



Report to Council

To: Mayor and Council File No: 3340-20 (OCP00108)
Date: June 8, 2026
From: Wesley Miles, Senior Planner
Subject: Official Community Plan Amendment Application for 2501 14th Avenue

Purpose:

To present for Council's consideration an Official Community Plan Amendment for the properties located at 2501 14 Avenue, 1350 & 1410 Polson Drive, 1460, 1540, & 1714 Kalamalka Lake Rd, and 1700 Polson Drive for a proposed future Polson Village Centre.

Recommendation:

THAT "Official Community Plan Polson Village Centre Amendment Bylaw 6080, 2026", being a bylaw to amend Official Community Plan Bylaw 6200, be read a first and second time;

AND FURTHER, that a Public Hearing be scheduled at 5:30 pm, on July 20, 2026 in Council Chambers at City Hall.

Project Summary:

The application proposes to re-designate eight parcels of land totalling 9.3 hectares (23 acres) to accommodate a future mixed-use development and new "Polson Village Centre". The proposal anticipates between 500-900 residential units in a mix of apartment, and high-rise forms. It would include public open space and parks, in addition to commercial retail space to service the surrounding neighbourhoods and the future village centre residents.

Background:

The applicant submitted the Official Community Plan Amendment application on February 6, 2026 to enable the creation of a new village centre neighbourhood. In advance of the submission, the applicant conducted public engagement outreach which included an open house on September 25, 2025. The open house was held at BNA Brewery and had more than 160 people in attendance. A full engagement summary is provided as Attachment 2.

The application requires that Official Community Plan Bylaw 6200 be amended, as follows (see Attachment 3):

- (a) **ADD Polson Village Centre to Section 5.2 Village Centres** on Page 112 of the Official Community Plan as shown in **red** on attached Schedule 'A', attached to and forming part of Bylaw 6080;
- (b) **AMEND 5.2.2.1.** related to building heights in **Section 5.2.2. Objective: Building heights and densities are context sensitive** on Page 114 of the Official Community Plan as shown in **red** on attached Schedule 'A', attached to and forming part of Bylaw 6080;
- (c) **ADD 5.2.2.2.** related to building heights to **Section 5.2.2. Objective: Building heights and densities are context sensitive** on Page 114 of the Official Community Plan as shown in **red** on attached Schedule 'A', attached to and forming part of Bylaw 6080;
- (d) **ADD 5.2.5.3.** related to hotel development to **Section 5.2.5. Objective: Village Centres are Vernon's secondary hubs for commercial activities** on Page 115 of the Official Community Plan as shown in **red** on attached Schedule 'A', attached to and forming part of Bylaw 6080;
- (e) **ADD Polson Village Centre** related to activating streets to **5.2.6.1 in Section 5.2.6. Objective: Establish Village Centres as place for people by activating spaces, improving streetscapes, and providing amenities** on Page 115 of the Official Community Plan as shown in **red** on attached Schedule 'A', attached to and forming part of Bylaw 6080;
- (f) **ADD 5.2.12.4.** related to a transit bus pullout to **Section 5.2.12 Objective: Enhance options to walk, bike, roll, or take transit** on Page 120 of the Official Community Plan as shown in **red** on attached Schedule 'A', attached to and forming part of Bylaw 6080.

The following legally described lands be redesignated from UN – Urban Neighbourhood, CMTY – Community, and IND – Industrial to VC – Village Centre on Official Community Plan Map 5.1 Land Use as shown on attached Schedule 'B', attached to and forming part of Bylaw 6080;

Legal Descriptions:

1. Lot 1 Section 27 Township 9 ODYD District Plan 27573
2. Lot 17 Section 27 Township 9 ODYD District Plan 27573
3. Lot A Section 27 Township 9 ODYD District Plan 32007
4. Lot 1 Section 34 Township 9 ODYD District Plan 26791 Except Plan KAP91872
5. Lot A Section 27 Township 9 ODYD District Plan KAP50834
6. Lot 1 Section 27 Township 9 ODYD District Plan KAP56767
7. Lot 1 Section 34 Township 9 ODYD District Plan KAP84037
8. Lot 2 Section 34 Township 9 ODYD District Plan KAP84037

Context:

The subject properties are in the Polson Neighbourhood and are primarily accessed via Highway 6 and Kalamalka Lake Road. The properties currently house a number of businesses including Kal Tire Head Office, BNA Brewing and the BC Forestry building. The northern properties are directly adjacent to Polson Mall which has a number of amenities including a grocery store, restaurants and a financial institution. To the west, the properties border the CN Railway, Polson Park and Vernon Creek.

The current land use is a mix of designations including Community and Industrial with the majority designated Urban Neighbourhood. The Urban Neighbourhood designation provides for a variety of residential building types including apartments and townhouses generally in a 1-6 storey building form and minor commercial opportunities. A small portion of the total area is designated industrial which are the two small properties in the south-west corner. The properties are adjacent to the CN Railway line which runs along the west boundary. An existing pedestrian and cycling connection across the railway and Vernon Creek provides a connection from Kalamalka Road to the overall Polson Park trail network.

Application Summary:

The applicant has provided an initial concept plan for the ultimate vision of the new proposed village centre called the "Via District". The overall concept includes increased residential density and commercial opportunities through mixed-use buildings and dedicated commercial spaces. A range of building types from mid-rise apartments to high-rise structures are proposed to achieve the ultimate residential density of approximately 500-900 units. Most of the height and density would be concentrated to the north adjacent to Polson Mall and next to a variety of walkable day-to-day services. The increased density is aimed to support the area as a future transit hub with a variety of multimodal transportation options. The request to go from primarily Urban Neighbourhood to Village Centre provides for that available increase in density and commercial uses.

The proposed plan integrates the surrounding street and trail network with the goal of improving connectivity with a multi-use path through the site along with a future additional connection and CN Railway crossing to Polson Park in the north-west corner. At present the Railway is still used for active commercial operations. The adjacency of the proposed rail line could lead to future transportation options or trail connections if it were no longer in operation.

Additional pedestrian connections along streets and additional connectivity through future development sites would make the overall development walkable in all directions. This would be centred around a public plaza at the intersection of Pottery Road and the realignment of 26th Street. In addition to the plaza, public open space is intended to be provided through a combination of at-grade open space and rooftop greenspace. The rooftop open space would be used to best utilize space on top of parking podiums of the larger buildings proposed. The applicant's full summary of conceptual site planning, design objectives, connectivity, public realm and building massing is attached as Attachment 1.

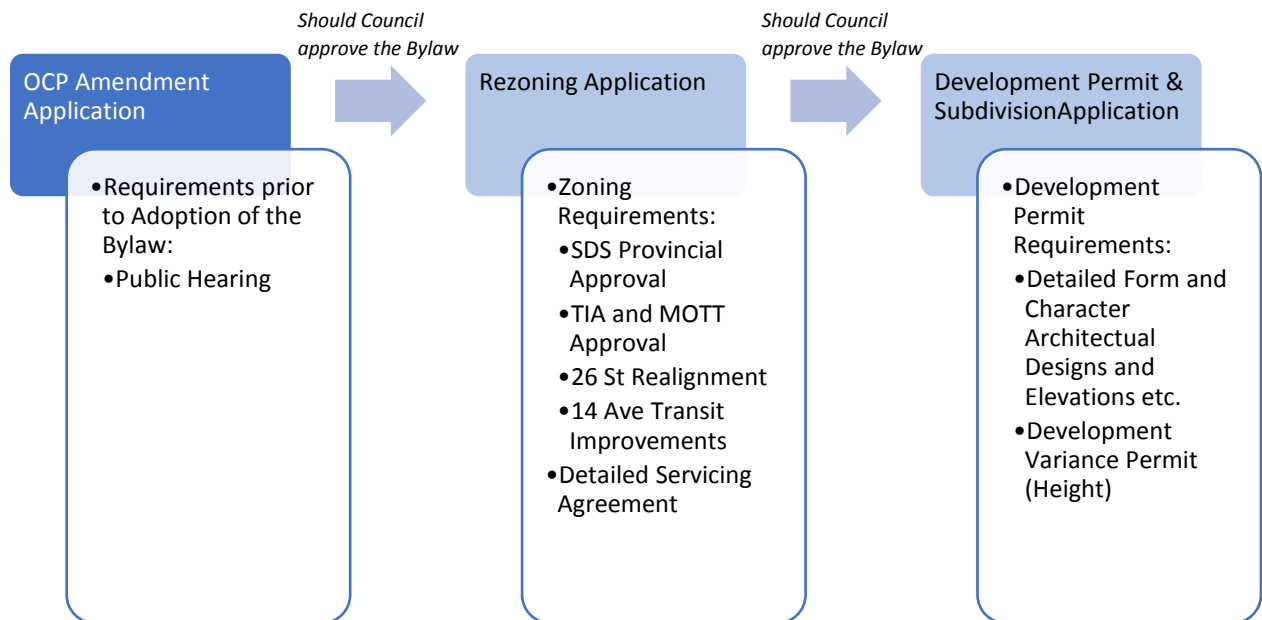
Through the proposed development the Kal Tire office building is anticipated to remain and enhanced with supporting business spaces. From an economic development perspective, the proposal is expected to generate significant construction investment, and employment generation. Potential new office and retail space in large and small formats will help support local business.

Preliminary geotechnical, hydrogeological and environmental assessments have been completed for the properties and for Vernon Creek. Further detailed assessments will be conducted at the rezoning stage and development permit stages.

Process Overview:

The proposal is currently advancing through the application process to amend the OCP. By revising the OCP Future Land Use designation and associated policies, the focus at this stage is on evaluating the concept of a new village centre. Further site-specific land use decisions or detailed technical analysis will come at later stages. Subsequent approvals, including rezoning, subdivision, development permits, and building permits, will be required to enable development. These future applications will also include specific requirements and trigger points related to infrastructure provision and construction.

Conditions and triggers associated with each application are generally outlined below:



Each phase of development would require a Form and Character Development Permit. This process uses the OCP Design Guidelines to provide direction for site planning, massing and scale, site connectivity, mitigation of shadow and wind impacts, landscaping, and architectural design. This assessment would be used in combination with the Public Benefit Policy (4.1.5.1) to ensure the design presents a tangible public benefit to the citizens of Vernon including a high level of architectural detail on the first 1-3 storeys, well-designed and functional public plazas and open space, transportation demand management, and efficient and sustainable design for any future buildings that exceed the height regulated by the Zoning Bylaw. This approach helps ensure that future buildings are compliant with the goals and objectives of the OCP.

Any proposal for buildings over 60 m or 16 storeys would require a Development Variance Permit as per the CMUC – Commercial Mixed-Use Centre Zone.

Official Community Plan (OCP) Alignment:

The applicants have submitted concept plans to generally describe how the proposal meets objectives and policies in the OCP (Attachment 1). Administration has provided the following tables as a high-level evaluation of the proposed development in relation to current OCP policies.

Growth Strategy (Section 3.3):

The City of Vernon’s growth strategy is to promote balanced, sustainable growth by:

OCP Policy	OCP Alignment Analysis	Eval.
1. Increasing housing in designated areas where infrastructure already exists or is planned.	<i>Administration Comments: The majority of parcels located within the development proposal are already designated as Urban Neighbourhood which allows for significant residential densities and limited commercial. The proposal would allow for a mixed-use village centre which would allow for more intensive commercial opportunities and height.</i>	✓
2. Discouraging growth in Limited Growth Areas and Preservation Areas.	<i>Administration Comments: The proposal is within the Urban Containment and Focused Growth Boundary.</i>	✓
3. Protecting natural features that contribute to the beauty, health, and resilience of Vernon.	<i>Administration Comments: The proposal for development is adjacent to Vernon Creek which will be designated Parks and Open Space with further detailed environmental assessment to be completed through the rezoning, subdivision and development permit process.</i>	✓

Growth Strategy 3.3.2: Urban and Village Centres:

Potential Transit-Oriented Areas (TOAs) are places where two or more transit routes intersect and may evolve such that the frequency of transit service is 15 minutes or less. Currently, there are several potential TOAs that could become ‘centres’ and support compact commercial hubs and medium-density housing in the mid-term future (e.g. North End, Polson, Okanagan Landing in Figure 3.1).

Official Community Plan Land Use Policies (Chapter 4):

The city-wide policies in this Official Community Plan (OCP) work together to direct how the City will achieve balanced and sustainable growth and development to 2045.

The following tables provide Administration’s analysis of how the proposed project aligns with specific OCP policies and objectives.

Housing (Section 4.1):

4.1.3. Objective: Prioritize affordable, accessible, healthy, and special needs housing to meet the housing needs of the community.	
Diverse housing tenures	Policy 4.1.3.7. Collaborate with housing providers to address missing middle housing that provides rental and ownership opportunities for middle-income earners.
	<i>Administration Comments: The proposed development is for a mix of housing types that would provide missing middle housing to the area.</i>

Climate and Environment (Section 4.2):

4.2.2 Objective: Reduce greenhouse gas emissions 50% by 2030, 75% by 2040, and 100% by 2050 in alignment with the Climate Action Plan	
Greenhouse gas emissions	Policy 4.2.2.2. Encourage the integrated development of walkable neighbourhoods, mode shift, and a sustainable transportation network to reduce greenhouse gas emissions.
	<i>Administration Comments: The proposal would provide a walkable neighbourhood, connected to amenities and existing trail networks which would help reduce vehicle trips and associated greenhouse gas emissions.</i>

Economy, Employment, and Prosperity (Section 4.3):

4.3.1. Objective: Ample access to quality employment options and training opportunities	
Jobs close to home	Policy 4.3.1.1 Support compact urban form by promoting increased residential densities near employment centres and transit hubs where infrastructure already exists.
	<i>Administration Comments: The proposal is adjacent to a number of nearby commercial, industrial and utility employers.</i>
4.3.1. Objective: Ample access to quality employment options and training opportunities	
Jobs close to home	Policy 4.3.1.2 Encourage the addition of new mixed-use and commercial projects in Urban and Village Centres, and Urban and Suburban Neighbourhoods, to increase the number of residents who can use and support nearby shops, food services, and institutional uses.
	<i>Administration Comments: The proposal would provide increased residential density to the area.</i>

Parks and Recreation (Section 4.4):

4.4.2 Objective: Improve parks and recreational opportunities	
Recreational linkages	Policy 4.4.2.1. Support park connectivity through the development of integrated active transportation networks (Transportation Plan) and recreational trails (Map 4.4) and ensure accessibility for all users.
	<i>Administration Comments: The proposal would utilize and connect the existing transportation connections between the multi-use path on Kalamalka Lake Road to trails through Polson Park.</i>

Proposed Land Use Policies (Chapter 5.2 Village Centres):

The land use policies in the Official Community Plan guide how land in Vernon may be used, categorized by future land use designations. The following land use policies identified in **red** are proposed to be added to the Official Community Plan, should Council support the Polson Village Centre Official Community Plan Amendment Application. Administration’s comments on the proposed land use policies are identified with *italic* text.

