



City of Vernon

OFFICIAL COMMUNITY PLAN

BYLAW

#5470

Consolidated for Convenience

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5470

AMENDMENTS

BYLAW NO.	ADOPTION	AMENDMENT
NOTATION ONLY - FOR EASE OF REFERENCE	May 11, 2015	Removal of six properties from the City of Vernon Land Use Map. These properties were excluded from Boundary Extension OIC #1157, 2004 and remain under the jurisdiction of the Regional District of North Okanagan.
5551	May 25, 2015	Amend Schedule 'A' to redesignate Lot 35, DL 71, ODYD, Plan 3761 (3900 29 Avenue), from "Residential Small Lot – Single and Two Family" to "Residential – Medium Density" (Jeruth Holdings Ltd.)
5529	June 22, 2015	Amend Schedule 'A' to redesignate Lot 1, Plan EPP20058, DL 71, ODYD (3902, 3904, 3908 – 30 Avenue AND 3901 29 Avenue) from "Residential Small Lot – Single and Two Family Dwelling" to "Residential – Medium Density" (Mayfield Homes Ltd.)
5556	September 28, 2015	Amend Schedule 'A' to redesignate a portion of Lot 2, Plan KAP87536, Sec 31, Twp 9, ODYD, Except Plan KAP88166 (260 Vineyard Way) from "Tourist Commercial" to "Parks and Open Space" AND from "Parks and Open Space" to Tourist Commercial". (Leona Snider)



Official Community Plan

Official Community Plan Guiding Principles

Foster prosperity for people, business and government

Economic development initiatives are focused on growing a diversified local economy where residents and business thrive. Fair and equitable development policies ensure that this prosperity enhances the City's ability to provide cost effective quality services and infrastructure.

Protect and preserve green spaces and sensitive areas

Urban growth is focused in areas with existing development and in neighbourhood plan areas, while ecologically sensitive lands are identified and protected. A comprehensive parks system provides green spaces for people and protects natural areas and habitats.

Ensure housing meets the needs of the whole community

A mix of housing types meets the needs of all Vernon residents, reflecting the large variety of household types and incomes in the city. Ever changing housing needs of new and existing residents are anticipated and accommodated.

Create a culture of sustainability

Drawing from our shared community history and vision, Vernon residents, businesses and organizations are active participants in pursuing economic, environmental and social sustainability and resilience.

Protect agricultural land

Recognizing the important role that local agriculture plays in Vernon's economy, history, food security and community health, agricultural lands are protected while the viability of farming in the area is supported and improved.

Create strong, compact and complete neighbourhoods

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

Provide alternative transportation

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

Revitalize the Downtown

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

Create a youth friendly city

Attract, retain and support youth and young families by providing them with fulfilling employment, involving them in decision making processes and creating a city that they want to live in.

1.0 Planning Context	1
2.0 Regional Context Statement	8
3.0 Community History	21
4.0 Population and Housing Profile and Projections	24
5.0 Growth Strategy and Land Use Plan	33
6.0 Sustainability	43
7.0 Residential	46
8.0 Commercial	52
9.0 Industrial	57
10.0 Infrastructure	60
11.0 Transportation	69
12.0 Energy	82
13.0 Environment.....	88
14.0 Economic Development	91
15.0 Agriculture and Food Access.....	94
16.0 Parks.....	99
17.0 Community Amenities	104
18.0 Community Services.....	107
19.0 Heritage.....	111
20.0 Social Planning	116
21.0 Youth Friendly City	123
22.0 Fire Interface.....	125
23.0 Neighbourhood Planning Process.....	128
24.0 Boundary Extensions.....	134
25.0 Implementation and Monitoring	137
26.0 Development Permit Areas (All Areas)	142
27.0 Development Permit Area #1 (City Centre District).....	153
28.0 Development Permit Area #2 (Neighbourhood District)	164
29.0 Development Permit Area #3 (Hillside Residential and Agricultural District)	171
30.0 Definitions	188

Maps

1.	Regional Growth Strategy Map B-6: West Vernon	19
2.	Regional Growth Strategy Map B-5: East Vernon.....	20
3.	Land Use Plan.....	42
4.	Transit Network	77
5.	Sidewalk Network	78
6.	Bicycle Routes	79
7.	Proposed Ribbons of Green Trails Network.....	80
8.	Recommended Transportation Network.....	81
9.	ALR Lands	98
10.	Neighbourhood Parks	102
11.	Playgrounds	103
12.	Heritage Areas	115
13.	Fire Interface Area	127
14.	Neighbourhood Planning Areas	132
15.	Adopted Neighbourhood Plan Areas	133
16.	Development Permit Areas.....	151
17.	Environmental Management Areas Strategy	152

Figures and Tables

1.	Population Growth, 1976 – 2011.....	24
2.	Population Growth, 1976 - 2011.....	24
3.	Greater Vernon Population.....	25
4.	Median Population Age, 2001 - 2011	25
5.	Employment, 2011.....	26
6.	Median Family Income, 2011.....	27
7.	Vernon Housing Types, 2011	27
8.	Percentage of Single Family Units, 2011.....	28
9.	Average Value of an Owned Dwelling Unit, 2011.....	29
10.	Vernon Projected Population Changes by 5 Year Age Groups, 2011 - 2036	31
11.	Housing by Type, 2001 - 2031.....	32
12.	City Centre District	34
13.	City Infrastructure Assets.....	61
14.	Infrastructure Sustainability Gap	62

Supplementary Plans, Policies and Strategies

The following form part of the *Official Community Plan*:

1. Landscape Buffer Design Criteria along Eastside Hwy 97 north from 45 Avenue to Swan Lake Overpass
2. City Centre Neighbourhood Plan
3. Bella Vista West Neighbourhood Plan
4. Predator Ridge Neighbourhood Plan
5. North Vernon Neighbourhood Plan
6. Waterfront Neighbourhood Centre Plan
7. Okanagan Hills Neighbourhood Plan
8. East Bella Vista Highlands Neighbourhood Plan
9. Foothills Neighbourhood Plan
10. Transportation Plan 2008 - 2031
11. Environmental Management Areas Strategy
12. Hillside Guidelines

1.0 Planning Context

Official Community Plan

Vernon's Official Community Plan (OCP) defines the vision of the community – how the community sees itself growing and developing in the future and ultimately what kind of place Vernon will be. This community driven vision is balanced with Vernon's expected population growth, opportunities for development and the availability of resources for infrastructure projects.

The community's vision is encapsulated in the Guiding Principles, which were identified by the community through consultation and subsequently endorsed by Council at its Regular Meeting of August 13, 2007. These Guiding Principles were subsequently amended by Council at its Regular Meeting of April 14, 2014 as part of a regular review of the Plan. The Guiding Principles guide the development of, and subsequent implementation and decision making arising from, the OCP.

Guiding Principles

- Foster prosperity for people, business and government
- Protect and preserve green spaces and sensitive areas
- 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

The OCP also provides a path to achieving the community's vision. The policy direction contained herein provides the structure and direction for growth and development in the community, and all bylaws and policies must be consistent with the OCP. The OCP works in conjunction with other municipal bylaws which regulate that growth and development, such as the Zoning Bylaw and the Subdivision and Development Servicing Bylaw. Used together, the location, form and character of development is regulated, providing certainty to residents and property owners about the development of the community.

Regional Context

The City of Vernon is the second largest municipality in the Okanagan Valley and the major urban centre of the North Okanagan Regional District. Like much of the Okanagan Valley, Vernon has experienced rapid

growth and development in the past, resulting in a community that has seen considerable changes in the last few decades. However, since 2008, this growth has slowed, along with the growth of other communities in the region. Vernon has a diverse economic base, with employment being generated from the traditional resource sectors of forestry and agriculture, as well as from the tourism, administrative, manufacturing and service sectors.

The City of Vernon is bordered by the District of Coldstream to the southeast, the District of Lake Country to the south, and Electoral Areas B & C of the North Okanagan Regional District to the east, north and northeast. In addition, the Okanagan Indian Band has two reserves that border the municipal boundary of Vernon.

The Okanagan Indian Band is located at the head of Okanagan Lake with reserve lands totalling 11,282 hectares. Reserve No. 1 is adjacent the City's western boundary, and Reserve No. 6 is located on the valley bottom adjacent to the north eastern arm of Okanagan Lake. The City is committed to ongoing consultation with the Okanagan Indian Band on matters of mutual interest, including the development of lands within Vernon that are adjacent to reserve lands.



The entire Okanagan Valley continues to experience development pressure, with associated pressure to develop farmland, hillsides and other greenfield areas. If development is not coordinated and a common vision identified, the very qualities that make the Okanagan an attractive and desirable place to live, work and play could be undermined. Planning for the City of Vernon must recognize the effects of policy direction in adjacent jurisdictions. Planning is most effective when neighbouring jurisdictions work together and coordinate planning initiatives to ensure a compatible, not competitive, environment for growth and development.

In 2011, the Regional District of the North Okanagan adopted a Regional Growth Strategy, which coordinates the planning of all member municipalities and electoral areas. The Vision Statement for the Regional Growth Strategy was adopted on June 17, 2009.

The Regional District of North Okanagan is a unique region that will continue to be recognized for its diverse natural habitats, robust economies, outstanding recreational opportunities and the high quality of urban and rural lifestyles provided in established communities. As such, the Regional Board will strive to conserve and enhance the very reasons that make the North Okanagan so attractive by ensuring:

- *Growth is managed to reflect our social, environmental and economic values;*
- *The Region's natural constraints to growth are water availability, agricultural lands, and environmentally-sensitive areas;*

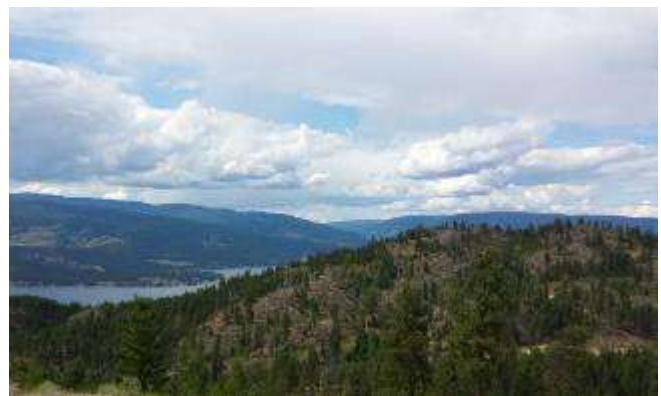
- *Rural and urban lifestyle choices are maintained through designated growth areas and urban boundary management;*
- *Agricultural lands are protected and a sustainable regional food system is supported and encouraged;*
- *A strong, sustainable, and diverse economy that reflects our values and the identities of our communities;*
- *Our natural systems, including air, land and water, are respected and protected; and*
- *Inclusive, accountable and effective governance based upon a foundation of regional cooperation.*

Section 878(1)(b) of the Local Government Act requires that an Official Community Plan include a regional context statement, consistent with the rest of the Official Community Plan, of how the plan conforms to the Regional Growth Strategy. This Regional Context Statement is found in Section 2.0.

Global Context

The citizens of Vernon are facing the ramifications of global phenomena on an unprecedented scale. Climate change is no longer an issue of casual debate or speculation; overwhelming scientific evidence indicates that the result of our collective global use of fossil fuels has fundamentally altered our climate pattern, with significant implications for our weather patterns, crop production, water shortages, sea levels and many other implications likely not fully understood at this time. No longer can we ignore the overwhelming evidence that our dependence on fossil fuels has seriously compromised the ability of the planet to maintain basic, fundamental ecosystem services.

In addition to these large scale impacts, rising energy costs are having significant implications on the cost of heating, cooling, transportation and food at the local level. The issue of peak oil, which defines that point at which global oil production has peaked and will decline thereafter, has significant ramifications for planning and land use. Vehicle reliant low density residential subdivisions will become obsolete in the post carbon era. These rising energy costs are coupled with the aging of infrastructure all over the world. Roads, bridges, water and sewer systems are aging rapidly, and the costs associated with replacing them are increasing. Maintaining, repairing and replacing this infrastructure, along with providing new infrastructure for growing communities, will be a major challenge in the coming decades.



The global economic crisis, which began in late 2008, has impacted communities worldwide. Rising unemployment and falling tax revenues have created a number of challenges for municipalities, making it difficult to provide services and infrastructure to their citizens. There will be many permanent and long standing impacts of this crisis, including the types of housing that people are able to afford, how they choose to get around and what sort of job opportunities will be available for them. There are many indications that recovery from this crisis will be slow and gradual, further impacting how communities grow and develop while making the construction of key infrastructure projects more challenging as governments struggle with balancing budgets.

These issues are not beyond our abilities to deal with and respond to. Every indication is that prompt attention can address these issues and ensure that our community is resilient in the face of change. They challenge us to fundamentally re-examine our traditional development patterns and to develop sustainable approaches to building communities.

Legislative Context

The primary purpose of an OCP, as mandated by the Local Government Act, is to provide for the expected growth of the community. The OCP must outline how housing will be provided for the anticipated population growth for a period of at least five years, including policies regarding affordable housing, rental housing and special needs housing. The OCP must also address the community's expected needs with regard to commercial, industrial, institutional, agricultural, recreational and public utility land uses.

The OCP may also include policies respecting social needs, the natural environment or other matters of concern to local government.

This OCP has been prepared pursuant to the regulations of the *Local Government Act*.

As specified in Sections 875(1)(2) and 849(1)(2) of the *Local Government Act*, the OCP is intended to:

(1) . . . to promote human settlement that is socially, economically and environmentally healthy and that makes efficient use of public facilities and services, land and other resources.

(2) Without limiting subsection (1), . . . it should work towards but not be limited to the following:

- (a) avoiding urban sprawl and ensuring that development takes place where adequate facilities exist or can be provided in a timely, economic and efficient manner;*
- (b) settlement patterns that minimize the use of automobiles and encourage walking, bicycling and the efficient use of public transit;*
- (c) the efficient movement of goods and people while making effective use of transportation and utility corridors;*
- (d) protecting environmentally sensitive areas;*
- (e) maintaining the integrity of a secure and productive resource base, including the agricultural and forest land reserves;*

- (f) economic development that supports the unique character of communities;*
- (g) reducing and preventing air, land and water pollution;*
- (h) adequate, affordable and appropriate housing;*
- (i) adequate inventories of suitable land and resources for future settlement;*
- (j) protecting the quality and quantity of ground water and surface water;*
- (k) settlement patterns that minimize the risks associated with health hazards;*
- (l) preserving, creating and linking urban and rural open space including parks and recreation areas;*
- (m) planning for energy supply and promoting efficient use, conservation and alternative forms of energy;*
- (n) good stewardship of land, sites and structures with cultural heritage value.*

The City has the legislative mandate to fundamentally address issues related to climate change, peak oil and rising energy costs. Compact, complete communities served by alternative transportation networks serve to protect farmland and green and open spaces, provide a range of housing options and reduce dependence on fossil fuels.

The City of Vernon Official Community Plan uses the tools available to local government to realize these goals. The extensive community consultation conducted as part of the OCP's development in 2008 and the 2013 review indicates that there is strong support from the community to continue to pursue this direction.

Public Consultation

The creation of the Official Community Plan 2008 involved an extensive community consultation process that began in late 2006 and continued into early 2008. The consultation process included a series of surveys, workshops, open houses and staff displays to provide direction for the plan. Over 100 opportunities were provided for public input and comment in total.

Consultation and feedback provided early in the process focused mainly on overall visioning, the identification of important features in Vernon and the development of the Guiding Principles. As the consultation process continued and the vision became more refined, more detailed input was received on the land use plan, culminating in the Growth Choices Survey and the Making Choices Survey in 2007. Both provided for detailed feedback on land use issues, but the Making Choices Survey provided residents with a choice from three land use plan options: A "Modified Business as Usual" plan, which would see residential development continue to grow into the hillsides on the edges of Vernon, a "Neighbourhood Centres" plan, which focused on redevelopment in the City Centre and a network of smaller neighbourhood centres which would have a mix of commercial and multifamily residential development, and a "Hybrid" plan which proposed a mix of the business as usual and neighbourhood centres approach. A total of 890 Making Choices surveys were returned, with the following results:

Option #1: Modified Business as Usual	68 (8%)
----------------------------------------------	---------

Option #2: Hybrid

222 (25%)

Option #3: Neighbourhood Centres

600 (67%)

The results of the consultation demonstrated some very clear and overarching themes. The community valued its small town character, and has a high regard for the hills and agricultural lands that frame and nestle this valley community. There are distinct concerns about the pace, location and nature of growth that has occurred over the last several years, and concerns that this growth is eroding the very elements that make Vernon special and unique. There are concerns about environmental management, urban sprawl and the need to provide transportation alternatives to the single occupant vehicle. There are also significant concerns about the cost and availability of housing for Vernon residents, and the need to revitalize the downtown area.

2013 Review

Consultation for the 2013 review of the Official Community Plan began in January 2013 and continued through to May. The purpose of the consultation was to determine what Vernon residents thought was working well and what areas needed further attention in the OCP.

A survey was sent out to Vernon residents and available online with questions about Vernon's quality of life, business retention and attraction, and priorities for public investment. A total of 718 completed surveys were returned online, by mail, by fax or dropped off in person.



A series of eight open houses were held between February and May 2013. Each month offered a specific set of topics related to the Official Community Plan, such as transportation, land use, environment and infrastructure, for detailed discussion and feedback from the public. Locations for the open houses were varied and selected to make it easy for people in all areas of the city to attend. While some were held in local schools, others were held in high traffic locations, such as the Village Green Centre and the Vernon Recreation Centre in an effort to get input from as many people as possible. Approximately 200 people attended these open houses.

A number of presentations were made to interested groups throughout the city to discuss the OCP. Presentations were followed by discussions of areas of the plan that were working well as well as ideas to improve the plan. Groups that participated varied greatly, and included the Senior's Action Network, the Greater Vernon Chamber of Commerce, the Rise Community Association and the Early Childhood

Development Coalition. In addition, a session was held to discuss youth friendly policies with high school and elementary school students in March of 2013.

The results of this round of consultation were similar to the results provided during the development of the 2008 plan but with a few notable differences. Where there was a concern among residents that the pace of development was very fast leading up to 2008, there were fewer comments related to this in 2013. What has been a large theme in 2013 is the need to promote economic development, create permanent well paying jobs and the need to spur development. Residents expressed continued support for the overall growth strategy aim of promoting more compact development in the City Centre and Neighbourhood Centres, as well as the focus on Transportation Demand Management. Support for investments in transit, sidewalks, pathways and cycling infrastructure was high, but some concerns were raised about how some projects have been implemented, especially where on street parking has been removed. Other topics raised frequently included the protection of agricultural lands and support for farmers, investments in recreational facilities, providing a meeting place or places for youth and affordable housing challenges. Overall, the feedback was supportive of the direction provided in the 2008 OCP.

2.0 Regional Context Statement

Goals

Meet the Local Government Act requirements for adoption of a Regional Context Statement pursuant to the adoption of a Regional Growth Strategy.

Demonstrate consistency between the City of Vernon Official Community Plan and the North Okanagan Regional Growth Strategy.

Guiding Principles Met

Foster prosperity for people, business and government
Protect and preserve green spaces and sensitive areas
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

Legislative Context

The City of Vernon is required by the Local Government Act to include within the Official Community Plan a Regional Context Statement that identifies the relationship between the Official Community Plan and the Regional Growth Strategy. The North Okanagan Regional Growth Strategy Bylaw No. 2500, 2011 was accepted by the City of Vernon on August 8, 2011 and adopted by the Regional District of North Okanagan on September 21, 2011.

The Regional Growth Strategy (RGS) provides an integrated strategic policy framework for addressing growth management, compact complete communities, economic development, transportation, infrastructure, environmental concerns and long term regional sustainability, resilience and prosperity. These policies play three key roles:

- Provide direction for implementation of the Regional Growth Strategy;
- Create a common strategic framework for planning at various levels within the North Okanagan; and
- Provide a vision for all levels of government to strive towards.

Much of the implementation of the RGS occurs through local planning and actions. An Official Community Plan (OCP) must include a Regional Context Statement (RCS) that is accepted in accordance with Section 866 of the Local Government Act. The RCS identifies the relationship between the OCP and the policies included within the RGS. If necessary, the RCS also provides guidance on how the OCP is to be made consistent with the RGS over time.

The City of Vernon's RCS is a key implementation mechanism for the RGS. It maintains the City of Vernon's authority to make local planning decisions while ensuring that Council and the Regional Board agree upon matters of regional interest.

Local-Regional Context

The City of Vernon is the major commercial and population centre within the North Okanagan and comprises approximately 47% of the regional population. Over time, it is projected that this will increase slightly to approximately 50%. Detailed population statistics and projections for the city, as well as information regarding employment, income and dwelling units, is contained in Section 4.0 Population and Housing Profile and Projections.

In addition to the urbanized City Centre and developing neighbourhood commercial centres, Vernon contains several urban scale neighbourhoods, lower density subdivisions, large format commercial centres and significant lands within the Agricultural Land Reserve. Vernon is also a centre for employment in the region, and has adequate space for both new commercial development and the intensification of existing older commercial areas. However, limited lands are available to accommodate new industrial uses. As such, large scale industrial uses are most likely to be accommodated by other jurisdictions within the region.

While the community has, and has planned for, a variety of housing types and densities to serve a variety of housing needs, there are fewer opportunities for rural scale development than in neighbouring jurisdictions.

RGS Strategic Directions & OCP Consistency

The RGS includes policies that guide communities in achieving a vibrant, prosperous and sustainable region. To achieve this, the RGS has 21 major goals and numerous supporting strategies, as well as a section on implementation and monitoring.

This section of the RCS illustrates how the City of Vernon will assist in achieving the 21 goals established in the RGS. For each of the goals, this section identifies the supporting policies in the OCP and provides a high level overview of whether the OCP is consistent with that goal. Where goals and their supporting policies are very similar, they are grouped together. As a result of the policy amendments contained in the OCP, the City's OCP is fully consistent with the RGS, as detailed below.

1. Focus development into growth areas

Supporting policies: 5.1., 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 5.10, 5.11, 7.3, 7.14, 8.7, 8.8, 8.10, 8.11, 10.1, 10.5, 10.6, 11.3.b, 11.4, 11.5, 11.9, 11.10, 11.11, 11.12, 12.1, 12.6, 13.2, 13.3, 13.6, 13.11, 13.12, 14.8, 15.1, 15.6, 15.7, 17.3, 17.5, 17.14, 17.5, 18.1, 18.6, 18.11, 18.12, 24.1, 24.4, 24.6

The OCP policies are consistent with this RGS goal. The land use plan (Map 3) focuses and promotes development and redevelopment in and around the City Centre (District 1) and in designated neighbourhood centres (District 2). Growth is accommodated in the Hillside Residential and Agricultural District (District 3) primarily in the adopted neighbourhood plan areas. This approach corresponds with the growth areas, future growth areas and rural protection area boundary identified in RGS maps B-5: East Vernon and B-6: West Vernon (Maps 1 and 2).

This approach concentrates commercial services, employment opportunities and new multiple family development in and around the neighbourhood commercial centres and in designated areas which are close to services and amenities. The clustering of density in these key areas throughout the city aims to create transit-supporting densities to ensure the efficient and cost effective provision of public transit. Several areas of the city have also been designated for small lot single and two family development to provide greater opportunities for attainable housing proximate to services and amenities. It is important to stress that the land use plan provides opportunities for a broad range of housing forms, tenures and cost.

The intent of the District approach is to utilize existing infrastructure more efficiently while providing cost effective options for new development in the existing built up areas of the city. Growth is encouraged in these areas by using the tools available to local government, including Development Cost Charges calculated on the basis of size and location; tax revitalization bylaws; Local Area Services to spearhead streetscape revitalization; and capital investment in target redevelopment areas.

2. Protect rural lands

Supporting policies: 15.11, 24.2, 24.3, 24.5

The OCP policies are consistent with this RGS goal. As a result of the adoption of the RGS, Section 24.0 Boundary Extension has been significantly amended to recognize the rural protection area boundary and provide the City with new guidelines pertaining to boundary extension applications. Through these amendments, the City will support a block boundary extension process along its boundary in the rural protection area to address issues of failing onsite septic systems where the properties are immediately adjacent to City infrastructure. In order to meet the intent of the RGS policy, properties annexed for this purpose will be included in Development District 3, the Hillside Residential and Agricultural District, and be rezoned to an agricultural zoning district.

It is important to recognize that the City's growth strategy will evolve over time. This is acknowledged in the RGS goals regarding the consideration of both the rural protection boundary and the potential identification of new future growth areas during the five year reviews of the RGS. Where a boundary extension application falls within the designated rural protection area, but serves the City's growth strategy and is in keeping with the RGS goal of compact, complete communities, it is necessary to receive RDNO approval as part of the boundary extension process on the redesignation of the lands as growth or future growth area, as appropriate. Such a consideration need not be initiated by a boundary extension application.

In addition, the relative costs and benefits of the extension of the municipal boundaries in the Swan Lake Corridor should be examined. This corridor is identified as a future growth area in the RGS and the extension of servicing is key to realizing significant development potential. As the development of this area is beneficial to the entire sub regional area, given the potential to provide significant new highway oriented commercial development, it is desirable to work with RDNO and Electoral Areas B and C to ascertain the feasibility and desirability of a boundary extension process to include this corridor.

3. Water is managed sustainably so all reasonable needs, including agriculture, are met in a balanced manner

Supporting policies: 10.1, 10.2, 10.3, 10.5, 10.7

The OCP policies are consistent with this RGS goal. The City recognizes that water is a valuable resource and its sustainable management is crucial to the long term viability of the entire region. The City's water supply is licensed and treated under the jurisdiction of the Regional District, while the operation and maintenance of the water distribution network within the city boundaries is contracted to the City to provide. While planning for water supply is not the responsibility of the City, the City actively participates in the Master Water Plan process in conjunction with the Regional District. In addition, the City's Liquid Waste Management Plan process is exploring options for use of the City's reclaimed water supply, including expansion of the distribution system where economically viable to do so. Virtually all properties in the city are metered, with the few remaining properties being captured during the redevelopment process.

4. Maintain and diversify the agricultural land base

Supporting policies: 15.1, 15.2, 15.10, 15.12

The OCP policies are consistent with this RGS goal. All ALR lands in the City are located in the Hillside Residential and Agricultural District (District 3). The City has a strong policy with regard to the consideration of ALR exclusion applications: lands which have viable, productive soils (which may be improved through standard farming practices to be of soil capability classes 1-3) will not be considered for exclusion, and ALR lands which are not able to be improved through standard farming practices, classes 4-7, will be considered against specific criteria, including the proposed use with reference to the supply of other lands designated for the proposed use, and anticipated impacts on, and isolation of, adjacent agricultural lands.

As a refinement to this policy, it is desirable to consider the exclusion of lands (classes 4-7) that are immediately adjacent to infrastructure, services and amenities, with due consideration of the rural protection area boundary. Where such lands are deemed to support the City's growth strategy and are in keeping with the RGS goal of compact, complete communities, the City will work with the Regional District on the redesignation of the lands as growth or future growth area, as appropriate.

5. Support a robust and diverse agricultural economic sector

Supporting policies: 15.3, 15.4, 15.5, 15.8, 15.9, 15.10, 15.14, 15.16

The OCP policies are consistent with this RGS goal. Vernon residents place a high value on both the productive capacity of active local agriculture and the idea of proximity to agricultural lands. As a result, support for the protection of agricultural capacity, production and access to agricultural products is strongly supported by the community and is represented in the policies contained in Section 15.0 Agriculture and Food Access.

Vernon strives to support local producers and small scale, integrated food production. Local processing, marketing and distribution facilities for local producers are all supported, thereby stimulating economic development and supporting food access and choice for all members of the community. Section 15.0 Agriculture and Food Access has an explicit goal regarding the support of agricultural economic development through support for agri-tourism, value added production, agricultural business start up activities and intergenerational learning/land transfer.

The City recognizes that an agricultural area plan and agricultural economic development plan would benefit from the involvement of all regional partners in a joint planning process to establish solution oriented policies.

6. Encourage a healthy, accessible and resilient food system

Supporting policies: 13.15, 15.5, 15.8, 15.9, 15.10, 15.13, 15.14, 15.15, 15.16

The OCP policies are consistent with this RGS goal. An accessible and resilient food system supports both the production of and access to local farm products. The City supports the creation of community and neighbourhood gardens for those without access to productive land, and supports local processing, marketing and distribution facilities for local producers to enhance food access and choice for all members of the community.

The City encourages collaboration and partnerships with community agricultural organizations, private industry and government agencies to support and encourage food access programs and alternatives wherever feasible and practical.

7. Protection of our groundwater

Supporting policy: 15.11.c

The OCP policy is consistent with this RGS goal in so far as the City does not support new development utilizing groundwater within any of its identified growth areas. The rural protection area within the city boundary is entirely contained in the Hillside Residential and Agricultural District (District 3). In this rural protection area, where extension of the water system is not supported by the Master Water Plan, ground water use may be supported.

8. Protection and conservation of water resources

Supporting policies: 10.2, 10.3, 10.4, 10.7

The OCP policies are consistent with this RGS goal. Section 10.0 Infrastructure explicitly supports initiatives to encourage and support water conservation, including working with the Okanagan Basin Water Board and Regional District member communities to protect the water supply, initiate water conservation measures and improve water quality. In addition, the City requires the use of low flow fixtures in new development and through the Liquid Waste Management Plan, supports cost effective and innovative liquid waste disposal techniques, where feasible. Vernon residents are subject to the Regional District's Water Restrictions Bylaw.

Given the jurisdictional responsibility for water supply (RDNO) and distribution (City of Vernon), at this time the City has no plans to undertake specific water supply plans, such as a drought management plan, but will participate in the development of any such plans at the request of RDNO, the Okanagan Basin Water Board or other agencies to ensure sufficient availability of water for all users. The City does, however, have significant policies related to the protection of water resources within its boundaries, as discussed in detail in RGS Goal 10 (Protect our watersheds), below.

The City will coordinate its water conservation goals and programs with RDNO as the benefits of domestic water conservation reduce the demands on both water supply and sanitary waste treatment and disposal.

9. Consider the true cost of water

Supporting policies: 10.1, 10.5, 10.6

The OCP policies are consistent with this RGS goal. Through the Sustainable Infrastructure Investment Plan (SIIP), the City seeks to develop and implement a consistent full cost accounting framework for municipal infrastructure that reflects the true cost of delivering a long term sustainable infrastructure system. This also includes the explicit goal of requiring all development to consider both onsite and offsite life cycle costs so as to be financially self supporting, at a minimum. Currently the City tracks and considers the extension of transportation assets as part of the development approval process. The intention is to include the extension of water, sewer and storm systems to further identify the potential long term operation, maintenance and replacement costs associated with a development proposal.

The City provides infrastructure and services related to sanitary collection, treatment and disposal through its sanitary utility. Upon completion of the Liquid Waste Management Plan, improvements and changes to the operational and disposal methods may be planned and integrated through asset management to maximize the benefits to reduce and reuse liquid waste and minimize costs.

In order to plan for growth within the community and the servicing of areas currently using onsite disposal systems, the City utilizes several processes for the extension of the sanitary collection system. Sewer main extensions are typically funded and constructed by developers to service areas of new development in the designated growth areas. Main extensions to existing unserviced developments or neighbourhoods are funded through Local Area Services or through Municipal Fee projects, whereby the costs are borne by the benefiting properties. Sewer main extensions are discouraged in the rural protection area, but may be required in some cases to provide existing development with a gravity system or when area wide failure of septic systems has occurred.

10. Protect our watersheds

11. Protect our parks, natural areas and open spaces

Supporting policies: 10.3, 10.4, 10.7, 10.8, 10.9, 13.1, 13.2, 13.3, 13.4, 13.5, 13.6, 13.7, 13.8, 13.9, 13.10, 13.11, 13.12, 13.13, 13.14, 13.15, 16.1, 16.7

The OCP policies are consistent with these RGS goals. The City has developed consistent, integrated environmental policy through the Environmental Management Areas (EMA) Strategy, which has been incorporated into the development approval process. The EMA Strategy provides an effective, transparent and biophysically appropriate strategy for use in land use decision making with the objectives of:

- protecting environmentally sensitive areas;
- managing development to avoid negative impacts on natural features and environmentally significant areas which ensure ecosystem resilience;
- supporting the reduction, prevention and mitigation of pollution and its sources in the air, water and soil; and
- protecting, conserving, restoring and enhancing natural areas.

The City supports the RGS direction to coordinate mapping initiatives consistently across the region. The EMA Strategy was founded on comprehensive environmental mapping conducted on the Greater Vernon area prior to 2007 and updated on a regional basis in 2013. Subsequently, detailed foreshore inventory mapping was undertaken by the Okanagan Collaborative Conservation Program with support from the City and the Regional District.

This data is utilized in the review of development applications and referrals. The EMA Strategy and accompanying Habitat Assessment Terms of Reference provide guidance on the required actions to be undertaken to protect sensitive ecosystems while balancing the demands of development, interests of residents and the promotion of a healthy, active community.

Section 13.0 Environment contains several supporting policies that speak to the protection, preservation and enhancement of ecosystems throughout the city; the reduction, prevention and mitigation of pollution and its sources impacting water; and the collaboration with neighbouring jurisdictions and senior levels of government to balance the interests of shoreline habitat protection with development and recreational activities, as well as to address issues of water quality improvement.

The City's ongoing development of the Liquid Waste Management Plan fundamentally addresses pollution prevention, drainage quality and quantity and the protection of our water resources. As a result of that process, the City may undertake additional policies or bylaws aimed at improvements to urban drainage and pollution prevention.

12. Reduce and prevent pollution

Supporting policies: 6.4, 6.5, 6.6, 8.7, 10.3, 10.4, 10.9, 11.9, 11.10, 11.11, 12.1, 12.2, 12.3, 12.4, 12.5, 12.6, 12.7, 12.8, 12.9, 12.10, 12.11, 12.12, 12.13, 13.10, 13.14

The OCP policies are consistent with this RGS goal. Section 12.0 Energy contains several policies supporting energy efficient buildings, the use of green infrastructure, innovation in green building design and the promotion of energy conservation.

The City will explore dedicated funding to support drainage improvements that will improve water quality in our lakes and streams, as well as expand on the current water quality requirements of the Subdivision and Development Servicing Bylaw and Sanitary Use Bylaw through amendments that pro-actively protect the stormwater system.

13. Promote a regional approach to economic development

14. Encourage a sustainable, resilient and diverse regional economy

Supporting policies: 8.6, 8.13, 9.1, 9.2, 9.3, 9.8, 11.7, 14.1, 14.2, 14.3, 14.4, 14.5, 14.6, 14.7, 14.8, 14.9, 15.3, 15.4, 15.5, 15.8, 15.16, 18.1, 18.2, 24.6

The OCP policies are consistent with these RGS goals. The City is committed to retaining and expanding local businesses, promoting the creation of new jobs, diversifying the economy and growing the commercial and industrial tax base.

The OCP speaks to the desirability of regional cooperation on key economic initiatives, particularly related to the industrial land supply. Given the lack of appropriate sites in Vernon for industrial uses, the City will work with RDNO and its members to assist businesses in locating industrial uses to appropriately designated sites within the region that are compatible with adjacent existing and planned uses. Another area of regional cooperation is on the development and maintenance of an inventory of employment lands throughout the region to help attract new businesses and allow existing businesses to expand. Further, the City has committed to the designation of the rail line as a transportation corridor, and strongly supports initiatives to maintain rail service to support the many businesses that depend on that service.

The City's growth strategy seeks to intensify employment activity in the City Centre and designated neighbourhood centres. Public and private capital investment in the City Centre and Waterfront Neighbourhood Centre are particular priorities at this time.

In addition to policies intended to attract investment to the community, attracting a strong workforce is also a priority. Policies throughout the OCP are intended to attract young families and youth through investment in amenities and facilities and the provision of attainable housing options. In addition, the City is committed to partnering with educational organizations such as the University of British Columbia - Okanagan, Okanagan College and School District #22 to maximize opportunities to produce a skilled workforce that meets the needs of growing Vernon businesses.

15. Manage regional transportation corridors

16. Support integrated regional transportation planning

Supporting policies: 5.1, 5.5, 7.3, 11.1, 11.3, 11.4, 11.5, 11.6, 11.7, 11.9, 11.10, 11.11, 11.12

The OCP policies are consistent with these RGS goals. The City is committed to working with its regional partners, senior levels of government, local agencies and community members on the development of efficient and cost effective transportation options that serve the diverse needs of our population. Fundamental to this is the City's growth strategy as embodied in Section 5.0 Growth Strategy and Land Use Plan. The growth strategy facilitates growth and redevelopment in the City Centre and Neighbourhood Districts, thereby maximizing the use of existing infrastructure while concentrating employment and medium and high density residential opportunities in the City Centre and identified neighbourhood centres. This creates both a north/south and west/east axis of higher density development areas, all connected by transit. In addition, the neighbourhood centres are intended to provide walking and cycling connections to the surrounding neighbourhoods, thereby giving residents options to access commercial services, amenities and transit.

Coordination with our regional partners and neighbours is explicitly identified in the Section 11.0 Transportation, as is the need to protect the major corridors identified in the Regional Growth Strategy. To that end, the City has worked cooperatively with RDNO on the development of the 25 Year Transit Future Plan and the development of the Pedestrian and Bike Master Plan to ensure the continuity of connections across jurisdictional boundaries. The City has also forwarded resolutions to the Union of BC Municipalities to encourage the Province to incorporate cycling infrastructure in highway construction (where appropriate),

as well as to create new funding mechanisms to support the local government's ability to invest in active transportation options such as walking and cycling.

17. Create effective, efficient and sustainable infrastructure

Supporting policies: 5.1, 5.3, 5.5, 5.8, 5.9, 5.10, 5.11, 6.4, 6.6, 7.3, 9.2, 10.1, 10.4, 10.5, 10.8, 10.9, 12.1, 12.2, 12.3, 12.4, 12.5, 12.6, 12.7, 12.8, 12.9, 12.10, 12.11, 12.12, 12.13, 12.14, 14.7

The OCP policies are consistent with this RGS goal. The sustainable management of infrastructure is a key principle of Section 5.0 Growth Strategy and Land Use Plan and Section 10.0 Infrastructure. The Sustainable Infrastructure Investment Plan seeks to define levels of service that are financially sustainable and maximize the efficient replacement of existing infrastructure for the benefit of all residents. The City has extensive policies to support and focus growth toward areas with existing infrastructure, as well as to ensure existing subdivisions reach build out stages before new greenfield subdivisions are approved.

The City supports regional cooperation on utility planning, and is committed to building and maintaining effective partnerships for the delivery of both water and sanitary sewer services.

18. Support and encourage a variety of housing options to meet the diverse housing needs of all residents in the region

Supporting policies: 5.3, 5.5, 6.4, 7.1, 7.2, 7.3, 7.6, 7.7, 7.8, 7.9, 7.10, 7.11, 7.13, 12.2, 12.3, 12.7, 12.10, 12.12, 13.10

The OCP policies are consistent with this RGS goal. As part of the preparation of the OCP, the City undertook a housing needs assessment to identify gaps, challenges and policies to ensure that an appropriate range of housing options was available to meet both market and non-market demand. Housing affordability can be a challenge for many residents in the City, yet local government is very limited in its ability to contribute financially to the creation of new affordable and attainable housing units. Senior government subsidies are not a sustainable way to meet this need.

As such, the City has opted to utilize tools to encourage the provision of affordable and attainable housing units by working cooperatively with the development industry to create win-win situations. In exchange for increases in density and the ability to expedite development approvals, the City has been securing both rental and for sale units in new developments that are made available at below market rates and secured through housing agreements. New zoning regulations support the creation of small lot single and two family homes in the City Centre and Neighbourhood District, thereby providing more affordable options than traditional large lot development. Development Cost Charges are assessed both by proximity to the City Centre and by the size of the unit, thereby favouring smaller homes in the heart of the city. The City works with local stakeholders and industry partners to promote these initiatives, and continues to explore new opportunities and initiatives.

While the City supports energy efficient development and retrofits, as well as green building initiatives, it has limited ability to provide financial incentives. The City is committed to investing in cost effective upgrades at civic facilities.

- 19. Support regional governance based upon a foundation of regional cooperation**
- 20. Pursue efficient, effective and fiscally responsible service delivery**

Supporting policies: 9.1, 9.2, 11.6, 14.2, 15.4, 15.5, 17.2, 24.6

The OCP policies are consistent with this RGS goal in that they identify several specific initiatives and areas of mutual interest that effective regional cooperation can significantly further. Economic Development is a key area of mutual interest, and in 2011 the regional jurisdictions confirmed their desire to pursue participation in economic initiatives, led by the City of Vernon, on a voluntary project by project basis. The City recognizes that economic growth in the region benefits Vernon's business community and residential building sector.

The OCP also speaks to the desirability of partnering with agencies such as the Interior Health Authority and the Okanagan Basin Water Board, which furthers the RGS goal of considering partnerships with organizations prepared to invest in and/or support the goals and policies of the RGS.

In addition to the policies contained within the OCP, the service review discussions that are being concluded are looking to achieve the most effective, efficient and fiscally responsible service delivery for the benefit of all residents within the regional district, particularly at the sub regional level.

- 21. Reduce regional greenhouse gas emissions by 15% by 2020 and 25% by 2030**

Supporting policies: 12.14

The OCP policy is consistent with this RGS goal. Vernon established GHG reduction targets through energy modeling processes undertaken as part of the Regional Growth Strategy and the development of the OCP. Local Government Act section 877(3) establishes the requirement for inclusion of these targets in the Official Community Plan. To ensure that the targets set are those that can be met, the City developed an understanding of achievable emissions reduction targets in partnership with the other jurisdictions of the North Okanagan and during the BC Hydro Quickstart Program. As a result of these partnerships, a draft 2013 Community Energy and Emissions Plan (CEEP) was developed in 2013 and a 2% reduction per year to 2018 was identified as a goal. A 54% overall reduction in GHGs by 2050 was identified through the CEEP process.

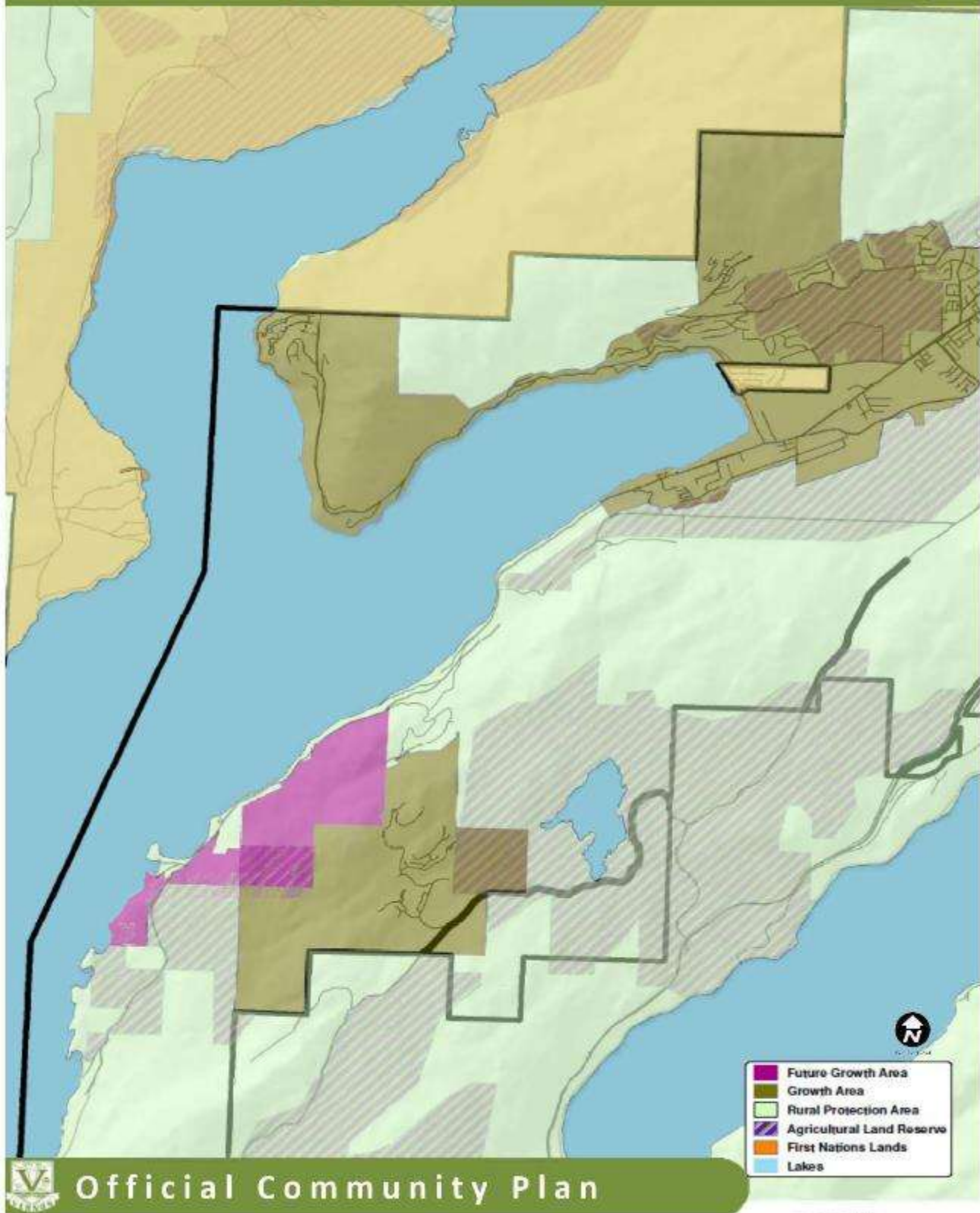
While only one supporting policy speaks explicitly to this RGS goal, it must be mentioned that the many OCP supporting policies related to compact, complete development, the provision of alternate modes of transportation and other issues related to growth strategy and land use plan are the primary mechanisms by which this target can be achieved.

