



# THE CORPORATION OF THE CITY OF VERNON

## AGENDA

### Committee of the Whole

Monday, May 26, 2025, 8:40 a.m.

CITY HALL COUNCIL CHAMBER

3400 30 Street, Vernon BC

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### Pages

#### 1. CALL COMMITTEE OF THE WHOLE MEETING TO ORDER

##### 1.a Agenda

THAT the Committee of the Whole Meeting Agenda of May 26, 2025 be adopted.

##### 1.b Adoption of Minutes

2

THAT the Committee of the Whole Meeting Minutes of May 12, 2025 be adopted.

#### 2. BUSINESS ARISING FROM THE MINUTES

#### 3. GENERAL MATTERS

##### 3.a Official Community Plan and Transportation Plan Review – Land Use and Major Transportation Projects Part 4 of 4

6

THAT Council receive the memorandum titled Official Community Plan and Transportation Plan Review – Land Use and Major Transportation Projects Part 4 of 4, dated May 26, 2025.

#### 4. UNFINISHED BUSINESS

#### 5. NEW BUSINESS

#### 6. COUNCIL INFORMATION UPDATES

##### 6.a Southern Interior Local Government Association (SILGA) Conference Report

114

#### 7. RDNO / GVAC REGULAR MEETINGS

#### 8. INFORMATION ITEMS

#### 9. CLOSE OF MEETING

THAT the Committee of the Whole meeting be adjourned.

**THE CORPORATION OF THE CITY OF VERNON  
MINUTES OF THE COMMITTEE OF THE WHOLE**

**May 12, 2025, 8:40 a.m.  
CITY HALL COUNCIL CHAMBER  
3400 30 Street, Vernon BC**

Mayor and Council  
Members Present:

Mayor V. Cumming

T. Durning  
K. Fehr  
K. Gares  
B. Guy  
A. Mund  
B. Quiring

Administration  
Present:

P. Weeber, Chief Administrative Officer

E. Hamming, Director, Financial Services  
J. Rice, Director, Operation Services  
K. Poole, Director, Corporate Administration  
S. Wood, Corporate Officer  
C. Isles, Deputy Corporate Officer  
G. Nicol, Exec. Assistant, Real Estate & Corp. Admin.  
J. Hewitt, Manager, Communications and Grants  
M. Faucher, Acting Manager, Long Range Planning and  
Sustainability  
C. Wattie, Project Coordinator, OCP & TP  
A. Huiskens, Acting Manager, Transportation

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**1. CALL COMMITTEE OF THE WHOLE MEETING TO ORDER**

The Mayor called the Committee of the Whole to order at 8:42 am.

**1.a Agenda**

**Moved by:** Councillor Guy

**Seconded by:** Councillor Fehr



THAT the Committee of the Whole Meeting Agenda of May 12, 2025 be adopted.

**CARRIED**

1.b Adoption of Minutes

**Moved by:** Councillor Mund

**Seconded by:** Councillor Gares

THAT the Committee of the Whole Meeting Minutes of April 28, 2025 be adopted.

**CARRIED**

**2. BUSINESS ARISING FROM THE MINUTES**

**3. GENERAL MATTERS**

3.a 2024 Year End Results

**Moved by:** Councillor Mund

**Seconded by:** Councillor Quiring

THAT Council receive the memorandum titled 2024 Year End Results, dated May 12, 2025.

**CARRIED**

3.b 2025 Projected Reserve Balances

**Moved by:** Councillor Quiring

**Seconded by:** Councillor Durning

THAT Council receive the memorandum titled 2025 Projected Reserve Balances, dated May 12, 2025.

**CARRIED**

3.c 2024 Audited Financial Statements

Murray Smith, CA, Audit Partner, KPMG presented the Consolidated Financial Statement for the year ended December 31, 2024.

**Moved by:** Councillor Quiring  
**Seconded by:** Councillor Mund

THAT Council accept the 2024 Audited Financial Statements as presented.

**CARRIED**

3.d Official Community Plan and Transportation Plan Review – Land Use and Major Transportation Projects Parts 2 and 3

Councillor Fehr left the meeting at 9:58 am and returned at 10:00 am.

The meeting recessed at 10:50 am and reconvened at 3:40 pm.

**Moved by:** Councillor Guy  
**Seconded by:** Councillor Durning

THAT Council receive the memorandum titled Official Community Plan and Transportation Plan Review – Land Use and Major Transportation Projects Parts 2 and 3, dated May 12, 2025.

**CARRIED**

**4. UNFINISHED BUSINESS**

**5. NEW BUSINESS**

**6. COUNCIL INFORMATION UPDATES**

**7. RDNO / GVAC REGULAR MEETINGS**

7.a Greater Vernon Water - Summary of Licences and Long Term Capacity

The Mayor spoke to this item.

**8. INFORMATION ITEMS**

**9. CLOSE OF MEETING**

**Moved by:** Councillor Guy  
**Seconded by:** Councillor Durning

THAT the Committee of the Whole meeting be adjourned.

**CARRIED**

The meeting adjourned at 4:59 pm.

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Mayor

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Corporate Officer



## Memorandum to Council

**To:** Mayor and Council File No: 6480-02 / 8300-07  
**Date:** May 26, 2025  
**From:** Matt Faucher, Acting Manager, Long Range Planning & Sustainability  
Anne Huiskens, Acting Manager, Transportation  
**Subject:** Official Community Plan and Transportation Plan Review – Land Use and  
Major Transportation Projects Part 4 of 4

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### **Purpose:**

To provide an update to Council on progress with the Official Community Plan (OCP) and Transportation Plan (TP) Projects.

### **Recommendation:**

THAT Council receive the memorandum titled Official Community Plan and Transportation Plan Review – Land Use and Major Transportation Projects Part 4 of 4, dated May 26, 2025.

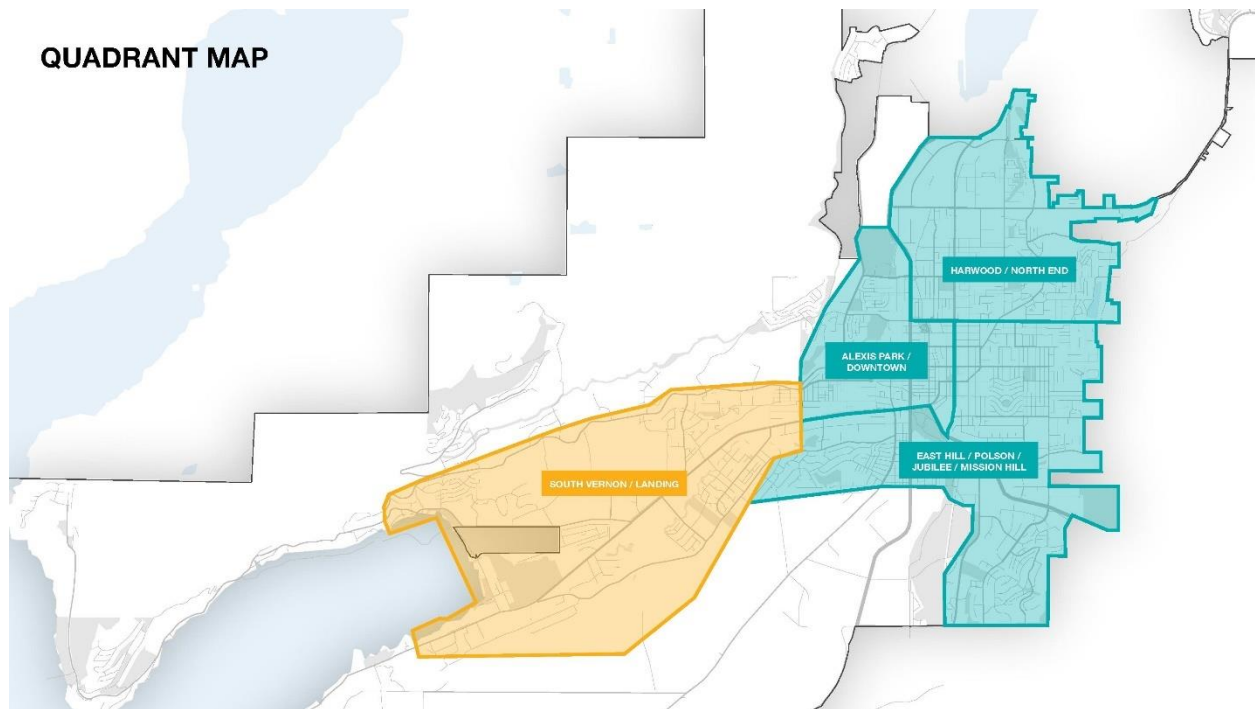
### **Background:**

At the April 28, 2025, Committee of the Whole meeting, Council received an update on the Official Community Plan (OCP) proposed future land use and Transportation Plan (TP) major projects. This update has been divided into four parts.

This memorandum addresses Part 4, which focuses on the South Vernon and Okanagan Landing areas, as shown in Figure 1, and includes the South Vernon / Okanagan Landing proposed Future Land Use Map (Attachment 1).

As with the previous updates, the proposed major transportation projects for South Vernon and Okanagan Landing are detailed in Attachment 2 (Part 4). The presentation slides for both the OCP and TP components are included as Attachments 3 and 4, respectively.

## **Part 2: South Vernon and Okanagan Landing**



*Figure 1: South Vernon / Okanagan Landing area of the City to be presented on May 26*

### **South Vernon Urban and Suburban Neighbourhood**

South Vernon includes a mix of Urban and Suburban Neighbourhoods, along with areas designated for Industrial use. It is bordered by the Agricultural Land Reserve (ALR) and Suburban Limited Neighbourhoods to the north and south.

The Urban Neighbourhood designation generally aligns with the current Residential Medium Density (RMD) in the existing OCP. This designation has been extended along 25th Avenue to include the area currently designated as Neighbourhood Centre (NCTR) and to capture areas within 400 metres of 25th Avenue. The 400-meter buffer is to incorporate the Provincial Small-Scale Multi-Unit housing legislation that increases the minimum density allowance along frequent transit routes from four units



*Figure 2: South Vernon Urban and Suburban Neighbourhoods*

to six units per lot. These areas are well positioned to support higher transit ridership, envisioning frequent transit service to key destinations such as the Downtown Urban Centre, commercial hubs, and employment areas, including the north side of 27th Avenue, the south side of 25th Avenue, and the south side of Okanagan Avenue. This area is relatively flat, serviced and supported by transit routes. Additionally, the area contains a number of amenities including schools and parks to support existing and future residents.

Areas currently designated as Residential Low Density (RLD)—including parts of Allenby Way, Heritage Drive (to the north), and areas along 43rd Street and near Fulton Road (to the south of 25th Avenue)—are proposed to be designated as Suburban Neighbourhoods.

In the northern part of South Vernon, areas along Crosby Road and Bella Vista Road are proposed as Suburban Limited due to constraints on future development. These include limited multi-unit reservoir capacity, as indicated by the Regional District of North Okanagan (RDNO), and challenging topography.

### **Okanagan Landing East Suburban Neighbourhood**

The Okanagan Landing East Neighbourhood is currently designated as Residential Low Density (RLD) in the existing OCP, with two exceptions:

- 6468 Okanagan Landing Road is designated RMD
- The Hesperia Lands are designated as Hillside Residential (HRES)

The proposed land use designation for this area is Suburban Neighbourhood, with a focus on supporting infill housing and strata subdivisions. There is also potential for low-rise apartment development along Okanagan Landing Road and Okanagan Avenue.



*Figure 3: Okanagan Landing East Suburban Neighbourhood*

This neighbourhood also includes the City's Airport Industrial Lands, which are not subject to any proposed changes and remain guided by the Vernon Regional Airport Master Plan (2016).



## Okanagan Landing North Suburban and Suburban Limited Neighbourhoods

The Okanagan Landing North area is currently designated as Residential Low Density (RLD) and includes lands within the Agricultural Land Reserve (ALR).

The proposed land use designations for this area are a combination of Suburban Neighbourhood and Suburban Limited Neighbourhood. Areas

identified by the RDNO as lacking multi-unit water service capacity are proposed to be designated as Suburban Limited, to reflect the infrastructure constraints.

No changes are proposed for lands located within the ALR.

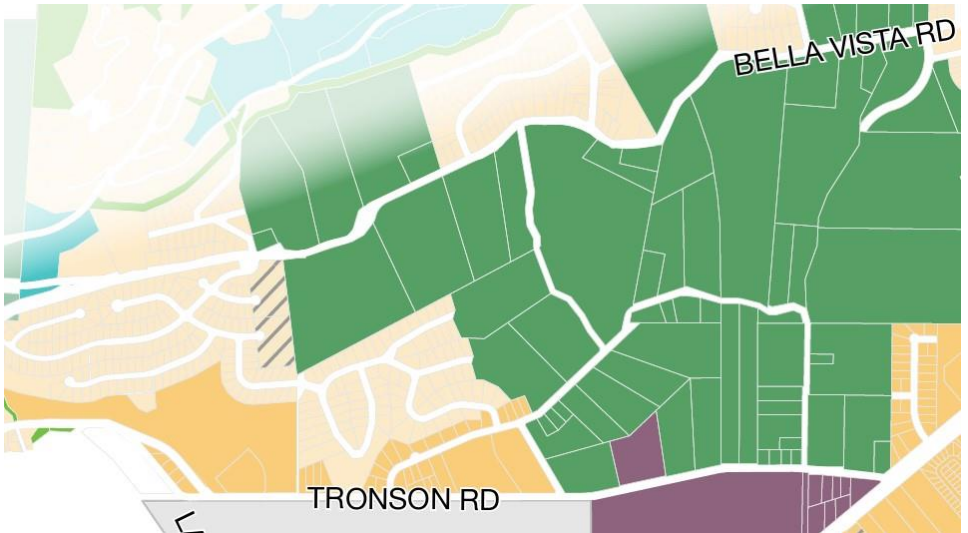


Figure 4: Okanagan Landing North Suburban and Suburban Limited Neighbourhoods

## Okanagan Landing Village Centre

The purpose of the Okanagan Landing Village Centre is to consolidate the Waterfront Neighbourhood Centre Plan (Attachment 5) with the current OCP land use designations in the area.

Located along Lakeshore Road and Okanagan Landing Road, this area provides key public access to Okanagan Lake. Public parkland has already been secured at Paddlewheel Park and select properties along Lakeshore Road. As vacant lands continue to develop, securing additional public lake access should remain a key priority.

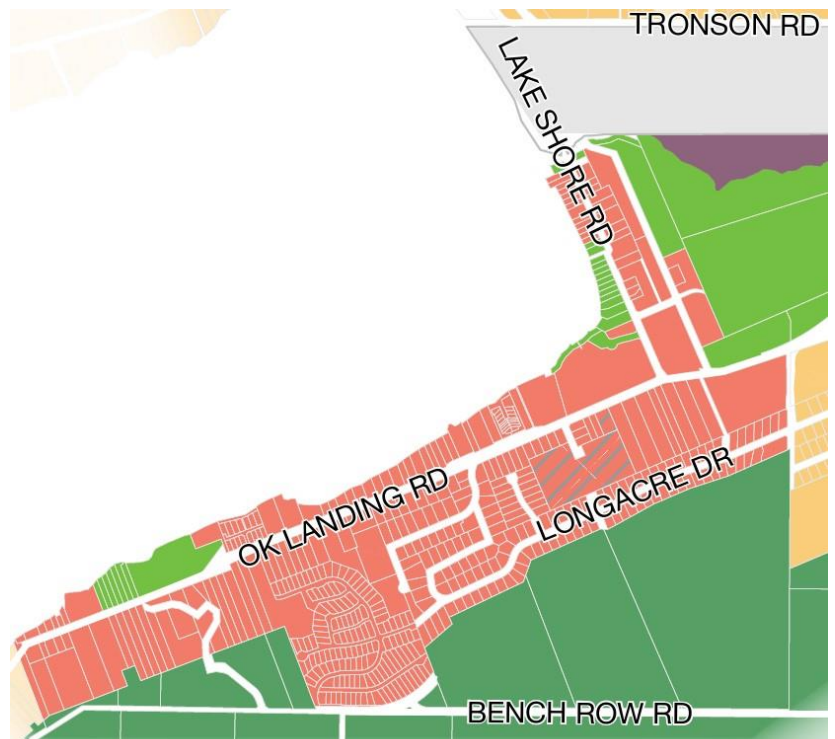
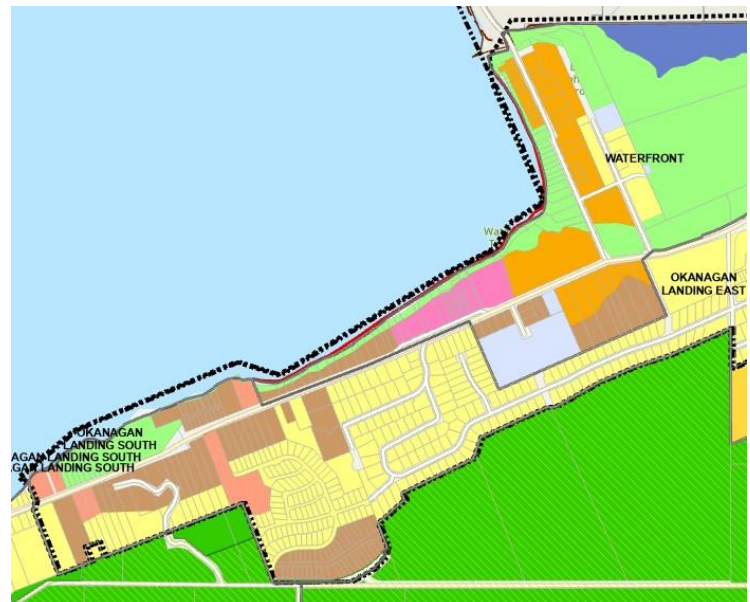


Figure 5: Okanagan Landing Village Centre

Currently, the OCP designates properties along Okanagan Landing Road as a mix of RMD and Community Commercial (CCOM), as shown in Figure 6. The proposed Village Centre continues to support this development pattern, with a focus on:

- Medium-density residential
- Mixed-use, tourism-oriented commercial development along Okanagan Landing Rd and Lakeshore Rd
- Retaining the existing residential character of the hillside areas near Longacre Drive, which are primarily single detached homes (with or without suites) and potential for townhome development



*Figure 6: Okanagan Landing Current OCP*

Over the life of the plan, this area is envisioned as a community amenity that serves:

- Local residents, with park space, a school, and housing diversity
- Visitors, by offering a high-quality tourism experience integrated into a vibrant lakeside setting

Redevelopment of this area has been challenging to-date. The proposed OCP will need to encourage waterfront redevelopment as a key priority for the community with a focus on creating a vibrant, connected place that celebrates the area's history and local heritage, features environmental restoration efforts, public infrastructure investment and ultimately offering a diversity of activities and programming.

Specific policies for the waterfront would include the encouragement of a diversity of housing forms and types including hotel and destination food & beverage. Water quality would also be top of mind with civic investment to protect the Okanagan Lake. The City has a number of major developers who control important parcels of land in the area – our job at the City would be to guide and coordinate their positive redevelopment over the next decade.

### **Additional Considerations**

The South Vernon and Okanagan Landing area of the City is home to Vernon Creek's outflow to Okanagan Lake. The proposed OCP will include a mapping layer on future parks. Areas along Vernon's creeks and Okanagan Lake will be identified to provide protection of environmentally sensitive riparian areas.



Development in South Vernon and Okanagan Landing is constrained by a number of factors including a high-water table, flood plain, topography, and the flight paths at Vernon's Airport. These considerations will need to be considered for any development proposal in the area.

## **City-Wide Future Land Use**

A city-wide Future Land Use Map is provided in Attachment 6, summarizing the proposed future land use designations across Vernon.

While this presentation series has focused on key growth areas, several other important areas are also addressed:

- **Resort Areas:**
  - Predator Ridge, Sparkling Hill, and The Rise are proposed to be designated as Resort. These areas have approved Master Development Plans and established land uses. The Resort designation offers flexibility as they approach full build-out, reducing the need for frequent OCP amendments. However, zoning changes will still be required for any significant plan modifications.
- **Rural Areas:**
  - Lands currently designated as Rural Agriculture (RAGR) in the OCP will retain the Rural designation. No changes are proposed. Any future land use changes in these areas will require a formal application and a full public review process.
- **Other Suburban Areas:**
  - Areas outside the primary growth areas—including Adventure Bay, Eastside Road, Turtle Mountain, and Foothills—are proposed to be designated Suburban Limited. This reflects site-specific constraints, such as limited servicing or challenging topography.

## **City-Wide Major Transportation Projects**

All proposed Major Transportation Projects are outlined in Attachment 7. These projects are strategically located within the focused growth area, primarily along major arterial and collector roads, or serving as critical connections between key areas of the city. The goal of these projects is to fill major network gaps and enhance the experience for all modes of transportation. The prioritization framework has guided the selection of these projects, ensuring that investments are aligned with community needs and long-term growth objectives.

## **Next Steps**

Phase 3 of community engagement is now open for public feedback.

- An online survey is available from May 26 to June 30, 2025 on the Engage Vernon website.
- Two open house events will be held at the Civic Memorial Park Community Classroom:
  - Thursday, June 5 | 2:00 p.m. – 6:00 p.m.
  - Saturday, June 7 | 9:00 a.m. – 12:00 p.m.
- City-wide mailouts were sent via Canada Post on May 13, 2025, to ensure all Vernon residents are informed.

We encourage all residents to share their feedback and help shape the future of land use in Vernon.

## **Communication:**

Phase 3 Engagement commencing on May 26, 2025.

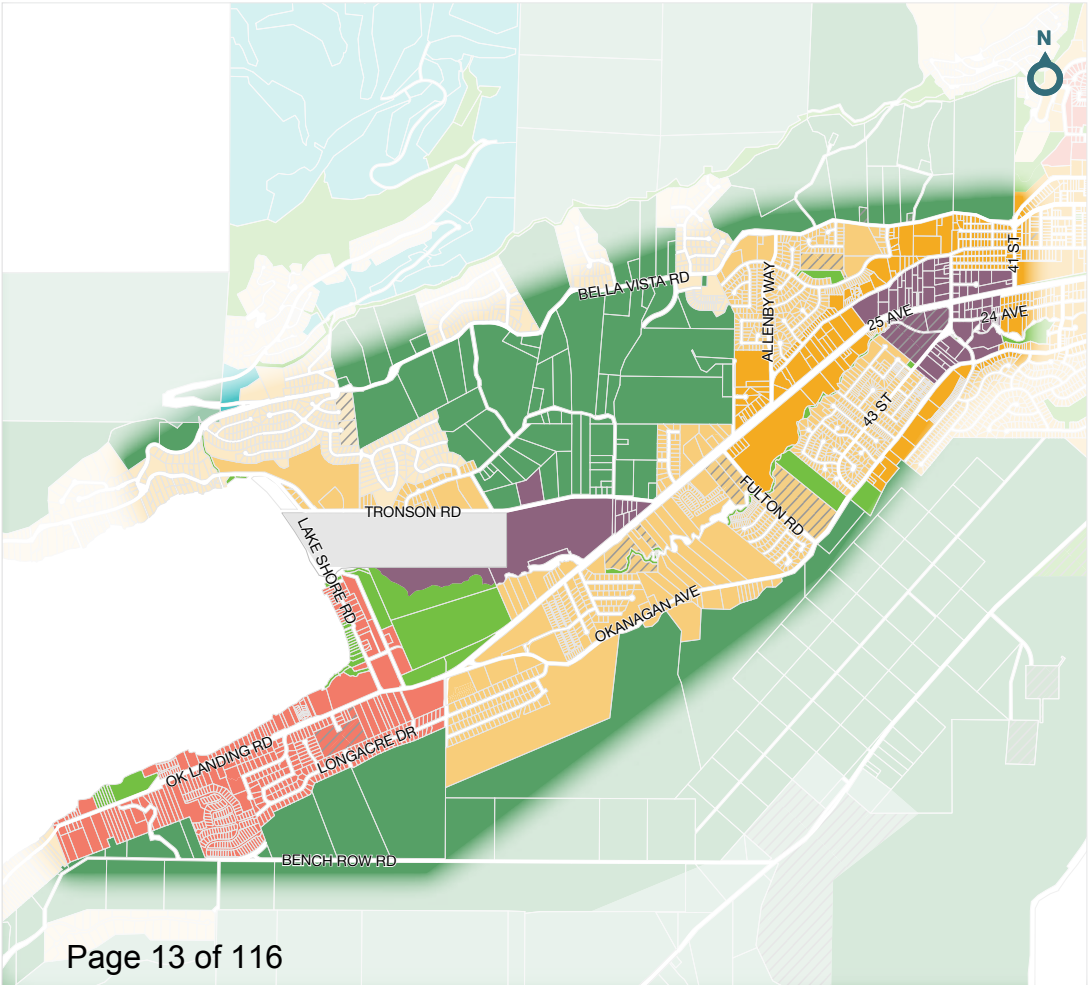
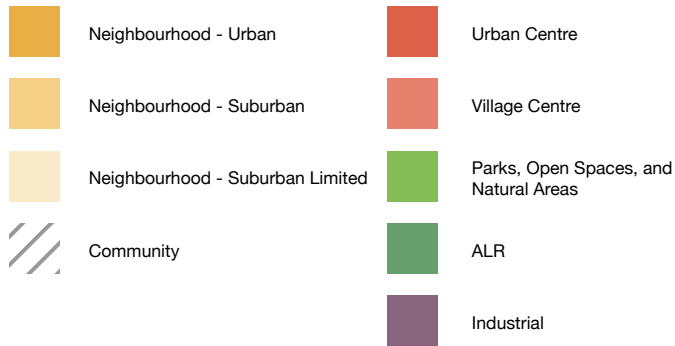
## **Attachments:**

Attachment 1 – Proposed Future Land Use Map: Part 4  
Attachment 2 – Major Transportation Project List for South Vernon / Okanagan Landing  
Attachment 3 – Presentation Slides, Future Land Use: Part 4  
Attachment 4 – Presentation Slides, Transportation Projects: Part 4  
Attachment 5 – Waterfront Neighbourhood Centre Plan  
Attachment 6 – Proposed Future Land Use Map: City-wide  
Attachment 7 – Proposed Major Transportation Projects: City-wide

Reviewed by: Terry Barton, Director, Planning & Community Services  
Reviewed by: Kevin Poole, Director, Corporate Administration  
Approved by: Peter Weeber, Chief Administrative Officer

# PROPOSED FUTURE LAND USE

## South Vernon / Okanagan Landing



# Major Transportation Projects for South Vernon and Okanagan Landing

Short Term Projects				
	Project	Location	Summary	Purpose
1.	Key Intersection upgrades	City Core and West Vernon	Upgrade Intersection at:  b) 41 <sup>st</sup> Street and 27 <sup>th</sup> Ave	Reduce congestion, improves traffic flow, and enhances access to key destination.
2.	24 <sup>th</sup> Ave Active Transportation Improvements	Mission Hill to South Vernon  34 <sup>th</sup> Street to 43 <sup>rd</sup> Street.	Upgrade active transportation infrastructure to improve walking, biking, and access to transit along the corridor.	Enhance safety and comfort for people walking and biking, and align pedestrian routes with transit stops.
Medium Term Projects				
3.	Key Intersection upgrades	City Core and West Vernon	Upgrade Intersections at:  a) 41 <sup>st</sup> Street/32 Ave & Bella Vista Rd and 30 <sup>th</sup> Ave	Improve traffic flow and circulation on major arterial roads and supports growth along key corridors.
4.	Bella Vista Multi-use Path	41 <sup>st</sup> St to Allenby Way	Road and pathway upgrades to support all modes of travel, including a new Multi-use pathway	Supports residential growth and tourism in Bella Vista and support safer walking and biking connection on a busy community collector road.
Long Term Projects				
6.	Okanagan Ave Corridor upgrade	Okanagan Landing Rd To Fulton Rd.	Road Way Upgrades to widen shoulders to support all modes of transportation.	Supports residential growth The Landing and South Vernon and support safer walking and biking connection.
7.	Apollo Rd Extension	New Connection Apollo Rd to Bench Row Rd.	Create a new road connection between Bench Row Road and Okanagan Landing Rd.	Replace Okanagan Landing Bench Road, which is not designed for future traffic volumes and support connections to Highway 97, support residential growth and tourism.