Section 5.2 Village Centres	
<p>Polson Village Centre is envisioned to be a strategic growth area that will transition into a mixed-use, transit-oriented hub over time. This evolution will support strong linkages with Polson Park and Downtown, and is expected to include increased residential density, enhanced commercial activities, and progressive transit service and infrastructure improvements.</p>	
<p><i>Administration Comments: Creating the Polson Village Centre designation for the subject properties will allow for zoning support for increased commercial intensity, and medium- to high-density residential. This can increase ridership for existing transit routes in the area, leading to an eventual transit exchange and potential transit-oriented area designation.</i></p>	
5.2.2 Objective: Building Heights and densities are context sensitive.	
Building heights	5.2.2.1. Consider building heights up to 6 storeys in the Alexis Park, Jubilee Hill, and Waterfront Village Centres.
	<i>Administration Comments: This refinement clarifies that the 6 storey height policy applies only to the three existing Village Centres, as resolved at third reading of Bylaw 6200. The Polson Village Centre is excluded from this policy, consistent with the applicants’ concept plan.</i>

5.2.2 Objective: Building Heights and densities are context sensitive.

Building heights	5.2.2.2. Consider taller buildings (16 or more storeys) in the Polson Village Centre, only where proposals adhere to Public Benefit Policy 4.1.5.1. and the Form and Character Design Guidelines for high-rise buildings.
	<i>Administration Comments: This policy will allow for consideration of buildings taller than the OCP Designation or zone where the proposed building adheres to the OCP policy for public benefit; and where the architectural and urban design are pedestrian-oriented, contribute positively to the public realm, maintain a maximum podium height and minimum building separation, and mitigate the impacts of wind and shadows.</i>

5.2.5 Objective: Village Centres are Vernon’s secondary hubs for commercial activities.

Mixed-use development	5.2.5.3. Encourage and support the development of hotel uses within the Polson Village Centre, as part of a broader strategy to strengthen the area’s role as a mixed-use, transit-oriented destination.
	<i>Administration Comments: A hotel market study prepared for the City of Vernon (2024) identified the need for an intentional, well-located hotel, located near Vernon’s downtown, to support walkability, longer stays, and business or group travel.</i>

5.2.6 Objective: Establish Village Centres as places for people by activating spaces, improving streetscapes, and providing amenities.

Activate streets	<p>5.2.6.1. Encourage active commercial uses at street level with frequent storefronts and wider sidewalks for outdoor dining and displays to spill out onto the following streets:</p> <ul style="list-style-type: none"> • Alexis Park Village Centre: 42 Avenue, 43 Avenue, Alexis Park Drive • Jubilee Hill Village Centre: 16 Avenue, 31 Street, 33 Street • Polson Village Centre: Kalamalka Lake Road, 14 Avenue, 26 Street • Waterfront Village Centre: Okanagan Landing Road, Lakeshore Road.
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	<i>Administration Comments: This policy identifies three streets in the proposed Polson Village Centre that would be encouraged to have active commercial uses at-grade, along with wider sidewalks to contribute to a vibrant pedestrian-oriented centre.</i>
5.2.12 Objective: Enhance options to walk, bike, roll, or take transit.	
Transit	5.2.12.4 Support the provision of a bus pullout, integrated with the surrounding street network and public realm, on 14 Avenue in the Polson Village Centre to improve transit service safety and reliability.
	<i>Administration Comments: The Transportation Plan has identified a future need for a transit exchange in the Polson Village Centre to support the evolution of this centre into a transit-oriented area. Specific design details including integrating the bus pullout into a pedestrian-oriented street would be addressed at time of rezoning or development permit.</i>

a. Relevant Policy/Bylaw/Resolutions/Legislative Authority:

1. Regional Growth Strategy (RGS) Bylaw 2500, 2011 identifies the subject property as being within a growth area.
 - RGS GOAL UC-1 – Focus Development Into Growth Areas
2. Official Community Bylaw 6200, 2025

b. Council’s Strategic Plan Alignment:

- | | |
|---|--|
| <input type="checkbox"/> Governance & Organizational Excellence | <input checked="" type="checkbox"/> Livability |
| <input checked="" type="checkbox"/> Recreation, Parks & Natural Areas | <input checked="" type="checkbox"/> Vibrancy |
| <input checked="" type="checkbox"/> Environmental Leadership | <input type="checkbox"/> Not Applicable |

c. Advisory Planning Committee

At its May 26, 2026 meeting the Advisory Planning Committee passed the following resolution:

THAT the Advisory Planning Committee supports Official Community Plan Application (OCP00108) to redesignate the subject properties to the Polson Village Centre designation.

Financial Implications:

The existing OCP Future Land Use designation for the subject properties is primarily Urban Neighbourhood. The applicant’s proposed OCP amendment to redesignate the

properties to Village Centre represents an incremental change that would allow for a modest increase in long-term mixed-use development opportunities. Administration does not consider the proposal to constitute a substantial change and finds it to be generally consistent with the overall policy direction and growth strategy of the OCP. Accordingly, the requirement for a Life-cycle Costing Study is not triggered.

The proposed OCP amendment application would not directly result in construction or development. The applicant has advised that they are considering a range of potential development options and land use forms consistent with the Village Centre designation over the coming decade. Should the applicant proceed with future development applications and associated permits, any development would be subject to the Municipality's standard requirements and fees, including payment of Development Cost Charges (DCCs), potential on-site and off-site infrastructure upgrades, servicing agreements, and applicable Building Permit fees.

Alternatives & Implications:

Should Council decide not to proceed with the Official Community Plan Amendment Bylaw at this time, the properties would remain in their current OCP designations which would include a mix of lower density residential and industrial uses.

Communication:

N/A

Attachments:

- Attachment 1 – Applicant OCP Amendment Application
- Attachment 2 – Public Engagement Summary
- Attachment 3 – Chart of Proposed OCP Changes
- Attachment 4 – Official Community Plan Amendment Bylaw 6080, 2026

Reviewed by: Lydia Korolchuck, Manager, Current Planning
Reviewed by: Roy Nuriel, Director, City Planning
Reviewed by: Terry Barton, General Manager, Planning & Community Services
Approved by: Carey Herd, Chief Administrative Officer



**Via District
OCP Amendment and
Rezoning Application**

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Part 1.

The Application

1.1 Application Summary



An OCP Amendment and Rezoning Application

The purpose of this application is to amend the OCP and Zoning Bylaw to permit a mixed-use and vibrant community to be developed in place of low-intensity office and industrial lands. An increase to the maximum permitted height is requested to allow for tower forms.

Via District is comprised of approximately 18 acres of land adjacent to Polson Park and a short distance from downtown. It is an exciting opportunity to create a vibrant, new, connected neighbourhood that will create additional housing, unique community spaces and new businesses, all as part of a master-planned, mixed-use project.

Vernon's OCP identifies the provision of a sufficient supply of housing as a key objective. Additionally, creating compact and complete neighbourhoods is preferred over low-density sprawl. If approved, Via District will advance both of these objectives.

Location and Context

Located between Highway 6 and Vernon Creek, the site is well connected to transit, cycling, and pedestrian trails. Polson Mall is adjacent to the north and will provide future residents with a broad range of services within walking distance.

Vernon's multi-use path will run through the site connecting cyclists from the Okanagan Rail Trail to Vernon's historic downtown.

Future transit will serve the community with frequent bus service and a transit node.

Proximity to Ecological Connectivity Corridor Lines and the trail network create more opportunities to support an integrated and complete network of nature and pedestrian paths.

The Existing Site



Nearby ecological assets such as Vernon Creek (top) will contribute to the sense of place. The current site includes office use (bottom left), industrial uses, and surface parking. Future development will transform the current streetscapes (bottom right) into a more pleasant, pedestrian-oriented public realm.



The hospital and Jubilee Hill Village Centre are situated on an escarpment to the west (top). The natural topography and terrain influence future considerations for Via District. Shops and services are located at Polson Mall to the north (bottom) within a short walking distance of the site.

1.2 Land Title

The application pertains to multiple legal properties. As per the application requirements, title has been pulled for the following properties and provided to the City as a separate document:

- 1714 Kalamalka Lake Road (PID: 027-097-927);
- 1700 Polson Drive (PID: 027-097-919);
- 1540 Kalamalka Lake Road (PID: 005-014-361);
- 1460 Kalamalka Lake Road (PID: 002-355-531);
- 1460 Kalamalka Lake Road (PID: 003-546-586);
- 2501 - 14th Avenue (PID: 023-397-357);
- 1410 Polson Drive (PID: 002-355-582);
- 1350 Polson Drive (PID: 018-465-803);

Part 3.

Current Condition Analysis

A comprehensive current condition analysis has been conducted with results included both in this application in summary form and with complete technical memos included as an appendix to the application.

This analysis includes:

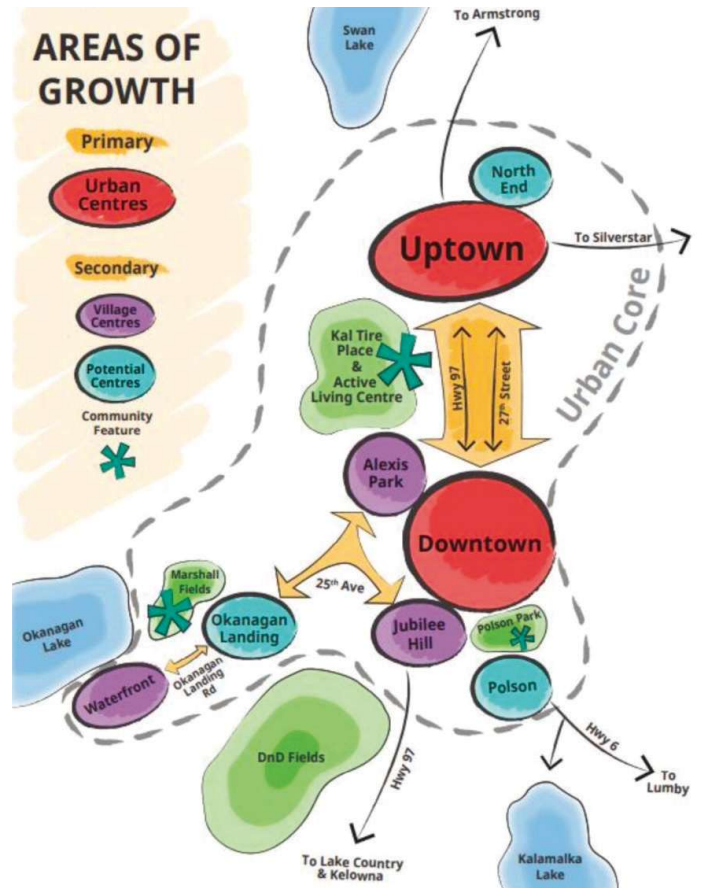
- Location / Site Context;
- Policy Analysis;
- Land Ownership;
- Topography;
- Land-Use and Built Form;
- Existing Utility Infrastructure;
- Natural Environment;
- Hyrdological Conditions;
- Geotechnical Conditions;
- Pre-Development Tree Inventory;
- Existing Historical and Archaeological Assessment.

3.1 Location / Site Context

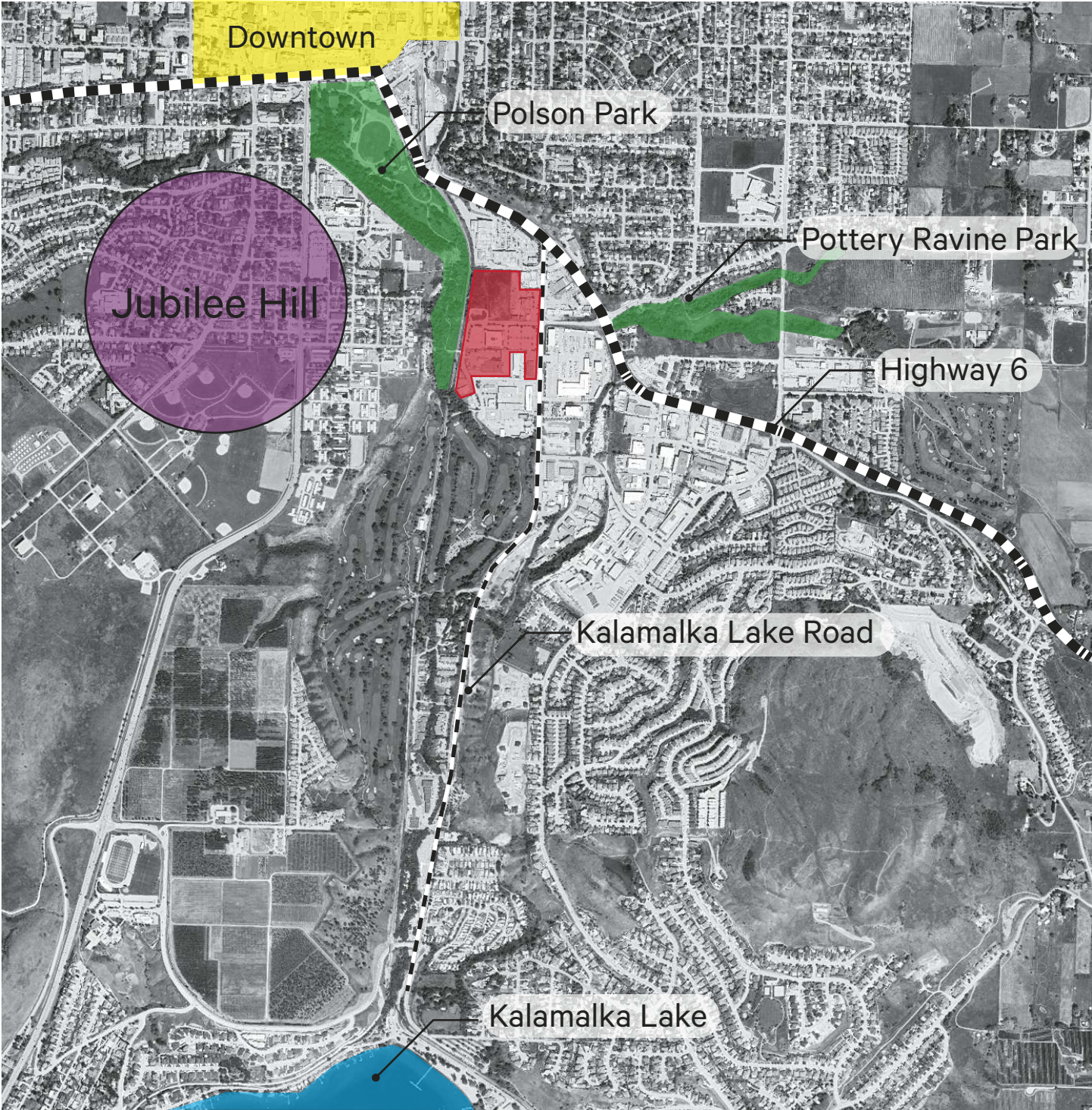
Via District is located in an optimum location within Vernon to support the City’s growth needs in an area that is well serviced by amenities and with current and future (enhanced) transit service.

The site is east of Vernon Creek and just south of downtown and Polson Park. It is within easy cycling distance of downtown and Kalamalka Lake and well connected by future Rail Trail and multi-use path connections. Presently, a trail system which crosses Vernon Creek and extends to downtown through Polson Park is well-used and valued by recreational cyclists and pedestrians.

As outlined in subsequent sections of this report, the context which surrounds Via District informs the site including considerations related to land-use (the grocer and other shops immediately to the north of the site), topography (Jubilee Hill to the west, East Hill to the northeast, and Middleton Mountain to the southeast), and transportation (Highway 6 is in close proximity).



Vernon’s OCP identifies Polson as a ‘Potential Centre’ for growth based on its location and connectivity to the City.



Via District is located in an optimum location for future development in Vernon.

3.2 Policy Analysis

Official Community Plan

Vernon's Official Community Plan (OCP) promotes balanced growth by focusing development where infrastructure already exists, near urban services, vibrant community spaces, and multi-modal transportation networks. The project site is a potential Transit-Oriented Development Area (TODA).

The proposal is aligned with the OCP and its stated values related to housing, natural areas, local economy, active living, community well-being, climate change preparedness and balanced growth.



The OCPs specifies future growth and land use. The excerpt above shows Via District designated as 'Urban Neighbourhood' (highlighted by red circle).

