



CORPORATION OF THE CITY OF VERNON

TRANSPORTATION ADVISORY COMMITTEE

FEBRUARY 23, 2023, AT 4:00 PM

OKANAGAN LAKE 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 Transportation Advisory Committee (TAC), 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) October 21, 2021 (attached)

5) NEW BUSINESS

- a) Committee Orientation
- b) Roundtable Introductions
- c) Election of Chair and Vice Chair
- d) Drive-through Policy Presentation & Discussion

6) NEXT MEETING

The next meeting will be set at the wish of Council.

7) ADJOURNMENT



THE CORPORATION OF THE CITY OF VERNON

MINUTES OF THE TRANSPORTATION ADVISORY COMMITTEE MEETING HELD ON THURSDAY, OCTOBER 21, 2021, AT 4:00 PM VIA ZOOM and IN-PERSON (COUNCIL CHAMBERS)

PRESENT: VOTING

Catherine Lord, Senior's Community Representative
Chelsea Mossey, BC Transit (*via ZOOM*)
Dave Jenkins, Cycling Community Representative
David Frost, Community at Large, Chairperson
Janelle Rimell, Interior Health Authority (*via ZOOM*)
Kyla Kongsdorf, Independent Living Vernon
Richard Rolke, Greater Vernon Chamber of Commerce
Terry Dyck, Sustainable Environment Network Society (SENS)
(*via ZOOM*)

ABSENT: Councillor Akbal Mund
Councillor Scott Anderson
Susan Lehman, Downtown Vernon Association

STAFF: Amanda Watson, Manager, Transportation
Ellen Croy, Transportation Planner
Tracy Mueller, Committee Clerk

**ROUND TABLE
INTRODUCTIONS**

Before the start of the meeting, round table introductions were made.

ORDER

The Chair called the meeting to order at 4:07 PM.

**LAND
ACKNOWLEDGMENT**

As Chair of the City of Vernon's Transportation 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.

**ADOPTION OF
AGENDA**

Moved by C. Lord, seconded by R. Rolke:

THAT the Transportation Advisory Committee agenda of October 21, 2021, be adopted.

CARRIED

ADOPTION OF MINUTES

The last Committee minutes were received by Council as information; therefore, there were no Transportation Advisory Committee minutes to be adopted on October 21, 2021.

NEW BUSINESS:

3000 LAKESHORE ROAD LAKE ACCESS DESIGN

Ellen Croy, Transportation Planner, provided a presentation regarding the proposed the 3000 Lakeshore Road Access Design. Key design changes at the site include the following:

- New multi-use pathway on Tronson Road to connect the existing overflow parking lot to Kin Beach Park and the existing pathway network.
- Changing the configuration of the Lakeshore Road and Tronson Road intersection.
- Accessibility improvements to the existing bus stop on Lakeshore Road (concrete pad, ramps, and a pathway between the bus stop and the pathway network).
- Larger and wider pedestrian bridge over the ditch.
- Converting some of the standard 90-degree parking stalls on Tronson Road to accessible parking stalls, with access to the proposed multi-use pathway.
- Removal of parking within the corner of Lakeshore Road.

Project Goals:

- Improved Site Drainage
- Improved Safety for all road users
- Improved User Access to Okanagan Lake with connections to existing pathways.
- Environmental in terms using local plantings.
- Improved Access to Transit.

Staff provided a general overview of the site, and elaborated on the drainage concerns that will be addressed, noting that the rationale of having an open drainage channel instead of a culvert system.

Currently there are constraints posed by the pedestrian bridge and existing pathway; both would be improved through the new proposed plan.

Parking would include new accessible parking stalls and improved access to overflow parking lot through multi-use path. Improved existing float plane access could be achieved by making the other parking areas more desirable.

