



CORPORATION OF THE CITY OF VERNON

ADVISORY PLANNING COMMITTEE

TUESDAY, AUGUST 16, 2022, AT 4:00 PM

OKANAGAN ROOM (COUNCIL CHAMBER) CITY HALL

A G E N D A

1) **CALL TO 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**

a) July 19, 2022 (Attached)

5) **NEW BUSINESS**

a) ZON00386 / DVP00571 (1608 43 AVENUE and 4211 17 STREET)

b) OCP00096 / ZON00388 (3903 30 STREET)

c) DVP00545 (6092 OKANAGAN LANDING ROAD)

6) **INFORMATION ITEMS**

a) Staff Liaison to provide verbal update of APC related items discussed at the last Council meeting.

7) **NEXT MEETING**

The next meeting is tentatively scheduled for **WEDNESDAY, SEPTEMBER 7, 2022 AT 4:00 PM**

8) **ADJOURNMENT**

THE CORPORATION OF THE CITY OF VERNON



**MINUTES OF THE
ADVISORY PLANNING COMMITTEE MEETING
HELD ON TUESDAY, JULY 19, 2022, at 4:00 PM
COUNCIL CHAMBERS (OKANGAN LAKE ROOM)**

PRESENT: Mark Longworth (Chair)
Monique Hubbs-Michiel
Phyllis Kereliuk
Margaret Jarman
Joshua Lunn
Jamie Paterson
Don Shuster
Claire Ishoy
Lisa Briggs

ABSENT: Mayor Cumming
Harpreet Singh Nahal
Doug Neden

STAFF: Matt Faucher, Current Planner
Craig Broderick, Manager, Current Planner/Approving Officer
Michelle Austin, Current Planner
Roy Nuriel, Planner, Economic Development
Jennifer Pounder, Records / Committee Clerk
Tracy Mueller, Executive Assistant

ORDER The meeting was called to order at **3:59 PM**

**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 M. Jarman, seconded by L. Briggs:

THAT the agenda of the Advisory Planning Committee meeting for July 19, 2022, be adopted:

CARRIED

ADOPTION OF THE MINUTES

Moved by J. Paterson seconded by M. Hubbs-Michiel:

THAT the minutes for the Advisory Planning Committee meeting of June 28, 2022, be adopted as amended.

CARRIED

NEW BUSINESS:**DVP00558
(8841 ADVENTURE BAY ROAD)**

M. Austin, Planner, provided an overview of DVP00558 (8841 ADVENTURE BAY ROAD), an application to vary Section 6.5.1 of Zoning Bylaw 5000 to increase the height of a retaining wall on a residential property.

- The application before the Committee is to increase the height of a retaining wall from 1.2m to 2.5m along the front and southwest side lot line within the 4m front yard setback, and 2m to 3.6m along the southwest side lot line behind the front yard setback.
- Staff recommends that the Committee endorse a modified version being a height increase from 1.2m to 1.5m and 2m to 3.6m.

Committee Member C. Ishoy arrived at 4:03 PM

The following comments / questions were posed by members of the Committee:

- The Committee requested clarification regarding the location of the retaining wall. Staff clarified it is along the front and side of the lot.
- The Committee expressed support for the grade of the proposal as presented.
- Clarification was request regarding the future structure to be built on the property. Staff advised that it is unclear at this time.
- The Committee inquired regarding the vacant lot adjacent to the property. Staff confirmed it is vacant and used previously as the septic field for the Strata below. Staff suggested that the Strata below may have discontinued the use as a septic field and hooked up to the community sewer system. Staff was unsure how the land will be used for in the future.

- Staff confirmed they do not support the original application but are supportive of the modified version.
- The Committee inquired regarding any precedents for previous applications regarding retaining wall height. Staff noted that variances are reviewed on a case by case basis and not considered as precedent setting.
- The Committee inquired if there are any bylaws which govern materials for retaining walls and Staff confirmed there are no design guidelines in place.

Moved by M. Jarman, and seconded by C. Ishoy:

THAT Council approve **a modified version of** Development Variance Permit 00558 (DVP00558) to vary Zoning Bylaw 5000 for PCL A (BEING A CONSOLIDATION OF LOTS 7 AND 8 SEE CA9907243) DL 298 ODYD PL EPP44146 (8841 Adventure Bay Road) as outlined in the report titled “Development Variance Permit Application for 8841 Adventure Bay Road” dated July 5, 2022 and respectfully submitted by the Current Planner, by:

- a) Increasing Section 6.5.1.i, the height of a retaining wall, from 1.2m (4.0ft) to 1.5m (5.0ft) along the front and southwest side lot line within the 4.0m front yard setback; and
- b) Increasing Section 6.5.1.ii, the height of a retaining wall, from 2.0m (6.4ft) to 2.5m (8.3ft) along the southwest side lot line behind the front yard setback;

AND FURTHER, that Council’s approval of DVP00558 is subject to the following:

- i. That the driveway and proposed residential unit(s) be constructed to utilize the existing grade; and
- ii. That the retaining wall complies with an updated site plan, elevations, and cross sections to be attached to and form part of DVP00558, with the retaining wall being setback three feet from the side property line.

CARRIED

**DVP00577
(9233 KOKANEE
ROAD)**

M. Austin, Planner, provided an overview of LUC00023 and DVP00577 (9233 KOKANEE ROAD), applications to discharge a Land Use Contract Discharge (LUC) and vary siting and size regulations for construction of a single detached house and a detached secondary suite on the property located at 9233 Kokanee Road.

- The applications before the Committee are to:
 - discharge LUC Registration #P2461 from the title of the property, allowing the underlying Estate Lot Residential (R1) zone to regulate its use and development;
 - allow construction of a single detached house on a slope $\geq 30\%$; and
 - increase maximum footprint from 90m^2 to 104.1m^2 , net floor area from 90m^2 to 180.7m^2 and height from 6m to 6.6m to the mid-point of the sloped roof for the construction of a detached secondary suite.
- Staff supports the requested discharge and variances.

The following comments / questions were posed by members of the Committee:

- Staff clarified that the secondary suite regulations dictate that the footprint is the same as the net floor area.
- In response to a question, staff confirmed the slope of the property is greater than 30%.

Moved by J. Paterson, and seconded by M. Hubbs-Michiel:

THAT Council support Land Use Contract Discharge 00023 (LUC00023) to discharge Land Use Contract Registration P2461 from the title of LOT 9 SEC 11 TP 13 ODYD PLAN 31060 (9233 Kokanee Road) as outlined in the report titled "Land Use Contract Discharge and Development Variance Permit Applications for 9233 Kokanee Road" dated July 12, 2022 and respectfully submitted by the Current Planner;

AND FURTHER, that Council direct Administration to prepare a proposed bylaw and public notice of first reading to discharge Land Use Contract Registration P2461 from the title of LOT 9 SEC 11 TP 13 ODYD PLAN 31060 (9233 Kokanee Road);

AND FURTHER, that Council not hold a public hearing on a proposed bylaw to discharge Land Use Contract Registration

P2461 from the title of LOT 9 SEC 11 TP 13 ODYD PLAN 31060 (9233 Kokanee Road);

AND FURTHER, that Council approve Development Variance Permit 00577 (DVP00577) to vary Zoning Bylaw 5000 for LOT 9 SEC 11 TP 13 ODYD PLAN 31060 (9233 Kokanee Road) by:

- a) Varying Section 4.16.1, hillside development areas, to allow construction of a single detached house on a slope $\geq 30\%$;
- b) Increasing Section 5.5.5, maximum footprint, from 90m² to 104.1m² for a secondary suite located in a secondary building;
- c) Increasing Section 5.5.5, maximum net floor area, from 90m² to 180.7m² for a secondary suite located in a secondary building; and
- d) Increasing Section 5.5.6, maximum height, from 6.0m to 6.6m to the mid-point of the sloped roof for a secondary suite located in a secondary building;

AND FURTHER, that Council's approval of DVP00577 is subject to the following:

- i. That the proposed development generally complies with the site plan (Attachment 1) and secondary suite elevations and floor plans (Attachment 2) to be attached to and form part of DVP00577;
- ii. That siting of the single detached house complies with the slope analysis and profiles (Attachment 5) to be attached to and form part of DVP00577;
- iii. That a Section 219 Covenant (Wildfire) complying with FireSmart BC guidelines, in favour of the City of Vernon, be registered on the title of LOT 9 SEC 11 TP 13 ODYD PLAN 31060 (9233 Kokanee Road); and
- iv. That a Section 219 Covenant, prohibiting the garage from being converted to living space, in favour of the City of Vernon, be registered on the title of LOT 9 SEC 11 TP 13 ODYD PLAN 31060 (9233 Kokanee Road).

CARRIED

**DVP00521
(9353 EASTSIDE
ROAD)**

M. Faucher, Planner, provided an overview of DVP00521 (9353 EASTSIDE ROAD), an application to vary Section 4.16.1 of Zoning Bylaw 5000 in order to support a 3-lot subdivision with construction of three single detached dwellings on slopes greater than 30% at 9353 Eastside Road.

- The applicant is requesting a 3 lot subdivision of property.
- Staff noted the property has substantial portions of the lot with slopes greater than 40% and the applicant has conducted a detailed geotechnical review of the site.

The following comments / questions were posed by members of the Committee:

- The Committee expressed concern regarding the steepness of the easement onto Lot 1. Staff clarified a significant geotechnical assessment was completed of the subject site.
- The Applicant was in attendance and at the request of the chair clarified the glacial till is a gravel/clay material.
- Staff clarified that the previous history of slides caused by water on this property will be addressed and handled under the subdivision process.

Moved by L. Briggs, and seconded by P. Kereliuk:

THAT Council support Development Variance Permit Application 00521 (DVP00521) to vary Zoning Bylaw 5000 on LT 1 SEC 10 TWP 13 ODYD PLAN 9430 EXCEPT PLAN 11165 (9353 Eastside Road) as outlined in the report titled "Development Variance Permit Application for 9353 Eastside Road" dated July 15, 2022 and respectfully submitted by the Current Planner, as follows:

- Section 4.16.1 to allow construction of a building, structure or swimming pool on slopes 30% or greater;

AND FURTHER, that Council's support of DVP00521 is subject to the following:

- the site plan illustrating the general siting of the proposed single detached dwellings (Attachment 1) be attached to and form part of DVP00521;

- development of the property be in accordance with the report titled “Geotechnical Assessment – Proposed Residential Subdivision 9353 Eastside Road, Vernon, B.C.” prepared by Calibre Geotechnical dated February 9, 2021 (Attachment 2), be attached to and form part of DVP00521;
- development of the property be in accordance with the report titled “Riparian Area Protection Regulation Assessment” prepared by Canyon Wren Consulting Inc., dated January 21, 2021 (Attachment 3), be attached to and form part of DVP00521; and
- if any tree removal is required to develop the property that the applicant obtain a valid Tree Cutting Permit.

CARRIED

**DVP00540
(7333 TRONSON
ROAD)**

M. Faucher, Planner, provided an overview of DVP00540 (7333 TRONSON ROAD), an application to vary Zoning Bylaw 5000 Section 4.16.1 to permit construction on slopes greater than 30% and Section 6.5.11 to vary the maximum height of a retaining wall from 1.2m to 1.83m at 7333 Tronson Road.

- The application before the Committee is requesting permission to construct on slopes greater than 30% and to raise the height of the retaining wall from 1.2m to 1.83m.

The following comments / questions were posed by members of the Committee:

- The Committee expressed concern regarding the addressing for the site, particularly that there are three different addresses associated with the build. Staff noted they are working in partnership with Emergency Services regarding this matter and may require directional signage to assist with Emergency response.
- The Committee expressed concern regarding road access, particularly the required left hand turn onto Bella Vista and suggested a warning sign could be installed. Staff advised they will forward the Committees feedback to the Transportation Section for consideration.

- The Committee inquired regarding the steep slopes and if there is any consideration for looking at reviewing the hillside guidelines. Staff confirmed the Official Community Plan (OCP) review will address this issue next year.
- The Committee inquired about the sanitary services at this location. Staff confirmed it will be hooked up to City services.
- The Committee commented that previously there was a mirror on Bella Vista and that one should be installed. Staff will refer this information to the Transportation Manager.
- Staff noted the neighboring property to the east has an access easement and it will be shared with this lot.

Moved by M. Hubbs-Michiel, and seconded by J. Paterson:

THAT Council support Development Variance Permit application 00540 (DVP00540) to vary Zoning Bylaw 5000 on LT 14, DL 56, ODYD, PL 18373 (7333 Tronson Road), as follows:

- Section 4.16.1 to allow the construction of buildings, structures and swimming pools on slopes greater than 30%;
- Section 6.5.11 to increase the maximum height of a retaining wall from 1.2m to 1.83m;

AND FURTHER, that Council's support of DVP00540 is subject to the following:

- That the site plan, building elevations and cross-sections, intended to illustrate the siting of structures, drive access and retaining wall height (Attachment 1) in the report titled "Development Variance Permit Application for 7333 Tronson Road" dated July 14, 2022 and respectfully submitted by the Current Planner, be attached to and form part of DVP00540 as Schedule 'A';
- That Geotechnical Investigation Report prepared by Beacon Geotechnical Ltd dated January 5, 2017, be attached to and form part of DVP00540 as Schedule 'B'; and

- That issuance of DVP00540 be withheld until a Development Permit for the subject property is authorized to be issued.

CARRIED

INFORMATION ITEMS:

Staff provided a brief overview of projects discussed at Council on July 18, 2022:

- **ZON00373 / SUB00806 (4013 25 STREET)**, an application to rezone from R5 – Fourplex Housing Residential to R4 – Small Lot Residential to provide for a one lot, single family subdivision. received three readings.
- **ZON00382 (4011 32 STREET)**; an application to rezone the subject property located at 4011 32nd Street from C10 – Tourist Commercial to C5 – Community Commercial. received three readings.

SHORT TERM RENTAL (STR) REGULATIONS

Roy Nuriel, Planner, Economic Development, was in attendance and provided a PowerPoint presentation overview of the Short-Term Rental (STR) Regulations.

- As per of a longer term project, Council directed Administration to develop STR regulations at the meeting on June 27, 2022.
- STR's are primarily for tourists and visitors; bookings are generally handled through online platforms.
- A recent survey was circulated to determine whether members of the Vernon Community wanted STR's to regulated.
- In terms of measuring the industry (and number of STR's in Vernon), a snapshot was taken from an intelligence platform called AIRDNA which pulls information / listings from both Airbnb, Inc., and VRBO. The report pulled from AIRDNA revealed that Vernon has 274 active STR units, most of the rentals in Vernon are of the entire home/separate portion of the home (i.e. secondary suite), and that geographically they are happening all over the City.

- Short Term Rentals (STR's) are a growth industry and they are only expected to expand in popularity in the years to come. Through regulation, there is an opportunity to guide how this growth will happen in Vernon.
- There are two (2) proposed STR licenses as follows:
 1. **STR Minor License** – a portion of a residence would be allowed to have a STR. It must be the operator's principle residence and there must be a responsible person on site throughout the rental period (owner or designate).
 2. **STR Major License** –Would be only in the hillside residential district and Agricultural District or the Waterfront Neighborhood Plan Area. In a major license an STR could be for the entire property. The key point is that a responsible person would have to be available at all times, does not need to be onsite but they need to be on call 24 hrs.
 - Generally the area for STR Major Licenses would be the outlying areas.
 - **Monitoring and Enforcement** – there should be good regulations and the capacity to enforce. The way to enforce is to introduce an STR business license and have incremental fines, with more strenuous fines with the good neighbour bylaw. If there is non-compliance, the business license would not be renewed.
- **Public Consultation** - Staff noted that this information would be shared with the Tourism Commission and there will be more public engagement. It planned to go back to the August 15, 2022 Council meeting with proposed amendments. Staff confirmed The District of Coldstream does not have currently regulations regarding STR and we are considering the precedents of Kelowna, Penticton, Summerland and Osoyoos.

The following comments questions were posed by members of the Committee:

- The Committee inquired as to the intended impact of the proposed policy.

- Staff noted that all units in STRs need business licenses and permits to make sure they are safe and legal.
- The Committee asked what are other municipalities doing, ie. Coldstream, so Vernon’s tourism industry is not harmed.
 - Staff noted that it is hard to stop short term rentals
 - Staff clarified that other municipalities were reviewed to develop best practice. The plan will evolve as the STR policy evolves.
 - This will be a way to better support housing and make STRs legal in the community. Some STRs will have a Bed & Breakfast license. It will create very clear policy and safety regulations.

NEXT MEETING

The next meeting of the Advisory Planning Committee is tentatively set for **Tuesday, August 16, 2022**.

The meeting will be held in Council Chamber (Okanagan Room) at City Hall at 4:00 PM.

ADJOURNMENT

The Advisory Planning Committee meeting of July 19, 2022, was adjourned at the call of the Chair at **5:04 PM**.

CERTIFIED CORRECT:

_____ Chair



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Michelle Austin
Planner, Current Planning

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: September 26, 2022
REPORT DATE: August 12, 2022
FILE: 3360-20 (ZON00386) / (DVP00571)

SUBJECT: REZONING AND DEVELOPMENT VARIANCE PERMIT APPLICATIONS FOR
1608 43 AVENUE AND 4211 17 STREET

PURPOSE:

To present for Council's consideration rezoning and development variance permit applications for the property located at 1608 43 Avenue/4211 17 Street in anticipation of subdivision.

RECOMMENDATION:

THAT Council support Rezoning 00386 (ZON00386) to rezone Lot A, Sec. 2, TP 8, ODYD, Plan 32561 (1608 43 Avenue/4211 17 Street) from R5 – Four-plex Residential to R4 – Small Lot Residential as outlined in the report titled "Rezoning and Development Variance Permit Applications for 1608 43 Avenue/4211 17 Street" dated August 12, 2022 and respectfully submitted by the Current Planner;

AND FURTHER, that Council's support of ZON00386 is subject to the following:

- a) That the two existing sheds on proposed Lot 2 (4211 17 Street) shown on the site plan (Attachment 3) be removed prior to final bylaw adoption; and
- b) That the existing driveway on proposed Lot 1 (1608 43 Avenue) be relocated to 17 Street prior to final bylaw adoption;

AND FURTHER, that Council direct Administration to prepare a proposed bylaw and public notice of initial readings to rezone Lot A, Sec. 2, TP 8, ODYD, Plan 32561 (1608 43 Avenue/4211 17 Street) from R5 – Four-plex Residential to R4 – Small Lot Residential;

AND FURTHER, that Council not hold a public hearing on a proposed bylaw to rezone Lot A, Sec. 2, TP 8, ODYD, Plan 32561 (1608 43 Avenue/4211 17 Street) from R5 – Four-plex Residential to R4 – Small Lot Residential;

AND FURTHER, that Council support Development Variance Permit 00571 (DVP00571) to vary Zoning Bylaw 5000 for Lot A, Sec. 2, TP 8, ODYD, Plan 32561 (1608 43 Avenue/4211 17 Street) by:

- a) Varying Section 9.5.5, minimum rear yard, from 6m to 2.54m for the existing house on proposed Lot 1; and
- b) Varying Section 9.5.5, minimum rear yard, from 6m to 4.82m for the existing house on proposed Lot 2.

AND FURTHER, that Council's support of DVP00571 is subject to the following:

- a) That the site plan (Attachment 3) to be attached to and form part of DVP00571.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council not support Rezoning 00386 (ZON00386) to rezone Lot A, Sec. 2, TP 8, ODYD, Plan 32561 (1608 43 Avenue/4211 17 Street) from R5 – Four-plex Residential to R4 – Small Lot Residential as outlined in the report titled “Rezoning and Development Variance Permit Applications for 1608 43 Avenue/4211 17 Street” dated August 12, 2022 and respectfully submitted by the Current Planner;

AND FURTHER, that Council not support Development Variance Permit 00571 (DVP00571) to vary Zoning Bylaw 5000 for Lot A, Sec. 2, TP 8, ODYD, Plan 32561 (1608 43 Avenue/4211 17 Street) by:

- a) Varying Section 9.5.5, minimum rear yard, from 6m to 2.54m for the existing house located at 1608 43 Avenue; and
- b) Varying Section 9.5.5, minimum rear yard, from 6m to 4.82m for the existing house located at 4211 17 Street.

Note: This alternative does not support the rezoning and variances and prevents subdivision from moving ahead. It would preserve a single family detached rental.

ANALYSIS:

A. Committee Recommendations:

At its meeting of August 16, 2022, the Advisory Planning Committee passed the following resolution:

“(to be cited by the Advisory Planning Committee).”

B. Rationale:

1. The subject property is located at 1608 43 Avenue and 4211 17 Street (Figures 1 and 2). There are currently two single detached dwellings and two sheds located on the property.
2. The application is to rezone the property from R5 – Fourplex Housing Residential (Attachment 1) to R4 – Small Lot Residential (Attachment 2).
3. If the rezoning is successful, the applicant intends to subdivide the property into two lots with one existing single detached house to remain on each (Attachment 3).

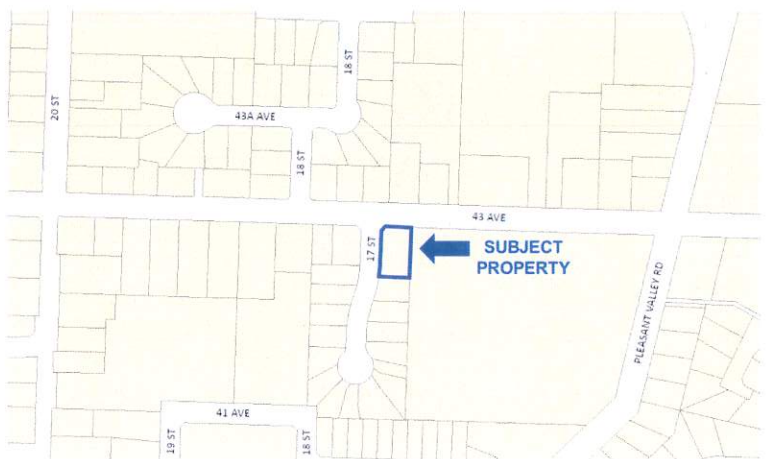


Figure 1: Property Location Map

4. Before the subdivision can be considered, a variance for both existing homes to the rear property line is also required as follows:
 - a) Proposed Lot 1 (1608 43rd Ave) – Section 9.5.5, minimum rear yard, from 6m to 2.54m.

- b) Proposed Lot 2 (4211 17th St) – Section 9.5.5, minimum rear yard, from 6m to 4.82m. Further, the minimum side yard is 1.2m. An existing shed is 0.47m to the side property line and should be relocated or removed. The minimum rear yard is 1m for a secondary building. An existing shed is 0.86m to the rear property line and should also be relocated or removed.



Figure 2: Aerial View of Property

5. Subdivision is not possible under the existing R5 zone which has a minimum lot area of 450m² and minimum lot widths of 14m and 16m for interior and corner lots respectively. At 868m² in area, the subject property is approximately 32m² too small with sufficient proposed lot widths.
6. The property is designated as Residential Low Density (RLD) within the Official Community Plan (OCP) and zoned R5, which both allow a maximum of 30 units per hectare (12 units per acre). With a lot area of 868m², the property can support a maximum of 2 units. The highest residential use for the property under the existing R5 zone is 2 single detached homes each with a secondary suite or 1 semi-detached building (Table 1). Under the current R5 zone, the rental house is more likely to stay as a rental unit.

