



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

### **CLIMATE ACTION ADVISORY COMMITTEE**

**FEBRUARY 22, 2023, AT 4:00 PM**

**OKANAGAN ROOM (COUNCIL CHAMBERS) CITY HALL**

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

1) **CALL TO ORDER**

2) **LAND ACKNOWLEDGEMENT**

*As chair of the City of Vernon's Climate Action Advisory 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**

November 23, 2022 (Attached)

5) **NEW BUSINESS:**

1. Roundtable Introductions
2. Orientation
3. Election of Chair & Vice Chair
4. Climate Action Plan Background
5. Acceleration of the BC Energy Step Code
6. Drive-thru Policy Presentation & Discussion

6) **NEXT MEETING**

The next meeting of the Climate Action Advisory Committee is tentatively scheduled for April 26, 2023.

7) **ADJOURNMENT**



## THE CORPORATION OF THE CITY OF VERNON

### MINUTES OF THE CLIMATE ACTION ADVISORY COMMITTEE MEETING HELD WEDNESDAY, NOVEMBER 23, 2022 OKANAGAN ROOM (COUNCIL CHAMBER) CITY HALL

**PRESENT:** Barry Dorval, Educator  
Councillor Guy, Council Appointed  
Donna Bartel, Community at Large  
Ed Wilson, Community at Large  
Jeremy Fyke, Science and Technology  
Mary Stockdale, Educator, Chair  
Stan Eamon, Health and Social Services

#### NON-VOTING

Alan Gee, Teacher Support  
Bill Darnell, Community Stewardship (Via Zoom)

**ABSENT:** Councillor Quiring, Council Appointed  
Jenn Comazzetto, SD#22 Board Rep.

**STAFF:** Brendan Riome, Climate Action Coordinator  
Jennifer Pounder, Committee Clerk  
Kim Flick, Director, Community Infrastructure and Development

#### **ORDER**

The meeting was called to order at **4:05 PM**

#### **LAND ACKNOWLEDGEMENT**

*As Chair of the City of Vernon's Climate Action Advisory 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.*

*The Agenda was amended to include a Staff Liaison Report on the Agenda going forward.*

#### **ADOPTION OF THE AGENDA**

Moved by **Councillor Guy**, seconded by **S. Eaman**:

THAT the agenda of the Climate Action Advisory Committee meeting for November 23, 2022 be adopted as amended:

**CARRIED**

**ADOPTION OF THE MINUTES**

Moved by **Councillor Guy**, seconded by **S. Eaman**:

THAT the minutes for the Climate Action Advisory Committee meeting of November 26, 2022 be adopted.

**CARRIED****CHAIRS REPORT**

M. Stockdale congratulated Councillor Guy and Mayor Cumming on their appointments to Council.

**UNFINISHED BUSINESS:**

- **Team reports:**
  - Metrics and Reporting
    - Short meeting. Nothing to work on until strategic planning complete.
  - Youth Engagement
    - Regarding the Youth Summit:
      - Most teams have submitted their synopsis
      - There are approximately 50 projects with over 200 students. Bigger than last year.
      - Judges have been identified.
      - B. Dorval is coordinating the judging process on the day and B. Riome is one of the three keynote speakers.

The Committee requested confirmation of the details of the Youth Summit. B. Dorval will send the details to Staff who will distribute to the Committee.

- Community Engagement
  - Teams focused on prioritization exercise. Had a look at spreadsheets and Goal 3, Action 1 is very much what the team is centred on and consider a priority. The Team wants to remind people that the community was consulted and the priorities that came from them, in order of priority, are:
    1. *Emergency preparedness*

2. *Addressing extreme heat and air quality for vulnerable population*
3. *Green infrastructure*
4. *Conserving outdoor water*

On the mitigation end, the priorities are:

1. *Support for active transportation*
2. *Support for transition to working from home*
3. *Encouragement of home renovations including renewable resources*
4. *Promotion of plant-based diet*
5. *Encouragement of food waste reduction*

- The Committee inquired as to which community workshop those lists are from. M. Stockdale confirmed it was from one year ago and added to that was CAAC prioritization notes from 18 months ago.
  
- Fundraising
  - Had a meeting last week with the goal of going over the list of priorities and identifying items that could be a match with open funding opportunities. A lot of actions had already closed. Here is an example of a few:
    - Natural Infrastructure Fund  
\$200,000,000.00  
Closed: September 28, 2022
    - Low Carbon Economy Fund  
\$200,000,000.00  
Closed: Spring of 2022
    - BC Active Infrastructure Grant  
Closed: October 2022
  - There is over \$1,000,000,000.00, just on my list, of money meant for municipalities. Hopefully we can keep an eye on that in the future. Staff confirmed the links and information were emailed to the Committee.
  - Staff stated that our five year Capital Plan is determined by council resolution. Projects that require funding are matched with possible funding opportunities and are brought to the strategic planning meeting. Funding is not nimble and Council dictates whether Administration applied for funding. The last four year trend is proving that

potential funders like to see a project that has been approved and funded, and also when they are completed.

### **STAFF UPDATE**

B. Riome has continued to meet with senior leadership and management to discuss the Climate Action Plan and its implementation. Additional meeting with the Human Resources Team and Operations are scheduled for early December 2022.

B. Riome also discussed presenting as a keynote speaker at the CARE Youth Summit on December 2, 2022. He will be presenting on career opportunities in climate action.

Staff requested that B. Riome confirm with other departments at the upcoming meeting regarding funding and applying for grants.

### **NEW BUSINESS:**

- Completing Strategic Prioritizing Exercise  
(See Attachment 1)

### **Round Table:**

B. Dorval commented that some of the projects on the spreadsheet are being completed to some extent. He is not sure how to factor that into prioritizing. Staff clarified that each action has supporting actions. Some will have a life of their own (wildfire) and are being dealt with either way – you don't have to put a dot there. With minimal filtering, wherever you think we need to put all of our efforts, put the dot there.