# Official Community Plan & Transportation Plan

## Section 4



**Council Presentation  
May 26, 2025**

## Overview:

- Review of South Vernon and Okanagan Landing Neighbourhoods
- Okanagan Landing Village Centre
- Additional Considerations for the Area
- City-wide proposed Future Land Use
- Connecting Land Use and Transportation Projects

# Land Use Designation Structure

**Growth Strategy**



**Land Use Designation (GENERAL AREA)**



***Area Vision***



**Policies & Objectives**

# Official Community Plan & Transportation Plan

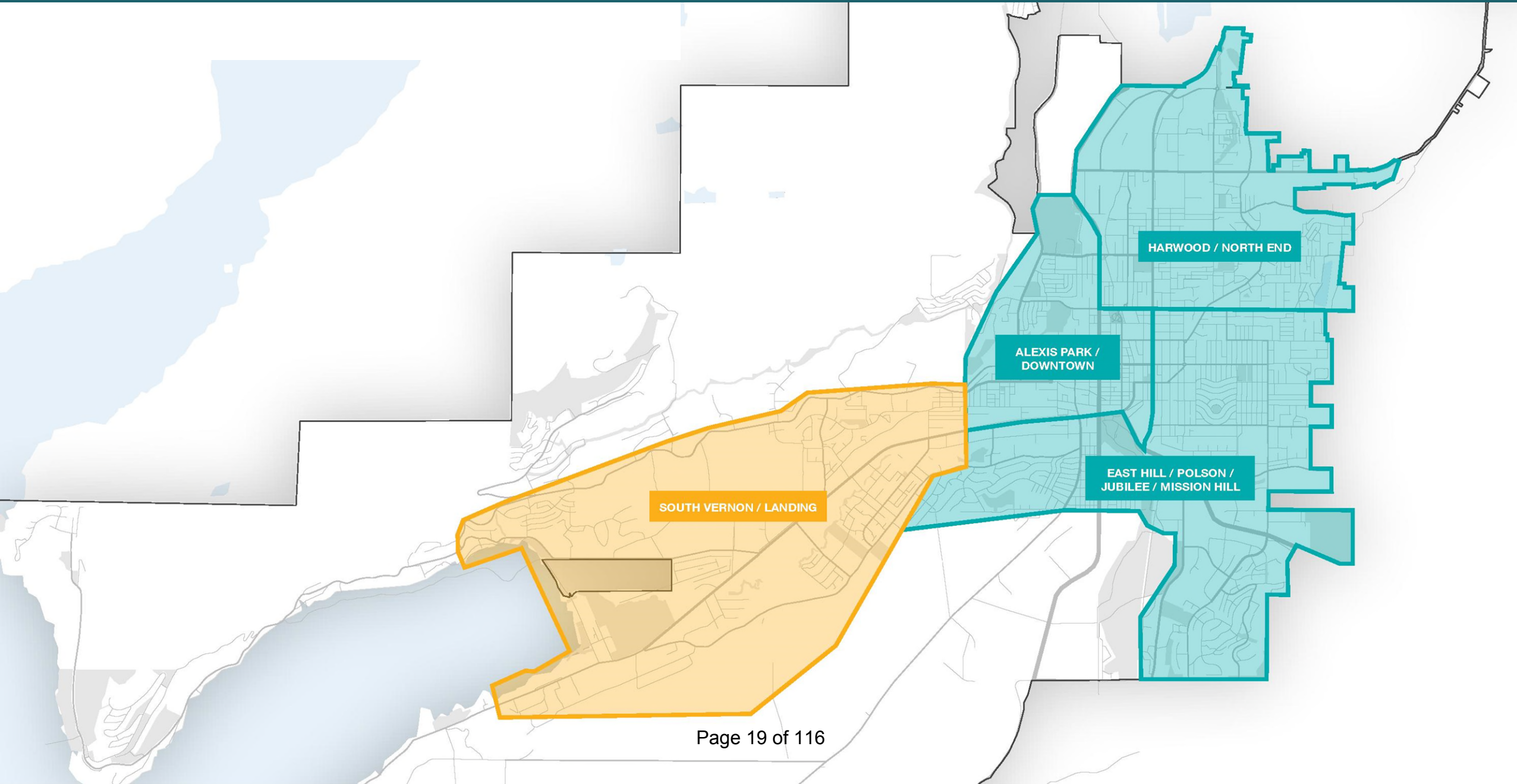
South Vernon  
&  
Okanagan Landing



**Council Presentation  
May 26, 2025**

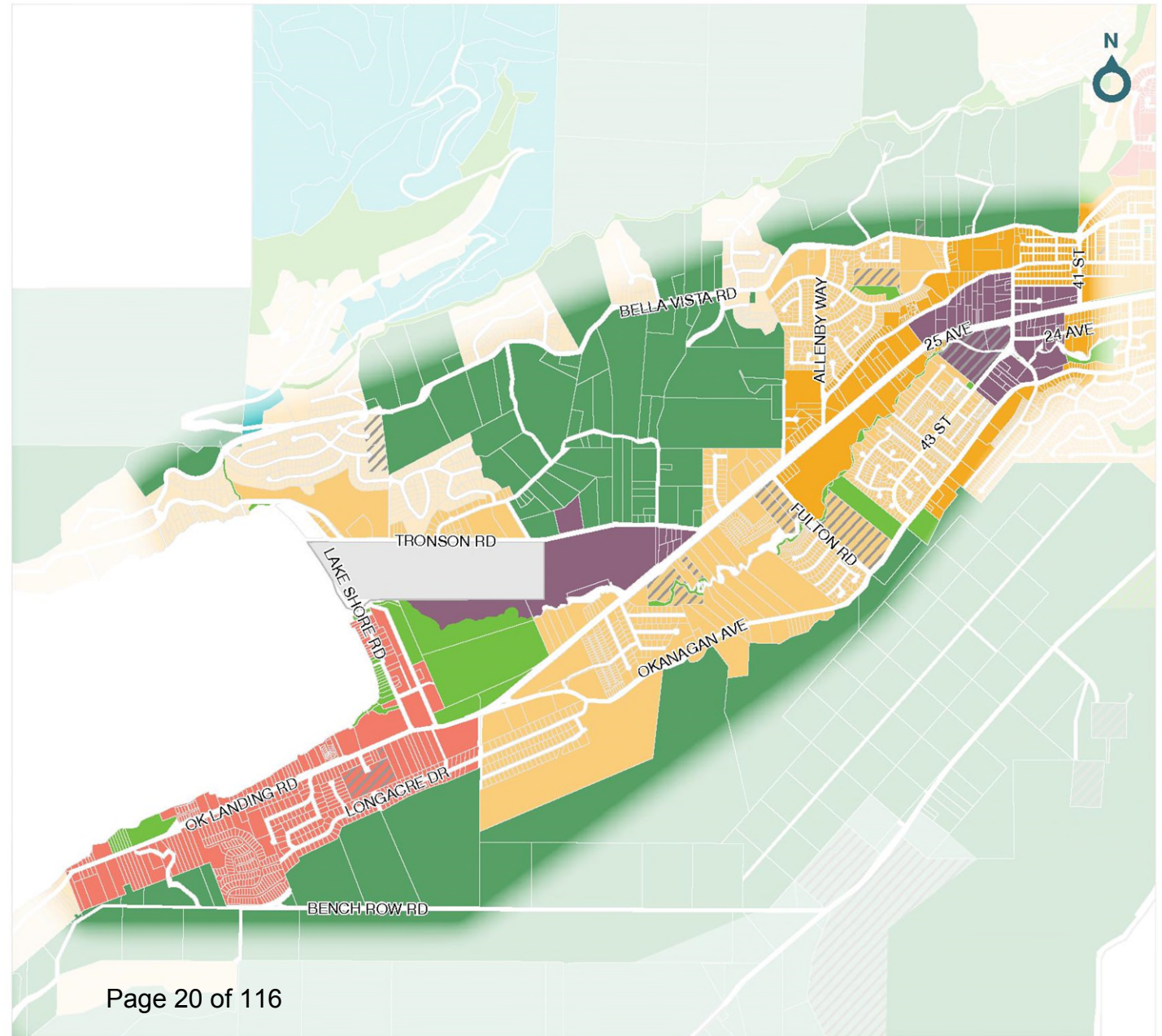


# City Section: 4 of 4



# Section 4: South Vernon & Okanagan Landing

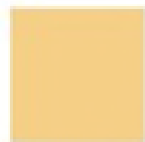
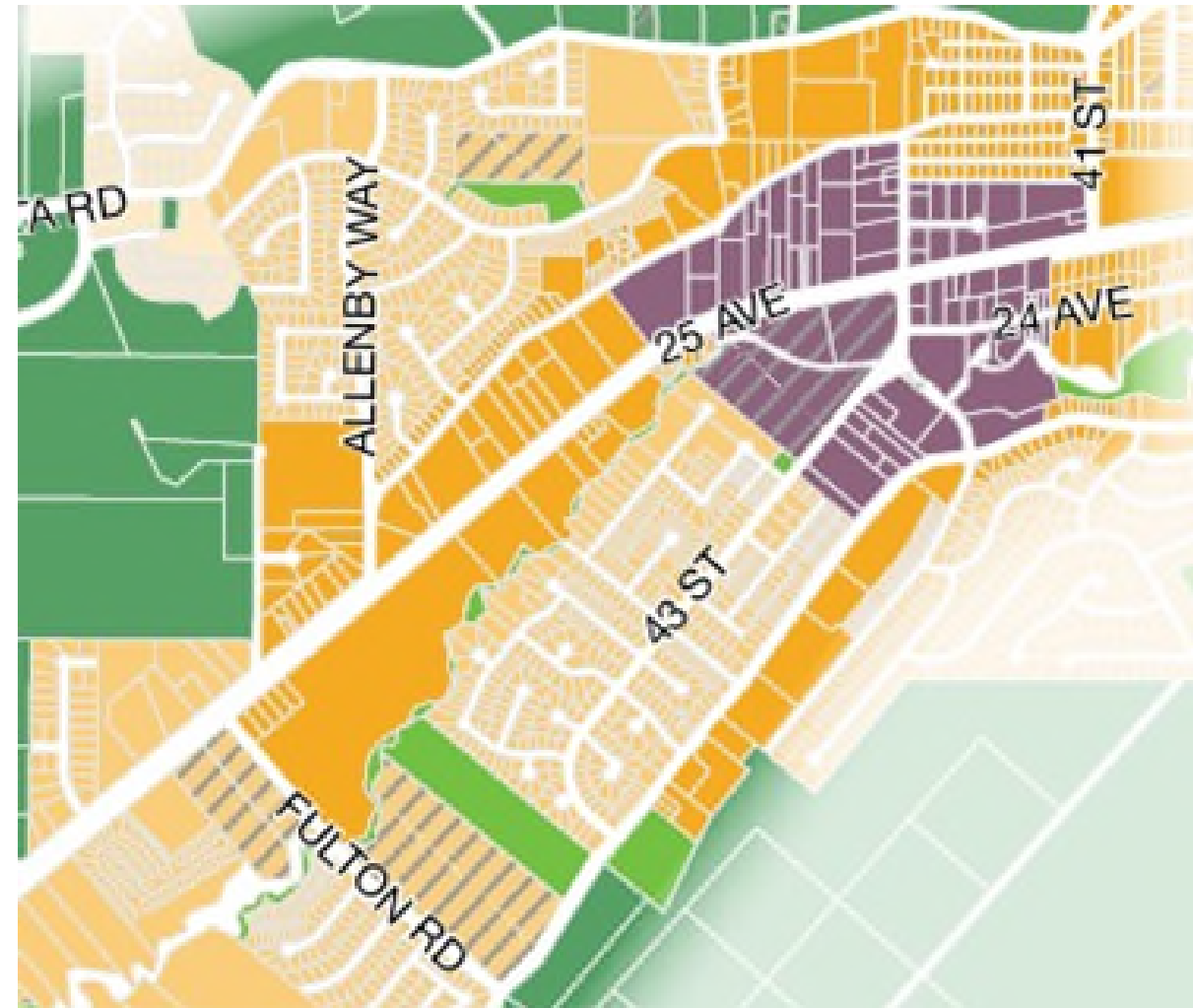
## PROPOSED FUTURE LAND USE South Vernon / Okanagan Landing



# Land Use Definitions: Urban Neighbourhood

## What is an Urban Neighbourhood?

Urban Neighbourhoods are transit-served, medium-scale communities that provide a range of housing choices and connect residents to nearby centres, parks, and essential services by foot, bike, or transit.



Neighbourhood - Suburban



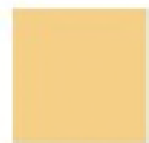
Neighbourhood - Urban



# Urban Neighbourhoods

## Vision for Urban Neighbourhoods

- *Focused on housing*
- *Multi-modal mobility infrastructure*
- *Close proximity to Centres*



Neighbourhood - Suburban



Neighbourhood - Urban



# Urban Neighbourhoods – South Vernon

## Growth Aspirations

*Increase residents in each urban neighbourhood by 1,500 over the next 20 years*



# Urban Neighbourhoods

## Example Policies for Urban Neighbourhoods

### Purpose and Function

- Focus development / redevelopment on providing housing in close proximity to services and amenities in Centres.
- Encourage the creation of a diverse mix of housing options in Urban Neighbourhoods to increase transit ridership to support frequency.
- Strengthen multi-modal transportation infrastructure to encourage walking, rolling and cycling.

### Land Use and Building Form

- Support a range of low-rise buildings throughout the Neighbourhood, including:
  - i. Single-detached homes
  - ii. Townhomes
  - iii. Low-rise apartments
  - iv. Local commercial
- Consider mid-rise apartments and mixed-use buildings with ground-floor commercial along arterial and collector roads.



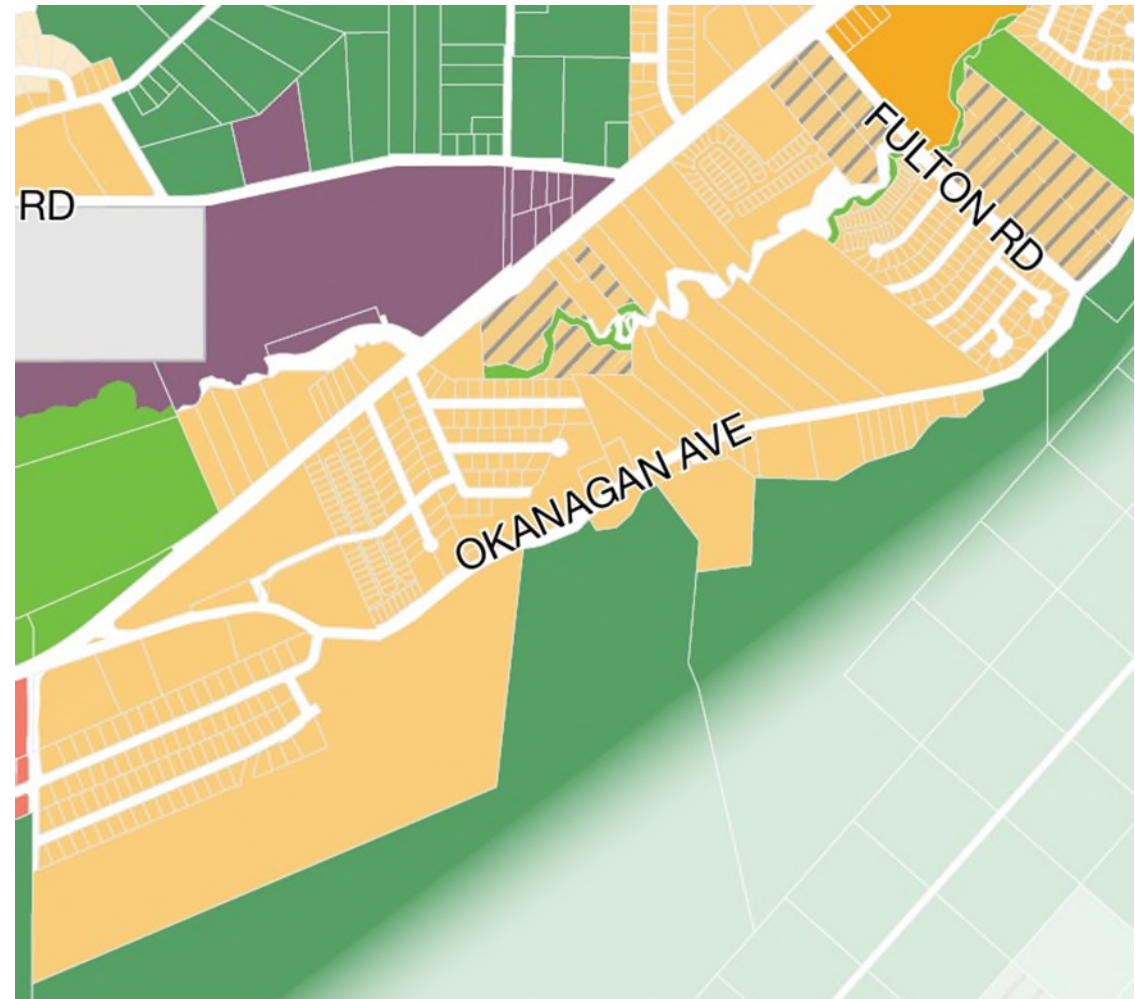
# Land Use Definitions: Suburban Neighbourhood

## What is an Suburban Neighbourhood?

Suburban Neighbourhoods are low-density areas incorporating gentle density to meet growing housing needs. As they evolve, improved walking, cycling, and access to schools, parks, and local services will enhance livability while retaining neighbourhood character.



Neighbourhood - Suburban



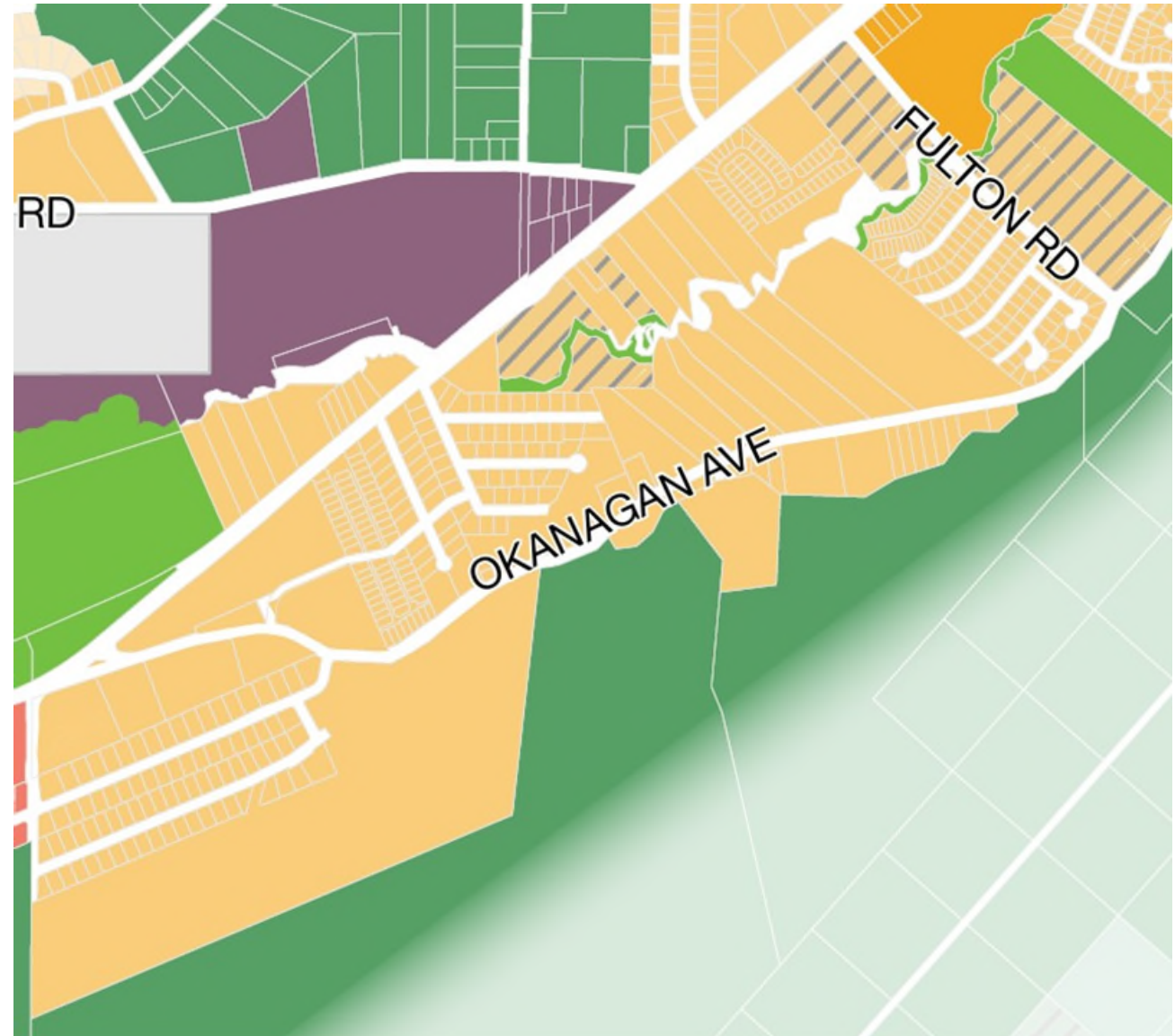
# Suburban Neighbourhoods

## Vision for Suburban Neighbourhoods

- *Focused on gentle infill housing*
- *Multi-modal mobility infrastructure*
- *Neighbourhood amenities and services*



Neighbourhood - Suburban





# Suburban Neighbourhoods

## Example Policies for Suburban Neighbourhoods

### Purpose and Function

- Focus development / redevelopment on providing infill housing in close proximity to local services and amenities.
- Encourage the creation of a diverse mix of housing options using gentle density to retain neighbourhood character.
- Strengthen multi-modal transportation infrastructure to encourage walking, rolling and cycling.

### Land Use and Building Form

- Support a range of low-rise buildings throughout the Neighbourhood, including:
  - i. Single-detached homes
  - ii. Townhomes
  - iii. Low-rise apartments (on collectors and arterials)
  - iv. Neighbourhood commercial

# Suburban Neighbourhood – Okanagan Landing

## Growth Aspirations

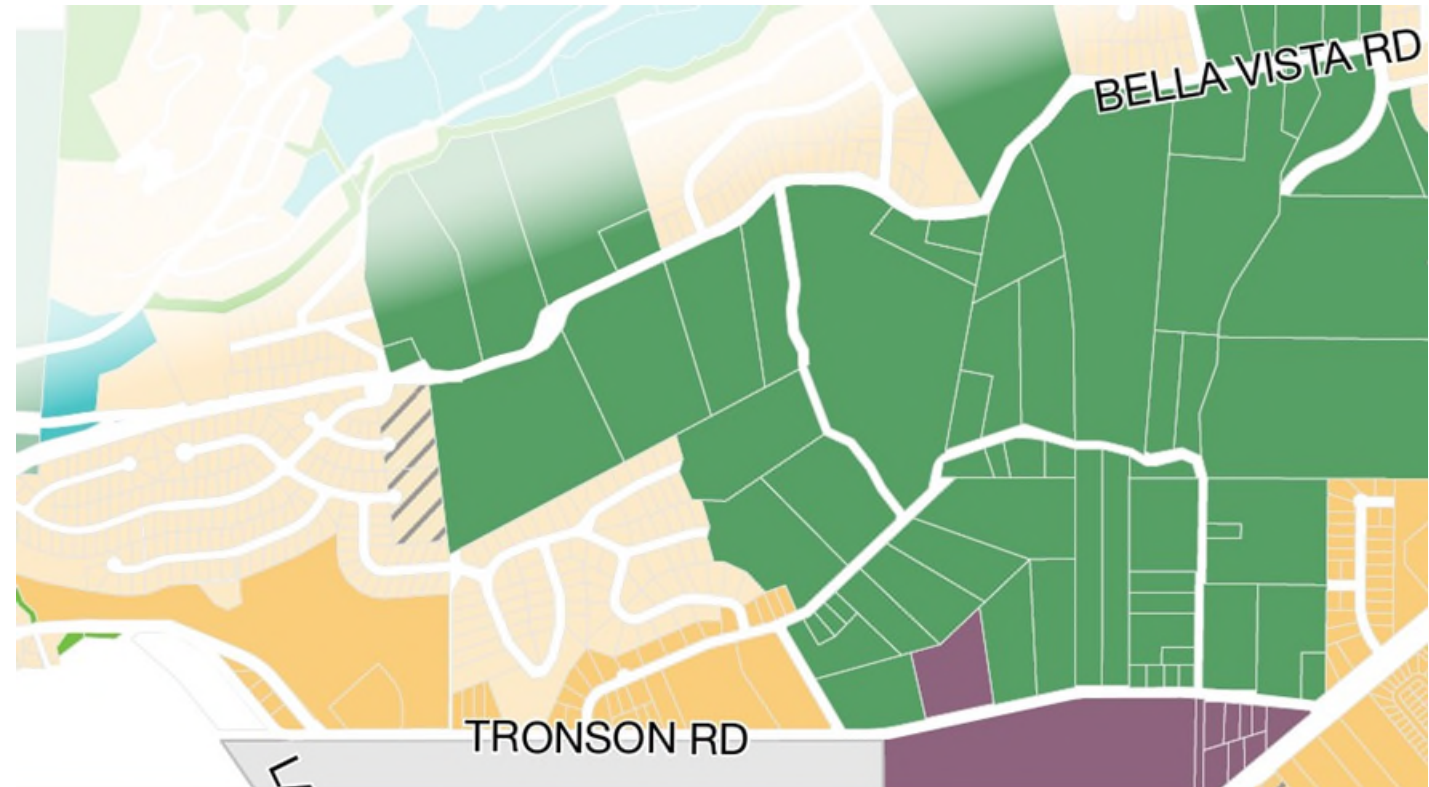
*Increase residents in each urban neighbourhood by 1,500 over the next 20 years*



# Land Use Definitions: Suburban Limited Neighbourhood

## What is an Suburban Limited Neighbourhood?

**Suburban Limited Neighbourhoods** are low-density areas where steep slopes, infrastructure limitations, or environmental features restrict redevelopment. Growth will focus on single-detached homes with options for secondary suites or accessory units.