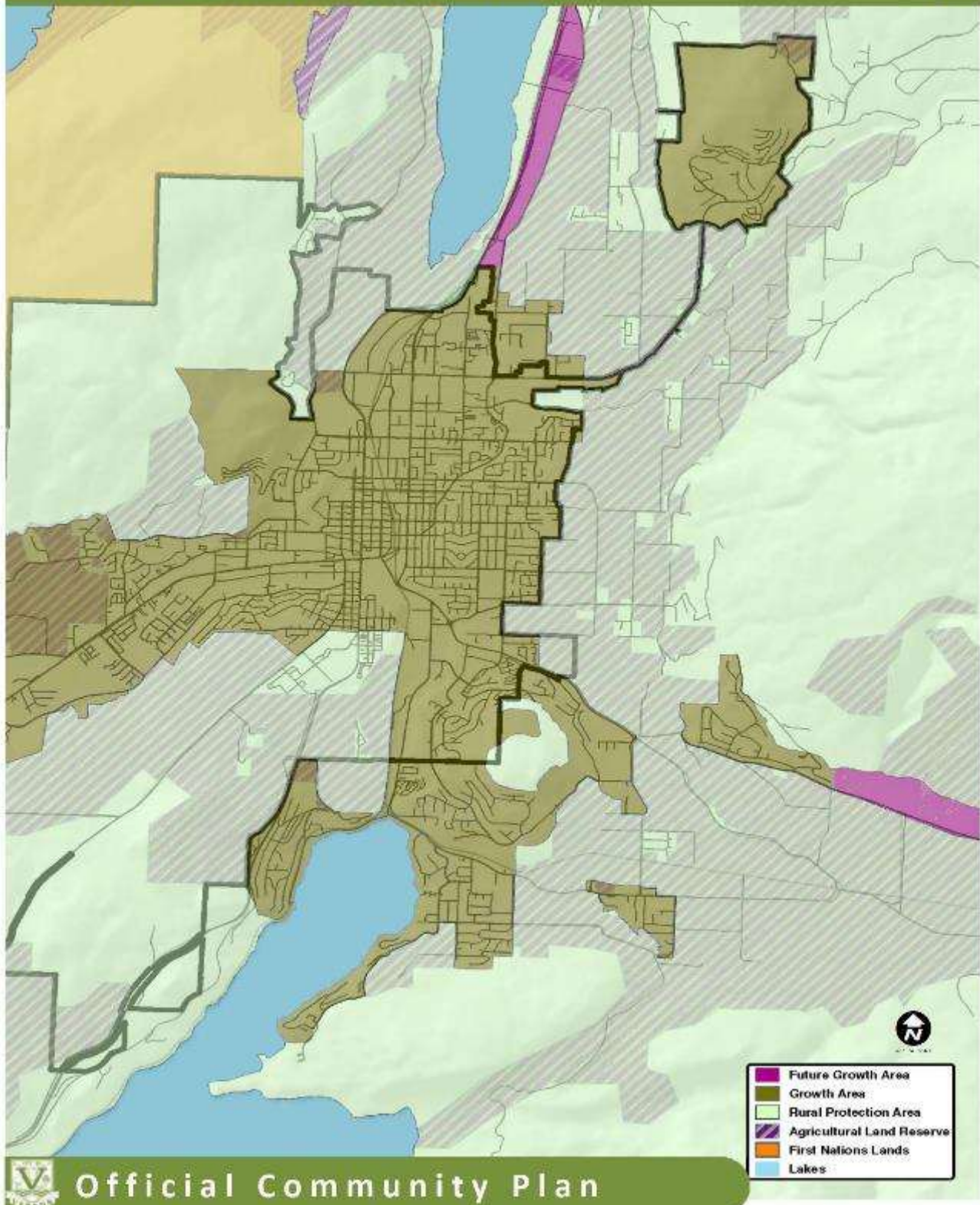
Implementation

As set out in the Implementation and Monitoring section of the Regional Growth Strategy, preparation and adoption of the Regional Context Statement is a key implementation tool that serves to implement Regional Growth Strategy policy with the City's OCP.

The City of Vernon and the Regional District of North Okanagan are committed to working in partnership to achieve the shared goals of the Regional Growth Strategy and Official Community Plan.

Section 866(4) of the Local Government Act requires that amendments to the Regional Context Statement be submitted to the Regional District of North Okanagan Board of Directors for acceptance. Should disagreement occur, both the City and the Regional District are committed to cooperative discussions to resolve disagreements in keeping with the provisions of the Local Government Act.





3.0 Community History

Incorporated in 1892, Vernon has a rich history spanning from the settlement by Interior Salish peoples to the arrival of fur traders, ranchers, farmers and miners, all helping Vernon to grow into the diverse community it is today. Vernon has always been able to adapt to changing social, economic and environmental contexts, and this tradition of resilience will help the city adapt to the rapidly evolving world we will experience in the future.

Interior Salish People

20,000 years ago, as the most recent ice age ended and the glaciers retreated, the Interior Salish people moved into the Okanagan Valley from the south. The area in and around today's city centre was a traditional winter gathering place. Pit house dwellings called "kekulis" were erected and used throughout the winter months. The Interior Salish people were a semi-nomadic people, travelling throughout the area hunting game, gathering



Greater Vernon Museum & Archives

berries and roots and fishing salmon. The

people moved from place to place in the North Okanagan with the seasons, following cycles of food sources.



Greater Vernon Museum & Archives

Since the arrival of European fur traders in 1812, the Interior Salish people have continued to maintain their culture and identity. These people have had a role in all stages of change in the community and will continue to have an important role into the future.

Fur Trade

In 1812 the North West Company claimed the Okanagan Valley as part of their territory. By 1814, the Okanagan Valley was being used as a trade route from the Columbia north to Fort St. James. In 1821 the North West Company amalgamated with the Hudson Bay Company. The fur trade route through the Okanagan Valley remained actively used by the Hudson Bay Company until 1847.

Mining

The Okanagan Valley travel routes became significant travel corridors following the discovery of gold in several locations in the interior, most notably in the Cariboo and Cherry Creek. In the 1850s, prospecting

occurred throughout the Okanagan Valley with little success, as significant commercially viable sources of precious metals were not found.

Agriculture

Although gold mining did not prove viable in the Vernon area, those who travelled to and through the Okanagan Valley recognized the great agricultural opportunity afforded by the land and climate. People began arriving in the Vernon area to pursue agriculture and by the 1860s, permanent settlement was appearing in the area. With the gold rush in the interior, a strong market for beef was created resulting in the establishment of ranching operations in the area. Notable ranches from this era that can still be visited include the Coldstream Ranch and the O'Keefe Ranch. Ranching remains a significant component of agriculture in the community today.

Soon after ranching began, grain fields were established and by 1890, wheat had become the main agricultural crop in the area. Several roller mills were established for grinding wheat into flour, but with wheat production expanding on the prairies at the turn of the century, the small mills in Vernon were unable to compete and by 1920, all were closed.

The first fruit orchards were planted in 1892, but it was not until irrigation became available with construction of the Grey Canal in 1907 that the fruit industry became a major economic driver in Vernon. By the First World War, the Vernon area was one of the largest producers of fruit in the British Empire. In conjunction with the large orchards of the area, packing houses were also significant employers in the community.

By 1910, fruit and vegetable canning and dehydrating had become a major industrial employment sector in the area. As commercial vegetable farming became less economically viable for farmers in the 1950s, and the ability to transport fresh fruit and vegetables to larger production facilities was created, canneries and dehydrating facilities closed. The last of these facilities closed their doors in the 1960s.



Early Transportation

From the fur trade trail, to paddle wheeler, to train and finally the highway, transportation has played a significant role in shaping the community. Trail and stage coach presented the only land access options for Vernon until the arrival of a spur line of the Canadian Pacific Railway from Sicamous to Okanagan Landing in 1892. Boat transportation had begun well before the arrival of the railway, but it was Canadian Pacific Railway that introduced paddle wheel lake boats to Okanagan Lake. The first paddle wheel boat, the SS Aberdeen, was launched May 22, 1893. The lake boats continued to transport people and freight up and down Okanagan Lake until 1936.



Greater Vernon Museum & Archives

Army Camp



Greater Vernon Museum & Archives

In 1908, a militia unit of the Okanagan Mounted Rifles was authorized for Vernon. The militia's camp was established on Mission Hill, becoming Camp Vernon. In 1915, the Army officially established Camp Vernon as a training centre and a tent camp for 3,500 men. By 1916, seven thousand soldiers were being trained on Mission Hill and with a population of only three thousand, Vernon was dominated by this military presence. During World War I, an internment camp was established in Vernon. The camp was situated where Seaton High School stands today, and housed 400 internees for the duration of the war.



During World War II, Camp Vernon was again used as an infantry training centre and included a live ammunition course that simulated battle conditions. 24,000 men went through this course during the war. During this time Camp Vernon grew with the construction of several buildings, including the barrack huts that stand today.

Camp Vernon evolved in the years since World War II into a summer camp for cadets from across western Canada. Since being established as a cadet training centre in 1949, thousands of cadets have come to Vernon during the summer.

4.0 Population and Housing Profile and Projections

This section provides contextual information on the current population, demographics and housing stock, as well as population and housing projections for a 25 year period.

Population Profile and Projections

As indicated in Figure 1, Vernon has experienced significant population growth, particularly over the last ten years. According to Statistics Canada, with the City's boundary extension to include the Okanagan Landing area in 1993, the population of Vernon had grown to 32,165 residents by 1996. The population of Vernon continued to grow and in 2011 was 38,150. The 2006 population represented a 6.1% growth rate over the previous five years. However, while the growth since 2001 has been quite high, much of that growth took place the years between 2005 and 2008. Population growth slowed significantly after 2008. The population growth trend depicted in Figure 2 for 1976 – 2011 demonstrates the continued population growth as well as the population change due to the Okanagan Landing boundary extension in 1993.

Figure 1 – Population Growth, 1976 - 2011

Year	Population	5 Year Growth Rate
1976	17,984	n/a
1981	20,500	2.8%
1986	20,962	0.5%
1991	24,112	3.0%
1996	32,165	7.4%
2001	33,542	4.1%
2006	35,944	6.7%
2011	38,150	6.1%

From 2001 to 2011, the city's population grew by an average 1.37% a year, which included boundary extensions during that period.

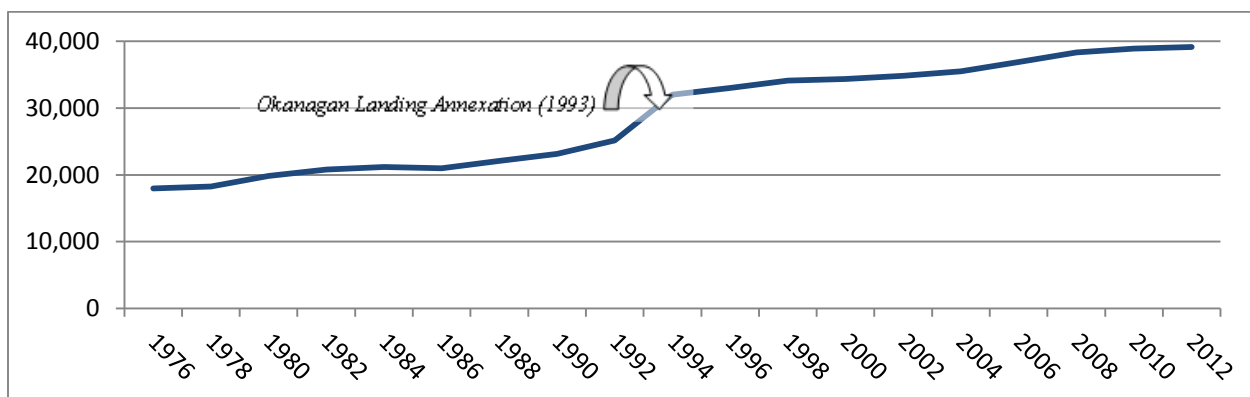


Figure 2 – Population Growth, 1976-2011

Planning in Vernon necessitates consideration of the population base immediately surrounding the City which is referred to as the Greater Vernon Area. Comprised of the City of Vernon, District of Coldstream, Okanagan Indian Band Reserves No. 1 and No. 6 and the newly adjusted boundaries of Electoral Areas B and C of the Regional District of North Okanagan, the Area's total population in 2011 was 58,055. The breakdown by location is shown in Figure 3.

Figure 3 – Greater Vernon Population		
Jurisdiction	2006 Census	2011 Census
City of Vernon	35,944	38,150
District of Coldstream	9,471	10,314
Electoral Areas "B" & "C"	7,158	6,918
Okanagan Indian Band Reserve No. 1 & No. 6	2,845	2,673
Total Greater Vernon	55,418	58,055

According to the 2011 Census, the median age of Vernon's population is 46.5 years old, up from the 2006 figure of 44.5. Vernon's median age is 4.6 years higher than the B.C. average of 41.9. Among twelve benchmark B.C. communities, only Penticton and White Rock have higher median ages (Figure 4).

Between 1976 and 2011, the proportion of the population aged 65 and older in Vernon increased from 14% to 23.1%. The 2011 BC proportion was 15.6%. This trend will continue to increase significantly as the Baby Boom generation ages into the 65 years of age demographic and older. In 2012, the first Baby Boomers had already turned 65.

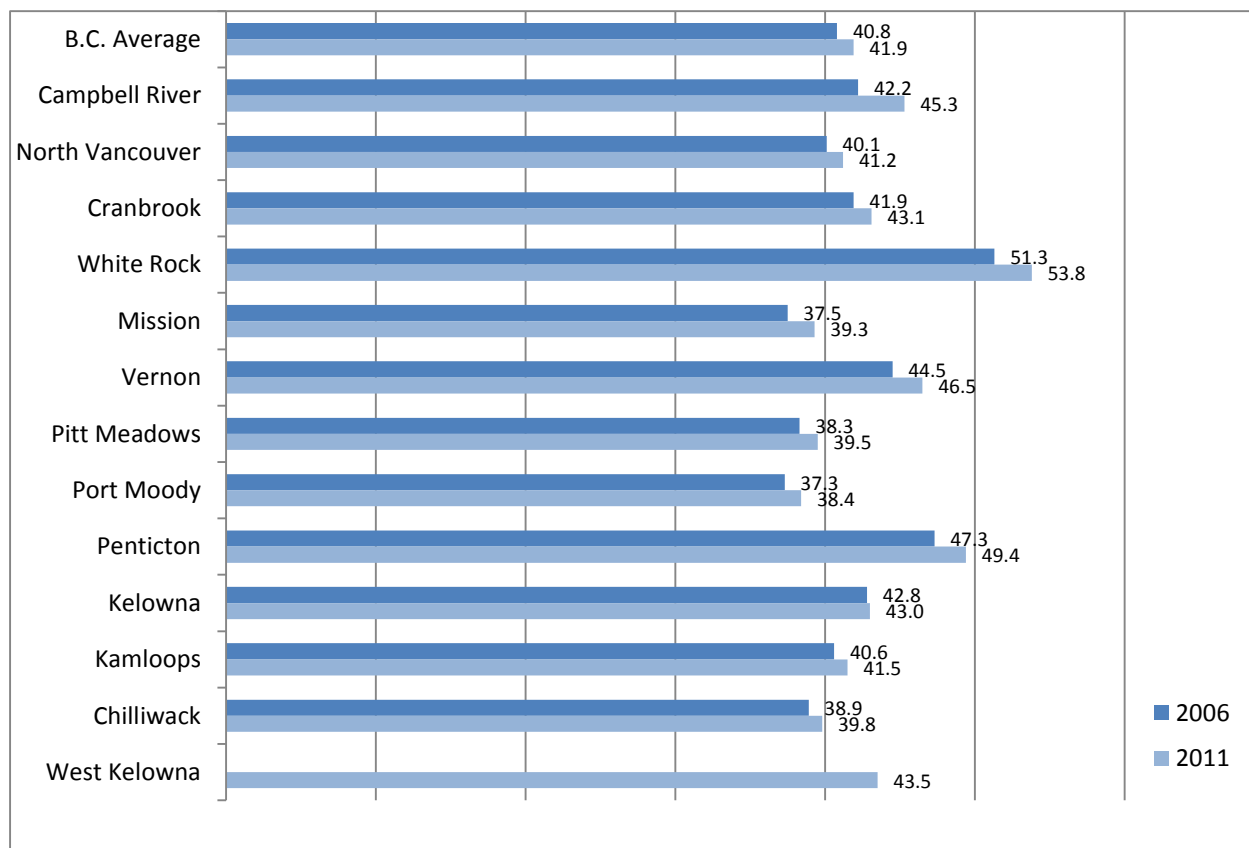


Figure 4 – Median Population Age, 2006 and 2011

Employment

According to the 2011 National Household Survey, the largest employers in Vernon are retail trade, business services, health care and social services and accommodation and food services. These four sectors account for approximately 52% of the jobs in Vernon. According to the 2006 Census, these four sectors succeeded in keeping on the same portion with approximately 53% of the jobs in Vernon. Vernon's employment is higher than the provincial average in three sectors - the retail trade, health and social service and accommodation and food services. Of note is the decrease in the manufacturing sector, which since 1996, has shrunk by more than 30%. Statistical information for the employment sectors is presented in Figure 5.

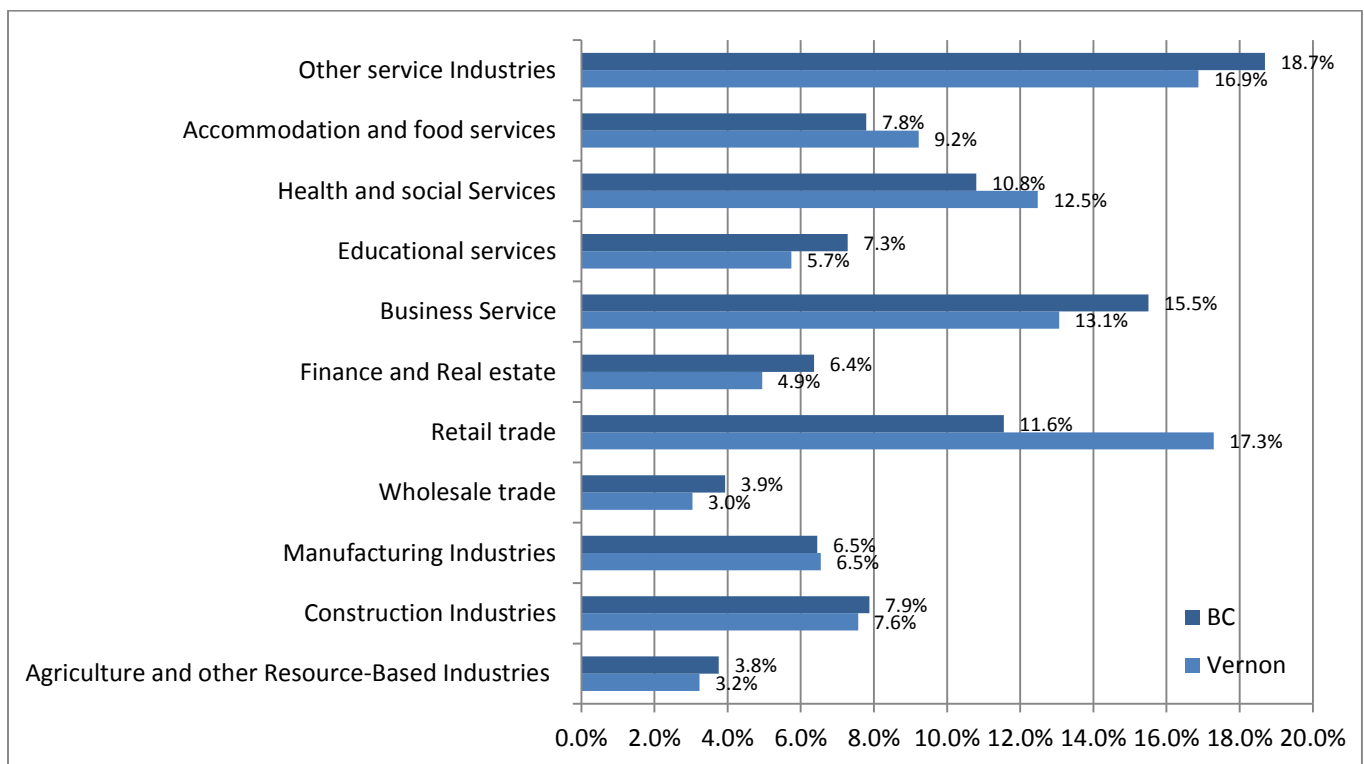


Figure 5 – Employment, 2011

Income Levels

The median family income of people living in Vernon is \$50,644, lower than the provincial median of \$60,333. It is approximately \$7,000 per year lower than the median family income in Kelowna, and approximately \$6,000 higher than Penticton. See Figure 6 for a comparison of median family incomes in benchmark B.C. communities, including the provincial average.

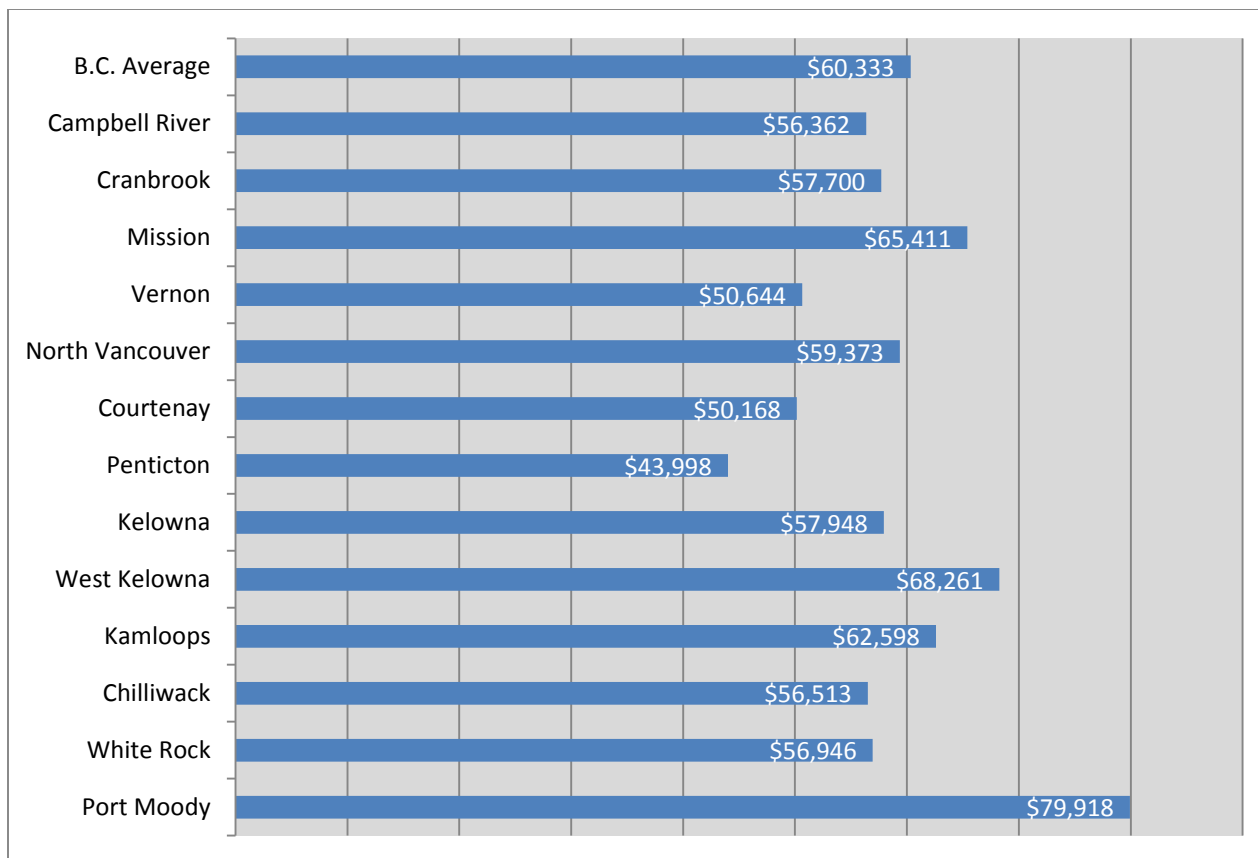


Figure 6 – Median Family Income, 2011

According to the 2011 Census, the housing stock in Vernon totals 16,430 units, of which 52.8% are single family houses, 17.3% ground oriented multi-family units (semi-detached, row housing, etc.), 29.5% apartment housing and 0.5% are other forms of housing. The percentage of single family homes has increased since 2006 when it was 51.2% (Figure 7 depicts the percentage of housing types for 2011 in Vernon).

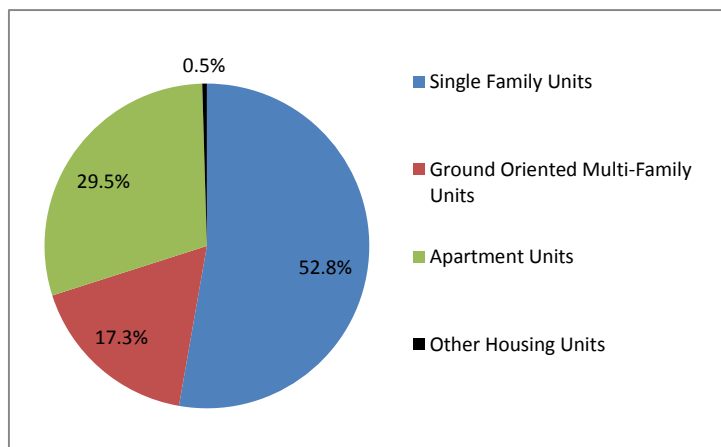


Figure 7 – Vernon Housing Types, 2011

Housing

Vernon has a higher percentage of single family homes than the B.C. average. As depicted in Figure 8, five of the benchmark B.C. communities have higher percentages than Vernon, while six are lower. Kelowna has the same proportion of single family homes as Vernon.

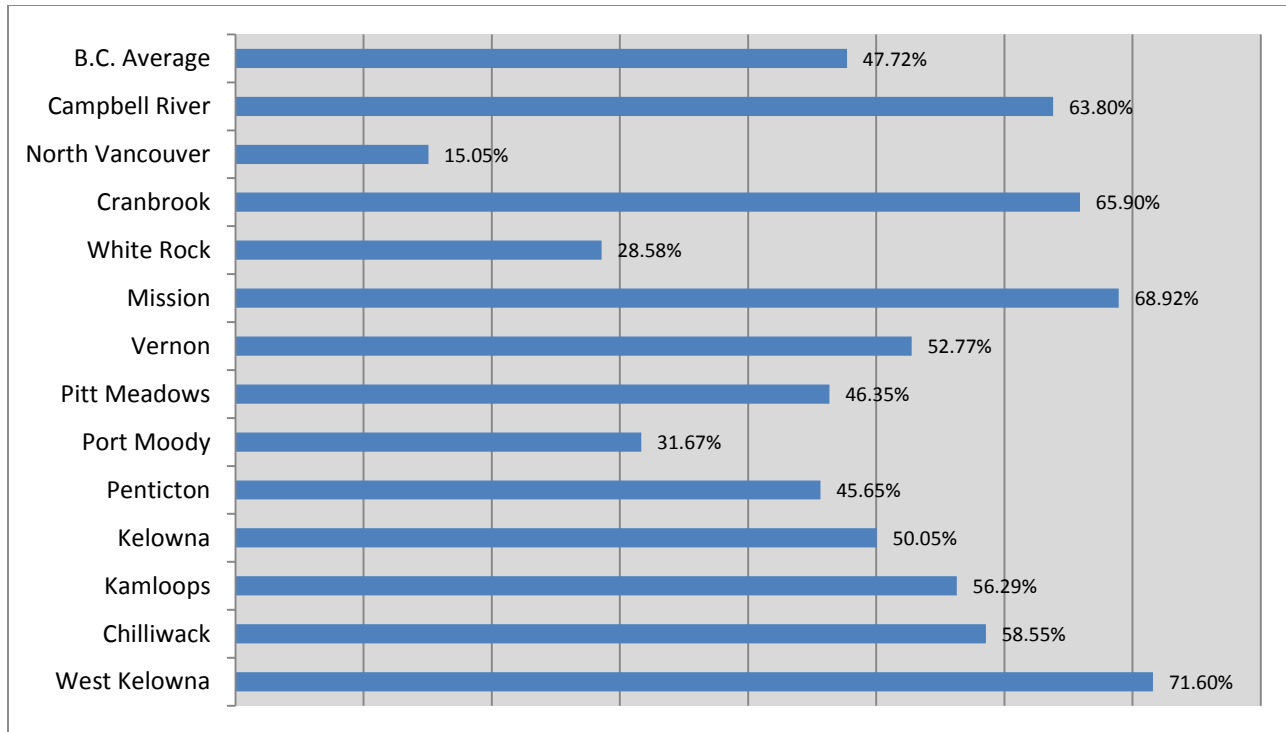


Figure 8 – Percentage of Single Family Units, 2011

The B.C. median value of an owned dwelling unit in 2011 was \$448,835, up somewhat from the 2001 median value of \$418,703. As depicted in Figure 9, eight of the twelve benchmark communities have higher average owned dwelling unit values than Vernon. The median value of owned dwellings in Vernon according to the 2011 National Household Survey is \$348,871.

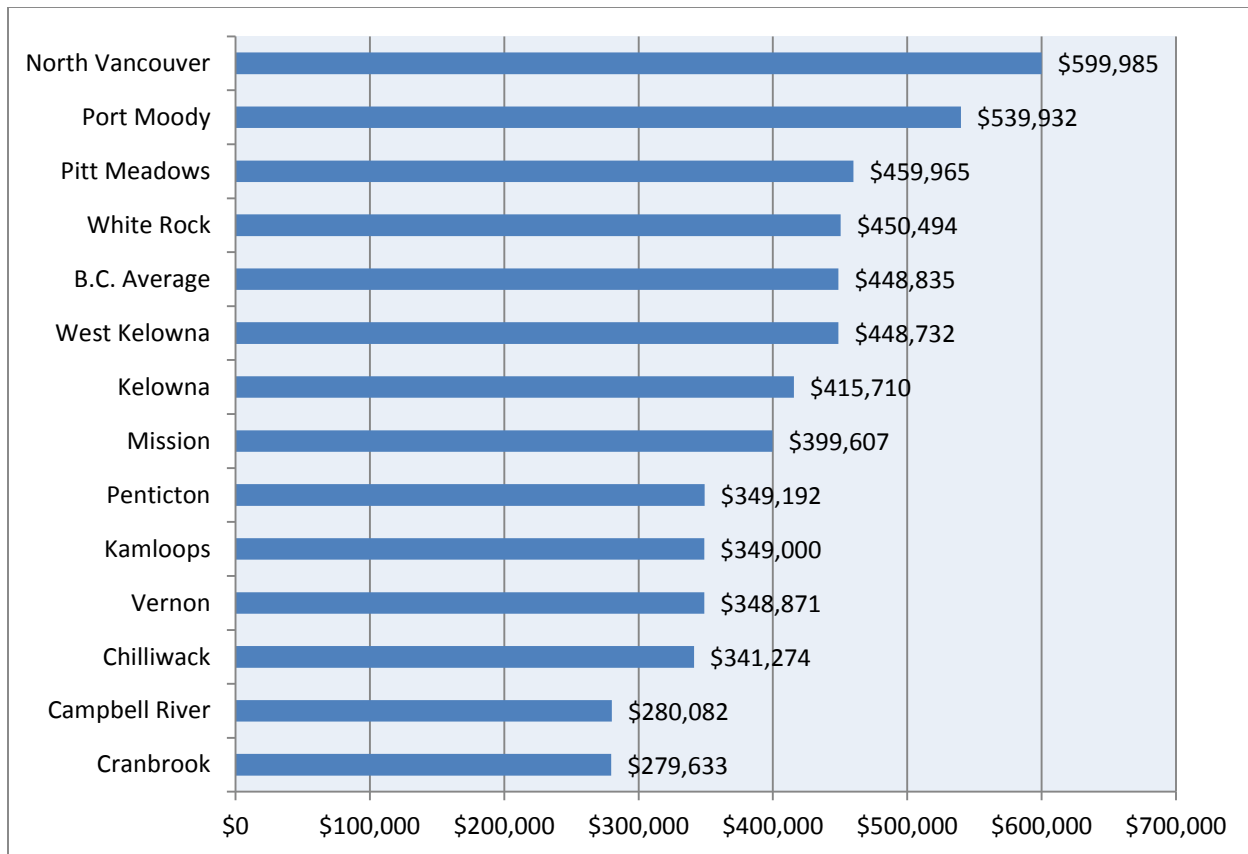


Figure 9 – Average Value of an Owned Dwelling Unit, 2011

In 2011, approximately 71% of units in Vernon were owner occupied (11,690), while 29% were rented (4,730). This represents a higher rate of home ownership than in 2006, when 69% of all dwellings were owner occupied. The 2011 B.C. average percentage of owner occupied residential units was 70%, while 30% are rented.

The average number of people per dwelling unit in 2011 was 2.2, lower than the B.C. average of 2.5. The average number of people per dwelling unit in 1976 was 2.7, in 1986 it had dropped to 2.3 where it remained until 2006. It is anticipated that the trend of a decreasing number of people per dwelling unit will continue through to 2036 due to people in the community having fewer children and the immigration of older people whom are empty nesters.

Population & Housing Projections

As Vernon's population continues to age, it will continue to experience a net natural decrease as the number of people who pass away each year in the community exceeds the number of people born. Vernon's population growth to 2036 will therefore be driven by net migration of people to the city.

There are a number of factors that influence migration into the Okanagan and Vernon. Some of these are positive factors which attract new residents, including:

- Livability: climate, lifestyle, scenic vistas, high quality recreational facilities and an appealing setting
- Healthy provincial and national economies: energy and resource sector boom in BC and Alberta, in particular
- Local employment: Vernon serves as the regional service centre for the north Okanagan

Other factors have the potential to constrain migration to our community, including:

- Increasing housing costs which make it difficult to enter the housing market
- Rising energy costs can affect the attractiveness of Vernon for people who commute to other areas of the region
- Lack of high paying employment sectors

From 2006 to 2011, the population increased by an average of 1.3% per year. Much of this growth has been driven by the first cusp of the Baby Boomers coming to the Okanagan from throughout Canada to retire. The population growth is also driven by young families seeking lifestyle, amenities and housing not available in large urban centres. Growth also equates to available jobs in construction and manufacturing, as well as services such as retail, health, finance and business.

Between 2001 and 2008, Vernon's population grew rapidly. However, since 2009 population growth has slowed. Further, there will be a growing impact of the net natural decrease in the population. From 2012 to 2016, the expected annual growth rate is slightly higher than 1%. This slowing trend will continue beyond 2016 as population growth slows to less than 1% per year.

This equates to a 25 year average annual growth rate of 1%. The 2011 Census population for Vernon is 38,150. By 2036, the population is projected to increase by 9,850 people to 48,000.

BC Stats projections for the Vernon Local Health Area indicate that the proportion of the population 65 years and older is expected to increase to 35.54% by 2036, with a corresponding reduction in the proportion of the population under the age of 25. In 2011, 27.7% of the population was under 25. By 2031, only 24% of the population will be under 25, if the projected trends continue.

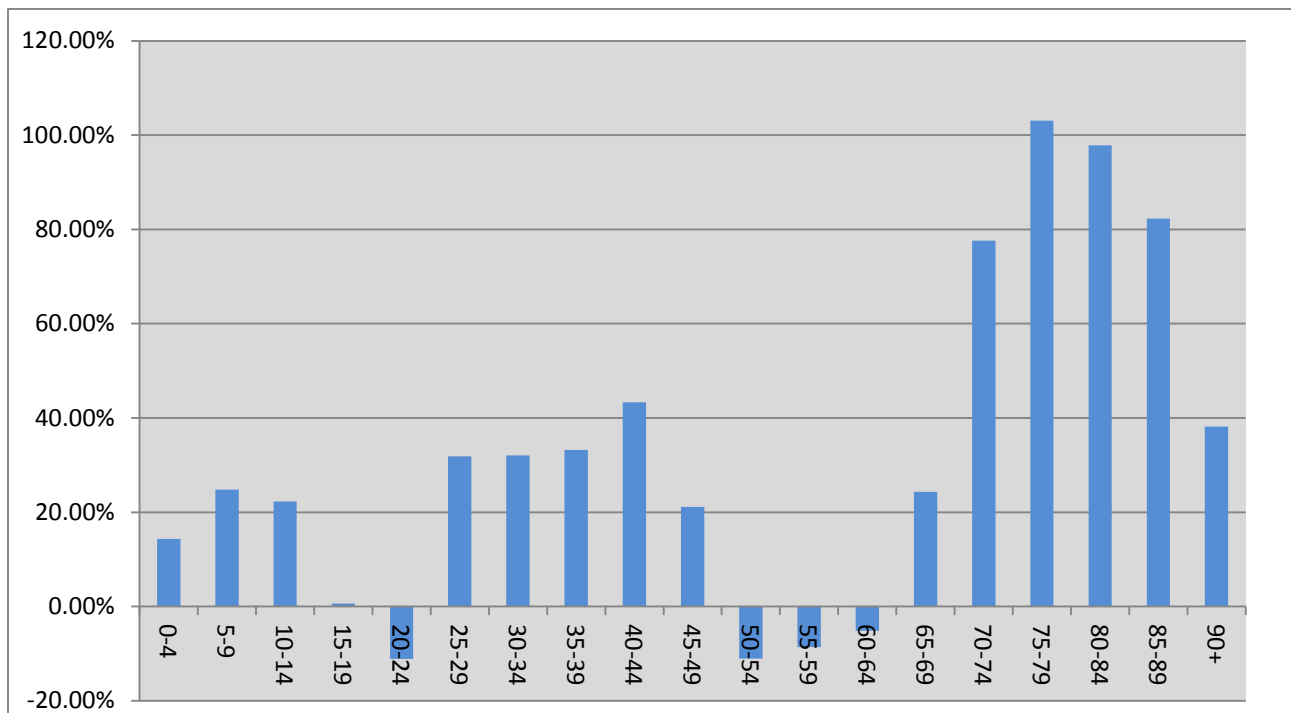


Figure 10 – Vernon Projected Population Changes by 5 Year Age Groups, 2011-2036

According to the 2011 Census, Vernon had 16,430 dwelling units. By 2036, the number of dwelling units is projected to increase by 4,300 units to 20,735 dwelling units. In 2011, 31.7% of Vernon’s households were single person households, compared to the provincial average of 28.3%. The form that new housing units will take will be important in meeting the needs of existing and future residents. For this purpose, a Housing Needs Assessment was undertaken to determine not only the expected number of units needed in the next 25 years, but why types of units would be needed and where.

Among the findings of the Housing Needs Assessment:

- Vernon has an unusually high supply of land either pre-zoned or subdivided and available for residential development, most of which is in hillside neighbourhoods. Depending on the number of annual housing starts over the next 25 years, this supply could last between 23 to 45 years.
- The housing types anticipated in these neighbourhoods do not meet the needs of all residents. Many two income families, and most single parent, low income and seniors, would not see their needs met by this housing type, either due to affordability or because the predominant type of housing in these neighbourhoods (detached single family) is not the housing type these groups are seeking.
- Affordability remains a challenge. A couple aged 25-34 making the median income for Vernon would be able to purchase a unit in a multi-family development or a mobile home, but not a single family home at the average sales price. There are, however, large variations in housing price in different neighbourhoods.

- Lone parent families and seniors earning median incomes would have to compromise life essentials to even afford to rent a one bedroom apartment.
- The housing stock in Vernon needs to be further diversified, particularly to meet the anticipated needs of single parent and seniors.

The findings of the Housing Needs Assessment suggest that greater provision of smaller homes, ground oriented multi-family housing and senior's housing is needed to meet the future needs of the community. The declining average number of people per dwelling unit, coupled with rising housing costs and an aging population, will also result in a stronger market for ground oriented multiple family and apartment housing (the average number of people per dwelling unit is projected to continue to fall but only slightly below the 2011 number of 2.2). As housing costs rise, more families will seek multiple family options. In addition, the aging of the population will result in more people seeking smaller units.



Figure 11 – Housing by Type, 2001 – 2036

5.0 Growth Strategy and Land Use Plan

Goal

To realize the Guiding Principles identified by the community and endorsed by Council:

- Foster prosperity for people, business and government
- Protect and preserve green spaces and sensitive areas
- 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

Guiding Principles Met

- Foster prosperity for people, business and government
- Protect and preserve green spaces and sensitive areas
- 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

Context

The Guiding Principles strongly reflect an approach to sustainable urban development that addresses economic, social and environmental considerations. Sustainable development provides for orderly urban growth that preserves our community's significant natural resources, mitigates the impacts of development, increases the quality of life for residents and makes more effective use of taxpayer dollars. Essentially, it is about compact development that supports alternative transportation options. By developing residential uses in close proximity to commercial services, employment, schools and recreational amenities, people have greater opportunity to walk or bike to where they need to go. In addition, development occurs at densities necessary to support the provision of efficient public transit. Compact development and alternative transportation options also reduce the cost of maintaining and replacing infrastructure, promoting greater financial sustainability for the municipality in the long term.

To support this sustainable approach, three districts have been established within the city boundaries, generally defined to correspond with both the existing level of growth in the city and the areas where growth and redevelopment are to be encouraged. These districts are the City Centre District, the Neighbourhood District and the Hillside Residential and Agricultural District.

City Centre District (District 1)

Bounded by 43 Avenue to the north, the east side of 27 Street to the east, 25 Avenue to the south, and generally 35 Street to the west, the City Centre is a mix of commercial and small lot residential development with some medium density residential development (Figure 12). People are drawn to the area for work, shopping, community events and recreational opportunities.

The City Centre District has been identified as the key redevelopment area in the city. A vibrant downtown is an asset in the community from an economic and social perspective. The City Centre is the economic and social anchor for the entire city, providing the community with significant and diverse commercial and residential opportunities. With improvements to park space, cultural facilities and other amenities, the City Centre will become a primary location for community interaction.



Figure 12 - City Centre

Vernon's Historic Downtown, within the City Centre, is a prized neighbourhood favoured for its heritage façades and quaint atmosphere, and it is this setting that is to be retained and expanded upon as redevelopment occurs. While there are many great attributes already present in the City Centre, there are also many challenges that need to be addressed. It is necessary to create a vibrant commercial and residential area that is resilient to the lure of big box developments located in other parts of the city. Both the Historic Downtown and the larger City Centre should be areas that attract people to shop, live and play. Key to this is creating a pedestrian friendly environment that encourages people to walk around and explore the many nearby shopping opportunities, thus making visiting the City Centre an experience in itself. Mixed use development of appropriate design, will be encouraged on 30 Avenue and some adjacent streets. Creating designated mixed use areas in the downtown will create a constant commercial market for the residences above ground level and immediately adjacent to the mixed use areas. Creating an environment in which residential opportunities are directly adjacent



to commercial opportunities encourages people to shop locally, and if provided ample pedestrian access, the attraction to driving to the big box locations for everyday shopping is diminished.

