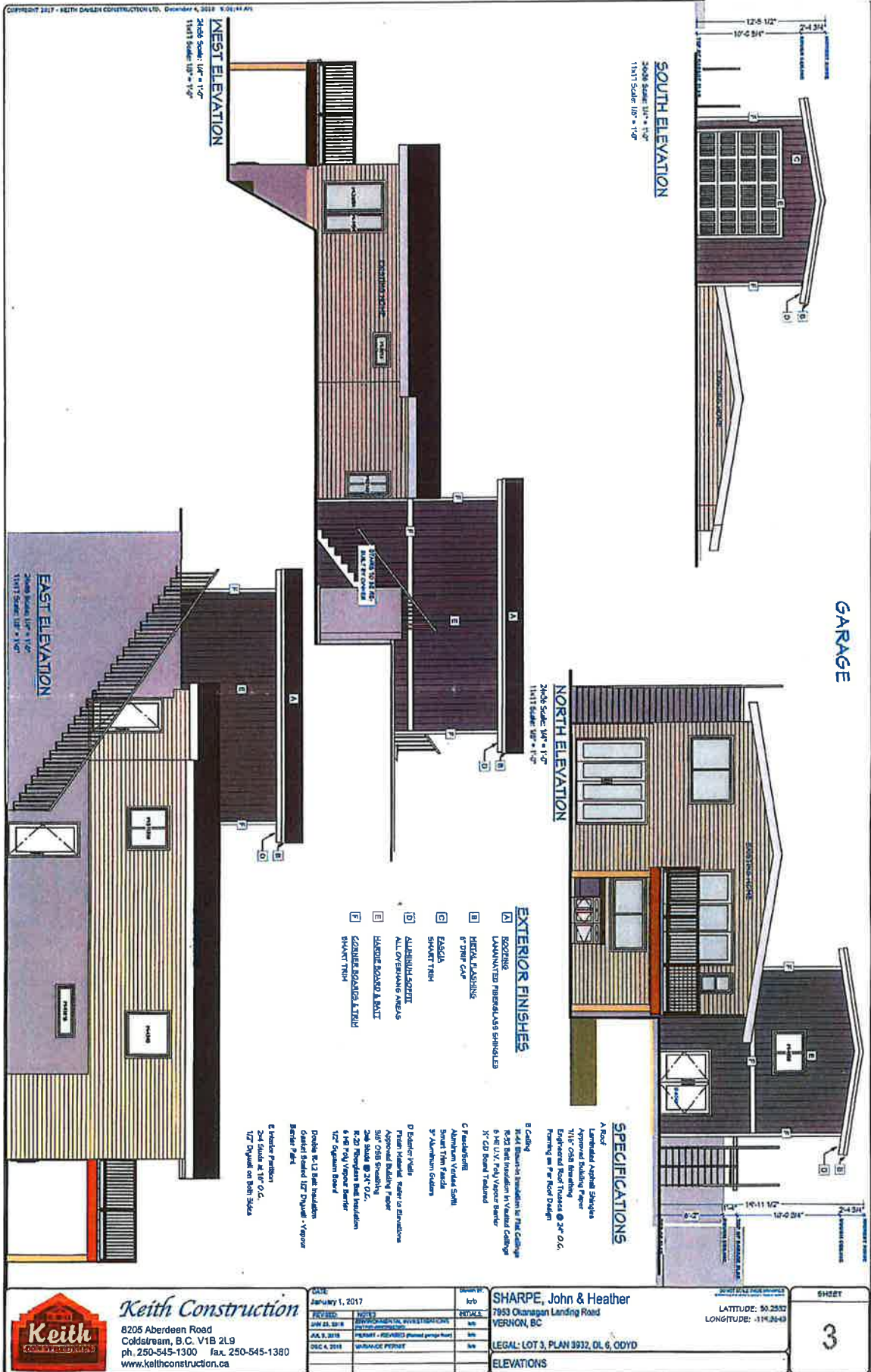


Keith Construction
 8205 Aberdeen Road
 Coldstream, B.C. V1B 2L9
 ph. 250-545-1300 fax. 250-545-1380
 www.keithconstruction.ca

DATE	BY	REVISIONS
January 1, 2017	krb	
JAN 23, 2018	ENVIRONMENTAL ENGINEERING	
JUL 3, 2018	PERMIT - INCORPORATED (please permit)	
DEC 4, 2018	IMPROVEMENT PERMIT	

SHARPE, John & Heather 7953 Okanagan Landing Road VERNON, BC LEGAL: LOT 3, PLAN 5932, DL 6, 00YD	LATTITUDE: 50.2833 LONGITUDE: -118.5645
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SHEET
5



Keith Construction
8205 Aberdeen Road
Coldspring, B.C. V1B 2L9
ph. 250-543-1300 Fax. 250-543-1380
www.keithconstruction.ca

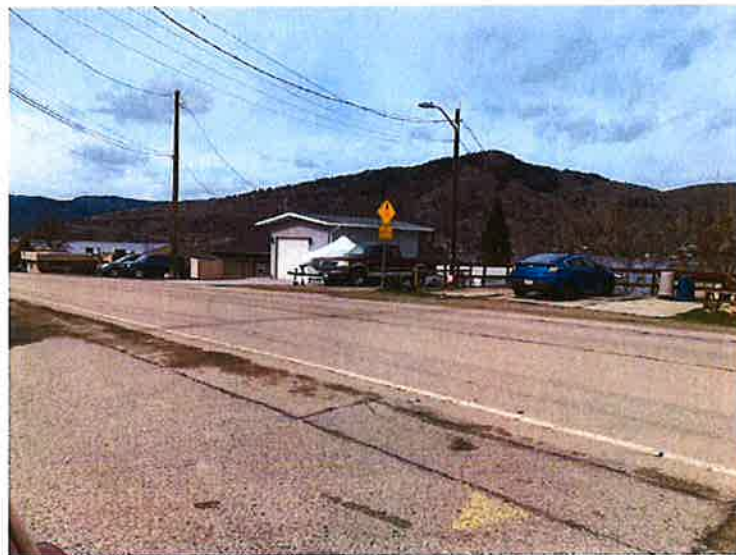
DATE	DESCRIPTION	BY	CHKD BY
JANUARY 1, 2017	DESIGN	kb	
FEBRUARY 1, 2017	REVISED	kb	
JUN 21, 2018	REPRODUCTION INVESTIGATION	kb	
AUG 9, 2018	PERMIT - REVISED (planned garage floor)	kb	
DEC 4, 2018	UPRAN-GC PERMIT	kb	

SHARPE, John & Heather
7953 Okanagan Landing Road
VERNON, BC
LEGAL: LOT 3, PLAN 3932, DL 6, CDYD
ELEVATIONS

LATITUDE: 50.2530
LONGITUDE: -119.3649

SHEET
3

Attachment 3





9.7 R6 : Lakeshore Residential

9.7.1 Purpose

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

9.7.2 Primary Uses

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

9.7.3 Secondary Uses

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

9.7.4 Subdivision Regulations

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

9.7.5 Party Wall Subdivision Regulations

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

9.7.6 Development Regulations

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

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

9.7.7 Other Regulations

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