



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

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

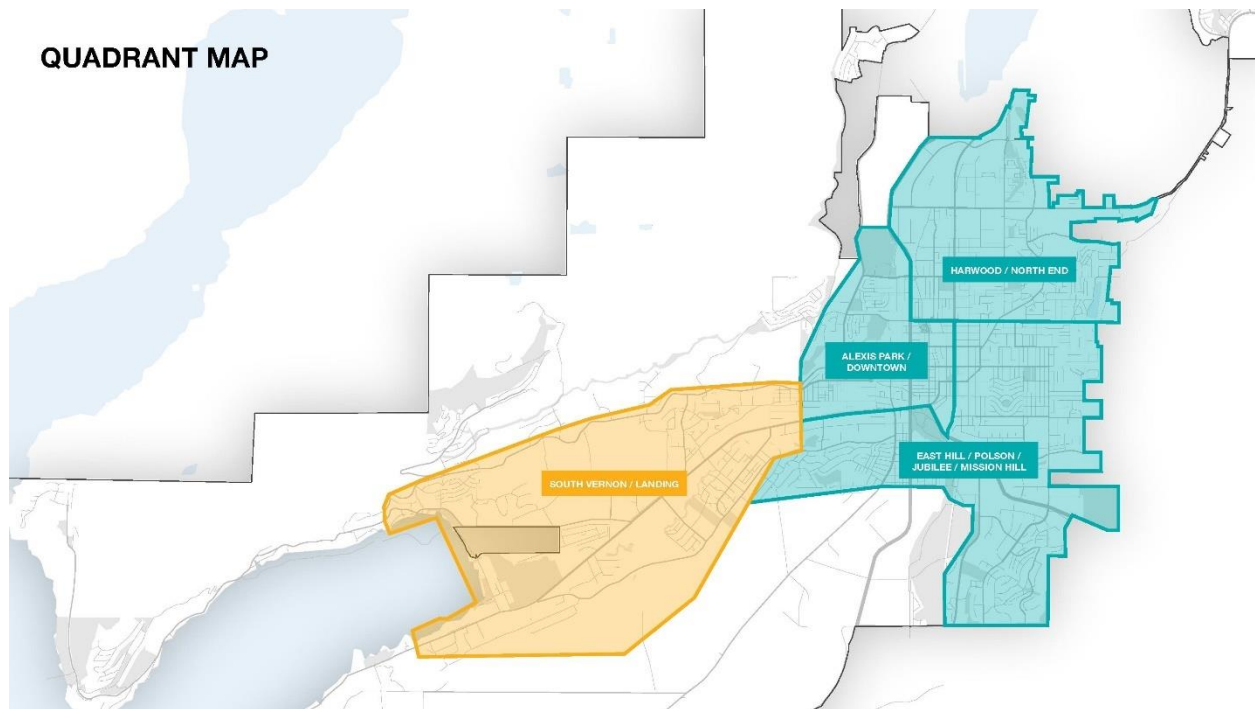


Figure 1: South Vernon / Okanagan Landing area of the City to be presented on May 26

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.

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.