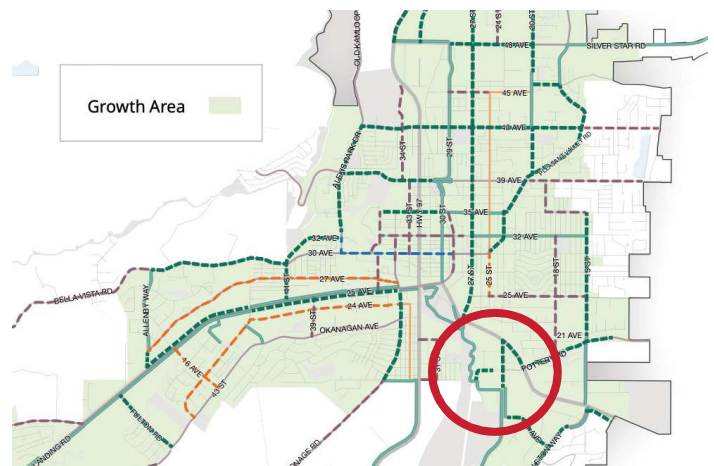
Transportation Plan

Via District is aligned with the City of Vernon's Transportation Plan in numerous ways including the focus on reducing congestion, improving public transit, and making walking and biking easier.

The plan's vision - 'A reliable multimodal transportation system that connects people and goods to each other and to the places they need to go' - is supported by 4 goals and 13 strategic actions. An emphasis on safety, sustainability, and an active transportation network is clear.

Via District's proposal includes a strong pedestrian network that is more fine-grained than the current block pattern, has enhanced pedestrian environments such as plazas, includes multi-use paths which connect the heart of the district to the Rail Trail, and incorporates street trees and plantings to support a more comfortable pedestrian environment. Additionally, a new 26th Street can be designed to support low-speed vehicular traffic and mitigate against current traffic safety considerations at 19th Avenue and Kalamalka Lake Road.

The plan's goal of 'Improving transit connectivity and reliability for longer trips within the Focused Growth Area' is supported by the inclusion of a transit exchange. This layby area for buses will also support the businesses and services within Via District and is part of an integrated transportation network.



A range of improvements are proposed throughout Vernon's Growth Area including proposed protected bike lanes in and around Via District (highlighted by red circle).

2024 Housing Needs Report

The City of Vernon Housing Needs Report (2024) articulates an understanding of current housing needs and challenges. Through research on current demographics and recent trends, the City has defined challenges associated with the provision of new housing and defined its 5-, 10-, and 20- year growth housing needs.

Over the next 20 years, Vernon will work to respond to a projected housing need of more than 11,000 new units.

Via District has the potential to deliver a significant number of these units. Initial estimates are that between 500 - 900 units may be included (dependent on unit size, permitted density, and construction type over the long term build out).

Additionally, there is an opportunity to incorporate a range of tenancy types such as rental and condos. Given the nature of the proposed typologies and the amenity-rich, mixed-use attributes of the proposed district, the future housing at Via District will be conducive to senior's living (single level, accessible units within short distances to amenities).

Ground level and larger units at Via District will be suitable for families with courtyard rooftops offering opportunities for play and interaction.

The smaller, multi-unit nature of urban development will also contribute to overall housing affordability in Vernon.

With this in mind, four of the six 'Key Areas of Local Need' can be met through future development at Via District.

Council Strategic Plan

Via District is strongly aligned with the 2023-2026 Council Strategic Plan. This plan has five areas of focus: Livability; Vibrancy; Recreation, Parks, and Natural Areas; Environmental Leadership; and Governance and Organizational Excellence.

The ways in which Via District is aligned include:

Livability - New housing and a range of types and tenancies will support the provision of housing diversity in areas most suitable for growth.

Vibrancy - Incubator business will promote economic prosperity, public spaces will support community participation and togetherness, and a concentration of new residences near to downtown will help to foster a vibrant city core.

Recreation, Parks and Natural Areas - Situated between Pottery Ravine and Vernon Creek, the Via District site can create ecological continuity between these two key areas of biomass. Additionally, new public spaces within Via District can support programming and recreation.

Environmental Leadership - Via District's contribution to growth in the core Growth Area - supported by transit and well connected by active modes of transportation - is a significant contribution towards the City's Environmental Leadership.

Governance and Organizational Excellence - The future of Via District has the potential to support community organizations through partnerships and collaborations.



The 2023-2026 Council Strategic Plan focuses on five areas of focus. Each of these areas are supported through the potential of Via District.

3.3 Site Analysis of Subject Property

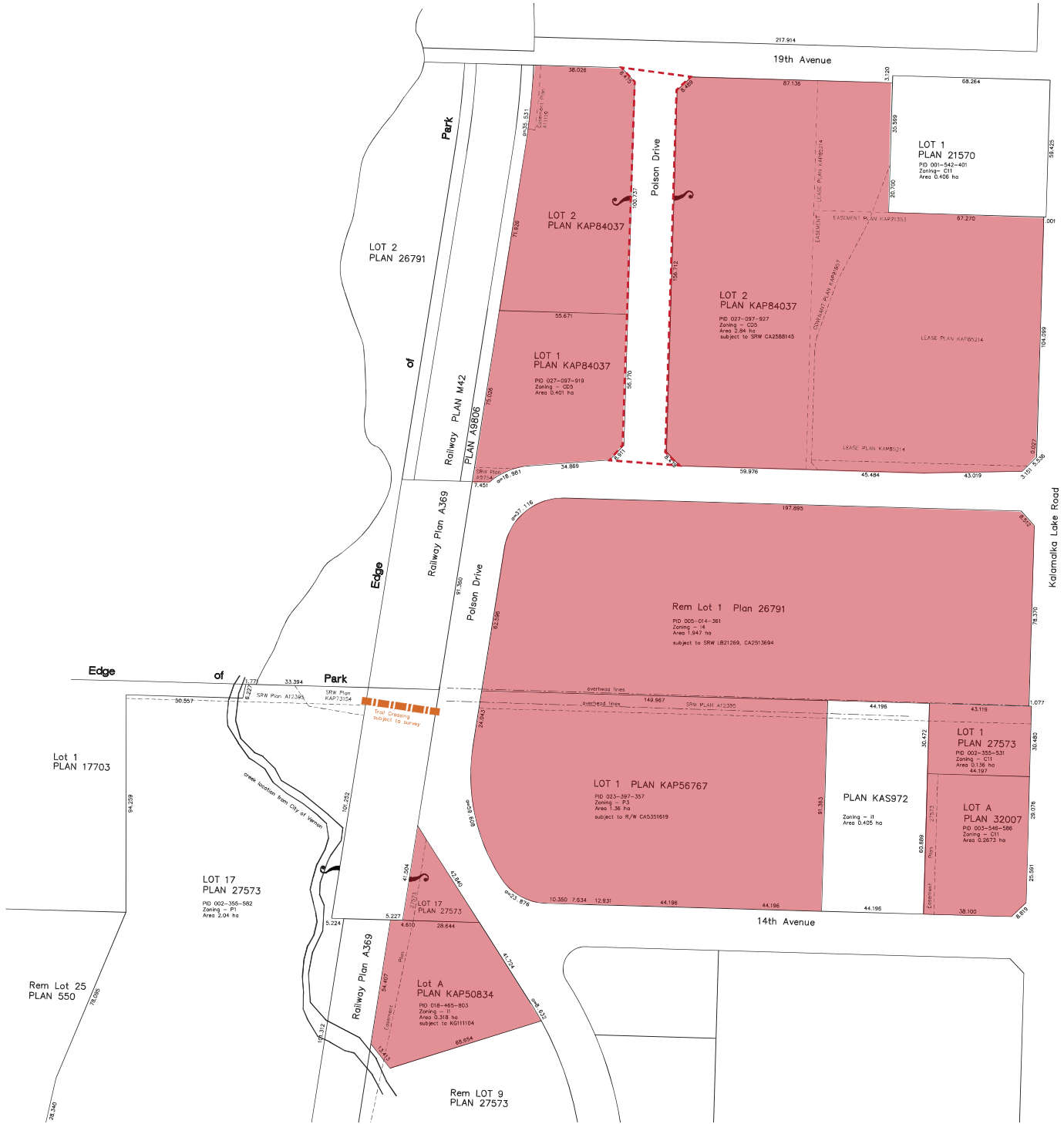
3.3.1 Land Ownership

The application pertains to multiple legal properties. As per the application requirements, title has been pulled for the following properties and provided to the City as a separate document:

- 1714 Kalamalka Lake Road (PID: 027-097-927);
- 1700 Polson Drive (PID: 027-097-919);
- 1540 Kalamalka Lake Road (PID: 005-014-361);
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- 2501 - 14th Avenue (PID: 023-397-357);
- 1410 Polson Drive (PID: 002-355-582);
- 1350 Polson Drive (PID: 018-465-803);

In addition to these properties, the application considers a land swap with the City incorporating Polson Drive (between 19th Avenue and Pottery Road) as part of the privately owned, developable lands and creating a new public right-of-way for a proposed 26th Street (between 19th Avenue and Pottery Road).

A table with a complete list of ownership, addresses, and legal description of properties is included as an appendix to this application.

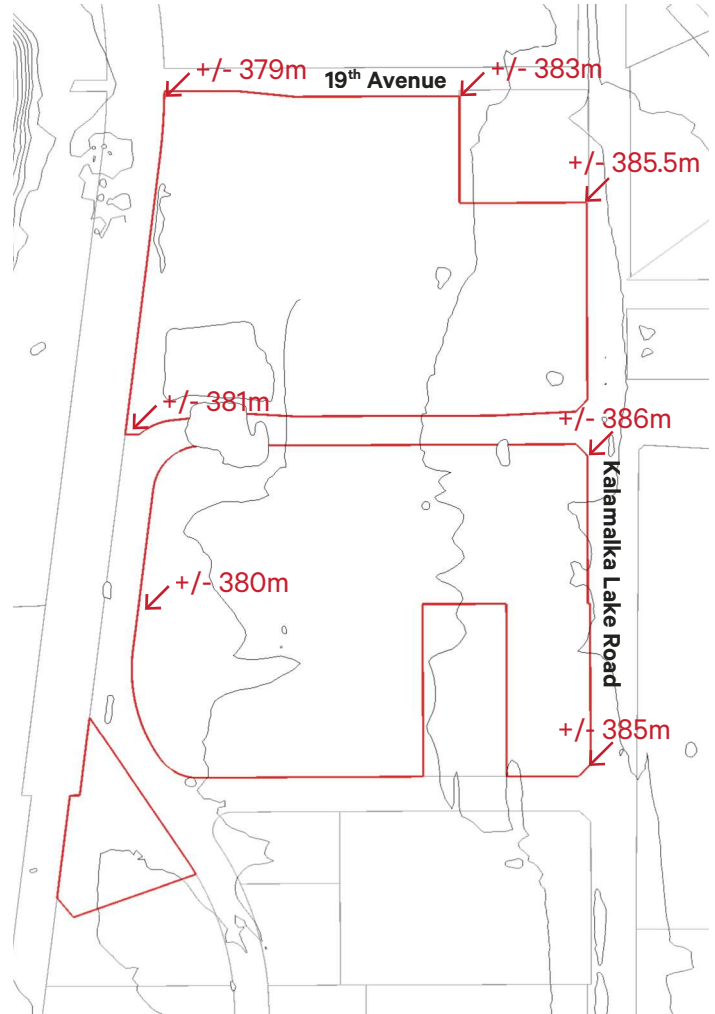


Properties highlighted in red in the image above are included in this application. Underlay image from survey by Russell Shortt Land Surveyors.

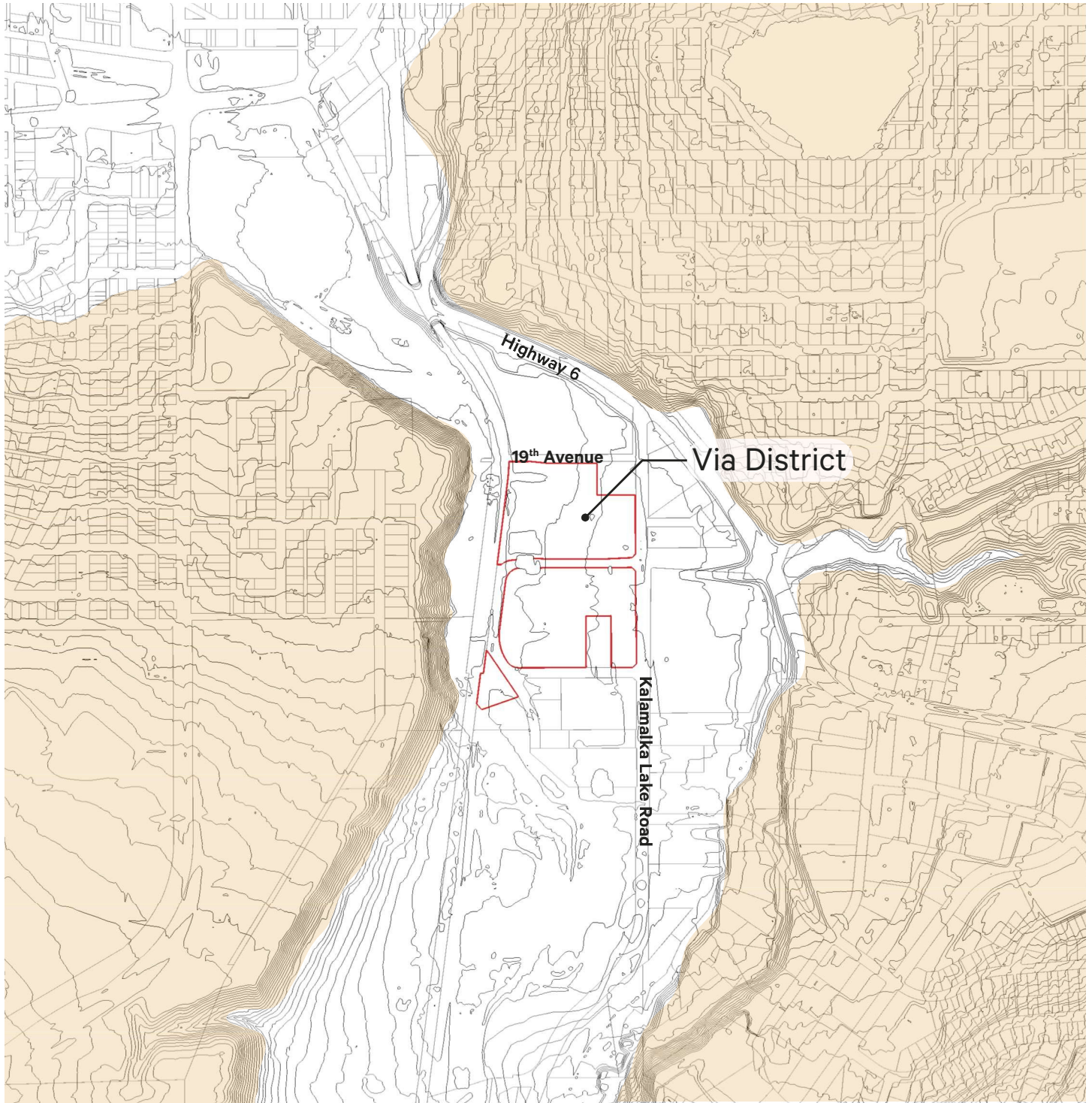
3.3.2 Topography

Via District's site is generally characterized as flat, low land which is situated between Kalamalka Lake and downtown Vernon. The land rises steeply to the west towards Jubilee Hill. The East Hill Neighbourhood rises to the northeast of the site, Pottery Ravine Park extends directly east, and Middleton Mountain rises to the southeast. To the west, Vernon Creek and the railway corridor create a defined edge.

