



CORPORATION OF THE CITY OF VERNON

ADVISORY PLANNING COMMITTEE

WEDNESDAY, October 13, 2021 AT 4:00 P.M.

VIA ZOOM AND IN-PERSON

COUNCIL CHAMBERS (OKANAGAN LAKE ROOM)

A G E N D A

1) ORDER

2) LAND ACKNOWLEDGEMENT

As chair of the City of Vernon's Advisory Planning Committee, and in the spirit of this gathering, I recognize the City of Vernon is located in the traditional territory of the Syilx people of the Okanagan nation.

3) ADOPTION OF AGENDA

4) ADOPTION OF MINUTES

September 28, 2021 (attached)

5) NEW BUSINESS:

a) **DVP00539 – 4001 34A Street**

6) INFORMATION ITEMS:

The Staff Liaison will provide an update of APC related items discussed at the most recent Council meeting.

7) DATE OF NEXT MEETING:

The next meeting is tentatively scheduled for **Tuesday, October 26, 2021.**

8) ADJOURNMENT



THE CORPORATION OF THE CITY OF VERNON

**MINUTES OF THE
ADVISORY PLANNING COMMITTEE
HELD TUESDAY, SEPTEMBER 28, 2021 - 4:00 PM
OKANAGAN LAKE ROOM & VIA ZOOM**

PRESENT: VOTING:

Doug Neden, Vice-Chair
Phyllis Kereliuk
Joshua Lunn - **joined at 4:01 PM**
Lisa Briggs (*via Zoom*)
Monique Hubbs-Michiel (*via Zoom*)
Don Schuster (*via Zoom*)
Jamie Paterson
Harpreet Nahal (*via Zoom*) - **joined 4:02 PM**

NON-VOTING:

Mayor Cumming (Appointed Member) - **joined 4:03 PM**

ABSENT: Bill Tarr
Mark Longworth, Chair

STAFF: Craig Broderick, Manager, Current Planning
Michelle Austin, Current Planner
Ally Campbell, Planning Assistant
Tracy Mueller, Committee Clerk

ORDER The meeting was called to order at 4:00 p.m.

**LAND
ACKNOWLEDGEMENT** *As Chair of the City of Vernon's Advisory Planning Committee, and in the spirit of this gathering, I recognize the City of Vernon is located in the traditional territory of the Syilx people of the Okanagan Nation.*

**ADOPTION OF THE
AGENDA** Moved by Jamie Paterson, seconded by Phyllis Kereliuk:

THAT the agenda of the Advisory Planning Committee meeting for Tuesday, September 28, 2021 be adopted:

CARRIED.

**ADOPTION OF THE
MINUTES** Moved by Don Schuster, seconded by Lisa Briggs:

THAT the minutes for the Advisory Planning Committee meeting of August 17, 2021, be adopted.

CARRIED.

NEW BUSINESS:

**DEVELOPMENT
VARIANCE PERMIT
APPLICATION FOR
6664 JADE ROAD
(DVP00541)**

Craig Broderick, Manager, Current Planning reviewed the Development Variance Permit Application for 6664 Jade Road. The Committee noted the following:

- Staff clarified that members of the public would have an opportunity to provide input at an upcoming Council meeting. The neighbours within the legislated radius will receive notification by mail.
- A member of the Committee noted that when they visited the site to review it appeared that work on the carport had already commenced.
- Staff noted that they would have City of Vernon inspectors attend the site to confirm; but further clarified that some prep work would be allowable; however, nothing structural can be completed on the site without permits.

Moved by Jamie Paterson, seconded by Phyllis Kereliuk:

THAT Council support Development Variance Permit Application DVP00541 to vary the following Bylaw regulations to permit the construction of a carport as outlined in the report titled 'Development Variance Permit Application for 6664 Jade Road', dated September 24 2021, respectfully submitted by the Current Planner, on LT 27 DL 67 ODYD PLAN 20126 (6664 Jade Road):

- a) Zoning Bylaw #5000, Section 9.2.5 minimum front yard setback from 7.5m to 1.4m;
- b) Subdivision and Development Servicing Bylaw #3843, Schedule B, Section 3.5.3 maximum driveway width from 7.5m to 9.15m;

AND FURTHER, that Council's support of DVP00541 is subject to the following:

- a) the site plan illustrating the general siting of the proposed carport in Attachment 1, contained in the

report titled 'Development Variance Permit Application for 6664 Jade Road', dated September 24 2021, respectfully submitted by the Current Planner, be attached to and form part of DVP00541 as 'Schedule A'.

CARRIED.

INFORMATION ITEMS:

Craig Broderick, Manager of Current Planning, reviewed the following projects that were reviewed by Council in the month of September:

September 27, 2021:

- **DVP00476** - 5400 Okanagan Avenue - to construct a 36-unit townhouse development
 - Council considered numerous variances and debated pros and cons; the project was approved for building heights, landscape requirements, the main variance was allowing development of the site that was 30% slopes.
- **DVP00528** - 3004A 22 Street - vary the following section of Zoning Bylaw #5000 to permit the construction of an addition to a single detached dwelling
 - Setback to relax rear yard - approved.
- **DVP00530** - 14-9750 Delcliffe Road - to vary the following section of Zoning Bylaw #5000 to permit the construction of an attached garage.
 - Slope variance was approved.
- **DVP00538** - 3311, 3309, 3307 and 3305 35 Avenue - to allow the construction of a childcare facility by varying P1 - Parks and Open Space.
 - Setbacks for proposed daycare center were considered and approved.

September 7, 2021:

- **DVP00519** - 5577 27 Avenue - five storey, 35-unit, non-profit rental apartment building for Vernon Native Housing Society.
 - Phase was approved for setbacks.

- **DVP00519** - Public Input - 5577 27th Avenue and also issuance of Permit for 5577 27 Avenue.
 - It was approved for Public Hearing on October 25, 2021. This project involves the commercial use of an existing heritage home.

- **LUC00019 Discharge** - A Land Use Contract (LUC00019 / 9228 Kokanee Rd) was adopted.

- **DVP00477(1103-35th Avenue)** A member of the Commission posed a question regarding a previous DVP at 1103 – 35th Avenue. Staff shared that there were several conditions required as part of the approval. Staff advised they would provide an update to members of the Committee via email as an information item.

- **City of Vernon Scooter Program (Accessibility / Safety Concerns)** A member of the Committee provided a brief update regarding the City of Vernon Scooter Program as a follow-up to the August 17, 2021 enquiry. The Committee member explained that the staff and company followed up on the enquiry and that such efforts were appreciated. General consensus on the Scooter Program has been positive.

NEXT MEETING

The next meeting for the Advisory Planning Committee is tentatively scheduled for **Wednesday, October 13, 2021, at 4:00 PM.**

ADJOURMENT

The meeting of the Advisory Planning Committee adjourned at 4:19 PM

CERTIFIED CORRECT:

_____ Chairperson



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: November 8, 2021
REPORT DATE: October 5, 2021
FILE: DVP00539

SUBJECT: DEVELOPMENT VARIANCE PERMIT FOR 4001 34A STREET

PURPOSE:

To review Development Variance Permit Application DVP00539 for a four and a half storey, 29 unit rental apartment building at 4001 34A Street.

RECOMMENDATION:

THAT Council support Development Variance Permit Application DVP00539 to vary the following sections of Zoning Bylaw #5000 to allow for a four and a half storey, 29 unit, rental apartment building to be constructed on Lot A, Plan 28535, Sec 3, Twp 8, ODYD (4001 34A Street):

- a) to vary the minimum rear yard setback from 9.0m to 1.7m for the building wall and 0.6m for the cantilever balconies (Section 9.12.5);
- b) to vary the minimum west side yard setback for the ground floor parkade and first floor deck from 4.5m to 1.0m (Section 9.12.5); and
- c) to vary the minimum number of required off-street parking spaces for residents from 40 spaces to 33 spaces (Section 7.1.2, Table 7.1).

