



THE CORPORATION OF THE CITY OF VERNON

REPORT TO ADVISORY PLANNING COMMITTEE

SUBMITTED BY: Michelle Austin, Senior Planner

APC MEETING DATE: September 3, 2025

REPORT DATE: September 3, 2025

FILE: 3360-20 (ZON00420)

SUBJECT: Zoning Amendment Application for 8734 Okanagan Landing Road

PURPOSE:

The purpose of this report is to present a Zoning Amendment application for 8734 Okanagan Landing Road to facilitate a subdivision for small-scale multi-unit housing. The Advisory Planning Committee is asked to review the proposal and provide a recommendation to Council.

RECOMMENDATION:

THAT the Advisory Planning Committee recommends that Council support Zoning Application ZON00420 to rezone Lot 1, Sec. 14, TP 13, ODYD, Plan EPP37864, Except Plan EPP130210 (8734 Okanagan Landing Road) as follows:

- The portion of the property located west of Okanagan Landing Road from AGRS – Agriculture and Rural: Small Block (Non-ALR) to PANS – Parks and Natural Spaces; and
- The portion of the property located east of Okanagan Landing Road from AGRS – Agriculture and Rural: Small Block (Non-ALR) to MUS – Multi-Unit: Small Scale

as outlined in the report titled “Zoning Amendment Application for 8734 Okanagan Landing Road” dated September 3, 2025;

AND FURTHER, that the Advisory Planning Committee recommends that Council’s support of ZON00420 be subject to:

- a) Registration of a geotechnical covenant on title, as recommended in the Geotechnical Services Report, by Tetra Tech, dated June 6, 2023 (Attachment 4) to protect the public from rockfall hazards; and
- b) Provision of a hydraulic model confirming that the existing local water infrastructure meets Greater Vernon Water flow requirements.

AND FURTHER, that the Advisory Planning Committee recommends that Council require the Owner, in accordance with Covenant CB1018546, to dedicate the portion of the property west of Okanagan Landing Road to the City of Vernon for public lake access (beach), with registration on the title of Lot 1, Sec. 14, TP 13, ODYD, Plan EPP37864, Except Plan EPP130210 (8734 Okanagan Landing Road) by October 14, 2026.

ALTERNATIVES & IMPLICATIONS:

1. THAT the Advisory Planning Committee recommends that Council not support Zoning Application ZON00420 to rezone Lot 1, Sec. 14, TP 13, ODYD, Plan EPP37864, Except Plan EPP130210 (8734 Okanagan Landing Road) as follows:

- The portion of the property located west of Okanagan Landing Road from AGRS – Agriculture and Rural: Small Block (Non-ALR) to PANS – Parks and Natural Spaces; and

- The portion of the property located east of Okanagan Landing Road from AGRS – Agriculture and Rural: Small Block (Non-ALR) to MUS – Multi-Unit: Small Scale.

as outlined in the report titled “Zoning Amendment Application for 8734 Okanagan Landing Road” dated September 3, 2025.

Note: The alternative does not support rezoning and would prevent the proposal from moving forward. Under the current zoning, the property could be subdivided into a maximum of two lots, each allowing one dwelling, one secondary suite, and one accessory dwelling.

ANALYSIS:

A. Rationale:

1. Administration supports the zoning amendment application for the following reasons:
 - The property has been planned for residential use since 1994 and supports ground-oriented housing such as single-family homes, duplexes, and townhouses.
 - The proposed housing types fit the intent of the current land use designation.
 - Water and sewer services are already available at the site.
 - Past City decisions—like extending services to nearby areas—indicated long-term plans for residential development here.
 - The proposal includes community benefits like public lake access and a safer road connection to Okanagan Landing Road.
 - The lot sizes proposed (600–1,000 m²) are more in line with nearby properties and create a smoother transition in density.
 - The City needs more housing to meet provincial targets, and this project would help increase supply.

B. Overview:

2. The subject property is located at 8734 Okanagan Landing Road, about 9 km from downtown Vernon (Figures 1 & 2). The site is 4.62 hectares (11.41 acres) in size and gently slopes toward Okanagan Lake. It is surrounded by a mix of residential, rural, and parkland uses, with public beach access to the west and natural open space to the east (Attachment 1).