	Existing R5	Proposed R4
Housing Form	<ul style="list-style-type: none"> • Single Detached Housing (SDH) • Duplex/Semi-detached housing • Three-plex housing • Four-plex housing • Secondary suites within SDH 	<ul style="list-style-type: none"> • SDH • Semi-detached housing • Secondary suites within SDH
Max. Density	30 units/ha = 2 units	1 SDH or 1 semi-detached house per lot = 2 units
Min. Lot Area	450m ² (for SDH)	320m ²
Min. Lot Width	<ul style="list-style-type: none"> • 14m (for SDH) • 16m for corner lot (for SDH) 	<ul style="list-style-type: none"> • 10m • 14m for corner lot

Table 1: Zoning Comparison

7. The proposed R4 zone is consistent with RLD designation regarding both maximum density (i.e. 30 units/ha) and housing form (e.g. single detached). The highest residential use for the property under the proposed R4 zone is 1 semi-detached building on each proposed lot for a total of 4 units between both lots. Under the proposed R4 zone, and following subdivision, the rental house would likely switch to new ownership. If either proposed lot is redeveloped an increase of density from 2 units to 4 units overall could be realized.
8. Surrounding land uses are similar and compatible with the proposed single family development, as shown in Table 2 on the following page.

	Zoning	Actual Use
North	R5	SDH Four-plex housing
East	R7 – Mobile Home Residential	Mobile Home Park
South	R5	SDH Semi-detached housing
West	R5	SDH

Table 1: Surrounding Properties – Zoning & Actual Use

9. Administration supports the proposed rezoning and variance applications for the following reasons:
- a) There will be no perceptible change to the use of the property as the residential uses are existing and there are no plans for redevelopment at this time.
 - b) Separate ownership of each home on its own parcel may result in home improvements and an improved aesthetic.
 - c) If redeveloped occurred in the future, a semi-detached building could be built on each lot, increasing the overall density.

C. Attachments:

- Attachment 1 – R5: Fourplex Housing Residential Zone
- Attachment 2 – R4: Small Lot Residential Zone
- Attachment 3 – Site and Proposed Subdivision Plan

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

The subject application involves the following goals/actions items in Council’s Strategic Plan 2019 – 2022:

- N/A

E. Relevant Policy/Bylaws/Resolutions:

- 1. Official Community Plan Bylaw 5470:
 - OCP Designation – Residential Low Density (RLD).
 - Development District – 2 Neighbourhood.
- 2. Zoning Bylaw 5000:
 - Sec. 9.5 R4: Small Lot Residential.
- 3. Local Government Act:
 - Division 3 – Public Hearings on Planning and Land Use Bylaws.
 - Sec. 464 – Requirement for public hearing before adopting bylaw.
A local government is not required to hold a public hearing on a proposed rezoning bylaw if an OCP is in effect for the area that is the subject of the zoning bylaw, and the bylaw is consistent with the OCP.

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Approved for submission to Council:

X

Michelle Austin
Current Planner, Current Planning

Will Pearce, CAO

Date: _____

X

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 checked="" type="checkbox"/> Building & Licensing
<input type="checkbox"/> RCMP	<input type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Engineering Development Services
<input type="checkbox"/> Fire & Rescue Services	<input type="checkbox"/> Recreation Services	<input 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 (Aug 16/22)		
<input type="checkbox"/> OTHER:		

R5

9.6 R5 : Four-plex Housing Residential

9.6.1 Purpose

The purpose is to provide a **zone** for the **development** of a maximum of four ground oriented **dwelling** units in the form of **single detached, semi-detached, duplex, three-plex** or **four-plex housing** on urban services. The R5c sub-zoning district allows for **care centre, major** as an additional use. The R5h sub-zoning district allows for **home based business, major** as an additional use. (Bylaw 5467)

9.6.2 Primary Uses4

- **care centre, major** (use is only permitted with the R5c sub-zoning district)
- **duplex housing**
- **four-plex housing**
- **group home, major**
- **semi-detached housing**
- **single detached housing**
- **three-plex housing**
- **seniors housing**

9.6.3 Secondary Uses

- **boarding rooms**
- **care centres, minor**
- **home based businesses, minor**
- **home based businesses, major** (in single detached housing only) (use is only permitted with the R5h sub-zoning district)
- **secondary suites (in single detached housing only)**
- **seniors assisted housing**
- **seniors supportive housing**

9.6.4 Subdivision Regulations

- Minimum **lot width** is 20.0m, except it is 22.0m for a **corner lot**.
- Minimum **lot depth** is 30.0m.
- Minimum **lot width** for single detached housing is 14.0m, except it is 16.0m for a **corner lot**.
- Minimum **lot area** for single detached housing is 450m².
- Minimum **lot area** is 700m², except it is 800m² for a **corner lot**, or 10,000m² if not serviced by a **community sewer system**. (Bylaw 5339)

9.6.5 Party Wall Subdivision Regulations

Lot Type	Minimum Lot area		Minimum Lot Width	
	interior	corner	interior	corner
Semi-Detached Housing	350m ²	400m ²	10.0m	12.0m
Three-Plex Housing	235m ²	285m ²	7.0m	9.0m
Four-Plex Housing	175m ²	225m ²	7.0m	9.0m

9.6.6 Development Regulations

- Maximum **site coverage** is 40% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 50%.

- Maximum **floor space ratio** is 0.6.
- 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 for a garage or **carport** to the back of curb or sidewalk for a front entry garage, or it is 0.6m to the side of the garage and 2.6m to the front building façade for side-entry garage and driveway layouts.
- Minimum **side yard** is 2.0m for a 1 or 1.5 **storey** portion of a **building** or a **secondary building or structure** and 2.5m for a 2 or 2.5 **storey** portion of a **building**, except it is 4.0m from a **flanking street** unless there is a garage accessed from the **flanking street**, it is 4.0m or it is 2.6m to the building for a side-entry garage and driveway from a flanking street and at least 6.0m from the back of curb or sidewalk. 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 **single detached housing** is 1.5m, except it is 4.0m from a **flanking street** unless there is a garage accessed from the **flanking street**, it is 4.0m or it is 2.6m to the building for a side-entry garage and driveway from a **flanking street** and at least 6.0m from the back of curb or sidewalk.
- Minimum **rear yard** is 6.0m for a 1 or 1.5 **storey** portion of a **building** and 7.5m for a 2 or 2.5 **storey** portion of a **building**, except it is 1.0m for **secondary buildings**.
- 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.
- Maximum **density** is 30 units per gross hectare (12 units/gross acre).
- Maximum four **dwelling** units located in a **building**, with each unit having a minimum width of 6.5m. (*Bylaw 5339*)

9.6.7 Other Regulations

- In order for bareland strata **developments** to be consistent with the character of the surrounding neighborhood, the strata plan shall be considered as one **site** for defining the overall use, **density** and **site coverage**.
- The above noted **subdivision** and **development** regulations shall be applied to each strata **lot** within the strata plan.
- A minimum area of 25m² of **private open space** shall be provided per **dwelling**.
- Where **development** has access to a rear **lane**, vehicular access to the **development** is only permitted from the 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**.
- 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 **height** and **setbacks** of the **building** as specified in each **zone**.
- 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**.
- 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*)

R4

9.5 R4 : Small Lot Residential

9.5.1 Purpose

The purpose is to provide a **zone** for **single detached housing**, and compatible uses, on smaller urban serviced **lots**. The R4c sub-zoning district allows for **care centre, major** as an additional use. The R4h sub-zoning district allows for **home based business, major** as an additional use. (*Bylaw 5467*)

9.5.2 Primary Uses

- **care centre, major** (*use is only permitted with the R4c sub-zoning district*)
- **single detached housing**
- **semi-detached housing** (*Bylaw 5715*)

9.5.3 Secondary Uses

- **boarding rooms**
- **bed and breakfast homes** (in single detached housing only) (*Bylaw 5498*)
- **care centres, minor**
- **home based businesses, minor**
- **home based businesses, major** (*use is only permitted with the R4h sub-zoning district*)
- **secondary suites (in single detached housing only)**

9.5.4 Subdivision Regulations

- Minimum **lot width** is 10.0m, except it is 14.0m for a **corner lot**.
- Minimum **lot area** is 320m², or 10,000m² if not serviced by a **community sewer system**.

9.5.5 Development Regulations

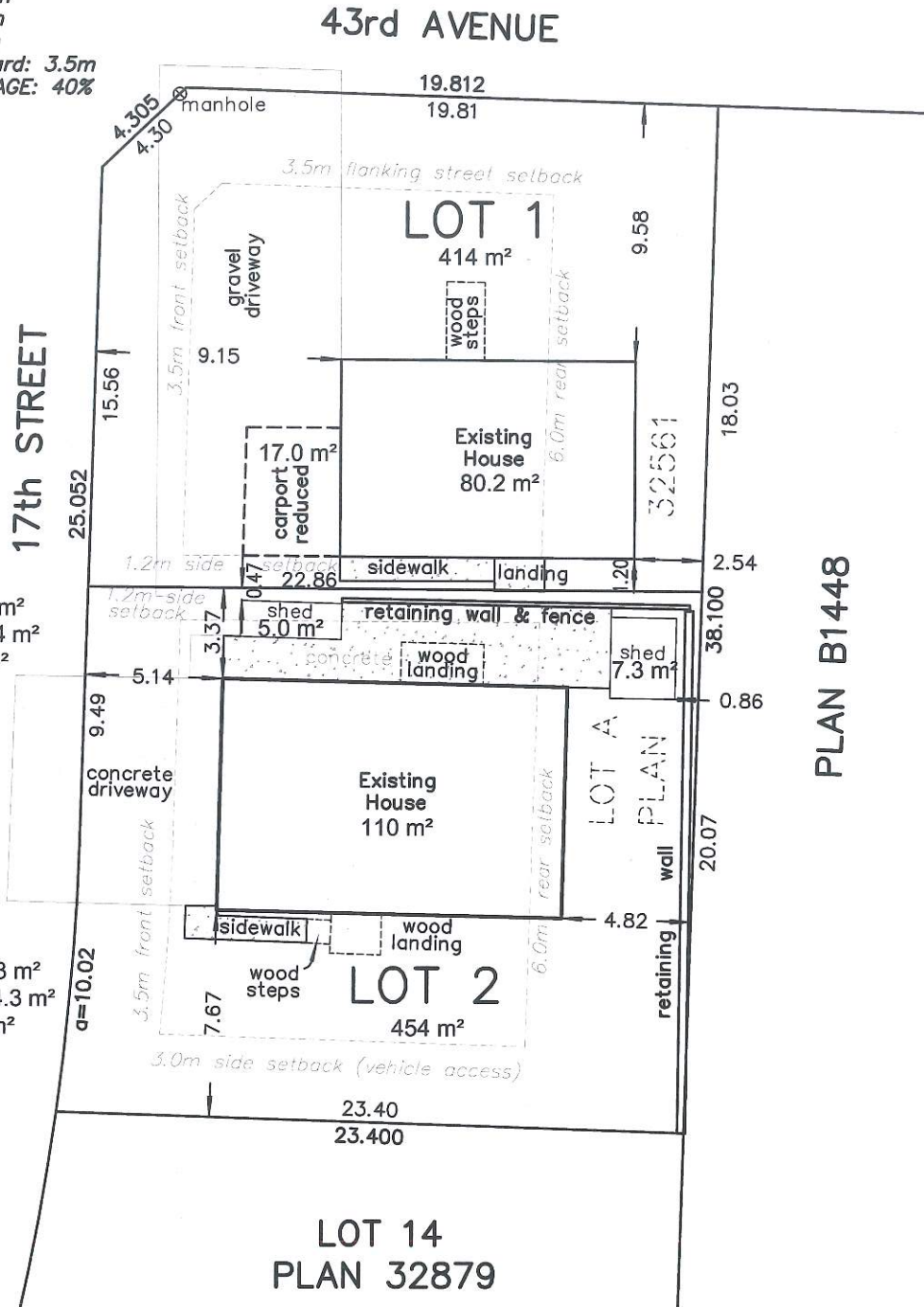
- Maximum **site coverage** is 40% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 50%.
- Maximum **height** is the lesser of 10.0m or 2.5 **storeys**, except it is 4.5m for **secondary buildings and structures**.
- Minimum **front yard** is 3.5m.
- Minimum **side yard** is 1.2m for a 1 or 1.5 **storey** portion of a **building** and 1.5m for a 2 or 2.5 **storey** portion of a **building**, except it is 3.5m 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.
- For **party wall semi-detached housing** one **side yard**, not **flanking a street**, may be reduced to 0.0m. There shall be no windows or doors on the side of the **dwelling** without the **side yard**.
- Minimum **rear yard** is 6.0m for a 1 or 1.5 **storey** portion of a **building** and 7.5m for a 2 or 2.5 **storey** portion of a **building**, except it is 1.0m for **secondary buildings**. Where the **lot width** exceeds the **lot depth**, the minimum **rear yard** is 4.5m provided that one **side yard** shall have a minimum width of 4.5m.
- The maximum **height** of any vertical wall element facing a **front, flanking or rear yard** (including **walkout basements**) is the lesser of 6.5m or 2.5 **storeys**, above which the **building** must be **set back** at least 1.2m.

9.5.6 Other Regulations

- There shall be no more than one **single detached house** or one **semi-detached unit per lot**. *(Bylaw 5715)*
- Where **development** has access to a rear **lane**, vehicular access to the **development** is only permitted from the rear **lane**.
- One garage or **carport**, or the location for one, shall be provided on the **lot**.
- 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 **height** and **setbacks** of the **building** as specified in each **zone**.
- 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)

**SITE PLAN SHOWING PROPOSED SUBDIVISION OF
LOT A, SEC 2, TP 8, ODYD, PLAN 32561**
SCALE 1: 250 (ALL DISTANCES IN METRES)

ZONING: R4
MIN. SETBACKS:
Front yard 3.5m
Rear yard 6.0m
Side yard 1.2m
Exterior side yard: 3.5m
MAX SITE COVERAGE: 40%



Lot 1 Coverage
Total structure area: 97.2 m²
Total impermeable area: 7.4 m²
Total coverage: 104.6 m²

Lot 2 Coverage
Total structure area: 122.3 m²
Total impermeable area: 94.3 m²
Total coverage: 216.6 m²

PLAN B1448

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russell shortt

land SURVEYORS

2801-32nd Street, Vernon, B.C.

Phone (250)545-0511 email: jasons@jrshortt.ca

FILE: 30143prop

FEBRUARY 24, 2022
FEBRUARY 17, 2022
FEBRUARY 15, 2022

THIS PLAN IS PREPARED FOR THE USE OF:
DISTERHOFT



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Roy Nuriel
Economic Development Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: September 6, 2022
REPORT DATE: August 5, 2022
FILE: 3340-20 (OCP00096 / ZON00388)

SUBJECT: OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATIONS FOR
3903 30TH STREET

PURPOSE:

To review the applications to amend the Official Community Plan land use designation at 3903 30th Street from 'Mixed Use - Medium Density Commercial and Residential' to 'Residential Medium Density' and to rezone the property from 'R2 - Large Lot Residential' to 'RH1 - Low-Rise Apartment Residential' in order to develop a new multi-family housing development.

RECOMMENDATION:

THAT Council support, in principle, the application to amend the Official Community Plan land use designation of Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from 'Mixed Use - Medium Density Commercial and Residential' to 'Residential Medium Density', as outlined in the report titled "Official Community Plan Amendment and Rezoning Applications for 3903 30th Street" dated August 5, 2022 and respectfully submitted by the Economic Development Planner;

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

AND FURTHER, that Council support, in principle, the application to rezone Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from 'R2 - Large Lot Residential' to 'RH1 - Low-Rise Apartment Residential', in order to develop a new multi-family housing development.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council not support the application to amend the Official Community Plan land use designation at Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from 'Mixed Use - Medium Density Commercial and Residential' to 'Residential Medium Density' as outlined in the report titled "Official Community Plan Amendment and Rezoning Applications for 3903 30th Street" dated August 5, 2022 and respectfully submitted by the Economic Development Planner;

AND FURTHER, that Council not support the application to rezone Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 30th Street) from 'R2 - Large Lot Residential' to 'RH1 - Low-Rise Apartment Residential', in order to develop a new multi-family housing development.

Note: This alternative does not support the proposed Official Community Plan OCP's Mixed Use - Medium Density Commercial and Residential land use designation for this site. As such, any future development on the subject property would either have to meet the prevailing zoning of Large Lot Residential (R2) or apply for rezoning to a mixed-use medium density zoning district to be consistent with the OCP.

ANALYSIS:

A. Committee Recommendations:

At its meeting of August 16, 2022, the Advisory Planning Committee passed the following resolution:

“ ”

B. Rationale:

1. The subject property is located at 3903 30th Street (Figures 1 and 2) and has a total area of 0.39 hectares (0.98 acres). The subject property is located within the City Centre Neighbourhood Plan (CCNP).
2. The applicant is seeking an Official Community Plan (OCP) amendment to change the land use designation on the subject property from 'Mixed Use - Medium Density Commercial and Residential' to 'Residential Medium Density'. The purpose of the amendment is to support rezoning the property from 'R2 – Large Lot Residential' to 'RH1 - Low-Rise Apartment Residential' to accommodate the creation of a new multi-family housing development on the subject property. The current OCP land use and zoning of the subject property and neighbouring properties are shown in Attachments 1 and 2.
3. In 2016, the previous owner of the subject property applied for an OCP amendment, rezoning and development variance permit to allow for a multi family development. At its Regular meeting of November 13, 2018, and following a Public Hearing, Council gave Third Reading to Official Community Plan Amendment Bylaw #5596, 2018” and “3903 – 30th Street Rezoning Amendment Bylaw #5997, 2018”. Following a few requests from the owner for extensions to the processing timeline for the subject bylaws, Council rescinded readings for the bylaws on January 10, 2022. Since then, the subject property has changed ownership and new applications are required.
4. As shown in Attachment 1, the existing OCP land use designation on the subject property is Mixed Use – Medium Density Commercial and Residential, which supports developing a mixture of pedestrian-oriented commercial and residential uses within the City Centre District. The applicant believes that mixed use development is not viable for the subject

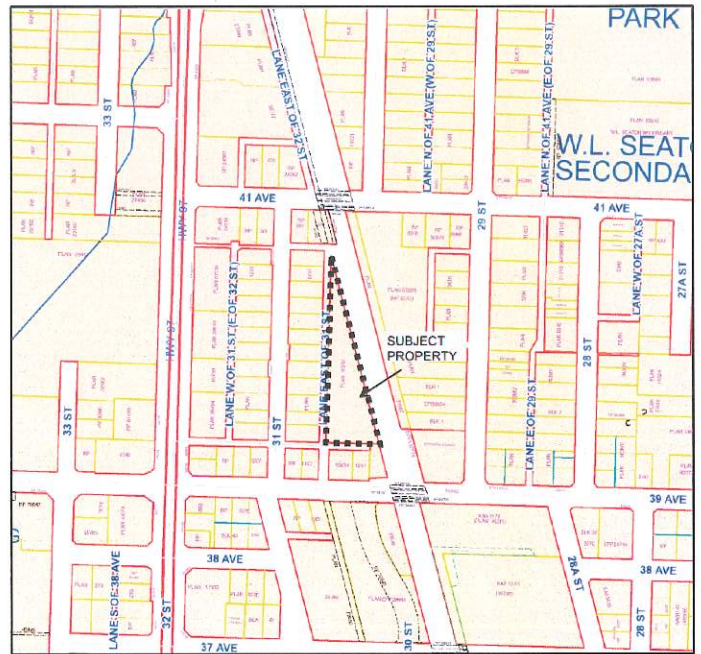


Figure 1 - Location of Subject Property



Figure 2 - Aerial View of Subject Property

property due to its location, unique shape and limited visibility and access. As such, the applicant has proposed to amend the land use designation to Residential Medium Density (RMD), which would allow for a multi-family development without a commercial component. The applicant proposes to develop a 36 unit stacked row housing complex on the subject property. Currently, their proposal is in a preliminary stage. Should Council support this application in principle, Administration will provide a description of their development proposal for Council's consideration prior to first and second readings of the amendment bylaws.

5. The City Centre Neighbourhood Plan (CCNP), a supplementary plan of the OCP, designates the subject property within the MacDonald Park Character Area. The vision for this area is a neighbourhood characterized by small lot single and two family lot residential development with a small mixture of commercial, office, personal and health services along 31st Street (Attachment 3). As mentioned above, the subject property has a number of characteristics that limit its commercial development potential. Access for the lot is currently limited to a standard city laneway, which limits its streetfront visibility and traffic and parking capacity. As such, Administration is supportive of the proposed OCP amendment.
6. The proposed rezoning from 'R2 - Large Lot Residential' (Attachment 4) to 'RH1 - Low-Rise Apartment Residential' (Attachment 5) is consistent with the proposed OCP land use of Residential Medium Density and the intent of Policy 48 of the CCNP regarding the vision for housing in the MacDonald Park Character Area:

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

7. A rezoning review includes a review of the existing condition of servicing and infrastructure adjacent to the property. City bylaws require the applicant to construct all non-conforming on-site and off-site infrastructure works and services. This involves either constructing the required works or providing a detailed design and cost estimate of those works for future installation and registering a no-build covenant on the title of the property requiring construction as a condition of future development approval. Administration has been working with the applicant's technical team to identify the required on-site and off-site improvements and land dedication, if appropriate. Should Council support the OCP amendment and rezoning applications in principle, Administration will provide the imposed conditions for Council's consideration prior first and second readings of the associated bylaws.
8. Should Council support proceeding with the OCP amendment application, the first step as per the OCP Amendment Application Policy (Attachment 6) would be to provide an opportunity for the public and other affected agencies to review and comment on the proposed amendment. Staff would host a public open house to allow residents to comment on the proposed amendment. Following this, staff would report back to Council with the results of the open house and provide the associated bylaws for Council's consideration.
9. In summary, Administration supports in principle the OCP amendment and rezoning applications for the following reasons:
 - a) The subject property has a number of characteristics that make it a less viable and desirable place for commercial activity in the City Centre;
 - b) The proposed rezoning to RH1 - Low-Rise Apartment Residential is consistent with the proposed OCP land use and the intent of the CCNP, and would permit a medium density residential infill in the City Centre Neighbourhood; and
 - c) In 2016, Council supported a similar request for an OCP amendment and rezoning to a medium density zone to allow for a residential development on the subject property. The Bylaws have received a Third Reading following a public open house and a Public Hearing. On January 10,

2022, Council rescinded readings for the bylaws. Since then, the subject property has changed ownership and new applications are required.