Project timeline:

- TAC Discussion
- Finalize Design
- Tender
- Construction

Members of the Committee provided the following feedback:

- Given that the area is adjacent to Okanagan Indian Band (OKIB) lands have they been consulted. Staff noted that a public notification process was conducted and OKIB has been forwarded the designs for their review/comment. OKIB will also be present during the project for archaeological monitoring.
- The Committee posed questions regarding parking. In response staff noted there are no plans to pave the overflow parking lot at this time and there would be no increase in the overflow parking.
- Staff further noted that the gravel can be marked out (subject to available budget, etc.) and it might be an interim solution.
- In response to a question regarding provisions for float plane parking / landing. Staff clarified they have had discussions with the Vernon Airport that this location is a more accessible area they prefer for floatplane access.
- The Committee requested additional information on the overflow parking lot and how many spaces are available. Staff did not have numbers to provide but noted that when events are held (which they have not been recently) they have had tight parking.
- Staff provided clarification in terms of the project boundaries in terms of the OKIB lands.
- In response to a question from the Committee regarding existing barriers in the parking lot, staff provided a "street view" to show there are concrete wheel stops and concrete barriers within the overflow parking lot.
- Individuals are using mobility scooters because of the pathway; however, the "handicap" spaces are not good for people who have lifts in their vehicles. Staff noted that for the 90-degree spaces on Tronson, making them longer to

accommodate vehicles with lifts could be investigated with the Parks Planner.

- A member of the Committee posed a question regarding the use of flexible road delineators and barriers used for the pathway. Staff clarified that the delineators are used only for the one side of the road.
- In response to a question regarding the bus stop, staff noted they spoke with the transit operator regarding the bus stop design and they agreed with the layout provided.
- The Committee suggested consideration be given for a quick drop off for individuals who have accessibility issues. Staff noted that could be looked at.

Committee Feedback

Staff requested members of the Committee to provide their feedback based on the following four (4) questions:

1. What do you like about the design?
2. If you could change anything about the design, what would you change?
3. Do you agree with removing parking at the corner of Lakeshore Road? Why?
4. Please provide any other comments you may have on the project.

Question 1: What do you like about the design?

- Like the design, and the idea of improving accessibility.
- Like the idea of straightening out the intersection. Like the access path from the overflow parking.
- Like the design encourages active transportation, use of the traffic delineators is new for Vernon, if they are not effective maybe something harder could be used.
- Like the traffic calming measures.
- Like the new design, seems like it is well thought out and is going to help alleviate the traffic issues with congestion. The only comment would be to make sure it is accessible for everyone and suggest that the City of Vernon get input from other individuals with disabilities.
- Concern from a BC Transit perspective is to make sure everything is accessible.
- Like the pad that will be there for the future bus stop design and the potential shelter.

- Wider design for the path is a great idea, what is proposed it will help to make people feel safer coming from the overflow parking lot and would help to encourage them to use active transportation to enjoy the lake and nature.
- The plan is very good, safety is a good concern and taking the parking from the corner will assist.
- Glad to see there are environmental considerations as well.

Question 2: If you could change anything about the design, what would you change?

- Would like to see something done about the length of the handicap stalls. The design does not clarify what kind of materials are going to be used for the overflow parking lot. Will it be paved or hard packed gravel?
 - Staff clarified that portion of the path from the overflow to the pedestrian bridge will be pavement.
- Looking at the drop off and pick up adding a 10 - 15-minute parking, so that the accessible spots are not used by people who do not have a parking permit.
- Would it be possible to add an "advance" stop line right before Tronson Road crosswalk? The thought would be to reduce any accidents at that crosswalk.
 - Staff noted they could explore that suggestion.
- Could consideration be given to adding an additional street light to increase visibility at dusk, dawn and at night to minimize accidents.
 - Staff further noted that we could look at making a request to BC Hydro.

Question 3: Do you agree with removing parking at the corner of Lakeshore Road? Why?

