

CITY OF VERNON
BRITISH COLUMBIA



BYLAW No. 4746
JANUARY 2003

**TOURIST
COMMERCIAL
WATERFRONT**
NEIGHBOURHOOD PLAN



EKISTICS
TOWN PLANNING INC

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COMMENTS

- (f) by adopting the Tourist Commercial Waterfront Neighbourhood Plan as part of Plan Vernon Bylaw Number 4084.
- (g) by inserting "*Appendix G: Waterfront Plan Implementation in Context with Okanagan Indian Band Comments*", as outlined on the attached Schedule "A" forming part of this bylaw.
3. Plan Vernon Bylaw Number 4084 is hereby ratified and confirmed in every other respect.

READ A FIRST TIME this 23rd day of September, 2002.

READ A SECOND TIME this 23rd day of September, 2002.

PUBLIC HEARING held in accordance with the requirements of the Local Government Act this 20th day of January, 2003.

THIRD READING AS AMENDED, this 27TH day of January, 2003,

ADOPTED this 27th day of January, 2003.



Mayor:



City Clerk:

1.0 O V E R V I E W

1.1 F R A M E W O R K F O R M A N A G I N G C H A N G E

The City of Vernon's Okanagan Landing Waterfront Neighbourhood is poised for change. Not only has the area been designated for tourist commercial development in the City's 2001 Official Community Plan, but factors such as its prized waterfront on Lake Okanagan; its location adjacent to Okanagan Landing Road (the major east-west connector between the Lake and the City's downtown); its commercial tourism potential; and, the existence of numerous parcels of land ready for redevelopment, are all catalysts that will contribute to the revitalization of this neighbourhood. For the City Council to manage the expected future change in an efficient and effective manner, the Waterfront Neighbourhood Plan has been created.

The Neighbourhood Plan is a land use and servicing plan for those lands to the north of Okanagan Landing Road within an approximate 500 meter radius of the proposed waterfront village centre, the equivalent of a short seven minute walk. The intent of the Plan is to guide future land use and servicing decisions in ways that enhance the existing Waterfront Neighbourhood and its development as a tourist commercial destination.

1.2 R E L A T I O N S H I P T O T H E O F F I C I A L C O M M U N I T Y P L A N

1.2.1 Official Community Plan

Vernon's 2001 Official Community Plan (OCP) is a long range, general vision that outlines the City's broad objectives for addressing the form and character of existing and future land use, transportation patterns, and infrastructure provision. Central to this vision is the protection of the City's agricultural lands and significant environmental areas; the strengthening of the downtown economy; and, the development of new economic opportunities, such as destination tourism on Lake Okanagan.

1.2.2 Waterfront Neighbourhood Plan

The Waterfront Neighbourhood Plan has been developed in the context of the 2001 Official Community Plan (OCP) Bylaw, with specific reference to the following four policies regarding commercial tourism on Lake Okanagan:

- Policy B17 states, "to facilitate the development of an attractive, vibrant, pedestrian friendly commercial area that remains active throughout the day and into the evening, the City of Vernon will permit tourist commercial land uses including motels, hotels, resorts, restaurants, cafes, commercial recreation, entertainment venues, park and natural areas and small retail, such as gift shops and boutiques, within the areas designated 'Tourist Commercial'."

- Policy B18 further recommends that, “A large tourist commercial node be proposed for the Lake Okanagan waterfront along Lakeshore and Okanagan Landing Roads. A number of uses, including accommodation, tourist attractions, moorage and related services are appropriate at this location.”

- In addition, Policy B19 states, “To ensue the long-term success of the tourist commercial area, the City of Vernon will develop a Waterfront Plan that:
 - sparks economic development by attracting new investment and job creation;
 - Respects and restores natural habitat, and provides clean and healthy water;
 - Incorporates the principle of universal accessibility;
 - Involves a high level of public participation;
 - Demands a superior quality of development;
 - Contains market research on innovative and viable uses;
 - Offers a variety of activities and facilities that work together; and,
 - Boosts Vernon’s tourism infrastructure and reputation as a tourist destination.”

- Finally, Policy B21 states, “To ensure that the waterfront is accessible to the public, the City of Vernon will require, through development approvals, land for the development of parks areas and recreation corridors. The amount of space allocated for parks and recreation use will be based on the unique characteristics and circumstances associated with each site but in general will consider the following:
 - Support shared access opportunities with adjacent developments;
 - Access opportunities that are integrated into the design layout of the development;
 - Adequate space to accommodate those less mobile;
 - Park and recreation facilities; and,
 - A continuous waterfront walkway.”

The Waterfront Neighbourhood Plan has been developed to achieve these objectives of creating a vibrant tourist commercial centre that reconnects Vernon to it’s waterfront on Okanagan Lake.

The form and character of both the waterfront village mixed-use commercial lands and the public street right-of-ways as they are developed over time will be guided by the "Tourist Commercial Waterfront Neighbourhood Design Guidelines" to be adopted by Council prior to approving any significant redevelopment in the Plan’s Development Permit Areas. As an integral component of the OCP, the Waterfront Neighbourhood Plan has status as a legal document. It works in concert with other City policies and programs, and also relies on actions and investments by the City, public agencies, as well as, private businesses and individuals for implementation.

2.0 V I S I O N

To create an authentic experience of place requires determination and creativity. Potentially conflicting issues of land use, transportation, urban design, environmental and economic considerations need to be reconciled into a single, coherent design concept. Through the Waterfront Neighbourhood Plan’s consultation process, the Plan has sought public comment for the development of a shared vision for Vernon’s only urban “Place in the Sun” on Lake Okanagan.