Another challenge facing the redevelopment of the City Centre District is the need for large scale redevelopment in the area. Much of the current building stock is aged and poised for redevelopment. OCP policies make the redevelopment of the City Centre District a priority and include provisions that encourage redevelopment in this key location.

While appropriate planning practices can encourage and direct development to particular areas, inadequate infrastructure to facilitate redevelopment can hinder progress. Therefore, deficient infrastructure (in either capacity or state of repair) currently servicing the City Centre must be identified and addressed. To overcome this challenge, the City Centre District has been identified as the top priority for capital works funding for infrastructure projects, working in conjunction with development wherever feasible. This does not preclude capital works being undertaken in other development districts in order to address safety or health concerns or other significant issues.

Neighbourhood District (District 2)

The Neighbourhood District is roughly bounded by several ALR properties to the north and east, Okanagan Lake to the west, large agricultural properties to the south, the City boundary to the north and the northeast (Map 3). This area encompasses many established neighbourhoods such as East Hill and Mission Hill, as well as the commercial areas of north and south Vernon. Most of the development in this district will consist of infill and redevelopment.



There are several established neighbourhoods in the area and allowing new infill development presents some challenges. Preservation of neighbourhood character is an important issue to many residents, so infill development should either aim to minimize the impact on the existing neighbourhood or be consistent with the form and character of that neighbourhood. The growth strategy identifies a series of neighbourhood centres for a larger amount of infill development while allowing for some infill in other neighbourhoods.

Many of the neighbourhood centres that are identified on Map 3 are located within the Neighbourhood District — Polson, Okanagan Landing, and Waterfront. Each neighbourhood centre is unique and distinct from the others. Further distinction will largely be achieved through the neighbourhood planning process and resulting design guidelines and policies. The neighbourhood centres will have a concentration of commercial and multiple family residential development at its centre, including mixed use forms, with surrounding ground oriented multiple family development serving as a transition to lower density residential neighbourhoods.



Intensification will be permitted in single and two family neighbourhoods that does not significantly change the look and form of that neighbourhood, including the introduction of smaller homes, secondary suites and carriage houses. Low density multifamily development such as three-plexes and four-plexes may be explored, but a detailed neighbourhood planning process should be undertaken in order to identify appropriate intensification options and locations. Not all neighbourhoods will be appropriate for this form of intensification, given the presence of lanes and stage of redevelopment, among other factors. This approach serves to preserve the character of existing single and two family neighbourhoods, with the goal to connect all neighbourhoods to neighbourhood centres through sidewalks, trails, cycling routes and transit.

Hillside Residential and Agricultural District (District 3)

The Hillside Residential and Agricultural District is home to the hillsides and vast grasslands that help to make Vernon a unique and scenic city in the Okanagan Valley. The natural setting is a valuable resource for the citizens of Vernon, a resource to be carefully stewarded for future generations.



Official Community Plans prior to 2008 had designated all greenfield hillside areas with less than 30% slope as urban growth areas, regardless of environmental or servicing considerations. This resulted in considerable development pressure to maximize the stunning views and vistas afforded from these areas, without regard for the implications of sprawl development. While efforts are made to preserve the environmental integrity of major ecosystem features during the development process, there are nonetheless considerable impacts on habitat, agricultural lands and grassland ecosystems. The community has also raised concerns about the nature of much hillside development, in that it has tended

to present very large built expanses of housing and retaining walls. The City's Hillside Guidelines and Environmental Management Areas Strategy, both adopted in 2008, are utilized to minimize and mitigate impacts arising from future hillside development.

The land use plan recognizes the need for this housing form and considers it in the context of the current stock available and the Guiding Principles. The plan therefore restricts new greenfield opportunities through the elimination of the urban growth area designation. Neighbourhood plans for Bella Vista West, Okanagan Hills, East Bella Vista Highlands, Predator Ridge and the Foothills all provide ample opportunity to pursue this housing type. In addition, a fourth neighbourhood centre for the city is located in Foothills. Like other neighbourhood centres, these lands are identified for a mix of commercial and residential uses.

As these neighbourhood plan areas start to reach their approved development potential, additional greenfield areas may be brought forward to ensure that an adequate supply of this housing type is available. In order to provide certainty to both land owners and the City, greenfield areas intended to be brought into the development stream next are identified as Hillside Residential – Reserve on the Land Use Plan (Map 3). These lands are to be considered for development at each review of the OCP, or when comparable developments near completion. It is recognized that “nearing completion” is a subjective term, however, it is intended to accommodate market forces between OCP reviews, if necessary, due to rapid absorption of available stock. The onus will be on the property owner to demonstrate the need to bring the lands into the development stream at any point between OCP reviews, with due consideration for the remaining supply in comparable developments and a proven market need. Proposals will not be considered when less than half of comparable developments have been built out.



When the Hillside Residential – Reserve lands are brought into the development stream, by virtue of being redesignated to Hillside Residential, additional lands can be identified for the Hillside Residential – Reserve, thereby ensuring that a continuous supply of land is made available. Only one area or set of lands may be identified as Hillside Residential – Reserve at a time. Identification of future Hillside Residential – Reserve lands shall build on the nodal development pattern that is intrinsic to the growth strategy, with due consideration of the Guiding Principles and benefit to the community relative to other potential areas.

Development Strategy

The land use plan (Map 3) permits some growth in Development District 3, primarily in the adopted neighbourhood plan areas. The remainder of Vernon's projected growth, however, is intended to happen in

and around the City Centre (District 1) and in designated neighbourhood centres (District 2), each with the intent to accommodate commercial services and multiple family development.



This approach concentrates new multiple family development in and around the neighbourhood commercial centres and in designated areas which are close to services and amenities. The clustering of density in these key areas throughout the city aims to create transit-supporting densities to ensure the efficient provision of public transit. Several areas of the city have also been designated for small lot single and two family development to provide greater opportunities for attainable housing proximate to services and amenities. Smaller building forms that are less reliant on single occupant vehicle use will translate into reduced energy costs for residents.

It is important to stress that the land use plan seeks to provide opportunities for a broad range of housing forms, tenures and cost. Vernon is an attractive community for year round, permanent residents. It is also attractive as a seasonal recreational centre, and for retirement. All of these groups have different housing needs and wants, and the land use plan seeks to accommodate this broad array of interests.

The intent of the district approach is to utilize existing infrastructure more efficiently while providing cost effective options for new development in the existing built up areas of the city. Growth is encouraged in these areas by using the tools available to local government. Development is facilitated in the City Centre and neighbourhood centres by making it less expensive and less onerous than development in the Hillside Residential and Agriculture District.

A key tool in this district approach is the use of Development Cost Charges (DCCs). The City's previous DCC structure had implicitly biased the construction of larger and more expensive homes and did little to encourage growth in areas where infrastructure already exists. DCCs for multi-family development are now calculated on the basis of the square footage of the unit and on a development district basis, instead of a city-wide basis, with the lower fees in the City Centre and Neighbourhood District and the higher fees in the Hillside Residential and Agriculture District. Lower DCCs are also assessed for small lot development.



The district approach supports this cost basis, as infrastructure exists in the City Centre and Neighbourhood Districts, but is largely lacking in the Hillside Residential and Agricultural District.

In addition to varying development costs, it is also intended that development approvals be expedited in the City Centre and Neighbourhood Districts through use of the Development Scorecard. For example, if a certain score is required in order to accept the development application, the base score would be highest in the City Centre District, given its proximity to existing infrastructure and services. The base score would be slightly lower in the Neighbourhood District, with the exception of the neighbourhood centres, and lowest in the Hillside Residential and Agriculture District, where infrastructure is largely lacking and there is little proximity to services.

Additional tools available to local government to expedite development in key areas of the city should be considered and utilized if possible. Preferential application processing for development applications in key areas of the city, including the City Centre District and designated Neighbourhood Centres, is a key consideration. Staff resources should be directed first to those development applications that further the goals of the broader community, and secondly to those applications which are less of a community priority. The redevelopment of the City Centre, for example, serves the interests of the entire community and should take precedence over other lower priority considerations.

Designation of revitalization areas and investment in public infrastructure in key locations are other initiatives that support redevelopment in the City Centre and the Neighbourhood District. A Revitalization Tax Exemption program was adopted on May 14, 2012 for the City Centre and the Waterfront Neighbourhood Centre, and will be monitored to determine its effectiveness in promoting redevelopment in these two neighbourhoods. The costs of these initiatives must be considered relative to the ultimate value to the community of a revitalized City Centre, comprehensive alternative transportation network and the provision of more attainable housing options. Where possible, Local Area Service initiatives should be explored to provide infrastructure improvements.

The district boundaries also correspond with the Environmental Management Areas (EMA), for two key reasons. First, the EMA areas generally correspond with differing levels of growth, each with distinct environmental management issues. Hence, the City Centre District and the Neighbourhood District tend to have less onerous environmental requirements than the Hillside Residential and Agricultural District. Secondly, the intent is to simplify the development process such that a single Development Permit is required in each district. At this time, several permits can be required depending on the environmental requirements of a given site.

Supporting Policies

5.1 Focus new growth and development in the City Centre District and designated neighbourhood centres.

- 5.2 Perform a review of Zoning Bylaw #5000 to ensure consistency with the Official Community Plan and supplementary plans.
- 5.3 Use the Development Scorecard for development applications, as appropriate, with the intent to expedite those developments in the City Centre District and in neighbourhood centres and ensure that all development reflects sustainable urban development principles.
- 5.4 Continue to promote and monitor the Revitalization Tax Exemption program for the City Centre and Waterfront Neighbourhood Centre.
- 5.5 Investigate additional tools available to local government to expedite development in key areas of the city, including preferential application processing and investment in public infrastructure, either through capital works funding or a Local Area Service (LAS) program.
- 5.6 Development in the City Centre District shall be consistent with the policies outlined in the City Centre Neighbourhood Plan.
- 5.7 Undertake a neighbourhood-wide planning process for single and two family neighbourhoods interested in exploring densification, subject to funding and resources. This interest should be demonstrated through a petition representing at least 25% of the property owners in a given area.
- 5.8 Discourage the development of new low density greenfield residential subdivisions. When additional lands are needed in the future to meet population growth, ensure that new development is designed to meet the Guiding Principles, as well as the Regional Growth Strategy's goal of developing compact, complete communities.
- 5.9 Identify new greenfield development opportunities to bring greater certainty to future residential supply and the orderly provision of supporting infrastructure. These lands are to be identified as Hillside Residential – Reserve, and can be considered for development at each review of the OCP, or when comparable developments near completion. The onus will be on the property owner to demonstrate the need to bring the lands into the development stream at any point between OCP reviews, with due consideration for the remaining supply in comparable developments and a proven market need. Proposals will not be considered when less than half of comparable developments have been built out.
- 5.10 When the Hillside Residential – Reserve lands are brought into the development stream, by virtue of being redesignated to Hillside Residential, additional lands can be identified for the Hillside Residential – Reserve. Council is under no obligation to identify any lands for this designation. Only one area may be designated as such, and it may comprise multiple parcels. Identification of future Hillside Residential – Reserve lands shall build on the nodal development pattern that is intrinsic to the growth strategy, with due consideration of the Guiding Principles. The community benefit of any land designated Hillside Residential – Reserve relative to other potential sites must be demonstrated. Should future Hillside Residential - Reserve lands be identified that are within the Regional Growth Strategy's designated rural

protection area, work with the Regional District of North Okanagan on the redesignation of the lands as future growth area.

Only those lands with slopes less than 30% will be considered for designation to Hillside Residential. A neighbourhood plan is required for lands identified as Hillside Residential – Reserve once the designation is changed to accommodate development. The neighbourhood plan must encompass all lands contained in that designation. Development of lands with slopes 30% or greater is not encouraged using standard development practices; however, development proposed which is in conformance with Hillside Guidelines Goals and Objectives may be reviewed, and, if supportable, enabled subject to restrictions.



Last Update: June 23, 2014
Prepared by: The City of Vernon, BC

6.0 Sustainability

Goal

Foster integrated decision making on all issues to ensure that environmental protection, economic development and social equity are addressed, for current and future residents alike.

Guiding Principles Met

Foster prosperity for people, business and government
Protect and preserve green spaces and sensitive areas
Protect agricultural land
Housing meets the needs of the whole community
Create a culture of sustainability
Create strong, compact and complete neighbourhoods
Provide alternative transportation
Revitalize the Downtown
Create a youth friendly city

Context

A sustainable city is resilient in the face of change, and balances the interests of the community with economic and ecological vitality while looking to the future through planning, active participation of the community and the protection of choices for current and future residents.

To successfully support and build a complete community, a complex collection of issues and interests must be balanced. No one influence in a community is more important than any other and sustainability cannot be effectively initiated without the participation of individuals and groups in different roles and with differing interests and values as part of the process.



The Official Community Plan aims to provide a foundation for the creation of a complete community which meets the needs of all residents, is resilient in the face of change and assists in the development of a framework that will protect the interests of and opportunities available for current and future Vernon residents. This goal requires the participation of all residents, businesses and organizations that are at the



heart of this city. Vernon has the unique and enviable opportunity to grow into a beautiful, balanced and sustainable city that is framed by all members of the community and meets the needs of all residents.

There are many challenges in the process of creating a culture of sustainability and changes will need to be made, but none are beyond the capacity, resilience and community identity that have long defined this city.

Agricultural productivity, economic development, significant natural features, recreation, municipal infrastructure, housing, accessibility, employment and the protection of environmental services are all interconnected. None of these issues can be considered in isolation, as each impacts all of the others. To make space for green and open spaces, housing forms and densities require modification. The creation of housing for all members of the community, accessible and reliable transportation energy efficiency, entrepreneurship and employment are all part of the balance sheet, not simply land values and material costs.

Balancing City budgets and community services influence all considerations from road widths, transit availability, locations of parks, access points to lakes, hillsides and trail systems, the intensity of development and the opportunities provided to the youth of the city.

Vernon has a solid foundation and all of the pieces are here. We need to provide opportunities for them to work together. We need to actively consider the social, economic and environmental implications of all decisions, and ensure that the interests of both current and future residents are part of the discussion. Vernon will need to create a culture of sustainability which grows from community history, addresses local and global challenges and reflects the community's vision of how to grow and adapt into the future. The Official Community Plan is a foundational piece in creating that culture of sustainability.

As a corollary to the OCP, an Integrated Community Sustainability Plan (ICSP) is a provincial initiative which originated from the 2005 Federal/Provincial/UBCM Federal Gas Tax Agreement. It ties in with provincial interests to address climate change and encourage the development of healthier, less costly and more sustainable communities. The ICSP initiative is intended to go beyond the funding opportunities of the Gas Tax Agreement by promoting the development of partnerships to support the growth of community sustainability planning over the long term. The City is committed to the development of an ICSP in conjunction with community stakeholders.

Supporting Policies

- 6.1 Encourage the integration of policy initiatives and capital projects across City departments and community organizations to promote the inclusion of all interests, issues and impacts.
- 6.2 Maintain and support the inter-departmental sustainability working group to coordinate City programs, policies and operations to promote sustainable decision making within the City.
- 6.3 Include discussion of sustainable decision making in Council and Committees of Council to encourage consideration of social, economic and environmental factors in all discussions and resolutions.
- 6.4 Apply the Development Scorecard for inclusion and consideration in all development permitting processes.
- 6.5 Continue the community-wide Sustainability Awards program to recognize sustainable initiatives undertaken by residents, community groups and local businesses.
- 6.6 Encourage and facilitate the introduction of low cost, achievable sustainability actions in all City, community and development projects to provide opportunities for the whole community to contribute to Vernon's resilient future.
- 6.7 In cooperation with community stakeholders, undertake an Integrated Community Sustainability Plan (ICSP).

7.0 Residential

Goals

Explore innovative ways of supporting the provision of attainable housing.

Provide housing options for a broad array of forms and densities in the City Centre District.

Provide medium density multiple family housing options in and around designated neighbourhood centres.

Provide greater opportunities for ground oriented multiple family development.

Support the provision of rental units in strata developments, purpose built rental developments and the provision of secondary suites.

Provide housing options that enable seniors to age in place, including adaptive housing and 55+ only opportunities in both the City Centre and Neighbourhood Districts.

Provide housing options that meet the needs of young adults and families.

Ensure adequate opportunities are provided for resort and lakeview residential developments.

Guiding Principles Met

Foster prosperity for people, business and government

Ensure housing meets the needs of the whole community

Create a culture of sustainability

Create strong, compact and complete neighbourhoods

Provide alternative transportation

Revitalize the Downtown

Create a youth friendly city

Context

Housing costs have risen considerably in many cities in the last ten years. While housing prices have declined in Vernon since 2009 from an average of \$391,657 to \$369,881 in 2012, housing prices are still significantly higher than they were in 2001. A household making the median household income in Vernon (\$50,644) would likely be able to afford a home valued at approximately \$200,000, based on a down payment of 10% over 25 years at a 4.19% interest rate. This is well below the median value of homes in Vernon at \$348,871. Government backed mortgages, where the buyer has less than a 20% down payment, can now only be 25 years. Clearly, housing costs present a significant challenge for more and more Vernon families.

Housing security is affecting a larger proportion of the population. Young families can no longer assume that owning a single family home is part of their future, which is telling in a community like Vernon that prides itself on being a good place to raise a family. It is recognized that housing affordability needs to include consideration for those families that are trying to enter the housing market and graduate to successively higher levels of that market. This is called attainable housing, and many of the policies introduced in this OCP are intended to provide greater opportunities for more families to enter the local housing market.



Vernon has a significant amount of land available for residential development. According to the City of Vernon Residential Land Inventory and Capacity Assessment, prepared in 2007, there are between 10,200 and 17,630 residential units of existing capacity throughout the city, enough to serve a population growth of an additional 23,500 to 37,800 people. As the number of homes constructed has slowed since 2008, these estimates are still considered valid. Of this available capacity, approximately 8,700 units are currently permitted in Development District #3 without any additional Council approval or public input. These units are allocated predominantly in neighbourhood plan areas that are only partially built out, resulting in significant infrastructure being maintained to service few residents.

The intent of the growth strategy and land use plan is to accommodate significant new residential development in the City Centre and Neighbourhood Districts. Development in these areas maximizes existing infrastructure and provides viable residential opportunities for more Vernon households. Within the commercial areas of the City Centre and the neighbourhood centres, apartments are designated above ground floor commercial development. Adjacent to the commercial areas of the City Centre, the North Vernon neighbourhood plan area and neighbourhood centres (Polson, Okanagan Landing, Waterfront and the Foothills), areas of ground oriented multiple family development are designated, as well as locations for apartment development. Ground orientation serves not only as an appropriate interface with lower density residential development, but serves to provide additional family-oriented housing options. This approach will serve to support the efficient provision of public transit, as well as provide additional opportunities for residents to walk or cycle to local services and amenities.



In 2008, the rental vacancy rate in Vernon was 0.3%. The conversion of existing rental buildings to strata developments and the elimination of federal

policies which supported the development of purpose built rental housing have long served to erode the market rental stock in the community. (By policy, strata conversions are not permitted when the rental vacancy rate for Vernon is less than 4%, with limited exceptions.) Rental units play an important role for many people at different stages of their lives, and an effort must be made to ensure more rental units are brought into the local market.

Secondary suites can play an important role in both the provision of rental units and as a mortgage helper for the owner. Recent steps to facilitate legalizing existing suites are important in this regard. Additional rental units can be secured in new strata titled multiple family developments through the use of housing agreements, which is encouraged in both the City Centre and Neighbourhood Districts.

As Vernon's population of seniors continues to grow into the future, it is important to ensure that a wide range of housing options are available to them. Some may prefer to remain in their homes or neighbourhoods, and adaptive housing and secondary suite provisions can help to facilitate this. Others are looking for smaller dwelling units near amenities and services. Still others prefer developments just for seniors. The growth strategy and land use plan look to accommodate all of these needs.

Single family neighbourhoods will continue to play a significant role in Vernon's housing stock. It is important to protect the character of an established neighbourhood as redevelopment occurs. Often this redevelopment process is a gradual one, in which newer building styles gradually displace older building stock. Conflicts can occur when the size and setbacks of new homes are out of scale and context with existing homes. The residential zoning districts should be examined to determine where, when and how this process should be more carefully regulated to minimize these potential conflicts. Where new opportunities for significant densification are proposed, a neighbourhood-wide planning process should be undertaken to ensure that pressures for change are addressed, appropriate areas are identified and any potential impacts are mitigated.



Vernon is also a popular destination for seasonal and resort homeowners. Lakeview properties and stunning vistas, combined with the Okanagan climate and recreational opportunities, make Vernon an attractive destination. Many lakeview properties are seasonally occupied, though may be intended for full time retirement living. The City recognizes the role of these dwelling types in the community, and has designated an area for Hillside Residential – Reserve to ensure that an appropriate supply is maintained for current and future development, with due consideration to other planning and infrastructure priorities in the community.

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	30 units/ha (12 units/acre)
	Semi detached	
	Duplex	
	Row housing	
Medium Density	Townhouse	110 units/ha (44.5 units/acre)
	Apartments	
	Mixed use	
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	87 units/ha (35.2 units/acre)
	Semi detached	
Hillside Residential	Single family detached	25 units/ha (10 units/acre)
	Semi detached	
	Duplex	
	Row housing	55 units/ha (22 units/acre)
	Townhouse	
	Apartments	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.		

It is noted that these are maximums, and are not necessarily appropriate or achievable in all areas. Consideration is given to the density of surrounding development, designation of the land and optimizing infrastructure provision.

- 7.6 Ground oriented multiple family developments are strongly encouraged in designated areas in the City Centre and Neighbourhood Districts. Higher density development should strive to incorporate ground orientation with at grade, private entrances and pedestrian scale detailing and forms.
- 7.7 Utilize density bonusing in the City Centre, neighbourhood centres and designated multiple family areas for the provision of rental units.
- 7.8 Continue efforts to accommodate secondary suites.
- 7.9 Where redevelopment of a property will displace existing residents that fall under the low income cut off, as defined by Statistics Canada, the applicant will be informed of the *Developer's Compensation for Displaced Low Income Rental Housing Tenants Policy* and be required to follow the necessary procedures outlined in that policy.
- 7.10 Identify opportunities for appropriate housing options for seniors, including within the City Centre District, and opportunities to age in place throughout residential neighbourhoods in the community. These options include projects that employ SAFERhome standards that provide greater safety and comfort in homes for seniors. 55+ complexes should not be discouraged, but designed with due consideration for adjacent uses and the streetscape.
- 7.11 Mobile home parks are recognized as an attainable housing form, and the rezoning of existing mobile home parks will be considered in light of the Council adopted policy *Rezoning Applications – Existing Mobile Home Parks*.
- 7.12 Undertake a review of residential zoning districts to determine measures to be incorporated to ensure the scale of new development is compatible with existing dwellings.
- 7.13 Undertake development of policies with regard to carriage houses, with due consideration of the issues faced in neighbouring jurisdictions with this housing form.
- 7.14 Future lakeview and/or resort-oriented development will be identified through the Hillside Residential – Reserve designation, subject to policies 5.9, 5.10 and 5.11 of this plan.
- 7.15 Medium and high density residential areas and any sites where multiple family housing (with four or more units) is developed are designated as Development Permit Areas and are potentially subject to guidelines stipulated in Sections 26, 27, 28 and 29 of this plan.

- 7.16 Local convenience retail outlets (retail uses designed to serve the surrounding neighbourhood) may be permitted in any residential designation if the following conditions are met:
- a. Commercial zoning is limited to a corner parcel;
 - b. The zoned site does not exceed an area larger than 2,000 sq. m. (21,500 sq. ft.); and
 - c. At least one side of the parcel abuts an existing or proposed collector or similar principal road.

8.0 Commercial

Goals

Clearly define the roles of the commercial areas in the city (City Centre, neighbourhood centres, community commercial areas, tourist commercial areas, mixed use areas) and define the range of permitted uses for each area.

Provide for a variety of business types and sizes to support the economic health of the City.

Encourage the design and mix of uses to facilitate the creation of complete communities and support transportation demand management strategies.

Guiding Principles Met

Foster prosperity for people, business and government

Protect and preserve green spaces and sensitive areas

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

Context

Vernon has traditionally been the commercial centre of the North Okanagan region, and with changes in office, retail and service trends over the last century, the city has adapted to ensure that residents are able to have access to the commercial uses that they need. There is greater potential, however, to further enhance Vernon's commercial areas while at the same time using changes in the commercial landscape to promote sustainable development. Key to this strategy is the recognition that the commercial needs of both the city and the region are complex, and therefore require a variety of commercial areas to address these varying needs. By understanding the unique roles that each commercial area plays, the City can facilitate the appropriate use, form and scale of commercial development in those areas to make them more competitive, sustainable and vibrant places. These areas are the City Centre, neighbourhood centres, community commercial areas, tourist commercial areas and designated mixed use areas. Home based businesses also have a role to play in Vernon's commercial landscape.

City Centre

Vernon's City Centre is the historic, cultural and economic heart of the city. The City Centre is home to a wide variety of shops, offices, restaurants and cultural facilities, and has seen a high degree of public investment in streetscape improvements and heritage revitalization. The area is intended to be a compact centre with a mix of housing, employment and shopping opportunities in close proximity to one another. Highly specialized and niche businesses make the City Centre a special place. Public spaces, heritage buildings and the design of future developments would further contribute to an overall sense of excitement, activity and vibrancy in the City Centre.

Efforts need to continue to ensure that the City Centre serves as the focal point of the community. The City Centre is intended to accommodate a significant proportion of future office and retail uses so as to ensure that it remains a major employment destination in Vernon. New office buildings and the completion of the library have helped meet this goal. The City Centre will feature a pedestrian scale with walking being the priority for transportation planning in the area. The addition of more public spaces is vital to bringing people downtown and encouraging them to stay. Future high density residential development will contribute to more activity on the streets and the potential for longer operating hours for businesses. The objective is to have a City Centre that is healthy, pleasant, accessible, diverse, affordable, attractive and pedestrian-friendly. The City Centre Neighbourhood Plan provides detailed policy direction for this neighbourhood.

The City Centre includes lands designated as Mixed Use - High Density Commercial and Residential and Mixed Use - Medium Density Commercial and Residential. Both of these designations allow and encourage a mix of commercial and residential uses, with commercial uses at street level. Future development may be entirely commercial but not entirely residential. More detailed policies are found in the City Centre Neighbourhood Plan.

Neighbourhood Centres and Mixed Use - Medium Density Commercial and Residential

The neighbourhood centres are envisioned as mixed use medium density centres with commercial uses that are more suitable to daily or weekly trips. These commercial uses will be integrated with medium density residential development such as rowhouses, townhouses and small apartments, where appropriate. Neighbourhood centres will act as hubs for alternative transportation, and will therefore be easily accessed



by public transit, have a high quality cycling facilities and be pedestrian-oriented in design. By providing commercial uses closer to more residents and offering options for travel choice, fewer people will need to drive to get basic services and can instead walk, cycle or take transit. Neighbourhood Centres will be highly integrated with their surrounding communities to promote easy access.

This Official Community Plan includes four neighbourhood centres: Polson, Okanagan Landing, Waterfront and Foothills. For each of these neighbourhood centres to function, they need to be attractive destinations for local residents and have an appropriate retail and office mix. Neighbourhood planning processes have been undertaken for the Waterfront and Foothills neighbourhood centres. A neighbourhood plan will be developed for the Okanagan Landing Neighbourhood Centre.

Lands outside of neighbourhood centres designated as Mixed Use - Medium Density Commercial and Residential are intended to provide a mix of commercial and residential uses, with commercial uses at street level. Future development may be entirely commercial but not entirely residential. Development in lands with this designation must conform to the design guidelines outlined in Section 28.

Community Commercial

In addition to meeting local commercial needs through the City Centre and neighbourhood centres, Vernon also meets the needs of the North Okanagan through its community commercial areas, most of which are located in the north part of the city and along major traffic corridors. These areas are characterized by big box development, shopping centres and other forms of



large format retail. As opposed to neighbourhood centres, the types of retail in these areas are better suited for less frequent trips and are often more automobile oriented. The City will continue to accommodate these large scale uses in these areas while encouraging site and building designs that are more consistent with the Guiding Principles. The City will work to improve transit service to these areas while also investing in greater pedestrian and cycling access to reduce reliance on the single occupant vehicle. Medium density residential will also be encouraged in surrounding areas so as to bring people closer to these services.

Tourist Commercial

Vernon's natural beauty and historic charm contribute greatly to the tourism industry in the city. Vernon is fortunate to have three lakes, many beaches, skiing facilities, agritourism, provincial parks and extensive hillside trails, such as the Grey Canal, all near or within City limits. These attributes provide great potential to further develop the tourism industry in Vernon, but many are underutilized at this time.

This designation supports tourist-oriented uses such as hotels, restaurants and shops, as well as full and part time residential living. Many tourist commercial areas are located in Neighbourhood Plan Areas, so more detailed policies can be found in each of those neighbourhood plans.

There are opportunities to improve the aesthetics of Vernon's two main gateways at each end of Highway 97, provide more and higher quality tourist accommodation, create attractive tourist commercial areas and further leverage the beauty of natural areas, such as the Okanagan Lake waterfront, for example. Development of these types of uses can build on the tourist facilities already in place in Vernon.

Home Based Businesses

Home-based businesses play a significant role in Vernon's commercial landscape. The challenges that such businesses present, however, are the possible increases in traffic, parking issues, noise associated with the business and a change in the residential character in the neighbourhood when signage is installed. The City will continue to ensure that home based businesses function in a way that minimizes these impacts while allowing appropriate business in these areas.

Supporting Policies

- 8.1 Implement the City Centre Neighbourhood Plan.
- 8.2 Development in the City Centre District shall be consistent with the policies outlined in the City Centre Neighbourhood Plan.
- 8.3 Support and implement the Waterfront Neighbourhood Centre Plan.
- 8.4 Development in the Waterfront Neighbourhood Centre shall be consistent with the policies outlined in the Waterfront Neighbourhood Centre Plan.
- 8.5 All areas designated as Community Commercial, Neighbourhood Centre, Tourist Commercial, Mixed Use - High Density Commercial and Residential and Mixed Use - Medium Density Commercial and Residential are designated as Development Permit areas, subject to Sections 26, 27, 28 and 29 of this plan and are required to conform to the design guidelines outlined in those sections, or where applicable, to the design guidelines outlined in the appropriate neighbourhood plan.
- 8.6 The City of Vernon will work closely with the Economic Development Advisory Committee, Downtown Vernon Association, the Greater Vernon Chamber of Commerce and other key stakeholders in developing detailed plans for commercial areas.
- 8.7 The City will facilitate movement in the City Centre in the following order of priority: walking, cycling, public transit, automobiles.

- 8.8 The City will implement street systems and pedestrian ways that provide convenient access to transit, parking and support safe and comfortable patterns of pedestrian movement. Pedestrian oriented buildings which include window display space and have interesting facades are especially important within the key pedestrian activity areas.
- 8.9 Access to convenient and safe parking in the City Centre is considered a priority. The management of both short term and long term parking, including parkades, is important to the economic health of the City Centre, and must be managed in a way that promotes alternative forms of transportation, but still provides the parking that customers and employees need for businesses to remain economically viable. In particular, the City shall examine the possibility of requiring new and expanding businesses in the City Centre not currently required to provide on-site parking to contribute to adequate parking by way of a cash in lieu contribution. This would then be used to acquire and develop additional parking in the area.
- 8.10 The City supports the provision of neighbourhood centres which may provide general retail facilities, offices, community and institutional uses, as well as multiple family housing within or separate from the commercial buildings.
- 8.11 To ensure the long term success of the neighbourhood centres, the City will engage in a neighbourhood planning process for each of the neighbourhood centres (Polson, Okanagan Landing, Waterfront and Foothills) that:
- a. Sparks economic development by attracting new investment and job creation.
 - b. Respects and restores any natural habitat and provides clean and healthy water.
 - c. Incorporates the principle of universal accessibility.
 - d. Demands a superior quality of development.
 - e. Offers a wide variety of activities and facilities that complement each other and work together.
- 8.12 To foster a better overall appearance of community commercial areas, new development will be required to provide well designed, irrigated and maintained landscape strips of not less than 3 metres along all major roads and 1.8 metres along local roads.
- 8.13 To facilitate the development of attractive, vibrant, pedestrian friendly tourist commercial areas that remain active throughout the day and into the evening, the City of Vernon will permit tourist commercial land uses including motels, hotels, resorts, restaurants, cafes, commercial recreation, entertainment venues, park and natural areas and small retail, such as gift shops and boutiques, within selected strategic areas throughout the city, such as areas in the Waterfront Neighbourhood Centre, the City Centre, 48 Avenue and Highway 97.

9.0 Industrial

Goals

Retain existing industrial and service commercial lands within the City.

Seek and promote additional opportunities for these uses outside the city boundaries.

Maximize build out and efficient use of existing industrial and service commercial lands.

Encourage the development of new industrial uses in the city and the region.

Minimize the impacts of industrial and service commercial uses on adjacent lands.

Support the Vernon Regional Airport, recognizing that it provides industry support services and sites for airport related industries.

Guiding Principles Met

Foster prosperity for people, business and government

Create a culture of sustainability

Create strong, compact and complete neighbourhoods

Create a youth friendly city

Context



The City of Vernon has limited industrial and service commercial land within its boundaries. In the past, a number of industrial areas have been redesignated to permit the development of other land uses. With few opportunities to identify new light industrial land, and no parcels zoned to accommodate heavy industrial uses, remaining industrial lands should be protected, with due consideration of adjacent land uses and the need to minimize any adverse impacts.

The City recognizes the importance of industrial lands and, in the interest of long term economic development and diversifying the economy, shall work towards the retention of those lands currently designated as industrial until such time as more industrial lands become available in the region. In partnership with the RDNO, the City has created an inventory of industrial and commercial lands, making it easier for businesses to identify properties for development.

Identifying future opportunities for industrial uses is important to the long term economic well being of Vernon, as these types of development bring employment and new economic opportunities for the community. Yet, identifying new industrial lands presents a challenge, given the potential impact of industrial uses on neighbouring properties. While good screening and buffering can mitigate these impacts, it is desirable to seek new uses that are employment-intensive and integrate well into the community.

The airport is expected to remain an important segment of the local economy. Most facilities are under long term lease and there is a healthy demand for private hanger spaces and land for aviation businesses. A number of areas have been designated as Airport Industrial adjacent to the Vernon Regional Airport and are intended for future airport related uses.



Supporting Policies

- 9.1 In conjunction with other local governments, agencies and organizations, maintain a public searchable inventory of available industrial lands within the Regional District of North Okanagan (RDNO) to help attract new businesses and allow existing businesses to expand.
- 9.2 Encourage appropriate employment intensive industries and businesses to locate in or near Vernon, in locations that are compatible with adjacent existing and planned uses. Given the lack of appropriate sites in Vernon for industrial uses, the City will work with RDNO to assist businesses in locating industrial uses to lands with an appropriate industrial designation.
- 9.3 Given the lack of industrial properties in Vernon, redesignation of properties designated as Light Industrial/Service Commercial to other uses is strongly discouraged. Where redesignation of these properties is proposed, the proposal must consider the land use designation of surrounding properties in the area, allowing for a more comprehensive review.
- 9.4 In order to maintain security, and as a convenience to the proprietors, residential uses may be permitted as an accessory use to a primary industrial use.
- 9.5 Areas designated as Light Industrial/Service Commercial are intended to be used for a wide range of industrial and service commercial activities, provided they do not constitute a nuisance due to odours, noise or air pollution.

- 9.6 All industrial and service commercial activities, except customary accessory storage uses, are to be contained within fully enclosed buildings.
- 9.7 All areas designated as Light Industrial / Service Commercial are designated as Development Permit areas, subject to Sections 26, 28 and 29 of this plan and are required to conform to the design guidelines outlined in those sections, or where applicable, to the design guidelines outlined in the appropriate neighbourhood plan.
- 9.8 Following the completion of the runway extension feasibility study, develop an Airport Master Plan that considers growth and expansion of the airport, mitigates the impact of airport uses on surrounding neighbourhoods, including the Waterfront Neighbourhood Centre, and includes design guidelines for new development.
- 9.9 Protect airport approach surfaces and transitional surfaces from trees, structures and buildings.
- 9.10 Ensure that some existing sand and gravel deposits are preserved for future aggregate use. The City will ensure that owners of sand and gravel deposits respect all municipal bylaws, especially bylaws pertaining to noise, buffering and dust control.

10.0 Infrastructure

Goals

Promote fiscally responsible asset management of existing and proposed new infrastructure.

Promote all sources of water as a valuable resource through the conservation of water, maintenance of the natural water cycle, conservation of natural waterways and the reclamation and re-use of wastewater.

Revitalize the City Centre Neighbourhood by undertaking improvements and the replacement of infrastructure, in conjunction with redevelopment when possible.

Require development to consider onsite and offsite life cycle costs so as to be financially self supporting, as a minimum.

Utilize the Sustainable Infrastructure Investment Plan (SIIP) to recommend the timing, scope and funding required for infrastructure maintenance, replacement and improvements.

Utilize the Sustainable Infrastructure Investment Plan (SIIP) to define the type of infrastructure, services and maintenance that the City is able to provide with the funding that the community has provided.

Guiding Principles Met

Foster prosperity for people, business and government

Create a culture of sustainability

Revitalize the Downtown

Create strong, compact and complete neighbourhoods

Context

The City of Vernon owns and operates a broad range of municipal infrastructure including:

- Transportation infrastructure: roads, sidewalks, streetlights, etc.
- Utility infrastructure: wastewater collection piping, lift stations, wastewater treatment, wastewater disposal/reclamation, storm drainage piping and ditches storm drainage treatment
- Municipal buildings for recreation services and administration
- Airport facilities
- Municipal fleet vehicles

Additional services and infrastructure that complement the City of Vernon's infrastructure are operated by the provincial government, regional government, and private utilities including:

- Infrastructure related to drinking water treatment and water distribution: owned by the Regional District of North Okanagan with operation and maintenance performed by the City of Vernon for infrastructure within the City boundaries
- Infrastructure related to natural gas: owned by the City of Vernon and operated by Terasen Gas
- Infrastructure related to electrical power: owned by BC Hydro
- Infrastructure related to cable, telephone and internet services: owned by the private utilities of both Shaw and Telus

All of this infrastructure is inherently necessary to provide a livable city. Public awareness of the relationship between infrastructure and the services the City of Vernon provides, and the corresponding costs, is key to achieving long term sustainability for the community.

Asset Management

The City of Vernon has a diverse range of municipal infrastructure assets with a current replacement value of approximately \$800 million and an average service life of 47 years (see Figure 13). As Vernon's infrastructure reaches the end of its service life, the cost burden on the City will continue to grow as infrastructure replacement is undertaken.

As calculated using the City's Sustainable Infrastructure Investment Plan (SIIP), the City's infrastructure assets are on average approaching half their expected service life. Those assets which are currently in service beyond their expected service life, meaning they will likely fail in the near future, make up an infrastructure backlog of approximately \$78 million. In the past, funds were not set aside to sufficiently address the renewal of this existing infrastructure at the end of its expected service life. The City has the opportunity to manage the infrastructure renewal challenge through the combination of strategically increasing tax and utility rates, containing costs and managing the risk associated with the infrastructure replacement backlog.



Figure 13: City infrastructure assets

The majority of the City's asset value is made up from linear assets (wastewater, stormwater and transportation infrastructure). Figure 13 illustrates the replacement value of the City's linear and non-linear infrastructure in 2013 dollars.

This combined linear and non-linear infrastructure has a remaining (deteriorated) value of approximately \$414 million (2013) which is 52% of the replacement value (remaining life). The City's infrastructure assets are virtually at half their anticipated service life and with ongoing use and the passage of time, existing infrastructure is deteriorating. Much of the City's infrastructure will be reaching the end of its expected service life over the next few decades and will require a significant investment to maintain existing levels of service. Reinvestment in Vernon's existing infrastructure, including renewal and replacement, is required to ensure that City of Vernon infrastructure and services are preserved for future generations.

Asset management is necessary to identify when and where infrastructure maintenance and replacement should be undertaken. It is also critical to identify where upgrades of the infrastructure is warranted. Asset Management links the type of infrastructure, its inherent service life and maintenance requirements to the applicable funding available.

Asset management is necessary to define levels of service that are financially sustainable, provide the highest socioeconomic benefit of any upgrades to existing infrastructure and maximize the efficient replacement of existing infrastructure. Key components of asset management currently being developed are:

- Asset Management Revenue Plan that defines revenue available to fund replacement
- Asset Management Investment Plan that defines City infrastructure and its replacement cost
- Integrated Transportation Framework that defines a sustainable and affordable road system

Establishment of both short term (three year), and medium term (15 year) replacement plans for capital projects will enable the City to check and confirm utility and transportation conditions and thus prioritize replacement projects based on knowledge of material performance, soil conditions, field inspection and changes in use.

Starting now, dedicating funds towards asset renewal in the future will position Vernon well for long term infrastructure sustainability. Taking a proactive approach will also be looked upon favourably by senior levels of government. To close this sustainability gap, balancing costs and revenue is required, and can be addressed through a multi-faceted approach. The following is a list of available actions:

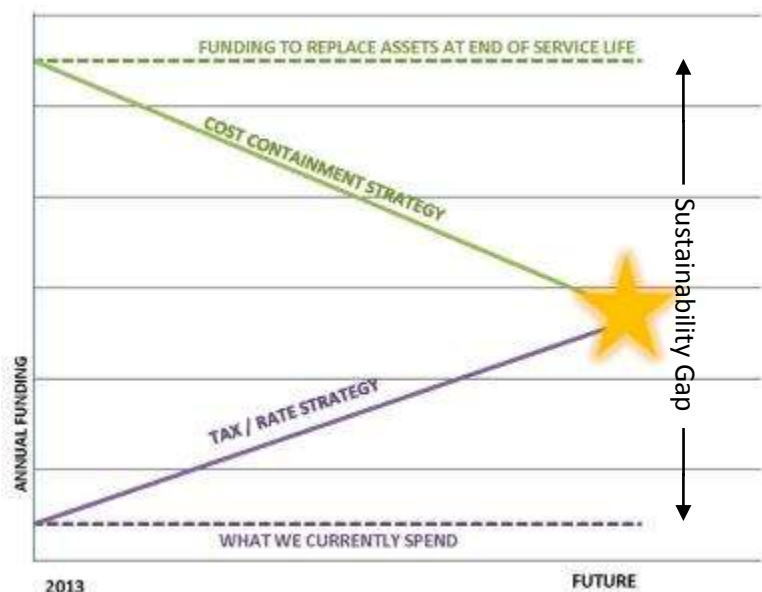


Figure 14: Infrastructure Sustainability Gap

- Creating and contributing to reserve accounts can help close the sustainability gap and smooth out cash flow from year to year;
- Adjustments to the master planning projects and DCC program are needed to contain costs;
- Increasing revenues from tax and utility rates within the threshold of affordability;
- Borrowing could be used to help address some short term cash flow challenges; and
- Cost containment measures are needed, such as timing and prioritizing capital improvements investments, strategically prioritizing renewal projects to address risk, investing in required efficient preventative maintenance, reviewing new renewal technologies, adjusting levels of service and multi-utility capital planning.

The City of Vernon is investigating a variety of solutions for closing this gap through the next steps in the SIIP which will be implemented in 2013, and will assist the City in determining the affordability limits for its infrastructure systems.

Transportation Services

The City of Vernon currently has over 282 km (683 lane km) of roads, 43 creek crossings and 176 km of sidewalks and multi-use paths. As with all infrastructure, these works have been installed over time and require continual maintenance and replacement to maintain an acceptable level of service with minimal risk and disturbance to the public. Updates to the Transportation Master Plan integrated the Pedestrian and Bike Master Plan as well as revise the scope and timing of transportation improvements



based on expected growth. Efforts to control costs associated with infrastructure renewal, operations and maintenance associated with transportation have also been studied in detail as part of the SIIP. For further information see Section 11 Transportation.