The Chair requested that B. Darnell advise her where he would like his dots to be placed and she will place them.

### **A. Gee:**

When I look at the 8 areas I don't speak to any of them specifically. My view is around the critical role of our youth and the next decade. The school system places key role in aiding that pursuit. We need to spark their interest and not educate them on it. Inform them of the opportunities upcoming. There is a ripple effect and teachers are a key piece and also one of the largest barriers. Need time and energy given to support teachers and giving them the nudge to provide that spark. Curious about the cities ability to speak to them in that regard.

Comments/questions:

- There are good presentations available right now that describe skill gap we are in and this is critical information for grades 9,10,11 and 12. There is a massive skill gap coming and advanced skills are in high demand. Teachers now were in the system when it was opposite, its now upside down. Statistics Canada has a presentation that I think is important for kids to watch. A. Gee agreed, and the hopeful piece is the new teachers and I'm hopeful with their skill set that they can handle this transition.

**S. Eaman:**

If we are going to be successful in dealing with our climate emergency, we all need to change the way we live and stop using our resources like we have. Getting people to change is a huge task. Most citizens of Vernon have no idea what this Committee or the City of Vernon are doing regarding climate change. We need communities to work together.

There were no comments or questions.

**E. Wilson:**

I have taken the big picture look. Change management has to do with Social license. This city, staff, community does not have broad social license to proceed to raise taxes, etc. We are constrained by that social license. Awareness, acceptance, action. Not going anywhere without that social license. Secondly, let the City of Vernon be the trusted website for changes. And thirdly, changes are going to hurt. We need to help people. Warming center, cooking center, build the social license. Do studies. Need study to know what its about. Starts the process. Create a five year climate action plan. Monitor internal funding. Do something in each theme. Governance and cultures. City staff has to be in the culture, because if the city isn't prepared then we can't lead.

There were no comments or questions.

**B. Dorval:**

I got a bad feeling. Vernon is doing great stuff, but in the grand scheme of things, we are in for a bit of hurt. Seems that some things we want to prioritize are helping us function in the midst of that. Food and water resilience. Reality is I'm going to have a lot of an easier time because of my circumstances than other people. Looking at the trajectory and we might want to be ready.

There were no comments or questions.

**J. Fyke:**

Diversifying actions across adaptation, mitigation. Thought about Vernon risks. Flood is being covered so fire would be my priority. On the mitigation side, practically speaking I would like to reduce greenhouse gas emissions from transportation and buildings and also look at local food production to mitigate emissions.

There were no comments or questions.

**Councillor Guy:**

Start on a broad range of the actions even if they don't get done. Here is a list of 7 priorities:

1. All of the institutional. Includes community engagement program, which is critical
2. Continue with resilience work. Includes fire and flood management and the national asset inventory.
3. Integrate work into OCP
4. Buildings – Keep up with step code and the retrofit program
5. Policy of city buildings with zero emissions
6. Health and well-being is important
7. Funding – need more funding than taxation and budgets can provide

There were no comments or questions.

**M. Stockdale:**

Community Engagement is where we come from and a lot of emissions will depend on getting the community on board. I am also on board with priorities of the community. Mitigation is really important and we all need to do our bit and reduce greenhouse emissions. Transportation and the building aspect are important. I also have strong feelings toward food security.

There were no comments or questions.

**D. Bartel:**

I went through each item, looked at not in progress items. Two actions under health are priority. Business continuity plans. Budget. Re-doing the OCP and including the CAP and building retrofits. Key thing is we need to report on progress for the public. Keep them informed.

There were no comments or questions.

**V. Cumming:**

I too have fire, flood, heat, OCP, density and building retrofits. We can move flood work to implementation. Fire we have great plans there as well. Heat, I think, is a larger issue than what has been discussed here. Our lowest income buildings are the least able to handle heat and that is what caused the high death rates last year in the lower mainland. How do we address these old buildings that don't manage heat? This is very high on my priority list. How do we address these 1970's apartment buildings that don't handle heat? Regarding OCP and density, if anyone has a chance, listen to a short CBC discussion on Oslow. They are moving to 90% reduction in pollution from 2009 levels.

*Mayor Cumming left the meeting at 5:28 p.m.*

**B. Darnell:**

It's great to be here, it is inspiring. A lot of hurt ahead of us. The climate is not a static thing. It is going to be getting worse for a while. Community connection is fundamental. Makes it possible to keep going. We need to make sure residents of Vernon know about this program. We need to be a beacon of hope. Daunting circumstance and they need to know we are caring for the people who are having the greatest struggle. Be clear of what we have gotten so we don't lose more. Building and real estate – retrofitting. Apartments are the least complex buildings and we need to start there. Look for funding in that area. Need to pull everyone in close as we are in for some tough times ahead.

There were no comments or questions.

The Committee members took 10 minutes to discuss and place dots.

**MOTION TO COUNCIL** Moved by **B. Dorval**, seconded by **D. Bartel**:

THAT the Climate Action Advisory Committee recommends the identified priorities from the Climate Action Plan be considered by Council in the upcoming Strategic Planning session.

**CARRIED**

**INFORMATION ITEMS:**

- Deadline for Committee Applications is November 25, 2022

- A. Gee noted that N. Hill will not be reapplying. Committee suggested announcing we are looking for three youth members for this committee. B. Dorval will promote youth member spots at schools/universities

**NEXT MEETING** The next meeting for the Climate Action Advisory Committee is set for January 26, 2023 at 4:00 pm.

**MOTION TO ADJOURN** Moved by **S. Eamon**, seconded by **Councillor Guy**:

THAT the meeting of the Climate Action Advisory Committee be adjourned.