C. Attachments:

- Attachment 1 – OCP land use designation map
- Attachment 2 – Zoning map
- Attachment 3 – City Centre Neighbourhood Plan (CCNP) redevelopment policies for the MacDonald Park Neighbourhood Area
- Attachment 4 – R2 - Large Lot Residential zoning district
- Attachment 5 – RH1 – Low-Rise Apartment Residential zoning district
- Attachment 6 – OCP Amendment Applications Policy

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:

- 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 is designated in the OCP 'Mixed Use - Medium Density Commercial and Residential', and zoned 'R2 - Large Lot Residential' in Zoning Bylaw #5000. The subject property is located within the MacDonald Park Neighbourhood Area, in the City Centre Neighbourhood Plan (CCNP), a supplementary plan to the OCP.
2. Development within the City Centre Neighbourhood would qualify for a revitalization tax exemption under bylaw #5362. The Revitalization Tax Exemption Program is intended to accomplish Council's objectives by providing property tax relief to property owners who undertake eligible construction within the City Centre Neighbourhood.
3. At its Regular Meeting of May 24, 2016, Council passed the following resolution:

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

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

AND FURTHER, that Council support in principle the application submitted by Jennifer Hamilton on behalf of John Alexander Charles Kuly to rezone the subject property at 3903 – 30th Street from Large Lot Residential (R2) to Row Housing Residential (RM1), subject to the following conditions:

1. *The owner is to dedicate road right-of-way for the extension of 30th Street adjacent to the subject property.*

2. *The owner is to upgrade 30th Street south of the site to 39th Avenue to include 7m of asphalt, concrete curb gutter and sidewalk along the east side. This is to include removal of the sidewalk, curb and gutter in 39th Avenue at the intersection and curb returns installation on both sides.*

4. At its Regular Meeting of September 24, 2018, Council passed the following resolution:

THAT Council support the Official Community Plan Amendment application to amend the OCP land use designation from Mixed Use – Medium Density Commercial and Residential to Residential Medium Density on the property described as Lot A, Plan KAP50281, Sec 3, Twp 8, ODYD (3903 – 30th Street) as outlined in the report titled “Official Community Plan Amendment, Rezoning and Development Variance Permit Applications at 3903 – 30th Street” dated September 6, 2018 from the Economic Development Planner;

AND FURTHER, that Council direct Administration to bring forward the “3903 – 30th Street Official Community Plan Amendment Bylaw Number 5596, 2018”, for initial readings and scheduling of a Public Hearing;

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

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

AND FURTHER, that Council direct Administration to bring forward the “3903 – 30th Street Rezoning Amendment Bylaw Number 5597, 2018”, for initial readings and scheduling of a Public Hearing;

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

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

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

- a) *That the development plans, generally shown as Attachments 5, 9 and 10 in the report titled “Official Community Plan Amendment, Rezoning and Development Variance Permit Applications at 3903 – 30th Street” dated September 6, 2018 by the Economic Development Planner be attached to and form part of DVP00440 as Schedule ‘A’.*

5. At its Regular Meeting of September 24, 2018, Council gave a Third Reading to Official Community Plan Amendment Bylaw #5596 and Rezoning Amendment Bylaw #5597.

6. At its Regular Meeting of November 25, 2019, Council passed the following resolution:

THAT Council approve the extension of the processing timeline for “3903 – 30th Street Official Community Plan Amendment Bylaw #5596, 2018” and “3903 – 30th Street Rezoning Amendment Bylaw #5997, 2018” to November 13, 2020.

7. At its Regular Meeting of November 23, 2020, Council passed the following resolution:

THAT Council approve the second one year extension of the processing timeline for “3903 – 30th Street Official Community Plan Amendment Bylaw #5596, 2018” and “3903 – 30th Street Rezoning Amendment Bylaw #5597,2018” to November 13, 2021.

8. At its Regular Meeting of November 23, 2020, Council passed the following resolution:

THAT Council rescind First, Second and Third Readings for Bylaw #5596, “3903 – 30th Street Official Community Plan Amendment Bylaw Number 5596, 2018” – a bylaw to redesignate the subject property from “Mixed Use – Medium Density Commercial and Residential” to “Residential – Medium Density.

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Approved for submission to Council:

X

Roy Nuriel
Economic Development Planner

Will Pearce, CAO

Date: _____

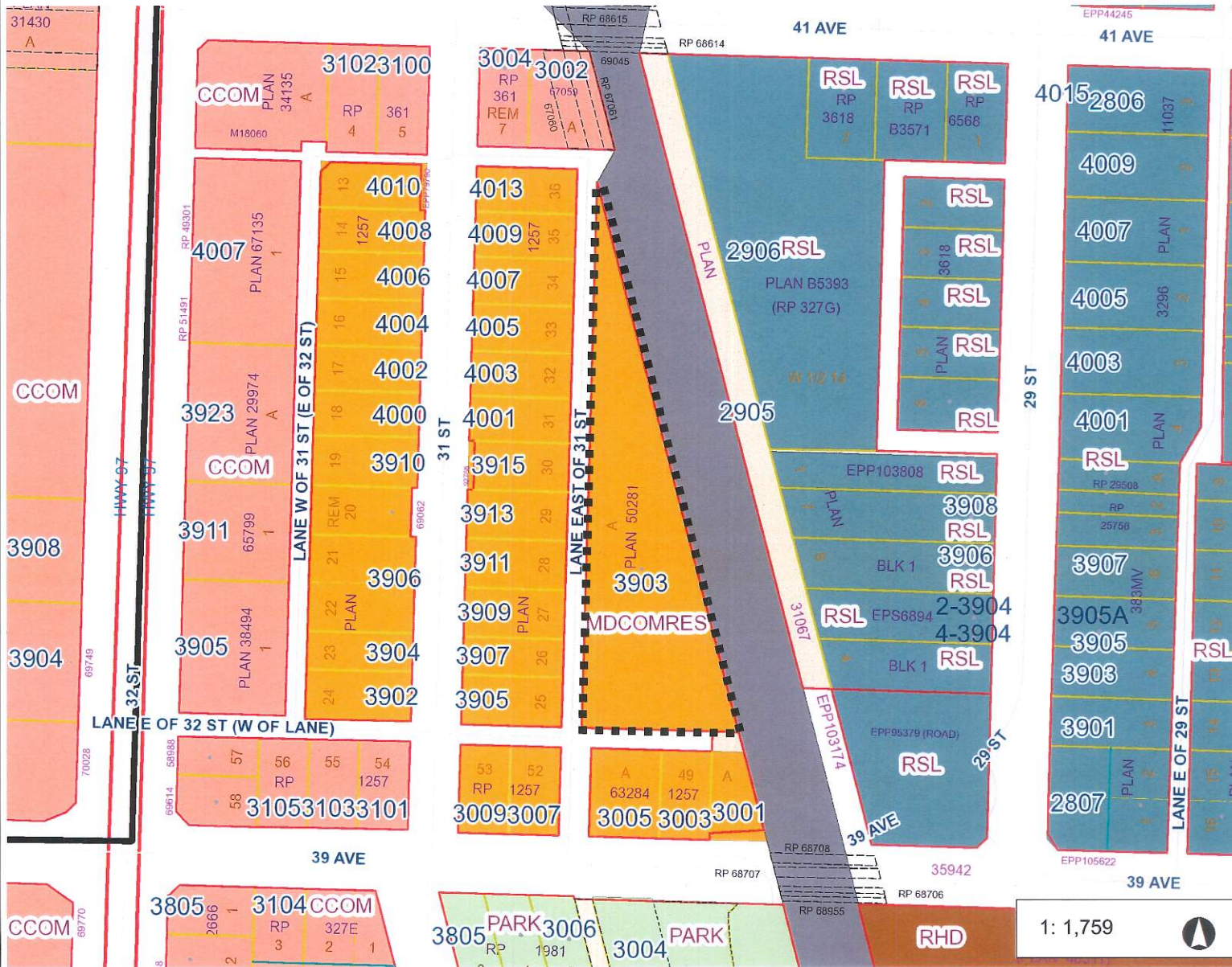
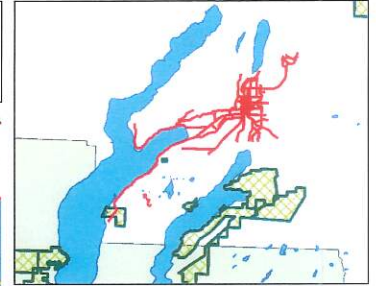
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Kim Flick
Director, Community Infrastructure and Development

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 type="checkbox"/> COMMITTEE: APC (Aug 16/22) | | |
| <input type="checkbox"/> OTHER: | | |

3903 30 Street OCP Map



Legend

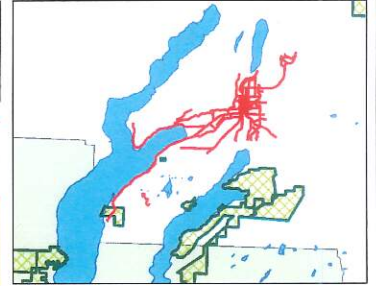
- Mixed Use - Medium Density Commercial and Residential
- Community Commercial
- Residential Small Lot
- Park
- Residential High Density

Notes



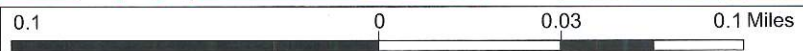
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3903 30 Street Zoning Map



Legend

- R2: Large Lot Residential
- C4: Street Oriented Commercial
- C5: Community Commercial
- C6: Village Commercial
- C10: Tourist Commercial
- R5: Four Flex Housing Residential
- RH1: Low Rise Apartment Residential
- P2: Public Institutional



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

Notes



historic or architectural value.

Highway 97

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

Public Amenities

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



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

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

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

MacDonald Park Neighbourhood

Development Intent

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

development of public amenities and adjacent services.

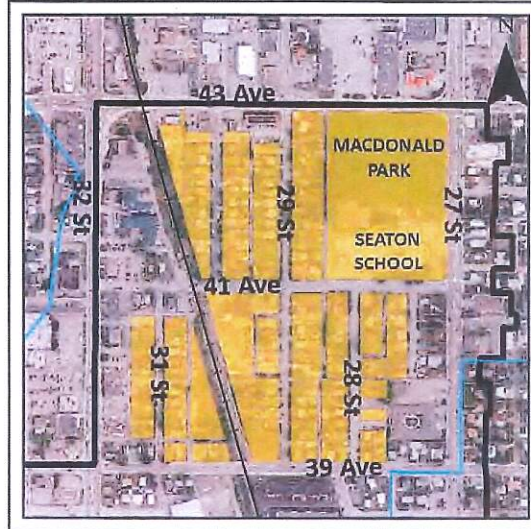
This character area is predominantly residential, made up of a variety of small lot single family housing types. Infill residential development should be encouraged with the goal of intensifying underutilized areas while maintaining a family oriented neighbourhood.

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

Redevelopment Policies

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

MacDonald Park Neighbourhood



Small Lot Homes on Mission Hill.

- 50. Reuse of brownfield properties is encouraged for mixed use and other development forms with residential above grade.
- 51. Signage in the area is likely to be installed for major home based businesses, care facilities and churches. Signage provisions for home based businesses provide for small signs that identify the business yet do not distract from the primary residential use and appearance of the property. Signage for care facilities and churches is to be commensurate with the scale and design of the building and landscaping on the property.
- 52. Commercial development along 31 Street is encouraged out of remodelled residential buildings and contribute to the enhancement of the street providing an appropriate transition between the Highway Corridor and the MacDonald Park residential area east of the railroad tracks.
- 53. Signage on the commercial properties should reflect the size, scale and design of the primary building or buildings on that property. The commercial signage design, lighting and location should not unduly impact adjacent residential lands.

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

Public Amenities

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

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

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

The Powerhouse Quarter

Development Intent

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

Powerhouse Quarter



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

Redevelopment Policies

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

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

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



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

Public Amenities

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

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

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



9.3 R2 : Large Lot Residential

9.3.1 Purpose

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

9.3.2 Primary Uses

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

9.3.3 Secondary Use

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

9.3.4 Subdivision Regulations

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

9.3.5 Development Regulations

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

9.3.6 Other Regulations

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

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

RH1

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)*



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

Corporate Policy

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

RELATED POLICIES

Number	Title

APPROVALS

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

POLICY

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

DEFINITIONS

PROCEDURES

1. Pursuant to Section 895(2)(a) of the *Local Government Act*, a local government must consider every application for an amendment to an OCP. Further, pursuant to Section 895(1) of the *Local Government Act*, the City's *Development Application Procedure Bylaw Number 4103, 1995*, specifies the process for applications for OCP amendments. Council may, upon receipt of the required report specified in Section 6A of that bylaw, proceed with an amendment bylaw or reject the application.
2. Applications for OCP amendments will be processed annually. All complete applications received on or before March 01 will be considered during that calendar year.
3. The report to Council on the amendment application will assess whether that application is contrary to any of the Guiding Principles of the OCP 2008, as follows:

- Protect and preserve green spaces and sensitive areas
- Ensure housing meets the needs of the whole community
- Create a culture of sustainability
- Protect agricultural land
- Create strong, compact and complete neighbourhoods
- Provide alternative transportation
- Revitalize the Downtown
- Ensure development pays for itself
- Create a youth friendly city

Applications which are contrary to the Guiding Principles will receive a negative recommendation by staff.

4. A public open house will be hosted by the City of Vernon, in addition to the legislated official Public Hearing process, to provide community residents with an additional opportunity to consider the amendment applications.

5. The following OCP amendments will be considered at any time during the year, as approved by Council:
 - a) Neighbourhood Plan reviews;
 - b) Minor amendments in adopted neighbourhood plan areas that do not result in a change to Land Use Designations except where the Parks and Open Space Designation is being created or reallocated;
 - c) Amendments resulting in significant public amenities and community benefit.



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Roy Nuriel
Economic Development Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: September 6, 2022
REPORT DATE: August 8, 2022
FILE: DVP00545

SUBJECT: DEVELOPMENT VARIANCE PERMIT FOR 6092 OKANAGAN LANDING ROAD

PURPOSE:

To review Development Variance Permit Application (DVP00545) for a four storey, 80 unit seniors supportive housing building at 6092 Okanagan Landing Road.

RECOMMENDATION:

THAT Council support Development Variance Permit Application (DVP00545) to vary the following sections of Zoning Bylaw #5000 to allow for a four storey, 80 unit seniors supportive housing building to be constructed on Lot 1, Plan KAP92604, DL 66, ODYD (6092 Okanagan Landing Road):

- a) to vary the minimum number of required off-street parking spaces for residents from 94 spaces to 58 spaces (Section 7.1.2, Table 7.1);
- b) to vary the maximum number of small car parking space from 40% to 45% (Section 7.1.11);

AND FURTHER, that Council support of DVP00545 is subject to the following:

- a) the site plan, floor plans, elevations, landscaping plan and traffic impact assessment generally noted as Attachments 2-6 contained in the report titled "Development Variance Permit for 6092 Okanagan Landing Road" dated August 8, 2022 and respectfully submitted by the Economic Development Planner be attached to and form part of DVP00545 as Schedule 'A'.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council not support Development Variance Permit Application (DVP00545) to vary the following sections of Zoning Bylaw #5000 to allow for a four storey, 80 unit seniors supportive housing building to be constructed on Lot 1, Plan KAP92604, DL 66, ODYD (6092 Okanagan Landing Road) as outlined in the report titled "Development Variance Permit for 6092 Okanagan Landing Road" dated August 8, 2022 and respectfully submitted by the Economic Development Planner:
 - a) to vary the minimum number of required off-street parking spaces for residents from 94 spaces to 58 spaces (Section 7.1.2, Table 7.1); and
 - b) to vary the maximum number of small car parking space from 40% to 45% (Section 7.1.11).

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 August 16, 2022, the Advisory Planning Committee passed the following resolution:

“ ”

B. Rationale:

1. The subject property is located at 6092 Okanagan Landing Road, as shown in Figures 1 and 2. The total area of the lot is 0.63 hectares (1.6 acres). The subject property is designated Public Institutional in the Official Community Plan (OCP) and zoned P3 – Private Institutional in Zoning Bylaw #5000. The applicant has proposed to develop a four storey seniors supportive housing building with 80 units and indoor and outdoor common amenity spaces (Attachments 1 - 5).
2. At its Regular Meeting of January 23, 2017 Council adopted an OCP amendment bylaw, “6092 Okanagan Landing Road Plan Vernon Amendment Bylaw Number 5317, 2011” and rezoning amendment bylaw “6092 Okanagan Landing Road Rezoning Amendment Bylaw Number 5318, 2011” to redesignate and rezone the subject property to allow for the intuitional use of seniors supportive housing on the site.

At the same meeting, Council also authorised the issuance of Development Variance Permit (DVP00271), to vary the minimum number of required vehicle parking stalls from 101 to 58 and to increase the maximum small car stall allowance from 40% to 45%, for an 80 unit seniors supportive housing development subject to registration of a covenant on the title of the subject property with imposed conditions. Since then, the project was on hold by the owner, as such the development variance permit was expired and a new application is required.

3. The applicant is seeking to vary the following sections of Zoning Bylaw #5000 for the proposed seniors supportive housing development:

- a) to vary the minimum number of required off-street parking spaces from 94 spaces to 58 spaces (Section 7.1.2, Table 7.1); and



Figure 1 - Location of Subject Property



Figure 2 - Aerial View of Subject Property

b) to vary the maximum number of small car parking space from 40% to 45% (Section 7.1.11).

In their letter (Attachment 1), the applicant has provided a rationale for the requested variances.

4. As illustrated in Attachments 2 to 5, the proposed four storey seniors supportive housing building would provide 80 units, ranging from bachelor to one bedroom with den units. The building has been designed with a contemporary modern appearance and includes indoor and outdoor common amenity spaces, which meets the requirements of the Seniors Supportive Housing use in Zoning Bylaw #5000. The main floor of the building includes a lobby and reception area, common kitchen and dining area, lounge, multi purpose spaces and end of trip facilities for employees. Landscaping includes grass, shrubs and large trees for shade, privacy and path definition. An enhanced tenant common space includes a resident patio and BBQ area, sports court and resident community gardens with a fruit orchard, raised vegetable beds and greenhouse. Parking is provided via surface stalls and includes accessible spaces, a loading area, charging station for electric vehicles and secured covered bike and scooter spaces.
5. For an 80 unit Seniors Supportive Housing development, Zoning Bylaw #5000 requires 80 off-street parking spaces for residents (at a rate of 1.0 spaces per unit), 11 visitor parking spaces (at a rate of 1.0 spaces per 7.0 units) and three staff parking spaces (at rate of 1.0 per on duty employee) to a total of 94 off-street parking spaces. Also, a minimum of one loading space and 16 scooter parking spaces are required. The applicant is proposing a parking variance to provide 58 parking spaces instead of the required 94 spaces (Attachment 2). Of the 58 parking spaces, 44 parking spaces would be designated for residents (instead of the required 80 spaces), while the required 11 visitor parking spaces and three staff parking spaces would be provided.

As part of the submission, the applicant has provided a Traffic Impact Assessment, which includes a parking study (Attachment 6). The parking study examined the minimum parking requirements for similar uses in several other similar municipalities in BC, and calculated the expected parking demand using the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition. In summary, the Parking Study concluded that the provision of 58 off-street parking spaces meets the expected demand for the proposed seniors supportive housing building. In addition, the site:

- Will provide 88 scooter parking spaces (16 scooter spaces are required as per Zoning Bylaw #5000);
- Will provide 16 bike parking spaces (0 bike parking spaces are required as per Zoning Bylaw #5000);
- Will provide a car loading space for residents' pick-up and drop-off (0 car loading spaces are required as per Zoning Bylaw #5000);
- Will provide various amenities on-site that would reduce the need for owning a personal vehicle to access services off-site, including common dining area and personal services;
- Will provide end of trip facilities with a shower and change room including a locker space for each employee; and
- Is located adjacent to a multi-use pathway that ultimately connects the site to the future Waterfront Neighbourhood Centre to the south and the City Centre to the north.

The applicant is also requesting a variance to the maximum amount of small car parking permitted (maximum of 40% in Zoning Bylaw #5000) to 45% small car parking spaces. Providing increased small car parking spaces would allow the applicant to provide the required aisle width dimensions as per Zoning Bylaw #5000, which also allows the site to fit as much parking on site as possible.

6. Administration supports the development variance application for the following reasons:
 - a) The proposed variances would allow for a four storey seniors supportive housing building with 80 units on the property and outdoor and indoor common amenity spaces;

- b) Based on the parking study, the proposed parking supply is expected to meet and exceed the parking demand for the new building;
- c) The new building will provide additional amenities beyond the requirements in Zoning Bylaw #5000, including 15 more bike parking spaces and 72 more scooter parking spaces than what is required; and
- d) Seniors' vehicle ownership is trending towards smaller sized vehicles, which supports the increase in small car parking spaces.

C. Attachments:

- Attachment 1 – Applicant's letter dated June 24, 2021
- Attachment 2 – Site plan
- Attachment 3 – Ground to fourth level floor plans
- Attachment 4 – Building elevations
- Attachment 5 – Landscaping plan
- Attachment 6 – Traffic Impact Assessment (includes parking study)

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

The subject rezoning application involves the following goals/action items in Council's Strategic Plan 2019 – 2022:

- 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 6092 Okanagan Landing Road is designated Public Institutional in the Official Community Plan (OCP) and zoned P3 – Private Institutional in Zoning Bylaw #5000.*
2. *Zoning Bylaw #5000 defines Seniors Supportive Housing, as following:*

“SENIORS SUPPORTIVE HOUSING means housing in the form of either multiple sleeping units where residents are provided with common living facilities; or apartment housing, both of which provide some combination of personal care (meal assistance or provision, transportation for residents, medication management, dressing or bathing assistance) and/or hospitality services (laundry and housekeeping), but which does not require onsite medical personnel, and where common amenity spaces and dining facilities are provided for the residents. This housing may or may not be licensed as required under the Community Care Facilities Act”.

3. *At its Regular Meeting of January 14, 2013, Council adopted the following resolution, which has since expired:*

THAT Council support the Development Variance Permit application submitted by Darrin Collie of MQN Architects on behalf of 8899769 BC Ltd. to vary the minimum number of required vehicle parking stalls from 101 to 58 and increase the maximum small car stall allowance from 40% to 45%, for an 80 unit seniors supportive housing development on the property Lot 1, Plan KAP92604, District Lot 66, O.D.Y.D. (6092 Okanagan Landing Road), subject to the following conditions:

1. *Adoption of “6092 Okanagan Landing Road Plan Vernon Amendment Bylaw Number 5317, 2011” and rezoning application “6092 Okanagan Landing Road Rezoning Amendment Bylaw Number 5318, 2011”;*

2. *A covenant is to be registered on the property requiring the development to include and retain the following:*
 - a) *Provision of a car-share vehicle for resident use;*
 - b) *Provision of a resident shuttle vehicle, passenger van or small bus;*
 - c) *Provision of 30 scooter parking stalls;*
 - d) *Provision of 15 bicycle parking stalls;*
 - e) *Provision of transit passes to all employees working more than 20 hours per week;*
 - f) *Provision of end of trip facilities with a shower and change room including a locker space for each employee;*
 - g) *Require all residents to sign a declaration acknowledging that onsite parking is limited and resident vehicle parking is permitted on an agreement basis; and*
 - h) *The owner acknowledges it is their responsibility to manage resident, employee and visitor parking and that no visitor, employee, resident or service provider may park anywhere along the entire length of the road fronting the subject property at any time.*
3. *Prior to the issuance of a Building Permit, a cash contribution of up to \$5,000.00 shall be provided for half the cost of a transit shelter at the transit stop in closest proximity to the subject property; and*
4. *The site plan, elevation plans and floor plans shall be attached to the Development Variance Permit as "Schedule A".*

4. At its Regular Meeting of January 23, 2017, Council adopted the following resolution:

THAT Council consider Fourth Reading and Adoption of Official Community Plan Amendment Bylaw #5317 and Rezoning Bylaw #5318 and the approval of Development Variance Permit #DVP00271, subject to those conditions outlined in Part B of the memo titled "Official Community Plan Amendment Bylaw #5317, Rezoning Bylaw #5318 and Development Variance Permit #DVP00271 for 6092 Okanagan Landing Road" dated January 12, 2017 from the Manager, Current Planning.

5. 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 _____
Roy Nuriel
Economic Development Planner

Will Pearce, CAO

Date: _____

X _____
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 (Aug 16/22) | | |
| <input type="checkbox"/> OTHER: | | |

G:\3000-3699 LAND ADMINISTRATION\3090 DEVELOPMENT VARIANCE PERMITS\20 Applications\DVP00545\2 PROC\Rpt\220808_rn_APC_Rpt_DVP545.docx

City of Vernon
3001 – 32 Avenue, Vernon, BC, V1T 2L8
250-550-3634

June 24, 2021

Attn.: Roy Nuriel, Commercial Planner

Re.: 6092 Okanagan Landing Road – Eden Seniors Supportive Housing Development – Development Variance Permit Rationale

Overview:

In 2011 an OCP Amendment and Rezoning Application was submitted, endorsed by Staff, and granted by Council. In the same year, a Development Variance Permit was submitted to reduce the off-street parking requirements from 90 stalls to 58 stalls and increase the small car allowance from 40% of the proposed stalls to 45%. The Development Variance Permit was approved. Due to shifts in the seniors housing market, the conditions of the Development Variance Permit were not met, and the approval was allowed to lapse.