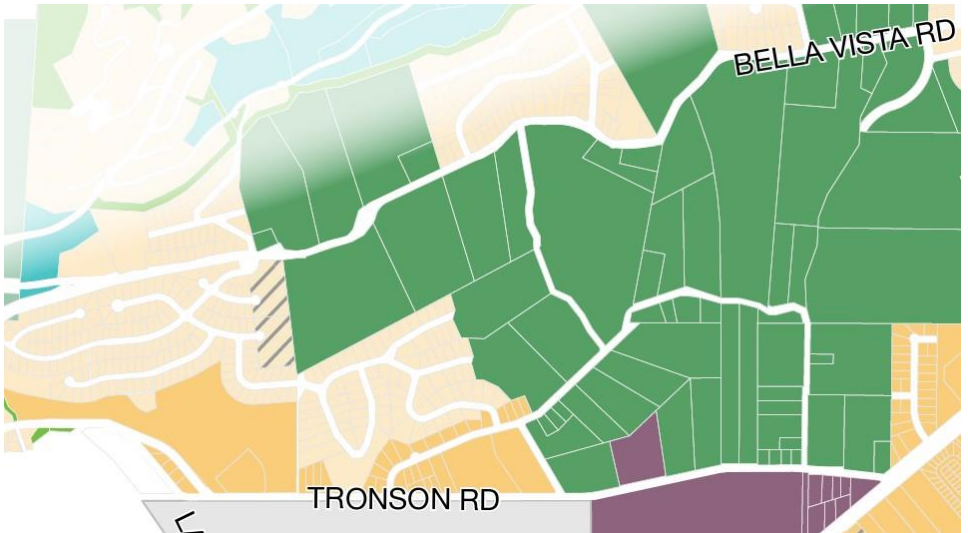


Figure 4: Okanagan Landing North Suburban and Suburban Limited Neighbourhoods

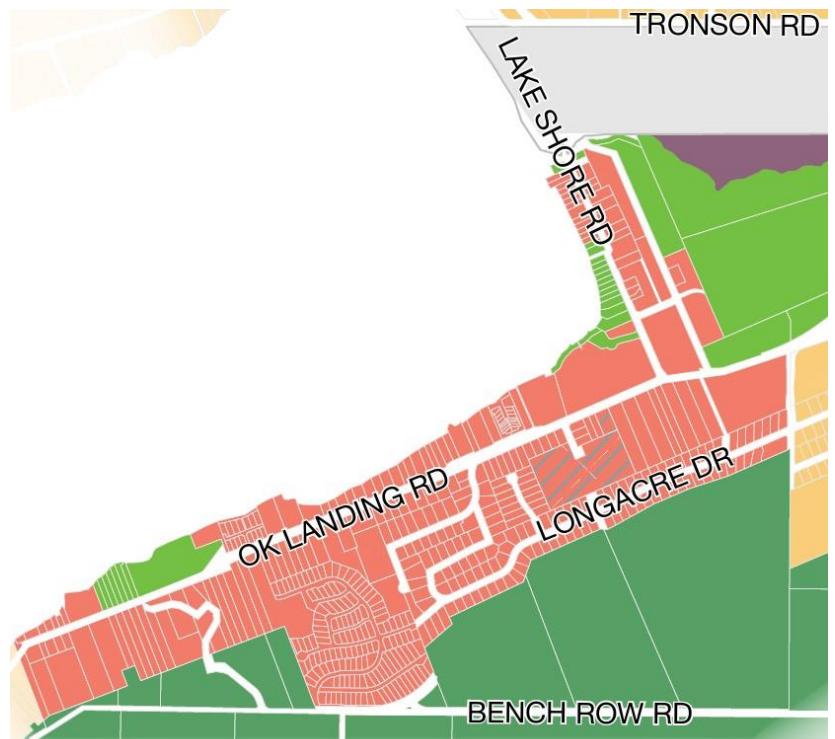


Figure 5: Okanagan Landing Village Centre

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

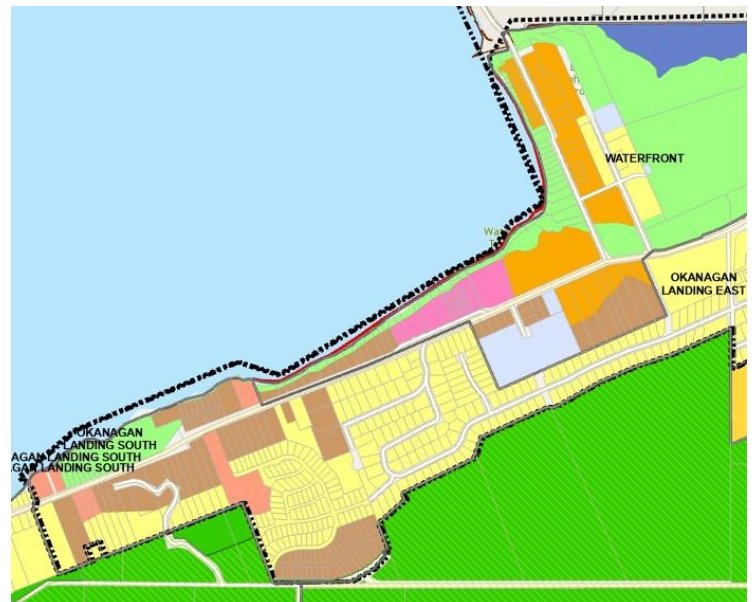


Figure 6: Okanagan Landing Current OCP

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