



Report to Advisory Planning Committee

To: Advisory Planning Committee File No: DVP00689
Date: June 9, 2026
From: Michelle Austin, Senior Planner
Subject: Development Variance Permit for 5000 24 Street

Purpose:

To present a Development Variance Permit (DVP) application for 5000 24 Street to vary landscape buffers and vehicle parking requirements for a proposed 126-unit seniors supportive housing apartment building. The Advisory Planning Committee (APC) is asked to provide a recommendation to Council.

Recommendation:

THAT the Advisory Planning Committee recommend that Council vary the following provisions of Zoning Bylaw 6000 for a 126-unit seniors supportive housing apartment building:

- a) Table 6.1 – Minimum Landscape Buffers – to accommodate loading and parking areas:
 - i. Reduce the required north side yard buffer from 1.5 m vegetated with a fence to 0.0 m without a fence; and
 - ii. Reduce the required west rear yard and a portion of the south side yard buffers from 1.5 m vegetated with a fence to 0.0 m with a fence.

- b) Table 7.7 – Vehicle Parking – to reduce the required number of residential parking spaces from 63 to 29.

Background:

a. Overview:

1. The subject property at 5000 24 Street is located across from both the intersection of 50 Avenue with 24 Street and Creekside Animal Clinic and it is adjacent to the Liquor Warehouse (Attachment 1). The site is vacant and has an area of 0.4 hectares (0.97 acres) (Figures 1 and 2).

2. The proposal is to construct a 126-unit senior's supportive housing apartment building (Attachments 2 & 3). The variance application seeks to:

- i. Reduce the required landscape buffers along some property lines to accommodate loading and parking areas; and
- ii. Reduce the required number of residential parking spaces from 63 to 29.



Figure 1: Location

3. In 2016, a Development Permit (DP000623) and Development Variance Permit (DVP00339) were issued for a 119-unit seniors supportive housing development. The variance reduced the required residential parking from 60 to 44 spaces. A Building Permit (BP005987) was issued in 2017, and significant site preparation, piling, and foundation work was



Figure 2: Aerial

completed. The project was later abandoned by the previous owner, leaving the site partially developed and vacant (Attachments 1 & 2). The current owner has confirmed that the existing piles and foundations can be reused and has redesigned the project within the established building footprint to better support a seniors supportive housing use (Attachments 2 & 3).

4. The property is designated [Urban Centre Primary](#) in the Official Community Plan (OCP), with a further refinement as the Uptown Urban Centre (Village Green Mall area), which prioritizes the integration of office-intensive commercial and high-density residential development. It is zoned [CMUB: Commercial Mixed-Use Business](#).

5. A Form and Character DP application (DP001131) is also under review by Administration under delegated authority.

b. Variance Details:

6. Landscape Buffer (Table 6.1): The applicant requests the following variances to the minimum landscape buffer requirements (Attachment 4):

- i. Reduce the required north side yard buffer from 1.5 m vegetated with a fence to 0.0 m without a fence; and
 - ii. Reduce the required west rear yard and a portion of the south side yard buffers from 1.5 m vegetated with a fence to 0.0 m with a fence.
7. Vehicle Parking (Table 7.7): The applicant requests a variance to reduce the minimum required residential parking from 63 to 29 spaces (Attachments 2 & 3). This represents a reduction from the required ratio of 0.5 spaces per dwelling unit to 0.23 spaces per dwelling unit.

c. Rationale:

8. Landscape Buffer:

- i. The requested variances are intended to accommodate proposed parking and loading areas. While the Zoning Bylaw exempts walkways, driveways, and utility service boxes from landscape buffer requirements, this exemption does not extend to parking and loading areas.
- ii. Most of the areas affected by the variance include a 1.2 m high retaining wall with a chain-link fence above. As a result, any landscaping within these areas would have limited visibility from adjacent properties.
- iii. While the proposed building exceeds the minimum setbacks, the CMUB zone would permit a building to be located at a 0.0 m setback from the west and south property lines, resulting in no landscape buffer. In comparison, the proposal provides setbacks, retaining walls, and fencing along these property lines.
- iv. The proposal complies with the minimum landscape area requirement of 20%.

9. Vehicle Parking:

- i. The applicant submitted a Parking Review prepared by CTQ Consultants Ltd., dated June 3, 2026, and a supplementary letter dated April 8, 2026 (Attachment 2). Together, these documents provide the following rationale:
 - Comparable municipalities have lower parking requirements for similar housing forms than Vernon.
 - The site is located approximately 1.0 m outside the Transit Oriented Area (TOA) surrounding the Village Green Mall transit exchange. The applicant notes that this one-metre difference does not meaningfully affect access to transit, services, or walkability.
 - The development is intended for an older senior's population and includes on-site support services, common amenities, and transportation assistance.
 - A shuttle service is proposed to assist residents with shopping, appointments, and other activities.

- The site is within walking distance of shopping, commercial services, public transit, and other daily needs.
- Seniors supportive housing typically generates lower vehicle ownership and parking demand than conventional apartment developments.
- Reduced parking supports the City's greenhouse gas reduction and climate action goals.
- All commercial, visitor, and accessible parking requirements would be met (Table 1).

Type	Min. Required	Proposed
Commercial	2*	2*
Regular	63	29
Accessible	3**	3**
Visitor	15	13***
Total	78	44
<i>*Shared with visitor parking</i>		
<i>**Included in regular parking</i>		
<i>***13 + 2 shared (1 is accessible)</i>		

Table 1: Required & Proposed Parking

- ii. Staff reviewed parking requirements for seniors supportive or similar multi-unit housing in comparable B.C. municipalities, including West Kelowna, Penticton, Campbell River, Port Moody, Langford, Mission, and North Cowichan. This review shows that Vernon's requirement of 0.5 spaces per unit is generally higher than those of comparable communities, and that the proposed parking rate of 0.23 spaces/unit aligns with established practices in some similar municipalities (Table 2).

Municipality	Population	Parking Rate/Unit
Vernon	50,000	0.5
West Kelowna	41,000	0.5
Penticton	39,000	0.2
Cambell River	38,500	0.3
Port Moody	39,000	0.25
Langford	47,000	0.25
Mission	60,000	0.75
North Cowichan	35,000	0.33

Table 2: Comparable Municipal Parking Rates

- iii. Staff also contacted existing seniors supportive housing developments in Vernon (Attachment 5). Parking ratios range from approximately 0.14 to 0.65 spaces per unit, with many developments operating successfully between 0.2 and 0.35 spaces per unit. Staff found that parking demand is influenced by resident demographics, location, and access to services, and that several developments with lower parking ratios report sufficient parking. Overall, the review suggests that seniors supportive housing can operate successfully with parking rates below the Zoning Bylaw requirement.

10. Administration supports the requested parking variance based on the Parking Review prepared by CTQ Consultants Ltd., access to transit and commercial services, and the proposed shuttle service. The review demonstrates that seniors supportive housing generates lower parking demand and that comparable municipalities apply lower parking rates than Vernon. Staff analysis of comparable BC communities and existing seniors supportive housing developments in Vernon

further confirms that successful operations commonly occur with parking ratios between 0.2 and 0.35 spaces per unit. Taken together, this information supports the proposed parking rate of 0.23 spaces per unit as reasonable and consistent with some comparable practices.

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

Zoning Bylaw 6000

- Sec. 6: Landscape & Screening
- Sec. 7: Vehicle Parking, Loading, and Bike Parking
- Sec. 11.2 CMUB – Commercial Mixed Use: Business

e. Council's Strategic Plan Alignment:

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

f. Committee Recommendations:

N/A

Financial Implications:

N/A

Alternatives & Implications:

N/A

Communication:

N/A

Attachments:

Attachment 1: Photos
Attachment 2: Design & Variance Rationale
Attachment 3: Architectural Plans
Attachment 4: Landscape Plan
Attachment 5: Vernon Seniors Housing Parking Rates

Reviewed by: Lydia Korolchuck, Manager, Current Planning
Reviewed by: Roy Nuriel, Director, City Planning
Approved by: Sue Wood, Director, Corporate Services

ATTACHMENT 1



Photo 1: Front property, facing west from 24 St



Photo 2: Rear of property, facing east



Photo 3: West side of property, facing north from Liquor Warehouse



Photo 4: Lane fronting subject property, facing west from northeast corner of subject property



Photo 5: Lane fronting subject property, facing east from northwest corner of subject property

LAKE CITY LAW
C O R P O R A T I O N

101A – 3100 30 Avenue
Vernon, BC V1T 2C2

T. (250) 800-1077 F. (877) 315-3282
Email: hnahal@lakecitylaw.ca

June 2, 2026,

VIA EMAIL

City of Vernon
3400 30th Street
Vernon, B.C. V1T 5E6

ATTENTION: **Michelle Austin and Lydia Korolchuk**

Dear Mesdames

Re: Design Rationale for the Supportive Housing Development proposed for 5000 24th Street, Vernon, BC (the “**Project**”)

1. Introduction:

We are excited to re-present the development permit application for the future development of 5000 24th Street, Vernon (the “**Site**”), which we believe will be an amazing addition to the City of Vernon. We trust that the Project firmly aligns with the type of product that each of City staff, City Council and the people of Vernon want to see developed in the City. The proposed development is a mixed-use building that will feature commercial space, common facilities, including a theater, gym, large conference/dining area, games room, coffee bar, library, woodworking space, reception area, support area, lobby and supportive housing units on the ground floor, four additional stories of supportive housing and a rooftop patio above it all. The Project aligns with the City of Vernon's objective to increase density in the core neighborhoods of Vernon and satisfies a number of the City's Official Community Plan growth strategies and land use plan objectives. These objectives include ensuring housing meets the needs of the whole community, creating a culture of sustainability and creating strong, compact and complete neighborhoods.

2. History

The Site was previously approved for a housing project under the previous zoning bylaw for a 119 unit seniors assisted housing and commercial complex with approximately the same parking space and landscaping layout. The previous owner of the Site was issued a building permit and completed significant ground preparation, piling and foundation work on the Site. The applicant has reviewed the feasibility of using the existing piles in place

with Almita Piling Inc. who have confirmed the ability to construct the proposed Project on the same footprint using the piles in place.

Unfortunately, the previous owner abandoned the development of the Site several years ago, which has led to an unattractive site on a street that has had significant development over the years. The completion of the Project will be a welcomed and improved addition.

3. Project Details

The Project proposes a 126-unit residential building for supportive housing use with a single 1,076 sq.ft. commercial unit.

The Project has been revised on multiple occasions from its original form that was approved to improve the functionality based on comments received from City staff. The project was reapplied for after years of being dormant to increase the unit count to 144 units with a reduction in parking. After receiving feedback from City staff, the Project was revised to back to the original site layout to increase parking back to the original plans. In addition, the current plans have much improved and modernized exteriors as well as significantly improved interior layout and amenities that will improve functionality as a supportive housing facility. The change in interior layout and amenities will encourage residents to remain on property by increasing recreational and social activities. Additional amenities include a theatre, rooftop patio, sauna, wood working/craft area, piano bar, coffee station on multiple floors, a library, a second outdoor amenity space and support areas. A comparison of the original plans to the current plans shows a significant change from an apartment style building with almost no features to a supportive housing facility that is designed for an aging population looking for resort style communal living.