The vision of the Neighbourhood Plan is to create a heart for the Okanagan Landing community, one that is situated on the waterfront; a destination to live and work, shop and play, for tourists and residents alike. The Plan recognizes the strategic importance of the Landing’s waterfront experience to the further development of Vernon’s tourism infrastructure. Through the creation of a mixed-use waterfront village on the Lake, the Plan establishes a second urban centre to complement Vernon’s traditional downtown. Linked by a grand urban boulevard along Okanagan Landing Road, the Plan reconnects Vernon to Lake Okanagan.

To provide a “gateway” experience to the waterfront, the Village is to be served by a new alignment of Lakeshore Road stemming from a grand round-about on Okanagan Landing Road and running north along the lakefront to Kin Beach. Major streets including Okanagan Landing, Lakeshore, and the new Landing Promenade will have retail spaces fronting them, wide sidewalks, street trees, coordinated street furniture and lighting, with parking attractively screened and incorporated into development.

A key planning concept for the new waterfront village is its treatment of the pedestrian. The Plan emphasizes a human scale of integrated living: stores, offices, homes and parks are all located within a comfortable walking distance. In addition to the waterfront promenade and creekside pathways, visitors will be enticed to stroll along the neighbourhood streets within this pedestrian oriented community. Land uses, which ensure that the area remains active during both the day and evening, will be sought such as bistros and boutiques in an attempt to provide a sense of community, security and vitality. Casinos, dance clubs or other late night uses that may create excessive noise on the Lake will not be permitted in the Neighbourhood Plan Area.

The Plan’s urban amenity is not, however, at the expense of the Landing’s fragile environment; the Plan restores and enhances Vernon Creek and establishes significant additions to local wetland habitat. A portion of the existing Marshall Fields Park may be integrated with development in the future, with the park uses redesigned to become more urban in character. Given the long and rich history of activity associated with the Landing, the Plan also holds great potential to celebrate Vernon’s extensive cultural heritage.

Parking will be required within all sites on the inside of development blocks so as to limit their exposure to the public street frontage. Surface parking should be guided by the Parking Guidelines outlined in the City’s Draft Zoning Bylaw. In addition, parking will also need to

address landscaping standards and safe, convenient pedestrian walkways through surface parking lots.

Through a mix of destination resorts, waterfront promenades, village boutiques and park-side homes, the waterfront community has the potential of becoming one of Vernon's premier neighbourhoods.

2.1 PLANNING PRINCIPLES

The Waterfront Neighbourhood Plan has been developed based upon the following seven "Complete Community" planning principles:

1. Design Compact Pedestrian Oriented Neighbourhoods, providing:
 - a coherent pattern of streets and uses;
 - improved accessibility, safety and pedestrian comfort; and,
 - slowed vehicular traffic.
2. Foster Socio-economic and Age Mixed Communities, providing:
 - a variety of housing types and tenures; and,
 - services for a diversity of lifestyles and life-stages.
3. Develop Economically Viable Commercial Precincts, providing:
 - a mixture of retail, office and commercial uses with possible residential units above;
 - a "main street" pedestrian shopping experience; and,
 - a critical mass of homes within a 5-minute walking distance.
4. Integrate Parks and Environmental Areas, providing:
 - public park within an average five-minute walking distance;
 - connectivity between neighbourhoods, parks and natural areas;
 - public access and enjoyment of the waterfront.
5. Improve Environmental Health, through:
 - restoration of sensitive habitats; and,
 - stewardship of natural and cultural resources.
6. Increase Transportation Choices, providing:
 - a connected multi-modal transportation system; and,
 - a network of dedicated pedestrian and cycling routes.
7. Achieve Well-Managed Growth, through:
 - neighbourhood level planning; and,
 - the efficient use of capital resources.

2.2 CONCEPTUAL FRAMEWORK PLAN

The Conceptual Framework Plan, Schedule B, shows, for illustrative purposes only, how the Waterfront Neighbourhood Village may be redeveloped in the future. It should be recognized that revitalization consistent with the Waterfront Neighbourhood Plan will occur in an incremental manner over time through site-specific development and infill. Although development plans submitted by individual developers

may differ from the details of the Concept Plan, the overall policies, approach and rationale will be respected. The distinguishing elements of the Concept Framework Plan are as follows:

2.2.1 Built Form & Land Use

- Create a waterfront Tourist Commercial Village with a mix of uses and a density of 2.0 times the lot area along the Landing's lakeshore to a maximum of four storeys.
- Permit uses along Okanagan Landing Road, Landing Promenade, the new alignment of Lakeshore Road, and throughout the internal street network in the Village Commercial area to create a continuous street edge of at-grade retail with commercial/office and residential development above, providing for an enhanced sidewalk environment, including sidewalk cafes, galleries and outdoor programming.
- Encourage mixed-use development - including vertically mixed-uses - whereby retail and office uses have residential uses above, all within one building.
- Create positive, well detailed public realm spaces within the Waterfront Village through the design of public squares and plazas established in conjunction with the development of an integrated and urbanized Waterfront Park.
- Provide Tourist Commercial uses along Lakeshore and Okanagan Landing Roads, with redevelopment occurring incrementally over time. This area of the neighbourhood is anticipated to accommodate a density of up to 3.0 times the lot area, to a maximum of four-storeys.
- Provide waterfront Resort Hotels as commercial anchors at either end of the Bay.
- Provide Resort Residential uses within the neighbourhood to support the waterfront village. Residential densities are expected to range from 0.75 times the lot area for single family homes to 1.5 for multi-family rowhomes.

2.2.2 Parks & Community Facilities

- Design a Village Waterfront Park that expresses an urban form with a focus on leisure rather than active recreation amenities.
- Establish an uninterrupted public pathway extending from the Village resort hotel site in the south to the Land Spit at Vernon Creek in the north.
- Develop a public pier in the Bay providing both private and public moorage, programmed to provide boat rentals, a restaurant, a lake boat ferry landing, and potential floatplane tie-up.
- Create a Land Spit at the mouth of Vernon creek for recreational access and habitat enhancement.
- Construct a waterfront Promontory and cabana at the southern edge of the Village Waterfront Park to provide reception space, public washrooms and changerooms.
- Develop a new open-water stormwater management system into the neighbourhood's canal parkway. Its central location will provide a natural pedestrian connection between public waterfront,

Marshall Fields' park facilities, and the Village's retail commercial uses.