Grade change on the site is minor, but perceptible. Kalamalka Lake Road on the eastern edge of the site is approximately 4m to 5m higher in elevation than the western edges. A small change in grade is perceptible on the site. The highest point is near the intersection of Pottery Drive and Kalamalka Lake Road at approximately 386m geodetic while the lowest points are along the eastern edge at approximately 380m geodetic. This grade difference may present opportunities to create parking areas which are partially underground near Kalamalka Lake Road as well as convey stormwater east to west across the site.



Approximate site elevations (rounded to the nearest 0.5m) are indicated on the key plan above. Detailed spot elevations have been provided by Russell Shortt Land Surveyors (2014).



Jubilee Hill (west), East Hill (northeast), and Middleton Hill (southeast) flank the area around the Via District. The rail corridor and Highway 6 also traverse this low area between Kalamalka Lake to the south and Downtown Vernon to the north. The lower area (shown unshaded in white above) includes Vernon Creek and a portion of Highway 6. Contours shown are 2m contours.

3.3.3 Land Use and Built Form

Land-Use

The present OCP designation for Via District is Commercial Mixed Use Centre, Industrial, and Community.

Commercial Mixed Use Business, Industrial, Utilities, and Parks / Natural Spaces are surrounding land-uses.



The map above summarizes current OCP land-use designations.

Built Form

The land-uses and built form at Via District and the immediate vicinity include a mix of low-density, generally single storey retail, commercial, office, and industrial uses.

Slightly farther away, single family residential buildings are the predominant form.



The map above summarizes current land-use and built form.

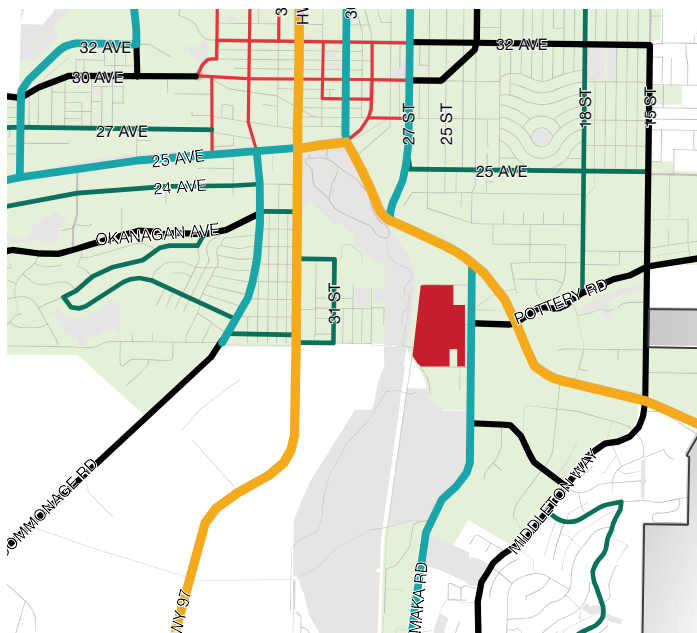
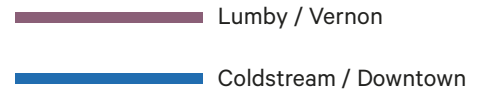
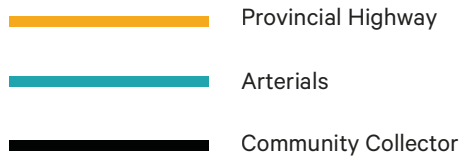
3.3.4 Existing Transportation Context

Street Types Network

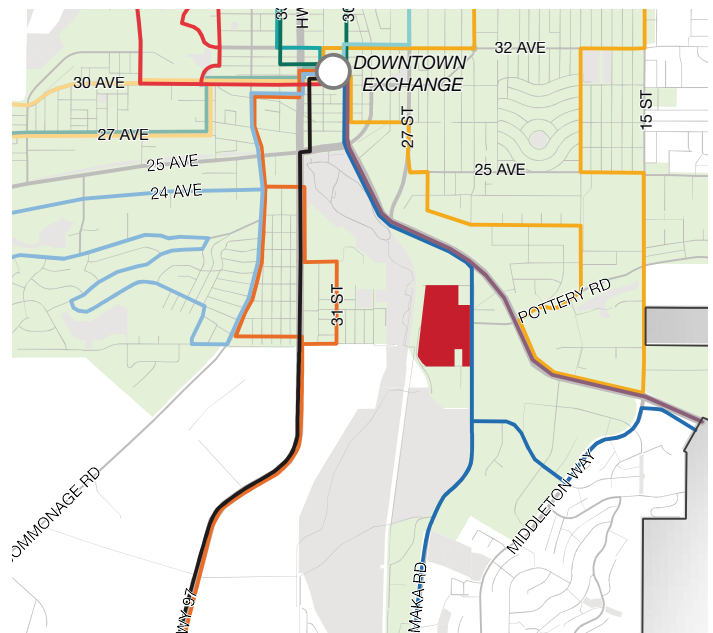
Via District is serviced by a range of street types. Pottery Road is a Community Collector and will serve as a key access point to the neighbourhood. Kalamalka Lake Road is a designated arterial and flanks the site to the east. Highway 6, though not immediately adjacent to the site, is in close proximity warranting the involvement of MOTI.

Current Transit Network

The Coldstream / Downtown transit route runs adjacent to Via District and the Lumby / Vernon route runs within a short walk of the site.



The current Street Types Network as illustrated in the City of Vernon Transportation Plan is shown in relation to the Via District (red).



Via District (red) is well serviced by the current transit network.

Current Cycling Network

Via District is at an important location along the Rail Trail and cycling connection between downtown and Kalamalka Lake. At present, recreational cyclists pass through Polson Park before crossing Vernon Creek at the southwest corner of the site. Current routing leads cyclists along 14th Avenue towards Kalamalka Lake Road.

The future cycling network will include a route along Polson Drive bisecting Via District and connecting Polson Park to East Hill.

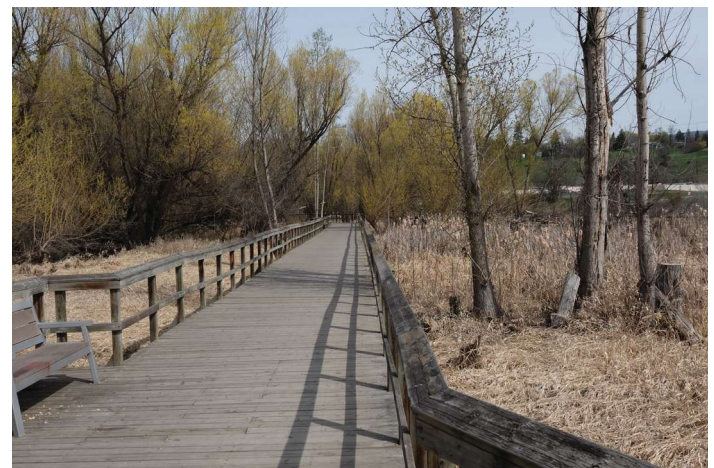
Considerations of the future cycling network and integration of it into Via District's streets and public spaces is a unique opportunity to support both active transportation and lively public spaces.



The current Street Types Network as illustrated in the City of Vernon Transportation Plan is shown in relation to the Via District (red).

Current Pedestrian Network

At present, there is limited pedestrian activity on site. Streets lack sidewalks and informal curbside uses limits pedestrian safety. Similar to the cycling network, the recreational paths from Polson Park that arrive at Via District represent an important opportunity to enhance the overall pedestrian connectivity for Vernon. Moreover, street improvements with street trees, stormwater catchment, and ample pedestrian space on sidewalks will contribute to an enhanced pedestrian network.



Top: Recreational walking routes are an existing draw to the Via District area from Polson Park. Bottom: The current condition on 14th Avenue - no sidewalks and informal use of curbside space - is not pedestrian friendly.

3.3.5 Existing Utility Infrastructure

A functional site servicing plan was completed in 2023 for the Via District area. In this plan, analysis was completed based on a long-term projected growth that exceeds current estimates of this application. In that regard, the servicing plan continues to inform this application. As the application progresses, the site servicing plan will be refined to more directly match the proposed development potential.

Though preliminary, the study identified infrastructure upgrades for offsite roadworks and drainage (through new roadworks) as requiring upgrades.

Conversely, no upgrades are anticipated for sanitary servicing nor for water servicing.

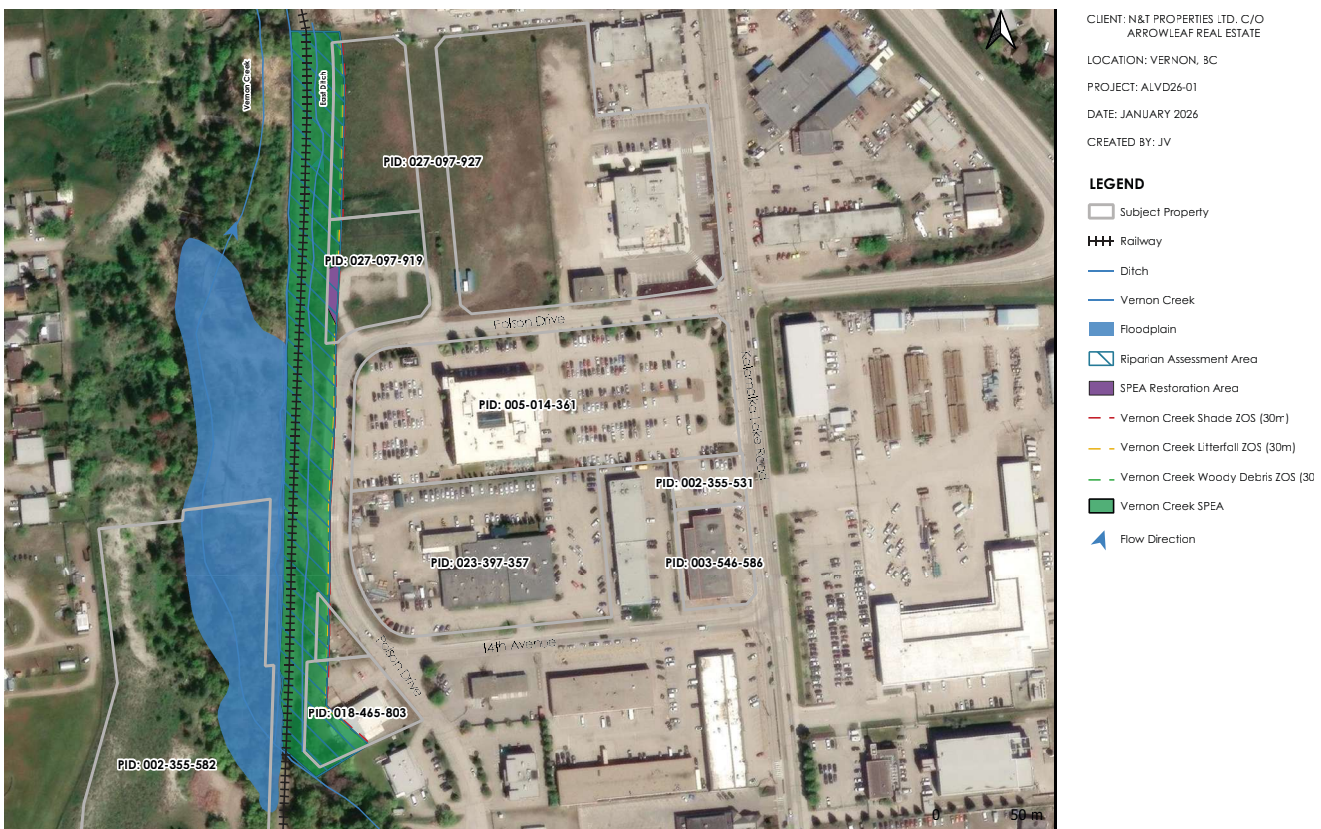
3.3.6 Natural Environment

A report from Terrawest has been included to assess environmentally sensitive areas as indicated by the Official Community Plan Environmental Development Permit Areas map.

The report finds that the Subject Property and surrounding lands have experienced a prolonged history of disturbance associated with agricultural, industrial, and commercial development, which has substantially reduced their existing ecological value. Based on the duration and intensity of past land use, the high level of surrounding development, and the vegetation communities observed during the Site visit, there is a very low likelihood that these properties could naturally recover to a fully functioning or self-sustaining native vegetated state without extensive and long-term restoration efforts. The existing vegetation is largely fragmented,

disturbed, or dominated by non-native species.

Despite these constraints, the Subject Property is in close proximity to Vernon Creek, which functions as an important natural corridor for wildlife movement and supports a fish-bearing aquatic ecosystem. As a result, care should be taken during all phases of development to avoid adverse effects on the existing riparian and aquatic ecosystems associated with the creek. Development activities should be designed and implemented to prevent the introduction of deleterious materials, minimize further disturbance to adjacent riparian vegetation, and maintain the ecological integrity of the corridor. The incorporation of native vegetation adjacent to the riparian area is recommended to provide buffering and incremental ecological benefit.



The above image is an excerpt from Terrawest's Environmental Impact Assessment Report (January 28, 2026). The full report is included with this submission as a separate file.

3.3.7 Hydrological Conditions

Work on this aspect of the application is underway by GeoPacific and will be submitted under separate cover.

3.3.8 Geotechnical Conditions

Work on this aspect of the application is underway by GeoPacific and will be submitted under separate cover.

3.3.9 Pre-Development Tree Inventory

Work on this aspect of the application is underway by Bartlett Tree Services and will be submitted under separate cover.