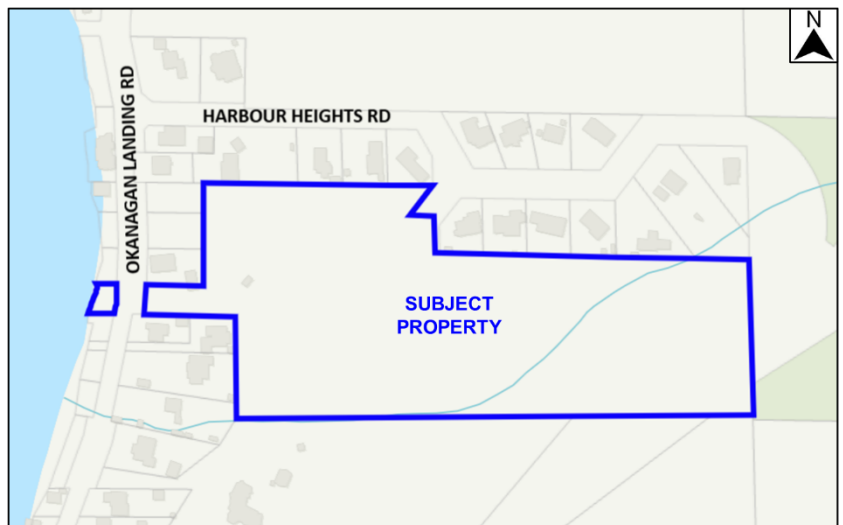


Figure 1: Property Location Map

3. The property is currently zoned Agriculture and Rural: Small Block (Non-ALR) (AGRS). The application (Attachment 2) proposes to rezone the lakefront portion west of Okanagan Landing Road to Parks and Natural Spaces (PANS), and the portion east of the road to Multi-Unit: Small Scale (MUS) to allow a residential subdivision for small-scale multi-unit housing. The conceptual plan (Attachment 3) shows a fee-simple subdivision with municipal roads, with lots generally between 600 m² and 1,000 m². The proposal includes a new public road connecting Okanagan Landing Road to Harbour Heights Road and a new public lake access (Attachments 2 & 3).

4. The property is located within several Development Permit (DP) areas, including Environmental Management, Slopes, and Fire Interface. To address these requirements, the applicant has submitted an Environmental Impact Assessment, a Geotechnical and Hillside Study, and a Wildfire Plan. These reports would guide future development and support the required DP applications before subdivision. Summaries of each report are included in the Rezoning Application Report (Attachment 2).

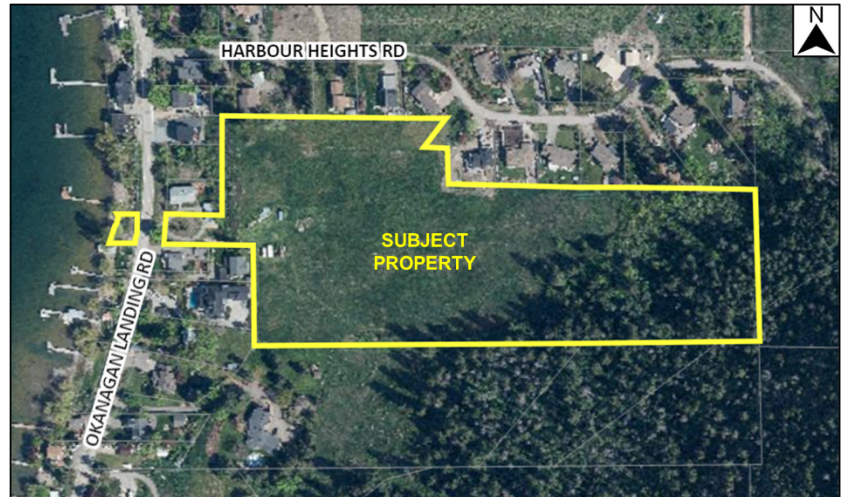


Figure 2: Aerial View of Property

C. Policy Analysis:

5. The Regional Growth Strategy (RGS), adopted in 2011, designates the subject property as part of the Rural Protection Area, which is intended to support low-density rural uses such as agriculture, conservation, and large-lot residential development (typically 1 hectare or more). These areas are generally not serviced by community water or sewer and are not intended for urban growth. This property is fully serviced with both community water and sewer, which is not consistent with the intent of the Rural Protection Area designation. Additionally, the RGS does not reflect recent changes in provincial housing legislation aimed at increasing housing supply.
6. The property has been designated Residential Low Density ([RLD](#)) in the OCP since it was incorporated into the City in 1994. Key OCP policies relevant to this property include:
- RLD supports single-family homes, duplexes, semi-detached homes, and row housing, with a maximum density of 30 units per hectare. It is intended to maintain low-density housing.
 - The proposed [MUS](#) zone aligns with the RLD designation in terms of housing types but allows higher density. Since the City adopted Zoning Bylaw 6000, MUS is now the lowest-density residential zone and is the best fit among the available options.
 - Broader [OCP policies](#) discourage new development in rural areas. Section 5.1 directs growth to the City Centre and neighbourhood plan areas, while Section 5.8 discourages low-density greenfield subdivisions.

While the proposed zoning aligns with the housing types and general density supported by the OCP, it does not fully align with the OCP's growth management strategy. However, the current OCP does not reflect recent changes to provincial housing legislation that aim to increase housing supply.

7. Past land use decisions—such as extending water service to the Sunset Properties and sewer service to the Outback—along with the property's residential designation, reflect the City's long-standing intent for low-density residential use in this area. Although the proposal is greenfield rather than infill, additional housing is needed to address urgent housing needs and required housing targets.
8. [ARGS](#) & [MUS](#) Comparison:
- The ARGS and MUS zones are designed for different types of development. The ARGS zone is intended for rural and agricultural uses on larger lots with limited services. In contrast, the MUS zone allows for small-scale multi-unit housing, such as townhouses and row housing, on smaller,

fully serviced lots. It supports higher density, smaller lot sizes, reduced setbacks, and greater site coverage.

