

CORPORATION OF THE CITY OF VERNON

ADVISORY PLANNING COMMITTEE

OCTOBER 24, 2023, AT 4:00 PM
OKANAGAN LAKE ROOM (COUNCIL CHAMBERS) CITY HALL

AGENDA

1) CALL TO ORDER

2) LAND ACKNOWLEDGEMENT

As chair of the City of Vernon's Advisory Planning Committee (APC), and in the spirit of this gathering, I recognize the City of Vernon is located in the traditional territory of the Syilx people of the Okanagan Nation.

3) ADOPTION OF AGENDA

4) ADOPTION OF MINUTES

- a) September 12, 2023 (Attached)
- b) September 26, 2023 (Attached)

5) <u>NEW BUSINESS</u>

a) ZON00407 / DVP00617(3300 31ST AVENUE)

6) INFORMATION ITEMS

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

7) <u>NEXT MEETING</u>

The next meeting is tentatively scheduled for **November 6, 2023**.

8) ADJOURNMENT





THE CORPORATION OF THE CITY OF VERNON

MINUTES OF THE

ADVISORY PLANNING COMMITTEE MEETING **HELD SEPTEMBER 12, 2023 AT 4:00 PM** OKANAGAN LAKE ROOM (COUNCIL CHAMBERS) CITY HALL

PRESENT: Monique Hubbs-Michiel, Chair

Scott Chatterton Harpreet Nahal Kyla Gaudreau Margo Jarman **Mayor Cumming** Jessica Kirkham Kennedy Mund Jordan Hart

GUESTS: Donovan Imbeau, Woodstyle Homes Ltd.

ABSENT: Margo Lupien

Craig Neville Claire Ishoy

STAFF: Michelle Austin, Planner

Matt Faucher, Planner

Jennifer Pounder, Committee Clerk

ORDER The meeting was called to order at 4:00 p.m.

LAND

As Chair of the City of Vernon's Advisory Planning Committee, and in the spirit of this gathering, I recognize the City of Vernon ACKNOWLEDGEMENT

is located in the traditional territory of the Syilx people of the

Okanagan Nation.

ADOPTION OF THE AGENDA

Moved by H. Nahal, seconded by M. Jarman:

THAT the agenda of the September 12, 2023 Advisory

Planning Committee meeting be adopted.

CARRIED

ADOPTION OF THE MINUTES

Moved by J. Hart, seconded by K. Mund:

THAT the minutes of the August 15, 2023 Advisory Planning Committee meeting be adopted.

CARRIED

Before Agenda Item DVP00553 (8944 Okanagan Landing Road) was discussed, Advisory Planning Committee member H. Nahal declared a conflict of interest, advising the Chair that he is the owner of the subject property; H. Nahal exited the meeting room at 4:01 p.m.

NEW BUSINESS

DVP00553 (8944 OKANAGAN LANDING ROAD)

A Planner provided an overview of the application as follows:

- The application before the committee requests to vary Section 9.2.4 of Zoning Bylaw 5000 to reduce the minimum lot width for a three-lot subdivision (SUB00818).
- As the applicant is requesting a variance on a lot that does not yet exist, Administration recommends that issuance of DVP00553 be withheld until such time that subdivision SUV00818 is registered creating Lot 2. At that time, DVP00553 would be issued and subsequently registered on Lot 2.
- It was confirmed that the existing house, which is remaining, does meet all Bylaw requirements.

MOVED by J. Kirkham, seconded by S. Chatterton:

THAT Council support Development Variance Permit application 00553 (DVP00553) to vary Zoning Bylaw 5000 on LT 16, SEC 14, TWP 13, ODYD, PL 10958 (8944 Okanagan Landing Road), in the report titled "Development Variance Permit Application for 8944 Okanagan Landing Road" dated September 6, 2023, and respectfully submitted by the Planner, as follows:

a) Section 9.2.4 to reduce the minimum lot width from 24.0m to 21.98m;

AND FURTHER, that Council's support of DVP00553 is subject to the following:

a) That the site plan, intended to illustrate the proposed lot dimensions (Attachment 1), be

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attached to and form part of DVP00553 as Schedule 'A'; and

b) That issuance of DVP00553 be withheld until subdivision SUB00818 is registered creating Lot 2 which the variance permit will be authorized on.

CARRIED.

H. Nahal returned to the meeting at 4:10 p.m.

DVP00601 (8160 OKANAGAN LANDING ROAD)

A Planner provided an overview of the application as follows:

- The application before the Committee is requesting to increase the height of an existing retaining wall and the combined height of a fence on top of a retaining wall.
- A Structural Assessment has been provided stating that the retaining wall extension is structurally adequate.
- The Committee has requested that Staff confirm with the applicant what material the extension will be made of.
- The Committee agreed that native plantings should be required between each tier.

MOVED BY M. Jarman, seconded by S. Chatterton:

THAT Council support Development Variance Permit Application 00601 (DVP00601) by varying Zoning Bylaw 5000 for Strata Lot 3, DL 6, ODYD, Strata Plan KAS3406 (8160 Okanagan Landing Road) as outlined in the report titled "Development Variance Permit Application for 8160 Okanagan Landing Road" dated September 5, 2023 and respectfully submitted by the Planner, as follows:

- Section 6.5.11, to increase the height of a retaining wall from 1.2m to 2.0m for the top tier of a series of retaining walls along the front and west side of the property; and,
- Section 6.5.12, to increase the combined height of a fence on top of a retaining wall from 2m to 2.79m for the top tier of a series of retaining walls along the front and west side of the property;

AND FURTHER that Council's support of DVP00601 is subject to the following:

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- a) That native plantings be established between retaining wall tiers (Attachment 5), to the satisfaction of Administration;
- b) That security be provided in the amount of 125% of the estimated cost of the landscaping works;
- c) That the retaining wall and fencing generally complies with the Site Plan, prepared by the owner (Attachment 2) to be attached to and form part of DVP00601;
- d) That the retaining wall and fencing generally complies with the Cross Sections, prepared by the owner (Attachment 3) to be attached to and form part of DVP00601; and,
- e) That the retaining wall complies with the Structural Assessment, prepared by WE Willerton Engineering, dated December 2, 2022 (Attachment 6), to be attached and form part of DVP00601; and,
- f) That the new portion of the retaining wall match the existing retaining wall.

CARRIED.

DVP00607 (8291 OKANAGAN LANDING ROAD)

A Planner provided an overview of the application as follows:

- The subject property has a total area of 1.02 acres and is bisected by Okanagan Landing Road.
- A single detached house is located on the lakeside portion of the lot, and the larger, undeveloped portion is located on the uphill/south side of Okanagan Landing Road.
- The owners are requesting to construct a single detached house on the uphill/south side of the lot. The subject property is zoned R6- Lakeshore Residential, which allows one dwelling unit per 560m² of lot area up to a maximum of two dwelling units.
- The owner is requesting the following:
 - to allow the construction of a single detached house and retaining wall on a slope of 30% or greater;
 - o increase maximum building height from 10m to 11.4m:
 - decrease the minimum front yard from 4m to 3.21m measured from he Special Building Line Setback of

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- 13.25m from the centerline of the right of way of Okanagan Landing Road; and
- o increase the height of a retaining wall from 1.2m to 2.74m.
- The builder was in attendance and confirmed the interior height is required as the owner would like to use the main floor for a pickle ball court.
- The Planner confirmed there is no limit on how big or small a secondary house can be. The restricting factors would be setbacks, height and lot coverage.
- The Committee put forth and passed Alternative 2, with the addition of condition "e".

MOVED by S. Chatterton, seconded by J. Kirkham:

THAT Council support Development Variance Permit Application 00607 (DVP00607) to vary Zoning Bylaw 5000 for Lot 1, DL 6, ODYD, Plan 26341, Except Plan KAP64313 (8291 Okanagan Landing Road) as outlined in the report titled "Development Variance Permit Application for the Uphill Side of 8291 Okanagan Landing Road" dated September 7, 2023 and respectfully submitted by the Planner, as follows:

- Section 4.15.1 to allow construction of a single detached house and retaining wall on a slope of 30% or greater;
- b) Section 9.7.6 to increase maximum building height from 10m to 11.4m;
- c) Sections 4.10.2 and 9.7.6 to decrease the minimum front yard from 4m to 3.21m measured from the Special Building Line Setback of 13.25m from the centreline of the right of way of Okanagan Landing Road; and,
- d) Section 6.5.11, to increase the height of a retaining wall from 1.2m to 2.74m.

AND FURTHER, that Council's support of DVP00607 is subject to the following:

 a) That the development generally complies with the site plan, prepared by Hillside Design and Drafting Inc., dated April 17, 2023 (Attachment 3) to be attached to and form part of DVP00607;

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- b) That the development complies with the Geotechnical Assessment, prepared by Tetra Tech Canada Inc., dated September 6, 2023 (Attachment 7) to be attached and form part of DVP00607;
- c) That the driveway access complies with Section 3.5 of Schedule B of Subdivision and Development Servicing Bylaw 3483, being no wider than 7 metres; and,
- d) That the verti-blocks used to construct the retaining wall resemble coloured textured stone; and,
- e) That the retaining wall along the west side lot line be stepped to follow the natural slope of the adjacent property.

CARRIED.

INFORMATION ITEMS:

M. Austin provided an update of recent Council decisions on bylaws and applications previously considered by the Advisory Planning Committee.

NEXT MEETING

The next meeting for the Advisory Planning Committee is set for September 26, 2023 at 4:00pm.

ADJOURNMENT

The meeting of the Advisory Planning Committee adjourned at 4:43pm by call of the Chair.

CERTIFIED CORRECT:

| | Chair |
|--|-------|
| | Chair |





MINUTES OF THE ADVISORY PLANNING COMMITTEE MEETING HELD SEPTEMBER 26, 2023 OKANAGAN LAKE ROOM (COUCIL CHAMBER) CITY HALL

PRESENT: Margo Jarman

Scott Chatterton, Chair

Jessica Kirkham Jordan Hart Craig Neville Claire Ishoy Mayor Cumming

GUEST: Ruibin Li, McElhanney Ltd.

ABSENT: Monique Hubbs-Michiel

Kyla Gaudreau Margo Lupien Harpreet Nahal Kennedy Mund

STAFF: Janice Nicol, Manager, Legislative Services

Jennifer Pounder, Committee Clerk Michelle Austin, Current Planner Matt Faucher, Current Planner

Danielle DeVries, Transportation Planner

ORDER The meeting was called to order at 4:02 p.m.

LAND ACKNOWLEDGEMENT As Chair of the City of Vernon's Advisory Planning Committee,

and in the spirit of this gathering, I recognize the City of Vernon is located in the traditional territory of the Syilx people of the

Okanagan Nation.

ADOPTION OF THE AGENDA Moved by J. Kirkham, seconded by C. Neville:

THAT the agenda of the September 26, 2023 Advisory Planning Committee meeting be adopted as amended.

CARRIED

ADOPTION OF THE MINUTES

Moved by J. Hart, seconded by C. Ishoy:

THAT the minutes of the September 12, 2023 Advisory Planning Committee meeting be adopted.

CARRIED

NEW BUSINESS:

J. Nicol provided a presentation and overview of the eSCRIBE program that will be implemented.

J. Nicol left the meeting at 4:14 p.m.

DVP00563 (TRONSON ROAD)

A Planner provided an overview of the application as follows:

- This application is requesting to rezone the area of the subject property from R2 – Large Lot Residential to R3 – Medium Lot Residential, as well as authorize the construction of buildings, structures and swimming pools on slopes greater than 30%.
- The proposed development plans to subdivide a portion of the property to create 35 residential lots for single detached residential use with the remaining lot to retain its current P5
 – Private Park zone.
- The applicant is requesting rezoning the subject area from R2 to R3 in order to reduce the minimum lot width from 18m to 14m allowing for more lots to be created. The reduced width of 15m is proposed on 32 of the 35 residential lots. This change adds ~6 additional units than if the current R2 requirement of 18m was used.
- Servicing is a challenge around this location. Only a maximum number of houses can be supplied services before the water system needs upgrading.
- A Committee member is concerned it will change the character of the neighborhood.
- Staff reminded the Committee that there is a Variance application linked to this one that will be having a public input hearing.
- Staff will double check if there is a walk through between lots 14 and 15.
- Staff confirmed zoning is discretionary and no precedent will be set for any future rezoning applications.

Moved by C. Ishoy, seconded by J. Hart:

THAT Council support Zoning Application 00398 (ZON00398) to rezone Lot A, DL 298, ODYD, Plan KAP62807 Except Plans KAP84737, KAP86381, KAP91703 and EPP81537 (Tronson Road) from R2 – Large Lot Residential to R3 – Medium Lot Residential as outlined in the report titled "Zoning and Development Variance Permit Applications for Tronson Road" dated September 19, 2023 and respectfully submitted by the Planner;

AND FURTHER, that Council direct Administration to hold a public hearing, pursuant to 464(1) of the Local Government Act, on a proposed bylaw to rezone Lot A, DL 298, ODYD, Plan KAP62807 Except Plans KAP84737, KAP86381, KAP91703 and EPP81537 (Tronson Road) from R2 – Large Lot Residential to R3 – Medium Lot Residential;

AND FURTHER, that Council support Development Variance Permit Application 00563 (DVP00563) to vary Zoning Bylaw 5000 for Lot A, DL 298, ODYD, Plan KAP62807 Except Plans KAP84737, KAP86381, KAP91703 and EPP81537 (Tronson Road), as follows:

a) Section 4.15.1, to permit construction of buildings, structures and swimming pools on slopes greater than 30%.

CARRIED With S. Chatterton Opposed

ZON00395 (6650 OKANAGAN AVE)

A Planner provided an overview of the application as follows:

- The application is to rezone the property from A3 to R4 small lot residential.
- If the rezoning is successful, the owner intends to subdivide the property into 25 small residential lots.
- The proposed R4 zone supports single detached housing on smaller urban serviced lots and would fulfill the intent of RLD OCP designation for low density residential development.

- The owner is open to registering a covenant to ensure all future single family dwellings are suite-ready.
- A Committee member expressed concerns about access.

Moved by J. Hart, seconded by C. Ishoy:

THAT Council support Zoning Application 00395 (ZON00395) to rezone Lot 1, DL 62, ODYD, Plan 9807 (6650 Okanagan Avenue) from A3 – Rural Small Holdings to R4 – Small Lot Residential as outlined in the report titled "Zoning Application for 6650 Okanagan Avenue" dated September 21, 2023 and respectfully submitted by the Planner:

AND FURTHER, that Council's support of ZON00395 is subject to the following:

a) That, prior to final adoption of the bylaw, a restrictive covenant be registered on title of the subject property requiring that a landscape plan and security be provided for a minimum of two shade trees per lot, to the satisfaction of the Approving Officer, prior to final subdivision approval;

AND FURTHER, that Council not hold a public hearing, pursuant to 464(2) of the Local Government Act, on a proposed bylaw to rezone Lot 1, DL 62, ODYD, Plan 9807 (6650 Okanagan Avenue) from A3 – Rural Small Holdings to R4 – Small Lot Residential;

AND FURTHER, that Council direct Administration to issue a public notice of initial readings and prepare a proposed bylaw to be brought forward for Council's consideration to rezone Lot 1, DL 62, ODYD, Plan 9807 (6650 Okanagan Avenue) from A3 – Rural Small Holdings to R4 – Small Lot Residential.

CARRIED

<u>INFORMATION ITEMS:</u>

M. Austin provided an update of a recent Council decision on a bylaw previously considered by the Advisory Planning Committee.

| NEXT MEETING | The next meeting for the Advisory Planning Committee is tentatively set for October 11, 2023 at 4:00 p.m. |
|--------------|---|
| ADJOURNMENT | The meeting of the Advisory Planning Committee adjourned at 5:01 P.M. at the call of the Chair. |
| | CERTIFIED CORRECT: |



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Matt Faucher COUNCIL MEETING: REG ☑ COW ☐ I/C ☐

Current Planner, Planning

COUNCIL MEETING DATE: TBD

REPORT DATE: October 17, 2023

FILE: 3360-20 (ZON00407) / 3090-20 (DVP00617)

SUBJECT: ZONING AND DEVELOPMENT VARIANCE PERMIT APPLICATIONS FOR 3300 31ST

AVENUE

PURPOSE:

To present for Council's consideration zoning and development variance permit applications for the property located at 3300 31st Avenue to support a proposed mixed-use development.

RECOMMENDATION:

THAT Council support Zoning Application 00407 (ZON00407) to rezone Lot A, DL 72, ODYD, Plan KAP89332 (3300 31st Avenue) from C7 – Heritage Business District to C8 – Central Business District as outlined in the report titled "Zoning and Development Variance Permit Applications for 3300 31st Avenue" dated October 17, 2023, and respectfully submitted by the Current Planner;

AND FURTHER, that Council direct Administration to hold a public hearing, pursuant to 464(1) of *the Local Government Act*, on a proposed bylaw to rezone Lot A, DL 72, ODYD, Plan KAP89332 (3300 31st Avenue) from C7 – Heritage Business District to C8 – Central Business District;

AND FURTHER, that Council support of Zoning Application 00407 (ZON00407) is subject to the following:

a) That prior to final adoption of the zoning amendment bylaw, a Development Permit be ready for issuance;

AND FURTHER, that Council support Development Variance Permit Application 00617 (DVP00617) to vary Zoning Bylaw 5000 for Lot A, DL 72, ODYD, Plan KAP89332 (3300 31st Avenue), as follows:

- a) Section 4.1.2, to permit a building greater than 15m in height located in a commercial zone to project above lines extending toward the building at right angles from the centre line of the rear lane at an angle of 70° to the horizontal;
- b) Section 7.1.2, Table 7.1, minimum required parking stalls for the use of Apartment Housing from 124 to 76:
- c) Section 7.1.2, Table 7.1, minimum required visitor parking stalls for Residential Uses from 14 to 0; and
- d) Section 10.8.5, to relax the minimum setback for any portion of a building above 15m in height from 3.0m to 1.44m from any property line abutting a street.

AND FURTHER, that Council support of Development Variance Permit Application 00617 (DVP00617) is subject to the following:

a) That the site plan, floor plan, building elevations and renderings illustrating the general siting, layout and dimensions of the proposed development (Attachment 1) in the report titled "Rezoning and Development Variance Permit Applications for 3300 31st Avenue" dated October 17, 2023, and respectfully submitted by the Current Planner, be attached to and form part of DVP00617 as Schedule 'A'.

ALTERNATIVES & IMPLICATIONS:

 THAT Council not support Zoning Application 00407 (ZON00407) to rezone Lot A, DL 72, ODYD, Plan KAP89332 (3300 31st Avenue) from C7 – Heritage Business District to C8 – Central Business District as outlined in the report titled "Zoning and Development Variance Permit Applications for 3300 31st Avenue" dated October 17, 2023, and respectfully submitted by the Current Planner;

AND FURTHER, that Council support Development Variance Permit Application 00617 (DVP00617) to vary Zoning Bylaw 5000 for Lot A, DL 72, ODYD, Plan KAP89332 (3300 31st Avenue).

Note: This alternative does not support the rezoning and variance applications and prevents the project from moving ahead as proposed. The application will need to redesign their proposal to conform with Zoning Bylaw 5000.

ANALYSIS:

A. Committee Recommendations:

At its meeting of October 24, 2023, the Advisory Planning Committee passed the following resolution:

"(That the Advisory Planning Committee recommends that Council...)."

B. Rationale:

- The subject property is a vacant lot located in the City Centre neighbourhood (Figures 1 and 2) and is the former Legion Building site. It has an area of 1,875m² (~0.46ac). The property is currently zoned C7 – Heritage Business District.
- 2. The intent of the rezoning and variance applications is to request that Council:
 - rezone the subject property from C7 – Heritage Business District (Attachment 2) to C8 – Central Business District (Attachment 3). A map illustrating the current zoning districts is contained in Attachment 4; and

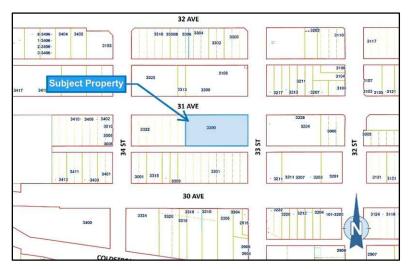


Figure 1: Property Location Map

support the following variance requests to:

- o permit a building greater than 15m in height located in a commercial zone to project above lines extending toward the building at right angles from the centre line of the rear lane at an angle of 70° to the horizontal; (Attachment 5);
- o reduce the minimum required parking stalls for the use of Apartment Housing from 124 to 76 (reduction of 48 stalls) (Attachment 5);
- o reduce the minimum required visitor parking stalls for Residential Uses from 14 to 0 (Attachment 5); and
- o relax the minimum setback for any portion of a building above 15m in height from 3.0m to 1.44m from any property line abutting a street (Attachment 5).



Figure 2: Aerial View of Property

- 3. The application proposes to construct a six-storey mixed use development with ~800m² of ground floor commercial and 95 residential units (75 one-bedroom units and 20 two-bedroom units), including two floors of underground parking and a roof top amenity space. The subject property is in the City Centre neighbourhood directly across 33rd Street from the City's parkade. The location is in the downtown commercial area and close to amenities, transit and is fully serviced by City infrastructure. The subject property is bound on the north by 31st Avenue, on the east by 33rd Street, on the south by a laneway, and on the west by existing commercial development.
- 4. The subject property is designated as Mixed-Use High Density Commercial and Residential (MXDHDCOMRES) in the Official Community Plan (OCP) (Attachment 6 & Map Attachment 7) and located within the City Centre Neighbourhood Plan (CCNP) (Attachment 8). The proposed C8 zone is compatible with both the MXDHDCOMRES designation and the CCNP. The goals of the CCNP are:

Character Areas:

a) Mixed Use - High Density Commercial and Residential. This urban designation allows and encourages mixed land use development up to 12 storeys where appropriate. Street level activity should focus on retail uses, cafes, restaurants, coffee shops, bars/pubs, grocery stores, artist studios, neighbourhood serving businesses and specialty shops and services. High density residential development above commercial uses will assist in creating a vibrant urban environment.

Historic Downtown:

- a) Support the development and redevelopment of mixed-use retail, office, commercial, entertainment, residential, hotel and other high activity uses by removing barriers to development and providing incentives.
- b) The feel of 30th Avenue shall be recreated on other streets in this area through redevelopment and streetscape improvements.

- c) Support redevelopment of vacant and underutilized lands.
- d) Encourage land uses that can support each other through shared parking opportunities such as office and retail sharing with residential, restaurants and entertainment venues.
- e) Encourage the development of housing in this area in order to attract residents and employees to support a full complement of retail and restaurant uses and make the area more active.
- f) Development in this area may be strictly commercial but not purely residential. All development must include commercial uses at street level.

General Policies:

- a) Encourage the development of garden space on rooftops for residents or employees.
- b) Encourage a mixture of housing sizes, forms and tenures in the design of new multi-family and mixed-use development to accommodate households of all sizes, ages and income levels.
- 5. The applicant is requesting to rezone the subject property from C7 to C8 in order to support the proposed residential density of 95 units, as well as the proposed height of the structure at 22m. The current C7 zone does not contain a specific maximum density for residential units. As such, the density maximum defaults to its OCP designation of High Density identified in Section 7.5 of the OCP as 170 units/ha (69 units/ac). Using this measure, the maximum allowable residential units on the subject property is 31. The C8 zone utilizes Floor Space Ratio (FSR) to set the maximum residential density at 4.0. When the residential units are calculated using FSR, based on the size of the subject property, the proposed units represent an FSR of 3.82. Both the C7 and C8 zones utilize FSR to calculate density for commercial units. The application is proposing a commercial FSR of 0.43 which is well under the allowable FSR in both the C7 and C8 zones. The maximum height of a structure in the C7 zone is 15m, where as the maximum height of a structure in the C8 zone is 38m allowing the proposed development to proceed without the need to request a height variance. A zone to zone comparison is provided in Table 1: Zoning Comparison.
- 6. Adjacent properties to the north are zoned C8 (Attachment 3). Properties to the west, east and south are zoned C7 (Attachment 2).
- 7. Table 1 below compares the existing C7 zone and the proposed C8 zone. These zones share similar uses and setbacks with the main differences being the maximum height and maximum density for commercial and residential uses.

| | Existing C7 | Proposed C8 | Proposal |
|--------------------|---|---|---|
| Max. Density | Residential: Not Provided OCP High Density Residential: 170 units/ha (69 units/ac) Commercial: 3.5 FSR | Residential: 4.0 FSR Commercial: 5.0 FSR Total: 9.0 FSR | Residential: 3.82 FSR Commercial: 0.43 FSR |
| Min. Lot Area | 200m ² | 200m ² | 1,870m ² |
| Min. Lot Width | 7.0m | 7m | 30.448m |
| Max. Site Coverage | 100% | 100% | 97.9% |
| Max. Height | 15.0m | 38.0m | 22.0m |
| Min. Front Yard | 0.0m | 0.0m | 1.22m |

| Min. Side Yard | Min. Side Yard 0.0m | | 0.0m |
|---|---|---|-------|
| Min. Rear Yard | 0.0m 6.0m if abutting residential lands | 0.0m 6.0m if abutting residential lands | 0.35m |
| Setback for buildings above 15m in height | | 3m for any portion of a building above 15m from any property line | 1.45m |

Table 1: Zoning Comparison

Proposed Variances:

8. Though there are four variances requested to support the development they can be combined into categories: buildings with a height greater than 15m and parking.

Height greater than 15m:

The application requests to vary Section 4.1.2 (Shadow Analysis) to allow the proposed structure to project beyond the 70 lines above 15m in height (Figure 3). The applicant's letter of rationale (Attachment 9) touches on the variance from the perspective of "site lines", however the regulation is meant to address shadows cast by the building with step backs required at higher elevations to reduce shadow impacts on adjacent lands. The applicant has provided further shadow analysis (Attachment 10) illustrating shadows at key moments in the annual cycle. The variance requested is specifically related to the projection of the 70 angle from the laneway on the west and south

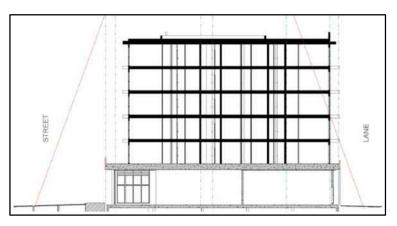


Figure 3: Shadow Analysis 70° Regulation

elevations. Due to the U-shaped design, meeting this regulation would result in a loss of units. Given the value to the neighbourhood of providing residential units in the downtown core area, as well as the area exceeding the regulation is facing the laneway, the trade off is acceptable for Administration to support this variance request.

The application also requests to vary Section 10.8.5 requiring a setback of 3m for any portion of a building greater than 15m in height from all property lines. While the application is in accordance with setbacks for the portion of the structure under 15m in height, the portion of the building above (~7m) does not meet the increased setback requirement of 3m from all property lines on the north elevation – 31st Ave (proposed setback of 1.45m), east elevation – 33rd St (proposed setback of 2.25m) and south elevation – Laneway (proposed setback of 1.44m). As the variance applies to the top two floors of the proposed development (5th and 6th floors) and allows for two-bedroom units in the low 700 sq. ft. to high 900 sq. ft. ranges to accommodate varying space requirements of future residents, Administration is supportive of this variance request.

Parking:

The application is requesting variances to two parking regulations in Section 7.1.2, Table 7.1:

1. To reduce the amount of parking stalls required for the use of Apartment Housing from 124 to 76; and

2. To reduce the amount of visitor parking stalls required for the proposed 95 residential units from 14 to 0

The applicant has provided a parking study (Attachment 11) to support the requested variance (Section 3 of the report). The report highlights a shared parking strategy between the commercial and visitor parking uses. Additionally, there is a four-storey parkade located across 33rd Street from the proposed development site. Given the time difference between peak periods of the commercial and visitor uses, as well as the availability of metered street parking and parkade adjacent to the subject property, Administration is supportive of the proposed variance to the visitor parking requirements.

The application is requesting a 48 stall (~39%) reduction in the amount of required parking for the Apartment Housing use. The location of the subject property in the City Centre is in close proximity to services and amenities, as well as transit. Based on reviewing comparable developments in the City that are in close proximity to properties within the C7 and C8 zones, the traffic study concluded that a parking rate of 0.80 was suitable to support the expected demand created by the proposed residential development. Additionally, the applicant has included 183 Class II bicycle parking spaces which greatly exceeds the bylaw requirement of 0.5 stalls per unit, to support and encourage alternative modes of transportation.

- 9. Administration supports the rezoning and variance applications for the following reasons:
 - The application proposes to construct a significant number of residential units in the City Centre providing accommodation for residents and workers in the downtown core close to services, businesses and amenities;
 - b) The proposed development includes ground floor commercial which would activate the street frontage where a currently vacant lot exists;
 - c) The variances requested to setbacks above 15m apply to the top two floors of the structure and allow for additional residential units to be created in the downtown core of the City; and
 - d) Given the subject property's proximity to services and amenities, as well as being located directly across from a four-storey parkade and a significant increase to the bicycle parking requirements, Administration supports the request to reduce parking requirements for the proposed development.

C. Attachments:

| C. | Attachments: | |
|----|--|--|
| | Attachment 1 – Architectural Drawing Set (Site F | lan, Elevations, Floor Plans, Landscaping) |
| | Attachment 2 – C7 – Heritage Business District 2 | Zone |
| | Attachment 3 – C8 – Central Business District Zo | one |
| | Attachment 4 – Current Zoning Map | |
| | Attachment 5 – Zoning Bylaw 5000, Sections 4.1 | .2, 7.1.2, Table 1, and 10.8.5 |
| | Attachment 6 – Mixed-Use High Density Comme | rcial and Residential (OCP) |
| | Attachment 7 – OCP Map | |
| | Attachment 8 – City Centre Neighbourhood Plan | |
| | Attachment 9 – Applicant's Letter of Rationale | |
| | Attachment 10 – Shadow Analysis | |
| | Attachment 11 – Parking Study, prepared by Bur | nt & Associates, dated October 14, 2023 |
| | | |
| D. | Council's Strategic Plan Alignment: | |
| | ☐ Governance & Organizational Excellence | □ Livability |
| | ☐ Recreation, Parks & Natural Areas | ∀ibrancy |
| | ☐ Environmental Leadership | ☐ Not Applicable |
| | • • • • • • • • • • • • • • • • • • • | • • |

E. Relevant Policy/Bylaws/Resolutions:

- 1. Official Community Plan Bylaw 5470:
 - ➤ OCP Designation Mixed-Use High Density Commercial and Residential
 - City Centre Neighbourhood Plan (CCNP)
- 2. Zoning Bylaw 5000:
 - C7 Heritage Business District
 - > C8 Central Business District
 - ➤ Sec. 4.1.2 Shadow Analysis
 - > Sec. 7.1.2, Table 1 Minimum Parking Standards Apartment Housing and Visitor Parking
 - > Sec. 10.8.5 Setback from all property lines for buildings greater than 15m in height

BUDGET/RESOURCE IMPLICATIONS:

N/A

☐ OTHER:

| FINANCIAL IMPLICATIONS: | | |
|---|--|---|
| ⊠ None □ Budget P | , | udget Request Review Required) |
| Prepared by: | Approved for su | ubmission to Council: |
| X Matt Fauchan | Dotrinia Pridal | CAO |
| Matt Faucher Planner, Planning | Patricia Bridal, | CAO |
| | Date: | |
| X Terry Barton, Director Community Infrastructure and De | evelopment | |
| REVIEWED WITH | | |
| □ Corporate Services □ Bylaw Compliance □ Real Estate □ RCMP ⋈ Fire & Rescue Services □ Human Resources □ Financial Services ⋈ COMMITTEE: APC (October 2 | ☐ Operations ☐ Public Works/Airport ☐ Facilities ☐ Utilities ☐ Recreation Services ☐ Parks | □ Current Planning □ Long Range Planning & Sustainability □ Building & Licensing □ Engineering Development Services □ Infrastructure Management □ Transportation □ Economic Development & Tourism |

 $\label{lem:g:source} $$G:\3000-3699 $$ LAND ADMINISTRATION\3360 ZONING AND REZONING\20 Applications\20N00407\2 PROC\Rpt\231017_mf_APC_Rpt_ZON00407_DVP00617.docx$

ATTACHMENT 1

WELBEC PROPERTIES

3300 Rental Apartments
July 28, 2023 - Issue 03 - RZ Resubmission
3300 31st Avenue, Vernon, BC

Siegrist Architecture



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Architectural Drawing Issues

2023-03-13 Issue 01 - Client Design Review 2023-05-17 Issue 02 - RZ Application

Project Description:

6 Storey Concrete and Woodframe Rental Apartment Building
5 Storey Residential Woodframe above 1 Storey Concrete Commercial

Civic Address:

3300 31st Avenue, Vernon, BC

Legal Description:

LOT A, PLAN LAP89332, DL 72, ODYD AND ADJACENT LANDS

Architectural Drawing Index

| A-0.000 Cover | | |
|----------------------|------------------------------|--|
| A-0.000 | Cover | |
| A-0.101 | Project Information | |
| A-0.200 | Data Sheet | |
| A-0.210 | Transportation Report | |
| A-0.211 | Transportation Report | |
| A-0.310 | Context - Site Location | |
| A-0.320 | Context - Site Location | |
| A-0.330 | Context - Street View Photos | |
| A-0.340 | Context - Zoning | |
| A-0.341 | Context - Zoning | |
| A-0.410 | Existing Conditions | |
| A-5.101 | Perspective Renders | |
| A-5.102 | Perspective Renders | |
| A-1.000 Site | | |
| A-1.100 | Survey Plan | |
| A-1.200 | Site Plan | |
| A-2.000 Plans | | |
| A-2.010 | P2 Level Floor Plan | |
| A-2.010 | P1 Level Floor Plan | |
| A-2.201 | Level 1 Floor Plan | |
| A-2.201 | Level 2 Floor Plan | |
| A-2.301 | Level 3 Floor Plan | |
| A-2.401 | Level 4 Floor Plan | |
| A-2.501 | Level 5 Floor Plan | |
| A-2.601 | Level 6 Floor Plan | |
| A-2.701 | Roof Deck Plan | |
| A-3.000 Enlarged Pla | ns | |
| A-3.001 | CMHC Requirements | |
| A-3.002 | CMHC Requirements | |
| A-3.101 | Unit Plans | |
| A-3.102 | Unit Plans | |
| A-4.000 Elevations | | |
| A-4.100 | North & West Elevations | |
| A-4.200 | South & East Elevations | |
| A-4.300 | Material Board | |
| A-5.000 Sections | | |
| A-5.100 | Section 1 | |



3300 Rental Apartments
July 28, 2023 - Issue 03 - RZ Resubmission
3300 31st Avenue, Vernon, BC

Siegrist Architecture

Siegrist
ARCHITECTURE
July 28, 2023
Issue 03 - RZ Resubmission

Project Information

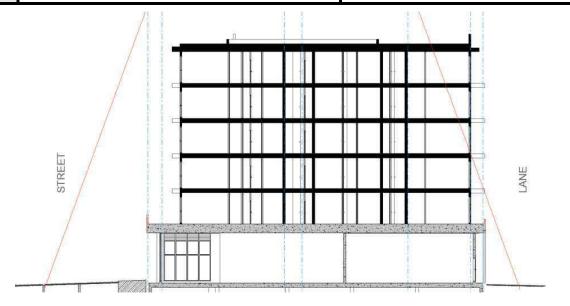
A-0.101Page 21 of 152

| 1. | SITE AREA | | | | | | | | | | | | | |
|-----|--|--------------|-------------------------|----------------------|--|----------------------|----------------------|--------------------------------------|-----------------------|----------------------------|--|----------|----------------|----------|
| 1.1 | Total Site Area | | | | | | | | | | | | | |
| | Total Gross Site Area *Confirmed by Survey on March 16th 2022 | | | | | | | | 20,128.5 | S SF* | 1870 m ² | | | |
| | | | | | | | | | | | | | | |
| 2. | FLOOR AREA RATIO (FAR) | | | | | | | | | | | | | |
| 2.1 | Maximum FAR | | | | | | | | | | | | | |
| | Maximum Floor Area | 4.00 | | | | | | | 80,514.0 | SF | 7,479.9 m ² | | | |
| 2.2 | Proposed FAR | | | | | | | | | | | | | |
| | Commercial Residential | 0.43 3.82 | | | | | | | 8,633.41 76,800.41 | | 802.1 m ² 7,134.9 m ² | | | |
| | Proposed Floor Area (Unit Area Only) | 4.24 | | | | | | | 85,433.8 | SF | 7,937.0 m ² | | | |
| | Impermeable Surfaces (Parkade outline) | 19,591 SF | | | | | | | | | | | | |
| | Site Coverage | 19,709 SF | | | | | | | | | | | | |
| | GROSS FLOOR AREA (GFA) | | | | | | | | | | | | | |
| 3.1 | Unit Areas | | | | | | | | | | | | | % of Num |
| | Unit Types | | Level 1 | Level 2 | Level 3 | Level 4 | Level 5 | Level 6 | Subtotal | Unit Area | Total Area per Ur | nit Type | Ι | of Units |
| | | | | | | | | | | | | <u> </u> | | |
| | | | | | - | _ | | - | | | | | | |
| | Unit B1-A - 1 Bedroom 1 Bath | | | 2 | 2 | 2 | 2 | 2 | 10 | 611.67 | 6,116.70 SF | 568.26 | m6 | 10.5 |
| | Unit B1-B - 1 Bedroom 1 Bath | | | 1 | 1 | 1 | 1 | 1 | 5 | 610.58 | 3,052.90 SF | 283.62 | m7 | 5.2 |
| | Unit B2-A - 1 Bedroom 1 Bath | | | 2 | 2 | 2 | 2 | 2 | 10 | 583.64 | 5,836.40 SF | 542.21 | m13 | 10.5 |
| | | | | , | ······································ | | | ! | 1 | | | | | ! |
| | Unit B3-A - 1 Bedroom 1 Bath (CMHC Accessible) | | | 1 | 1 | 1 | 1 | 1 | 5 | 652.95 | 3,264.75 SF | 303.30 | m11 | 5.2 |
| | Unit B3-B - 1 Bedroom 1 Bath (CMHC Accessible) | | | 1 | 1 | 1 | 1 | 1 | 5 | 653.76 | 3,268.80 SF | 303.68 | m13 | 5.2 |
| | Unit B4-A - 1 Bedroom 1 Bath (CMHC Adaptable + Universal) | | | 1 | 1 | 1 | 1 | 1 | 5 | 593.11 | 2,965.55 SF | 275.51 | m13 | 5.2 |
| | | | | | | | | | _ | | | | | |
| | Unit B5-A - 1 Bedroom 1 Bath + Den | | | 1 | 1 | 1 | 1 | 1 | 5 | 698.33 | 3,491.65 SF | 324.38 | m13 | 5.2 |
| | Unit B6-A - 1 Bedroom 1 Bath | | | 1 | 1 | 1 | 1 | 1 | 5 | 544.36 | 2,721.80 SF | 252.86 | m13 | 5.2 |
| | Unit B7-A - 1 Bedroom 1 Bath + Den | | | 3 | 3 | 3 | 3 | 3 | 15 | 716.67 | 10,750.05 SF | 998.70 | m13 | 15.7 |
| | Unit B7-B - 1 Bedroom 1 Bath + Den | | | 1 | 1 | 1 | 1 | 1 | 5 | 715.61 | 3,578.05 SF | 332.41 | m13 | 5.2 |
| | Unit B7-C - 1 Bedroom 1 Bath + Den | | | 1 | 1 | 1 | 1 | 1 | 5 | 717.54 | 3,587.70 SF | 333.31 | | 5.2 |
| | | | | 1 | ı | I I | I . | ı | | | • | | • | |
| | Unit C1-A - 2 Bedroom 2 Bath + Den | | | 1 | 1 | 1 | 1 | 1 | 5 | 925.26 | 4,626.30 SF | 429.79 | m15 | 5.2 |
| | Unit C1-B - 2 Bedroom 2 Bath + Den | | | 1 | 1 | 1 | 1 | 1 | 5 | 975.71 | 4,878.55 SF | 453.23 | m17 | 5.2 |
| | Unit C2-A - 2 Bedroom 2 Bath | | | 1 | 1 | 1 | 1 | 1 | 5 | 772.02 | 3,860.10 SF | 358.61 | m15 | 5.2 |
| | Unit C2-B - 2 Bedroom 2 Bath | | | 1 | 1 | 1 | 1 | 1 | 5 | 772.74 | 3,863.70 SF | 358.95 | m17 | 5.2 |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | Total Units per Floor | | 0 | 19 | 19 | 19 | 19 | 19 | 95 | | 65,863.00 SF | 6,118.82 | m ² | 100.0 |
| | Total Building Area per floor plan | | 0 | 14,742.62 | 14,742.62 | 14,742.62 | 14,742.62 | 14,742.62 | ! | check | 65,862.65 | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | Studios | 0 | 0% | l l | | | |
| | | | | | | | | 1 Bedrooms 2 Bedrooms | 75 20 | 79% 21% | | | | |
| | | | | | | | | | 95 | 100% | | | | |
| 2.0 | Paridantial Common Areast | | | | | | | | | | | | | |
| 3.2 | Residential Common Areas* | | Level 1 | Level 2 | Level 3 | Level 4 | Level 5 | Level 6 | Roof Deck | Subtotal | | | | |
| | Common Area | | 2,428.01 | 1,570.09 | 1,570.09 | 1,570.09 | 1,570.09 | 1,570.09 | 659.30 | 10,937.76 SF | | | | |
| | | Subtotal | 2,428.01 | 1,570.09 | 1,570.09 | 1,570.09 | 1,570.09 | 1,570.09 | | - SF | | | | |
| | L L | Subtotal | 2,426.01 | 1,570.09 | 1,570.09 | 1,370.09 | 1,570.09 | | otal Common Area | | | | | |
| 3.3 | Commerical Area* | | | | | | | | | | | | | |
| | *not including services on level 1 CRU-1 | | Level 1 2,111.11 | | | | | | | Subtotal 2,111.11 SF | | | | |
| | CRU-2 | | 2,996.37 | | | | | | | 2,996.37 SF | | | | |
| | CRU-3 CRU-4 | | 2,303.37 1,222.56 | | | | | | | 2,303.37 SF 1,222.56 SF | | | | |
| | | | | | | | | | | | | | | |
| | | 6.11.11 | 0.000.44 | | | | | | | 0.022.44.05 | | | | |
| | | Subtotal | 8,633.41 | | | | Total | Commercial Area | | 8,633.41 SF 8,633.41 SF | | | | |
| 3.4 | Total Building Area | | | | | | | | | | | | | |
| | Unit Area | | Level 1 | Level 2 13,172.53 | Level 3 13,172.53 | Level 4 13,172.53 | Level 5 13,172.53 | Level 6 13,172.53 | Roof Deck | Subtotal 65,862.65 SF | | | | |
| | Residential Common Areas | | 2,428.01 | 1,570.09 | 13,172.53 | 1,570.09 | 1,570.09 | 13,172.53 | | 10,937.76 SF | | | | |
| | Commerical Area | Subtotal | 8,633.41 11,061.42 | | 14,742.62 | 14,742.62 | 14,742.62 | 14,742.62 | | | | | | |
| | | | | | | | | | uildable Floor Area | | | | | |
| 3.5 | Total Building Area Included in FAR (Exclusions) | | | | | | | | T | 1 6 1 1 | | | | |
| | Unit Area Exclusions | | Level 1 | Level 2 | Level 3 | Level 4 | Level 5 | Level 6 | | Subtotal - SF | | | | |
| | Amenity Exclusions | | - | - | - | - | - | - | | - SF - SF | | | | |
| | | | | | | | | Total Exclusions | | - SF | | | | |
| | | | | | | | | ildable Floor Area | | 85,433.82 SF | | | | |
| | | | | | | To | otal Area for FAI | Total Exclusions R Calculation (2.2) | | - SF 85,433.82 SF | | | | |
| | | | | | | | | | | | | | | |

3300 Rental Apartments
October 14, 2023 - Issue 03 - RZ Resubmission
3300 31st Avenue, Vernon, BC

Current Zoning: C7
Proposed Zoning C8

| Proposed Zoning C8 | Required/Allowed | Proposed |
|---|-------------------------------|--|
| Principal Use | apartment housing, commercial | apartment housing, commercial |
| Min. Parcel Size | 200m2 | 1870m2 |
| Min. Lot Depth | 7.0m | 61.323m |
| Lot Width | N/A | 30.448m |
| Net Floor Area | N/A | 7,937.0 |
| Floorplate | N/A | 1831.0 |
| Parkade Floorplate | N/A | 1,744.1 |
| Commercial Floor Area Ratio | 5.00 | 0.43 |
| Residential Floor Area Ratio | 4.00 | 3.82 |
| Total Floor Area Ratio | 9.00 | 4.24 |
| Maximum residential units | N/A | 95.0 |
| Maximum commercial space | 6545.0m2 | 802.1 |
| Maximum site coverage (buildings) | N/A | 1831.0m2 |
| Maximum site coverage (impermeable surfaces) | N/A | 1820.1m2 |
| Maximum Building Height | 38.0m or 12.0 storeys | 22.0 6 Storeys |
| Setbacks | | |
| Front yard | 0.0m | 1.22m |
| Side yard | 0.0m | 0.0m |
| Rear yard | 0.0m | 0.35m |
| Any portion of a building above 15 meters in height must be a minimum of 3.0m | 3m | 1.45m |
| from any property line abutting a street. | 400m2 | over 750m2 (assuming 40SF balconies per units + roof deck) |
| Parking | | |
| Commercial | 12 stalls | 12 stalls (Combined) |
| 1 bedroom | 94 stalls | 7C atalla |
| 2 bedroom | 30 stalls | 76 stalls |
| Visitor | 14 stalls | 0 Designated - 12 stalls (Combined) |
| Total | 149 stalls | 88 stalls |
| Bicycle parking | 50 | 183 |
| Loading | 3 | 3 |
| Vehicle access from lane | Yes | Yes |
| Required site lines | | |
| No obstruction 70 degrees from roadways | Yes | Yes |
| No obstruction 70 degrees from lane | Yes | No |





Data Sheet

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bunt & associates

bunt & associates



February 17th, 2023 04-22-0286

Ionathan Beck Director of Property Management Welbec Properties 1930-777 Hornby Street Vancouver, BC V6Z 1S4

VIA E-MAIL: jonathan@welbec.com

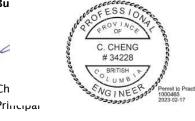
Dear: Jonathan Beck,

Re: 3300 31st Avenue, Vernon Parking Supply

The following letter outlines what Bunt believes is an appropriate parking supply for the development at 3300 31st Avenue, Vernon. The study has taken into consideration vehicle ownership data from other comparable residential sites in Vernon. The study also reviews the Metro Vancouver Apartment Parking Study to look at general trends of parking demand by tenures of buildings.

We hope you find the outcome of the study satisfactory and that it will enable you to move forward with the Development. Should you have any questions please do not hesitate to contact us.

Yours truly



HACKroyd Josie Ackroyd, EIT

Transportation Analyst

Duane Siegrist & Andrew Martins, Siegrist Architecture; Sanjeev Kandola, Welbec Properties

Bunt & Associates Engineering Ltd.

Suite 106, 460 Doyle Ave, Kelowna, BC V1Y 0C2 Tel 778 738 3940 Calgary Edmonton Kelowna Vancouver Victoria www.bunteng.com

bunt & associates TRANSPORTATION PLANNERS AND ENGINEERS

3. PARKING SUPPLY RATIONALE

Vernon Specific Parking Occupancy

As part of the investigation to support a lower parking rate for the 3300 31st Avenue Development, data was sourced from ICBC for the number of actively insured vehicles for 11 addresses within the urban/suburban areas of Vernon. Exhibit 3.1 depicts the locations of the sites and Table 3.1 displays the data sourced from the ICBC request. Due to the limited options to gather information from recent/modern developments in Vernon, a variety of rental apartments and strata apartments were selected in consultation with the City of Vernon staff.

Table 3.1 Actively Insured Vehicles at selected addresses in Vernon.

| ID# | APARTMENT NAME | ADDRESS | # UNITS | ACTIVELY REGISTERED | ACTIVELY REGISTERED / # UNITS |
|---------------|---------------------------------|---|---------|------------------------|-------------------------------------|
| 1 | Summitview Height Apartments | 1803 31A St, Vernon, BC V1T 0C1 | 43 | 49 | 1.14 |
| 2 | Rockwood Landing Apartments | 3400 Centennial Dr, Vernon, BC V1T 2T7 | 60 | 64 | 1.07 |
| 3,4 | Hillside Terrace | 3405, 3507 39 Ave, Vernon, BC V1T 3E3 | 72 | 62 | 0.86 |
| 5 | Vernon City View Apartments | 3501 Centennial Dr, Vernon, BC V1T 6C2 | 47 | 28 | 0.60 |
| 6, 7, 8, 9 | Creekview Heights | 1693, 1695, 1697, 1699 Deleenheer Rd, Vernon, BC V1B 3R7 | 216 | 223 | 1.03 |
| 10* | The Hub | 3409 28th Ave, Vernon, BC V1T 1W8 | 57 | 42 | 0.74 |
| 11* | Willow brook | 3800 24 Ave, Vernon, BC V1T 1L9 | 27 | 17 | 0.63 |
| | | | | AVERAGE | 0.93 |

Based on the surveyed sites the average is 0.93 which is lower than the bylaw requirements, which falls between 1 - 1.5 depending on the type of unit. This surveyed average of 0.93 does not distinguish between rental and strata properties or by location.

- With the Strata Sites (sites 10 & 11) removed, the average of the rental units would be 0.94. • If only considering sites within 400m of the C7 and C8 zone boundary (sites 2, 5 and 10), the
- average would be 0.8 parking stalls per unit. • All other sites except Creekview Heights (sites 6, 7, 8, 9) are located within 800m of the C7 and C8 zone boundary. Excluding Creekview Heights, the average would be 0.84

These averages would suggest that an appropriate parking rate would fall somewhere between 0.8 and 0.94. Table 3.2 below outlines the required residential parking that would be required if these alternative rates were to be applied.

3300 31st Avenue Vernon | Parking Supply Letter | February 17th, 2023

1. INTRODUCTION

Welbec Properties (Welbec) is redeveloping an existing site in the downtown Vernon area at 3300 31st Avenue. The development is proposed to be a 95-unit rental with commercial space on the ground floor. Welbec has retained Bunt & Associates Engineering Ltd. (Bunt) to review the parking supply and propose a suitable parking rate for the development.

1.1 Scope of Work

The scope includes:

- Review the site plan and development information.
- Establish the required number of parking stalls as per the City of Vernon's Bylaw.
- Identify 10 other similar apartment-style buildings located within the City of Vernon (with the
- help of the City) and obtain ICBC vehicle insurance data for the identified addresses. · Review the information gathered and use this to inform an appropriate parking rate for the

1.2 Site Context

The site is located within the centre of Downtown Vernon at 3300 31st Avenue. The land use is currently zoned as C7 Zoning - Heritage Business District. The development is planned to support 95 residential dwelling units (all of which will be rental units), with 782m² of commercial on the ground floor. The site is conveniently situated 250m from the Downtown Vernon Transit Exchange and surrounded by an amenity-rich area. There are several cycling connections on the fringe of the downtown zone that are easily accessible from the site. This includes the cycle track on 30th Street and on-road cycle lanes on 34th Street which link to several multi-use paths.

TRANSPORTATION PLANNERS AND ENGINEERS

Vernon's Official Community Plan (OCP) was released in 2013 with updates being made as recently as September 2022. A few of the key guiding principles include:

- Creating strong and complete neighbourhoods.
- Provide alternative transportation; and,
- Revitalizing the Downtown.

More specifically surrounding transportation, the City of Vernon is looking to deliver a sustainable and integrated transportation network. There is a focus to promote mode choice away from personal motor vehicles, educating on the benefits of active transportation for health and reducing the impact of transportation on the environment. To maximize the benefits of transportation investment the City is seeking to integrate them with land use planning and development of the City Centre and neighbourhood centers in a manner that promotes community safety, is transit orientated, and provides transportation choices.

3300 31st Avenue Vernon | Parking Supply Letter | February 17th, 2023

Table 3.2 Total parking stalls with average surveyed parking rates

| SCENARIO | PARKING RATE | RESIDENTIAL PARKING STALLS |
|---|--------------|----------------------------|
| Bylaw required | 1 - 1.5 | 123 |
| Rental sites only | 0.94 | 89 |
| All studied sites within 400m of the C7 & C8 boundary | 0.80 | 76 |
| All studied sites within 800m of the C7 & C8 boundary | 0.84 | 80 |

It is noted that the average rental parking rate for the identified sites is higher than the average for strata developments. This is different from what was expected as rental units generally have a lower parking rate as per the Metro Vancouver Apartment Parking Study (discussed in Section 3.3).

3300 31st Avenue Vernon ${\scriptscriptstyle \parallel}$ Parking Supply Letter ${\scriptscriptstyle \parallel}$ February 17th, 2023

2. BYLAW PARKING REQUIREMENTS

2.1 Bylaw Requirements

2.1.1 Vehicular Parking Requirements

Table 2.1 outlines the parking stall requirements for vehicles in the downtown area of Vernon.