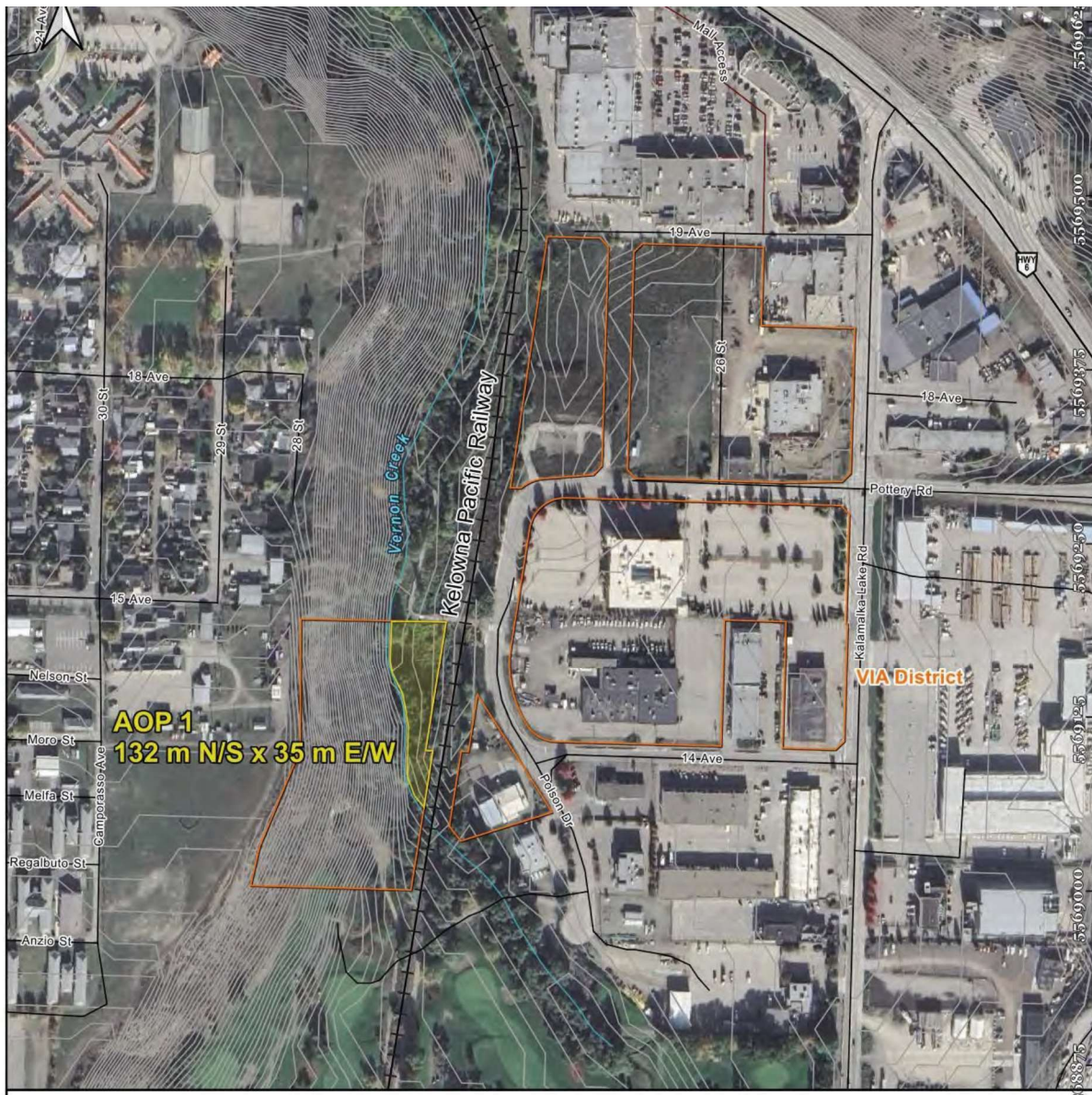
3.3.10 Existing Historical and Archaeological Assessment

The archaeological overview assessment completed by Ursus Heritage Consulting (January 15, 2026) concluded that:

“Based on the results of the desktop AOA, one area of archaeological potential (AOP 1) was identified within the Via

District Lands which is outside of the project area. The AOP will not be impacted by the development according to the current plans.”

The full report is included as an appendix to this application.



The above image is an excerpt from Ursus Heritage Consulting’s report (January 15, 2026) which reviewed the archaeological potential of the site and identified one ‘Area of Potential’ in close proximity to the site but no areas on the proposed site itself.

Part 4.
Initial Concept

The following pages outline the initial concept plan for Via District. This plan is rooted in an understanding of place through both site analysis and policy analysis.

Over the coming months, this concept will be evaluated by the City and serve as the basis for subsequent community engagement. It will evolve from 'Initial Concept' to 'Draft Concept' to 'Final Concept.'



The future of Via District will include a transformation from the low-intensity commercial and industrial uses (shown above) to a vibrant, mixed-use district.

4.1 Contextual Response and Future Concept

The initial concept plan for Via District is based on the unique opportunities of the site and responses to its context.

The concept includes density near the services and amenities of Polson Mall, a short walk to the north. Also, it aligns a new 26th Street with mall access to better facilitate vehicular and pedestrian movement to both the mall and the development.

The mix of uses and vibrant heart of Via District is supported by the presence of a transit exchange, helping to concentrate pedestrian energy where it can be most impactful to neighbourhood vibrancy.

Surface parking is minimal and for higher density blocks parking is located in above grade structures and wrapped

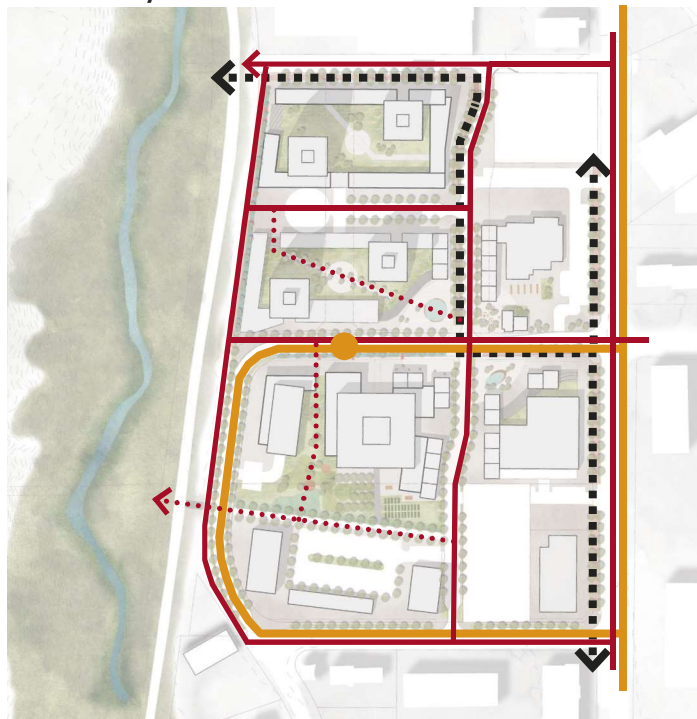
with residential or commercial use. The rooftops of these podiums serve as community amenities with the potential of public access.

Kalamalka Lake Road is supported by maintaining the presence of BNA brewing and proposing future mixed-use (commercial at street level and possible commercial / hotel use above).

The plan is flexible enough to incorporate community use in a range of locations.

Lastly, the plan is stitched together by a network of streets, pedestrian paths, multi-use paths for cycling, and transit.

Connectivity



- Pedestrian (Street / Lane)
- ⋯ Pedestrian (Paths)
- - - Cycling (Multi-Use Path)
- Transit
- Transit Exchange

The proposed plan integrates with the surrounding street and trail network. It includes a transit exchange and a cycling connectivity with the Rail Trail.

Public Realm Highlights



- Stormwater Network
- Via District Plaza
- Passive Green Space
- Rooftop Green Space

The proposed plan integrates with the surrounding street and trail network. It includes a transit exchange and a cycling connectivity with the Rail Trail.



Jubilee Hill (west) and East Hill (east) flank the area around the Via District. The rail corridor and Highway 6 also traverse this low area between Kalamalka Lake to the south and Downtown Vernon to the north. The lower area (shown unshaded in white above) includes Vernon Creek and a portion of Highway 6. Contours shown are 2m contours.

4.2 Vision and Objectives Summary

The Via District Master Plan will guide future development so as to create a distinctive and vibrant urban community within Vernon. Sustainability, sociability, connectivity, accessibility, and livability will all underlie the planning and design decisions. Additionally, the following five principles will guide the creation of the master plan. Each principle is followed by some reference images to help visualize its design outcome.

Design Objective #1 - Via District is a Place of Confluence

The community will blend a range of complementary uses, including housing, community spaces, commercial activity and innovation. Public spaces will be designed for flexibility and diverse activities to create an energetic and magnetic place with opportunities for everyday events and larger community.



Flexible public space



Family-friendly spaces



Mixed-use development



Flexible wet/dry plaza



Community celebration



Community Fire-pits

Design Objective #2 - Via District is Rooted in Vernon



Natural beauty



Unique geography



Cultural vibrancy

At Via District, local community perspectives will guide the Via District plan. With the natural terrain and the urban context in mind, the plan will reflect Vernon and its unique character.

Design Objective #3 - Via District is Touches the Earth

The plan will respect local ecology and nature, with an urban tone. Landscape elements – such as porous surfaces and stormwater treatment zones - will be integrated into the public spaces and community access to green spaces will support the connection to nature.



Community gardening



Pollinator landscapes



Stormwater treatment

Design Objective #4 - Via District Nurtures Community



Vibrant streets



Micro retail for small businesses



Outdoor seating and patios

Commercial and community activities will be unique and reflect a thoughtful approach to community programming. With the potential for entrepreneurial or cultural spaces the Via District will be a place where the Vernon community can flourish and grow.

Design Objective #5 - Via District Serves Vernon's Needs

The plan will respond to Vernon's needs and will align with the community's policy objectives. Higher intensity uses - including a range of building types from low to high-rise buildings - will offer housing choice that is centrally located near the downtown's commercial services and amenities. Sensitive building placement will reflect the opportunities that the unique location can provide.



Housing options



Access to transit



Commercial and recreational spaces

Design Goals

The five design principles reinforce the vision statement and provide clarity on how it will be achieved. Key strategies to achieve the objectives include:

1. The site will feature various scales and forms of buildings, creating a variety of housing options, among other activities and uses.
2. Kal Tire's Head Office and the new BNA Brewing Company will remain at the heart of the plan and the open spaces around them would be enhanced.
3. Break up the site into small blocks by adding pathways, roads, and open spaces that make it easier to walk and bicycle around.
4. A streets-first design approach prioritizes creating vibrant, safe, and well-connected streets as the foundation for shaping the surrounding buildings and public spaces.
5. A combination of active and quiet open spaces provides places for both social activities and relaxation, meeting different needs of residents and visitors alike.

4.3 Massing Study

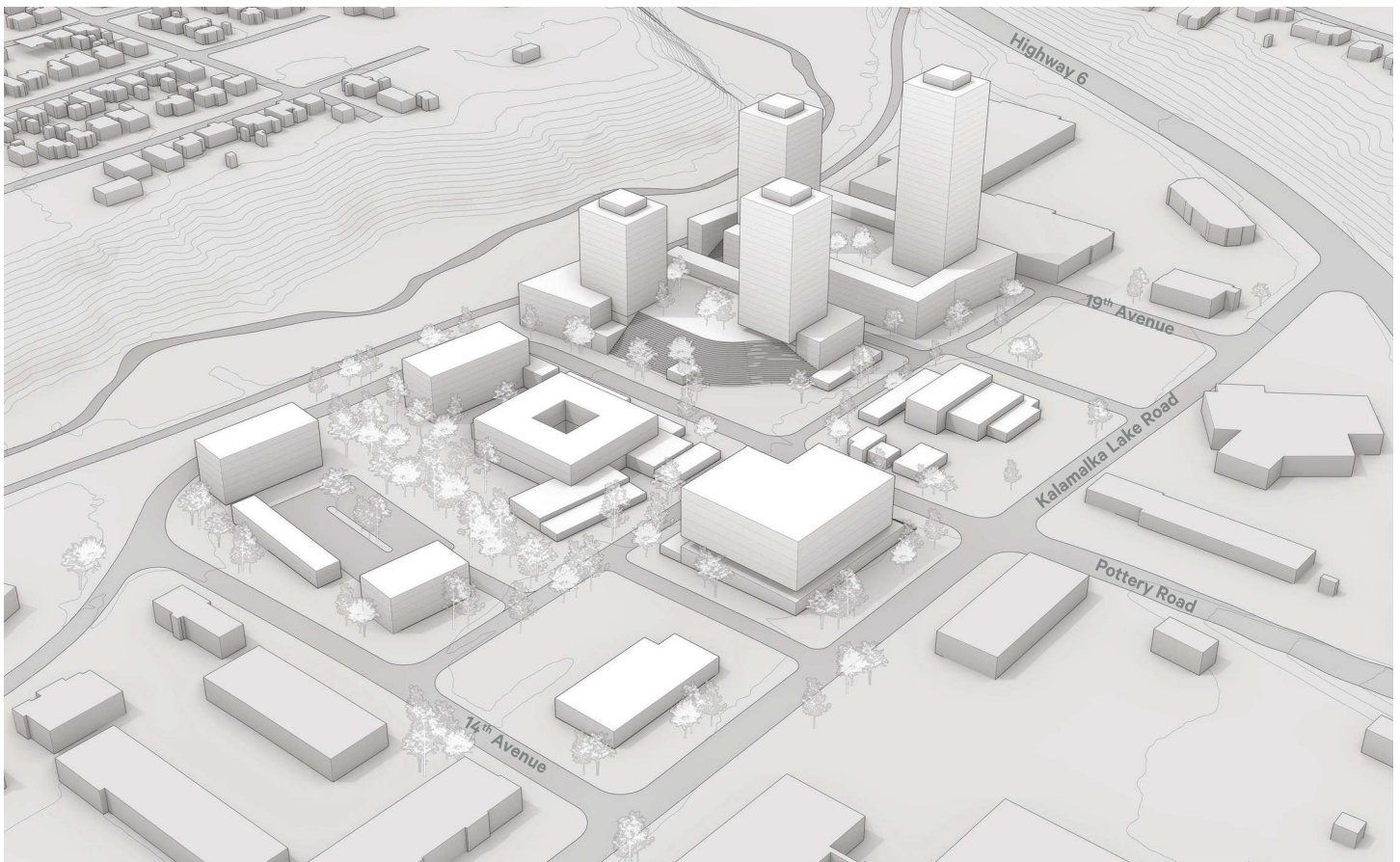
Two massing alternatives have been developed as part of the future concept. A number of factors may influence the final distribution of height and density across Via District. Variations in the market and construction pricing will impact project viability. Given the projected long term build out of the masterplan, flexibility is an important attribute for success.

Massing Option A

Massing Option A as shown below matches the plan described in Section 4.1. This massing demonstrates a scenario where tall buildings are concentrated at the northern half of the site. Positive attributes of this approach are:

- the majority of the height and density is in close proximity to Polson Mall and its services;
- the majority of height is nestled against the bluff of Jubilee Hill, linking an urban design response to the physical terrain;
- larger development sites are north of Polson Drive meaning there is more flexibility in creating above grade parking structures that are wrapped by residential or active uses.

Massing Option A



Massing Option B

Massing Option B depicts a scenario where taller buildings are located at both the north and south end of the site. While both concepts include four towers, this concept includes possible height ranges of 12 - 36 storeys. Positive attributes of this approach are:

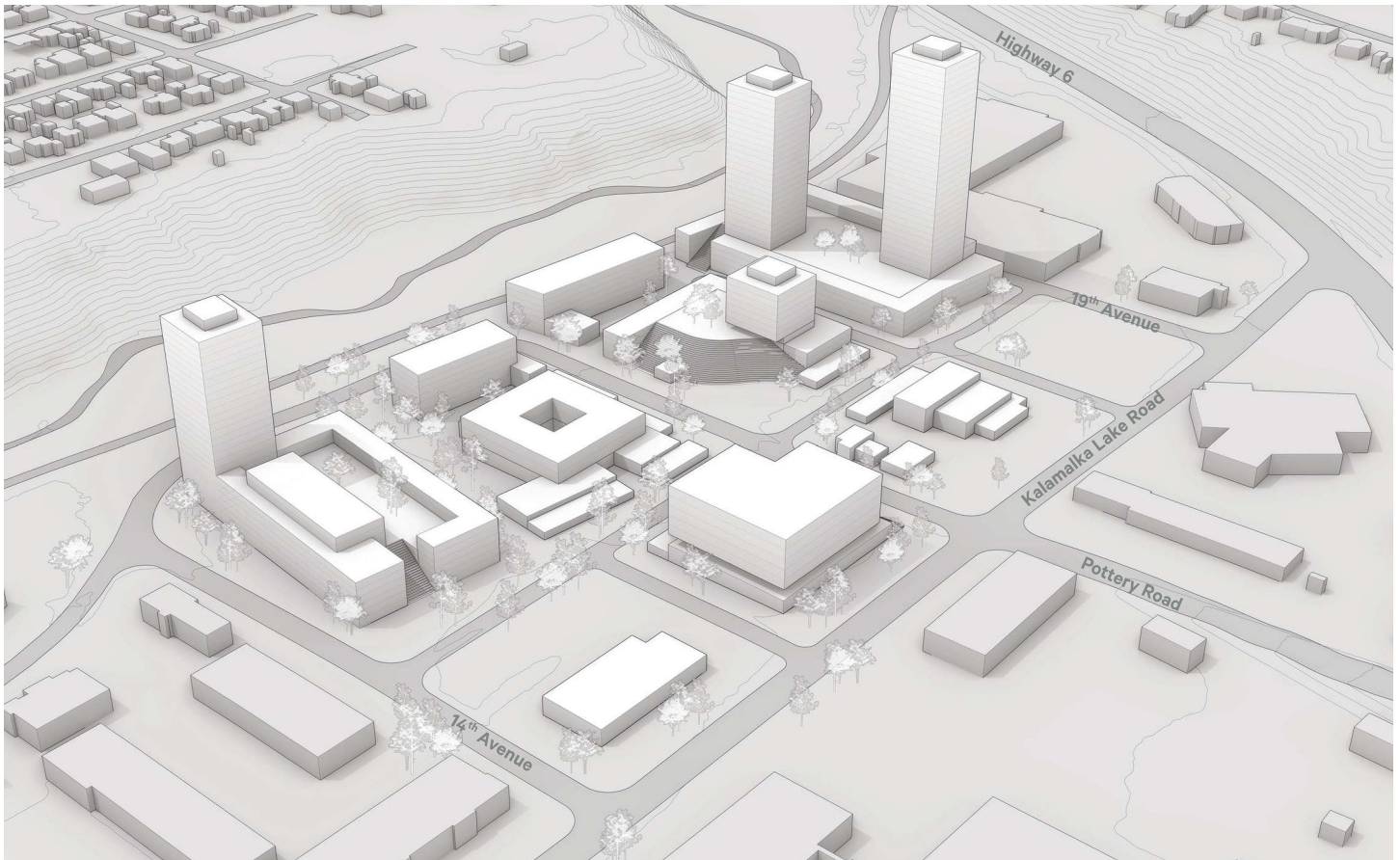
- greater distribution of tall buildings across the site, with more space in between;
- lower-scale near the heart of the community and the primary public space.