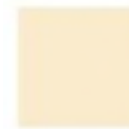
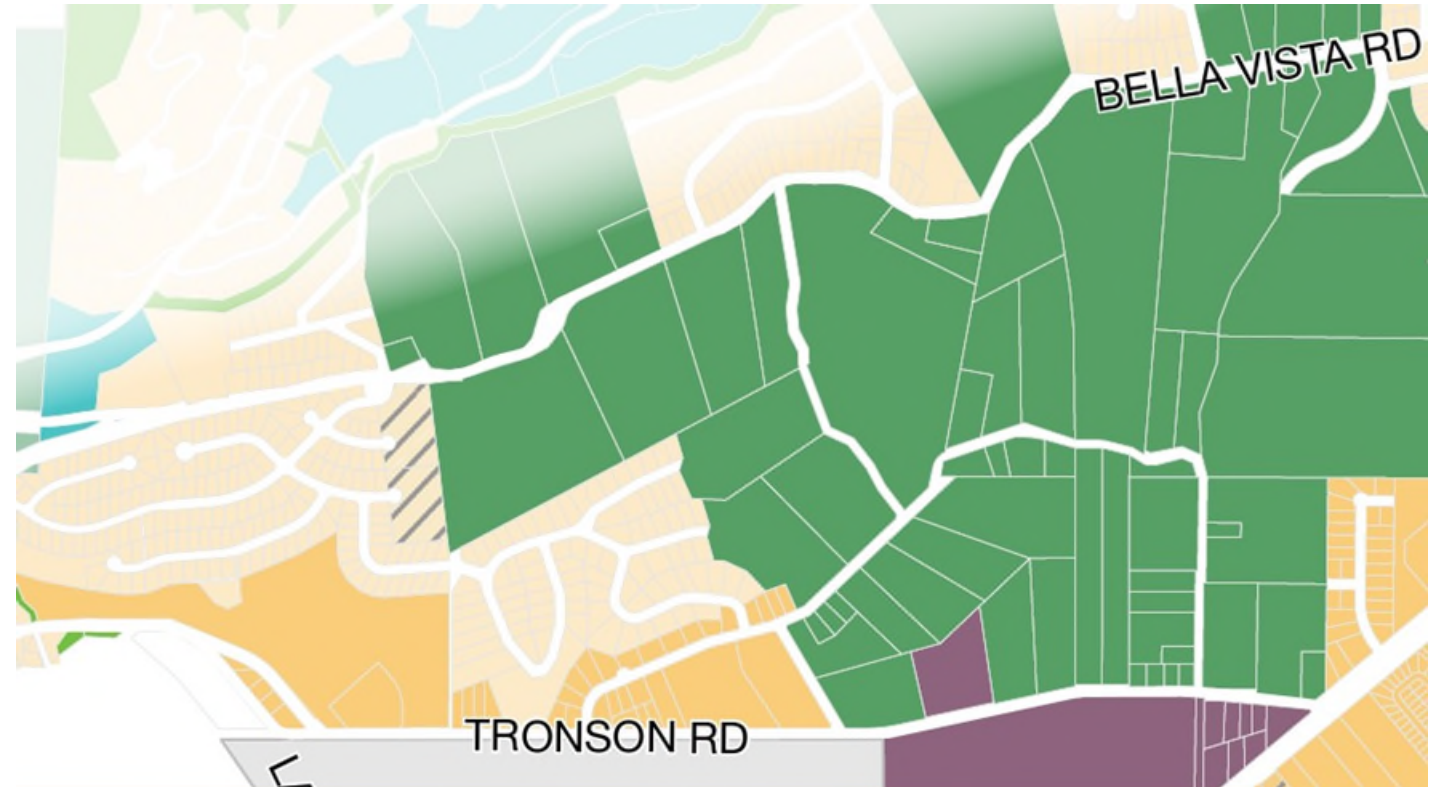
Neighbourhood - Suburban Limited



# Suburban Limited Neighbourhoods

## Vision for Suburban Limited Neighbourhoods

- *Focused on single detached housing*
- *Encourage suites and ADUs*
- *Neighbourhood amenities and connections*



Neighbourhood - Suburban Limited

# Suburban Limited Neighbourhoods

## Example Policies for Suburban Limited Neighbourhoods

### Purpose and Function

- Focus development / redevelopment on providing single detached housing with suites or ADUs.
- Encourage the creation of rental housing options.
- Strengthen multi-modal transportation infrastructure to encourage walking, rolling and cycling.

### Land Use and Building Form

- Support a range of low-rise buildings throughout the Neighbourhood, including:
  - i. Single-detached homes
  - ii. Suites and Accessory Dwelling Units



# Suburban Neighbourhood – Okanagan Landing North

## Growth Aspirations

*Increase residents in Okanagan Landing North by 500 over the next 20 years*





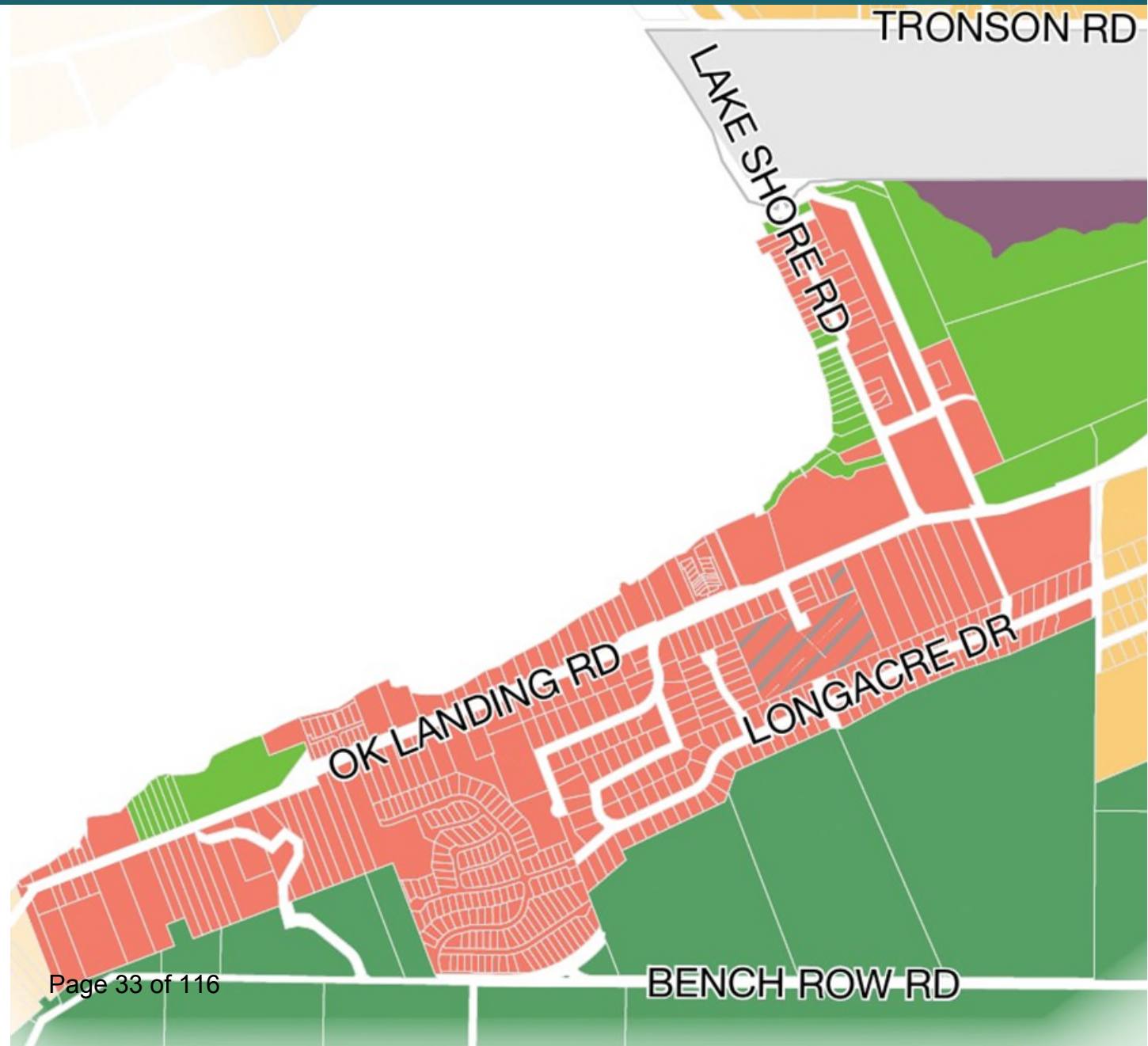
# Land Use Definitions: Village Centre

## What is a Village Centre?

Village Centres are compact, mixed-use areas that serve as focal points for neighbourhood life, offering shops, parks, housing, and services designed to be accessed by foot, bike, or transit.



Village Centre



# Waterfront NC Plan & Current OCP





# Okanagan Landing Village Centre

## Example Policies for Okanagan Landing

### Role and Identity

- Recognize Okanagan Landing Village Centre as a community amenity with a strong role in tourism and environmental sensitivity.
- Develop a Village Centre identity that reflects its access to Okanagan Lake, supporting community amenity space, tourism, and environmental significance.

### Land Use and Building Form

- Support a range of low- to mid-rise multi-unit buildings along Lakeshore Rd and Okanagan Landing Rd, including:
  - i. Townhomes
  - ii. Mixed-use buildings with ground-floor commercial
  - iii. Low-rise and mid-rise apartments
- Protect existing hillside residential areas, while supporting gentle infill where appropriate.

# Okanagan Landing Village Centre

## Growth Aspirations

*Increase residents in the Okanagan Landing Village Centre by 500 over the next 20 years*





# Okanagan Landing Village Centre

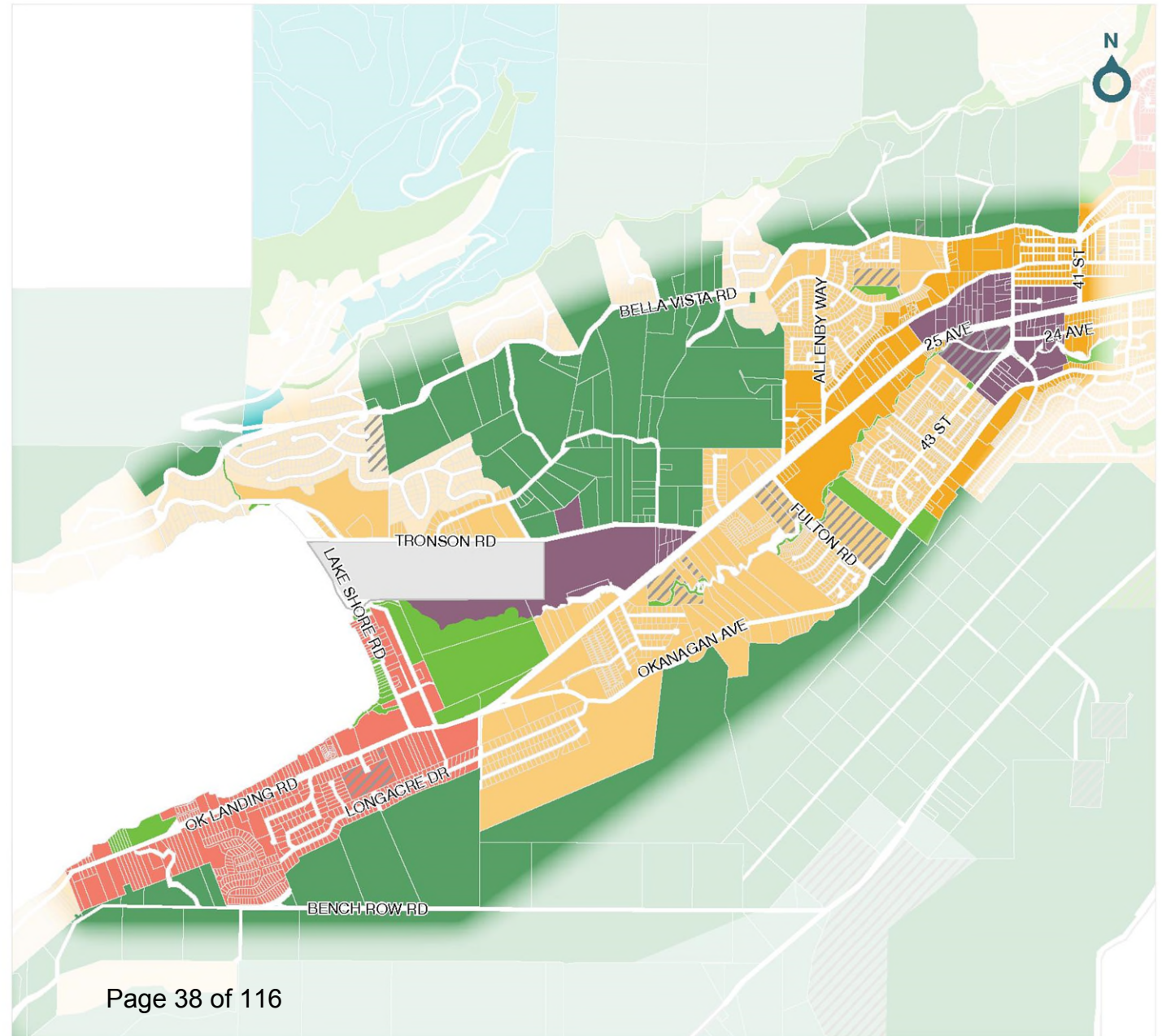
## Growth Aspirations

*Increase residents in the Okanagan Landing Village Centre by 500 over the next 20 years*



# Section 4: South Vernon & Okanagan Landing

## PROPOSED FUTURE LAND USE South Vernon / Okanagan Landing



# Official Community Plan & Transportation Plan

City-wide Draft  
Future Land Use Map














**Council Presentation  
May 26, 2025**

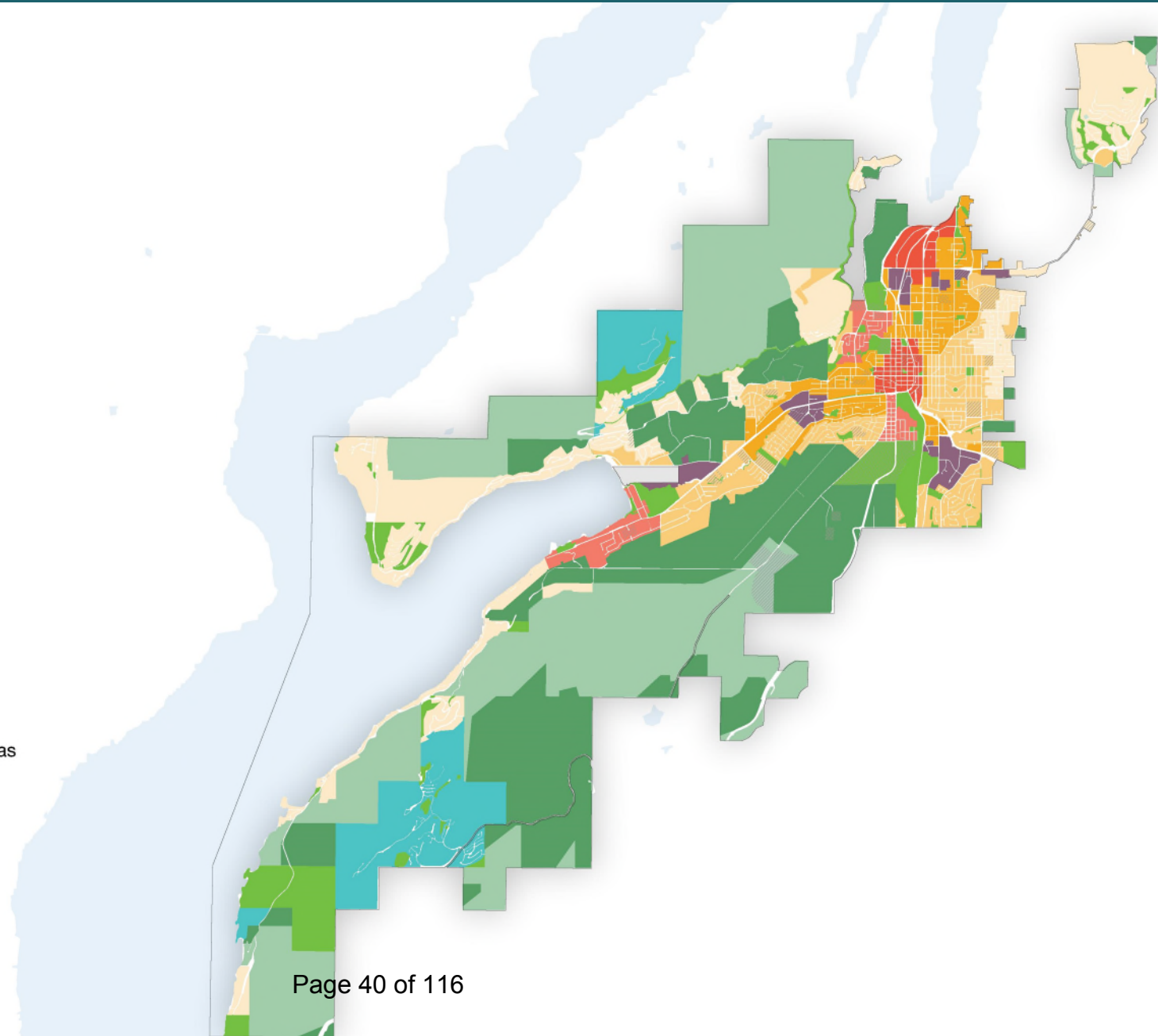


# City-wide Future Land Use Map



## LAND USE MAP - DRAFT

-  Neighbourhood - Urban
-  Neighbourhood - Suburban
-  Neighbourhood - Suburban Limited
-  Community
-  Urban Centre
-  Village Centre
-  Industrial
-  Parks, Open Spaces, and Natural Areas
-  ALR
-  Rural
-  Resort Tourism



# Transportation Plan

Looking ahead at our road network



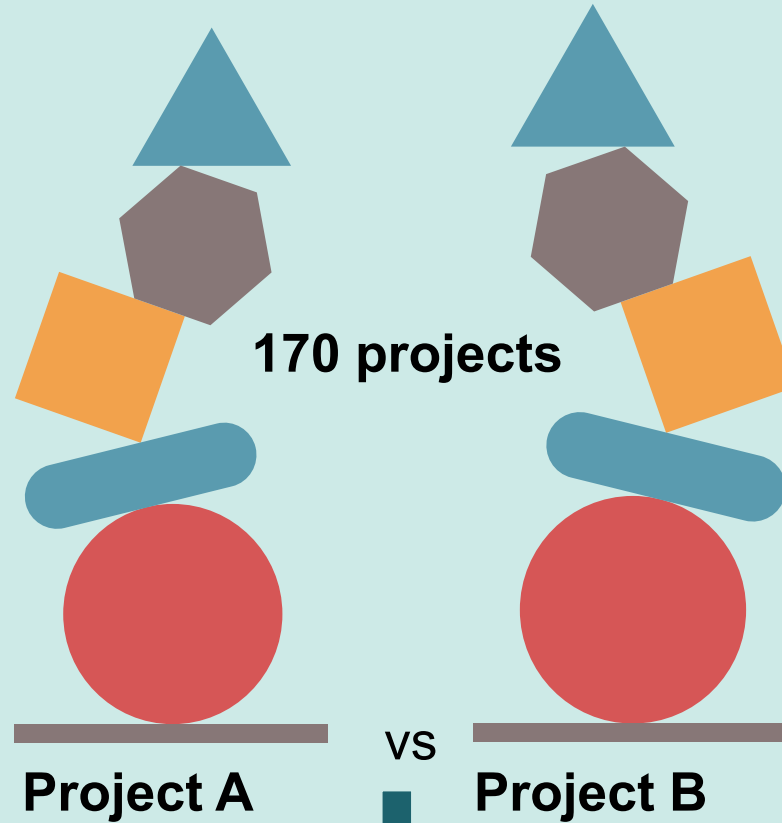
**Council Presentation 1**  
**May 12, 2025**

## Technical Studies



**Public Engagement**

**Best Practices**



**170 projects**

**Project A**

**VS**

**Project B**

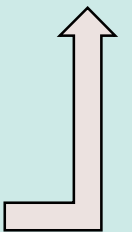
**Short Term**

**Medium term**

**Long term and future**

- **High Traffic Areas**
- **Fill Key Network Gaps**
- **Safety Improvements**
- **Future Growth**
- **Community Values**

**Key takeaways**





# **Looking Ahead:**

## Okanagan Landing & South Vernon

# All PROPOSED TRANSPORTATION PROJECTS

## South Vernon / Okanagan Landing

### Street Type

- Arterial
- Neighbourhood Collector
- Community Collector
- New Road

### Active Transportation

- Multi-use Path

### Supporting Infrastructure

- Roundabout
- Signal Upgrade
- Intersection Upgrade
- New Road
- Active Transportation Upgrade
- (Arrow indicates project continues)



# **South Vernon & Okanagan Landing Short Term Major Transportation Projects**

# PROPOSED SHORT-TERM TRANSPORTATION PROJECTS

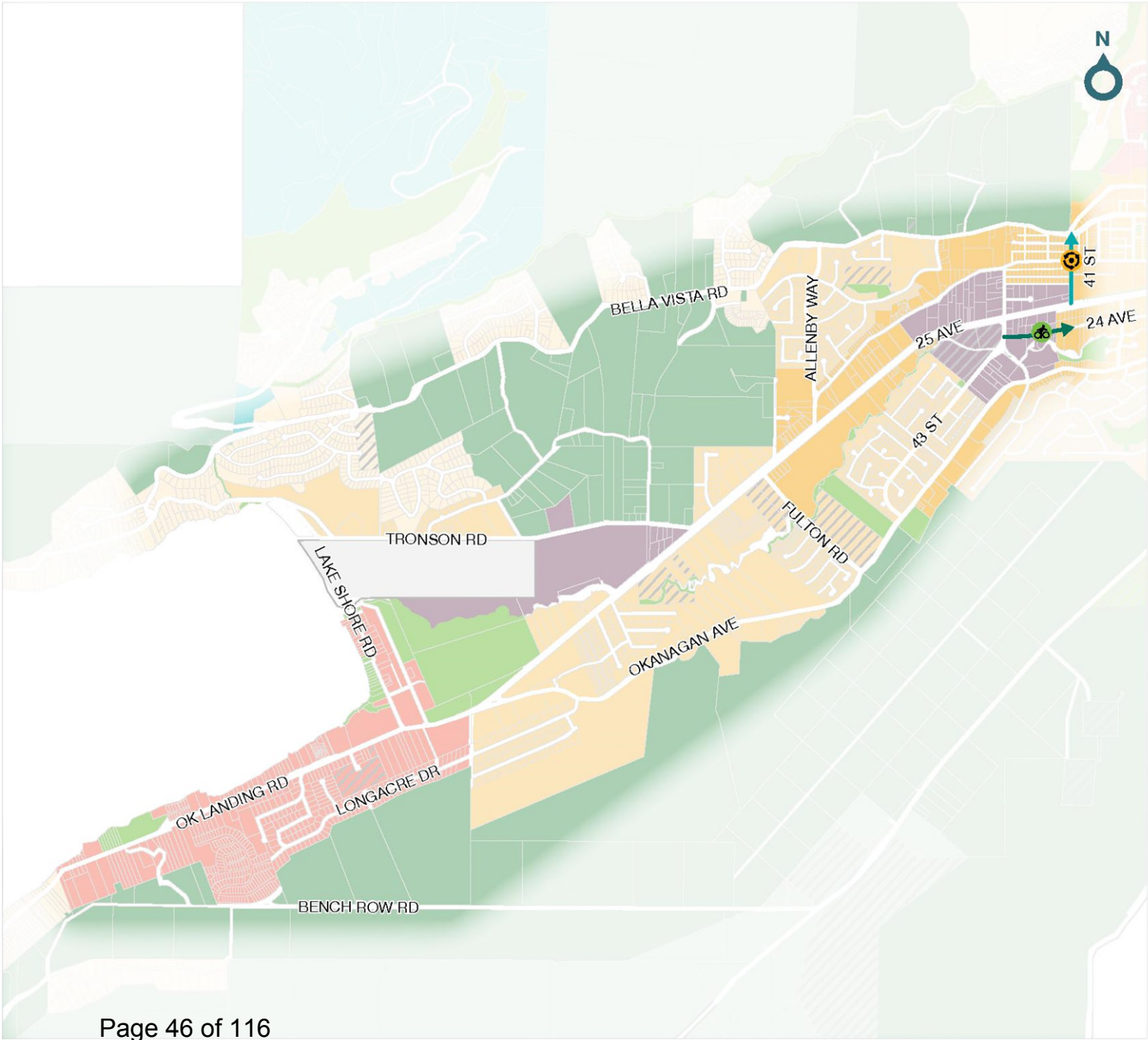
## South Vernon / Landing

**Street Type**

- Arterial
- Neighbourhood Collector

**Supporting Infrastructure**

- Roundabout
- Active Transportation Upgrade
- (Arrow indicates project continues)

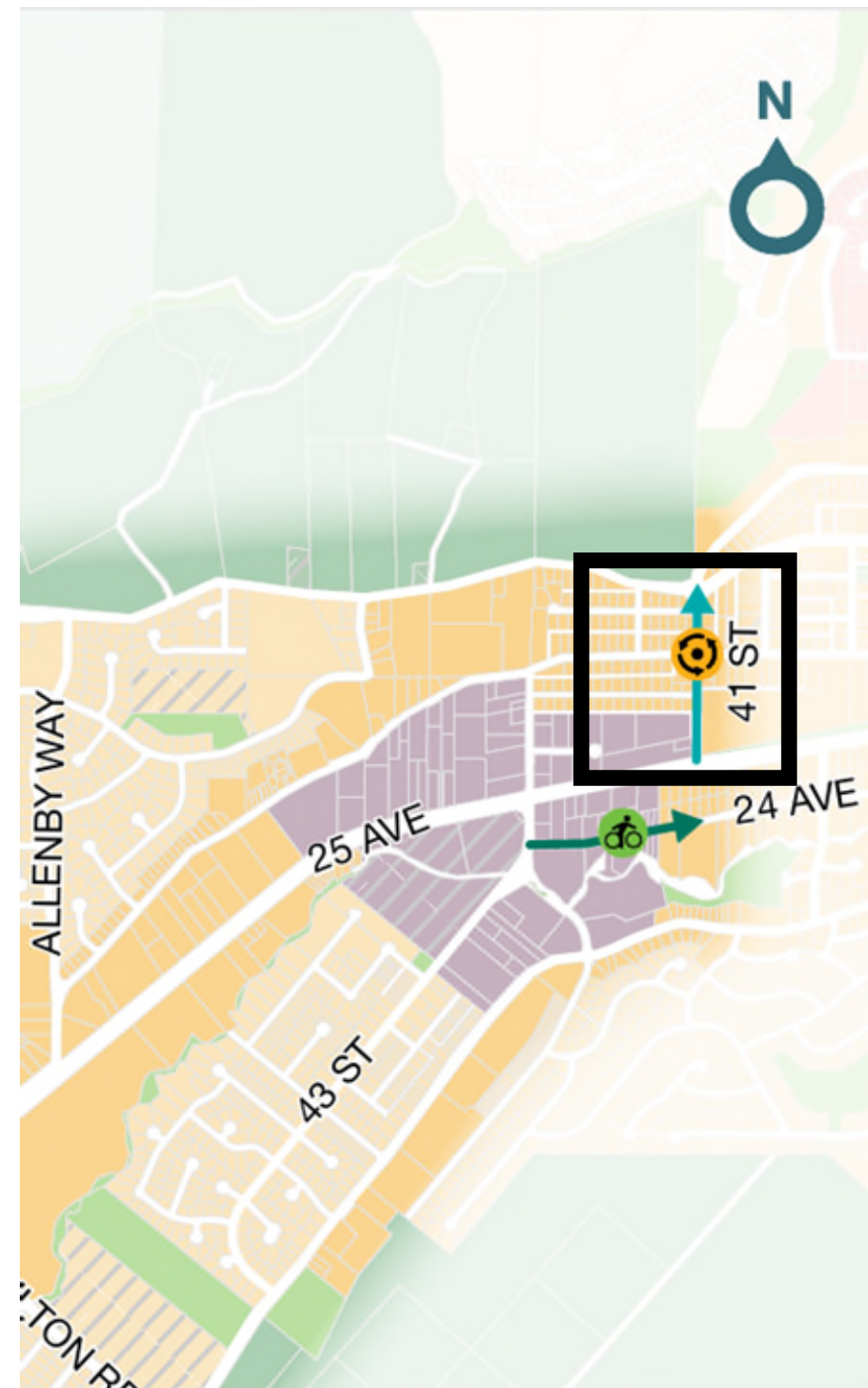




# PROPOSED SHORT-TERM TRANSPORTATION PROJECTS

## South Vernon / Landing

- Street Type**
- Arterial
  - Neighbourhood Collector
- Supporting Infrastructure**
- Roundabout
  - Active Transportation Upgrade
  - (Arrow indicates project continues)