- It is a busy area, and if parking can be moved from out of there, it will need to be delineated to close that area off to prevent people from parking there, i.e., boulders, landscaping, etc.
- The layout is more bicycle and pedestrian friendly, therefore, more people will use it.
- The result of the design changes will encourage people to get out of their vehicles and use the park.
- Agree, but make sure that accessible parking is not reduced.
- The design provides options for sustainable and active transportation, parking is not needed.

- Removing the parking would help to improve safety for motorists, cyclists, and pedestrians.

Question 4: Please provide any other comments you may have on the project.

- The City should monitor the parking usage in the area closely in terms of busy summer season.
- It would be great if the paths could be further extended down Tronson and Lakeshore, it would make such a difference to make it more accessible and safer.

NEXT MEETING

The next Transportation Advisory Committee meeting will be held at the wish of Council.

MOTION TO ADJOURN

Moved by R. Rolke, seconded by C. Lord

THAT the Transportation Advisory Committee meeting of October 21, 2021, be adjourned.

CARRIED

ADJOURNMENT

The meeting of the Transportation Advisory Committee adjourned at 4:53 PM.

CERTIFIED CORRECT:

Chairperson

MEMORANDUM

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

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

SUBJECT: ZONING BYLAW 5000 AMENDMENTS – DRIVE-THROUGH USES

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 252m² just for cars to wait. This is enough space for two more small business units on the site.

Discussion Questions:

The Transportation Advisory Committee is designed to comment on transportation infrastructure, safety, and policies. Given this lens, Administration asks the committee to use the following questions to help with consideration of the attached Council report:

- Think of some of the existing drive throughs in Vernon. Do you find they work well for traffic movements?
- Are there other vehicular-oriented use regulations that should be updated to improve drive-through uses for non-drivers (e.g. pedestrians, cyclists, small wheels users, and transit users)?
- Are drive-through uses accessible to all road users (pedestrians, cyclists, small wheel users, transit users, motorists)?
- Is increasing drive-through queuing space an effective use of land?

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

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 27th 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:

Health	↑ dietary choices
	↑ active lifestyle
	↓ air pollution
Economic Development	↑ opportunities for local, small businesses
	↑ commercial land available for redevelopment
	↓ commercial land used for vehicle queueing
Climate Action	↓ vehicle idling
	↑ building energy efficiency (no window opening)
Transportation	↑ 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:

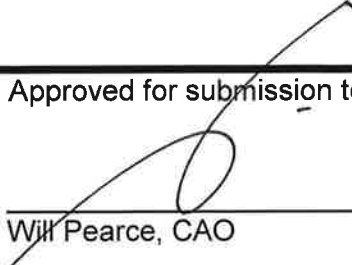
N/A

Prepared by:

x 
Danielle DeVries
Transportation Planner

x 
Kim Flick
Director, Community Infrastructure and Development

Approved for submission to Council:


Will Pearce, CAO

Date: 05 Dec 2022

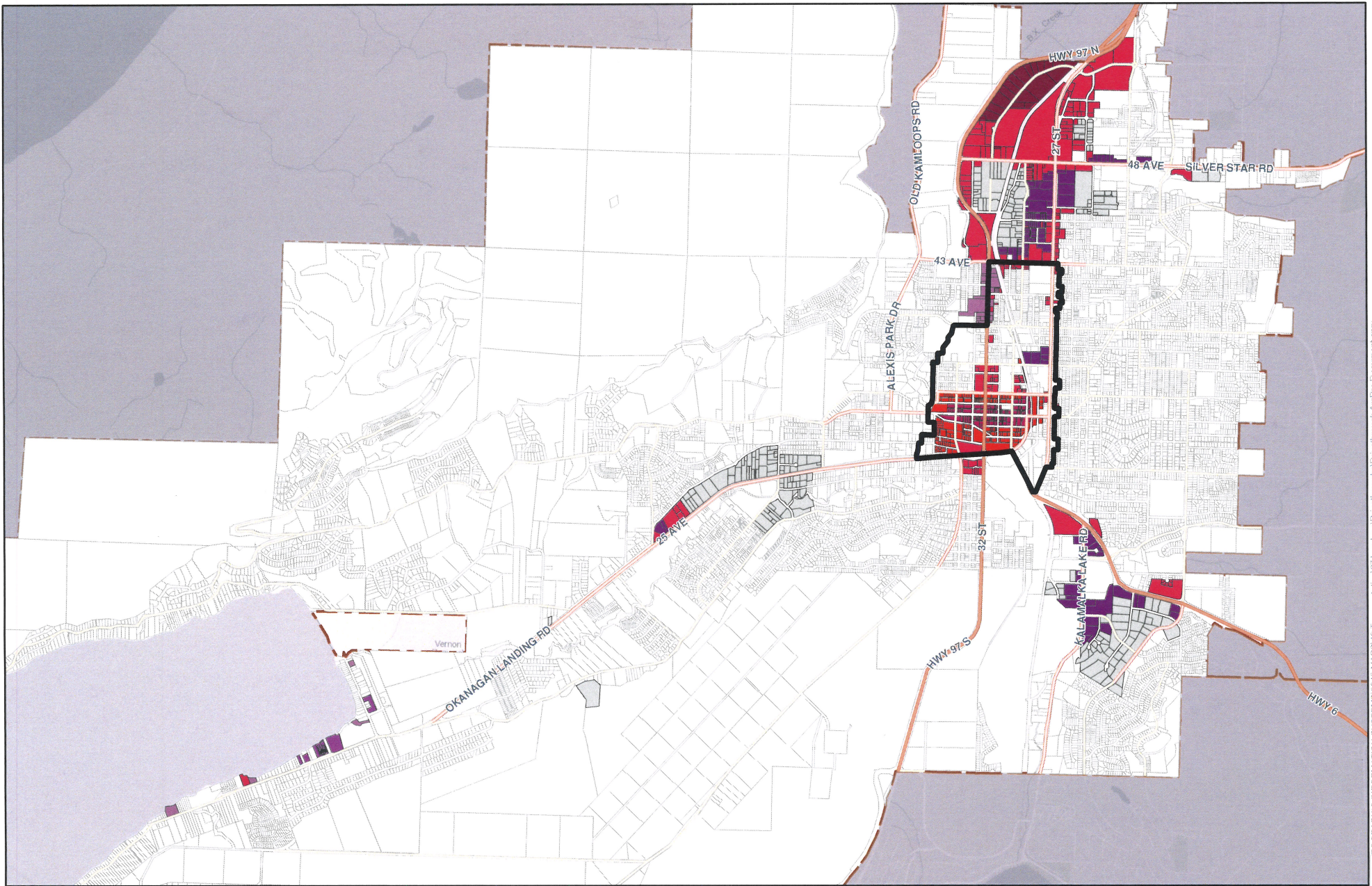
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| <input type="checkbox"/> Fire & Rescue Services | <input type="checkbox"/> Recreation Services | <input type="checkbox"/> Infrastructure Management |
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Attachment 1 - Comparison of Drive-Through Regulations with Neighbouring Communities











Municipality	Region	Population (2021 census)	Population Density (#/km2)	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