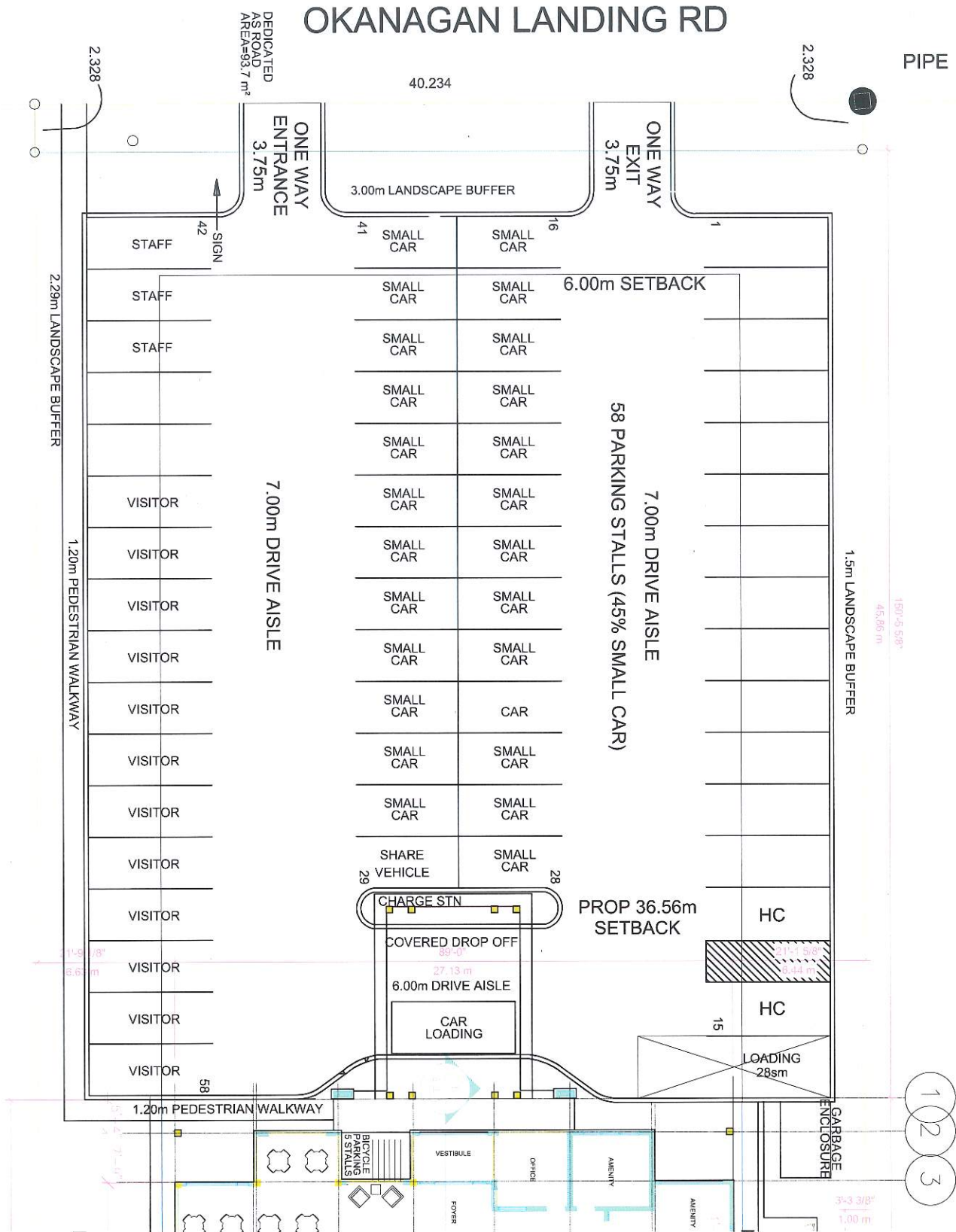
The Developer feels that the development is now viable and has engaged a consulting team to work to reinstate and update the DP/DVP. Within the update the developer is requesting a parking variance from 94 stalls to 58 stalls based on current zoning requirements and an increase in the small car stall allowance from 40% to 44.8% of the required off-street parking.

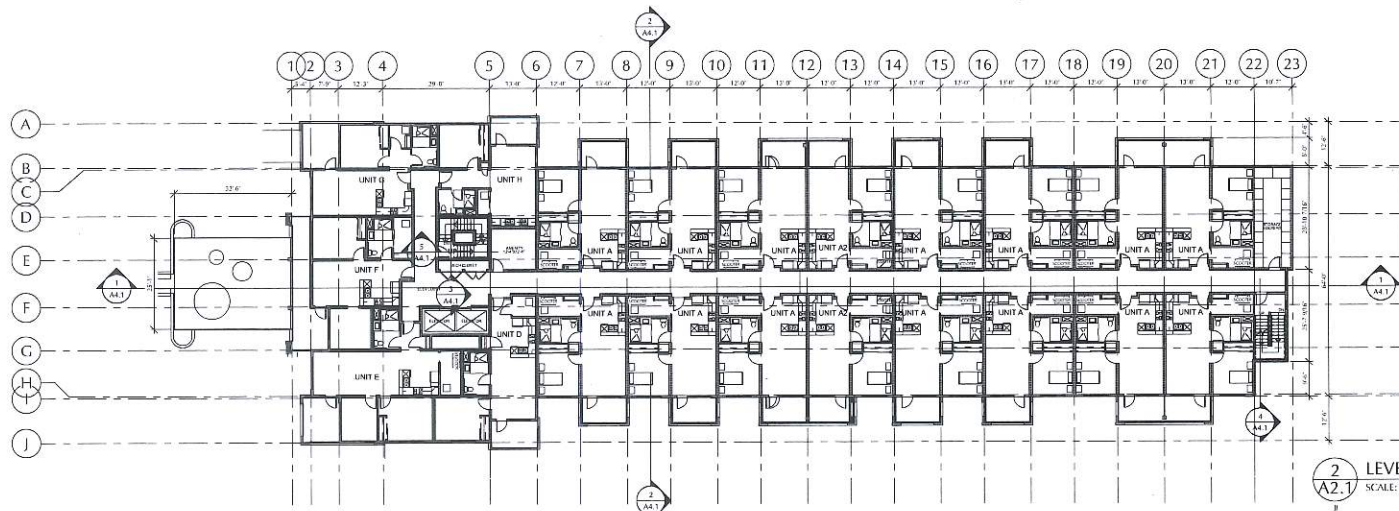
The developer has engaged a Traffic Consultant, WSP, to undertake a TIA (see attached). Section 6 Parking Review of the report speaks to the variance requested, relevant use/zoning requirements in other municipalities and offsets in amenity/location to support the parking reduction.

The subject site is located in the Okanagan Landing area of Vernon, East of Lake Okanagan, adjacent to a multi-use pathway, cycling lanes and public transit. There are parks, amenities and shopping within walking distance for the active senior proposed to occupy this development. The developer proposes to create parking for 88 scooters or e-bikes with charging facilities both within the units and within a detached accessory building. Although bicycle parking is not required, the developer has opted to provide 15 stalls for visitors, staff and residents to promote a healthy/active and green lifestyle. The developer will also provide a hybrid/ electric vehicle car share vehicle with charging station that can be booked through the concierge for resident use.

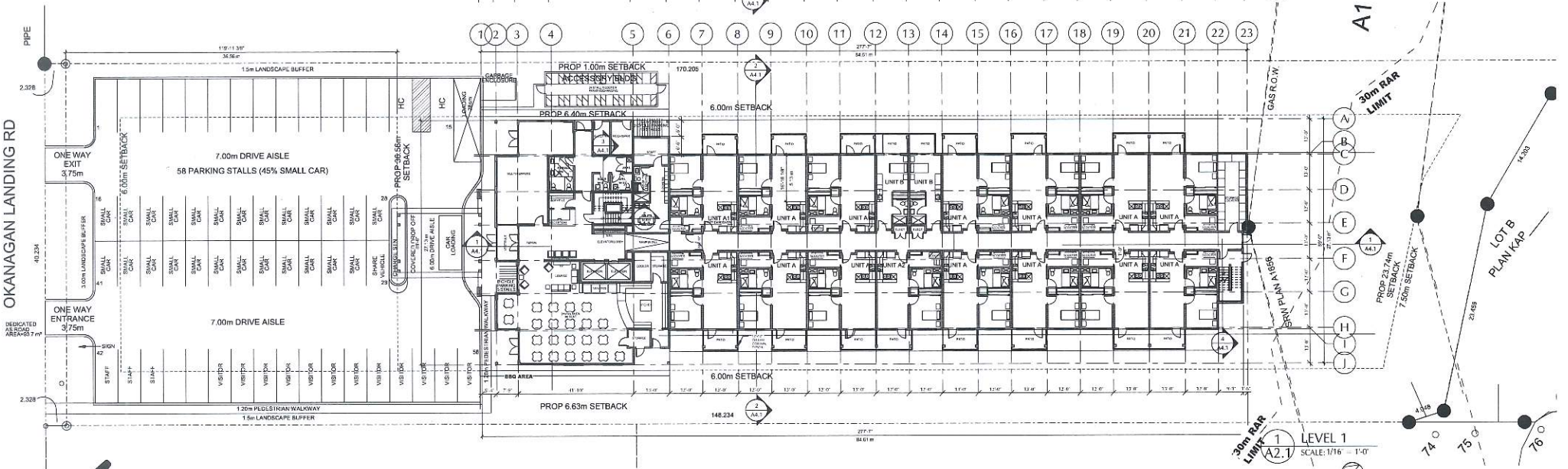
Given that most seniors are driving smaller vehicles due to maneuverability and need the increase in small car stalls is fitting for this type of development.


Darrin Collie, Associate
Ankenman Associates Architects Inc.





2 LEVEL 2
A2.1 SCALE: 1/16" = 1'-0"



1 LEVEL 1
A2.1 SCALE: 1/16" = 1'-0"



EDEN
Ankenman Associates Architects Inc.
12321 Beecher St., Crescent Beach, BC V4A 3A7 604.536.1600

6092 OKANAGAN LANDING RD, VERNON BC

Dev. For ZEN GROUP

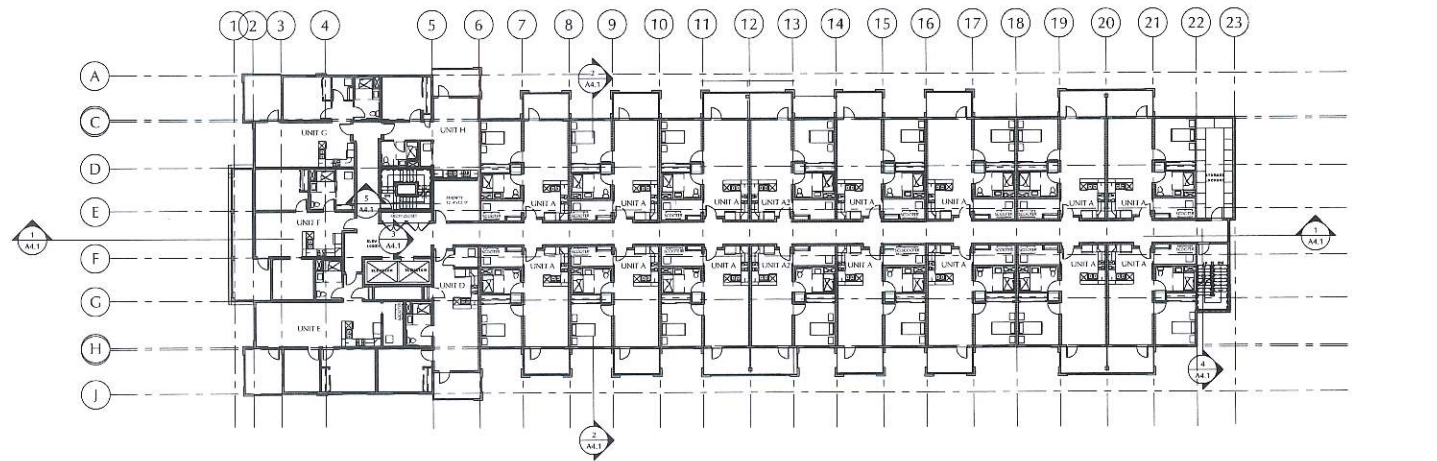
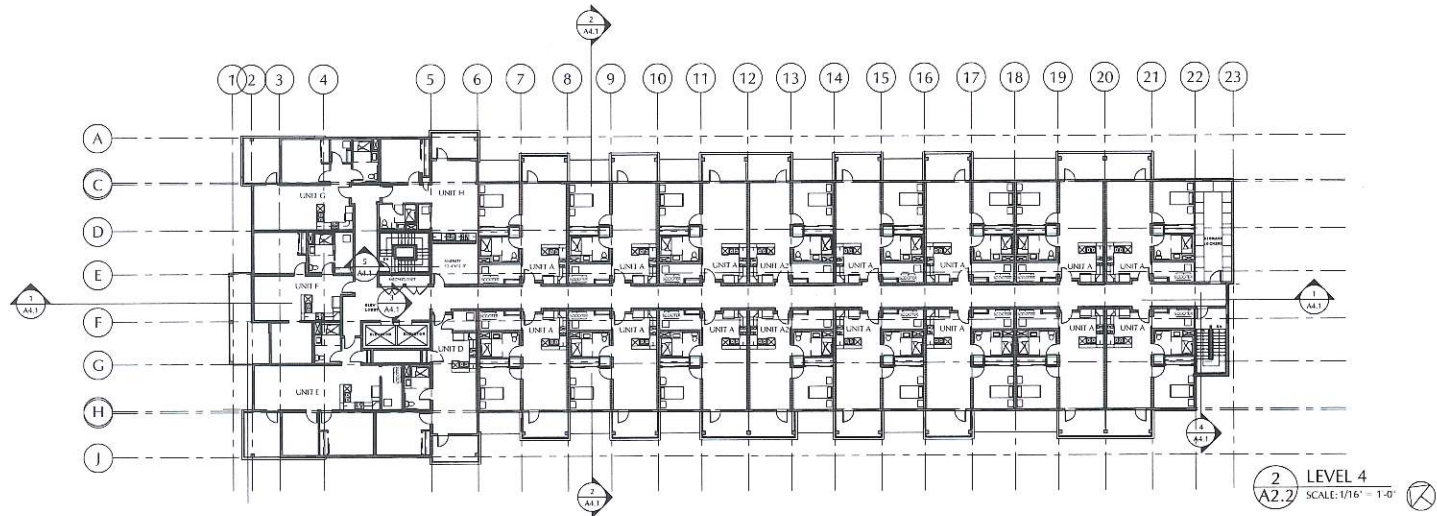
PLANS - LEVELS 1+2

2012

REV	DATE	DESCRIPTION	BY
2	JULY 11, 2022	RE-ISSUED FOR DP	
1		ISSUED FOR DP	

SCALE: 1/16" = 1'-0"
ISSUED FOR DP: JUNE 18, 2021

A2.1



Ankenman Associates Architects Inc.
12321 Beecher St., Crescent Beach, BC V4A 3A7 604.536.1600

6092 OKANAGAN LANDING RD, VERNON BC

Dev. For ZEN GROUP

PLANS - LEVELS 3+4

2012

REV	DATE	DESCRIPTION	BY
		SCALE: 1/16" = 1'-0"	
		ISSUED FOR DP: JUNE 18, 2021	

A2.2



Ankenman Associates Architects Inc.
12321 Beecher St., Crescent Beach, BC V4A 3A7 604.536.1600

6092 OKANAGAN LANDING RD, VERNON BC SCHEMATIC RENDERING

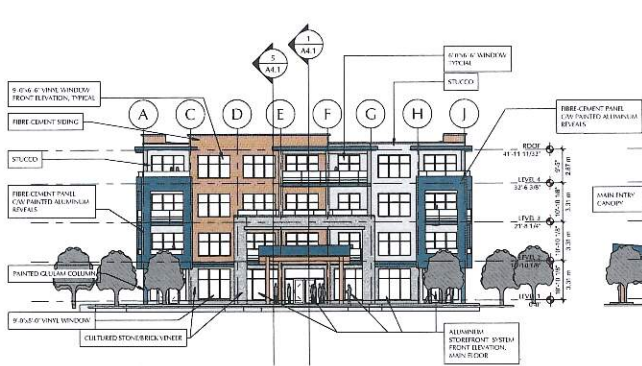
Dev. For ZEN GROUP

2012

REV	DATE	DESCRIPTION	BY
SCALE: ISSUED FOR DP JUNE 18, 2021			

A1.

Attachment 4



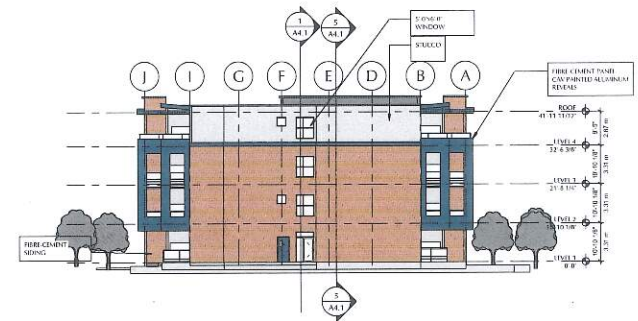
1 NORTHWEST ELEVATION
SCALE: 1/16" = 1'-0"



2 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



3 NORTH ELEVATION
SCALE: 1/16" = 1'-0"



4 EAST ELEVATION
SCALE: 1/16" = 1'-0"



EDEN
Ankenman Associates Architects Inc.
12321 Beecher St., Crescent Beach, BC V4A 3A7 604.536.1600

6092 OKANAGAN LANDING RD, VERNON BC

Dev. For ZEN GROUP

ELEVATIONS

2012

REV	DATE	DESCRIPTION	BY
1		SCALE: 1/16" = 1'-0"	
		ISSUED FOR DP: JUNE 18, 2021	

A3.1





1.  HARDI-SIDING
COLOUR: NATURAL CEDAR


2.  WOOD COLUMN
COLOUR: CEDAR STAIN

3.  PINE OR SPRUCE
WOOD SOFFIT
CLEAR STAIN

4.  HARDI-PANEL CW PAINTED
ALUMINUM REVEALS, METAL
FLASHING
COLOUR TO MATCH
BENJAMIN MOORE
AF-565 MYSTERIOUS,

5. ENTRY DOORS
COLOUR TO MATCH
BENJAMIN MOORE


-  2067-50 SUMMER BLUE
-  2020-40 YELLOW RAINCOAT
-  AF-645 CHAMBOURD
-  AF-690 CALIENTE

6.  WOOD COLUMNS, BEAMS,
HARDI-PANEL CW PAINTED
ALUMINUM REVEALS, METAL FLASHING
COLOUR TO MATCH
BENJAMIN MOORE
1615 ROCK GRAY

7.  BODY:
STUCCO, METAL FLASHING
COLOUR TO MATCH
BENJAMIN MORE
AF-670 NIGHTING GALE

8.  STONE VENEER TO MATCH
CHANDLER NATURAL STONE VENEER INT.

9.  FASCIA BOARDS,
METAL RAILING C/W TEMPERED
GLASS PANELS
COLOUR: TO MATCH
BENJAMIN MOORE
AF-565 MYSTERIOUS

10.  ALUMINUM STOREFRONT
CW DOUBLE GLAZING W
LOW "E" COATING
CLEAR ANODIZED FRAMES

11.  WHITE VINYL WINDOW/
DOORFRAME
C/W DOUBLE
GLAZING W
LOW "E"
COATING



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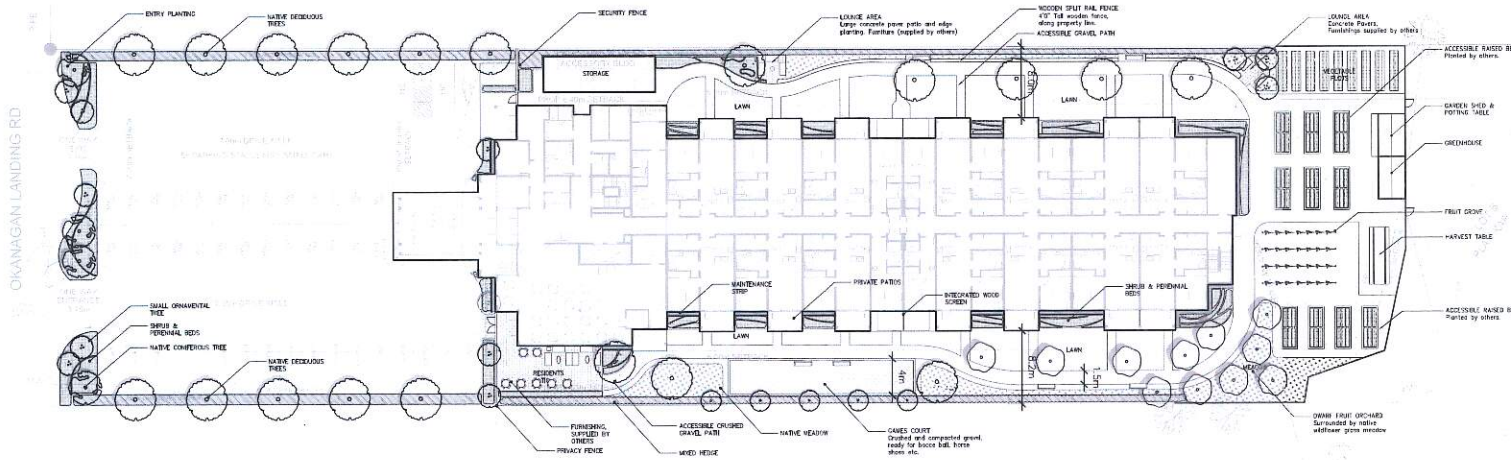
COLOUR BOARD

2012

REV	DATE	REVISION FOR DP	DESCRIPTION	BY
2	JULY 11, 2021	W-PSUED FOR DP		

SCALE: _____
ISSUED FOR DP JUNE 18, 2021

A3.2



NOT FOR CONSTRUCTION

Rev	Description	Date
03	RE-ISSUED FOR OP	27.07.22
02	ISSUED OCP AMENDMENT	31.03.22
01	ISSUED FOR DP	09.06.21

Site Name and Address

6092 Okanagan Landing
Zen Group

Project Name and Address

Layout & Materials

DESIGN PRINCIPLES



Principle #1
Create a landscape that is accessible and enjoyable for the residents throughout the seasons. With opportunities for socializing, play and dining.



Principle #2
Create a series of gardens that are productive for the residents and ecologically beneficial for the Vernon landscape.

MATERIALS



Crushed Gravel Pathway
Compacted or crushed gravel. The perimeter pathway will be accessible for all users. Along the way, footpaths will branch off and carry residents to the ground floor patios.



Patio Pavers
Sandblasted for grip, large, nonlinear concrete pavers will provide a smooth patio space for the residents to walk on comfortably.



Sports Court
Matching the crushed gravel pathway and meeting play standards, the dedicated gravel area will function as a multi-sport court facilitating: Soccer ball, horseshoes, corn hole etc.



Lounge Areas
Situated along the perimeter loop, paved areas will provide outdoor social spaces for the residents to meet and sit within the gardens.



Perimeter Fence
To define the property, a 4' x 4" timber split rail fence will run the length of the landscape, partially screened with a hedge treatment.