# PROPOSED SHORT-TERM TRANSPORTATION PROJECTS

## South Vernon / Landing

Street Type

Arterial

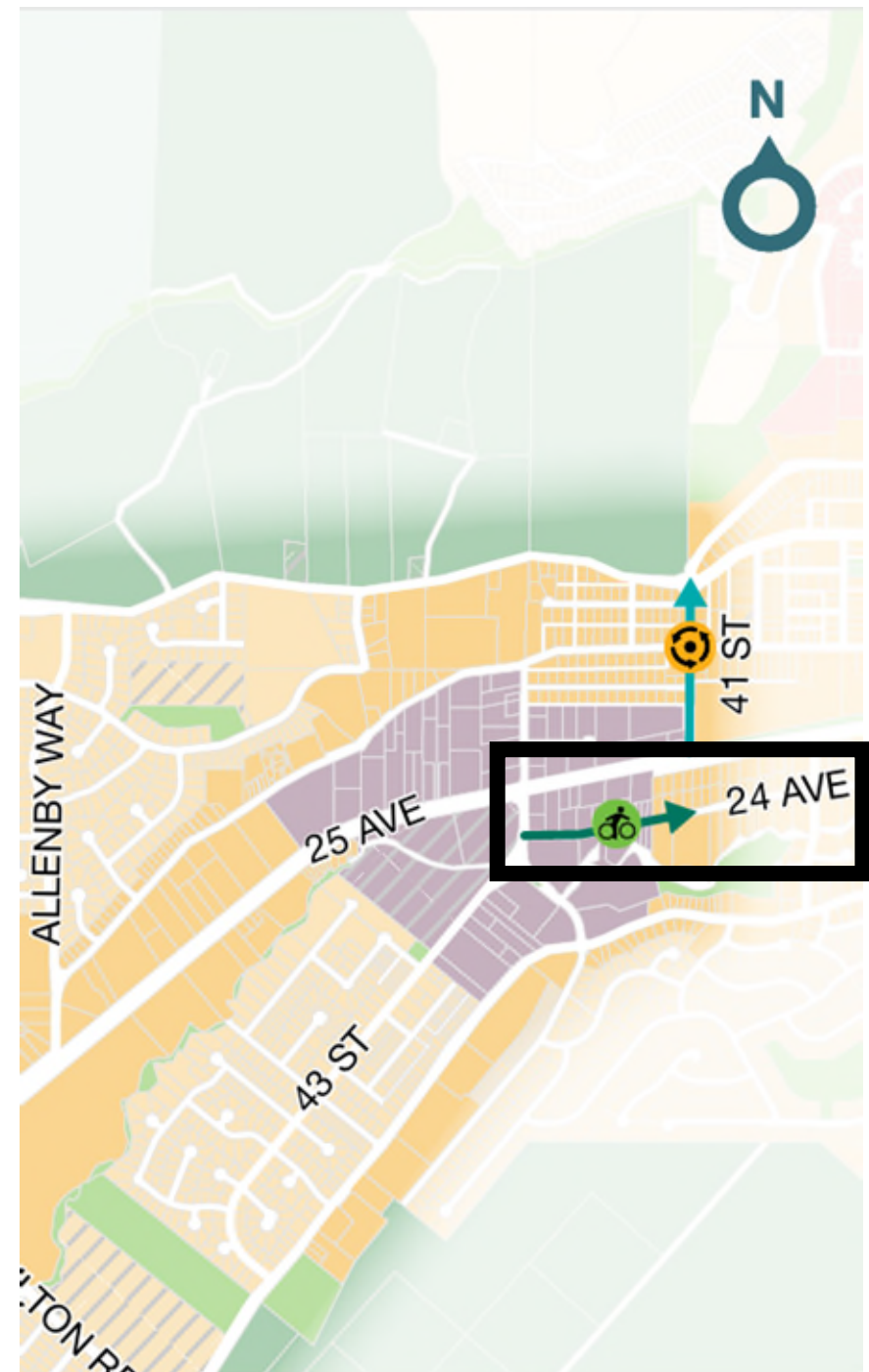
Neighbourhood Collector

Supporting Infrastructure

Roundabout

Active Transportation Upgrade

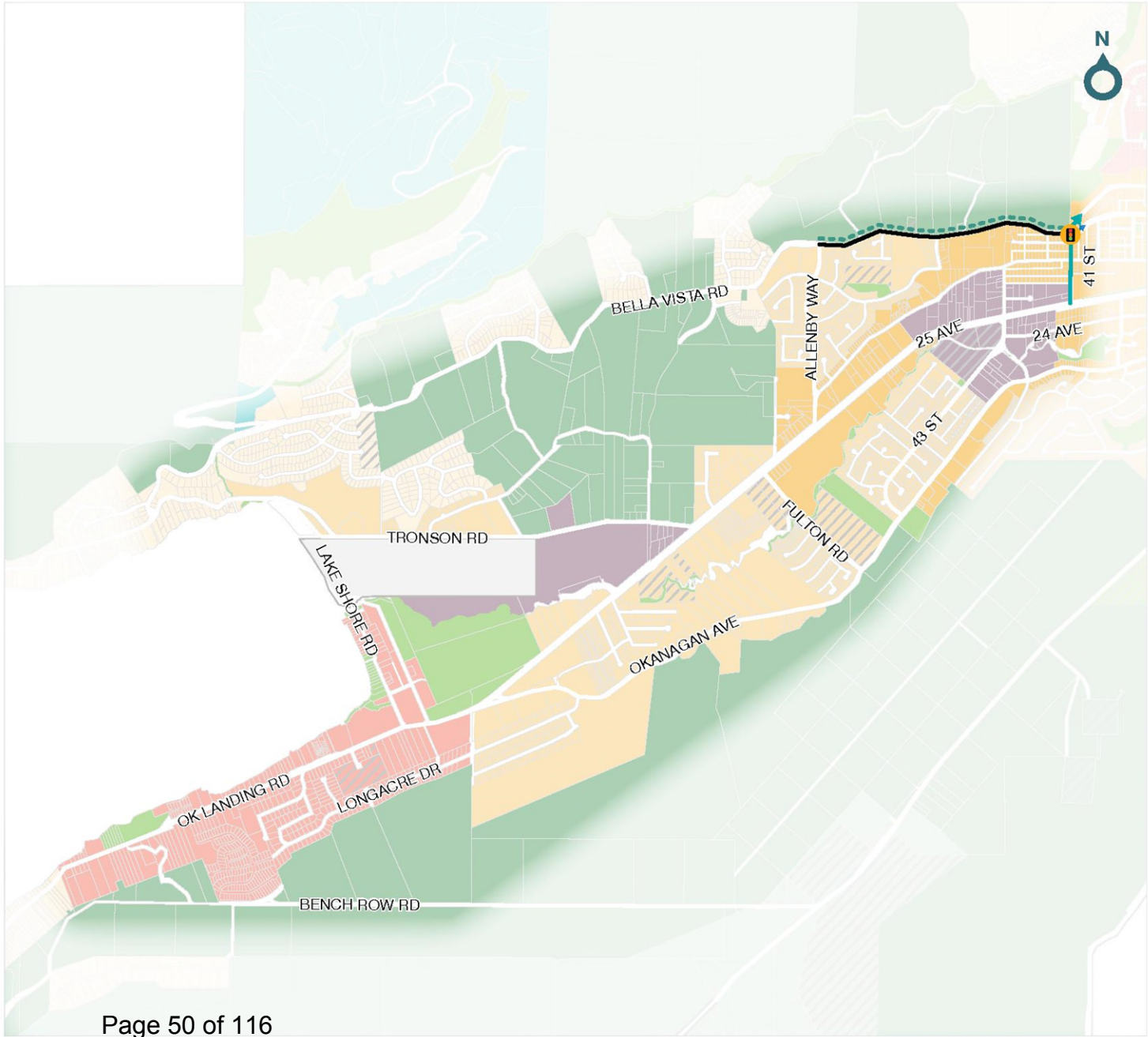
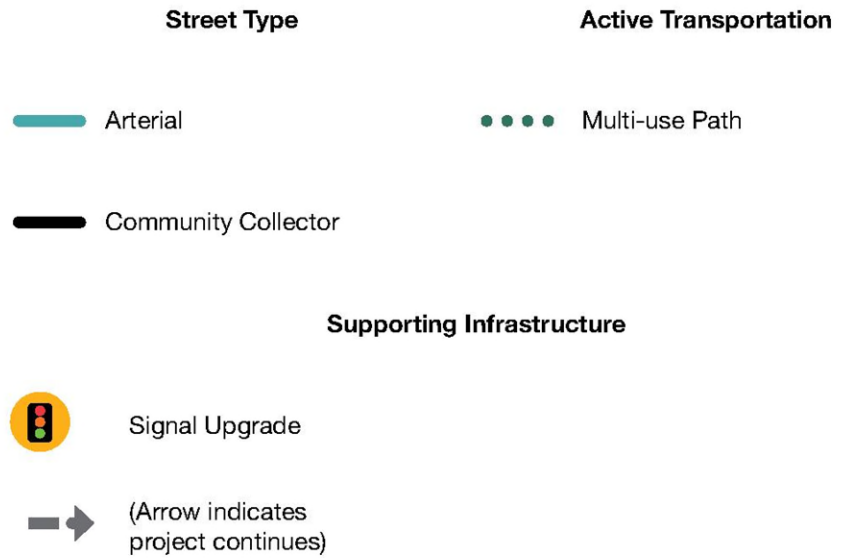
(Arrow indicates project continues)



# **South Vernon & Okanagan Landing Medium Term Major Transportation Projects**

# PROPOSED MEDIUM-TERM TRANSPORTATION PROJECTS

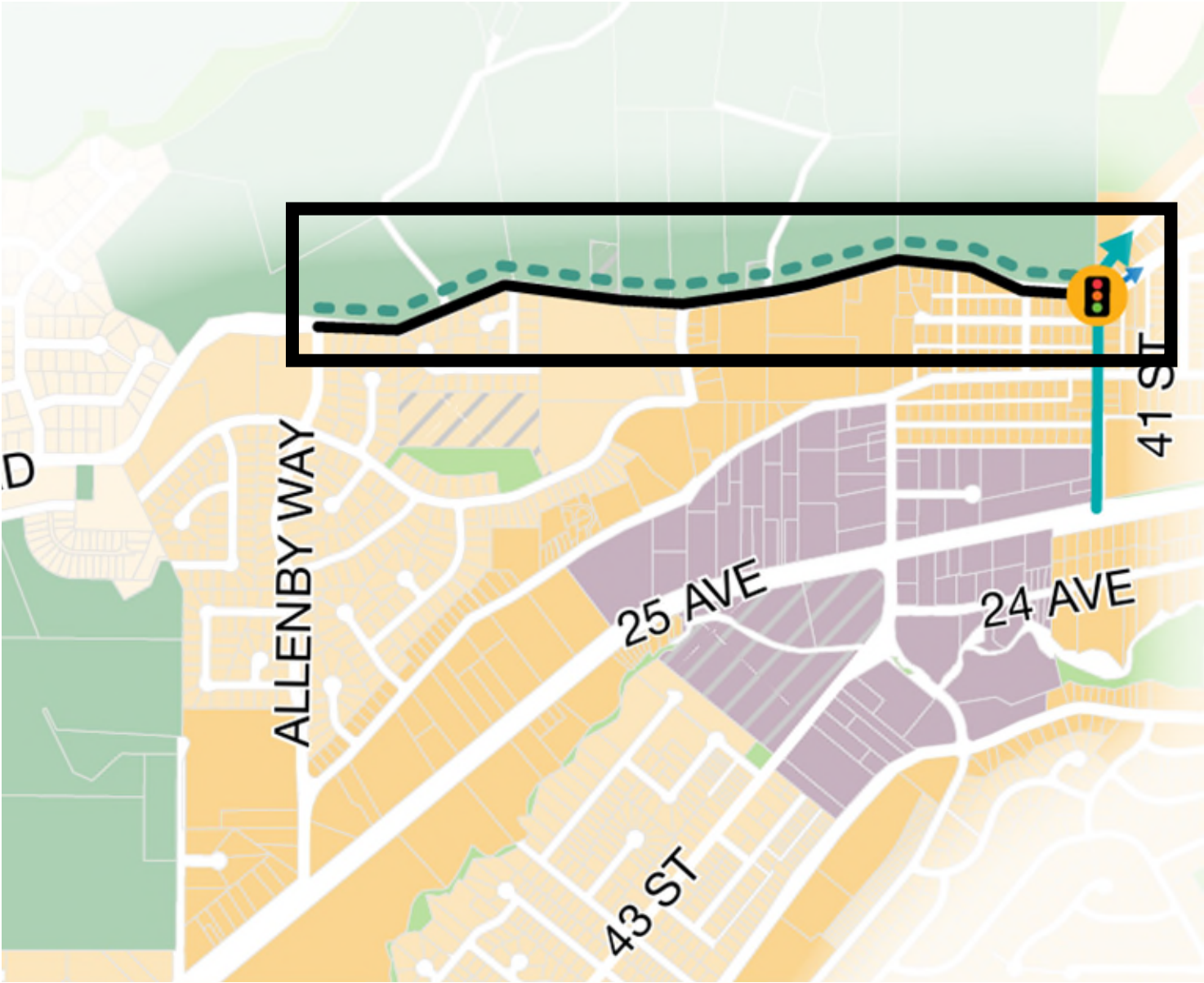
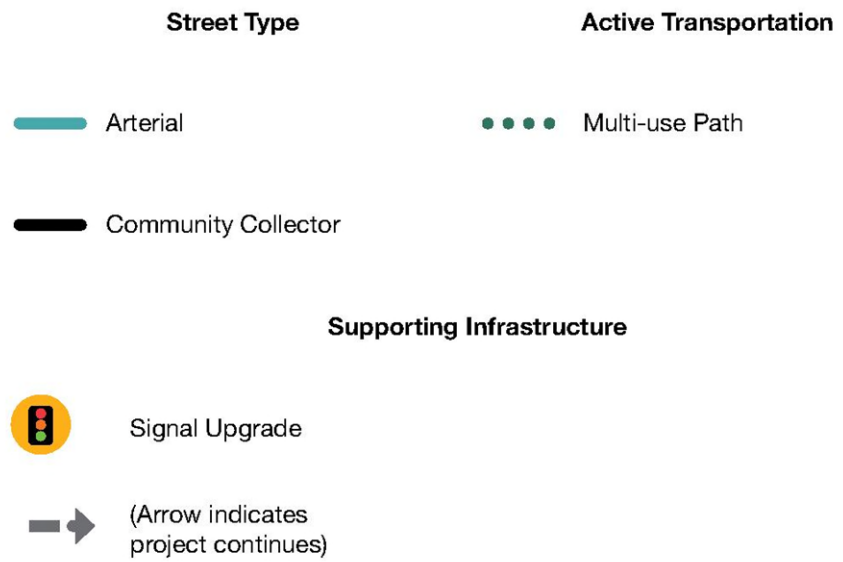
## South Vernon / Landing





# PROPOSED MEDIUM-TERM TRANSPORTATION PROJECTS

South Vernon / Landing





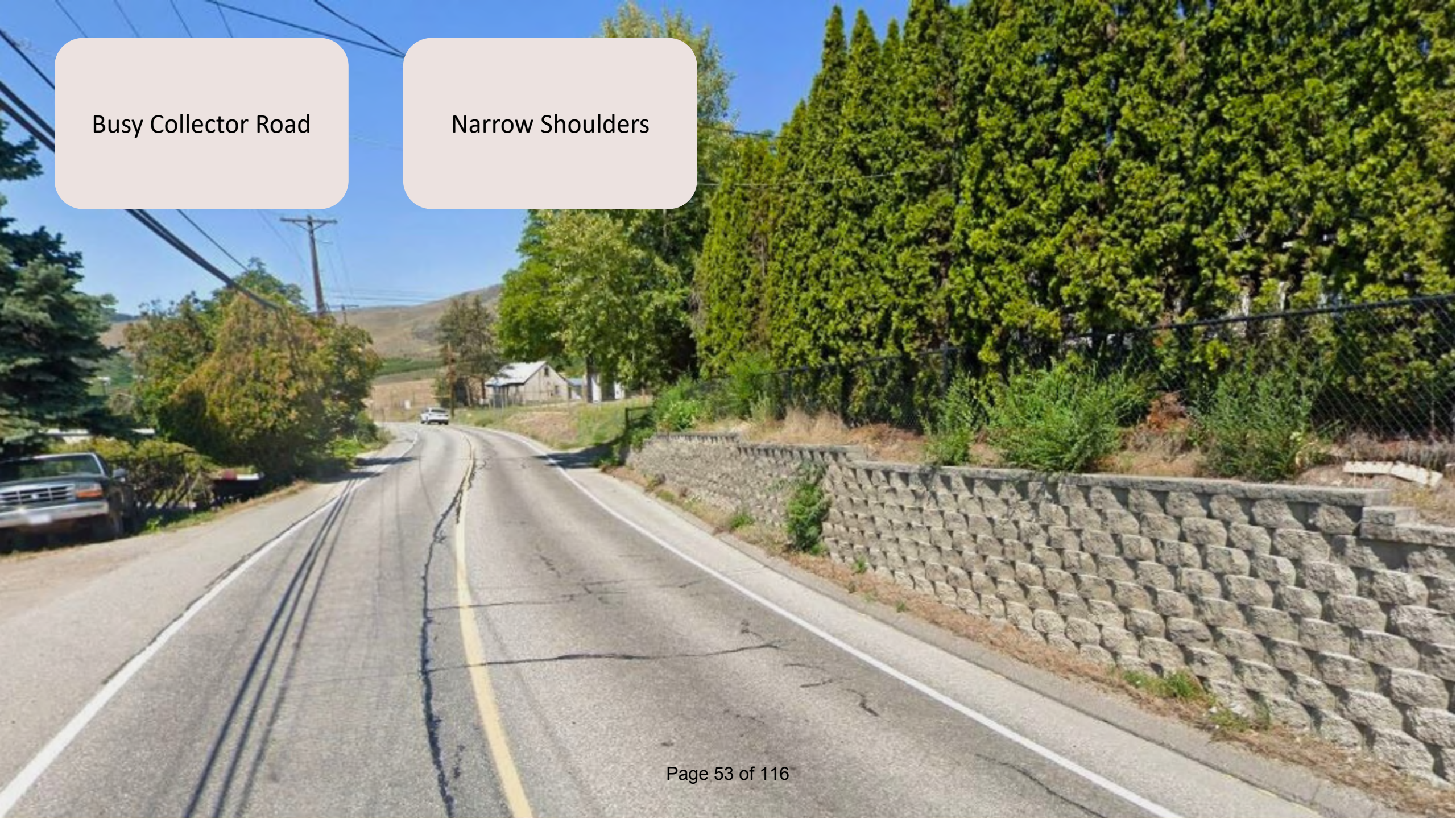
## Busy Collector Road





Busy Collector Road

Narrow Shoulders

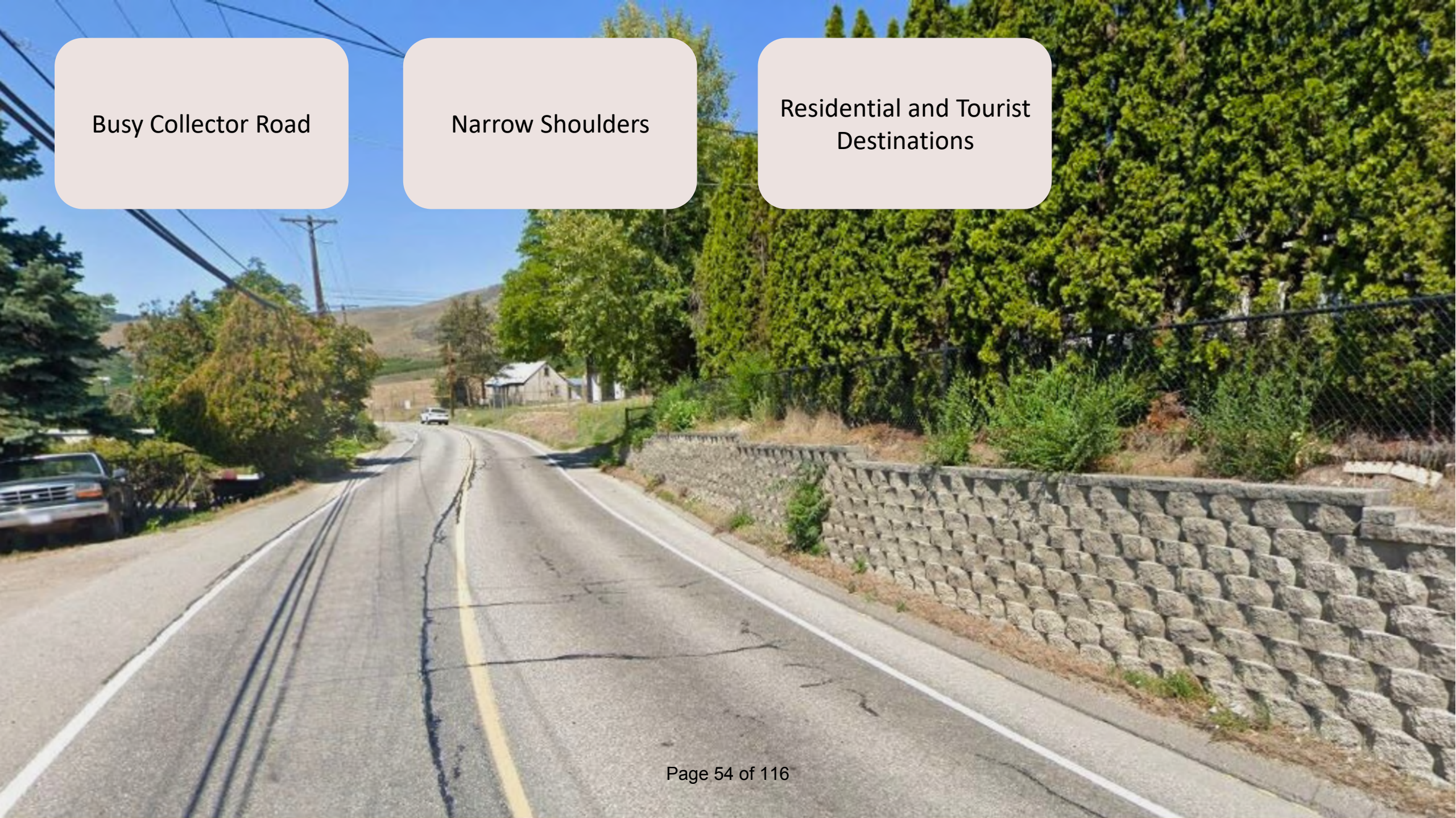




Busy Collector Road

Narrow Shoulders

Residential and Tourist  
Destinations





# **South Vernon & Okanagan Landing Long Term Major Transportation Projects**

# PROPOSED LONG-TERM TRANSPORTATION PROJECTS

South Vernon / Okanagan Landing

Street Type

Community Collector

New Road

Supporting Infrastructure

Corridor Upgrade  
(Noted by colour)

Intersection Upgrade

New Road





Narrow Shoulders

Anticipation that  
Traffic Volume will  
increase if  
development occurs.



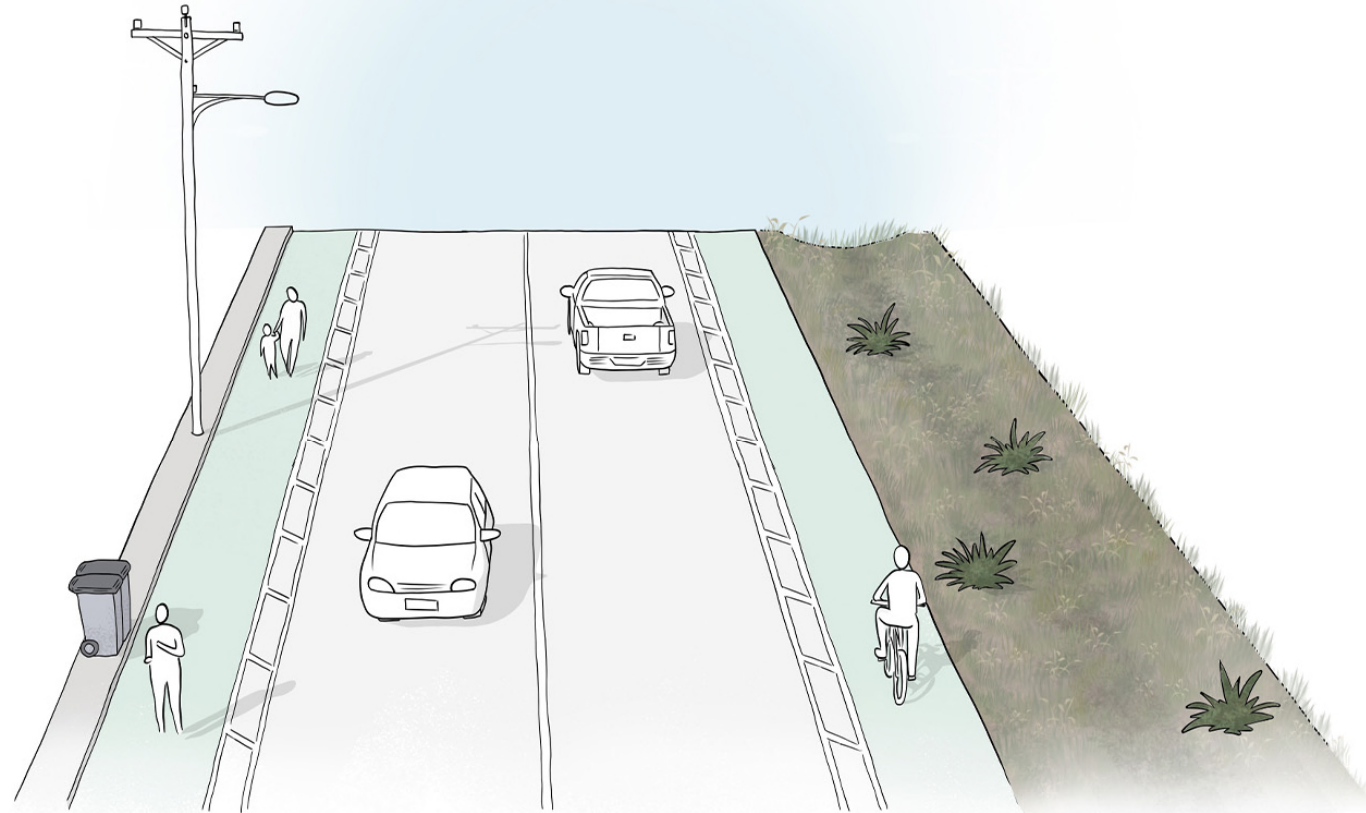


## Narrow Shoulders





Visual only\* The future road cross-section will be determined through a detailed planning and engineering design process.