**CARRIED**

**ADJOURNMENT** The meeting of the Climate Action Advisory Committee adjourned at 6:08 p.m.

**CERTIFIED CORRECT:**

\_\_\_\_\_ Chair



THE CORPORATION OF THE CITY OF VERNON

**MEMORANDUM**

**TO:** Climate Action Advisory Committee **FILE:** 3760-08  
**PC:** Kim Flick, Director, Community Infrastructure and Development **DATE:** February 15, 2023  
**FROM:** Shawn Knuhtsen, Manager, Building and Licensing  
**SUBJECT: ACCELERATING THE BC ENERGY STEP CODE**

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At its Regular Meeting of January 23, 2023, Council passed the following resolution:

*THAT Council refer acceleration of the BC Energy Step Code to the Climate Action Advisory Committee for investigation and implications.*

At its Regular Meeting of January 9, 2023, Council asked about accelerating implementation of the BC Energy Step Code (Step Code) to Step 4 or 5. Currently, building permits applied for under the City's Building Bylaw are required to demonstrate compliance with the energy performance requirements of the Step Code as follows:

- A building regulated by Part 3 of the BC Building Code (commercial and residential buildings exceeding 600m<sup>2</sup>) must be designed and constructed to meet the minimum performance requirements specified in Step 1 of the Step Code.
- A residential building regulated by Part 9 of the BC Building Code (single family dwelling, duplex, triplex, fourplex, etc.) must be designed and constructed to meet the minimum performance requirements specified in Step 3 of the Step Code.

It is anticipated that the Province will be making changes to the BC Building Code to mandate Step 3 of the Step Code as a minimum energy performance level in all municipalities sometime this year.

As illustrated in the figure below, Step 4 and 5 are considerably more efficient than current requirements, with Step 5 being net zero ready. The Province has targeted 2032 for Step 5 for Part 9 buildings. It is going to take some time for the industry to get to this level. At this time, the City's Building Bylaw does not identify target dates to implement Steps 4 and 5 for Part 9 buildings, or target dates to advance Part 3 buildings to higher steps.



For reference, some comparable neighbouring communities that have also implemented the Step Code are as follows:

- City of Kelowna
  - Step 3 for Part 9 residential buildings
  - Step 4 for Part 3 single detached residential (homes exceeding 600m<sup>2</sup>)
  - Step 2 for Part 3 commercial buildings
- City of Penticton
  - Step 3 for Part 9 residential buildings
  - Step 1 for Part 3 Buildings
- District of Lake Country
  - Step 3 for Part 9 residential buildings
- Regional District North Okanagan (RDNO)
  - Step 1 for Part 9 and Part 3 Buildings

**RECOMMENDATION:**

THAT the Climate Action Advisory Committee recommend to Council that staff be directed to work with industry stakeholders to determine what is needed to advance to the higher levels of the BC Energy Step Code.

Respectfully submitted:

X 

Shawn Knuhtsen  
Manager, Building and Licensing

**MEMORANDUM**

**TO:** Climate Action Advisory Committee **FILE:** 6450 (Projects/Drive-Throughs)

**FROM:** Danielle DeVries  
Transportation Planner **DATE:** January 18, 2023

**SUBJECT: ZONING BYLAW 5000 AMENDMENTS – DRIVE-THROUGH USES**

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**BACKGROUND:**

At Council's Regular Meeting of December 12, 2022, Administration recommended that bylaw amendments be prepared to ban drive-through uses in the City Centre. Council resolved to seek the input of a number of Council Committee prior to deciding whether or not to prepare the bylaw amendments.

Council already approved two policies to ban drive-through uses in the City Centre Neighbourhood Plan. The neighbourhood plan is part of the Official Community Plan (OCP), which is the guiding vision for all land use decisions in the city. However, the Zoning Bylaw, which contains the specific regulations that override the OCP, still allows drive-through uses in the City Centre. This means that even though the City's vision says no drive-through uses, the City's regulations say that they are allowed and developers can build them, if the zoning is already in place.

Council is seeking the recommendation of the Advisory Planning Committee, Climate Action Advisory Committee, Transportation Committee and the Economic Development Advisory Committee based on the Council report (Attachment 1). A number of additional considerations and specific questions for the committee appear below.

**CONSIDERATIONS:**

At the December 12, 2022 Regular Meeting, there was some discussion amongst Council that banning drive-through uses in part or all of the city would be a step in the right direction to help reach the Climate Action Plan goals and support active transportation. On the other hand, there were some concerns that this would impact the business community and that the idling problem could be resolved through electric vehicles (EVs) replacing fuel powered vehicles.

In addition to the information in the Council report (Attachment 1), the Committee may consider the following:

1. The [Climate Action Plan](#) envisions that active transportation is the first choice to move around Vernon. Efficient public transit is the second choice. Finally, EVs are a positive alternative when a personal vehicle is the only viable option. It is noted that EVs alone will not eliminate Vernon's greenhouse gas emissions, and that we are still many years away from the majority of vehicles in the city being electric.

2. The majority of families in Vernon cannot afford an EV, even with the [Provincial](#) and [Federal](#) rebate incentives. Vernon's median income is \$73,500 per year ([Statistics Canada](#), 2021). With rising housing and food costs, it is estimated that families need to make approximately \$100,000 per year to afford an EV. The Greater Toronto and Hamilton Area found that EV owners are higher income (average \$114,300) than fuel powered vehicle owners ([GTHA](#), 2017). Further, a Canada-wide study found that those with a household income over \$150,000 are most likely to buy an EV ([Ekos](#), 2021).
3. The queuing space required for safe and efficient traffic flow is an uneconomical use of the commercial land available in Vernon. If the regulations are updated to reflect best practice, then a new drive-through restaurant would need at least 252m<sup>2</sup> just for cars to wait. This is enough space for two more small business units on the site.