Sanitary Utility

The City of Vernon provides infrastructure and services related to sanitary collection, treatment and disposal through the Sanitary Utility. Currently, the City's Liquid Waste Management Plan is under review and anticipated to be completed in 2013. The Liquid Waste Management Plan provides direction to reduce the impact from liquid waste in the form of sanitary and storm drainage and improve water quality for the creeks and lakes. Upon completion and adoption of this plan, improvements and changes to operational and disposal methods may be planned and integrated through asset management to maximize the benefits to reduce liquid waste and minimize costs.

Sanitary Collection

The City of Vernon operates a sanitary collection system for the majority of its residents and also accepts flows from the District of Coldstream. The Sanitary Utility currently has over 265 km of sanitary sewer collection main which convey sanitary liquid waste to the Vernon Water Reclamation Center. The collection system consists of gravity trunk mains, collection sewers, lift stations and forcemains, gravity forcemains and low pressure systems. There are approximately 800 properties within the City of Vernon with residents who are not serviced by the sanitary sewer collection system and currently use onsite disposal systems, typically septic fields.

In order to plan for growth within the community and servicing of areas currently using onsite disposal systems, the City has several processes for extension of the sanitary collection system. Sanitary sewer main extensions are typically funded and constructed by private developers to areas of new development. Extension of local sanitary collection mains to existing unserved developed neighbourhoods or properties typically occur through Local Area Services (LAS) with costs borne by the benefiting properties. Extension of local sanitary collection systems directly adjacent to trunk main extension may also be conducted through Municipal Fee projects with the costs borne by the benefiting properties when they connect. The City has completed pre-design engineering, including preliminary cost estimates, for existing built out areas to facilitate provision of servicing through the LAS or Municipal Fee processes. The City is also facilitating the progression of LAS projects by seeking grants, investigating project consolidation as well as alternate funding approaches. City of Vernon policy does not permit connection to the sanitary collection system by properties outside of the municipal boundaries.



New septic fields and onsite storage and treatment are only permitted on existing lots greater than one hectare in areas where no collection system is available or practical to extend, provided they have no access to a collection system and are constructed to the current Ministry of Health guidelines.

Through asset management the City will be analysing the life cycles of the pipes and conducting pipe inspection to verify the most cost effective management of the collection system. Continued replacement of old and undersized pipes will reduce infiltration, thereby cutting treatment costs as well as improving system hydraulics. Given the size of the collection system, asset management is necessary to ensure that long term system costs and the relation to user rates are not adversely impacted by short and medium term decisions regarding system replacement. Establishment of both short and medium term replacement projects will

enable the City to check and confirm pipe condition and thus prioritize replacement projects based on knowledge of pipe material performance, soil conditions and inspection.

Wastewater Treatment

The construction of the Vernon Water Reclamation Center (VWRC) was completed in 2005. This facility treats all the sanitary waste collected by the sanitary collection system to meet all federal and provincial wastewater standards. The VWRC utilizes an advanced Biological Nutrient Removal (BNR) process that removes both nitrogen and phosphorus from the treated water to limit the impacts to receiving waters. The VWRC also meets all environmental standards for the removal of pathogens through the use of filtration and UV.



The VWRC has the ability to treat sanitary liquid waste from 75,000 people based on current infiltration and per capita flows. With the replacement of older pipes and the use of water conservation devices (such as shower heads and low flow toilets), the infiltration and per capita flows may be reduced over time to allow the treatment of a larger population.

Wastewater Disposal/Reclamation

The City of Vernon is one of a few communities in BC that utilizes land based effluent disposal via irrigation. The City currently disposes of all treated effluent from the VWRC by way of land application through irrigation to agricultural land and local golf courses.

The current review of the Liquid Waste Management Plan (LWMP) is proposed for completion and adoption in 2013 and will provide direction for future system improvements and water quality objectives. The LWMP has completed an examination of disposal options that included:



- The cost to provide land based disposal
- Irrigation user rates
- Potential for expansion of the available land base to meet increasing disposal demand
- Seasonal fluctuation in annual water discharge
- The capacity of the existing land base to receive irrigation water

- Analysis and environmental studies regarding the option of disposal of a portion of the flow through an existing lake outfall in Lake Okanagan

The City has partnered with the City of Kelowna to establish and operate a bio-solids recycling facility on Commonage Road which began operation in 2006. This facility provides a marketable high grade compost product from previously wasted material that had an associated disposal cost to the City. This facility was expanded in 2009-2010 to improve odour control. The facility was designed to accommodate future expansions to meet increasing demand.

Storm Drainage

Rainfall and the corresponding runoff create the need for both natural drainage courses via creeks, streams, lakes and natural gullies as well as drainage infrastructure in the form of curb, gutter, underground piping, and ditches. The City of Vernon has two main creeks, Vernon Creek and BX Creek, two main lakes, Okanagan Lake and Swan Lake, 182 km of storm sewer main, 150 km of ditching and 34 storm retention and treatment devices. The storm drainage service is the only piped infrastructure that is not directly funded through a utility, therefore it is funded through taxation. The Master Drainage Plan, completed in 2001, indicates the need to protect these natural waterways from high flows, maintain base flows and water quality and recommends works to accomplish this and ensure capacity issues are addressed to reduce flooding. Senior levels of government recognise that the City of Vernon treats its sanitary liquid waste to a very high level and they are now ephasizing the need for improvements to water quality related to urban stormwater runoff. The Liquid Waste Management Plan, proposed for completion and adoption in 2013, will provide direction for future system improvements and water quality objectives with specific objectives for improvements to water quality in streams and lakes.

The intent of the Master Drainage Plan, detailed basin studies and the drainage section of the Subdivision and Development Servicing Bylaw is to maintain the natural water cycle and ensure water quality is considered. The City has initiated stormwater basin studies to review the Master Drainage Plan in more detail for each contributing catchment area. To date, basin studies for the Upper and Lower BX Creek basins have been completed and silt removal facilities have been provided in three locations in those basins. With completion of the Upper Vernon Creek and Lower Vernon Creek basin studies, the City will have the ability to accurately determine the scope of recommended improvements and conservation opportunities necessary to meet growing public concern over the environment and water quality in our lakes and streams. System improvements will also improve the City's ability to react to flooding and weather fluctuations. In conjunction with environmental initiatives, the City will identify, map and designate existing natural waterways such that they can be conserved.

Water Supply and Distribution

City of Vernon drinking and irrigation water is provided by the Greater Vernon Water Utility. All water supply is licensed and treated under jurisdiction of the Regional District of North Okanagan. Operation and maintenance of the water distribution network, as well as development review and approval, has been contracted by RDNO to the City to provide. The City is also providing input on the Master Water Plan which is proposed to be completed in 2013. This plan will provide direction for the future separation of agricultural and domestic water systems, staging of treatment improvements and expansion of supply to meet population growth.



Shallow Utilities

Natural gas, telephone, electrical and cable service provision in the city are undertaken by independent utility companies, though their works are installed and maintained by them, through agreement, within the City road rights-of-way. Historically all but natural gas were installed on overhead poles and in many areas of the city these services remain overhead. The City currently requires shallow utility services to be installed underground in all but industrial zones. A large component of improving the aesthetics of the City Centre is the replacement of overhead services with underground systems and the Subdivision and Development Servicing Bylaw has been amended to enable this to occur through staged redevelopment.

Supporting Policies

Through meeting the requirements of the *Public Sector Handbook Section 3150 – Tangible Capital Assets*, through the identification, in detail, of all City infrastructure through GIS and the creation of a detailed asset management plan, the City will be able to create policies to operate and maintain its infrastructure through its entire lifecycle.

- 10.1 Complete and maintain the infrastructure asset management plan and revise City policies and bylaws, as required, to support sustainable management of existing infrastructure for both taxation funded and utility funded infrastructure.
- 10.2 Encourage and support water conservation initiatives.
- 10.3 Work with the Okanagan Basin Water Board and member communities to protect the water supply, initiate water conservation measures and maintain and improve water quality.
- 10.4 Provide dedicated funding to support drainage improvements that will improve water quality in our lakes and streams.

- 10.5 Require development to design and construct all offsite infrastructure including roads, water, wastewater and storm systems with consideration for life cycle costs, sustainability and maintenance.
- 10.6 Continue to support the extension of sewer into existing built out areas in the city that are unserved through local area services or municipal fees.
- 10.7 Complete the Liquid Waste Management Plan and initiate policies and bylaw changes as necessary to support the recommendations of the Liquid Waste Management Plan.
- 10.8 Complete integrated stormwater management plans and construct identified improvements to the stormwater system.
- 10.9 Expand on current water quality requirements of the Subdivision and Development Servicing Bylaw and the Sanitary Use Bylaw through amendments to those bylaws that pro-actively protect the stormwater system, address the impacts of climate change and thereby improve the natural riparian and recreational areas through creation of storm discharge criteria.

11.0 Transportation

Goals

Deliver a financially sustainable, integrated transportation network for Vernon.

Promote community safety, health and quality of life while reducing the environmental impact of transportation.

Increase community awareness of the benefits of using alternative transportation.

Increase travel options through improvements to public transit and providing fully connected walking, cycling and trail networks.

Focus on providing access to services, goods and activities to maintain a safe, efficient and cost effective network for all modes of travel over the short and long term as Vernon grows.

Maximize the benefits of transportation investments by integrating them with land use planning and the development of the City Centre and neighbourhood centres in a manner that promotes community safety and provides transportation choice.

Guiding Principles Met

Create a culture of sustainability

Create strong, compact and complete neighbourhoods

Revitalize the Downtown

Create a youth friendly city

Provide alternative transportation

Protect and preserve green spaces and sensitive areas

Protect agricultural land

Context

Like many other cities, Vernon has a high reliance on the automobile with most trips taken in single occupant vehicles. While the prevalence of automobiles makes it easy to travel to multiple destinations, a community's overreliance on them can have many negative consequences. Traffic can make some neighbourhoods feel unsafe, with children and seniors being discouraged from using their front yards, as well as from walking and cycling, depriving them of exercise. Air quality can decline while greenhouse gas emissions rise, impacting community health. Residents who rely on their vehicles will become more vulnerable to increases in world fuel prices. Without alternative modes of transportation, seniors, youth and people with disabilities can be prevented from accessing needed services, finding employment, socializing with friends and taking care of day-to-day errands, because they often do not have access to a car.

There are many characteristics of Vernon that amplify these trends. For example, Vernon, like many Okanagan communities, has a higher proportion of seniors than the British Columbia average. This trend is projected to continue. These residents will need complete routes with pedestrian facilities, including suitable ramps at crosswalks. Pedestrian facilities such as sidewalks enable all residents, including those with mobility impairments, to access nearby services or the fully accessible transit network. The expected increase in the numbers of mobility scooters and motorised wheelchairs must also be accommodated. At the same time, young people in Vernon have identified the lack of travel options as a barrier to gaining and retaining employment.

Safety is a concern for Vernon residents. The cost to families and the community of a vehicle accident can be devastating. On the municipal roads in Vernon, the Insurance Corporation of British Columbia (ICBC), for the last five years, recorded nine fatalities (seven of which were vulnerable users), 1610 injury claims and 5195 claims for damage to a vehicle or property. Safety concerns, whether real or perceived, impact how people travel, usually resulting in fewer walking and cycling trips, particularly for children and seniors.

Vernon, like many cities across Canada, is responsible for many roads that are nearing the end of their service lifespan and must be repaired or replaced at great expense. As the city grows, it will be challenging to build new road improvements when significant resources will be required to repair and replace the existing road network we already have. Options to address the challenge include:

- Using alternative maintenance techniques to extend the life of a road;
- Accepting that congestion will occur during peak periods; and
- Continuing to increase the mode share for walking, cycling and transit so that road capacity improvements are delayed or avoided completely.

The rate at which Vernon grows is a major factor in determining what transportation projects are needed and when they should be constructed. Since 2008, Vernon's growth rate has slowed. In the 2008 OCP, growth projections showed that an unacceptable level of traffic congestion would be reached by 2050 when the population reached 64,000 residents. The revised growth projections now estimate that a population of 64,000 may not be attained until 2080. This means that the time lines for proposed road capacity improvements identified to address projected congestion caused by that growth have now been extended by approximately 30 years, taking many improvements beyond the timescale of this OCP. Some transportation improvements are less reliant on population growth and travel demand than others, and have strategic value in encouraging redevelopment and promoting economic development. The timelines for their construction could remain largely the same including improvements that maintain good traffic flow in the City Centre to support the local economy or provide access to growing neighbourhoods.

Since the adoption of the 2008 OCP and the 2008 Transportation Plan, transportation investment has focused on walking, cycling and transit infrastructure in an effort to diversify mode share. Census data includes information regarding transportation choice. However, when the voluntary National Household Survey replaced the long form census questionnaire, the data became less reliable. As the methodology and voluntary nature of the NHS is different from the long form census questionnaire, the results cannot be compared to 2006 results or census years prior.

There are, however, other ways of measuring a shift in mode share for transportation. The 2007 North Okanagan Household Travel Survey recorded the percentage of trips taken by walking as 5.5%, cycling as 1.1% and transit as 0.5%, the mode share being 7.1%. An updated Household Travel Survey will be undertaken as part of the development of the Master Transportation Plan. As this survey is for the City of Vernon only, this data will be used as the baseline for future mode share comparisons.

2013-2038 Master Transportation Plan

The 2013-2038 Master Transportation Plan, a supplementary document to the Official Community Plan, provides detailed plans for pedestrian, cycling, trail, transit and road network improvements for the next 25 years. This plan also sets out how the City of Vernon plans to continue improving safety for all the users of the transportation network, particularly the vulnerable, such as children and seniors.

The principles and goals of the 2008 Transportation Plan are still valid, though the timelines have been extended due to slowed growth. The mode share target set in 2008 of 20% of all trips should be made by walking, cycling or transit by 2031, will remain the focus of the 2013-2038 Master Transportation Plan but the target date will now be by 2038. A 20% mode share keeps the whole transportation network operating satisfactorily and safely for everyone with acceptable levels of congestion in a cost-effective manner.

To complement and support the OCP's Growth Strategy, Land Use Plan and the application of asset management, the 2013-2038 Transportation Master Plan includes the following sub plans and strategies:

- Road Network Plan
- Transit Strategy
- Pedestrian and Bike Master Plan
- Transportation Demand Management (TDM) Strategy

Road Network Plan

Based upon the expected growth of Vernon, the road improvement strategy contained in the 2008 Transportation Plan identified \$201 million of new roads, intersection and road capacity improvements that would be required over the following 25 years. With the slower rate of growth and the cost of maintaining the existing network, the Integrated Transportation Framework (ITF) developed through asset management revises that road improvement strategy. The ITF frames decisions by identifying which type of capacity improvements should be implemented, balancing the need to keep the whole network operating satisfactorily while keeping construction and future maintenance / replacement costs down. Heavy truck and hazardous materials routes ensure that goods and services are moved safely around and through the city with due recognition of the impact that heavy trucks have on the life span of a road. The aim of the road network plan is to:



- Use the ITF to guide the nature and timing of transportation network capacity improvements
- Update the timelines in the Road Network Improvement Strategy to match the new growth projections
- Implement prioritized network improvements that will maximise the movement of people in the most cost efficient manner
- Work with the Ministry of Transportation and Infrastructure to revise the timelines for the improvements identified in the Highway 97 Corridor Plan and to develop a corridor plan for Highway 6
- Develop and publicize Heavy Truck and Hazardous Material Routes
- Implement suitable measures from the Neighbourhood Traffic Management Policy to manage traffic in residential areas

This will also require revisions to the list and timing of transportation projects included in the Development Cost Charges (DCCs) Bylaw.

Transit Strategy

Transit makes many contributions to the quality of life in a city. It supports local businesses by helping commuters get to work, alleviates parking demand, makes more efficient use of existing transportation corridors, brings shoppers to stores, supports downtowns and neighbourhood centres, and meets the travel needs of festivals and other events. It also offers independence and mobility to people who are non-drivers by choice or necessity: seniors, children, students, workers, low-income families and tourists. Persons with disabilities, who may have very limited mobility options, are also beneficiaries. Since 2007, Vernon has invested heavily in transit. However, transit will need continued expansion if it is to develop into a system that supports its population and becomes a realistic alternative to the car. The aims of the transit strategy are:

- Make transit an attractive alternative to the private vehicle
- Complement the goal of compact, complete communities
- Reduce the environmental impacts of transportation
- Make transit efficient and cost effective by increasing ridership using marketing incentives and publicity
- Implement the improvements detailed in the Transit Future Plan over the next 25 years
- Complete the Custom Transit Pilot Project and review the findings and recommendations in 2015
- Improve access to the fully accessible busses through prioritised improvements to bus stops
- Increase the mode share of trips taken by transit.



Pedestrian & Bike Master Plan

As many facilities are shared by pedestrians and cyclists, the sidewalk map, bike route map and trail map created in 2008 have been merged together into one. This makes the planning of the whole network easier as it is clear where sidewalks need to connect to trails and pathways. The bike routes have been classified by type as it is known that, depending on people's level of confidence and comfort, they prefer using different types of facilities. The aims of the Pedestrian and Bike Master Plan are to:

- Complement the goal of compact, complete communities by providing fully connected sidewalks and bike routes
- Develop a connected network of roadside and off-road trails
- Utilize pathways, trails and bike ramps on stairs to maximize connectivity
- Standardize pedestrian and bike facilities and crossing treatments
- Implement pedestrian and bike facilities, including bicycle parking, and identify the order of priority
- Increase the mode share of trips taken by walking or bike



Transportation Demand Management Strategy

Evidence from cities around the world show that it is not possible to build your way out of traffic congestion. Continued construction of large highway projects to address growing automobile congestion has been shown to induce more travel by car. This does not mean that congestion can be left to grow to unacceptable levels in terms of the length of the line ups or the length of time it occurs. Congestion has costs and negative impacts to an individual's health and as well as to the economy. More than 90% of this cost represents the value of the time lost to car drivers and their passengers when sitting in congestion. The remaining 10% represents the value of extra fuel consumed and GHGs emitted which can have disproportionately large negative impacts on smaller businesses.

Investments in transportation must take a multi-modal approach that creates travel options and provides safe and convenient access to all that Vernon offers. In addition, it is critical that this approach be integrated with land use planning, so that the benefits of new projects and initiatives are maximized.

Transportation Demand Management (TDM) has been demonstrated to reduce the number of single occupant vehicles that are trying to use the same roads at exactly the same time to get to and from work, school or college. TDM influences why, where, when and how people travel to reduce the peaks in demand for road space that cause congestion. Reducing congestion can delay, or even avoid completely, the need for costly new roads or capacity improvements. The aim of the Transportation Demand Management Strategy is to:

- Reduce the number of trips taken by single occupant vehicle (why a trip is made)

- Work with residents, community groups, School District #22, the Interior Health Authority, businesses and educational institutions to identify barriers to walking, cycling and taking transit and seek grant funding where possible to implement improvements to address those barriers (where a trip is made)
- Create opportunities to travel outside of the peak periods (when a trip is made)
- Utilize marketing and publicity to influence people to travel to work, school, stores or to recreation activities by modes other than the single occupant vehicle (how a trip is made)

Supporting Policies

- 11.1 Collaborate with all levels of government, RCMP, community groups, School District 22, the Interior Health Authority and Vernon residents to ensure safe and effective transportation services meet the needs of the community, and are planned for and delivered.
- 11.2 Produce an annual Road Safety Report that utilizes accident investigation and analysis to identify Road Safety Improvement Projects for consideration in the annual capital program.
- 11.3 Implement the Road Network Plan in the 2013-2038 Master Transportation Plan by coordinating the road network capacity improvements as determined by the Integrated Transportation Framework (ITF) with maintenance requirements and funding availability. In addition, the City shall:
 - a. Evaluate and implement transportation network modifications based on factors including accident reduction, differential improvements to the multimodal level-of-service (MLOS), mode share objectives and land use development objectives.
 - b. Design roads to incorporate utilities, transit, pedestrian and bike facilities and streetscape design elements such as tree plantings, landscaping, median strips and boulevards where warranted and practical and appropriately balanced with future maintenance costs.
 - c. Utilize congestion as a management tool by refraining from implementing road modifications intended to increase capacity and/or efficiency of automobiles until the peak periods level of service (LOS) is at the threshold of failure i.e. LOS D/E throughout the morning, midday and afternoon peak periods.
 - d. Review access to industrial and commercial land uses by trucks and the routes taken in connection with asset management to ensure the structural integrity of the roads is balanced with the adverse impacts of truck traffic in residential areas.
 - e. Design any noise attenuation features to maintain or improve existing street image and streetscape aesthetics.
 - f. Maintain an ongoing program of traffic data collection and technical support in order to continuously improve the efficient operation of the whole transportation network.
 - g. Continue to take into account the possible future need for converting travel lanes to transit and / or High Occupancy Vehicle Only lanes during peak periods on municipal roads and highways.
- 11.4 Encourage transportation projects and initiatives that contribute to the long term livability, vitality and viability of the City Centre, the neighbourhood centres and residential areas.

- 11.5 Adapt transportation services to address demographic trends in Vernon, particularly for youth and the aging population. This will include a focus on accessibility for the transit system so that residents with special needs and/or mobility impairments are able to use the system to participate in the community.
- 11.6 Continue to work with the provincial government on provincial highways while recognizing their role in the economic health of the city and the region, as well as to protect the major corridors identified in the Regional District of North Okanagan's Regional Growth Strategy.
- 11.7 Retain the rail corridor for transportation purposes only, as illustrated on the land use map.
- 11.8 Implement the recommended actions of the City Centre Neighbourhood Plan Parking Implementation Strategy, including:
- a. Develop a cash in-lieu of parking policy
 - b. Undertake a Zoning Bylaw review to provide shared parking, carpool parking provisions and to review the parking requirements and Staff Travel Plans
 - c. Evaluate new technology changes and upgrades to parking/enforcement infrastructure
 - d. Continue to enforce parking regulations to ensure that parking designated for short term use in business districts is not used for long term parking and to ensure that spill-over parking into residential neighbourhoods is managed
 - e. Maintain the inventory of public parking facilities and monitor on-street parking occupancy
 - f. Work with employers to develop Staff Travel Plans
 - g. Develop a branding image to improve directional signs to/from parking facilities as part of City wide wayfinding
 - h. Develop programs and marketing to improve information and public relations
 - i. Develop a system for investment of parking revenue into parking initiatives, streetscape upgrades and projects to reduce parking demand
 - j. Review and move forward on all of the action items contained in the Parking Implementation Strategy
- 11.9 Ensure that transit takes a high priority in transportation planning and the routes and transit facilities be implemented as described and prioritised in the Transit Strategy in the 2013-2038 Master Transportation Plan, including:
- a. Aim to increase the mode share of transit trips to 2.5% by 2038
 - b. Implement the routes and transit facilities identified and prioritised in the 2013 Transit Future Plan
 - c. Complete the BC Transit Custom Transit Registration Process Pilot Project. Following BC Transit's publication of the findings and recommendations of that project, undertake a Service Review of the Custom Transit Service in a joint project with BC Transit
 - d. Implement an annual Bus Stop Improvement Program to improve transit facilities at bus stops, including constructing sidewalks enabling access to bus stops as identified and prioritised in the Pedestrian and Bike Master Plan
 - e. Review fare products, pricing and structures every five years to provide a cost effective service
- 11.10 Ensure that pedestrian, cycling and trail facilities take a high priority in transportation planning and are constructed as described and prioritised in the Pedestrian and Bike Master Plan. In addition, the following are intended actions:

- a. Aim to increase the mode share of pedestrian trips to 12.5% by 2038
- b. Aim to increase the mode share of cycle trips to 5% by 2038
- c. Implement an annual program to review and standardize all crosswalk and cycle crossing signing and lining treatments as described in the Pedestrian and Bike Master Plan
- d. Revise the Traffic Bylaw in terms of designating corridors and facility types as suitable for use by small wheeled modes of transport (e.g. children's bikes, scooters, skateboards, rollerblades and longboards etc)
- e. Ensure all pedestrian and cycle facilities, including trails under the City of Vernon's control, are adequately maintained and cleared of gravel, snow and other debris as prescribed by City Bylaws and policies
- f. Review the Zoning Bylaw in terms of vehicle and bicycle parking requirements and end of trip facilities
- g. Implement bike sharing programs, bike lockers and bike stations
- h. Continue to work with community groups and School District #22, the Interior Health Authority and other stakeholders to foster a culture of walking and cycling

11.11 Ensure that Transportation Demand Management measures and initiatives take a high priority in transportation planning. A target of 20% for walking, cycling and transit mode share has been set for 2038 to further encourage the use of alternative forms of transportation. The City will implement the Transportation Demand Management (TDM) Strategy in the 2013-2038 Master Transportation Plan. In addition, the City shall:

- a. Aim to reduce the percentage of all trips undertaken by single occupant vehicles
- b. Seek funding and program partners to provide a variety of safety and awareness programs for all modes of transportation
- c. Work cooperatively with community and business stakeholders, Safer Communities, School District #22, BC Transit and the Interior Health Authority to promote community awareness and provide education materials and programs regarding transportation options and community health
- d. Implement the Staff Travel Plan for municipal employees to reduce commuting and work related automobile trips at all worksites to show leadership in the community
- e. Support and promote employer based automobile trip reduction programs including reviewing the Zoning Bylaw on a regular basis
- f. Ensure that carpooling is facilitated, promoted and encouraged through the continued support of a regional rideshare matching program and to provide support to employers wanting to coordinate carpools
- g. Encourage carpooling among those attending recreational and cultural programs and major community events that are typically associated with parking shortages
- H. Continue to implement and expand the School Travel Planning program
- I. Explore ways to accommodate cooperative car networks or the provision of cooperative vehicle options for new development, subject to a transportation impact assessment and operational plan, to be provided by the applicant

11.12 Encourage transportation projects that minimize the impact of roads and transportation routes on surrounding neighbourhoods, agricultural lands, hillsides and sensitive habitats. All road works proposed for lands designated Agricultural Land Reserve require consideration and approval by the Agricultural Land Commission (ALC). A road right-of-way application presents the appropriate opportunity for the ALC to undertake review and consideration of proposed road alignments.

Transit Routes

EXISTING SERVICE

- COLDSTREAM
- PLEASANT VALLEY - 1/2 HR SERVICE
- ALEXIS PARK DRIVE - 1/2 HR SERVICE
- EAST HILL
- SOUTH VERNON - 1/2 HR SERVICE
- COLLEGE - 1/2 HR SERVICE
- OKANAGAN LANDING - 1/2 HR SERVICE
- BELLA VISTA

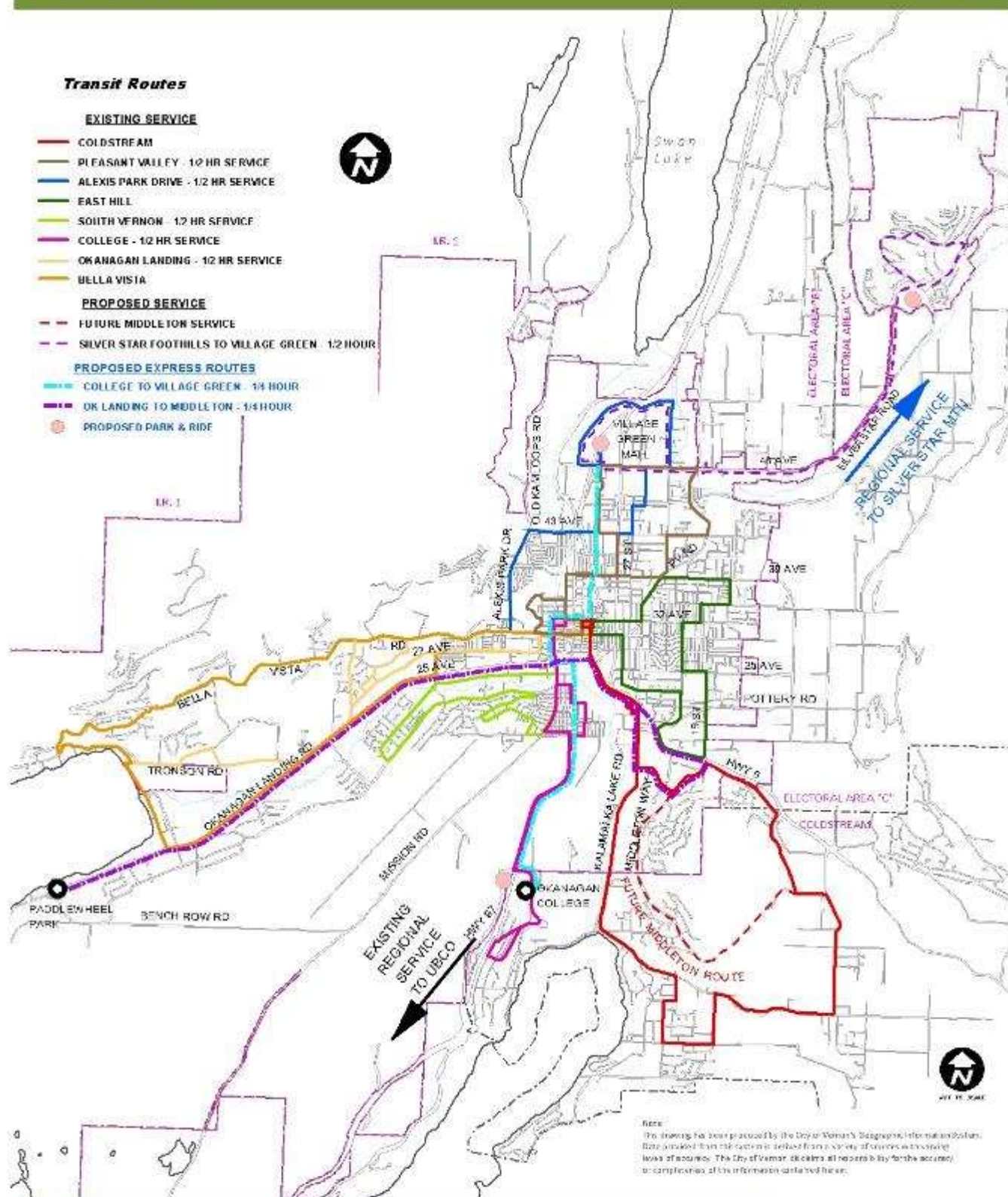
PROPOSED SERVICE

- - - FUTURE MIDDLETON SERVICE
- - - SILVER STAR FOOTHILLS TO VILLAGE GREEN - 1/2 HOUR

PROPOSED EXPRESS ROUTES

- COLLEGE TO VILLAGE GREEN - 1/4 HOUR
- OK LANDING TO MIDDLETON - 1/4 HOUR

PROPOSED PARK & RIDE

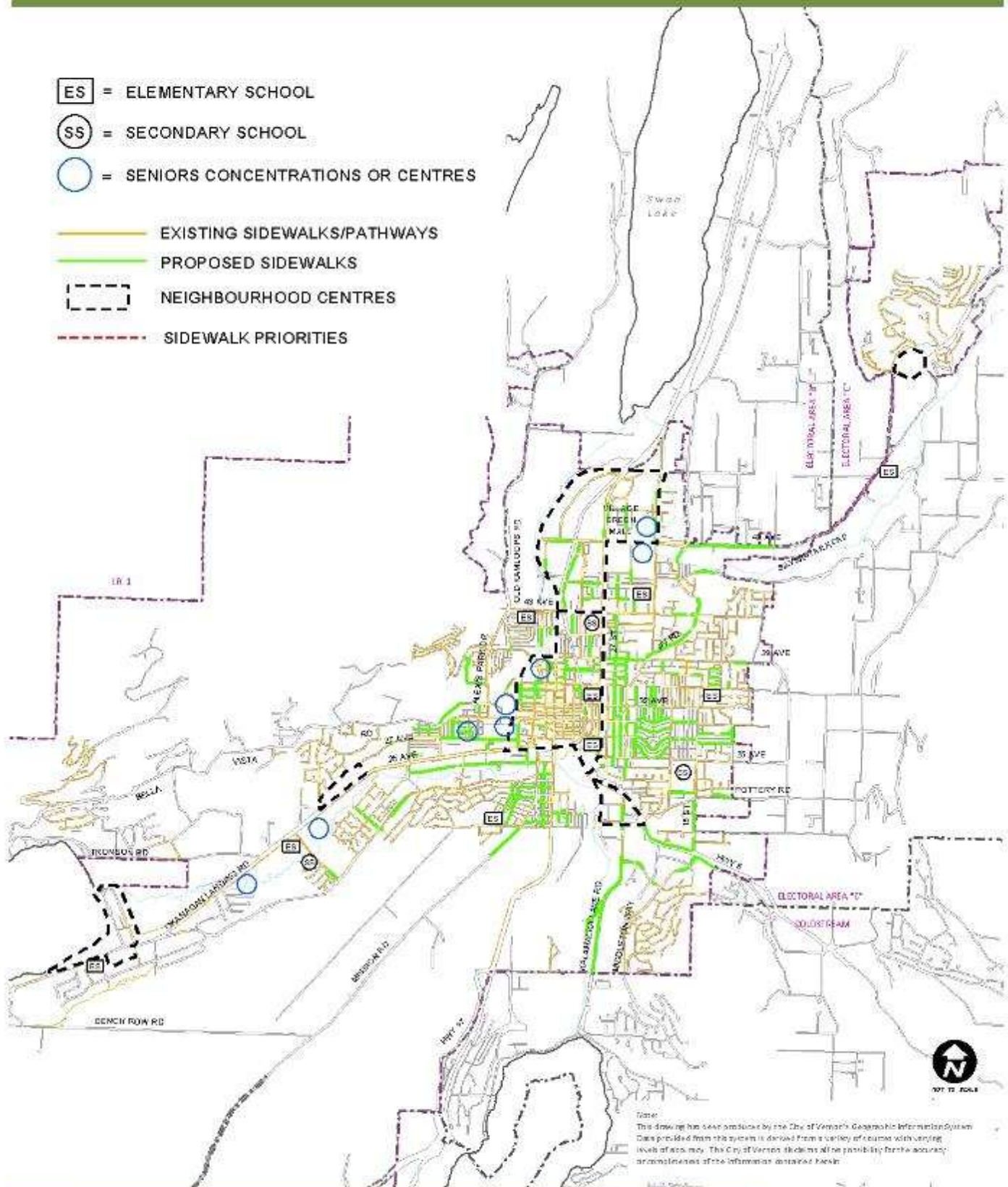


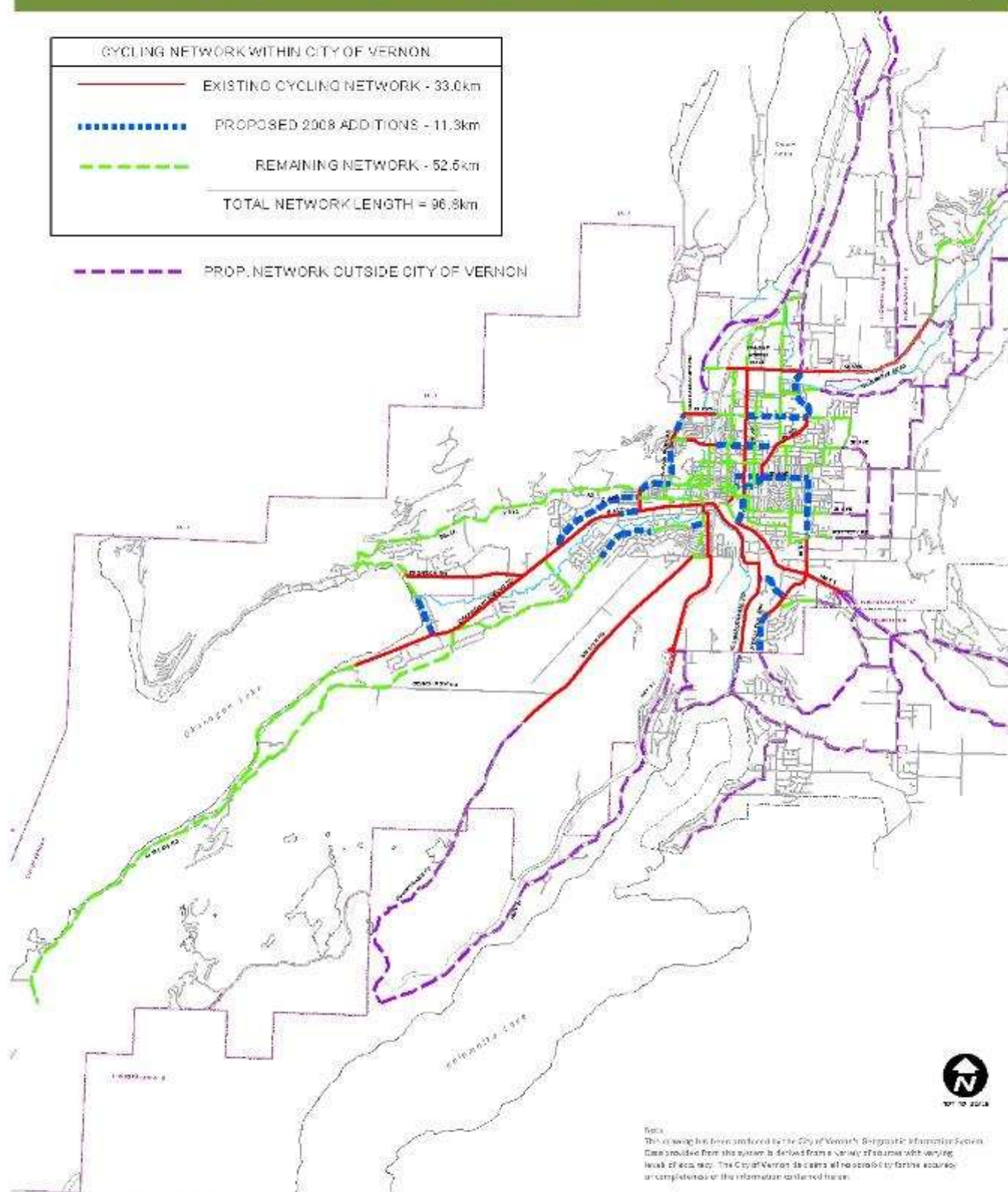
Note:
This drawing has been produced by the City of Vernon's Geographic Information Systems.
Data provided from this system is derived from a variety of sources with varying
levels of accuracy. The City of Vernon disclaims all responsibility for the accuracy,
or completeness of the information contained herein.

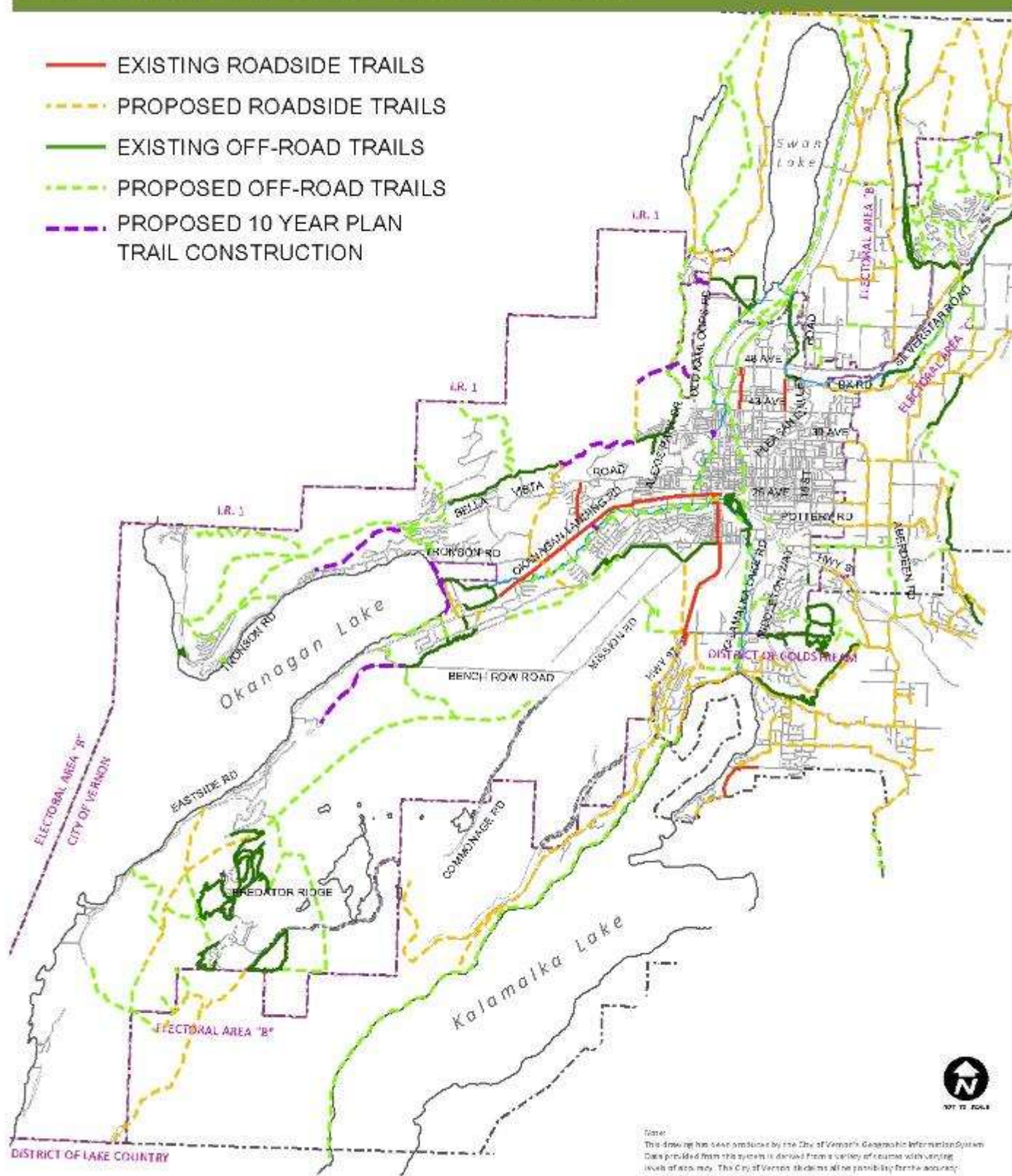
Last Update: June 29, 2024
Prepared by: The City of Vernon GIS



Official Community Plan



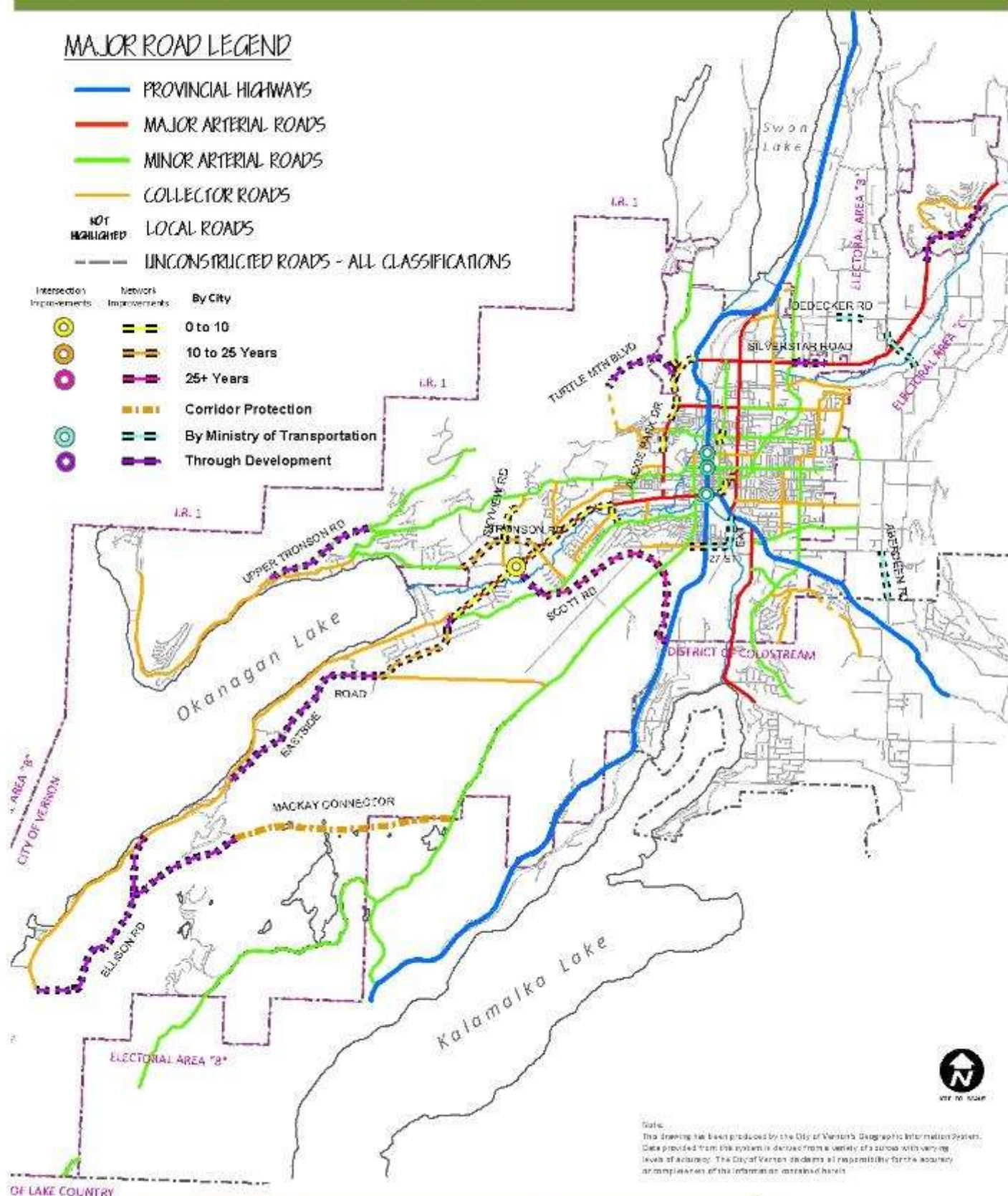




MAJOR ROAD LEGEND

- PROVINCIAL HIGHWAYS
- MAJOR ARTERIAL ROADS
- MINOR ARTERIAL ROADS
- COLLECTOR ROADS
- LOCAL ROADS
- UNCONSTRICTED ROADS - ALL CLASSIFICATIONS

Intersection Improvements	Network Improvements	By City
		0 to 10
		10 to 25 Years
		25+ Years
		Corridor Protection
		By Ministry of Transportation
		Through Development



Note:
This drawing has been produced by the City of Vernon's Geographic Information System.
Data provided from this system is derived from a variety of data sources with varying
levels of accuracy. The City of Vernon disclaims all responsibility for the accuracy
or completeness of the information contained herein.