The residential square footage in the building has been reduced from the latest plans whereby several units or portions thereof have been removed to improve the layout and conform better to the intended use as a supportive housing facility. The increased unit count within the same footprint while reducing overall residential space from 119 to 126 is a result of converting several 2-bedroom units into bachelor units that better align with a supportive housing use.

Lastly, the Project is constrained by the existing screw piles and foundations that were installed and abandoned by the original developer. The Project has been designed to fit within the existing footprint.

4. Application Re-Submission Changes

The current owner previously submitted development and variance permit applications for the Site. These must now be resubmitted due to the City of Vernon's implementation of Zoning Bylaw 6000 that required any mid-stream project to be resubmitted where permits had not been issued by mid-2024. The owners wish to move quickly to construct the Project upon approval and believe the market has significant demand for the product being provided. The original resubmission has been revised after receipt of feedback from the

City to remove several units on the main floor and revert the site plan to add an open carport to add more parking.

5. Site Context:

The site for the proposed development is located on the north end of Vernon, which has been the fastest growing area in Vernon for the last few decades. The Project is located on a property that is truly an eyesore in its current state which must remain fenced due to safety risks that exist from the abandonment of the previous development. The Site is within walking distance of public transportation, Village Green Mall, restaurants, north Vernon's shopping areas, big box stores (including the Big Box Store) and many other amenities. Similar supportive and assisted living buildings exist in the area surrounding the shopping centers.

The site is technically 401 meters from the Transit Oriented Development pin drop and is an highly walkable area.

6. Design Concept:

The design of the proposed development is envisioned to create an aesthetically pleasing building that matches the finishing level expected of new buildings in the area and around Vernon. The building is designed to provide a welcoming and inviting atmosphere for residents and visitors. The building façade is appealing from all angles and goes well beyond the design level of current buildings in the City for buildings of similar use and size.

7. Building Design and Impact:

The building design incorporates clean lines and a modern color scheme to create a look that will be a welcomed sight compared to the pale colors that were previously planned for the Site. The building is being designed with a mindset to maximize natural light and ventilation to reduce energy consumption and energy-efficient systems and appliances will be used to reduce the building's carbon footprint. The commercial unit is envisioned to house a supportive use that complements the seniors living in the Project, however, the actual use of this space will be determined by market factors post construction.

8. Community Amenities:

The proposed development will have community amenities that include a large, shared dining room, commercial kitchen, a rooftop terrace with the potential future uses of a community garden, barbeque station and variable sized gathering areas, a theater, gym, games room, coffee bars, library, woodwork/craft area and support areas and rooms. The community amenities will be designed to promote social interaction and community among residents.

The redesign of the Project was completed with the goal of reducing the need for residents leaving the Site by redesigning spaces that encourage socialization and are open and welcoming. We believe that these changes will reduce the need for parking and encourage the use of internal and nearby facilities.

9. Zoning

The Site is zoned Commercial Mixed Use Business under Zoning Bylaw 6000. The current zoning allows the Project to be constructed with the desired commercial and supportive housing units. Although the CMUB zoning allows for far greater height, the applicant's designs are of a five-storey building as was previously blessed by City staff and Council in the original development permit application.

10. Variances to Zoning Bylaws:

The applicant requests that Council vary the following sections of Zoning Bylaw 6000 for a 126-unit supportive housing apartment building:

- a. Table 6.1 – Minimum Landscape Buffers, to accommodate loading and parking areas:
 - i. Reduce the required north side yard buffer from 1.5 m vegetated with fence to 0.0 m without fence; and
 - ii. Reduce the required west rear yard and a portion of the south side yard buffers from 1.5 m vegetated with fence to 0.0 m with fence.
- b. Table 7.7 – Vehicle Parking, to reduce the required number of regular parking spaces from 63 to 29.

The plans meet the required number of accessible, commercial, visitor and loading spaces. The plans also meet the large number of residential bike parking spaces and the requirement of end of trip facilities.

We submit that the residential parking reduction request is reasonable considering the location of the Site that is 1 metre away from a Transit Oriented Development Area, adjacent to a potential lane that the City is considering that would connect 25th Street to 27th Street putting the mall within approximately 100 metres of the site, the use being supportive housing and the walkability of the Site to the large number of amenities in North Vernon.

Firstly, if the dropped pin location at the Village Green Mall bus loop was 1 meter closer to the Site, then the parking requirement for the Site would be reduced to 0 residential parking stalls for any type of residential use. The TOD area location has a limited number of realistic development sites that fall within the 400 meters. The northern semi-circle of the 400 meter area is unlikely to be redeveloped for residential units as it encompasses

Village Green Mall, Superstore and a commercial development that has 20 plus year leases. South of the pin drop there is some potential sites, but again they are limited in number due to existing developments of commercial and industrial buildings.

Parking requirements are the same 1 meter away from a TOD area as they are in all other locations in Vernon, which we argue is not reflective of the reality of how residents' needs for parking would change. The TOD area maps are attached hereto as Schedule A.

Secondly, the City of Vernon is considering a potential future lane fronting the Site from 25th Street to 27th Street, which would provide excellent access to Village Green Mall, the bus loop and the amenities on 27th Street.

Thirdly, the proposed use for the Project being supportive housing, in an area where transit is readily available will have a very limited need for parking which is likely to be underutilized. Parking variance reductions for supportive housing developments have been supported in similar projects in the City of Vernon at percentages that exceed or are similar to the request of the applicant. Examples of such projects include parking reductions at 3400 Coldstream Avenue (McCulloch Court) and 6092 Okanagan Landing Road (Eden Seniors Supportive Housing Development). Neither of these projects are in the TOD areas.


In addition, the applicant has made significant changes to the Project interiors to convert residential space into amenity spaces to promote its use as a community focused seniors facility that requires less vehicular access. The previously approved designs were far more consistent with an apartment building use, which has now been revised to a more functional seniors' facility.

Considerable effort has been made to maximize parking, however, without reducing the number of units, it has been difficult to balance all the parking needs of the Project. The proposed plan maximizes the use of the available parking stalls by designating uses to the stall that would result in the highest use.

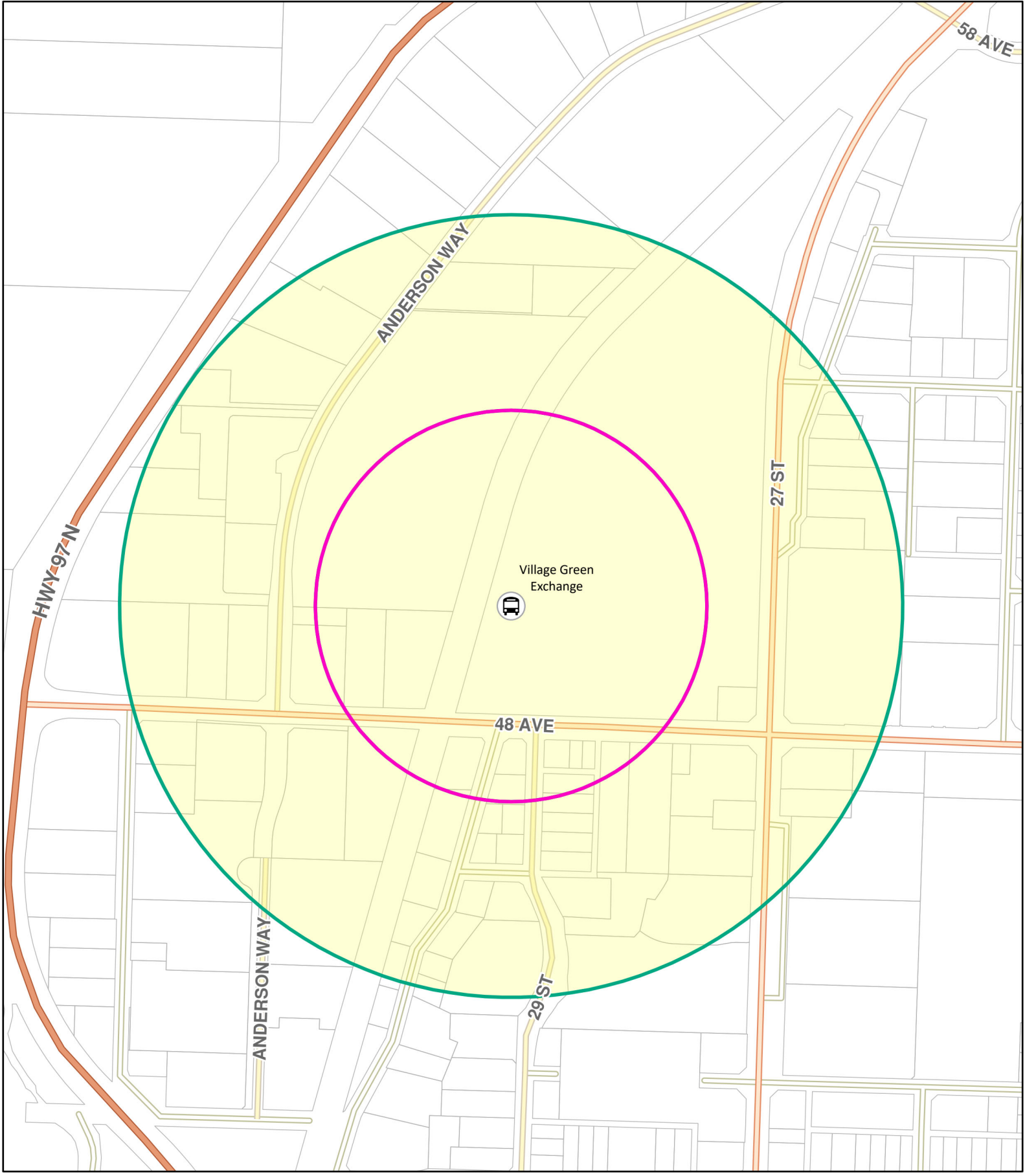
11. Conclusion:

The proposed Project will provide much-needed rental housing for seniors in our community. The development aligns with the City's objectives to create a compact and complete community and provides affordable and accessible housing options. The development will also contribute to the City's economic development. The building design and common amenities will enhance the quality of life for residents. We look forward to bringing the Project to life.

Yours truly,
Lake City Law Corporation

BY: 
Harpreet Nahal

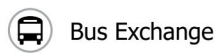
SCHEDULE A
TRANSIT ORIENTED DEVELOPMENT AREAS



Data provided from the City of Vernon's GIS is derived from a variety of sources with varying levels of accuracy. The City of Vernon disclaims all responsibility for the accuracy or completeness of the information contained herein.