- The subdivision potential also varies greatly. Under the AGRS zone, the minimum lot size is 2 hectares, which means this property could be split into two lots, each allowing one house, one secondary suite, and one accessory dwelling. Under the MUS zone, the minimum lot size is 250 m², and up to four units are allowed per lot. After subtracting the lakefront, road reserve, and internal road area, the site could theoretically support up to 118 lots and approximately 473 units. However, it is unlikely that the site would be developed to this full capacity.
- The owner is proposing a lower density development with lot sizes between 600 and 1,000 m². This would allow for about 37 lots and up to 148 units at full buildout—still a significant increase, but more in line with surrounding properties, which are mostly over 1,000 m². As required by Provincial legislation, the City must permit at least four units on any lot over 280 m² and cannot restrict this. However, the actual number of units will depend on future market demand. It is reasonable to expect that many lots would be developed with single-family homes and suites, resulting in a lower overall density of about 74 units.

9. Table 1 below indicates the surrounding zoning, and land uses.

	Zoning	Actual Use
North	MUS – Multi-Unit: Small Scale	Single detached housing Harbour Heights Road
East	PANS – Parks and Natural Spaces	Road Reserve Natural Space (Crown Provincial)
South	AGRS – Agriculture & Rural: Small Block (Non-ALR) Road Reserve	Acreage
West	MUS	Single detached housing Okanagan Landing Road Lakefront properties

Table 1: Surrounding Properties – Zoning & Actual Use

10. Servicing: Detailed servicing will be addressed at the subdivision stage, but the following high-level information outlines the expected approach:

- Water and Sewer: Existing water and sewer mains are available along Okanagan Landing Road. The development would connect to these services, with full design details to be confirmed during subdivision.
- Roads: The owner is proposing two access points: a new tee intersection on Okanagan Landing Road as the primary access, and a secondary connection to Harbour Heights Road through an existing stub road. The new Okanagan Landing Road intersection is intended to be safer and more efficient than the current access via Harbour Heights. Most traffic is expected to use the internal road network and exit through the new Okanagan Landing Road intersection to improve safety and connectivity.

11. Lake Access:

Lake access was secured through a covenant CB1018546 registered on title at the time of a previous subdivision. The covenant requires the land be transferred to the City either upon a future subdivision or within one year of the City's request and prohibits further subdivision until

the transfer occurs. Administration recommends initiating the one-year notice period now and completing the dedication as part of this application. This would allow the transfer to take place by October 14, 2026.

12. Geotechnical Services Report, by Tetra Tech, dated June 6, 2023 (Attachment 4): The geotechnical report recommends a covenant to restrict development in areas with identified rockfall hazards on the eastern portion of the property. The covenant would prevent construction in moderate to high-risk areas unless further geotechnical assessment and mitigation measures are completed. Its purpose is to protect public safety and reduce geotechnical risks in steep, sloped areas of the site.

D. Attachments:

Attachment 1 – Photos
Attachment 2 – Rezoning Application Report
Attachment 3 – Concept Roads & Lots Layout
Attachment 4 – Geotechnical Services Report

E. Council's Strategic Plan Alignment:

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

F. Relevant Policy/Bylaws/Resolutions:

- OCP Bylaw 5470
- Zoning Bylaw 6000

BUDGET/RESOURCE IMPLICATIONS:

N/A

FINANCIAL IMPLICATIONS:

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> None | <input type="checkbox"/> Budget Previously Approved | <input type="checkbox"/> New Budget Request
(Finance Review Required) |
|--|---|--|

Prepared by:

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Approved for submission to APC:

Lydia Korolchuk
Lydia Korolchuk, Manager
Current Planning

Date: Aug 28-25

REVIEWED WITH

- | | | |
|---|---|--|
| <input type="checkbox"/> Corporate Services | <input type="checkbox"/> Operations | <input checked="" type="checkbox"/> Current Planning |
| <input type="checkbox"/> Bylaw Compliance | <input type="checkbox"/> Public Works/Airport | <input checked="" type="checkbox"/> Long Range Planning & Sustainability |
| <input type="checkbox"/> Real Estate | <input type="checkbox"/> Facilities | <input type="checkbox"/> Building & Licensing |
| <input type="checkbox"/> RCMP | <input type="checkbox"/> Utilities | <input checked="" type="checkbox"/> Engineering Development Services |
| <input type="checkbox"/> Fire & Rescue Services | <input type="checkbox"/> Recreation Services | <input type="checkbox"/> Infrastructure Management |
| <input type="checkbox"/> Human Resources | <input type="checkbox"/> Parks | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Financial Services | | <input type="checkbox"/> Economic Development & Tourism |
| <input checked="" type="checkbox"/> COMMITTEE: APC (Sept. 3-25) | | |
| <input type="checkbox"/> OTHER: | | |

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