- Construct in-stream habitat enhancement along the lower reaches of Vernon Creek along with the creation of wetland habitat in Marshall Fields Park.
- Retain the active play fields on Marshall Fields as a community park facility.
- Establish the GVPRD's *Ribbons of Green* trail system plan in the Neighbourhood.

2.2.3 Transportation & Circulation

- Provide for Vernon Regional Airport's western runway extenuation.
- Develop Okanagan Landing Road as a grand multi-modal urban boulevard linking the Waterfront Village with the Downtown's commercial core.
- Employ traffic round-about on Okanagan Landing Road as efficient, safe intersection designs
- Create a multi-modal and balanced transportation system whereby all modes of travel - buses, automobiles, bicycles, and pedestrians - can easily access the waterfront neighbourhood.
- Develop urban pathway links between the Waterfront Village and other neighbourhood destinations, such as parks, schools, and shops thus providing safe and pleasant cycling/pedestrian routes.
- Develop medium- to high-density residential uses within a ten-fifteen minute walk from the waterfront village to encourage use and access via cycling/walking.
- Add an improved central pedestrian crosswalk across Okanagan Landing Road at the Village Plaza to provide a vital connection between the south and north sides of the major through road.

3.0 LAND USE ELEMENTS

Schedule C to the Waterfront Neighbourhood Plan outlines the general land use designations for the Waterfront Plan Area. This Sub-Section focuses on the land uses that are most integral to the success of the Waterfront Plan.

3.1 MIXED-USE VILLAGE COMMERCIAL

3.1.1 Description of Designation

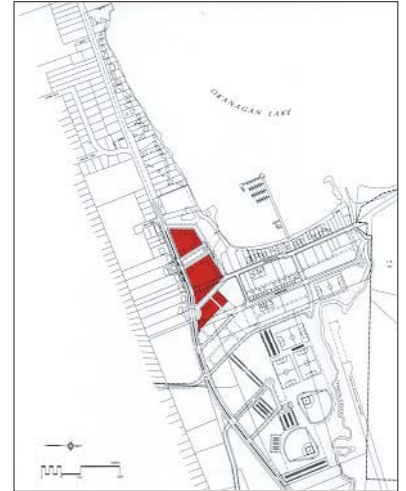
The Waterfront Village is intended to act as the visual focus and land use anchor for the destination tourist commercial development envisioned along Lake Okanagan. The Mixed-Use Village Commercial area accommodates a mix of general commercial, office, retail, and residential land uses. Situated between Okanagan Landing Road and the Landing Promenade, the Village Commercial area makes up nearly 6% of the total neighbourhood development area. Envisioned as a pedestrian scaled urban centre, the Village is to be designed using forms, materials and relationships that foster a vibrant, animated street life both during the day and well into the evening.

More specifically, the Mixed Use Village Commercial designation envisions tourist commercial retail and service uses at-grade along Lakeshore Road, the new Landing Promenade and Village Plaza Street, including groceries, boutique stores, personal and community services. Office uses are also permitted above the first storey. Assuming a three storey average building height, the Mixed-Use Village Commercial area could accommodate approximately 9,300 square meters of new retail and office space.

Along Okanagan Landing Road, a multiple-family housing form that includes townhomes, apartments and mixed-use apartments (i.e. residential above ground floor commercial) is permitted, while residential uses are limited to mixed-use apartments along Lakeshore Road and the Landing Promenade. On-site parking is provided through small-scale landscaped parking lots located behind the line of waterfront commercial buildings.

3.1.2 Rationale

The location and size of the Waterfront Village provides a “gateway” experience to the waterfront neighbourhood. It’s location at the major intersection of Okanagan Landing and Lakeshore Roads provides commercial visibility, access, parking and convenience for area residents and those travelling further west towards Ellison Provincial Park. The Village’s mixture of land uses encourages complementary commercial and residential development on the south side of Okanagan Landing Road, thereby providing a greater critical mass of people within walking distance to the public waterfront and Village amenities. In addition, the line of Village buildings physically frames the waterfront and complements the neighbourhood’s parks and public pier programmes. Finally, the Village serves as a destination and



orienting landmark for residents and tourists wishing to experience the waterfront community.

3.1.3 Policies

- a) Ensure that development of the property designated Mixed-Use Village Commercial addresses the vision outlined in the Waterfront Neighbourhood Plan Sub-Section 2. above, and that interim/incremental development respects and is compatible with the Waterfront Plan policies and existing development.
- b) Encourage retail development to front both the new Village Landing Promenade and Okanagan Landing Road. This configuration will reduce the visual impact of the commercial parking and encourage a pedestrian-friendly environment, with a development form that suggests the potential commercial development to the south of Okanagan Landing Road.
- c) Integrate Marshall Fields into the Waterfront Village in order to transform the current suburban park and commercial uses to a more urban and compact form interconnected to the larger surrounding residential neighbourhood.
- d) Reinforce and strengthen the viability of the Village Commercial development by permitting mixed-use buildings with commercial activities on the lower storeys and residential uses above.
- e) Ensure that commercial development is not located above residential uses.
- f) Site buildings for each development in a manner that contributes to the incremental realization of the plan.
- g) Provide a street edge with at-grade retail along existing and future streets to enhance sidewalk/pedestrian activity through the introduction, for example, of small outdoor cafes, convenience stores, restaurants, and shops. Larger retail uses could also be appropriate if developed in a pedestrian-friendly manner.
- h) Require all development within the Village Commercial designation to obtain a Development Permit as outlined in Waterfront Neighbourhood Plan Sub-Section 4.
- i) Secure additional community amenities as part of new development for public and semi-private open space and facilities. This includes pedestrian green spaces between buildings and along street frontages. Small public urban squares and community serving facilities should also be created in conjunction with new development.
- j) Consider reducing on-site parking requirements by up to 25 percent as part of development within the Neighbourhood Development Permit Area as illustrated on Schedule G if justified by a developer. A demonstration of higher transit usage, lower

automobile ownership, shared parking opportunities, and other long-term incentives for occupants are some examples of factors that can be used to make a case for reduced parking.