AND FURTHER, that Council support of DVP00539 is subject to the following:

- a) That the site plan, floor plan, elevations, landscaping plan, shadow analysis and parking study generally noted as Attachments 2-7 contained in the report titled "Development Variance Permit for 4001 34A Street" dated October 5, 2021 and respectfully submitted by the Economic Development Planner be attached to and form part of DVP00539 as Schedule 'A'.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council not support Development Variance Permit Application DVP00539 to vary the following sections of Zoning Bylaw #5000 to allow for a four and a half storey, 29 unit, rental apartment building to be constructed on Lot A, Plan 28535, Sec 3, Twp 8, ODYD (4001 34A Street):
 - a) to vary the minimum rear yard setback from 9.0m to 1.7m for the building wall and 0.6m for the cantilever balconies (Section 9.12.5);
 - b) to vary the minimum west side yard setback for the ground floor parkade and first floor deck from 4.5m to 1.0m (Section 9.12.5); and

- c) to vary the minimum number of required off-street parking spaces for residents from 40 spaces to 33 spaces (Section 7.1.2, Table 7.1).

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

ANALYSIS:

A. Committee Recommendations:

At its meeting of October 13, 2021, the Advisory Planning Committee passed the following resolution:

“ to be cited by the Committee. ”

B. Rationale:

1. The subject property is located at 4001 34A Street, as shown in Figures 1 and 2. The total area of the lot is 0.71 hectares (1.8 acres). The property has an existing four storey, 60 unit rental apartment building – “Hilltop Manor” (Figure 3). The applicant has proposed to develop a second, four and half storey rental apartment building with 29 units on the west side of the property.
2. The applicant is seeking to vary the following sections of Zoning Bylaw #5000 for the proposed second apartment building (Attachment 1):
 - a) to vary the minimum rear yard setback from 9.0m to 1.7m for the building wall and 0.6m for the cantilever balconies (Section 9.12.5);
 - b) to vary the minimum west side yard setback for the ground floor parkade and first floor deck from 4.5m to 1.0m (Section 9.12.5); and
 - c) to vary the minimum number of required off-street parking spaces for residents from 40 spaces to 33 spaces (Section 7.1.2, Table 7.1).

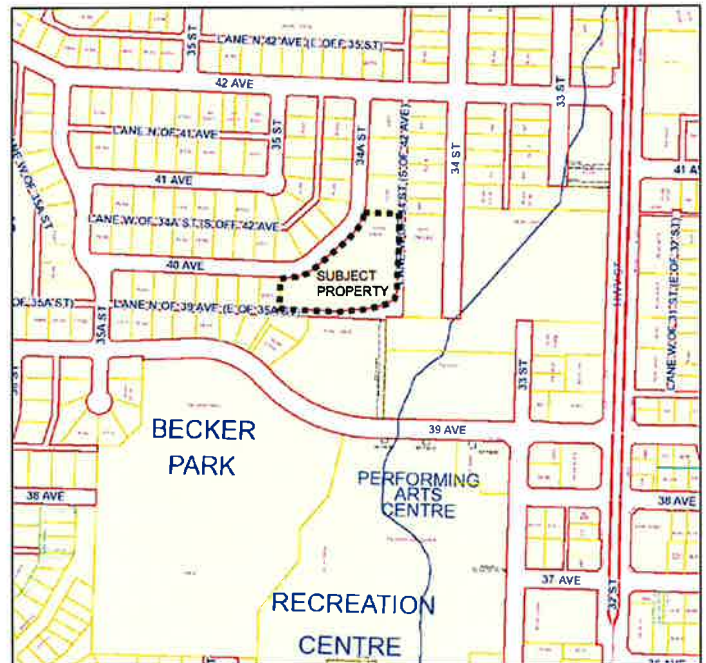


Figure 1 - Location of Subject Property

- In their letter (Attachment 1), the applicant has provided an overview of the project and rationale for the requested variances.
3. As illustrated in Attachments 2 to 5, the proposed four and a half (4.5) storey rental apartment building would provide 29 units, ranging from bachelor to two bedroom units. The building has been designed with a contemporary modern appearance. Exterior finishes include the use of wood, glass and metal textures. The building design includes use of materials from natural sources in order to reduce the

carbon footprint. The design would also contribute to reduced heating and cooling loads, increased air quality, and lowered energy consumption. Landscaping includes grass, shrubs and large trees for shade privacy and path definition. Changes in materials and enhanced planting help define the transition from public common space to tenant common space and provide screening and privacy for adjacent properties. Parking is provided via surface stalls and a covered parkade. As there is already a 60 unit apartment building on the property, the proposed parking area and amenities will be shared between the two buildings.



Figure 2 - Aerial View of Subject Property

- Section 9.12.5 in Zoning Bylaw #5000 for RH1: Low-Rise Apartment Residential (Attachment 8), requires a minimum 9.0m for a rear yard setback. The applicant is asking to vary the rear yard setback to 1.7m for the building wall and 0.6m for the cantilever balconies. Although this is a substantial request for a reduction to the rear yard setback, the impact on the adjacent property is limited. The rear yard of the proposed building is adjacent to a 6.5m laneway, which provides an additional buffer to the adjacent properties to the south. The design of the building facing the rear yard includes cantilever balconies and changing wall projections, which breaks up the mass of the building. As shown in Attachments 2 and 3, the proposed setback to the first floor is 4.8m from the south property line. The setback reduces from second to fourth floors to a minimum of 1.7m for the building wall and 0.6m to the cantilever balconies. As such, the minimum space between the building walls and the neighbouring property line would be 8.2m and 7.1m from the cantilever balconies. As shown in Attachment 6, The proposed buffer would reduce the shadow impact to the south, which is already very minimal.



Figure 3 – 60 Unit Rental Apartment Building “Hilltop Manor”

The applicant is also asking to vary the minimum side yard setback on the west side of the building for the ground floor parkade and first floor deck from 4.5m to 1.0m. This variance is required in order to accommodate the ground floor parkade area. A portion of the parkade roof would be used as decks for the enjoyment of the two western units on the first floor (Attachments 2 and 3). The habitable portion of the building from the first to fourth floors will meet the side yard setback requirements of 4.5m.

- The proposed apartment building would provide 29 rental units comprised of three bachelor, eight one bedroom and 18 two bedroom units (Attachment 3). Zoning Bylaw #5000 requires 40 off-street parking spaces for residents (at a rate of 1.38 spaces per unit), four visitor parking spaces, and one loading space. The applicant is proposing a parking variance to provide 33 parking spaces for residents (at a rate of 1.14 spaces per unit) instead of the required 40 spaces. The Parking Study (Attachment 7) shows that 47 vehicles are owned by residents within the existing 60 unit building on the site, equating to a parking demand of 0.78 spaces per unit. The existing vehicle ownership rate for the 60 unit building is expected to be comparable to the new 29 unit building due to similar site characteristics, same distances

to alternative transportation modes, both being rental apartment housing. Therefore, the proposed parking supply of 1.14 spaces per unit would exceed the estimated parking demand of 0.78 spaces per unit. The existing and underutilized 77 residential parking spaces on the site would be available to share with the proposed building. As outlined in the Parking Study, apartments have lower parking demand than condominiums, and the site is within walking distance to alternative transportation modes, school, and commercial areas. The development is also providing more bike parking spaces than required in Zoning Bylaw #5000 to further encourage use of active transportation.

6. Administration supports the development variance application for the following reasons:

- a) The proposed variances would allow for a four and a half storey rental housing development with 29 units. Although the request for a reduction to the rear yard setback is substantial, the impact on the adjacent properties is limited given the adjacent 6.5m laneway and proposed building design with cantilever balconies and changing wall projections.
- b) Based on the Parking Study, the proposed parking supply is expected to meet and exceed the parking demand for the new building.

C. Attachments:

- Attachment 1 – Applicant’s letter/design rationale dated May, 2021
- Attachment 2 – Site plan
- Attachment 3 – Ground to fourth level floor plans
- Attachment 4 – Building elevations
- Attachment 5 – Landscaping plan
- Attachment 6 – Shadow analysis
- Attachment 7 – Access and parking review
- Attachment 8 – RH1: Low Rise Apartment Residential zoning district

D. Council’s Strategic Plan 2019 – 2022 Goals/Action Items:

The subject rezoning application involves the following objectives in Council’s Strategic Plan 2019 – 2022:

- Streamline the residential development approval process
- Promote transit oriented housing and mixed use development
- Work towards a sustainable Vernon – environmentally, economically and socially

E. Relevant Policy/Bylaws/Resolutions:

1. The subject property at 4001 34A Street is designated Residential Medium Density in the Official Community Plan (OCP) and zoned RH1: Low-Rise Apartment Residential in Zoning Bylaw #5000. The subject property has an existing four storey, 60 unit rental apartment building – “Hilltop Manor”.
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:

X

Signer 1

Will Pearce, CAO

Date: _____

Roy Nuriel
Economic Development 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 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 (211014) | | |
| <input type="checkbox"/> OTHER: | | |



DEVELOPMENT PERMIT
APPLICATION /
DESIGN RATIONALE
submitted on behalf of
Keerat Homes Ltd.