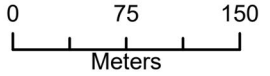
Schedule B: Transit Oriented Development Areas
 Village Green Centre Exchange (bus exchange)

- 200 metre Tier
- 400 metre Tier



Bus Exchange

Transit Oriented Area



Scale: 1:5,000

Bylaw: #6000
 Date: 4/24/2024

Date: April 8, 2026

VIA EMAIL

Attention: City of Vernon Planner

**Re: 5000 24th Street, Vernon, BC - DVP00689/DP001131
Response to Parking Rationale Comments**

We write further to the City's request for additional information respecting the proposed parking variance for the above-noted development (the "**Project**").

At the outset, we wish to emphasize one central planning fact: the Site is located 401 metres from the Village Green Mall Transit Oriented Area. At 400 metres — one metre closer — there would be no residential off-street parking requirement. The requested variance from 63 required residential stalls to 29 provided residential stalls therefore arises from a one-metre technical distinction, not from any meaningful difference in the Site's transportation context, walkability, or access to services. In practical terms, the Project functions as a TOA-adjacent seniors supportive housing development.

This letter supplements the previously submitted materials and addresses the City's specific questions regarding the rationale for the proposed residential parking supply.

1) Expected Resident Population

The Project is intended to operate as a seniors supportive housing facility for an older senior population, rather than conventional apartment residents or younger, fully independent individuals. Residents are expected to include seniors who benefit from varying levels of day-to-day support, common dining, programming, wellness monitoring and staffed assistance.

The building has been specifically designed around that supportive model. It will include a full kitchen, common dining and gathering areas, on-site amenities, support areas and staffing. As outlined in the prior submissions, the Project will also include an on-site operator/maintenance presence, emergency monitoring and a secure building environment. Transportation options will be made available to residents, including organized shuttle/bus trips, ride-share or taxi coordination, and transport assistance for appointments, shopping and other joint activities.

This is important because the intended resident population is not one that typically generates conventional apartment-style parking demand. Many residents will either no longer drive, will drive infrequently or will choose this housing precisely because many daily needs can be met within the building or nearby.

2) Car Ownership Rates for the Target Population

Car ownership rates for supportive seniors housing are materially lower than for typical apartment or market rental housing. That is particularly so for an older senior population living in a building with meals, amenities, support services and transportation assistance provided on site.

The Site's location reinforces that lower demand. The property is within walking distance of major services and amenities, including:

- a nearby grocery store (Save-On Foods) within approximately 300 metres, which also offers delivery services;
- the broader North Vernon shopping area only a few blocks away;
- Village Green Mall and surrounding commercial services; and
- The Village Green Transit Hub.

As a result, residents will have access to groceries, shopping, services and appointments without needing to own a personal vehicle.

Comparable municipal standards also recognize that supportive, congregate, and assisted living uses require substantially less parking than conventional residential uses. As set out in the parking review already submitted, comparable jurisdictions include:

- Kelowna – supportive, group, and congregate care housing at 0.35 stalls per sleeping unit;
- Victoria – assisted living facilities at 0.35 spaces per dwelling unit; and
- Penticton – congregate housing at 1 stall per 5 bed spaces.

In these example municipalities, the standard requirements noted apply equally within the municipality but should arguably be reduced for sites with increased walkability. The examples support the broader planning proposition that seniors supportive housing generates lower vehicle ownership and lower parking demand.

The same conclusion is even stronger here because, again, this Site is only 401 metres from a TOA. At 400 metres, no residential parking would be required at all. The difference between 400 metres and 401 metres does not create any real-world change in how residents will travel, shop, or access transit.

3) Parking Allocation and Management

The proposed 29 residential stalls will be actively managed by the building operator and allocated based on actual resident need. They will not be bundled automatically with all units. Instead, the parking supply will be administered so that stalls are assigned to residents who actually maintain a vehicle and demonstrate an ongoing need for one.

In practical terms, parking will be managed as follows:

- residential stalls will be assigned by management to residents with vehicles and ongoing need;
- accessible, visitor, commercial, and loading spaces will remain separately designated and managed for those intended purposes;
- the operator will maintain a waitlist and reassign stalls as resident circumstances change; and
- the operator will coordinate alternate transportation options so that trips for shopping, appointments and activities do not translate into unnecessary private vehicle ownership.

This management approach is particularly appropriate for a supportive seniors housing project, where resident needs change over time and where transportation demand can be addressed by operations and services rather than individual car ownership.

4) End Ownership and Operator of the Building

The Project is being advanced as a purpose-built seniors supportive housing development. The building will be professionally managed and operated as a supportive housing facility with on-site staffing, resident support services, transportation coordination, and day-to-day operational oversight.

The final legal ownership and operating structure can be confirmed once the development entity and operating entity are finalized, but in all cases the Project is intended to be owned and operated as flexible seniors supportive housing facility rather than a conventional apartment. That operational model is central to the parking rationale, as it reduces reliance on private vehicles and allows resident transportation needs to be addressed through building management and support services.

Additional Site Context Supporting the Variance

The Site's location and future connectivity further support the proposed reduction in residential parking.

The property is already highly walkable and close to commercial services, transit, and daily needs. In addition, there is a future plan to extend the lane adjacent to the property through to 27th Street, which would create a virtually direct route between the Site,

Village Green Mall and the existing transit hub. Once that connection is completed, the Site will function even more clearly as a transit-oriented and pedestrian-oriented location.

That future lane extension is important because it reinforces what is already apparent today: this Site is functionally part of the same walkable and transit-served area as the mall and transit exchange. Again, the Site is 401 metres from the TOA line, and at 400 metres there would be no residential parking requirement. The requested variance simply recognizes that the one-metre difference is technical, not practical.

Conclusion

The proposed residential parking supply of 29 stalls is appropriate for this Project having regard to:

- the older senior population to be served;
- the lower car ownership rates typically associated with supportive housing;
- the building's full-service operating model, including meals, amenities, staffing and transportation assistance;
- the nearby grocery, shopping and transit options available to residents;
- the future lane extension improving direct access to the mall and transit hub; and
- the fact that the Site is 1 metres from a TOA where no residential parking would be required.

For all of these reasons, the requested variance from 63 required residential stalls to 26 provided residential stalls is reasonable and supportable in this case.

We trust the foregoing addresses the City's questions. Should any further clarification be required, please do not hesitate to contact the undersigned.

Yours truly,

LAKE CITY LAW CORPORATION



Per:

Harpreet Nahal



Project No.: 25078

June 3, 2026

Attention: Dave Nahal

**Re: 5000 24th Street Seniors Complex, Vernon BC`
Parking Review**

In support of the development of the Senior Supportive Housing site located at 5000 24th Street (the “Project”) we provide the following review of the parking requirements and proposed rationale for a variance to the onsite parking. The proposed development plans for 126 Seniors Supportive units based on the development of the existing foundation and development plans. The project will add much needed seniors housing to the core of Vernon. There has been minimal development of seniors housing within the core of Vernon, over the last 20 years.

Current City of Vernon Zoning Bylaw 6000 Section 7 Parking requirements call for the following:

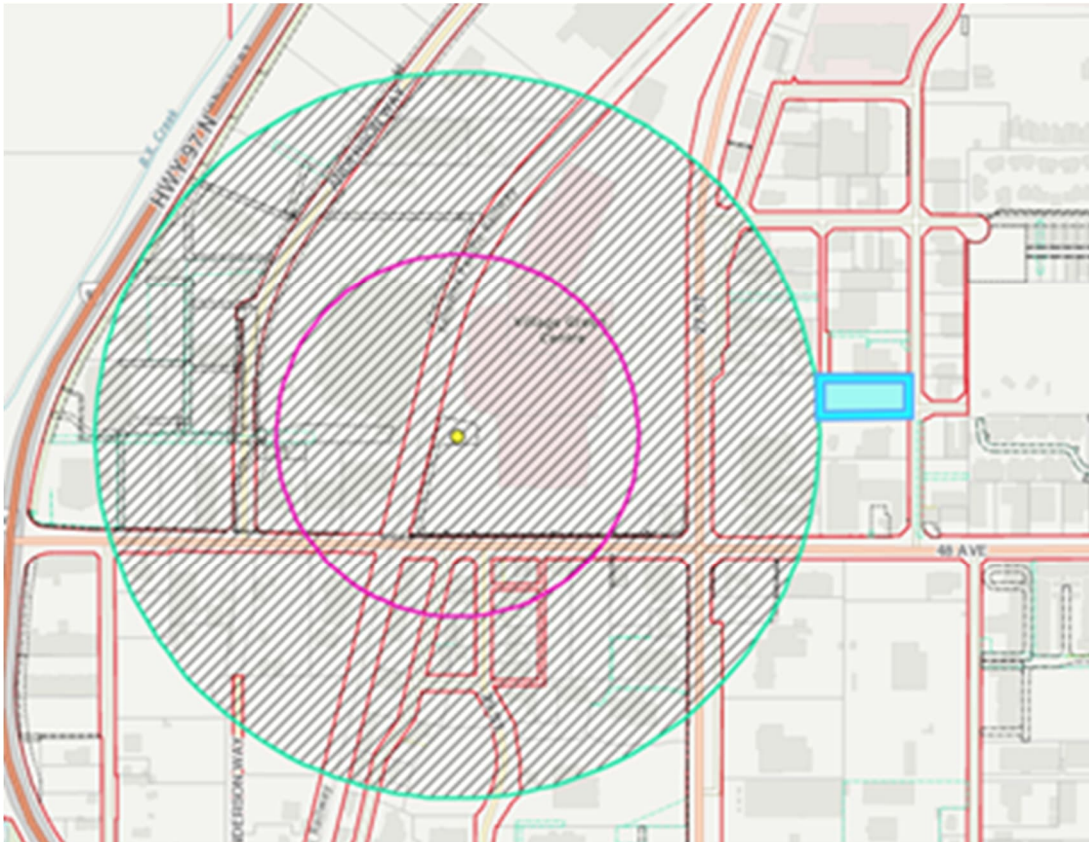
Use	Vehicle Parking Spaces		Minimum # Commercial Vehicle Loading Spaces	Minimum # Bike Parking Spaces	
	Minimum #	Maximum #		Short-Term	Long-Term
Supportive Housing	0.5 per Sleeping Unit	1.0 per Sleeping Unit	n/a	1.0 per 5 Sleeping Units	1.0 per 2 Sleeping Units

The previous Vernon Zoning Bylaw 5000 called for 1 stall per unit for the Supportive Housing land use. A project was previously approved on the site with a similar unit count and number of parking stalls that was abandoned at the foundation stage. Since the original approval, there has been significant upgrades to public transit and amenities that are walking distance from the Project site. Further, the city’s plans may include the extension of the lane adjacent to the site linking 25th Street and 27th Street upon future development of the neighbouring property, which would make the site location highly walkable.

A review of other Jurisdictions provided the following parking requirements:

- Kelowna – Supportive, Group, and Congregate Care housing 0.35 stalls per sleeping unit;
- Penticton – Congregate housing 1 stall per 5 bed spaces; and
- Victoria – Assisted living facility 0.35 spaces per dwelling unit.