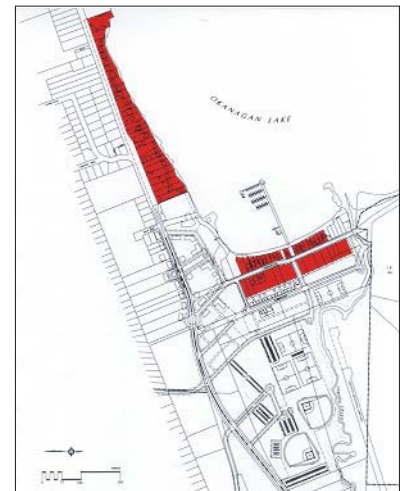
- k) Provide mid-block pedestrian connections between the street and interior parking lots to ensure pedestrian safety and freedom of movement.
- l) Buffer commercial buildings and parking lots from adjacent residential uses by incorporating landscaped yards or medians containing shrubs and trees.
- m) Encourage and facilitate the provision of shade and protection from the elements for pedestrians along primary commercial streets, through the provision of awnings, overhangs, canopies and/or arcades over the sidewalk.
- n) Require the provision of pedestrian amenities such as benches, human-scaled lighting, street trees and garbage receptacles along streets.
- o) Require that sidewalks and parking areas be designed according to barrier free access standards.
- p) Require all Mixed-Use Village Commercial development to abide by the massing volumetrics and design guidelines established by EKISTICS Town Planning Inc. and adopted by City Council as the “Tourist Commercial Waterfront Design Guidelines” prior to any redevelopment of these lands.

3.2 MIXED-USE TOURIST COMMERCIAL

3.2.1 Description of Designation

The Mixed-Use Tourist Commercial designation is intended to provide Vernon with waterfront commercial use and tourist accommodation so as to develop a destination experience for tourists and residents on the Lake. Comprising waterfront parcels along Lakeshore and Okanagan Landing Roads, the lands will accommodate a mixture of tourist commercial, retail and residential land uses. The Mixed-Use Tourist Commercial Area forms approximately 13% of the total neighbourhood development area.

The location of a Mixed-Use Tourist Commercial area within the waterfront plan area provides an opportunity to create a walkable and comfortable pedestrian environment. Small-scale buildings (one to three storey) are envisioned along the waterfront, providing locations for boutique shops, small restaurants, and accommodations with the potential for public access to the water. On the east side of Lakeshore Road, more substantial buildings to four storeys in height will accommodate a mix of residential accommodation and streetfront stores.



3.2.2 Rationale

The Mixed-Use Tourist Commercial area will function as a vibrant, pedestrian-friendly hub for tourist activity along the Lake Okanagan waterfront. It incorporates a diverse mix of uses in keeping with *Plan Vernon's* policies: a variety of accommodation, restaurants, cafes, recreation and entertainment venues, farmers' and craft markets, and small stores such as gift shops and boutiques. These services will support and enhance a growing tourism industry in the Waterfront area, as well as local resident needs. The Mixed-Use Tourist Commercial precinct will create additional opportunities for public access to the waterfront and allow for the Landing's incremental redevelopment in keeping with the existing form and character of adjacent properties.

3.2.3 Policies

- a) Ensure that the development of land designated as Tourist Commercial addresses the vision outlined in the Waterfront Neighbourhood Plan Sub-Section 2. above and that interim/incremental development respects and is compatible with the Waterfront Neighbourhood Plan policies and existing development.
- b) Public waterfront access of a 15 meters wide corridor from the natural boundary will be negotiated with the landowner upon application for rezoning to Tourist Commercial use. The intention of the publicly controlled waterfront is to provide uninterrupted public access in the form of a path or boardwalk along the lakeshore. Private use and amenity will be respected in the design of public access.
- c) On-site parking for Tourist Commercial uses will be provided away from the water behind buildings using lane access where possible.
- d) Require all development on land designated Tourist Commercial to obtain a Development Permit as outlined in Waterfront Neighbourhood Plan Sub-Section 4.
- e) Secure additional community amenities as part of new development for public and semi-private open space and facilities. This includes pedestrian green spaces between buildings and along street frontages. Small public urban squares and community serving facilities should also be created in conjunction with new development.
- f) Consider reducing on-site parking requirements by up to 15 percent as part of development within the Waterfront Neighbourhood Development Permit Area as illustrated on Schedule G if justified by a developer. A demonstration of higher transit usage, lower automobile ownership, shared parking opportunities, and other long-term incentives for occupants are some examples of factors that can be used to make a case for reduced parking.

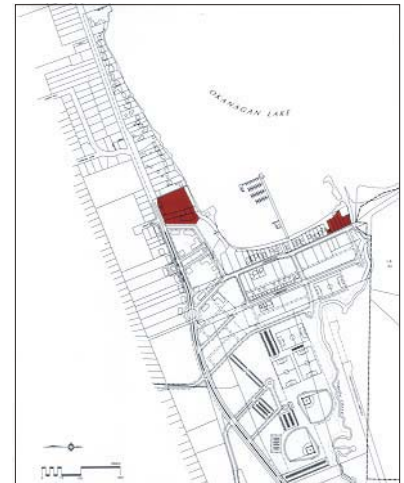
- g) Encourage the establishment of B&B and other small commercial lodging uses in this area.
- h) Require the provision of pedestrian amenities such as benches, human-scaled lighting, street trees and garbage receptacles along streets.
- i) Require that sidewalks and parking areas be designed according to barrier free access standards.
- j) Require parking, loading areas, garbage and other ancillary services to be located at the rear of buildings for lands not on the waterfront.