Table 2.1 Vehicular Parking Requirements

| LAND USE | SUB-CATEGORY | QUANTITY | MINIMUM REQ. RATE | MINIMUM REQ. STALLS | PROVIDED |
|-------------|--------------|-----------------|-----------------------------|------------------------|----------|
| Commercial | | 748.58 m2 (GFA) | 1.5 per 100m2 GFA | | 14* |
| | 1 Bed | 75 units | 1.25 per dwelling unit | 94 | 76 |
| Residential | 2 Bed | 20 units | 1.5 per dwelling unit | 30 | 76 |
| | Visitor | 95 units | 1 every 7 dwelling units | 14 | 14* |
| | | 149 | 90 | | |

The development is proposing 90 parking stalls be provided. This represents a difference of 59 stalls compared to the minimum requirements from the City of Vernon Zoning Bylaw. The 90 stalls will include 14 accessible parking stalls (10 accessible units per CMHC funding requirements). The minimum bylaw requirement of 2 accessible parking stalls is met.

2.1.2 Bicycle Parking Requirements

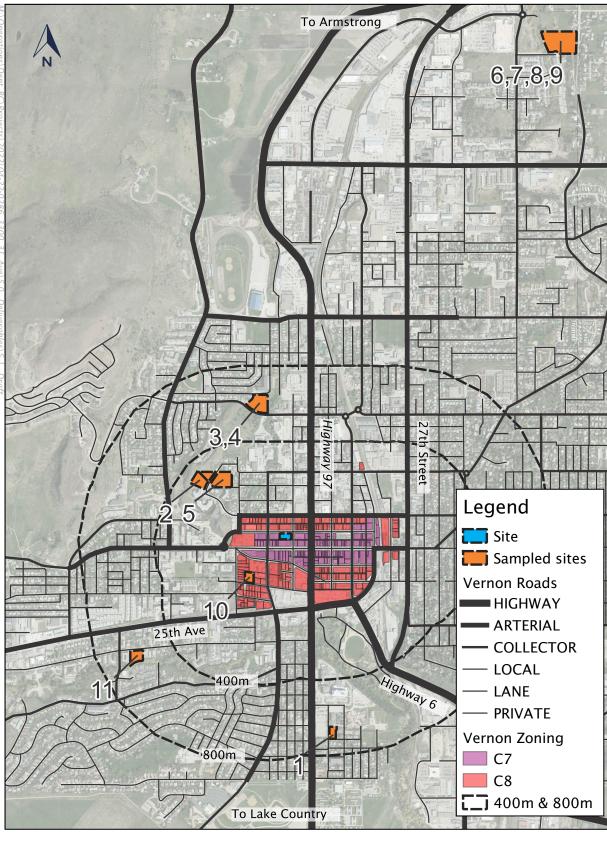
Table 2.2 outlines the bicycle requirements for the downtown development. Class I refers to longterm bicycle parking for residents or employees, in a secure location. Class II is intended for shortterm use by patrons or visitors to the property.

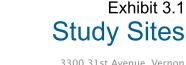
Table 2.2 Bicycle Parking Requirements

| LAND USE | | QUANTITY | MINIMUM REQ. RATE | MINIMUM REQ. STALLS | ROUNDED | PROVIDED |
|-------------|-------------|--------------------|------------------------|------------------------|---------|----------|
| Class I | Commercial | 748.58 m2 (GFA) | 0.2 per 100m2 GFA | 2 | 50 | 123 |
| | Residential | 95 units | 0.5 per dwelling unit | 48 | | |
| Class II | Commercial | 748.58 m2 (GFA) | 0.6 per 100m2 GFA | 4.5 | 28 | 28 |
| | Residential | 95 units | 0.25 per dwelling unit | 23.8 | | ı |

The development is planning to provide 123 class II, long-term bicycle parking stalls, which is more than double the minimum bylaw requirements. This is aimed at increasing the ability for residents of the development to use cycling as their primary travel mode.

3300 31st Avenue Vernon | Parking Supply Letter | February 17th, 2023





04-22-0286



2.1.3 Loading Requirements

Section 7.2.7 in the City of Vernon Zoning Bylaw state that:

"Except for in the **C7 and C8** zones, on-site loading space shall be provided entirely within the property of the development being served, and shall be subject to all setbacks and yard requirements specified elsewhere in this Bylaw. In the C7 and C8 zones, loading can be provided from a public lane, but not from a city street".

As the development is located in a C7 Zone it is appropriate to provide loading from the laneway behind the development. Table 2.3 outlines the Loading requirements for the development.

Table 2.3 Bylaw Loading Requirements

| LOADING QUANTITY | | MINIMUM REQ. RATE | MINIMUM REQ. SPACES | PROVIDED | |
|------------------|-------------------|----------------------------|------------------------|----------|--|
| Commercial | 748.58 m2 (GFA) | 1 per 1900m2, minimum 1 | 1 | 3 | |
| Residential | 5,800.78 m2 (GFA) | 1 per 2800m2 GFA | 2 | | |
| | Total | 3 | 3 | | |

3300 31st Avenue Vernon | Parking Supply Letter | February 17th, 2023

bunt & associates

3.2 Shared Parking Strategies

TRANSPORTATION PLANNERS AND ENGINEERS

Bunt believes that it would be appropriate to consider shared parking between the required commercial parking stalls and the residential visitor parking stalls. Visitor parking is known to peak in the evening periods at which time there is generally little to no demand for commercial uses. Many municipalities such as the City of Kelowna allow commercial and visitor parking to be shared providing the parking spaces are available to both land uses at all times. **Table 3.3** outlines the number of parking stalls required if this were to be implemented.

Table 3.3 Shared Parking for Visitor and Commercial Land Uses

| SCENARIO | COMMERCIAL PARKING STALLS | VISITOR PARKING STALLS | TOTAL STALLS |
|---|------------------------------|------------------------|--------------|
| Bylaw required | 11 | 14 | 25 |
| Shared Visitor and Commercial Parking Stalls | 1 | 4 | 14 |
| | | | |

The project proposes to 14 parking stalls which shall be shared between the commercial use and

3.3 Strata vs Rental - Metro Vancouver Apartment Study

The development is proposing to provide purpose-built, rental-only units and the data collected from the identified Vernon sites contains some strata developments. Due to this, the key points from the Metro Vancouver Apartment Study have been reviewed to compare a typical difference between parking rates in rental units and strata units.

3.3.1 Metro Vancouver Apartment Study Summary¹

This study is one of the most comprehensive examinations of apartment parking supply and demand conducted in a metropolitan area. It uses lessons from other cities, particularly around studies on proximity to transit and for current practices i.e.: municipalities requiring at least 1 parking stall per unit. In 2011 the study was undertaken key findings are outlined below:

• Residential parking in strata apartments generally exceeds parking demand in the range of 18 -35 % across the region.

https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for $government/uploads/metro_apartment_parking_study_technical_report.pdf$

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- Residential parking demand is lower near TransLink's Frequent Transit Network (FTN)2. Parking demand ranges from 0.89 - 1.06 vehicles per apartment for close to FTN, and 1.10 - 1.25 for further away from FTN.
- Vehicle holdings and parking demand for apartment renters are much lower than for owners. This is consistent with prior research. In purpose-built market rental sites, the parking demand range is 0.58 - 0.72 vehicles per apartment unit.
- Strata buildings generally have a parking demand between 0.98 1.14 per unit.
- Visitor parking had an observed rate of less than 0.1 stalls per unit and is likely oversupplied. • Households with carshare memberships have fewer vehicles than non-members do.
- Proximity to transit was consistently cited by over half of the surveyed households as one of the top three factors when choosing their home.

3.3.2 Metro Vancouver Apartment Study Applications to 3300 31st Ave Vernon In the case of the sampled Vernon sites the rental developments on average have a higher parking rate than the Strata developments. Due to this, the Metro Vancouver Apartment Study has not been used to adjust any of the collected data.

Another of the conclusions presented by the study is that visitor parking is often oversupplied. The study's observed rate is less than 0.1 per unit and this can be compared to the City of Vernon's Bylaw of 0.14 rate. This would further support the application of shared parking of visitors with commercial parking.

3.4 Transportation Demand Management (TDM) Measures

In order to support the lower parking rate the development is intending on providing 123 class II, long-term bicycle parking spaces, 121 of which are residential long-term bicycle parking stalls. The current bylaw requires 0.5 spaces per residential unit the amount being provided by the development will be 1.27 stalls per unit, which is more than double what is required.

In addition to this, it is suggested that to further support the lower parking rate and enable the use of the additional bicycle stalls, bicycle maintenance facilities should also be provided within the

² The FTN is a network of corridors along which transit service is provided at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. This 15 minute or better service is provided at least from 6am-9pm on weekdays, 7am-9pm on Saturdays and 8am-9pm on Sundays. The FTN does not refer to specific routes or technologies or vehicle types; rather it refers to a high frequency and span of transit service within a corridor. This level of service may be provided by a single route or by a combination of multiple routes and/or technologies within the same corridor.

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4. CONCLUSIONS

Based on the content presented within this letter, Table 4.1 provides a summary of a range of alternative parking supply numbers that Bunt believes would be appropriate for the development at 3300 31st Avenue Vernon. The table takes into consideration the application of lower parking rates as indicated by the averages of the surveyed sites and the implementation of shared parking between commercial and residential land uses.

Table 4.1 Alternative Parking Stall Requirement Summary

| | RESIDENTIAL PARKING RATE | RESIDENTIAL PARKING STALLS | COMMERCIAL PARKING STALLS | VISITOR PARKING STALLS | TOTAL PARKING STALLS |
|---|--------------------------------|----------------------------------|---------------------------------|------------------------------|----------------------------|
| City of Vernon Required Parking | 1 - 1.5 | 124 | 11 | 14 | 149 |
| Provided by the Development | - | 76 | 14 | 1* | 90 |
| Investigated sites - Rental sites only average parking rate | 0.94 | 89 | 14* | | 103 |
| Investigated sites - Within 400m of the C7 & C8 boundary | 0.80 | 76 | 14 | 1* | 90 |
| Investigated sites - Within 800m of the C7 & C8 boundary | | | 1 * | 94 | |

Bunt believes providing parking between the range of 103 - 90 stalls would be appropriate for the development at 3300 31st Avenue. Further to this, due to the site being centred within the C7 zone, in an amenity-rich location and less than 250m from the Downtown Vernon Transit Exchange, Bunt believes the resident parking rate of 0.8 would be suitable for the development. The 0.8 resident parking rate with shared parking totals 90 vehicle parking stalls required.

This reduced rate would also be supported as the development provides more than double the required long-term bicycle parking stalls. These additional stalls will act as enablers and encourage residents to choose a non-auto mode.

To further support the utilization of cycling as a primary mode of travel for residents, Bunt also recommends the project provides bicycle maintenance facilities within the bicycle parking area to support residents to use their bicycles.

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The attached information is provided to support the agency's review process

and shall not be distributed to other parties without written consent from

Bunt & Associates Engineering Ltd.

Insurance Corporation of British Columbia Information Management - Corporate and Driver Licensing 151 West Esplanade North Vancouver, BC V7M 3H9

Report #: RDAR-21516

Report Title: Number of Actively Insured Vehicles at the selected addresses

Approvals: The data in this report ("Data") has been approved for release to **<Bunt & Associates** Engineering Ltd.> by the Public Affairs Division at ICBC.

Terms and The Data is subject to ICBC's Open Data Licence and any other terms or conditions **Conditions:** advised by ICBC in writing.

The Open Data Licence can be found at: https://www.icbc.com/policies/Pages/open-data-

Requested By: Christine Kirby **Requested On:** 10/12/2022

Prepared By: Anamika Mahajan Completion Date: 11/21/2022

> Data Source: Enterprise Data Warehouse Data As Of: 10/31/2022

Synopsis of Registered vehicles associate with each address listed below, as of December 31, 2021

1803 31a st. Vernon BC v1toc1 3400 centennial dr. Vernon bc v1t2t7 3405 39 ave Vernon v1t3e3 3407 39 ave Vernon v1t3e3 3501 Centennial dr vernon v1t6c2 1693 deleenheer road vernon v1b3r7 1695 deleenheer road vernon v1b3r7

1697 deleenheer road vernon v1b3r7 1699 deleenheer road vernonv1b3r7 3409 28th ave vernon v1t1w8 3800 24 ave. vernon v1t1l9

Disclaimer: This report is intended to provide general information only and should not be viewed as an audited, or otherwise formally validated report. The provision of this report does not indicate or in any way imply ICBC's support, authorization or endorsement of any use that the user may make of it or any information contained in it. See Open Data Licence for other terms

and conditions.

Numbers will continue to change, especially for the most recent time periods, due to late reporting, and corrections and adjustments.

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umber of Actively Insured Vehicles at the selected addresses

Vehicles locations are based on mailing address which may not necessarily represent where the vehicle is used or parked.

• Counts include Autoplan, temporary and storage policies. Counts also exclude licensed Trailers. • Policies in force data from 2020 and 2021 may be impacted by the COVID-19 pandemic.

| Number | Address | Actively Registered Vehicles | | |
|--------|----------------------|-------------------------------------|--|--|
| 1 | 1803 31a st. | 49 | | |
| 2 | 3400 centennial dr. | 64 | | |
| 3 | 3405 39 ave | 31 | | |
| 4 | 3407 39 ave | 31 | | |
| 5 | 3501 Centennial dr | 28 | | |
| 6 | 1693 deleenheer road | 70 | | |
| 7 | 1695 deleenheer road | 74 | | |
| 8 | 1697 deleenheer road | 1 | | |
| 9 | 1699 deleenheer road | 78 | | |
| 10 | 3409 28th ave | 42 | | |
| 11 | 3800 24 ave | 17 | | |

Report#: RDAR-21516

Prepared by: ICBC Information Management - Corporate and Driver Licensing

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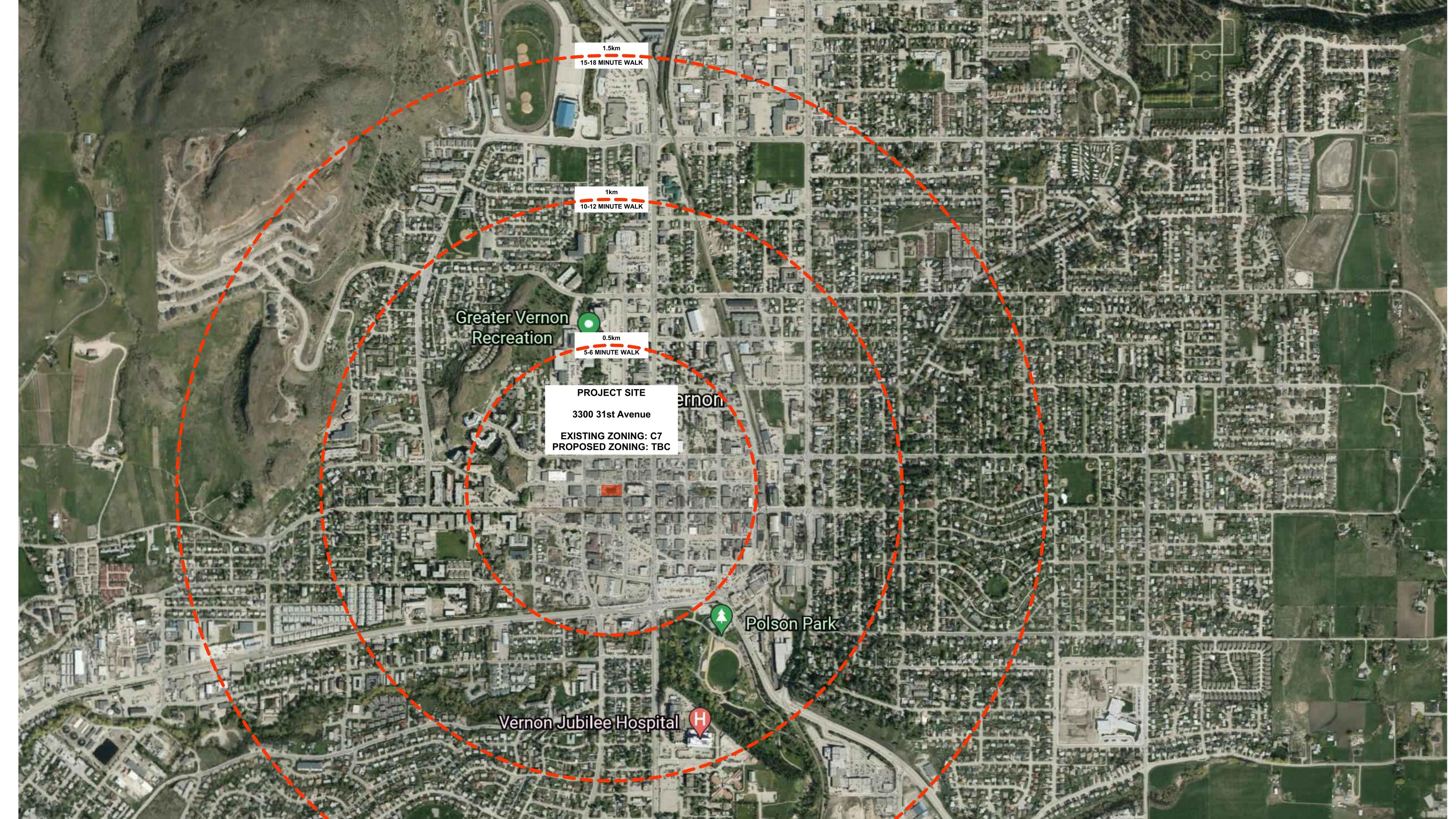
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Context - Site Location

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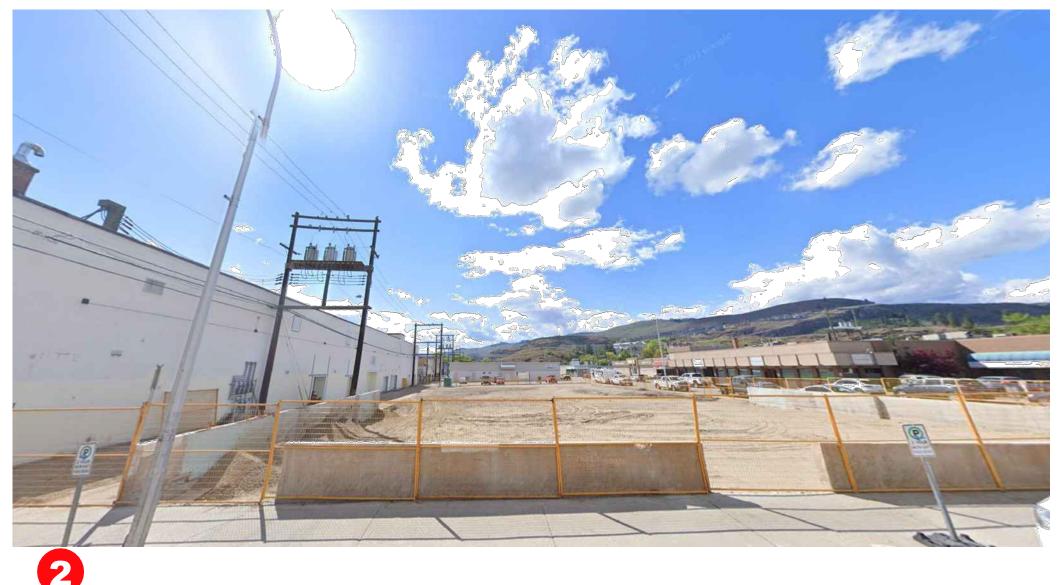
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Context - Site

Location

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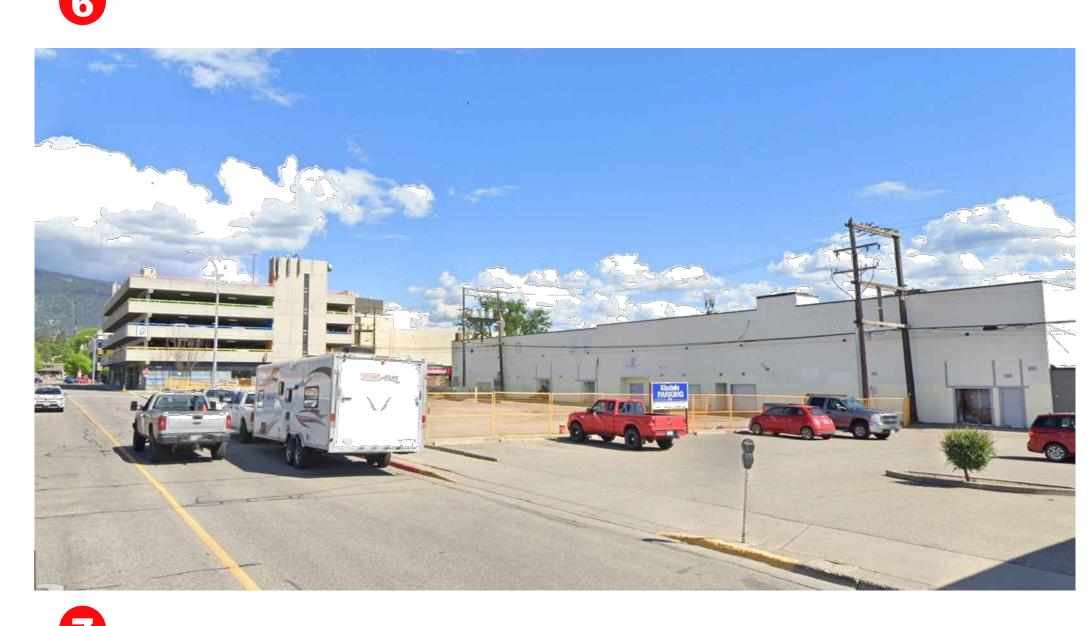












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Context Street View
Photos
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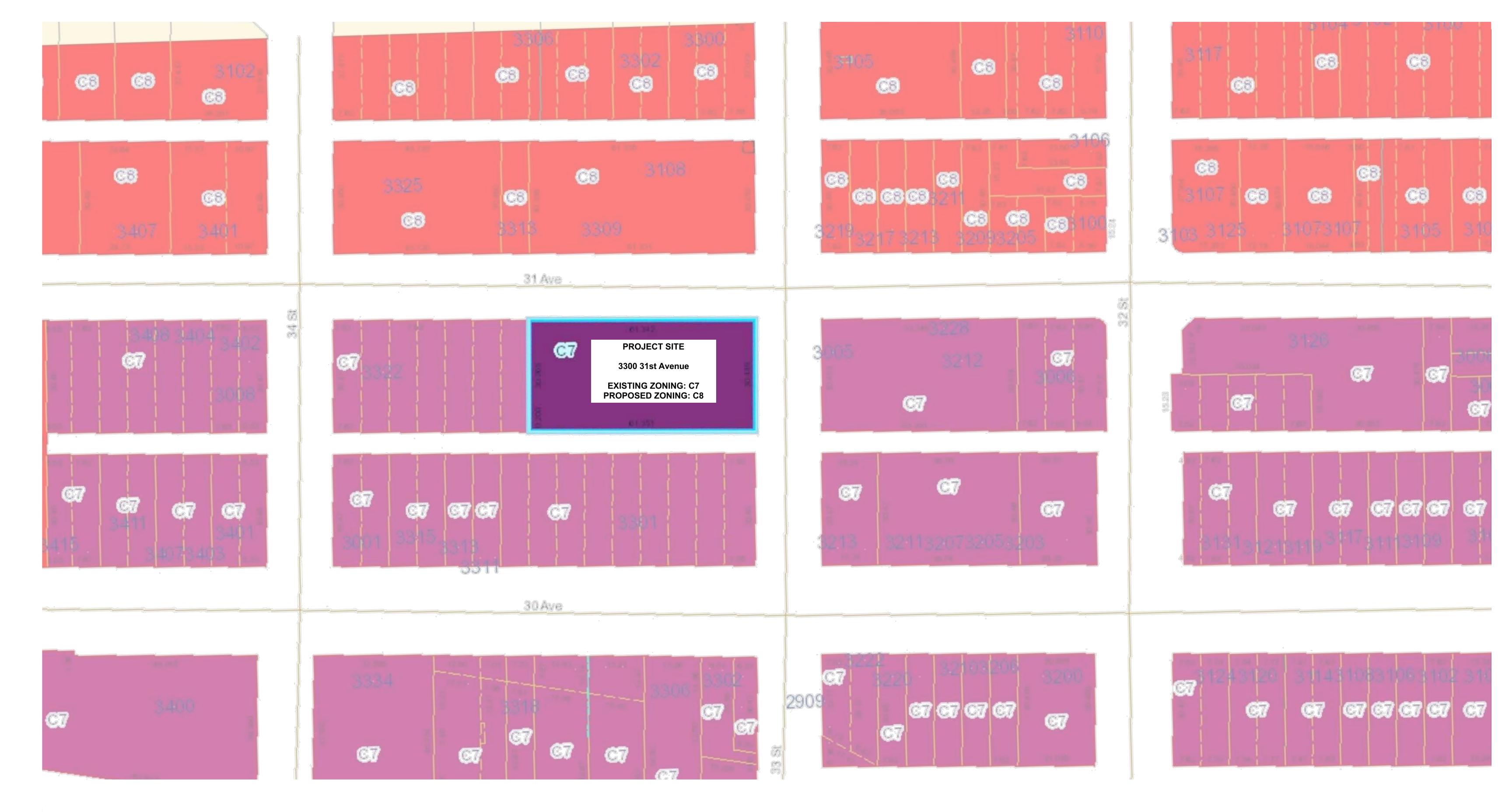
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Context -Zoning

A-0.340

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Context -

Zoning

A-0.341

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Existing Conditions

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Perspective Renders

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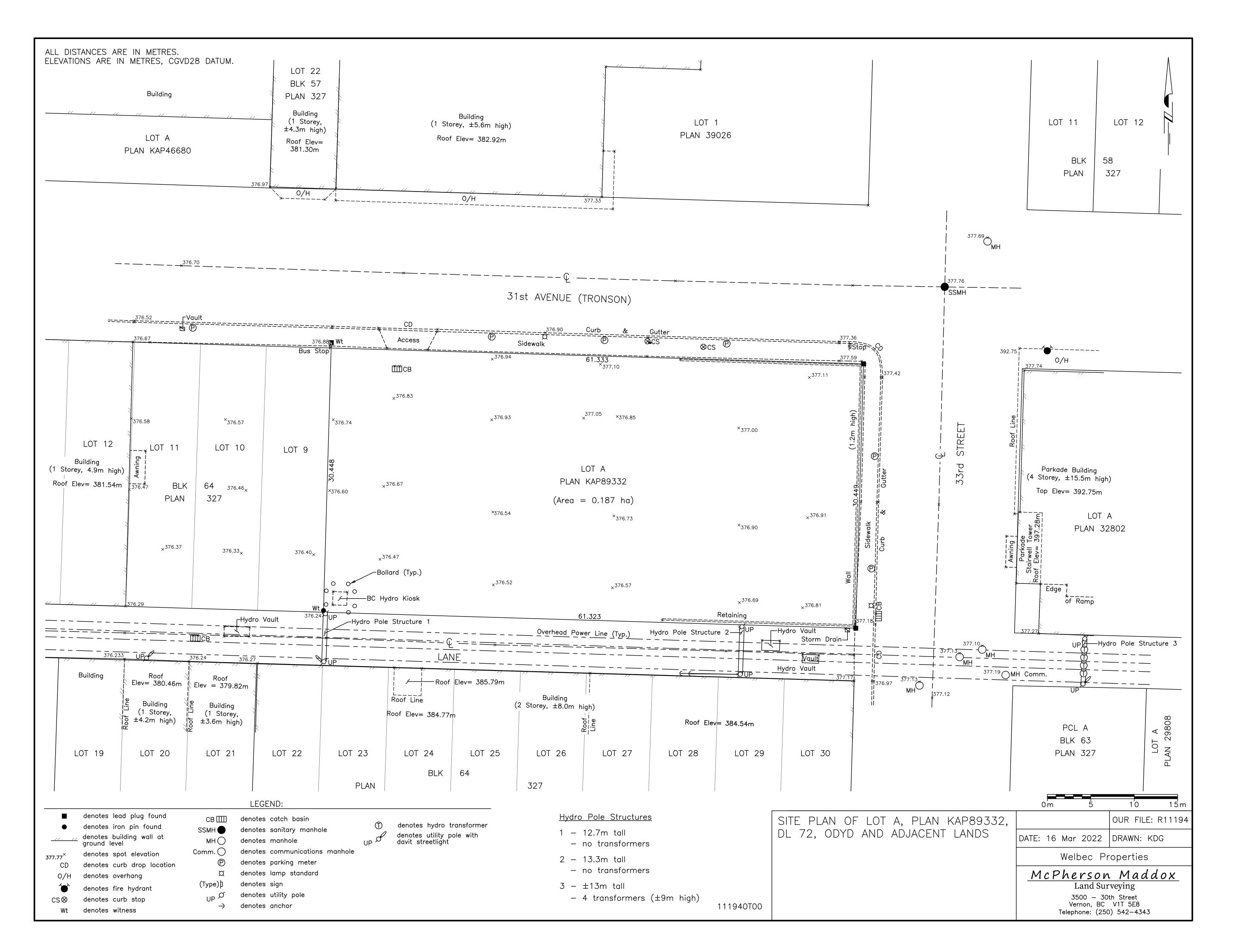
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Perspective Renders

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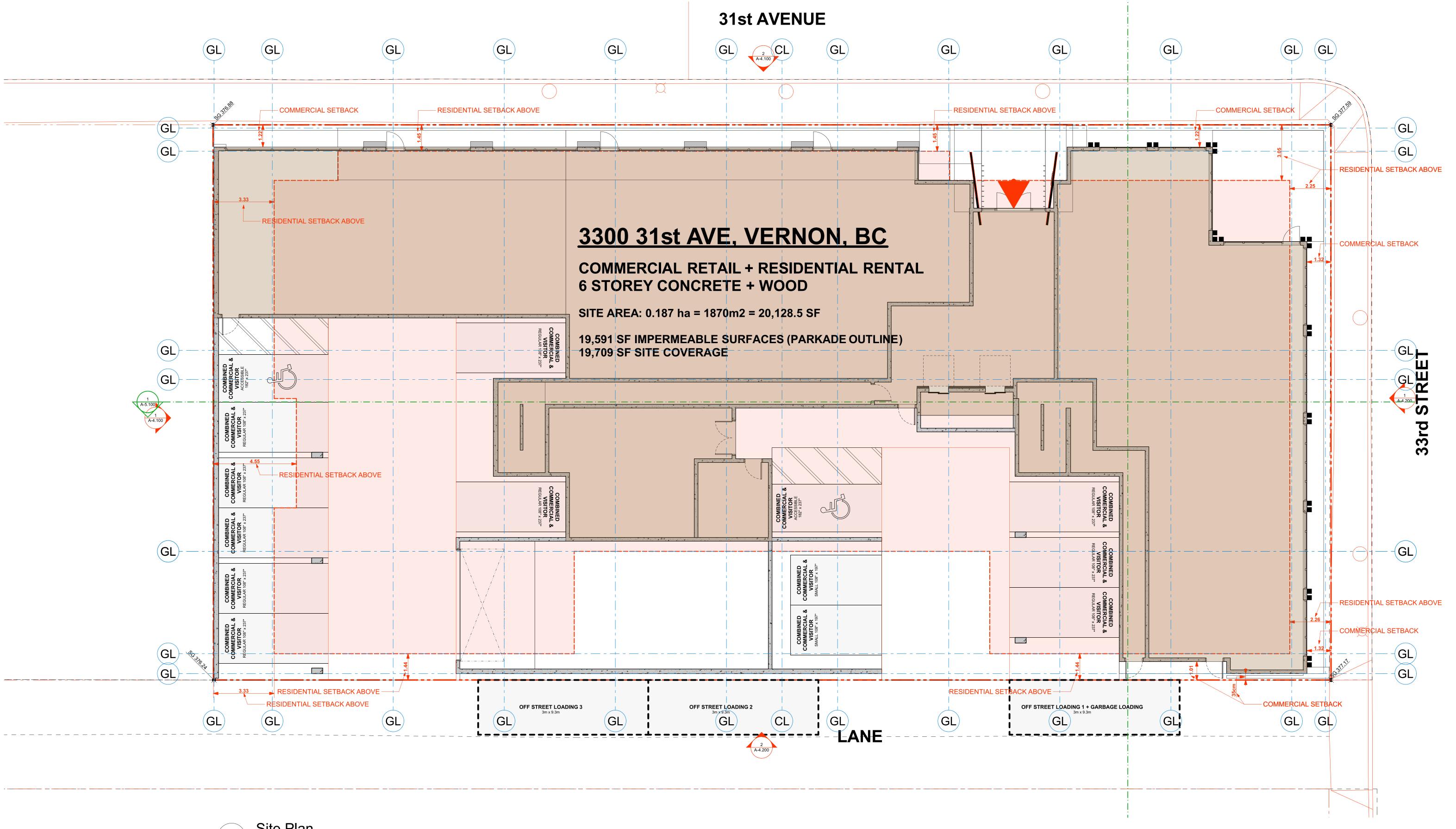


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Survey Plan

A-1.100

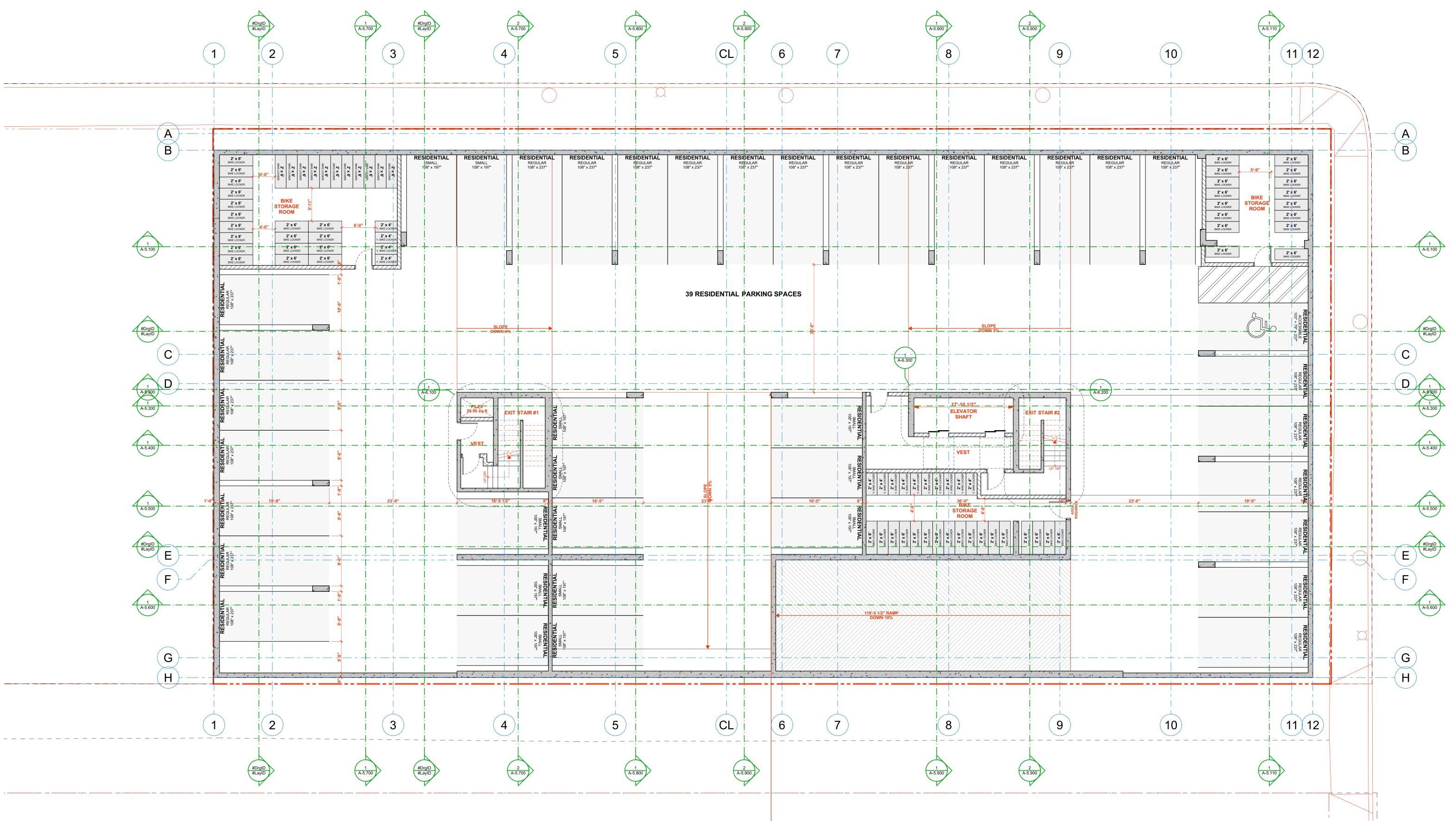
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Site Plan
SCALE: 1/8" = 1'-0"



A-1.200

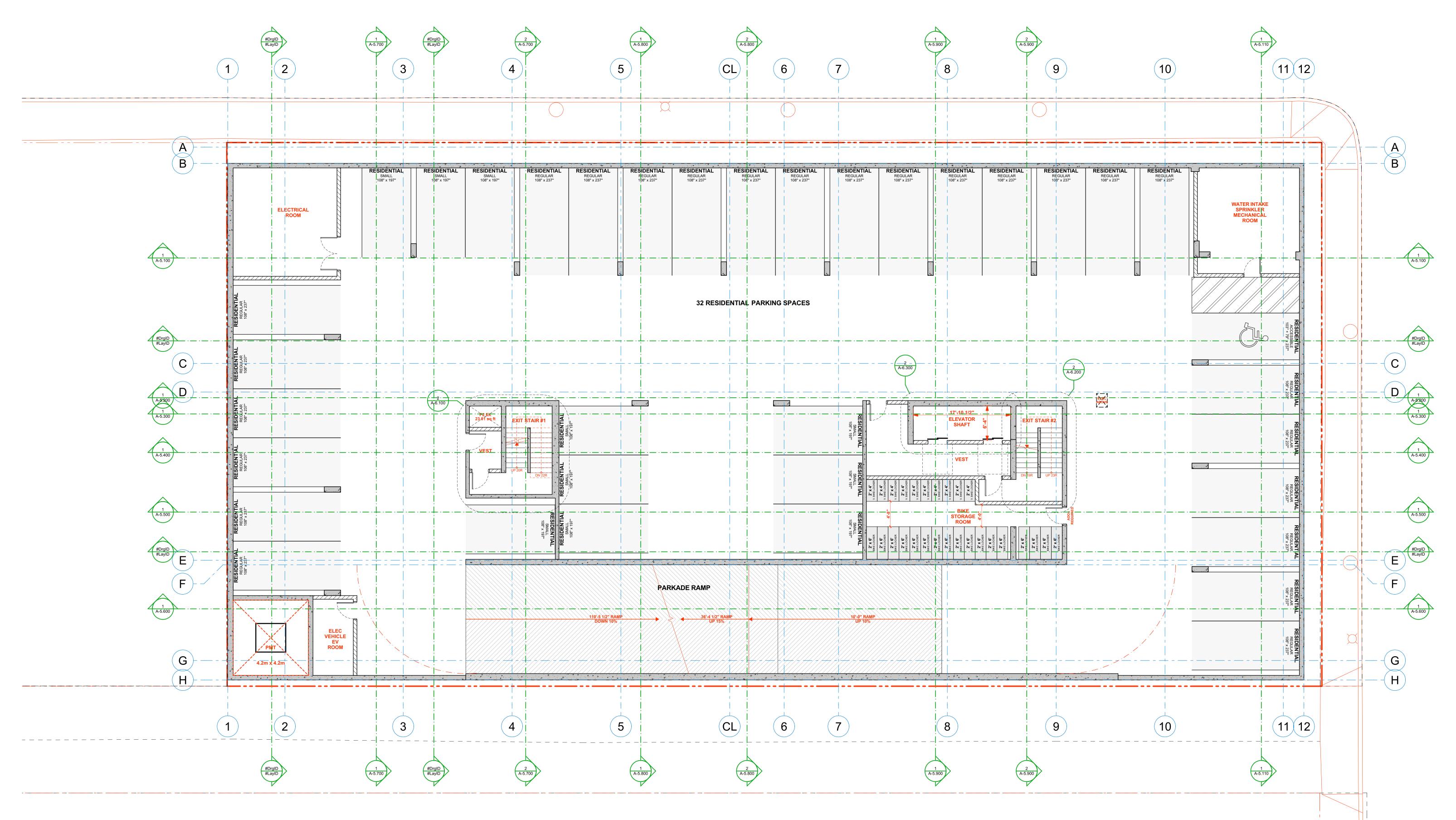


P2 Parking Plan

SCALE: 1/8" = 1'-0"

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P2 Level Floor Plan

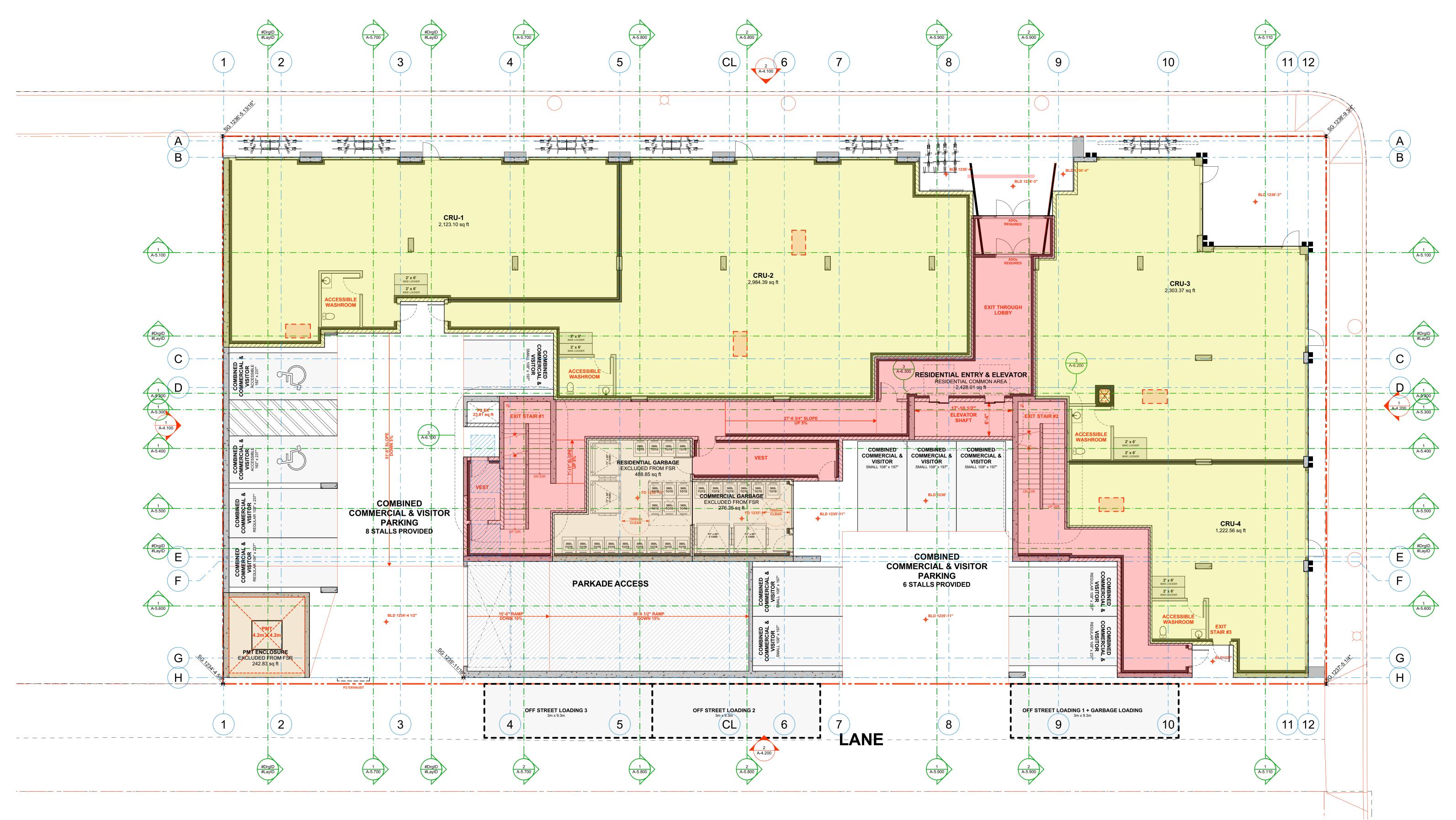


1 P1 Parking Plan
SCALE: 1/8" = 1'-0"

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P1 Level Floor Plan

A-2.010



1 Level 1 Floor Plan

SCALE: 1/8" = 1'-0"

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Level 1 Floor Plan

A-2.111



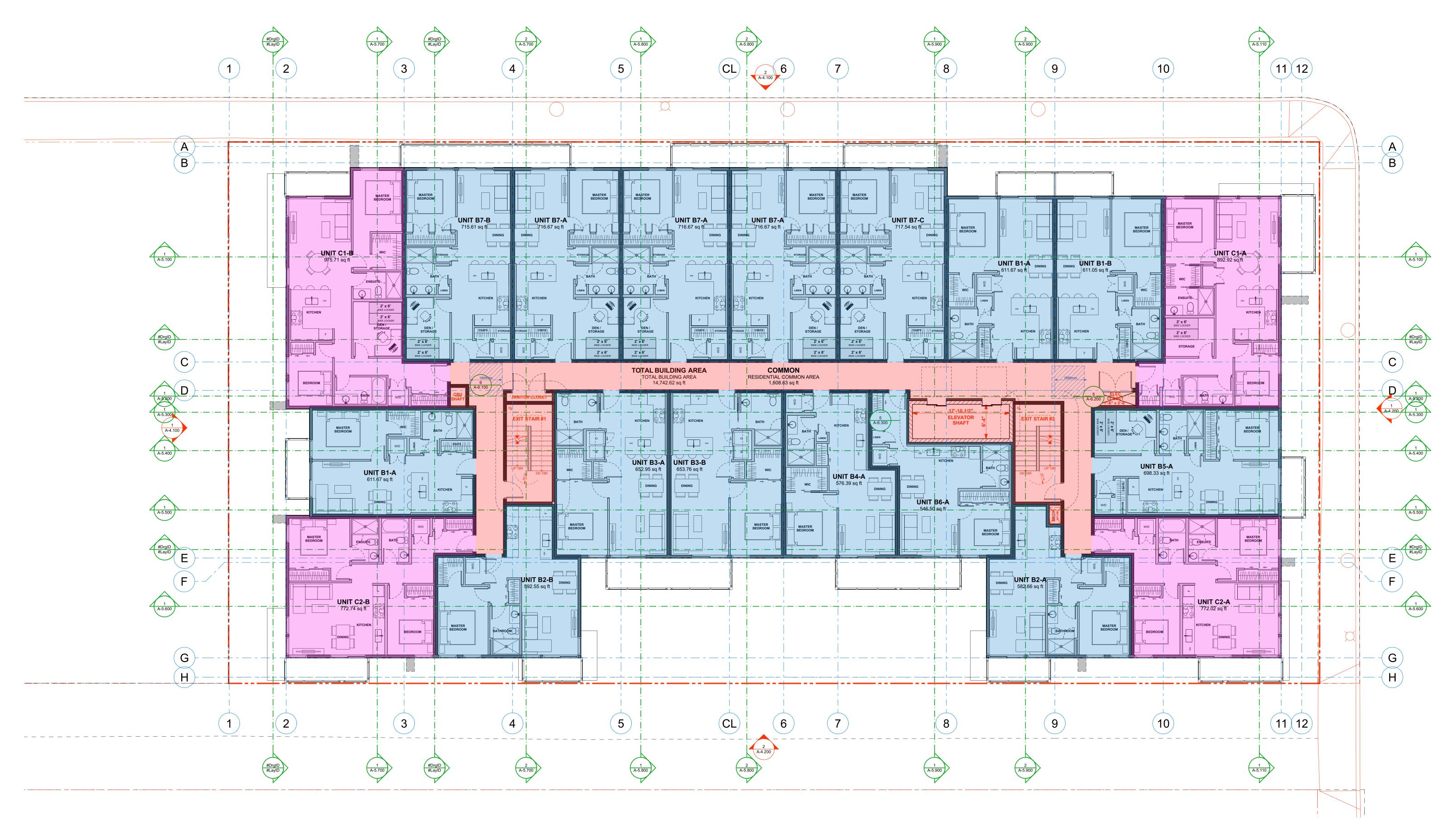
Level 2 Floor Plan

SCALE: 1/8" = 1'-0"



015

Level 2 Floor Plan



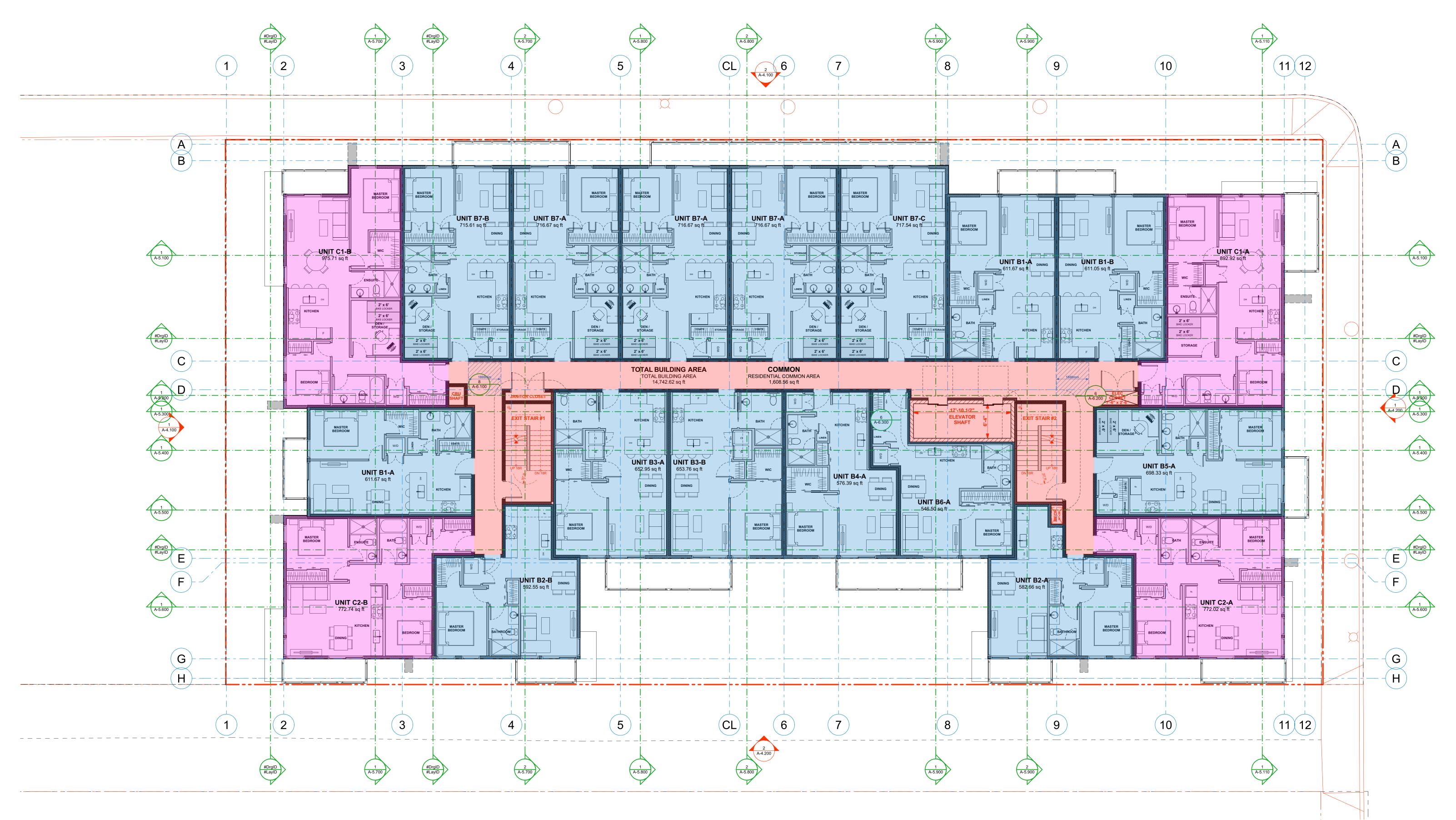
1 Level 3 Floor Plan

SCALE: 1/8" = 1'-0"