The Province recently established the Transit Oriented Area (TOA) (shown in the diagram below) as part of the Provincial Policy Manual (March 8th, 2024, version) for the Village Green Mall Transit exchange station. The area of the Village Green Mall TOA places the 400m radius to within 1m of the subject property. The new parking legislation for the TOA's limits the required off street parking to parking for people with disabilities and commercial parking requirements.



Village Green Mall TOA Boundary



The required and current site plan parking spaces are presented in the following table:

	Required		Provided		
Supportive Housing Vehicle – 0.5 per unit	63.0	spaces	29	spaces	Variance - Parking Provided Provided
Commercial 1.5 per 100 m2	1.5	spaces	2	spaces	
Commercial 1.0 per 1900 m2 (Loading Space)	1.0	spaces	1	spaces	
Total	65.5	spaces	29	spaces	
Accessible Parking Space 51-75 (Within Total)	3	spaces	3	spaces	Provided Within Total
Visitor Parking Space 101 or more (12 + 10% for every unit over 100) Added to Total	14.6	spaces	15	spaces	13 + 2 shared with commercial.
Total Vehicles	80	spaces	44	spaces	

	Required		Provided	
** Small size parking spaces permitted	15	spaces	14	spaces
** 25% EV Ready	6	spaces	6	spaces
*** 10% Visitor - EV Ready	-	spaces	1	spaces

In support of the current site development the following modifications are proposed. The site will be classed as a Supportive Housing Care facility with the noted Bylaw 6000 Parking Requirement of 0.5 stalls per unit.

To support the change to the Supportive Housing Care the following changes to the site development plan are proposed:

- A support area for staff will be provided along with a full-time operator / maintenance person unit on site;
- A shuttle bus will also be provided to assist with shopping and appointments;
- Daily meals and snacks will be available for the residence that require additional support;
- An advanced emergency monitoring system that connects residents to 24-hour emergency support from on-site staff;
- A secure building – only residents, their guests and staff will have site access;

The access to the site is provided by the adjacent laneway to the north of the site of 24th Street. Pedestrian access to the site is via direct street frontage that encourage walking and provide for a more neighborhood connectivity and engagement. The site location is shown on the following page.

The proximity of the site to the Highway 97 commercial Core, adjacent public transit, availability of on Street Parking, and Provincial TOA policy, all work to support the City Official Community Plan vision and support a reduction in the vehicle dependences that were associated with the current Zoning Parking requirements (in place and little changed since the sixties). Further, other jurisdictions recognize that urban core uses, such as seniors residential care housing, require fewer parking stalls per unit than conventional seniors housing.

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

- Proximity to commercial centers;
- Proximity and availability of public transit;
- Proximity and quality of pedestrian facilities;
- Makeup of the seniors utilizing the units;
- Affordability of seniors housing is a function of average income of residents and has a direct effect on level of car ownership.



Site Location



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

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

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

Create strong, compact and complete neighbourhoods

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

Provide alternative transportation

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

Revitalize the Downtown

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

CONCLUSION

The lower-than-average percentage of car ownership for seniors; the proximity of the site to the recreational, and commercial areas; the proximity of the site to the Village Green Mall TOR and public transit; combined with a pedestrian friendly neighbourhood; will result in a supportable reduction in the current unit zoning requirement for onsite parking.

The new units will provide for a modern, fully accessible building that supports the senior's community fulfilling the objectives of the OCP and adding much needed seniors housing to the urban core.



ENGINEERING ▪ LANDSCAPE ARCHITECTURE ▪ URBAN PLANNING

RECOMENDATION

We recommend the City of Vernon review the provision of the development of the site as a Supportive Housing Care facility and allow a reduction of the required 63 spaces to 29 spaces for residential purposes. The site would then be required to provide 29 parking stalls for the senior residents, resulting in the current site plan having 3 stalls available for commercial and loading; 15 spaces for visitor and 3 accessible parking spaces which is satisfactory for this intended use.

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

Yours truly,

CTQ CONSULTANTS LTD.

Per:

A handwritten signature in cursive script that reads "Dave Cullen".

David D. Cullen, P.Eng.

Transportation Engineer

DDC

CONSULTANTS:

Architect:
Paul Schuster
NOvation Architecture Ltd.
302-2337 Leckie Rd
Kelowna, BC V1X 6Y5
TEL: 236-420-4144
FAX: 000-000-0000

ZONING ANALYSIS:

Address: 5000 24th Street, Vernon, BC
Legal: PID: 029-981-425
Lot A Section 10 Township 8
Osoyoos Division Yale District Plan EPP62146

Zoning (Current): C5 Community Commercial
Permitted Use: Refer to Zoning bylaw #6000
Zoning (Proposed): CMUB - Commercial Mixed Use: Business
Permitted Use: Refer to Zoning bylaw #6000 section 11.2

Site Area:	3,910.0	sq.m.
	42,068	sq.ft.
	0.3910	Ha

	ALLOWED	PROPOSED
Min Lot Width	15.0	m
Min Lot Depth	0.0	m
Min Parcel Size	1300.0	m ²
		3910 m ²

	ALLOWED	PROPOSED
Front yard	1.0 m	3.0 m
Front yard parking	-	-
Side yard/Parking	1.5 m	3.0 m
Side yard	0.0 m	3.0 m
Rear Yard	0.0 m	0.0 m

	ALLOWED	PROPOSED
Level	1.5	m
1	4.91	ft
Side	3.0	m
Level	9.84	ft
2		
Rear	3.0	m
Level	9.84	ft
2		
Lane	Not Required	

	ALLOWED/REQUIRED	PROPOSED
Min Lot Area 20%	782 m ²	797.66 m ²
Min Softscape 50%	-	395 m ²
Hard Surfacing	782 / 2 = 391 m ²	410.66 m ²

	Required	Provided
Residential Short Term: 1.0 per bedroom 5 unit	25.2 spaces	25 spaces
Residential Long Term: 1.0 per bedroom 2 unit	63 spaces	75 spaces
Commercial Short Term: 1.0 per 100sq.m.	1 spaces	1 spaces
Commercial Long Term: 0.5 per 100sq.m.	0.5 spaces	- spaces
Total	90 spaces	101 spaces

* Provided Bike Stalls Includes:
6 Long Term Inclusive bike stalls
3 Short Term Inclusive bike stalls
11 Electrified bike stalls

Floor Area Ratio 3.5 F.A.R.

Gross Floor Area (Proposed Building)

Floor Areas

Unit Breakdown

Height

Common & Private Amenity Area

Parking

	ALLOWED/REQUIRED	PROPOSED
	13,885	sq.m.
	147,309	sq.ft.
	6,707	sq.m.
	72,197	sq.ft.

	8,999.4	sq.m.
	96,872	sq.ft.

Floor	Area	Area
Commercial Main Floor	100 sq.m.	1,076 sq.ft.
Residential Main Floor	506.5 sq.m.	5,452 sq.ft.
Residential Second Floor	1510.2 sq.m.	16,259 sq.ft.
Residential Third Floor	1529.3 sq.m.	16,462 sq.ft.
Residential Fourth Floor	1529.3 sq.m.	16,462 sq.ft.
Residential Fifth Floor	1529.3 sq.m.	16,462 sq.ft.
Common Amenity Main Floor	432.5 sq.m.	4,596 sq.ft.
Common Amenity Second Floor	12.22 sq.m.	132 sq.ft.

Floor	Area	Area
Common Outdoor Amenity	262.85 sq.m.	2,833 sq.ft.
Private Amenity	354.55 sq.m.	3,816 sq.ft.

Unit	Count	Area	Area
Unit A (1 units)	2 Bedroom - 836 ft ²	1	
Unit A-1 (6 units)	2 Bedroom - 827 ft ²	6	
Unit B (25 units)	1 Bedroom - 524 ft ²	25	
Unit B-2 (4 units)	1 Bedroom - 552 ft ²	4	
Unit C (9 units)	Studio - 332 ft ²	9	
Unit D (32 units)	Studio - 417 ft ²	32	
Unit D-1 (8 units)	Studio - 417 ft ²	8	
Unit D-2 (4 units)	Studio - 418 ft ²	4	
Unit D-3 (4 units)	Studio - 426 ft ²	4	
Unit E (8 units)	1 Bedroom - 787 ft ²	8	
Unit F (4 units)	1 Bedroom - 547 ft ²	4	
Unit G (4 units)	2 Bedroom - 833 ft ²	4	
Unit G-1 (4 units)	2 Bedroom - 858 ft ²	4	
Unit H (4 units)	2 Bedroom - 889 ft ²	4	
Unit I (4 units)	Studio - 428 ft ²	4	
Unit J (4 units)	1 Bedroom - 745 ft ²	4	
Total Unit Count		126	

Height	Height	Height
Lesser of 15m or 4 storeys	30.0	m
Proposed 5 storeys	98.4	ft
	16.4	m
	53.8	ft

Area	Area	Area
5.0 sq.m. per bachelor unit	305.0	sq.m.
	3283.1	sq.ft.
10.0 sq.m. per 1 bedroom unit	450.0	sq.m.
(46 Units)	4951.6	sq.ft.
15.0 sq.m. per 2 or more bedroom unit	285.0	sq.m.
(19 Units)	3067.8	sq.ft.
Total	1050.0	sq.m.
	11302.5	sq.ft.

	Required	Provided
Supportive Housing Vehicle - 0.5 per unit	63.0	spaces
Commercial 1.5 per 100 m ²	1.5	spaces
Commercial 1.0 per 1900 m ² (Loading Space)	1.0	spaces
Total	65.5	spaces
Accessible Parking Space 51-75 (Within Total)	3	spaces
Visitor Parking Space 101 or more (12 + 10% for every unit over 100) Added to Total	14.6	spaces
Total Vehicles	80	spaces

CONTEXT SITE PLAN:



ATTACHMENT 3

SUBJECT PROPERTY

DRAWING INDEX:

ARCHITECTURAL DRAWING LIST

- | NO. | NAME |
|-------|---------------------|
| A0.00 | COVER SHEET |
| A1.01 | SITE |
| A2.01 | MAIN FLOOR |
| A2.02 | SECOND FLOOR |
| A2.03 | THIRD FLOOR |
| A2.04 | FOURTH FLOOR |
| A2.05 | FIFTH FLOOR |
| A2.06 | ROOF PLAN |
| A2.10 | UNIT PLANS |
| A2.11 | UNIT PLANS |
| A2.12 | UNIT PLANS |
| A2.13 | UNIT PLANS |
| A3.00 | EXTERIOR ELEVATIONS |
| A3.01 | EXTERIOR ELEVATIONS |
| A4.00 | BUILDING SECTIONS |

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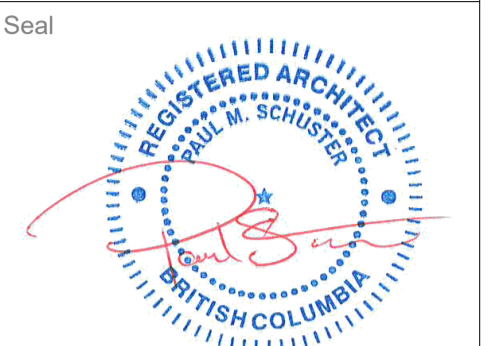
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3	20230804	RE-ISSUED FOR DP
2	20221012	RE-ISSUED FOR DP
1	20220705	ISSUED FOR DP