3.3 RESORT HOTEL

3.3.1 Description of Designation

The Resort Hotel designation will accommodate the creation of waterfront resort hotels to support commercial tourism activities. The Resort Hotel designation will comprise approximately 4 percent of the total waterfront development area, and provide up to 500 bed units in addition to the those units provided by small scale accommodations within the Tourist Commercial precinct.

Two Resort Hotels are envisioned for the Waterfront Plan Area, one located on the water at the Village's northern boundary, adjacent to Vernon Creek; and the other at the western boundary of the waterfront plan area, adjacent to the Mixed-Use Village Commercial precinct.



3.3.2 Rationale

The two Resort Hotels will provide significant tourist accommodation at either end of the public waterfront park supporting tourist commercial uses and defining the extent of the Village. Located adjacent to the Mixed-Use Village and Tourist Commercial areas, the Resort Hotels will create the opportunity to provide attractive and easily accessible accommodation options in close proximity to the Village's commercial, park and waterfront amenities.

3.3.3 Policies

- a) Accommodate resort hotel development within the area designated Resort Hotel in the Waterfront Neighbourhood Plan.
- b) Ensure that the development of lands designated as Resort Hotel addresses the vision outlined in the Waterfront Neighbourhood Plan Sub-Section 2. above and that interim/incremental

development respects and is compatible with the Waterfront Neighbourhood Plan policies and existing development.

- c) Public waterfront access of a 15 meter wide corridor from the natural boundary will be negotiated with the landowner upon application for rezoning to Tourist Commercial use. The intention of the publicly controlled waterfront is to provide uninterrupted public access in the form of a path or boardwalk along the lakeshore. Private use and amenity will be respected in the design of public access.
- d) Require all development within the Resort Hotel designation to obtain a Development Permit as outlined in the Waterfront Neighbourhood Plan Sub-Section 4.
- e) Require building form and the arrangement of residential and accommodation units to address livability and privacy issues.
- f) On-site parking for Resort Hotel uses will be provided away from the water behind buildings using lane access where possible.
- g) Secure additional community amenities as part of new development for public and semi-private open space and facilities. This includes pedestrian green spaces between buildings and along street frontages. Small public urban squares and community serving facilities should also be created in conjunction with new development.
- h) Require the provision of pedestrian amenities such as benches, human-scaled lighting, street trees and garbage receptacles along streets.
- i) Require that sidewalks and parking areas be designed according to barrier free access standards.

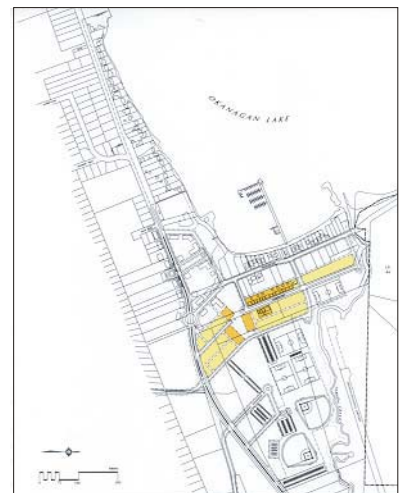
3.4 RESORT RESIDENTIAL

3.4.1 Description of Designation

Recognizing the importance of local resident use and support of the Commercial Village for the success of the waterfront uses, the Resort Residential land use is intended to develop the neighbourhood as a “community” as well as a tourist destination. The Waterfront Plan specifically accommodates two Resort Residential land uses – *Resort Single-Family and Resort Multi-Family*. These Resort Residential designations are described below.

Resort Multi-Family

The Resort Multi-Family residential land use designation accommodates a variety of ground-oriented multi-family residential housing types including rowhouses and stacked townhouses. Situated along the central park canal, the Resort Multi-family residential land



uses front onto parks with the exception of the existing Cummins Road multi-family homes, with parking at rear accessed through lanes. The Resort Multi-Family residential use makes up less than 3% of the total development area. The Multi-Family serves to frame the central park spaces, supporting the transition from active recreation to urban commercial waterfront uses.

Resort Single-Family

Resort Single-Family Residential development is situated east of the Mixed-Use Village Commercial area along Cummins Road, and adjacent to Okanagan Landing Road. Through fronting residential uses across from Marshal Fields Park, the homes are provided with greater amenity values, as well as, providing greater park security through having their “eyes on the park.” The Resort Single-Family Residential use makes up approximately 7% of the total development area.

Resort Single-Family offers the amenities of detached housing including separate entry, back yards, and garage parking that is popular with families and larger households. Resort Single-Family lot widths vary to encourage a diversity of residential building forms in each block. Small front setbacks and street orientation characterize building form and siting, with off-street parking provided through rear lanes.

3.4.2 Rationale

The inclusion of residential uses in the Waterfront Neighbourhood Plan provides a greater population living within a five-minute walk from the Village Commercial Centre. Having a large number of people within a close proximity to this commercial core is critical to the economic viability of the Waterfront Village. The Resort Residential use also provides opportunities for recreational properties and shared ownership for vacationing families in close proximity to the waterfront. In addition, with the rapid increase in waterfront property values, the Resort Residential lands provide local residents a greater opportunity for affordable home ownership within a Lakeside neighbourhood.

The Resort Residential designation attempts to establish a high-level of interconnectivity between residential, commercial and parks areas; fostering a livable, pedestrian scale environment; and, supporting viable commercial activities in the Mixed-Use Village and Tourist Commercial areas.