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vel 3 Floor

Level 3 Floor Plan



Level 4 Floor Plan

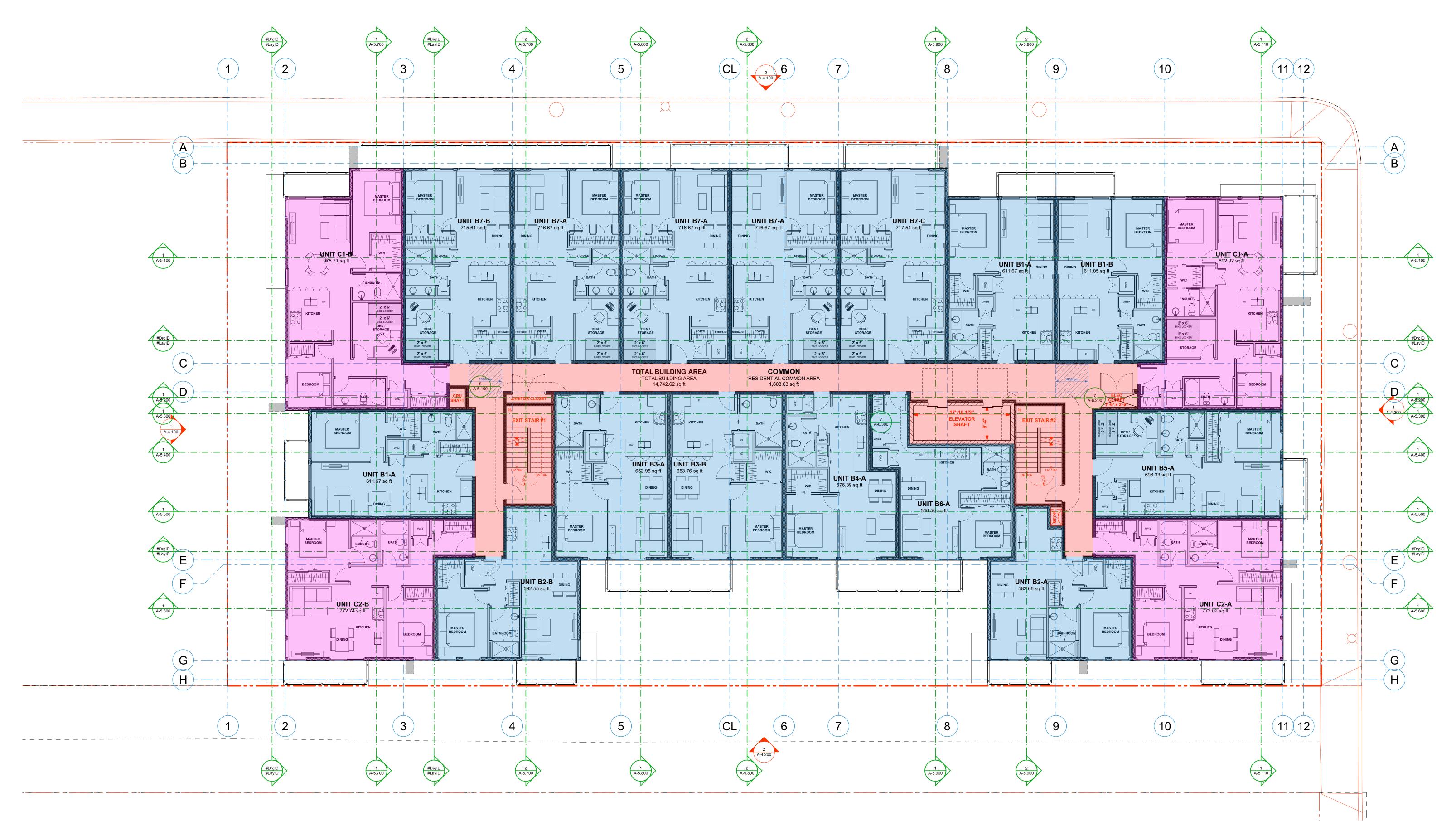
SCALE: 1/8" = 1'-0"



015

Level 4 Floor Plan

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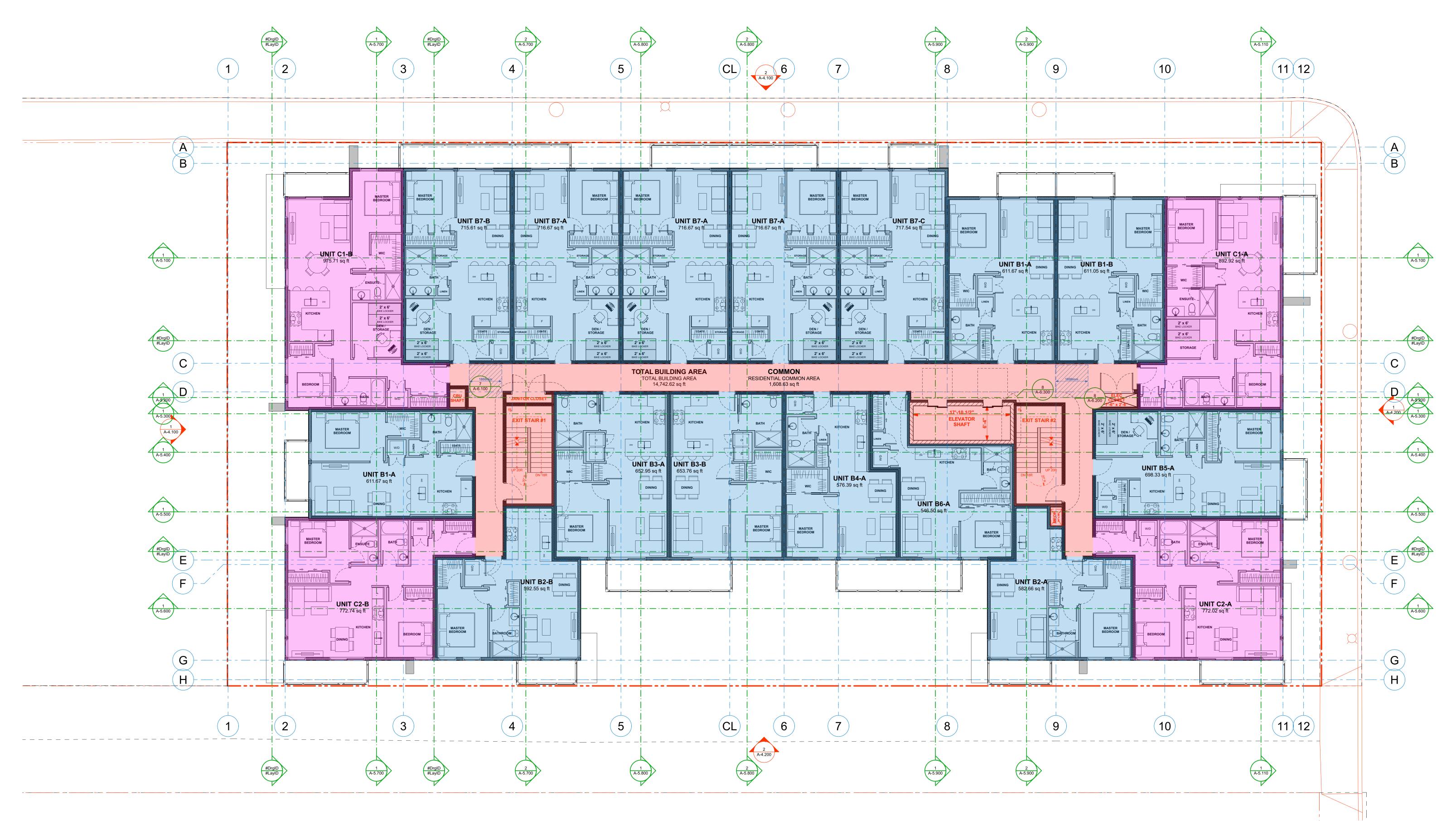
1 Level 5 Floor Plan

SCALE: 1/8" = 1'-0"

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015

Level 5 Floor Plan



1 Level 6 Floor Plan

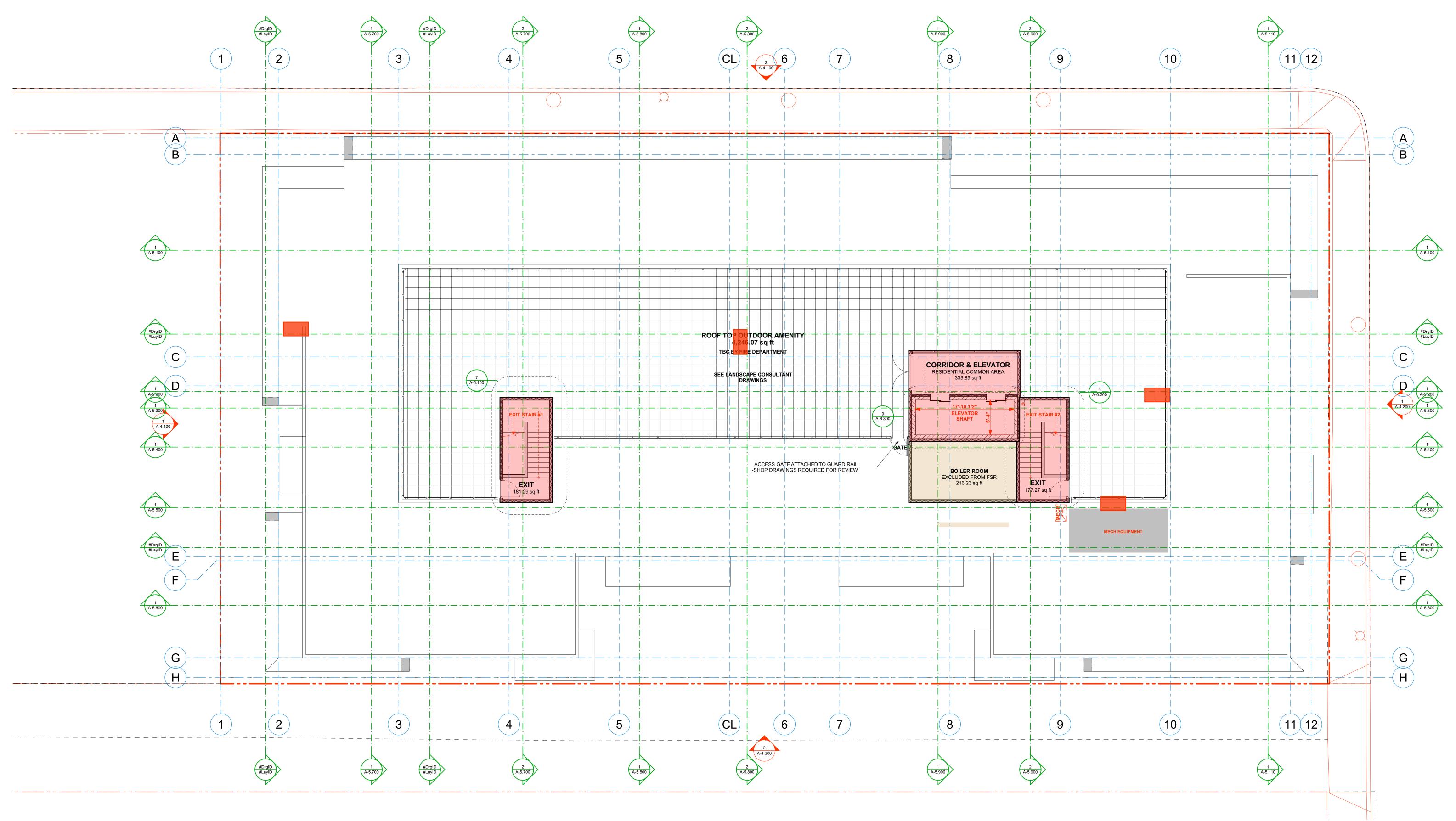
SCALE: 1/8" = 1'-0"



Level 6 Floor

A-2.601

Plan



1 Roof Plan

SCALE: 1/8" = 1'-0"

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ARCHITECTURE
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Roof Deck Plan

A-2.701





MINIMUM ENVIRONMENTAL & ACCESSIBILITY REQUIREMENTS - NEW CONSTRUCTION

A. ENVIRONMENTAL EFFICIENCY REQUIREMENTS

Applicants must demonstrate that their projects are designed to achieve a minimum 25% decrease in energy consumption and Greenhouse Gas (GHG) emissions over the same project designed to the requirements of the 2015 National Energy Code for Buildings (NECB) or the 2015 National Building Code (NBC).

Note: CMHC will prioritize applications that exceed the minimum requirements. Applicants should ensure that they clearly state if their projects will exceed the minimum requirements and by how much (e.g. "...will exceed 2015 NECB by 40%").

Prior to Construction, applicants must demonstrate:

- Compliance with energy and GHG emission reduction requirements through the submission of an analysis of the energy consumption and GHG emission performance of a base case building designed to the 2015 NECB or the 2015 NBC and the analysis of the energy consumption and GHG emission performance of the actual design of the proposed project that has, at a minimum, 25% less energy consumption and GHG emissions.
- The energy and GHG emission reduction analysis has been undertaken by a qualified professional. For Part 3 construction, this includes professionals with energy modelling experience such as a Professional Engineer, Architect, Certified Engineering Technologist (CET) or Certified Energy Manager (CEM). For low-rise (Part 9) single, semis, row houses, duplexes, triplexes and small multi-unit residential buildings with less than four storeys, a Residential Energy Advisor accredited by Natural Resources Canada, or equivalent, may undertake the analysis.
- An appropriate energy simulation software has been used to conduct the analysis. CanQuest and EnergyPlus are examples of accepted energy modelling software used for multi-unit residential buildings (Part 3 of the NBC). For buildings under Part 9 of NBC (low-rise buildings, townhomes), HOT2000 is acceptable software. Other software used must be approved by CMHC prior to the submission of the energy and GHG emission reduction analysis.
- The physical and operational characteristics of the base case building and those of the proposed project that illustrate how the 25% energy and GHG emission reduction over the 2015 NECB or NBC base case will be achieved.

NATIONAL HOUSING CO-INVESTMENT FUND: MINIMUM ENVIRONMENTAL & ACCESSIBILITY REQUIREMENTS - NEW CONSTRUCTION

• The required documentation to demonstrate compliance includes:

- A brief Executive Summary of the comparison of annual total energy consumption and GHG emission reduction performance between the base case and the proposed project.

NATIONAL HOUSING CO-INVESTMENT FUND: MINIMUM ENVIRONMENTAL & ACCESSIBILITY REQUIREMENTS - NEW CONSTRUCTION

- A summary of the energy modelling of the proposed project that indicates annual energy consumption and GHG emissions for the total building and a breakdown of the estimates for each major energy end use (e.g. space conditioning, hot water, lighting, equipment, appliances, etc.).
- An overview of the key physical and operational features of the base case and proposed building that illustrates the improvements to be made to building envelope, space conditioning, hot water, lighting and other systems, energy recovery and renewable energy systems to achieve compliance.
- Input and output files for the energy consumption modelling for the base case and proposed project. The files must detail monthly energy consumption for the whole building and by major end use (space heating, hot water, lighting, equipment, systems, etc.).
- Any supplemental calculations for energy contributions of renewable energy systems, other systems and conditions not included in the energy and GHG modelling. – GHG calculations, methodology and assumptions.

At Construction Completion, applicants must:

Identify any major changes to the original design and construction of the project. If there are significant changes between the as-designed and as-constructed cases that would have a material impact on the energy consumption and GHG emissions, an updated analysis must be submitted to CMHC to confirm the performance of the as-built project complies with program requirements.

B. ACCESSIBILITY REQUIREMENTS

Option 1: 20% of dwelling units meet accessibility standards (see Table A) and common areas are 'barrier-free' (see Table B).

Option 2: The entire project (common areas and dwelling units) has full universal design (see Table C).

CMHC will prioritize applications that exceed these minimum requirements. Applicants should ensure that they clearly state if their projects will exceed the minimum requirements and how.

For either Option, prior to construction

• Indicate commitment to meeting either Option 1 or 2 to meet minimum requirements.

For Option 1:

• Provide the total number of units in the project and the total number of accessible units to be constructed.

NATIONAL HOUSING CO-INVESTMENT FUND: MINIMUM ENVIRONMENTAL & ACCESSIBILITY REQUIREMENTS - NEW CONSTRUCTION

- Identify any accessibility requirements from local codes or regulations.
- Provide a narrative of the details of the proposed accessibility strategy within each unit (Table A) and identify the "barrier-free" features from the approach to the building, through the common areas and into the accessible units (Table B).

For Option 2:

- Provide a narrative of the details of the proposed universal design strategy within the dwelling units and throughout the common areas (Table C).
- Identify any accessibility requirements from local codes or regulations.

At Construction Completion

- For Option 1, confirm the total number of accessible units that were constructed and barrier-free common areas have been provided. Confirm that the accessibility features of the project comply with the application and local building codes and regulations.
- For Option 2, confirm all units and common areas were constructed to universal design requirements and confirm compliance with any additional local accessibility building codes and regulations.
- Identify any changes that occurred between the design of the project and completion of construction that may have any impacts on the project eligibility (if applicable).

TABLE A

TECHNICAL CRITERIA FOR ACCESSIBLE DWELLING UNITS

Note: Table incorporates key requirements only - source should be referenced for further detail

NATIONAL HOUSING CO-INVESTMENT FUND: MINIMUM ENVIRONMENTAL & ACCESSIBILITY REQUIREMENTS - NEW CONSTRUCTION

Note: Unless noted otherwise, all dimensions are in millimeters.

NHS = National Housing Strategy

BP = Better practice

CSA = CSA B651: Accessible design for the built environment

| ID | Category | Sub-Category | Key Features | Source |
|-----|-------------------------|----------------------------|---|---------------|
| A1 | Application Criteria | Number of Units | 20% of units to comply with accessibility standards | NHS |
| A2 | Entrances and Doors | Entrance Landings | Min 1500 x 1500 | CSA 7.4.1.5.1 |
| А3 | Entrances and Doors | Entrance Landings | Illuminated to at least 50 lx | CSA 7.4.1.5.1 |
| A4 | Entrances and Doors | Entrance Doors | No Step - Threshold no more than 13 | CSA 7.4.1.5.2 |
| A5 | Entrances and Doors | Entrance Doors | Clear opening width of at least 810 | CSA 7.4.1.5.2 |
| A6 | Entrances and Doors | Entrance Doors | Appropriate manoeuvring space either side | CSA 7.4.1.5.2 |
| A7 | Entrances and Doors | Entrance Doors | Appropriate hardware | CSA 7.4.1.5.2 |
| A8 | Entrances and Doors | Signage | Identification and numbers appropriately located and configured | CSA 7.4.1.5.3 |
| A9 | Entrances and Doors | Door Bells or Intercoms | Appropriately located and configured, including audible and visual signals | CSA 7.4.1.5.3 |
| A10 | Entrances and Doors | Door Viewers | Where installed, provide second viewer 1000-1200 high | CSA 7.4.1.5.5 |
| A11 | Interior Circulation | Corridors | At least 920 wide | CSA 7.4.2.1 |
| A12 | Interior Circulation | Corridors | No steps or changes in level | CSA 7.4.2.1 |
| A13 | Interior Circulation | Corridors | Surface stable, firm, slip-resistant, nominal glare, not heavily patterned | CSA 7.4.2.1 |
| A14 | Interior Circulation | Corridors | If carpet, low, firm and level pile or loop, carpet + pad max 13, securely fastened | CSA 7.4.2.1 |
| A15 | Interior Circulation | Doors and Doorways | Threshold no more than 13 - level threshold preferred including at balcony or patio doors | CSA 7.4.2.2 |
| A16 | Interior Circulation | Doors and Doorways | Clear opening width of at least 810 | CSA 7.4.2.2 |



NATIONAL HOUSING CO-INVESTMENT FUND: MINIMUM ENVIRONMENTAL & ACCESSIBILITY REQUIREMENTS - NEW CONSTRUCTION

TABLE A (continued)

| ID | Category | Sub-Category | Key Features | Source |
|-----|-------------------------|----------------------------|---|-------------|
| A17 | Interior Circulation | Doors and Doorways | Clear opening width of at least 850 | ВР |
| A18 | Interior Circulation | Doors and Doorways | Appropriate manoeuvring space either side | CSA 7.4.2.2 |
| A19 | Interior Circulation | Doors and Doorways | Appropriate hardware | CSA 7.4.2.2 |
| A20 | Interior Circulation | Doors and Doorways | Doors to swing out (or be pocket doors) at bathroom/ washroom, roll-in closets and general storage | CSA 7.4.2.2 |
| A21 | Interior Circulation | Floor and wall Surfaces | No steps or changes in level | CSA 7.4.2.3 |
| A22 | Interior Circulation | Floor and wall Surfaces | Surface stable, firm, slip-resistant, nominal glare, not heavily patterned | CSA 7.4.2.3 |
| A23 | Interior Circulation | Floor and Wall Surfaces | If carpet, low, firm and level pile or loop, carpet + pad max 13, securely fastened | CSA 7.4.2.3 |
| A24 | Bathrooms | Floor Area | Provide 1500 diameter clear turn space or T-turn | BP |
| A25 | Bathrooms | Lavatory | Clear floor space of at least 800 x 1350 (up to 480 may be under counter) | CSA 7.4.3.1 |
| A26 | Bathrooms | Lavatory | Centreline min 460 from side wall | CSA 7.4.3.1 |
| A27 | Bathrooms | Lavatory | Top 810-860 above the floor | CSA 7.4.3.1 |
| A28 | Bathrooms | Lavatory | Appropriate knee and toe space provided | CSA 7.4.3.1 |
| A29 | Bathrooms | Lavatory | Offset hot water pipes and drain (insulate if adjacent to knee and/or toe space) | CSA 7.4.3.1 |
| A30 | Bathrooms | Lavatory | Counter with front apron to have 750 wide x 720 high knee clearance | CSA 7.4.3.1 |
| A31 | Bathrooms | Lavatory | Appropriate faucet | CSA 7.4.3.1 |
| A32 | Bathrooms | Lavatory | Water temperature supply no more than 49 degrees Celsius | CSA 7.4.3.1 |
| A33 | Bathrooms | Medicine Cabinets | Adjacent to 750 x 1200 clear floor space with horizontal reach max 500 | CSA 7.4.3.2 |
| A34 | Bathrooms | Medicine Cabinets | Bottom shelf max 1000 high | CSA 7.4.3.2 |
| A35 | Bathrooms | Medicine Cabinets | Appropriate door hardware | CSA 7.4.3.2 |
| A36 | Bathrooms | Medicine Cabinets | Illuminated to at least 200 lx | CSA 7.4.3.2 |
| A37 | Bathrooms | Storage | A shelf shall be provided, located max 1100 | CSA 7.4.3.3 |
| A38 | Bathrooms | Towel Bars | Max 1100 high | CSA 7.4.3.4 |
| A39 | Bathrooms | Mirrors | Bottom edge no higher than 1000 | CSA 7.4.3.5 |
| A40 | Bathrooms | Toilets | Seat not spring activated, height 430-485, back support where no seat lid or tank | CSA 7.4.3.6 |
| A41 | Bathrooms | Toilets | Centre line of toilet fixture 460-480 from an adjacent wall | CSA 7.4.3.6 |
| A42 | Bathrooms | Toilets | Clear transfer space of at least 900 wide x 1500 long on open side of toilet | CSA 7.4.3.6 |

| TABLE A (continued) | | | | |
|---------------------|-----------|------------------------------|--|--------------|
| ID | Category | Sub-Category | Key Features | Source |
| A43 | Bathrooms | Toilets | Automatic flush controls or appropriately configured hand-operated device | CSA 7.4.3.6 |
| A44 | Bathrooms | Toilet - Struct. Support | Provide appropriate structural support for grab bars in walls around toilet | CSA 7.4.3.7 |
| A45 | Bathrooms | Toilet Paper Dispenser | Provide dispenser within 300 from front of toilet and 600-800 high | CSA 7.4.3.8 |
| A46 | Bathrooms | Bathtub | At least 1500 long | CSA 7.4.3.9 |
| A47 | Bathrooms | Bathtub | Clear floor area at least 750 wide along full length of open side of the tub (no door) | CSA 7.4.3.9 |
| A48 | Bathrooms | Bathtub | Appropriate faucets and other controls | CSA 7.4.3.9 |
| A49 | Bathrooms | Bathtub | Appropriate hand-held showerhead | CSA 7.4.3.9 |
| A50 | Bathrooms | Bathtub | Water temperature supply no more than 49 degrees Celsius | CSA 7.4.3.9 |
| A51 | Bathrooms | Bathtub - Struct. Support | Provide appropriate structural support to ceiling and in the surrounding 3 walls | CSA 7.4.3.9 |
| A52 | Bathrooms | Shower Stall | Water temperature supply no more than 49 degrees Celsius | CSA 7.4.3.10 |
| A53 | Bathrooms | Shower Stall | Appropriate hand-held showerhead | CSA 7.4.3.10 |
| A54 | Bathrooms | Shower Stall | Doors or curtains do not obstruct access to controls or the transfer space | CSA 7.4.3.10 |
| A55 | Bathrooms | Shower Stall | Floors sloped minimally to provide positive drainage and slip-resistant when wet | CSA 7.4.3.10 |
| A56 | Bathrooms | Shower Stall | Interior clear area at least 900 x 1500 | CSA 7.4.3.10 |
| A57 | Bathrooms | Shower Stall | Clear floor area in front of the shower entrance of at least 900 x 1500 | CSA 7.4.3.10 |
| A58 | Bathrooms | Shower Stall | Appropriate faucets and other controls | CSA 7.4.3.10 |
| A59 | Bathrooms | Shower Stall | Appropriate threshold - no more than 13 | CSA 7.4.3.10 |
| A60 | Bathrooms | Shower – Struct. Support | Provide appropriate structural support to ceiling and in the surrounding walls | CSA 7.4.3.10 |
| A61 | Kitchens | Floor Area | Clear floor area of at least 750 x 1200 in front of fixtures | CSA 7.4.4.1 |
| A62 | Kitchens | Floor Area | Clear floor area of at least 750 x 1200 at one side of open doors and drawers | CSA 7.4.4.1 |
| A63 | Kitchens | Counters | At least one counter: 760 wide x 600 deep area, 730-860 high, with knee clearance | CSA 7.4.4.2 |
| A64 | Kitchens | Counters | Accessible counter has electrical outlet at side or front | CSA 7.4.4.2 |
| A65 | Kitchens | Base Cabinets | Toe space at least 150 deep x 230 high | CSA 7.4.4.3 |
| A66 | Kitchens | Sinks | Clear floor space of at least 800 x 1350 (up to 480 may be under counter) | CSA 7.4.4.4 |
| A67 | Kitchens | Sinks | At least 460 from side wall | CSA 7.4.4.4 |
| A68 | Kitchens | Sinks | Rim 810 - 860 high | CSA 7.4.4.4 |
| | | | | |

CSA 7.4.4.4

TABLE A (continued)

| | (111) | | | |
|-----|----------------|--------------------------------|---|-------------|
| ID | Category | Sub-Category | Key Features | Source |
| A70 | Kitchens | Sinks | Appropriate faucets | CSA 7.4.4.4 |
| A71 | Kitchens | Sinks | Offset hot water pipes and drain (insulate if adjacent to knee and/or toe space) | CSA 7.4.4.4 |
| A72 | Kitchens | Illumination | At least 300 lx at countertops | CSA 7.4.4.5 |
| A73 | Kitchens | Illumination | At least 100 lx at switches and controls (200 lx where reading required) | CSA 7.4.4.5 |
| A74 | Kitchens | Cooktops | 810 - 860 high | CSA 7.4.4.6 |
| A75 | Kitchens | Cooktops | Adjacent work surface at least 400 wide, at same height as cooktop | CSA 7.4.4.6 |
| A76 | Kitchens | Cooktops | Appropriate knee-clearance below (including insulation as needed) | CSA 7.4.4.6 |
| A77 | Kitchens | Cooktops | Clear floor space of at least 800 x 1350 (up to 480 may be under cooktop) | CSA 7.4.4.6 |
| A78 | Kitchens | Ovens | Appropriate controls, mounted on front panel, no more than 1200 high | CSA 7.4.4.7 |
| A79 | Kitchens | Ovens | At side opening oven, provide heat resistant shelf beside oven door or under oven | CSA 7.4.4.7 |
| A80 | Kitchens | Refrigerator | Self-defrosting freezer with freezer shelf space no more than 1100 high | CSA 7.4.4.8 |
| A81 | Kitchens | Kitchen Storage | At least one shelf in cupboards no more than 1100 high | CSA 7.4.4.9 |
| A82 | Kitchens | Kitchen Storage | D-type door pulls within 400 - 1200 reach range | CSA 7.4.4.9 |
| A83 | Bedrooms | Floor Area | Clear floor area of at least 750 × 1200 mm on at least two sides of the bed | CSA 7.4.5 |
| A84 | Bedrooms | Floor Area | Provide 1500 diam clear turn space or T-turn in bedroom | ВР |
| A85 | Other Rooms | Floor Area | Provide 1500 diameter turn space or T-turn | ВР |
| A86 | Other Rooms | Laundry | Provide front-loading appliances with accessible operating controls | CSA 7.4.6.6 |
| A87 | Other Rooms | Laundry | Clear floor area of at least 750 x 1200 at one side of open appliance doors | CSA 7.4.6.6 |
| A88 | Other Rooms | Laundry | Where provided, laundry tub should allow a side-approach in a wheelchair | CSA 7.4.6.6 |
| A89 | General | Emergency + Security Alarms | Provide both audible and visual signals | CSA 7.4.6.1 |
| A90 | General | Windows | Where intended for views, sill max 750 above floor | CSA 7.4.6.2 |
| A91 | General | Windows | Accessible opening and locking mechanisms | CSA 7.4.6.2 |
| A92 | General | Operating Controls | Clear floor space in front at least 1350 x 800, centered | CSA 7.4.6.3 |
| A93 | General | Operating Controls | Located 400 -1200 high | CSA 7.4.6.3 |
| A94 | General | Operating Controls | Operable using one closed fist, with max 22N force | CSA 7.4.6.3 |
| | • | • | | |

NATIONAL HOUSING CO-INVESTMENT FUND: MINIMUM ENVIRONMENTAL & ACCESSIBILITY REQUIREMENTS - NEW CONSTRUCTION

TABLE A (continued)

| ID | Category | Sub-Category | Key Features | Source |
|------|----------|--------------------------|--|-------------|
| A95 | General | Operating Controls | Provide tactile and/or auditory info indicating function and position of control | CSA 7.4.6.3 |
| A96 | General | Operating Controls | Colour contrast with mounting surface | CSA 7.4.6.3 |
| A97 | General | Operating Controls | Illuminated to at least 100 lx, 200 lx where reading is required | CSA 7.4.6.3 |
| A98 | General | Operating Controls | Where control has visual display, info should be supplemented with tactile/audio | CSA 7.4.6.3 |
| A99 | General | Clothes Closets | Clear floor area in front of at least 750 x 1200 | CSA 7.4.6.4 |
| A100 | General | Clothes Closets | Clothes rail 1200 - 1400 | CSA 7.4.6.4 |
| A101 | General | Clothes Closets | Where shelves are provided, 3 shelves within 400 -1200 reach range | CSA 7.4.6.4 |
| A102 | General | General Storage | Outward-swinging or pocket door | CSA 7.4.6.5 |
| A103 | General | General Storage | Electrical outlet in inside, close to door | CSA 7.4.6.5 |
| A104 | General | General Storage | Capable of being illuminated to at least 50 lx | CSA 7.4.6.5 |
| A105 | General | Outdoor Living Spaces | Located adjacent to an accessible route | CSA 7.4.7 |
| A106 | General | Outdoor Living Spaces | At least 1500 x 1500 in area with accessible surface | CSA 7.4.7 |
| A107 | General | Outdoor Living Spaces | Appropriate manoeuvring space at appropriately configured accessible door | CSA 7.4.7 |
| A108 | General | Outdoor Living Spaces | Capable of being illuminated to at least 50 lx | CSA 7.4.7 |
| A109 | General | Outdoor Living Spaces | No step, level threshold through doors | CSA 7.4.7 |
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NATIONAL HOUSING CO-INVESTMENT FUND: MINIMUM ENVIRONMENTAL & ACCESSIBILITY REQUIREMENTS - NEW CONSTRUCTION

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Requirements

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TABLE B

TECHNICAL CRITERIA FOR BARRIER-FREE COMMON AREAS

Note: Table incorporates key requirements only - source should be referenced for further detail as required.

Note: Unless noted otherwise, all dimensions are in millimeters.

INDEX

NHS = National Housing Strategy

BP = Better practice CSA = CSA B651: Accessible design for the built environment

| Category | Sub-Category | Key Features | Source |
|-------------|--|---|---|
| Circulation | Parking | Where provided, Interior, exterior or covered parking: | CSA 7.4.1.1 |
| | | Pedestrian routes to comply with CSA 9.2 | |
| | | | |
| | | | |
| Circulation | Passenger Pick-up Areas | Where provided, passenger pick-up areas to comply with CSA 9.3 | CSA 7.4.1.2 |
| Circulation | Exterior Routes | Minor changes in level: 0-6 may be vertical, 7-13 to be bevelled | CSA 7.4.1.3 |
| Circulation | Exterior Routes | Clear width of at least 1200 | CSA 7.4.1.3 |
| Circulation | Exterior Routes | Stable, firm and slip resistant surfaces | CSA 7.4.1.3 |
| Circulation | Exterior Routes | Level, or sloped no steeper than the ratio of 1:20 (5%) | CSA 7.4.1.3 |
| Circulation | Exterior Routes | Cross-slope no steeper than the ration of 1:50 (2%) | CSA 7.4.1.3 |
| Circulation | Exterior Routes | Edge protection provided at grade changes and other potential hazards | CSA 7.4.1.3 |
| Circulation | Ramps | Slopes steeper than the ratio of 1:20 (5%) to be designed as ramps | CSA 7.4.1.4.1 |
| Circulation | Ramps | No steeper that the ratio of 1:12 (8.3%) | CSA 7.4.1.4.1 |
| Circulation | Ramps | Cross slope ne steeper than the ratio of 1:50 (2%) | CSA 7.4.1.4.1 |
| Circulation | Ramps | Landings no more than 9000 apart | CSA 7.4.1.4.1 |
| Circulation | Ramps | At least 920 wide | CSA 7.4.1.4.1 |
| Circulation | Ramps | Landings at top, bottom and changes in direction. Min 1500 long x at least ramp width. Min 1500 x 1500 at doors. | CSA 7.4.1.4.1 |
| Circulation | Ramps | Appropriate handrails | CSA 7.4.1.4.1 |
| Circulation | Ramps | Appropriate edge protection | CSA 7.4.1.4.1 |
| Circulation | Ramps | Appropriate surfaces, including colour-contrast band at slope transitions | CSA 7.4.1.4.1 |
| Circulation | Stairs | Risers no more than 180 and treads no less than 280 deep | CSA 7.4.1.4.2 |
| Circulation | Stairs | Slip resistant | CSA 7.4.1.4.2 |
| Circulation | Stairs | No open risers | CSA 7.4.1.4.2 |
| | Circulation Circulation | Circulation Passenger Pick-up Areas Circulation Exterior Routes Circulation Ramps Circulation Stairs Circulation Stairs | Circulation Parking Where provided, Interior, exterior or covered parking: Pedestrian routes to comply with CSA 9.2 Signage to comply with CSA 9.4 Designated parking spaces to comply with CSA 9.5 Circulation Passenger Pick-up Areas Where provided, passenger pick-up areas to comply with CSA 9.3 Circulation Exterior Routes Clear width of at least 1200 Circulation Exterior Routes Stable, firm and slip resistant surfaces Circulation Exterior Routes Level, or sloped no steeper than the ratio of 1:20 (5%) Circulation Exterior Routes Cross-slope no steeper than the ration of 1:50 (2%) Circulation Exterior Routes Edge protection provided at grade changes and other potential hazards Circulation Ramps Slopes steeper than the ratio of 1:20 (5%) to be designed as ramps Circulation Ramps No steeper than the ratio of 1:50 (2%) Circulation Ramps Cross slope ne steeper than the ratio of 1:50 (2%) Circulation Ramps Landings no more than 9000 apart Circulation Ramps At least 920 wide Circulation Ramps Landings at top, bottom and changes in direction. Min 1500 long x at least ramp width. Min 1500 x 1500 at doors. Circulation Ramps Appropriate adge protection Circulation Ramps Appropriate edge protection Circulation Ramps Appropriate edge protection Circulation Ramps Appropriate surfaces, including colour-contrast band at slope transitions Circulation Stairs Slip resistant |

TABLE B (continued)

| ID | Category | Sub-Category | Key Features | Source |
|-----|-------------------------|----------------------------|--|---------------|
| B21 | Circulation | Stairs | Illuminated to at least 50 lx | CSA 7.4.1.4.2 |
| B22 | Circulation | Stairs | Colour-contrast band on nosings | CSA 7.4.1.4.2 |
| B23 | Circulation | Stairs | Tactile attention indicators at top of stairs | CSA 7.4.1.4.2 |
| B24 | Circulation | Stairs | Appropriate handrails | CSA 7.4.1.4.2 |
| B25 | Circulation | Stairs | Appropriate edge protection | CSA 7.4.1.4.2 |
| B26 | Circulation | Elevating Devices | Comply with: Appendix E of ASME A17.1/CSA-B44 for elevators and service lifts, or CAN/CSA-B335 for an elevating device | CSA 7.4.1.4.3 |
| B27 | Entrances and Doors | Entrance Landings | Min 1500 x 1500 | CSA 7.4.1.5.1 |
| B28 | Entrances and Doors | Entrance Landings | Illuminated to at least 50 lx | CSA 7.4.1.5.1 |
| B29 | Entrances and Doors | Entrance Doors | No Step - Threshold no more than 13 | CSA 7.4.1.5.2 |
| B30 | Entrances and Doors | Entrance Doors | Clear opening width of at least 810 | CSA 7.4.1.5.2 |
| B31 | Entrances and Doors | Entrance Doors | Appropriate manoeuvring space either side | CSA 7.4.1.5.2 |
| B32 | Entrances and Doors | Entrance Doors | Appropriate hardware and motorized automatic front entry doors | CSA 7.4.1.5.2 |
| B33 | Entrances and Doors | Signage | Identification and numbers appropriately located and configured | CSA 7.4.1.5.3 |
| B34 | Entrances and Doors | Door Bells or Intercoms | Appropriately located and configured, including audible and visual signals | CSA 7.4.1.5.3 |
| B35 | Entrances and Doors | Door Viewers | Where installed, provide second viewer 1000-1200 high | CSA 7.4.1.5.5 |
| B36 | Interior Circulation | Corridors | At least 920 wide | CSA 7.4.2.1 |
| B37 | Interior Circulation | Corridors | No steps or changes in level | CSA 7.4.2.1 |
| B38 | Interior Circulation | Corridors | Surface stable, firm, slip-resistant, nominal glare, not heavily patterned | CSA 7.4.2.1 |
| B39 | Interior Circulation | Corridors | If carpet, low, firm and level pile or loop, carpet + pad max 13, securely fastened | CSA 7.4.2.1 |
| B40 | Interior Circulation | Doors and Doorways | Threshold no more than 13 - level threshold preferred | CSA 7.4.2.2 |
| B41 | Interior Circulation | Doors and Doorways | Clear opening width of at least 810 | CSA 7.4.2.2 |
| B42 | Interior Circulation | Doors and Doorways | Appropriate manoeuvring space either side | CSA 7.4.2.2 |
| B43 | Interior Circulation | Doors and Doorways | Appropriate hardware | CSA 7.4.2.2 |
| B44 | Interior Circulation | Doors and Doorways | Doors to swing out at bathroom/washroom, roll-in closets and general storage | CSA 7.4.2.2 |

TABLE B (continued)

| ID | Category | Sub-Category | Key Features | Source |
|-----|-------------------------|-------------------------------|--|-------------|
| B45 | Interior Circulation | Floor and Wall Surfaces | No steps or changes in level | CSA 7.4.2.3 |
| B46 | Interior Circulation | Floor and Wall Surfaces | Surface stable, firm, slip-resistant, nominal glare, not heavily patterned | CSA 7.4.2.3 |
| B47 | Interior Circulation | Floor and Wall Surfaces | If carpet, low, firm and level pile or loop, carpet + pad max 13, securely fastened | CSA 7.4.2.3 |
| B48 | Washrooms | Public Washrooms | Multi-stalled public washrooms to comply with CSA 6.2 | CSA 6.2 |
| B49 | Washrooms | Public Washrooms | Universal public washrooms to comply with CSA 6.3 | CSA 6.3 |
| B50 | Washrooms | Public Washrooms | Public bathing facilities to comply with CSA 6.5 | CSA 6.5 |
| B51 | General | Emergency/ Security Alarms | Provide both audible and visual signals | CSA 7.4.6.1 |
| B52 | General | Operating Controls | Clear floor space in front at least 1350 x 800, centered | CSA 7.4.6.3 |
| B53 | General | Operating Controls | Located 400 -1200 high | CSA 7.4.6.3 |
| B54 | General | Operating Controls | Operable using one closed fist, with max 22N force | CSA 7.4.6.3 |
| B55 | General | Operating Controls | Provide tactile and/or auditory info indicating function and position of control | CSA 7.4.6.3 |
| B56 | General | Operating Controls | Colour contrast with mounding surface | CSA 7.4.6.3 |
| B57 | General | Operating Controls | Illuminated to at least 100 lx, 200 lx where reading is required | CSA 7.4.6.3 |
| B58 | General | Operating Controls | Where control has visual display, info should be supplemented with tactile/audio | CSA 7.4.6.3 |
| B59 | General | Outdoor Living Spaces | Located adjacent to an accessible route | CSA 7.4.7 |
| B60 | General | Outdoor Living Spaces | At least 1500 x 1500 in area with accessible surface | CSA 7.4.7 |
| B61 | General | Outdoor Living Spaces | Appropriate manoeuvring space at appropriately- configures accessible door | CSA 7.4.7 |
| B62 | General | Outdoor Living Spaces | Capable of being illuminated to at least 50 lx | CSA 7.4.7 |
| B63 | General | Outdoor Living Spaces | No step, level threshold through doors | CSA 7.4.7 |
| B64 | General | Public Amenities | Where amenity spaces are provided for the use or resident and their visitors (such as community rooms, hobby rooms, etc.), they shall be accessible to persons with disabilities | BP |

TABLE B

TECHNICAL CRITERIA FOR BARRIER-FREE COMMON AREAS

Note: Table incorporates key requirements only - source should be referenced for further detail as required.

Note: Unless noted otherwise, all dimensions are in millimeters.

INDEX

NHS = National Housing Strategy

BP = Better practice

CSA = CSA B651: Accessible design for the built environment

| ID | Category | Sub-Category | Key Features | Source |
|-----|-------------|----------------------------|--|--------------|
| B1 | Circulation | Parking | Where provided, Interior, exterior or covered parking: • Pedestrian routes to comply with CSA 9.2 | CSA 7.4.1.1 |
| | | | Signage to comply with CSA 9.4Designated parking spaces to comply with CSA 9.5 | |
| B2 | Circulation | Passenger Pick-up Areas | Where provided, passenger pick-up areas to comply with CSA 9.3 | CSA 7.4.1.2 |
| В3 | Circulation | Exterior Routes | Minor changes in level: 0-6 may be vertical, 7-13 to be bevelled | CSA 7.4.1.3 |
| B4 | Circulation | Exterior Routes | Clear width of at least 1200 | CSA 7.4.1.3 |
| B5 | Circulation | Exterior Routes | Stable, firm and slip resistant surfaces | CSA 7.4.1.3 |
| В6 | Circulation | Exterior Routes | Level, or sloped no steeper than the ratio of 1:20 (5%) | CSA 7.4.1.3 |
| В7 | Circulation | Exterior Routes | Cross-slope no steeper than the ration of 1:50 (2%) | CSA 7.4.1.3 |
| B8 | Circulation | Exterior Routes | Edge protection provided at grade changes and other potential hazards | CSA 7.4.1.3 |
| B9 | Circulation | Ramps | Slopes steeper than the ratio of 1:20 (5%) to be designed as ramps | CSA 7.4.1.4 |
| B10 | Circulation | Ramps | No steeper that the ratio of 1:12 (8.3%) | CSA 7.4.1.4 |
| B11 | Circulation | Ramps | Cross slope ne steeper than the ratio of 1:50 (2%) | CSA 7.4.1.4 |
| B12 | Circulation | Ramps | Landings no more than 9000 apart | CSA 7.4.1.4 |
| B13 | Circulation | Ramps | At least 920 wide | CSA 7.4.1.4 |
| B14 | Circulation | Ramps | Landings at top, bottom and changes in direction. Min 1500 long x at least ramp width. Min 1500 x 1500 at doors. | CSA 7.4.1.4. |
| B15 | Circulation | Ramps | Appropriate handrails | CSA 7.4.1.4. |
| B16 | Circulation | Ramps | Appropriate edge protection | CSA 7.4.1.4 |
| B17 | Circulation | Ramps | Appropriate surfaces, including colour-contrast band at slope transitions | CSA 7.4.1.4 |
| B18 | Circulation | Stairs | Risers no more than 180 and treads no less than 280 deep | CSA 7.4.1.4. |
| B19 | Circulation | Stairs | Slip resistant | CSA 7.4.1.4. |
| B20 | Circulation | Stairs | No open risers | CSA 7.4.1.4. |

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TABLE B (continued)

| ID | Category | Sub-Category | Key Features | Source |
|-----|-------------------------|----------------------------|--|---------------|
| B21 | Circulation | Stairs | Illuminated to at least 50 lx | CSA 7.4.1.4.2 |
| B22 | Circulation | Stairs | Colour-contrast band on nosings | CSA 7.4.1.4.2 |
| B23 | Circulation | Stairs | Tactile attention indicators at top of stairs | CSA 7.4.1.4.2 |
| B24 | Circulation | Stairs | Appropriate handrails | CSA 7.4.1.4.2 |
| B25 | Circulation | Stairs | Appropriate edge protection | CSA 7.4.1.4.2 |
| B26 | Circulation | Elevating Devices | Comply with: Appendix E of ASME A17.1/CSA-B44 for elevators and service lifts, or CAN/CSA-B335 for an elevating device | CSA 7.4.1.4.3 |
| B27 | Entrances and Doors | Entrance Landings | Min 1500 x 1500 | CSA 7.4.1.5.1 |
| B28 | Entrances and Doors | Entrance Landings | Illuminated to at least 50 lx | CSA 7.4.1.5.1 |
| B29 | Entrances and Doors | Entrance Doors | No Step - Threshold no more than 13 | CSA 7.4.1.5.2 |
| B30 | Entrances and Doors | Entrance Doors | Clear opening width of at least 810 | CSA 7.4.1.5.2 |
| B31 | Entrances and Doors | Entrance Doors | Appropriate manoeuvring space either side | CSA 7.4.1.5.2 |
| B32 | Entrances and Doors | Entrance Doors | Appropriate hardware and motorized automatic front entry doors | CSA 7.4.1.5.2 |
| B33 | Entrances and Doors | Signage | Identification and numbers appropriately located and configured | CSA 7.4.1.5.3 |
| B34 | Entrances and Doors | Door Bells or Intercoms | Appropriately located and configured, including audible and visual signals | CSA 7.4.1.5.3 |
| B35 | Entrances and Doors | Door Viewers | Where installed, provide second viewer 1000-1200 high | CSA 7.4.1.5.5 |
| B36 | Interior Circulation | Corridors | At least 920 wide | CSA 7.4.2.1 |
| B37 | Interior Circulation | Corridors | No steps or changes in level | CSA 7.4.2.1 |
| B38 | Interior Circulation | Corridors | Surface stable, firm, slip-resistant, nominal glare, not heavily patterned | CSA 7.4.2.1 |
| B39 | Interior Circulation | Corridors | If carpet, low, firm and level pile or loop, carpet + pad max 13, securely fastened | CSA 7.4.2.1 |
| B40 | Interior Circulation | Doors and Doorways | Threshold no more than 13 - level threshold preferred | CSA 7.4.2.2 |
| B41 | Interior Circulation | Doors and Doorways | Clear opening width of at least 810 | CSA 7.4.2.2 |
| B42 | Interior Circulation | Doors and Doorways | Appropriate manoeuvring space either side | CSA 7.4.2.2 |
| B43 | Interior Circulation | Doors and Doorways | Appropriate hardware | CSA 7.4.2.2 |
| B44 | Interior Circulation | Doors and Doorways | Doors to swing out at bathroom/washroom, roll-in closets and general storage | CSA 7.4.2.2 |

TABLE B (continued)

| TABLE B (continued) | | | | | |
|---------------------|-------------------------|-------------------------------|--|-------------|--|
| ID | Category | Sub-Category | Key Features | Source | |
| B45 | Interior Circulation | Floor and Wall Surfaces | No steps or changes in level | CSA 7.4.2.3 | |
| B46 | Interior Circulation | Floor and Wall Surfaces | Surface stable, firm, slip-resistant, nominal glare, not heavily patterned | CSA 7.4.2.3 | |
| B47 | Interior Circulation | Floor and Wall Surfaces | If carpet, low, firm and level pile or loop, carpet + pad max 13, securely fastened | CSA 7.4.2.3 | |
| B48 | Washrooms | Public Washrooms | Multi-stalled public washrooms to comply with CSA 6.2 | CSA 6.2 | |
| B49 | Washrooms | Public Washrooms | Universal public washrooms to comply with CSA 6.3 | CSA 6.3 | |
| B50 | Washrooms | Public Washrooms | Public bathing facilities to comply with CSA 6.5 | CSA 6.5 | |
| B51 | General | Emergency/ Security Alarms | Provide both audible and visual signals | CSA 7.4.6.1 | |
| B52 | General | Operating Controls | Clear floor space in front at least 1350 x 800, centered | CSA 7.4.6.3 | |
| B53 | General | Operating Controls | Located 400 -1200 high | CSA 7.4.6.3 | |
| B54 | General | Operating Controls | Operable using one closed fist, with max 22N force | CSA 7.4.6.3 | |
| B55 | General | Operating Controls | Provide tactile and/or auditory info indicating function and position of control | CSA 7.4.6.3 | |
| B56 | General | Operating Controls | Colour contrast with mounding surface | CSA 7.4.6.3 | |
| B57 | General | Operating Controls | Illuminated to at least 100 lx, 200 lx where reading is required | CSA 7.4.6.3 | |
| B58 | General | Operating Controls | Where control has visual display, info should be supplemented with tactile/audio | CSA 7.4.6.3 | |
| B59 | General | Outdoor Living Spaces | Located adjacent to an accessible route | CSA 7.4.7 | |
| B60 | General | Outdoor Living Spaces | At least 1500 x 1500 in area with accessible surface | CSA 7.4.7 | |
| B61 | General | Outdoor Living Spaces | Appropriate manoeuvring space at appropriately- configures accessible door | CSA 7.4.7 | |
| B62 | General | Outdoor Living Spaces | Capable of being illuminated to at least 50 lx | CSA 7.4.7 | |
| B63 | General | Outdoor Living Spaces | No step, level threshold through doors | CSA 7.4.7 | |
| B64 | General | Public Amenities | Where amenity spaces are provided for the use or resident and their visitors (such as community rooms, hobby rooms, etc.), they shall be accessible to persons with disabilities | ВР | |

TABLE C

TECHNICAL CRITERIA FOR UNIVERSAL DESIGN DWELLING UNITS

Note: Table incorporates key requirements only - source should be referenced for further detail as required.

Note: Unless noted otherwise, all dimensions are in millimeters.