### **Discussion Questions:**

The Climate Action Advisory Committee is designed to comment on climate change mitigation and adaptation policies. Given this lens, Administration asks the committee to use the following questions to help with consideration of the attached Council report:

- Do drive-throughs fit the CAP vision that Vernon moves by active transportation first?
- Should active transportation be prioritized across all land uses? If not, are there land uses where it is appropriate to plan around EVs (e.g. service commercial, industrial)?
- Are drive-through uses a business model that fits in the future of Vernon with the use of EVs?
- Are drive-through uses an effective use of land given the urban heat island effect and CAP vision for the urban forest?

Respectfully submitted:

Danielle Devries,  
Transportation Planner

Attachment 1 - Report to Council titled "Zoning Bylaw 5000 Amendments – Drive-Through Uses" dated November 29, 2022



# THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

**SUBMITTED BY:** Danielle DeVries  
Transportation Planner

**COUNCIL MEETING:** REG  COW  I/C   
**COUNCIL MEETING DATE:** December 12, 2022  
**REPORT DATE:** November 29, 2022  
**FILE:** 6450 (Projects/Drive Throughs)

**SUBJECT: ZONING BYLAW 5000 AMENDMENTS – DRIVE-THROUGH USES**

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## PURPOSE:

To request Council direction to amend Zoning Bylaw 5000 to remove drive-throughs as permitted uses within the City Centre Neighbourhood Plan Area to align with the Official Community Plan and Climate Action Plan.

## RECOMMENDATION:

THAT Council direct Administration to prepare amendments to Zoning Bylaw 5000 to remove 'drive-through services' and 'drive-through vehicle services' as permitted uses within the City Centre Neighbourhood Plan Area as outlined in the report titled "Zoning Bylaw 5000 Amendments – Drive-Through Uses" dated November 29, 2022 and respectfully submitted by the Transportation Planner;

AND FURTHER, that Council direct Administration to prepare amendments to Zoning Bylaw 5000 to revise the specific use regulations for 'vehicular oriented uses' to improve traffic flow where 'drive-through services' and 'drive-through vehicle services' may still be permitted;

AND FURTHER, that Council direct Administration to bring the proposed City Centre drive-through amendments to Zoning Bylaw 5000 to the Transportation Advisory Committee, Climate Action Advisory Committee, Economic Development Advisory Committee, and Advisory Planning Committee for review and comment;

AND FURTHER, that Council direct Administration to consult with the Transportation Advisory Committee, Climate Action Advisory Committee, and Economic Development Advisory Committee, Advisory Planning Committee on their input to extend drive-through prohibitions to the remainder of the city;

AND FURTHER, that Council direct Administration to provide the proposed amendments to Zoning Bylaw 5000 for Council's consideration by March 2023.

## ALTERNATIVES & IMPLICATIONS:

1. THAT Council direct Administration to prepare amendments to Zoning Bylaw 5000 to remove 'drive-through services' and 'drive-through vehicle services' as permitted uses within all commercial and mixed-use Zoning Districts as outlined in the report titled "Zoning Bylaw 5000 Amendments – Drive-Through Uses" dated November 29, 2022 and respectfully submitted by the Transportation Planner;

AND FURTHER, that Council direct Administration to prepare amendments to Zoning Bylaw 5000 to revise the specific use regulations for 'vehicular oriented uses' to reflect this change and improve traffic flow where 'drive-through vehicle services' may still be permitted in the I1 Light Industrial Zoning District;

AND FURTHER, that Council direct Administration to bring the proposed drive-through amendments to Zoning Bylaw 5000 to the Transportation Advisory Committee, Climate Action Advisory Committee,

Economic Development Advisory Committee, and Advisory Planning Committee for review and comment;

AND FURTHER, that Council direct Administration to provide the proposed amendments to Zoning Bylaw 5000 for Council's consideration by March 2023.

*Note: This would mean that Administration would bring forward proposed Zoning Bylaw 5000 amendments to prohibit drive-through uses in all commercial and mixed-use zoning districts city-wide to the four advisory committees for their review and comment. Administration would report back to Council in March 2023 with proposed amendments to Zoning Bylaw 5000 for first and second readings that reflect recommendations from the four committees.*

2. THAT Council receive the report titled "Zoning Bylaw 5000 Amendments – Drive-Through Uses" dated November 29, 2022 and respectfully submitted by the Transportation Planner.

*Note: This would result in no changes to Zoning Bylaw 5000, and drive-throughs would still be permitted across the city and within the City Centre Neighbourhood Plan Area. Zoning Bylaw 5000 would continue to contradict the City Centre Neighbourhood Plan and Official Community Plan.*

## **ANALYSIS:**

### **A. Committee Recommendations:**

N/A

### **B. Rationale:**

1. The [City Centre Neighbourhood Plan](#), which forms part of the Official Community Plan, provides policy direction for development and redevelopment within the City Centre. The plan has two policies that direct the prohibition of drive-throughs including:
  - a. Polson Gateway Character Area (20): Big box retail and drive-through uses are not permitted; and
  - b. General Policies (82): Prohibit drive through uses, except for Lots 1-4, Block 32, at 3600-3606 27<sup>th</sup> Street.

However, Administration has not been able to uphold these policies since Zoning Bylaw 5000 currently allows 'drive-through services' and 'drive-through vehicle services' as permitted uses in zoning districts within the City Centre Neighbourhood. For reference, the definitions of 'drive-through services' and 'drive-through vehicle services' are:

- a. 'drive-through services' means the business where customers order and receive services, food or other goods in their motor vehicles via one or more designated drive-through lanes or through one or more car attendant services, but does not include drive-through vehicle services.
  - b. 'drive-through vehicle services' means development providing rapid cleaning, lubrication, and maintenance or repair services to motor vehicles, where the customer typically remains within the vehicle or waits on the premises. Typical uses include but are not limited to automatic or coin operated car washes, rapid lubrication shops, or specialty repair establishments.
2. While the City Centre Neighbourhood Plan only includes policies to prohibit drive throughs in the City Centre, Council has since endorsed the [Climate Action Plan](#), which directs the City of Vernon to be a leader in climate action and develop a clean air space strategy. These policies support expanding the prohibition of drive-throughs across the entire city. Specifically, the Climate Action Plan found that transportation accounts for 63% of the community's greenhouse gas emissions, and identifies an anti-idling bylaw as a tool to improve air quality. Drive-through uses encourage vehicles to idle in the queue; therefore, banning any additional drive-through uses in the City is a step toward reduced idling and improved air quality.