No.	Date	Description
		Revisions



203 - 2205 LOUIE DRIVE
WEST KELOWNA BC V4T 2L3

project title
Legacy Apartments
LOT A SECTION 10 TOWNSHIP 8
Osoyoos Division Yale District Plan EPP62146
5000 24th St. Vernon BC

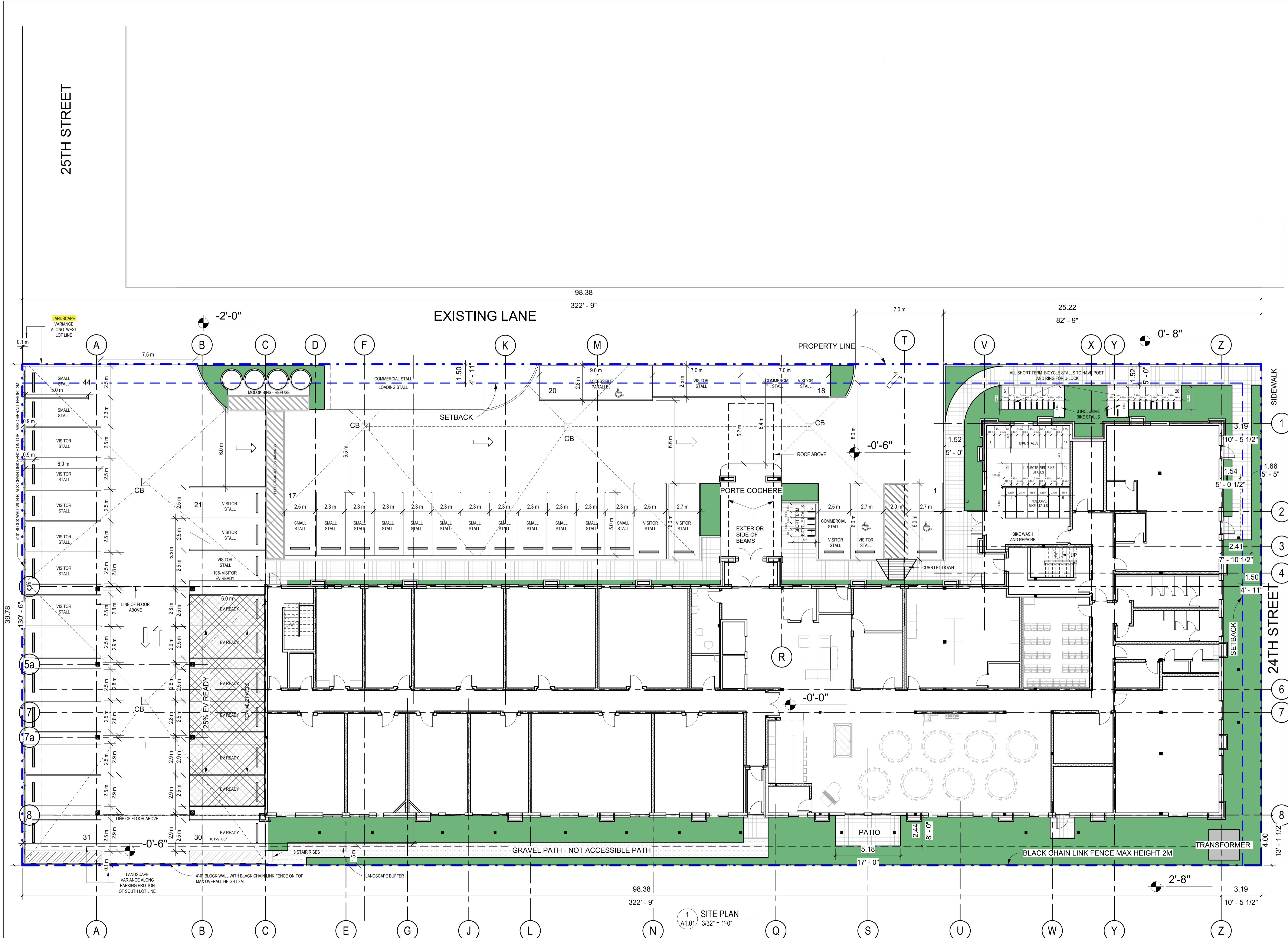
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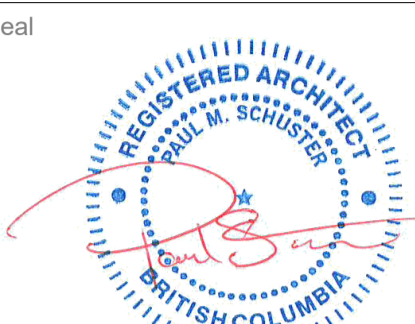
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1 SITE PLAN
A1.01 3/32" = 1'-0"

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No. Date Description

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project title
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 5000 24th St. Vernon BC

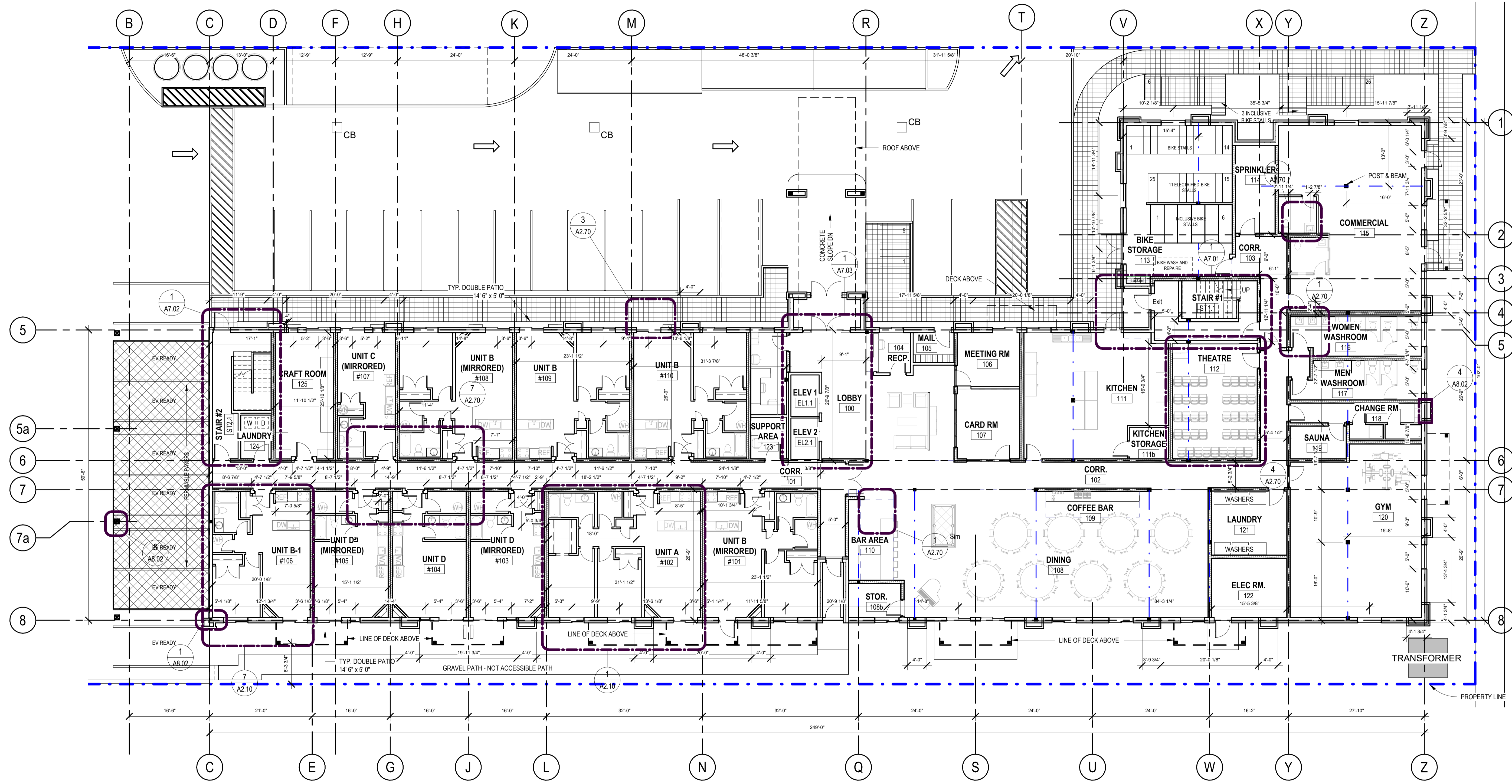
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 drawn CR
 checked PS