- LEGEND:
- PLANNING: Perennials, Shrubs & Grasses
 - Hedge
 - Lean
 - Classified Wooded
 - LANDSCAPE: Precast Concrete 24" x 12"
 - SP: Concrete
 - Alphat
 - SHEDDINGS: Bench
 - Supplied By Others



Project	20'4	Scale	
Date	Apr 2021	Drawn By	JT
Scale	1:250		

L1.

Attachment 5

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Ecologically Beneficial

With native wildflower grasslands and native hedgerows throughout, the site will provide habitat for many native beneficial species, such as birds and pollinators.



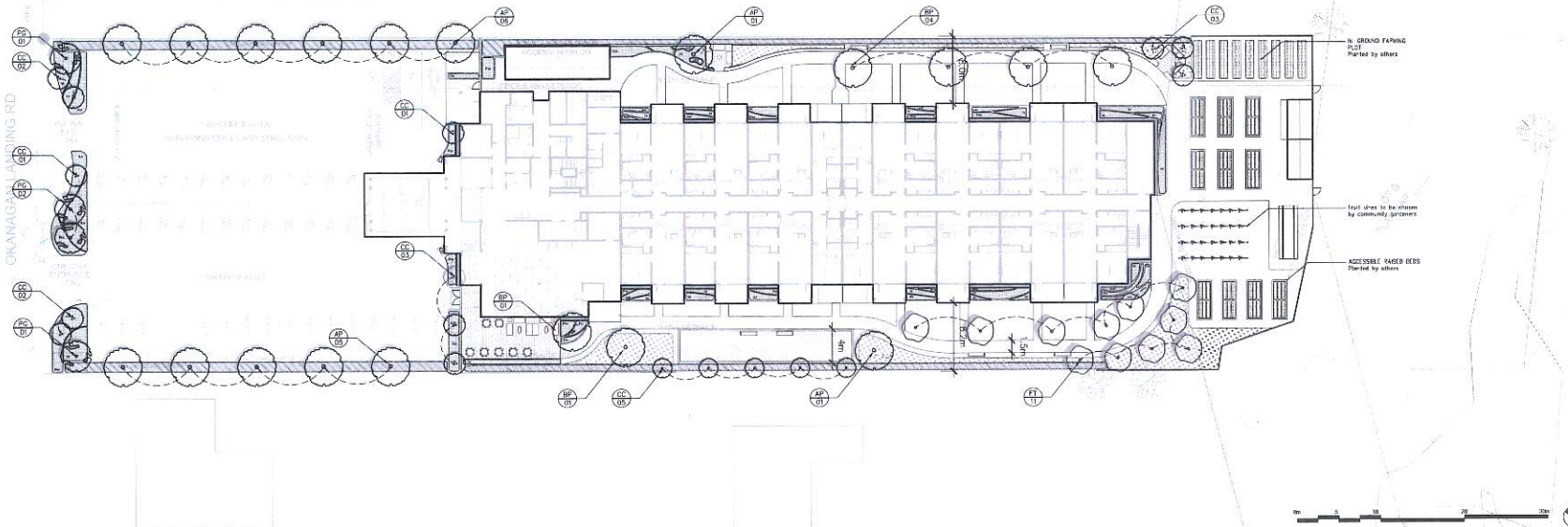
Resident Gardens

To the south of the site, a community garden will be designed to provide gardening opportunities for any residents that would like a space. This will include a fruit orchard, raised vegetable beds and greenhouse.



Tree Cover

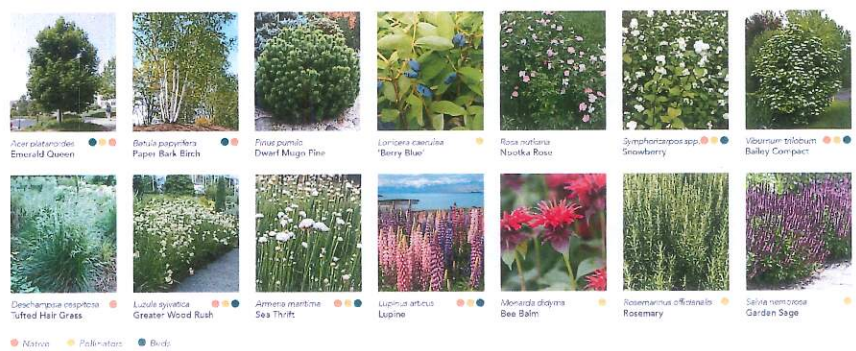
To replace the trees removed, the site will see considerable tree replacement, using the City of Vernon's pre-approved list of species.



- GENERAL NOTES**
1. REVIEW THE STREET VIEW ASPECTS OF WHICH STREET TREE SPECIFICATIONS ARE APPLIED TO THE MANAGEMENT PLAN.
 2. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF VERNON'S PRE-APPROVED TREE REPLACEMENT LIST.
 3. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF VERNON'S PRE-APPROVED TREE REPLACEMENT LIST.
 4. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF VERNON'S PRE-APPROVED TREE REPLACEMENT LIST.
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 9. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF VERNON'S PRE-APPROVED TREE REPLACEMENT LIST.
 10. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF VERNON'S PRE-APPROVED TREE REPLACEMENT LIST.
 11. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF VERNON'S PRE-APPROVED TREE REPLACEMENT LIST.
 12. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF VERNON'S PRE-APPROVED TREE REPLACEMENT LIST.
 13. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF VERNON'S PRE-APPROVED TREE REPLACEMENT LIST.
 14. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF VERNON'S PRE-APPROVED TREE REPLACEMENT LIST.
 15. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF VERNON'S PRE-APPROVED TREE REPLACEMENT LIST.

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME / COMMON NAME	SIZE	SPACE	COMMENTS
AP	13	Acer platanoides / Emerald Queen	6cm cal.	As Shown	BA3 Well Branched
BP	05	Betula papyrifera / Paper Bark Birch	6cm cal.	As Shown	BA3 Well Branched
CC	17	Crataegus arvensis / Thornless Hawthorn	6cm cal.	As Shown	BA3 Well Branched
PC	04	Picea glauca / White Spruce	5cm cal.	As Shown	BA3 Well Branched
PT	11	Thuja plicata / Thuja	5cm cal.	As Shown	BA3 Well Branched
SHRUBS	QTY	BOTANICAL NAME / COMMON NAME	SIZE	SPACE	COMMENTS
LC	05	Lonicera caerulea / Lonicera	#2 Pot	30cm	Well Established
Lc	50	Lonicera caerulea / Berry Blue	#2 Pot	30cm	Well Established
pm	215	Pinus mugo 'Munilla' / Dwarf Mugo Pine	#2 Pot	30cm	Well Established
Rc	100	Rosa rugosa / Rosemary	#2 Pot	30cm	Well Established
Sc	130	Symphoricarpos alba / Snowberry	#2 Pot	30cm	Well Established
Vt	50	Viburnum trilobum / Black Currant	#2 Pot	30cm	Well Established
GRASSES	QTY	BOTANICAL NAME / COMMON NAME	SIZE	SPACE	COMMENTS
dc	85	Deschampsia cespitosa / Tufted Hair Grass	#1 Pot	30cm	Well Established
lx	70	Luzula sylvatica / Greater Woodrush	#1 Pot	45cm	Well Established
PERENNIALS	QTY	BOTANICAL NAME / COMMON NAME	SIZE	SPACE	COMMENTS
al	140	Allium spp. / Giant Allium	3" x 3"	25cm	Green & Well Stems Rub with no Bot.
an	120	Anemone montana / Seckreft	#1 Pot	30cm	Well Established
an	150	Anemone montana / Bee Balm	#1 Pot	20cm	Well Established
WILDLIFE MEADOW	QTY	BOTANICAL NAME / COMMON NAME	SIZE	SPACE	COMMENTS
80	Native Wildflower Mix	-	-	-	-



NOT FOR CONSTRUCTION

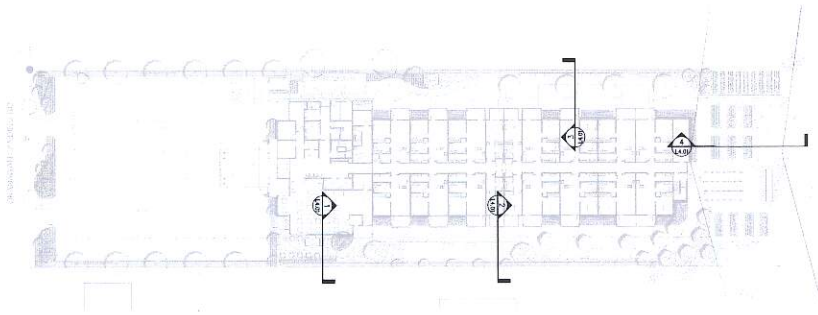
NO.	DESCRIPTION	DATE
03	RE-ISSUED FOR OP	27.07.22
02	ISSUED OCP AMENDMENT	31.03.22
01	ISSUED FOR DP	08.06.21

6092 Okanagan Landing
Zen Group

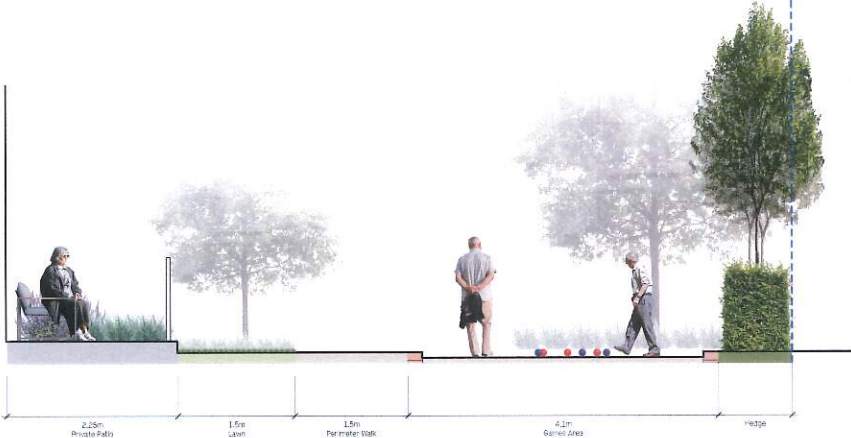
Planting Plan & Schedule

Project	6092
Date	2021
Scale	1:250
Drawn By	JT
Sheet	L3.01

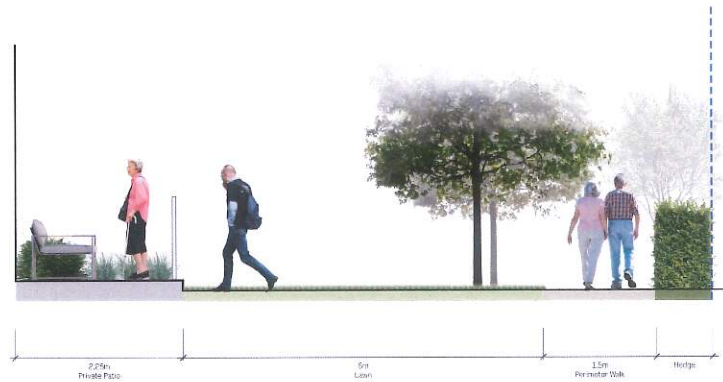
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1 Dining Patio
L4.01



2 Games Area
L4.01



3 Meander Walk
L4.01



4 Cooperative Garden
L4.01

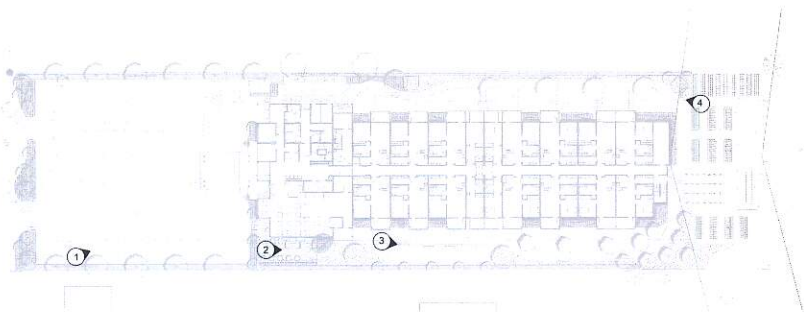
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03	RE-ISSUED FOR DP	27.07.22
02	ISSUED OCP AMMENDMENT	31.03.22
01	ISSUED FOR DP	09.08.21

Project Name and Address
6092 Okanagan Landing
Zen Group

Sections

Project: 2014
Date: Feb 2021
Scale: 1:250
Drawn By: JT
Sheet: L4.01



1
L4.02
Parking Lot



3
L4.02
Games Area



2
L4.02
Residents Patio



4
L4.02
Seating Area

NOT FOR CONSTRUCTION

No.	Description	Date
03	RE-ISSUED FOR OP	27.07.22
02	ISSUED OCP AMMENDMENT	31.03.22
01	ISSUED FOR DP	09.06.21

Firm Name and Address
6092 Oxonagen Landing
Zen Group

Project Name and Address
Perspectives

Project 2014	Sheet L4.02
Date Feb 2021	Scale 1:250
Drawn By -T	

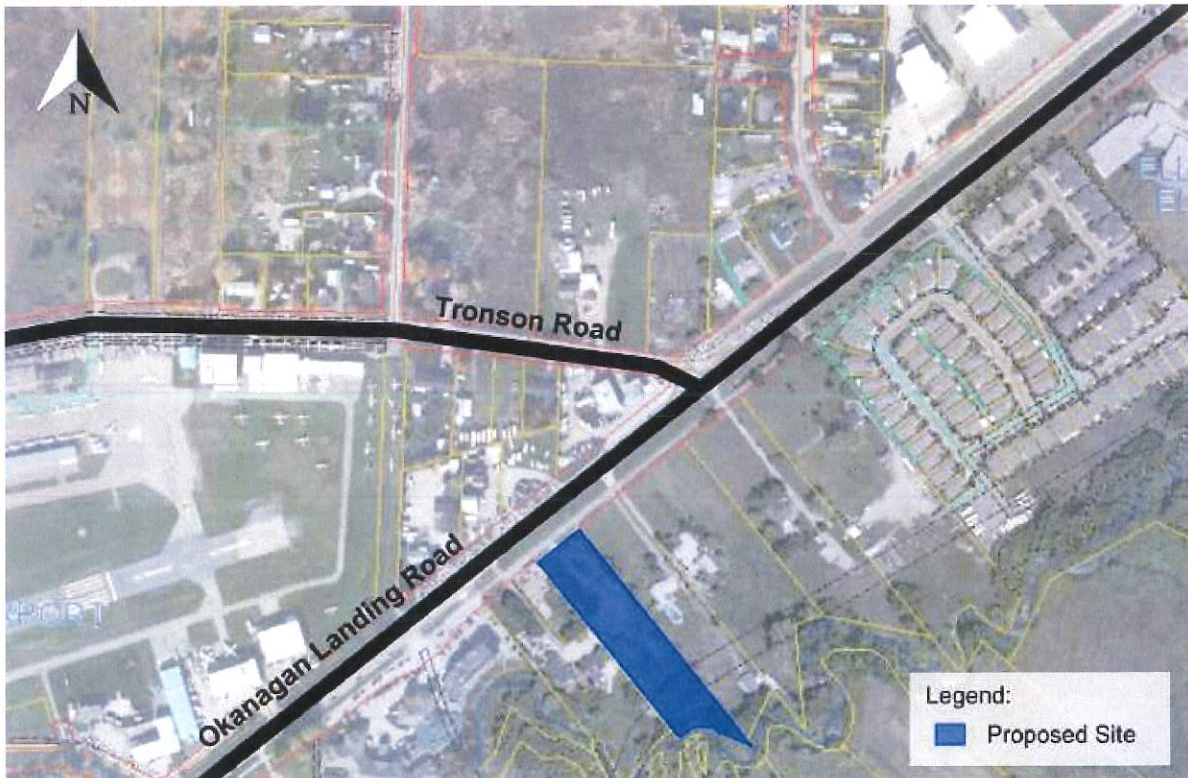
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ZEN PROPERTIES

6092 OKANAGAN LANDING TRAFFIC IMPACT ASSESSMENT

JUNE 23, 2021

FINAL





6092 OKANAGAN LANDING

TRAFFIC IMPACT ASSESSMENT

ZEN PROPERTIES

FINAL

PROJECT NO.: 211-05708
DATE: JUNE 23, 2021

WSP
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Title

Date

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June 9, 2021

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Title

Date

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FIGURE 5-1 - PROPOSED MEASURE FOR MULTI-
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APPENDICES

A SITE PLAN

1 INTRODUCTION

Zen Properties is proposing to build an 80-unit residential development for Seniors Supportive Housing located at 6092 Okanagan Landing Road in Vernon, BC. The four-storey development is intended to provide common living facilities while supporting independent living for senior citizens.

As part of the Development Permit application, Zen Properties retained WSP to prepare a Traffic Impact Assessment of the study area. The objectives of this study are to:

- Investigate AM and PM peak hour traffic volumes at the study intersections of:
 - Okanagan Landing Road / Tronson Road; and,
 - The site accesses.
- Determine and analyze the existing and projected traffic volumes resulting from the development for the opening year and 10-year planning horizons and evaluate their impacts on the study intersections for AM and PM peak hours;
- Review the development's site access and circulation to ensure ingress and egress operate efficiently;
- If required, identify and recommend appropriate infrastructure improvements necessary to accommodate estimated traffic volumes;
- Review parking requirements and provisions for the proposed development and complete a parking relaxation study; and
- Review active transportation (pedestrians and cyclists) and transit connectivity.

2 SITE CONTEXT

2.1 SITE LOCATION AND STUDY AREA

The proposed development is located in the Okanagan Landing neighbourhood in the City of Vernon, BC. The four-storey 80-unit Seniors Supportive Housing building is proposed to be at 6092 Okanagan Landing Road. The proposed site plan is shown in **Appendix A**. The proposed development site is currently undeveloped and is expected to be operational in 2023. The 6,329 sq. metre site and surrounding area is illustrated in **Figure 2-1**.

A senior's facility of similar usage, Creekside Landing, is located west of the proposed development site, also on Okanagan Landing Road. The Vernon Regional Airport is situated across the street, northwest from the proposed site. The immediate surrounding area is mainly residential with a few small retail establishments nearby, an elementary school, and a church.

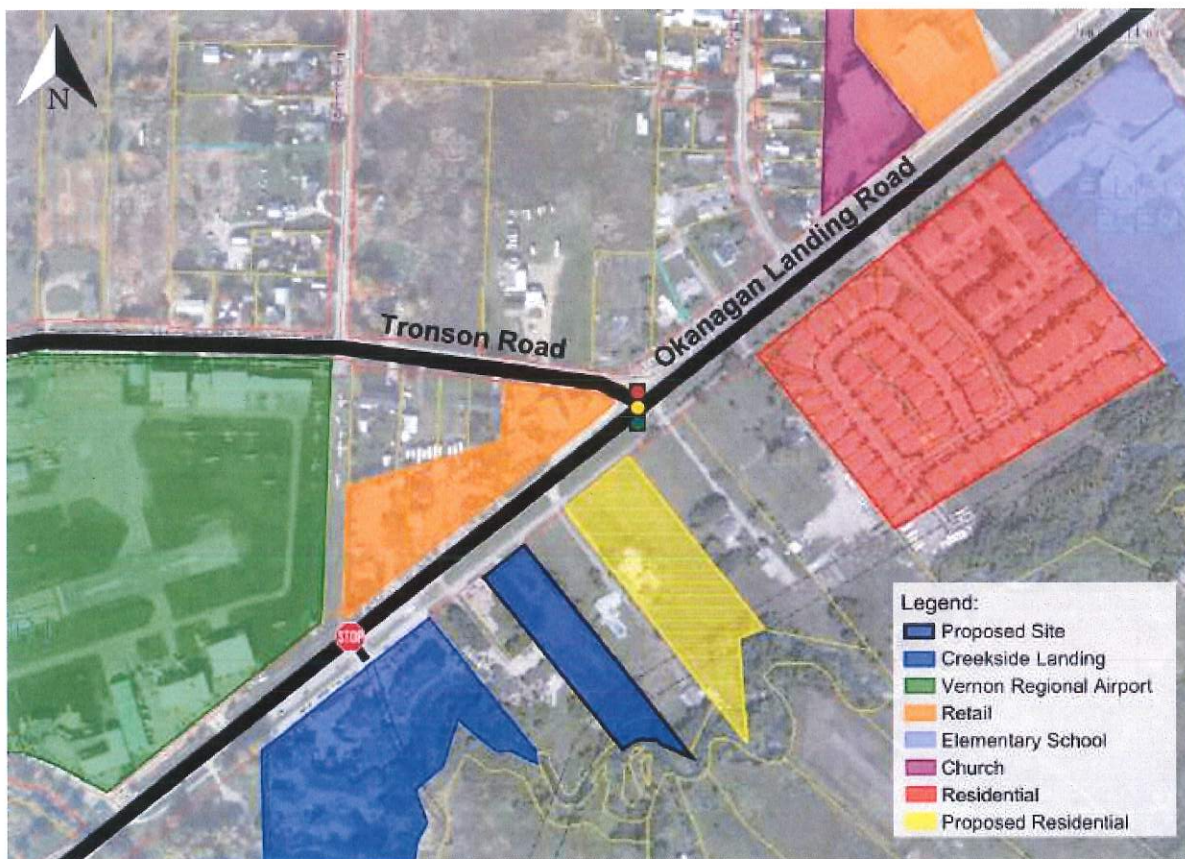


Figure 2-1 – Existing Study Area

2.2 EXISTING ROAD NETWORK

Okanagan Landing Road is rural arterial with a multi-use pathway on the east side of the road and a posted speed limit of 50 km/hr. This road runs northeast to southwest and connects the City of Vernon's commercial area with the recreational Okanagan Landing area.

Tronson Road is a rural collector running east to west and connects Okanagan Landing Road to a public beach area on Okanagan Lake. Tronson Road has a posted speed limit of 50 km/h.

The Okanagan Landing / Tronson Road intersection is fully signalized as shown in **Figure 2-2**. Private driveways are located directly east and west of the proposed development site.