A20-28 Hilltop Manor
Residential

Vernon, B.C.
May 2021



ARCHITECTURE

Garry Tomporowski
Architect Ltd
243 – 1889 Springfield Road
Kelowna, BC Canada V1Y 5V5
Phone: 250. 979.1668 Fax: 250.979.4366
Email: gtaoffice@gtarch.ca

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1.0 OVERVIEW

This project proposed to complete the development of this site in a four storey medium density condominium building. This permits the residual value of the site to be recovered.

We believe that all significant elements of the planning department have been addressed in this design, along with changes suggested by traffic consultant in the city of Vernon. Most notably, the strengthening of the front entrance and strategic design of the landscaping to encourage future pedestrian paths for access to elements in the neighborhood.

Special attention was given to the interface with the adjacent park on the same property.

Generous patios and balconies allow for enjoyment of the Vernon environment and personal entertainment.

The site is challenging in order to obtain the highest and best use. We believe the entire design team has been extremely creative in arriving at a workable and financially viable solution.

2.0 PROJECT DESCRIPTION

The building consists of an underground parking garage and four storeys of residential units. For resident comfort and strata purposes, an amenity area is located on the main floor with direct access to the extensively landscaped outdoor amenity area.

The building has 8 one bedroom and 18 two bedroom suites along with 3 bachelor units for a total of 29 suites. These will all be for rent.

This design meets the objectives of the RH1 zoning. In developing the project, the aspects of attractiveness and walk-ability to local shopping and services were key factors.

3.0 SITE AND PARKING ACCESS

24 parking spots are located under the building in a private, secure and covered parkade beneath main floor. There are 13 surface parking spots provided outside of the proposed building.

The design and width has been considered to accommodate all types of emergency and delivery vehicles, maintenance vehicles, garbage trucks. Access to the site will be from 34th A street. Any potential water table issues will be addressed using concrete add mixtures, perimeter drainage and vertical drainage planes.

We have provided class I space for 15 bicycles inside the parkade and 8 Class II bicycles outside near the front entrance so they can be observed.

4.0 VARIANCE:

Due to the shape of the property, we are unable to meet the zoning requirement in term of the rear side setback. We believe that the proposed setback should be accepted because of the

following reasons:

1. The project will not be developable with 9 meter setback, as this setback will decrease approx. 1/3 of the building area. At this point the project will not be viable.
2. The Developers feel that the design quality of this project can be inspirational for other future developments nearby that benefits the neighbourhood.
3. The proposed area of the units benefits the residents of the building. And satisfying the community need for larger units with several bedrooms.
4. Similar tight site constraints for projects in Kelowna (see photos) has allowed to proceed.





How would this variance impact the City lane?

1. Security & Privacy:

- Direct accesses to the units facing the lane are not proposed.
- Adjacent properties located on the lane are accessed from the front street sidewalk only.
- On the first floor of the proposed building, we have 4.5 meter setback from the lane, we believe that this is an sufficient distance in term of privacy.
- We propose plantings on the rear side of the building facing the lane to provide visual relief and downscale the massing.
- The lane is rarely used by pedestrians and cars as the houses located on the lane are accessed from the front street - sidewalk only.
- The property located on the other side of the lane (3409 39TH Ave) is properly screened with evergreens.

2. Utilities:

- The setback we proposed will allow the utilities to access the proposed building.

5.0 URBAN CONNECTIVITY AND SUSTAINABILITY

GTA has reviewed the *Sustainability Checklist* in preparation of the project and has included as many options as possible for consideration at this time. Many existing amenities are within walking distance. This unique four storey building with a mix of studios, one and two bedroom market units, will add to the diversity of housing options available within the community. This properly designed and detailed building will reduce heating and cooling loads, increase air quality, and reduce energy consumption.

The future envelope details will prevent water and moisture ingress, yet still allow the assemblies to dry, will prevent mould growth. Providing windows in all of the occupied spaces allows natural day lighting, and reducing energy consumption required for illumination. Operable windows also allow for natural ventilation, thus reducing the need for mechanical ventilation to provide fresh air, and adding "liveability".

Extensive use of materials from natural sources is used to the largest extent possible, and thereby reduces the carbon foot print accordingly. A properly designed and detailed building will also reduce heating and cooling loads, increase air quality, and reduce energy consumption.

Windows will be specified to have appropriate shading and glazing coefficients to utilize the summer sun by blocking the heat while still allowing the winter sun to penetrate, reducing cooling and heating loads in the summer and winter seasons respectively. Providing windows in all of the occupied spaces allows natural day lighting and views reducing energy consumption required for illumination. Operable windows on opposite sides allow for cross ventilation and give residents the option to naturally ventilate the units reducing the demand for mechanical ventilation to provide fresh air.

Carefully selected landscaping material will help reduce the projects use of water. This will prove an attractive, colorful and interesting variety of grass, shrubs and large trees for shade, privacy and path definition.

Efforts have been made to visually join to it by attention to the building shape and orientation.

6.0 CRIME PREVENTION

The intentions of CPTED have been addressed in the following ways: well maintained entrances and frontages are intended to promote pride in ownership amongst the residents and allied businesses. This will discourage vandalism, encourage surveillance and will improve overall maintenance of the site. The walk-up, pedestrian friendly and ground oriented entrance has been provided to reinforce this principle.

The design of the building and landscaping promote natural surveillance and does not provide opportunistic hiding spaces. The entrances are clearly visible from the street and The social lifestyle of the site will help promote further surveillance and territorial reinforcement. Separation of private, semi-private and public spaces will be achieved with overall landscaping and finish materials to separate and add comfort to the residents and visitors. Large windows and patios help to provide eyes to the street and surrounding areas. To support interaction and familiarity amongst the residents and users, an abundance of common outdoor space has been provided.

Front landscape lighting to the streetscape and pathways will be clearly lit, designed to illuminate the faces of users, and provide illumination levels that do not create high contrast areas that could potentially conceal offenders.

Trees will be planted in the front and side patios to make the space more desirable and promote resident usage.. Changes in materials will define the transition from public common space to tenant common space, and guardrails will clearly define the boundary between the common and private outdoor space.

7.0 LANDSCAPE

The Developer has selected OUTLAND DESIGN (landscape division) to create an interesting and articulate landscape solution which responds to the architectural style of the project. This will also compliment the governing character which has been previously established in the surrounding neighborhood. A number of the shrubs, both annual and perennial have been selected with these elements in mind and they appear as border plantings, plantings in pots and in shrub beds throughout the site and on the patios in special groupings to accentuate calmness, and to create focus points for the residents, visitors and staff.

Special attention was placed on the connection to the adjacent park, and should provide a style of development which is highly desirable within the Vernon city community.

This unique and attractive project will endure due to its sense of community, and the fact that it presents a prominent streetscape and connection to the surrounding neighborhood. It also provides well thought out external traffic patterns.

8.0 SUMMARY

The developer, and the design team feel that the combination of a quality design coupled with leading edge technology, pedestrian-friendly landscape features, and modern building materials will provide for a very functional and highly desired mixed-use neighbourhood project.

It is also our desire that this project will be one of many to be built in an area critical to the continued sustainability and growth of the City of Vernon.

We look forward to your enthusiastic support and recognition for all the project brings to our community.