Official Community Plan

Last Updated: June 20, 2024
Approved by: The City of Vernon GIS

12.0 Energy

Goals

Encourage and promote innovation in energy use and demand management in City facilities and new development.

Achieve carbon neutrality in City facilities and operations.

Facilitate and promote energy conservation and carbon neutrality throughout the community.

Establish district and neighbourhood energy projects in appropriate areas.

Guiding Principles Met

Foster prosperity for people, business and government
Ensure housing meets the needs of the whole community
Create a culture of sustainability
Create strong, compact and complete neighbourhoods
Provide alternative transportation
Create a youth friendly city

Context

Accessing affordable energy is becoming a greater challenge for all members of the community. Energy costs and the efficiency of energy consumption impact all businesses, organizations and households as all aspects of daily life are tied to energy costs and efficiencies in demand including: food access and preparation; transportation of goods; service provision; vehicle costs, electricity; and heating and cooling costs in homes and businesses.

While issues of greenhouse gas emission reduction and mitigation, carbon footprints and climate change inform energy related decision making, these issues are also intrinsically tied to community economic sustainability, transportation, access to services, food and housing. Through inclusion of consideration of energy demand, access and impacts in all decision making processes, the Vernon community can participate in the creation of an energy efficient and carbon neutral city.



The implications of peak oil, climate change and the effects of greenhouse gas emissions, as well as rising energy costs, are being felt locally, nationally and globally. Changes to the economic structure of energy access have significant implications which require response from all levels of government. In BC over the last five years, the price of common energy products including fuel oil, gasoline, diesel and electricity have increased, with natural gas remaining largely stable. Local governments need to consider these trends, and consider and identify opportunities to mitigate their implications of increasing energy costs on the cost of food,

transportation, household and business heating and cooling, the related increase to the cost of travel and the corresponding number of summer visitors, as well as increased costs for recreation services and activities, which are an intrinsic part of the lifestyle of many Vernon residents.

The energy efficiency, greenhouse gas emission reduction and green building legislative context is changing and differs between provinces. Provincial legislation to require municipalities to become carbon neutral throughout their operations has been in place since 2008. Additional provincial policy addressing energy and energy related roles and responsibilities for municipalities include the ongoing development of and negotiation on the BC Green Building Code, the Carbon Tax and provisions for communities to improve their ability to be increasingly energy efficient.

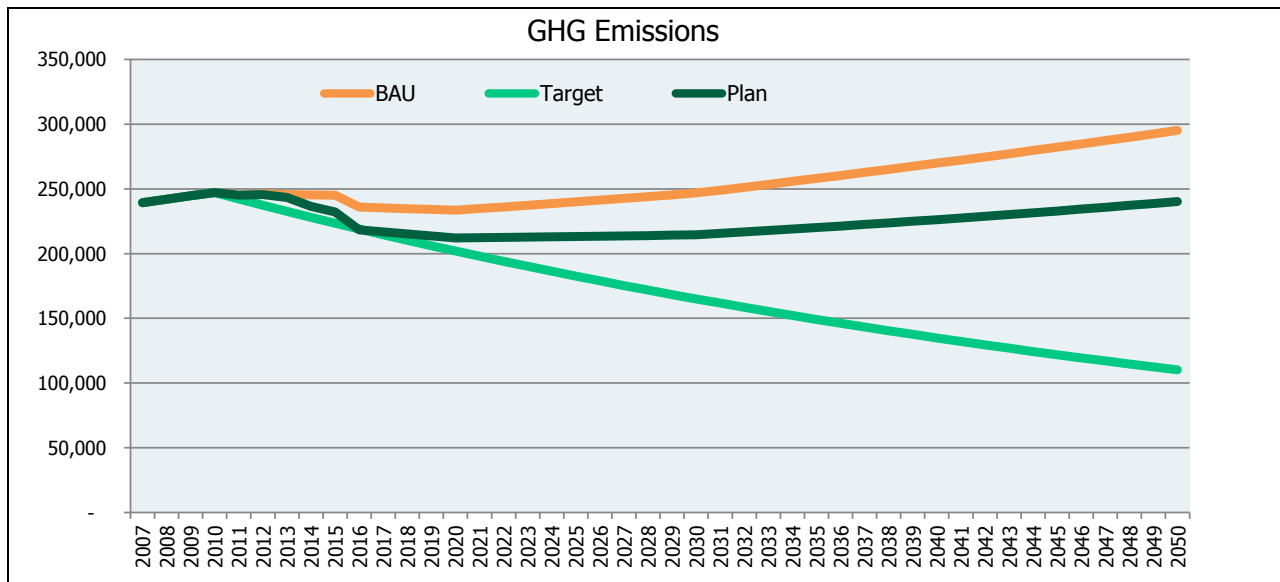
Vernon has established GHG reduction targets through two energy modeling processes undertaken, first as part of the Regional Growth Strategy and then as follow up during the development of the OCP. Local Government Act section 877(3) establishes the requirement for inclusion of these targets in the Official Community Plan. To ensure that the targets set are those that can be met, the City developed an understanding of achievable emissions reduction targets in



partnership with the other jurisdictions of the North Okanagan and during the BC Hydro Quickstart Program. As a result of these partnerships, a draft 2013 Community Energy and Emissions Plan was developed in 2013.

"Business As Usual" Projections & Target Overview				
Community	Vernon City			
Annual % target change in ghg	-2.00%			
Population growth	1.00%			
Default population growth	1.20%			
2007 Population	37,550			
Start-year for actions	2012			
Emissions Summary				
2007 Emissions	239,433			
2010 Emissions (not from CEEI)	247,182			
2007 Total Energy Expenditure	\$ 113,592,681			
2007 Per-capita energy cost	\$ 2,920			
2007 Per-capita emissions	6.36			
Targets Summary				
	2016	2020	2030	2050
Total reduction	-8.5%	-16%	-31%	-54%
Per-capita reduction	-17%	-26%	-45%	-70%
Total GHG	218,965	201,966	165,021	110,169
Per-Capita GHG	5.3	4.7	3.5	1.9
Business as Usual (BAU) Summary				
	2016	2020	2030	2050
GHG's	235,970	233,539	246,822	295,126
GHG growth	-1%	-2%	3%	23%
Population	41,288	42,964	47,459	57,909
Pop growth	3,738	5,414	9,909	20,359
Pop Grow %	10%	14%	26%	54%
Per capita emissions	5.72	5.44	5.20	5.10

The table above and the following graph are taken from the draft Energy and Emissions Plan. The table outlines the baseline condition used in the development of the plan as well as potential target summaries as a result of the policy, program and opportunity analysis undertaken in the development of the plan. The graph shows the Business as Usual (BAU), Target and current GHG emissions levels discussed and used for the development of the draft plan.



At this time, the City is on track, through existing policies and programs, to meet a goal of an annual reduction in GHG emissions of 2%, until 2018, an overall goal of 12% reduction from 2007 levels. At that time, the rate of community GHG emission reduction will need to be examined. It is not unreasonable to consider that the community, with assistance and support from the City, could continue to reduce GHG emissions to a net decrease of 35% by 2050. Until the Integrated Community Sustainability Plan (ICSP) is developed and the target finalized, these draft targets will be utilized to meet the City's legislated requirements for GHG targets.

The City has a responsibility to the community to provide support for initiatives in energy conservation and greenhouse gas reduction. Further, the City has a responsibility to work with the community, the Regional District as well as the provincial and federal governments to provide opportunities and networks which make the goals of innovation, efficiency and reduced energy demand reachable.

Vernon is responding to these pressures through the land use plan, use of transportation demand management measures and a strong emphasis on sustainable decision making at all policy levels. The land use plan is the central tool for addressing community wide energy efficiency and opportunities for alternative energy creation. Through the designation of neighbourhood centres and the implementation of transportation demand management measures, the City will be able to guide development to ensure alternative transportation is a viable option for Vernon residents. As well, these tools help to provide opportunities for neighbourhood and district energy and heating infrastructure implementation to provide accessible energy supply options in new developments.

In addition, provincial requirements for public sector operations to become carbon neutral, to modify purchasing and fleet decisions, and to encourage energy efficiency through the broader community, are putting pressure on municipalities to develop timely, comprehensive approaches to energy efficiency and sustainability. The City of Vernon is a signatory to the UBCM Memorandum of Understanding regarding the British Columbia Climate Action Charter. As such, the City has made a voluntary commitment to build energy

awareness and provide active support for innovation in energy efficiency in City operations and as part of overall community planning.

Supporting Policies

- 12.1 Ensure that energy efficiency and alternative energy infrastructure are implemented as part of neighbourhood centre planning processes, including the consideration of district energy options.
- 12.2 Encourage innovation in building design and raise awareness of green building options, materials sourcing, energy alternatives and consideration of the needs of future property owners for energy efficient options balanced with the cost of construction.
- 12.3 Ensure that Zoning Bylaw provisions do not impede implementation of energy efficient technologies and green building practices which comply with and exceed the minimum requirements in the BC Building Code.
- 12.4 Explore the desirability and feasibility of requiring facilities for electrical charging for vehicles, including motorized scooters, as part of the development of large parking areas intended for long term parking.
- 12.5 Promote energy conservation and community awareness of energy use and its alternatives.
- 12.6 Work with community members and organizations to promote community energy efficiency, determination of the community carbon footprint and consideration for the creation of a community carbon footprint reduction program
- 12.7 Encourage the use of green infrastructure to support and maintain ecological services within the city. These measures will assist in decreasing the costs associated with City energy demands as related to infrastructure maintenance, repair and replacement over time as green infrastructure tends to be less energy intensive in its operation.
- 12.8 Publicize City initiatives to reduce energy consumption to raise awareness of energy efficiency in the community.
- 12.9 Undertake a City Corporate Energy Audit and implement measures to decrease City energy demand and unnecessary use. Develop a strategy to achieve carbon neutrality.
- 12.10 Adopt a Community Energy Plan to provide direction for appropriate alternative energy infrastructure implementation for the community as a whole.

- 12.11 Work towards access to sustainable energy choices, including transportation, heating and cooling of buildings and access to food and amenities, throughout the community.
- 12.12 Participate in the development of regional and provincial energy infrastructure projects to ensure Vernon is part of the establishment of new networks and the introduction of amenities, and keeps pace with current directions in community energy advancement.
- 12.13 Support the continued greening of the BC Building Code by promoting energy efficiency in future review processes.
- 12.14 Work towards an annual reduction of GHG emissions of 2% until 2018. In addition, work with community stakeholders on refining this target in the development of the ICSP, including the establishment of achievable targets beyond 2018.

13.0 Environment

Goals

Protect sensitive and essential habitats and ecosystems.

Collaborate with the North Okanagan Regional District and neighbouring jurisdictions to protect air quality, green spaces, natural areas, passive and active parks.

Ensure ecosystem services are maintained and conserved, and integrated into neighbourhood planning.

Guiding Principles Met

Protect and preserve green spaces and sensitive areas

Protect agricultural land

Create a culture of sustainability

Context



Vernon is characterized by grasslands, orchards, rangelands, forested hillsides, lakes, rivers, ponds and wetlands. In this setting, protection of green spaces, agricultural lands, wildlife corridors and intact, functioning ecosystems are central to preserving the high quality of life enjoyed by this community. As Vernon continues to grow, additional pressures are placed on the land and seemingly innocuous activities begin to have more significant impacts.

To ensure that Vernon's quality of life keeps pace with community growth, the Environmental Management Areas Strategy was developed to address Vernon's environmental challenges as part of the Official Community Plan 2008 process. This strategy was adopted by Council at its Regular Meeting of May 26, 2008 and provides a clear and consistent approach to environmental management and protection throughout the city. It identifies key critical ecosystems and natural features essential to the quality of life and attractiveness of Vernon.

The Environmental Management Areas (EMAs) were identified to be consistent with the Development Permit Areas identified for land use decision making and intended to work in conjunction with other development guidelines and City procedures. This development permit area approach is intended to simplify the process

of identifying the areas which contain sensitive ecosystems and natural features and, in combination with the Habitat Assessment Terms of Reference, to clarify expectations for environmental surveys, habitat assessments and other requirements that are conducted as part of the development permit process for each Development Permit Area.

The EMA Strategy sets out guidelines and management strategies to achieve these goals in accordance with the Development Permit (DP) Areas set out in the OCP. These DP areas have been established to correspond with the three district areas which are identified in the land use plan.

The objectives for environmental management in Vernon identified in the EMA Strategy support and expand on the environmental policies found in this document. The objectives of the EMA Strategy are:

- Balance the demands of natural area protection and development opportunities through application of sensitive ecosystem inventory (SEI) mapping to identify moderate and high sensitivity ecosystems through consistently applied processes throughout the City of Vernon
- Protect sensitive ecosystem areas through the use of comprehensive environmental permitting requirements and environmental management guidelines
- Identify conservation, protection and enhancement areas in both greenfield and infill development areas
- Protect open spaces, environmentally sensitive areas and access to natural amenities which support and facilitate the high quality of life found in Vernon
- Support the reduction, prevention and mitigation of pollution and its sources in the air, water and soils of Vernon

While protection of critical areas is important to the quality of life in Vernon, allowing reasonable development potential is also important. Maintaining the livability of Vernon requires balancing the protection of sensitive and significant areas with the provision of appropriate development opportunities.

The EMA Strategy and accompanying Habitat Assessment Terms of Reference provide guidance on the required actions to be undertaken to protect sensitive ecosystems while balancing the demands of development, interests of residents and the promotion of a healthy, active community.

Supporting Policies

- 13.1 Maintain a clear and consistent approach to environmental management and ecosystem protection throughout the city in accordance with the Environmental Management Areas Strategy.
- 13.2 Protect open spaces and access to natural amenities which support and facilitate the high quality of life found in Vernon.

- 13.3 Protect and conserve sensitive ecosystems throughout the city.
- 13.4 Protect and conserve essential habitats for all species in DPA 3, and for protected and endangered species in DPAs 1 and 2.
- 13.5 Ensure that seasonal limits are placed on the timing of site clearing, tree removal and site disturbance activities to avoid nesting, calving, rearing and migratory seasons in areas of essential habitat.
- 13.6 Collaborate with senior government and neighbouring jurisdictions to balance the interests of lakeshore, creekside and wetland habitat protection with development and recreation activities.
- 13.7 Support water quality and quantity protection through community outreach and education, promotion of integrated stormwater planning and promotion of pervious materials use as appropriate.
- 13.8 Work to enhance community access to lakeshore areas, hiking and walking paths and park space through the development process and in conjunction with municipal operations and other agencies, as appropriate.
- 13.9 Promote and encourage stewardship initiatives throughout the city.
- 13.10 Promote and encourage community sustainability initiatives.
- 13.11 Ensure ecosystem conservation, enhancement, mitigation and restoration are undertaken as opportunities arise or as required as part of the development process.
- 13.12 Ensure development practices avoid negative impacts on natural features and environmentally significant areas in the siting, servicing and establishment of new neighbourhoods.
- 13.13 Promote and protect resilience of ecosystems and ecosystem services throughout the city.
- 13.14 Support the reduction, prevention and mitigation of pollution and its sources in the air, water and soils of Vernon.
- 13.15 Collaborate with neighbouring jurisdictions to address issues of water, soil and air quality improvement, solid waste (including yard, green, food and recyclable waste streams), establishment of wildlife corridors, conservation areas and transjurisdictional habitat protection.

14.0 Economic Development

Goals

- Strengthen partnerships with Vernon's business community.
- Foster the growth of a diversified local economy that values creativity, entrepreneurship and innovation.
- Retain and expand local businesses and promote the creation of new jobs.
- Encourage growth in the commercial and industrial tax base.
- Encourage public and private capital investment in the City Centre and Waterfront Neighbourhood Centre.
- Market Vernon as an attractive destination for business investment.
- Ensure that City plans and policies support the growth of Vernon's economy.
- Attract and retain youth and young families to live and work in Vernon.
- Attract and retain entrepreneurial and skilled immigrants to invest work and live in Vernon.
- Continue to invest in amenities and facilities that support efforts to attract young families.
- Continue to support a diversity of housing types, and affordable and attainable housing options to support efforts to attract young families.

Guiding Principles Met

- Foster prosperity for people, business and government
- Protect and preserve green spaces and sensitive areas
- 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

Context

Continued growth and diversification of Vernon's economy is important to meet the goals of the Official Community Plan, as more employment opportunities not only attract new residents, but also allow more residents, particularly youth and young families, to stay in Vernon and make it their home. Development on commercial and industrial lands also plays a large and direct role in the financial health of the City, as those properties provide greater property tax revenue than residential properties.

The City of Vernon created an economic development function in 2009, where previously it was the responsibility of the Regional District of North Okanagan (RDNO). In 2010, the City of Vernon adopted the Economic Development Strategy, which identified a series of programs and initiatives to facilitate the growth and diversification of Vernon's economy. The strategy identifies a number of core programs such as business retention and expansion, entrepreneurship, marketing, business attraction, as well as trade and export development. This strategy was subsequently revised as the Economic Development Strategic Action Plan in November 2013.



It is estimated that four out of every five jobs in a community are created by the growth of existing businesses. With this in mind, the priority for economic development is to encourage existing businesses to not only to stay in Vernon, but to grow and hire more employees. Efforts should still be made to attract new investment from outside of the community, meaning that the marketing and promotion of Vernon to attract new businesses is also required.

New employment opportunities outside of municipal boundaries, particularly those found on industrial lands, provide employment for Vernon residents and attract people to live in the city. This impacts Vernon's housing inventory, the demand for services and the City's tax base. Therefore, it is important that the City maintain strong partnerships with neighbouring municipalities to explore economic development opportunities for industrial lands throughout the larger region.

Supporting Policies

- 14.1 Implement the Economic Development Strategic Action Plan.
- 14.2 Continue to partner with neighbouring municipalities and RDNO to maintain an inventory of industrial lands available for development.
- 14.3 Refer issues and matters related to economic development to the Economic Development Advisory Committee or any other body appointed by Council to provide advice on economic development matters.
- 14.4 Continue to consult and partner with the local business community, including organizations such as the Greater Vernon Chamber of Commerce and the Downtown Vernon Association, for feedback on

City plans and policies and to identify ways that the City can assist with business retention, expansion and attraction.

- 14.5 Recognize the role of senior levels of government in promoting economic development and work with those governments to facilitate economic development in Vernon.
- 14.6 Partner with educational organizations such as the University of British Columbia - Okanagan, Okanagan College and School District #22 to maximize opportunities to produce a skilled workforce that meets the needs of growing Vernon businesses.
- 14.7 Market and promote the City Centre District, the Waterfront Neighbourhood Centre and other neighbourhoods, as appropriate, as destinations for investment. In addition, market and promote other initiatives that can encourage economic development, such as the Revitalization Tax Exemption Program.
- 14.8 Explore opportunities to encourage the redevelopment of brownfield sites.
- 14.9 Continue to explore ways to improve customer service and efficiency in the development approval process.

15.0 Agriculture and Food Access

Goals

Protect Agricultural Land Reserve lands and seek opportunities to encourage agricultural production.

Collaborate on the development and implementation of a regional Agricultural Area Plan and agricultural economic development plan to strengthen the role of agriculture in the local and regional community and economy.

Encourage food access and production opportunities for Vernon residents.

Encourage agricultural economic development through support for agri-tourism, value added production, agricultural business start up activities and intergenerational learning/land transfer.

Guiding Principles Met

Foster prosperity for people, business and government

Protect agricultural land

Create a culture of sustainability

Create strong, compact and complete neighbourhoods

Context

Agriculture holds a significant place in the history, identity and future sustainability of Vernon. Agriculture has contributed to the creation of the land use patterns, transportation routes, community identity and economy of Vernon. The community places a high value on both the productive capacity of active local agriculture and the idea of proximity to agricultural lands. As a result, support for the protection of agricultural capacity, production and access to agricultural products has been identified to be of great significance by the community.



The Vernon agricultural industry is a contributor to the local economy. Virtually all of the high productivity lands within the City of Vernon are preserved for agricultural uses by being designated as Agricultural Land Reserve (ALR) lands. There are 2,306 hectares of ALR land within the municipal boundary (Map 9), which represents 24% of the land base. In addition, agricultural lands without the ALR designation, but with strong rural character, are designated Rural/Agricultural, which also applies to some of the

steep sloped hillsides and the more inaccessible portions of the municipality. This designation does not necessarily imply agricultural or farming use of the lands, as it can also denote a rural character of development.

All Rural/Agricultural lands within the City of Vernon are within the Agricultural and Hillside Residential District (District 3) of the Land Use Plan. This includes land located at Okanagan Landing, the Bella Vista Road orchards above Okanagan Lake and the Eastside bench lands, as well as parts of the Department of National Defense property. Areas with the Rural/Agricultural designation are intended to remain rural in character with agricultural and resource uses permitted. Areas within the ALR are subject to the provincial Agricultural Land Commission Act, and any non-agricultural use must receive Agricultural Land Commission (ALC) approval (unless the land is released from the ALR by the ALC).

To further recognize the significance of farming in the area, policies that help alleviate conflicts along the agricultural use/non-agricultural use interface are encouraged. Not only do adjacent land uses need to be compatible, they also need to foster stronger links and buffers between agricultural and non-agricultural uses.

The Ministry of Agriculture encourages local and regional governments to consider preparing an Agricultural Area Plan (AAP). An effective AAP benefits from the involvement of all the local governments and electoral areas in a joint planning process to establish solution oriented policies, provide a greater focus on agricultural issues, maintain a planning process where members of the farm community are full partners in the plan's development and improve policy integration with other agencies. As part of Regional Growth Strategy implementation, an Agricultural Area Plan is being prepared in which the City is participating. Following completion of this process, provisions exist in the Local Government Act to prepare a Farm Bylaw, which can work to protect farming and decrease land use conflicts.

With interest in locally produced and marketed foods increasing in communities throughout Canada, Vernon is in an enviable position to encourage and continue to establish community food access opportunities. The high proportion of agricultural lands both in production and protected in the ALR within the city provide the opportunity to support local producers and small scale, integrated food production. These are key components of a successful, sustainable community. Through the creation of community and neighbourhood gardens for those without access to productive land and through support for local processing, marketing and distribution facilities for local producers, food access and choice are supported for all members of the community.

Supporting Policies

- 15.1 Encourage the protection of agricultural land through the support of the ALR and the continued farm use on lands with Rural/Agricultural designation. The City will direct new growth away from ALR lands and Rural/Agricultural lands to infill areas and redevelopment areas.

- 15.2 Protect Agricultural Land Reserve lands which have viable, productive soils which may be improved through standard farming practices of soil capability classes 1-4, and consider the exclusion of ALR Lands which are not considered to be able to be improved through standard farming practices (i.e. irrigation), classes 5-7. Consider the exclusion of lands (classes 4-7) that are immediately adjacent to infrastructure, services and amenities, with due consideration of the rural protection area boundary. Where such lands fall within the rural protection area, but are deemed to support the City's growth strategy and are in keeping with the RGS goal of compact, complete communities, require the Regional District of North Okanagan's approval on the redesignation of the lands as growth or future growth areas in the Regional Growth Strategy prior to exploring any redesignation of the lands in the OCP's land use plan to a more intensive land use.
- 15.3 Recognize the importance of agriculture to the economy of the area and support industry practices as identified in the Farm Practices Protection (Right to Farm) Act.
- 15.4 Support the development of regional Agricultural Area Plans (AAPs) and a regional agricultural economic development plan in collaboration with other partners, as appropriate.
- 15.5 Coordinate with the Regional District of North Okanagan to identify opportunities to support and strengthen agricultural economic opportunities in Vernon and throughout the region.
- 15.6 Encourage compatibility between existing agricultural uses and adjacent land uses and ensure that the impacts on agricultural lands are minimised. Critical areas include higher density residential, institutional, recreational and all other uses that are people intensive at any one time, which are adjacent to agricultural uses (non-ALR and ALR).
- 15.7 Require buffer strips to protect agricultural operations where non-agricultural properties are adjacent to land with agricultural uses, particularly ALR lands. This buffer should be located on non-agricultural land and may include a variety of landscaping, vegetation and fencing types and sizes such as those outlined in the Landscaped Buffer Specifications from the Agricultural Land Commission and the Ministry of Agriculture's Guide to Edge Planning. To allow for buffering, the City will establish larger setbacks and lot depths for properties abutting agricultural uses, particularly ALR lands.
- 15.8 The City will prepare appropriate zoning regulations and supporting policies that facilitate and encourage agri-tourism in agricultural areas.
- 15.9 The City will continue to support the development of high quality agricultural infrastructure.
- 15.10 With regard to Rural/Agricultural designations located within the ALR, the City of Vernon will:
 - a. Confine land uses to agricultural activity, as permitted under the Agricultural Land Reserve Act.
 - b. Strongly support the continuation, enhancement and growth of agricultural activity and agri-tourism.

- c. Work closely with the Agricultural Land Commission (ALC) and relevant agencies on any developments that have a direct impact on ALR lands to minimize any potential impacts on agricultural uses.

15.11 With regard to Rural/Agricultural designations outside of the ALR, the City of Vernon will:

- a. Allow for very low density residential use, low intensity recreation, agricultural use and resource use as permitted by the Agricultural Land Commission Act.
- b. Permit trail development, low intensity recreation activities and open space areas within the Rural/Agricultural designations in these areas.
- c. Maintain a subdivision lot size minimum of 12 hectares (30 acres), or an equivalent density of 1 lot per 12-hectare (30 acre) lot area, to preserve the present nature of the Vernon countryside and encourage maintenance of the agricultural industry. Exceptions include parcels intended for utility, transportation or public use within the Rural/Agricultural designations in these areas.

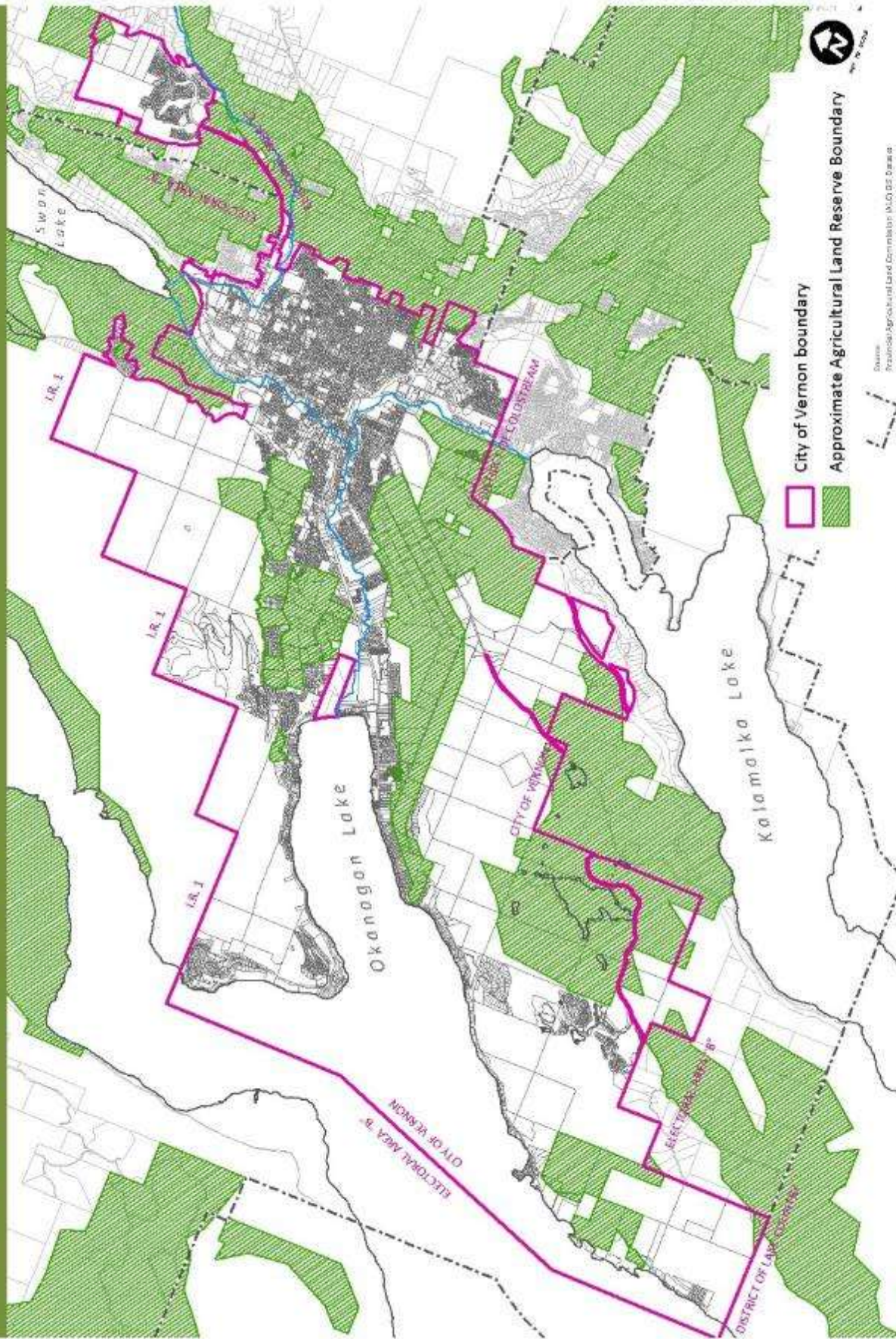
15.12 Collaborate with the Agricultural Land Commission to mitigate the impact of recreational trails and transportation routes on ALR lands and agricultural operations through sensitive routing, signage, fencing and other measures.

15.13 Encourage collaboration and partnerships with community agricultural organizations, private industry and government agencies to support and encourage food access programs and alternatives.

15.14 Support sustainable rural and urban agricultural practices within the city, including support for community and neighbourhood gardens and urban food production wherever possible, and encourage the development of a year round, indoor public market.

15.15 Encourage new development to include contiguous space intended for garden space for residents. Density bonusing may be considered for multiple family developments which allocate roof top garden space for residents. A covenant would be required to guarantee its ongoing maintenance and protect resident access to the facility.

15.16 Support community access to food, with specific emphasis on local farm products and encourage increased capacity for local food production and marketing.



16.0 Parks

Goals

Improve the livability of our community by identifying and securing parks and open spaces that meet the needs of residents.

Establish a sustainable method to fund parks expansion in Vernon.

Support the Greater Vernon Advisory Committee in acquiring active, passive and natural area park space to meet the growing and changing needs of the subregional area.

Guiding Principles Met

Protect and preserve green spaces and sensitive areas

Create a culture of sustainability

Create strong, compact and complete neighbourhoods

Provide alternative transportation

Revitalize the Downtown

Create a youth friendly city

Context

Parks play an important role in the community. They provide opportunities for physical activity and relaxation, act as places for residents to meet, and help protect sensitive ecosystems and habitat. A high quality parks system contributes greatly to the quality of life of Vernon residents and is a key amenity that can be used to attract a skilled labour force, contributing to business expansion and attraction.

In 2014, the City of Vernon became responsible for the provision of local parks and some components of the trail network within the city boundary, while GVAC remains responsible for subregional parks within the city boundary as well as the BX and Grey Canal Trail



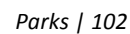
systems. This new responsibility requires that the City of Vernon develop new policies and plans to address the growing demand for park space in the community.

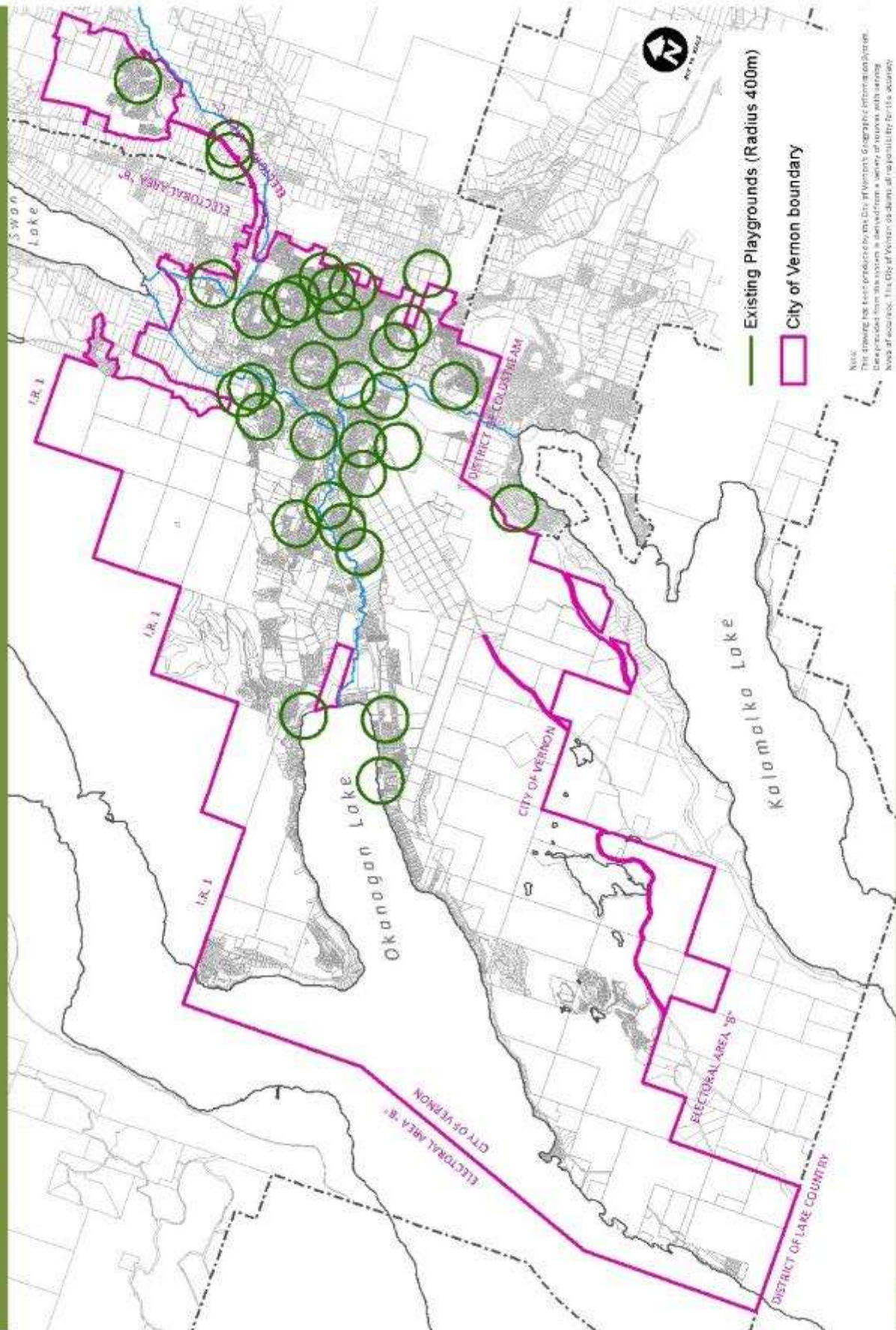
Supporting Policies

- 16.1 Develop and implement a City of Vernon Parks Master Plan that provides guidance for planning for local parks and trails in the city. This plan will support the creation and expansion of parks and open space that serve the needs of the community, and will consider the following:
 - a. Population growth distribution in the city
 - b. The four neighbourhood centres and the City Centre
 - c. Downtown revitalization
 - d. Transportation Demand Management (TDM) and the expansion of walking and cycling opportunities
 - e. Protection of green space, agricultural land and sensitive areas
 - f. Creating a youth friendly city
- 16.2 Adopt a Development Cost Charges bylaw to include Development Cost Charges for parks under the jurisdiction of the City of Vernon.
- 16.3 Support an update to the 2004 Greater Vernon Parks and Recreation Master Plan to reflect the change in governance.
- 16.4 Recognize the existing and future neighbourhood parks (Map 10), playgrounds (Map 11) and trails set out in the Greater Vernon Parks and Recreation Master Plan, noting that residential densification will create even greater pressure for new parks in the City Centre and Neighbourhood District.
- 16.5 Support initiatives between the City, RDNO and GVAC to produce comprehensive trail and park publications for residents and visitors.
- 16.6 Recommend that the Civic Arena block be utilized as park space once the facility is relocated in the future, as per the 2004 Greater Vernon Master Parks and Recreation Plan and the City Centre Neighbourhood Plan.
- 16.7 Support the creation and expansion of natural areas or passive parkland serving the needs of the community and meeting the following criteria:
 - a. Preserves and enhances a unique or threatened ecosystem or species
 - b. Preserves and enhances riparian ecosystems adjacent to Okanagan Lake, Vernon Creek, BX Creek and other riparian features

- c. Provides connection between natural areas
- d. Provides and protects wildlife corridors
- e. Provides protection of visually significant areas of the City
- f. Provides non-invasive public access opportunities to protected features through facilities such as viewing platforms, low impact trails, and interpretive centres
- g. Work with the Regional District of North Okanagan to provide interjurisdictional connections for natural and sensitive areas where feasible

16.8 Endorse the Ribbons of Green Trail System Plan and support the regular review and updating of the plan to reflect the existing trail system and opportunities for connectivity, as indicated in Section 11 Transportation.





Note:
This drawing has been produced by the City of Vernon's Geographic Information System. It is provided for information only and is not intended to be used for any other purpose. The City of Vernon disclaims all responsibility for its accuracy or completeness. The information contained herein is for informational purposes only.

Approved: June 20, 2014
Reviewed by: The City of Vernon GIS

This map shows past information for areas within the City of Vernon. The City of Vernon does not warrant the accuracy of the information shown on this map. The City of Vernon disclaims all responsibility for its accuracy or completeness. The information contained herein is for informational purposes only.

17.0 Community Amenities

Goals

Provide additional community centre and recreational facilities and services to meet the needs of the community's growing population, in cooperation with community organizations, where appropriate.

Work with the Greater Vernon Advisory Committee and community organizations to provide cultural facilities and activities that meet the needs of the community.

Guiding Principles Met

Create a culture of sustainability

Create strong, compact and complete neighbourhoods

Provide alternative transportation

Revitalize the Downtown

Create a youth friendly city

Context

As Vernon's population grows, recreation and cultural services must be expanded to meet the requirements of the community. A wide variety of these types of services in a community contribute to its economic and social sustainability. As local businesses seek to attract a skilled workforce, people that are considering moving to Vernon are seeking a community that offers recreational and cultural opportunities for themselves and their families. At the same time, there is a need to provide opportunities for the city's large senior citizen population. The 2011 Census indicates that 23.1% of Vernon's residents are

65 or older, while the B.C. average is 15.6%. As the portion of the city's population over 65 is projected to increase over the next twenty five years, additional amenities for seniors will be required.



Recreation services in Vernon are provided through an agreement, whereby Vernon owns and operates the facilities for use by Vernon and its neighbours in the Greater Vernon area. Facilities in Vernon include arenas, including Kal Tire Place, public pools, , and outdoor sports facilities. Recreation programming includes numerous activities associated with the City of Vernon operated recreational facilities, as well as other facilities such as schools and parks in Vernon.

The Vernon Museum and Archives, the Vernon Public Art Gallery and the Performing Arts Centre are run by non-profit societies and are funded through grants, including a grant from the Greater Vernon Advisory Committee (GVAC). Two seniors' centres are located in Vernon: the Schubert Centre and the Halina Centre. Both host seniors' activities and are utilized as rental facilities by various organizations in the community.

The Vernon Library is operated by the Okanagan Regional Library Board and opened its new building on 30 Avenue in 2012. The library provides library services, internet access services and children's programs.

Organizations providing additional recreational and cultural amenities to the community include religious groups, ethnic groups, sports organizations, clubs, societies, associations and others. Some highlight events include the Vernon Winter Carnival, Funtastic, Okanagan Landing Regatta and the Sunshine Festival.

Supporting Policies

Recreation Services

- 17.1 Develop a Recreation Master Plan, recognizing that additional and/or expanded services will be required to meet the needs of the growing population.
- 17.2 Support initiatives by GVAC, and other levels of government and community organizations, to increase access to recreation and cultural opportunities for all residents of the City.
- 17.3 Support new, expanded and/or enhanced recreation facilities according to the following criteria:
 - a. Meets an identified need in the community
 - b. Increases residents' access to recreation opportunities
 - c. Located within or adjacent to residential designated areas of the city
 - d. Facility flexibility for multi function community use
- 17.4 Support the continued enhancement and expansion of recreational programming offered in Greater Vernon. Further, support efforts towards providing recreational opportunities within five minutes walking time of residential development.
- 17.5 Continue to support recreational opportunities provided through community centres, societies, clubs and other organizations delivering recreation services to residents of all ages in the community.

Culture

- 17.6 Support the enhancement and expansion of Museum and Archive services in the community. Further, support retaining the Museum and Archive in the City Centre District.
- 17.7 Support the enhancement and expansion of the Vernon Art Gallery services in the community. Further, support retaining the Vernon Art Gallery in the City Centre District.
- 17.8 Support the enhancement and expansion of other arts organizations in the community.
- 17.9 Support the enhancement and expansion of organizations in the community that support scientific learning and discovery.
- 17.10 Support the enhancement and expansion of cultural expression and private cultural facilities in the community through land use provisions permitting cultural centres and community centres within residential and commercial areas of the community.
- 17.11 Support the enhancement and expansion of religious expression in the community. The City supports the continued inclusion of religious facilities in residential neighbourhoods, recognizing that new facilities may not be able to be accommodated in existing residential developments given space and parking requirements.
- 17.12 Continue to support the enhancement and expansion of cultural events and activities in the community through consideration of funding requests, in-kind service provisions and consideration for these events and activities when creating or amending City policies and bylaws.
- 17.13 Support increased access for all residents to participate in cultural activities such as drama, dance, art, music and religion, as well as increased access to cultural performances, displays and presentations. Accommodating requests for festivals and events, and partnering with non-profit groups and agencies to facilitate programs that are financially accessible are examples of support that could be provided by the City.
- 17.14 Support the location and expansion of both public and private cultural facilities within and adjacent to the City Centre District and the neighbourhood centres.
- 17.15 Support the location of major civic facilities, cultural and performing arts facilities and uses within or adjacent to the City Centre District.