INDEX

NHS = National Housing Strategy

BP = Better practice

CSA = CSA B651: Accessible design for the built environment

PATH = PATH Housing Series: Universal Design and Accessible Housing (http://homelesshub.ca/sites/default/files/HousingSeries_AccessibleHousing.pdf)

| ID | Category | Sub-Category | Key Features | Source |
|-----|-------------------------|-------------------------------------|--|-------------|
| C1 | Application | Entry and Circulation | Accessible route through the main entry door and continuous through all the rooms on the entry level of the unit | PATH |
| C2 | Application | Access to Spaces and Fixtures | Accessible route to the required floor spaces, leading to all kitchen appliances and to all bathroom fixtures making these spaces and fixtures accessible. The route must also connect with all secondary exterior doors. Spaces include the storage areas and exterior balconies and patios that are part of the dwelling unit. | PATH |
| C3 | Application | Multi-storey Dwelling Units | Configure unit to allow future installation of wheelchair platform lift to provide access to upper or lower floors, without the need for structural alterations to the unit | BP |
| C4 | Exterior Circulation | Routes | Width at least 920 | CSA 7.3.1.1 |
| C5 | Exterior Circulation | Surfaces | Stable, firm and slip resistant surfaces | CSA 7.3.1.1 |
| C6 | Exterior Circulation | Surfaces | Level, or sloped no steeper than the ratio of 1:20 (5%) | CSA 7.3.1.1 |
| C7 | Exterior Circulation | Surfaces | Cross-slope no steeper than the ration of 1:50 (2%) | CSA 7.3.1.1 |
| C8 | Exterior Circulation | Edge Protection | Edge protection provided at grade changes and other potential hazards | CSA 7.3.1.1 |
| C9 | Entrances and Doors | Entrance Landings | Min 1500 x 1500 | CSA 7.3.1.2 |
| C10 | Entrances and Doors | Entrance Doors | No Step - Threshold no more than 13 | CSA 7.3.2 |
| C11 | Entrances and Doors | Entrance Doors | Clear opening width of at least 810 | CSA 7.3.2 |

TABLE C (continued)

| ID | Category | Sub-Category | Key Features | Source |
|-----|---------------------------|-----------------------|--|--------------|
| C12 | Entrances and Doors | Entrance Doors | Accessible door hardware | PATH |
| C13 | Interior Circulation | Corridors | At least 920 wide | CSA 7.3.3.1 |
| C14 | Interior Circulation | Corridors | No steps or changes in level | CSA 7.3.3.1 |
| C15 | Interior Circulation | Doors and Doorways | Threshold no more than 13 - level threshold preferred | CSA 7.3.3.2 |
| C16 | Interior Circulation | Doors and Doorways | Clear opening width of at least 810 | CSA 7.3.3.2 |
| C17 | Interior Circulation | Doors and Doorways | Accessible door hardware | PATH |
| C18 | Environmental Controls | Controls | Located 380-1220 from floor, with space in front to accommodate a wheelchair | PATH |
| C19 | Washroom | Reinforcement | Provide appropriate structural support for grab bars in walls around toilet | CSA 7.4.3.7 |
| C20 | Washroom | Reinforcement | Provide appropriate structural support for grab bars in walls around bathtub | CSA 7.4.3.9 |
| C21 | Washroom | Reinforcement | Provide appropriate structural support for grab bars in walls around shower stall | CSA 7.4.3.10 |
| C22 | Washrooms and kitchens | Usability | Kitchens and bathrooms must provide sufficient maneuvering space for wheelchair users to approach, operate most appliances and fixtures, and exit. | PATH |

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Requirements

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July 28, 2023

CMHC

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Unit Plans

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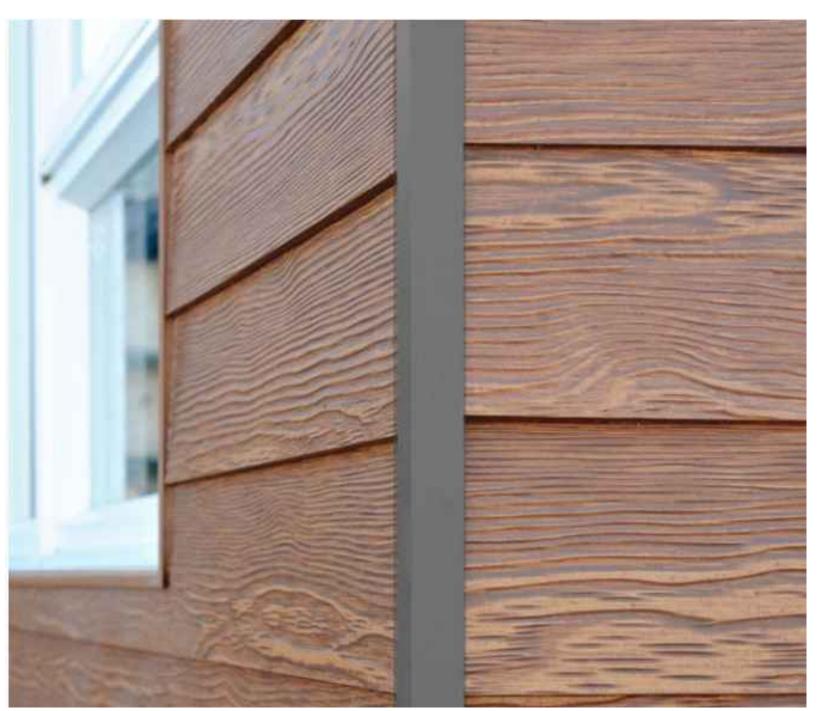


Unit Plans

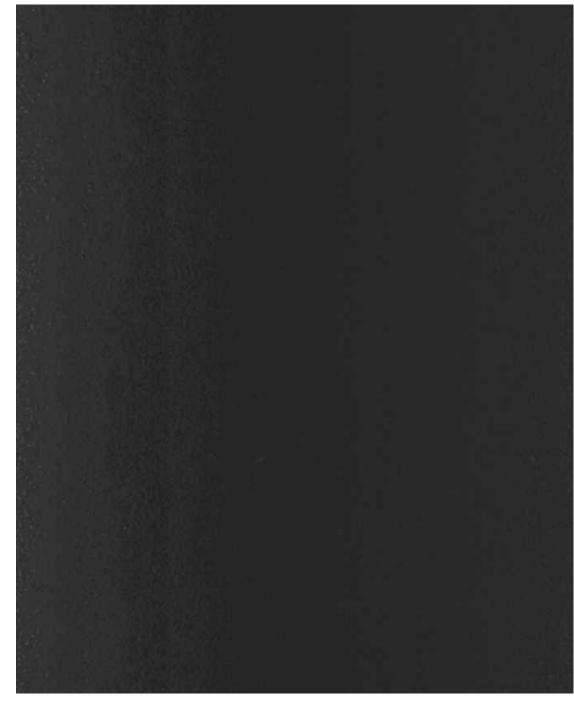
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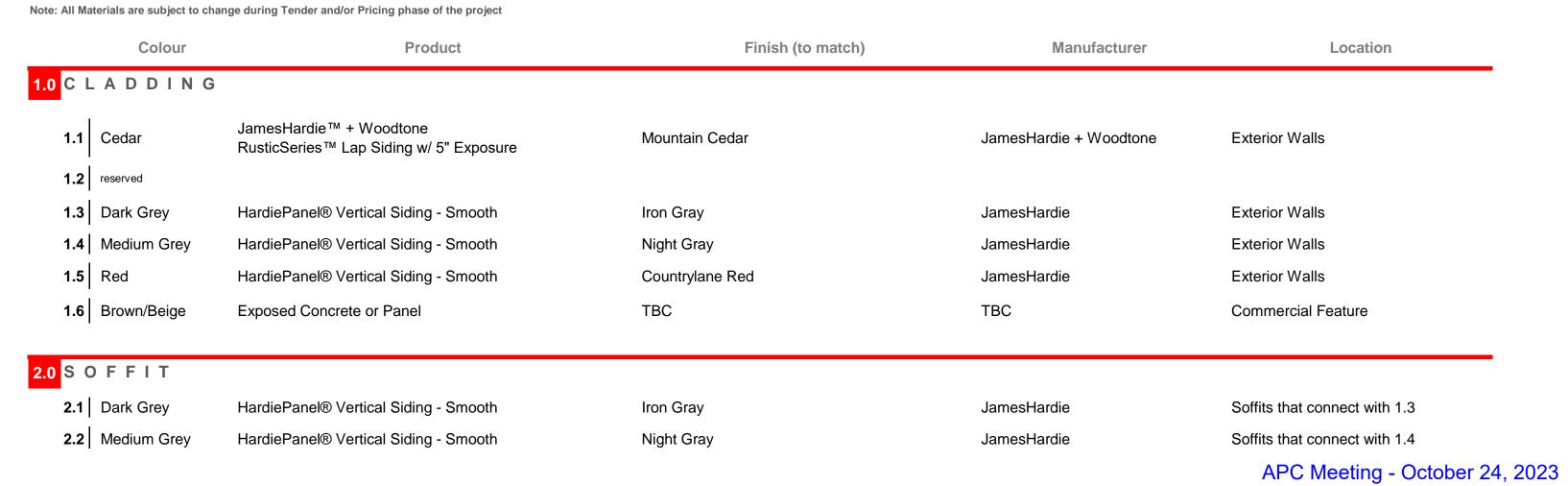


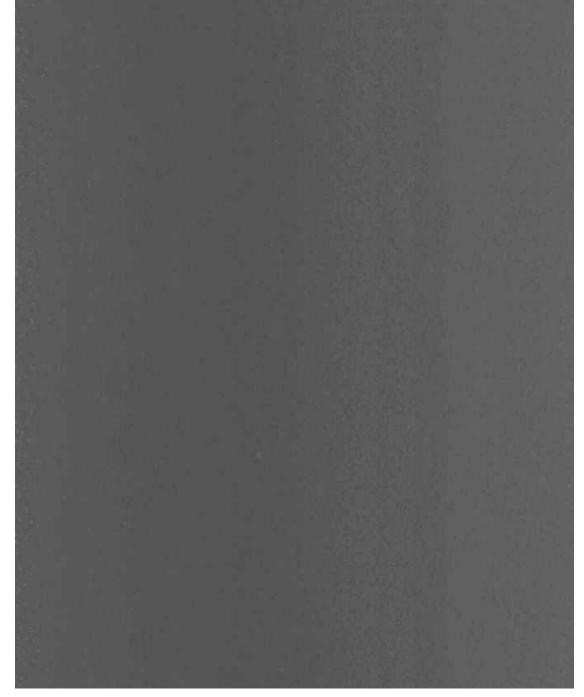
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HardiePanel® Vertical Siding
Iron Gray



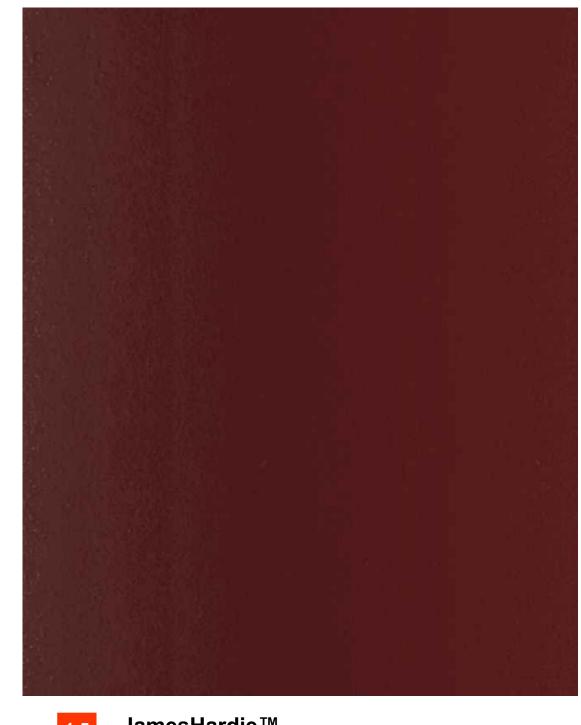
Colour Pallet - Desert Colours: wood, browns, reds, beiges, greys, blacks, exposed concrete

MATERIAL AND COLOUR LEGEND





JamesHardie™
HardiePanel® Vertical Siding
Night Gray



JamesHardie™
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Countrylane Red



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Board

Material

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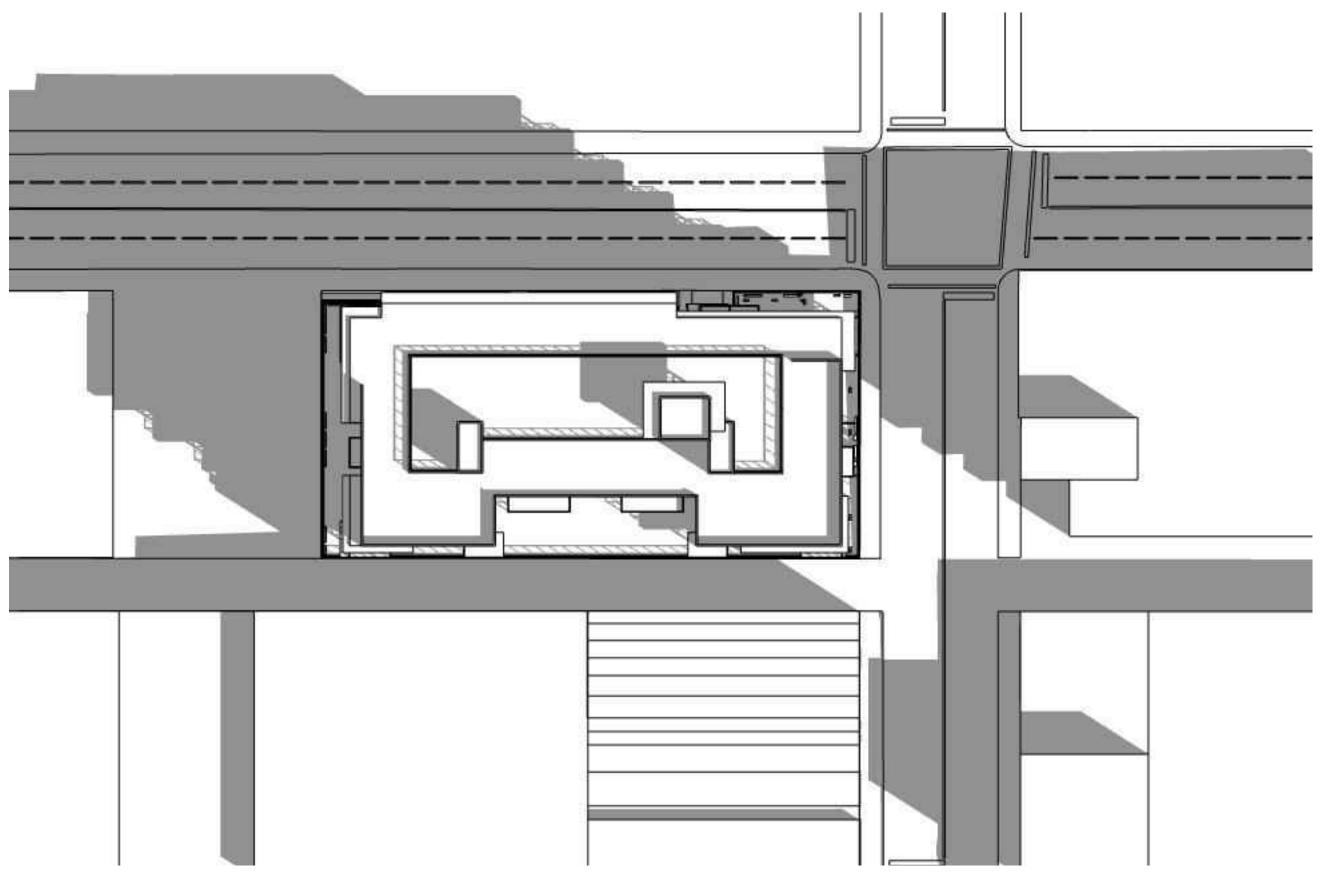
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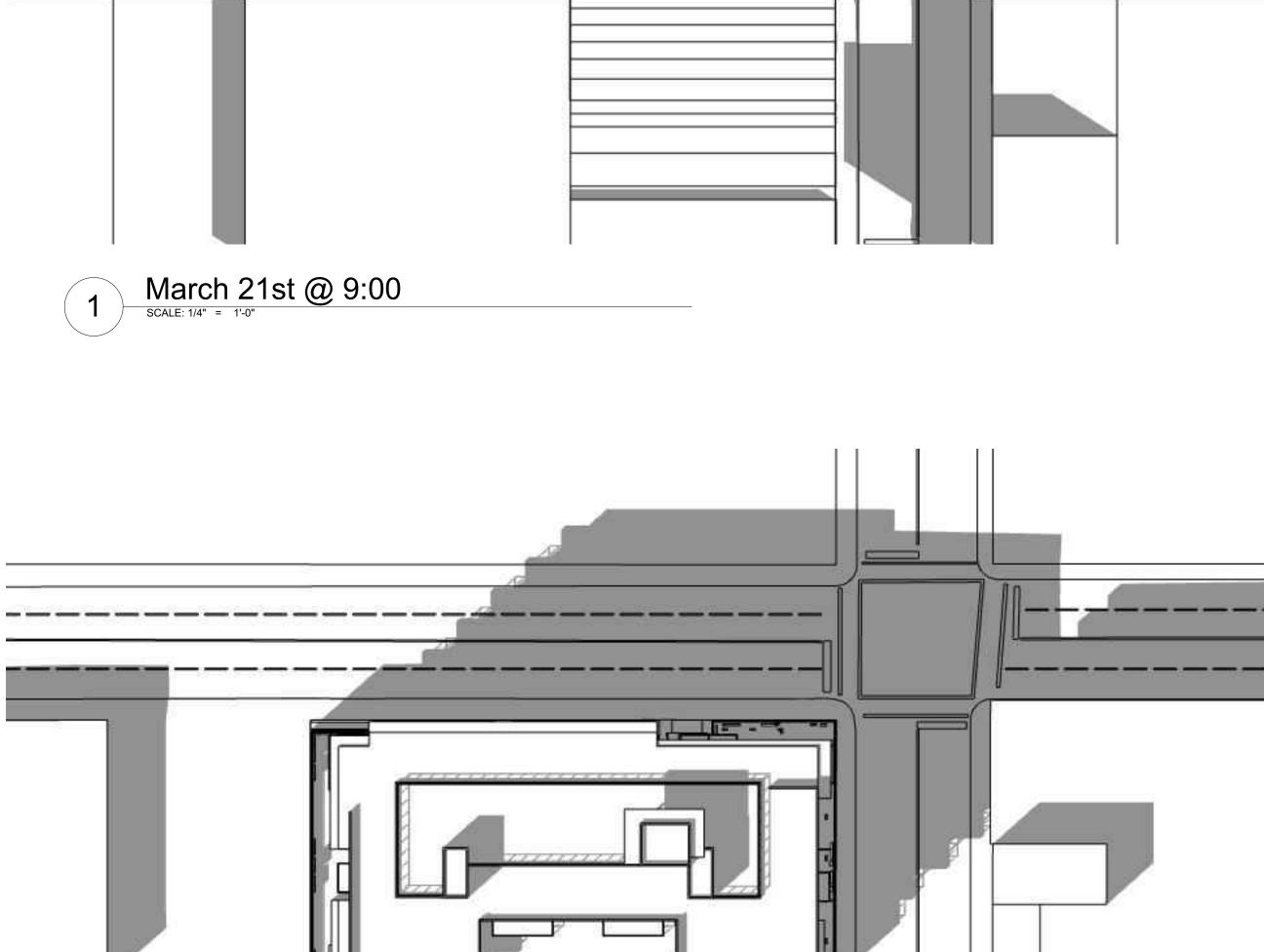
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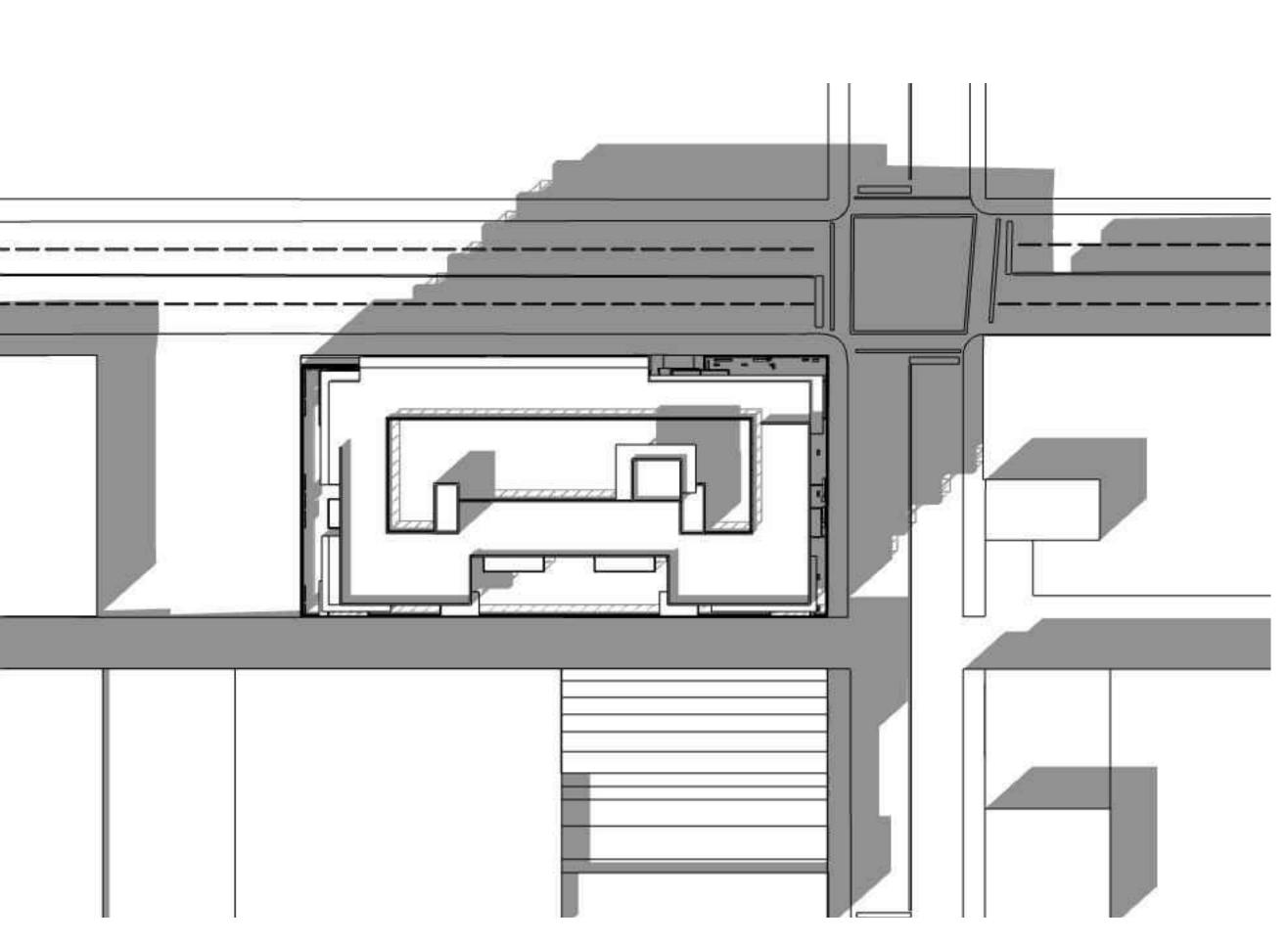
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July 28, 2023
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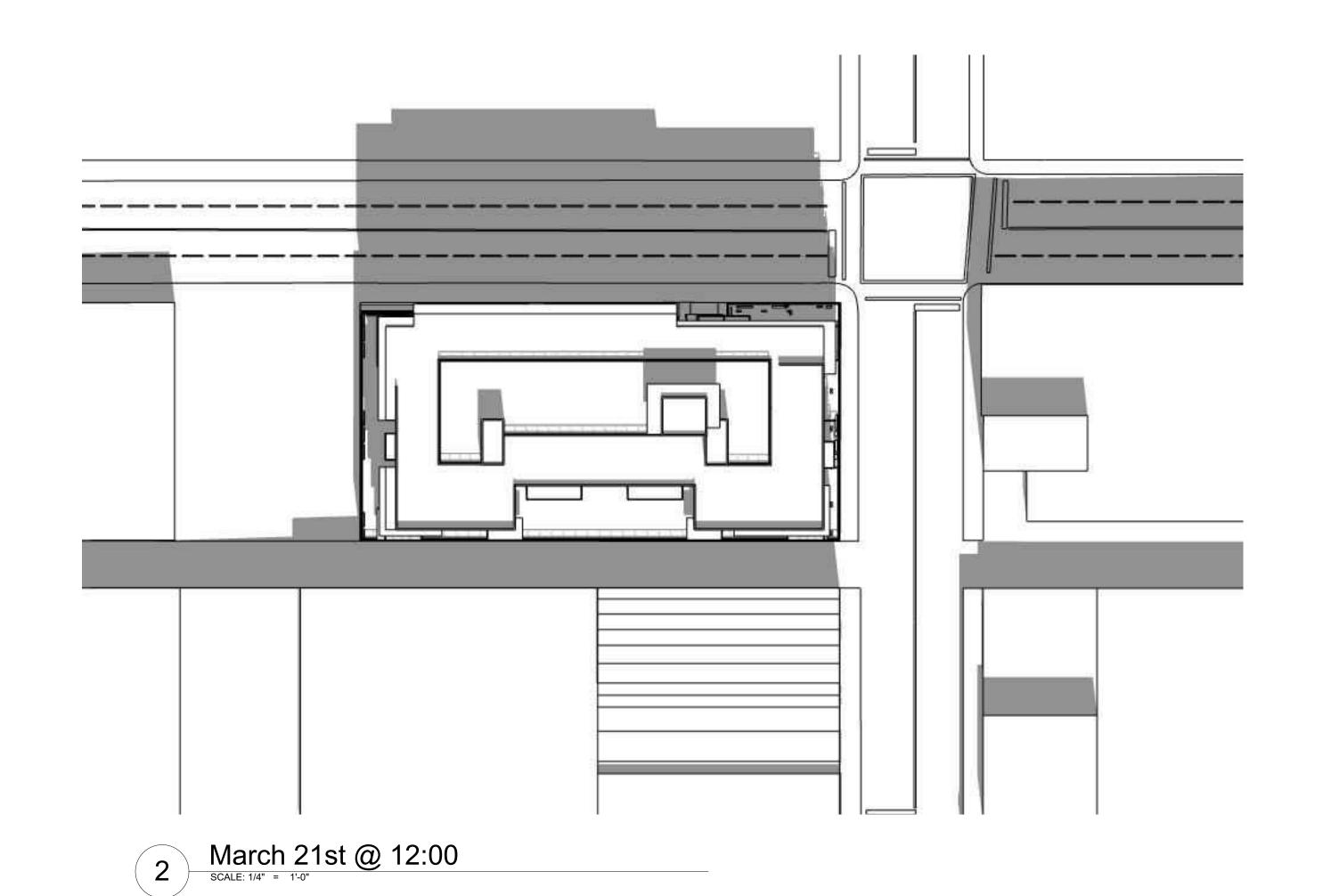
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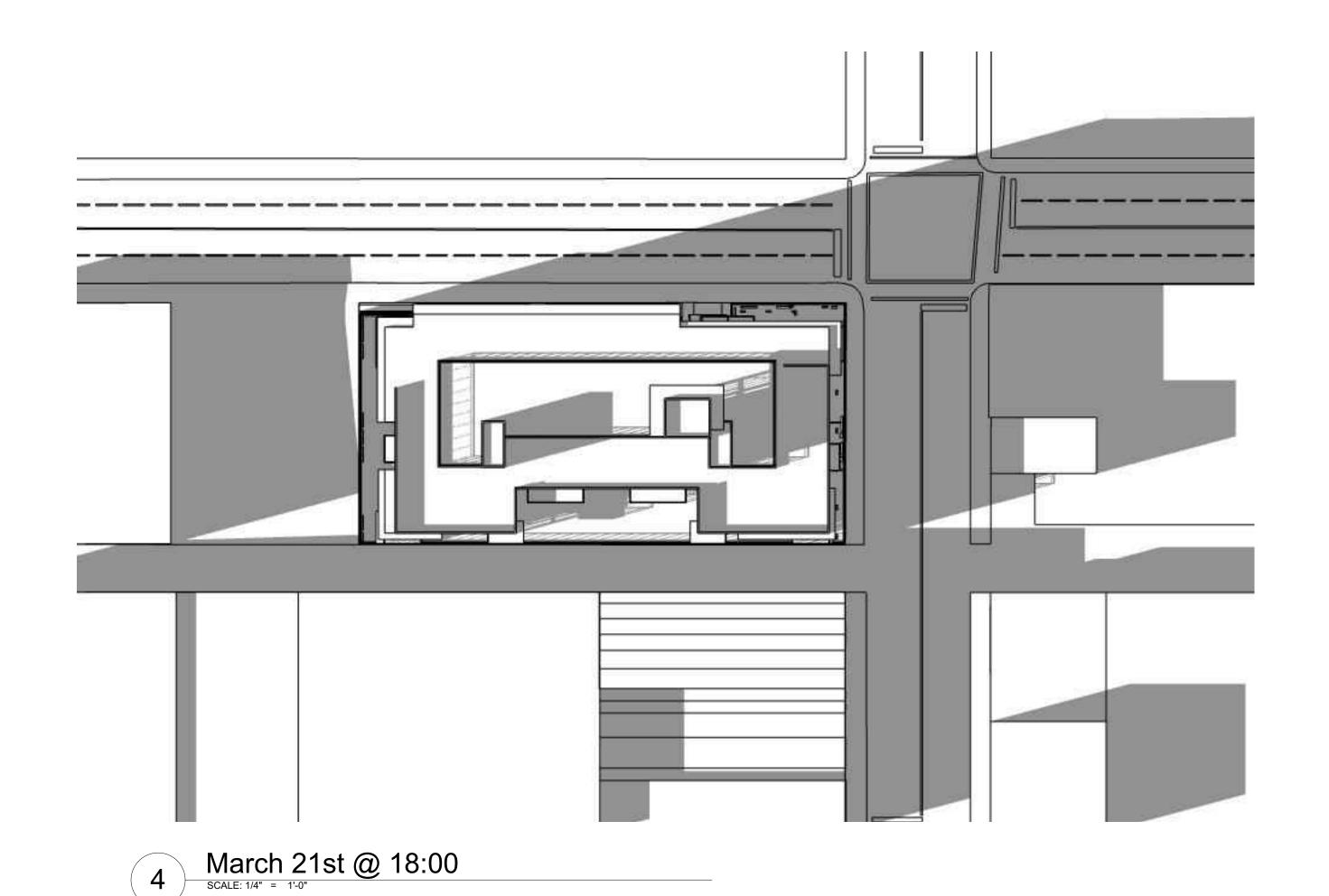






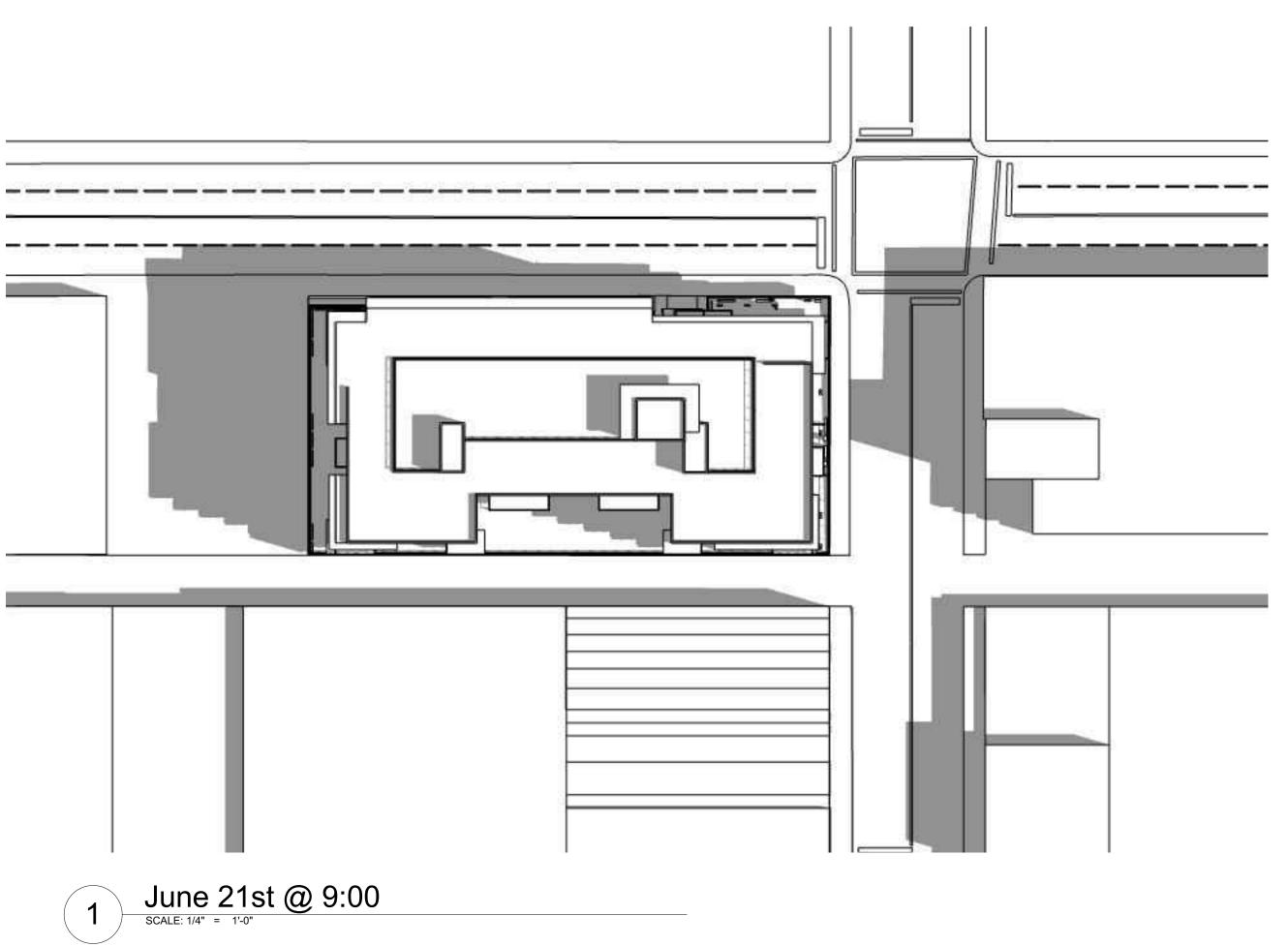


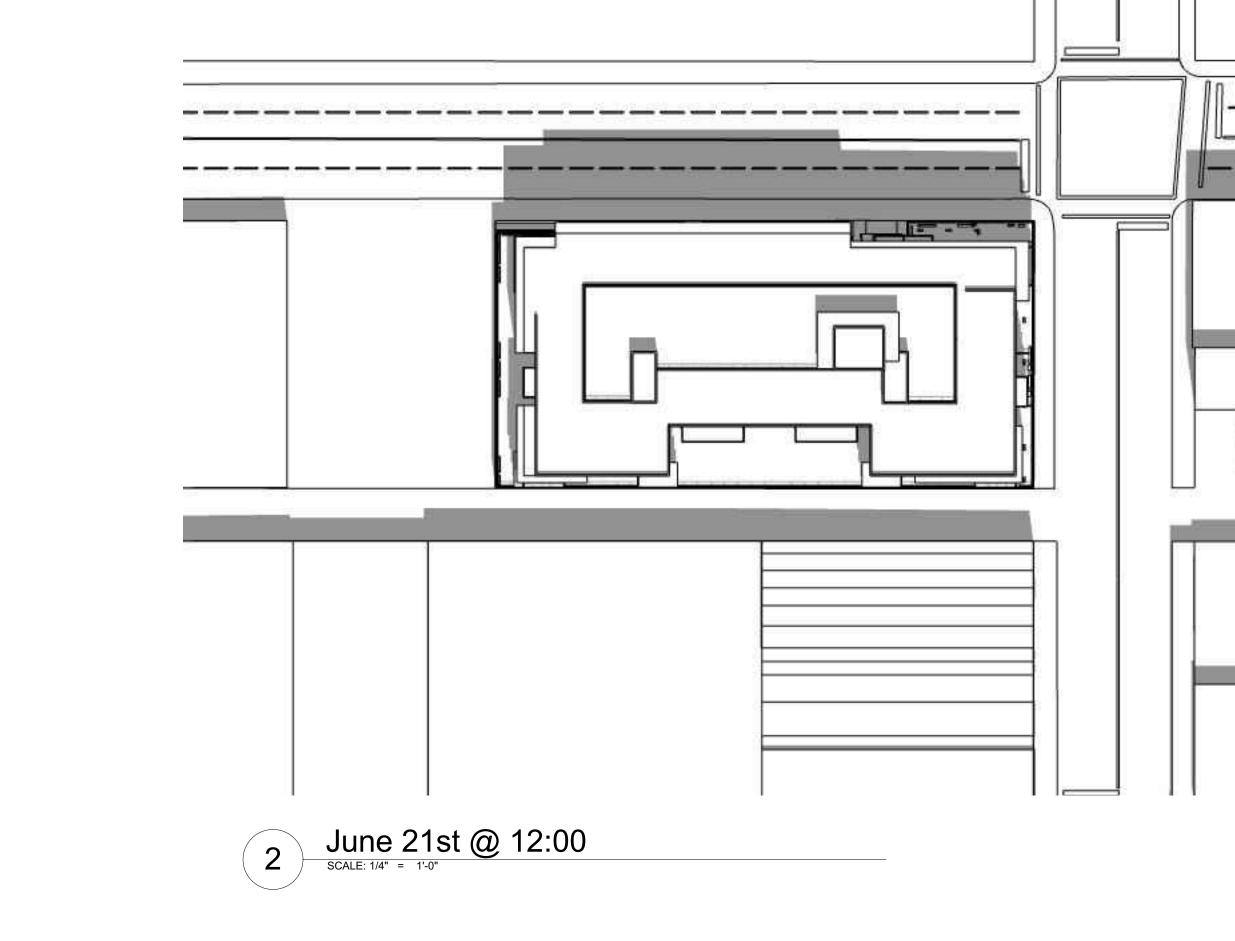


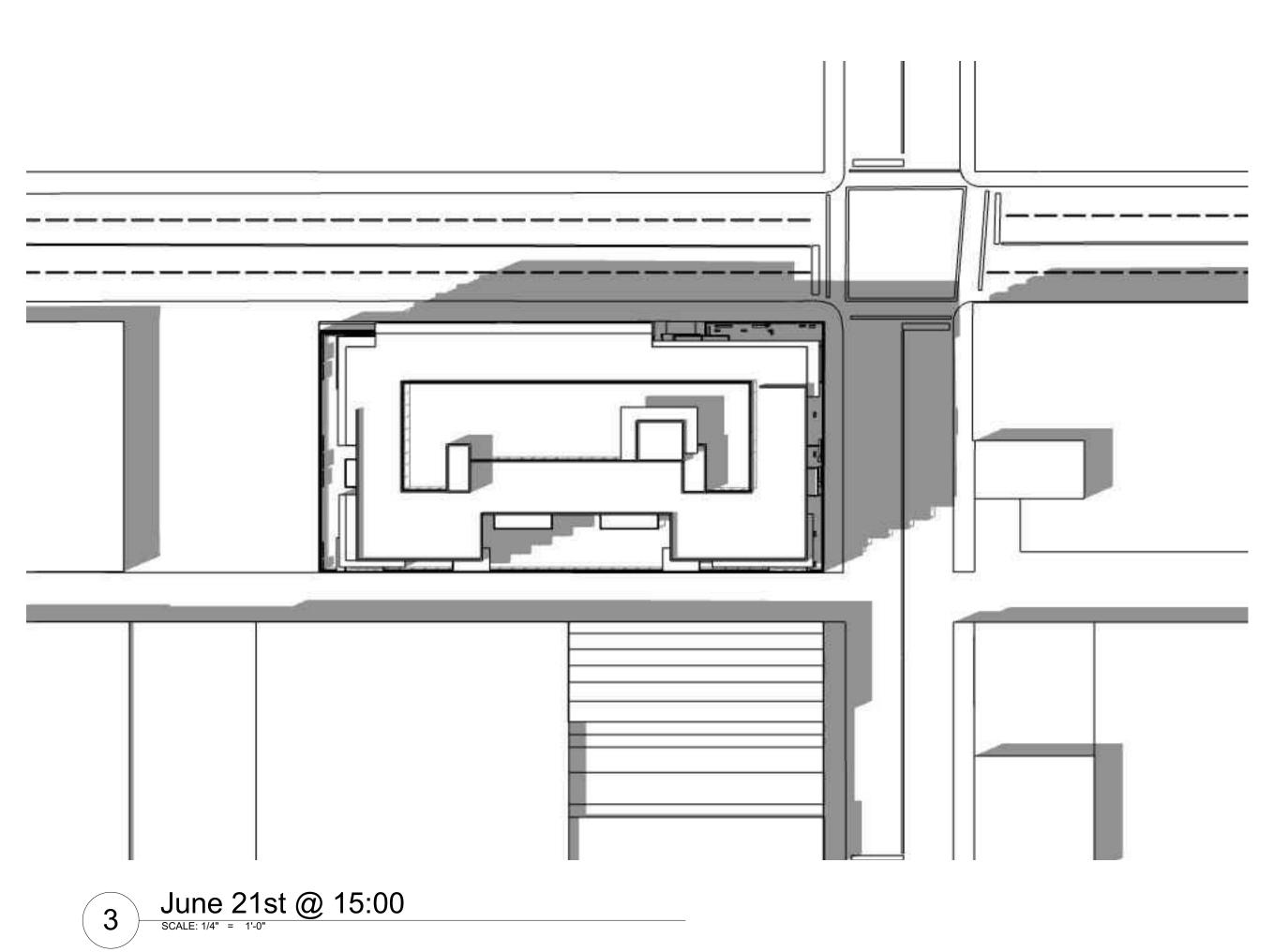


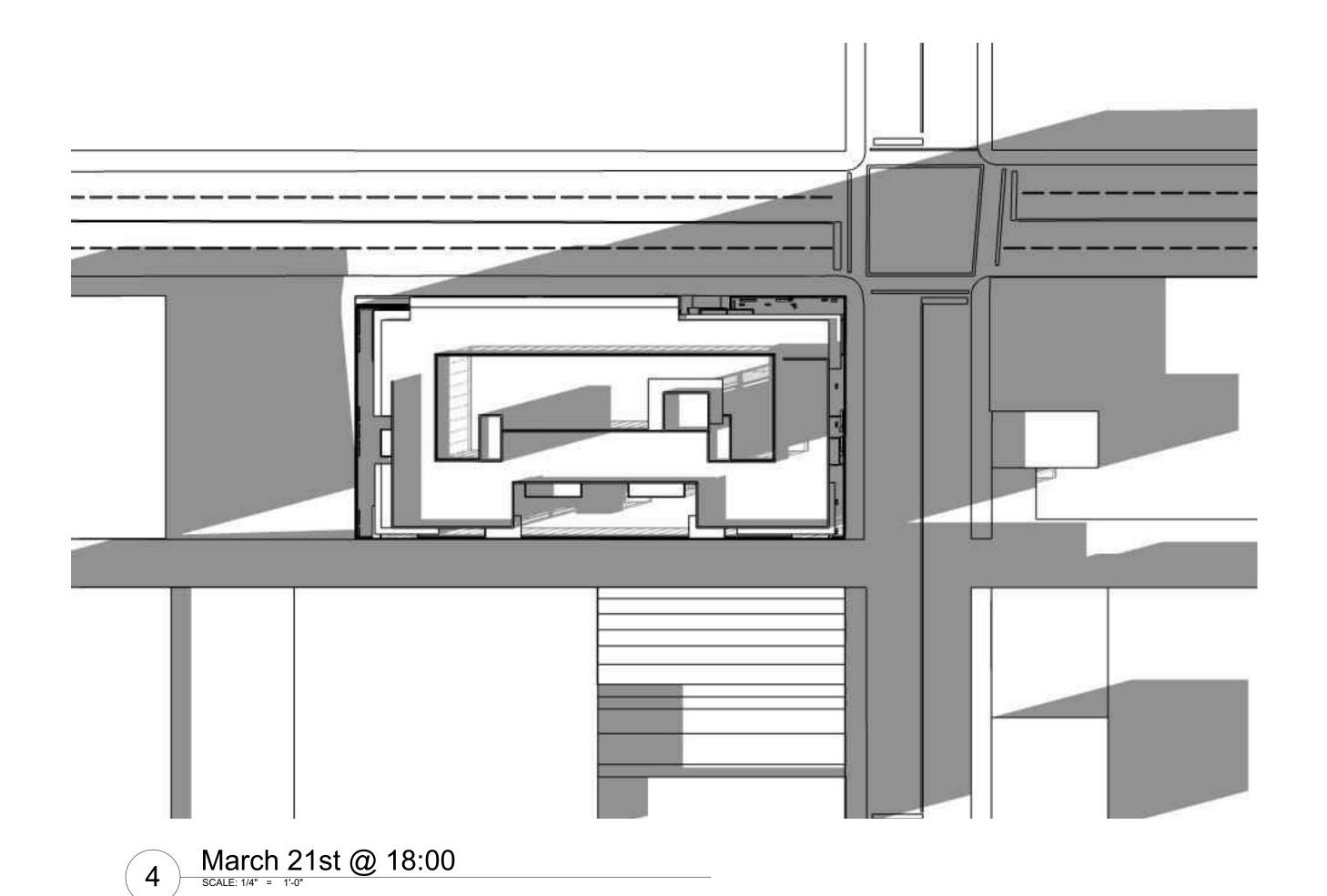
Siegrist ARCHITECTURE July 28, 2023 Issue 03 - RZ Resubmission

> Shadow Studies -March 21st A-8.310





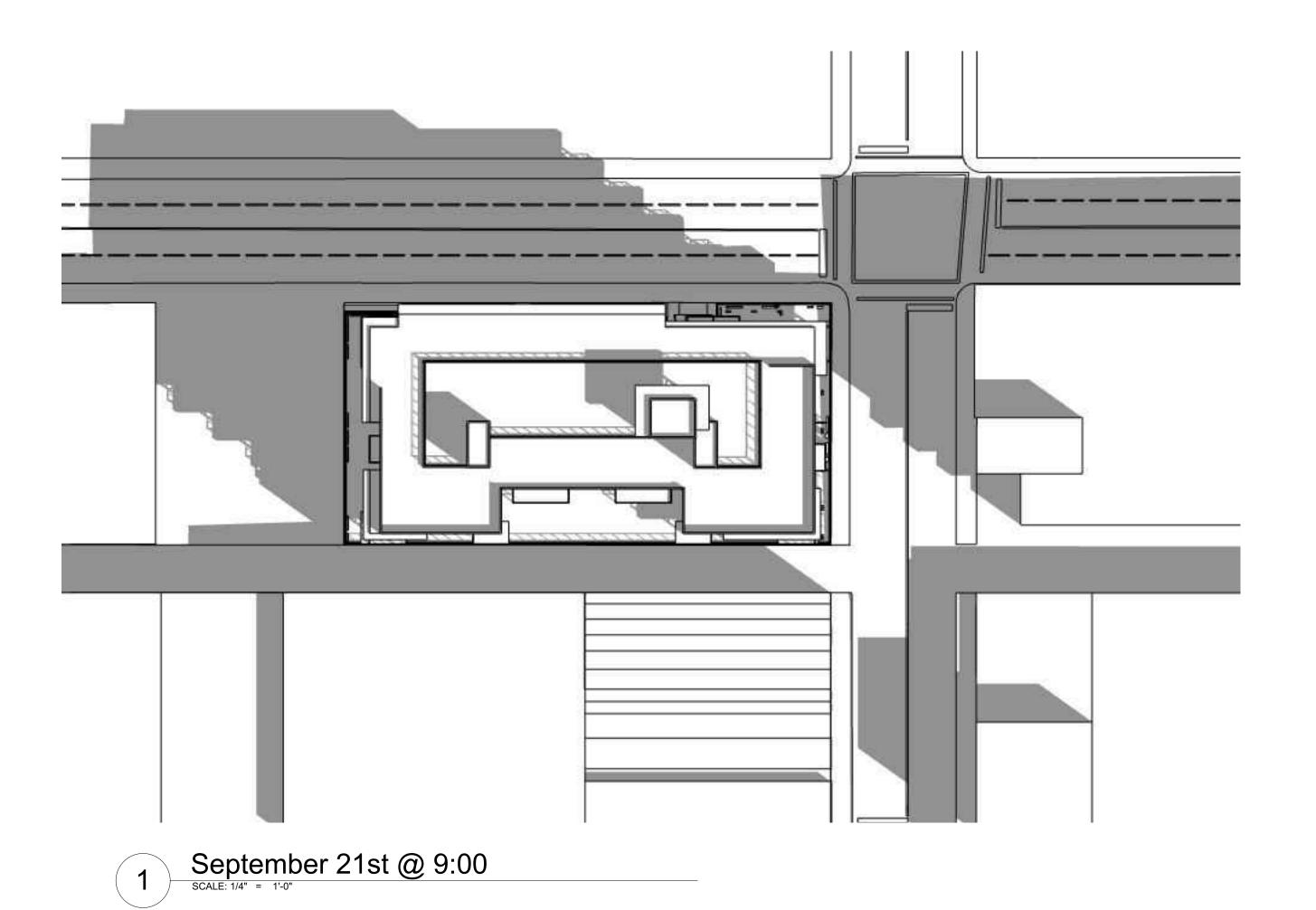


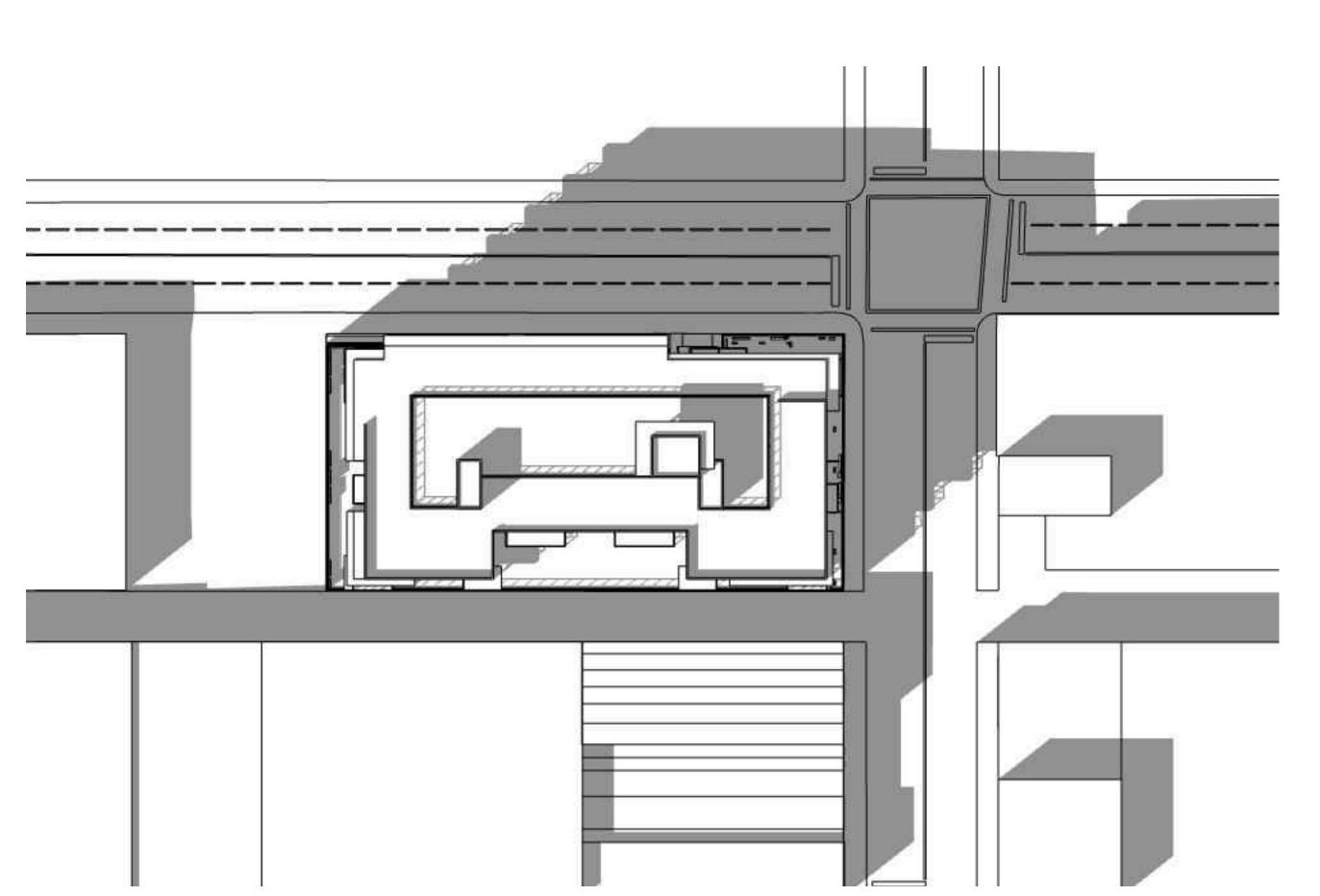


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July 28, 2023
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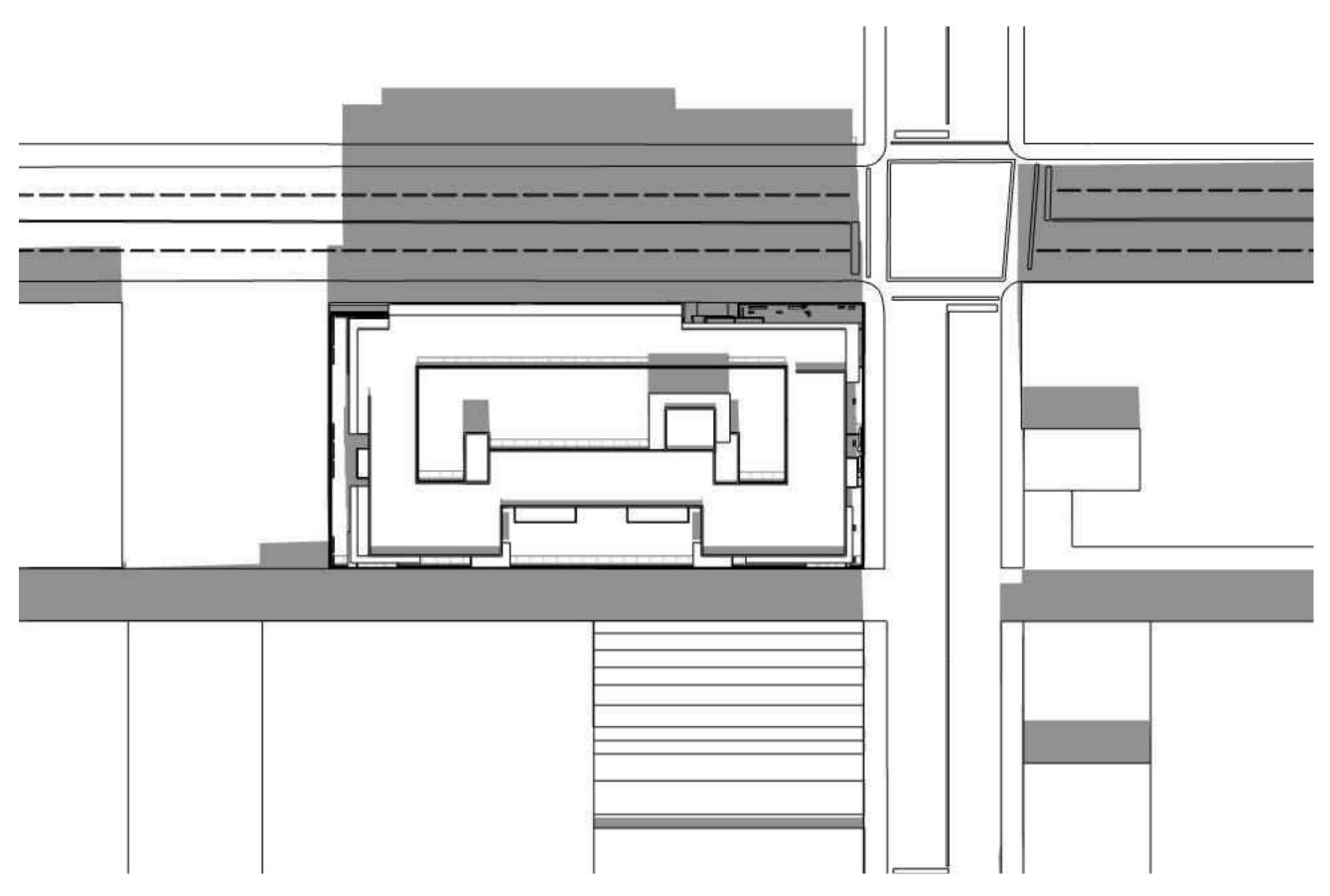
Shadow Studies -June 21st **A-8.320**