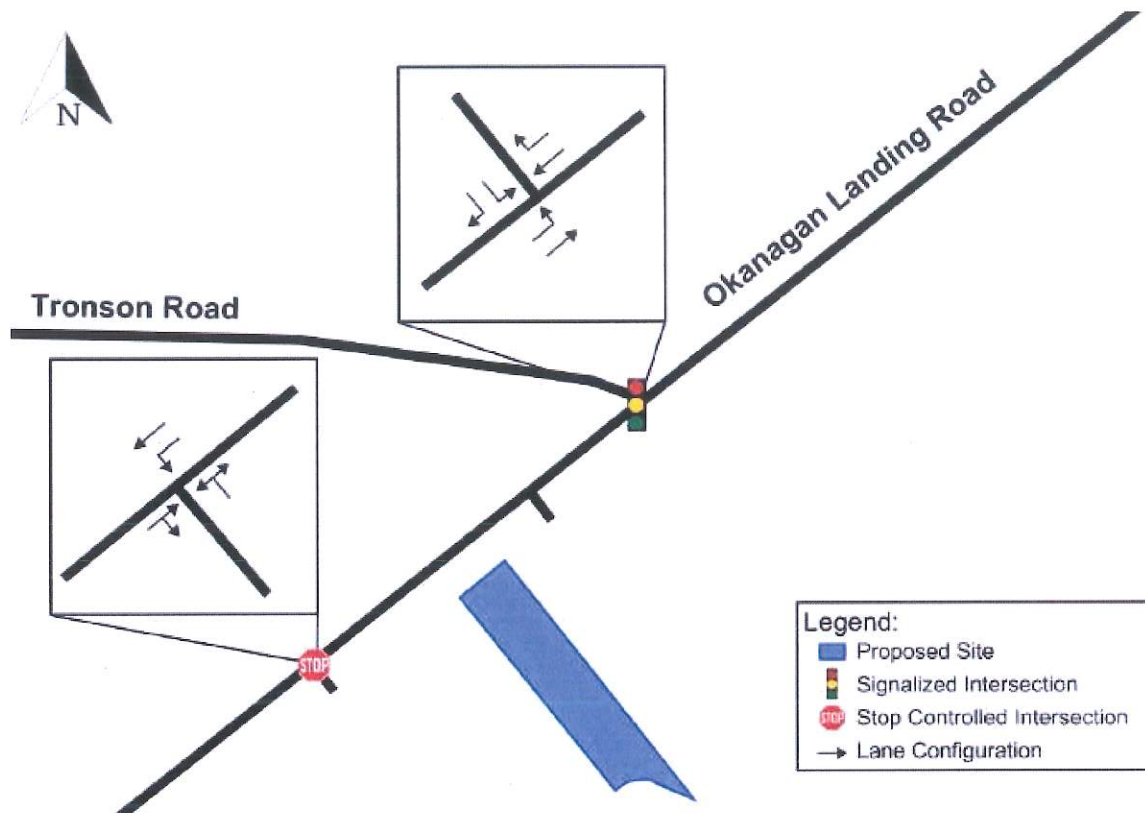


Figure 2-2 – Existing Lane Configuration

2.3 EXISTING TRANSIT NETWORK

BC Transit operates transit service in Vernon, BC. There is currently a bus stop at 6120 Okanagan Landing Road for only northbound movements servicing the bus route 7-Okanagan Landing and the bus route 8-Bella Vista.

Route 7 runs from the Downtown Vernon Exchange with stops at Ellison Elementary School, Okanagan Landing Elementary School, Kin Beach and the Vernon Regional Airport.

Route 8 runs from the Downtown Vernon Exchange with stops at Ellison Elementary School, Okanagan Landing Elementary School, and Kin Beach.

From Monday to Saturday, both bus routes run approximately every 70 minutes. On Sundays, they run approximately every 2 hours.

2.4 EXISTING BICYCLE AND PEDESTRIAN NETWORK

Figure 2-3 illustrates the existing cycling facility within the study area. There is currently Class 1 Trail-Major Urban Multi-Use path on east side of Okanagan Landing Road in front of the proposed site access. An on-road bike lane is also provided on Okanagan Landing Road for both southbound and northbound movements. Cyclists use the shoulder on Tronson Road.

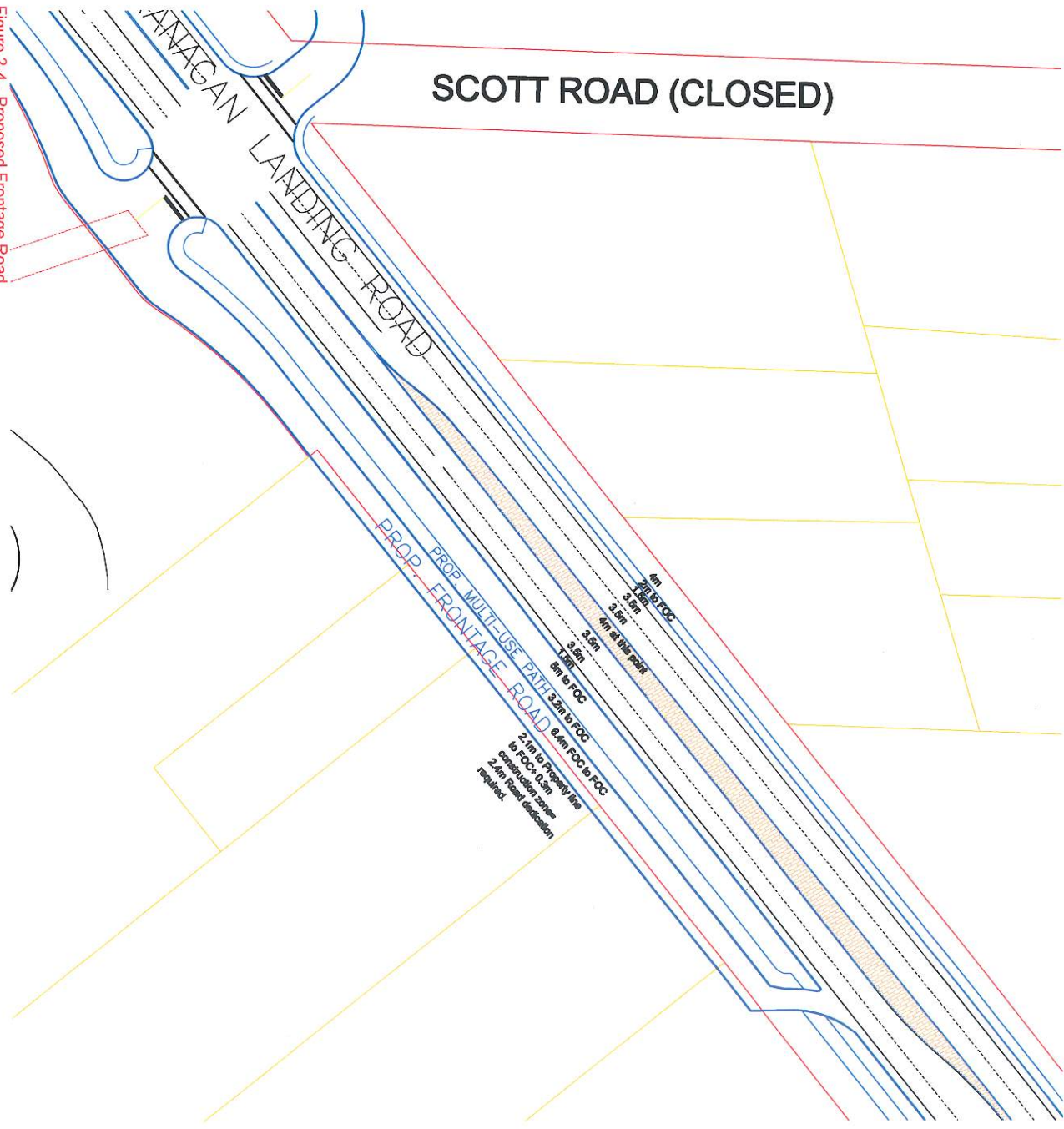


Figure 2-3 – Existing Bike Map

2.5 PROPOSED TRANSPORTATION NETWORK

The development is proposed to be accessed through a new Frontage Road, running parallel to Okanagan Landing Road, that will connect to existing driveways, as shown in **Figure 2-4**. The proposed access northeast of the site is assumed to be a right-out only movement from the Frontage Road. The existing Creekside Landing access to Okanagan Landing Road is planned to be the proposed site's other access. **Figure 2-5** demonstrates the proposed laning configuration of the new transportation network.

Figure 2-4 - Proposed Frontage Road



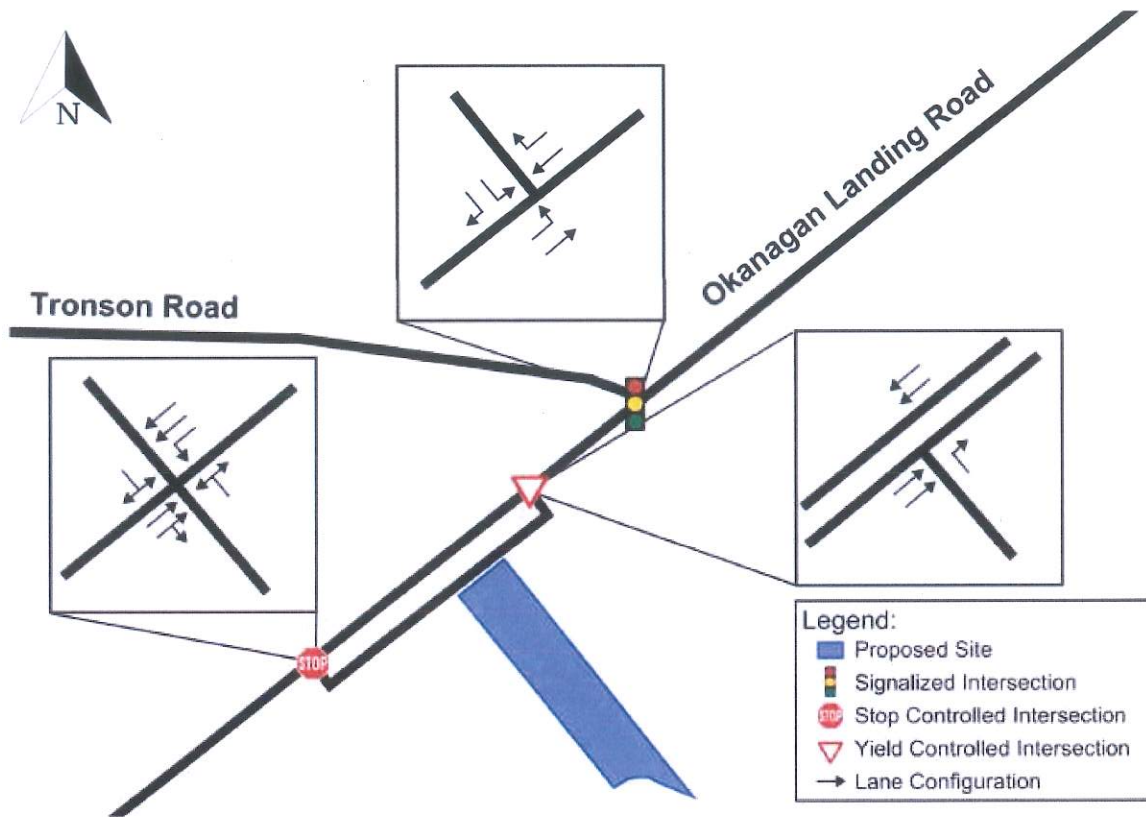


Figure 2-5 – Proposed Lane Configuration

3 TRAFFIC VOLUMES

3.1 EXISTING TRAFFIC VOLUMES

The existing Creekside Landing development driveway to Okanagan Landing Road is anticipated to be the proposed site's access to Okanagan Landing Road as well. Thus, Creekside Landing's existing traffic was estimated for the purpose of this study.

The Creekside Landing development houses senior citizens in a variety of levels of care.¹ Creekside Landing consists of 38 Assisted Living dwelling units, 21 Complex Care dwelling units, and 49 Independent Living dwelling units according to a news release from the Ministry of Housing and Social Development in 2009.² Trips generated from the Creekside Landing site access were determined using the *ITE Trip Generation Manual (10th Edition)*, as shown in **Table 3-1**.

Table 3-1 – Creekside Landing Trip Generation

Land Use	ITE Code	Peak Hour	Equation	Rates			Volumes		
				In	Out	Total*	In	Out	Total
Assisted Living (38 units)	254	AM	N/A	63%	37%	0.190	5	3	8
		PM	N/A	38%	62%	0.260	4	6	10
Complex Care (21 units)	620	AM	N/A	72%	28%	0.170	3	1	4
		PM	N/A	33%	67%	0.220	2	3	5
Independent Living (49 units)	253	AM	$T = 0.05 X + 2.13$	60%	40%	0.090	3	2	5
		PM	$T = 0.14 X + 5.1$	53%	47%	0.240	6	6	12

A summary of total trip generated by Creekside Landing is shown in **Table 3-2**.

Table 3-2 – Summary of Creekside Landing Trips

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Assisted Living (38 units)	5	3	4	6
Complex Care (21 units)	3	1	2	3
Independent Living (49 units)	3	2	6	6
Total In / Out Trips	11	6	12	15
Total	17		27	

The trips generated by the existing Creekside Landing development were distributed according to the 2019 directional traffic count distribution at the Okanagan Landing Road / Tronson Road intersection. The trip distribution values can be found in **section 3.4.2** below. The generated trips are illustrated in **Figure 3-1** below.

Peak period traffic volume data at the Okanagan Landing Road / Tronson Road intersection was provided by the City of Vernon. The traffic data was collected on Tuesday, September 17, 2019 from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. The existing 2021 traffic volumes were estimated using an annual growth rate of 0.5% based on the 2019 and 2006 traffic volume comparison of the Tronson Road/Okanagan Landing road intersection. The existing traffic volumes including the Creekside Landing traffic is shown in **Figure 3-2**.

¹ <https://www.kaigo.ca/creekside-landing>

² https://archive.news.gov.bc.ca/releases/news_releases_2009-2013/2009hsd0062-000537.htm

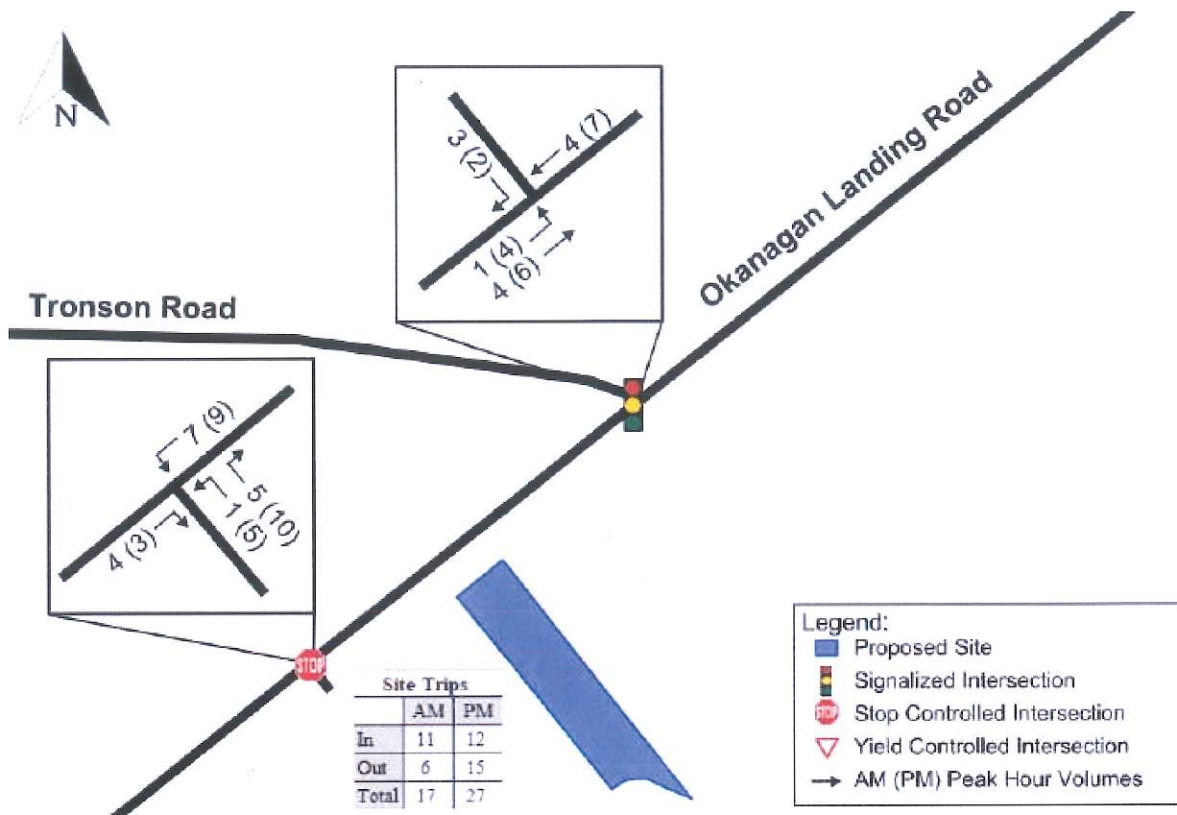


Figure 3-1 – Creekside Landing Traffic Volumes

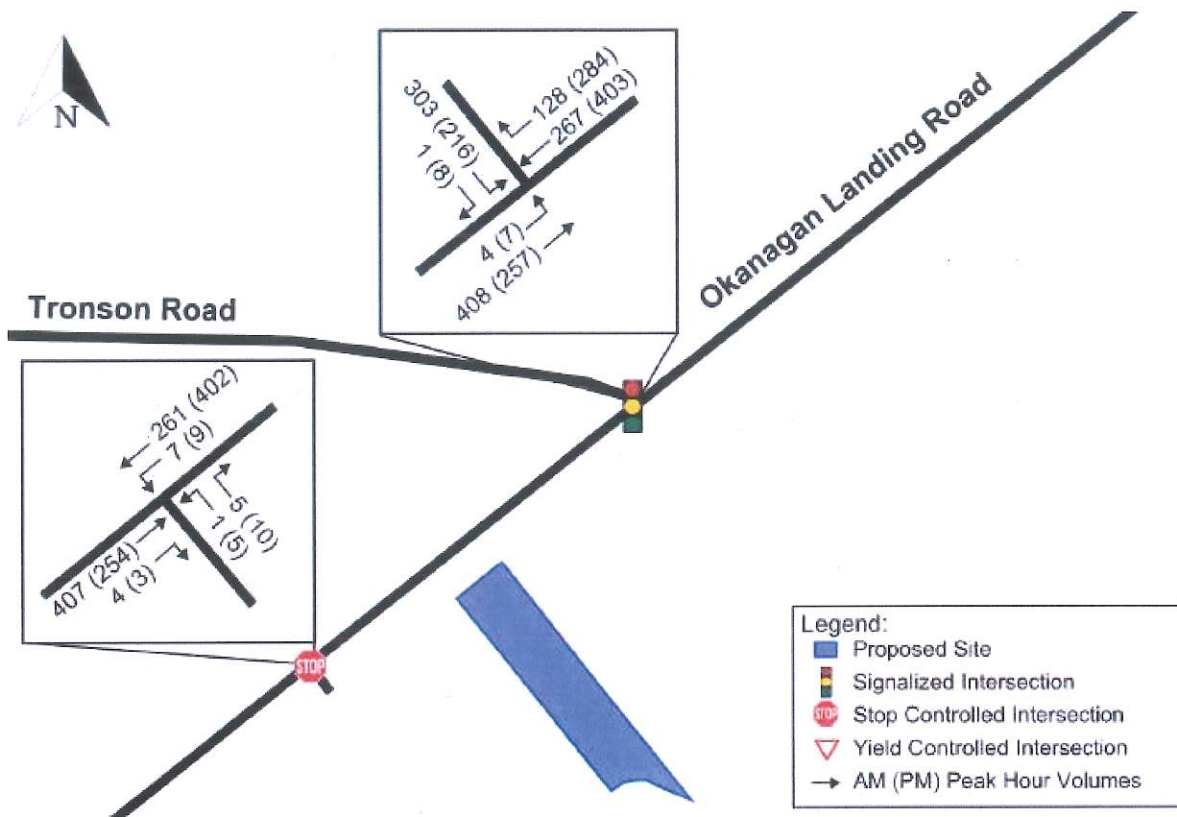


Figure 3-2 – 2021 Existing Traffic Volumes

3.2 6030 OKANAGAN LANDING ROAD

An adjacent residential development of 23 single detached housing units has been proposed at 6030 Okanagan Landing Road. At the time of this study, this development has not been confirmed by the City of Vernon. A conservative approach will be taken, and the traffic generated by the proposed development will be included in the 2023 full build-out scenario and 2033 10-year horizon scenario.

The trip generation was estimated using the *ITE Trip Generation Manual (10th Edition)* and is summarized in **Table 3-3**.

Table 3-3 – Proposed Single Detached Housing Trip Generation

Land Use	ITE Code	Peak Hour	Equation	Rates			Volumes		
				In	Out	Total*	In	Out	Total*
Single Detached Housing (23 units)	210	AM	$T = 0.71 X + 4.8$	25%	75%	0.919	5	16	21
		PM	$T = 0.96 X + 0.2$	63%	37%	0.969	14	8	22

The generated traffic was distributed based on the directional distribution at Okanagan Landing Road / Tronson Road, using data collected in 2019. The trip distribution percentages can be found in **Section 3.4.2** below. It was assumed that the trips generated by 6030 Okanagan Landing Road would utilize the proposed frontage road for primary access. **Figure 3-3** illustrates the traffic generated by the proposed residential development at 6030 Okanagan Landing Road.

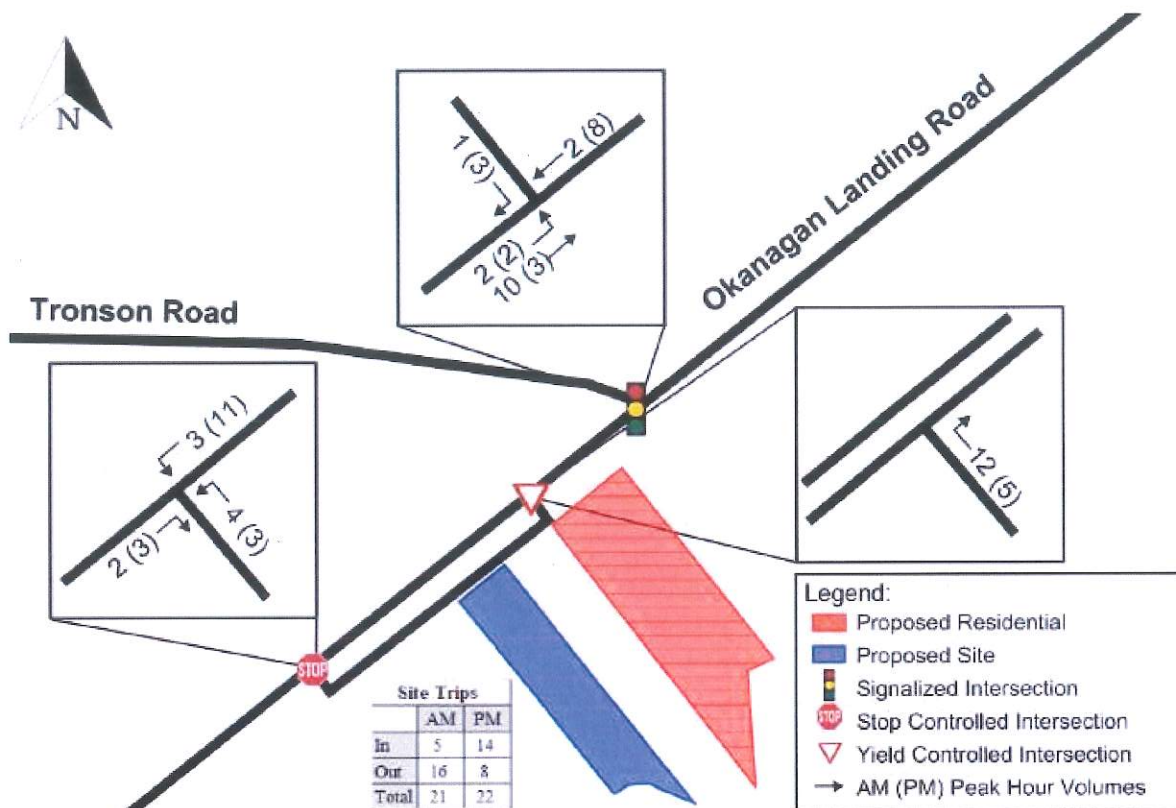


Figure 3-3 – 6030 Okanagan Landing Road Traffic Volumes

3.3 PRE-DEVELOPMENT TRAFFIC VOLUMES

As stated in the previous section, peak period traffic volume data was collected at the Okanagan Landing Road / Tronson Road intersection on Tuesday, September 17, 2019 from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. In order to determine an annual growth rate, traffic volume data from Thursday, June 8, 2006 was used. A growth rate of 0.5% was calculated using the available data and applied to 2019 volumes to obtain forecasted traffic volumes for full build-out in 2023 and the 10-year planning horizon in 2033.