18.0 Community Services

Goals

Work with School District #22, Okanagan College and other education service institutions to provide more education opportunities in the city.

Continue to provide emergency services meeting the needs of the community, and anticipate and plan for expansion of those services as necessary.

Work with senior government to ensure health care services are available to meet the growing and changing needs of our community.

Work with senior government and community organizations to provide services meeting the needs of the community.

Guiding Principles Met

Create a culture of sustainability

Create strong, compact and complete neighbourhoods

Create a youth friendly city

Context

Although the City of Vernon does not have jurisdiction over many of the services provided in our community, as per Section 878, (2) of the Local Government Act, the Official Community Plan may state the broad objectives of the City with regard to those services. This also provides the direction for City policies and initiatives which can serve to support and encourage service provision in our community.

Education services in Vernon are critical to the future well being of the residents and the growth and health of the local economy. 2010 Canadian Socio-economic Information Management System (CANSIM) data lists the median household income in Vernon at \$50,644, somewhat lower than the B.C. average of \$60,333. For household income to rise, better job opportunities are required and education plays a significant role in a resident's employment opportunities. In order to attract more and better job opportunities in the community, employers are looking for an educated and skilled work force. In 2011, 50% of Vernon's working age population had a certificate, diploma or degree, compared to the B.C. average of 56%. As the attraction and retention of employment in the community is desired, as well as youth, improvements education opportunities for our residents is necessary.

Education services in Vernon are provided by a wide range of organizations. The largest education service provider is School District #22 with seven elementary schools and three secondary schools in Vernon. Post secondary education is available through Okanagan College and the University of British Columbia - Okanagan is nearby in Kelowna. In addition to these major education service providers in Vernon, there are trade, technical, diploma and career development programs offered through private sector and government funded programs.



As per Section 881 of the Local Government Act, School District #22 will regularly be consulted and their input sought on school facility and service needs for the community. While sufficient sites are identified on the land use plan, the reality facing the School District is not expansion but declining enrolment. However, facility renovation and replacement continue to occur, including the recent replacement of Vernon Secondary School.

Emergency services provide safety and security for our community. This includes services under the City's jurisdiction: fire protection services provided by the Vernon Fire Department; policing services provided through the RCMP and Community Policing; and search and rescue services provided through the RCMP by Vernon Search and Rescue. Services under provincial jurisdiction include ambulance services provided by B.C. Ambulance Service and forest fire support services provided by the Ministry of Forests.

Health services in Vernon are provided by Interior Health through Vernon Jubilee Hospital, Vernon Public Health Centre and various other facilities and programs in the community. Medical professionals, medical service providers, mental health service providers, dentists and denturists combine to provide comprehensive services for the health and well being of Vernon residents. Vernon has a population older than the provincial average. 2011 Census indicates that 37.2% of Vernon's residents are 55 or older, while the B.C. average is 29.6%. As the portion of the city's population over 55 is projected to increase over the next twenty five years, expansion of health services and facilities will be required to meet not only the growth of the population but also the aging of the population and their increased demands for health care. Senior government must recognize this increased need in our community and ensure adequate funding is available.

In addition to health services, Vernon's growing seniors population requires expanded social, recreational and cultural services, and will put additional pressure on ensuring physical accessibility is enhanced at a broad range of facilities.

Cemetery services are provided by the City of Vernon. The current cemetery site on Pleasant Valley Road is nearing capacity. As such, provision of cemetery services in the future should be reviewed with consideration of expansion of the existing site and facilities and/or location of a new cemetery site.

Supporting Policies

- 18.1 Support and participate in sub-regional, regional, provincial and national initiatives that will result in enhanced community services for Vernon residents.
- 18.2 Support and participate in cooperative efforts with School District #22, Okanagan College, UBCO and other education service providers in the community expand opportunities for the residents of Vernon. As education opportunities are provided for residents, the City shall pursue economic development that provides corresponding employment opportunities. In addition, the City shall encourage the provision of educational opportunities that support the goals of the Economic Development Strategic Action Plan.
- 18.3 Provide policing facilities to meet community needs as it grows, including community policing services.
- 18.4 Support and participate in cooperative efforts with the Vernon Fire Department, RCMP, Community Policing, Ministry of Forests, B.C. Ambulance Service and Vernon Search and Rescue towards the enhancement of emergency services for residents of Vernon.
- 18.5 Seek commitment from the provincial and federal governments for provision of funding for health services in the community to meet the requirements of our growing and aging population.
- 18.6 Ensure sufficient area is identified in the growth strategy to accommodate for health services within the City Centre and Neighbourhood Districts to ensure convenient access to services.
- 18.7 Support non-profit groups and agencies which provide services to our growing seniors population.
- 18.8 Support integration of community services such as religious facilities, schools, care centres, group homes and seniors housing into residential areas of Vernon while mitigating any impacts on the immediate neighbourhood.
- 18.9 Support the development of additional fire hall sites, as necessary, to improve long term fire fighting capacity.
- 18.10 The development and construction of new school sites is the responsibility of School District #22. The City will liaise with the School District to assist in early planning of required educational facilities in new neighbourhoods.
- 18.11 Continue to support the use of schools, gymnasiums, meeting rooms and school grounds between different user groups in the community.

- 18.12 Continue to support the public use of other facilities such as religious facilities in meeting the needs of community services such as childcare, seniors programs, youth programs and meeting space for neighbourhood clubs and other community organizations.
- 18.13 Review future cemetery requirements and implement an appropriate strategy, including expansion of the existing site and facilities, and/or development of a new cemetery site In the community.

19.0 Heritage

Goals

Enhance the historic identity of the community by seeking to reflect Vernon's heritage in new development.

Enhance and promote the city's heritage in two key areas of the community, Lower East Hill and Downtown.

Enhance heritage properties through the development of policy provisions that ensure adjacent development is compatible with, and complementary to, the features of heritage properties.

Identify, inventory, protect and replace significant heritage trees in the city.

Increase community awareness of Vernon's heritage.



Guiding Principles Met

Create a culture of sustainability

Create strong, compact and complete neighbourhoods

Revitalize the Downtown

Context

Vernon has a rich history beginning with the Interior Salish who occupied areas throughout the Okanagan Valley for thousands of years. Fur traders, miners, cattle ranchers, farmers and railway workers all contributed to the early history and development of a community that became incorporated as the City of Vernon in 1892. The legacy of this rich heritage is found in the landscape, sites, buildings and structures found here.



Part of creating a culture of sustainability is committed support for a community's identity and culture, which is tied to its heritage. In order for Vernon's identity and culture to be sustainable, efforts must be made to conserve and enhance Vernon's heritage in the face of growth and new development.

In order to create strong, compact, and complete neighbourhoods, a strong sense of place must be evident to the people who live in and visit the neighbourhood by connecting today's neighbourhood with the past. By conserving and enhancing the heritage of the city, neighbourhood identity is enhanced, which results in increased resident and visitor appreciation of long established neighbourhoods.



Supporting Policies

19.1 The City shall require developments meeting the criteria for a development permit to incorporate elements of Vernon's heritage in the building façade. Properties with 100 metres of a registered heritage property shall respect and complement the heritage features of the registered building. (Bylaw 5315)

19.2 Where commercial, industrial and institutional development greater than 500 m², or multi-family residential development including twenty (20) or more units is occurring on sites related to the founding industries of ranching, mining, farming, tree fruits, railway and transportation (pre incorporation travel corridors, railway, paddle wheeler), one of the following features per 500 m² or per twenty (20) residential units (to a maximum requirement of four (4) different forms of features per property) is to be provided:

- a. Display plaque indicating the historical significance of area, to be located in a prominent location within the development.



- b. Display items such as historical machinery that include a display plaque describing the item, its historical significance and its connection to the founding industry. Items are to be incorporated into prominent landscape areas if outside, or if within the building, are to be located in front entries or other prominent areas.



Greater Vernon Museum & Archives

- c. Display items in the form of public art that include a display plaque describing the item, its historical significance and its connection to the founding industry.
- d. Display photos depicting founding industries including display plaques describing the item, its historical significance and its connection to the founding industry.
- e. Indian Band or First Nations display items or art items that include a display plaque describing the item, its cultural or historical significance and its connection to local Indian Bands and First Nations Groups. These features must be approved by the Okanagan Indian Band or other Indian Band or First Nation, as appropriate.
- f. Under condition of City approval, required historical features may be incorporated into adjacent public park areas where deemed appropriate.

19.3 The City of Vernon shall continue to maintain a Heritage Register in accordance with provisions of the *Local Government Act*. The Heritage Register shall be composed of: publicly owned properties; privately owned properties where the owner agrees to be on the Register; and properties subject to a change in land use (i.e. rezoning, Heritage Revitalization Agreement), or where a Heritage Restoration Grant has been awarded and funds received by the property owner.

19.4 In an effort to support and increase awareness of the Heritage Register, the City shall provide the following:

- a. Continue to provide annual funding for the Heritage Retention Incentive Grant program for property owners listed on the Heritage Register in recognition of the additional maintenance requirements for heritage buildings, and in recognition of the community importance in retaining and maintaining these properties;
- b. Promote the recognition of some of the more notable sites listed on the Heritage Register by providing and annually installing up to five heritage identification plaques; and
- c. Continue to provide annual funding for the Heritage Restoration Grant program for which property owners listed on the Heritage Register are eligible to apply.

19.5 The City of Vernon shall identify and map (Map 12) the two historically significant districts of the Lower East Hill and Historic Downtown and develop area specific regulations that act to preserve, enhance and promote heritage in these.

19.6 Development in the City Centre District shall adhere to the Design Guidelines and Heritage policies outlined in the City Centre Neighbourhood Plan. The City Centre Neighbourhood Plan replaces the former Building Facade Guidelines.

19.7 The City of Vernon shall identify, inventory, protect and replace trees that are significant to the community due to their heritage character. Community groups, neighbourhoods or individuals may recommend to the City that a tree be identified as a heritage tree.

19.8 Explore the provision of heritage plaques for heritage trees on public property.

19.9 Develop sign regulations for heritage properties for incorporation into the Sign Bylaw and Heritage Districts.



Greater Vernon Museum & Archives



Heritage Zones

- Historic Downtown District
- Lower East Hill Heritage District

last Update: July 23, 2023
 Prepared by: The City of Vernon, BC

Note:
 This drawing has been produced by the City of Vernon's Geographic Information System.
 Data provided for this project is based upon a variety of sources with varying
 levels of accuracy. The City of Vernon does not warrant or represent for the accuracy
 or completeness of this information and does not assume any liability for its use.



20.0 Social Planning

Goals

Support planning for a safe and healthy community through crime prevention through social development initiatives.

Support the provision of housing for all members of the community, including those in core housing need, requiring special needs housing, or emergency shelter. Ensure the implementation, monitoring and evaluation of the Homelessness Strategy and the Attainable Housing Strategy.

Ensure that the community is free from physical barriers so that all residents can move freely and access services, facilities and programs.

Address financial barriers to service, facilities and program participation.

Support the development of comprehensive, quality and affordable childcare and early childhood education programs.

Meet the emergency food needs of the community and support the development of programs that promote a healthy food system.

Support the development of services, facilities and programs for people with mental health and addictions.

Ensure the implementation, monitoring and evaluation of the Harm Reduction Strategy.

Create a welcoming community that addresses discrimination and celebrates diversity in all its forms.

Include Crime Prevention Through Environmental Design considerations in new development.

Guiding Principles Met

Foster prosperity for people, business and government
Protect and preserve green spaces and sensitive areas
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

Context

Sustainability is widely understood as having an intrinsic social component, in addition to economic and environmental considerations. Policies and programs must contribute positively to the community's social health and condition, helping community members overcome obstacles related to safe, secure and affordable housing, accessibility, food, recreation, appropriate childcare, health services and safety in the built environment (CPTED). It is important to recognize that many of these issues will affect all of us at some point in our lives: an accessible entrance is a benefit for strollers, seniors, wheelchairs and someone on crutches. All of us want to feel safe when we're out in the community. Many of us will seek childcare for a young son or daughter.



More and more families are facing increasing demands on their time and financial resources. Many aspects of this are not the domain of local government, however, we must consider the role of the built form in this phenomena. Low density subdivisions which do not support public transit and are far from employment, commercial services, schools and recreational opportunities increase reliance single occupant vehicles, with the associated negative impacts of increased costs, additional time and greenhouse gas emissions. The land use plan supports greater opportunities to live near these services, and fundamentally supports the provision of efficient and comprehensive public transit.

At the same time, local government has faced continual downloading from senior levels of government, often without adequate funding to cover new costs. In addition to newly delegated responsibilities, the withdrawal of provincial and federal funding and supportive regulatory standards has created a vacuum in the provision of many services. Residents often turn to their local government, unaware of the division of responsibilities and funding for many social matters. Health care and childcare are both examples of this concern. Although the municipality cannot replace these services, they can take a leadership role in facilitating community planning to address these issues and lobbying provincial and federal levels of government to fulfill their mandates. Communities that have taken the time to identify gaps, form partnerships and gain municipal support in their strategic planning tend to be more successful in securing provincial and federal grants as funding sources become available.

The City recognizes that effective social planning is integral to creating a healthy community. While the responsibility for financing health and social programs rests with senior levels of government, the City has promoted and supported initiatives designed to meet the needs of all residents in the community. Since 2007, Council has supported a contract with the Social Planning Council to assist the City in addressing issues

such as homelessness, childcare, attainable housing, food security and neighbourhood safety. This arrangement has worked very well to date, and should be pursued for as long as practical to do so. In future, it may be necessary to consider establishing a social planning staff position if these issues expand and require more attention.

Crime Prevention through Social Development (CPSD)

Crime prevention through social development (CPSD) focuses on the social factors which underlie crime. Certain childhood experiences (mostly related to living in poverty) are consistently linked with a higher likelihood of criminal activity later in life. Youth living in these conditions are considered to be "at risk" although it must be stressed that not all youth living in poverty become criminally active. By addressing social conditions (such as housing, food security, recreation, family income and childcare) the risk of criminal behaviour is reduced before it occurs. In this way, the wider community benefits in terms of overall safety and security, reduced policing costs and engagement of local youth. The Partners in Action Committee uses a CPSD approach and includes the non profit sector, business community and local politicians in their projects and initiatives.

Housing

With the increase in housing costs throughout B.C. in the last ten years, housing has become a concern for many families that would have been able to enter the traditional market for ownership previously. This has resulted in new consideration being given to the ability of households to enter, and graduate to successively higher levels of, the local housing market. This is referred to as attainable housing, and is addressed in Section 7.0 Residential. Market rental housing is also addressed in Section 7.0.



Issues facing those with core housing need differ from those seeking to enter into home ownership. Core housing need describes those people living in housing that is unsafe or in need of major repair, is overcrowded or unaffordable. Canada Mortgage and Housing Corporation defines unaffordable as spending more than 30% of a person's income on shelter. While some may choose to spend more than that on their home, those in core housing need do so out of necessity. According to BC Stats, in 2011 20% of home owners and over 45% of renters in the North Okanagan are in core housing need.

The growing proportion of seniors living in the community also requires that special attention be given to ensuring that the housing provided as the city grows will meet the needs of seniors. Often, what seniors need from housing is different than those of other age groups, particularly when health and mobility challenges

start to arise. Discussion and policies surrounding the provision of seniors' housing can be found in Section 6.0 Residential. Special needs housing refers to housing for those people who cannot have their needs met through standard market housing. This may be due to physical disability, mental handicap, addiction or other non-financial barrier to standard market housing.

The primary responsibility for the provision of safe and affordable housing for low income and special needs households remains with the senior levels of government. Local governments have neither the mandate or funding to provide ongoing subsidized housing.

Despite this, the City recognizes that local governments must do what they can in facilitating the construction of safe and appropriate shelter and housing for its citizens in core housing need, with special needs or requiring emergency shelter. In 2008, Council amended the Development Cost Charges Bylaw to eliminate Development Cost Charges for those housing developments that are owned and developed by a non-profit society or government for rental units. The City also adopted its first housing agreements with respect to the provision of both ownership and rental units within a market housing project in 2008, and entered into a long term lease of City owned land for purpose built rental units for low income families.

Emergency housing and shelter serve those members of the community which may be homeless or escaping from an abusive relationship or environment. These community members in crisis may require help for a day or for a prolonged period, and a range of facilities is desirable to meet these needs. The City of Vernon supported the non-profit sector and BC Housing to establish a permanent shelter in Vernon in 2008. Bylaw Enforcement works closely with community outreach workers to reduce the number of homeless camps in Vernon and to ensure campers are connected to services.

Accessibility

Accessibility has traditionally referred to the removal of barriers to physically accessing a service or facility. For example, sidewalk ramps and other alternatives to steps and stairs permit wheelchairs, strollers or mobility impaired people to move more easily. Auditory traffic signals permit sight impaired residents to safely use street crossings. It is important to ensure that the community is free from physical barriers, and to ensure that all residents can move freely and access services, facilities and programs. Accessibility is an especially important issue for Vernon given the large proportion of seniors in the community and given that the population and demographic projections suggest that this proportion is expected to accelerate. In short, accessibility will play a large role in how the city grows and develops over time.

Increasingly, accessibility includes other barriers to participation, including financial barriers. The Partners in Action Committee facilitated greater access to the Recreation Centre's programs for residents with disabilities by helping to design a discount program in conjunction with Parks and Recreation. The analysis of this program indicates enhanced participation by residents with disabilities while maintaining a positive financial benefit. Since 2008, over 900 individuals have accessed the program without the need to increase staff at the recreation centre.

Childcare and Early Childhood Education

Families require options for quality, affordable childcare and early childhood education programs. Elimination of provincial subsidies has made childcare increasingly unaffordable, while for many families childcare is a necessity in securing employment. Quality childcare not only supports economic security for many families, but supports healthy child development and success.

A comprehensive childcare policy encompasses more than locations for childcare centres; it facilitates and supports the establishment of a broad range of childcare options. Ideally, childcare facilities should be distributed broadly throughout the community and offer a range of types from home based care to group centres. The affordability of childcare must also be addressed, which can only be fully achieved with the participation of the provincial government.



Crime Prevention Through Environmental Design (CPTED)

Crime Prevention Through Environmental Design principles (CPTED) increase community safety through the design of the physical environment to positively influence behavior and eliminate opportunities for negative behavior. It is based on the concept that there is a direct relationship between the physical environment and the behavior of people. Buildings and spaces that are well designed can discourage criminal behavior and prevent crimes from taking place.

CPTED has been employed across Canada and internationally, and has proven to be an effective tool in reducing the incidence of crime in communities. CPTED can be applied to the design of new buildings and public spaces, but should also be employed after a development is completed, in the form of maintenance and upkeep.

CPTED principles include:

- Encouraging the strategic placement of physical features, activities and people to preserve sight lines and ensure maximum visibility
- Facilitate pedestrian movement between different spaces by the considered placement of entrances, exits, fencing, landscaping and lighting
- Encourage the use of physical attributes to express ownership, including fences, pavement treatment, art, signage and landscaping
- Promote activity in public spaces and opportunities for “eyes on the street”
- Encourage regular property maintenance to ensure that visibility is not adversely affected by overgrown vegetation or obstructive or inoperative lighting

Supporting Policies

- 20.1 Recognize the role of the provincial and federal governments in the provision of services essential for Vernon residents, and work with and advocate as necessary to ensure adequate funding and services are available in the region.
- 20.2 Continue to work with the Partners in Action Committee, Interior Health Authority, School District #22 and other appropriate parties to identify social policy or advocacy needs.
- 20.3 Recognize and support the important contributions of volunteers, non-profit groups and agencies which bring significant value to the community.
- 20.4 Continue to support the Social Planning Council in the provision of social planning services to the City, including programs and initiatives to address homelessness, childcare, attainable housing, food security and neighbourhood safety. Long term consideration should be given to establishing a social planning staff position to address the increasing number of social issues faced by local government.
- 20.5 Investigate and establish policies and guidelines for property tax exemptions for buildings owned or leased by non-profit organizations to provide social, cultural or recreational services and programs for public benefit.
- 20.6 Foster appreciation and respect for all residents, regardless of income, gender, ethnicity, sexual orientation, age, ability.
- 20.7 Enhance access to information regarding services and resources for immigrants and new residents on the City's website.
- 20.8 Encourage affordable housing units, either ownership or rental, within the context of market housing developments through the use of covenants for housing agreements.
- 20.9 Work in partnership with community agencies, non-profit organizations, senior levels of government and the business community in the provision of affordable housing, special needs housing and emergency shelter and housing.
- 20.10 Where appropriate, lease City owned land for the provision of units for those in core housing need or requiring emergency shelter.
- 20.11 Recognize the role of rooming houses in the provision of affordable housing options.

- 20.12 Recognize the need for facilities such as drop in centres, hostels, group homes and other similar facilities. Locations must be appropriate for the need and chosen with regard to proximity to amenities including public transit, commercial, social and recreational services.
- 20.13 Work towards universal physical accessibility in all civic buildings and facilities and support same in all new development.
- 20.14 Ensure all new sidewalks, crosswalks and transit stops are constructed for universal physical accessibility, including auditory traffic signals.
- 20.15 Ensure that fees for civic facility use are set to maximize the accessibility of community facilities to the general public, with due consideration for generating revenues to address the costs of the facilities.
- 20.16 Work with stakeholders and non-profit groups to identify barriers to accessibility and prioritize investment in improvements.
- 20.17 Work with parents, non-profit agencies and senior governments to develop and maintain comprehensive, accessible and affordable childcare and early childhood development programs.
- 20.18 Develop a childcare policy for the community, with consideration of community spaces for childcare centres and the facilitation of more opportunities for home based childcare.
- 20.19 Utilize Crime Prevention Through Environmental Design principles (CPTED) in the review process for rezoning and development applications.

21.0 Youth Friendly City

Goals

Provide greater opportunities for young people to remain in the community post high school graduation through the provision of housing, transportation, recreation and employment options.

Foster an environment whereby youth are engaged, respected and productive members of Vernon.

Support youth engagement in formal decision making processes, as well as informal participatory processes, as appropriate.

Guiding Principles Met

Foster prosperity for people, business and government

Housing meets the needs of the whole community

Create a culture of sustainability

Create strong, compact and complete neighbourhoods

Provide alternative transportation

Revitalize the Downtown

Create a youth friendly city

Context



Vernon's population has a markedly higher percentage of people aged 65 years and over, at some 23.1% of the population (compared to 15.6% on average for the province). While this has implications for the planning and delivery of services for seniors, it also means that without specific direction and supporting policies, the youth of the city may be overlooked. It is of interest that the majority of respondents to the survey on Guiding Principles were adults, and that the respondents prioritized the creation of a youth friendly city as one of the nine Guiding Principles for the OCP. Clearly, there is a recognition that youth play a vital role in the community and that their voices should be recognized and included in the growth and development of the community.

A youth friendly city may be characterized as one that provides opportunities for youth regarding housing, education, employment, recreation, entertainment and community involvement. It is important to stress that goals pertaining to

housing, sustainability, compact communities, alternative transportation and downtown revitalization all support the creation of a youth friendly city, and the needs of youth have expressly been considered in the creation of these goals. The development of youth friendly policies is an investment in the long term health and well being of the community, and the ongoing success of the community is dependent upon meaningfully involving youth in the development of these strategies.

The youth of the community have enthusiasm, ideas, creativity and a knowledge of the community unique to their experience. Engaging this resource can bring benefits to both youth and the broader community. Engaged youth can develop resourcefulness, a strong commitment to the community and a sense of purpose with regard to their role in the community. The broader community benefits when all voices participate in creating the community's vision, thereby ensuring that policies, programs and services meet everyone's needs.

Supporting Policies

- 21.1 Identify and maintain opportunities to include youth in City decision making processes, including the investigation of informal participatory processes. This may include representation on committees of Council, the development of youth specific groups or other models that seek to gather input and foster participation and advocacy from youth.
- 21.2 Work with community groups and agencies to support youth oriented initiatives, including needs identification and service planning, and advocating to the appropriate senior level of government for establishment and funding of needed services and programs, where applicable.
- 21.3 Actively engage youth in stewardship opportunities in the community and identify other methods to include youth in community endeavours.
- 21.4 Identify mechanisms to promote and celebrate the contributions of youth in the community.
- 21.5 Support the creation of public and private spaces for youth to gather and socialize, with the City Centre as the highest priority location.

22.0 Fire Interface

Goals

Accurately identify and map the high hazard and high risk fire interface areas in the community.

Reduce the fire hazard and risk in the interface areas of Vernon.

Context

This section identifies the high hazard and high risk fire interface areas in Vernon and provides policy to reduce fire hazard in these areas of the community. Wildfire is a natural part of the forest and grassland ecosystems in the Vernon area. As development encroaches into these undeveloped areas of the community, boundary or interface areas are created, increasing the risk of wildfire moving from the natural area to the developed area. As wildland forest and grass fires are capable of spreading at an astonishing rate, protection is through prevention.



Supporting Policies

- 22.1 On all lands shaded on Map 13, the City shall require the property owner to provide a fire hazard assessment from a Registered Professional Forester (RPF) and a Section 219 wildfire covenant, approved by the Vernon Fire Chief, as conditions of approval for any subdivision or development permit. Boundary adjustments, party wall subdivisions and lease plans are exempt from this requirement. In addition, the Vernon Fire Chief may, following review of a subdivision or development permit application, waive the requirement for a fire hazard assessment and/or a wildfire covenant.
- 22.2 On all lands shaded on Map 13, the City shall require as condition of building permit approval, that the building comply with Fire Smart Practices.
- 22.3 Creation of a 10 metre fuel free space around new construction. Remove all flammable materials including coniferous trees, flammable vegetation, deadfall, dry brush, ground litter and wood piles within this area.

- 22.4 Use of fire resistant roofing materials that meet Class A, B, or C rating as defined in the B.C. Building Code, such as metal, clay tile or asphalt shingle.
- 22.5 Use of fire resistant exterior building materials such as stucco, brick, metal, concrete, rock, logs, or heavy timbers. Vinyl and untreated wood are not permitted.
- 22.6 Eaves and vents must be closed in with metal screens and/or soffits.
- 22.7 All crawl spaces and the underside of porches and decks must be sealed.
- 22.8 On all lands shaded on Map 13, at the request of the Vernon Fire Chief, the City shall require property owners to remove flammable materials from lands that have been identified as presenting a high fire risk to the property or adjacent lands, building or structures.
- 22.9 The Vernon Fire Department shall formulate and implement a 'Fire Smart' program for owners and residents of lands shaded on Map 13. This program shall include the removal of materials that will become a source of fuel for a wildfire.



23.0 Neighbourhood Planning Process

Goals

Provide guidance for the development of large and complex areas of the community through the development of neighbourhood plans.

Provide planning for small areas of vacant, underutilized or redeveloping lands within the built up areas of the community.

Guiding Principles Met

- Foster prosperity for people, business and government
- Protect and preserve green spaces and sensitive areas
- 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

Context

Neighbourhood plans are detailed plans developed by the City that supplement the Official Community Plan and provide additional detailed direction for new growth and development in a given area. These plans are researched and developed for a specific area of the community. Research information required by the City for a neighbourhood plan varies according to the specific features, existing level of development and conditions of the area. A neighbourhood plan may be for an area of undeveloped land (greenfield development) or may be for infill or redevelopment of an already built up area of the community. Neighbourhood plans are conducted for the purpose of meeting the needs of the community as it grows and being ready for development at such time as it occurs. Public input and participation in the neighbourhood planning process is critical to each plan's success.

Two neighbourhood planning areas are identified on the Map 14, and adopted neighbourhood plans are identified on Map 15. Neighbourhood Planning Area 1 (NPA-1) consists of the City Centre District and the Neighbourhood District. Neighbourhood Planning Area 2 (NPA-2) consists of the Hillside Residential and Agricultural District. The two neighbourhood planning areas were identified in recognition of the significant

difference between the districts, in terms of existing development and areas of greenfields. As the form, character and issues of neighbourhoods are significantly different, specific policies are required for each neighbourhood planning area.

Individual neighbourhood plans, found within NPAs, are large in scale, consisting of several city blocks, or multiple hectares of land, and include multiple complex conditions. For smaller, less complex areas located within an area of existing development, the City will create infill pre-plans. These plans are for vacant or underutilized areas of the community, or areas expected to undergo significant redevelopment in the future. The purpose of these plans is to ensure that development fits within the context of the existing area and serves to complement and enhance the neighbourhood. As these plans are smaller in scale and are intended to fit within the context of an existing neighbourhood, a separate policy for infill pre-plans in the three districts is not required.

Supporting Policies

- 23.1 Within both Neighbourhood Planning Areas (NPA-1 and NPA-2):
- a. The City shall prepare neighbourhood plans according to an annually reviewed priority sequence to ensure plans are prepared to meet the needs of the community.
 - b. Where the neighbourhood planning process includes greenfield properties, the City shall require the property owner to provide, at his or her own cost, research and studies required by the City for the preparation of the plan.
- 23.2 Development of Neighbourhood Plans is to involve input and consultation with the public.
- 23.3 Each neighbourhood plan will identify and consider the following:
- a. OCP Guiding Principles
 - b. Current and future community needs
 - c. Community impact and benefit
 - d. Context of the neighbourhood planning area within the community
 - e. Natural features
 - f. Environmental management considerations arising from application of the Environmental Management Areas Strategy
 - g. Potential archaeological significance of the site
 - h. Where applicable, the *Hillside Guidelines* must be incorporated
 - i. Existing and required infrastructure (e.g. storm, sewer, water, roads)
 - j. Transportation linkages (e.g. vehicle, pedestrian, cycling, transit)
 - k. Parks, recreation and open space
 - l. Community facilities, services and amenities
 - m. Land use and densities
 - n. Development pattern and sequencing

- o. Neighbourhood built form and character
- p. Opportunities for the use of alternate development standards (e.g. green infrastructure, green buildings, alternate energy sources)
- q. Neighbourhood sustainability and contribution to overall community sustainability

23.4 Within Neighbourhood Planning Area 1 (NPA-1), the following additional policies shall apply:

- a. City priority for neighbourhood planning will focus on the City Centre District and areas designated as Neighbourhood Centres
- b. The community input and consultation process is to include initiatives seeking participation of residents and property owners within and adjacent to the neighbourhood planning area
- c. Where appropriate the neighbourhood plan is to include community heritage conservation and enhancement plans for buildings and properties within the neighbourhood plan area

23.5 Within Neighbourhood Planning Area 2 (NPA-2) neighbourhood plans shall be developed by the City under the following conditions:

- a. City identified need for additional residential development that cannot be accommodated in Neighbourhood Planning Area 1 (NPA-1)
- b. Directly adjacent to existing infrastructure, and the City has identified an economic benefit to the city with greater utilization of existing infrastructure

23.6 In anticipation of future infill and redevelopment, the City shall prepare Infill Pre-Plans for areas in the community according to an annually reviewed priority sequence based on the following criteria:

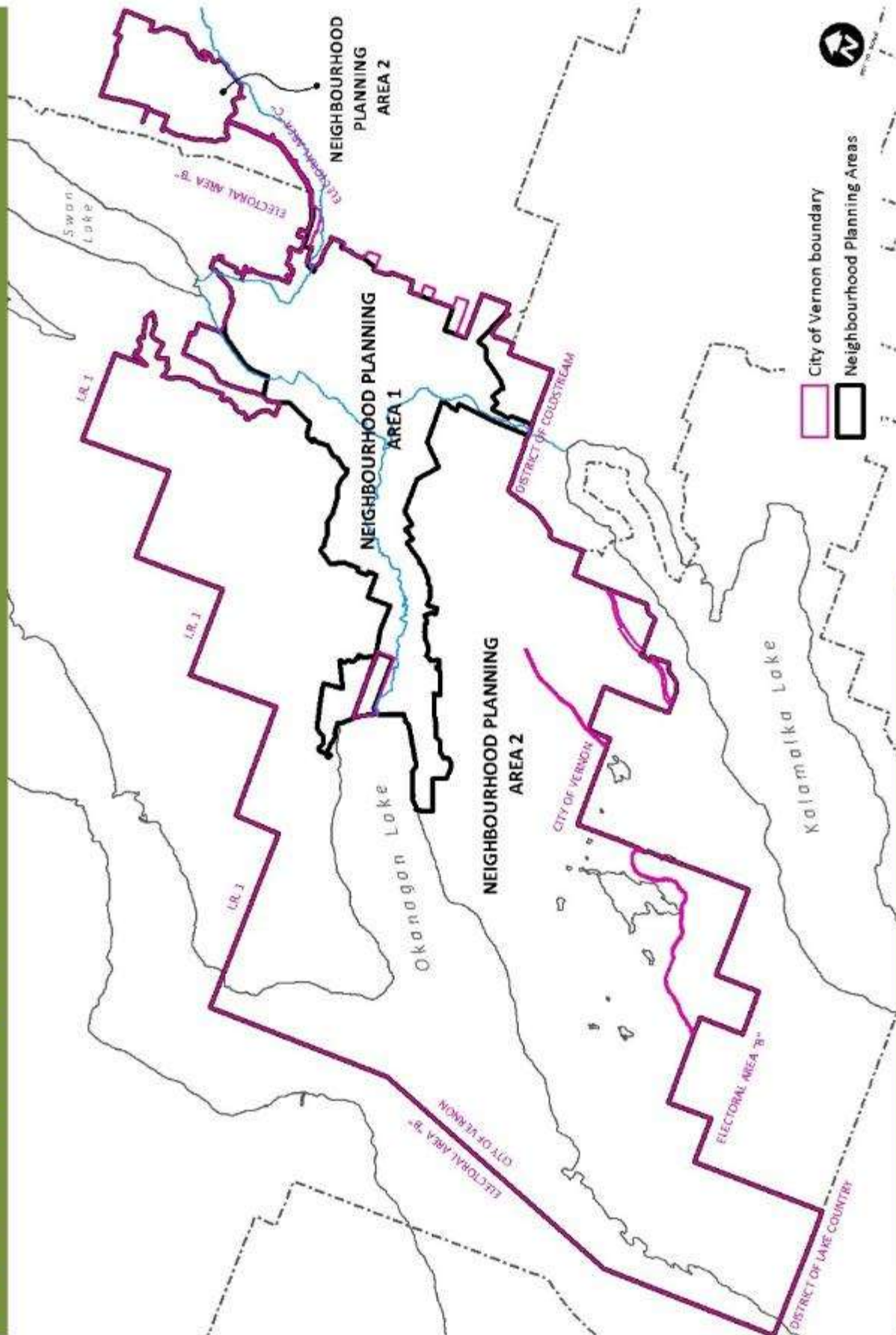
- a. Community need
- b. Proximity to City Centre District and designated Neighbourhood Centres
- c. Availability of infrastructure
- d. Proximity to community services and amenities
- e. Development interest and/or market demand

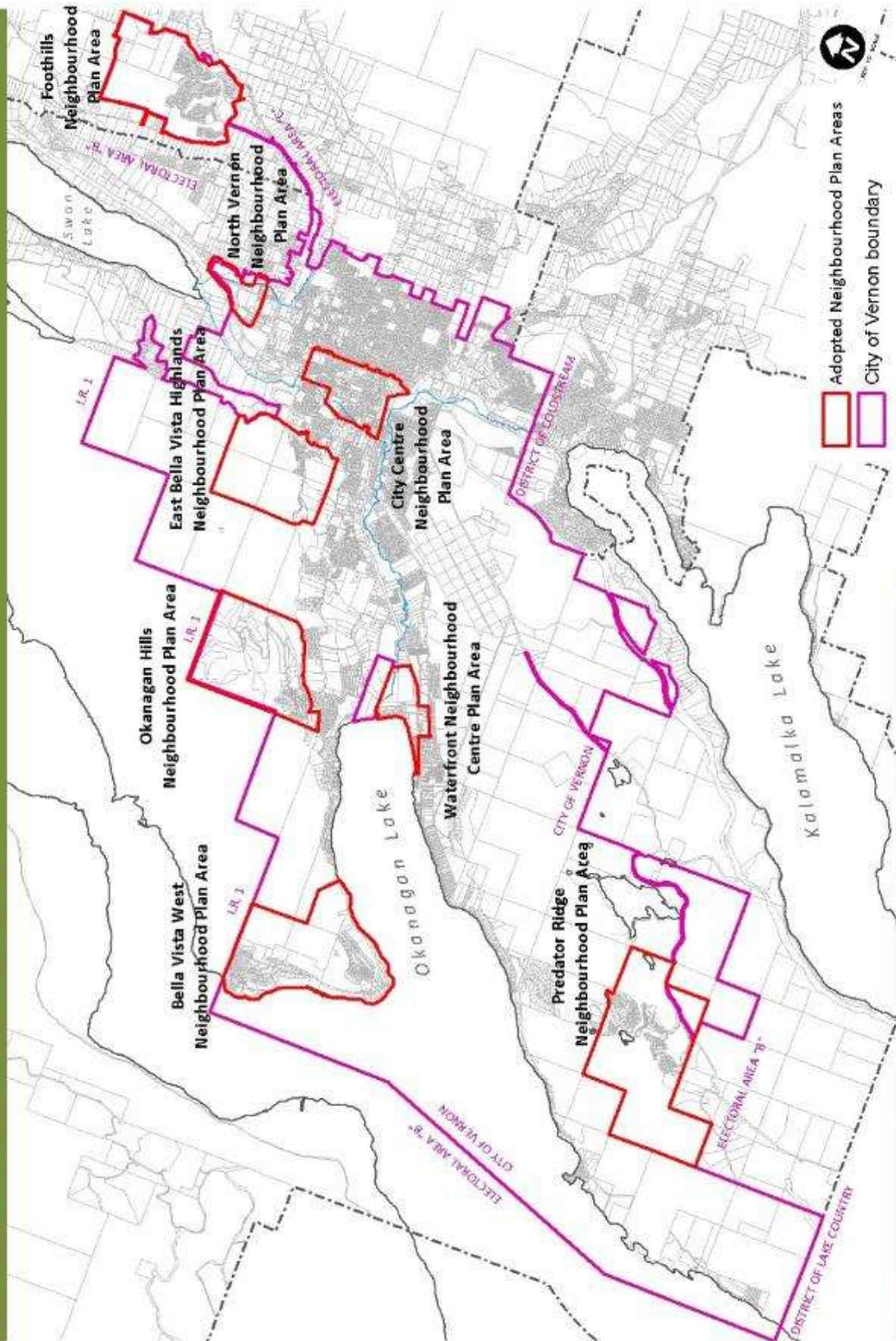
23.7 Where the Infill Pre-Plan process includes properties that, as a result of the plan, will gain significant development potential, the City shall require the property owner to provide research and studies required by the City for the preparation of the plan.

23.8 Infill Pre-Plans will identify and consider the following:

- a. OCP Guiding Principles
- b. Neighbourhood context
- c. Natural features
- d. Requirements of the Environmental Management Areas Strategy
- e. Hillside Guidelines
- f. Existing and required infrastructure (e.g. storm, sewer, water, roads)
- g. Transportation linkages (e.g. vehicle, pedestrian, cycling, transit)
- h. Parks, recreation and open space
- i. Proximity to community facilities, services and amenities

- j. Development pattern and sequencing
- k. Built form and character, including any heritage significance
- l. Opportunities for use of alternate development standards (e.g. green infrastructure, green buildings, alternate energy sources)
- m. Neighbourhood sustainability and contribution to overall community sustainability





24.0 Boundary Extensions

Goals

Provide a process for consideration of boundary extension applications.

Undertake a study to determine the feasibility and desirability of extending the City's boundary to include lands in the Swan Lake Corridor.

Work with the Regional District of North Okanagan on the identification and redesignation of Rural Protection Lands, as outlined in the Regional Growth Strategy, that serve the City's growth strategy.

Guiding Principles Met

- Foster prosperity for people, business and government
- Protect and preserve green spaces and sensitive areas
- Ensure housing meets the needs of the whole community
- Create a culture of sustainability
- Protect agricultural land
- Create strong, compact and complete neighbourhoods

Context

For many years, the City has accepted and supported boundary extension applications for lands contiguous to and within an ultimate City of Vernon boundary, identified to provide general guidance in the consideration of boundary extension applications. This property by property approach is time consuming for all parties and tends to reflect individual property interests as opposed to the goals and interests outlined in the City and Regional District of North Okanagan's (RDNO) long term planning, development and infrastructure phasing.

Further, there are concerns related to the trend towards boundary extension to facilitate residential densification. Allocations of increased density far from the City Centre and designated neighbourhood centres are contrary to the growth strategy embodied in this plan. Attention must also be paid to the rural-urban interface to ensure that the residential subdivision pattern does not encroach into or serve to fragment ALR lands, particularly on the City's eastern boundary.

With the adoption of the Regional Growth Strategy (RGS) on September 21, 2011, specific areas for growth and future growth, as well as rural areas intended to be protected from the pressures of urban development were identified. As a result of the RGS, the City's boundary extension policies need to evolve to reflect these new regional designations.

As such, pursuant to RGS policy UC-2.4, the City will support a block boundary extension process along its boundary in the rural protection area to address issues of failing on-site septic systems where the properties are immediately adjacent to City infrastructure. Individual or small block boundary extension applications will not be accepted. In order to meet the intent of the RGS policy, properties annexed for this purpose will be included in Development District 3, the Hillside Residential and Agricultural District, and be rezoned to an agricultural zoning district. This further supports RGS policy UC-1.2.8, whereby municipalities are to recognize the rural protection boundary in their Official Community Plans. The endorsement of RDNO is required prior to the initiation of a block boundary extension process.

Where a boundary extension application falls within the designated rural protection area, but serves the City's growth strategy and is in keeping with the RGS goal of compact, complete communities, it is necessary to receive RDNO approval prior to the boundary extension process on the redesignation of the lands as growth or future growth area, as appropriate.

In addition, the relative costs and benefits of the extension of the municipal boundaries in the Swan Lake Corridor should be examined. This corridor is identified as a future growth area in the RGS and the extension of servicing is key to realizing significant development potential. As the development of this area is beneficial to the entire sub regional area given the potential to provide significant new highway oriented commercial development, it is desirable to work with RDNO and Electoral Areas B and C to ascertain the feasibility and desirability of extending the City's boundary to include this corridor.

The RGS also speaks to the need for the Government of British Columbia to review and update municipal expansion policies, ensuring that the process is equitable, transparent and inclusive. The City strongly supports this initiative.

Supporting Policies

- 24.1 Review boundary extension applications annually, in conjunction with Official Community Plan amendment applications.
- 24.2 Recognize the rural protection boundary as embodied in the Regional Growth Strategy.
- 24.3 With the support of RDNO, support a block boundary extension process where connection to the City sewer system can replace failing septic systems and where the property is immediately adjacent to City infrastructure and contiguous to the City boundary. Pursuant to the RGS (Goal UC-2.4), such

lands are not to receive additional development potential, and will be included in Development District 3, the Hillside Residential and Agricultural District and rezoned to an agricultural zoning district. Do not accept individual or small block boundary extension applications.

- 24.4 Work with RDNO and Electoral Areas B and C on the possibility of a boundary extension to include the Swan Lake Corridor, a designated future growth area, to accommodate the extension of servicing required to realize significant commercial development.
- 24.5 Where a boundary adjustment application falls within the designated rural protection area, and serves the City's growth strategy, require the Regional District of North Okanagan's approval on the redesignation of the lands as growth or future growth area in the RGS, as appropriate, prior to extension of the City boundary.
- 24.6 Do not support the extension of City services outside the municipal boundaries.

25.0 Implementation and Monitoring

Goals

Undertake the planning, policy and bylaw changes supportive of the growth strategy and land use plan.

Ensure that the policy direction of the Official Community Plan is realized through monitoring and annual reporting.

Ensure that any future OCP amendments reflect the Guiding Principles, as identified by the community and subsequently adopted by Council.