APC Meeting - October 24, 2023



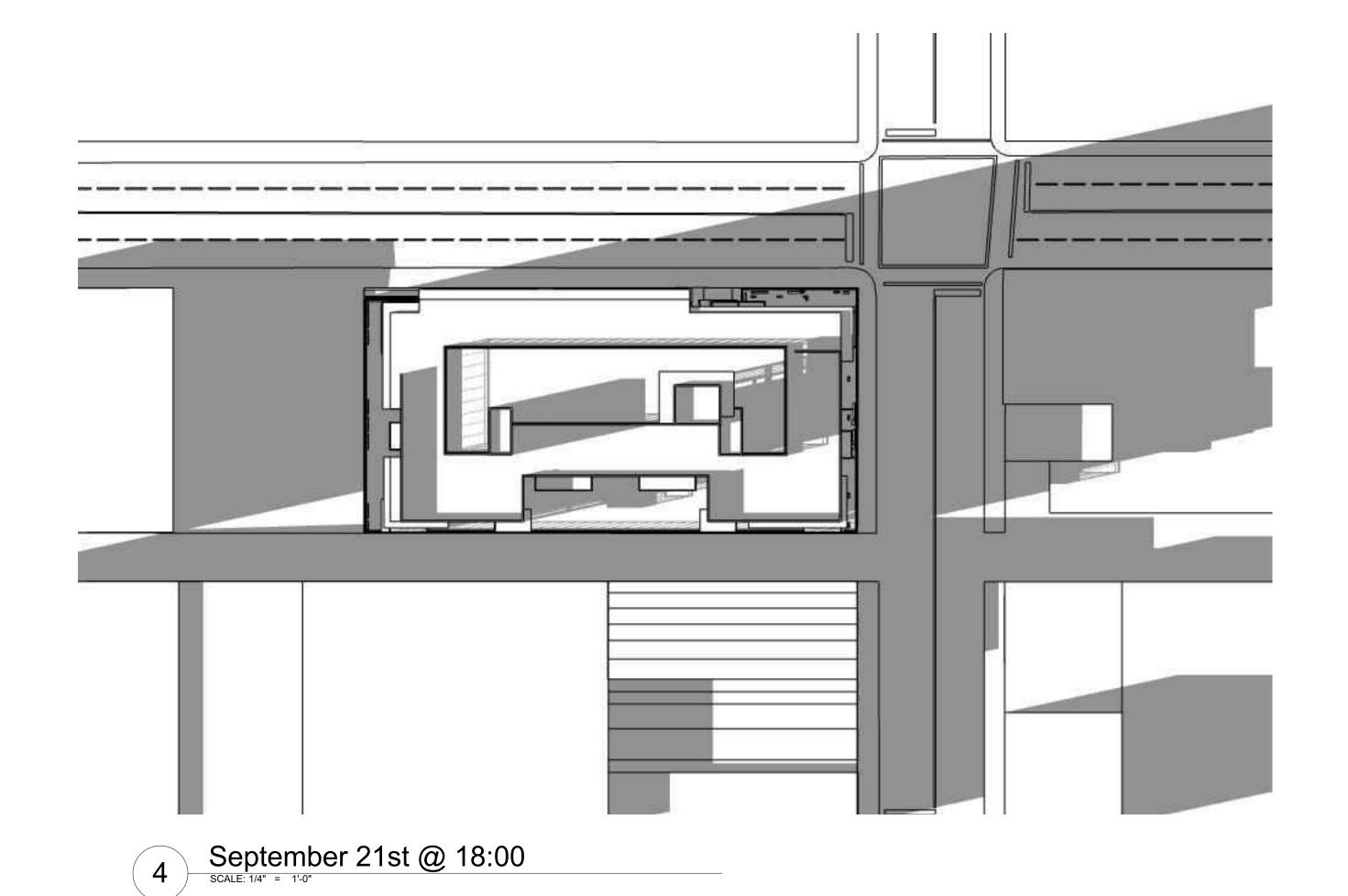






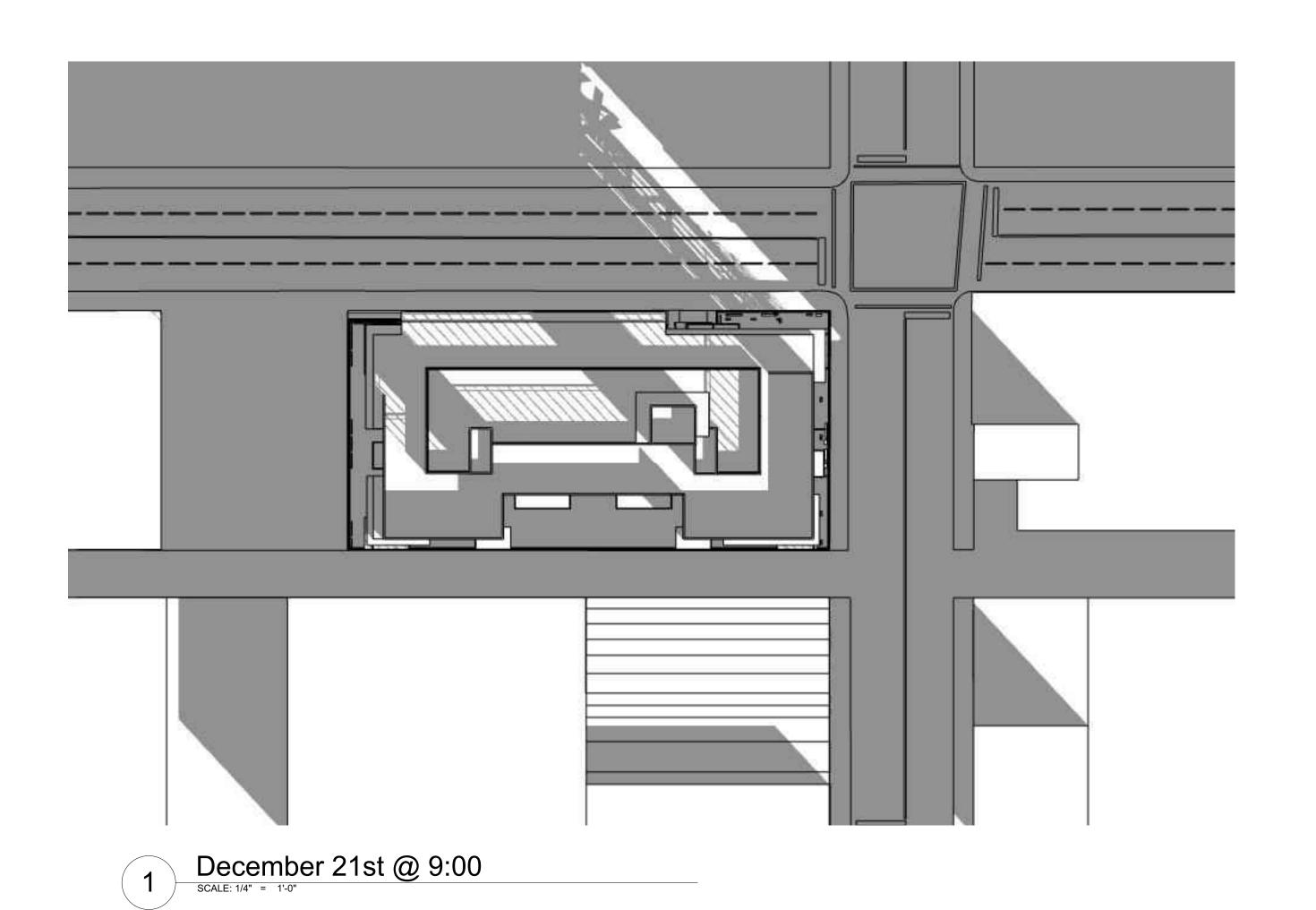
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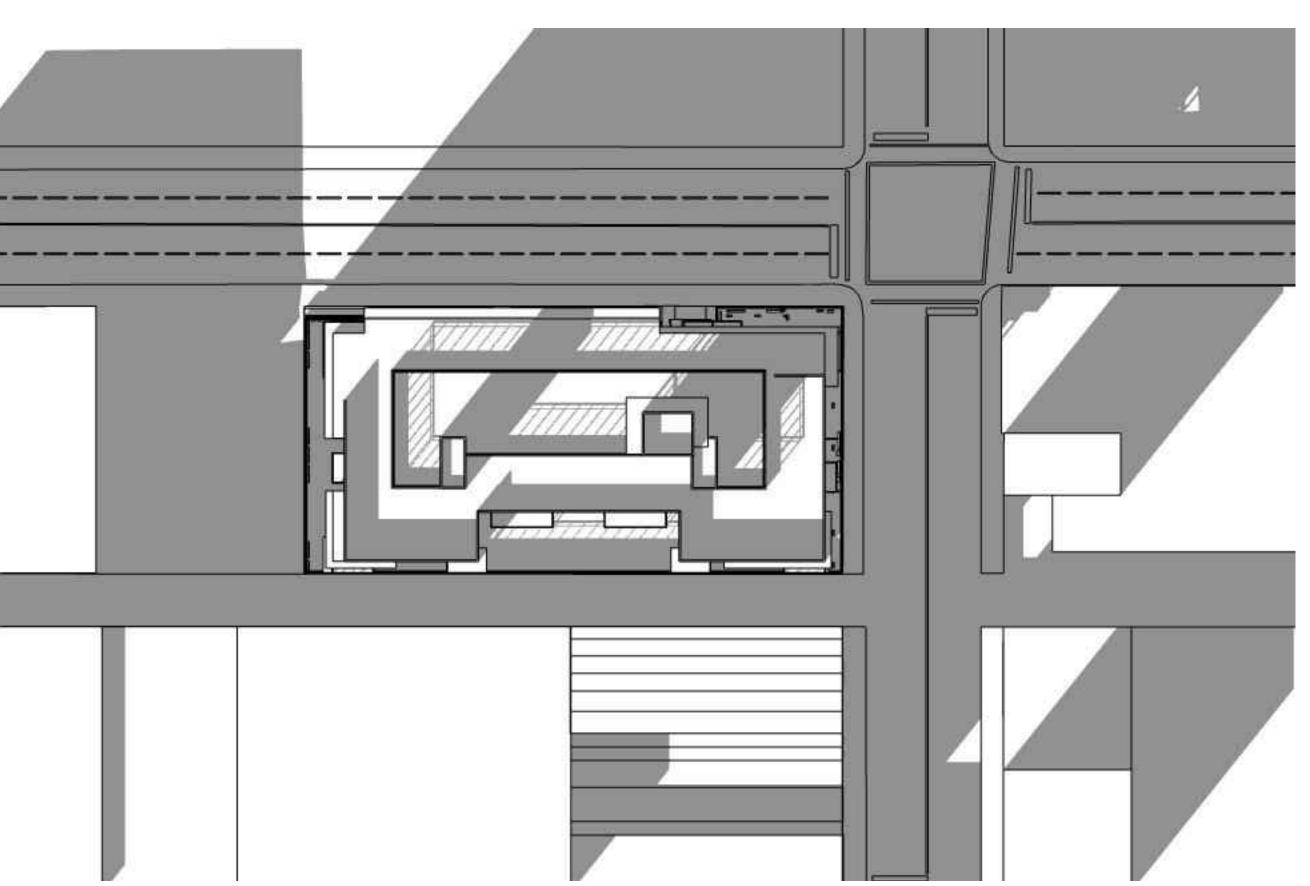
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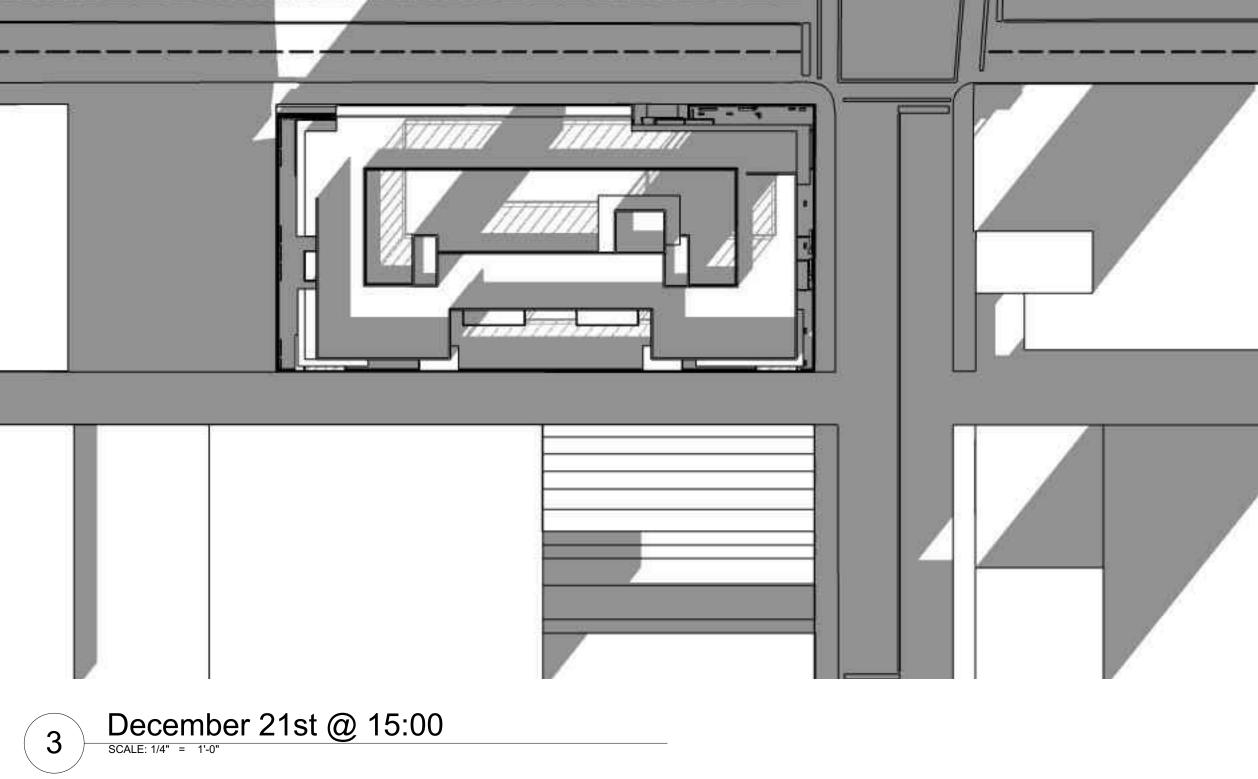


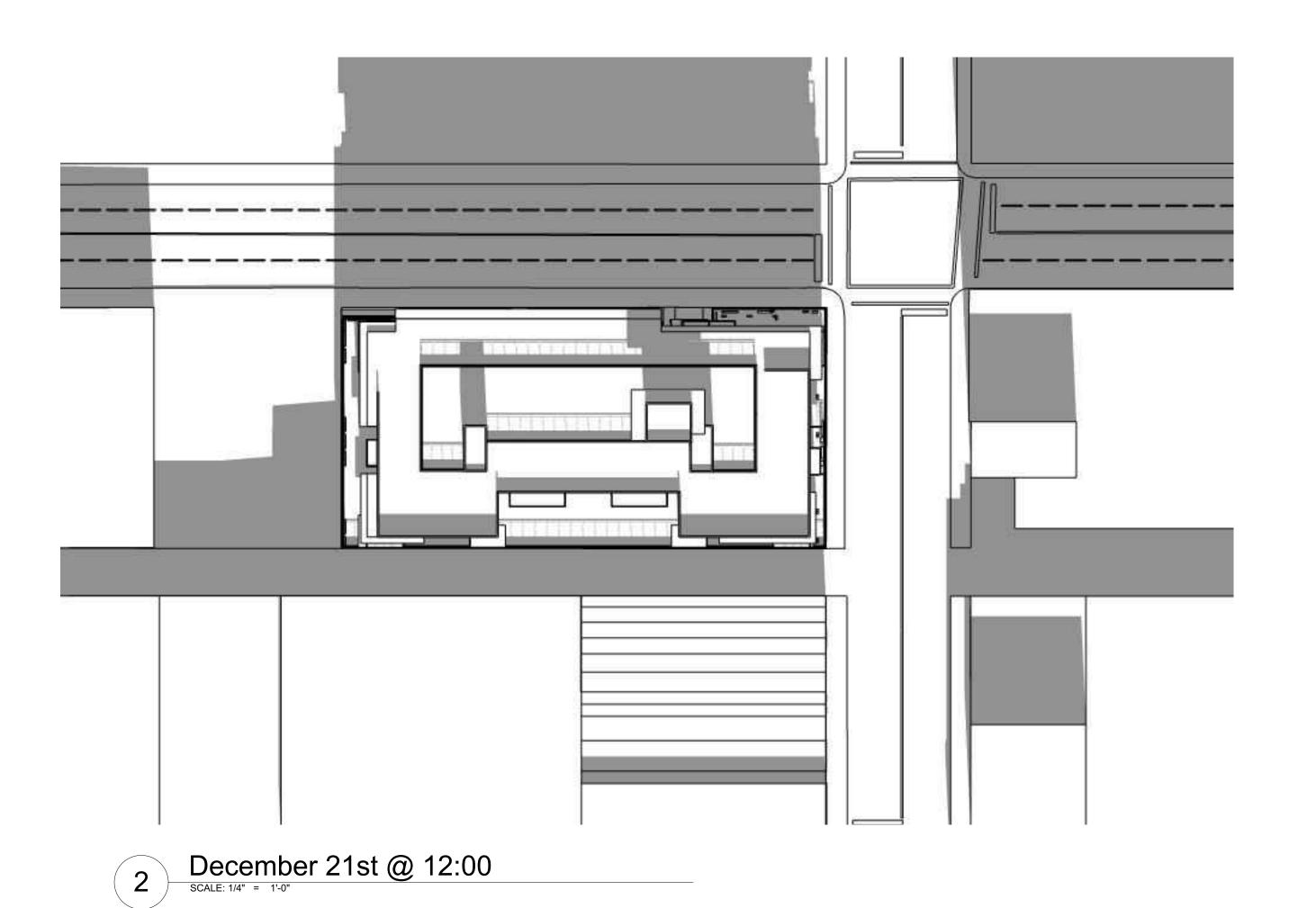
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Shadow Studies -September **A-8.320**











4 December 21st @ 18:00

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Siegrist July 28, 2023 Issue 03 - RZ Resubmission

> Shadow Studies -December A-8.320

C7

10.7 C7: Heritage Business District

10.7.1 **Purpose**

The purpose is to designate and preserve land for the **development** of a vibrant civic core that serves to provide a wide range of commercial, governmental and cultural services while conserving the City's historic **buildings**.

10.7.2 Primary Uses

- amusement arcades, major
- animal grooming (Bylaw 5339)
- apartment housing
- business support services
- call centres
- care centres, major
- clubs, private
- commercial schools
- community recreation centres
- cultural exhibits, private
- cultural exhibits, public
- custom indoor manufacturing
- drive-through services
- educational services, private
- educational services, public
- exhibition and convention facilities
- financial services
- food primary establishments
- government services
- health services
- hotels
- hotels, apartment
- libraries and museums, public
- liquor primary establishment, minor
- liquor primary establishment, major
- non-accessory parking
- offices
- parks, public
- participant recreation services, indoor
- personal services
- retail cannabis sales (Bylaw 5731)
- retail stores, convenience
- retail stores, general
- retail stores, licensee
- retail street sales
- second-hand dealerships
- seniors assisted housing
- seniors residential care
- seniors supportive housing
- spectator entertainment establishments
- used goods stores

10.7.3 Secondary Uses

amusement arcades, minor

- apartment housing
- brewing or distilling, Class A
- care centre, minor
- carnival
- emergency protective services
- gaming facilities**
- group home, minor
- home based businesses, minor

** refer to definition for "gaming facilities" in Section 2.3.3. for limitation on number of slot machines permitted within the City of Vernon boundaries

10.7.4 Subdivision Regulations

- Minimum lot width is 7.0m.
- Minimum lot area is 200m².

10.7.5 Development Regulations

- Maximum commercial floor space ratio is 3.5.
- Maximum height is 15.0m.
- Minimum front yard is 0.0m.
- Minimum side yard is 0.0m.
- Minimum rear yard is 0.0m, except it is 6.0m where the abutting land is zoned or designated Residential.

10.7.6 Other Regulations

- Apartment housing, seniors assisted housing, seniors residential care and seniors supportive housing are only allowed above the first storey and requires a separate at-grade access from the commercial uses. In the case of elevator equipped buildings, uses may share elevators provided security measures are in place to restrict access to residential areas.
- A minimum area of 2.0m² of private open space shall be provided per bachelor dwelling, seniors assisted housing or seniors supportive housing unit or group home bedroom, 4.0m² of private open space shall be provided per 1 bedroom dwelling, and 5.0m² of private open space shall be provided per dwelling with more than 1 bedroom.
- Parking shall not be constructed in the front yard of the property. Where residential
 development has access to a rear lane, vehicular access to the development is
 only permitted from the rear lane.
- For seniors assisted housing, seniors residential care and seniors supportive housing, a safe drop-off area for patrons shall be provided on the site.
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development**, **yards**, projections into **yards**, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7.
- As per Section 4.10.2 All buildings and structures, excluding perimeter fencing (garden walls and fences) on lots abutting City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B". (Bylaw 5440)

SECTION 10.7 : HERITAGE BUSINESS DISTRICT ZONING BYLAW NO. 5000 (2003)

C7 - 2 of 2

C8

10.8 C8: Central Business District

10.8.1 Purpose

The purpose is to designate and preserve land for the **development** of a vibrant civic core with an urban population, providing a wide range of commercial, governmental and cultural services.

10.8.2 Primary Uses

- amusement arcades, major
- animal grooming (Bylaw 5339)
- apartment housing
- auctioneering establishments
- broadcasting studios
- business support services
- call centres
- care centres, major
- clubs, private
- commercial schools
- community recreation centres
- cultural exhibits, private
- cultural exhibits, public
- custom indoor manufacturing
- drive-through services
- educational services, private
- educational services, public
- emergency protective services
- exhibition and convention facilities
- financial services
- food primary establishments
- funeral services
- government agencies
- government services
- health services
- hotels
- hotels, apartment
- hostels (Bylaw 5788)
- household repair services
- libraries and museums, public
- liquor primary establishment, minor
- liquor primary establishment, major
- non-accessory parking
- offices
- participant recreation services, indoor
- personal services
- parks, public
- retail cannabis sales (Bylaw 5731)
- retail stores, convenience
- retail stores, general
- retail stores, licensee
- retail street sales
- second-hand dealerships
- seniors assisted housing
- seniors residential care

- seniors supportive housing
- service stations, minor
- spectator entertainment establishments
- temporary shelter services
- used goods stores
- utility services, minor impact

10.8.3 Secondary Uses

- amusement arcades, minor
- apartment housing
- brewing or distilling, Class A
- care centre, minor
- carnival
- gaming facilities**
- group home, minor
- home based businesses, minor
- recycled materials drop-off centres
 - ** refer to definition for "gaming facilities" in Section 2.3.3. for limitation on number of slot machines permitted within the City of Vernon boundaries

10.8.4 Subdivision Regulations

- Minimum lot width is 7.0m.
- Minimum lot area is 200m².

10.8.5 Development Regulations

- Maximum commercial floor space ratio is 5.0. In addition, a residential floor space ratio of 4.0 is permitted for a total floor space ratio of 9.0.
- Maximum height is 38.0m.
- Minimum front yard is 0.0m.
- Minimum side yard is 0.0m.
- Minimum rear yard is 0.0m, except it is 6.0m where the abutting land is zoned or designated Residential.
- Any portion of a **building** above 15 meters in **height** must be a minimum of 3.0m from any **property line abutting** a **street**.

10.8.6 Other Regulations

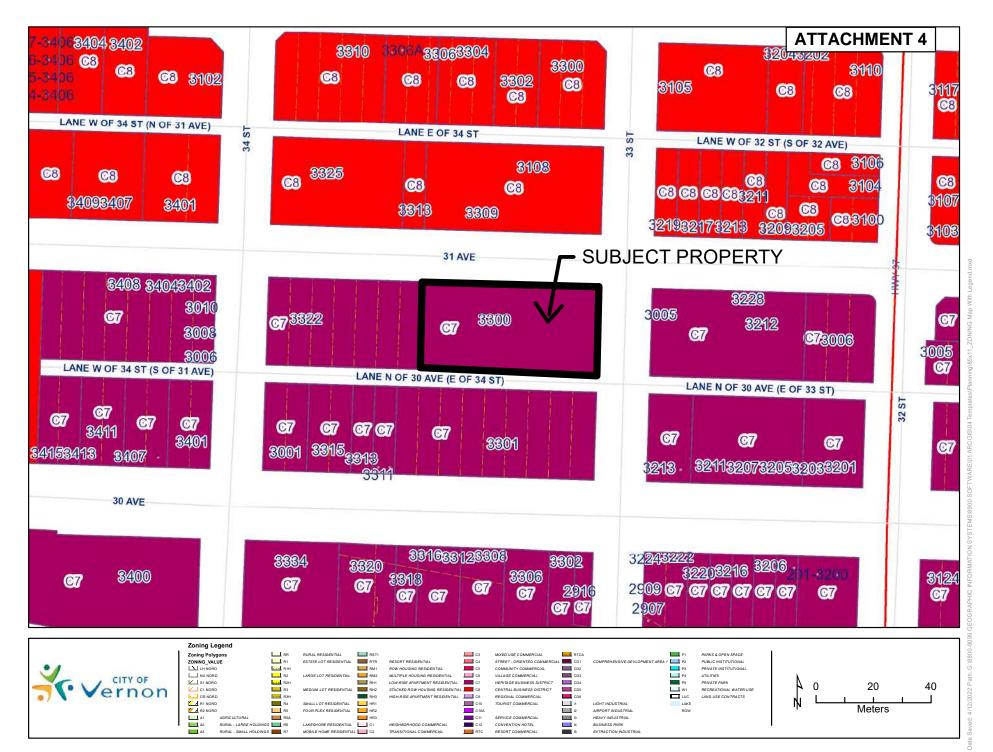
- Apartment housing, seniors assisted housing, seniors residential care and seniors supportive housing are only allowed above the first storey and requires a separate at-grade access from the commercial uses. In the case of elevator equipped buildings, uses may share elevators provided security measures are in place to restrict access to residential areas.
- A minimum area of 2.0m² of private open space shall be provided per bachelor dwelling, seniors assisted housing or seniors supportive housing unit or group home bedroom, 4.0m² of private open space shall be provided per 1 bedroom dwelling, and 5.0m² of private open space shall be provided per dwelling with more than 1 bedroom.
- Parking shall not be constructed in the front yard of the property. Where residential
 development has access to a rear lane, vehicular access to the development is
 only permitted from the rear lane.

SECTION 10.8 : CENTRAL BUSINESS DISTRICT Z O N I N G BYLAW NO. 5000 (2003)

C8 - 2 of3

CITY OF VERNON

- For seniors assisted housing, seniors residential care and seniors supportive housing, a safe drop-off area for patrons shall be provided on the site.
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development**, **yards**, projections into **yards**, lighting, agricultural setbacks, temporary shelters, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7. (Bylaw 5788)
- As per Section 4.10.2 All buildings and structures, excluding perimeter fencing (garden walls and fences) on lots abutting City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B". (Bylaw 5440)





4.0 Development Regulations

4.1 Building Shadow Analysis

- 4.1.1 Shadow analysis regulations shall apply to every **building** within a commercial or RH **Residential zone** as outlined on Diagram 4.1: Application of Building Shadow Analysis Standards.
- 4.1.2 In the case of a **building** within a **Commercial** or RH **Residential zone**, that is 15.0m in **height**, no part of such **building** above 15.0m shall project above lines extending toward the **building** at right angles from:
 - all points along the central line of an adjacent street and inclined at an angle of 70° to the horizontal; and
 - all points along the center line of the rear lane or the rear lot line of the lot where there is no lane and inclined at an angle of 70° to the horizontal.

Diagram 4.1: Application of Building Shadow Analysis Standards

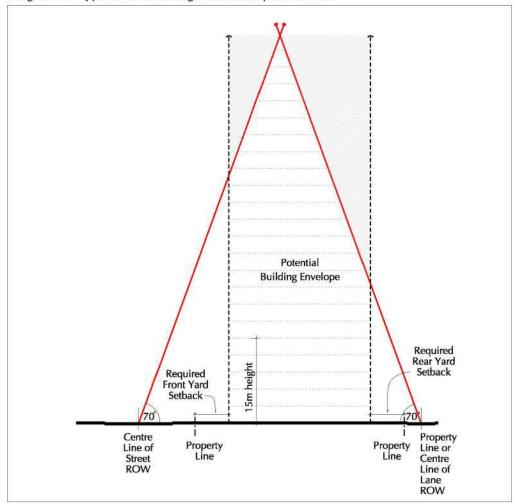


TABLE 7.1 - PARKING SCHEDULE

* Note: GFA = Gross Floor Area

Type of Development or Use: Required Parking spaces:

RESIDENTIAL & RESIDENTIAL RELATED USES

| Apartment Hotels | 1.0 per sleeping unit | |
|--|---|--|
| All uses listed in the RST1 and RST2 Apartment Housing Row Housing Stacked Row Housing Four-plex | 1.0 per residential unit 1.0 per bachelor dwelling unit 1.25 per 1 -bedroom dwelling unit 1.5 per 2-bedroom dwelling unit 2.0 per 3-or-more bedroom dwelling unit | |

Three-plex Cottages

In addition to the above total required spaces for a **development**, 1 **parking space** shall be designated visitor parking for every 7 **dwelling** units

| Bed & Breakfast Homes | 1 per sleeping unit, plus 2 spaces required for the corresponding primary dwelling unit |
|-----------------------|--|
| Boarding Rooms | 1 per 2 sleeping rooms, plus 2 spaces required for the corresponding primary dwelling unit |

Employee Housing, Dormitory

0.5 stalls per sleeping unit

In addition to the above total required spaces for a **development**, 1 additional parking space shall be provided and designated visitor parking for every 7 **sleeping units**

Employee Housing, Self-Contained Dwelling

1.0 staff per bachelor dwelling unit 1.25 stalls per 1 bedroom dwelling unit 1.5 stalls per 2 bedroom dwelling unit 2.0 stalls per 3-or-more bedroom dwelling unit.

In addition to the above total required spaces for a **development**, 1 additional **parking space** shall be provided and designated visitor parking for every 7 **dwelling** units.

SECTION 7: PARKING & LOADINGZONING BYLAW NO. 50000 (2003)

PARKING - 11 of 31 CITY OF VERNON

•

- seniors supportive housing
- service stations, minor
- spectator entertainment establishments
- temporary shelter services
- used goods stores
- utility services, minor impact

10.8.3 Secondary Uses

- amusement arcades, minor
- apartment housing
- brewing or distilling, Class A
- care centre, minor
- carnival
- gaming facilities**
- group home, minor
- home based businesses, minor
- recycled materials drop-off centres
 - ** refer to definition for "gaming facilities" in Section 2.3.3. for limitation on number of slot machines permitted within the City of Vernon boundaries

10.8.4 Subdivision Regulations

- Minimum lot width is 7.0m.
- Minimum lot area is 200m².

10.8.5 Development Regulations

- Maximum commercial floor space ratio is 5.0. In addition, a residential floor space ratio of 4.0 is permitted for a total floor space ratio of 9.0.
- Maximum height is 38.0m.
- Minimum front yard is 0.0m.
- Minimum side yard is 0.0m.
- Minimum rear yard is 0.0m, except it is 6.0m where the abutting land is zoned or designated Residential.
- Any portion of a building above 15 meters in height must be a minimum of 3.0m from any property line abutting a street.

10.8.6 Other Regulations

- Apartment housing, seniors assisted housing, seniors residential care and seniors supportive housing are only allowed above the first storey and requires a separate at-grade access from the commercial uses. In the case of elevator equipped buildings, uses may share elevators provided security measures are in place to restrict access to residential areas.
- A minimum area of 2.0m² of private open space shall be provided per bachelor dwelling, seniors assisted housing or seniors supportive housing unit or group home bedroom, 4.0m² of private open space shall be provided per 1 bedroom dwelling, and 5.0m² of private open space shall be provided per dwelling with more than 1 bedroom.
- Parking shall not be constructed in the front yard of the property. Where residential
 development has access to a rear lane, vehicular access to the development is
 only permitted from the rear lane.

SECTION 10.8: CENTRAL BUSINESS DISTRICT

C8 - 2 of3

ZONING BYLAW NO. 5000 (2003)

CITY OF VERNON

Supporting Policies

- 7.1 Explore innovative ways of supporting attainable housing, including:
 - a. Review parking requirements
 - b. Increase/expand permitted types of housing
 - c. Consider inclusionary zoning
 - d. Support mixed-use developments and promotion of the revitalization tax program
- 7.2 Support the Affordable Housing Committee in its role of monitoring progress towards providing attainable and affordable housing.
- 7.3 Support the development of the City Centre District, neighbourhood centres and designated multiple family areas to the densities outlined in the OCP to build compact, complete neighbourhood areas within the community and to achieve the maximum use of municipal infrastructure.
- 7.4 No new low density residential zones are to be created or permitted in areas designated as high density residential.
- 7.5 The following housing forms and maximum densities are associated with each density classification:

| | Form | Maximum Density | | | |
|--|--|--------------------------------|--|--|--|
| Low Density | Single family detached Semi detached Duplex Row housing | 30 units/ha (12 units/acre) | | | |
| Medium Density | Townhouse Apartments (up to 16.5 metres in height) <i>Bylaw 5667</i> Mixed use | 110 units/ha (44.5 units/acre) | | | |
| High Density | Apartments | 170 units/ha (69 units/acre) | | | |
| | Mixed use | | | | |
| Rural Residential | Single family detached | 1 unit/2 ha (1 unit/5 acres) | | | |
| Residential Small Lot Single and Two Family Dwelling | Single family detached Semi detached | 87 units/ha (35.2 units/acre) | | | |
| Hillside Residential | Single family detached Semi detached Duplex | 25 units/ha (10 units/acre) | | | |
| | Row housing Townhouse | 55 units/ha (22 units/acre) | | | |
| | Apartments (up to 16.5 metres in height) <i>Bylaw 5667</i> | 110 units/ha (44.5 units/acre) | | | |
| *More detail on associated housing forms and densities for the Hillside Residential designation can be found in applicable neighbourhood plans | | | | | |

Sustainability | page 49







CITY CENTRE NEIGHBOURHOOD PLAN

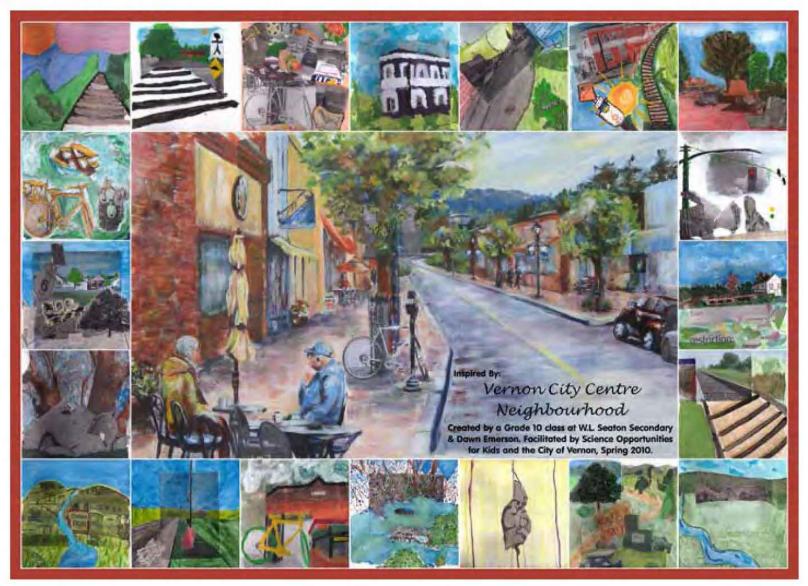


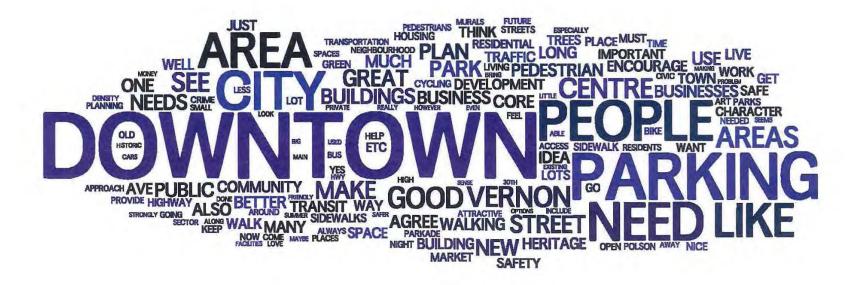
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1.0 Context

Below is a summary of the most common words used in responses to the 2011 public consultation for the City Centre Neighbourhood Plan.



Wordles are clusters of words that represent public feedback pertaining to a section of the Plan. The larger the word, the more times it was repeated in the feedback.

Our Sustainable City Centre

Vernon's City Centre extends from Polson Park to 43rd Avenue and from the Schubert Centre to the Courthouse. This area is the heart of our community. It includes the Historic Downtown, the Recreation Centre, family neighbourhoods, schools and medical services, among many other services and amenities. Community events, jobs, shopping and services bring many Vernon and area residents to our City Centre.



30th Avenue

This Plan looks to build on the efforts of the business community, residents, non-

profit groups and organizations to make the downtown a special and unique place. Past revitalization initiatives, such as the 30th Avenue streetscape improvements in 2001, have greatly contributed to the main street experience in Vernon. Investment in businesses and buildings has expanded the number of services and jobs available in the area.

The 1998 Downtown Concept Plan focused on four key components of the downtown: economic development, design, transportation and parking, and land use zoning and public policy. These are all integral components of a vital City Centre. These



directions will continue to be built upon and successes celebrated in the City Centre Neighbourhood Plan.

The City Centre Neighbourhood Plan includes an area much larger than the Historic

Downtown, and its goals are farther reaching. All communities are facing similar challenges including rising energy costs, infrastructure replacement, increased responsibilities, economic pressures and climate change, among others. These issues underscored the development of the community driven Official Community Plan 2008 (OCP).

The City is expected to grow by 13,000 people by 2031 to 51,600. Vernon is not only growing but the population is aging and with that comes a host of challenges. It is estimated that 26% of the population will be aged 65 years or older in 2031 (OCP Section 3.0 Population and Housing Profile and Projections details the City's expected growth to 2031). The City Centre already has a concentration of housing and services which support an active senior's population, and this needs to be enhanced into the future.

Fundamental to the OCP, is Section 4.0, the Growth Strategy and Land Use Plan. The strategy seeks to accommodate more growth and development in the City Centre, thereby

The City Centre Neighbourhood Plan will help achieve the Guiding Principles of the Official Community Plan 2008, identified by the community and endorsed by Council:

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

providing housing and employment options that support public transit and reduce pressure on greenfield areas to absorb the City's growth. While significant housing opportunities exist in hillside and lake view areas, additional housing for families, seniors and full time residents is required.

Revitalization of the downtown is a guiding principle of the OCP, and development of a neighbourhood plan is a key implementation item to support this principle.



City Centre Neighbourhood Plan Area

The City Centre is bisected by Highway 97, a key inter regional transportation corridor. During the development of the Transportation Plan 2008, modelling indicated that traffic volumes would not warrant a highway bypass until at least 2050. As such, this plan looks to mitigate the impacts of the highway and address the real and perceptual barriers that it poses for the area.

A sustainable City Centre is an attractive, accessible and resilient core of the community that appeals to both local residents and visitors. It is a focal point for a wide cross section of citizens, businesses and community gathering places. Sustainable development fosters housing diversity, local business development, increased green space, enhanced transportation options and support for reinvestment in the heart of our city. Local decision making processes can support development that furthers the goals of the community, as identified in the Official Community Plan 2008.

Great places are not created by accident. They are the result of community action, effort and energy towards shared goals. Strong leadership and a commitment from local stakeholders are the driving forces behind change. Successful revitalization will require ongoing public and private collaboration, action and energy.

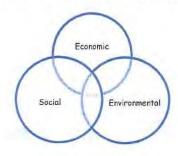
This plan aims to articulate a shared vision to guide these investments to garner maximum benefit for the community. This plan shall be used to guide decisions on municipal budgeting and infrastructure investment, projects and land development in the City Centre.

The private sector also has a powerful role to play, both in new development and investment in existing services. One of the qualities that gives the City Centre its own flavour is the collection of locally owned businesses. These businesses, many of which have been at their current location for generations, offer an experience to the consumer that is unique. Fostering growth in our local business community is a key objective of this plan.

What will Vernon's City Centre look like in 2031?

Vernon is a model of community sustainability.

The City Centre showcases Vernon's commitment to meet the needs of current and future generations through the integration of economic prosperity, social advancement and ecological protection. Vernon fosters a sustainable neighbourhood by considering all efforts from economic, social and environmental perspectives.



The City Centre is a great place to do business.



City Hall

The City Centre provides the environment, services and amenities to ensure existing and new businesses want to be here. The plan area is the employment centre of the North Okanagan.

Housing options are plentiful.



Row Housing Photo by Dan Burden

people want to live.

The City Centre neighbourhood provides a wide range of housing options to meet the various needs of the population. Housing is close to quality public spaces and a range of public and private services and amenities. The City Centre is where

Vernon is known for an aesthetic City Centre and design excellence.



Aesthetic improvements and urban design enhancements make the City Centre a place where investment is strong and the streets are safe. The quality design of private and public spaces makes the community proud and attracts people to the area. The

30th Avenue number of people using the area for their entertainment and shopping needs has increased.



Youth in Polson Park

3

High quality transportation networks are provided.

All modes of transportation into the City Centre are well supported and easy to use. A good balance between pedestrians, cyclists,



Transit Terminus

public transit and vehicular traffic creates a safe, high quality destination for all users.



Once in the City Centre, pedestrians enjoy their experience in a highly walkable and fully accessible environment.

Commuter Challenge

Vernon's unique heritage character is protected and enhanced.



Downtown Vernon's rich history and identity is preserved through the protection and enhancement of heritage buildings and public

30th Avenue at 32nd Street spaces, the reuse and adaptation of existing buildings. New development complements the existing character of the neighbourhood while being true to the era in which it was built.

2.0 Public Consultation

What do you like about the Draft Plan?
What should be changed?
What is missing?



Wordles are clusters of words that represent public feedback pertaining to a section of the Plan. The larger the word, the more times it was repeated in the feedback.

2.0 Public Consultation

Public Consultation

The importance of the downtown to the entire community was strongly highlighted during the consultation process for the *Official Community Plan 2008*. As a result, one of the Guiding Principles of the document is to revitalize the downtown. Revitalization is about more than beautification efforts: it is about coordinating and focusing private and public investment and initiatives to create a neighbourhood that benefits the entire community.



Public Open House

To make that happen, it is important to understand how the community sees its City Centre: what do people want the City Centre to be, now and in the future? The Plan then identifies the various options and policies for how to get there.

The initial phases of the City Centre Neighbourhood Plan process focused on public participation and obtaining input on the issues and opportunities within the City Centre from





Seaton Secondary School Students

the community's perspective. This included the distribution of a questionnaire to all households in the city, as well as a series of five open houses held in the winter of 2009. Approximately 600 responses were received to the questionnaire and approximately 700 people participated in the open houses. Many other initiatives were also undertaken to gather feedback from a diverse cross section of the public and numerous committees, associations and organizations.

A tremendous amount of input was received. A draft Plan was developed directly from the public consultation and reflected the themes, issues and opportunities that emerged.

Once the plan was drafted, the City conducted an additional consultation process in the winter of 2011. This was an effort to check back with the public to ensure the Plan echoed the community's desired future. The question was asked, did we get it right? A variety of public events were held and approximately 660 people meaningfully participated in events and



Global Education Secondary School Students

meetings and approximately 160 feedback forms were received. Additional written comments and letters were received from Council committees, community members and stakeholders. Based on the feedback, the Plan was further refined to what it is today.

At the beginning of certain chapters and sections there are wordles. Wordles are clusters of words that represent public feedback pertaining to a section of the Plan. The larger the word, the more times it was repeated in the feedback. Look to see if your words are there.

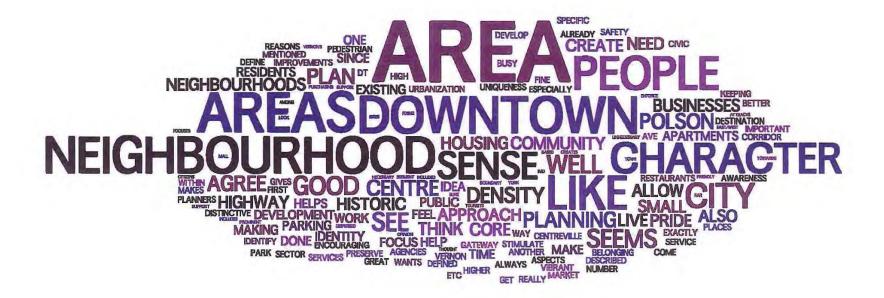


Walkability Tour with Dan Burden

"Thank You for allowing us the opportunity to provide input" 46 year old BX Resident and a 65 year old Okanagan Landing Resident

2.0 Public Consultation IF YOU COULD CHANGE ONE WHAT DO YOU LIKE MOST Some of the groups and THING ABOUT THE DOWNTOWN. ABOUT THE DOWNTOWN? organizations that were consulted WHAT WOULD IT BE? during the development of the Plan WHAT WOULD IT BE Seniors Action Network Independent Living Vernon otmosphere Partners in Action **BC** Transit Vernon Transportation Demand Management Council Committee BC Trucking Association Ministry of Transportation and Infrastructure Downtown Vernon Association Kelowna Pacific Rail Vernon Chamber of Commerce Sustainable Environment Network Society Greater Vernon Cycling Advisory Committee Communities in Bloom Affordable Housing Committee Tourism Advisory Committee **Environmental Advisory Committee** Vision North Okanagan Heritage Advisory Committee PARKING Seaton and Fulton Secondary Students **Economic Development Committee** Advisory Planning Board Vernon Land Trust Restauvants Ribbons of Green Trees and Sidewalk cleanliness patios NERBASING 5

Do you agree or disagree with the Character Areas approach and content?



Wordles are clusters of words that represent public feedback pertaining to a section of the Plan. The larger the word, the more times it was repeated in the feedback.

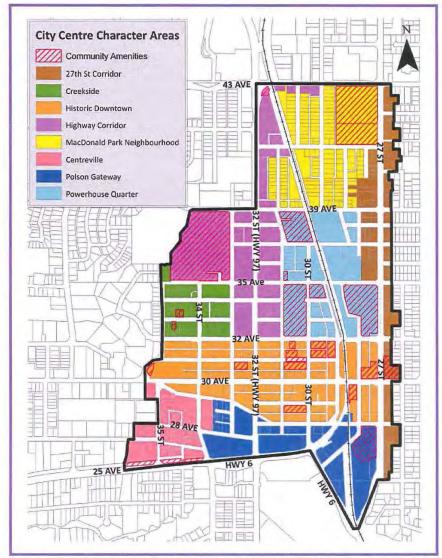
The City Centre District has many distinct areas that contribute to the overall character of the neighbourhood. The intent of the character areas is to provide policy that builds on the uniqueness of each area whether it be the special places, buildings or other features that define the identities.

This section of the Plan provides policy direction for each specific area as well as general guidelines and policies for development and redevelopment within the City Centre as a whole. The area specific policies and the general policies provide guidance to ensure that new investment, public and private, large and small, is focused toward implementing the Plan. This section is complemented by the design guidelines and policies in Section 4.0.

Land Use Designations

The City Centre Neighbourhood Plan works together with Map 1—Land Use Map in the Official Community Plan. The City Centre Land Use Designations include the following designations:

Mixed Use — High Density Commercial and Residential. This urban designation allows and encourages mixed land use development up to 12 storeys where appropriate. Street



"A character area helps build a sense of belonging in a neighbourhood which brings a sense of responsibility, and caring among residents".

68 year old Vernon resident

level activity should focus on retail uses, cafes, restaurants, coffee shops, bars/pubs, grocery stores, artist studios, neighbourhood-serving businesses and specialty shops and services. High density residential development above commercial uses will assist in creating a vibrant urban environment.

Mixed Use - Medium
Density Commercial and
Residential. This designation
is designed to provide the
same atmosphere described
above but in a smaller
context. Mixed use
development can be up to 6
storeys where appropriate.

Residential – High Density – This residential designation provides for high density residential development up to 12 storeys. Commercial uses are secondary, providing specific services to residents, including local convenience, personal services, small scale restaurants and small businesses. Hotel uses may also be introduced where appropriate.

Community Commercial - This area provides medium scale commercial development.

Restaurants, retail, gas stations and hotels are among the potential uses in these area.

Residential uses are permitted but are restricted as a secondary use.

Residential Small Lot – Single & Two Family Dwelling. This family oriented residential designation can be a maximum of 3.0 storeys. These may include small lot single and two family dwellings, secondary suites, carriage

houses, and ground oriented attached housing units including rowhousing and smaller townhome developments.

In Mixed Use and Community Commercial land use designations, commercial and residential land uses are encouraged to be within the same building. Development must include commercial uses at street level in the Historic Downtown Character Area and on properties fronting Highway 97, Highway 6 (including the future connector) and 27 Street. Purely residential development of differing densities will be considered in all other areas. Densities and heights will considered at the time of rezoning in the context of surrounding development and policies in this document.

Historic Downtown

Development Intent

The Historic Downtown is a vibrant, pedestrian focused mixed use focal point in the heart of the City Centre. This area is designated for mixed land uses both at high and medium densities.

This area can serve as a model and catalyst for ongoing investment in the entire City Centre neighbourhood and provide a diversified shopping environment with

Historic Downtown



continuous retail at grade and pedestrian friendly streets, parks and open spaces.

Redevelopment Policies

- Support the development and redevelopment of mixed use retail, office, commercial, entertainment, residential, hotel and other high activity uses by removing barriers to development and providing incentives.
- Strengthen and enhance 30th Avenue as the focus of the City Centre's main shopping and entertainment area. The feel of 30th Avenue shall be recreated on other streets in this area through redevelopment and streetscape improvements.
- 3. Support redevelopment of vacant and underutilized lands.
- Encourage property owners to participate in streetscape revitalization programs in partnership with the City.
- Encourage growth in the number and variety of appropriate destination entertainment venues to contribute to a vibrant nightlife for all types of users, including a venue for live music.
 Regulations designed to avoid

- overcrowding and public disturbances by not concentrating these uses in any one area will be considered.
- Encourage land uses that can support each other through shared parking opportunities such as office and retail sharing with residential, restaurants and entertainment venues.
- Encourage the development of housing in this area in order to attract residents and employees to support a full complement of retail and restaurant uses and make the area more active.
- Encourage street vending, sidewalk cafes, performance and busking and other nontraditional commercial uses in parks and open spaces or where the sidewalk can accommodate such uses as appropriate.
- Explore ways of animating the streets bringing life, art, music and people to the downtown.
- Investigate ways to make the alleys more visually interesting and usable. Improve public perception regarding safety in the lanes.
- Investigate the development potential of the lane north of 30th Avenue adjacent to Cenotaph Park to provide pedestrian



Historic Downtown Vernon at 30th Avenue and 32nd Street.



Downtown Penticton



30th Avenue Streetscape.

"Encourage residency downtown, with all amenities available close by - food, parks, entertainment, shopping, so people don't have to drive. They'll be walking the neighbourhood, giving it life". 53 year old East Hill resident

scaled commercial such as an outdoor market, busking and vending uses.

- 12. Encourage businesses to add entrances off the alley where pedestrian activity is anticipated, specifically bordering on Cenotaph Park. Businesses are encouraged to create entrances, provide displays and wares for sale and have table seating off alley entrances.
- 13. Work with Economic Development to explore opportunities to bring more employment opportunities to the area.
- Development in this area may be strictly commercial but not purely residential. All development must include commercial uses at street level.

Public Amenities

- 15. Enhance the pedestrian connection between the Civic Centre and the Historic Downtown through the former Medical Clinic site with public amenities such as a playground and public washrooms.
- 16. Continue improvements to the Polson Greenway, including the connection between 30th and 29th Street, to establish the street as a signature movement corridor.

17. Propose to relocate the Transit Terminus to Cenotaph Park to provide ready access to the Polson Greenway, the Public Library, the Civic Plaza and the Historic Downtown. The terminus may also provide an opportunity for future park enhancements.

Polson Gateway

Development Intent

The Polson Gateway Area is characterized by larger scale buildings and uses including retail

Polson Gateway Character Area





Okanagan Spring Brewery, 2010.

commercial businesses, the Okanagan Spring Brewery and the Fruit Union Plaza. As the main gateway into Vernon from Kelowna and Coldstream, this area should be welcoming and attract people to the City Centre.

The area can adapt over time, continuing to strengthen its retail base and introducing office uses while seeking ways to connect to the surrounding downtown core and Polson Park. Residential uses are minimized and secondary to the commercial nature of development fronting Highway 6 and Highway 97.

Redevelopment Policies

18. Encourage the intensification of density and land uses with a focus on commercial, office space and street level retail with active block faces.