3.4.3 Policies

- a) Ensure that the development of lands designated as Resort Hotel addresses the vision outlined in the Waterfront Neighbourhood Plan Sub-Section 2. above and that interim/incremental development respects and is compatible with the Waterfront Neighbourhood Plan policies and existing development.

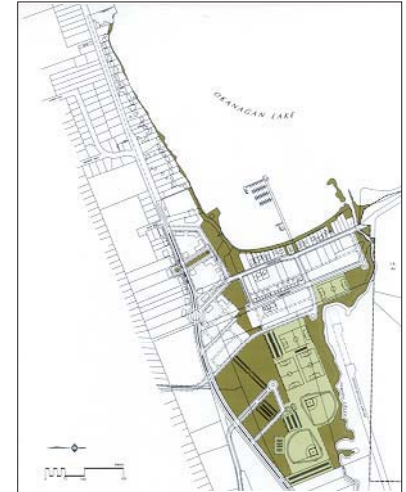
- b) Encourage the provision of a variety of housing forms within the neighbourhood and ensure that development proposed on land designated as Resort Residential addresses and retains the character and respects the context of the neighbourhood within which the development is proposed.
- c) The Neighbourhood Plan also recommends designating land for single-family and multi-family residential south of Okanagan Landing Road so as to provide a critical mass of homes within a ten minute walking distance of the Village.
- d) Establish the development of ground-oriented multi-family rowhousing along residential street and park edges, as identified on Schedule C Land Use Plan.
- e) Require all multi-family development within the Resort Residential designation to obtain a Development Permit as outlined in Waterfront Neighbourhood Plan Sub-Section 4.
- f) Secure additional community amenities as part of new development for public and semi-private open space and facilities. This includes pedestrian green spaces between buildings and along street frontages. Small public urban squares and community serving facilities should also be created in conjunction with new development.
- g) Require building form and the arrangement of residential and accommodation units to address livability and privacy issues.
- h) Require the provision of pedestrian amenities such as benches, human-scaled lighting, street trees and garbage receptacles along streets.
- i) Require that sidewalks and parking areas be designed according to barrier free access standards.

3.5 NATURAL ENVIRONMENT

The Waterfront Neighbourhood Plan aims to identify, conserve and enhance environmentally sensitive lands. The Plan seeks to avoid and mitigate the impacts of urban development in hazardous lands, on lands of high environmental sensitivity, and near critical fish and wildlife habitat. The Plan responds to both air and water quality through community designs encouraging sustainable modes of travel in addition to vehicular use (such as for transit, cycling, and pedestrians), and improved site treatments.

Vernon Creek is the most significant local environmental feature, passing through the northern edge of the Waterfront Neighbourhood. The City of Vernon has considered the protection of the watercourse and its riparian habitat as a priority, and will participate along with other governmental agencies in developing a Stormwater Management Strategy for Vernon Creek, which aims at reducing environmental impacts to the Creek.

The Waterfront Neighbourhood Plan identifies Vernon Creek as a critical environmental and recreation resource for the community. The most critical stormwater management issue identified in the development of the Waterfront Plan is the current poor ecological health of Vernon Creek. The Plan therefore proposes the creation of substantial in-stream enhancement to be designed in conjunction with the Federal Department of Fisheries and Oceans (DFO) and the Provincial Ministry of Water, Lands and Air Protection (MOWLAP).



3.5.1 Environmental Design Elements

The Waterfront Neighbourhood Plan contains the following design elements intended to restore and enhance the ecological health and recreational enjoyment of Okanagan Landing's fragile landscape and celebrate Vernon Creek as a significant natural resource:

- In-stream habitat enhancement along Vernon Creek's lower reaches from Marshall Fields to the Lake designed to provide significant new fisheries habitat, floodwater detention and a stable riparian ecosystem.
- Creation of a substantial open-water wetland habitat in the southeast corner of Marshall Fields. The wetland is linked with linear wetlands that extend through the park terminating at the children's playground. In addition to providing habitat for a wide range of species, including migratory birds, the wetland complex is intended to treat the park's stormwater through bio-filtration and groundwater recharge.
- Reflecting Canals located in the Plan's residential "parkettes" will double as stormwater treatment ponds for a portion of the remaining lands in the neighbourhood. Utilizing planted reed beds, the canals will bio-filter the storm water prior to discharging it into the Lake through the system of open water channels.

- Installation of a large single jet water fountain, located 85 meters from shore at the visual terminus of the Village Plaza, is intended to aerate the lake water, thereby improving water quality and providing a visual waterfront amenity.
- Establishment of a multi-use Eco-Pavilion with an associated outdoor teaching area and small boat dock near the mouth of Vernon Creek for park interpretation and stewardship programs. The Eco-Pavilion will provide a permanent venue for municipal, as well as, community groups to foster stewardship and understanding of Vernon's sensitive terrestrial and aquatic ecosystems.

3.5.2 Policies

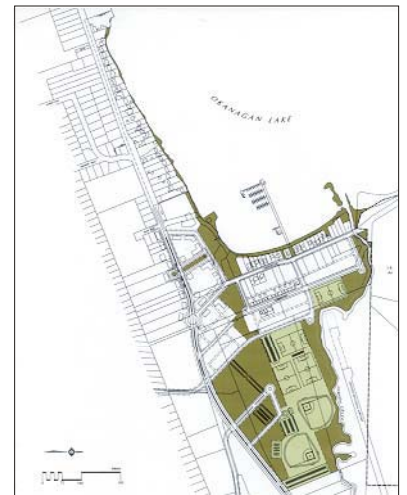
- a) Maintain the Vernon Creek stormwater drainage function in a manner that prevents further environmental degradation.
- b) Integrate future park pathways designated in the GVPRD's *Ribbons of Green* trail system along Vernon Creek corridor for recreational enjoyment and stewardship education.