3. Beyond specific policies related to drive-throughs, the City’s high-level goals support a healthier and more compact city. Drive-through uses contradict these goals as they use large spaces for vehicle queuing and promote driving and sedentary behaviour. Specifically, the [Official Community Plan](#) includes guiding principles to:
- a. create a culture of sustainability;
  - b. create strong, compact and complete neighbourhoods; and
  - c. provide alternative transportation.

The Climate Action Plan focus areas envision that:

- a. Vernon is a healthy, equitable, and resilient community;
- b. Vernon is a leader in tackling Climate Change;
- c. Vernon is made of compact, complete, climate-ready neighbourhoods connected to low carbon transportation networks;
- d. Vernon has a diverse economy with businesses and industries that have embraced the opportunities of the low carbon economy and are resilient to the impacts of climate change; and
- e. Vernon is food secure and has a resilient agriculture and economy.

[Council’s Strategic Plan](#) 2019 – 2022 includes goals to:

- a. Promote transit oriented mixed use development;
- b. Work towards a sustainable Vernon – environmentally, economically, and socially; and
- c. Encourage sustainable infrastructure, agriculture and landscaping.

Each of these goals supports reducing vehicle-oriented development like drive-throughs, and instead encourages more walkable, bikeable, and transit-oriented design. In addition, transit-oriented and mixed use development have been more approachable for smaller, local businesses in other communities, rather than attracting international fast-food and beverage chains.

4. According to the 2018 study “Adoption and diffusion of zoning bylaws banning fast food drive-through services across Canadian municipalities” ([Nykiforuk et al.](#); *BMC Public Health*; 18, 137), 27 Canadian municipalities had already implemented a full or partial ban on drive-throughs by 2016, including the neighbouring Interior communities of Kelowna and Nelson. This study found municipal councils banned drive-throughs for a number of reasons relating to health, economic development, climate action, and transportation that also align with City of Vernon’s plans and priorities:

<b>Health</b>	↑ dietary choices
	↑ active lifestyle
	↓ air pollution
<b>Economic Development</b>	↑ opportunities for local, small businesses
	↑ commercial land available for redevelopment
	↓ commercial land used for vehicle queueing
<b>Climate Action</b>	↓ vehicle idling
	↑ building energy efficiency (no window opening)
<b>Transportation</b>	↑ walkability and connectivity
	↓ traffic safety concerns with queuing
	↑ aesthetic appeal of the built environment

5. A review of similar neighbouring communities to Vernon indicates that additional municipalities have since updated their regulations to either fully ban drive-throughs or partially ban them along with stronger regulations for queuing (Attachment 1). For example, Kamloops has restricted drive-throughs to highway-oriented commercial areas and increased the number of inbound car queueing spaces for food services to 10 and for high-traffic coffee shops to 20 (Vernon’s Zoning Bylaw 5000 currently requires only three inbound spaces).
6. Zoning districts within the City that currently permit drive-through uses include (Attachment 2):

Zoning District	Drive-Through Services	Drive-Through Vehicle Services
C5: Community Commercial	✓	✗
C7: Heritage Business District	✓	✗
C8: Central Business District	✓	✗
C9: Regional Commercial	✓	✗
C10: Tourist Commercial	✓	✗
C10a: Tourist Commercial and Residential	✓	✗
C11: Service Commercial	✓	✓
CD1: Comprehensive Development (Anderson Way)	✓	✗
I1: Light Industrial	✗	✓

Administration recommends that Council consider prohibiting drive-through services in all zoning districts and drive-through vehicle services in all zoning districts (i.e. C11 Service Commercial), except I1 Light Industrial. Prior to considering this city-wide prohibition, Administration recommends the Council refer the report to the Transportation Advisory Committee, Climate Action Advisory Committee, Economic Development Advisory Committee, and Advisory Planning Committee for their review and comment.

7. Administration recommends that the specific use regulations for vehicle-oriented uses (e.g. number of queuing spaces required, circulation requirements, etc.) also be amended to align with best practices for any new drive-through vehicle service developments where they may still be permitted (i.e. in I1 Light Industrial zoning district).
8. Any lots that have existing drive-through services within the impacted zoning districts could continue to operate until redeveloped or lapse of the use for more than six months. The current drive-through services and drive-through vehicle services uses within the City include (Attachment 3 and 4):
  - 20 food and beverage services (i.e. fast food and coffee);
  - 6 financial services (i.e. drive-through ATM);
  - 8 car washes (i.e. coin-operated and automated);
  - 3 rapid vehicle services (i.e. oil change); and
  - 1 liquor primary service.
9. Moreover, Administration would complete processing of any drive-through service applications that are in the City’s application queue until the amendments are adopted.

**C. Attachments:**

Attachment 1 – Comparison of Drive-Through Regulations with Neighbouring Communities

Attachment 2 – Map of Zoning Districts that Permit Drive-Throughs

Attachment 3 – Map of Existing Drive-Through Locations

Attachment 4 – Comparison of Zoning Districts to Drive-Through Locations

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

The subject Zoning Bylaw 5000 Amendments – Drive-Through Uses involves the following goals/action items in Council's Strategic Plan 2019 – 2022:

- Promote transit oriented mixed use development
- Work towards a sustainable Vernon – environmentally, economically and socially
- Encourage sustainable infrastructure, agriculture and landscaping

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

1. At its Regular Meeting of May 9, 2011, Council passed the following resolution:

THAT Council direct staff to draft an OCP amendment bylaw to add the "*City Centre Neighbourhood Plan*" as a supplemental plan to "Official Community Plan Bylaw Number 5151, 2008" (OCP);

AND FURTHER, that Council support associated changes to the OCP that reflect the addition of the City Centre Neighbourhood Plan;

AND FURTHER, that Council support the replacement of the existing "*City of Vernon Façade Design and Colour Guidelines*" with the proposed City Centre Neighbourhood Plan Design Guidelines and policies;

AND FURTHER, that Council amend the OCP "Plan Vernon" Map 1 – Land Use Map to redesignate lands in and adjacent to the City Centre District to reflect the policies and direction provided in City Centre Neighbourhood Plan.