Original site of the Okanagan Spring Brewery. Photo courtesy of the Greater Vernon Museum and Archives.

- The Okanagan Spring Brewery should be celebrated and supported as an iconic and unique use and structure in this area.
- 20. Big box retail and drive-through uses are not permitted.
- 21. Building walls facing the street should be highly transparent and articulated at the ground level and second storey to reflect a high level of pedestrian interaction and be visually appealing and interesting to motorists.
- 22. Work with land owners, Ministry of Transportation and Infrastructure and Communities in Bloom to beautify this area with landscaping, street trees, signage and art.
- Sign clutter and signage out of scale with the associated building are to be discouraged.

Public Amenities

- Explore reopening 31st Street through the Fruit Union site as a pedestrian and cycling link to Polson Park through redevelopment.
- 25. Complete the Polson Greenway and 25th Avenue streetscape improvements to enhance links through the area to Polson Park.

Centreville Residential

Development Intent

This area should contain the highest residential densities in the City Centre. Centreville will provide a desirable, safe and walkable high density neighbourhood. Minimal commercial uses will be provided including local convenience, personal



services, small scale restaurants and small businesses. This area is also appropriate for purely residential or hotel development.

This area also accommodates a number of service agencies and community resources. It is important to continue to accommodate these services in a central and easily accessible area.

Redevelopment Policies

- Reinforce this area as the City Centre's primary high density residential area.
- Support infill development encouraging a variety of higher density housing types.
- 28. Encourage 20% of units to be affordable



Apartment housing in Kelowna.

- and attainable as defined by Vernon's Attainable Housing Strategy.
- Residential development shall provide necessary support services, and community and recreation facilities to meet the residents' needs.

Creekside

Development Intent

The Creekside area is a unique neighbourhood due to BX Creek flowing at its centre, connecting the Recreation Centre complex to the Historic Downtown. This area will remain predominantly residential. Redevelopment should provide opportunities for ground oriented low to medium density

Creekside



residential intensification that respects the existing character of the area.

Commercial, retail, office and personal and health services shall be limited to properties along 32nd Avenue and 33rd Street. New development will protect and enhance the riparian area along Vernon Creek and provide public access and a strong visual connection to the creek. A pedestrian path along the creek is supported.

Redevelopment Policies

- New development should contribute to the construction or provision of public amenities, connections to BX Creek and a multiuse creek side pathway.
- Encourage redevelopment of low to medium residential densities through the integration of attached units, two family and appropriately scaled townhouse and rowhouse developments.
- 32. Ensure a strong commercial and pedestrian oriented edge along 32nd Avenue that provides for compatible land uses and appropriately scaled development within the transition edge to the Historic Downtown.

- 33. Commercial development is limited to properties fronting 32nd Avenue and 33rd Street. Redevelopments are strongly encouraged to operate out of remodelled residential buildings and contribute to the enhancement of streets to provide an appropriate transition to the residential area.
- Home based business occupations will continue to be supported in areas other than those mentioned above.
- 35. Signage on the commercial properties should reflect the size, scale and design of the primary building or buildings on that property. The commercial signage design, lighting and location should not unduly impact adjacent residential lands.
- 36. Aim to minimize the impact to residents

of downtown employees parking on streets in the area through the parking strategy, identifying driveway clearances and signage.



Public Amenities

- 37. The development of a multi-use trail along Vernon Creek will serve to improve connections to and within the City Centre and increase awareness of this significant natural area.
- Work with local residents and service clubs to enhance and maintain the small creekside park on 33rd Ave.

Highway Corridor

Development Intent

The highway corridor is the main corridor for vehicle traffic travelling through Vernon and the City Centre and includes typical highway commercial uses such as restaurants, gas stations and hotels. This area commonly provides a visitor's first impression of Vernon. Community recreation services provided in the area include the Recreation Centre, the Halina Centre and the Performing Arts Centre, all significant amenities to the entire city.

It is important that this corridor be treated as an integral component of the City Centre, and not divide the Plan area. Enhanced connections across the highway will assist in maintaining and enhancing use of all City Centre areas and access to recreation.

Redevelopment Policies

- Work with land owners, Ministry of Transportation and Infrastructure and Communities in Bloom to beautify this area with landscaping, street trees, signage and art.
- The conversion and reuse of existing houses for commercial uses shall be encouraged, especially those that have

Highway Corridor





historic or architectural value.

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

Highway 97

Public Amenities

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



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

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

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

MacDonald Park Neighbourhood

Development Intent

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

development of public amenities and adjacent services.

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

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

Redevelopment Policies

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

MacDonald Park Neighbourhood





Small Lot Homes on Mission Hill.

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

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

Public Amenities

- 55. MacDonald Park provides a community playing field and greenspace for the entire community and should be preserved and enhanced.
- Improve pedestrian connections between W.L. Seaton Secondary School and other parts of the city.
- 57. Complete the Polson Greenway to connect this area south to the Historic Downtown and Polson Park and north to the Village Green Mall.

The Powerhouse Quarter

Development Intent

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

Powerhouse Quarter



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

Redevelopment Policies

- 58. Support the continued mix and growth of professional and commercial office development to promote the area as an employment centre.
- Support residential infill at medium to high densities to increase the housing choice in terms of type, price range and tenure.
- Office uses at grade are acceptable in this area.



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

Public Amenities

- 62. Enhance the pedestrian connection between the Civic Centre and the Historic Downtown through the former Medical Clinic site and explore the possibility of connecting Cenotaph Park with 30th Ave using a pedestrian link with a courtyard feel.
- 63. At such time as the ice surface at the Civic Arena is relocated, utilize these lands for a municipal park with potential visitor and tourist amenities.

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

27th St Corridor



64. Continue phased construction of the Polson Greenway, including the connection between 30 and 29 Street, to establish the street as a signature movement corridor.

27th Street Corridor

Development Intent

This area is located along the edge of the City Centre neighbourhood and includes a portion of the Historic East Hill Neighbourhood south of 35th Avenue and east of 27th Street.

The 27th Street Corridor is a linear gateway into the City Centre. This corridor links the east Vernon neighbourhoods to the City Centre and provides the main gateway link from Highway 6 to the east side of the city. Commercial development will include a mixture of



professional offices, retail and commercial establishments, but will be compatible with adjacent residential areas and improve the relationship between vehicles and pedestrians. Streetscape enhancement will occur as buildings will be closer to the street and surface parking is located behind

The street has a few remaining residential pockets and the commercial conversions have conserved or complemented the low rise heritage character of the corridor.

Redevelopment Policies

buildings.

- 68. All development in this area will be low to mid rise and retain the pitched roof character already established in the area on the east side on 27th Street.
- 69. Support conversions and infill developments that respect the



Historical photo of Beairsto Elementary School. architectural and historic character of the area.

- Encourage development and redevelopment of underused commercial sites to create a pedestrian focused commercial and service oriented environment.
- Improve and strengthen connectivity across 27th Street to ensure linkages within the City Centre as well as to adjacent neighbourhoods.
- Signage design should respect the residential context of the adjacent lower East Hill residential neighbourhood.
- 73. Trees should be planted along 27th to separate travel lanes from pedestrian facilities and enhance the attractiveness of the area.

General Policies

The following policies affect all areas within the Plan.

- 74. Explore Density Bonusing and Phased Development Agreements, when appropriate, to offer development incentives to gain community amenities.
- New development should contribute to the construction or provision of public amenities.
- Explore incentives for brownfield redevelopment.
- Explore a revitalization tax exemption bylaw to encourage façade improvements, redevelopment and new development.
- Support the creation of a central Tourist Information Centre and Public Market.
- Review parking standards and minimum parking requirements in the downtown area.
- Explore options for reducing off site development costs in the City Centre to encourage development and redevelopment.

- Limit frontage to 30 metres for retail development to discourage the impact of big box development.
- Prohibit drive through uses, except for Lots 1-4, Block 32, at 3600 – 3606 27th Street. (Bylow 5589, July 11, 2016)
- Chainlink fencing is not permitted in the City Centre.
- 84. Encourage onsite stormwater treatment and rainwater capture for landscape and garden irrigation in new construction and wherever possible.
- Encourage green building standards to promote sustainable and efficient operation of buildings and living spaces.
- Incorporate passive heating, cooling and lighting in new construction wherever feasible.
- Bike parking and transit bus pullouts shall be provided in developments where appropriate.
- Development should evaluate and provide space for transit facilities such as bus stops if necessary.
- Support efforts that promote active living for all residents.

- Encourage the development of garden space on rooftops for residents or employees.
- Encourage a mixture of housing sizes, forms and tenures in the design of new multi-family and mixed-use development to accommodate households of all sizes, ages and income levels.
- 20% of all housing units in multi-family developments are encouraged to be attainable units as defined in Vernon's Attainable Housing Strategy.
- Encourage the use of Universal Design in new construction and public spaces to increase accessibility.
- 94. Units designed for seniors and supportive housing should be designed to permit future flexibility in floor plans.
- Continue to support the Affordable Housing Committee and implementation of the Attainable Housing Strategy.
- Explore opportunities to strengthen and promote youth engagement in the City Centre.
- Conduct a business retention and expansion study specific to the City Centre area.

The draft Plan includes design guidelines for new development in the City Centre area. Heritage buildings would be protected while new development would be required to follow the guidelines that ensure design excellence while respecting the character of surrounding development.

Do you generally agree or disagree with this approach?



Wordles are clusters of words that represent public feedback pertaining to a section of the Plan. The larger the word, the more times it was repeated in the feedback.

Design Guidelines

Purpose

Urban design is the shaping and use of buildings and public spaces to affect the physical arrangement, appearance and functionality of communities. Urban design contributes to vibrant streets and quality public spaces that strengthen community identity, with cultural and commercial benefits. When buildings and public spaces fit well together, they contribute to a distinct sense of place. The result is the creation of places that people want to visit and stay in.

The following architectural design guidelines are intended to promote building designs that contribute to the overall aesthetic and functionality of the downtown as a dynamic, animated and inviting place.

Goals

It is important to ensure that building designs complement the streetscape and enhance the overall appeal of the City Centre. New development should respect historic places and buildings while being authentic to their own time. There is opportunity to use architectural elements to complement existing development through window spacing, materials, textures, patterns/motifs, massing, form, scale of building or elements or colour.

Visual interest, generally through the articulation and composition of facades, contributes to how people feel in a place and is fundamental to a highly pedestrian environment.

The main goals of the design guidelines are:

- That new buildings and major renovations contribute positively to the form, character and image of the City Centre through architectural design.
- That new buildings and major renovations reflect the Character Area Policies as outlined in Section 3.0.

How to Use These Design Guidelines

Design guidelines cannot anticipate every possible contingency. The guidelines must be interpreted with flexibility based on the merits of individual proposals. The policies are presented not as prescriptive solutions but as expectations for overall aesthetic and performance criteria. The Building Code and Zoning Bylaw are concerned with public safety and development standards. Through the Development Permit process, proposals will be evaluated to ensure that the intent of these policies is realized.

Most of the guideline policies apply to all of the Character Areas, however, each sub"It is important to have some guidelines in place but at the same time, allow for tasteful, creative complementary design." 48 year old Mission Hill resident

Articulation: How materials or elements meet or are emphasized and expressed.

Composition: Placement or relative position of elements for aesthetic affect

Elements: A discrete piece or component of a building such as a column, sign, balcony, cantilever, etc.

Massing: The composition of a building in three dimensions and the relationship of these volumes of a building to each other and the surrounding elements.

Scale: The relative size of a building or element to surrounding buildings or elements

section of this chapter will clearly identify which guidelines apply to all or some of the Character Areas.

When making an application for development in the City Centre, the proponent must illustrate how the proposal addresses the design guideline goals and policies through architecture relative to its location in the specific Character Area. It is recommended that proponents meet with City staff to discuss these design guidelines in detail prior to design development and making a formal development application.

Site Planning and Building Location

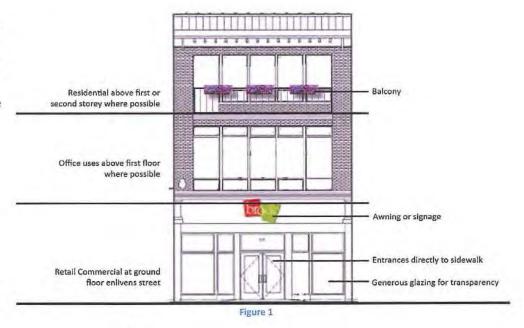
A building's siting and position relative to the street impacts pedestrian safety and sense of comfort. A good street relationship is encouraged by orienting buildings close to the street and using plenty of windows and appropriate landscaping. Parking behind buildings, if possible, is preferable to parking between the street and buildings.

Policies

All Character Areas

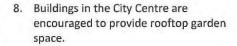
 Building entries should be oriented to the street frontage and directly accessible from the sidewalk. On corner sites, the building shall be oriented to

- both street frontages with both elevations presenting an attractive façade with access from the sidewalk.
- Ground floor commercial is required and/or encouraged according to the Character Areas and may include retail uses, coffee shops, restaurants, music stores and other high traffic uses that attract people and generate activity. Commercial uses on the ground floor are not encouraged in all Character Areas. See Figures 1 and 2.
- 3. To contribute to an active streetscape and pedestrian environment, locate small format commercial tenants at street level and large format commercial tenants above, where possible. Where both large and small format tenants must share the street level, the large format tenant should be located behind the smaller tenants, so that the entrances of smaller tenants can be directly accessed the sidewalk. Front



- entrances for larger tenants is still preferred in this scenario.
- Development proposals should incorporate Crime Prevention Through Environmental Design (CPTED) principles into site design.
- Protect and restore existing heritage buildings.
- 6. All buildings over four storeys should be

- sited and designed with consideration for shading on adjacent properties, buildings and roadways. A shadow analysis will be required at the Development Permit stage for proposals for buildings of this height.
- The impact of new development on existing view corridors should be minimized and long views to natural landscape and significant buildings or focal points should be maintained.
- Crime Prevention Through
 Environmental Design (CPTED):
 The proper design, effective use
 and maintenance and management
 of the built environment to reduce
 the incidence and fear of crime
 while improving the quality of life.



- Ground floor residential, appropriate to the Character Areas, is encouraged to have individual entrances for each residential unit, and should maximize the built frontage facing public streets. See Figures 3 and 4.
- 10. All resident parking must be accessed from a rear lane, where available, including garages, driveways or small parking lots. Garages are only permitted in the rear yard. Where street access is necessary, development is encouraged to pursue shared driveway access to reduce the number of vehicle access points to the street and parking is to be located at the rear of the property. See Figure 3.



Figure 2

20



Figure 3

Historic Downtown, Powerhouse Quarter and Centreville Character Areas Only

11. Where possible, buildings should be

located to allow for streetscaping, planting, and a generous sidewalk width to allow for the expansion of outdoor seating and seasonal inclusion of plants and furniture.

- 12. The building should generally be built to occupy 100% of a property's frontage along streets except in purely residential development or where courtyards and public amenity spaces are being created.
- 13. Above the established street wall,



Figure 4

Street Wall: Street walls are achieved where buildings have consistent setbacks built out to the sidewalk. Often, they also have a consistent building height before taller portions of the building are set back farther from the street.

buildings shall be subject to above grade step backs to maintain a consistent street wall height. Development along 30th Avenue is generally subject to two storey street wall. Other areas are generally subject to a three storey street wall.

- 14. Parking will not be permitted between the sidewalk and the building edge. Parking should be accommodated in the rear yard or provided discreetly within the building envelope.
- 15. Restrict tower floor plate sizes of buildings and regulate the separation distances between towers in order to minimize shadow impacts and maintain the availability of views and sunlight.

21

Highway Corridor, Polson Gateway, Creekside, Macdonald Park Neighbourhood and the 27th Street Corridor Character Areas Only

- Buildings should be located to allow for on-site landscaping, private and/or public amenity spaces and a generous sidewalk width.
- 17. Where possible, buildings should be located parallel to the street or along the edge of an open space with a consistent front yard setback.
- 18. Parking will not be permitted between the sidewalk and the building edge. Parking should be accommodated in the rear yard, the side yard or provided discreetly within the building envelope.

27th Street Corridor Character Area Only

 Development will retain the pitched roof character of existing buildings in the area.

Transitions

Visual transitions between buildings create continuity and cohesiveness in the streetscape. They occur when buildings beside each other, across the street from each other, or are otherwise part of a building grouping,

have design elements that reference one another. Transitions should reflect the change in land uses and building types at the edge of the Character Areas. See Figure 5.



Figure 5

Policies

All Character Areas

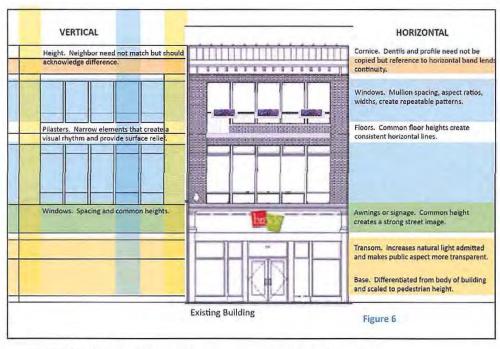
 Proposed development should relate to adjacent buildings in terms of scale, height and general configuration. To create appropriate transitions, new



"The character is very important to keep it classy and tasteful." 60 year old Coldstream resident

buildings should consider several of the following features of adjacent buildings:

- Building height
- Building orientation
- Massing (projections, roof profile and proportion)
- Setback (street level and above grade)
- Datum lines (floor heights, vertical divisions, cornice line and building base)
- Materials (colour, texture and pattern)
- Entry treatment
- Window treatment (placement, orientation and proportion)
- Architectural style/period (see Figure 6)
- 21. The transition between different land uses and Character Areas should be respectful and make reference in scale, massing, and/or style, where appropriate, in order to minimize negative impacts of abrupt contrasts in neighbouring buildings.



22. Building designs should incorporate transition features, to respect the scale and character of adjacent areas which are of lower density. For example, an 8 storey building may fit its context better if sitting on a 2 storey podium that meets the sidewalk.

Building Facades

Building facades should invite and encourage pedestrian activity. Development should be designed to enhance street level activity at a pedestrian scale.

Retail and restaurant uses are most successful when located at street level and in areas of high visibility and pedestrian traffic. More **Facade:** The primary elevation, or "face" of the building that fronts the street.

detailed attention should be given to entryways, building materials, canopies and awnings, display windows, lighting and well designed signs, which all contribute to conditions that attract people.

Policies

All Character Areas

- 23. Buildings should provide multiple points of visual interaction through doorways, large display windows and other pedestrian oriented features that promote activity and transparency.
- 24. Commercial facades at grade facing public streets or open spaces should have 70-90% transparency with functioning doorways located every 15 metres or less, preferably accessing different units. Commercial facades above grade should generally have 50-90% transparency.

- 25. The building facade shall use architectural solutions to create varied and articulated building facades. Window placement and groupings, material palette and surface relief through massing or elements, among other techniques, may be explored to avoid a monolithic form.
- 26. Entrances should be emphasized with architectural forms such as height, massing, projection, shadow, punctuation and/or change in roofline or materials. Canopies, awnings, or recesses all help to define and distinguish an entrance. Blind spots should be avoided.
- To encourage continuity in the streetscape and to ensure horizontal breaks in the facade, buildings must be

- designed to highlight the building's base, middle and top through the use of setbacks, extrusions, material changes and/or detailing.
- 28. Where blank walls are unavoidable, there should be architectural, landscaping and/or art treatment to avoid monotonous lengths. This treatment should complement neighbouring development.
- 29. Building materials should be chosen for their durability as well as their functional and aesthetic quality. Vinyl siding, plastic, darkly tinted or mirrored glass and textured stucco are discouraged unless used thoughtfully in combination with other materials. Materials should be compatible with adjacent buildings, either as primary or accent materials.

- Materials used for the front facade must be carried around the building where any facades are within view of a public street.
- 31. Residential uses at street level should complement the street with covered entries, windows and appropriate front yard privacy measures such as setbacks, landscaping and grade shifts (raised entrances such as steps, stoops, and porches). See Figure 4.
- Stairways, elevators and parking entries should be located mid-block to promote more active uses, such as shops or cafes, on the higher profile corners of lots.
- 33. The use of colour will be encouraged. Historic practice has been to encourage earth tones in the City Centre. Colour

"Design excellence' is a tricky idea. I
hope that we will not be tied to a
"heritage theme." I would hope that
good architecture is supported, not
cheap cladding and
low grade construction".
65 year old Okanagan Landing resident



Photo: Urban Advantage

must be thoughtfully introduced over time and complement surrounding colour choices.

Historic Downtown, Powerhouse Quarter and Centreville Character Areas Only

- 34. Where commercial development is provided at street level, properly designed overhead weather protection on street is required. This protection can take the form of canopies, awnings and colonnades to improve the year round sidewalk shopping conditions and ensure pedestrians are protected from the elements.
- Structured parking should be centrally located and designed to integrate with surrounding buildings using similar facade articulation and materials.

Signage

Effective signage is an important component of successful store front businesses and contributes to the appearance of the community. Implementation specifications for signage are provided in the Sign Bylaw.

Policies

All Character Areas

- Signs should only reflect the name and type of business on the property.
- Signs with exposed fluorescent or incandescent bulbs are not recommended.
- 38. There should not be more than two signs per business on the property. Where multiple businesses are situated on the same property, signage should be combined where possible. Where the property is on a corner, up to four signs are permitted, with a maximum of two facing each street.
- 39. Sign design and colours should be consistent and compatible with the design and colours of the primary building or buildings on the property. Signs with white backgrounds are to be avoided.
- Signs located on heritage buildings should reflect the heritage features of that building.
- Signage associated with a corporate business is also recommended to comply

with the signage objectives for the Character Area.

- 42. Commercial signage should be limited to the street level and add diversity and interest to retail streets but not comprise an area greater than 20% of the facade.
- 43. Signs should be integrated into the design of building facades but must not obscure windows, cornices or other architectural elements.
- 44. Large freestanding signs, signs on top of rooftops, inflatable and large scale advertising (i.e. billboards), LED signs and audible signs are not permitted.

Historic Downtown, Powerhouse Quarter, Centreville, Creekside and Macdonald Park Neighbourhood Character Areas Only

- Fascia, projecting, awning and window signs are encouraged. Roof top, flashing, free standing and moving signs are discouraged.
- 46. Backlit signs are not permitted.

Polson Gateway, 27th Street Corridor and Highway Corridor Character Areas Only

 Fascia, projecting, awning, free standing and window signs are encouraged. Roof

top, flashing and moving signs are discouraged.

48. Back lit signs are permitted.

Vehicular Access, Parking, Loading and Utilities

Service areas are a necessary part of any building, but often do not create a welcoming pedestrian environment. Therefore, these areas must be designed with care in order to minimize their presence and impact on the public experience by locating them to less visible parts of the building and by integrating them within the building mass.

Parking is necessary in the City Centre, but if it is not appropriately sited and designed, surface and structured parking lots detract from the visual character and quality of the area. Wherever viable, new development should be self-sufficient in accommodating their share of additional parking spaces.

In the City Centre, short term on street parking is essential. Therefore, longer term parking should be encouraged in parking structures and designated surface parking lots. New development should provide an employee parking plan that does not utilize on-street parking.

Policies

All Character Areas

- 49. Wherever possible, parking access, loading areas and utility zones shall be located at the rear of buildings, screened and accessed from
 - laneways or secondary streets. Crime Prevention Through Environmental Design (CPTED) principles should be incorporated.
- 50. For commercial and mixed use development, areas for deliveries and refuse pickup shall be located away from neighbouring residential uses and public streets and spaces.
- Parking, loading and storage areas should be screened from public view using architectural features or landscaping.
- 52. Wherever possible, surface parking should be located internal to the development site and should include lighting, signage and minimal driveways.
- 53. Within surface parking lots, landscaping, trees and decorative paving should be

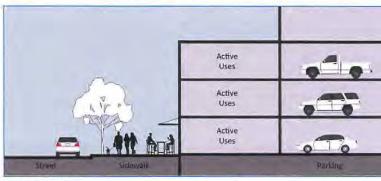


Figure 7

used to break up the expansive hard surfaces.

- 54. To minimize the environmental impact of runoff from cars into the stormwater system, oil water separators combined with site appropriate mitigation techniques should be used to deter pollutants from entering waterways.
- 55. Ground floors of parking structures should be designed to accommodate commercial uses along the street frontages. See Figure 7.
- Reduce light pollution by directing light internally into the site, avoiding spilled light and eliminating upwardly pointing light.

5.0 Heritage Celebration

City Centre Heritage

Established in 1892, Vernon's City Centre has a rich history as a regional hub for commerce, agriculture and transportation in the Okanagan Valley. The streetscape of the historic downtown area captures iconic examples of many architectural periods such as Mission Revival, Art Deco and Post Modern. The identified heritage sites contribute to civic pride and provide a visually stimulating and interesting downtown.



There are several identified heritage sites in this area and new development should draw on the existing heritage streetscape by utilizing modern materials and designs that complement and respect the existing heritage buildings.



The purpose of the City Centre Heritage area policies are to build upon the strong examples of quality heritage buildings in the area, while promoting and enhancing the commercial vibrancy of the area. The objective is to promote a streetscape where historic buildings are complemented by new modern buildings. The scale and scope of new development must therefore draw upon the existing streetscape as a guide to create an intimate and quaint atmosphere.

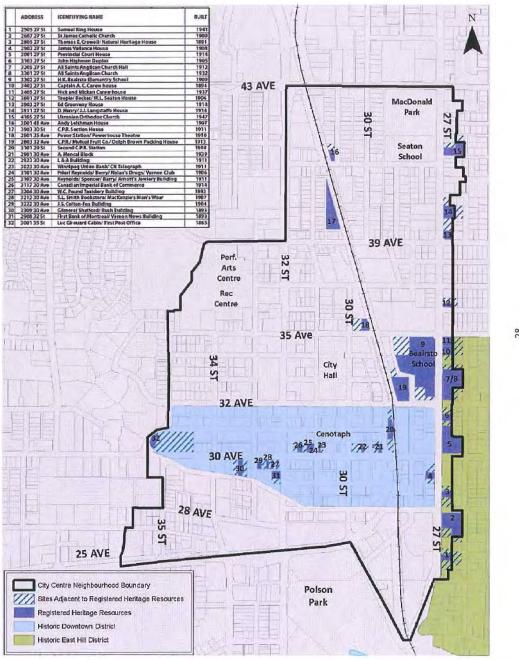
Policies

 The Vernon Heritage Register identifies a collection of sites that have significant heritage character or heritage value for the community. As a part of recognizing the contribution these heritage buildings make to the form and character of the City Centre, efforts towards preservation, celebration and protection of these building shall be undertaken.

- Properties directly adjacent to heritage properties must be sensitive to and respect the character defining elements of the adjacent heritage property.
- The City shall pursue the designation of a Historic Downtown Conservation Area for the area shown on the City Centre Heritage Map.
- The City of Vernon shall protect and replace significant heritage trees located within the City Centre Neighbourhood Plan area.



"Vernon is one of the oldest cities in the area with some beautiful heritage buildings that should be highlighted and celebrated." 29 year old East Hill resident



The draft Plan aims to encourage more cycling, pedestrian and transit options to, from and within the neighbourhood. The Plan proposes to provide secure bicycle parking spaces, improve the cycling network with clear markings and signage and work with BC Transit to improve public transit.

Do you generally agree or disagree with this approach?



Wordles are clusters of words that represent public feedback pertaining to a section of the Plan. The larger the word, the more times it was repeated in the feedback.

Accessible City Centre

Accessibility and transporation are important components of any city centre. Historically, the road network has been developed to accommodate the motor vehicle. Crucial to the success of the City Centre is how people move by foot, bicycle, bus and automobile.

Vernon has placed a strong emphasis on improving multi-modal transportation options. The 2008 Transportation Plan outlines the goal to achieve a 20% modal split (indicating that a combined 20% of all trips will be taken by pedestrians, cyclists and transit users) by the year 2031.

Public consultation indicated transportation issues were a top priority for the successful revitalization of the City Centre. Safe and efficient access is the basic objective in developing transportation strategies for everyone traveling to and within the City Centre. Providing a well designed, safe and accessible system of complete streets promotes efficient vehicular circulation while creating a pleasant and safe environment for pedestrians, transit users and cyclists.

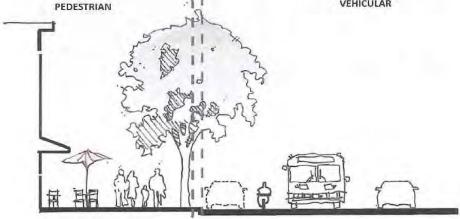
The conventional street design hierarchy of arterials, collectors and local roads focused almost exclusively on two functions: vehicle movement and vehicle access to adjacent properties. This has often neglected other travel needs beyond automobile travel. "Complete streets" are designed to better serve all users, rather than focusing solely on automotive traffic. The challenge is to adapt the street network to better accommodate pedestrians, cyclists and transit users without compromising functionality for vehicles.

Policies

1. Create a set of "complete streets" that consider all users including pedestrians, cyclists, transit users and motorists in order to build a comprehensive network that enhances the City Centre and helps to create a sense of place.

- 2. Reduce regional traffic travelling on residential streets.
- 3. Streets should incorporate multi-modal facilities in their design with due consideration of the available right-ofway, needs of the pedestrian, bicyclist, vehicle user, traffic capacity and overall street function.
- 4. Consider the design of travel lane widths that focus on a lower target speed.
- 5. Consider one-way streets in the Historic Downtown.
- 6. Develop safe routes to schools, parks and other public locations that encourage walking or cycling by providing a safe and pleasant environment.

VEHICULAR



 Protect the railway corridor through the City Centre for future transporation needs.

Pedestrians

Streets and their sidewalks are the main public places of a city and serve a greater function than just moving people. Great effort should be made to improve the design of sidewalks with paving textures, street trees, landscaping and street furniture. This is discussed in detail in Section 7.0 Public Spaces and Amenities.

Policies

- 8. Work with the Ministry of
 Transportation and Infrastructure and
 with property and business owners to
 improve the pedestrian environment
 along the Highway 97 corridor by
 addressing the following elements:
 - a. Create strong edges to the street buffering the pedestrian from vehicle traffic;
 - Improve aesthetics through street trees, landscaping, lighting and other amenities; and
 - Enhance crossing opportunities that improve pedestrian connectivity across the Highway, particularly between 32nd and 39th Avenues.



Intersections are used by all modes of transportation. They are of particular concern because they are points of possible vehicle-pedestrian conflict.

Intersection design is performed on a caseby-case basis depending on vehicle capacity, pedestrian, bicycle and large vehicle requirements as well as existing right-of-way constraints. Proper intersection design considers many factors including design elements and standards based on the design speed of the street and the expected mix of traffic.

The following policies emphasize opportunities to improve intersection designs for pedestrian, bicycle and transit modes of travel.

 Multi-modal intersection design needs to accommodate appropriate level of service, design speed and expected mix of traffic.

- Avoid the elimination of any travel modes in intersection design.
 Intersection widening for additional turn lanes to relieve congestion is acceptable, provided it encourages pedestrian and bicycle movement.
- 11. Support innovative intersection designs that reduce right-of-way width needs.
- Extend bicycle lanes up to intersection stop bars or crosswalks. Where right-ofway size is constrained, use appropriate markings and signs to end bicycle lanes prior to intersection.
- 13. Incorporate universal design elements into all intersections to ensure they are fully accessible to all users.



- 14. Develop a strategy to ensure sidewalk snow clearing is conducted throughout the City Centre.
- 15. The preferred location for pedestrian crossings is at intersections. Mid block crossings may be constructed in areas with high volumes of pedestrians or where the frequency of intersections is reduced.

- 16. Promote intersection design that includes striped crossings and ensure these crossings are placed at all intersections near major origin and destination points (for example at schools and major recreation areas).
- Provide either pedestrian push buttons or automatic pedestrian signals at all signalized intersections and crosswalks.



- Consider special paving treatment, while considering accessibity, at crosswalks to enhance visibility as appropriate.
- Ensure adequate illumination exists to light all four corners of intersections with crosswalks.
- 20. Reduce crossing widths at intersections by either providing curb extensions into the street equal to the width of on street parking, provided it does not interfere with the bicycle lane or impact the manoeuvrability of large vehicles.

Transit Network

Public transit offers a viable and affordable form of transportation that helps reduce congestion. The recent increase in transit service hours means that more commuters are able to use the transit network to travel to and from work.

Given the limited space available to expand the road network in the City Centre and the anticipated residential and office growth, the transit system must continue to be expanded and enhanced. In anticipation of this growth, Council supported moving the transit terminus to the preferred location on 31st Avenue between 30th and 31st Streets.

Policies

- Complete the 2011 Transit Service
 Review and implement the
 recommended phased service
 improvements over the 2012 to 2016
 period.
- Improve transit accessibility, transit supportive land uses, densities, transit corridors and stops.
- Work in partnership with BC Transit, the District of Coldstream, and the Regional Districts of North and Central Okanagan on the 2011 / 2012 Transit Master Plan

- to produce a twenty-five year plan for transit services in the North Okanagan.
- 24. Work in partnership with BC Transit to design and construct the new downtown transit terminus.
- 25. Ensure the provision of high quality pedestrian and bicycle facilities in order to support the use, functionality and enjoyment of the public transit system.
- 26. Design transit stops that provide efficient access for pedestrians with all levels of physical abilities. Seating should be designed to be flexible when located near public parks and amenities.
- 27. Provide adequate lighting and wayfinding systems for the transit system.
- Regularly upgrade passenger information systems (maps, route information, etc.) within the transit corridors.



Bicycle Network and Facilities

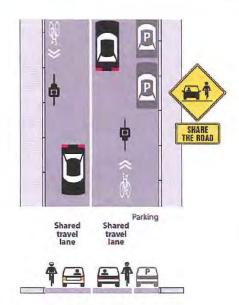
A complete street accommodates cyclists as a routine part of planning, design and construction of transportation facilities.

For the most part, experienced cyclists tend to favour sharing the street with motor vehicles or using bike lanes at the edge of pavement. Bicycle lanes provide dedicated space for cyclists to ride on a street with other traffic. Lanes are identified with signs and road markings and are separated from the other travel lanes by a painted stripe.

Inexperienced cyclists and children tend to feel more comfortable on a segregated facility with some form of buffer between them and the travel lane. In order to create a bicycle friendly community, facilities designed to accommodate users of all skill levels must be provided.

Policies

25. Complete the bicycle network in the City Centre in accordance with the Transportation Plan through the implementation of bicycle facilities and consistent route signage that meet the needs of cyclists of varying skills and levels of experience.



- 26. Continue Transportation Demand Management (TDM) efforts to promote cycling. Dedicate funds in the capital budget to implement TDM infrastructure projects and initiatives.
- 27. Promote and create Travel Plans within the City Centre for schools and major employers to help reduce the number of vehicles accessing the City Centre and increase the number of cyclist commuters.

The Walkable and Livable Communities Institute provides many safety reasons for on street bicycle facilities

- Provide space to make evasive manoeuvres
- 2. Accommodate driver error
- Add a recovery area to regain control of a vehicle, as well as lateral clearance to roadside objects, such as signs and poles
- 4. Provide space for disabled vehicles to stop
- Provide increased sight distance for through vehicles and for vehicles entering the roadway
- Contribute to driving ease and reduced driver strain
- Reduce passing conflicts between motor vehicles and bicyclists and pedestrians
- 8. Makes the crossing pedestrian more visible to motorists
- Provides for storm water discharge farther from the travel lanes, reducing hydroplaning, splash and spray to following vehicles, pedestrians and cyclists
- Provide safety to motorists when getting in and out of parking spaces



- 28. Construction of a separated bicycle facility (multi-use path) is an acceptable alternative to on street bicycle lanes.
- 29. Where bicycle lanes are not used, a wide outside lane, wide enough to allow an average size motor vehicle to pass a bicyclist without crossing over the adjacent lane, is acceptable.
- Provide uniformity in facility design, signs, and pavement markings for bicyclist and motorist safety.
- Maintain and clean bicycle lanes to ensure they are smooth and obstruction free.
- 32. Encourage redevelopment in the City Centre to include end of trip facilities, such as secure bicycle storage and change and shower facilities.



33. Improve the availability of convenient and secure bicycle parking facilities at the transit terminus and key locations in the City Centre.

6.1 Parking Strategy

The City Centre Neighbourhood Plan addresses parking with a strategy to address available parking, manage existing parking and raise awareness about parking options. Some specific initiatives include using small properties for landscaped "pocket" parking lots, researching the need for a new parkade, and exploring shared parking opportunities between properties.

Do you generally agree or disagree with this approach?



Wordles are clusters of words that represent public feedback pertaining to a section of the Plan. The larger the word, the more times it was repeated in the feedback.

6.1 Parking Strategy

6.1 Parking Strategy

Decisions on parking affect all aspects of City Centre development including land use, built form, economic development, travel behaviour and financial health. Parking policy is a complex issue involving many interests and stakeholders.

In many cities throughout Canada, parking has been approached as a simple supply and demand problem without consideration of the many factors that influence the demand for parking or the impacts of the supply of parking. A balanced approach must be adopted for all facets of parking.

Parking Goals

- Improve overall public understanding of parking supply and demand within the City Centre.
- Manage, provide and encourage the necessary parking infrastructure and facilities that will enhance and support growth.
- Increase demand for parking facilities by developing access management programs to function as positive, marketable assets for the City Centre.

- Support parking and access management as a key element of the City's economic development strategy.
- Promote mixed use development, shared use parking strategies and alternative modes of transportation to decrease parking demand in the City Centre.



Photo: Dan Burden.

Off Street Parking

Two of the main public off street parking lots, the Coldstream Hotel lot and the Bennett lot, have been identified for future development opportunities. With the construction of the new library on the former BCBC lot, two other lots have been developed in the City Centre for interim parking pending redevelopment. As the Spirit Square project continues, parking spaces in the existing Library lot may be eliminated. Additional off street parking will be required to support growth in the City Centre. The exact location and size of

parking supply options are dependent on the opportunities that arise and the implementation of the Plan moving forward. Both the private and public sector play key roles in providing an adequate supply of parking.

The Off Street Parking in Vernon diagram on the previous page identifies private and public off street parking available as of January 2011.

Policies

25. Identify opportunities and criteria for the acquisition or preservation of corner properties within two blocks of 30th Avenue for small surface parking lots. Surface lots must reduce the visual impact of parking through landscaping along the edge to conceal vehicles while also considering safety.





- 26. Identify potential sites and compile the costs associated with constructing a new, multi storey mixed use parking structure to meet future demand.
- 27. Explore the potential to enter into a shared use parking arrangement with existing land owners, such as churches and schools, to accommodate public parking during business hours, evening or summer months.
- 28. Aim to make the existing parkade inviting to users, improve lighting, provide consistent and identifiable signage and design improvements to increase security and make aesthetic improvements. Continue to implement design improvements in accordance with Crime Prevention Through Environmental Design (CPTED) provisions to the existing parkade.



- 29. Explore the implementation of new technology in the parkade and on public parking lots to improve customer service (such as updated parking ticket dispensers or alternative payment methods such as through cell phones).
- 30. Ensure adequate branded signage directs visitors and residents to available off street parking.

On Street Parking

On street parking provides the following functions:

- Supports local economic activity by providing access to local users as well as visitor needs in residential areas
- Increases pedestrian safety by providing a buffer for pedestrians from traffic
- Increases pedestrian activity on the street
- Supports local land use by reducing development costs for small business by augmenting their on-site parking needs
- Arterial and Collector Roads due to traffic volumes will only be able to support parking where space permitts



Parking availability has been identified as a concern in the Historic Downtown, particularly associated with retail "hot spots" along 30th Avenue. As part of the planning process, a parking occupancy survey was conducted. The survey was conducted during the early months of 2010 and factored in seasonal variations for summer tourism. The results show that there is an adequate supply of parking throughout the entire City Centre, but sections in the downtown core (29th to 31st Avenues) experience high occupancy rates during peak times.

Determining whether or not parking in the City Centre is adequate, is measured by the occupancy and turnover of spaces. When an area's occupancy reaches 85-90% of the total capacity, it is considered to be full. The parking survey showed that the overall occupancy rate in the entire neighbourhood was adequate at approximately 60% but

along 30th Avenue the rate exceeded 85% for prolonged periods, with portions of 29th Avenue and 33rd Street exceeding 85% during the peak hours. These "hot spots" need to be addressed through parking management techniques that increase turnover.

While the overall supply in the City Centre is adequate, it is apparent that more effective management of the on street parking supply is needed to ensure there is frequent turnover of parking spaces along the identified "hot spots". A recognized method of increasing turnover and availability is to introduce a one hour parking limit.

Policies

- 31. Provide on street parking wherever suitable and feasible on City Centre streets to provide increased parking and to act as a buffer between pedestrians and moving vehicles.
- 32. Ensure the visibility of pedestrians by prohibiting on street parking adjacent to crosswalks or by extending the curb equal to the width of the on street parking lane.
- Create mapping that visually communicates the parking survey results to educate users on parking availability.

- Evaluate the potential to implement angled parking where space allows as a means to increase the on street parking supply.
- Relieve on street parking demand by encouraging off street parking suppliers to share parking with differing land use operators.

Parking Management

The parking system must be viewed as a whole with all of the components combined to create an effective parking system.

Parking must be managed to make visiting the City Centre a positive element of the overall visitor experience.

Effective management of the parking system strives to develop and operate parking facilities that are:

- Clean and convenient
- Safe and secure
- Continually evaluated and utilizing best management practices and new technologies

Revenue opportunities shall be explored to fund:

 Operating and maintenance expenses of the parking system

- Facility maintenance reserves
- Ongoing evaluation of the system and future capital program allocations for parking facilities
- Transportation Demand Management initiatives
- Parking related infrastructure improvements in the City Centre.



Policies

- 36. Continue to monitor the parking supply, demand and utilisation on a regular basis and maintain current information on the parking system.
- 37. Evaluate the location, design and occupancy of parking stalls for persons with disabilities in the City Centre as well as permitting options.

- 38. Encourage the creation of a Parking Commission with representation from public and the Downtown Vernon Association (DVA), supported by City staff, dedicated to providing recommendations for the ongoing implementation of the Parking Strategy.
- 39. Through the creation of an enforcement policy, work with the DVA to develop special programs to mitigate potential impacts of parking enforcement and educate the community on the range and variety of parking and transportation options available.
- 40. Reduce parking demand through Transportation Demand Management initiatives.
- Develop a consistent message that clearly indicates the time restrictions for



- each meter that can be easily adapted as parking changes are implemented.
- 42. Work with local stakeholders to develop a branded image for the parking system that is easily understood and clearly indicates the locations of parking facilities. This can include advertising, signage, education and awareness campaigns and a brochure.
- 43. Assess and evaluate current parking standards within the Zoning Bylaw and develop a flexible cash in lieu of parking regulation.
- 44. Customise parking standards that meet the parking needs of the City Centre while reducing the economic impacts of providing onsite parking for small businesses.
- 45. Identify short and long term parking areas to accommodate large vehicles associated with tourism visitors (recreation vehicles, tour buses, etc.). This should also include special event parking options.
- 46. Explore the potential to use a portion of parking revenue generated within the City Centre to enhance the neighbourhood and build support for paid parking through reinvestment.

- 47. Continue to review off street parking rates and facility allocation between monthly and hourly spaces, in conjunction with on street rates, to efficiently manage the parking system as a whole and strategically price on and off street parking supplies.
- 48. Continue to review on street metered parking rates and time limits and make the necessary adjustments to manage occupancy and turnover rates.
- 49. Work with large employers, including the City of Vernon, to create long term employee parking solutions:
 - a. Promote staff travel planning and education. Encourage employers to provide incentives for employees to use alternative forms of



transportation.

- Minimize the impact of employee parking in residential neighbourhoods within and adjacent to the City Centre.
- c. Continue to work towards a long term solution for employee parking along the railway right-of-way.
- 50. Continue to regularly evaluate the use of technology within the overall parking system and identify improvements that offer the potential to improve streetscapes, provide additional customer payment options, reduce collection costs and improve enforcement efficiency.

A critical component of the work done by the Parking Action Team was the development of specific implementation items for the short, medium and long term. These items should be prioritized and funded appropriately.

Parking Action items are outlined in Section 8.0 Implementation.

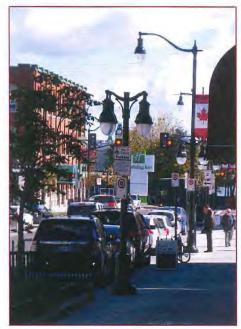


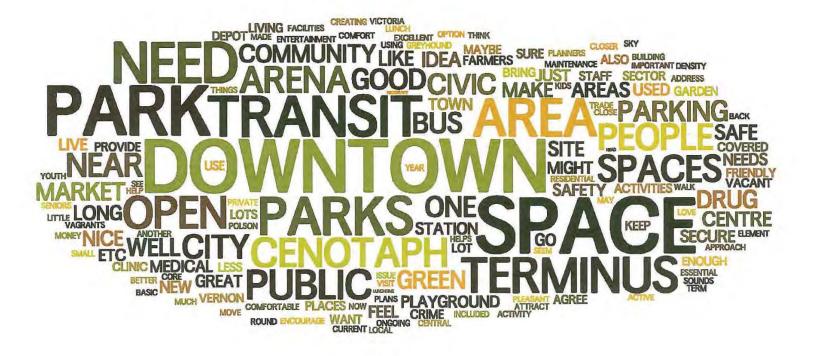
Photo: Dan Burden.



39

Photo: Dan Burden.

The draft Plan proposes to strengthen the parks and open space network by redeveloping the Civic Arena lands into open space, redeveloping the old Medical Clinic site into an interactive public space and locating the new transit terminus near Cenotaph Park, ensuring that the design of these new parks and open spaces provides a variety of uses. Do you generally agree or disagree with this approach?



Wordles are clusters of words that represent public feedback pertaining to a section of the Plan. The larger the word, the more times it was repeated in the feedback.

Public Spaces and Amenities

Successful neighbourhoods are more than shops and services. Public spaces, parks, trails, libraries, museums and recreation centres are also essential in creating a vibrant, attractive, healthy destination. They provide places to meet friends, eat lunch or let kids play. Well designed safe places for recreation, culture, gathering, celebration and special events bring neighbourhoods together, attract and support business and encourage development and investment for the benefit of the whole community.

While there are many recreational options in the City Centre, there are limited parks and open spaces. The parks and open space system is underutilized and needs to be strengthened to become a more enjoyable place for those living, working and visiting the area.

Policies

- Enhance and expand parks, open spaces and public amenities to serve the diverse social and recreational needs of the neighbourhood, including visitors.
- Incorporate opportunities in open spaces for active components, such as open air markets, sidewalk cafes and exhibits.



- Explore potential partnerships with service clubs to enhance existing parks.
- 4. Aim to create a family friendly park, perhaps in an existing public space in close proximity to City Centre services, as families need somewhere to rest and play when utilizing the downtown.
- Incorporate interactive art and science displays into park space.
- The network of parks and open spaces should be designed for a variety of users including youth, families, seniors and employees to promote activity in those spaces at different times of the day, all days of the week and throughout the seasons.
- Ensure inclusion and effective design of stormwater management systems to be incorporated into both new and existing parks.



- Expand free public Wi Fi service in the City Centre, starting with Historic Downtown Area.
- Explore an appropriate location within the City Centre for a public market and visitors centre.
- As residential and business densities increase over time, work towards the establishment of a fenced dog park within or adjacent to the City Centre.
- 11. Explore opportunities for urban agriculture such as edible landscaping on public lands
- 12. Public spaces should be designed with the following factors in mind:
 - Safety
 - Accessibility
 - Youth
 - Art, Culture and Entertainment
 - Street Trees and Landscaping
 - Wayfinding
 - Streetscape

Safety

Safe public spaces are inviting, busy and low in crime. Safety is a key consideration when planning and



designing public spaces.

Policies

- 13. CPTED (Crime Prevention Through Environmental Design) shall be used when designing public spaces. CPTED is a crime prevention strategy used globally and is based on common sense design principles. It is based on proper design and the effective use of the built environment to lead to a reduction in the incidence and fear of crime. CPTED has four key elements:
 - Natural surveillance maximizing the ability of people to see in and out of a building, allowing people to spot suspicious activities;
 - Access control providing clearly designated entrances to buildings and/or sites and discouraging entry through other routes;

"Without ongoing occupation and use, these park areas may have an undesirable element that will make them seem less secure." 52 year old Coldstream resident

- Territoriality identifying ownership by delineating, through design, private space from public space; and
- Maintenance ensuring that buildings and/or sites are clean, graffiti-free and well maintained, reinforcing that this is an area that is respected and cared for.
- Regular bylaw enforcement should be encouraged to continue in the City Centre, particularly in the early evenings.
- Ensure proper maintenance of public spaces to reinforce public ownership and care.
- Encourage businesses to access CPTED programs offered by the RCMP Safe Communities Unit.
- Continue to work with Community Policing, the Social Planning Council, Partners in Action and other community organizations to improve safety in the area.
- Continue to partner with local groups and organizations to conduct safety audits in the City Centre and implement recommended changes.

 Support the Partners in Action Committee and their initiatives that address the root causes of crime in the community.

Accessibility

Accessibility is an issue for everyone at some point. Whether by age, ability or injury, many people have limited mobility. Proper design can ensure access to services and amenities.

Policies

- Incorporate accessible public washroom facilities in the design of major City Centre parks and open spaces.
- 21. Ensure that every person, regardless of age or ability, has access to open space and recreational amenities.
- 22. Incorporate bicycle facilities as part of the design of City Centre parks and open spaces.
- 23. Acknowledge that material choice for walking paths and sidewalks in the City Centre area is important both aesthetically and practically. Streetscape improvements should include at least a 1.5 metre concrete



Vernon Murals

strip to provide consistency for users with mobility constraints.



Youth

"Create a youth friendly city" is a Guiding Principle of the Official Community Plan. Involving youth in planning and decision making will help ensure their needs and interests are being met.

Policies

- 24. Encourage youth participation on Council committees and and as part of planning processes.
- 25. Design public spaces that include options attractive to youth.

Include youth in planning and design of new recreational amenities.

Arts, Culture and Entertainment

Public art provides an opportunity to



Earth Day 2010, Civic Plaza

celebrate and showcase local arts and culture, establish a unique identity for an area or development and enhance the City Centre in ways that conventional streetscape elements cannot.

A variety of cultural venues is desirable to support a diversity of performing arts in the City Centre. The range of uses and activities is reflected in the number of downtown cultural facilities which include theatres, outdoor performance areas, gallery spaces, exhibit halls, dance studios, the library and museum.

Policies

- 27. Foster collaboration and understanding between non-profit organizations and cultural facilities needing more space. Efficiencies and partnerships can be found between complementary needs for increased facility space.
- Public art should be considered and encouraged at a variety of scales and locations.
- 29. Murals, sculptures, architecture and landscapes help create a visually inviting City Centre. New opportunities to include art in both public and private spaces should be explored.
- Promote the acquisition of public art and its display in public spaces, especially at key intersections, parks and gateways.

"Having entertainment downtown encourages people to have safe, clean fun that is family oriented and keeps away the criminal element."

Vernon resident

- Encourage the development of new cultural and entertainment facilities while also encouraging increased and varying use of existing facilities in the City Centre.
- 32. Encourage the use of public art as a way to improve public spaces through design and use as street furniture, play areas and/or other interactive uses.
- 33. Explore opportunities for interactive public arts and science projects with an emphasis on engaging youth.
- 34. Continue to support the wall mural and art program and identify new sites where murals could be used to help promote the unique character of each of the City Centre areas.
- Continue private/public sector partnerships to promote festivals, arts, cultural and community events.
- 36. Support the development of arts, culture, live music and entertainment venues to ensure a wide variety of options are available. Ensure at least one park in the Historic Downtown has a multi use stage with power.

Wayfinding

Wayfinding orients all users of the City Centre to ensure they are able to move with ease and confidence. Wayfinding can include signage, pavement markings and visitor information services.

Policies

- 37. All wayfinding elements should work together to ensure that routes are easily understood and navigated and that destinations are clear. This is especially important for first time visitors and should include welcome signage.
- Ensure street signs are clearly legible for all users no matter which form of transportation they are using.



30th Avenue Streetscape

- Centralized information should provide residents and visitors information and promote awareness about recreational opportunities, events and attractions.
- 40. Work with the Tourism Advissory Committee and the Downtown Vernon Association to build upon and create a branded sign system and strategy.

Street Trees and Landscaping

Street trees are indispensable to the attractiveness, comfort and safety of streets. Street trees, along with the width of the sidewalk, are primary elements in providing a sense of safe separation from traffic. Street trees increase the appeal of walking and serve the following functions:

 Reducing the impacts of the volume and speed of traffic on pedestrians and the adjacent land uses.



Plaza at 30th Avenue & 29th Street

- Providing tranquility to the street, enhancing the well being of pedestrians and motorists by creating a sense of enclosure, encouraging people to stay longer.
- Providing an important stormwater management function by reducing run-off, providing stormwater interception, detention and improving water quality.
- Improving comfort for pedestrians by providing shade in the summer months and, in the case of deciduous trees, allowing more sunlight in the winter months.

Policies

- 41. Tree canopy cover in the City Centre should reach 10%. This canopy goal is to include trees on both private and public lands.
- 42. Design and place trees considering their growth demands and long term maintenance.
- 43. Protect and maintain mature trees when possible and appropriate.
- 44. Provide regular maintenance and tree succession planning to ensure tree health and community benefits are maintained.