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1 MAIN LEVEL
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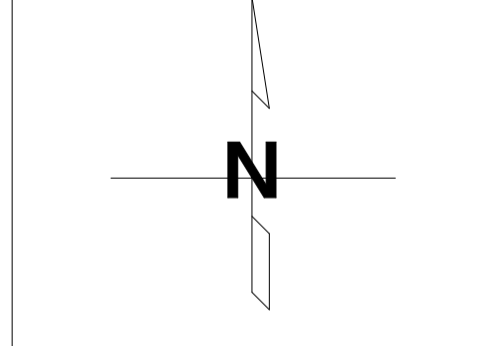
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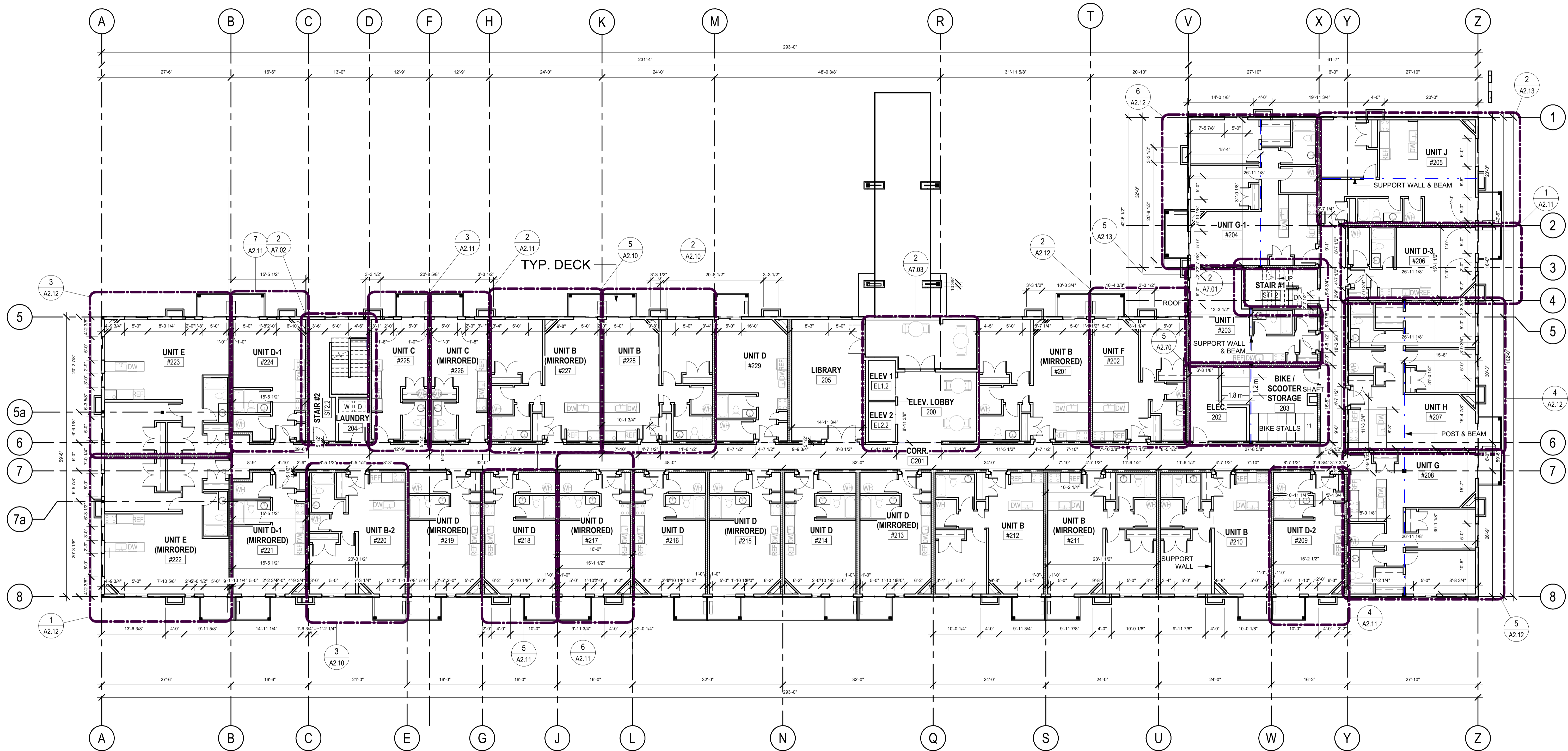
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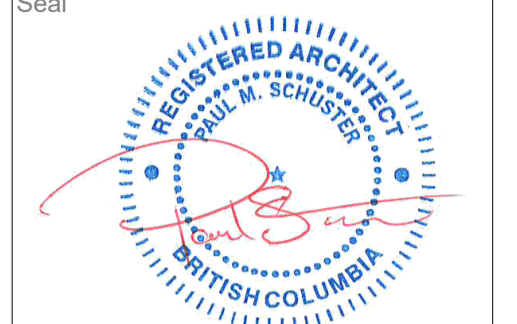
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1 SECOND LEVEL
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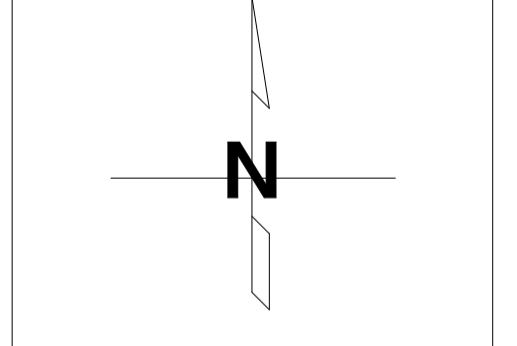
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WEST KELOWNA BC V4T 2L3

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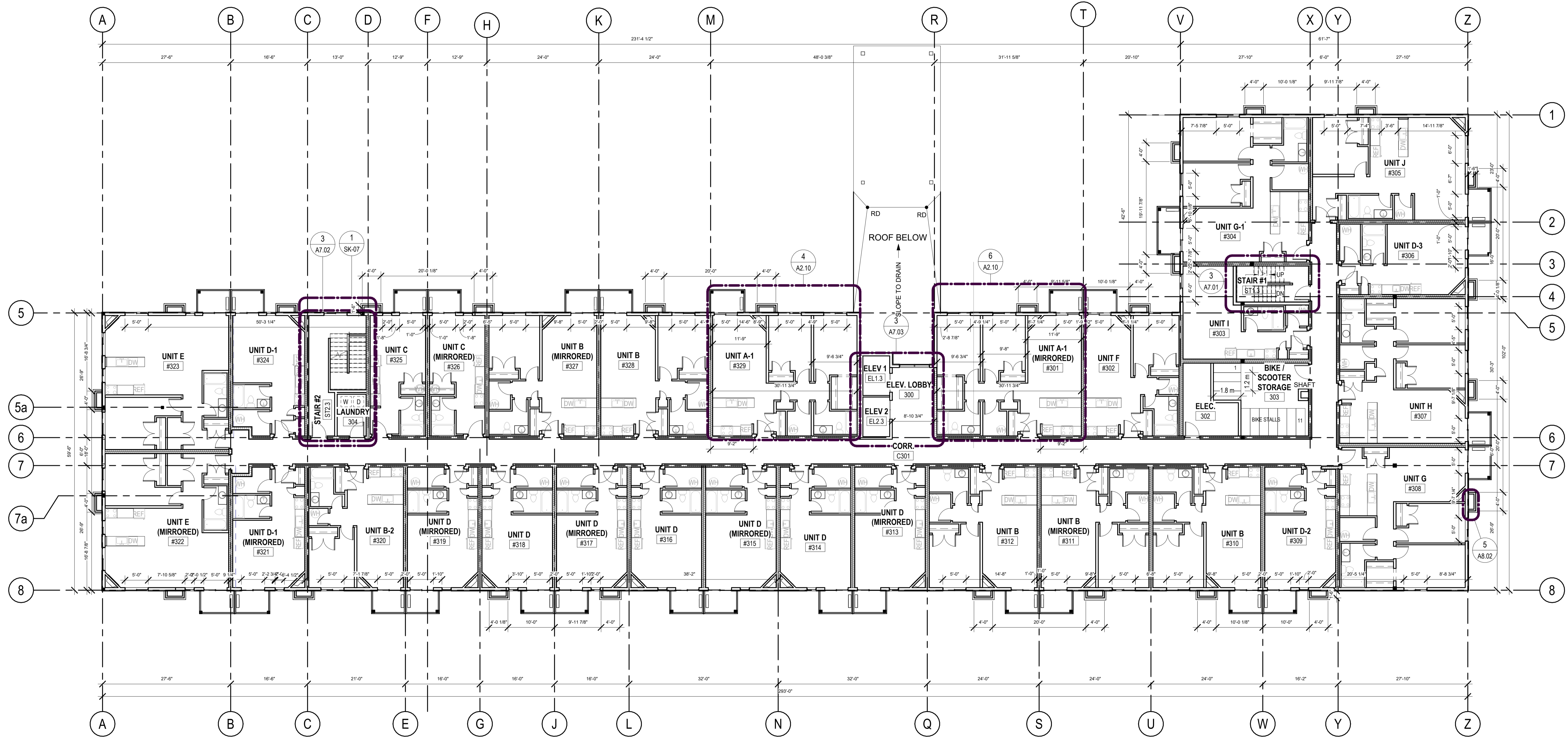
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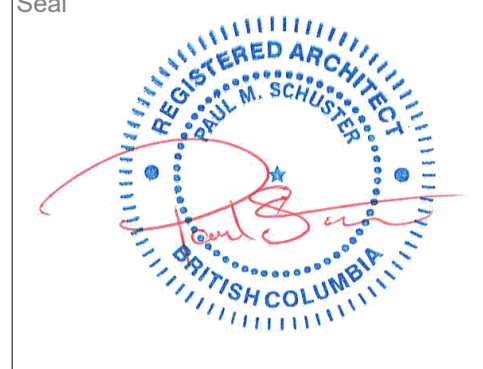
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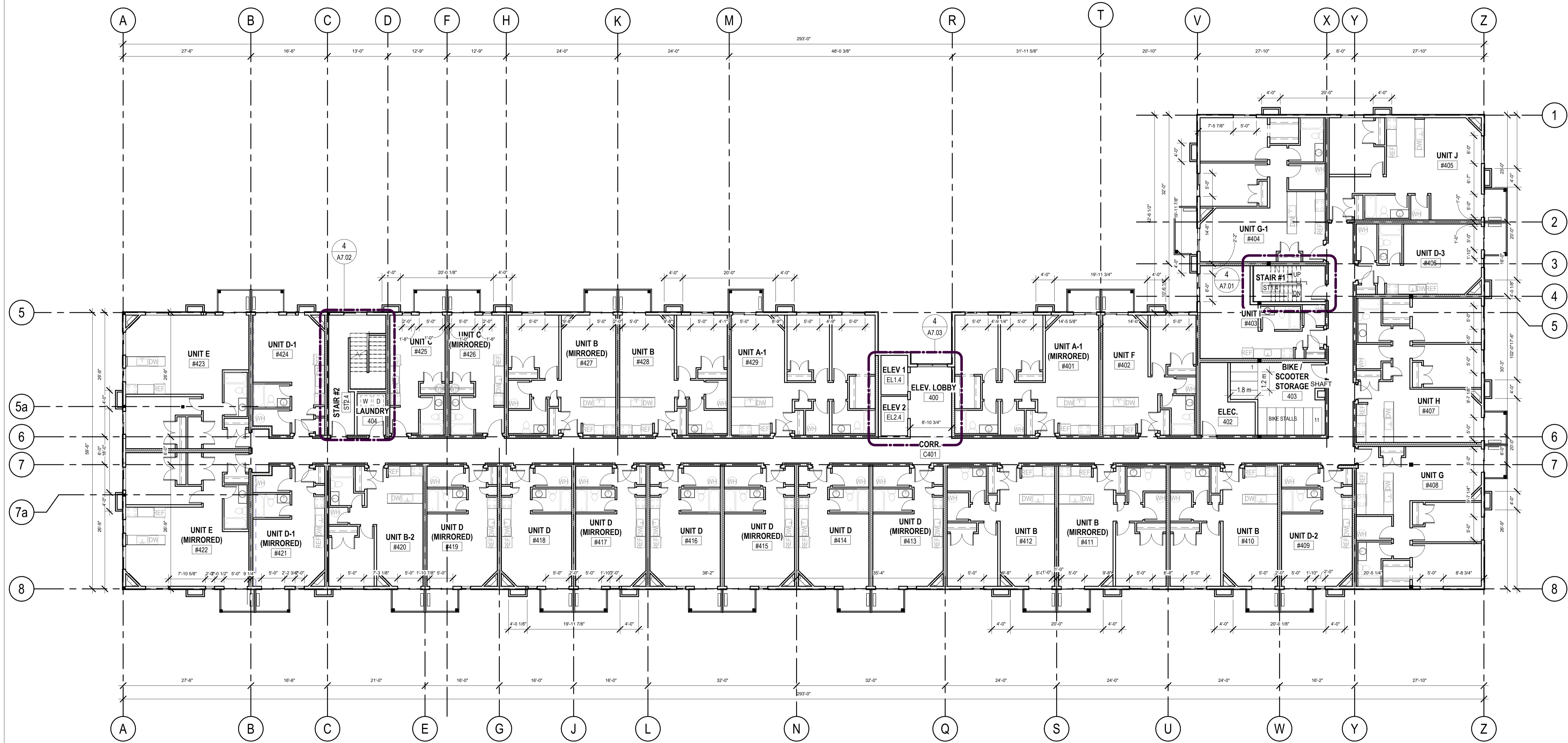
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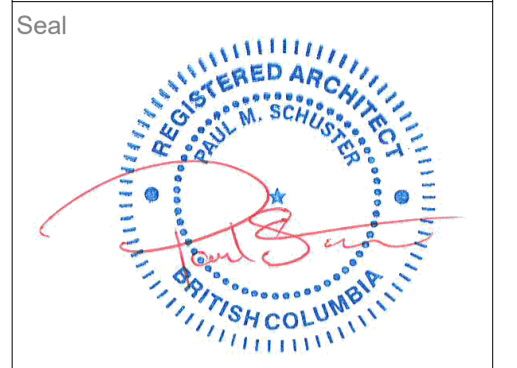
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		Revisions