Common Elements

The two massing options share common elements. These are:

- the long term retention of the KalTire office;
- the addition of small scale incubator businesses along 26th Street and Polson Drive that are in close proximity to BNA brewing;
- the creation of a fine-grain pedestrian and cycling network throughout the district;
- wrapping of above-grade parking structures for higher density buildings with residential or active use.

Massing Option B





Via District 'Block Party' Engagement Summary Report

Arrowleaf Real Estate | December 10, 2025
Presented by Boniface Oleksiuk Politano Architects

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1. Engagement Summary

Via District - Engagement Summary

Arrowleaf hosted a 'Block Party' engagement event at the BNA Brewery on September 25, 2025. The event invited interested members of the Vernon Community to learn more about the Via District project. The Arrowleaf Team presented general information about the project site and project principles. Additional material was on hand to engage on design qualities of the public realm / open spaces, local identity and economy, and housing types. The following summary provides four key takeaways from the event and event photos.

Over the course of the event, more than 160 people attended. Upon arrival, attendees were asked to identify their connection to Vernon (where they live or where they work, for example) by placing push pins into a map. The image below indicates the responses from attendees with most coming from downtown, East Hill, Polson, and Middleton Mountain in Vernon as well as from Coldstream.

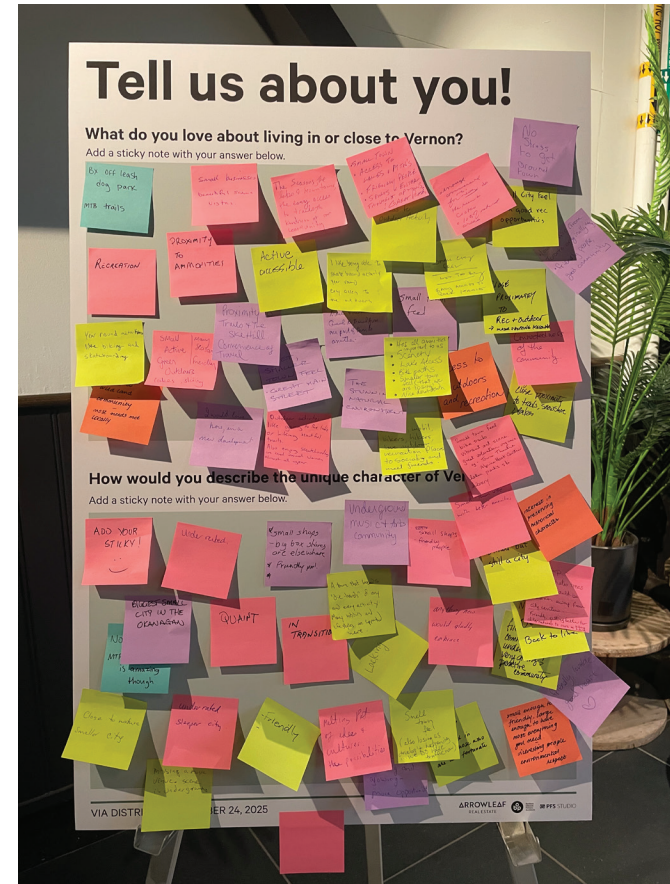


Pins were placed in a map by attendees to depict the location of their 'connection' (meaning where they live, where they work, etc) with Vernon. The photograph above was taken at the conclusion of the Block Party.

Following the event, online and paper surveys were completed. A total of 84 surveys were received.

Five key themes emerged from the initial engagement. These are:

1. Via District is growth where growth belongs and may represent a positive change for the City of Vernon.
2. The success and supportability of Via District is linked to the consideration and inclusion of social, recreational and community spaces.
3. Housing is needed and supported but care should be taken in regards to designing safe and inclusive spaces.
4. Concerns about traffic, traffic safety, and infrastructure were expressed.
5. Climate, natural ecologies, and connections to creeks are seen as a priority.



2. Key Takeaways

Via District - Engagement Summary

Consideration of survey results, sticky note comments, and one-on-one conversations informed the four key takeaways below.

1 Via District is growth where growth belongs.

Attendees commented that the proximity to downtown Vernon, Kalamalka Lake, transit, shopping, and parks are all factors that contribute to Via District's favourable location as a centre for growth.

2 A Community and Social Place

The mixed-use aspects of the project are appealing to those who provided comment. There was an emphasis within the commentary on wellness activities, recreation, and connections to nature being a priority. Ecologically conscious design, shade trees, and connections to Vernon Creek were recurring themes.

3 Housing

Commentary on housing was prevalent with many attendees identifying the virtues of aging in place while other attendees emphasized the social aspects of housing within a community: creating safe places and an inclusive community. Inclusivity refers to safe spaces for everyone and pertained not just to housing itself but the amenity spaces and public realm that supports community.

4 Connections

Attendees commented on the connections between Via District and the surrounding city. This is primarily in terms of movement with concerns expressed over traffic and intersection safety in particular. The ability to walk or cycle to nearby destinations was cited as a positive not just to reduce transportation concerns but as an enjoyable means of mobility as well. Some additional comments pertained to water both in terms of water capacity as well as stormwater and flood mitigation,

5 Ecologies

Ambitions for sustainable design in buildings and public space were shared by attendees. Comments ranging from 'lots of greenery / trees' to 'alternative energy use' to 'greywater re-use and recycling' were all raised.

3. Survey Results

The following is a list of comments received at the Block Party as written comments on sticky notes, posted to the display panels. While comments have been thematically grouped, they are not otherwise interpreted or summarized. Instead, they are provided here as a transcription of input received for transparency and reference.

Question 1 Rank the Design Principles here in order of importance									
Nurture Community	Place of Confluence	Serve Vernon's Needs	Rooted in Vernon	Touch the Earth					
221	178	181	244	189					
<i>Most Important</i>									
<i>2nd Most</i>									
<i>3rd Most</i>									
<i>4th Most</i>									
<i>5th Most</i>									
**For this question, smallest number was the most important									
Place of Confluence									
Serve Vernon's Needs									
Touch the Earth									
Nurture Community									
Rooted in Vernon									
Question 2 Which public amenities should be prioritized as part of the plan? (Select up to 2)									
Dog Park	Ecological Interpretation	Community Garden	Other	Playgrounds	Event Plaza	Skating Rink	Splash Pad	Sports Courts	Outdoor Trails
8	5	13	19	26	22	15	6	15	49
<i>Highest Ranked</i>									
<i>2nd Highest</i>									
<i>3rd Highest</i>									
<i>Least Wanted:</i>									
Outdoor Trails									
Playgrounds									
Event Plaza									
Ecological Interpretation									
Question 3 How should public spaces be used in the warmer months? (Select up to 2)									
Outdoor dining	Festivals	Farmer's Markets	Outdoor Movies	Other	Outdoor Fitness Class	Open-air Performance			
42	29	47	7	9	8	31			
<i>Highest Ranked</i>									
<i>2nd Highest</i>									
<i>3rd Highest</i>									
<i>Least Wanted:</i>									
Farmer's Markets									
Outdoor dining									
Open-air Performance									
Outdoor Movies									
Question 4 How should public spaces be used in the colder months? (Select up to 2)									
Light / Art Displays	Covered Spaces	Fire Pits	Holiday Markets	Other	Winter Sports				
21	24	29	59	6	29				
<i>Highest Ranked</i>									
<i>2nd Highest</i>									
<i>3rd Highest</i>									
<i>Least Wanted:</i>									
Holiday Markets									
Fire Pits									
Winter Sports									
Other									
Question 5 Which types of events and festivals are most needed in Vernon? (Select up to 2)									
Art Fairs	Cultural Heritage	Food Festivals	Live Music	Other	Seasonal Celebrations				
20	19	32	44	6	35				
<i>Highest Ranked</i>									
<i>2nd Highest</i>									
<i>3rd Highest</i>									
<i>Least Wanted:</i>									
Live Music									
Seasonal Celebrations									
Food Festivals									
Other									
Question 6 During construction, parts of the site will remain open and available for temporary uses. Which activities or features would you most like to see in those areas? (Select up to 3)									
Farmers Market	Food Trucks	Honeybee Yard	Mini Golf	Other	Sports Courts	Bike Track	Wildflower Meadows		
48	27	16	14	6	18	29	38		
<i>Highest Ranked</i>									
<i>2nd Highest</i>									
<i>3rd Highest</i>									
<i>Least Wanted:</i>									
Farmers Market									
Wildflower Meadows									
Food Trucks									
Other									
Question 7 Which Age & Dementia Friendly features should be prioritized? (Select up to 2)									
Senior Exercise	Gardening Beds	Low-glare Lighting	Other	Gentle Walking & Rest Stops	Shaded Seating	Clear Signage	Shaded Walking	Washrooms	
12	22	11	6	36	43	16	43	32	
<i>Highest Ranked</i>									
<i>2nd Highest</i>									
<i>3rd Highest</i>									
<i>Least Wanted:</i>									
Shaded Seating									
Shaded Walking									
Gentle Walking & Rest Stops									
Other									
Question 8 Which child-friendly features should be prioritized? (Select up to 2)									
Bike Paths	Nature Play Areas	Other	Playground	Seating	WaterPlay				
33	55	6	25	15	34				
<i>Highest Ranked</i>									
<i>2nd Highest</i>									
<i>3rd Highest</i>									
<i>Least Wanted:</i>									
Nature Play Areas									
WaterPlay									
Bike Paths									
Other									
Question 9 Which social gathering spaces should be prioritized? (Select up to 2)									
Flex-use Fields	Community Gardens	Other	Covered Pavilions	Performance Space	Outdoor Plazas				
18	29	5	28	34	48				
<i>Highest Ranked</i>									
<i>2nd Highest</i>									
<i>3rd Highest</i>									
<i>Least Wanted:</i>									
Outdoor Plazas									
Performance Space									
Community Gardens									
Other									

Question 10 What types of retail businesses would you like to see being developed through this project? (Select up to 3)

Local Artisans	Bakery	Clothing	Florist	Specialty Foods	Other	Pet Stores	Sporting Goods	Wine Shop
20	52	17	9	46	9	8	6	19

Highest Ranked: Bakery
 2nd Highest: Specialty Foods
 3rd Highest: Local Artisans
 Least Wanted: Sporting Goods

Question 11 How should the development support local businesses? (Select up to 2)

Affordable Retail Space	Farmers or Makers Market	Other	Partnerships w/ Local Providers	Pop-ups
69	39		16	31

Highest Ranked: Affordable Retail Space
 2nd Highest: Farmers or Makers Market
 3rd Highest: Pop-ups
 Least Wanted: Other

Question 12 How should the development support tourism in Vernon? (Select up to 2)

Accommodation Options	Public Art	Connectivity w/ Trails	Destination Dining	Info Centre	Other	Programming Opportunities
28	11	45	33	10	5	23

Highest Ranked: Connectivity w/ Trails
 2nd Highest: Destination Dining
 3rd Highest: Accommodation Options
 Least Wanted: Other

Question 13 What type of housing does Vernon need more of?

2bed	3bed	Other	Small Apartment	Townhomes
49	22	18	23	31

Highest Ranked: 2bed
 2nd Highest: Townhomes
 3rd Highest: Small Apartment
 Least Wanted: Other

Question 14 Would you consider living in this part of Vernon?

Yes	No	Maybe
48	11	24

Highest Ranked: Yes
 2nd Highest: Maybe
 3rd Highest: No

Question 15 What types of shared residential amenities should be provided? (Select up to 2)

BBQ Area	Bike Lounge	Co-Work	Rooftop Gardens	Guest Suite	Gym	Multi-purpose Room
27	7	5	45	34	18	35

Highest Ranked: Rooftop Gardens
 2nd Highest: Multi-purpose Room
 3rd Highest: Guest Suite
 Least Wanted: Co-Work

Question: Is there anything else you'd like to share with the project team?

In addition to the survey results quantified above, the survey included an option for open-ended feedback with a maximum of 500 words. Thirty-nine responses were captured.

In summary, these responses indicated strong support for a mixed-use, pedestrian-focused development that emphasizes affordability, accessibility, and vibrant public spaces. Residents want more affordable and senior-friendly housing, along with amenities such as childcare, medical services, diverse retail, restaurants, and recreational facilities.

Key concerns focus on traffic congestion, parking, and ensuring adequate transportation connections, especially around Kalamalka Lake Road and Polson Mall. Safety issues—particularly crime and homelessness—are significant to the respondents and need proactive planning.

There is clear interest in maintaining and enhancing green space, protecting watercourses, and incorporating sustainable design elements such as solar energy, permeable surfaces, and EV charging. People also want active transportation networks and covered, all-season recreation areas.

Overall, the feedback received on the open ended question reinforces the main themes of the community engagement and envisions a lively, walkable district that attracts families, young adults, and seniors while balancing environmental protection, practical infrastructure, and long-term livability.

4. Sticky Note Comments

The following is a list of comments received at the Block Party as written comments on sticky notes, posted to the display panels. While comments have been thematically grouped, they are not otherwise interpreted or summarized. Instead, they are provided here as a transcription of input received for transparency and reference.

Question 1a: What is the most important design principle to you?

Housing, Density & Residential Needs

- Some senior condos
- Affordable housing options
- Density
- No high-rise: mid-rise 6 stories
- Senior housing
- Meeting Vernon's needs
- I consider this as infilling – so far pleased re housing, commercial, and natural preservation
- Serving Vernon needs (minimal high-rise), lots of green space and useable areas
- A community for the younger generation! We need to draw in younger people to Vernon.