# PROPOSED LONG-TERM TRANSPORTATION PROJECTS

## South Vernon / Okanagan Landing

**Street Type**

Community Collector

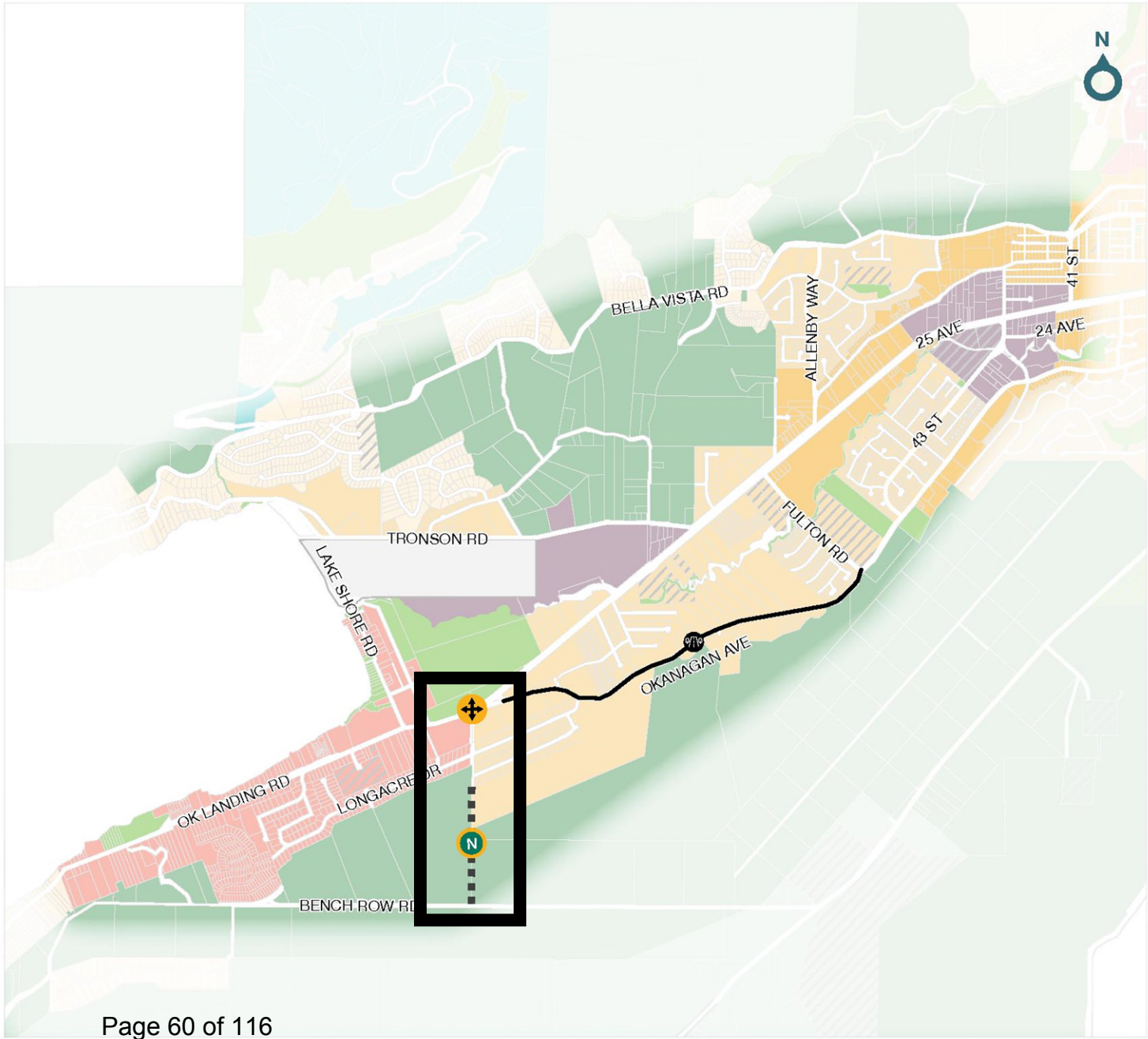
New Road

**Supporting Infrastructure**


Corridor Upgrade  
(Noted by colour)

Intersection Upgrade

New Road





An aerial photograph showing a narrow, winding asphalt road that curves through a lush green valley. To the left of the road is a grassy field with several black cows grazing. A white fence runs along the edge of the field. To the right of the road is a grassy slope with some trees and a wooden fence. In the background, a large body of water (a lake) is visible, with many sailboats docked at a marina. Beyond the lake, there are rolling hills and mountains under a cloudy sky. A small building with a dark roof and a swimming pool is situated near the lake. A yellow diamond-shaped road sign is visible on the right side of the road.

## Narrow Windy Road



An aerial photograph of a residential area on a hillside. A paved road winds through the landscape, which is covered in green grass and trees. Several houses are visible, including a large one with a grey roof and a smaller one with a blue roof. In the background, a large body of water (a lake) is visible, surrounded by more hills and a cloudy sky. Two light pink rounded rectangular boxes are overlaid on the top left of the image, containing the text "Narrow Windy Road" and "Steep Grade".

Narrow Windy Road

Steep Grade




An aerial photograph of a residential area on a hillside. A paved road winds through the landscape, which is covered in green grass and trees. Several houses are visible, including a large one with a grey roof in the foreground. In the background, a large body of water (likely a lake or bay) is visible, along with a marina filled with boats and a distant shoreline with more houses and hills. Three light pink callout boxes with rounded corners are overlaid on the top of the image, each containing text. The first box on the left points to a narrow section of the road. The middle box points to a steep, grassy slope. The third box on the right points to a sharp curve in the road.

Narrow Windy Road

Steep Grade

Blind Corners





Narrow Windy Road

Steep Grade

Blind Corners


Infrastructure is  
inadequate to support  
Future development



# PROPOSED LONG-TERM TRANSPORTATION PROJECTS


## South Vernon / Okanagan Landing


**Street Type**


 Community Collector

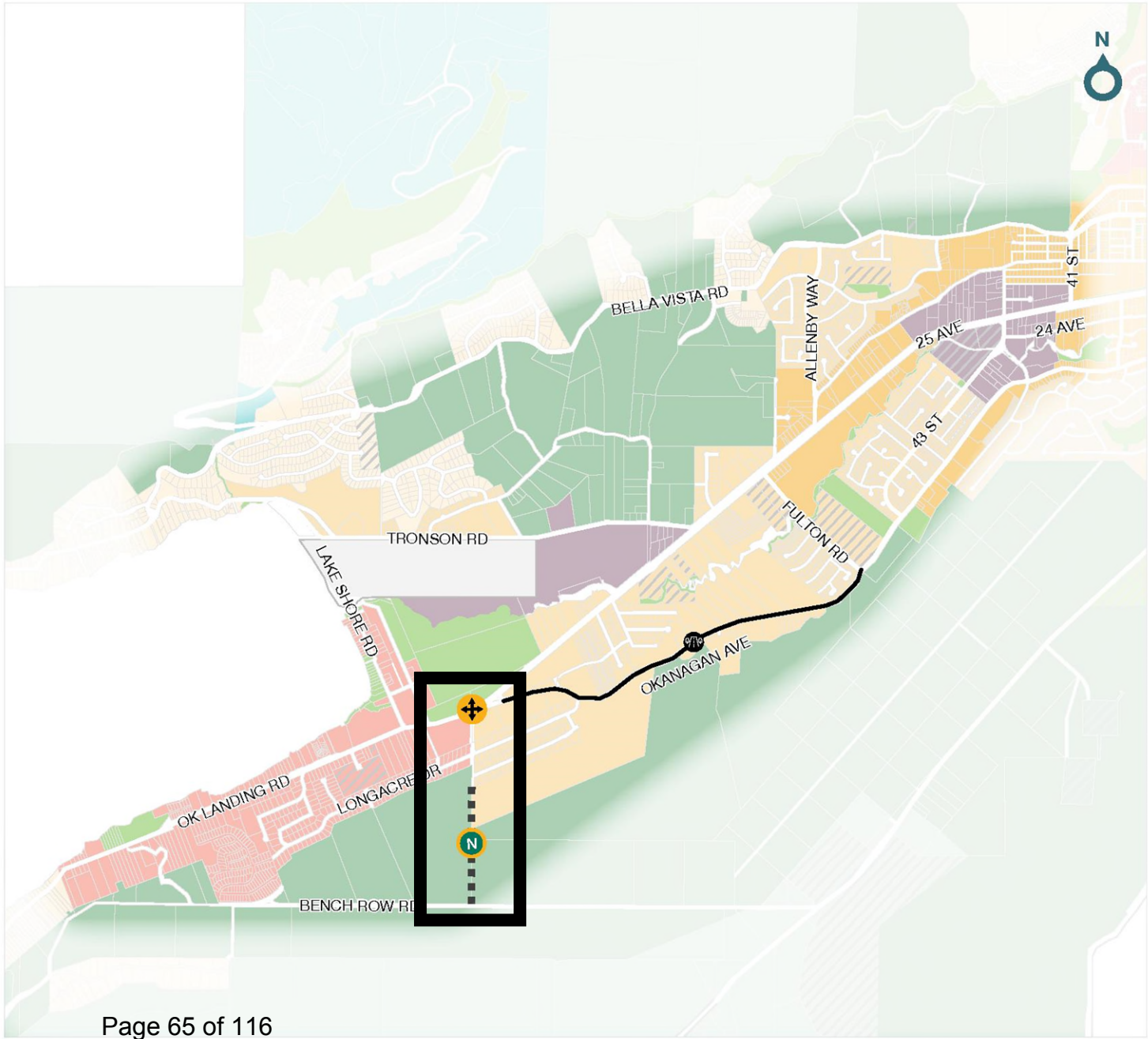
 New Road

**Supporting Infrastructure**

 Corridor Upgrade  
(Noted by colour)

 Intersection Upgrade

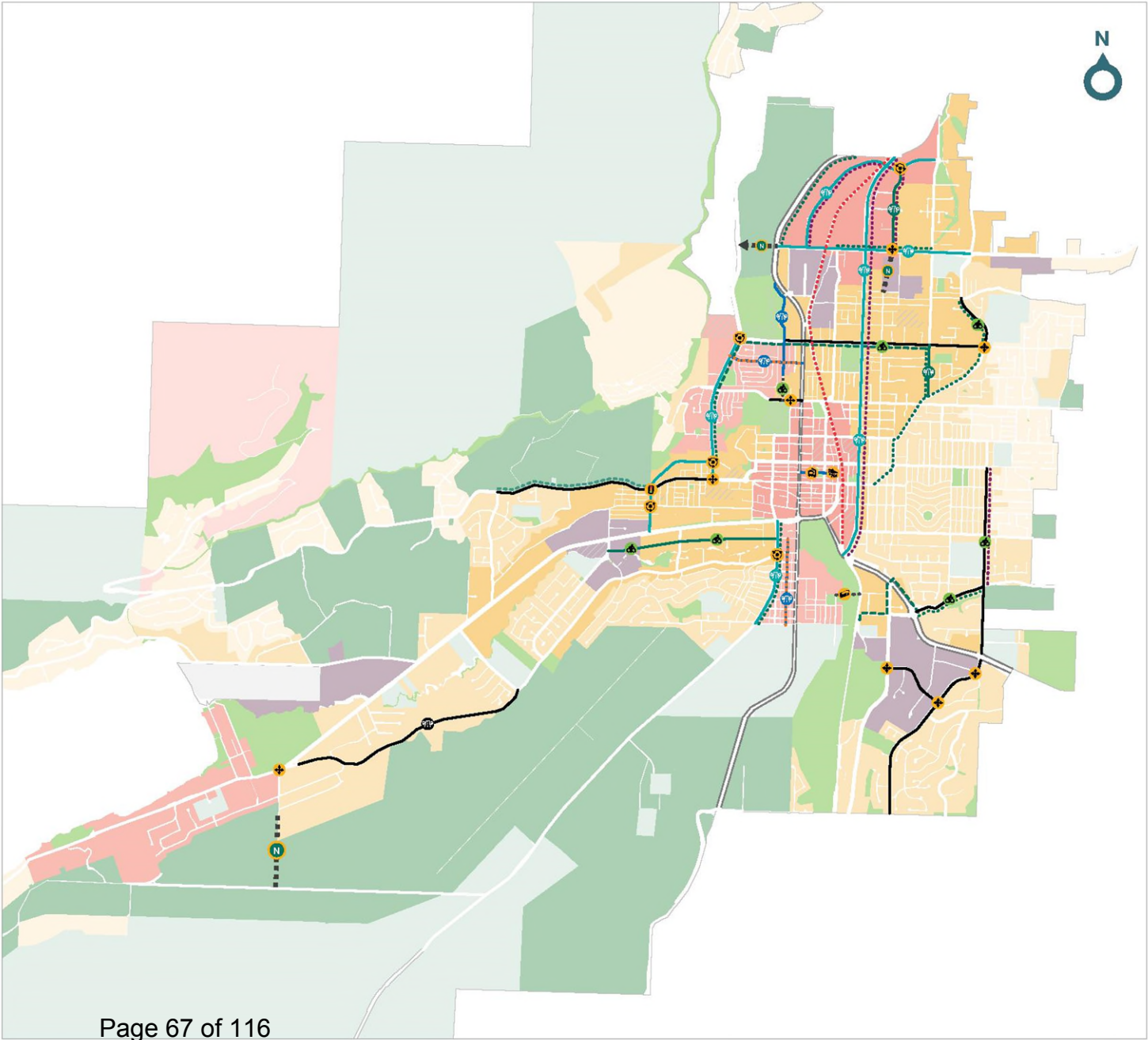
 New Road







# All PROPOSED MAJOR TRANSPORTATION PROJECTS



THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5277

A bylaw to amend the City of Vernon's Plan  
Vernon Bylaw Number 5151

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WHEREAS the Council of The Corporation of the City of Vernon has determined to amend the "Plan Vernon Bylaw Number 5151, 2008";

AND WHEREAS all persons who might be affected by this amending bylaw have, before the passage thereof, been afforded an opportunity to be heard on the matters herein before the said Council, in accordance with the provisions of Section 890 of the *Local Government Act*, and all amendments thereto;

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

1. This bylaw may be cited as "Waterfront Neighbourhood Centre Plan - Plan Vernon Amendment Bylaw Number 5277, 2010".
2. That Schedule "A" of Plan Vernon Bylaw Number 5151 is hereby amended as follows:
  - A. Amending the, Supplementary Plans, Policies and Strategies by **deleting item 6 - "Tourist Commercial Waterfront Neighbourhood Plan"** in its entirety and **replacing with the new item 6 "Waterfront Neighbourhood Centre Plan"**, as shown on Schedule "A" attached hereto and forming part of this bylaw.
  - B. Amending Map 13 by **deleting** reference to the "*Tourist Commercial Waterfront Neighbourhood Plan*", and **replacing** with "*Waterfront Neighbourhood Centre Plan*" as shown on Schedule "B" attached hereto and forming part of this bylaw.

BYLAW NUMBER 5277

3. Plan Vernon Bylaw Number 5151 is hereby ratified and confirmed in every other respect.

READ A FIRST TIME this 12<sup>th</sup> day of October, 2010.

READ A SECOND TIME this 12<sup>th</sup> day of October, 2010.

PUBLIC HEARING held this 8<sup>th</sup> day of November, 2010.

READ A THIRD TIME this 13<sup>th</sup> day of December, 2010.

ADOPTED this 10<sup>th</sup> day of January, 2011.

“W. Lippert”

\_\_\_\_\_  
Mayor

“Patti Bridal”

\_\_\_\_\_  
Corporate Officer





## Neighbourhood Centre Plan

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## 1.0 Plan Overview

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Vernon's Waterfront plays many roles in the community. Historically, it was a centre for the movement of goods and people to and from the Okanagan Valley. It has a role to provide for the environmental health of Okanagan Lake. The area contains several sensitive habitats, wetlands and Vernon Creek, which drain into the lake and impact water quality. It plays a recreational role both for residents and visitors. The Waterfront is an amenity of immeasurable value to Vernon residents and visitors.



There is an interest in the development of a neighbourhood centre along the Waterfront. How this development will take place has been the subject of public debate for many years. There is a clear public interest in securing and maintaining access to Vernon's waterfront, and residents have raised concerns regarding the impact of development on nearby creeks and wetlands. Questions about the character of proposed development have also been raised.

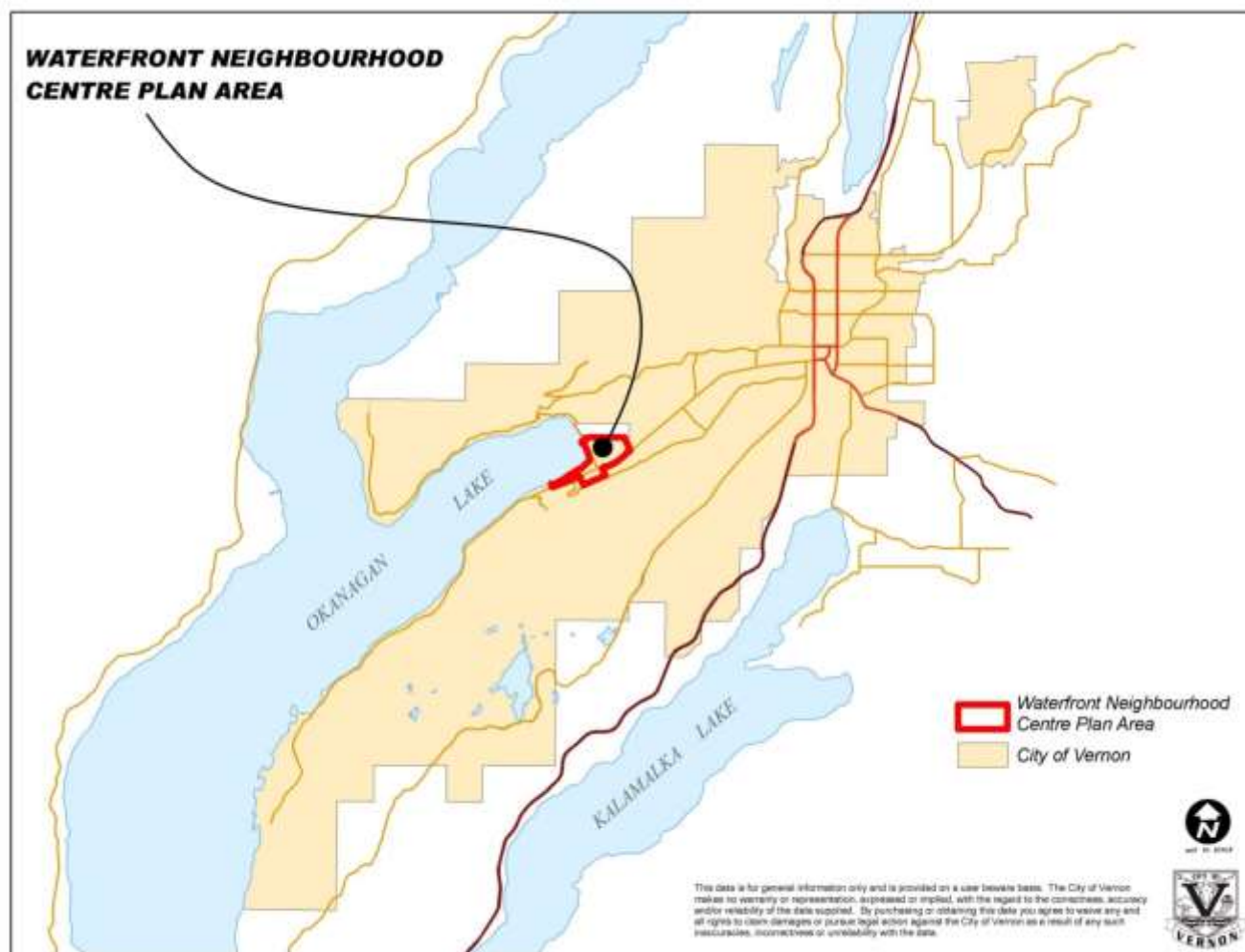
There is an opportunity to plan for the Waterfront in a way that increases public enjoyment of the lake while creating a compact neighbourhood that meets the needs of Vernon residents. This plan envisions that the Waterfront develop as a "neighbourhood centre" as identified in Official Community Plan 2008. According to Section 7.0 of OCP 2008, neighbourhood centres are intended to be medium density, mixed use centres with commercial uses that are suitable to daily or weekly services, and are integrated with residential development. By providing commercial uses closer to more residents, fewer people need to drive to get basic services and can instead walk, cycle or take transit. These neighbourhood centres act as hubs for alternative transportation, and therefore need to be easily accessed by public transit, have a high degree of cycling facilities and be pedestrian-oriented in design. They are intended to be highly integrated with their surrounding communities to promote easy access.

This plan provides a framework for the development of the Waterfront Neighbourhood Centre. The primary features of this plan are:

- The designation of a mixed use core area, with commercial uses generally at street level and residential uses above;
- A street network designed for for the pedestrian first, followed by bicycles, transit and automobiles;
- A mix of housing types, ranging from single detached homes to townhomes and apartment housing;
- The designation of a new lakeshore park;
- A pathway network along the lakeshore and throughout the neighbourhood centre;
- Protection and enhancement of wetlands;



- Identification and protection of sensitive habitats; and
- The designation of a community garden site.



**Map 1**

## **2.0 Neighbourhood Vision and Goals**

---

### **2.1 Neighbourhood Vision**

The vision for the Waterfront Neighbourhood Centre is guided by the community's interest in access to the lake and the creation of a vibrant, year round neighbourhood centre to serve both Vernon residents and visitors. The Waterfront Neighbourhood Centre is intended to be a place which:

- Caters to residents and visitors through a mix of compatible land uses that provide opportunities for living, commerce, community services, recreation and tourism;
- Provides a variety of housing opportunities;
- Is characterized by pedestrian-oriented shopping streets;
- Provides public access to Vernon's lakeshore;
- Provides opportunities for public interaction in a variety of locations, including parks, streets and businesses;
- Enables residents and visitors to walk, bicycle and take transit to their destinations;
- Is a safe place for children to walk or ride bicycles to and from school;
- Maintains the quality of the water in Okanagan Lake by enhancing local wetlands and Vernon Creek;
- Preserves sensitive habitat for threatened species; and
- Is integrated with surrounding neighbourhoods.



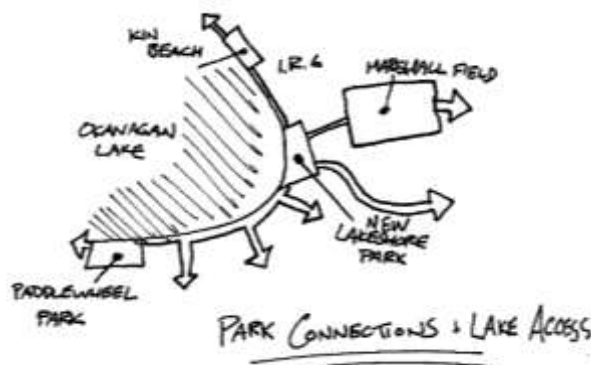
## Waterfront Neighbourhood Centre Plan Plan Vernon Amendment Bylaw Number 5277, 2010

### 2.2 Goals

To achieve this vision, the Waterfront Neighbourhood Centre Plan has the following goals:

#### **Increase Public Access to Okanagan Lake**

The Waterfront Neighbourhood Centre Plan proposes to increase public access and enjoyment of Okanagan Lake. The Plan recommends an increase in access points to a public lakeshore pathway and a new public park on the waterfront.



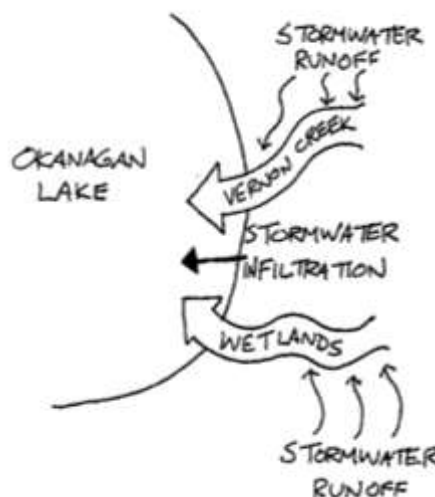
#### **Create Enjoyable Public Spaces**

Development of Vernon's Waterfront represents an opportunity to create more public spaces that are enjoyable for residents and visitors alike. The Waterfront Neighbourhood Centre Plan proposes to create a new park as well as design guidelines for new development and attractive streetscapes to contribute positively to the creation of a place that people enjoy spending time in.



#### **Maintain and Enhance Ecosystem Services**

This plan recognizes the need to maintain ecological processes, protect and enhance sensitive habitat for threatened species and protect the integrity of the Vernon Creek. Existing wetland habitat along Okanagan Landing Road that leads to Okanagan Lake should also be protected and enhanced as development proceeds. These ecosystems also provide residents with the opportunity to learn more about the functions of Vernon's natural ecosystems in a public place.



#### **Create a Complete Year-Round Neighbourhood for Locals and Tourists**

The Waterfront Neighbourhood Centre Plan proposes to create a complete neighbourhood that is active year-round and meets the needs of residents and tourists. To create a complete neighbourhood, a variety of housing is needed to meet the demand for a range of household and family types. Population density resulting from the increased housing options will help to support businesses in the neighbourhood centre year-round.



### 3.0 History

The Waterfront Neighbourhood Centre is located within the Okanagan Landing neighbourhood, which is named for its historic role in passenger and goods transport. Prior to the construction of road networks throughout the Okanagan Valley, the Okanagan Landing was the site from which goods were shipped up and down Okanagan Lake. The Landing was the site for the terminus of a spur line through Vernon that connected to the Canadian Pacific Railway line. This allowed the shipment of goods from the Okanagan Valley to the rest of Canada and the world.



Photo courtesy of the Greater Vernon Museum and Archives.

Passenger service allowed people to travel from Vernon to other locations along Okanagan Lake. This service ended in 1936, with freight service ending in the 1960s. At this time, more residential development was taking place in the Landing and the population grew from 150 in 1947 to approximately 5,000 in 2000.<sup>1</sup> Okanagan Landing was annexed into the City of Vernon in 1993. At the time of annexation, the area had evolved into a residential community, including a local school and volunteer fire department.



Photo courtesy of the Greater Vernon Museum and Archives.

On January 27, 2003, Council adopted the Tourist Commercial Waterfront Plan. This plan proposed a mixed-use neighbourhood that acted primarily as a tourist destination. Subsequently, some tourist commercial development has taken place, but the build-out proposed by this plan has yet to be realized, with most of the properties remaining vacant or waiting for redevelopment.