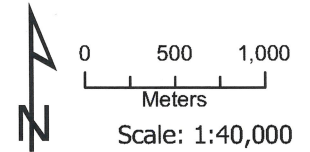


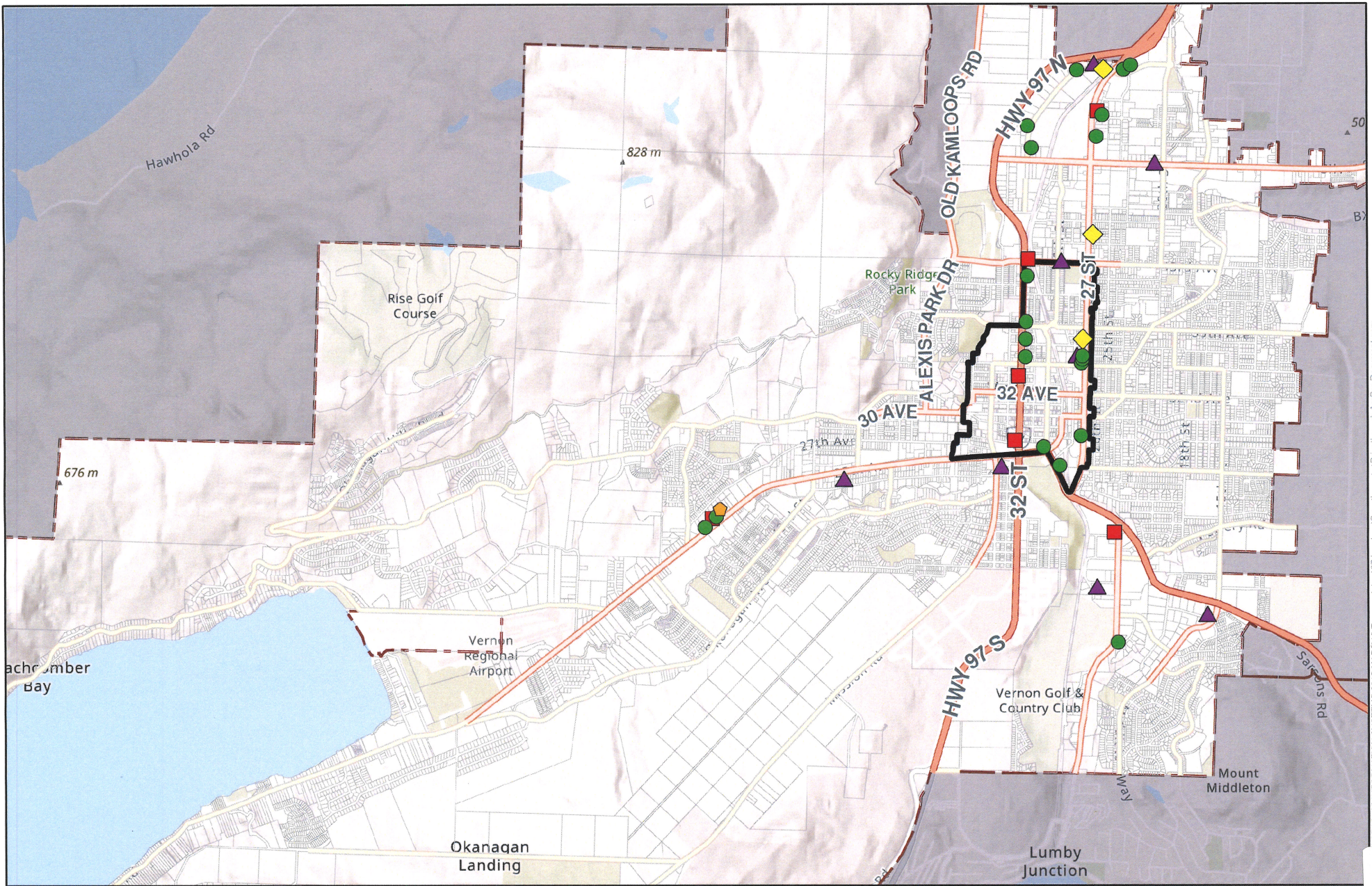
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Attachment 2 – Map of Zoning Districts that Permit Drive-Throughs