Mixed Use, Retail & Business/Commercial Development

- Like your ideas of mixed residential with green space and light commercial
- Mixing needs of residential and commercial
- Non-residential development should be restricted to anything but retail. Retail must remain downtown for community.
- Business development

Transportation, Access & Connectivity

- Ability to get around without a car
- Access: lake, downtown, Polson Park
- This site has the opportunity to take a leadership role in bike use for Vernon
- Bike paths and racks
- Kal Lake Rd connection link – flow to Highway 97
- Concerned about traffic congestion on Kal Rd
- Concerns over Kal Lake Rd congestion/traffic
- Road accesses
- Traffic flow
- Increase of traffic on adjoining roads

Parks, Nature, Trees & Environmental Design

- Encouraging mature trees, permeability, park space
- Pulling nature and green spaces design into the project
- Green space
- Shade trees
- Ecologically-conscious design
- Flood mitigation with creek nearby
- Water shortage
- Natural outdoor play and gathering areas that can host programmed outdoor fitness and wellness activities

Public Spaces, Gathering Areas & Community Life

- Outdoor patios and spaces for FUN
- Need a place for people to meet and events to happen
- Mixed use recreational space – skateboard
- Off-leash dog park areas please
- More public use of park space
- Walkability & ground-oriented public areas
- Making most of what's available like lakeside boardwalk
- Skateboard and multi-use space with green space around so whole families can use it
- Community ++
- Neighbourhood friendly
- Make space for the arts – artist studios affordable

Safety, Social Concerns & Livability

- Less homeless
- Ensure area doesn't become a haven for homeless, MH and addicts
- Safety for everyone
- Livability
- Heritage feel
- Do not follow traditional urban designs: design with peace in mind

Question 1b: Are we missing any principles that you consider crucial for the design and development of this project?

Housing, Affordability & Social Needs

- Affordable housing, high-rise with plenty of retail space
- Needs of low-mid income renters
- Mixed-use
- Mixed-use of density housing
- Density
- Social housing
- Affordable housing and housing diversity
- Truly affordable housing for low income folks
- Truly affordable housing
- Flex units, lock off
- Mid-rise complex
- Some healthcare services
- Homeless

Community Spaces, Gathering Places & Amenities

- New space for Art Centre
- Create venues for young people to gather to dance and play music
- Place of belonging and gathering for all age groups
- Services, programs, YMCA community centres
- Outdoor ice rink, park for children
- Places to meet and socialize
- Large multi-purpose rooms to program various services for all age groups at the same time inside or outside
- More multi-use space for different sports to all use
- Large covered outdoor space for mixed-use activities
- Conference centre
- Park for kids and dog walking areas
- Boardwalk walking route with cafes, small retail
- Small businesses, cafes
- Science museum (like Kitchener)
- Utilize waterfront view for people like restaurants
- "VIA" is a very cold name given the vibrancy and proximity to Kal Lake (identity of space)
- No boxes (architectural character)

Transportation, Access & Connectivity

- Easy access from and to hospital (consider health worker links)
- Consider how people will access from surrounding areas (crossing highways)
- Elevated crossing
- Hwy 6 and Pottery Rd intersection too many accidents as is (also Transportation)

Transit hub

- Access to road networks, traffic improvement
- Walking and biking routes
- Cycling infrastructure
- Hwy 6 and Pottery Rd intersection too many accidents as is, some thought needs to be put into it
- Traffic impact on Kal Lake Rd and Hwy 6

Sustainability, Environment & Green Design

- Grey water re-use
- Greywater re-use and recycling
- Water run-off recycle to wetland areas can create wonderful "green" features
- Recycled water for landscaping
- Storm water treatment to remove tire wear particles to mitigate environmental impacts
- Minimize greenhouse gas emissions, climate impacts
- Environmental leadership
- The integration of alternative energy sources and green design
- Net zero buildings
- Net zero buildings (duplicate but kept)
- Low carbon building and operation energy efficient
- Will solar be part of roof construction
- Green roof designs, even partially
- Lots of greenery, trees
- Keep some nature somehow, lots of deer coyote, small animals, birds live here

Infrastructure & Utilities

- EV charging stations
- Mixed-use (as infrastructure concept)
- Some healthcare services (also fits community needs)

Safety

- Safety

Question 2a: What do you love about living in or close to Vernon?

Nature, Scenery & Environment

- Beautiful scenic vistas
- The seasons
- Lakes and mountains
- Access to lakes and mountains
- Lots of natural areas
- The stunning natural environment
- Scenery, lake access
- Lakes, parks, ski
- Proximity to trails, snowshoe and lakes
- Access to wild land and community

Outdoors, Recreation & Active Lifestyle

- Easy access to trails
- Close proximity to rec and outdoor
- Proximity to trails and the ski hill
- Year-round activities like biking and skateboarding
- Access to outdoor activity
- Recreation
- Active accessible
- Year-round access to the outdoors
- Access to outdoors and recreation
- Bikers, hikes, love outdoor recreation
- Outdoor activities like going to the lake or hiking beautiful trails
- Enjoy skateboarding in and around Vernon almost all year
- Access to wild land and community (also nature)
- Easy access to parks and trails
- Bike paths
- Bike trails

Small Town Feel, Community & Friendliness

- Kindness of our community
- Friendly people
- Connectedness of the community
- Quiet, smaller town feel
- Small town feel
- Smaller town feel that we are losing
- Small town
- Friendly people, good community
- Small city feel with good rec opportunities
- Small city feel, not too busy
- Small active green outdoors
- Size
- Most needs met locally
- Places to socialize and meet friends

Amenities, Services & Convenience

- Small businesses
- Enough commercial for me, never do the run to Costco
- Has all amenities important to us
- Proximity to amenities
- Great main street
- Nice downtown
- Library
- Great volunteer organization, e.g., Town Theatre, Alpine Book Centre
- Vibrant art scene
- Sports and entertainment options
- Major shopping Kelowna
- Most needs met locally
- I would live here in a new development
- BX off-leash dog park

Accessibility, Travel & Ease of Getting Around

- No stress to get around town
- Convenience of travel
- Quick to travel from one part of town to another
- Low traffic
- Accessibility to trails and outdoors

Mixed or Miscellaneous

- Retired, mobile? (identity/lifestyle)

Question 2b: How would you describe the unique character of Vernon?

Small-Town Character & Size

- Small town appeal
- Small town feel (losing as development is happening, we do have traffic now)
- Small enough to be friendly, large enough to have most everything you need
- Smaller city
- Small town vibe with better amenities
- Small but still a city
- Small shops
- Small shops, big box stores are elsewhere
- Biggest small city in the Okanagan
- Quaint

Friendliness, Community Spirit & Giving Nature

- Very friendly and growing more opportunities
- Community minded - interested in helping those who are less fortunate
- Friendly loveable good heart
- Interesting people
- Friendly community, understated, very giving and proactive community
- Friendly
- Friendly people
- Friendly people
- Friendly
- Anything new would gladly embrace

Culture, Arts, Creativity & Diversity

- Melting lot of ideas and cultures, possibilities
- A town that breeds "die-hards" of any and every activity; many hobbies and lifestyle are supported here
- Underground music and arts community
- Missing a music venue, scene is underground
- Underrated sleeper city
- Underrated

Nature, Outdoors & Environment

- Environmental respect
- Closer to nature
- Not sure? MTB scene is amazing though
- Getting better for alternatives to cars, e.g. biking, hiking
- Dump – council hates trees (negative environmental sentiment)

Development, Change & Transition

- In transition
- Needs to be brought back to life
- Lacking
- Streets could be cleaner away from city centre
- Losing small-town feel as development is happening
- Anything new would gladly embrace (also fits here)

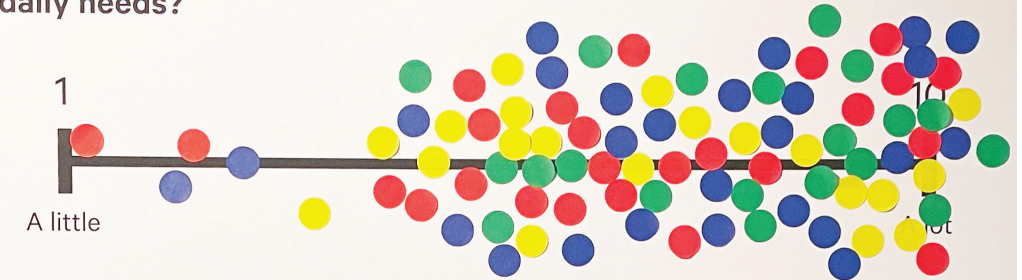
History & Identity

- Interest in preserving historical character
- Underrated sleeper city (also identity)
- Small town vibe with better amenities (straddles identity & development)

Tell Us About You! (Panel 1)

For each of the questions below, add a dot that indicates where you stand.

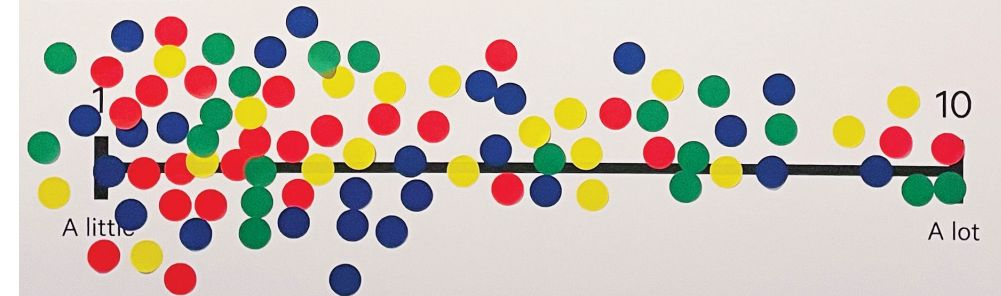
How much do you value walking instead of driving to meet your daily needs?



How much do you value bicycling or using alternative modes of transportation over driving?



How much would you utilize public transit if it were available and convenient?



Sticky dots were used to indicate the preferences of participants with those on the left indicating a response of 'a little' and those on the right indicating a response of 'a lot'. Dot colour has no significance.

Tell Us About You! (Panel 2)

For each of the questions below, add a dot that indicates where you stand.

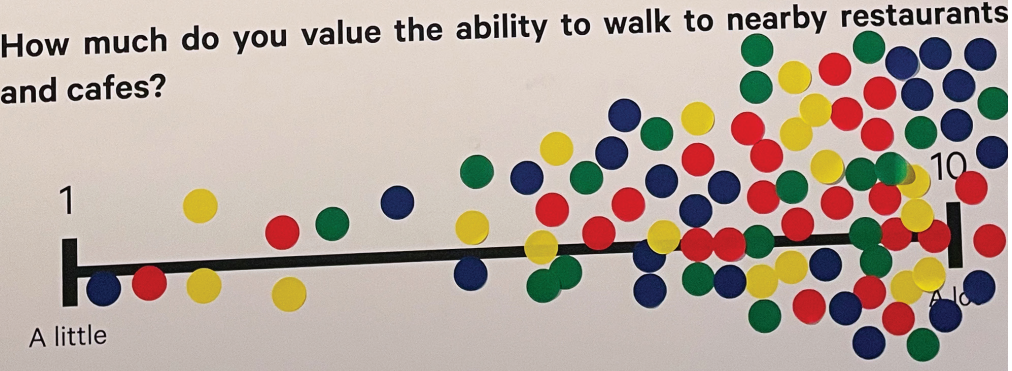
How often do you use local parks and trails?



How much do you value shopping near home?



How much do you value the ability to walk to nearby restaurants and cafes?



Attachment '3' – Chart of Proposed Official Community Plan Text Amendments in Bylaw 6080

Text proposed to be removed is identified with ~~strikethrough~~.

Text proposed to be added is identified in red.

No.	OCP Section and Page No.	Current	Proposed	Purpose
1.	Section 5.2 Village Centres. Page 112	Alexis Park, Jubilee Hill, and Waterfront Village Centres	Alexis Park, Jubilee Hill, Polson , and Waterfront Village Centres	To add Polson to the list of Village Centres.
2.	Section 5.2 Village Centres. Page 112	The Official Community Plan designates three secondary growth areas as Village Centres (Map 5.1) to provide a mix of housing, employment, shops, parks, and services within a walkable, urban environment.	The Official Community Plan designates three four secondary growth areas as Village Centres (Map 5.1) to provide a mix of housing, employment, shops, parks, and services within a walkable, urban environment.	To revise the number of Village Centres.
3.	Section 5.2 Village Centres. Page 112	N/A	Polson Village Centre is envisioned to be a strategic growth area that will transition into a mixed-use, transit-oriented hub over time. This evolution will support strong linkages with Polson Park and Downtown, and is expected to include increased residential density, enhanced commercial activities, and progressive transit service and infrastructure improvements.	To add the description of Polson Village Centre to the introductory pages of Section 5.2 Village Centres.

4.	5.2.2. Objective: Building Heights and densities are context sensitive. Page 113	5.2.2.1. Consider building heights up to 6 storeys.	5.2.2.1. Consider building heights up to 6 storeys in the Alexis Park, Jubilee Hill, and Waterfront Village Centres.	To clarify that the 6 storey building height only applies in Alexis Park, Jubilee Hill, and Waterfront Village Centres.
5.	5.2.2. Objective: Building Heights and densities are context sensitive. Page 114	N/A	5.2.2.2. Consider taller buildings (16 or more storeys) in the Polson Village Centre, only where proposals adhere to Public Benefit Policy 4.1.5.1. and the Form and Character Design Guidelines for high-rise buildings.	To allow for consideration of buildings taller than 16 storeys in the Polson Village Centre.
6.	5.2.5. Objective: Village Centres are Vernon's secondary hubs for commercial activities. Page 115	N/A	5.2.5.3. Encourage and support the development of hotel uses within the Polson Village Centre, as part of a broader strategy to strengthen the area's role as a mixed-use, transit-oriented destination.	To encourage the development of a hotel in the Polson Village Centre.
7.	5.2.6 Objective: Establish Village Centres as places for people by activating spaces, improving streetscapes, and providing amenities. Page 115	5.2.6.1. Encourage active commercial uses at street level with frequent storefronts and wider sidewalks for outdoor dining and displays to spill out onto the following streets: <ul style="list-style-type: none"> • Alexis Park Village Centre: 42 Avenue, 43 Avenue, Alexis Park Drive 	5.2.6.1. Encourage active commercial uses at street level with frequent storefronts and wider sidewalks for outdoor dining and displays to spill out onto the following streets: <ul style="list-style-type: none"> • Alexis Park Village Centre: 42 Avenue, 43 Avenue, Alexis Park Drive 	To encourage street activation in the Polson Village Centre.

		<ul style="list-style-type: none"> • Jubilee Hill Village Centre: 16 Avenue, 31 Street, 33 Street • Waterfront Village Centre: Okanagan Landing Road, Lakeshore Road. 	<ul style="list-style-type: none"> • Jubilee Hill Village Centre: 16 Avenue, 31 Street, 33 Street • Polson Village Centre: Kalamalka Lake Road, 14 Avenue, 26 Street • Waterfront Village Centre: Okanagan Landing Road, Lakeshore Road. 	
8.	5.2.12 Objective: Enhance options to walk, bike, roll, or take transit. Page 120.	N/A	5.2.12.4 Support the provision of a bus pullout, integrated with the surrounding street network and public realm, on 14 Avenue in the Polson Village Centre to improve transit service safety and reliability.	To support transit in the Polson Village Centre.