2. Official Community Plan guiding principles:

- Create a culture of sustainability;
- Create strong, compact and complete neighbourhoods;
- Provide alternative transportation; and
- Revitalize the Downtown.

3. Climate Action Plan Goals and Actions:

- Active transportation is the first choice to move around Vernon.
- Enable and support the enhancement of the transit network and alternative mobility options.
- Integrate climate change considerations into economic development planning and decisions.
- Identify means of improving local air quality (e.g. anti-idling bylaw, road dust mitigation).

4. Council's Strategic Plan 2019 – 2022 goals:

- Promote transit oriented mixed use development;
- Work towards a sustainable Vernon – environmentally, economically, and socially; and
- Encourage sustainable infrastructure, agriculture and landscaping.

**BUDGET/RESOURCE IMPLICATIONS:**

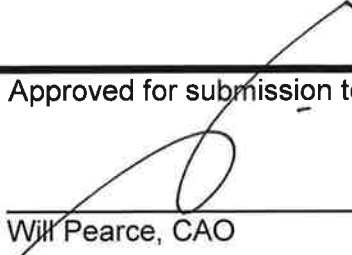
N/A

Prepared by:

x   
Danielle DeVries  
Transportation Planner

x   
Kim Flick  
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Approved for submission to Council:

  
Will Pearce, CAO

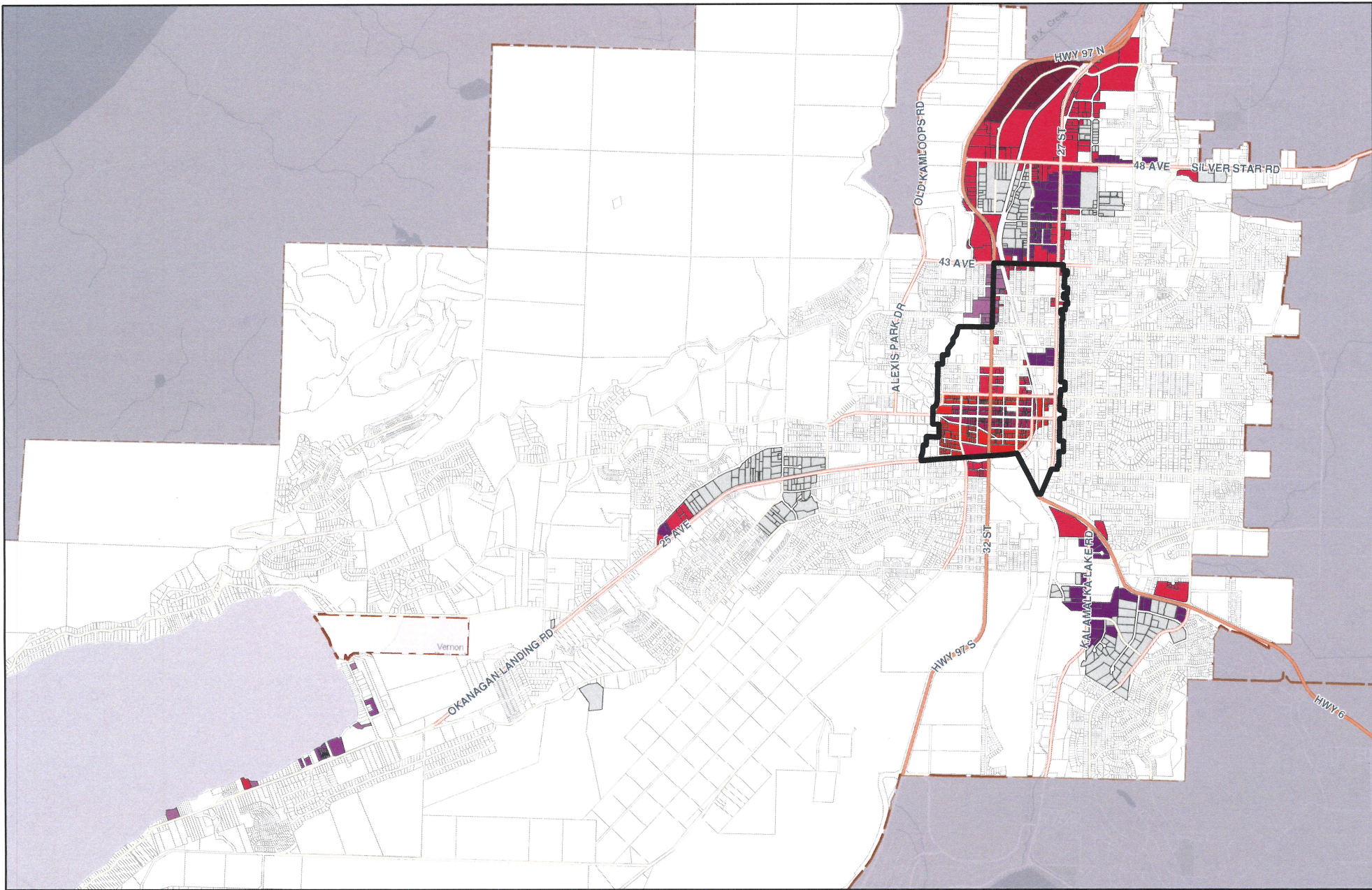
Date: 05 Dec 2022

**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 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 checked="" type="checkbox"/> Economic Development & Tourism       |
| <input type="checkbox"/> COMMITTEE:             |   |  |
| <input type="checkbox"/> OTHER:                 |   |  |