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 5000 24th St. Vernon BC

project no. 22032

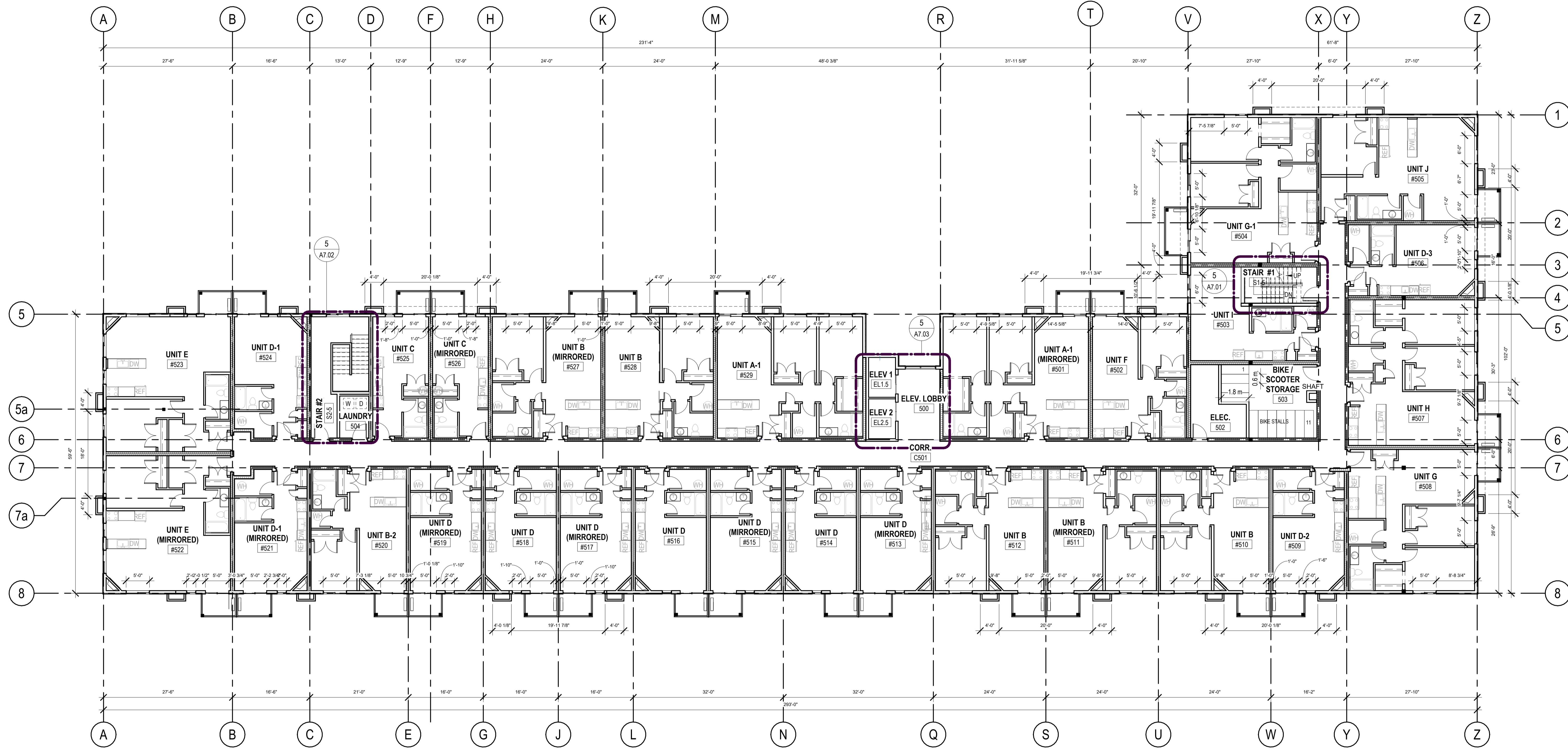
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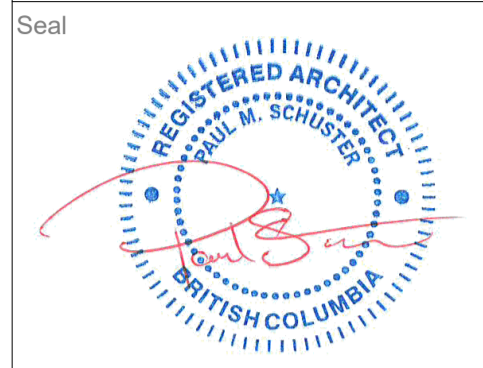
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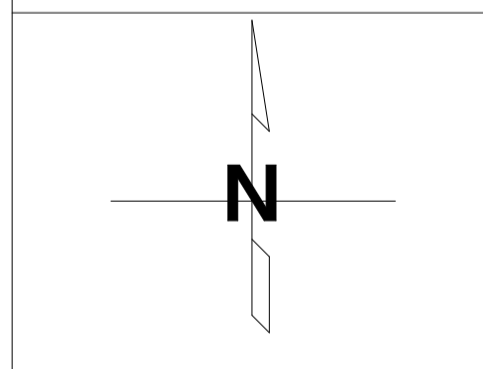
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3	20230804	RE-ISSUED FOR DP
2	20221012	RE-ISSUED FOR DP
1	20220705	ISSUED FOR DP

No.	Date	Description
		Revisions



NOVATION
ARCHITECTURE LTD.
 203 - 2205 LOUIE DRIVE
 WEST KELOWNA BC V4T 2L3

project title
Legacy Apartments
 LOT A SECTION 10 TOWNSHIP 8
 Osoyoos Division Yale District Plan EPP62146
 5000 24th St. Vernon BC

project no. 22032

drawing title
FIFTH FLOOR

scale 3/32" = 1'-0"

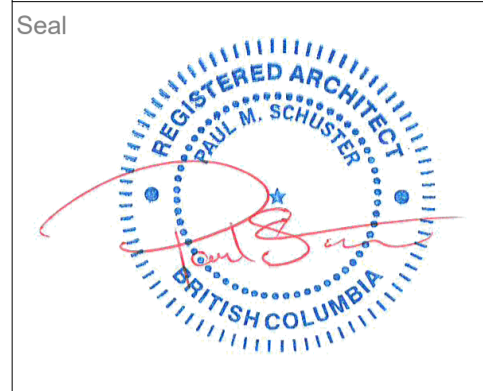
drawing no. **A2.05**

plotted 4/9/2026 11:35:51 AM



1 ROOF PLAN
A2.06 3/32" = 1'-0"

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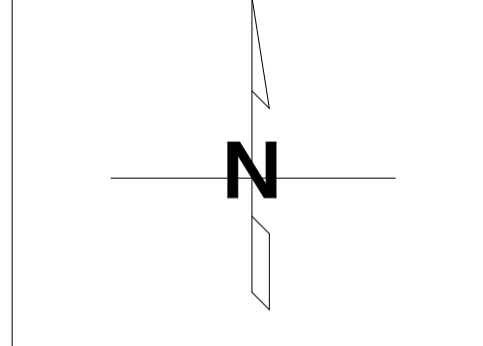
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4	20230815	RE-ISSUED FOR DP
3	20230804	RE-ISSUED FOR DP
2	20221012	RE-ISSUED FOR DP
1	20220705	ISSUED FOR DP

No.	Date	Description
		Revisions



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 LOT A SECTION 10 TOWNSHIP 8
 Osoyoos Division Yale District Plan EPP62146
 5000 24th St. Vernon BC

project no. 22032

drawing title
ROOF PLAN

designed	PS	scale	3/32" = 1'-0"
drawn	LJ		
checked	PS		

drawing no.

A2.06

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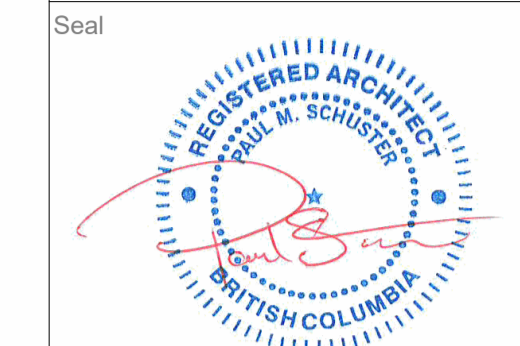
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		Revisions

NOVATION
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project title
Legacy Apartments
 LOT A SECTION 10 TOWNSHIP 8
 Osoyoos Division Yale District Plan EPP62146
 5000 24th St. Vernon BC

project no. 22032

drawing title
EXTERIOR ELEVATIONS

scale 3/32" = 1'-0"

drawing no.