THE CORPORATION OF THE CITY OF VERNON

BYLAW 6080

A bylaw to amend the City of Vernon's Official
Community Plan Bylaw 6200

WHEREAS the Council of the Corporation of the City of Vernon has determined to amend the "Official Community Plan Bylaw 6200, 2025";

AND WHEREAS all persons who might be affected by this amending bylaw have, before the passage thereof, been afforded an opportunity to be notified on the matters herein before the said Council, in accordance with the provisions of Section 464 of the *Local Government Act*, and all amendments thereto;

NOW THEREFORE the Council of the Corporation of the City of Vernon, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as "**Official Community Plan Polson Village Centre Amendment Bylaw 6080, 2026**".
2. That Official Community Plan Bylaw 6200 be, and is hereby amended, as follows:
 - (a) **ADD Polson Village Centre** to **Section 5.2 Village Centres** on Page 112 of the Official Community Plan as shown in **red** on attached Schedule 'A', attached to and forming part of this bylaw;
 - (b) **AMEND 5.2.2.1.** related to building heights in **Section 5.2.2. Objective: Building heights and densities are context sensitive** on Page 114 of the Official Community Plan as shown in **red** on attached Schedule 'A', attached to and forming part of this bylaw;
 - (c) **ADD 5.2.2.2.** related to building heights to **Section 5.2.2. Objective: Building heights and densities are context sensitive** on Page 114 of the Official Community Plan as shown in **red** on attached Schedule 'A', attached to and forming part of this bylaw and renumber this section as required;

- (d) **ADD 5.2.5.3.** related to hotel development to **Section 5.2.5. Objective: Village Centres are Vernon’s secondary hubs for commercial activities** on Page 115 of the Official Community Plan as shown in **red** on attached Schedule ‘A’, attached to and forming part of this bylaw;
 - (e) **ADD Polson Village Centre** related to activating streets to **5.2.6.1 in Section 5.2.6. Objective: Establish Village Centres as place for people by activating spaces, improving streetscapes, and providing amenities** on Page 115 of the Official Community Plan as shown in **red** on attached Schedule ‘A’, attached to and forming part of this bylaw;
 - (f) **ADD 5.2.12.4.** related to a transit bus pullout to **Section 5.2.12 Objective: Enhance options to walk, bike, roll, or take transit** on Page 120 of the Official Community Plan as shown in **red** on attached Schedule ‘A’, attached to and forming part of this bylaw;
3. That Official Community Plan Bylaw 6200 be, and is hereby amended, as follows:
- (a) **REDESIGNATE** the following legally described lands from UN – Urban Neighbourhood, CMTY – Community, and IND – Industrial to VC – Village Centre on Official Community Plan Map 5.1 Land Use as shown on attached Schedule ‘B’, attached to and forming part of this bylaw;

Legal Descriptions:

1. Lot 1 Section 27 Township 9 ODYD District Plan 27573
2. Lot 17 Section 27 Township 9 ODYD District Plan 27573
3. Lot A Section 27 Township 9 ODYD District Plan 32007
4. Lot 1 Section 34 Township 9 ODYD District Plan 26791 Except Plan KAP91872
5. Lot A Section 27 Township 9 ODYD District Plan KAP50834
6. Lot 1 Section 27 Township 9 ODYD District Plan KAP56767
7. Lot 1 Section 34 Township 9 ODYD District Plan KAP84037
8. Lot 2 Section 34 Township 9 ODYD District Plan KAP84037

BYLAW 6074
PAGE 3

- (b) **UPDATE** the Official Community Plan Map 5.1 Land Use in accordance with the areas shown on Schedule 'B' attached to and forming part of this bylaw.
4. Official Community Plan Bylaw 6200 is hereby ratified and confirmed in every other respect.

READ A FIRST TIME this	day of , 2026
READ A SECOND TIME this	day of , 2026
PUBLIC HEARING held this	day of , 2026
READ A THIRD TIME this	day of , 2026
ADOPTED this day of , 2026.	

Mayor

Corporate Officer

5.2 Village Centres

Alexis Park, Jubilee Hill, Polson, and Waterfront Village Centres

The Official Community Plan designates **four** **three** secondary growth areas as Village Centres ([Map 5.1](#)) to provide a mix of housing, employment, shops, parks, and services within a walkable, urban, environment. These Centres

will be secondary hubs of activity, more modest than the Urban Centres, with enough day-to-day services that owning a vehicle becomes a choice, rather than a requirement.



Alexis Park Village Centre benefits from established transportation corridors, multiple

indoor and outdoor recreation opportunities, schools, and places of worship. It will grow to accommodate additional residential density in a variety of built forms and has several planned transportation projects that will expand the multimodal network of options for moving about the community.



Polson Village Centre is envisioned to be a strategic growth area that will transition into

a mixed-use, transit-oriented hub over time. This evolution will support strong linkages with Polson Park and Downtown, and is expected to include increased residential density, enhanced commercial activities, and progressive transit service and infrastructure improvements.



Jubilee Hill Village Centre is earmarked for increased residential density, such as **workforce housing**,

that is vital to support the operations and expansion of the Vernon Jubilee Hospital. It will grow in the form of apartments and mixed-use developments while building stronger pedestrian connections to the hospital. Short-term accommodation and innovative ownership models will assist in providing support for patients, doctors, and hospital staff.



Waterfront Village Centre is envisioned to be a bustling hub that attracts tourists and year-round

residents to experience Okanagan Lake with a waterfront pathway, small-scale commercial opportunities, tourist accommodations and residential housing, and a grand pedestrian boulevard along Lakeshore Drive. New growth and development will respect the existing constraints of airport operational height limits ([Map 3.2](#) and [Regional Airport Zoning Regulations Bylaw](#)), protected wetlands, and developed and natural parks.

LIVE

How community members are housed and experience the community.

5.2.1 Objective: Housing is diverse, plentiful, and activates Village Centres.

Diverse Housing Types

5.2.1.1. Support the development of a diverse range of building forms (Figure 5.3), including:

- Apartment
- Single stair egress
- Mixed-use
- Townhouse
- Infill.

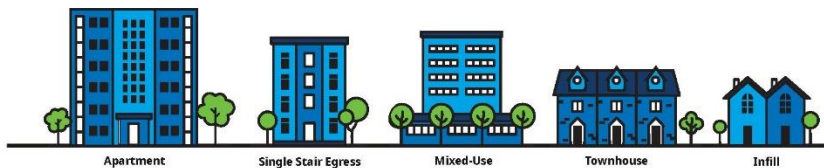


Figure 5.3 Village Centre building forms.

5.2.1.2. Support a balanced mix of housing types by encouraging developments to include a range of unit sizes in each project including 1-, 2-, and 3-bedroom homes.

5.2.1.3. Encourage ground-oriented units to face public streets, where a front door facing the street contributes to a personal sense of ownership and autonomy, while fostering social interaction with the community.

5.2.2 Objective: Building heights and densities are context sensitive.

Building heights

5.2.2.1. Consider buildings up to 6 storeys in the Alexis Park, Jubilee Hill, and Waterfront Village Centres.

- 5.2.2.2. Consider taller buildings (16 or more storeys) in the Polson Village Centre, only where proposals adhere to Public Benefit Policy 4.1.5.1. and the Form and Character Design Guidelines for high-rise buildings.
- 5.2.2.3. Require that building heights in the Waterfront Village Centre respect the operational height limits of the Vernon Regional Airport ([Map 3.2](#) and [Regional Airport Zoning Regulations Bylaw](#)).
- 5.2.2.4. Encourage high-density residential developments along the fringes of neighbourhood parks to promote access to shared community spaces, community togetherness, and “eyes on the park”.

5.2.3 Objective: Land is used efficiently in Village Centres.

Vacant and underutilized lands

- 5.2.3.1. Encourage the addition of housing units or redevelopment on underutilized lands, such as civic properties, places of worship, and surface parking lots.
- 5.2.3.2. Discourage surface parking lots in new residential and mixed-use developments, except where necessary for accessible parking, visitor and commercial parking, and loading stalls.

Land assemblies

- 5.2.3.3. Encourage property owners and developers to consolidate multiple lots into land assemblies, to deliver block style apartment buildings on [major streets](#) near current and future multi-use pathways and within 400 m of transit stops.

5.2.4 Objective: Mixed-use communities are achieved through collaboration.

Large properties

- 5.2.4.1. Consider redevelopment of the Vernon Square Shopping Centre site, only when initiated by the property owners through an Area Redevelopment Plan, to deliver a comprehensive, mixed-use community that integrates housing, employment, and recreation.
- 5.2.4.2. Support development or redevelopment of large parcels of land in collaboration with landowners, to encourage mixed-use projects that are in alignment with Official Community Plan objectives and public benefit.

WORK

How community members work, and the economic vibrancy of the community.

5.2.5 Objective: Village Centres are Vernon’s secondary hubs for commercial activities.

Mixed-use development

- 5.2.5.1. Encourage mixed-use and high-density developments that increase the number of residents living in close proximity to commercial and employment areas, to assist with employee recruitment and retention by shortening distances between home and work, and to support businesses.
- 5.2.5.2. Support the integration of commercial units on residential streets through expanded home-based business opportunities, mixed-use projects, or standalone developments.
- 5.2.5.3. Encourage and support the development of hotel uses within the Polson Village Centre, as part of a broader strategy to strengthen the area’s role as a mixed-use, transit-oriented destination.

5.2.6 Objective: Establish Village Centres as places for people by activating spaces, improving streetscapes, and providing amenities.

Activate streets

- 5.2.6.1. Encourage active commercial uses at street level with frequent storefronts and wider sidewalks for outdoor dining and displays to spill out on the following streets:
 - Alexis Park Village Centre: 42 Avenue, 43 Avenue, Alexis Park Drive.
 - Jubilee Hill Village Centre: 16 Avenue, 31 Street, 33 Street.
 - Polson Village Centre: Kalamalka Lake Road, 14 Avenue, 26 Street.
 - Waterfront Village Centre: Okanagan Landing Road, Lakeshore Road.

SCHEDULE 'A'
Attached to and Forming Part of Bylaw 6080
“Official Community Plan Polson Village Centre Amendment Bylaw 6080, 2026”

Streets for people

- 5.2.6.2. Encourage public events and programs on streets to help activate the public realm, such as with patio programs, cultural events, food trucks, and block parties.
- 5.2.6.3. Support walk-up windows rather than drive-through windows for existing and new food and beverage businesses, to encourage vibrant streets that prioritize pedestrians.

Public investment

- 5.2.6.4. Prioritize public investment in Village Centres, including infrastructure, parks and public spaces, and public-private partnerships for community amenities that entice private development.



Polson Artisan Night Market

5.2.7 Objective: Jubilee Hill growth supports Vernon Jubilee Hospital as a regional facility.

Partner with Interior Health

- 5.2.7.1. Encourage the development of **workforce housing** featuring 1- and 2-bedroom units.
- 5.2.7.2. Support mixed-use development that includes accommodation for stays of 1 to 90 days, to support visiting healthcare workers, patients, and families.
- 5.2.7.3. Support the continued growth of Vernon Jubilee Hospital, respecting the context of the surrounding neighbourhood.
- 5.2.7.4. Collaborate with Interior Health to provide land uses in the surrounding area, to support a growing hospital campus that will provide services for the North Okanagan region and beyond.

5.2.8 Objective: Enhance Lakeshore Road as the focus of the Waterfront Village Centre’s pedestrian-oriented area.

Lakeshore Road streetscape

- 5.2.8.1. Encourage a consistent street wall of two storeys along Lakeshore Road with similar setbacks to the sidewalk and articulated buildings, while respecting the height limitations of Vernon Regional Airport.
- 5.2.8.2. Encourage small and frequent commercial storefronts along Lakeshore Road, to maximize the number of different businesses that will attract tourists and residents to the waterfront.
- 5.2.8.3. Encourage tourist-oriented accommodation within the Waterfront Village Centre, especially along Lakeshore Drive and Okanagan Landing Road.

PLAY

How and where Vernonites are active and interact with the environment.

5.2.9 Objective: Community spaces and public places are integrated into new developments.

Public places and spaces

5.2.9.1. Encourage new developments to include publicly accessible open spaces with shade on site, particularly at prominent corners, to create pedestrian plazas.

Compatible uses to Vernon Regional Airport

5.2.9.2. Support land uses and building heights that are complementary to the Vernon Regional Airport, such as natural parks, developed parks, campsites, and low-rise buildings with low-height landscaping and trees.

5.2.9.3. Regularly review the [Vernon Regional Airport Master Plan](#) to ensure current and future needs of the community and of the airport are being met.

5.2.10 Objective: Enhance connections to the natural environment.

Tree canopy

5.2.10.1. Encourage the preservation of significant trees and the removal of hazardous trees or invasive species, when identified prior to development.

Lake access

5.2.10.2. Encourage building spacing to allow for pedestrian connections on site, from the street to the lakefront, in the Waterfront Village Centre.

5.2.10.3. Implement the [Lake Access Plan](#) and a Park Acquisition Strategy to improve public access to Okanagan Lake.

MOVE

How Vernonites move from place to place.

5.2.11 Objective: Prioritize the safe movement of pedestrians.

Pedestrian priority

- 5.2.11.1. Support high-quality **streetscapes** with emphasis on the pedestrian first, followed by bicycles, rollers, and transit users, to enhance walkability and reduce car dependence.
- 5.2.11.2. Encourage construction of sidewalks and frontage improvements, including street trees for new multi-family developments.

5.2.12 Objective: Enhance options to walk, bike, roll, or take transit.

Wayfinding

- 5.2.12.1. Support distinct and identifiable architecture that creates signature buildings with clearly marked intersections, to make wayfinding easier.
- 5.2.12.2. Encourage site planning and building design that includes creative signage, public art, or identifiable landscaping, to assist people with navigating Village Centres.



Lakeshore Park

SCHEDULE 'A'

Attached to and Forming Part of Bylaw 6080
“Official Community Plan Polson Village Centre Amendment Bylaw 6080, 2026”

Transit

- 5.2.12.3. Support the upgrade of transit stops with lighting, shelters, benches, and waste receptacles, following the BC Transit *On-Street Infrastructure Design Guide*; and the integration of transit stops and bus pullouts into building designs, as necessary, at the time of redevelopment.
- 5.2.12.4. Support the provision of a bus pullout, integrated with the surrounding street network and public realm, on 14 Avenue in the Polson Village Centre to improve transit service safety and reliability.

Streetscapes

- 5.2.12.5. Encourage enhanced **streetscapes** on prominent streets as a function of development, including wider sidewalks, benches, lighting, and space for planting trees in soil cells.
- 5.2.12.6. Encourage new apartment and mixed-use developments to underground existing power lines on public and private property, as a function of frontage improvements to enhance the public realm, and improve firefighting access and lane circulation.

Parking

- 5.2.12.7. Discourage surface parking lots as standalone and temporary uses.
- 5.2.12.8. Consider parking reductions for properties that have a high water table, rather than supporting surface parking.
- 5.2.12.9. Monitor parking demand in the neighbourhood around Vernon Jubilee Hospital, to ensure hospital parking does not impact the availability of on-street parking for residents.

Highway interface

- 5.2.12.10. Collaborate with Interior Health and the BC Ministry of Transportation and Transit on opportunities to construct a pedestrian bridge across Highway 97, to connect Jubilee Hill Neighbourhood Centre to Vernon Jubilee Hospital.

SCHEDULE 'A'
Attached to and Forming Part of Bylaw 6080
“Official Community Plan Polson Village Centre Amendment Bylaw 6080, 2026”

LAND USE POLICIES

5.2.12.11. Encourage mixed-use development along Highway 97 in Jubilee Hill that provides commercial uses closer to the road and residential uses towards the rear of properties.

Vehicle-oriented uses

5.2.12.12. Discourage new development of big box stores and vehicular-oriented uses, such as drive-throughs, gas stations, and service centres in Village Centres.



Jubilee Hill

SCHEDULE 'B'
Attached to and Forming Part of Bylaw 6080
"Official Community Plan Polson Village Centre Amendment Bylaw 6080, 2026"