## Attachment 1 - Comparison of Drive-Through Regulations with Neighbouring Communities

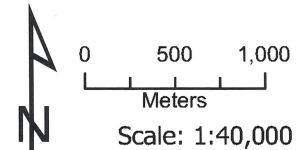
Municipality	Region	Population (2021 census)	Population Density (#/km <sup>2</sup> )	Reason for comparator	Drive-Through Uses	If permitted, which zones	Specific Regulations
Vernon	Okanagan	44,519	462	-	Regulated	many commercial, mixed-use	yes, queuing
Kamloops	Thompson	97,902	329	neighbour	Regulated	highway-oriented commercial only	yes, increased queuing
Lake Country	Okanagan	15,817	130	neighbour	Regulated	many commercial, mixed-use	yes, queuing
Kelowna	Okanagan	144,576	682	neighbour	Prohibited	Only with site-specific zoning	yes, increased queuing
West Kelowna	Okanagan	36,078	296	neighbour, similar population	Unregulated	all commercial	none
Summerland	Okanagan	12,042	163	neighbour	Unregulated	all commercial	none
Penticton	Okanagan	36,885	857	neighbour, similar population	Regulated	many commercial, mixed-use	yes, increased queuing
Nelson	Kootenay	11,106	931	neighbour	100% prohibited	none	none
Victoria	Island	91,867	4722	leader	100% prohibited	none	none
Ladysmith	Island	8,990	747	leader	100% prohibited	none	none
Central Saanich	Island	17,385	422	leader, similar density	100% prohibited	none	none
Mission	Fraser Valley	41,519	183	leader, similar population	Regulated	highway-oriented commercial only	yes, increased queuing

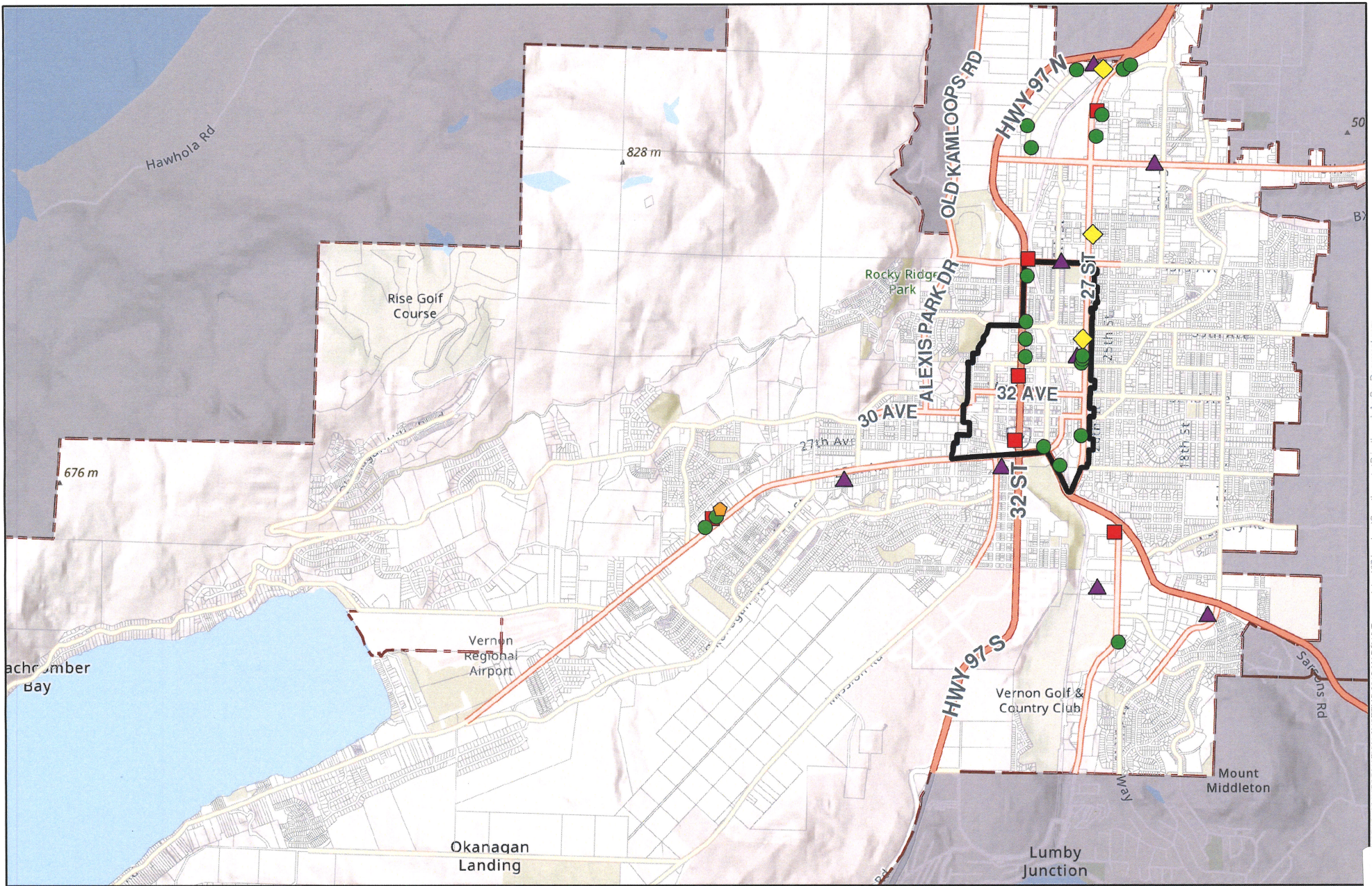


### Attachment 2 – Map of Zoning Districts that Permit Drive-Throughs

**Legend**

- |                               |                                       |                                      |
|-------------------------------|---------------------------------------|--------------------------------------|
| C5 COMMUNITY COMMERCIAL       | C9 REGIONAL COMMERCIAL                | C11 SERVICE COMMERCIAL               |
| C7 HERITAGE BUSINESS DISTRICT | C10 TOURIST COMMERCIAL                | CD1 COMPREHENSIVE DEVELOPMENT AREA 1 |
| C8 CENTRAL BUSINESS DISTRICT  | C10A TOURIST COMMERCIAL & RESIDENTIAL | I1 LIGHT INDUSTRIAL                  |
|                               | CITY CENTRE DISTRICT                  |                                      |