To obtain pre-development volumes, the 6030 Okanagan Landing Road traffic volumes were superimposed onto forecasted volumes on opening day and 10-year planning horizons. The total pre-development traffic volumes are illustrated in Figure 3-4 and Figure 3-5, respectively.

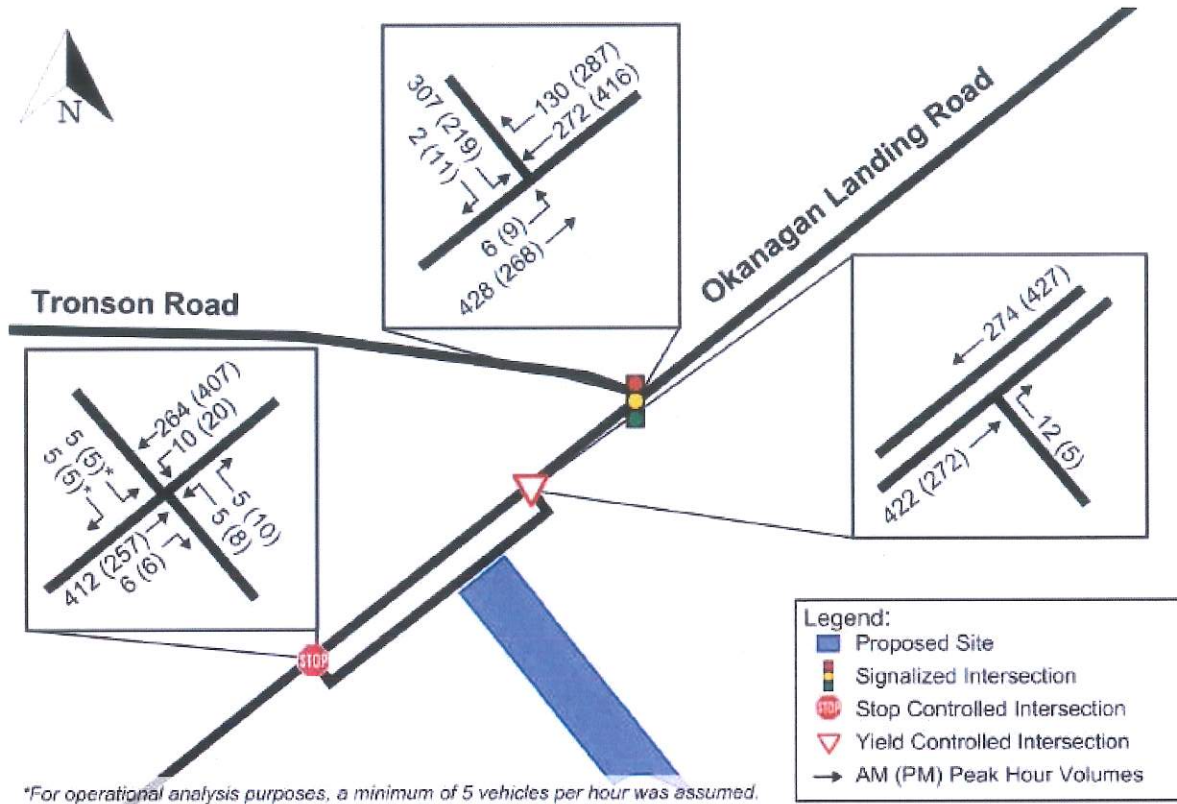


Figure 3-4 – 2023 Pre-Development Traffic Volumes

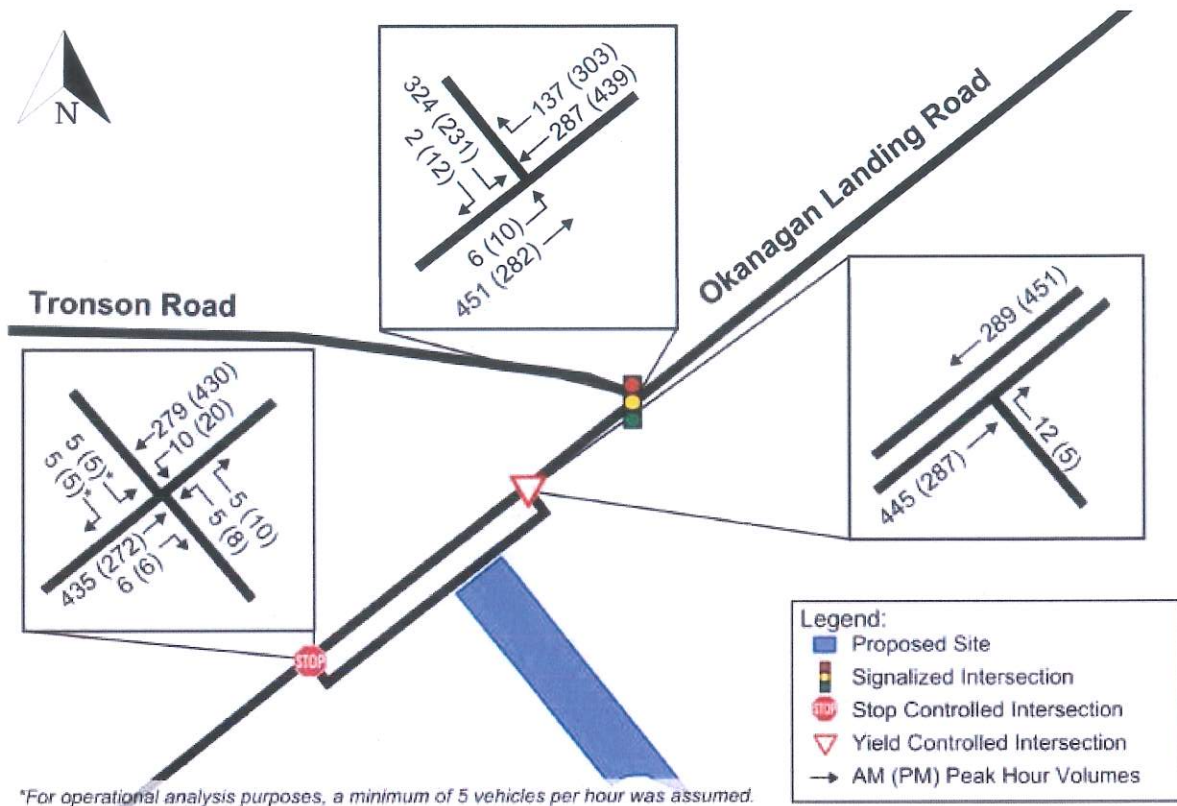


Figure 3-5 – 2033 Pre-Development Traffic Volumes

3.4 PROPOSED DEVELOPMENT TRAFFIC VOLUMES

The development generated traffic will be estimated based on the most updated versions of *Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition)* described in Section 3.4.1. The estimated development traffic will be distributed within the study road network described in Section 3.4.2.

3.4.1 TRIP GENERATION

All trips generated by the proposed developments are estimated based on the *ITE Trip Generation Manual (10th Edition)*. The proposed development consists of 80 units and will generate a total of **6 trips** during the AM peak period and **17 trips** during the PM peak period. A summary of trip generation based on the Senior Supportive Housing land use is shown in Table 3-4.

Table 3-4 – Proposed Development Trip Generation

Land Use	ITE Code	Peak Hour	Equation	Rates			Volumes		
				In	Out	Total*	In	Out	Total*
Seniors Supportive Housing (80 units)	253	AM	$T = 0.05 X + 2.13$	60%	40%	0.077	4	2	6
		PM	$T = 0.14 X + 5.1$	53%	47%	0.204	9	8	17

*Vehicle trips per independent variable (dwelling units)

3.4.2 TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution to and from the development site was determined based on a combined analysis and review of the existing traffic patterns within the study area. Utilizing volumes from the peak hour 2019 traffic data, trip distribution percentages were calculated and are as follows:

- AM Peak Hour:
 - 37% of trips in from the west | 24% of trips out to the west
 - 27% of trips in from the north | 12% of trips out to the north
 - 36% of trips in from the east | 64% of trips out to the east
- PM Peak Hour:
 - 22% of trips in from the west | 35% of trips out to the west
 - 19% of trips in from the north | 25% of trips out to the north
 - 59% of trips in from the east | 40% of trips out to the east

The majority of trips are observed to travel from / to the east during both peak periods which is logical as the center of the City of Vernon is located to the east. **Figure 3-6** shows the proposed site's generated trips within the study network.

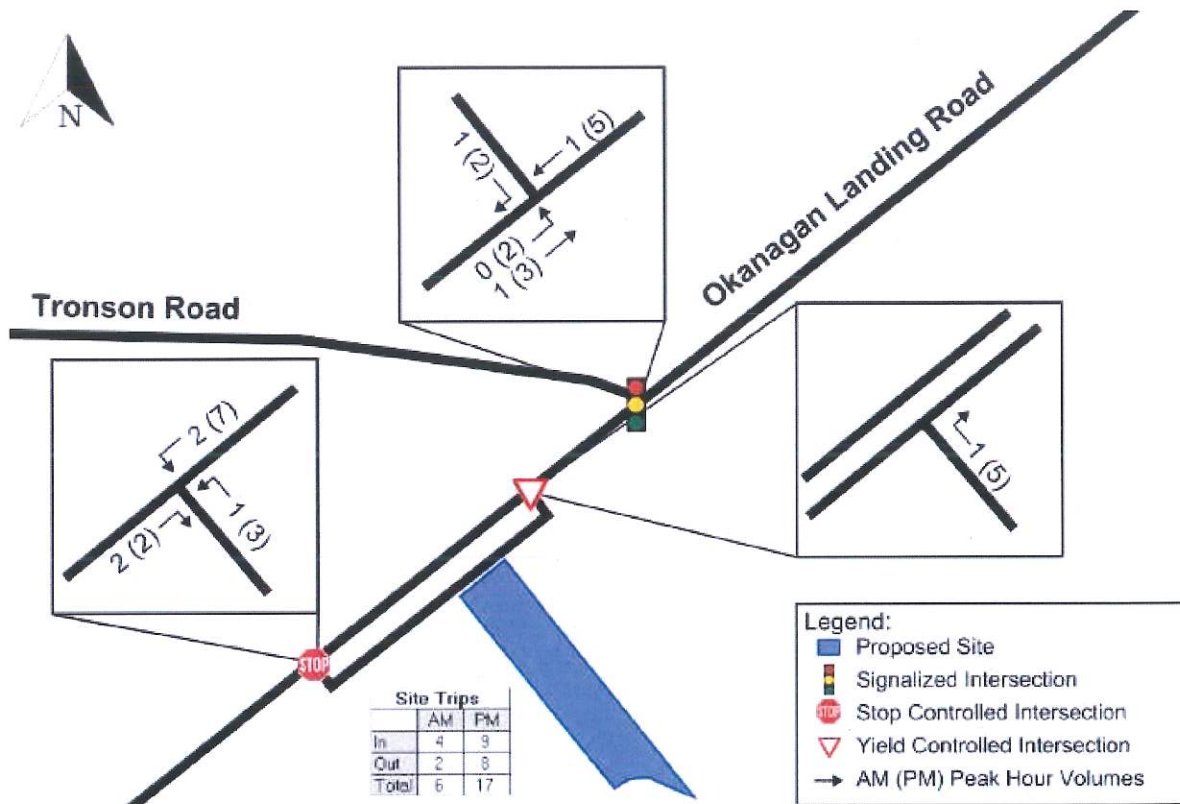


Figure 3-6 – Proposed Development Traffic Volumes

3.5 POST-DEVELOPMENT TRAFFIC VOLUMES

The total traffic volumes under the 2023 full build-out scenario and 2033 10-year planning horizon were developed by adding the proposed development generated traffic volumes to the forecasted pre-development volumes (Figure 3-7).

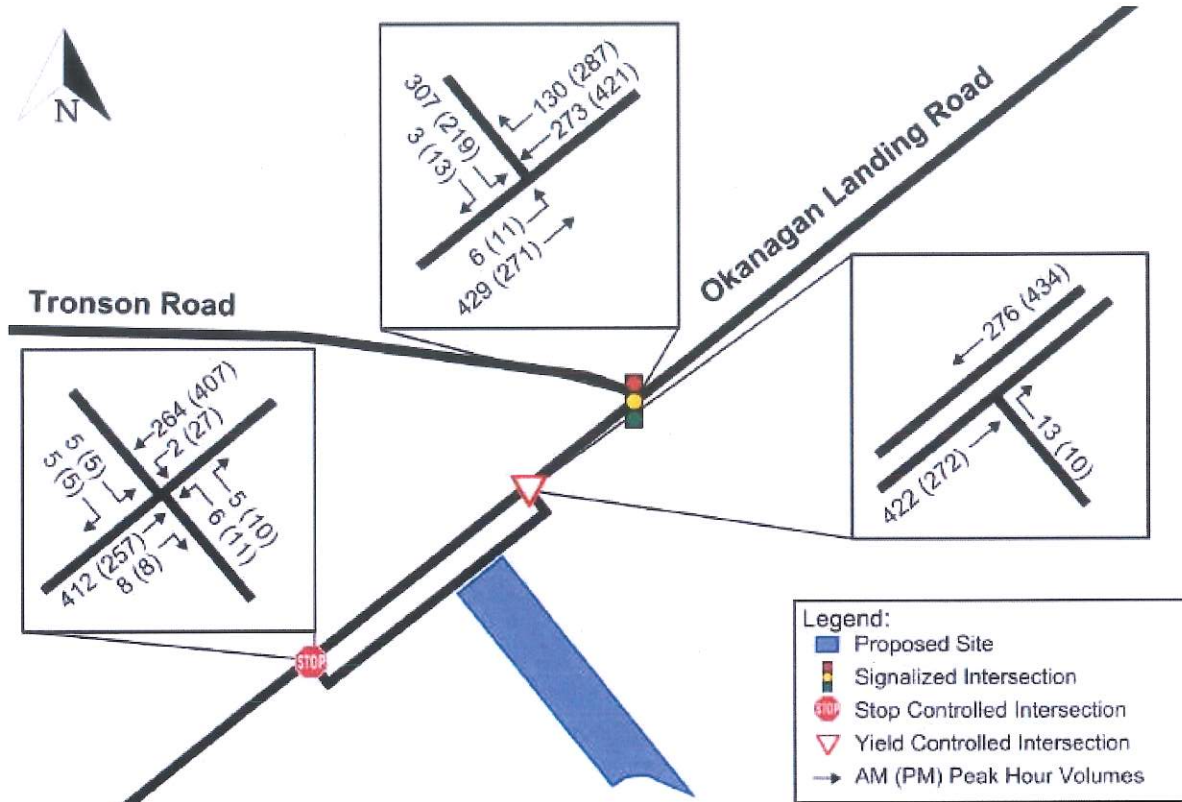


Figure 3-7 – 2023 Post-Development Traffic Volumes

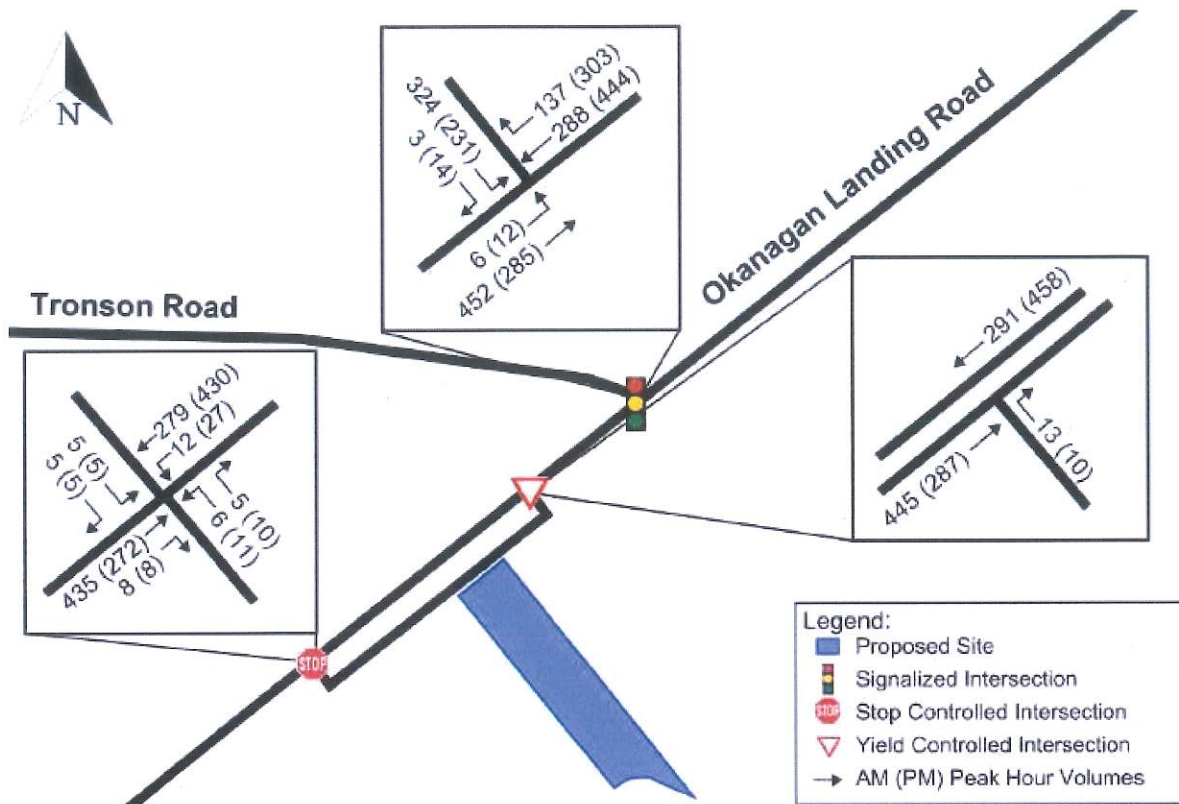


Figure 3-8 – 2033 Post-Development Traffic Volumes

4 TRAFFIC ANALYSIS

4.1 TRAFFIC ANALYSIS METHODOLOGY

Existing intersection geometry and traffic control were modeled using Synchro 10 software for the study intersections. Synchro follows the *Highway Capacity Manual, 2010 (HCM 2010)* LOS criteria that are summarized in **Table 4-1**.

Table 4-1 – Level of Service Criteria for Intersections (HCM 2010)

SIGNALIZED CONTROL DELAY (s)	UNSIGNALIZED CONTROL DELAY (s)	LOS BY VOLUME-TO-CAPACITY RATIO	
		v/c ≤ 1.0	v/c > 1.0
≤ 10	≤ 10	A	F
> 10 and ≤ 20	> 10 and ≤ 15	B	F
> 20 and ≤ 35	> 15 and ≤ 25	C	F
> 35 and ≤ 55	> 25 and ≤ 35	D	F
> 55 and ≤ 80	> 35 and ≤ 50	E	F
> 80	> 50	F	F

An intersection capacity analysis provides an indication of traffic operations based on calculations of volume-to-capacity (v/c) ratio and delays for individual movements at an intersection. The v/c ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. As the v/c ratio approaches 1.00, traffic flow may become unstable resulting in delay and queuing. Once the demand exceeds the capacity (i.e. a v/c ratio greater than 1.00), traffic flow is unstable and excessive delay and queuing is expected. Under these conditions, vehicles may require more than one signal cycle to pass through the intersection. The Level of Service (LOS) for an intersection provides an indication of the quality of traffic operations and relates to the delay being experienced by vehicles. Intersection LOS denoted by letter grades ‘A’ through ‘D’ indicates a satisfactory level of operations, with ‘A’ being free flow and level ‘D’ representing conditions approaching congestion. Levels designated ‘E’ and ‘F’ represent increasingly congested traffic conditions.

As a target or design parameter, the following is considered appropriate for the study area:

- Signalized Intersections – LOS D and v/c <0.90 for all individual movements; and,
- Non-signalized Intersections – LOS D for individual movements.

4.2 EXISTING CONDITIONS

The weekday AM peak hour and weekday PM peak hour conditions were analyzed using existing 2021 traffic volumes and laning configuration. **Table 4-2** summarizes the existing 2021 performance at the study intersections; this does not include any site generated trips. Based on this traffic analysis, overall, the study intersection and individual movements operate at LOS B or better in existing conditions.

2021 Existing															
Intersection	Overall Intersection	Peak Time	Performance	Eastbound			Westbound			Northbound			Southbound		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Okanagan Landing Road / Tronson Road	V/C =	0.59	AM	Traffic Volume	4	408			267	128				303	1
	LOS =	B		LOS	A	B			B	A				B	A
	Delay (s) =	13.9		V/C	0.01	0.59			0.42	0.21				0.47	0.00
				95th Queue Length(m)	1.4	51.5			47.2	10.1				55.7	1.0
	V/C =	0.60	PM	Traffic Volume	7	257			403	284				216	8
	LOS =	B		LOS	A	B			B	A				B	A
Delay (s) =	12.2	V/C		0.02	0.36			0.60	0.38				0.34	0.01	
		95th Queue Length(m)		2.0	29.6			72.4	13.5				47.8	3.2	
Okanagan Landing Road / Site Access	V/C =	0.26	AM	Traffic Volume	407	4	7	261		1		5			
	LOS =	A		LOS	A	A	A	A		B		B			
	Delay (s) =	0.2		V/C	0.26	0.26	0.01	0.17		0.01		0.01			
				95th Queue Length(m)	0.0	0.0	0.2	0.0		0.3		0.3			
	V/C =	0.26	PM	Traffic Volume	254	3	9	402		5		10			
	LOS =	A		LOS	A	A	A	A		B		B			
Delay (s) =	0.4	V/C		0.16	0.16	0.01	0.26		0.03		0.03				
		95th Queue Length(m)		0.0	0.0	0.2	0.0		0.7		0.7				

Table 4-2 – 2021 Existing Intersection Performance

4.3 PRE-DEVELOPMENT CONDITIONS

The weekday AM peak hour and weekday PM peak hour conditions were analyzed using forecasted traffic volumes to the 2023 and the 2033 planning horizons. The proposed laning configuration was used for this analysis. This does not include the proposed site generated trips. The proposed 6030 Okanagan Landing Road development generated trips were superimposed over the forecasted traffic volumes. **Table 4-3** and **Table 4-4** summarize the pre-development performance at the study intersections for 2023 and 2033, respectively.