Streetscape



Image courtesy of Dan Burden

Streetscapes include elements that furnish the street environment and enhance community livability. Street furniture, landscaping, parking areas and property frontages all contribute to the street experience. Everyone who comes to the City Centre, regardless of how they get there, becomes a pedestrian for some portion of their trip. An attractive, safe street is vital for pedestrian use.

Policies

- 45. Ensure that streetscapes are designed using Walkable Community Principles (see sidebar) where possible and appropriate.
- 46. Sidewalks must accommodate an unobstructed pedestrian path clear of signage, utility elements, landscaping or street furniture. It is important to

- maintain even walking surfaces and remove materials on the surface (such as snow, gravel, etc.) in a timely fashion.
- Provide continuity of streetscape features along the length of key Historic Downtown streets.
- Provide and maintain streetscape furniture such as benches, trash receptacles, recycling bins, hanging flower baskets, etc.
- 49. Maintain and enhance an accessible, interconnected and well maintained sidewalk network. Wide sidewalks are important, particularly within commercial areas that attract a high volume of pedestrians.
- 50. Implement pedestrian improvements through the development process, roadway upgrade projects, capital works and sponsorships of local improvement initiatives.
- Provide pedestrian scale lighting, lower and more closely spaced than conventional street lights, to provide increased illumination levels for the sidewalks.

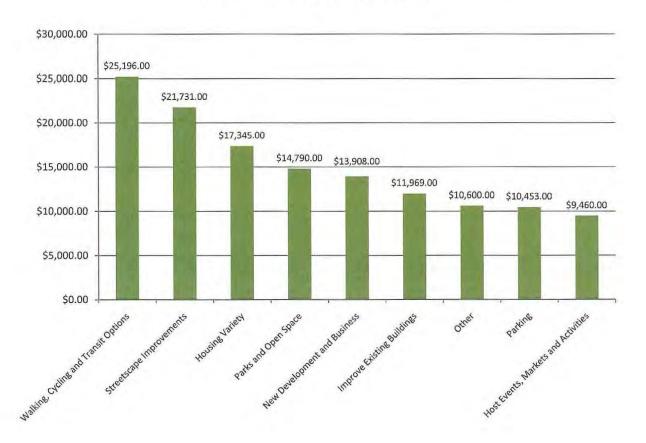
The Walkable and Livable Communities Institute lists the following Walkable Community Principles:

- 1. Low speed, attractive streets
- 2. Well connected, streets and walkways
- 3. Streets and buildings align to form strong, compelling views
- 4. Streets work for everyone
- 5. Mix of buildings and uses, allowing easy walking access
- Welcoming, socially engaging mixing places
- 7. Compact housing and many housing types and a range of cost
- 8. Emphasis on downtown and other key centres
- 9. Well located parks and open space (easy access to all)
- 10. Well located schools, within walking distance of homes
- 11. Easy access to efficient and welcoming transit
- 12. Land use and transportation partnerships
- Homes and buildings face principal streets, parks and schools
- 14. Codes, taxes and other incentives that favour compact land form
- Decisions favouring long term, sustainable growth and value

Pretend you have \$1000 to make the City Centre a better place.

Imagine that amount goes a long way and could fully address any one issue.

Where would you spend the money?



The chart above illustrates the total amount of money respondents indicated they would like to spend on various initiatives in the City Centre.

Implementation of the Plan requires action that is purposeful and focused. This implementation strategy and recommended actions set out the potential projects, programs and policies to move the Plan forward. The emphasis of the implementation strategy is to mobilize all stakeholders and champions to directly confront challenges, build on existing strengths and coordinate efforts to ensure that progress is measured and made.

This implementation strategy is intended to guide the City and stakeholder groups in focusing support, setting priorities and monitoring progress. Long term public and private commitment and collaboration is needed to realize the vision.

Although the timing for development is market driven, there are many actions that the City and organizations can undertake that focus on improving and creating a settings for new investment and increased confidence in the City Centre. The City needs to provide leadership through funding key capital projects as a catalyst for development. This Plan requires municipal support in order to attract residents and businesses and to position the area for a competitive future.

Key Policy Initiatives

It is recommended that Council authorize staff to undertake the following steps:

1. Implement a Revitalisation Tax Exemption

Provincial legislation allows municipalities to implement a Revitalization Tax Exemption to reduce the amount of municipal taxes paid on a property that meets the criteria of the bylaw for a period of up to ten years.

The bylaw outlines the specific criteria that determines eligibility for the tax exemption based on achieving a set of common objectives, such as promoting new development and improving existing building facades.

2. Implement a Cash in Lieu of Parking Policy

The current Zoning Bylaw exempts commercial development within the downtown core from providing on site parking.

In view of the level of intensification and development being encouraged in the City Centre, it is recommended that regulations be amended to allow developers to either provide parking on site, or pay cash in lieu of parking to enable the municipality to gather sufficient funds to assist in property consolidation and creation of new parking structures and lot.

3. Undertake a Zoning Bylaw Review

In order to achieve the objectives of the Plan, zoning regulations need to be reviewed and amended to ensure that new development is compatible with the desired future of the City Centre.

The policies of the Plan that focus on ensuring a visually attractive built form will have to be addressed in greater detail in the Zoning Bylaw. In addition, there are recommendations to address the potential to provide shared parking opportunities in mixed use developments and to reduce parking standards for small businesses choosing to locate in the City Centre. These items will also need to be addressed as part of a zoning review.

4. Review Density Bonusing Provisions

Consideration of density bonusing provisions corresponds with a review of the zoning regulations related specifically to height. Currently, within parts of the City Centre opportunities exist to develop buildings up to twelve storeys. No development of this size has occurred in the City Centre and there does not appear to be a strong demand for a building of that magnitude.

This generous height allowance makes it difficult to develop a meaningful bonusing program, as the allowable density by right is

typically considered more than anyone wants to build.

5. Explore Tax Increment Financing (TIF)

This tool is still somewhat new in Canada and is not currently reflected in provincial legislation. The intent of TIF is to allow a municipality to designate a revitalization area. The City can then borrow funds for infrastructure improvements within that area based on the future incremental increases in property assessments that are expected from future revitalization.

The increases in assessments resulting from the revitalization are used to pay off the debt incurred from the initial work undertaken. Baseline property taxes continue to be accrued by the City, so there is no direct impact on municipal revenue. The tool allows the City to be more directly involved in stimulating the revitalization of the area through strategic investments in infrastructure upgrades required to accommodate new development. This can be a significant incentive for the development community.

Develop Financial Models for Mixed Use Developments on City Lands

Explore development options and partnerships on both the Coldstream Hotel Site and the Bennett Lot as key redevelopment opportunities in the City Centre. Both sites are owned by the City and are intended to accommodate active

commercial uses on the ground level with office and residential uses above. Both sites are designated for high density.

Public private partnerships will be explored and financial modeling should include non-market affordable and attainable housing. Potential tenants can include organizations who identified requiring new space in the near future and the desire to be in the City Centre.









Coldstream Hotel Site Photos by Dan Burden

Public Space Improvements

Often simple improvements to public spaces can act as a catalyst to attract new development and investment to an area.

The City continues the ongoing efforts to improve the streetscapes within the City Centre and is currently working on the implementation of the Polson Greenway (29th/30th Street Connector), which will provide a multi modal transportation corridor through the City Centre linking Polson Park and the Village Green Mall.

Streetscape revitalisation efforts are also underway along 31st Street, which should provide similar features as those along 30th Avenue including wide sidewalks, pedestrian oriented lighting and street furniture.

The old Medical Clinic site, located between Cenotaph Park and City Hall, is being redeveloped into a public open space designed to accommodate a variety of activities. Combined with the relocation of the transit terminus to 31st Avenue, this corridor will represent a significant pedestrian corridor linking 30th Street with significant public amenities.

Policy Implementation Priorities

Several key policy items in the Plan have been prioritized for implementation. Some are already underway ("Ongoing") and require continued commitment. Others are identified

for immediate (1-2 years), short term (3-5 years) or long term (5 years or more) action.

The time frames must be flexible to ensure that the action plan is able to adapt to changing political and economic conditions.

Action Plan Tables

The following tables address potential action items required to implement the Plan. These are meant to act as a starting point and are intended to be updated periodically as projects are completed and needs change.









Bennett Lot Photos by Dan Burden

| Sustainability | | | | |
|-----------------------|--|------------|--|--|
| Policy | Key Actions | Timeframe | | |
| Urban Forests | Provide annual funding for the planting and maintenance of new trees in the City Centre and include tree plantings as a requirement in the ongoing review of street revitalisation projects. | Ongoing | | |
| | Strive to achieve an overall goal of 10% canopy cover in the City Centre through public investment in new trees as part of streetscape projects and partnerships with private landowners encouraging the planting of new trees on private | Ongoing | | |
| | property. Develop a sustainable street pilot project in the Downtown Core that demonstrates best practices for tree and landscape installation. | Immediate | | |
| Stormwater Management | Develop incentives for the inclusion of low impact development stormwater features as part of new and redevelopment projects and develop capital improvement priorities for the implementation of low impact development stormwater infrastructure improvements. | Immediate | | |
| | Implement a stormwater retention demonstration project, such as a rain garden, to illustrate the benefits of low impact development. | Immediate | | |
| | Utilize existing and future parks as an integral part of the stormwater management system. | Long Term | | |
| Green Development | Develop incentives that reward the inclusion of green development techniques as part of new projects. | Immediate | | |
| Energy Conservation | Explore opportunities to utilise neighbourhood energy sources, such as with the Okanagan Springs Brewery, and develop a neighbourhood energy strategy. | Immediate | | |
| | Develop incentives that reward the inclusion of energy efficient building techniques as part of new projects. | Immediate | | |
| Local Food | Work with local stakeholders to develop a local food system strategy that identifies opportunities for the creation of community gardens and urban agriculture in the City Centre in coordination with the increase of residential development. | Immediate | | |
| Economic Growth | Implement key directions from the Economic Development Strategy focusing on business retention and expansion in the City Centre. | Immediate | | |
| | Explore a Wellness Centre and Higher Educational institution as possible employers in the downtown and a way to bring more students to the City Centre. | Immediate | | |
| | Work with local financial institutions to provide discounted financing and other incentives for development in the City Centre. | Immediate | | |
| | Amend the Zoning Bylaw to add flexibility to employment uses allowed in certain areas of the City Centre. | Short Term | | |
| | Work with the DVA on a "paint the town" program. | Short Term | | |
| Targeted Reinvestment | Develop a revitalization tax exemption program to encourage the location of new commercial development in the City Centre and to encourage improvements to existing buildings. | Immediate | | |
| | Phased capital works conducted by the City should be concentrated in the City Centre and be strategic in order to encourage development. | Ongoing | | |
| | Investigate reducing or capping off-site costs for developments in the City Centre as a percentage of total project cost. | Short Term | | |
| Tourist Destination | Explore opportunities for the development of a centralised tourist information centre in combination with the development of a public market within the City Centre. | Immediate | | |
| | Continue to work with the Downtown Vernon Association and property owners to enhance and expand the mural | Ongoing | | |

| | program. Expand free Wi Fi service starting in the Historic Downtown. | Short Term |
|--------------------------|--|------------|
| Safety and Security | Conduct a CPTED safety audit on existing parks and open spaces to identify concerns and solutions. | Ongoing |
| | Implement CPTED principles on the design and construction of new parks and open spaces. | Ongoing |
| Age Friendly Initiatives | Continue to support the Seniors Action Network on program initiatives that further the goals of the CCNP. | Ongoing |
| | Develop public participation programs to encourage involvement in designing new public spaces and in suggesting improvements to existing spaces. | Ongoing |
| Capacity Building | Encourage collaboration and knowledge sharing among non-profit groups requiring business plans and increased facility space. This could include concept development, financial planning, fundraising expertise and grant identification. | Immediate |
| | Work with community stakeholders and champions to create partnership to implement the plan. | Ongoing |
| | Encourage a variety of housing types through incentives and zoning. | Ongoing |
| Housing | Encourage 20% attainable housing in all housing development in the City Centre. | Ongoing |

| Transportation - Cycling | | | | | |
|---|--|---------------|--|--|--|
| Policy | Key Actions | Timeframe | | | |
| commitment to Cycling improvements | Create on and off street bicycle routes in accordance with the transportation plan. | Ongoing | | | |
| | Continue to consult with the TDM Committee and the Greater Vernon Cycling Advisory Committee (GVCAC) when implementing new bicycle routes. | Ongoing | | | |
| | Work with local stakeholders to develop educational material for cyclists, pedestrians and motorists that discuss the rules of the road and the cyclist's role in traffic. | Ongoing | | | |
| | Work with local stakeholders and partners to explore the creation of a City Centre bike sharing program. This would include donated bikes that would be prepared and painted a consistent colour and strategically placed throughout the City Centre. Anyone using a bike may borrow it and bring it back to a designated return site. | Ongoing | | | |
| | Continue to participate in and promote cyclist awareness activities such as Commuter Challenge and Bike to Work Week. | Ongoing | | | |
| Clear Identification of Bicycle Routes | Implement a comprehensive signage program to improve the awareness of the bicycle route network. | Short Term | | | |
| | Continue to explore the potential to create an off street pathway along the railroad tracks. | Long Term | | | |
| nd of Trip Facilities | Continue to provide short term bicycle parking options through the installation of bicycle racks at destination points | Immediate and | | | |
| | throughout the City Centre. | Ongoing | | | |
| | Develop a consistent theme and branding so bicycle parking facilities are easily found. | Immediate | | | |
| | Provide secure and enclosed bicycle parking facilities at strategic locations to accommodate long-term bicycle parking needs. | Immediate | | | |
| | Explore the opportunity to create incentives with City Centre businesses and new developments to install bicycle facilities, including parking racks and/or lockers, showers, etc. | Ongoing | | | |

| Transportation - Pedestrians | | | | |
|----------------------------------|---|-----------|--|--|
| Policy | Key Actions | Timeframe | | |
| mprove Pedestrian Firculation | Budget for yearly improvements to the sidewalk infrastructure, focusing on repairing existing facilities and filling in gaps where sidewalks do not currently exist in accordance with the priority projects identified in the Transportation Plan and the Sidewalk Assessment Report prepared by the Seniors Action Network. | Ongoing | | |
| | Continue to pursue the development of the identified Ribbons of Green Trail along Vernon Creek. | Ongoing | | |
| | Investigate and consider developing potential alternate uses for alleys in the Downtown Core that improve access and circulation and allow potential development opportunities. | Long Term | | |
| Enhance Pedestrian Amenities | Include pedestrian oriented design features, such as street trees, lighting, landscaping, street furniture and public art as part of all streetscape revitalisation projects. | Ongoing | | |
| | Incorporate Universal Design Guidelines into street revitalisation projects to ensure that all pedestrians, regardless of physical ability, can easily access the sidewalks. | Ongoing | | |
| Improve Highway Crossings | Continue to work with the Ministry of Transportation to improve pedestrian crossing facilities along Highway 97 to increase connectivity between the eastern and western portions of the City Centre. | Ongoing | | |

| Transportation - Transit | | | | | |
|--|---|-----------|--|--|--|
| Policy | Key Actions | Timeframe | | | |
| Increase Transit's Wodal Share of Commuters Improve Transit Facilities | Work with BC Transit on the design of the new transit terminus, which is planned to relocate to 31 Avenue at Cenotaph Park. | Ongoing | | | |
| | As part of the future Transit Review conducted by BC Transit identify opportunities to enhance transit stops and improve transit service. | Immediate | | | |

| | Transportation - Parking | |
|--|--|------------------|
| Policy | Key Actions | Timeframe |
| Off Street Parking Supply | Budget for the acquisition and landscaping of small "pocket" parking lots in the Downtown Core no more than two blocks north and south of 30 th Ave to meet future demand. Criteria and potential locations shall be identified in the Parking Implementation Plan. | Ongoing |
| | Conduct a feasibility analysis of locating and constructing a new parkade as either a complement to, or replacement of, the existing structure. | Long Term |
| | Develop shared use parking agreements and approach properties within, or adjacent to, the City Centre (such as churches and schools) that could accommodate employee parking during regular business hours on weekdays and during summer months. | Immediate |
| Parking Structure Design Improvements and | Conduct a CPTED review of the existing parkade and budget for the necessary improvements to enhance the aesthetics and overall function of the existing facility. | Immediate/Ongoin |
| Enforcement Infrastructure | Evaluate technological changes and capital upgrades to the parking and enforcement infrastructure to improve efficiencies and customer service. | Short Term |
| On Street Parling Supply | Identify and prioritize existing streets based on their widths and ability to accommodate additional parking spaces through the implementation of angled parking. | Immediate |
| Monitoring and Management of Parking Resources | Continue to develop a full inventory of public and private parking facilities and continue monitoring changes to the supply over time. | Ongoing |
| | Work with employers to develop a long term solution for employee parking. Specifically aim to address employee parking along the rail line using initiatives such as staff travel planning and on-site and private parking opportunities. | Immediate |
| | Establish a Parking Commission to monitor and assess the ongoing changes to the parking system and to form recommendations for the implementation of the Parking Strategy. | Immediate |
| | Research the potential for the use of a Disabled Parking Permit that would allow greater flexibility to disabled drivers to park at any metered space while complementing the placement of dedicated disabled parking spaces. | Long Term |
| ncrease Awareness of Parking Facilities | In partnership with the DVA, develop a branding image that is utilized to improve directional signs to and from parking facilities and popular destinations throughout the City Centre. | Short Term |
| | In partnership with the DVA, develop programs and marketing that improve public relations related to parking and visually communicate parking availability and location. Increase awareness and improve public perception in the City Centre. | Short Term |
| | As the rates and time limits of meters change, implement a system that clearly indicates time restrictions. | Short Term |

| Innovative Options to Increase Parking Supply | Amend the Zoning Bylaw to require new commercial development within the City Centre to provide either on-site parking and/or to contribute cash in lieu of parking utilized to increase the supply of parking spaces. | Immediate |
|--|---|------------|
| | Amend the Zoning Bylaw to provide alternative parking standards for small businesses and mixed use developments. | Immediate |
| orking Rates and levenues | Conduct a financial overview of parking revenue and develop a framework for the reinvestment of a portion of revenue into parking initiatives, streetscape improvements and other projects that improve parking availability. | Short Term |
| | Develop a timeframe for incremental increases to both on and off street parking rates as a tool to effectively manage the supply of parking spaces in high occupancy areas. | Immediate |

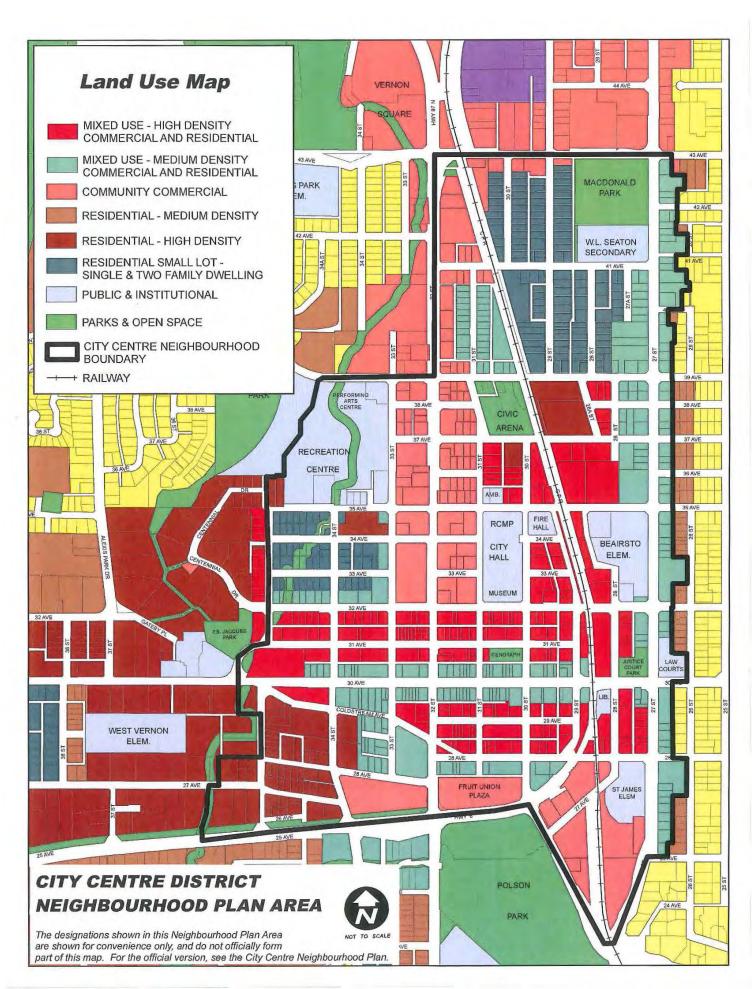
| Heritage | | | | | |
|------------------------------------|---|-----------|--|--|--|
| Policy | Key Actions | Timeframe | | | |
| Active Approach to Preservation | Develop Heritage Conservation Area Bylaws to protect heritage assets within the Historic Downtown District and Historic East Hill District. | | | | |
| | Maintain an updated inventory of heritage assets within the City Centre. | Ongoing | | | |
| Adaptive Reuse | Develop incentives through the Revitalisation Tax Exemption program to encourage the owners of heritage properties to enhance their properties. | Immediate | | | |

| Public Spaces and Amenities | | | | |
|---|--|------------|--|--|
| Policy | Key Actions | Timeframe | | |
| Design for Public Safety | Conduct a CPTED review on all new public spaces and review existing open spaces to assess the need for any improvements. | Ongoing | | |
| Park Improvements | ■ Ensure public access to drinking fountains. | Ongoing | | |
| Comprehensive Wayfinding System | Update and expand upon the signage and wayfinding system to address matters such as pedestrian context maps, well designed street signage, clear identification of bicycle routes and clear directional signage orienting visitors to key destinations. | Long term | | |
| | Amend the Sign Bylaw to reflect the Design Guide and Character Area policies. | Short Term | | |
| Animating Parks and Open Spaces | Ensure that as part of the design of all new parks and open spaces within the City Centre there are a variety of activities programmed into the layout to provide recreation and leisure opportunities for all residents. | Ongoing | | |
| | Work with the Province to enhance Justice Park. | Short Term | | |
| Increase the Number of Parks and Open Spaces | Budget for the redevelopment of the old Medical Clinic Site as an interactive public open space. | Short Term | | |
| ranks and Open Spaces | Develop a plan for the redevelopment of the Civic Arena lands into a significant public open space designed around the extension of the Polson Greenway. | Long Term | | |
| | Continue to make the Polson Greenway a major priority for capital funding. | Ongoing | | |
| Incorporate Parks and Open Space in Private Development | Develop incentives to encourage the use of green roofs on large redevelopment projects to act not only as a significant ecological feature of the building, but also as a public amenity space for residents or workers. | Immediate | | |
| Public Art Initiatives | Develop a public art strategy that outlines the acquisition and placement of public art pieces, the integration of public art into the streetscape (such as gateway features, blank walls and facades or on electrical boxes to improve screening efforts) and parks and open spaces and the integration of public participation in public art projects. | Short Term | | |

Do you have any additional comments?



Wordles are clusters of words that represent public feedback pertaining to a section of the Plan. The larger the word, the more times it was repeated in the feedback.





October 18, 2023

VIA EMAIL

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

ATTENTION: Matt Faucher and Roy Nuriel

Dear Sirs

Re: Design Rationale for the mixed use commercial and residential development of

3300 31st Avenue, Vernon, BC (the "Project")

1. Introduction:

We are excited to present the development permit application for the future development of 3300 31st Avenue which we believe will be an amazing addition to the downtown core of 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 in the downtown core.

The proposed development is a mixed-use building that will feature two underground floors of parking, a first floor with 8,633 square feet of commercial space along with parking and common facilities, five floors consisting of 95 residential units and a roof top patio for common use. The Project will include several units that are wheelchair and family friendly. The Project aligns with the City of Vernon's objective to densify the downtown core 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, creating strong, compact and complete neighborhoods, revitalizing the downtown and creating a youth-friendly city.

2. Site Context:

The site for the proposed development is located in the downtown core of Vernon, which is prime for the development of high-density mixed-use projects. The Project is an urban infill project on a previously decommissioned "Legion Building" site and has the current use of bare land. The site is within walking distance of public transportation, Vernon's main street shopping area and many other amenities, such as parks, recreation centers, theaters and restaurants.

3. Design Concept:

The design of the proposed development is envisioned to create a modern and sustainable building that lifts the finishing level expected of future buildings in the downtown core. 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 of like use and size. The development will incorporate greenery on ground and roof level that will be aesthetically pleasing from ground level and above. Considerable thought and effort has been made by the designers to break up the long façade of the building into distinct and aesthetically appealing sections. Original designs have been modified to add balconies to provide future residents with personal outdoor space in addition to a large communal balcony.

4. Building Design and Impact:

The building design will incorporates clean lines to create a modern look that will be a welcomed sight in the City's core. 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 units will add vibrancy to the street level and contribute to the City's economic development. The Project's location being one street from Vernon's Main Street will increase the finishing quality of retail store fronts and restaurants in the City's core. The Project will drive traffic to neighboring businesses by introducing a large population boost right in the center of town. The City of Vernon has long struggled to create a vibrant downtown largely due to the lack of housing in the area. This Project will strongly affect the traffic to local businesses in the downtown core that are already well positioned for increased patronage.

5. Unit Design:

The residential units are be designed to accommodate a range of household sizes and incomes, with a focus on providing affordable rental options for low and moderate-income households. Several units will be wheelchair friendly and others are large enough to house small families. The units are designed to provide a comfort and functionality within compact, but useable spaces.

6. Community Amenities:

The proposed development will include community amenities including a large shared rooftop terrace with the potential future uses of a community garden, barbeque station and variable sized gathering areas. The community amenities will be designed to promote social interaction and community among residents. Upon completion of construction and commencement of rental efforts, the building managers will assess the best use of common spaces that have flexibility in use depending on the final demographics and inputs of the residents.

7. Rezoning Request

The Project is planned on lands currently zoned C7 and, at the direction of City staff, the applicant is requesting a rezoning of the Property to C8 zoning. The C8 zoning will allow for the property to include the desired commercial space on the main floor and residential space in a 6-storey configuration that is efficient in design and is commonly seen in the downtown cores of developing cities. All properties directly across the street from the Project are zoned C8 and the building immediately across the lane behind the Project is owned by the applicant's group of companies reducing the potential impact to neighboring properties. The reason for the rezoning request is to allow for the residential units to be constructed within floor space ratio requirements in the zoning code.

The viability of the Project is dependent on CMHC funding, which is dependent on a residential component. The building make up is ideally residential units above commercial ground floor space. Although the C8 zoning allows for far greater height, the applicants designs are limited to a 6 storey building. The applicant has submitted development permit drawings several months prior to this application which eliminates the risk of any variation in the plans. The applicant is also working steadfast in completing building permit drawings, which will likely be close to complete by the time this application is heard by City Council. We are working to add residential units to the City center as soon as possible and considerable permitting risk is being undertaken by the applicant to facilitate the City's and the developer's goal of adding residential units to the downtown core.

8. Variances to Zoning Bylaws:

The Project if rezoned to C8 will comply with all items in the zoning regulations except the following:

a. Site lines

We are requesting a variance to the site line required from the middle of the lane looking vertically above the building. The zoning bylaw requires the site lines looking from the middle of the lane towards the building to be clear at a 70° degree angle. This requirement is satisfied from both adjacent streets north and east of the Project. Further, all building setback requirements are within allowed limitations. However, a portion of the building does not satisfy this requirement when looking from the south lane. The building is designed in a U shape above the second floor, so this variance only applies to approximately a quarter of the building on the east and west sides of the building facing the lane. We believe the design allows the building to accommodate more residents within a smaller footprint while balancing the need for light in laneways through the U shaped design above the ground floor. In the future, building heights neighboring the Property are likely to exceed the site lines proposed on actual roadways as opposed to lanes where pedestrian traffic is greater.

b. Parking

While adhering to zoning regulations is important for traffic management and infrastructure planning, there are cases where providing fewer parking stalls can be justified. The application includes a comprehensive traffic study prepared by traffic engineers from Bunt and Associates Engineering Ltd. that demonstrates that the proposed parking provisions are sufficient for the needs of the residents that will occupy the Project.

Based on the commercial floor space that the Project will encompass, the number of parking stalls required for commercial stalls is 12 stalls and 12 combined commercial/visitor stalls are being provided. The number of visitor stalls that are required are 14 stalls, which are being accounted for practically through the 12 combined commercial/visitor stalls. However, as the stalls can only be allocated to one or the other, a variance is being requested for a 14 stall reduction to the required visitor stalls. The rationale for the reduction is included in sections 3.2 and 3.3.2 of Bunt and Associates Engineering Ltd. report. Namely, the Project is appropriate for the consideration of shared parking between the required commercial parking stalls and residential visitor parking stalls. Visitor parking is known to peak in the evening periods at which time the demand for commercial parking uses are minimized. The applicant is retaining ownership of the entire building as a rental project and can ensure rules and enforcement of visiting parking are adhered to. Further, there is ample street parking and an Vernon's only and largest public parkade directly adjacent to the Project which eliminates negative impacts of the shared parking use and reduction.

The number of required residential stalls are 124 stalls and 76 stalls are being provided in the application. The rationale for the residential parking stall reduction is included in sections 3.1, 3.3., 3.4 and 3.5 of the Bunt and Associates Engineering Ltd. report that accompanies this application. Based on the analysis of existing buildings, registered ICBC vehicles in comparative buildings and the Metro Vancouver Apartment Study, the traffic engineers support the provision of a total of 88 parking stalls based on a residential parking rate of 0.8 stalls per unit and a visitor parking rate of 0.13 with shared parking, which is satisfied by the number of stalls being provided.

The Project meets the requirements of commercial and loading stalls.

The applicant is requesting a variance to each of the number of residential parking stalls and the number of visitor parking stalls. Original designs for the building included an additional 2 commercial/visitor parking stalls, however, BC Hydro transformer and other works resulted in a loss of multiple parking stalls on the ground floor and the first parkade floor. Considerable effort has been made to redesign the parking spaces to regain as many parking spaces as possible, however, this has resulted in 2 commercial/visitor parking stalls being lost.

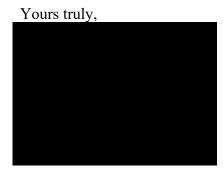
The traffic and parking study attached to this application provides practical data from like buildings which show, based on the number of residential units, that there will be sufficient parking available for residents. In addition, the location of the Project in the downtown core allows residents to walk, within minutes, to all required daily services such as grocery stores, retail shopping outlets, medical services and pharmacies to name a few.

Most importantly, the City of Vernon's main bus station is also located only 2 blocks from the Project, which is far closer than the comparable buildings noted in the Bunt and Associates parking analysis provided.

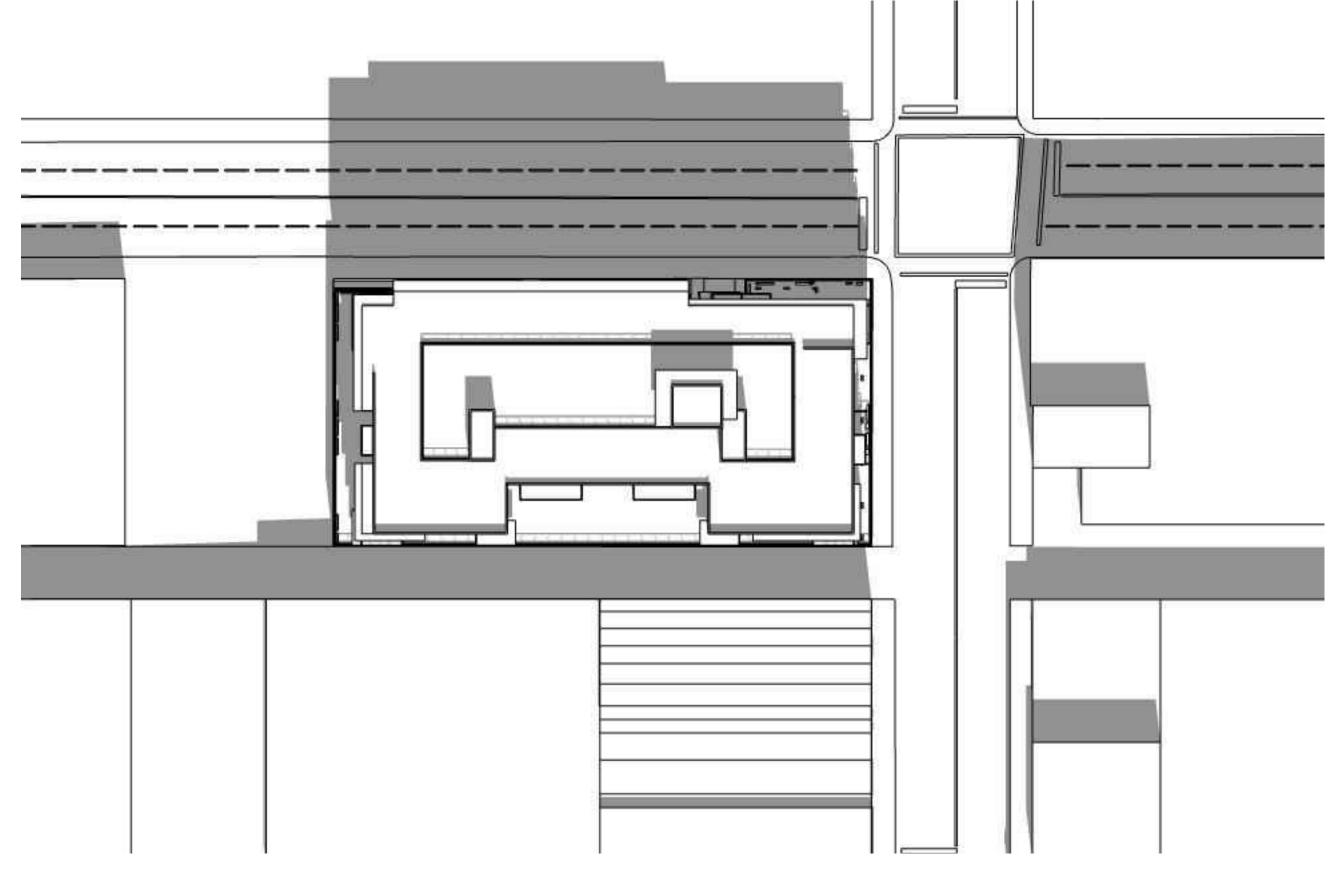
Lastly, the Project also provides for a 183 bike storage lockers which far exceeds the 50 bike storage lockers that are required. Several of the bike storage spaces are being planned in unit, which will allow for the charging of ebikes which are growing in popularity and are an efficient, cost effective and environmentally friendly transportation solution.

9. Conclusion:

The proposed mixed-use development is a sustainable and modern building that will provide much-needed rental housing in the downtown core of Vernon. 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 and create a vibrant downtown. The building design and common amenities will enhance the quality of life for residents, while the inclusion of commercial units will add vibrancy to the street level. We look forward to bringing the Project to life.

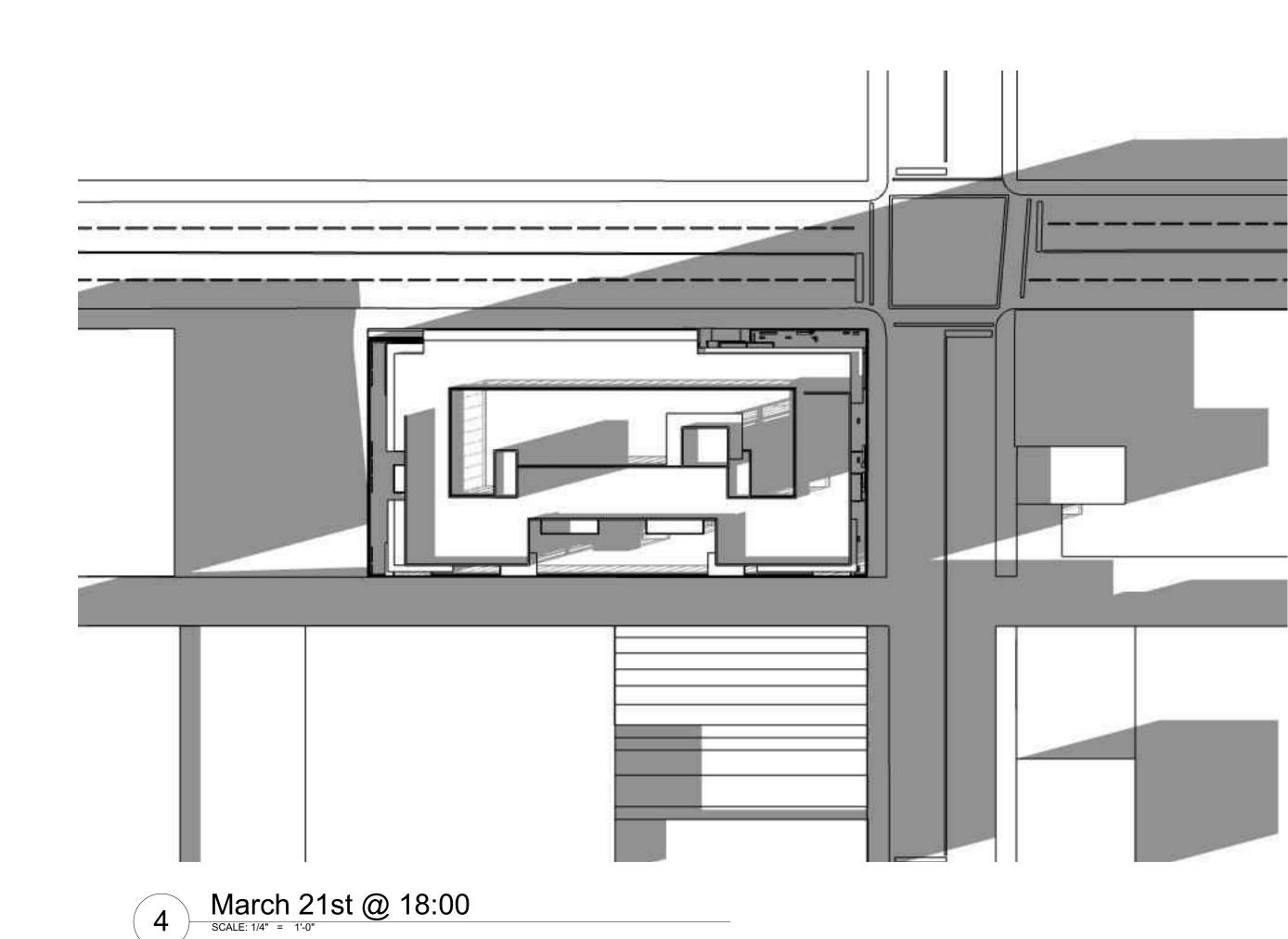


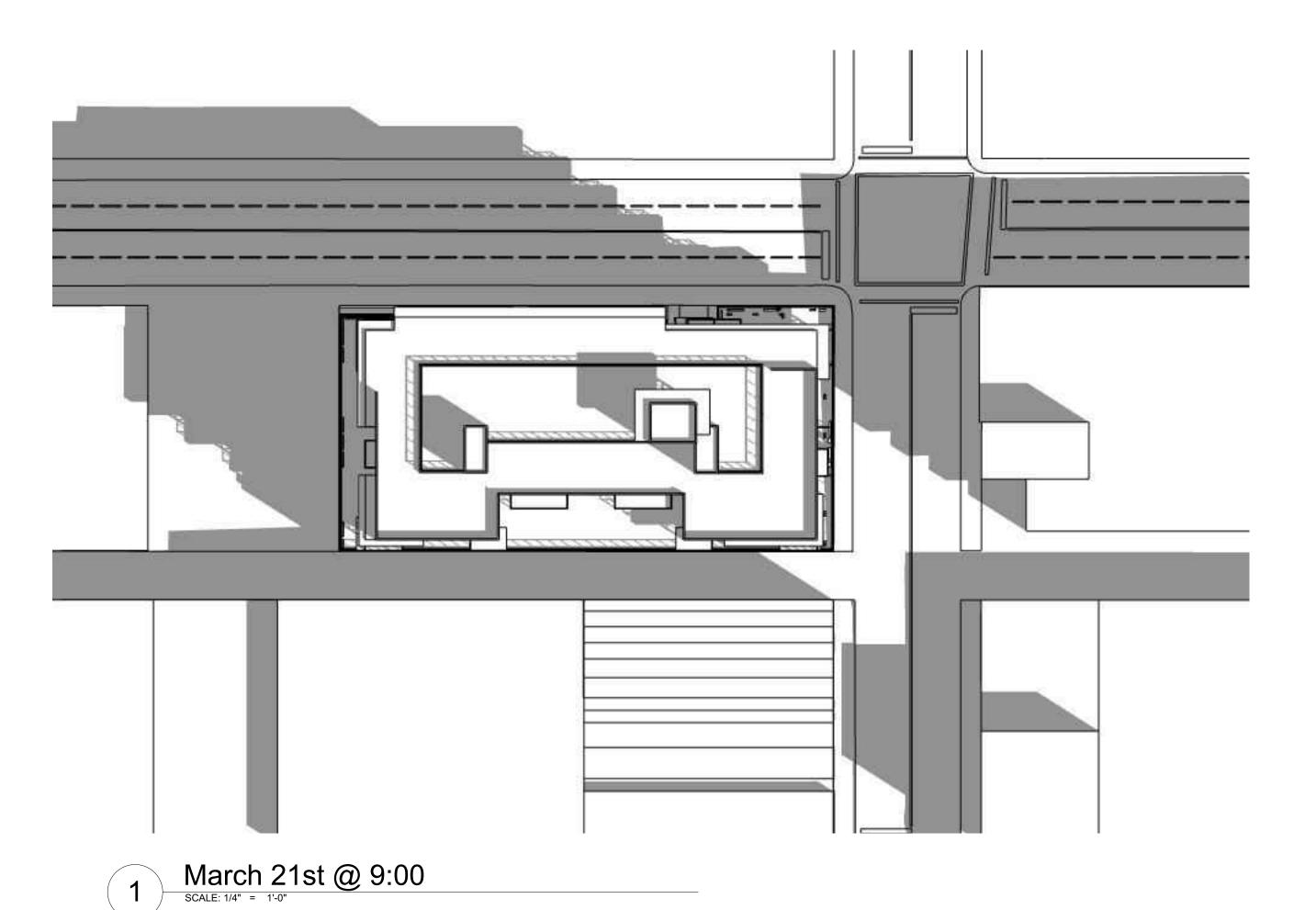
ATTACHMENT 10

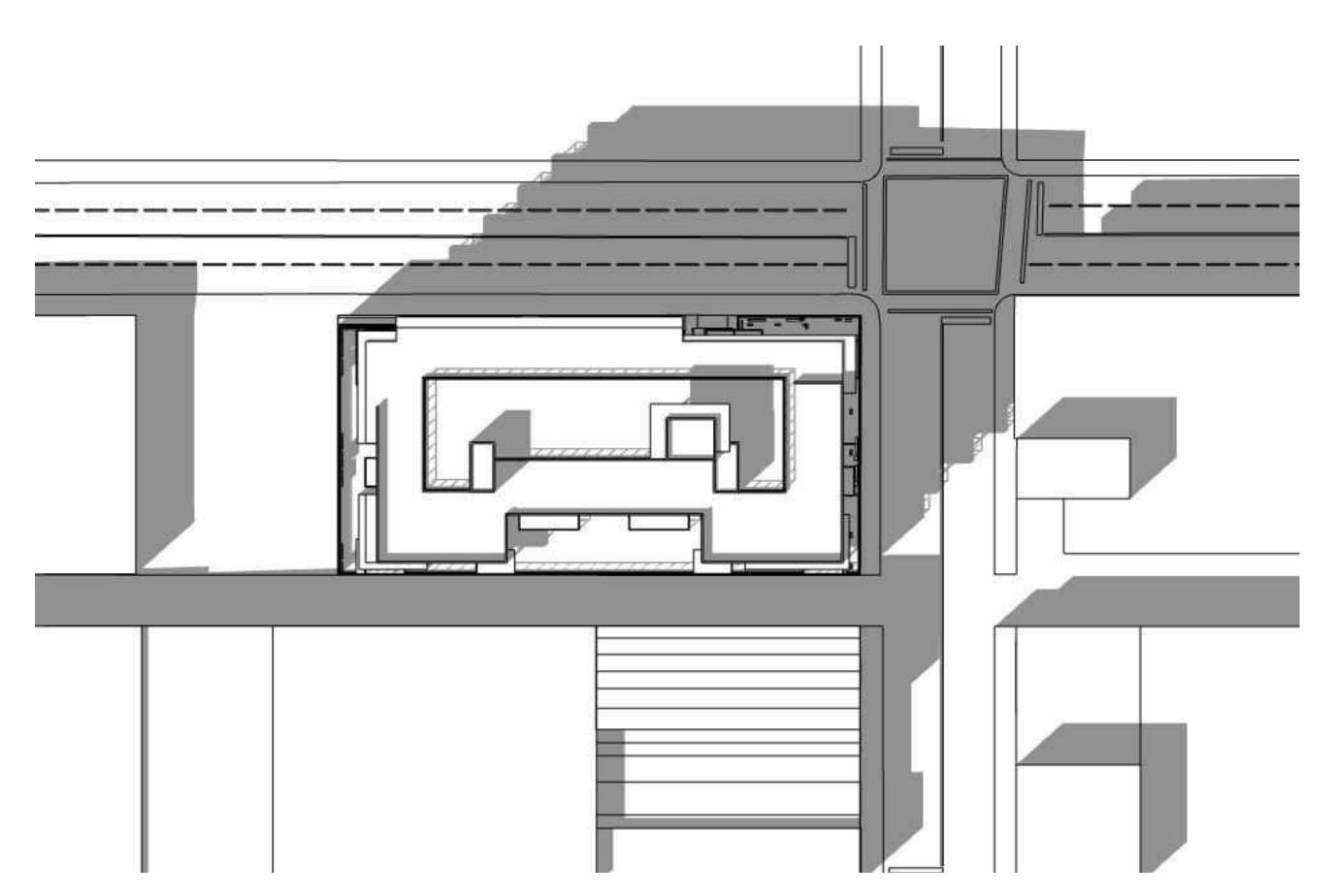


2 March 21st @ 12:00

SCALE: 1/4" = 1'-0"



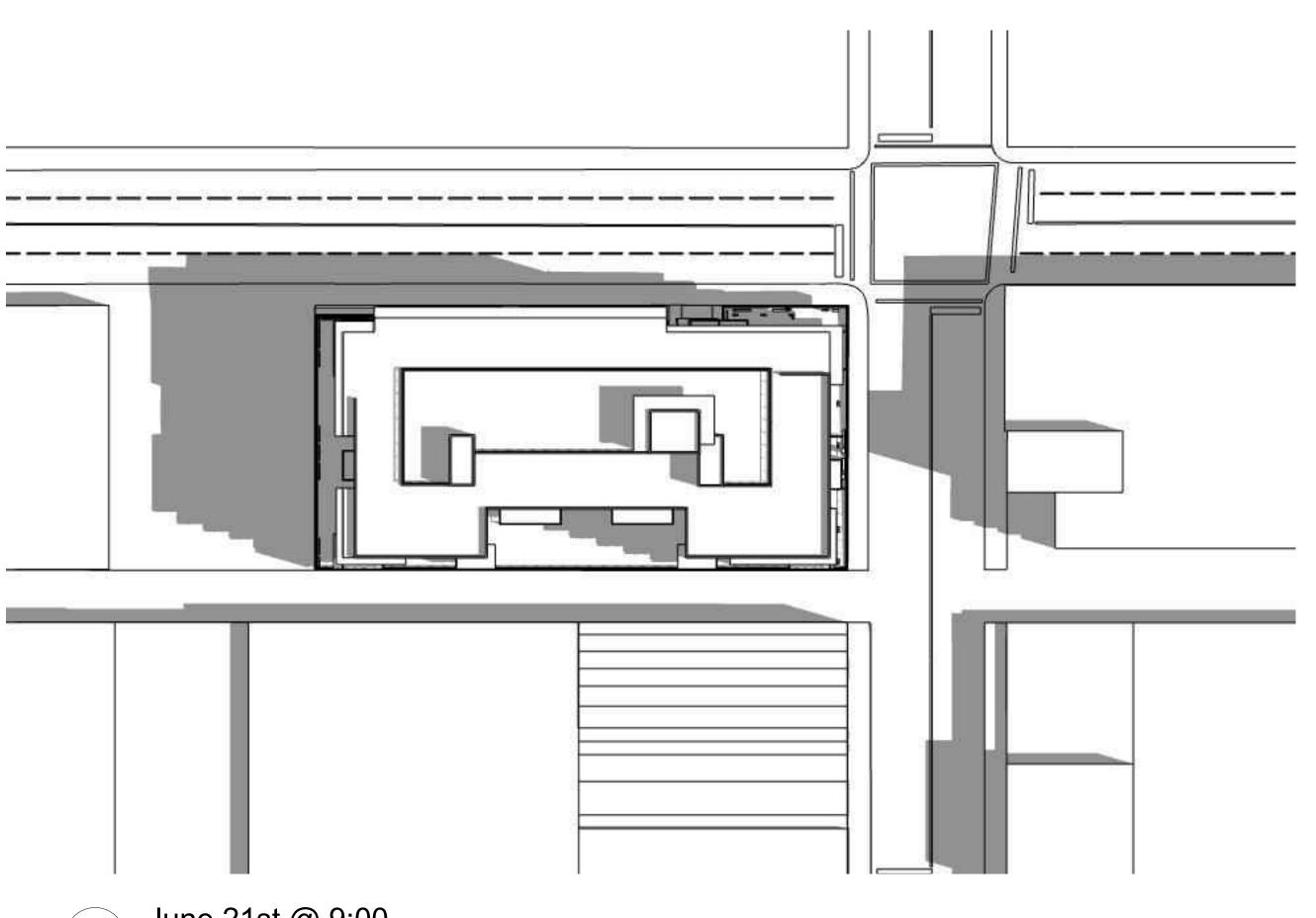


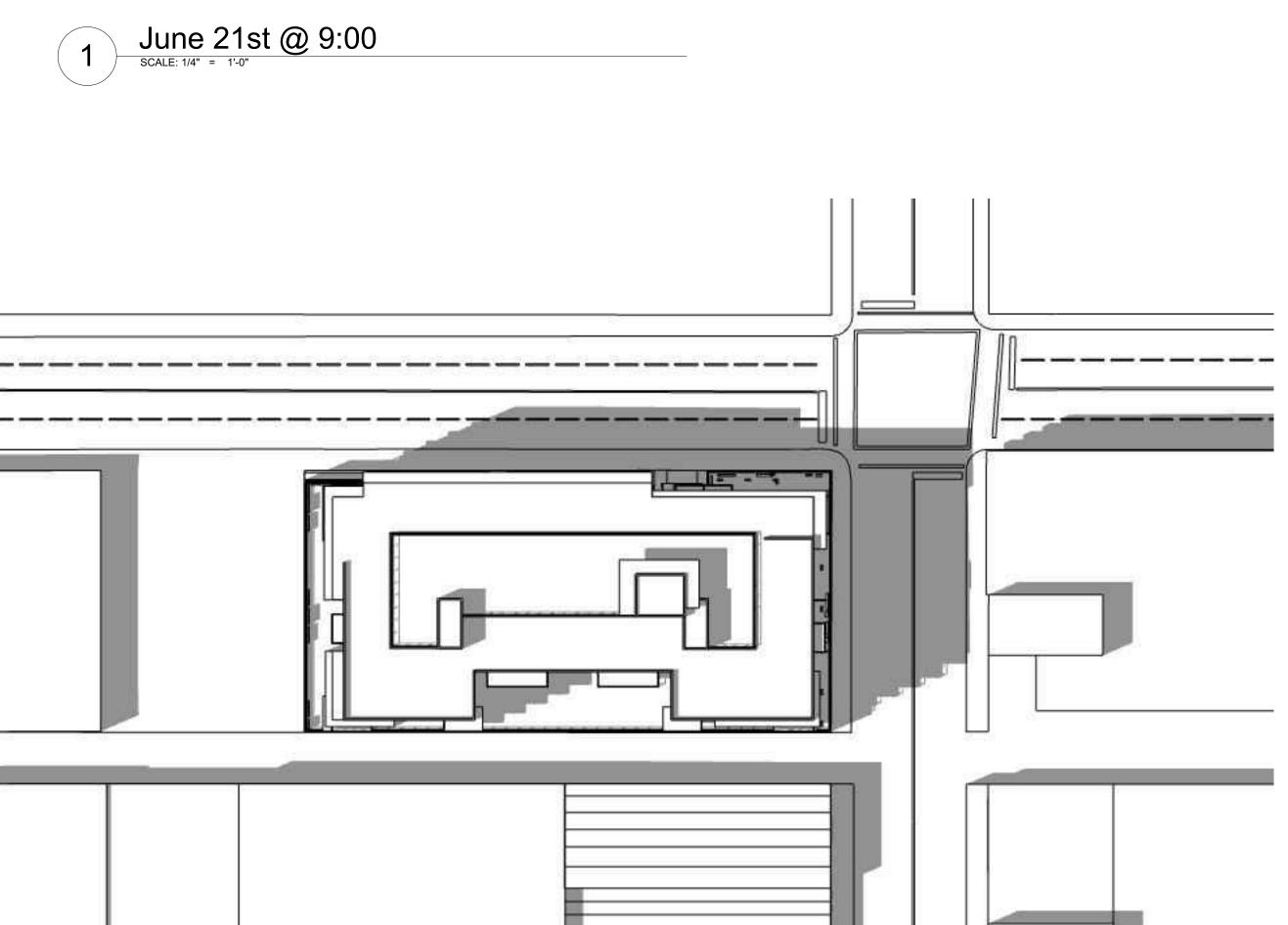


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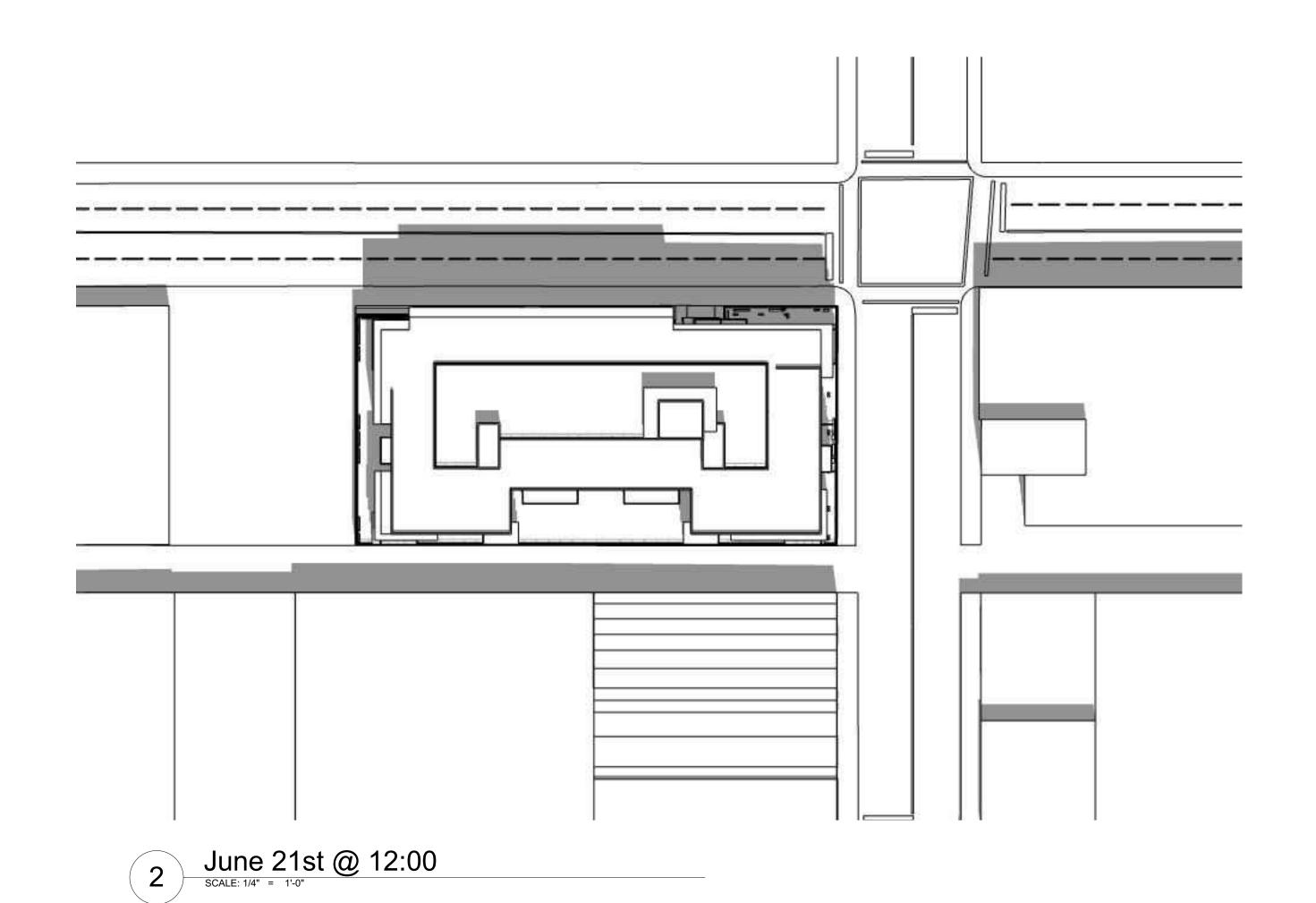
Siegrist
ARCHITECTURE
June 19, 2023
Issue 02 - RZ Application