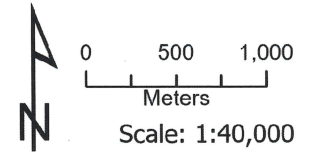




**Attachment 3 – Map of Existing Drive-Through Locations**

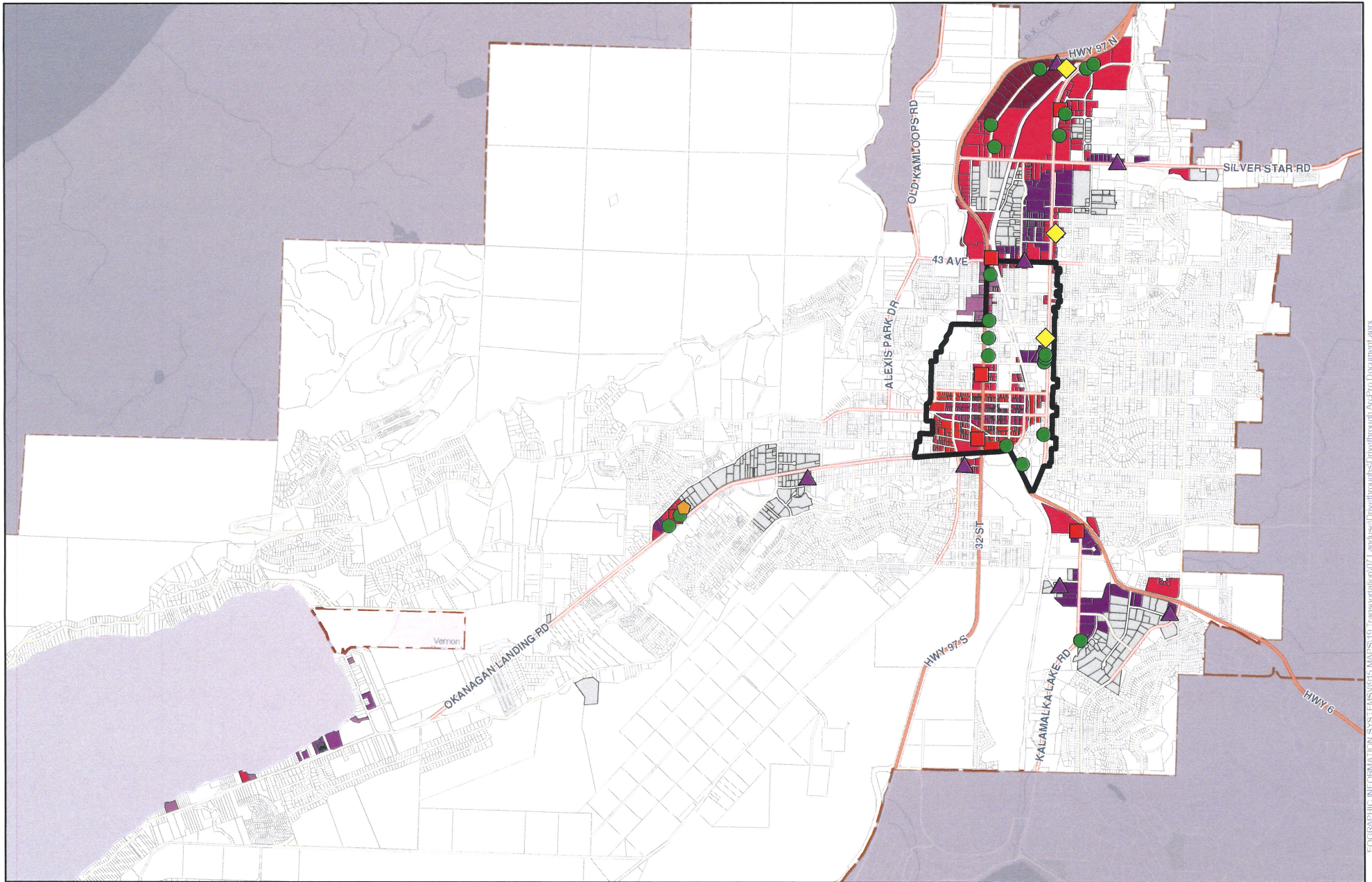
**Legend**

- ▲ Car Wash
- Food/Beverage
- ◆ Rapid Vehicle Services
- Financial Service
- ◆ Liquor Primary Service
- CITY CENTRE DISTRICT



GEOGRAPHIC INFORMATION SYSTEMS\8615 MAPS\119 Transportation\07 LandUse\Dr\vehtroughs\Drivethrough\_ArcPic\_Document.aprx

**Attachment 3**



GEOGRAPHIC INFORMATION SYSTEMS\GIS\MAPS\19 Transportation\07 Landuse\DriveThrough\ArcPro Document.aprx

### Attachment 4 - Comparison of Zoning Districts to Drive-Through Locations

**Legend**

- |                        |                        |      |                      |
|------------------------|------------------------|------|----------------------|
| Car Wash               | Rapid Vehicle Services | C9   | CD1                  |
| Financial Service      | C5                     | C10  | I1                   |
| Food/Beverage          | C7                     | C10A | CITY CENTRE DISTRICT |
| Liquor Primary Service | C8                     | C11  |                      |