9.0 APPENDIX AND ATTACHMENTS

- Owner's Undertaking
- Owner's Appointment of Agency
- Geotechnical Report
- D.P Application Documents
- Traffic Study
- Topographic survey (in architectural drawings set)
- State of Title Certificate
- Small and large scale drawings (Architecture, Civil, Landscape, Lighting)



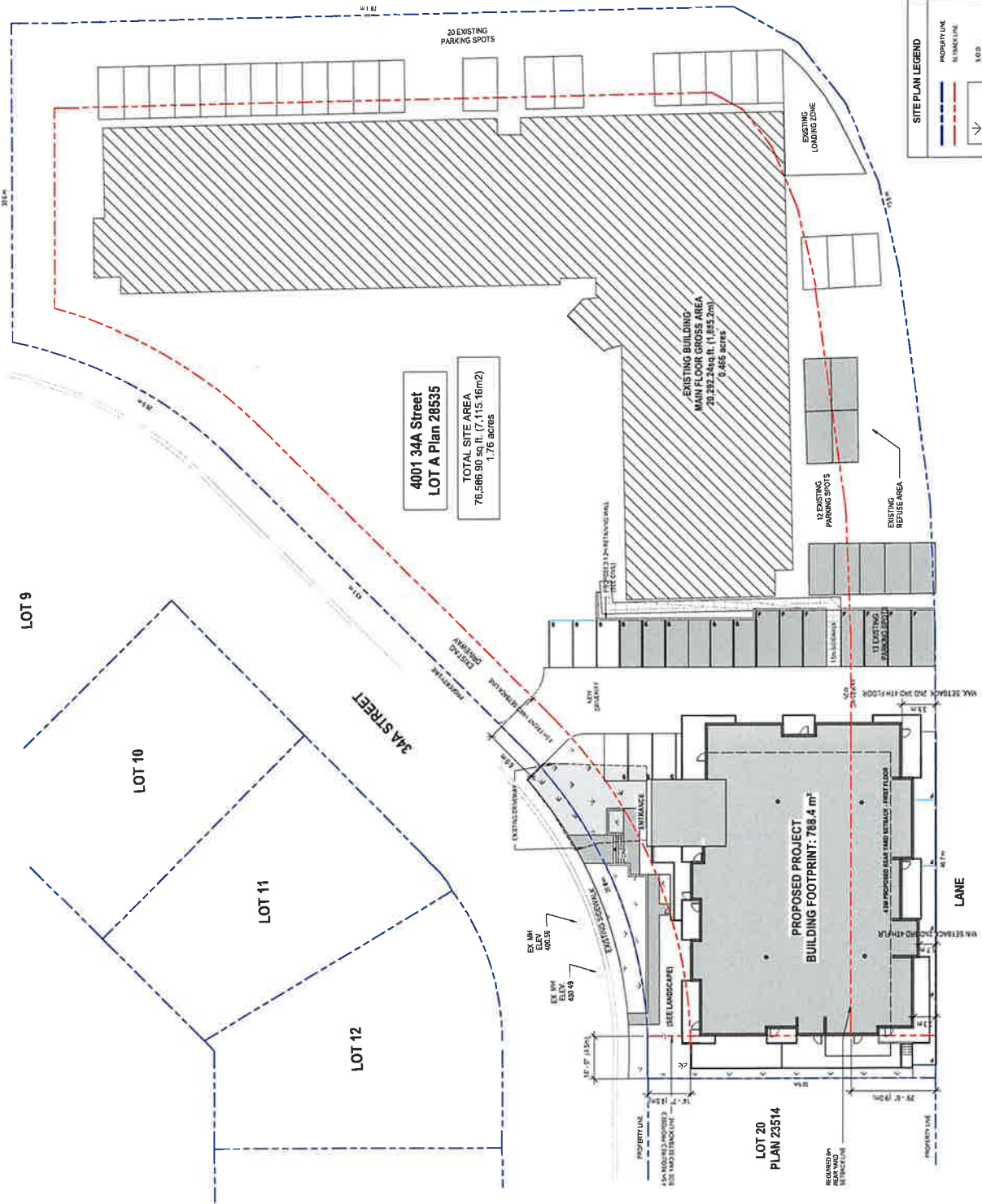
PROJECT: HILLTOP MANOR RESIDE
DATE: 07/2018
SCALE: AS SHOWN



ISSUED FOR DEVELOPMENT PERMITS

HILLTOP MANOR RESIDE
40134A W. Ave

SHEET # A1
REVISIONS



4001 34A Street
LOT A Plan 28535
TOTAL SITE AREA
76,586 sq. ft. (7,115.16m²)
1.76 acres

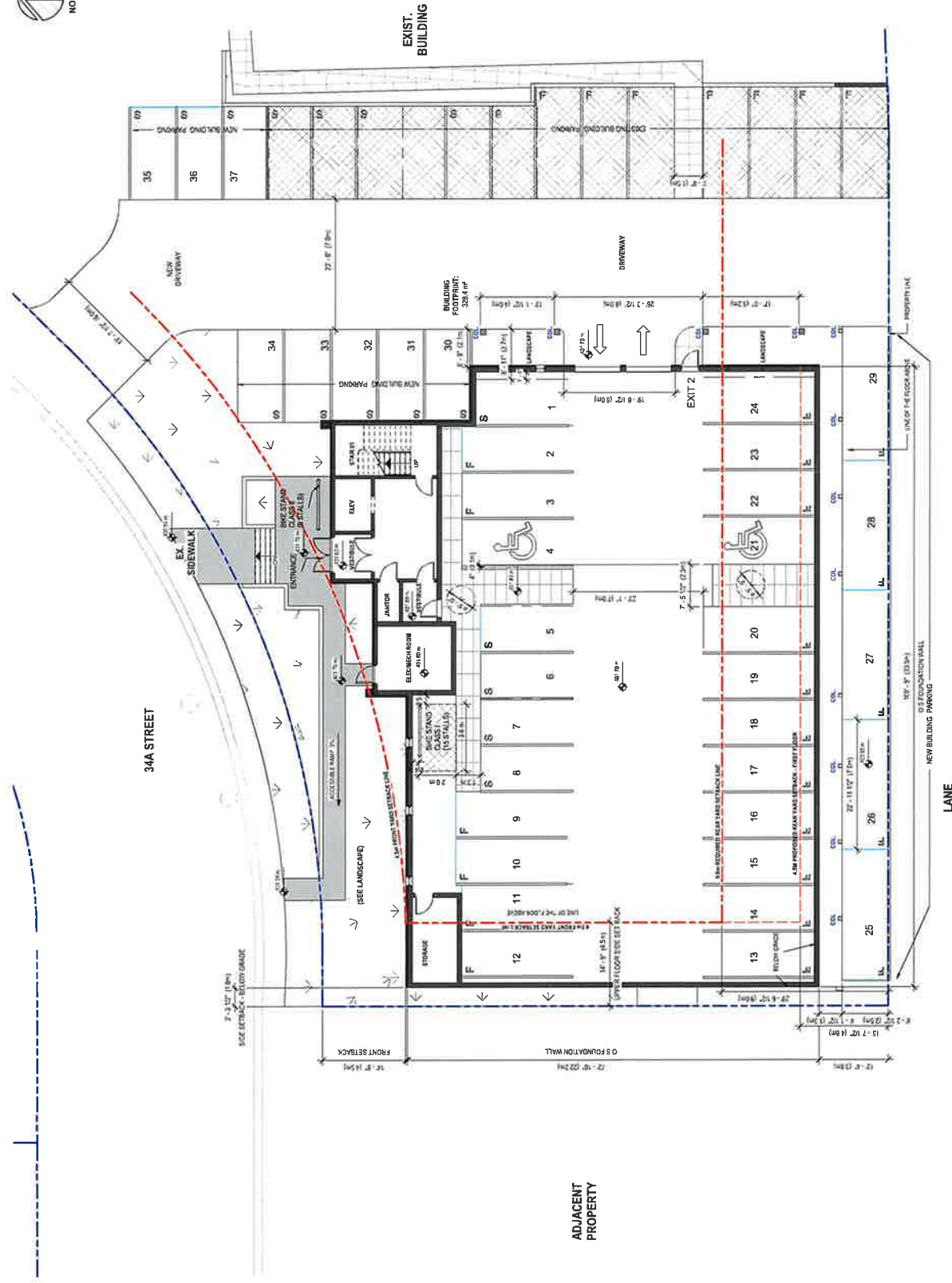
EXISTING BUILDING
MAIN FLOOR GROSS AREA
20,292.24sq. ft. (1,885.2m²)
0.465 acres