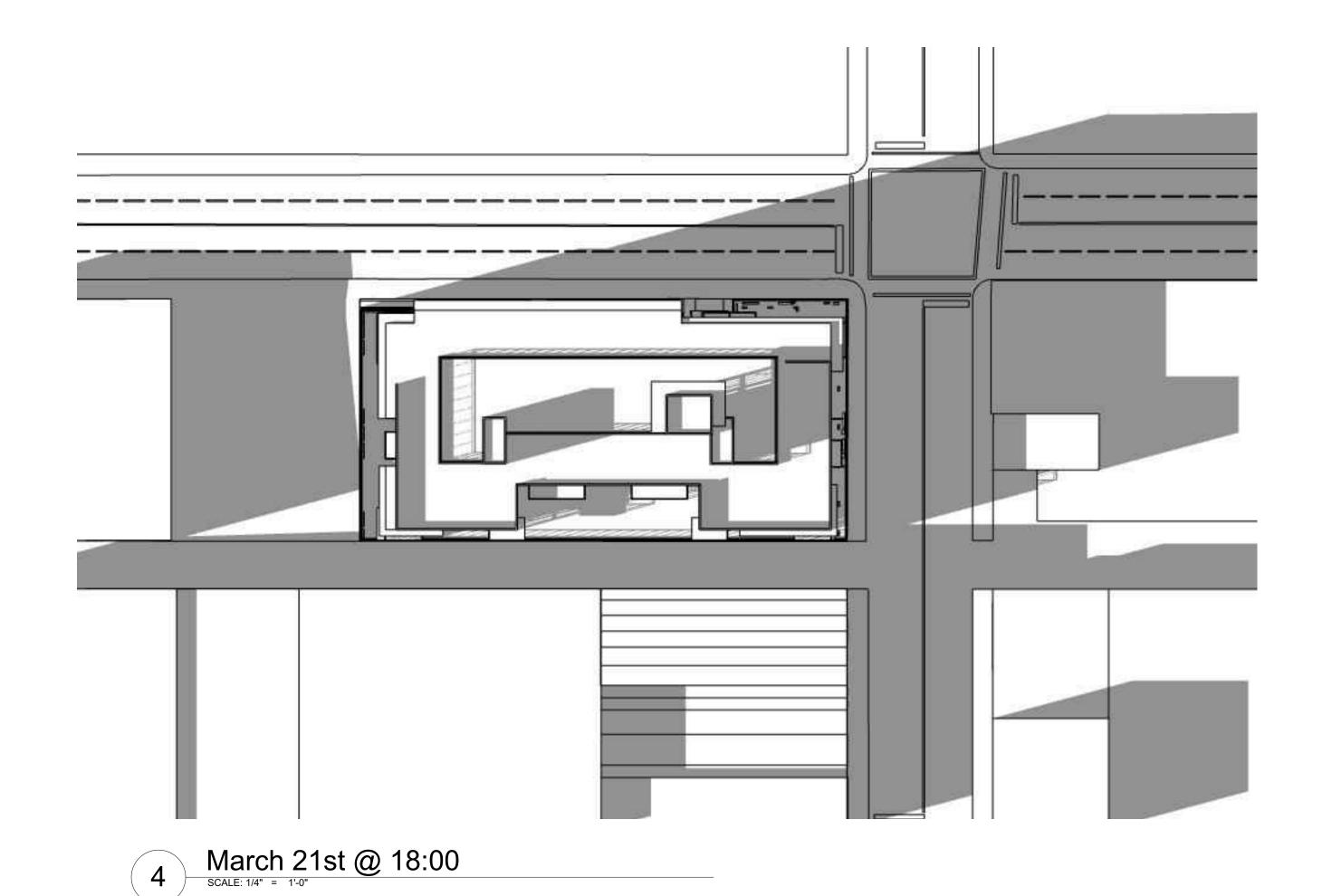
Shadow Studies -March 21st **A-8.310**





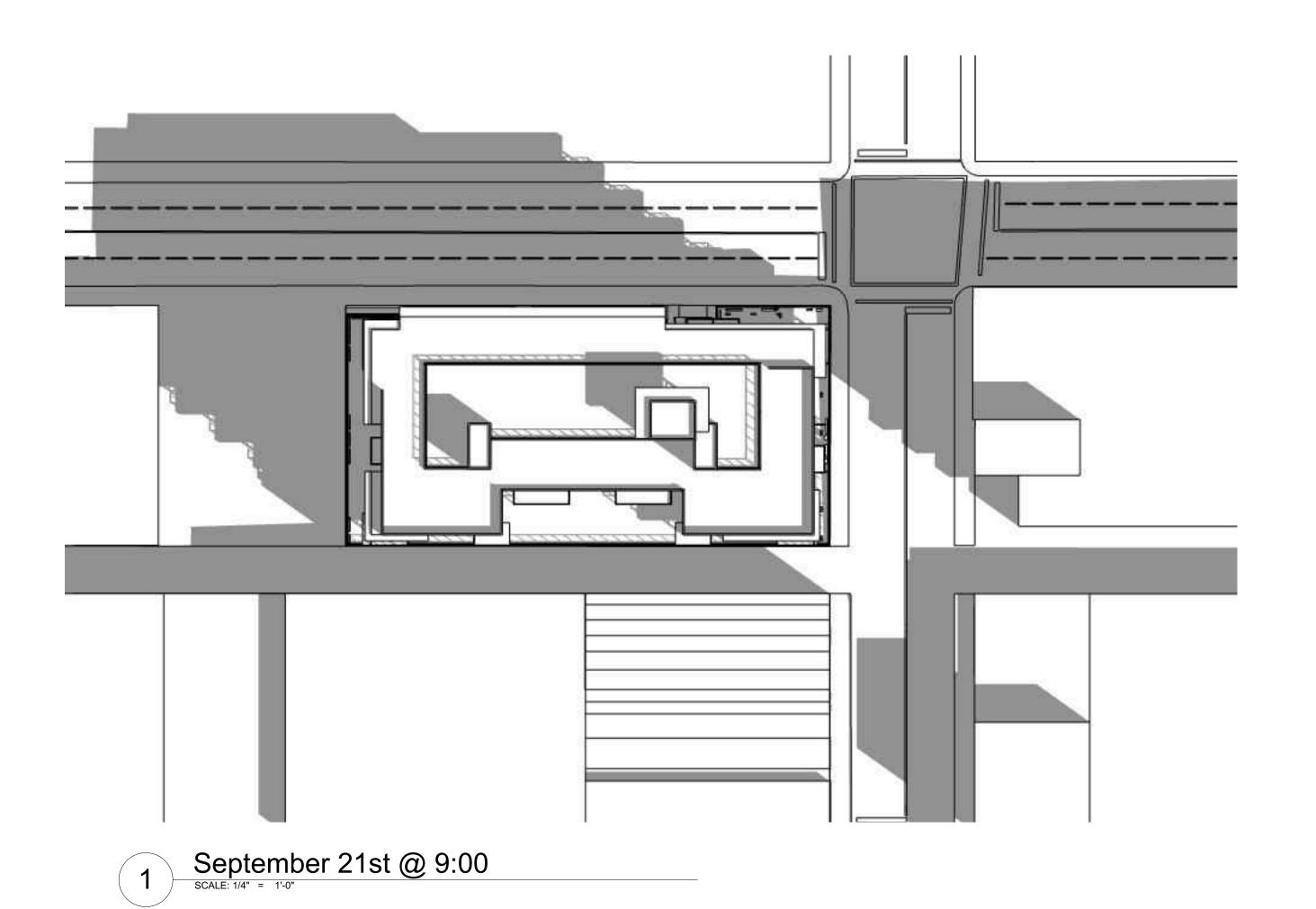
3 June 21st @ 15:00

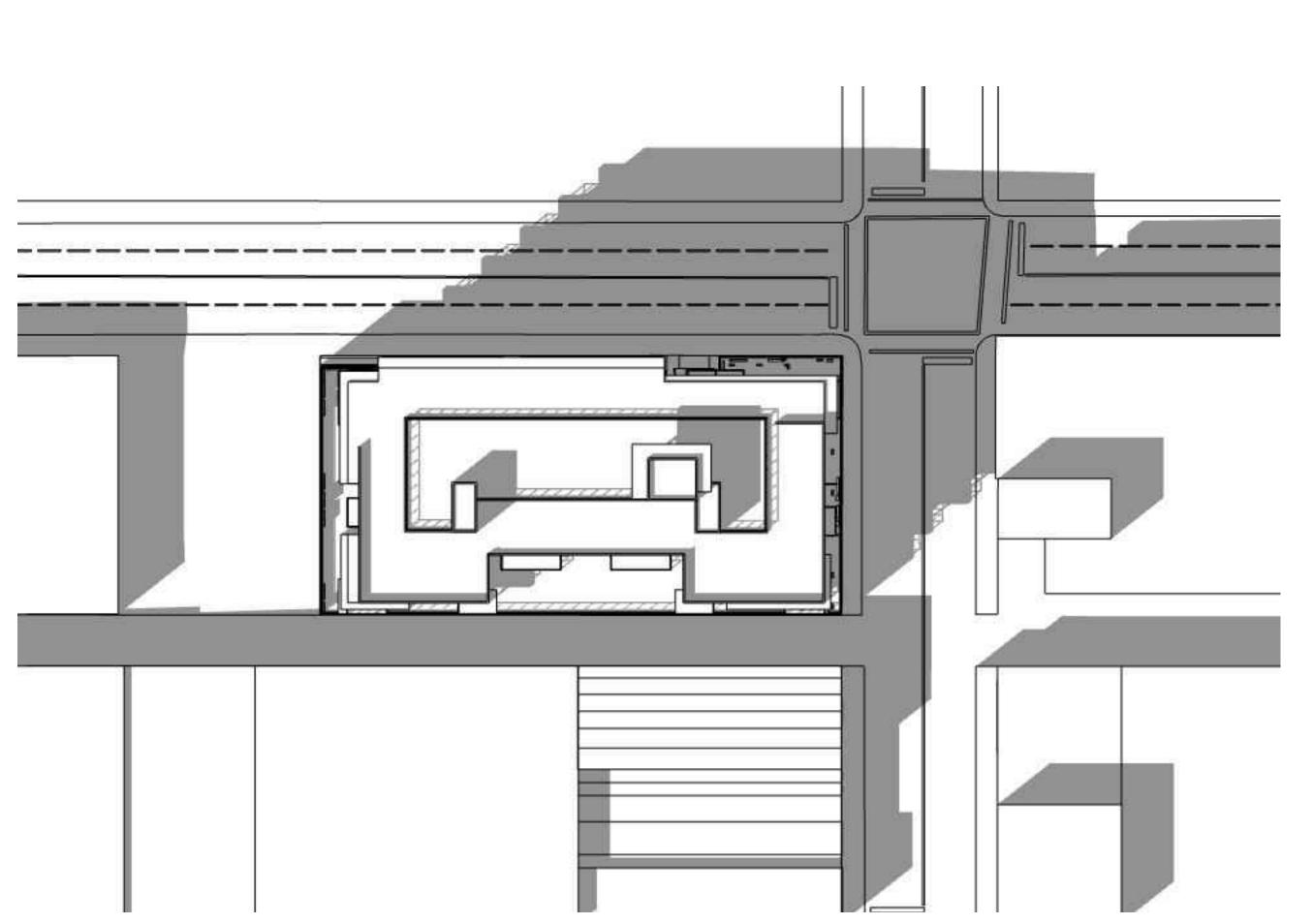




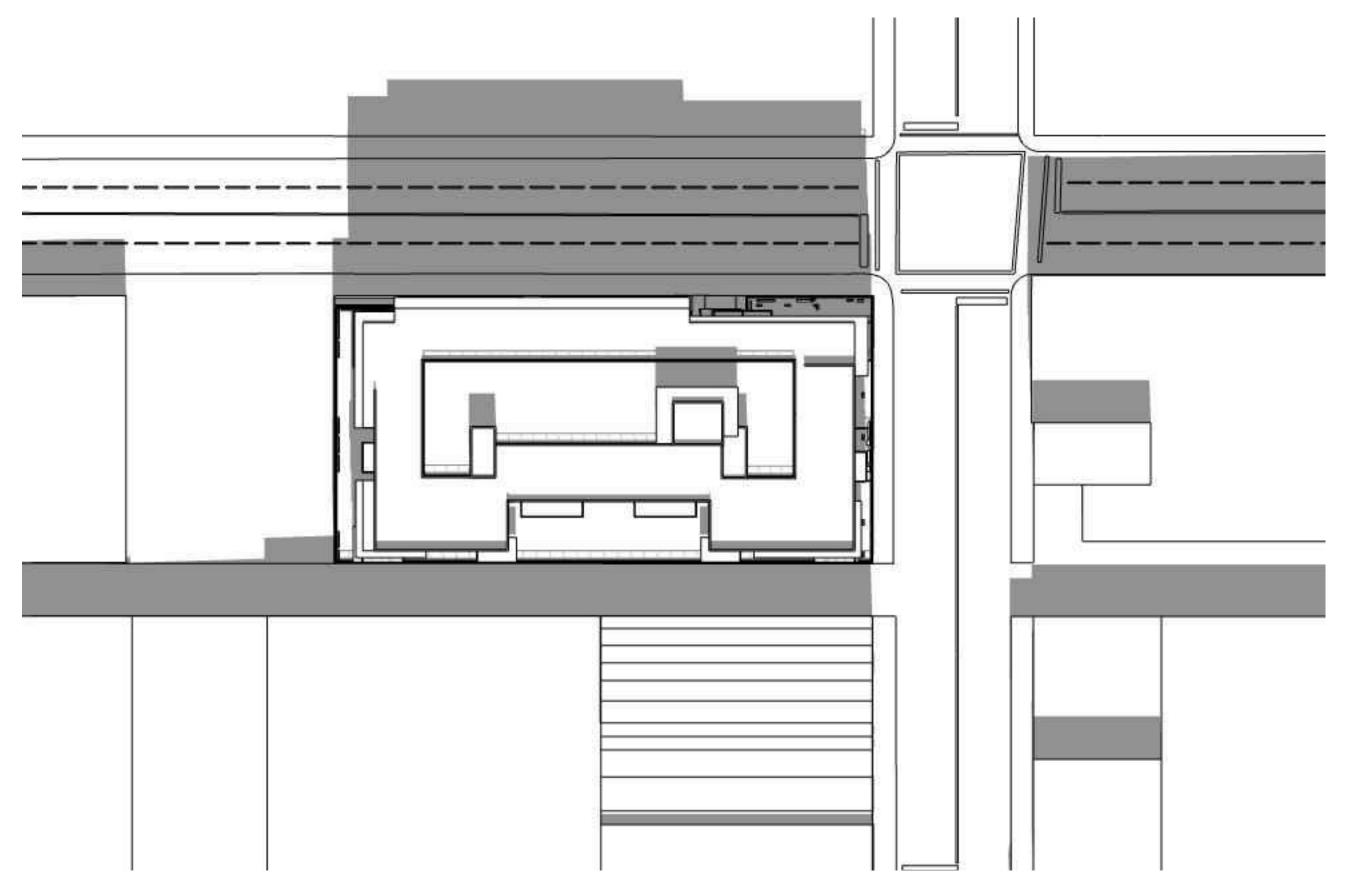
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ARCHITECTURE
June 19, 2023
Issue 02 - RZ Application

Shadow Studies -June 21st **A-8.320**



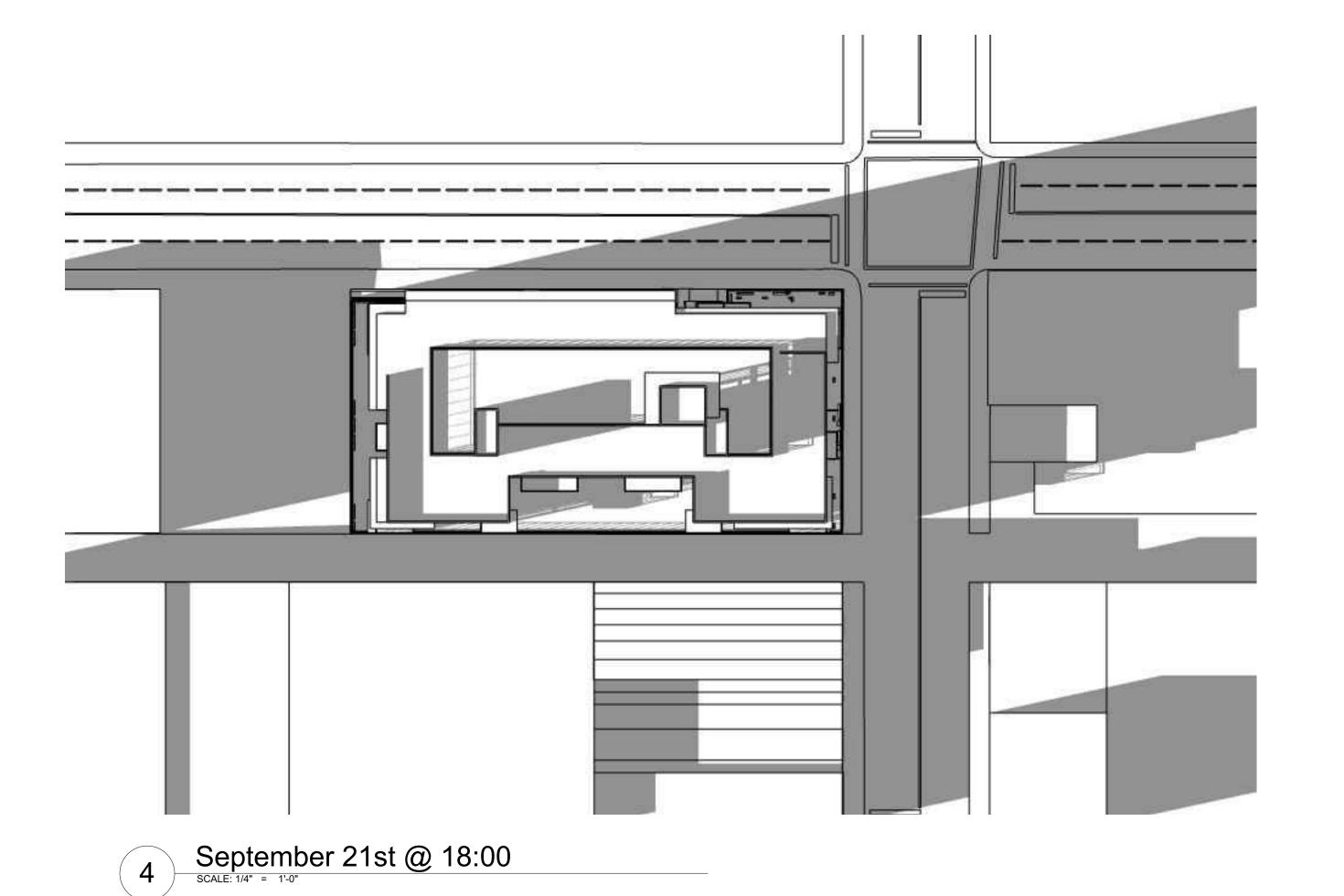






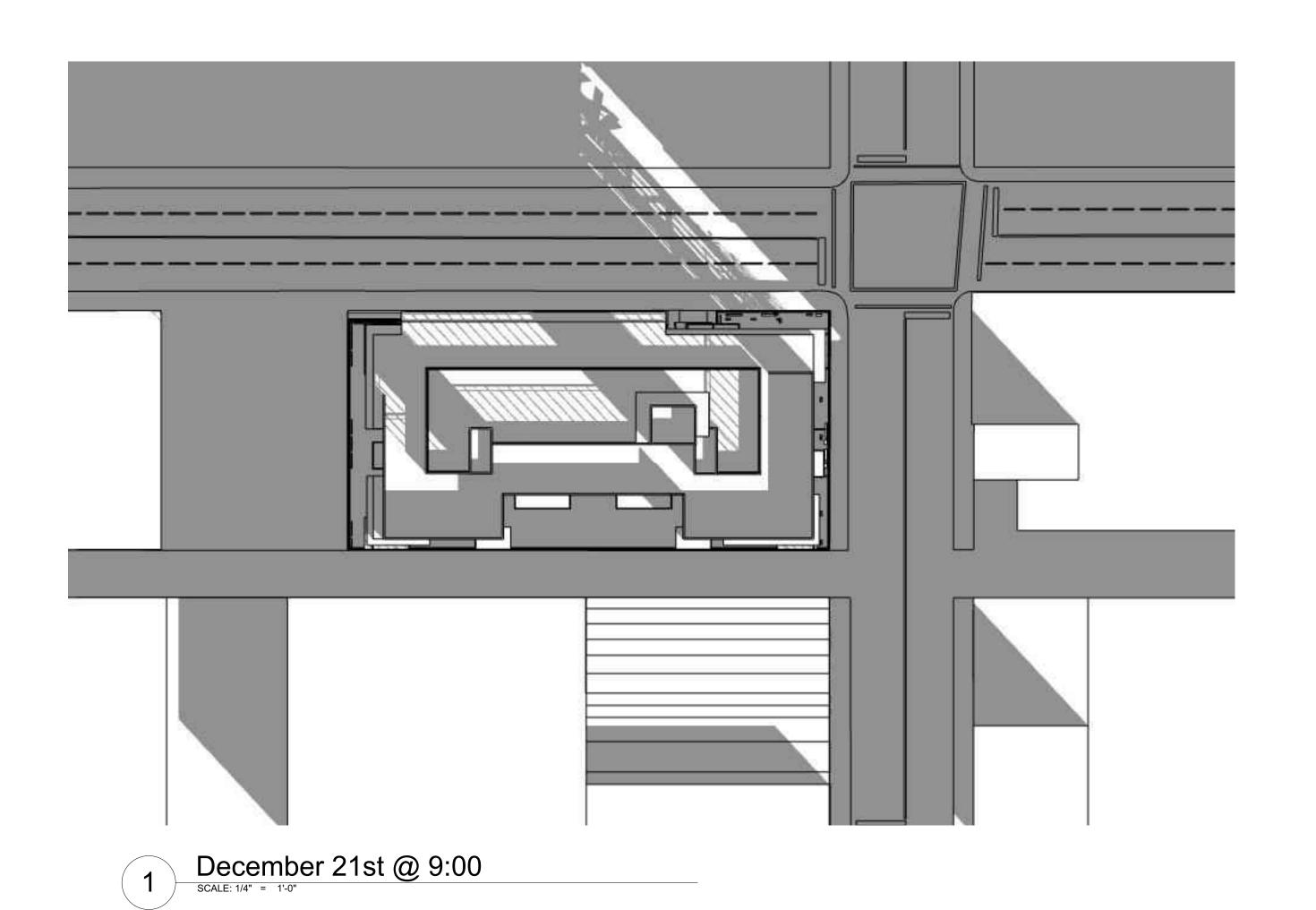
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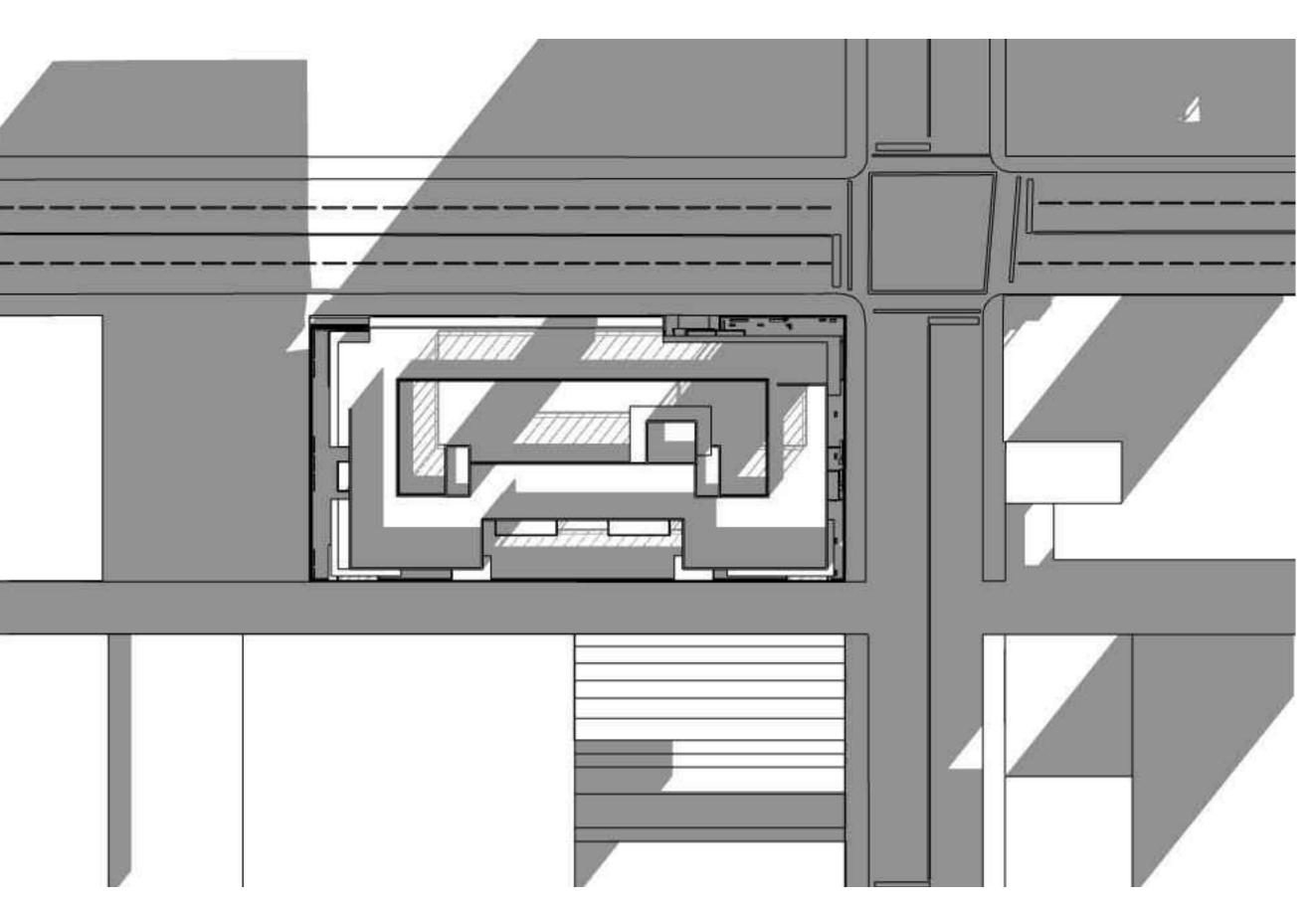
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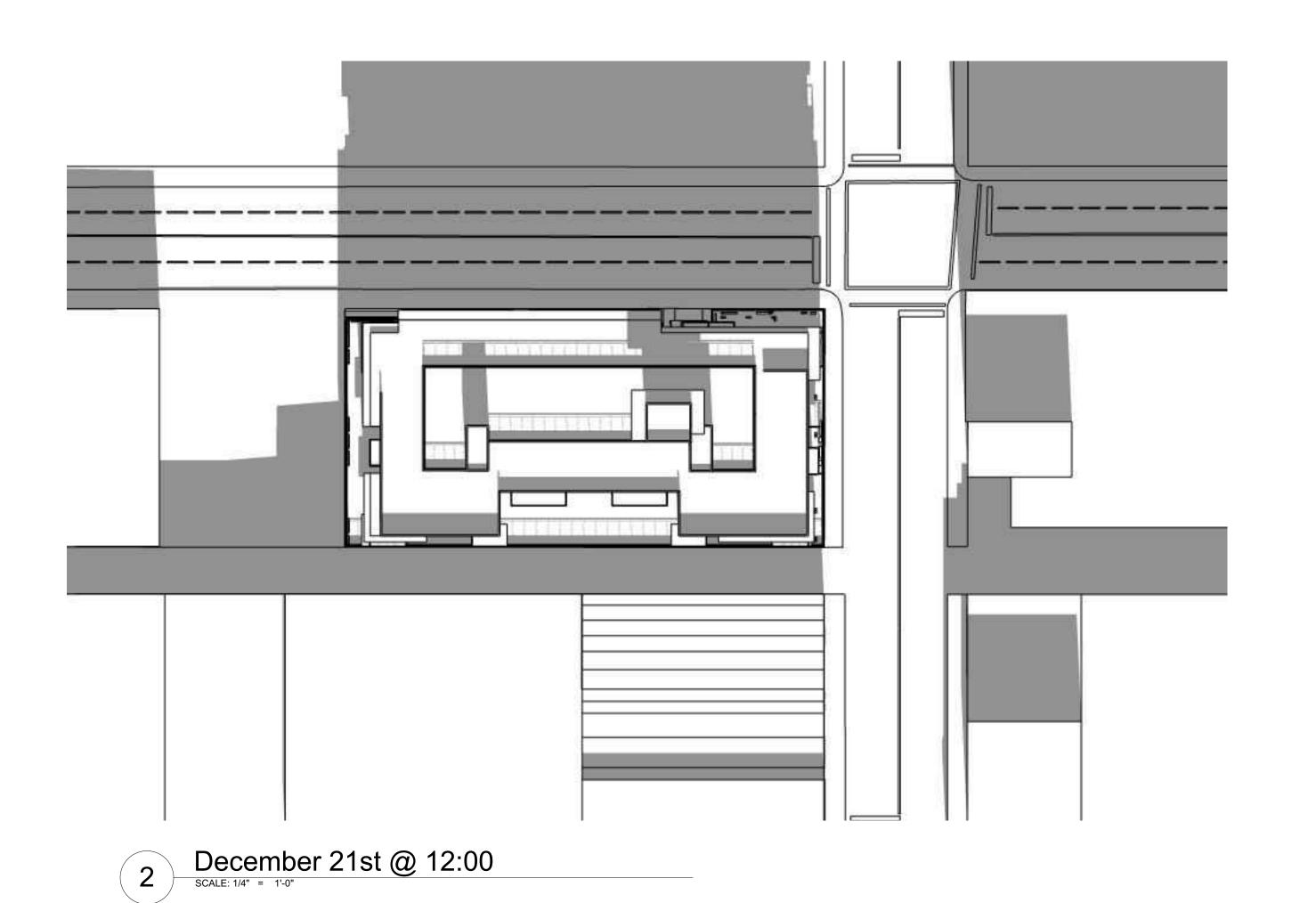
Siegrist
ARCHITECTURE
June 19, 2023
Issue 02 - RZ Application

Shadow Studies -September A-8.320











4 December 21st @ 18:00

SCALE: 1/4" = 1'-0"

Siegrist
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June 19, 2023
Issue 02 - RZ Application

Shadow Studies -December A-8.320



October 17, 2023 04-22-0286

Jonathan Beck
Director of Property Management
Welbec Properties
1930-777 Hornby Street
Vancouver, BC
V6Z 1S4

VIA E-MAIL: jonathan@welbec.com

Dear: Jonathan Beck,

Re: 3300 31st Avenue, Vernon Parking Supply

The following letter outlines what Bunt believes is an appropriate parking supply for the development at 3300 31st Avenue, Vernon. The study has taken into consideration vehicle ownership data from other comparable residential sites in Vernon. The study also reviews the Metro Vancouver Apartment Parking Study to look at general trends of parking demand by tenures of buildings.

We hope you find the outcome of the study satisfactory and that it will enable you to move forward with the Development. Should you have any questions please do not hesitate to contact us.

Yours truly,

Bunt & Associates

Christephen Cheng, P.Eng.

Principal

Josie Ackroyd, EIT Transportation Analyst

JHAckroyd

cc. Duane Siegrist & Andrew Martins, Siegrist Architecture; Sanjeev Kandola, Welbec Properties

Bunt & Associates Engineering Ltd.

Suite 106, 460 Doyle Ave, Kelowna, BC V1Y 0C2 Tel 778 738 3940

Calgary Edmonton Kelowna Vancouver Victoria www.bunteng.com



1. INTRODUCTION

Welbec Properties (Welbec) is redeveloping an existing site in the downtown Vernon area at 3300 31st Avenue. The development is proposed to be a 95-unit rental with commercial space on the ground floor. Welbec has retained Bunt & Associates Engineering Ltd. (Bunt) to review the parking supply and propose a suitable parking rate for the development.

1.1 Scope of Work

The scope includes:

- Review the site plan and development information.
- · Establish the required number of parking stalls as per the City of Vernon's Bylaw.
- Identify 10 other similar apartment-style buildings located within the City of Vernon (with the help of the City) and obtain ICBC vehicle insurance data for the identified addresses.
- Review the information gathered and use this to inform an appropriate parking rate for the development.

1.2 Site Context

The site is located within the centre of Downtown Vernon at 3300 31st Avenue. The land use is currently zoned as *C7 Zoning – Heritage Business District*. The development is planned to support 95 residential dwelling units (all of which will be rental units), with 782m² of commercial on the ground floor. The site is conveniently situated 250m from the Downtown Vernon Transit Exchange and surrounded by an amenity-rich area. There are several cycling connections on the fringe of the downtown zone that are easily accessible from the site. This includes the cycle track on 30th Street and on-road cycle lanes on 34th Street which link to several multi-use paths.

1.3 Background

Vernon's Official Community Plan (OCP) was released in 2013 with updates being made as recently as September 2022. A few of the key guiding principles include:

- Creating strong and complete neighbourhoods.
- Provide alternative transportation; and,
- · Revitalizing the Downtown.

More specifically surrounding transportation, the City of Vernon is looking to deliver a sustainable and integrated transportation network. There is a focus on promoting mode choice away from personal motor vehicles, educating on the benefits of active transportation for health and reducing the impact of transportation on the environment. To maximize the benefits of transportation investment the City is seeking to integrate them with land use planning and development of the City Centre and neighbourhood centers in a manner that promotes community safety, is transit-orientated, and provides transportation choices.



2. BYLAW PARKING REQUIREMENTS

2.1 Bylaw Requirements

2.1.1 Vehicular Parking Requirements

Table 2.1 outlines the parking stall requirements for vehicles in the downtown area of Vernon.

Table 2.1 Vehicular Parking Requirements

| LAND USE | SUB-CATEGORY | QUANTITY | MINIMUM REQ. RATE | MINIMUM REQ. STALLS | PROVIDED |
|-------------|--------------|----------------|---------------------------|------------------------|----------|
| Comi | mercial | 802.1 m2 (GFA) | 1.5 per 100m2 GFA | 12 | 12* |
| Residential | 1 Bed | 75 units | 1.25 per dwelling unit | 94 | 7.0 |
| | 2 Bed | 20 units | 1.5 per dwelling unit | 30 | 76 |
| | Visitor | 95 units | 1 every 7 dwelling units | 14 | 12* |
| | | | Total | 149 | 88 |

^{*} Commercial and residential visitor parking are proposed as combined shared parking spaces. Some with time limitations.

The development is proposing to provide 88 parking stalls. This represents a difference of 61 stalls compared to the minimum requirements from the City of Vernon Zoning Bylaw. The 88 stalls will include 2 residential accessible spaces and 2 shared accessible commercial and residential visitor spaces. The minimum bylaw requirement of 2 accessible parking stalls is met and exceeded.

The City of Vernon Zoning Bylaw (Section 7.1.11) allows up to 40% of the required parking spaces to be small car parking spaces. The development is proposing 29 small car parking spaces which represents 33% of the total parking provided. **Table 2.2** summarizes the parking breakdown.

Table 2.2 Small Car Parking Requirements

| egular mall essible | 4 6 2 | | | |
|---------------------------|-------------|-------------------------|--------------------------------|--|
| essible | 2 | | | |
| | 2 | | | |
| i | | | | |
| Commercial Subtotal | | 40% of the | 33% of Total | |
| gular | 51 | required parking spaces | Par <mark>king</mark> Required | |
| mall | 23 | | | |
| essible | 2 | | | |
| Residential Subtotal | | | | |
| e | | | ssible 2 | |



2.1.2 Bicycle Parking Requirements

Table 2.3 outlines the bicycle requirements for the downtown development. Class I refers to long-term bicycle parking for residents or employees, in a secure location. Class II is intended for short-term use by patrons or visitors to the property.

Table 2.3 Bicycle Parking Requirements

| | LAND USE | QUANTITY | MINIMUM REQ. RATE | MINIMUM REQ. STALLS | ROUNDED | PROVIDED |
|---------|-------------|-------------------|------------------------|------------------------|---------|----------|
| Class I | Commercial | 802.1 m2 (GFA) | 0.2 per 100m2 GFA | 2 | 50 | 183 |
| | Residential | 95 units | 0.5 per dwelling unit | 48 | | |
| Class | Commercial | 802.1 m2 (GFA) | 0.6 per 100m2 GFA 4.8 | 4.8 | 29 | 29 |
| 11 | Residential | 95 units | 0.25 per dwelling unit | 23.8 | | |

The development is planning to provide 183 class II, long-term bicycle parking stalls, which is more than 3 times the minimum bylaw requirements. This is aimed at increasing the ability for residents of the development to use cycling as their primary travel mode. Noting, some of the bicycle storage will be provided in unit.

2.1.3 Loading Requirements

Section 7.2.7 in the City of Vernon Zoning Bylaw state that:

"Except for in the **C7 and C8** zones, on-site loading space shall be provided entirely within the property of the development being served, and shall be subject to all setbacks and yard requirements specified elsewhere in this Bylaw. In the **C7 and C8** zones, loading can be provided from a public lane, but not from a city street".

As the development is located in a C7 Zone it is appropriate to provide loading from the laneway behind the development. **Table 2.4** outlines the Loading requirements for the development.

Table 2.4 Bylaw Loading Requirements

| LOADING | QUANTITY | MINIMUM REQ. RATE | MINIMUM REQ. SPACES | PROVIDED | |
|-------------|-------------------|----------------------------|------------------------|----------|--|
| Commercial | 802.1 m2 (GFA) | 1 per 1900m2, minimum 1 | 1 | 3 | |
| Residential | 5,800.78 m2 (GFA) | 1 per 2800m2 GFA | 2 | | |
| Total | | | 3 | 3 | |

3. PARKING SUPPLY RATIONALE

3.1 Vernon Specific Parking Occupancy

As part of the investigation to support a lower parking rate for the 3300 31st Avenue Development, data was sourced from ICBC for the number of actively insured vehicles for 11 addresses within the urban/suburban areas of Vernon. **Exhibit 3.1** depicts the locations of the sites and **Table 3.1** displays the data sourced from the ICBC request. Due to the limited options to gather information from recent/modern developments in Vernon, a variety of rental apartments and strata apartments were selected in consultation with the City of Vernon staff.

Table 3.1 Actively Insured Vehicles at selected addresses in Vernon.

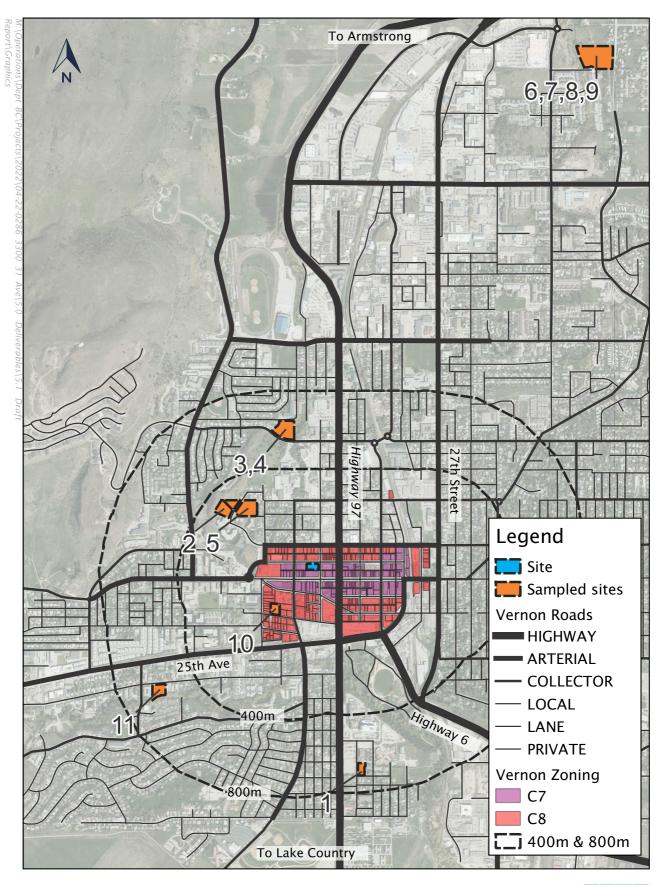
| ID# | APARTMENT NAME | ADDRESS | # UNITS | ACTIVELY REGISTERED | ACTIVELY REGISTERED / # UNITS |
|---------------|---------------------------------|---|---------|------------------------|-------------------------------------|
| 1 | Summitview Height Apartments | 1803 31A St, Vernon, BC V1T 0C1 | 43 | 49 | 1.14 |
| 2 | Rockwood Landing Apartments | 3400 Centennial Dr, Vernon, BC V1T 2T7 | 60 | 64 | 1.07 |
| 3,4 | Hillside Terrace | 3405, 3507 39 Ave, Vernon, BC V1T 3E3 | 72 | 62 | 0.86 |
| 5 | Vernon City View Apartments | 3501 Centennial Dr, Vernon, BC V1T 6C2 | 47 | 28 | 0.60 |
| 6, 7, 8, 9 | Creekview Heights | 1693, 1695, 1697, 1699 Deleenheer Rd, Vernon, BC V1B 3R7 | 216 | 223 | 1.03 |
| 10* | The Hub | 3409 28th Ave, Vernon, BC V1T 1W8 | 57 | 42 | 0.74 |
| 11* | Willow brook | 3800 24 Ave, Vernon, BC V1T 1L9 | 27 | 17 | 0.63 |
| | AVERAGE | | | | |

^{*}Sites 10 and 11 are Strata

Based on the surveyed sites the average is 0.93 which is lower than the bylaw requirements, which falls between 1 – 1.5 depending on the type of unit. This surveyed average of 0.93 does not distinguish between rental and strata properties or by location.

- With the Strata Sites (sites 10 & 11) removed, the average of the rental units would be 0.94.
- If only considering sites within 400m of the C7 and C8 zone boundary (sites 2, 5 and 10), the average would be 0.8 parking stalls per unit.
- All other sites except Creekview Heights (sites 6, 7, 8, 9) are located within 800m of the C7 and C8 zone boundary. Excluding Creekview Heights, the average would be 0.84

These averages would suggest that an appropriate parking rate would fall somewhere between 0.8 and 0.94. **Table 3.2** below outlines the required residential parking that would be required if these alternative rates were to be applied.







3300 31st Avenue, Vernon 04-22-0286 December 2022

Table 3.2 Total parking stalls with average surveyed parking rates

| SCENARIO | PARKING RATE | RESIDENTIAL PARKING STALLS |
|---|--------------|-------------------------------|
| Bylaw required | 1 - 1.5 | 123 |
| Rental sites only | 0.94 | 89 |
| All studied sites within 400m of the C7 & C8 boundary | 0.80 | 76 |
| All studied sites within 800m of the C7 & C8 boundary | 0.84 | 80 |

It is noted that the average rental parking rate for the identified sites is higher than the average for strata developments. This is different from what was expected as rental units generally have a lower parking rate as per the Metro Vancouver Apartment Parking Study (discussed in **Section 3.3**).

3.2 Shared Parking Strategies

Bunt believes that it would be appropriate to consider shared parking between the required commercial parking stalls and the residential visitor parking stalls. Visitor parking is known to peak in the evening periods at which time there is some demand for commercial uses. Many municipalities such as the City of Kelowna allow commercial and visitor parking to be shared providing the parking spaces are available to both land uses at all times. **Table 3.3** outlines the number of parking stalls required if this were to be implemented.

Table 3.3 Shared Parking for Visitor and Commercial Land Uses

| SCENARIO | COMMERCIAL PARKING STALLS | VISITOR PARKING STALLS | TOTAL STALLS | |
|---|------------------------------|------------------------|--------------|--|
| Bylaw required | 12 | 14 | 26 | |
| Shared Visitor and Commercial Parking Stalls | 1 | 12 | | |

The project proposes to provide 12 parking stalls which shall be shared between the commercial use and visitor use. This reflects a proposed rate of 0.13 visitor stalls per unit compared to the 0.14 rate in the current Vernon bylaw. Further rationale to support 12 shared parking stalls is outlined in section 3.3.2.

3.3 Additional Parking Nearby

There is additional parking surrounding the development site that may be able to accommodate any commercial parking overflow.

3.3.1 Parkades

There is a parkade across the street from the development site at the southeast corner of 31st Avenue and 33rd Street. The parkade has four levels of parking.

3.3.2 Street Parking

There is metered street parking along 33rd Street, 31st Avenue, 34th Street and 30th Avenue within a 400m radius (5-min walk).

3.4 Strata vs Rental - Metro Vancouver Apartment Study

The development is proposing to provide purpose-built, rental-only units and the data collected from the identified Vernon sites contains some strata developments. Due to this, the key points from the *Metro Vancouver Apartment Study* have been reviewed to compare a typical difference between parking rates in rental units and strata units.

3.4.1 Metro Vancouver Apartment Study Summary¹

This study is one of the most comprehensive examinations of apartment parking supply and demand conducted in a metropolitan area. It uses lessons from other cities, particularly around studies on proximity to transit and for current practices i.e.: municipalities requiring at least 1 parking stall per unit. In 2011 the study was undertaken key findings are outlined below:

- Residential parking in strata apartments generally exceeds parking demand in the range of 18 35 % across the region.
- Residential parking demand is lower near TransLink's Frequent Transit Network (FTN)². Parking demand ranges from 0.89 – 1.06 vehicles per apartment for close to FTN, and 1.10 – 1.25 for further away from FTN.
- Vehicle holdings and parking demand for apartment renters are much lower than for owners. This is consistent with prior research. In purpose-built market rental sites, the parking demand range is 0.58 0.72 vehicles per apartment unit.
- Strata buildings generally have a parking demand between 0.98 1.14 per unit.
- Visitor parking had an observed rate of less than 0.1 stalls per unit and is likely oversupplied.
- Households with carshare memberships have fewer vehicles than non-members do.

¹ https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/uploads/metro_apartment_parking_study_technical_report.pdf

² The FTN is a network of corridors along which transit service is provided at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. This 15 minute or better service is provided at least from 6am-9pm on weekdays, 7am-9pm on Saturdays and 8am-9pm on Sundays. The FTN does not refer to specific routes or technologies or vehicle types; rather it refers to a high frequency and span of transit service within a corridor. This level of service may be provided by a single route or by a combination of multiple routes and/or technologies within the same corridor.



• Proximity to transit was consistently cited by over half of the surveyed households as one of the top three factors when choosing their home.

3.4.2 Metro Vancouver Apartment Study Applications to 3300 31st Ave Vernon

In the case of the sampled Vernon sites, the rental developments on average have a higher parking rate than the Strata developments. Due to this, the Metro Vancouver Apartment Study has not been used to adjust any of the collected data.

Another of the conclusions presented by the study is that visitor parking is often oversupplied. The study's observed rate is less than 0.1 per unit. The City of Vernon's Bylaw has a rate of 0.14 and therefore proposed rate of 0.13 would not be considered an unreasonable relaxation when compared to the Metro Vancouver Study.

3.5 Transportation Demand Management (TDM) Measures

In order to support the lower parking rate the development is intending to provide 183 class II, long-term bicycle parking spaces. The current bylaw requires 0.5 spaces per residential unit the amount being provided by the development will be 1.93 stalls per unit, which is more than 3 times what is required.

In addition to this, it is suggested that to further support the lower parking rate and enable the use of the additional bicycle stalls, bicycle maintenance facilities should also be provided within the development.

4. CONCLUSIONS

Based on the content presented within this letter, **Table 4.1** provides a summary of a range of alternative parking supply numbers that Bunt believes would be appropriate for the development at 3300 31st Avenue Vernon. The table takes into consideration the application of lower parking rates as indicated by the averages of the surveyed sites and the implementation of shared parking between commercial and residential land uses.

Table 4.1 Alternative Parking Stall Requirement Summary

| | RESIDENTIAL PARKING RATE | RESIDENTIAL PARKING STALLS | COMMERCIAL PARKING STALLS | VISITOR PARKING STALLS | TOTAL PARKING STALLS |
|---|--------------------------------|----------------------------------|---------------------------------|------------------------------|----------------------------|
| City of Vernon Required Parking | 1 - 1.5 | 124 | 12 | 14 | 149 |
| Provided by the Development | - | 76 | 12* | | 88 |
| Investigated sites - Rental sites only average parking rate | 0.94 | 89 | 12* | | 101 |
| Investigated sites - Within 400m of the C7 & C8 boundary | 0.80 | 76 | 12* | | 88 |
| Investigated sites - Within 800m of the C7 & C8 boundary | 0.84 | 80 | 12* | | 92 |

^{*} Shared residential visitor and commercial parking

Bunt believes providing parking between the range of 101 – 88 stalls would be appropriate for the development at 3300 31st Avenue. Further to this, due to the site being centred within the C7 zone, in an amenity-rich location and less than 250m from the Downtown Vernon Transit Exchange, Bunt believes the resident parking rate of 0.8 would be suitable for the development. The 0.8 resident parking rate and 0.13 visitor parking rate (which is considered a suitable variance based on the Metro Vancouver parking study) with shared parking, totals 88 vehicle parking stalls required.

This reduced rate would also be supported as the development provides more than double the required long-term bicycle parking stalls. These additional stalls will act as enablers and encourage residents to choose a non-auto mode.

To further support the utilization of cycling as a primary mode of travel for residents, Bunt also recommends the project provides bicycle maintenance facilities within the bicycle parking area to support residents in using their bicycles.

10