A3.00

plotted 4/9/2026 11:38:08 AM

EXTERIOR MATERIAL LEGEND

- VERTICAL SIDING; (LUX KONA)
- ACRYLIC STUCCO; (BLACK)
- ACRYLIC STUCCO; (GREY)
- EXPOSED CONCRETE
- MASONRY VENEER; (MUTUAL MATERIALS, VINTAGE)
- GLAZING

KEYNOTE LEGEND

KEYNOTE	DESCRIPTION
1	VERTICAL SIDING; (LUX DRIFTWOOD)
2	GUARDRAIL; (BLACK)
3	ACRYLIC STUCCO FASCIA; (GREY)
4	MASONRY VENEER; (T.B.D.)
5	ACRYLIC STUCCO FASCIA; (BLACK)
7	ACRYLIC STUCCO; (GREY)
8	VINYL WINDOW (BLACK)
9	MAN DOOR
10	PATIO DOOR; (BLACK)
12	ACRYLIC STUCCO; (BLACK)



4 EAST ELEVATION
 A3.00 3/32" = 1'-0"



2 NORTH ELEVATION
 A3.00 3/32" = 1'-0"



2 WEST ELEVATION
A3.01 3/32" = 1'-0"



1 SOUTH ELEVATION
A3.01 3/32" = 1'-0"

EXTERIOR MATERIAL LEGEND

	VERTICAL SIDING; (LUX KONA)		ACRYLIC STUCCO; (BLACK)
	ACRYLIC STUCCO; (GREY)		EXPOSED CONCRETE
	MASONRY VENEER; (MUTUAL MATERIALS, VINTAGE)		GLAZING

KEYNOTE LEGEND

KEYNOTE	DESCRIPTION
1	VERTICAL SIDING; (LUX DRIFTWOOD)
2	GUARDRAIL; (BLACK)
3	ACRYLIC STUCCO FASCIA; (GREY)
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7	ACRYLIC STUCCO; (GREY)
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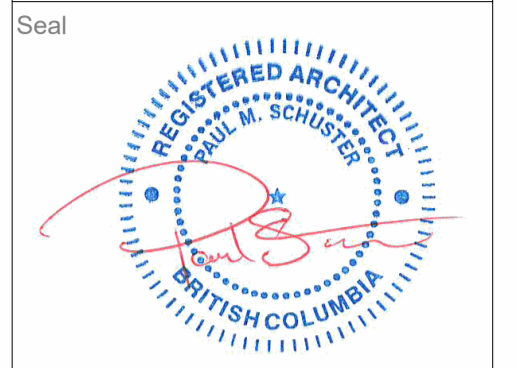
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project title
Legacy Apartments
LOT A SECTION 10 TOWNSHIP 8
Osoyoos Division Yale District Plan EPP62146
5000 24th St. Vernon BC

project no. 22032

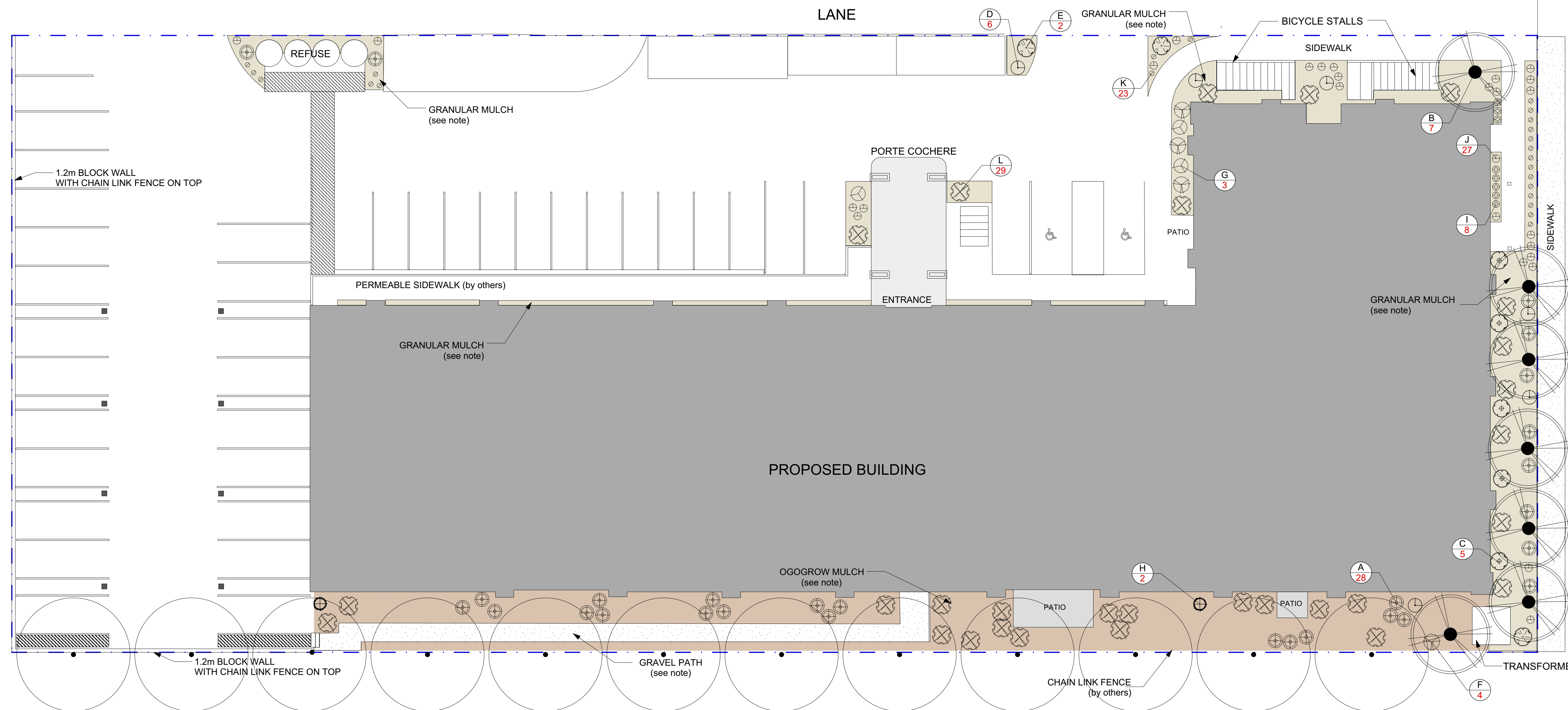
drawing title
EXTERIOR ELEVATIONS

scale 3/32" = 1'-0"

drawing no.
A3.01

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ATTACHMENT 4



PLANT LIST

ID	QTY	COMMON NAME	BOTANICAL NAME	SIZE
A	28	Emerald Gold Wintercreeper	Euonymus fortunei 'Emerald n Gold'	#01 CONT.
B	7	Regal Prince Oak	Quercus warei 'Regal Prince'	6cm CAL.
C	5	Blue Globe Spruce	Picea pungens 'Glauca Globosa'	#02 CONT.
D	6	Panther Ninebark	Physocarpus opulifolius Panther	#02 CONT.
E	2	Dwarf Mugo Pine	Pinus mugo 'Pumilio'	#02 CONT.
F	4	Rosy Glow Barberry	Berberis thunbergii 'Rosy Glow'	#02 CONT.
G	3	Sunsation Barberry	Berberis thunbergii 'Sunsation'	#02 CONT.
H	2	Skyrocket Juniper	Juniperus scopulorum 'Skyrocket'	#02 CONT.
I	8	Karl Foerster Reed Grass	Calamagrotis acutiflora 'Karl Foerster'	#01 CONT.
J	27	Stella de Oro Daylily	Hemerocallis 'Stella de Oro'	#01 CONT.
K	23	Elijah Blue Fescue	Festuca ovina 'Elijah Blue'	#01 CONT.
L	29	Kinnikinnick	Arctostaphylos uva-ursi	#01 CONT.

All plants listed are drought tolerant however only kinnikinnick, juniper and pine are native to the Rocky Mountain region.

THIS LANDSCAPE DESIGN HAS BEEN GENERATED IN ACCORDANCE WITH THE SITE PLAN AND INSTRUCTIONS PROVIDED BY THE PROPERTY OWNER.

DRAWING NOTES

OGOGROW MULCH:
The contractor shall supply and place OgoGrow mulch to those areas shown on the drawing to a depth of 75mm. No weed barrier fabric beneath OgoGrow mulch.

GRANULAR MULCH:
The contractor shall supply and place granular mulch to those areas shown on the drawings. Product shall be 25mm diameter.

All granular mulch areas come with weed barrier fabric beneath them.

GRANULAR PATHWAY:
The contractor shall supply and place pathways to those areas shown on the drawing.

Pathways shall consist of compacted crusher chips 12.5cm in depth and shall have weed barrier fabric beneath them and 15cm aluminum edging.

GROWING MEDIUM:
All planting medium shall be topsoil capable of promoting healthy plant growth for those plants specified on the plant list.

IRRIGATION:
The contractor shall supply and place the irrigation system. All work and products shall meet or exceed the Irrigation Association of B.C. standards and specifications.

All tree, shrub beds and groundcover areas are to be irrigated with an automatically timed drip irrigation system.

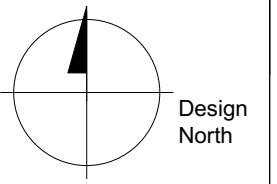


Dan Effa / Landscape Design

Tel: 778.227.4825

www.daneffa.com
daneffa1@gmail.com

SITE NORTH:



GENERAL CONDITIONS:

Check and verify all critical details and dimensions prior to the start of construction and contact this office if any clarification is required. Written dimensions will always take precedence over scaled dimensions.

This drawing must be read in conjunction with all drawings & specs issued for this project contract. Contractor is responsible to notify designer about conflicting design instructions. Costs to remediate such work completed before design/engineer can issue design revisions are the sole responsibility of the Contractor.

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DATE: ISSUED FOR:

#	DATE:	REVISION:
1	24 JUN 2022	FORMATTING CHANGES
2	23 NOV 2022	REVISED BUILDING DESIGN
3	31 MAR 2025	REVISED BUILDING DESIGN AND HARDSCAPE CHANGES
4	22 APR 2025	REVISED BUILDING DESIGN AND HARDSCAPE CHANGES

PROJECT TITLE:

LEGACY APARTMENTS
5000 - 24 Street
VERNON, BC

SHEET TITLE:

LANDSCAPE PLAN

Job No:	5000
Date:	22 APRIL 2026
Scale:	1:150
Drawn:	DE

SHEET NUMBER:

L1.0

Parking Rates at Independent Living Housing Developments in Vernon

ATTACHMENT 5

Senior's Housing in Vernon	Address	Level of Care	# of Units	# of Parking Spaces Provided	# of Parking Spaces Used	Parking Spaces/Unit	Facility Comments	Planning Staff Comments
Silver Springs Retirement Residence	3309 39 Ave	Independent Living	121	17	15	0.14/Unit	Sufficient parking Many cannot afford to keep a vehicle	Located adjacent to a commercial area with services
Chartwell Carrington Place	4651 23 St	Independent & Assisted Living	135	30	30	0.22/Unit	Waiting list – residents parking on the street	Located adjacent to an industrial area away from services
Orchard Valley Retirement Residence	2829 34 St	Independent Living	66	15	15	0.23/Unit	Sufficient parking	Located downtown with services
Canterbury Court	3011 Gateby Pl	Independent Living	134	41	41	0.31/Unit	Insufficient – residents parking on the street	Located adjacent to downtown with services
Vernon Restholm	2808 35 St	Supportive (Independent) Living	48	15	8	0.31/Unit	Surplus of parking	Located adjacent to downtown with services
The Victorian	3306 22 St	Independent Living	22	7	7	0.32/Unit	Insufficient – residents parking on the street	Located within a residential area not far from a commercial area with services
Abbeyfield House	3511 27 Ave	Independent Living	11	4	4	0.36/Unit	Insufficient – residents parking in subdivision behind and walking at times	Located adjacent to downtown with services
Columbus Court	3003 Gateby Pl	Independent Living	71	29	29	0.41/Unit	Waiting list – Some store cars at family members home	Located adjacent to downtown with services
Coldstream Meadows	9100 Mackie Dr	Independent Living	75	75+	38	0.50/Unit	Surplus of parking	Located in a rural area far from services
Regency Parkwood Retirement Resort	1800 58 Ave	Independent Living	150	97	97	0.65/Unit	Insufficient – residents parking on the street	Located adjacent to a commercial area with services