2023 Pre-Development															
Intersection	Overall Intersection	Peak Time	Performance	Eastbound			Westbound			Northbound			Southbound		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Okanagan Landing Road / Tronson Road	V/C =	0.61	AM	Traffic Volume	6	428			272	130				307	2
	LOS =	B		LOS	A	B			B	A				B	A
	Delay (s) =	14.2		V/C	0.02	0.61			0.43	0.21				0.48	0.00
				95th Queue Length(m)	2.0	54.7			48.2	10.2				57.3	1.3
	V/C =	0.62	PM	Traffic Volume	9	268			416	287				219	11
	LOS =	B		LOS	A	B			B	A				B	A
Delay (s) =	12.5	V/C		0.03	0.37			0.62	0.39				0.35	0.02	
		95th Queue Length(m)		2.3	30.8			75.4	13.5				48.4	3.6	
Okanagan Landing Road / Site Access	V/C =	0.14	AM	Traffic Volume	412	6	10	264		5		5	5	5	
	LOS =	A		LOS	A	A	A	A		B		B	B	B	
	Delay (s) =	0.4		V/C	0.14	0.14	0.01	0.11		0.02		0.02	0.02	0.02	
				95th Queue Length(m)	0.0	0.0	0.2	0.0		0.5		0.5	0.4	0.4	
	V/C =	0.17	PM	Traffic Volume	257	6	20	407		8		10	5	5	
	LOS =	A		LOS	A	A	A	A		B		B	B	B	
Delay (s) =	0.7	V/C		0.09	0.09	0.02	0.17		0.03		0.03	0.02	0.02		
		95th Queue Length(m)		0.0	0.0	0.4	0.0		0.9		0.9	0.5	0.5		

Table 4-3 –2023 Pre-Development Intersection Performance

2033 Pre-Development															
Intersection	Overall Intersection	Peak Time	Performance	Eastbound			Westbound			Northbound			Southbound		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Okanagan Landing Road / Tronson Road	V/C = 0.64	AM	Traffic Volume	6	451			287	137					324	2
	LOS = B		LOS	A	B			B	A					B	A
	Delay (s) = 14.6		V/C	0.02	0.64			0.45	0.22					0.51	0.00
			95th Queue Length(m)	2.0	58.4			50.8	10.3					62.3	1.4
	V/C = 0.65	PM	Traffic Volume	10	282			439	303					231	12
	LOS = B		LOS	A	B			B	A					B	A
Delay (s) = 12.8	V/C		0.03	0.39			0.65	0.40					0.37	0.02	
	95th Queue Length(m)		2.5	32.6			80.8	13.9					51.0	3.9	
Okanagan Landing Road / Site Access	V/C = 0.14	AM	Traffic Volume		435	6	10	279		5		5	5	5	
	LOS = A		LOS		A	A	A	A		B		B	B	B	
	Delay (s) = 0.4		V/C		0.14	0.14	0.01	0.12		0.02		0.02	0.02	0.02	
			95th Queue Length(m)		0.0	0.0	0.2	0.0		0.5		0.5	0.4	0.4	
	V/C = 0.18	PM	Traffic Volume		272	6	20	430		8		10	5	5	
	LOS = A		LOS		A	A	A	A		B		B	B	B	
Delay (s) = 0.7	V/C			0.09	0.09	0.02	0.18		0.04		0.04	0.02	0.02		
	95th Queue Length(m)			0.0	0.0	0.4	0.0		0.9		0.9	0.5	0.5		

Table 4-4 – 2033 Pre-Development Intersection Performance

Based on the analysis shown above for pre-development conditions, it is expected that all study intersections will operate within an acceptable level of service (LOS B or better) with no capacity issues in the future planning horizons of 2023 and 2033.

4.4 POST-DEVELOPMENT CONDITIONS

The weekday AM peak hour and weekday PM peak hour conditions were analyzed using forecasted traffic volumes to the 2023 and 2033 planning horizons. The proposed laning configuration was used for this analysis. The proposed 6092 Okanagan Landing Road development generated trips were superimposed over the forecasted pre-development traffic volumes. **Table 4-5** and **Table 4-6** summarize the post-development performance at the study intersections for 2023 and 2033, respectively.

2023 Post-Development															
Intersection	Overall Intersection	Peak Time	Performance	Eastbound			Westbound			Northbound			Southbound		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Okanagan Landing Road / Tronson Road	V/C = 0.61	AM	Traffic Volume	6	429			273	130					307	3
	LOS = B		LOS	A	B			B	A					B	A
	Delay (s) = 14.2		V/C	0.02	0.61			0.43	0.21					0.48	0.00
			95th Queue Length(m)	2.0	54.8			48.3	10.2					57.5	1.6
	V/C = 0.63	PM	Traffic Volume	11	271			421	287					219	13
	LOS = B		LOS	A	B			B	A					B	A
Delay (s) = 12.5	V/C		0.03	0.37			0.63	0.39					0.35	0.02	
	95th Queue Length(m)		2.6	31.3			76.7	13.5					48.5	4.0	
Okanagan Landing Road / Site Access	V/C = 0.18	AM	Traffic Volume		412	8	12	264		6		5	5	5	
	LOS = A		LOS		A	A	A	A		B		B	B	B	
	Delay (s) = 0.5		V/C		0.18	0.09	0.01	0.11		0.03		0.03	0.02	0.02	
			95th Queue Length(m)		0.0	0.0	0.3	0.0		0.6		0.6	0.4	0.4	
	V/C = 0.17	PM	Traffic Volume		257	8	27	407		11		10	5	5	
	LOS = A		LOS		A	A	A	A		B		B	B	B	
Delay (s) = 0.8	V/C			0.09	0.09	0.02	0.17		0.04		0.04	0.02	0.02		
	95th Queue Length(m)			0.0	0.0	0.6	0.0		1.1		1.1	0.5	0.5		

Table 4-5 – 2023 Post-Development Intersection Performance

2033 Post-Development															
Intersection	Overall Intersection	Peak Time	Performance	Eastbound			Westbound			Northbound			Southbound		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Okanagan Landing Road / Tronson Road	V/C = 0.64	AM	Traffic Volume	6	452			288	137					324	3
	LOS = B		LOS	A	B			B	A					B	A
	Delay (s) = 14.6		V/C	0.02	0.64			0.45	0.22					0.51	0.00
			95th Queue Length(m)	2.0	58.4			50.8	10.3					62.3	1.6
	V/C = 0.65	PM	Traffic Volume	12	285			444	303					231	14
	LOS = B		LOS	A	B			B	A					B	A
	Delay (s) = 12.8		V/C	0.04	0.39			0.65	0.40					0.37	0.02
			95th Queue Length(m)	2.8	33.0			82.1	13.9					51.2	4.1
Okanagan Landing Road / Site Access	V/C = 0.14	AM	Traffic Volume		435	8	12	279		6			5	5	5
	LOS = A		LOS		A	A	A	A		B			B	B	B
	Delay (s) = 0.5		V/C		0.14	0.14	0.01	0.12		0.03			0.03	0.02	0.02
			95th Queue Length(m)		0.0	0.0	0.3	0.0		0.7			0.7	0.4	0.4
	V/C = 0.18	PM	Traffic Volume		272	8	27	430		11			10	5	5
	LOS = A		LOS		A	A	A	A		B			B	B	B
	Delay (s) = 0.8		V/C		0.09	0.09	0.02	0.18		0.04			0.04	0.02	0.02
			95th Queue Length(m)		0.0	0.0	0.6	0.0		1.1			1.1	0.5	0.5

Table 4-6 – 2033 Post-Development Intersection Performance

Based on the analysis shown above, the proposed development traffic will have no significant effect on the study intersections' traffic operations in the planning horizon year's peak periods.

5 SITE ACCESS AND CIRCULATION

The proposed site layout currently shows one-way access off of Okanagan Landing Road's Frontage Road, entering from the south access and exiting from the north access. There is a car loading area under the covered drop off. The proposed location of the car loading area might block the circulating traffic. The Architect (Ankenman Associates Architects Inc.) advised that "the loading area under the canopy is for temporary use and still allows for a vehicle to pass the stopped vehicle within the one way traffic pattern and traffic will not be obstructed."

Also, a multi-use pathway is crossing the Frontage Road's right-out only access east of the proposed site. A crosswalk pavement marking along with a RA-1 Stop Sign and a custom sign indicating Multi-Use Crossing (Figure 5-1) are recommended to ensure safe crossing of the multi-use path.

As the result of the low vehicular volume on the Frontage Road and presence of the proposed crosswalk less than 100 m from the proposed site, a pedestrian crossing control is not warranted on Frontage Road. So, it is recommended to reduce the posted speed of the Frontage Road to 30 km/h so that the motorists and active modes of transportation could share the Frontage Road. Two speed cushions 60 m east and 80 m west of the proposed site on the Frontage Road are recommended to enforce the 30km/hr speed limit.

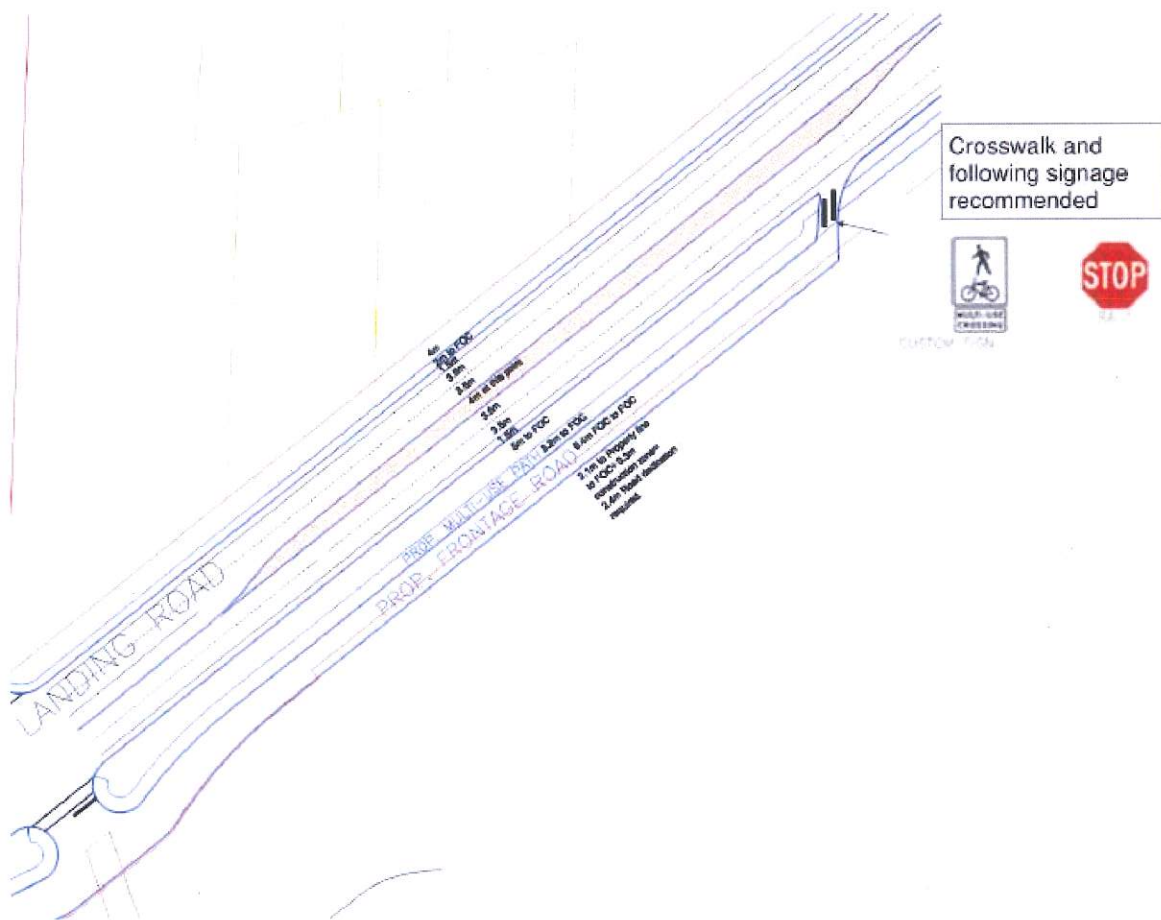


Figure 5-1 - Proposed Measure for Multi-Use Path Crossing the Road

6 PARKING REVIEW

6.1 OFF-STREET PARKING REQUIREMENTS

According to the *City of Vernon Zoning Bylaw #5000*, **ninety-four (94) vehicle parking spaces** are required for the facility. The bylaw parking requirements are summarized in **Table 6-1**.

Table 6-1 – Seniors Supportive Housing Bylaw Parking Requirements

Component	Units	Bylaw Parking Requirements	Required Spaces	Proposed Spaces
Seniors Supportive Housing	3 Staff	1 per employee on duty, plus	3	3
	80 Dwelling Units	1 per dwelling or sleeping unit, plus	80	44
		1 per 7 units as designated visitor parking.	11	11
Total			94	58

The proposed 58 number of parking spaces does not meet the City of Vernon’s Bylaw requirements. The Parking relaxation study addresses this in **section 6.4**.

6.2 BICYCLE PARKING REQUIREMENTS

No bicycle parking is required for Seniors Supportive Housing or any similar land use according to the *City of Vernon Bylaw #5000*. **Fifteen (15) bike stalls** have been proposed as stated in the site plan, 1 for staff usage and 14 for visitors and residents. A minimum of 1 scooter space for every 5 dwelling units is required by the Bylaw, thus 16 scooter stalls are required. **Eighty-eight (88) scooter stalls** have been proposed as stated in the site plan.

The proposed number of bike and scooter stalls is more than the City of Vernon’s Bylaw requirements.

6.3 LOADING REQUIREMENTS

For Seniors Supportive Housing and all related uses, **one (1) loading space** is required when providing care for more than twenty individuals so one loading space is provided in the site plan.

For every 10 persons under care, one (1) car loading space is required. Nobody will be under care in the proposed Senior Supportive Housing but one (1) car loading space will be provided. **Table 6-2** summarizes the loading requirements.

Table 6-2 – Seniors Supportive Housing Bylaw Loading Requirements

Component	Units	Bylaw Loading Requirements	Required Spaces	Proposed Spaces
Seniors Supportive Housing	80 Dwelling Units	1 loading space per facility providing care for more than twenty (20) individuals	1	1
		1 car loading space per 10 persons under care	0	1
Total			1	2

The loading spaces provided meet the City of Vernon’s Bylaw requirements.

6.4 PARKING RELAXATION STUDY

Parking decisions affect land use and development patterns, as well as travel behaviour. Therefore, parking is a complex policy issue involving many interests and viewpoints. Historically, parking standards have been used by cities to specify the minimum amount of parking that must be provided with new development to ensure that ample off-street spaces are provided to meet the development's own parking needs. These standards have often been developed under the approach that more parking is better. However, with a growing desire to build higher-density, compact, and pedestrian-friendly development, support urban redevelopment, and encourage non-auto modes of transportation, it is recognized that responsible parking standards should balance a variety of transportation and development objectives. In this study, parking standards are viewed as tools to ensure sufficient off-street parking to minimize impact to the neighbourhood.

Parking standards are most commonly developed by either reviewing or borrowing standards from other jurisdictions or from published sources determine actual parking requirements for various uses. The parking ratios presented in this study were developed from published sources, namely:

- *City of Vernon Zoning Bylaw #5000, Section 7*
- *City of Kelowna Zoning Bylaw No.8000, Section 8*
- *City of Kamloops Zoning Bylaw No.5-1-2001, Division 52*
- *City of Prince George Zoning Bylaw No. 7850, 2007, Section 7*
- *City of Victoria Zoning Regulation Bylaw No. 80-159, Schedule C*
- *District of Delta Zoning Bylaw No. 7600, 2017, Part 8*
- *City of Surrey Zoning By-law, 1993, No. 12000, Part 5*
- *ITE Parking Generation, 5th Edition (Washington, DC: Institute of Transportation Engineers (ITE), 2019)*

6.4.1 CITY OF VERNON'S PARKING REQUIREMENTS OF COMPARABLE LAND USES

The *City of Vernon Zoning Bylaw #5000* includes requirements for the following land uses related to the proposed development:

- **Seniors Assisted Living:** Housing in the form of either multiple sleeping units where residents are provided with common living facilities; or apartment housing, where residents **do not require 24 hour care** and supervision but **require personal care** (meal assistance or provision, transportation for residents, medication management, dressing or bathing assistance), hospitality services (laundry and housekeeping) and **on-site emergency monitoring and emergency response services**. This housing type is wholly or partially targeted to individuals receiving income assistance or eligible for a rental subsidy, and subject to the conditions of a Housing Agreement.
- **Seniors Supportive Housing:** Housing in the form of either multiple sleeping units where residents are provided with common living facilities; or apartment housing, both of which provide some **combination of personal care** (meal assistance or provision, transportation for residents, medication management, dressing or bathing assistance) and/or hospitality services (laundry and housekeeping), but which **does not require onsite medical personnel**, and where common amenity spaces and dining facilities are provided for the residents. This housing may or may not be licensed as required under the Community Care Facilities Act.

Based on the definitions provided by the City of Vernon, the only difference of these two land types is that the Seniors Assisted Living is more dependent facility type, requiring on-site emergency monitoring. However, both land uses do not require 24-hour care. The parking requirements for the stated uses are summarized in **Table 6-3**.

Table 6-3 – Similar Land Use Bylaw Parking Requirement Comparison

Land Use	Units	Bylaw Parking Ratio	Required Spaces
Seniors Assisted Living	3 staff	1 per employee on duty, plus	3
	80 Dwelling Units	1 per 5 dwelling or sleeping units, plus	16
		1 per 7 units designated as visitor parking.	11
	Total		
Seniors Supportive Housing	3 staff	1 per employee on duty, plus	3
	80 Dwelling Units	1 per dwelling or sleeping units, plus	80
		1 per 7 units designated as visitor parking.	11
	Total		

The Seniors Assisted Living parking ratio results in thirty (30) required parking spaces while Seniors Supportive Housing results in ninety-four (94) required parking spaces for the proposed 80-unit Seniors Supportive Housing. There is sixty-four (64) parking space difference between the two land uses based on the City of Vernon’s Bylaw requirements, due to availability of personal care and presence of on-site medical personnel in Seniors Assisted Living.

6.4.2 PARKING REQUIREMENTS AT COMPARABLE MUNICIPALITIES

To examine the feasibility of the currently proposed 58 parking spaces for the development, the parking provisions at six (6) comparable municipalities in the British Columbia were investigated. The municipalities were selected based on their similar land use and available public transportation facilities when comparing to the City of Vernon. **Table 6-4** compares these municipalities’ parking requirements for Seniors Supportive Housing or the most similar available land use.

Table 6-4 – Parking Requirements at Comparable Municipalities

Municipality	Land Use	Units	Bylaw Parking Ratio	Required Spaces
City of Vernon	Seniors Supportive Housing	3 Staff	1 per employee on duty, plus	3
		80 Dwelling Units	1 per dwelling or sleeping unit, plus	80
			1 per 7 units as designated visitor parking.	11
	Total			94
City of Kelowna	Congregate Housing & Supportive Housing	3 Staff	0.5 spaces per non-resident on-duty employee or 3.0 spaces (whichever is greater)	3
		80 Dwelling Units	0.35 spaces per sleeping unit	28
			Min 0.14 visitor parking spaces per dwelling unit	11
	Total			42
City of Kamloops	Community Care Facility (Residential)	80 Dwelling Units	1 space per 2 patient beds	40
	Total			40
City of Prince George	Congregate Housing	3 Staff	1 per 2 employees, plus	2
		80 Dwelling Units	1 per 2 sleeping units.	40
	Total			42
City of Victoria	Assisted Living Facility	80 Dwelling Units	0.35 spaces per dwelling unit or residential unit	28
			0.1 visitor spaces per dwelling unit or residential unit	8
	Total			36

District of Delta	Seniors Congregate Housing	80 Dwelling Units	0.25 spaces per dwelling unit	20
			0.25 visitor spaces per dwelling unit	20
			Total	40
City of Surrey	Care Facility	80 Dwelling Units	0.4 parking spaces per dwelling unit	32
			Total	32

From all the municipalities surveyed, the minimum required number of parking spaces according to each Bylaw ranges from **thirty-two (32)** to **forty-two (42) parking spaces**. This number is significantly lower than ninety-four (94) parking spaces required by the City of Vernon.

6.4.3 PARKING REQUIREMENTS BASED ON ITE PARKING GENERATION, 5TH EDITION

This section examines the parking demand for the Assisted Living Facilities during peak parking hours based on the *ITE Parking Generation, 5th Edition*, (Washington, DC: Institute of Transportation Engineers (ITE), 2019). Findings of the peak parking demand study are summarized in **Table 6-5**. The total parking demand by the proposed site during peak parking occupancy hours during the weekday is expected to be **thirty three (33) spaces** based on *ITE Parking Generation, 5th Edition*.

Table 6-5 – ITE Parking Generation Requirements

Land Use	ITE Code	Equation / Rate	Units	Spaces
Congregate Care Facility	254	0.41	80	33

6.4.4 CONCLUSION

The provision of **fifty eight (58) off-street parking spaces** meets the minimum parking requirements of several other similar municipalities in British Columbia and the most similar available land use provided in the *City of Vernon Zoning Bylaw #5000*. The proposed number of parking spaces to be provided also meets the expected parking demand of Congregate Care Facilities calculated using *ITE Parking Generation, 5th Edition*.

Based on the above information, the maximum parking rates from other municipalities for similar land use assessed were 0.5 space per dwelling unit. The City of Vernon, by contrast, has a fixed rate of 1 space per dwelling unit for the proposed development, which results in a significantly higher parking space requirement. It is recommended that a parking ratio of **0.5 parking spaces per unit and 1 parking space per staff** is used for minimum parking requirement calculations for the proposed development. So, the proposed **fifty eight (58) off-street parking spaces** should be sufficient, given that fifteen (15) bicycle parking and eighty-eight (88) scooter parking are proposed in the site plan beyond the City of Vernon's 0 bicycle spaces and 16 scooter spaces requirements. This practice also encourages pedestrian-friendly development and non-auto modes of transportation which aligns with City of Vernon's 25-year Transportation Master Plan's Vision to promote walking, cycling, transit and carpooling (Alternative Transportation) instead of Single Occupant Vehicle (SOV).

7 CONCLUSIONS AND RECOMMENDATIONS

The findings of the proposed development at 6092 Okanagan Landing Road Traffic Impact Assessment in the City of Vernon are summarized as follows:

- The plan is to develop an 80-unit residential development for Seniors Supportive Housing.
- The proposed development is expected to generate approximately 6 trips (4 inbound and 2 outbound) during the weekday a.m. peak hour and 17 (9 inbound and 8 outbound) trips during the weekday p.m. peak hour.
- The proposed facility will generate very few trips and have no significant impact on the operation of the nearby traffic network.
- The study intersections and individual movements operate acceptably in existing conditions and in future with and without the development generated traffic.
- The proposed site layout currently shows one-way access off of Okanagan Landing Road's Frontage Road, entering from south access and exiting from north access. There is a vehicle loading area under covered drop off. The proposed location of the vehicle loading area might block the circulating traffic. The Architect (Ankenman Associates Architects Inc.) advised that "the loading area under the canopy is for temporary use and still allows for a vehicle to pass the stopped vehicle within the one way traffic pattern and traffic will not be obstructed." A multi-use pathway is crossing the Frontage Road's right-out only access east of the proposed site. A crosswalk pavement marking along with a RA-1 Stop Sign and a custom sign indicating Multi-Use Crossing are recommended to ensure safe crossing of the multi-use path.
- As the result of the low vehicular volume on the Frontage Road and presence of the proposed crosswalk less than 100 m from the proposed site, a pedestrian crossing control is not warranted on Frontage Road. So, it is recommended to reduce the posted speed of the Frontage Road to 30 km/h so that the motorists and active modes of transportation could share the Frontage Road. Two speed cushions 60 m east and 80 m west of the proposed site on the Frontage Road are recommended to enforce the 30 km/hr speed limit.
- According to the City of Vernon Zoning Bylaw #5000, ninety-four (94) vehicle parking spaces are required for the facility while the developer is proposing to provide fifty eight (58) vehicle parking spaces.
- Based on the Parking Relaxation Study, the maximum parking rates from other municipalities for similar land use assessed were 0.5 space per dwelling unit. The City of Vernon, by contrast, has a fixed rate of 1 space per dwelling for the proposed development, which results in a significantly higher parking space requirement. It is recommended that a parking ratio of 0.5 parking spaces per unit and 1 parking space per staff is used for minimum parking requirement calculations for the proposed development. So, the proposed fifty eight (58) off-street parking spaces should be sufficient, given that fifteen (15) bicycle parking and eighty-eight (88) scooter parking are proposed in the site plan beyond the City of Vernon's 0 bicycle spaces and 16 scooter spaces requirements. This practice also encourages pedestrian-friendly development and non-auto modes of transportation which aligns with City of Vernon's 25-year Transportation Master Plan's Vision to promote walking, cycling, transit and carpooling (Alternative Transportation) instead of Single Occupant Vehicle (SOV).