PROPOSED PROJECT
BUILDING FOOTPRINT: 788.4 m²

SITE PLAN LEGEND

- PROPERTY LINE
- EXISTING LINE
- NEW LINE
- ASPHALT DRIVE
- ASPHALT DRIVE
- ASPHALT DRIVE

OVERALL SITE PLAN
1/8" = 1'-0"



ADJACENT PROPERTY

LANE

EXIST. BUILDING

34A STREET

1 ENLARGED SITE PLAN
 A.1.02 1/8" = 1'-0"

NO. DATE BY DESCRIPTION



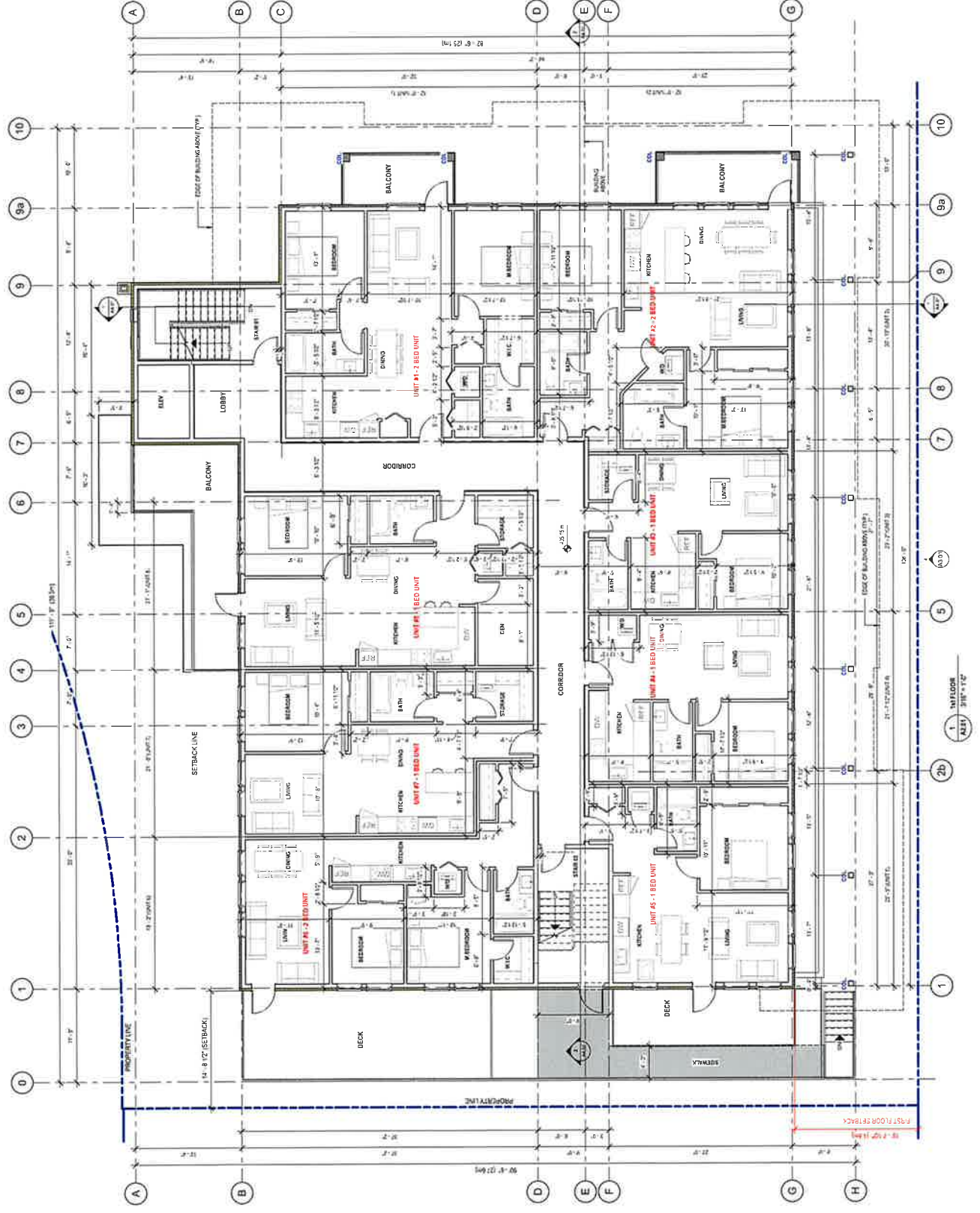
UNSATURATED DEVELOPMENT PERMIT

HILLTOP MANOR RESIDENTIAL
 RESIDENTIAL DEVELOPMENT

ENLARGED SITE PLAN

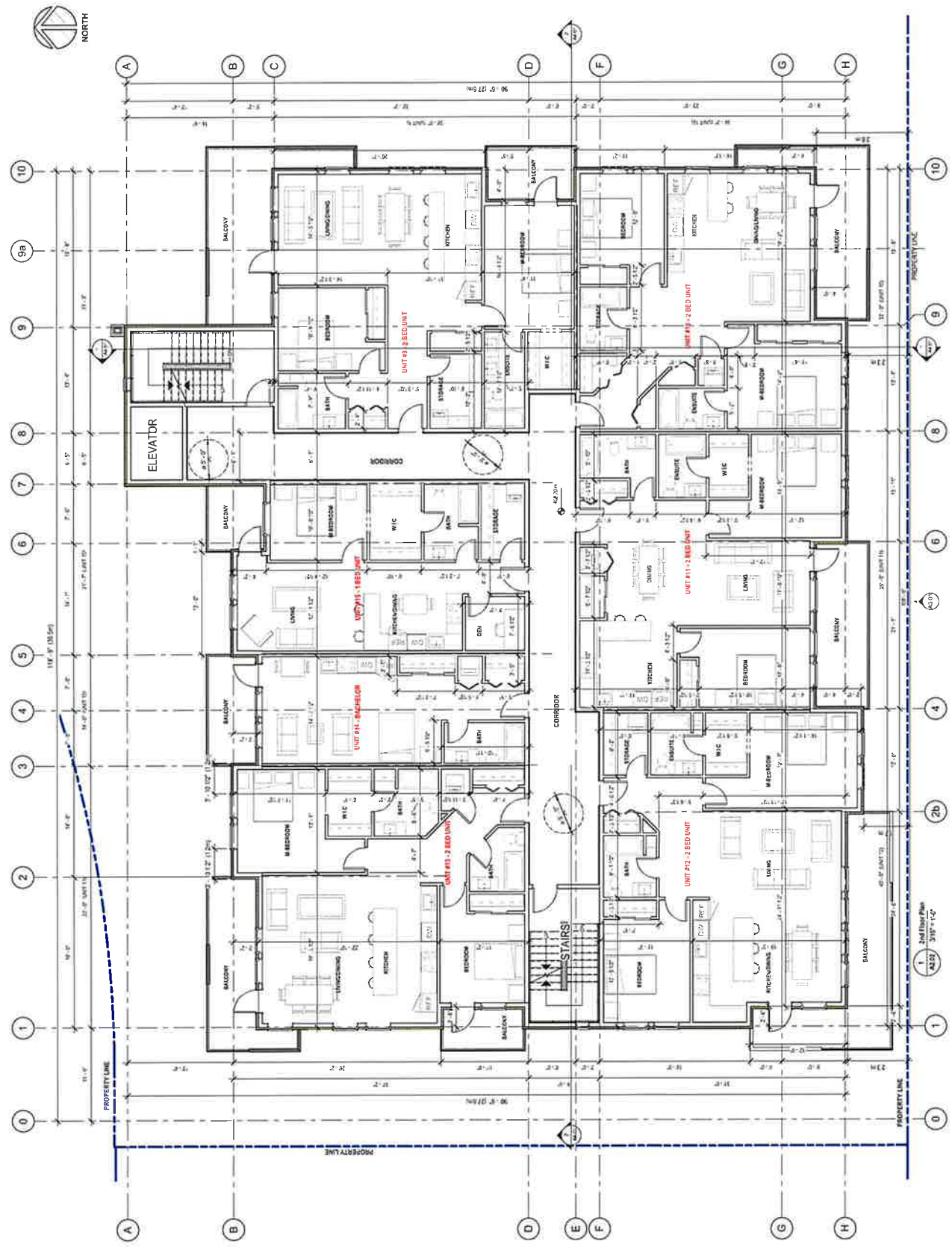
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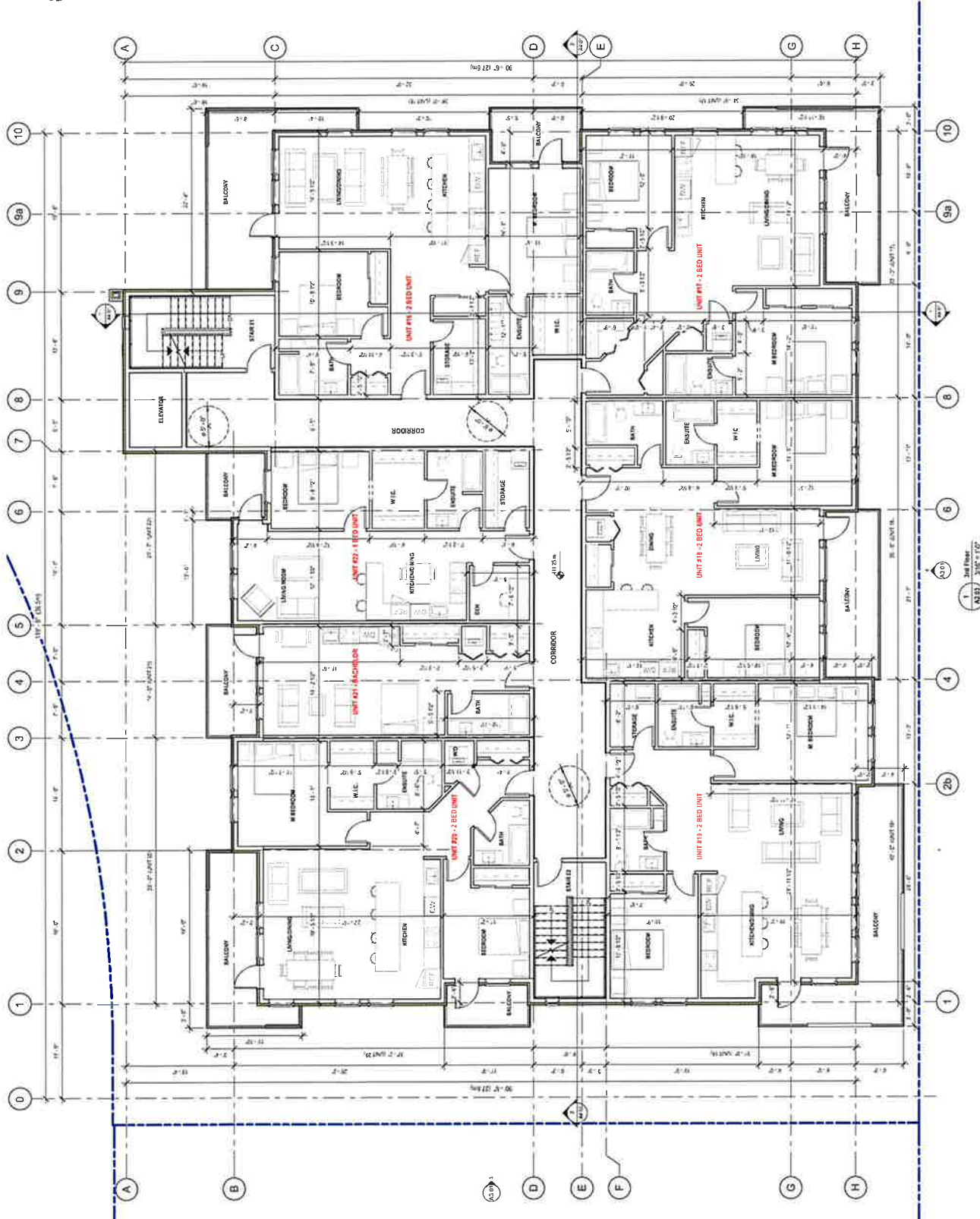
DESIGNED BY: [Name]
 SCALE: 1/8" = 1'-0"
 FILE: [Name]



ISSUED FOR DEVELOPER PERMIT
 HILLTOP MANOR RESIDENTIAL
 600 HAVEN BAY RD
 FIRST FLOOR PLAN
 A2.01

REVISED	SCALE	DATE	DRAWN	FILE
1/11/18	11:00 AM			