Since the adoption of the plan in 2003, there have been a number of proposed changes to the plan's policies, including alterations to the proposed road network and amendments to the land use designations. Due to the number of proposed changes, Council authorized staff to undertake a comprehensive plan update in 2006. However, this update was suspended to allow for the adoption of the new Official Community

<sup>1</sup> Historical information on Okanagan Landing courtesy of Ms. M. L. Jayne in a document entitled Okanagan Landing: A Very Brief History. Published by the Okanagan Landing and District Community Association.

Waterfront Neighbourhood Centre Plan Plan Vernon Amendment Bylaw Number 5277, 2010 Plan in 2008 and for the design of the enhancement of the wetlands area, which would play a large role in the development of the updated neighbourhood plan.

On October 14, 2008, Council adopted Vernon's new Official Community Plan (OCP 2008). The OCP designated a network of neighbourhood centres which are envisioned as medium density, mixed use centres that offer commercial services to surrounding residents and act as hubs for public transportation and cycling infrastructure. This new designation required that the Tourist Commercial Waterfront Neighbourhood Plan be revisited to ensure that it is consistent with this neighbourhood centre designation and the Guiding Principles of the OCP 2008.

A detailed design for the enhancement of the wetlands area was completed in 2009. With the completion of this design, work could begin on the update to the Tourist Commercial Waterfront Plan.

## **4.0 Context**

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### **4.1 Physical Context**

The Waterfront Neighbourhood Centre is unique in Vernon's otherwise semi-arid climate, due to the presence of saturated soils, creeks and wetlands. Throughout Vernon's history, the neighbourhood centre lands have provided both agricultural land as well as important habitat for regionally significant species. As Vernon has grown and developed, the saturated soils which separate this area from the rest of the city have gradually been built up, filled in and drained to permit the development of recreation spaces, houses and roads.

This neighbourhood is located on soils with a high water table. The land is at a low elevation, which places the majority of the Waterfront Neighbourhood Centre at or below the high water mark of Okanagan Lake. Stormwater management to maintain the natural drainage pattern while directing water away from new development will need to be addressed to provide aesthetic, functional and easy to maintain solutions that fit the neighbourhood.

Vernon Creek drains into Okanagan Lake through the neighbourhood. Stormwater collected throughout Vernon is drained to the creeks and into the lakeshore.

The remaining wetland ecosystem on the northeast end of the neighbourhood plan area is a uniquely valuable feature. The wetlands have ensured the steady input of clean, clear water to Okanagan Lake, attracted recreational and agricultural activity, provided habitat for kokanee, painted turtles, spadefoot toads, migratory and water birds, and will continue to provide this function as Vernon grows if urban development in the area is carefully managed. The wetland will only continue to increase the value and significance of these contributions as the neighbourhood develops.



### **4.2 Community Context**

Okanagan Lake provides numerous recreational opportunities which not only serve Vernon residents, but also contribute to the city's tourism industry. The creeks and wetlands that flow into the lake capture most of the stormwater from the city, filtering it before it empties into the lake. Views of the lake contribute to Vernon's identity and the community's sense of place in the Okanagan Valley. Residents feel very strongly that development along the Waterfront should not compromise the role that it plays in the community.



As it develops, the Waterfront Neighbourhood Centre is intended to provide amenities and services to a number of growing neighbourhoods in the City of Vernon. It is within one kilometre of many proposed and approved residential developments including the Villages at Okanagan Landing (Hesperia Lands), Okanagan Crossing, the Oaks and a number of multi-family developments further west along Okanagan Landing Road. The Waterfront Neighbourhood Centre is also the closest Neighbourhood Centre to communities in the Bella Vista West Neighbourhood Plan Area, and for residents along Eastside Road. The Waterfront Neighbourhood Centre is well-positioned to act as the commercial, social and recreational centre for these neighbourhoods.





## Map 2



## 5.0 Land Use Concept

The Waterfront Neighbourhood Centre is envisioned to be a mixed-use neighbourhood that provides residents and visitors with opportunities to enjoy Vernon's waterfront. This neighbourhood centre would offer a range of shops, restaurants and services adjacent to a new park along the lakeshore. A variety of single family, townhouse and apartment developments are proposed, which would allow more residents to live close to these amenities, providing the opportunity for more of them to walk to and from their destinations. Much of this housing would be accommodated above the commercial uses, though ground-oriented options are also provided. Hotel accommodation in the neighbourhood would promote tourism in Vernon by allowing visitors to enjoy the amenities the Waterfront offers.

Opportunities for community interaction are to be provided through the inclusion of a new lakeshore park, a trail network and a community garden within the neighbourhood centre boundaries. The natural water features of the neighbourhood, Okanagan Lake, Vernon Creek and the wetlands would be conserved and retained as well as sensitive habitat for threatened species. Trails, interpretative opportunities and natural recreation areas will be developed in conjunction with the improvement and enhancement of these areas.

The policies proposed for land use in this plan are designed to create pleasant streetscapes along Okanagan Landing Road, Lakeshore Road and Cummins Road. By requiring development to be oriented to the street, the Waterfront Neighbourhood Centre Plan can encourage the development of a neighbourhood that is enjoyable to explore on foot, visit year-round and is appealing to both residents and visitors. An example of such a streetscape is illustrated in Figure 1.

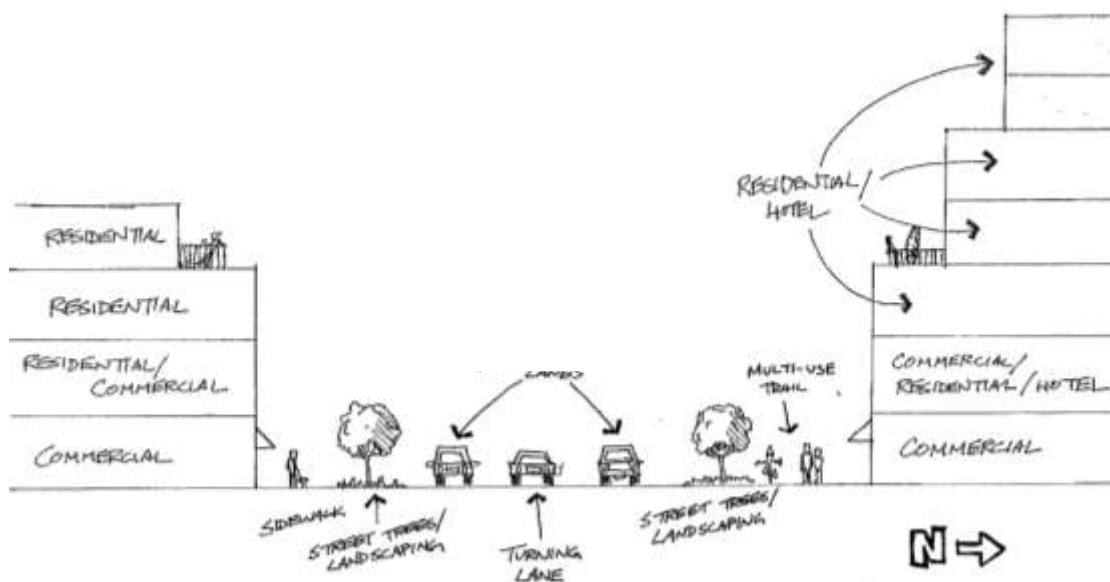
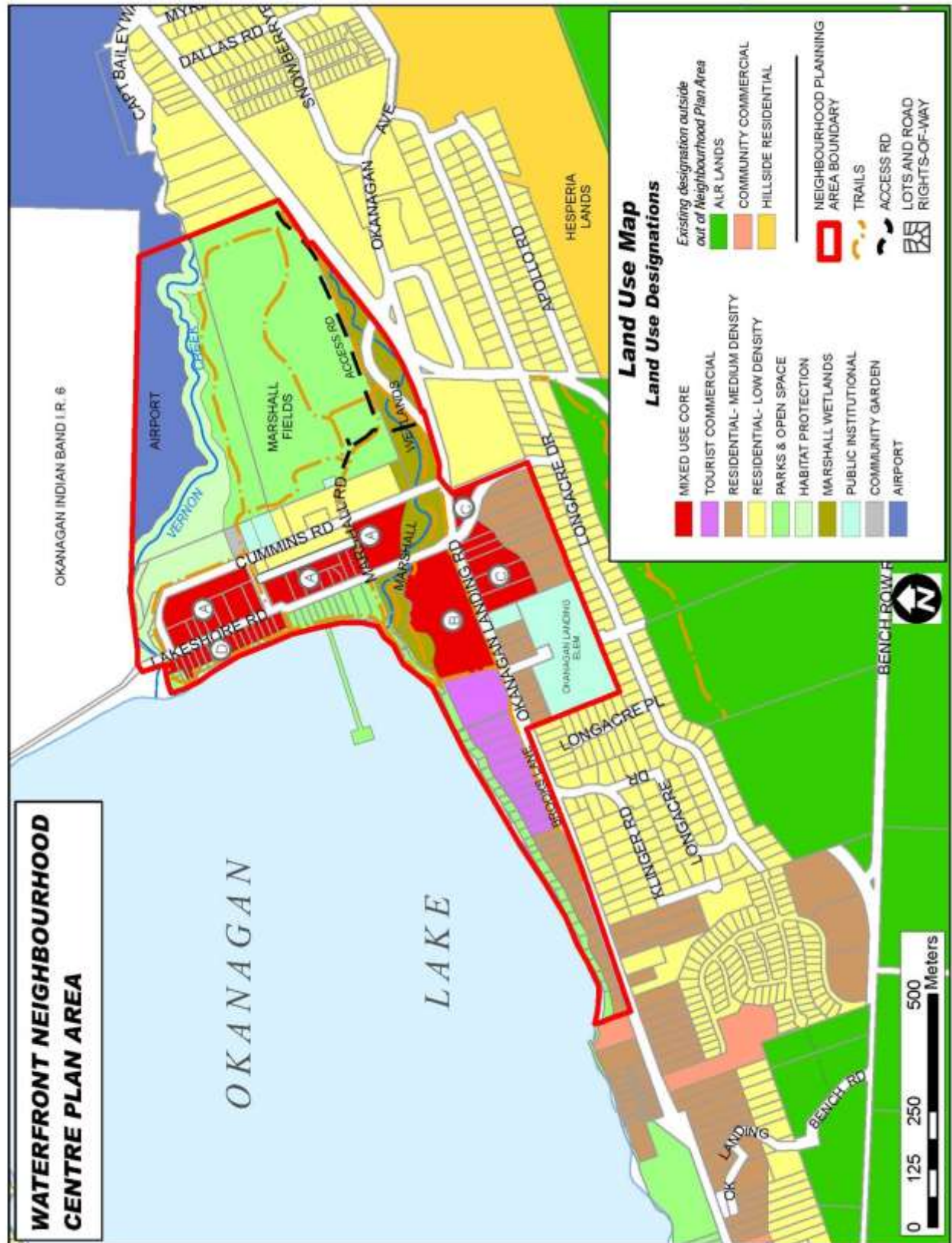


Figure 1: Streetscape Concept





Map 3

## 5.1 Mixed Use Core

The Mixed Use Core would provide residents and visitors with a neighbourhood centre that offers a variety of shops, restaurants, services, housing, employment and accommodation opportunities. This core area of the neighbourhood centre would provide for all of these uses in a mixed, compact, walkable format, with commercial uses primarily at street level and residential uses above. See Figure 2.

The Mixed Use Core would provide a resident population to support local business and increase the viability of existing services in the area like public transit. Mixing residential uses with commercial services allows residents to walk or bicycle for their day-to-day needs. Cycling and recreational trails are in close proximity and would be within easy walking distance of commercial services. This designation also provides these properties with an opportunity to develop a large supply of the residential opportunities in the Waterfront.

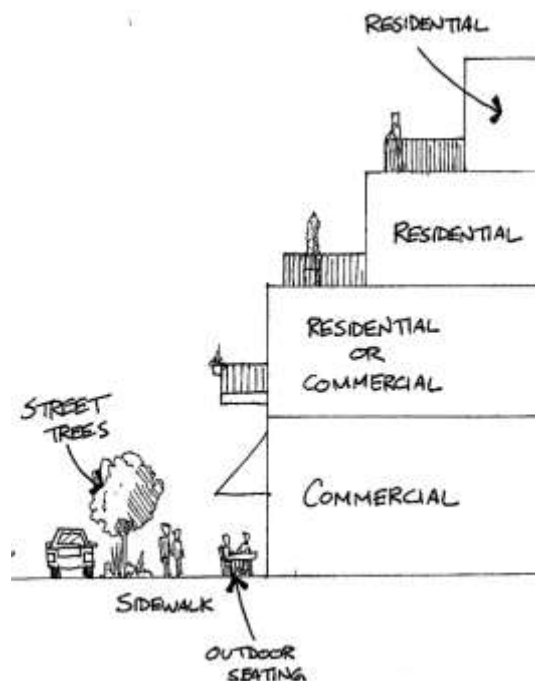


Figure 2: Mixed Use Building Diagram.

The Mixed Use Core is divided into four areas that would each have their own distinct character and policies.

### Area A

Area A is intended to have a pedestrian-oriented commercial street that offers shops, restaurants, cafes at street level, commercial or residential uses on the second floor and residential units above. Lakeshore Road would redevelop into a commercial street, providing residents and visitors with a pleasant walking experience. Some hotel use is also permitted. See Figures 3 and 4.

The uses supported at street level in this designation are small scale commercial uses intended to maximize the number of different business along the street, creating a more interesting walkable urban area. Office uses on the second floor would provide opportunities for local services at the neighbourhood level.



**Schedule 'A'**

Attached to and forming part of Bylaw #5277

Waterfront Neighbourhood Centre Plan Plan Vernon Amendment Bylaw Number 5277, 2010  
Maximum building heights are restricted to between two to ten storeys due to airport runway safety requirements. These restrictions ease towards the south end of Lakeshore Drive, where higher buildings would be permitted.



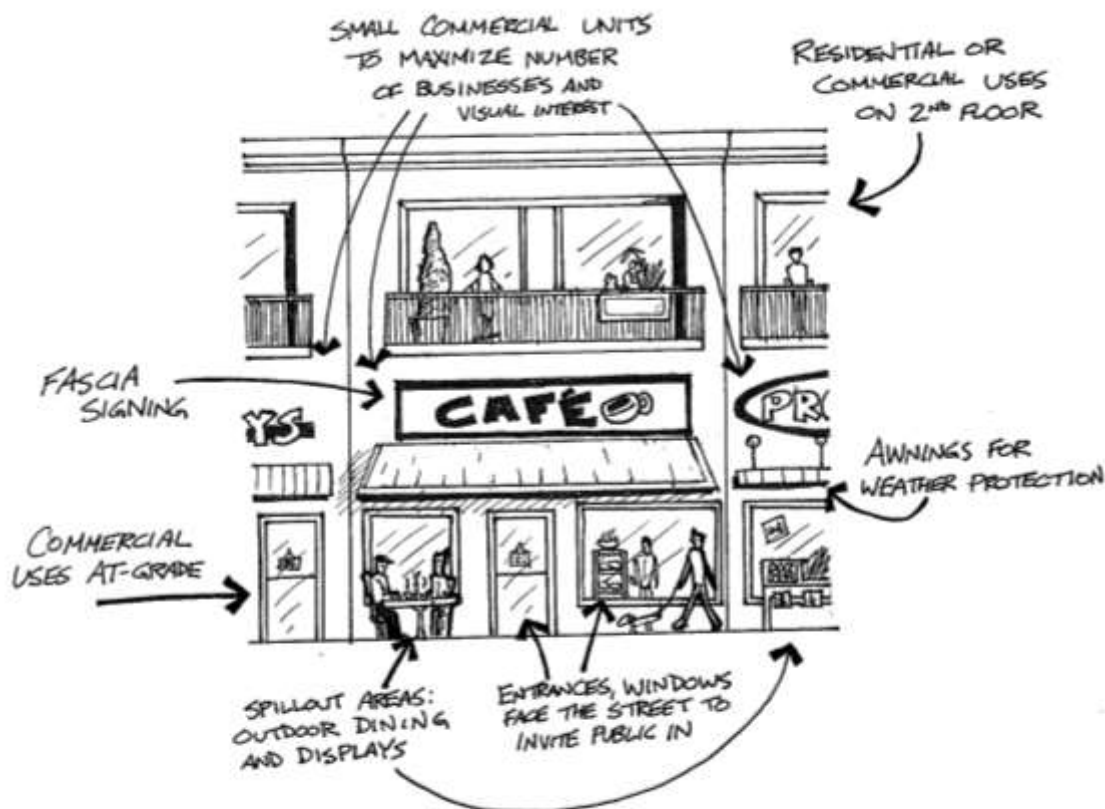


Figure 3: Building Façade Example.

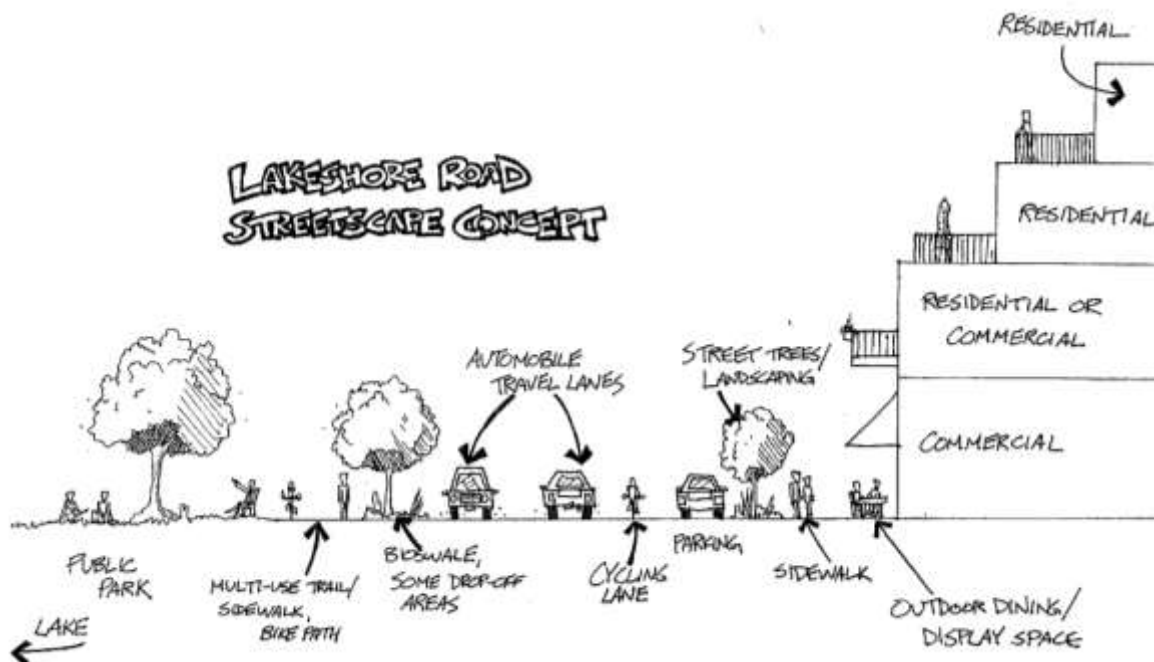


Figure 4: Conceptual Drawing of Lakeshore Road

**Area B**

Area B would develop as a mix of commercial, residential, hotel and convention uses that is oriented to Okanagan Landing and Lakeshore. Commercial uses will front the streets, transitioning to residential or hotel uses on higher floors. While hotel and convention uses are permitted, full-time residential units are still included in this designation.



Due to the allowable heights permitted and the size of the properties, design guidelines will reduce the shadowing impact of development on neighbouring properties and on the wetland area.

**Area C**

Area C is intended to accommodate a variety of commercial uses that may not be well-suited in the small-scale commercial format offered along Lakeshore Road. Larger format commercial uses, such as a supermarket or a small shopping centre, for example, would be appropriate on this site. Such uses play an important role in the establishment of neighbourhood centres by providing commercial anchors that draw customers that may frequent other businesses in the area. As in Areas A and B, Area C allows for residential development above the ground floor.

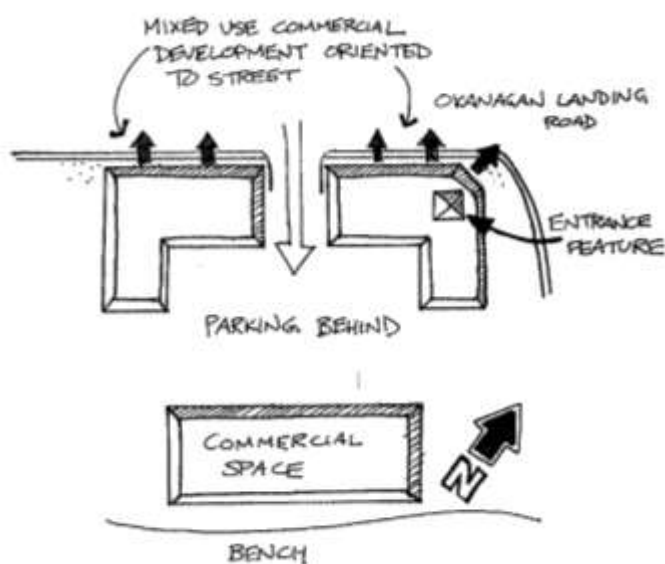


Figure 5: Area C Conceptual Layout.

**Area D**

Waterfront Neighbourhood Centre Plan Plan Vernon Amendment Bylaw Number 5277, 2010  
Area D is intended to develop into a mix of residential and commercial uses. Commercial services will be provided at street level, with office and residential uses on the second story, and residential uses above.

Design guidelines for Area D will encourage the preservation of views of Okanagan Lake by gradually decreasing the size of higher storeys. See Figure 6.

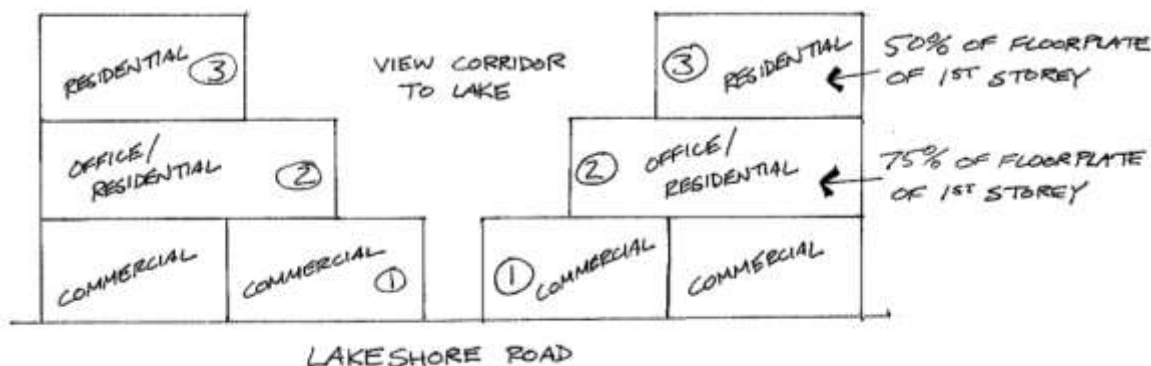


Figure 6: Area D Elevation Example.

## Policies: All Mixed Use Core Areas

1. The following uses are permitted in all areas of the Mixed Use Core:

- Amusement arcades, minor
- Artist studios
- Cultural exhibits, private
- Food primary establishment
- Financial services
- Health services
- Liquor primary establishment, minor
- Personal services
- Retail stores, convenience/general/licensee
- Retail street services

Permitted uses, at grade or second floor

- Food primary establishment
- Health services
- Liquor primary establishment, minor
- Offices

Permitted uses, second floor or higher

- Apartment housing
- Special needs housing



2. All development will be required to obtain a Development Permit as outlined in Section 8.
3. On site-parking will be provided at the rear of properties or underground. This parking shall not front Okanagan Lake.
4. 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.
5. Opportunities for a cash-in-lieu program for commercial off-site parking areas will be explored on a site-by-site basis.
6. Streetscape amenities are to be provided which include, but are not limited to, street trees and street lighting along Lakeshore Road, Okanagan Landing Road and connecting side streets.
7. Building façades must incorporate surface depth and relief in the design to create a visually interesting structure.
8. All development must be oriented to Lakeshore Road, including corner lots.
9. 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.
10. 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. See Figure 7.
11. 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.

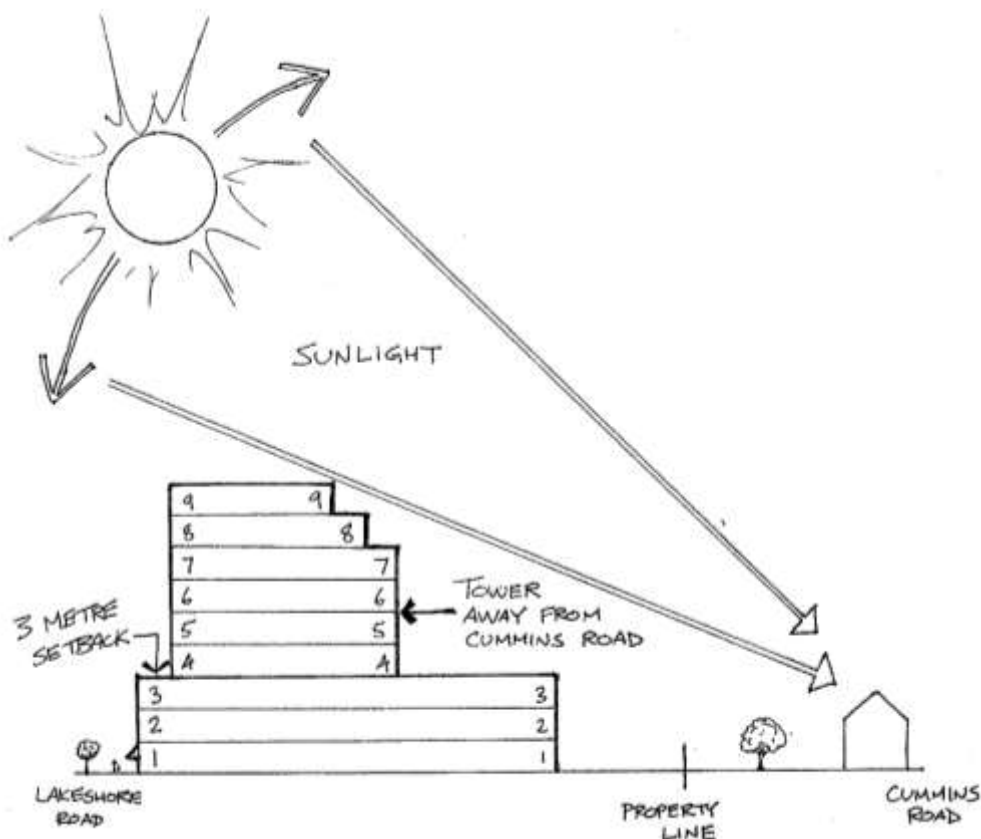


Figure 7: Tower Setbacks and

12. All rooftops, including podium and tower tops, are encouraged to incorporate landscape amenities or green roofs in order to achieve aesthetic and environmental benefits.
13. 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.

### 5.1.1 Area A: Additional Policies

1. In addition to the uses in the Mixed-Use Core, the following uses are permitted in this Area:
  - Hotel
2. All development is to be oriented towards Lakeshore Road.
3. Entrances to commercial uses at-grade must be from Lakeshore Road.
4. Development will be subject to a build-to line from Lakeshore Road to contribute to consistency along the street.
5. All development is to provide a variation in the building façade and windows that front Lakeshore Road.