Guiding Principles Met

Foster prosperity for people, business and government
Protect and preserve green spaces and sensitive areas
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

Context

Implementation

When the Official Community Plan 2008 was adopted, its growth strategy outlined a shift in the direction of planning and development in the community. Many initiatives were identified throughout the text which were undertaken when resources were available. However, in order to fully realize the vision and goals set out in that document, several immediate changes to planning, policies and bylaws were identified. Many of these changes have since been made and include:

- Revise Development Cost Charges Bylaw to reflect both size and location of new development
- Update the capital expenditure program to identify funding for infrastructure delivery consistent with the growth strategy. Allocate funding in the annual budget for projects consistent with the policies of the OCP

- Undertake a neighbourhood planning process for the City Centre District and the Waterfront Neighbourhood Centre
- Prepare hillside appropriate residential zoning districts to work in conjunction with the Hillside Guidelines
- Update Zoning Bylaw #5000 to reflect the OCP policies
- Assess the desirability and feasibility of hiring a Transportation Demand Management Coordinator
- Prepare a Regional Context Statement once the Regional Growth Strategy is adopted

Moving forward, the following changes should be undertaken:

- Develop and implement an Integrated Community Sustainability Plan that provides a foundation for updating City plans and policies in alignment with other community initiatives, interests and priorities.
- Develop and implement a City of Vernon Parks Master Plan that provides guidance for planning for local parks and trails in the city.
- Develop a Development Cost Charges Bylaw to include Development Cost Charges for parks under the jurisdiction of the City of Vernon.
- Implement the Development Scorecard to evaluate development applications.
- Undertake a neighbourhood planning process for the Okanagan Landing Neighbourhood Centre.
- Participate in the development of an Agricultural Area Plan and agricultural economic development plan for the Greater Vernon area in cooperation with the District of Coldstream, the Regional District of the North Okanagan and other regional partners. Once completed, consider preparing a Farm Bylaw for the city.
- Amend the City's boundary extension policy to reflect the direction embodied in the OCP and the Regional Growth Strategy.
- Through the Sustainable Infrastructure Investment Plan (SIIP), update the capital expenditure program to identify funding for infrastructure delivery consistent with the growth strategy.
- Continue to allocate funding in the annual budget for projects consistent with the policies of the OCP.
- Continue to update Zoning Bylaw #5000 to reflect OCP policies.

Monitoring

The Official Community Plan is a 25 year vision and associated strategy. Successful implementation of the growth strategy is dependent upon consistent application of the policies with due consideration of the goals of the plan.

One method by which to monitor the successful implementation of the plan and its policies is by tracking and annually reporting on key development statistics. Indicators are required to ensure that progress is being made in achieving the overall vision of the community. The following indicators are proposed as a starting

point for analysis. The indicators may be adjusted over time to ensure that the tracking and reporting process is sufficient to determine the success of the growth strategy and supporting policies.

Housing

- Development by location (development district, neighbourhood centres)
- Type (single family, townhouse, apartment, rental, special needs, for example)
- Cost (average value by type)
- Size (average size of dwelling by type)

Economic Development

- Unemployment rate
- Workforce growth
- Commercial, industrial and institutional permit values

Environment

- As identified in the Environmental Management Areas Strategy

Agriculture

- Agricultural Land Reserve lands (acres excluded, acres included)
- Home site severances and subdivisions

Food Access

- Number of community gardens and plots
- Number of opportunities for local food access

Heritage

- Number of properties on the register
- Number of grants applied for and awarded
- Number of plaques installed annually

Resource Consumption

- Community water, electricity and natural gas consumption per capita

Energy

- Number of new on-site energy generation (i.e. geothermal / beetle kill wood pellet)
- Carbon emissions by local government operations

Youth

- Opportunities provided for youth consultation/engagement

Transportation

- Transit trips/service hours per capita; number of buses
- Number of cars per capita; mode split; parking stalls per capita
- Kilometres of sidewalks, cycle routes and trails constructed each year

Infrastructure

- Kilometres of upgrades to sewer, storm, roadways
- Kilometres of new sewer, storm and roadways

For those issues which are the shared responsibility of North Okanagan governments and communities, or other agencies or levels of government, including such issues as air quality, transportation, parks, recycling, solid waste management, economic development and the broader protection of agricultural opportunities, it is recommended that indicators and annual reporting be identified and monitored by the appropriate agency as an indication of our overall progress.

Amendments

Changes to the OCP may be required in response to significant changes in trends or shifting community priorities. Where such changes are consistent with the community vision and Guiding Principles, Council may approve an amendment to the OCP. Where the changes are substantial or are inconsistent with the community vision and Guiding Principles, Council will consider a comprehensive review and update of the Official Community Plan. The Guiding Principles will thus be utilized as a checklist by which to evaluate applications for OCP amendments.

A comprehensive review and update of the Official Community Plan will be initiated every five years. Community participation and consultation will be sought during the update process.

Supporting Policies

- 25.1 Plans, policies and bylaws will be updated and amended as required to pursue implementation and realization of the growth strategy.
- 25.2 Comprehensive indicators will be developed and utilized for annual reporting related to the goals, policies and objectives of the growth strategy. These indicators may be modified or updated, as required, to ensure that the implementation of the plan is being adequately monitored. In addition, the City will partner with other organizations, such as the Regional District of North Okanagan, Interior Health Authority and appropriate Ministries of the Government of British Columbia, to assist in accurate monitoring, modifying and updating of the indicators.

- 25.3 Applications for amendments to the Official Community Plan shall be first evaluated using the Guiding Principles, identified in Section 1.0, Planning Context, to determine whether the proposed amendment meets the overall goals and objectives of the community.
- 25.4 The Guiding Principles are to be utilized as standard criteria in reports prepared for Council's consideration.

26.0 Development Permit Areas (All Areas)

Goals

The Development Permit Guidelines are intended to provide guidance for any new development within any of the designated Development Permit Areas.

This policy is intended to provide applicants and staff with encompassing guidelines for development in the city. It is intended to encapsulate the design, form, character and environmental concerns brought forth during OCP public consultation processes into workable guidelines for future development.

Guiding Principles Met

- Foster prosperity for people, business and government
- Protect and preserve green spaces and sensitive areas
- 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

Context

Each Development Permit Area (DPA) presents particular challenges and issues relevant only to that specific area, and these are addressed in each DPA section. Certain issues and challenges are common to all the DPAs, and these are discussed in this section. The following are intended as guidelines for new development or redevelopment anywhere in the city.

Development Permit approval is a mechanism that gives the City the opportunity to guide new development in the direction mandated by the public. Development Permit policies encourage functional and attractive development in keeping with the OCP Guiding Principles.

Development Permit guidelines and policies will play an integral role in the development of the designated neighbourhood centres, new multiple family development, new commercial, institutional and industrial

development, redevelopment in some existing neighbourhoods and the redevelopment of the City Centre area.

In accordance with the Local Government Act under section 919.1(1) the areas identified on Map 16, Development Permit Areas, are designated as Development Permit Areas (DPAs). The specific purpose, justification and guidelines are contained in each DPA section. Within any DPA, there are many different criteria related to a property or the type of development proposed that will require a Development Permit be issued, as well as associated exemptions in those situations. Development Permits are required as follows:

1. All multiple family residential in Residential Small Lot Single and Two Family, Hillside Residential and Residential Low, Medium and High Density designated areas where a project will exceed three (3) dwelling units.
2. All areas designated as Mixed Use – High Density Commercial and Residential, Neighbourhood Centre, Mixed Use – Medium Density Commercial and Residential, Community Commercial, Tourist Commercial, Public and Institutional, Parks and Open Space and any other designations that allow commercial or institutional use.
3. All areas designated as Light Industrial/Service Commercial, Airport Industrial and any other designations that allow industrial use.
4. Any ALR development meeting the agritourism criteria of the Agricultural Land Commission.
5. All Riparian Assessment Areas.
6. All areas designated on Map 17, EMA Strategy, as having medium or high conservation values.
7. All areas where 10% or more of a property has slopes 12% or greater.

Where a Development Permit is required based on criteria 1-4 above, exemption from Development Permit approval applies in the following situations:

- Internal renovations where the existing buildings, structures, landscaping, parking and access are not affected.
- Addition to, alteration of, or external renovation of existing buildings or structures where the value of the work does not exceed \$50,000 and where the use of the site as defined in the *Zoning Bylaw* is not amended and where the landscaping, parking and access are not altered and where the site is not listed on the Vernon Heritage Register and where the site is not designated a Heritage site. A Development Permit Minor may be required based on criteria set out in the Development Permit Minor section below.
- Erection of new signs, or replacement, relocation, or modification of existing signs except where other policies of the OCP require Development Permit approval.
- Temporary buildings as governed by the City's *Zoning Bylaw* and the City's *Building and Plumbing Bylaw*. This includes temporary classrooms.

Where a Development Permit is required based on criteria 5, exemption from Development Permit approval applies in the following situations:

- Repair, extension or alteration to existing buildings and structures that are determined to be legally non-conforming under Section 911 of the Local Government Act and where the footprint of the building is not increased.
- Reconstruction of a building or structure damaged beyond 75% of its value, as described by Section 911(8) of the Local Government Act, provided it remains on its existing foundation.
- Reconstruction of buildings that are legally non-conforming as to siting after damage regardless of the percentage of damage, under Section 911(10) of the Local Government Act, as long as there is no further contravention of City of Vernon bylaws.
- The construction of a single pathway through the Riparian Assessment Area providing access to the lakeshore or creek. However, a Development Permit Minor will be required.
- Farming operations as defined in the Farm Practices Protection Act.
- Developments that have been approved but not constructed prior to the adoption of this bylaw, provided the approved development has not changed.
- Mining activities, hydroelectric facilities and forest management.
- Public works and services: the construction, repair, and maintenance of works by the City or its authorized agents and contractors are exempt from the formal development approval process, but only when works are completed in accordance with the assessments and recommendations of a qualified environmental professional (QEP) in accordance with the Riparian Areas Regulation, the Water Act or other applicable environmental regulation.
- Emergency procedures: actions and activities performed to prevent, control, or reduce flooding, erosion or other immediate threats to life or property, including:
 - Emergency flood or erosion protection works;
 - Clearing of an obstruction from a bridge, culvert or drainage channel; and
 - Repairs to bridges for safety fences.

Where a Development Permit is required based on criteria 6, exemption from Development Permit approval applies in the following situations:

- Repair, extension, or alteration to existing buildings and structures that are determined to be legally non-conforming under Section 911 of the Local Government Act and where the footprint of the building is not increased.
- The most recent subdivision on the property affected that took place prior to July 26, 2004, and no further subdivision of the property is proposed or required to facilitate development.
- The site has been serviced or has an established building pad in place.
- Mining activities, hydroelectric facilities and forest management.
- Public works and services: the construction, repair, and maintenance of works by the City or its authorized agents and contractors are exempt from the formal development approval process, but only when works are completed in accordance with the assessments and recommendations of a qualified environmental professional (QEP).

Where a Development Permit is required based on criteria 7, exemption from Development Permit approval applies in the following situations:

- Internal renovations where the existing buildings, structures, landscaping, parking and access are not affected
- Construction of single detached, duplex, semi-detached, three-plex housing or secondary buildings.
- Replacement, relocation or modification of existing signs except where other policies of the OCP require Development Permit approval.

Guidelines

- 26.1 All lands designated on Map 16 are subject to Development Permit approval.
- 26.2 Applications for Development Permits shall meet or exceed the score as indicated for the desired Development Permit Area in the Development Scorecard, once implemented.
- 26.3 All buildings within the designated DPAs shall be of a finish with durable and decorative materials and should consist of colours complementary to the neighbourhood character.
- 26.4 All development on lands where 10% or more of the land is 12% in slope or greater is subject to the conditions and guidelines outlined in the document *City of Vernon Hillside Guidelines*.
- 26.5 All lands in the designated DPAs are subject to the *Environmental Management Areas Strategy*.
- 26.6 Any development within 800m of either Highway 97, Highway 6, Old Kamloops Road, Commonage Road, or are adjacent to any city boundary shared with Electoral Area B or C, requires the approval of the Ministry of Transportation and Infrastructure.
- 26.7 All Special Building Line Setback areas, as identified in Schedule B of the City's *Zoning Bylaw* for future road widening purposes, shall be suitably landscaped and shall form part of the Development Permit review and approval process.
- 26.8 Any development on lands designated in the ALR must meet the agritourism criteria identified by the Agricultural Land Commission to enhance and protect on-site and adjacent agricultural uses.
- 26.9 Landscape plans shall comply with the provisions of the *Zoning Bylaw*, *Landscape Standards Bylaw* and *Landscape Maintenance Bylaw*.

- 26.10 Landscaping that promotes plantings and techniques that conserve water through xeriscaping and the incorporation of drought resistant and native species are encouraged.
- 26.11 A detailed landscape plan must be provided with each Development Permit application, except when a Development Permit is required under criteria 6 and no other criteria. The plan shall indicate existing landscaping that is proposed to remain within the development and all new landscaping to be installed on site. The objective shall be to retain existing trees within the development.
- 26.12 All landscaping plans must include an estimate for works to be completed. A security in the amount of 125% of that estimate will be held by the City until the works are complete. A review of the landscaping by staff shall be conducted at the applicant's request. Concluding the landscaping review, the security may be drawn down, in its entirety or partially, depending on the quality and amount of works completed. Any changes or alterations to an approved landscape plan must be submitted in writing to be revised for approval, further revision or denial.
- 26.13 If development conditions include mitigation, compensation, maintenance and/or monitoring plans, a security deposit in an amount determined by the qualified professional, proportional to the proposed works and deemed acceptable by the City of Vernon is required. The security needs to be based on the full costs of industry standard complete works and shall be sufficient to guarantee that all required mitigation measures will be completed, monitored and furthermore continue to function properly as prescribed. Securities will be required prior to final approval of the development permit. A 10% hold back will be required after construction to guarantee the performance/proper functioning of the works.
- 26.14 All parking areas shall be hard surfaces, drained and maintained in accordance with the regulations of the City. Whenever possible, and where function, safety or use does not preclude it, permeable surfaces and on site stormwater retention are to be utilized. Paving stones or grass-crete is encouraged, but consideration will be given to permeable asphalt.
- 26.15 All garbage and/or recycling facilities must be provided on site and be screened with material similar to the primary building.
- 26.16 All cellular towers or communications antennas should be designed to minimize their visual impact on surrounding neighbourhoods and on view corridors, as follows:
- a. Where such structures are proposed as part of an existing or proposed building, and/or in or near an existing neighbourhood, the design of the tower should use colours and materials that are complementary to existing development, where possible. Landscaping and decorative fencing should screen the tower from view.
 - b. Where such structures are proposed on hillsides, agricultural areas or rural areas, colours and materials that help the structure blend into the surrounding environment should be used.

Landscaping consisting of native species found in the vicinity of the tower should be used to screen the structure from view.

- c. The siting of such structures should conform with the required setbacks of the zoning district it is located in.

- 26.17 Utility structures located above ground, which include, but are not limited to, water reservoirs and pump stations, should use colour, building materials, landscaping and decorative fencing to reduce the visual impact of the structure.
- 26.18 Development Permit site plans shall provide direct, safe and functional pedestrian connections from the street to the proposed building(s). These connections should safely accommodate wheelchairs and scooters, and provide curb let downs in appropriate locations to facilitate movement for those users.
- 26.19 All development of lands within 30 metres of a stream must meet the provisions in the Environmental Management Areas Strategy, Appendix 6: Implementation Guidelines - Permitting Requirements with Riparian Assessment Areas (RAAs).
- 26.20 The locations of adjacent existing and/or proposed transit locations should be indicated on any Development Permit site plans. If transit is not available to the subject property at the time of application, a location for a future transit site should be shown on the site plans.
- 26.21 Drawings submitted for any Development Permit must meet the provisions in the *Zoning Bylaw* and the following minimum requirements:
 - a. The site plan must include lot dimensions and setback dimensions taken from the building to the property line;
 - b. Drawings illustrating the building appearance shall indicate the finish and colour of the buildings;
 - c. Parking, access and drainage arrangements are to be shown. All parking stalls and lots indicated on the drawings must include dimensions;
 - d. A landscape plan is to be provided that clearly illustrates the number and types of species for all plantings. All ground cover, irrigation systems and landscape amenity features are to be illustrated. All landscaping plans must comply with the regulations and conditions of the City's *Landscaping Standards Bylaw and Landscaping Maintenance Bylaw*. Development Permits that are required based on criteria 6 above are exempt;
 - e. The locations of nearby transit and cycling routes.
 - f. Where a Development Permit is required based on criteria 5, a Riparian Areas Regulation Assessment is to be provided.

- g. Where a Development Permit is required based on criteria 6, a plan that illustrates the Sensitive Ecosystem Inventory polygons as they apply to the proposed development and Environmental Impact Assessment, including a Habitat Assessment, is to be provided.
- h. Where a Development Permit is required based on criteria 7, a plan showing the slopes on the property is to be provided.

Development Permit Minor

The Development Permit Minor process is intended to provide guidance for development considered minor in nature and scale, such as facade upgrades, small building alterations and works within riparian areas and sensitive ecosystems.

Guiding Principles Met

Create strong, compact and complete neighbourhoods
Revitalize the Downtown

Context

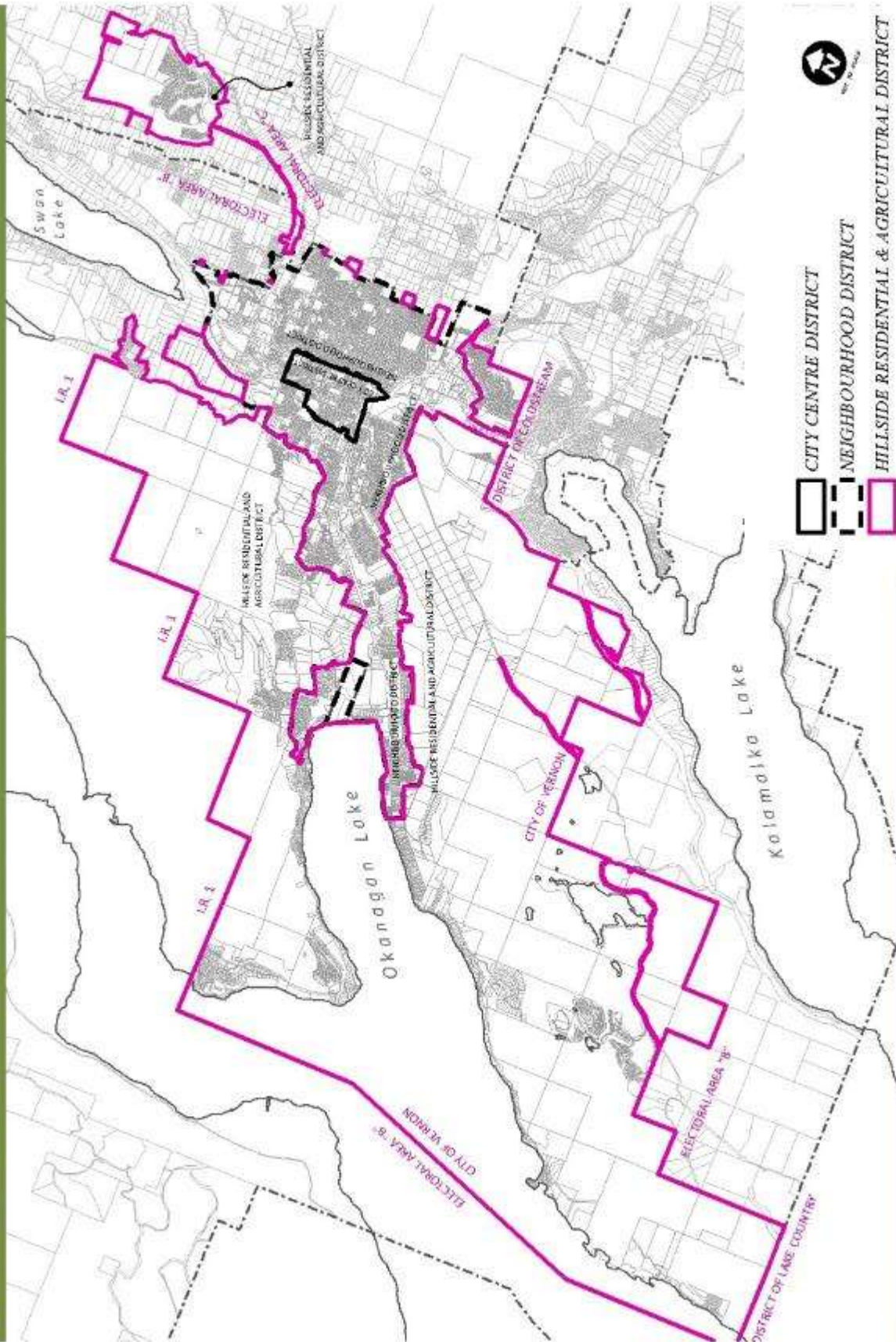
The Minor Development Permit process is intended to provide a less expensive and less complex method to encourage upgrading and investment throughout the city. Minor Development Permits will be applicable in the following circumstances:

- a. All exterior or façade changes to any building or building(s) located in commercial, industrial or institutional areas;
- b. Addition to, alteration of, or external renovation of existing buildings or structures where a Development Permit would be required but the value of the work does not exceed \$50,000 and where the use of the site as defined in the Zoning Bylaw is not amended.
- c. Any property in the City Centre Neighbourhood Plan and designated within the Downtown Heritage District, once this Heritage District is established, as per Map 12 ; and
- d. Any residential development in the East Hill Heritage District, once this Heritage District is established, as per Map 12.
- e. Development proposed within a Riparian Assessment Area that does not require a building permit.
- f. Development proposed within areas of medium and high conservation values as designated by Map 16 - EMA Strategy that does not require a building permit.

Guidelines

- 26.22 Any façade or exterior changes to a building located within a Heritage District shall be of complementary colour and finish to the neighbouring heritage buildings.
- 26.23 Exterior changes to commercial, industrial or institutional buildings should be consistent with the design guidelines outlined in Sections 27, 28 and 29.

- 26.24 Where landscaping is proposed and/or required, landscaping plans must include an estimate for works to be completed. A security in the amount of 125% of that estimate will be held by the City until the works are complete. A review of the landscaping by staff shall be conducted at the applicant's request. Concluding the landscaping review, the security may be drawn down, in its entirety or partially, depending on the quality and amount of works completed. Any changes or alterations to an approved landscape plan must be submitted in writing to be reviewed for approval, further revision or denial.
- 26.25 Where a Riparian Assessment Area or an area of medium or high conservation value is impacted, the requirements of the Environmental Management Areas Strategy apply.



Map 16
 This map was prepared by the City of Vernon's Geographic Information System (GIS) Unit. The map was prepared from the best available data and is provided as a guide only. The City of Vernon disclaims all responsibility for the accuracy or completeness of the information contained herein.



27.0 Development Permit Area #1 (City Centre District)

Goals and Objectives

The Development Permit Guidelines for the City Centre District are designed to enhance and promote a pedestrian friendly, livable and vibrant City Centre with a stimulating commercial and cultural area, as well as foster development opportunities throughout the City Centre. A variety of opportunities will be available for mixed use development and high and medium density residential development, including apartments, stacked townhouses and small lot single and two family development. The City Centre Neighbourhood Plan provides more detailed policy direction to guide development in this district.

Context (Purpose and Justification)

As per Section 919.1 of the Local Government Act, the designation of lands in the City Centre District as a Development Permit Area serve the purpose of:

- a. Protection of the natural environment, its ecosystems and biological diversity
- b. Revitalization of an area in which a commercial use is permitted
- c. Establishment of objectives for the form and character of intensive residential development
- d. Establishment of objectives for the form and character of commercial, industrial or multiple family residential development
- e. Establishment of objectives to promote energy conservation
- f. Establishment of objectives to promote water conservation
- g. Establishment of objectives to promote the reduction of greenhouse gas emissions

Bounded by 43 Avenue to the north, the east side of 27 Street to the east, 25 Avenue to the south, and generally 35 Street to the west, the City Centre District includes Downtown Vernon as well as a mix of offices, shops, hotels, restaurants, residential neighbourhoods and recreational amenities.

The City Centre District has been identified as the key redevelopment area in the city and is guided by the City Centre Neighbourhood Plan. A successful City Centre is one that attracts people to live, work, shop, be entertained and play. The area is intended to become an economic and social anchor for the entire city, providing a diverse community with significant commercial and residential opportunities. With improvements to park space, cultural facilities and other amenities, the City Centre will become a primary location for community interaction. The redevelopment of the downtown area is intended to attract local area residents to the downtown for their everyday needs, and to make the downtown an inviting environment for tourists. Key to the revitalization is to provide a pedestrian friendly environment with a streetscape that enhances the commercial vibrancy of the City Centre.

The Development Permit guidelines of the OCP and the City Centre Neighbourhood Plan work in tandem with the revitalization plan for the City Centre. Central to creating this type of district are strong development guidelines that can work with commercial and residential development towards creating this vibrancy. The City Centre Neighbourhood Plan identifies a series of eight character areas within the City Centre, each of which have a distinct vision for redevelopment and specific policies and design guidelines. These character areas are as follows:

- Historic Downtown
- Powerhouse Quarter
- Highway Corridor
- Polson Gateway
- 27 Street Corridor
- Centreville
- Creekside
- Macdonald Park



Guidelines

- 27.1 Lands identified on Map 16 as the City Centre District are designated as Development Permit Area 1.
- 27.2 In addition to the following policies, all development in Development Permit Area 1 is subject to the general Development Permit Area policies within the OCP.
- 27.3 Development in the City Centre District shall be consistent with the policies outlined in the City Centre Neighbourhood Plan.
- 27.4 All garbage and recycling bins are to be provided on site and fully screened with secure enclosures. Council supports the initiative of the downtown merchants to remove garbage and recycling bins from the City lands in the downtown. This will free up the laneways for partial commercial activity while allowing for improved security and loading opportunities.
- 27.5 Council shall facilitate movement in the City Centre District in the following order of priority: walking, cycling, public transit, trucks and automobiles.
- 27.6 There are not to be any commercial developments involving food preparation and liquor sales on the lands fronting the east side of 27 Street between 27 and 43 Avenues and along the west side of 27 Street between 39 and 41 Avenues No direct access off of 27 Street shall be permitted.

Design Guidelines

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

When making an application for development in the City Centre, the proponent must illustrate how the proposal addresses the design guidelines 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 designing the development and making a formal application.

All Character Areas

- 27.7 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.
- 27.8 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.
- 27.9 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 from the sidewalk. Front entrances for larger tenants are still preferred in this scenario.
- 27.10 Development proposals should incorporate Crime Prevention Through Environmental Design (CPTED) principles into site design.
- 27.11 Protect and restore existing heritage buildings.
- 27.12 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.
- 27.13 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.

- 27.14 Buildings in the City Centre are encouraged to provide rooftop garden space.
- 27.15 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.
- 27.16 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.
- 27.17 Proposed development should relate to adjacent buildings in terms of scale, height and general configuration. To create appropriate transitions, new 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
- 27.18 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.
- 27.19 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.
- 27.20 Buildings should provide multiple points of visual interaction through doorways, large display windows and other pedestrian oriented features that promote activity and transparency.
- 27.21 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.
- 27.22 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.

- 27.23 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.
- 27.24 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.
- 27.25 Where blank walls are unavoidable, there should be architectural, landscaping and/or art treatment to avoid monotonous lengths. This treatment should complement neighbouring development.
- 27.26 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.
- 27.27 Materials used for the front facade must be carried around the building where any facades are within view of a public street.
- 27.28 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).
- 27.29 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.
- 27.30 The use of colour will be encouraged. Historic practice has been to encourage earth tones in the City Centre. Colour must be thoughtfully introduced over time and complement surrounding colour choices.
- 27.31 Signs should only reflect the name and type of business on the property.
- 27.32 Signs with exposed fluorescent or incandescent bulbs are not recommended.
- 27.33 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.
- 27.34 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.

- 27.35 Signs located on heritage buildings should reflect the heritage features of that building.
- 27.36 Signage associated with a corporate business is also recommended to comply with the signage objectives for the Character Area.
- 27.37 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.
- 27.38 Signs should be integrated into the design of building facades but must not obscure windows, cornices or other architectural elements.
- 27.39 Large freestanding signs, signs on top of rooftops, inflatable and large scale advertising (i.e. billboards), LED signs and audible signs are not permitted.
- 27.40 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.
- 27.41 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.
- 27.42 Parking, loading and storage areas should be screened from public view using architectural features or landscaping.
- 27.43 Wherever possible, surface parking should be located internal to the development site and should include lighting, signage and minimal driveways.
- 27.44 Within surface parking lots, landscaping, trees and decorative paving should be used to break up the expansive hard surfaces.
- 27.45 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.
- 27.46 Ground floors of parking structures should be designed to accommodate commercial uses along the street frontages.
- 27.47 Reduce light pollution by directing light internally into the site, avoiding spilled light and eliminating upwardly pointing light.

Historic Downtown

- 27.48 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.
- 27.49 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.
- 27.50 Above the established street wall, buildings shall be subject to above grade step backs to maintain a consistent street wall height. Development along 30 Avenue is generally subject to two storey street wall. Other areas are generally subject to a three storey street wall.
- 27.51 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.
- 27.52 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.
- 27.53 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.
- 27.54 Structured parking should be centrally located and designed to integrate with surrounding buildings using similar facade articulation and materials.
- 27.55 Fascia, projecting, awning and window signs are encouraged. Roof top, flashing, free standing and moving signs are discouraged.
- 27.56 Backlit signs are not permitted.

Powerhouse Quarter

- 27.57 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.

- 27.58 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.
- 27.59 Above the established street wall, buildings shall be subject to above grade step backs to maintain a consistent street wall height. Development along 30 Avenue is generally subject to two storey street wall. Other areas are generally subject to a three storey street wall.
- 27.60 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.
- 27.61 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.
- 27.62 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.
- 27.63 Structured parking should be centrally located and designed to integrate with surrounding buildings using similar facade articulation and materials.
- 27.64 Fascia, projecting, awning and window signs are encouraged. Roof top, flashing, free standing and moving signs are discouraged.
- 27.65 Backlit signs are not permitted.

Highway Corridor

- 27.66 Buildings should be located to allow for on site landscaping, private and/or public amenity spaces and a generous sidewalk width.
- 27.67 Where possible, buildings should be located parallel to the street or along the edge of an open space with a consistent front yard setback.
- 27.68 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.
- 27.69 Fascia, projecting, awning, free standing and window signs are encouraged. Roof top, flashing and moving signs are discouraged.

27.70 Back lit signs are permitted.

Polson Gateway

27.71 Buildings should be located to allow for on site landscaping, private and/or public amenity spaces and a generous sidewalk width.

27.72 Where possible, buildings should be located parallel to the street or along the edge of an open space with a consistent front yard setback.

27.73 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.

27.74 Fascia, projecting, awning, free standing and window signs are encouraged. Roof top, flashing and moving signs are discouraged.

27.75 Back lit signs are permitted.

27 Street Corridor

27.76 Buildings should be located to allow for on site landscaping, private and/or public amenity spaces and a generous sidewalk width.

27.77 Where possible, buildings should be located parallel to the street or along the edge of an open space with a consistent front yard setback.

27.78 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.

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

27.80 Fascia, projecting, awning, free standing and window signs are encouraged. Roof top, flashing and moving signs are discouraged.

27.81 Back lit signs are prohibited on the east side of 27 Street between 27 Ave and 43 Ave.

Centreville

- 27.82 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.
- 27.83 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.
- 27.84 Above the established street wall, buildings shall be subject to above grade step backs to maintain a consistent street wall height. Development along 30 Avenue is generally subject to two storey street wall. Other areas are generally subject to a three storey street wall.
- 27.85 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.
- 27.86 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.
- 27.87 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.
- 27.88 Structured parking should be centrally located and designed to integrate with surrounding buildings using similar facade articulation and materials.
- 27.89 Fascia, projecting, awning and window signs are encouraged. Roof top, flashing, free standing and moving signs are discouraged.
- 27.90 Backlit signs are not permitted.

Creekside

- 27.91 Buildings should be located to allow for on site landscaping, private and/or public amenity spaces and a generous sidewalk width.
- 27.92 Where possible, buildings should be located parallel to the street or along the edge of an open space with a consistent front yard setback.

- 27.93 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.
- 27.94 Fascia, projecting, awning and window signs are encouraged. Roof top, flashing, free standing and moving signs are discouraged.
- 27.95 Backlit signs are not permitted.

Macdonald Park

- 27.96 Buildings should be located to allow for on site landscaping, private and/or public amenity spaces and a generous sidewalk width.
- 27.97 Where possible, buildings should be located parallel to the street or along the edge of an open space with a consistent front yard setback.
- 27.98 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.
- 27.99 Fascia, projecting, awning and window signs are encouraged. Roof top, flashing, free standing and moving signs are discouraged.
- 27.100 Backlit signs are not permitted.

28.0 Development Permit Area #2 (Neighbourhood District)

Goals and Objectives

To provide a guide for infill and new development in the Neighbourhood District.

To outline the nature, form and character of new development and redevelopment of commercial, industrial, institutional and residential properties in this area.

Context (Purpose and Justification)

As per Section 919.1 of the Local Government Act, the purpose of the designation of lands in the Neighbourhood District as a Development Permit Area is the:

- a. Protection of the natural environment, its ecosystems and biological diversity
- b. Protection of development from hazardous conditions
- c. Protection of farming
- d. Revitalization of an area in which a commercial use is permitted
- e. Establishment of objectives for the form and character of intensive residential development
- f. Establishment of objectives for the form and character of commercial, industrial or multiple family residential development
- g. Establishment of objectives to promote energy conservation
- h. Establishment of objectives to promote water conservation
- i. Establishment of objectives to promote the reduction of greenhouse gas emissions

The Neighbourhood District, as identified on Map 16, is roughly bounded by several ALR properties to the north and the east, large agricultural lands to the south, Okanagan Lake to the west, the City boundary to the north and the north-east. This area includes East Hill, Mission Hill, Alexis Park, West Vernon, Harwood, portions of Okanagan Landing, South Vernon and North Vernon. Development in this diverse area will take on many forms. The Development Permit guidelines for the Neighbourhood District are intended to provide a guide for enhancing the form and design of new development as well as providing guidelines for the possibility of infill. Some guidelines apply to all areas in the Neighbourhood District, while others apply to specific areas, including neighbourhood centres and neighbourhood plan areas.

There are several established neighbourhoods in the area and allowing new development to infill these areas, while catering to distinct neighbourhood character, will be a challenge. In the Neighbourhood District there are three neighbourhood centres, Polson, Okanagan Landing Plaza and the Waterfront, as well as the North Vernon Neighbourhood Plan Area. Each neighbourhood centre is unique and distinct from the other centres.

The neighbourhood centres will have a concentration of commercial development at their centre, with surrounding multiple family developments serving as a transition to lower density residential development, subject to the neighbourhood planning process. Where the neighbourhood planning process has identified gentle densification, carriage houses and secondary suites will be encouraged as one form of densification.

Infill and redevelopment will also take place outside of neighbourhood centres, consisting of multiple family development, the infilling of single detached homes and gentle densification, such as carriage houses and secondary suites. Infill development should take place without negatively impacting the character and uniqueness of existing neighbourhoods. The following Development Permit guidelines will enhance the design and character of redevelopment projects in this area while providing new residential and commercial opportunities that meet this objective.

Guidelines

- 28.1 Lands identified on Map 16 as the Neighbourhood District are designated as Development Permit Area 2.
- 28.2 In addition to the following policies, all development in Development Permit Area 2 is subject to the general Development Permit Area policies within the OCP.
- 28.3 Development in the Waterfront Neighbourhood Centre shall be consistent with the policies outlined in the Waterfront Neighbourhood Centre Plan.
- 28.4 Development in the North Vernon Neighbourhood Plan Area shall be consistent with the policies outlined in the North Vernon Neighbourhood Plan.
- 28.5 The City will undertake a neighbourhood planning process and the development of design guidelines for the Okanagan Landing Neighbourhood Centre.
- 28.6 The City will work towards creating pedestrian friendly corridors by creating new sidewalks and trails to create better continuity of the existing sidewalk and trail system. The pedestrian corridors will aim to connect neighbourhoods to local amenities, including the neighbourhood centres and transit routes.
- 28.7 Public access along to the Okanagan Lake foreshore shall be addressed as part of any new subdivision or development along the lake.
- 28.8 Development in this Development Permit Area may be subject to conditions set by the document entitled City of Vernon Hillside Guidelines.

- 28.9 All lands adjacent to or neighbouring land designated in the Agricultural Land Reserve are subject to the conditions cited in the documents Preserving Our Foodlands: The Agricultural Land Commission's Landscaped Buffer Specifications and the Ministry of Agriculture's Guide to Edge Planning.

Design Guidelines

- 28.10 All infill development in the Neighbourhood Development Permit Area shall be of a quality and nature that is sensitive to the existing houses and neighbours. Such development should incorporate similar building orientation, massing and height as neighbouring development, as much as possible.
- 28.11 All development adjacent to or neighbouring a property currently in the *Vernon Heritage Registry* is subject to the approval of a Development Permit Minor. Colour scheme, openings, landscaping, and fencing are all subject to the Development Permit Minor process.
- 28.12 Infill development in this area shall enhance public access to and between amenities, and not restrict connectivity between streetscapes, trails or open space networks.
- 28.13 Any development identified by *Airport Bylaw #4578* must comply with the designated height restrictions as cited in the Bylaw.
- 28.14 Building facades for commercial development shall emphasize and distinguish building features such as windows and entryways by using setbacks, projections, colour and building materials. In addition, architectural treatments should be varied in regular intervals to create diversity and visual interest in the streetscape. Large horizontal buildings in particular should incorporate the use of vertical elements to break up the mass of the building.
- 28.15 Building facades for industrial development within view of a public street shall emphasize and distinguish building features such as windows and entryways by using setbacks, projections, colour and building materials. Large horizontal buildings should incorporate the use of vertical elements to break up the mass of the building.
- 28.16 Where blank walls within view from public streets, parks or pathways are unavoidable, landscaping, art or architectural treatments shall be used to reduce the visual impact of the wall.
- 28.17 Buildings fronting multiple streets should give equal emphasis to each frontage with regard to architectural detailing, building materials and landscaping.
- 28.18 Where development takes place on a corner lot, the building or one of the buildings should be located at the corner. Where buildings cannot be located on a corner, additional landscaping, decorative features and/or an urban plaza shall be provided at that corner.
- 28.19 Where commercial development is proposed adjacent to or across a street from an existing residential neighbourhood, the design of the buildings should incorporate roof lines, heights, building mass and architectural features that are compatible with that neighbourhood character. Large

parking lots should be avoided facing residential neighbourhoods, where possible, or where this is not possible, extensive landscaping should be used to soften the transition from the commercial to residential use.

- 28.20 The site design of commercial development shall place a high priority on the safe and convenient movement of pedestrians, including those using wheelchairs and scooters. Where pedestrian crossings are proposed, the design and materials used in pedestrian routes shall continue through the crossing. Where landscaping is required, special emphasis should be put on the design to provide shading along pedestrian routes.
- 28.21 Parking areas should be located to the rear or side of buildings, incorporated into the structure or constructed underground, where feasible. Where providing parking in the front of the building is unavoidable, required landscaping should soften, but not screen, the appearance of the parking lot from the street.
- 28.22 Where outdoor storage is proposed as part of industrial development, landscaping and/or decorative fencing shall be used to screen the storage area from view from a public street, neighbouring residential neighbourhood or commercial development.
- 28.23 Site and building design should consider and incorporate Crime Prevention Through Environmental Design (CPTED) principles.
- Natural surveillance: maximizing the ability of people to see out of a building and into the surrounding areas, allowing them to spot and report suspicious activities.
 - Access control: providing clearly designated entrances to buildings and sites while discouraging entry through other routes.
 - Territoriality: identifying ownership by delineating, through design, private space from public space.
 - Maintenance: ensuring that buildings and sites are clean, graffiti-free and well maintained, reinforcing that this in an area that is respected and cared for
- 28.24 Lighting for commercial and industrial areas shall be designed to minimize light trespass into neighbouring properties, particularly where those properties are residential. Where lighting is proposed as part of a pedestrian network, it should be designed at a pedestrian scale, with the lights at a lower height.
- 28.25 Bicycle parking located outdoors for commercial and industrial development shall be located in a highly visible location near the entrance to the building.
- 28.26 Any multifamily or commercial development in the Centennial Drive/Becker Park area shall be designed and constructed to meet the following criteria:
- a. The rooflines of all buildings and structures shall not extend or project about the 419 metre (1375 feet) park elevation contour line.

- b. All buildings and structures shall be designed with features, colour and finish which complement the natural setting and character of the designated area.
- c. The perimeter boundary of the residential lots which are adjacent to the dedicated park areas shall be treated with appropriate landscaping, screening and fencing and provide pedestrian access. The objectives are to ensure the public park areas and walkways can be reasonably accessed by the general public and by the residents of the adjoining residential properties. As well, reasonable, functional and attractive works may be undertaken within the area between the public park and the residential units to ensure security, and privacy is maintained. Such works shall not unduly affect the function, view and maintenance capabilities of the public park system.

- 28.27 The industrial area that exists north of Okanagan Landing Road and west of 41 Street is envisioned as a long term higher quality industrial and service commercial area. Landscaping should be focused on softening the interface between the industrial uses, the multi-use pathway and 25 Avenue. Access to and from these properties should be limited and or shared, if possible, and be designed to provide clear sight lines to and from the property from the multi-use pathway.
- 28.28 The industrial area that exists along Middleton Way between Highway 6 and Mt. Atkinson Place should not detract from the residential character of surrounding properties. Where landscaping is proposed and or required, emphasis should be placed on softening the appearance of the proposed development along Middleton Way and where adjacent to properties with a residential land use designation.

Waterfront Neighbourhood Centre

In addition to the design guidelines in Section 28, the following design guidelines apply specifically to the Waterfront Neighbourhood Centre. Where the design guidelines conflict, these guidelines below take precedence.

Mixed Use Core: All Areas

- 28.29 On site parking will be provided at the rear of properties or underground. This parking shall not front Okanagan Lake.
- 28.30 Proposals for reduced parking requirements for the residential component of a development will be supported if it can be demonstrated that higher transit usage, shared parking opportunities and other long term incentives to reduce reliance on the single occupant vehicle are provided. This reduction shall not result in any less than 1 parking stall per unit.
- 28.31 Building façades must incorporate surface depth and relief in the design to create a visually interesting structure.
- 28.32 All development must be oriented to Lakeshore Road, including corner lots.
- 28.33 The façade of any development facing the wetlands, pathway or park area must provide windows that provide views from the interior of the building to allow for natural surveillance of these areas.

- 28.34 Towers must incorporate a podium portion of a building that faces the street, with the tower portion set back to reduce the visual impact of the building. Tower portions of buildings are to be small, narrow and sited on the podium to minimize the impact on views and shadowing.
- 28.35 All development must be designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles. A CPTED review will be required at the Development Permit stage.
- 28.36 All rooftops, including podium and tower tops, are encouraged to incorporate landscape amenities or green roofs in order to achieve aesthetic and environmental benefits.
- 28.37 Freestanding, inflatable, portable and roof signs, as defined in the City of Vernon Sign Bylaw #4489, are not permitted. Portable signs do not include sandwich board signs, which are permitted.

Mixed Use Core: Area A

- 28.38 All development is to be oriented towards Lakeshore Road.
- 28.39 Entrances to commercial uses at grade must be from Lakeshore Road.
- 28.40 Development will be subject to a build to line from Lakeshore Road to contribute to consistency along the street.
- 28.41 All development is to provide a variation in the building façade and windows that front Lakeshore Road.
- 28.42 Maximum heights for buildings shall be in conformance with the Vernon Regional Airport Bylaw.
- 28.43 Commercial units shall generally be no wider than 10 metres to maximize the number of businesses along Lakeshore Road.
- 28.44 Where development fronts Cummins Road and faces existing residential development, that portion of development must be residential and be oriented to the street. Each residential unit at grade must have front doors and windows facing Cummins Road to promote surveillance. This portion of the building is to adhere to a build-to line from Cummins Road.

Mixed Use Core: Area B

- 28.45 The design of any development must include a landmark feature or design at the intersection of Okanagan Landing Road and Lakeshore Road to act as an entry point for the community
- 28.46 Development shall be designed to maximize the amount of sunlight the Marshall Wetlands receives.

Mixed Use Core: Area C

- 28.47 The design of any development must illustrate pedestrian circulation routes that connect the surrounding properties to ensure ease of access to, from and through the property.

Mixed Use Core: Area D

- 28.48 Maximum heights for buildings shall be in conformance with the Vernon Regional Airport Bylaw.