DESIGNED FOR
 DEVELOPER: GHT
 PERMIT NO. 15-00000001

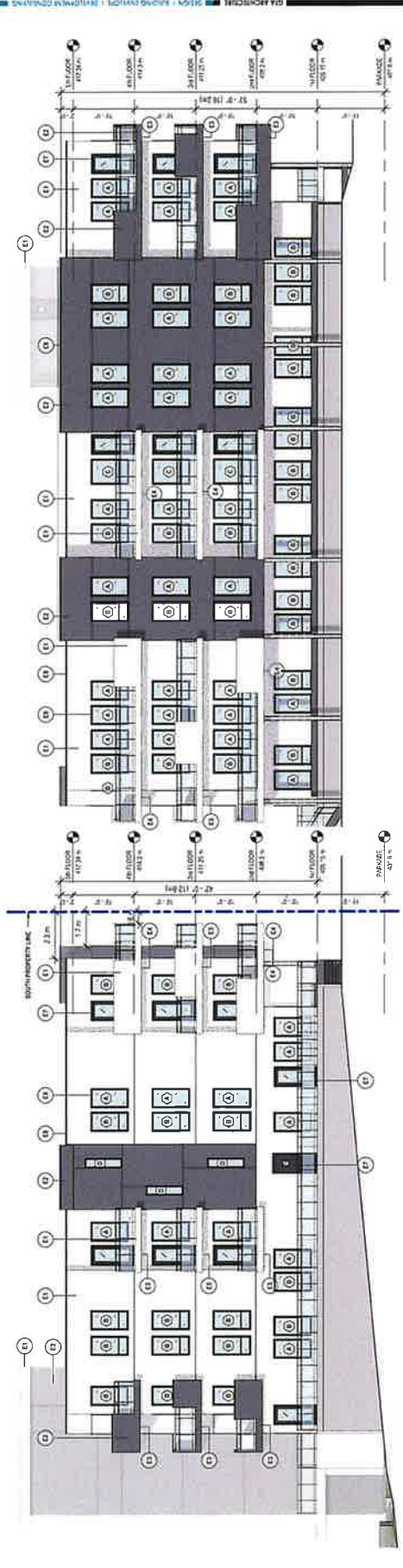
Attachment 4

REVISIONS
 NO. DATE BY DESCRIPTION



2 NORTH ELEVATION
 A319 1/8" = 1'-0"

1 EAST ELEVATION
 A319 1/8" = 1'-0"



4 SOUTH ELEVATION
 A319 1/8" = 1'-0"

3 WEST ELEVATION
 A319 1/8" = 1'-0"

EXTERIOR MATERIAL SCHEDULE

MATERIALS

- 1 STUCCO FIVE SANDY TONED AND WHITE
- 2 STUCCO FIVE SANDY TONED AND DARK GRAY
- 3 STUCCO FIVE SANDY TONED AND LIGHT GRAY
- 4 STUCCO FIVE SANDY TONED AND DARK GRAY
- 5 STUCCO FIVE SANDY TONED AND LIGHT GRAY
- 6 STUCCO FIVE SANDY TONED AND DARK GRAY
- 7 STUCCO FIVE SANDY TONED AND LIGHT GRAY
- 8 STUCCO FIVE SANDY TONED AND DARK GRAY
- 9 STUCCO FIVE SANDY TONED AND LIGHT GRAY
- 10 STUCCO FIVE SANDY TONED AND DARK GRAY
- 11 STUCCO FIVE SANDY TONED AND LIGHT GRAY