6. Maximum heights for buildings shall be in conformance with the Vernon Regional Airport Bylaw.
7. Commercial units shall generally be no wider than 10 metres to maximize the number of businesses along Lakeshore Road.
8. 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.

### **5.1.2 Area B: Additional Policies**

1. In addition to the uses in the Mixed-Use Core, the following uses are permitted in this Area:
  - Apartment housing, tourist
  - Exhibition and convention facilities
  - Hotel
2. Public waterfront access comprised of a 15m wide corridor from the natural boundary of the lake will be provided at the time of rezoning or subdivision. The purpose of this corridor is to allow for a public pathway along the lakeshore.
3. A 4.0 metre corridor will be dedicated for pathway access between Okanagan Landing Road and the lakeshore pathway along the western boundary of the property to allow for direct access to Okanagan Landing Elementary School. See Map 3.
4. 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.
5. Construction of docks is subject to the requirements of the Private Moorage Policy as adopted by the Ministry of Agriculture and Lands.
6. All properties in this designation are subject to a Riparian Areas Regulation (RAR) assessment to determine the Streamland Protection and Enhancement Act (SPEA) setback from Okanagan Lake and other bodies of water.
7. Development shall be designed to maximize the amount of sunlight the Marshall Wetlands receives. See Figure 8.



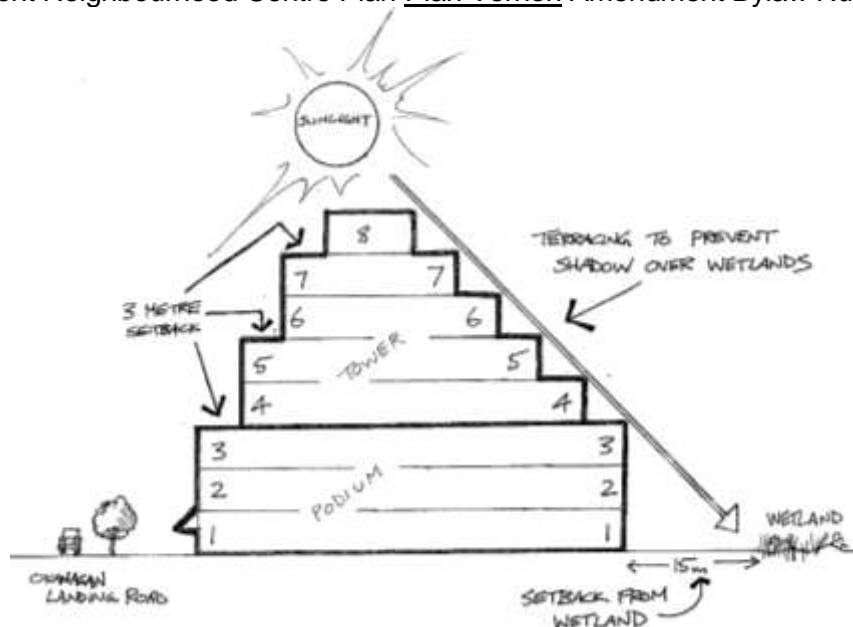


Figure 8: Shadow Impacts on Neighbouring

### 5.1.3 Area C: Additional Policies

1. In addition to the uses in the Mixed-Use Core, the following uses are permitted in this Area:
  - Shopping centre
2. 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.
3. These properties are subject to the Hillside Development Guidelines.

### 5.1.4 Area D: Additional Policies

1. Public waterfront access comprised of a 15m wide corridor from the natural boundary of the lake will be provided at the time of rezoning or subdivision. The purpose of this corridor is to allow for a public pathway along the lakeshore.
2. Construction of docks is subject to the requirements of the Private Moorage Policy as adopted by the Ministry of Agriculture and Lands.
3. All properties in this designation are subject to a Riparian Areas Regulation (RAR) assessment to determine the Streamland Protection and Enhancement Act (SPEA) setback from Okanagan Lake and other bodies of water.

## 5.2 Tourist Commercial

Many of these properties are zoned as tourist commercial or are currently in the rezoning and/or development permit process. Some have seen recent development completed with tourist apartment housing. The remainder of these properties are anticipated to develop in a similar fashion.

Allowing for some tourist commercial uses in this part of the Neighbourhood Centre would provide a transition from the commercial uses in the Mixed Use Core to the residential uses to the west. The commercial uses permitted in this designation have been reduced to focus commercial opportunities in the Mixed Use Core.



## Policies

1. The following uses are permitted in this designation
  - Apartment housing
  - Apartment housing, tourist
  - Artist studio
  - Cultural exhibits, private
  - Personal services
  - Retail stores, convenience
  - Row housing
  - Stacked row housing
2. Require all development on land in this designation to obtain a Development Permit as outlined in Section 8.
3. Public waterfront access through a 6m wide corridor from the natural boundary of the lake will be provided at the time of rezoning or subdivision. The purpose of this corridor is to allow for a public pathway along the lakeshore.
4. 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.
5. Should the subject property fall within the "Lakeshore Access Area" indicated in Map 4, a 4.0 metre wide corridor from Okanagan Landing Road to Okanagan Lake may be required at rezoning. The purpose of this corridor is to allow for public pedestrian and cycling access from Brooks Lane to the lakeshore public pathway.
6. 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.
7. 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.
8. 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.

9. 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.
10. Streetscape amenities are to be provided which include, but are not limited to, a 4.0 metre multi-use trail, street trees and street lighting along Brooks Lane and Okanagan Landing Road.
11. Construction of docks is subject to the requirements of the Private Moorage Policy as adopted by the Ministry of Agriculture and Lands.
12. All properties in this designation are subject to a Riparian Areas Regulation (RAR) assessment to determine the Streamside Protection and Enhancement Act (SPEA) setback from the Okanagan Lakeshore.

### **5.3 Medium Density Residential**

The Medium Density Residential designation is intended to create a mix of row housing, stacked row housing and small apartment buildings in close proximity to the Mixed Use Core. Where fronting a street, these residential structures are to be oriented towards that street, providing a community friendly feel while keeping eyes on the street for neighbourhood safety.

This form of residential development would provide a transition between the Neighbourhood Plan area and the surrounding low density residential neighbourhoods, while contributing to the need for greater housing variety in Waterfront Neighbourhood Centre.

#### **Policies**

1. Require all development on land in this designation to obtain a Development Permit as outlined in Section 8.
  2. Where a property fronts Okanagan Lake, public waterfront access comprised of a 6m wide corridor from the natural boundary of the lake will be providing at the time of rezoning or subdivision. The purpose of this corridor is to allow for a public pathway along the lakeshore.
  3. Should the subject property fall within the "Lakeshore Access Area" indicated in Map 4, a 4m wide corridor from Okanagan Landing Road to Okanagan Lake may be required at rezoning. The purpose of this corridor is to allow for public access from Brooks Lane to the lakeshore public pathway.
  4. 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.
  5. On-site parking for lands in this designation will be provided away from the street and Okanagan Lake.
-



Waterfront Neighbourhood Centre Plan Plan Vernon Amendment Bylaw Number 5277, 2010

6. 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.
7. 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.
8. 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.
9. 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.
10. Where a property fronts Okanagan Landing Road, the maximum height shall be the lesser of 2.5 storeys or 10 metres.
11. Streetscape amenities are to be provided which include, but are not limited to, street trees and street lighting along Lakeshore Road, Okanagan Landing Road and connecting side streets. Where a property fronts Okanagan Landing Road, the provision of a 4 metre multi-use trail will be required.
12. Construction of docks is subject to the requirements of the Private Moorage Policy as adopted by the Ministry of Agriculture and Lands.
13. Properties along Okanagan Landing Road are subject to a Riparian Areas Regulation (RAR) assessment to determine the Streamside Protection and Enhancement Act (SPEA) setback from the Okanagan Lakeshore.

## 5.4 Low Density Residential

Providing a mix of housing in this neighbourhood is intended to meet the needs of more residents. While the plan area is in close proximity to a large supply of single family homes, providing this type of housing within the plan area ensures that there is more variety in housing choice in close proximity to the services that the Waterfront Neighbourhood Centre will offer. This designation maintains the low density residential designation that currently exists on these properties.

### Policies

1. All development that is adjacent to Cummins Road shall be street-oriented, with front doors and windows facing the street.



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2. Streetscape amenities are to be provided which include, but are not limited to, street trees and street lighting along Cummins Road and connecting side streets.
3. Maximum heights for buildings shall be in conformance with the Vernon Regional Airport Bylaw.

## 5.5 Parks and Open Space

Two distinct parks spaces are intended to characterize the Waterfront Neighbourhood Centre: Marshall Field and a new park, tentatively referred to as the Lakeshore Neighbourhood Park. Both of these parks would be supplemented by a network of pathways and trails, including those that follow the lakeshore and wetland areas. Marshall Field would continue to provide facilities for organized sports and for large sporting events.

The Lakeshore Neighbourhood Park is envisioned as a centre for community interaction in the Waterfront Neighbourhood Centre. It would provide a large central area for residents to meet and socialize, hold special events or simply enjoy the views of the lake. The uses within the park would be designed to maximize the amount of activity that takes place in the park at different times of the day and throughout the year. These year-round uses aim to keep residents and tourists alike coming to the Waterfront Neighbourhood Centre, making businesses more viable and the park itself a safer, more vibrant place to be. The Lakeshore Neighbourhood Park is also intended to act as a hub for the network of trails going to and from the Waterfront Neighbourhood Centre. The Greater Vernon Parks and Recreation Master Plan identifies the subject properties as valuable for waterfront park use and some of these properties are in Regional District ownership.

One of the goals of the Waterfront Neighbourhood Centre Plan is to increase access to Okanagan Lake and to connect parks both within the plan area and in the City. Policies in the Land Use Designation and Transportation Demand Management sections of this Plan speak to the creation of a public pathway along the lakeshore. The Marshall Wetlands would include a pathway from Okanagan Landing Road to the lake. Marshall Field provides a network of pathways, and Okanagan Landing Road will have a multi-use trail that connects the Waterfront Neighbourhood Centre to Paddlewheel Park in the west and the City Centre in the east. See Map 4.

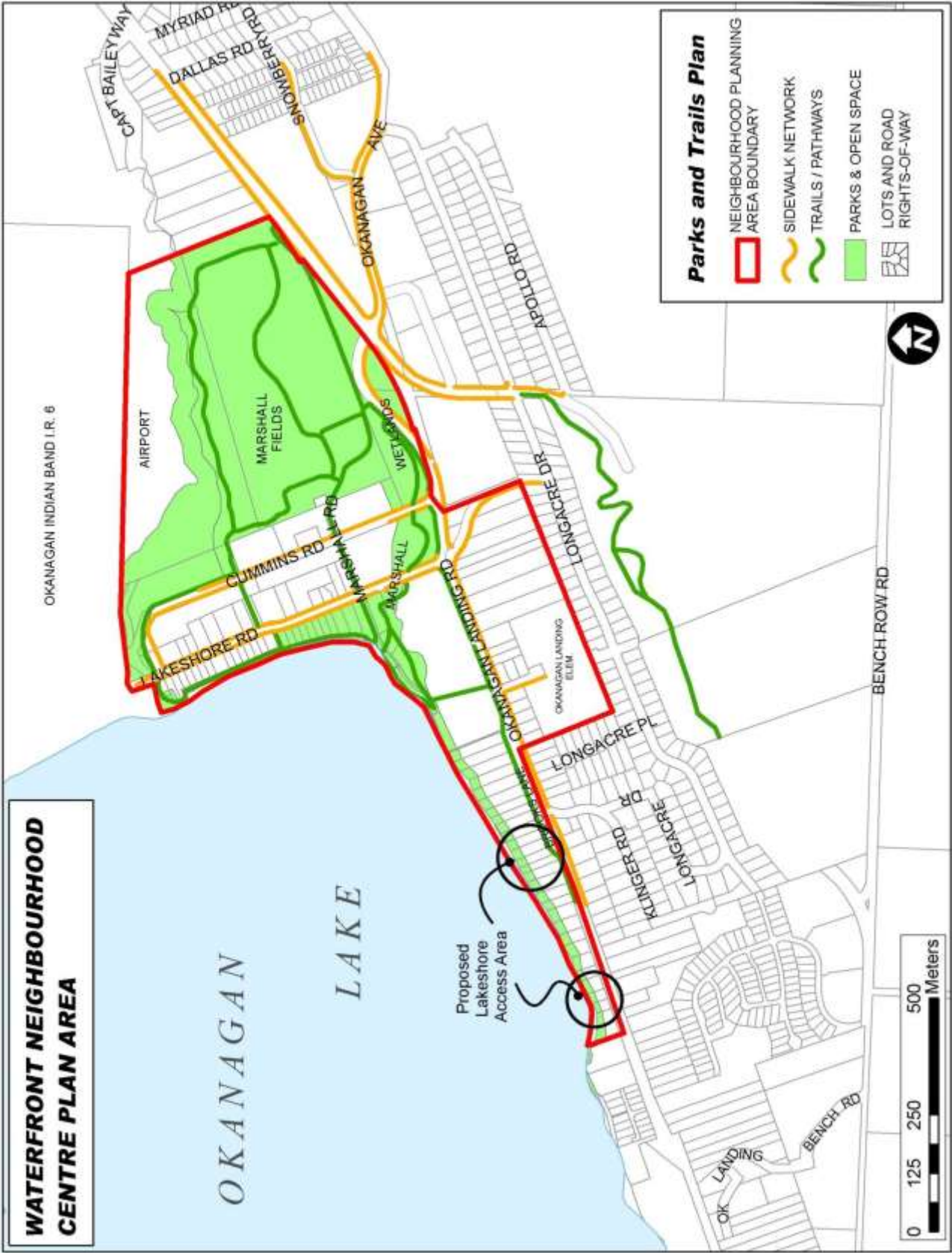
Increased access to the lake for non-motorized watercraft, such as canoes or kayaks, has also been identified as a desirable park amenity for Okanagan Lake. Access to Okanagan Lake for such a use can be accommodated within the Neighbourhood Centre.

A public pier or wharf would be a valuable amenity and should be explored.

**Policies**

1. All properties in this designation are subject to a Riparian Areas Regulation (RAR) assessment to determine the Streamside Protection and Enhancement Act (SPEA) setback from the Okanagan Lakeshore and Marshall Wetland.
2. In partnership with the Regional District of North Okanagan, property owners and the Ribbons of Green Trails Society, complete the trail and pathway network as indicated in Map 4.
3. In partnership with the Regional District of North Okanagan, design and build a new lakeshore park that is designed to accommodate a variety of uses, with a focus on passive recreation.
4. In partnership with the Regional District of North Okanagan, explore the feasibility and develop a design for a public pier and wharf in the new lakeshore park.
5. Provide launch space for non-motorized watercraft.





Map 4

## **5.6 Habitat Protection**

The Waterfront Neighbourhood Centre is bounded on three sides by significant ecosystem features, Vernon Creek, Okanagan Lake and the wetland.

Each of these ecosystem features provide opportunities to conserve the existing health of the north end of the lake and to use the ecosystem services they provide to ensure ongoing lake health, water quality for recreation and habitat for the rare and protected species.

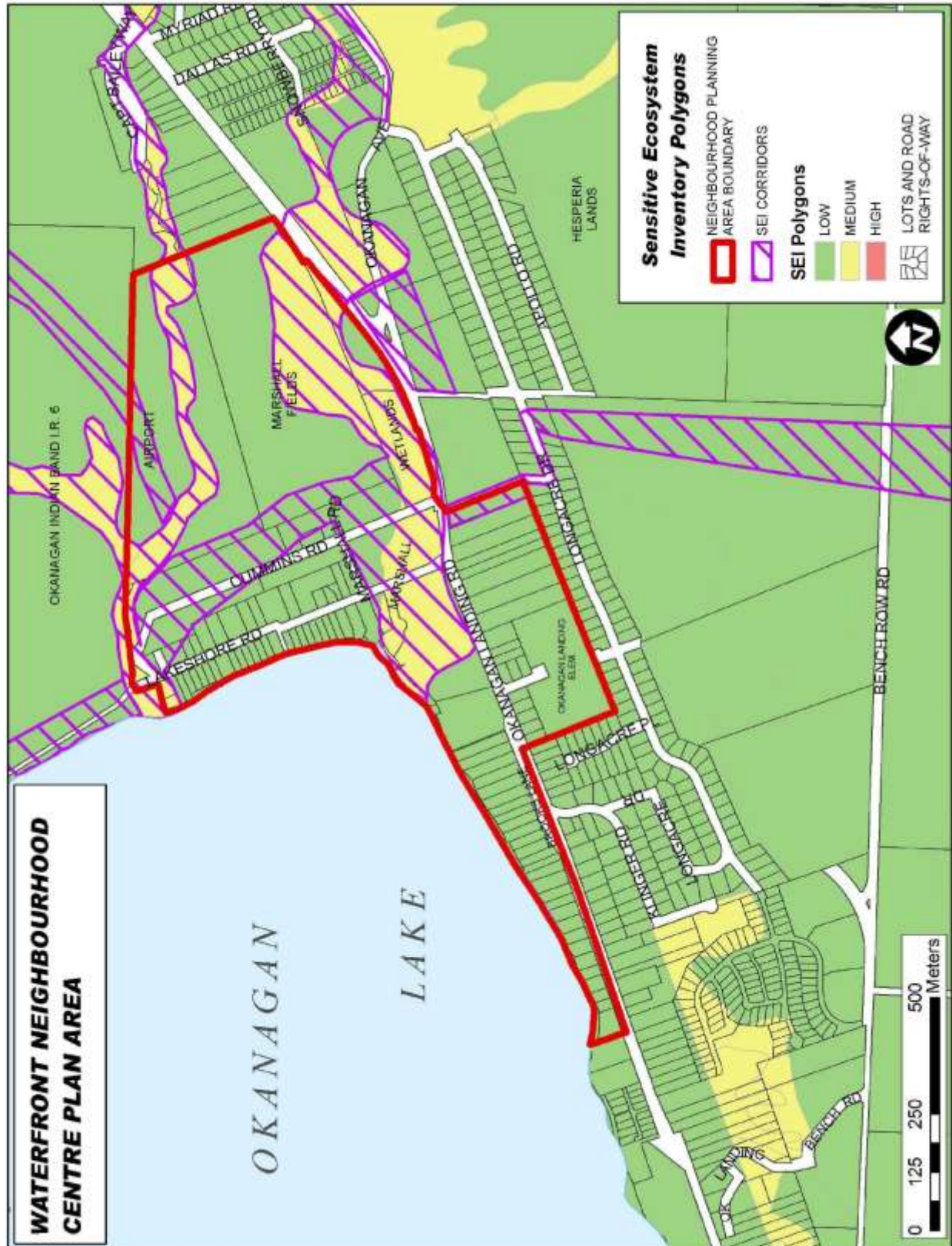
Vernon Creek and the wetland drain Vernon and BX creeks. Both creeks receive stormwater throughout Vernon, and provide the surface sources of the headwaters of Okanagan Lake. The health and viability of these systems provide the first significant contributions of safe, clean, healthy water into the lake that defines the Okanagan. The protection, enhancement and support of these systems both within the Waterfront Neighbourhood Centre, and throughout the rest of the city, determine the ongoing health and viability of our end of Okanagan Lake. Should the quality of the water and ecosystems in the lake be impacted, the appeal of this neighbourhood as well as one of the most significant features of Vernon will be lost.

The waterfront neighbourhood area has been gradually filled in for the development of neighbourhood space, playing fields and waterfront access. Vernon Creek and the wetland which borders the east boundary of the neighbourhood provide both surface water sources for the north end of the Vernon Arm of Okanagan Lake, and viable fish habitat for Kokanee and habitat for painted turtles, spadefoot toads, migratory birds and many other species.

These species are also found in the ponds which remain following the closure of the Lakers Golf Club. While these species are not considered to be economic species, each contributes to the health of area ecosystems and regional identity. The remaining ecosystem features in this area are the remnants of what has otherwise been a flood plain and wetland area. The remaining habitat areas are the last significant habitat areas for these species at the north end of Okanagan Lake and need to be conserved, enhanced and celebrated.

At its Regular Open Meeting of May 10, 2010, Council endorsed the Great Basin Spadefoot Stewardship Agreement developed by the Ministry of Environment. This agreement specifically addresses the spadefoot habitat within the Waterfront Neighbourhood Centre boundaries and in particular, the lands with the Habitat Protection designation.

In keeping with this agreement, these properties will be maintained as park space with a particular focus on passive recreation and the protection of the spadefoot habitat. Proposed trails would be located to minimize the impact on the spadefoot habitat as per the stewardship agreement.



Map 5



## **5.7 Marshall Wetlands**

The wetlands which line the south side of Marshall Fields provide habitat for several protected and threatened species, including spadefoots and painted turtles. These wetlands are among the few remaining, healthy wetland systems in Vernon. This rare ecosystem provides significant stormwater management capacity to the waterfront area and helps to protect the health of the north end of Okanagan Lake while maintaining sensitive habitat.

In 2008, the City undertook the creation of a detailed design for the wetlands which combined the need for ongoing stormwater management with the enhancement and conservation of the wetlands. The detailed design process involved the affected property owners, City technical staff and representatives from both the Ministry of Environment (MOE) and Fisheries and Oceans Canada (DFO). The detailed design process was completed in the spring of 2009, with agreement in principle from the senior levels of government, as well as preliminary direction and input on the required environmental permitting requirements necessary at the point of development.

The *Waterfront Development Stormwater Wetland Design* (2009) provides detailed engineering design for the enhancement and conservation of the wetlands through the area and provides stormwater capacity for the properties immediately surrounding the Waterfront Neighbourhood Centre. The design also includes public access to the wetlands via an elevated boardwalk, which will allow people to travel through the wetland without impacting the habitat and wildlife.

### **Policies**

1. When development occurs on properties that contain the Marshall Wetland designation, the applicant will have the option of implementing the design for the wetland in lieu of undergoing a full Riparian Areas Assessment. As the design for the wetland is complete, it is expected that implementing the design would save the applicant significant time and resources.

## **5.8 Community Garden**

The provision of local food is becoming an increasingly important issue as energy prices continue to rise and food that must be transported long distances becomes more expensive. With this in mind, more and more people in Canada are turning to their own backyards and converting them into vegetable gardens as a source of fresh, local food.

OCP 2008 speaks directly to the need for community gardens in its agricultural policies, specifically in sections 12.14 and 12.15:

*12.14: Support rural and urban agricultural practices within the city, including support for community and neighbourhood gardens and urban food production whenever possible, and encourage the development of a year-round, indoor farmers market.*

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

The Waterfront Neighbourhood Centre Plan proposes new townhouse and apartment development, and residents who live in these types of housing will not have access to a yard of their own to plant a garden. For these residents, a community garden would allow them to enjoy the benefits of gardening and local food without the need for a back yard. The proximity of the proposed community garden site to these residents would allow those residents to easily access the garden by walking.

The community garden could also act as a draw for other regular users of the area, such as parents who are taking their children to Marshall Field for sports. Many of these families may not have access to a back yard and would benefit from having a conveniently located community garden in an area to which they frequently travel.

## **Policies**

1. Support the creation of a community garden on lands in this designation.
2. This property is subject to a Riparian Areas Regulation (RAR) assessment to determine the Streamland Protection and Enhancement Act (SPEA) setback.
3. The uses proposed on this property must not negatively affect adjacent habitat.
4. Ensure that no fertilizer, pesticide or any other chemical that may have a negative impact on the adjacent habitat, are used in the community garden.

## **5.9 Public Institutional**

Existing Public Institutional facilities in the Waterfront Neighbourhood Centre include the Okanagan Landing Elementary School, the Okanagan Landing Fire Hall, and the Marshall Road Pumpstation. The school, fire hall and the pumpstation are currently in use and would be retained as part of this plan.

Two additional sites are designated for Public Institutional uses: The Lakers Clubhouse site and an offsite parking area between the Clubhouse and the Community Garden site.

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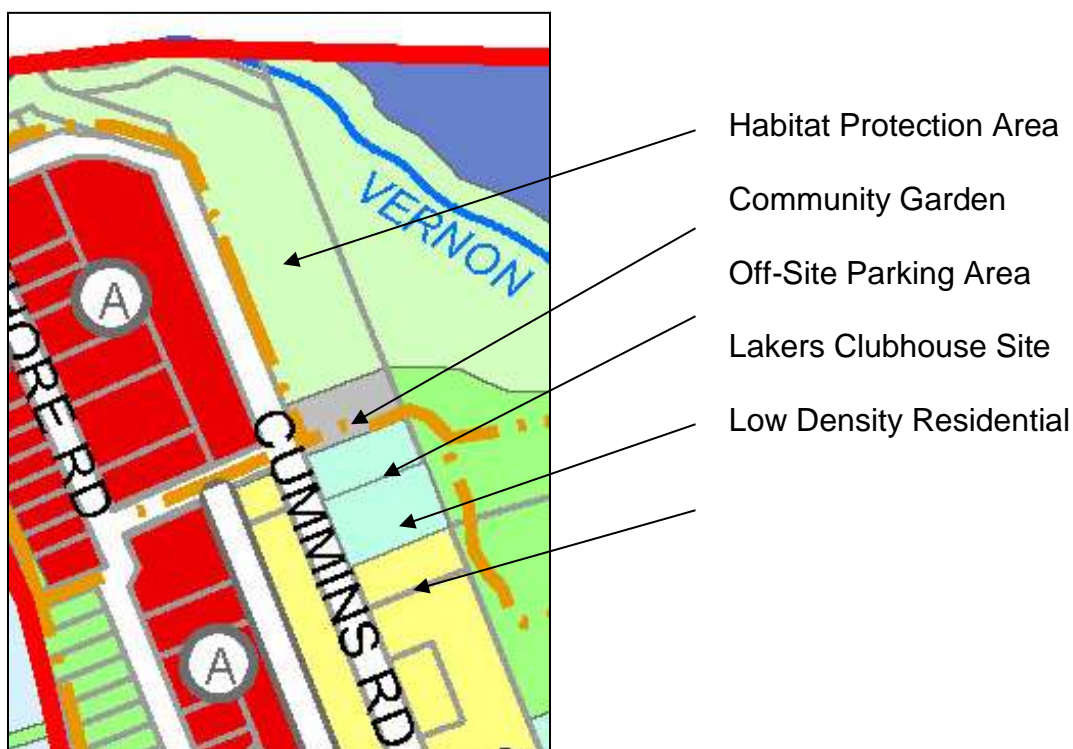
The Lakers Clubhouse site forms a 0.8 acre portion of the larger City-owned property at 7000 Cummins Road. The existing building would be renovated and made available for use by a non-profit organization. Possible uses could include meeting spaces, educational facilities or community uses. To ensure that the uses are appropriate for surrounding low density residential context, a covenant would be registered on the property that limits the permitted uses on the site.

The offsite parking area would provide additional parking that may not be accommodated on-street or on redeveloped sites. A cash in-lieu parking strategy would be employed to cover the costs of constructing the parking area.

## Policies

The following uses are permitted on the Lakers Clubhouse site, as identified in Map 6:

- Care centres, major
- Community recreation centres
- Cultural exhibits, public
- Educational services, private
- Educational services, public
- Libraries and museums, public
- Participant recreation services, indoor and outdoor



Map 6



## **6.0 Transportation Demand Management**

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Transportation Demand Management (TDM) creates opportunities to use transportation resources more efficiently to provide safe, reliable transportation options that meet the needs of the public. TDM policies can reduce reliance on increasingly expensive fossil fuels while also reducing the impacts of transportation on climate change and improving public health. TDM initiatives focus on transit, cycling and pedestrian investments to encourage residents to use a range of travel types. These policies are coupled with a reduction in parking and road space dedicated to single occupant vehicle use.