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	

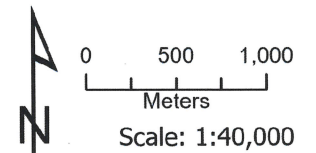


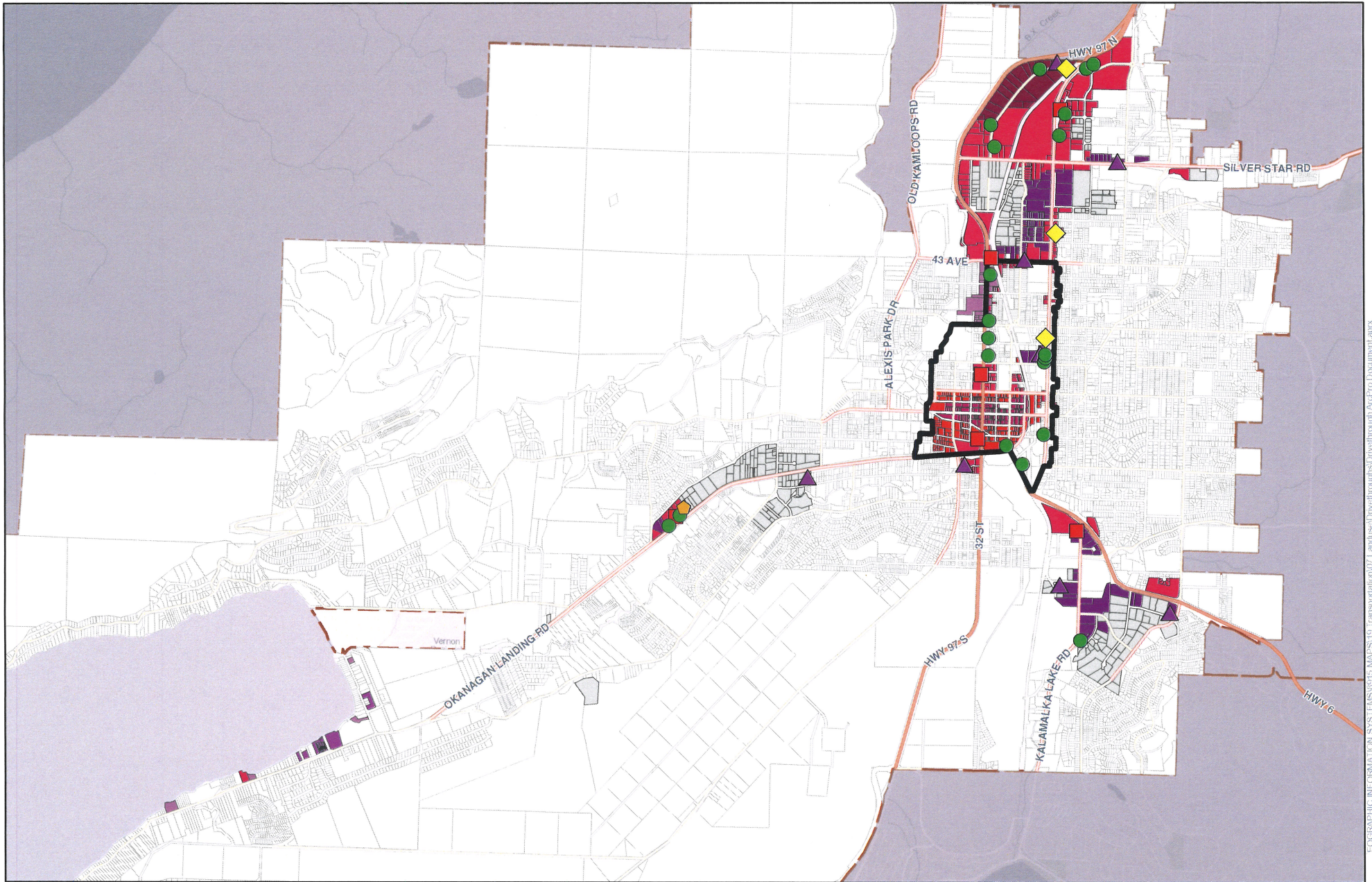


Attachment 3 – Map of Existing Drive-Through Locations

Legend

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





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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 | |