WINDOW TYPE SCHEDULE

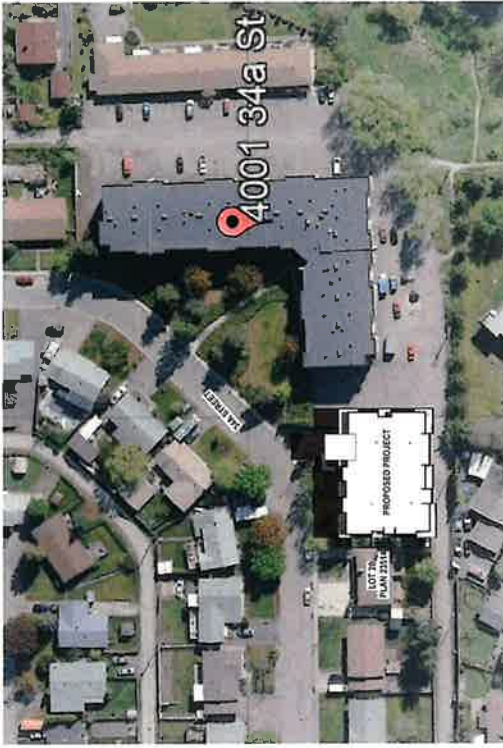
NO.	TYPE	MARK	APERTURE	HEIGHT
1	1/4"	1/4"	1/4"	1/4"
2	1/4"	1/4"	1/4"	1/4"
3	1/4"	1/4"	1/4"	1/4"
4	1/4"	1/4"	1/4"	1/4"
5	1/4"	1/4"	1/4"	1/4"
6	1/4"	1/4"	1/4"	1/4"
7	1/4"	1/4"	1/4"	1/4"
8	1/4"	1/4"	1/4"	1/4"
9	1/4"	1/4"	1/4"	1/4"
10	1/4"	1/4"	1/4"	1/4"
11	1/4"	1/4"	1/4"	1/4"



Attachment 6

HILLI
 RESI
 4/19/19
 SNAI
 A

RECORD
 SCALE



3. SUMMER SOLSTICE (JUNE 21, 12PM)
 AR15 1" = 50'-0"



4. WINTER SOLSTICE (DEC 21, 12PM)
 AR15 1" = 50'-0"



1. SPRING EQUINOX (MAR 21, 12PM)
 AR15 1" = 50'-0"



2. FALL EQUINOX (SEP 22, 12PM)
 AR15 1" = 50'-0"



Project No.: 21004

October 7, 2021

GTA Architecture
 1889 Springfield Rd, Suite 243
 Kelowna, British Columbia. V1Y 5V5

Attention: Raman Bestoon Intern Architect (AIBC)

**Re: Hilltop Manor Apartments
 Access and Parking Review**

GTA Architecture is working with the owner (Parminder Bowal) of the existing Hilltop Manor Apartment Building. The plan is to add an additional 29 residential rental units onto the existing site of the Hilltop Manor Apartments located at 4001 – 34 A Street. The existing site has 60 units, with 6 three bedroom, 36 two bedroom, and 18 one-bedroom apartment units, with 85 parking stalls (40 underground and 45 surface parking stalls). The current residents of the existing building have a total of 47 vehicles and 27 bicycles.

The project will add much needed dedicated rental housing to the downtown core of Vernon. There has been a severe lack of rental housing developed within Vernon, with a minimal number of rental units being built over the last 40 years.

Current City of Vernon Zoning Bylaw Parking requirements call for the following:

SECTION 7 : PARKING & LOADING
 Z O N I N G B Y L A W N O . 5 0 0 0 (2 0 0 3)

TABLE 7.1 - PARKING SCHEDULE

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

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

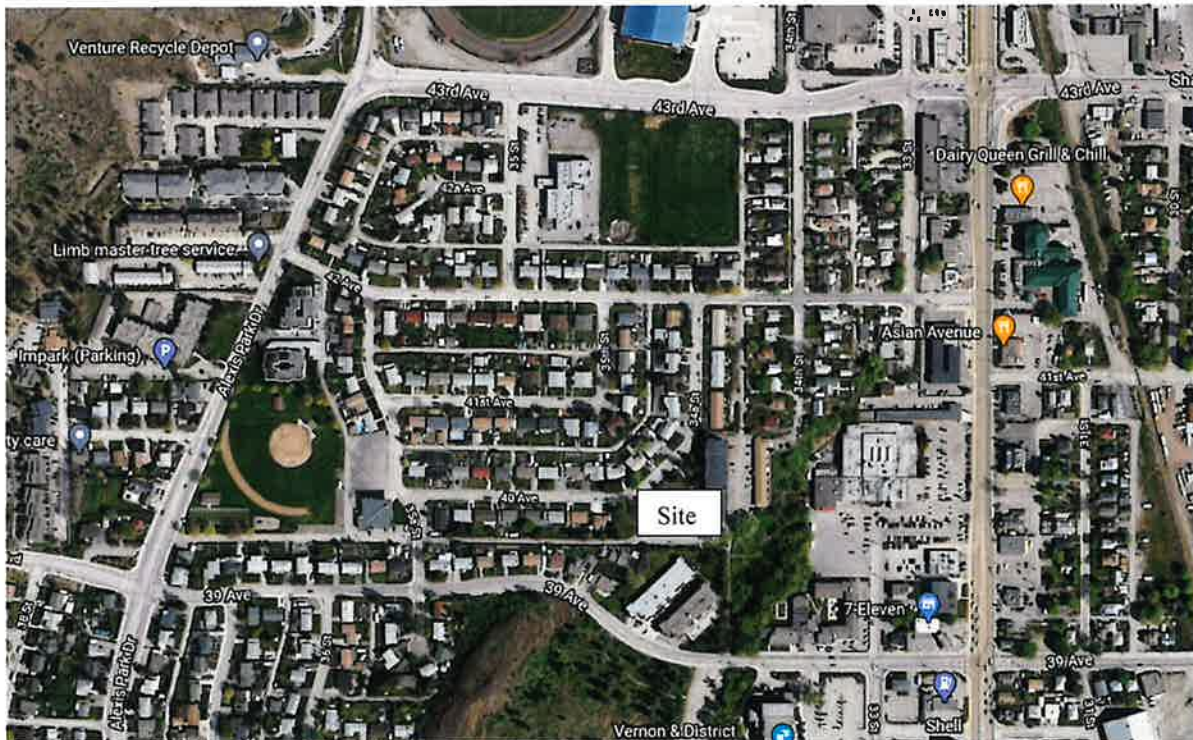
and

Accessible parking spaces: For all classes, shall be designated at a rate of 2% of all required parking spaces, rounded upward to the nearest whole number, when on-site parking areas require 11 or more total parking spaces.

Under the current Zoning Bylaw the full 89 units would require 129 parking stalls and 13 Visitor parking Stalls, for a total of 142 parking stalls, based on the existing and proposed units, as follows:

- Existing Hilltop Apartments
 - 18 – 1 bedroom units x 1.25 stall/unit = 22.5 stalls;
 - 36 – 2-bedroom units x 1.5 stall/unit = 54 stalls;
 - 6 - 3-bedroom units x 2 stall/unit = 12 stalls;
- Proposed Apartment Building
 - 3 - studio units x 1 stall/unit = 3 stalls
 - 8 – 1- bedroom units x 1.25 stall/unit = 10 stalls;
 - 18 – 2-bedroom units x 1.5 stall/unit = 27 stalls;
- Visitor Stalls 89 units/7 x 1 stall = 13 stalls;
- Total number of stalls required under current zoning = 142

The proposal is to provide much needed rental accommodations to help facilitate Vernon's current and future housing needs. CTQ has been engaged to provide information validating the lowering of the City's above noted parking regulations to 1.1 stall per suite that can then be submitted to the City, for consideration.



Site Location

The proximity of the site to the Highway 97 commercial Core, adjacent public transit, on Street Parking, and adjacent Vernon Cultural Centre, all work to support the City Official Community Plan vision and support a reduction in the single vehicle occupant and vehicle dependences that were associated with the current Zoning Parking requirements (in place and little changed since the sixties). Further, other jurisdictions recognize that rental suites and urban core uses, such as apartment housing, require fewer parking stalls per unit than conventional single family detached housing.

The determination of the parking demand is a function of the following:

- proximity to the downtown core;
- proximity to commercial centers;
- proximity and availability of public transit;
- proximity and quality of pedestrian facilities;
- makeup of the households utilizing the units; such as average resident age, number of occupants per unit, number of occupants in the workforce;
- affordability of rental housing is a function of average income of residents and has a direct effect on level of car ownership.

The initial cost to a project for the development and provision of onsite parking is reflected in the ultimate cost of the facility to the end user and is reflected in either a higher cost of ownership or higher monthly rental rates. The greater the amount of parking constructed the higher the end user cost.