TDM forms a large component of the Official Community Plan 2008. One of the guiding principles of that Plan is to provide transportation alternatives for residents, particularly in the City Centre District and in the Neighbourhood Centres. The Waterfront Neighbourhood Centre is well-positioned to deliver transportation options to residents and visitors.

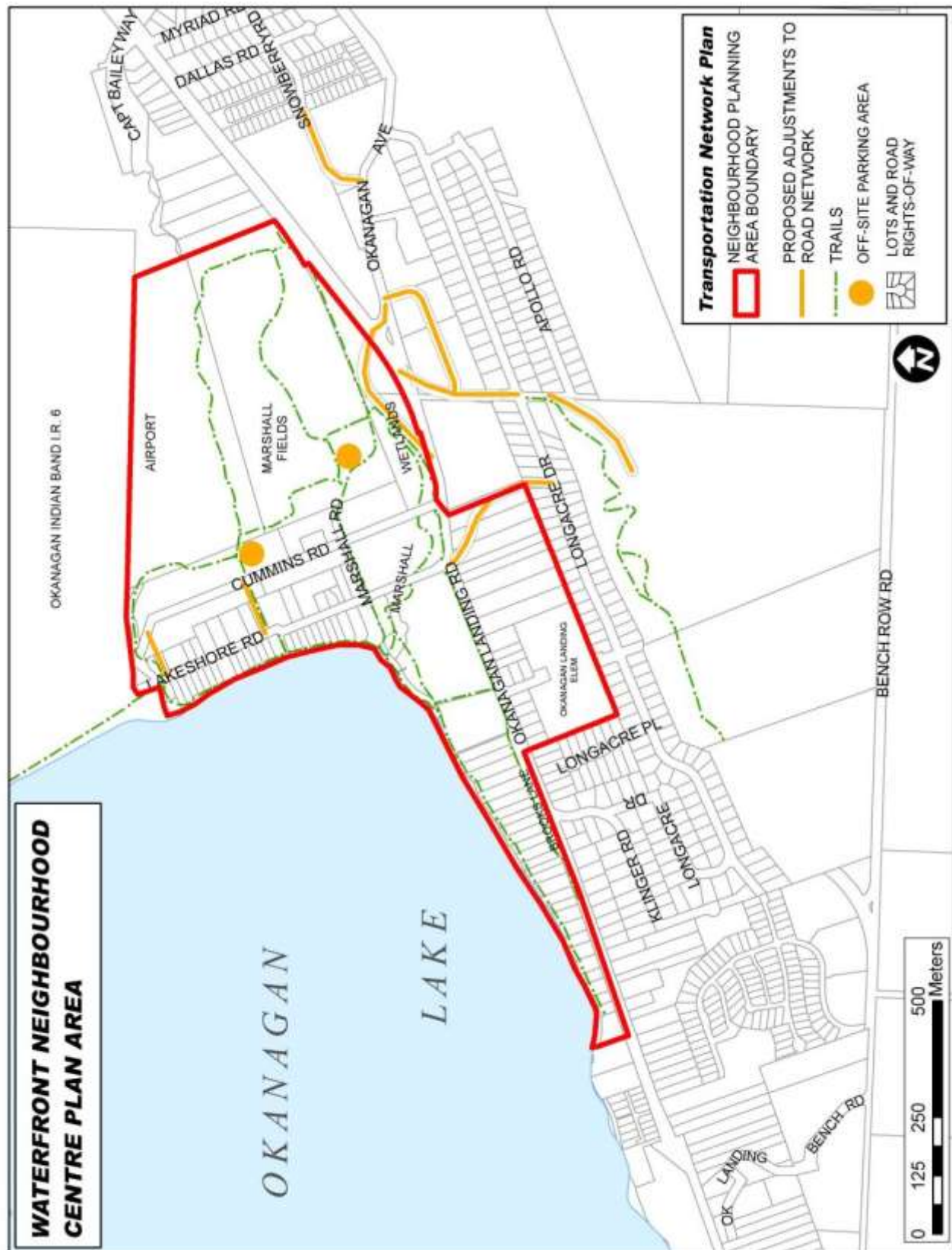
The Waterfront Neighbourhood Centre Plan proposes a network of multi-use and walking trails that connect the neighbourhood to other destinations in the city. The City Centre District would be accessible through the completion of a multi-use trail along Okanagan Landing Road and 25<sup>th</sup> Avenue that would provide off-street walking and cycling facilities. Transit service is proposed to be improved, as outlined in the 2008 Transportation Plan, through increased frequency and increase in hours of operation being proposed to make the service more attractive.

Parking is proposed to be provided on selected streets, such as an off-site parking area off of Cummins Road. Two sites are proposed for off-site parking: one in the existing Marshall Field western parking lot, and one off of Cummins Road as illustrated in Map 7. Where possible, shared parking strategies will be employed to maximize the use of parking facilities.

### **Policies**

1. Create user-friendly streets throughout the Waterfront Neighbourhood Centre to support the vision for streetscapes, complete with emphasis on the pedestrian first, followed by bicycles, transit and the private automobile.
2. Re-align Okanagan Landing Road, at the intersection with Okanagan Avenue, to allow for the creation of the Eastside Connector as per the 2008 City of Vernon Transportation Plan. See Map 7.
3. Extend Lakeshore Road south of Okanagan Landing Road to connect to Longacre Drive. See Map 7.
4. Laneways will be dedicated for service and loading in the Mixed Use Core, as indicated in Map 3.

5. Partner with BC Transit to increase service frequency and hours of operation of transit service to and from the Waterfront Neighbourhood Centre as per the 2008 Transportation Plan.
6. Partner with BC Transit to implement express bus service from the Waterfront Neighbourhood Centre to the Okanagan Landing Neighbourhood Centre, the City Centre District and the Polson Neighbourhood Centre as these neighbourhood centres develop as per the 2008 Transportation Plan.
7. Partner with BC Transit to explore a Park n' Ride and a Park n' Bike site in the area. This site would act as the transit hub for the Neighbourhood Centre. It should be easily accessed by pedestrians and include bicycle parking and storage.
8. Create a new road that connects Cummins Road to Lakeshore Road north of Marshall Road to ensure multiple access options between these two roads and to ensure pedestrian connectivity throughout the neighbourhood centre. See Map 7.
9. Realign the existing intersection of Cummins Road and Lakeshore Road as per the 2008 City of Vernon Transportation Plan. See Map 7.
10. Complete the multi-use trail along Okanagan Landing Road in coordination with development. See Map 7.
11. Install sidewalks along the south side of Okanagan Landing Road near Okanagan Landing Elementary School and up Grant Road in part to address safety concerns for students walking to and from the school.
12. Integrate trail systems to provide options for residents and visitors travelling to, from and within the plan area.
13. Encourage the use of shared parking facilities to meet the varied needs of visitors to the Waterfront while minimizing the land dedicated to parking.
14. Provide on-street parking in selected areas, with public off-street parking provided off Cummins Road. Two locations for off-site parking are illustrated in Map 7.
15. Transportation investments should support the Okanagan Landing Elementary School Travel Planning Initiative.



Map 7



## **7.0 Infrastructure**

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Expansion of infrastructure will be required to accommodate the development proposed as part of the land use plan. Map 7 illustrates the utility servicing concept for the Waterfront Neighbourhood Centre Plan.

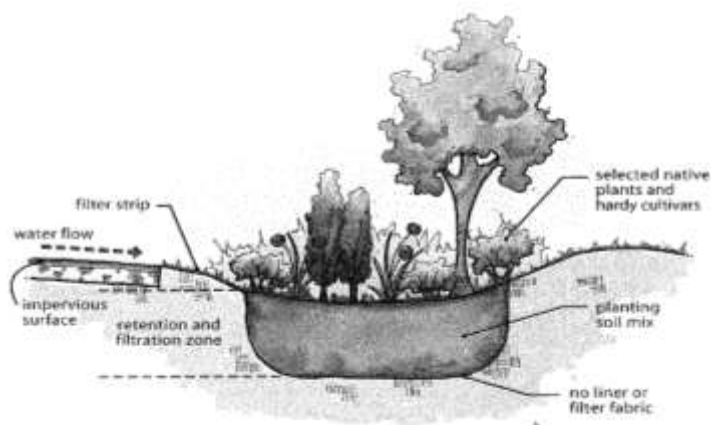
Vernon Creek and the Marshall Wetland are significant features in the Vernon stormwater management system. Each receive stormwater from large areas of the city and through their natural functions, provide stormwater quality improvement and space for large volumes of rain and runoff water to be detained for slow, season long release into Okanagan Lake without the need for pipes, mechanical systems or expensive annual maintenance costs. This ecosystem service is invaluable and needs to be protected.

Stormwater from runoff in the waterfront neighbourhood occurs near the soil surface. This area is unique in its flat landscape, which sits near the high water mark of Okanagan Lake. Due to the high water table and continuous subsurface water connectivity, catch basins and drainage pipes are not effective mechanisms for draining rain and flood water away from buildings and recreation spaces. As the area does not provide sufficient difference in land heights to provide enough gravity potential for drainage to be effective, other techniques would need to be implemented.

Surface stormwater management can be managed in several ways. Drainage of surface water to the wetland and land near Vernon Creek provide receiving areas for stormwater. Drainage to these features can be provided on the surface through the use of bioswales, landscaped buffers and riparian setback areas (See Figure 9). Stormwater quality improvements runoff volume control may be provided through the existing ecosystems, including the additional volumes that the development of the immediate neighbourhood area will contribute to these systems. The use of bioswales along park spaces and those portions of the neighbourhood area which are identified for habitat conservation will also provide an aesthetic buffer between streets, commercial and residential areas and the natural features of the neighbourhood.

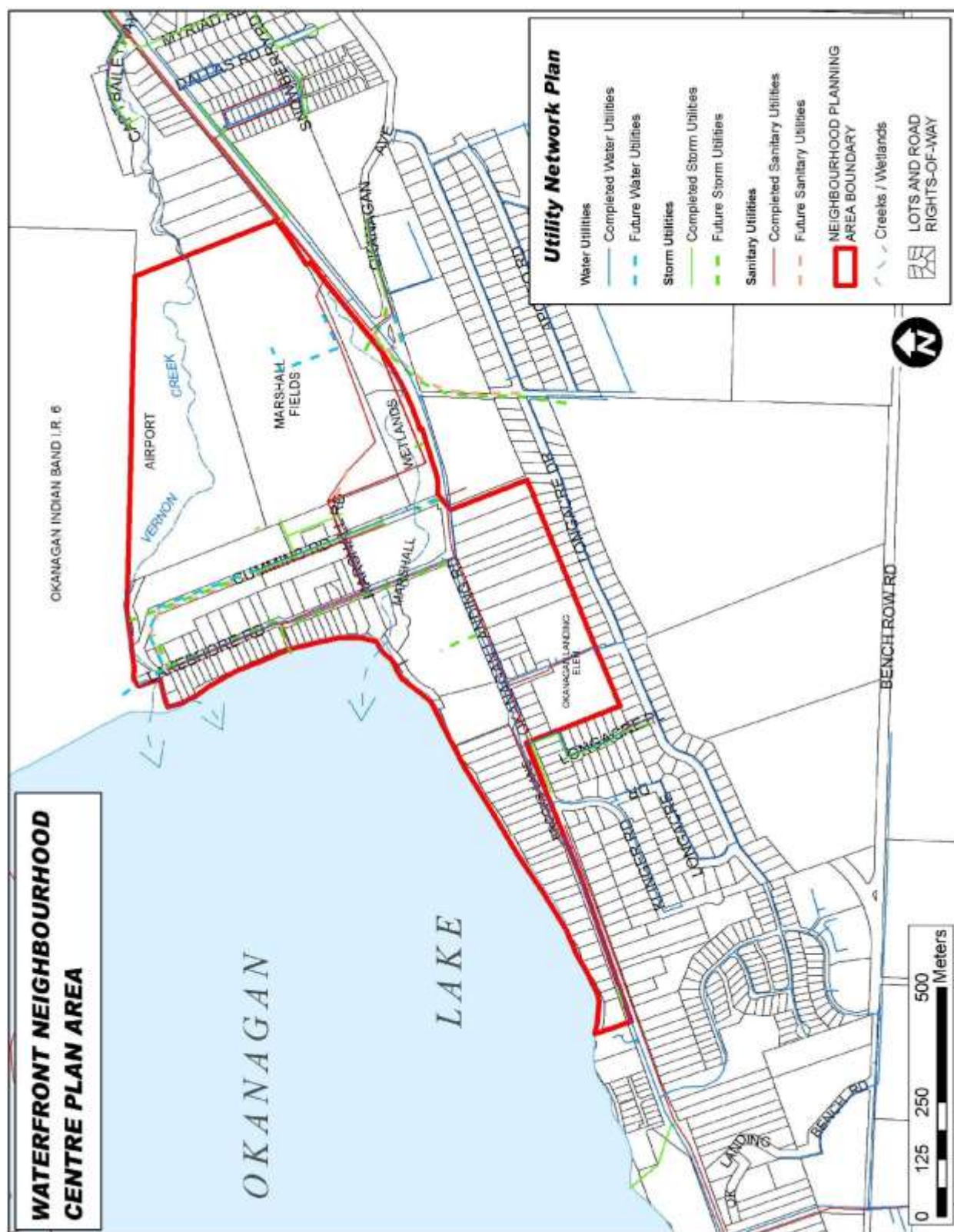
**Policies**

1. Infrastructure will be constructed as per Map 8.
2. Encourage water conservation in existing and new development.
3. Wherever site conditions will allow, on-site storm water management will be required. This includes stormwater retention along public streets.
4. Ensure that the pre-development drainage is maintained whenever possible.



**Figure 9: Cross-section of a basic bioretention cell.**

**Source: Puget Sound Action Team and the Washington State University, Pierce County Extension. Low Impact Development: Technical Guidance Manual for**



Map 8



## **8.0 Development Permit Guidelines**

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The Waterfront Neighbourhood Centre is located in Development District 2: Neighbourhood District, which has Development Permit guidelines outlined in the Official Community Plan 2008. Development District 2 is comprised primarily by Vernon's established neighbourhoods, such as East Hill, Mission Hill, Harwood, and portions of Okanagan Landing, South Vernon, and North Vernon. It also encompasses the Okanagan Landing Neighbourhood Centre, the Polson Neighbourhood Centre in addition to the Waterfront.

This composition means that most development taking place has a direct impact on existing adjacent neighbourhoods. Appropriate Development Permit guidelines aim to enhance the design of new development in the area without negatively impacting the character and uniqueness of existing neighbourhoods. This is accomplished through guidelines that enhance the form and character of development.

Detailed guidelines for Development District 2 all apply to the Waterfront Neighbourhood Centre and can be found in Sections 23.0 and 25.0 of OCP 2008. The following regulations will also apply to development in the Waterfront Neighbourhood Centre Plan:

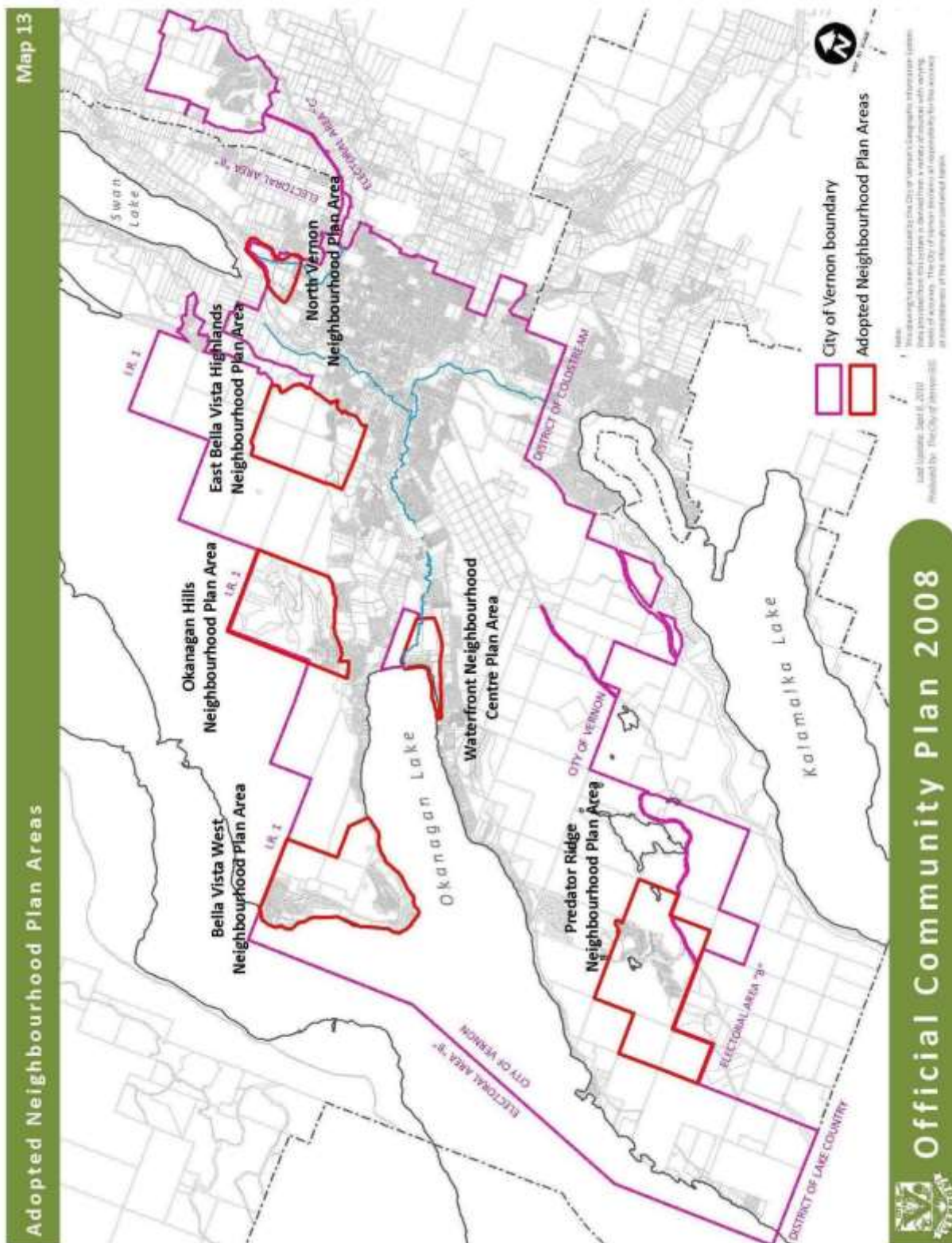
1. Proposed sites for new development shall be of a configuration that does not result in remainders of land that would be difficult to develop for the uses described in Section 5.
2. Where a Development Permit proposes a structure over three storeys or 10.5m, a building shadow analysis will be required showing the shadow created by the building in the morning, noon and evening in June and in December. The purpose of this shadow analysis is to determine how the form and massing of the proposed development impacts the access to sunlight of other properties in the Waterfront Neighbourhood Centre.
3. Development Permit applications will require a context statement outlining how the proposed development will contribute to the vision of the Waterfront Neighbourhood Centre Plan.

## **9.0 Implementation**

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To support the implementation of this neighbourhood plan, several initiatives will need to be undertaken after the plan is adopted.

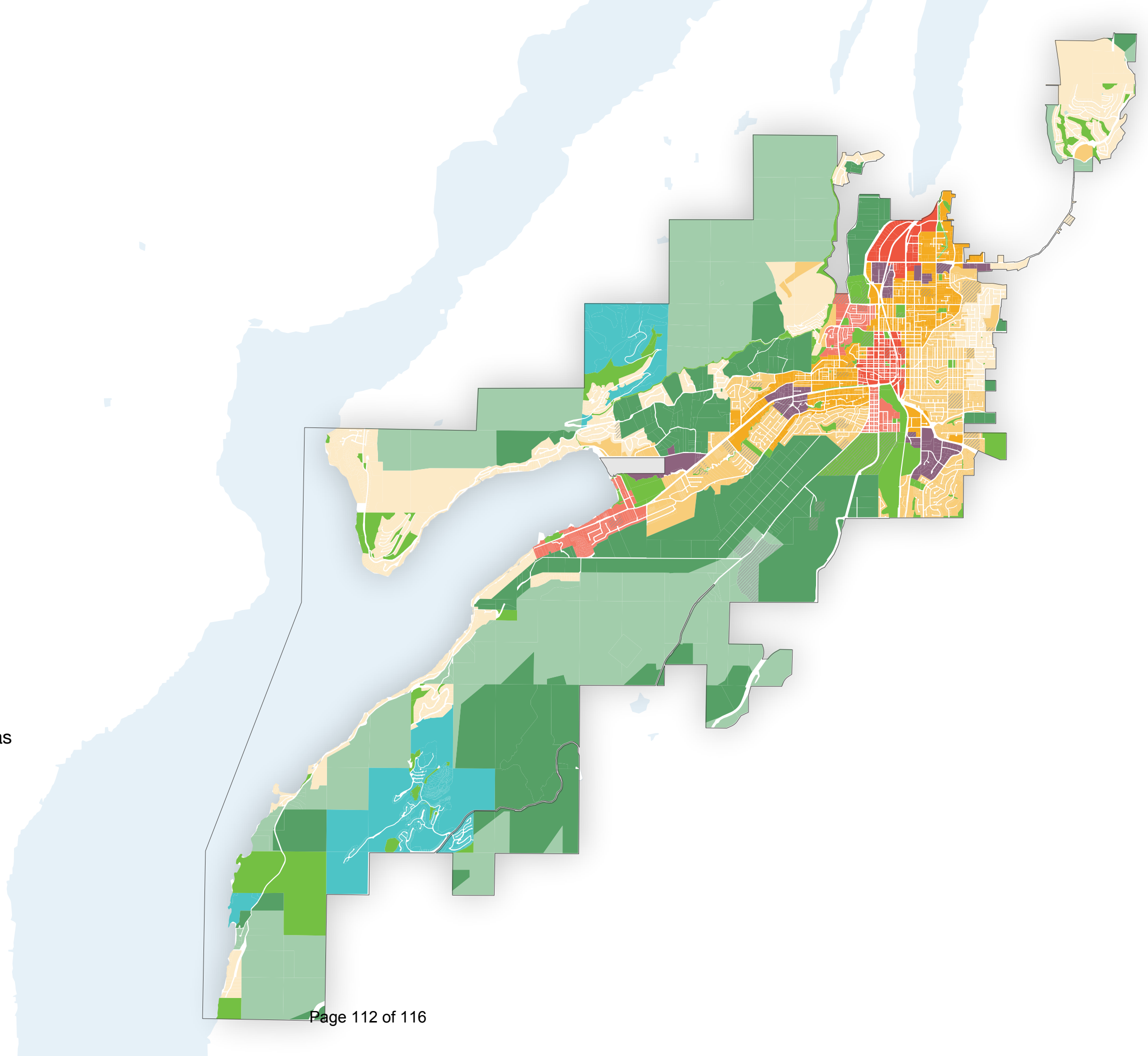
1. Develop a new Comprehensive Development zone that specifically addresses development in the Mixed Use Core and Tourist Commercial areas in the Neighbourhood Plan.
2. Amend Zoning Bylaw #5000 to include parking regulations that apply to the Comprehensive Development zone.
3. Develop a cash-in-lieu program for offsite parking in the Neighbourhood Centre.
4. Develop new road designs for Lakeshore Road and Okanagan Landing Road within the Waterfront Neighbourhood Centre.
5. Facilitate the purchase of the remaining lots within the area designated for public parks use.
6. Develop a design for a new lakeshore park that is designed to accommodate a variety of uses, but with a focus on passive recreation.
7. Explore the feasibility of and develop a design for a public pier and wharf in the new lakeshore park.
8. Secure a community partner for the construction and management of the community garden.





# LAND USE MAP - **DRAFT**

- 
Neighbourhood - Urban
- 
Neighbourhood - Suburban
- 
Neighbourhood - Suburban Limited
- 
Community
- 
Urban Centre
- 
Village Centre
- 
Industrial
- 
Parks, Open Spaces, and Natural Areas
- 
ALR
- 
Rural
- 
Resort Tourism



# All PROPOSED MAJOR TRANSPORTATION PROJECTS



## **Report from 2025 SILGA convention**

### **Councillor Guy and Mayor Cumming**

**Location: Merritt**

**Dates: April 29-May 2, 2025**

### **Tuesday April 29, 2025 (pre-conference sessions):**

"Bridging Climate and Economic Resilience"

- Cllr. Guy presented a summary of some of the climate-driven initiatives underway in Vernon, and the related community benefits.

### **Wednesday April 30, 2025:**

#### **Breakout sessions:**

Community Forests (Cllr. Guy)

- Challenges and opportunities related to establishing and running a Community Forest.

Statistics Canada (Mayor Cumming)

- New website layout and drop-down tabs with detailed census information

#### **Plenary session:**

Regional Districts legislation reform

- Don Lidstone is tasked with reforming the Local Government Act. Input requested by May 31.

Keynote presentation on "Strong Towns" by Norm Van Eeden Petersman

- Local municipal economics – municipal value of commercial space in core vs outskirts.
- Recommended resources: "You will pay for this" (book) and Community Life cycle Infrastructure Costing (CLIC) Tool and User guide from Gov't of BC – December 2018.

Resolutions (38):

- Vernon's UBCM resolution session motion was carried



## **Thursday May 1, 2025:**

### **Plenary Session:**

UBCM presentation

- Potential impact of US tariffs on the BC economy – Urban skewed results

Culture Counts

- Using social and economic impact assessment tools for calculating the impact of sport and cultural activities in our communities.

Community-led development in Rural B.C.

- Trends and needs e.g. broadband internet and regional transit, and the need for a national rural strategy.

Authenticity in Local Government

- Ken Matheson (Councillor from Clearwater) spoke on balancing the need for formality, communication protocols, and information control with the need to engage and communicate with the public.

Ruling the Unruly

- balancing the rights of free speech and workplace safety.

Asset Management Planning

- Revitalization examples for downtown Quesnel and North Kamloops highlighting the significance of community participation in project planning, as well as staged implementation.

### **Tour of Nicola Valley Institute of Technology**

- Much improved college buildings with innovations in adult education. A lesson for designing spaces for the Kin Race Track Park lands.

## **Friday May 2, 2025:**

### **Breakout sessions:**

Agricultural perspectives: Emergency preparedness and response

- Best practices for involving farmers and ranchers in emergency preparedness and response to fire.

### **Plenary session:**

Developmental Partnerships

- Focused on the Gateway 286 project in Merritt – re-imaging the former Visitors Centre

## Mining in the Southern Interior

- Economic and other benefits of mining to southern interior communities.
- Continuing need to mine and process critical minerals in B.C.
- Specific examples (e.g. Copper Mountain, Highland Valley Copper)

## Trade Show Highlights

### Expanded vs. previous years

- BCLC – sponsoring a celebration for Phase II of Vernon Creek naturalization in Polson Park in June
- B.C. Road Builders – commended CoV on its capital planning and transparency
- Barkman Concrete – local manufacturer (Merritt) could support COV projects.
- Fink Machine – relevant for future wildfire mitigation processes
- Pacific Institute for Climate Solutions – great resource for Climate Action Plan implementation
- StructureCraft – designs and builds full timber and wood structural buildings (e.g Kelowna Flight Craft) and bridges