3.6 PARKS & RECREATION

3.6.1 Description of Designation

The Park land use designation accommodates the major active and passive parks, open spaces, trails, urban pathways, in-stream environmental habitat and general landscaping features within the Waterfront Neighbourhood Plan. The Parks and their associated major pathways are illustrated on Schedule D.

The Waterfront Neighbourhood Plan designates space for active playfields in Marshall Fields Park in the order of over 20 percent (11.5 hectares) of the total Plan area; these uses are retained in their current location south of Vernon Creek. In addition, fifteen hectares of passive parkland and environmental habitat is designated along the Vernon Creek riparian corridor, wetland complex, community commons, and the canal parkway leading to the waterfront. These lands compose almost 30 percent of the total waterfront development area.



3.6.1.1 Waterfront Park Elements

The views and experience of the waterfront are the primary attraction in the Waterfront Neighbourhood. As such, the Waterfront Neighbourhood Plan has the following four park elements to provide public enjoyment and enrichment:

- The Village Waterfront Park, located along Landing Promenade is the focus of Village activity. Designed to provide universal access to the water, the park contains both formal gardens along the

street for Village gathering and less formal beachfront greens for picnicking and play. The park is bisected by the Village Plaza and Belvedere that provides waterfront opportunities for vendors, street performers and sidewalk cafes.

- The Promontory, located at the western edge of the Village Waterfront Park provides a 50 meter long raised viewing terrace and “cabana”, containing reception facilities, along with public washrooms and changerooms.
- In the centre of the Bay are the Public Pier and Marina. Designed to provide both private and public moorage, the pier allows visitors to experience being “on” the water without requiring a boat. The Pier contains a Kayak & Canoe Rental Pavilion close to shore, along with a Café Dining Pavilion at its terminus. The Pier will provide all season boat access and moorage, along with a possible lake-boat ferry station and float plane tie-up.
- At the northern edge of the Bay, a 100 meter Land Spit is proposed. The Spit, accessed via a removable bridge, would provide wildlife viewing screens, a natural park path leading to a lighted watch tower, and small boat dock. In addition to its recreational values, the Spit affords an important opportunity to protect and enhance the mouth of Vernon Creek. The Spit would be constructed to provide underwater littoral shelves and riparian habitat for Kokanee fry and Western Grebe in particular.
- In addition to the waterfront’s built elements, the Waterfront Neighbourhood Plan provides a 15 meter wide corridor of uninterrupted public waterfront with a universally accessible walkway extending 750 meters from the Promontory to the Spit’s watchtower.

3.6.1.2 Marshall Fields Park Elements

The Waterfront Neighbourhood Plan identifies Marshall Fields as an important park amenity for the new waterfront community, as well as, a recreational facility for the wider community. Currently planned as a regional sports field facility, the Waterfront Neighbourhood Plan recommends that an alternative site be acquired and developed in Vernon for its regional sports field complex. While accepting the necessary time required prior to its relocation, the Waterfront Neighbourhood Plan retains the existing active sports fields currently planned. Upon full build out, Marshall Fields Park will contain two ball diamonds, three tennis courts, four international-sized FIFA standard soccer fields, and a central concession and public wash and changeroom facility. The Waterfront Neighbourhood Plan recommends against further field or facility upgrades, such as field lighting, until the park is the subject of a comprehensive recreation master plan and detailed site design plan.

In addition to its active programme, the Waterfront Neighbourhood Plan identifies the following general recreational facilities in the design of the park:

- A children’s playground and picnic pavilion located at the centre of three pocket play greens.
- A community orchard and meadow to provide an opportunity to celebrate this important regional agricultural legacy.
- An open grassed “park commons” intended as a multi-use grassland able to accommodate public festivals and short-term camping.
- A central park entrance street that accesses Marshall Field’s approximately 675 on-site parking stalls from Okanagan Avenue.
- A network of multi-use pathways that connect to the City’s *Ribbons of Green* Urban Pathways along Okanagan Landing Road and within the Waterfront Village. The park pathways provide an intimate experience of Vernon Creek, as well as routes around the playfields and playgrounds eventually leading to the commercial village and public waterfront.

3.6.2 Rationale

The Waterfront Neighbourhood Plan incorporates both active and passive park space to provide residents and the larger community with a range of recreation options. Incorporating parks and environmentally sensitive lands within a compact, complete community helps to maintain its ecological health, identity, and livability.

3.6.3 Policies

- a) Consider enhancements to the existing parks and open spaces within the Waterfront Neighbourhood.
- b) Secure additional community amenities as part of new development for public and semi-private open space and facilities. This includes pedestrian green spaces between buildings and along street front-ages. Small public urban squares and community serving facilities should also be created in conjunction with new development.
- c) Provide urban pathway linkages that connect village, parks, waterfront, businesses, and residences. The majority of the urban pathways will be incorporated into the street rights-of-way.
- d) Encourage the development of an urban pathway within the Right-of-Way of the redesigned multi-modal boulevard recommended for Okanagan Landing Road.
- e) Create the major park focus for the neighbourhood at Marshall Fields with special amenities (i.e. a public square, passive open space, water feature, etc.) and connection to the waterfront. The

park should create a strong visual and built form link between the village, the waterfront, and resort residential uses.

- f) Alter the size and function of the existing Marshall Fields Park into a more urban form, with a balance between leisure and active recreation.
- g) Replace Marshall Fields' regional sports complex designation with a community parks designation that better supports the neighbourhood's tourist commercial focus.
- h) Require new development adjoining Marshall Fields Park to respect, integrate, and contribute to the park character, and to respond positively to the park environment.
- i) Consider the incorporation of Public Art in developments to contribute towards the creation and enjoyment of an attractive neighbourhood.