Tourist Commercial

- 28.49 The location of any grading of property that is adjacent to the lakeshore public pathway shall be consistent with neighbouring properties. This will provide a consistent grade along the lakeshore pathway.
- 28.50 Where more than one building is proposed on a property, the development proposal must allow for a clear view from Brooks Lane, through the property, to the lake.
- 28.51 The façade of any development facing a pathway must incorporate windows that provide views from the interior of the building to allow for natural surveillance of these areas.
- 28.52 All development must be designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles. A CPTED review will be required at the Development Permit stage.

Medium Density Residential

- 28.53 The location of grading of property that is adjacent to the lakeshore public pathway shall be consistent with neighbouring properties. This will provide a consistent grade along the pathway.
- 28.54 On-site parking for lands in this designation will be provided away from the street and Okanagan Lake.
- 28.55 Where more than one building is proposed on a property, the development proposal must allow for a clear view from Okanagan Landing Road, through the property, to the lake.
- 28.56 The façade of any development facing a pathway must provide windows that provide views from the interior of the building to allow for natural surveillance of these areas.
- 28.57 To minimize the visual impact of development on neighbouring residences, no portion of any new development shall exceed the lesser of 378 metres above sea level or the maximum height permitted on the property as outlined in Zoning Bylaw #5000.
- 28.58 Where a property fronts Okanagan Landing Road, the maximum height shall be the lesser of 2.5 storeys or 10 metres.

29.0 Development Permit Area #3 (Hillside Residential and Agricultural District)

Goals and Objectives

Protect the surrounding hillside grasslands.

Provide policy in support of the retention of all ALR lands.

Enhance the livability of neighbourhoods and protect environmentally sensitive areas.

Enhance and promote neighbourhood identity and ensure the identity of a neighbourhood is considered and included in new development.

Context (Purpose and Justification)

As per Section 919.1 of the Local Government Act, the purpose of the designation of lands in the Hillside Residential and Agricultural District as a Development Permit Area is the:

- a. Protection of the natural environment, its ecosystems and biological diversity.
- b. Protection of development from hazardous conditions.
- c. Protection of farming.
- d. Establishment of objectives for the form and character of commercial, industrial or multiple family residential development.
- e. Establishment of objectives to promote energy conservation.
- f. Establishment of objectives to promote water conservation.
- g. Establishment of objectives to promote the reduction of greenhouse gas emissions.

The Hillside Residential and Agricultural District is home to the hillsides and vast grasslands that have helped to make Vernon a unique and scenic city in the Okanagan Valley. It is also home to productive agricultural lands. It is the mandate of this section to protect environmentally sensitive areas, minimize the impact of development on the surrounding hillsides and in doing so the policies will protect view corridors, enhance pedestrian and alternative transportation opportunities, and enhance and increase neighbourhood and open spaces and natural areas.

Guidelines

- 29.1 Lands identified on Map 16 as the Hillside Residential and Agricultural District are designated as Development Permit Area 3.
- 29.2 In addition to the following policies, all development in Development Permit Area 3 is subject to the general Development Permit Area policies within the OCP.
- 29.3 Development in the Bella Vista West Neighbourhood Plan Area shall be consistent with the policies outlined in the Bella Vista West Neighbourhood Plan.
- 29.4 Development in the Okanagan Hills Neighbourhood Plan Area shall be consistent with the policies outlined in the Okanagan Hills Neighbourhood Plan.
- 29.5 Development in the East Bella Vista Highlands Neighbourhood Plan Area shall be consistent with the policies outlined in the East Bella Vista Highlands Neighbourhood Plan.
- 29.6 Development in the Predator Ridge Neighbourhood Plan Area shall be consistent with the policies outlined in the Predator Ridge Neighbourhood Plan.
- 29.7 All lands adjacent to or neighbouring land designated in the Agricultural Land Reserve are subject to the conditions cited in the documents Preserving Our Foodlands: The Agricultural Land Commission's Landscaped Buffer Specifications and the Ministry of Agriculture's Guide to Edge Planning.
- 29.8 As per the document entitled City of Vernon Hillside Guidelines, all new development will be subject to the policies and initiatives set forth by that document.
- 29.9 The City will increase pedestrian connections and transit access to this area by promoting development that encourages alternative transportation.
- 29.10 The City will work with new development to create better pedestrian and alternative transportation access to schools, recreation areas and parks.
- 29.11 Public access along to the Okanagan Lake foreshore shall be addressed as part of any new subdivision or development along the lake.
- 29.12 The City will work with new development to maximize the value of existing and future City assets by promoting development that makes more efficient use of roads, utility infrastructure and City services. This will include exploring a mix of land uses and residential densities in future neighbourhood planning processes.

- 29.13 Any subdivision plans, except for boundary adjustments, party wall subdivisions, phased building strata subdivisions and lease plans, approved on the shared lands on Map 13 (Fire Limits and Interface Area) will require a fire hazard assessment from a registered professional forester, along with any consequent recommendations to reduce fire hazard on the lands to be subdivided and to neighbouring lands. Such recommendations could include alterations, landscaping, land and building maintenance, use of building materials, siting of buildings, and the location and types of trees and other vegetation.

Design Guidelines

- 29.14 Development within the Greater Vernon Recycling and Disposal Facility shall incorporate landscaping to screen buildings, structures and other activity related to the facility from view from the Highway 97 corridor. Landscaping should use native species to give the appearance of an undisturbed hillside, as much as possible.

Okanagan Hills Neighbourhood Plan Area

- 29.15 Proposed sites for new development shall be of a configuration that does not result in remainders of land that would be difficult to develop for the uses designated on Schedule A of the Predator Ridge Neighbourhood Plan.
- 29.16 The form, siting and character of new commercial and multi-family residential development should take into account established adjacent development and shall, where appropriate, provide screening or a landscape buffer to lessen impact on adjacent lands.
- 29.17 All development on steep topography shall be designed in a manner that minimizes the requirement for cut and fill. Building and roof lines should complement the surrounding terrain.
- 29.18 All developments shall be substantially landscaped and a landscape plan be submitted for each proposed development.
- 29.19 All lands within 15 metres of a watercourse and/or wetland shall be adequately protected from abutting development and, if required, be enhanced. Lands within 15 metres of all watercourses have to remain largely undisturbed.

Foothills Neighbourhood Plan Area

Multifamily Residential

- 29.20 Shared parking access is encouraged to reduce the number and width of driveways.
- 29.21 Buildings should be oriented to the street, where site topography allows.
- 29.22 Site and building design should incorporate Crime Prevention Through Environmental Design (CPTED) principles. At the Development Permit stage, the design will be evaluated to ensure that the following CPTED principles have been addressed:
- Natural surveillance - maximizing the ability of people to see out of a building and into the surrounding areas, allowing them to spot and report suspicious activities.
 - Access control - providing clearly designated entrances to buildings and sites while discouraging entry through other routes.
 - Territoriality - identifying ownership by delineating, through design, private space from public space.
 - Maintenance - ensuring that buildings and sites are clean, graffiti-free and well maintained, reinforcing that this is an area that is respected and cared for.
- 29.23 Buildings should incorporate contrast trim around doors, windows, gable edges and other architectural details to provide a varied and attractive facade.
- 29.24 Building materials should be chosen for their durability and for their consistency with neighbouring development. The use of stone and wood are encouraged. Vinyl siding is not permitted.
- 29.25 Development will be characterized by gabled roofs. Flat roofs are not permitted except in the preferred medium density residential location in the North East quadrant of the Neighbourhood Plan Area.
- 29.26 Landscaping should be designed to soften the appearance of the development along the hillside face and incorporate native plants appropriate to the area.

Neighbourhood Centre

- 29.27 Building materials should be chosen for their durability as well as their functional and aesthetic quality. The use of stone, wood, and standard dimension brick should feature prominently in the design. Where development is proposed adjacent to existing buildings in the neighbourhood centre, the materials should be compatible with those adjacent buildings, either as primary or accent materials.

- 29.28 Exposed concrete should be avoided. Where exposed concrete is unavoidable, such as in a foundation, it should be painted in a high quality finish in a colour that is compatible with the building.
- 29.29 Development should be characterized by gabled roofs. No flat roofs are permitted.
- 29.30 Roof materials should be limited to architectural asphalt shingles, similar in colour to wood, or other materials that provide the same look as wood, as they will be visible to much of the Foothills neighbourhood. Solar shingles are encouraged.
- 29.31 Commercial uses should be oriented to the on-site public thoroughfare.
- 29.32 Where possible, commercial frontage widths should be minimized to contribute to the visual interest of the area.
- 29.33 Building facades should use architectural features to create varied and articulated building facades while encouraging transparency through the use of windows and doorways, particularly on facades that face streets. Blank walls should be avoided where possible.
- 29.34 Contrast trim should be used to emphasize doors, windows, gable edges and other architectural details.
- 29.35 Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed when considering site planning and building location.
- 29.36 Permeable paving surfaces should be used where feasible to manage water infiltration.
- 29.37 Sign design and colours should be consistent and compatible with the design and colours of the building. Signs with white backgrounds, exposed fluorescent or incandescent bulbs are not permitted. Backlighting is permitted along Silver Star Road but only in close proximity to vehicular entryways.
- 29.38 Fascia, projecting, awning and window signs are encouraged. Rooftop, flashing, and moving signs are discouraged. Commercial signs should be located at street level to add visual interest along the street. Free standing signs are permitted along Silver Star Road but only in close proximity to vehicular entryways.
- 29.39 Chain link fences are not permitted.
- 29.40 All buildings in the neighbourhood centre shall be no higher than 4.5 storeys or 16.5 metres.

Predator Ridge Neighbourhood Plan Area

Form and Character

The following Design Guidelines apply to commercial, institutional and/or multiple unit residential development and have been established to achieve the following objectives:

- To ensure commercial, residential and institutional uses are thoughtfully integrated with their surroundings;
- To build a unique sense of place at Predator Ridge through enhancing the character of development; and
- To encourage a high design quality for commercial, institutional and multiple dwelling unit developments.

General Design

- 29.41 The character of development at Predator Ridge will generally:
- a. respect the character of the surrounding neighbourhoods;
 - b. be designed to integrate into the existing topography and natural landscape;
 - c. incorporate a variety of local, natural building materials into the design of the buildings;
 - d. be designed to respond to the local climate and situated to maximize views and natural sunlight wherever feasible; and,
 - e. encourage buildings to address the street, or greenway/other public space or both, so as to create a highly permeable public realm edge.
- 29.42 Outdoor patios, landscaped commons and/or amenity areas are encouraged.
- 29.43 Street furniture, such as benches, light fixtures, bicycle racks, signage, and recycling/refuse containers, shall be incorporated in the landscape design. These shall be consistent, similar, or identical in character to the architectural character of the development.
- 29.44 Public open space and pedestrian walkway linkages to adjacent neighbourhoods (to complement recreational opportunities and reduce automobile dependence) shall be encouraged.
- 29.45 Development shall not be a separate "gated community" with walled or fenced enclaves and shall be integrated with and compatible with surrounding neighbourhoods.

Building Siting, Height, Size & Massing

- 29.47 Building placement and design shall consider setting buildings into the hillside and stepping upper storeys back to respect views from the adjacent existing residences where feasible.
- 29.48 Buildings shall be designed to avoid presenting an overly massive appearance using varying architectural massing, roof line and balcony/terrace design, window treatments, and landscaping to reduce monolithic forms and improve their aesthetic appearance.
- 29.49 Human-scaled architectural elements are required to minimize the visual impact of larger multiple dwelling housing forms.
- 29.50 Deep overhangs and/or covered balconies and patios adjacent to the primary living areas shall be provided where feasible. Shallow overhangs are suitable if combined with shading devices such as trellises or small shading structures over windows and doors.
- 29.51 Continuous weather protection over main entrances and over building facades shall be encouraged.
- 29.52 Building siting and internal spaces should be designed to promote natural ventilation, reducing reliance on mechanical means. Shading devices should be used to control solar heat gain during summer months while permitting sunlight into living space during the cold months.
- 29.53 Stepped roof lines that scale buildings from major to minor elements are strongly encouraged.

Materials & Exterior Finishes

- 29.54 The use of non-combustible building materials is encouraged.
- 29.55 Where feasible, a variety of locally produced natural building materials should be incorporated into the design without compromising the building or structure's fire resistance.
- 29.56 Authentic detailing and application of exterior finishes is strongly encouraged. Unfinished building walls, including exposed basements, are discouraged.
- 29.57 Colours shall be selected to complement the natural environment, inspired by site vegetation and vistas: earth-based warm greys, browns and umbers, and moss greens as well as cooler colours inspired from the sea and sky, such as pale blues and greys. Lighter tones can be used to provide accent trim and in base areas, projecting elements and entries. Bolder colours will be acceptable, assuming the overall palette is complementary.

Parking and Loading

- 29.58 Parking areas should be integrated with the topography where feasible consisting of a series of smaller parking areas, screened through landscape design to establish a pedestrian-friendly environment while reducing the visual impact of surface parking areas. Underground parking is preferred, where feasible.
- 29.59 Where feasible, parking and loading areas shall be to the rear of the front-face of buildings.
- 29.60 Shared loading areas will be considered when compatible uses are in the same development.

Landscaping and Screening

- 29.61 Landscape Plans shall satisfy the following objectives:
- a. to use a variety of native or similarly hardy, drought tolerant deciduous and evergreen plant species, perennials and grasses that are best suited to the site specific growing conditions;
 - b. to minimize water consumption through means such as micro-irrigation and xeriscaping;
 - c. to provide visual separation from and compatibility with surrounding single family dwelling uses;
 - d. to improve the aesthetic appeal of the development;
 - e. to assist in the safe movement of pedestrians throughout the site while limiting access to sensitive areas;
 - f. to reduce the amount of impervious surfaces on the site;
 - g. to complement the development and surrounding uses;
 - h. to preserve natural character and delineate between amenity space and natural areas; and,
 - i. to establish or enhance habitat values on the development site where appropriate.
- 29.62 Retention of natural vegetation is encouraged wherever possible both during construction and throughout the life of the development.
- 29.63 Plant species used in replanting, restoration and enhancement shall be selected to suit the soil, light and groundwater conditions of the site with temporary irrigation required, should be native to the area, and be selected for erosion control and/or habitat values as needed.
- 29.64 Low impact stormwater control measures shall be integrated into paving treatments and landscape design to encourage detention and improve water quality.
- 29.65 Where appropriate, establish landscape buffers that create a natural transition between the public, semi-public and private uses through the use of hard and soft landscaping, such as areas containing layers of shrubs, trees and low walls where required.
- 29.66 Garbage recycling containers (bear/animal proof), utilities, service kiosks, meters, elevator housing, exhaust elements, satellite dishes, etc. shall be screened or enclosed with a combination

of landscaping, trees, fencing and gates to a minimum height of 2.0 metres. Any outside storage areas shall be located to the rear of buildings unless adequately screened.

- 29.67 Chain link fencing shall be used only when screened by landscaping. Decorative fences are encouraged.
- 29.68 Exposed foundation walls should match the exterior finish of the building – including parkade structures and/or exposed basements.
- 29.69 Landscaping at intersections shall protect visual triangles.

Pedestrian and Cyclist Considerations

- 29.70 Pedestrian sidewalks and pathways should provide direct/convenient connections between building entrances, parking areas and sidewalks/pathways of adjacent streets.
- 29.71 Sidewalks and parking areas designed according to barrier free access standards are required.
- 29.72 Walls, fences, landscaping, grade changes or other site features should not obscure vehicle driver vision of pedestrian or bicycle routes or provide for concealment.
- 29.73 Where appropriate, pedestrian facilities shall be provided to separate pedestrian and traffic circulation on a site and minimize vehicle/pedestrian conflicts.
- 29.74 Public and private street designs shall provide pedestrian amenities such as benches, human-scaled lighting, street trees, and recycling/refuse receptacles where appropriate.
- 29.75 Safe pedestrian routes shall be provided to link commercial and multi-unit residential developments to and through existing neighbourhoods, parks and neighbourhood destinations.
- 29.76 All internal pedestrian walkways shall be distinguished from driving surfaces through the use of attractive clearly delineated pathway or durable, low maintenance surface materials such as pavers, bricks, or concrete with consideration of pedestrian safety, abilities and comfort.

Site Illumination and Signage

- 29.77 Signage shall complement the design of buildings and structures and be grouped, where possible, in multiple business development sites. The use of natural materials is encouraged.

- 29.78 The size, location and design of freestanding signage shall be architecturally integrated with the overall design of the buildings and landscaping. The design of fascia signs containing individual business signage shall be integrated into the design of the building.
- 29.79 No roof top signs shall be permitted. Multi-tenant buildings shall provide combined tenant signage.
- 29.80 Signage should be visually unobtrusive; signage should be designed to be aesthetically pleasing and require a minimal amount of lighting or boldness to be effective.
- 29.81 The use of indirect and/or accent lighting on signage is encouraged.
- 29.82 Lighting should be designed, both outside and inside developments, in accordance with “dark sky” guidelines to improve safety, minimize glare and preserve the ambiance of the night sky. The use of back-lit signage and LED or video signage is not permitted.
- 29.83 All new, replacement and upgraded exterior lighting in existing and proposed developments shall use Full-Cut Off/Flat Lens (FCO/FL) luminaries as required for roads, parking, loading and pedestrian areas. Exterior building lighting will also be required to use FCO lighting fixtures.

Residential – Low Density – Conservation

The following Development Permit Guidelines apply to areas designated as Residential – Low Density – Conservation and are considered in addition to the existing DPA (All Areas) and DPA3 Development Permit Area Guidelines as mentioned above.

Developed in accordance with the findings of the Environmental Management Plan and recommendations of Registered Professional Biologists, the following Residential – Low Density – Conservation DPA guidelines were established to, preserve landscape character, habitat value and wildlife connectivity. The Residential - Low Density – Conservation DPA is subject to a set of strict guidelines and serves to:

- Facilitate development within the identified Residential – Low Density – Conservation Development Permit Areas;
- Reduce overall unit density (from 12 upa to 1 upa – equivalent to rural residential zoning);
- Prescribe a process through which to determine most appropriate homesites (which include Hillside Guidelines, the Environmental Management Areas Strategy and guidelines for fire protection) in consultation with a Qualified Environmental Professional (QEP) and other professionals as appropriate;
- Restrict the physical extents of residential development (i.e. minimize footprint);
- Clearly identify and delineate the boundaries of conservation areas proposed; and,

- Ensure greater performance measures with respect to landscape preservation, site sensitive design and green building.

In addition to a significant reduction of permitted density from 12 upa to 1 upa (equivalent to rural residential zoning), specific development areas within lands designated within the Residential – Low Density – Conservation DPA will be managed through the following structure:

Development Area

The Development Area is the limited portion of a lot where improvements are permitted, outside of the designated Conservation Area. Buildings, structures, indoor and outdoor living spaces, driveways, utilities, vegetation clearing and general landscaping are examples of improvements to be contained within the Development Area, restricted to a maximum of 25% of the total lot area (exclusive of common driveways and/or pathways).

Conservation Area

The Conservation Area is the portion or percentage of a Lot where Improvements are not permitted. Conservation Areas are established – based on field surveys of natural features, such as rock outcrops, significant vegetation and watercourses – to protect environmentally sensitive areas in accordance with City of Vernon policies, Best Management Practices and covenants registered on title and required at a minimum 75% of the total lot area (inclusive of common driveways and/or pathways). The benefits of these designations, beyond environmental protection, are in maintaining the beauty of the natural landscape and enhancing values of residential sites. Scenic areas, sensitive plant communities, and feature landforms are preserved in perpetuity through the development of covenanted conservation areas and maintain contiguous conservation habitat areas.

The following guidelines provide further detail in regard to Sensitive Habitats, Landscaping/Irrigation, Storm Water Management, Fire Protection, Invasive Species/Biocide Restrictions and Green Building Objectives:

Sensitive Habitat: Avoid rock outcrops, talus slopes, grasslands, vegetated draws, woodlands, wildlife trees, and other sensitive habitats wherever possible. A habitat assessment at the scale of 1:750 is to be completed by a Qualified Environmental Professional prior to development permit as defined by City of Vernon permitting requirements. Sensitive areas within the designated Conservation Area are to be protected with a 219 Conservation Covenant registered on title at the time of development permit.

Landscaping / Irrigation: Landscaping should emphasize native, non- invasive, and drought tolerant plants (xeriscaping) plants. Plants should be grouped together with similar water requirements and the irrigation system designed and controlled specific to each plant zone. Overwatering into native areas must be avoided as this changes the hydrology and will change the ecology, weakening the native plants and encouraging establishment of invasive species.

- 29.84 Stormwater Management: Storm water should be directed to ground with as many input points as possible, to mimic the original storm water infiltration pattern. Around structures and roads, use vegetated swales, splash pads, bioretention areas, infiltration trenches, foundation planters, rain gardens, permeable paving wherever possible to mimic the original storm water pattern. Encourage green roofs and the capture and reuse of rainwater in irrigation.
- 29.85 Invasive Species / Biocide Restrictions: Invasive plants must be controlled by hand, mechanical or biological controls. Biocides (fertilizers, pesticides, herbicides and fungicides) are not permitted. Invasive horticultural plants should not be planted (e.g. english ivy, bishops weed, bachelor's button, virginia creeper, trumpet vine, etc.).
- 29.86
- 29.87 Green Building Objectives: The neighbourhood and individual structures are encouraged to be built using green building technology and targets. Green technology for energy and water use are encouraged, such as water and energy efficient fixtures and appliances and green energy solutions (e.g. solar hot water, solar heating or geothermal, as appropriate), programmable thermostats. Local building materials should be used as much as possible.

Guidelines

- 29.88 A development permit is required for the following activities unless specifically exempt:
- a. removal, alteration, disruption or destruction of natural features, including mature and native vegetation;
 - b. disturbance of soils, including grubbing, scraping, and removal of top soils;
 - c. construction or erection of buildings and structures;
 - d. creation of non-structural impervious or semi-pervious surfaces; and,
 - e. subdivision as defined in the Land Title Act or the Strata Property Act.

Implementation: Defining the Development Area and Conservation Area

- 29.89 At the time of subdivision application (to include detailed extents of proposed conservation areas, development areas, road/driveway and trail alignments and the location of all services), a habitat assessment at the scale of 1:750 is to be completed by QEP and shall include the following site-specific natural features, functions, and conditions that support wildlife and unique ecosystems:
- a. location of vegetation, trees, snags, and root systems;
 - b. location of rare, protected and uncommon species and plant communities;
 - c. soils and soil conditions (moisture, nutrients and permeability);
 - d. location of bird and other wildlife and their habitats, such as nesting and breeding areas;
 - e. maintenance of an effective visual and sound (natural vegetated) buffer around eagle and heron nesting sites or the sensitive ecosystem;

- f. demonstrate wildlife corridor connectivity and promote a contiguous conservation area between properties to minimize fragmentation
 - g. location of all ponds, wetlands, streams and ephemeral waterbodies;
 - h. topography and relative location of features on neighbouring properties; and,
 - i. hydrology and impacts to adjacent areas with respect to post-development drainage regimes.
- 29.90 The report prepared by a QEP shall include recommendations to lessen impacts and will include candidate areas for conservation covenants and lot specific procedures for covenant monitoring which address specific areas of sensitivity as determined at the time of subdivision and Development Permit.
- 29.91 Establish the Development Area based on the recommendations of the habitat assessment as described above, restricted to a maximum of 25% of the total lot area (exclusive of common driveways and/or pathways).
- 29.92 Establish the Conservation Area based on the recommendations of the habitat assessment as described above, required at a minimum 75% of the total lot area (inclusive of common driveways and/or pathways).
- 29.93 Through acceptable transition landscaping, staking and/or other approved means, demonstrate the extent of the Development Area, to clearly demarcate the Conservation Areas (for management and monitoring purposes).
- 29.94 Require conservation covenants (under Section 219 of the Land Title Act, registered against title to the land and in favor of the City of Vernon) to ensure no disturbance within the designated Conservation Area and to establish requirements for monitoring (to be managed by the strata association and undertaken by an established third party monitoring body approved by the City of Vernon).

Implementation: General Design & Construction

- 29.95 All development proposals should be designed in substantial compliance with the guidelines contained in Section 3 (Site Development & Management) of the document: "Develop with Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia" published in March 2006 by the Ministry of Environment, taking into account provisions which have been applied at the Neighbourhood Plan level.
- 29.96 Should the Riparian Areas Regulation apply, all development within the Development Permit Area must be in compliance with the Riparian Areas Regulation and a QEP must be retained at the expense of the applicant for the purpose of preparing a report pursuant to Section 4(2) of the Riparian Areas Regulation (RAR) and the RAR Assessment Methodology Guidebook. The report

must be electronically submitted to the Ministry of Environment (MOE) Fisheries and Oceans Canada (DFO), and a hard copy must be provided to the City of Vernon.

29.97 Development or subdivision of land is to be designed to:

- a. replicate the function of a naturally vegetated watershed;
- b. retain and protect, with a buffer of 5m, all ponds, wetlands and ephemeral streams in the Development Permit Area;
- c. maintain the hydraulic regime of surface and groundwater and pre-development flow rates; and,
- d. not introduce or remove materials where it would cause erosion of or the filling in of natural watercourses or the shoreline.

29.98 All new development should be designed to conserve water by:

- a. minimizing impervious surfaces;
- b. maintaining the hydraulic regime of surface and groundwater and pre-development flow rates at the watershed scale; and
- c. not introducing or removing materials where it would cause erosion of or the filling in of natural watercourses and/or wetlands.

29.99 Design sites and buildings to use best practice rain water management and water conservation techniques, and encourage the use of rainfall capture for landscape irrigation through the use of rain barrels or other residential scale devices.

29.100 Encourage the use of green rooftops, balconies, patios and courtyards as to moderate effects of building temperature (heat island effect).

29.101 The use of energy efficient building materials, techniques, heating and cooling systems (geo-exchange systems) and practices that reduce the amount of energy consumption shall be encouraged;

29.102 Comprehensive development proposals that consider the full life cycle of input materials and process by-products as well as seek to minimize energy and raw materials use, minimize waste, shall be encouraged.

29.103 To the extent feasible, development should be designed to take advantage of sun exposure to reduce winter heating and natural ventilation to reduce summer cooling.

29.104 Conduct a pre-construction plant species at risk survey by a qualified vegetation ecologist/botanist to identify plants that can be salvaged from the homesite at time of construction.

29.105 Establish a clear boundary (using temporary construction fencing) to limit construction activities within the Development Area and avoid impacts to the Conservation Area, as identified on each lot.

Management, Monitoring and Stewardship

29.106 Provide an Environmental Homeowner's Manual, detailing best practices for living in wildlife interface areas, including but not limited to: neighbourhood specific sensitive plant communities and landscaping standards, wildlife and associated migration patterns; and safety techniques for living with wildlife (including garbage management and domestic pet care).

29.107 Landscaping plants are to be North Okanagan native and non-invasive species.

29.108 Landowners are to use integrated pest management practices for landscape planning and maintenance of all non-covenanted common lands (such as trails and shared driveways) following environmentally friendly practices to control pests without the use of pesticides (which will negatively impact native, non-pest species) and under the direction of a certified Integrated Pest Management specialist.

29.109 All trails within the Conservation DPA shall be designated as on-leash only.

29.110 Perimeter fencing and/or wildlife fencing of the Conservation Area is not permitted.

29.111 Retention of natural vegetation is encouraged and introduced landscaping shall use native plantings, drought tolerant species, and xeriscaping standards, where feasible.

29.112 Predetermined fire protection areas are to be maintained, but not exceeded, to ensure threat of fire is reduced without impacting the Conservation Areas of each lot.

29.113 The strata association shall be required to retain the services of an established third party monitoring body approved by the City of Vernon to conduct a monitoring assessment on a regular basis and provide the results to the City of Vernon.

29.114 An appropriate instrument shall be utilized to inform landowners that all domestic pets are to be kept indoors or on a leash when outside for the dual protection of the domestic pet(s) and wildlife in the area.

Fees and Non-Compliance

- 29.115 Establish an environmental management amenity charge / strata fee dedicated to the ongoing management, maintenance, enhancement and/or restoration of sensitive habitat, as prescribed by a QEP, where appropriate.
- 29.116 Prior to completion of the development of the neighbourhood, Predator Ridge is to provide funding for the establishment and initial monitoring responsibilities, until such a time as strata fees are sufficient to cover the costs.
- 29.117 Fines for non-compliance are to be approved by the City of Vernon and established within the strata bylaw of the affected properties.

Exemptions

Where an owner is proposing to alter the land, commence a subdivision, construct or alter a building or structure within this Development Permit Area, the following activities are exempt from requiring a development permit:

- 29.118 Development outside of the Streamside Protection and Enhancement Area (SPEA) where notification of an assessment report prepared in accordance with Section 4(2)(a)(i)(ii) of the Riparian Areas Regulation (RAR) and the RAR Schedule of Assessment Methods has been received by the City of Vernon and electronically submitted to the Ministry of Environment;
- 29.119 Maintenance of existing landscaping and planting native trees, shrubs, or ground cover and the maintenance or repair of buildings and structures within the existing footprint (Building Permit may be required).
- 29.120 Removal of invasive plants or noxious weeds to be undertaken regularly following removal directions provided by weed removal specialists within the Development Permit Area.
- 29.121 Minor additions to existing buildings and structures to a maximum of 25% of the total floor area of the existing building or structure, provided that the proposed addition is not situated closer to the conservation area established identified, than the existing building or structure.
- 29.122 Construction of a single trail per subdivision subject to the following:
- a. the physical trail must be no greater than a maximum 1.5 metres in width;
 - b. the trail's surface must be pervious but may be constructed with materials that limit erosion and bank destabilization (certain structures may require a building permit);
 - c. the trail provides the most direct route of feasible passage through the Development Permit Area;
 - d. sensitive habitat will not be impacted by the presence of the trail;
 - e. the ground must be stable, i.e. erodible banks or other erosion prone areas must be avoided;

- f. no trees, greater than 5 metres in height and 10 centimetres in diameter, are to be removed. If limbing, pruning and topping of trees must occur, a minimum of 60% of the original crown of any tree should be retained to maintain tree health and vigour; and,
- g. no vehicles are permitted.

29.123 Emergency procedures to prevent, control, or reduce erosion, or other immediate threats to life and property including:

- a. emergency actions for flood protection and erosion protection;
- b. clearing of an obstruction from bridge, culvert, or drainage flow; repairs to bridges and safety fences in accordance with the Federal Fisheries Act and Wildlife Act; and,
- c. removal of hazardous trees that present a danger to the safety of persons or are likely to damage public or private property.
- d. Restoration works under the supervision of a qualified professional. Any activity within the Development Permit Area, requires compliance with Provincial and Federal legislation, and notification to the City of Vernon.

30.0 Definitions

The following words, terms, and phrases, wherever they occur in this Bylaw, shall have the meaning assigned to them as follows:

A

ACTIVE PARK refers to parks with programmed recreational opportunities including, but not limited to, athletic facilities, sports fields and playgrounds.

ADAPTIVE HOUSING means housing forms which can be easily modified to meet a family's varying needs over a lifetime.

AFFORDABLE HOUSING means housing that consumes no more than 30% of a household's gross (pre-tax) income as defined by the *Canada Mortgage and Housing Corporation*.

AGRICULTURAL LAND RESERVE (ALR) means the premise, including Crown Land that has been defined as being suitable for farm use, that has been designated for preservation under Section 15 of the *Agricultural Land Commission Act*.

AGRICULTURE means any of the following activities involved in carrying on a farm business, as defined under the *Farm Practices Protection (Right to Farm) Act*:

- growing, producing, raising or keeping animals or plants, including mushrooms, or the primary products of those plants or animals;
- clearing, draining, irrigating or cultivating land;
- using farm machinery, equipment, devices, materials, and structures;
- applying fertilizers, manure, pesticides, and biological control agents;
- conducting any other agricultural activity on, in or over agricultural land; and includes
- intensively cultivating in plantations, any specialty wood crops, or specialty fiber crops prescribed by the minister;
- conducting turf production outside of an agricultural land reserve, or in an agricultural land reserve with the approval under the *Agricultural Land Commission Act* of the Provincial Agricultural Land Commission;
- aquaculture as defined in the *Fisheries Act* when carried on by a person licensed, under part 3 of that Act, to carry on the business of Aquaculture;
- raising or keeping game, within the meaning of the *Game Farm Act*, by a person licensed to do so under that Act;
- raising or keeping fur bearing animals, within the meaning of the *Fur Farm Act*, by a person licensed to do so under that Act;
- processing or direct marketing by a farmer of one or both of the products of a farm or operated by the farmer, and within the limits prescribed by the *Minister of Agriculture, Food and Fisheries*, of products not of that farm, to the extent that the processing or marketing of those products is conducted on the farmer's farm; but does not include
- an activity, other than grazing or hay cutting, if the activity constitutes a forest practice as defined in the *Forest Practices Code of British Columbia Act*;
- breeding pets or operating a kennel;

- growing, producing, raising or keeping exotic animals, except types of exotic animals prescribed by the *Minister of Agriculture, Food and Fisheries*.

AGRICULTURE LAND COMMISSION (ALC) means the provincial governing body assigned to administer regulations and policies that relate to the preservation of agricultural land.

AGRI-TOURIST ACCOMMODATION means the accommodation for tourists on a farm, orchard, or ranch that is secondary to the main use. Typical uses include but are not limited to guest ranches, farm inns, bed and breakfast homes, tourist campsites/recreational vehicle pads, festivals, public assembly, food primary establishment and private cultural exhibition.

AIRPORT means the premise designed, prepared, equipped or set aside as a transportation facility for the arrival, departure, movement and servicing of aircraft, and includes any ancillary buildings, structures, installations and equipment. This further includes aircraft and airport related manufacturing and services.

AIRPORT INDUSTRIAL means areas adjacent to the Vernon Regional Airport where light industrial and service commercial uses related to the aviation industry are to be permitted. These same uses are to be permitted on the Airport Lands as well.

ATTAINABLE HOUSING means housing that is affordable to households with a range of incomes, but most often at the low or moderate end of the scale and that is provided without ongoing senior government subsidy.

B

BED AND BREAKFAST HOME means the secondary hospitality use of a dwelling in which temporary overnight accommodation and breakfast is provided to guests for remuneration.

BENCHMARK COMMUNITIES means communities that are used as examples of best practices in sustainable urban development and are applicable to the Vernon context, as identified and adopted by Council.

BOARDING ROOMS means a dwelling in which the owner provides sleeping unit accommodation for remuneration. It may or may not include meal service.

BUILDING FACE OR FACADE means that portion of any exterior elevation of a building exposed to public view extending from the building grade to the eaves or the top of the parapet wall and the entire length of the building elevation, including all areas divided by firewalls.

C

CARE CENTRE means the premise licensed as required under the *Community Care Facilities Act* intended to provide care to children, youth, or adults.

CLIMATE CHANGE means “A change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods.” *IPCC Glossary, 2008*

CLUSTER DEVELOPMENT means a land planning and development technique that groups structures or lots closer together to preserve greenfields, provide larger amounts of common open and public space and reduce the cost of development.

COMMERCIAL means existing and proposed sites suitable for a range of local and community retail, office and service uses.

COMPACT DEVELOPMENT is development that uses land more efficiently to reduce the pressure for further development on greenfields. Compact development can take many forms, including, but not limited to, transit-oriented development, infill development or cluster development.

COMPLETE NEIGHBOURHOOD means a neighbourhood where there are opportunities for a wide range of housing, shopping, employment, recreation and education opportunities in close proximity to one another and can be easily accessed by a variety of transportation modes.

CPTED (CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN) means design and/or a land use mix in a development that reduces the opportunity for crime and contributes to a greater feeling of safety among users. CPTED initiatives focus on one or more of natural surveillance, target hardening, territorial reinforcement and natural access control. Second Generation CPTED focuses on social and community networking projects to supplement existing CPTED initiatives.

D

DENSITY means a measure of the intensity of development to the area of the site, including the number of units on a site measured in units/area or floor space ratio.

DEVELOPMENT PAYS FOR ITSELF refers to the costs of development being borne by the developer, such that the taxpayer is not funding new development by way of subsidy, infrastructure provision or other means. This does not preclude the City working in conjunction with development to secure works deemed in the community's interest, but such works must provide a benefit to the community beyond the development of the property itself.

DISTRICT ENERGY means the distribution of thermal energy from one source to a number of surrounding buildings. The source of the thermal energy may be from either purchased energy sources or from waste heat.

E

ECOSYSTEM is a natural unit consisting of all plants, animals and micro-organisms in an area which function together with non-living physical components of the environment. Benefits derived from ecosystems are called ecosystem services, and include clean drinking water, the decomposition of waste and crop pollination, as examples.

ENERGY EFFICIENT means a process that uses less energy while providing a similar result.

ENVIRONMENTAL MANAGEMENT AREA means an area that contains sensitive ecosystems and natural features, and clarifies expectations for environmental surveys, habitat assessments and land use requirements to be conducted as part of the development permit process for each management area.

EXHIBITION AND CONVENTION FACILITIES means a building or site intended to provide permanent or convertible facilities for meetings, seminars, conventions, product and trade fairs and similar exhibitions.

EXTENDED MEDICAL TREATMENT SERVICES means a facility providing room, board, and surgical or other medical treatment for the sick, injured or infirm including out-patient services and secondary staff residences. Typical uses include but are not limited to hospitals, nursing homes with health care for dependent residents, mental care asylums, sanatoria, and detoxification centres.

F

FOOD ACCESS means the ability of a community to have safe and reliable access to affordable food.

FUNCTIONAL ECOSYSTEM means an ecosystem of such diversity that the utilization of natural resources, affect on local environment and interaction with other species, is thought to be sustainable. Usually measured in terms of Biodiversity.

G

GREENFIELD refers to land which has never been previously developed, and includes lands which have been used for agriculture, forestry and some recreational uses. Examples of greenfields include agricultural lands and wildlife habitats.

GREEN BUILDING means a building that uses energy, water, or materials more efficiently through any or all of the building's location, design, construction process, operation or maintenance.

GREEN INFRASTRUCTURE means natural ecological systems that perform a role similar to conventional infrastructure, such as treating wastewater or capturing storm runoff, for example.

GROUND ORIENTED refers to dwelling units which have direct access to the street, as opposed to internal building access from a corridor. Townhouses are an example of ground oriented development.

H

HERITAGE BUILDING means a building or structure having heritage value or being a heritage property as defined in the *Heritage Conservation Act*.

HERITAGE TREE means a natural coniferous or deciduous tree over 100 years of age or a non-natural tree greater than 75 years of age.

HIGH WATER MARK means the visible high water mark of a stream where the presence and action of the water are so common and usual and so long continued in all ordinary years, as to mark on the soil of the bed of the stream a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself, and includes the active floodplain. The high water mark of Okanagan Lake is set at 343m above sea level (ask), unless otherwise assessed by a Qualified Environmental Professional (QEP) using their professional opinion to satisfy the definition above.

HILLSIDE AREA means land in its natural state having a slope angle of 10% and greater for an elevation change of 6 metres or more.

HILLSIDE RESIDENTIAL means residential development in a hillside area.

HOME BASED BUSINESS, MAJOR means an activity consisting of the use of a dwelling unit and/or secondary building/structure for a business by a resident who resides for more than 240 days of a year at that dwelling unit. The major home based business shall not occupy more than 25% floor area of the primary dwelling unit up to a maximum area of 50m² of floor area inclusive of the secondary building. The business must be secondary to the residential use of the dwelling and shall not change the residential character of the dwelling or secondary building.

I

IMPERMEABLE SURFACE means surfaces that cannot be readily penetrated by water.

INFILL means development or redevelopment on vacant or underutilized parcels of land within existing urban areas of the City. Infill development often increases densities while using infrastructure and existing community services more efficiently. Examples include the redevelopment of surface-level parking lots at shopping centres, the refurbishing of existing buildings for new uses and redeveloping large residential lots to accommodate more units.

M

MIXED USE means to allow a building to encompass more than one use, such as a combination of residential, commercial, employment, industrial or institutional uses.

N

NATIVE VEGETATION means a plant that grows naturally in a specific region or locality.

NEIGHBOURHOOD CENTRE means an area within the City that will have a concentration of commercial and residential development at its centre, with surrounding ground oriented multiple family development serving as a transition to lower density residential neighbourhoods. There are four distinct neighbourhood centres — Polson, Okanagan Landing, the Waterfront and North Vernon.

P

PASSIVE PARK refers to parks that provide unprogrammed recreational opportunities including, but not limited to, trails, open space and waterfront access points. Natural areas identified as having high ecosystem sensitivity or which contain drinking water sources, are appropriate only for limited uses, including interpretive areas and view access points.

PEAK OIL means the point at which the level of available oil reserve supply reaches a peak of production after which point available resource for extraction decreases in volume over time.

PEDESTRIAN ORIENTED means development that facilitates pedestrian movement and activity over other modes of transportation.

R

RESORT RESIDENTIAL means residential development that is integrated with a tourist amenity, such as a golf course or ski hill, for example. Resort residential communities often market themselves to high income earners who may or may not use the property as their primary residence.

RIPARIAN AREA means an interface area between land and a water body i.e. stream, lake, wetland.

RIPARIAN ASSESSMENT AREA means: (i) a 30m leave strip on both sides of any stream, measured from the high water mark; (ii) for a ravine less than 60m wide, a strip on both sides of the stream measured from the high water mark to a point that is 30 meters beyond the top of the ravine bank; and (iii) for a ravine 60m wide or greater, a strip on both sides of the stream measured from the high water mark to a point that is 10 meters beyond the top of ravine bank.

RURAL/AGRICULTURAL means areas intended to remain largely free of settlement or to be retained in large lot development, with the purpose of providing for agricultural and a rural residential lifestyle with minimal services. Some resource use is allowed for (especially agriculture) but there is to be limited residential activity. Lot size shall be limited to 10 hectares on lands outside of the Agricultural Land Reserve. This designation also includes steep, largely undevelopable slopes.

S

SECONDARY SUITE means a self-contained secondary dwelling unit located within a single detached housing or in a secondary building. A secondary suite has its own separate cooking, sleeping and bathing facilities. It has direct access to outside without passing through any part of the primary unit. The property owner must reside in either the primary dwelling unit or the secondary suite. This use does not include duplex housing, semi-detached housing, apartment housing, boarding rooms nor rooming houses.

SPECIAL NEEDS HOUSING means housing under section 905 of the *Local Government Act* that is used for persons who need subsidized housing because of financial, personal, mental or physical disabilities.

STEWARDSHIP means cooperative management and planning between community, local, provincial, and federal governments, to protect and restore habitat or other natural resources, to ensure long term sustainability.

STREAM means all watercourses including ponds, lakes, rivers, creeks and brooks as well as ditches, wetlands, springs and wetlands that are connected by surface flow to such watercourses.

SUSTAINABILITY means social, environmental and economic equity throughout the community with the needs of future generations considered in current decision making.

T

TRANSIT ADJACENT DEVELOPMENT means development that is located within 400m of a station or stop, but not designed to maximise the use of the transit system.

TRANSIT ORIENTED DEVELOPMENT means development that is not only within 400m of a transit station or stop, but is also designed to maximise the use of that transit system, often through higher residential

densities, a mix of uses and street and pathway layouts that maximize easy access to transit. Transit-oriented development often includes pedestrian-oriented development.

TRANSIT SUPPORTING DENSITIES means a density that is sufficient to make transit service viable. The density required often differs based on the frequency of service, with higher densities providing for a higher-frequency service. A density of 15 units per acre is considered the minimum density for frequent (10-15 minute headways) transit service.

TRANSPORTATION DEMAND MANAGEMENT means the application of initiatives to influence travel behaviour for the purpose of reducing reliance on the single occupancy vehicle. A transportation demand management strategy often includes incentives for a change in travel behaviour, such as improved transit, pedestrian or cycling facilities, and disincentives to driving, such as pay parking and congestion.

W

WALKING DISTANCE means 400 metres or the distance required for a 5 to 10-minute walk.

WILDLIFE CORRIDOR means a natural area which provides access to and connectivity between essential habitats and natural areas designed for use by local wildlife and not an area of human travel or passage.

Y

YOUTH means those community members between 10 and 29 years of age.

X

XERISCAPING means attractive landscaping chosen and designed to conserve water, utilize native plant species, reflect local climate and soil conditions.