The City of Vernon is working towards providing sustainable developments that meet the objectives of reducing the dependence on the single occupant vehicle, encouraging alternate travel modes and creating more pedestrian orientated developments and communities.

The City of Vernon Official Community Plan states the following as part of the Guiding Principles:

Create strong, compact and complete neighbourhoods

As neighbourhoods develop, essential elements such as housing, employment, shops, parks, schools and other amenities can be found in closer proximity to one another, making alternatives to driving more attractive and viable while improving road safety. Where redevelopment in established areas is proposed, the existing neighbourhood character is respected.

Provide alternative transportation

Investment in cycling, walking and transit infrastructure is integrated with land use planning to provide a range of viable transportation choices to reduce air pollution and greenhouse gas emissions while contributing to better health.

Revitalize the Downtown

Reinforce Vernon's City Centre as the key redevelopment area in the city. Strategic infrastructure investments, policies and programs promote development that results in more jobs, businesses, attractions and residents locating in the area.

The Metro Vancouver Apartment Parking Study, City of Vancouver, September 2012; noted the following:

Vehicle holdings and parking demand for apartment renters are much lower than for owners. This is consistent with prior research. In purpose-built market rental sites, the parking demand range is 0.58 - 0.72 vehicles per apartment unit.

Visitor parking supply may be over supplied. Observed parking demand rates were below 0.1 stall per apartment unit, compared to the typical municipal requirement of 0.2 visitor stall per apartment unit.

Generally, market and non-market renters have lower vehicle ownership rates than do apartment owners. In order to maximize affordability and efficiency in apartment buildings, municipalities should encourage rental housing in Urban Centres and Frequent Transit Development Areas. Household expenditures on transportation should inherently be lower in locations near transit as there is a reduced need to own or operate a private personal vehicle. Reduced parking reduces the cost of development. Municipalities could encourage rental apartment units near transit by reducing or waiving parking requirements as part of an incentive package as appropriate, and encouraging inclusion of rental apartment units in new developments through policy or housing agreements.

REVIEW OF PARKING UTILIZATION

A review of the parking utilization for the existing onsite parking stalls for the existing Hilltop manor site was completed to determine the parking ratio for the existing apartment. The parking utilization was completed for two different days and times as follows:

	2021-01-19		2021-01-28	
	Day (11 AM)	Evening (7 PM)	Day (11 AM)	Evening (7 PM)
Surface	13	14	12	16
Parkade	n/a	n/a	18	26

4001 – 35 A Street Apartment Parking Utilization

Based on the 85 parking stalls (for the existing 60 apartment units) this works out to an average daytime utilization of 35% and a evening utilization of 50% (including visitor parking). The on-street parking fronting the site allows for an estimated 12 stalls and is well used by the apartment and residential homes across the street.

PROPOSED DEVELOPMENT

The site is located at 4001 - 35 a Street, with the proposed layout of the new building and existing apartments shown on the **GTA A1-01 Site Plan and Enlarged Site Plan Plan A1.02** (attached). The existing site has 60 apartment units, made up of 18 one bedroom, 36 two bedroom, and 6 three-bedroom units, with 40 underground and 45 above ground parking stalls. The proposed new building located to the west of the existing building is planned for 29 units, made up of 3 studio units, 8 one bedroom and 18 two-bedroom units, with the addition of 24 underground and 13 surface parking stalls. The full build out the site will have 89 residential units.

The site is planned with a total of 122 parking stalls; 3 handicap; 13 visitor stalls; and 101 tenant stalls. 62 of the tenant stalls are located under the buildings. The 109 tenant spaces result in a ratio of 1.22 stalls per unit for the full build out of 89 units.

The existing one, two, and three bedroom apartments have parking provided as per previous City of Vernon Zoning requirements. The existing site provides for 77 parking stalls (1.20 stalls per unit) with an additional 8 visitor parking spaces, for a total of 85 stalls. The observed parking utilization for the existing apartment is less than 0.70 stalls per unit (including visitor parking).

SITE ACCESS / CIRCULATION

The access to the rear of the site is provided by the rear lane that runs from the southwest corner to the northeast corner of the site. The existing driveway on 35 A Street will be relocated to the east by 10m and an additional entry to the underground parking for the new building will be added to the main drive isle, 20m to the south of the main site access. Pedestrian access is provided through the central courtyard to the existing building off 35 A Street and by informal paths connecting to 39th Avenue to the south, and 32nd Street to the east.

PARKING DEMAND MANGEMENT

Reducing the demand for parking is closely linked with reducing vehicle trips, so many of the programs recommended for reducing parking demand are the same ones recommended for trip reduction through Transportation Demand Management (TDM). TDM programs typically aim to reduce drive-alone trips through strategies that encourage carpooling or use of alternative modes.

Because TDM programs reduce solo driving, less parking is needed; communities should account for this and reward employers who implement effective TDM programs through reductions to minimum parking requirements, allowing these employers to shed parking spaces they no longer need or build fewer to begin with.

TDM programs are appropriate for large multi-family residential developments, and some can be implemented at the district or community level. They offer the greatest benefits to employers that are constrained by their parking supply, those that can realize a financial benefit by using fewer spaces (for example, if the spaces are leased separately), or those that wish to redevelop a portion of their parking into usable building space. The community also benefits from reduced traffic and impervious surfaces.

An integrated parking management program can often reduce parking requirements by 20-40%, while improving user convenience and helping to achieve other planning objectives, such as supporting more compact development, encouraging use of alternative modes of transportation, and increasing development affordability.

The existing building supports a strong bicycle community with underground bike storage for 30 bikes, and the new building will build on this with provision for Class 1 secured underground storage for 39 bikes (2 ½ times the current bylaw requirements) and a Class 2 outside rack for 8 bikes.

CONCLUSION

The lower-than-average percentage of car ownership among people renting; the lower-than-average percentage of car ownership for seniors; the proximity of the site to the downtown, recreational, and commercial areas; the location of the site to public transit; combined with a strong bicycle community; will result in a supportable reduction in the current unit zoning requirement for onsite parking.

The new apartment units will provide for a modern, sprinklered, fully accessible building that supports the bicycle community fulfilling the objectives of the OCP and adding much needed affordable rental housing to the urban core.

The existing apartment has 85 parking stalls with only 47 resident vehicles, a ratio of 0.55 vehicles per stall (0.78 vehicles per unit). Thus allowing for reduction in the overall parking supply from the current Bylaw requirements.

RECOMENDATION

We recommend the City of Vernon review the provision of 1.2 parking stalls per unit, for multifamily residential rental housing units where they are located within proximity to the urban core, to a revised ratio of 1.1 stall per residential unit (in combination with the increased bike storage facilities). The ratio of visitor parking stalls can remain unchanged at one space per 7 residential units.

If you have any further questions or require any additional information, please contact our office.

Yours truly,

CTQ CONSULTANTS LTD.

Per:



David D. Cullen, P.Eng.
Transportation Engineer
DDC
Enclosure

9.12 RH1 : Low-Rise Apartment Residential

9.12.1 Purpose

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

9.12.2 Primary Uses

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

9.12.3 Secondary Uses

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

9.12.4 Subdivision Regulations

- Minimum **lot width** is 30.0m.
- Minimum **lot area** is 1400m², or 10,000m² if not serviced by a **community sewer system**.

9.12.5 Development Regulations

(a) Density:

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

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

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

(b) Building Regulations:

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

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

9.12.6 Other Regulations

- A minimum area of 5.0m² of private open space shall be provided per **bachelor dwelling, congregate housing bedroom** 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 3 to 4.5 **storey building**, or 65.0m for a 2 **storey building**. If the frontage is interrupted by an open courtyard equivalent in depth and width to the **building height**, the maximum continuous 4.5 **storey building frontage** may be 80.0m provided that no **building** section exceeds 40.0m.
- For multi-unit residential housing, one **office** may be operated for the sole purpose of the management and operation of the multi-unit residential **development**. *(Bylaw 5440)*
- For **seniors assisted housing, seniors housing and seniors supportive housing**, a safe drop-off area for patrons shall be provided on the **site**.
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development, yards**, projections into **yards**, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7. *(Bylaw 5339)*
- As per Section 4.10.2 - All **buildings and structures, excluding perimeter fencing (garden walls and fences)** on **lots abutting** City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B". *(Bylaw 5440)*