3.7 TRANSPORTATION

A sustaining community design provides a choice of transportation modes and routes. The Waterfront Neighbourhood Plan seeks to provide such a variety of transportation modes and routes both within and connecting to the larger community. The Neighbourhood Plan also recognizes and provides for the activities of the Vernon Regional Airport to the immediate east of the Plan area.

3.7.1 Airport Policies

- a) Provide for the future runway expansion extending 165m towards the waterfront along its present alignment. In addition to the runway extension, the Plan identifies a further 60m of land required for possible landing area at the end of the western runway.
- b) Prior to the extension of the runway, undertake the land acquisition and realign works for Vernon Creek to the west so as to provide the necessary land for the extended runway.
- c) The Waterfront Neighbourhood Plan will abide by all operating requirements of the Vernon Regional Airport regulating Bylaw No. 4578, along with all federal transportation and air safety regulations.

3.7.2 Road Policies

- a) Establish a new Landing Promenade Street through the Village, while providing for the realignment of Lakeshore and Cummins Road, along with the provision of additional local streets as described in Schedule E of the Waterfront Neighbourhood Plan.

- b) Create a new looping entrance street from Okanagan Avenue into Marshall Fields Park to organize park traffic flow and provide vehicle access to the park's parking lots, concession, and community commons.
- c) Employ traffic roundabouts on Okanagan Landing Road to provide for efficient and safe traffic circulation into the Waterfront Village Neighbourhood. Create a major planted roundabout at the intersection of Okanagan Landing Road and Lakeshore as the primary entrance to the Waterfront Village.
- d) Realign the intersection of the south collector road and Okanagan Landing Road to provide for the creation of the Waterfront Village Neighbourhood Street as described in Schedule E.

3.7.3 Transit Policies

- a) Accommodate public and private transit service within the Waterfront Village in order to provide a direct link between Vernon's downtown and the Waterfront Neighbourhood's Tourist Commercial uses and amenities.
- b) Ensure that the transit stop has appropriate access for bus movements with the buses being routed through the village with access from Lakeshore and Okanagan Landing Roads.
- c) Provide for good pedestrian connectivity to the transit station for all including the disabled, as well as those using transit, cycling, and automobiles.
- d) Integrate the design of the transit stop with the design theme of the Village.
- e) Balance transit requirements with urban design measures to accommodate both transit movements and pedestrian-friendly streets.

3.7.4 Pedestrian System Policies

- a) Create a large pedestrian urban square that reinforces a strong Waterfront Village public realm.
- b) Create a positive pedestrian realm within the Waterfront Plan through the provision of wide sidewalks, street trees, landscaping, special paving treatments, and coordinated street furniture.
- c) Create safe and interesting pedestrian routes as part of the urban park and pathway system.
- d) Provide sidewalks along both sides of all streets within the Neighbourhood Development Permit Area where required.

3.7.5 Cycling Policies

- a) Create safe bicycle routes as part of the urban park pathway system within the Waterfront Neighbourhood Plan area.
- b) Provide for centralized and safe bike storage/parking at the Waterfront Village.
- c) Encourage the provision of “end of trip” facilities as part of new development, such as bike racks and bike lockers. Bike racks should be clearly visible from storefronts.

3.8 UTILITIES

Expansion of the City's infrastructure will be needed to accommodate the proposed higher density development in the Waterfront Neighbourhood Plan area. Schedule F illustrates the utility servicing concept for the Waterfront Neighbourhood Plan area. While recognizing the importance of satisfying the functional demand created by the growth in population and business activity, the planning of new infrastructure shall also take into account the impacts on the environment, particularly from a stormwater management perspective.

3.8.1 Policies

- a) Develop a financial strategy for the installation of the required infrastructure improvements that include an equitable contribution from development.

4.0 DEVELOPMENT PERMIT AREA

(Designated pursuant to Section 919.1(1)(f) of the Local Government Act).

Within those "Development Permit Areas" designated on Schedule G, land shall not be subdivided, nor shall the construction of a building or building addition for which a building permit is required be commenced unless the owner first obtains a development permit. However, a development permit shall not be required for the construction of a one- or two-family dwelling or additions thereto on lands currently zoned for one or two-family residential under the City of Vernon Zoning Bylaw. Particulars of the Development Permit Areas designated on Schedule G are listed below.

4.1 OBJECTIVES

- a) To recognize the role of the Waterfront Village as accommodating compact, mixed-use tourist commercial developments near the Lake Okanagan Waterfront.

- b) To recognize the Waterfront Neighbourhood as a visible tourist destination for Vernon, and as a major community activity centre.
- c) To ensure a sound relationship between different land uses in the Development Permit Area, and between those uses and adjacent park and residential areas.
- d) To ensure a coherent neighbourhood character that supports waterfront commercial tourism.
- e) To ensure a high level of design and construction quality into the development of the Waterfront Plan's private and public realms.
- f) To ensure that adequate circulation for all transportation modes is maintained in this area of relatively high density of movement.
- g) To encourage a good working and living environment for residents and employees in the area.

4.2 GUIDELINES TO ACHIEVE OBJECTIVES

- a) Consistent with Waterfront Neighbourhood Plan Sub-Section 4.1 Objective a) above, individual development proposals need to include a conceptual plan demonstrating how the development meets the long-term policies of the Waterfront Neighbourhood Plan.
- b) Consistent with Waterfront Neighbourhood Plan Sub-Section 4.1 Objectives b) and e) above, new development will be guided by the principles and intent of the "Tourist Commercial Waterfront Design Guidelines" adopted by City Council Resolution prior to allowing redevelopment in the Waterfront Plan area. These guidelines will prescribe the general criteria for new development and provide the basis for preparation and approval of development proposals. In addition, it is recognized that all guidelines may not be applicable in every instance. During the review of the development, alternative solutions and designs that meet the general intent of the guidelines may be considered, and applied to development; all such development shall be appropriately landscaped.
- c) Proposed sites for new development shall be of a configuration that does not result in remainders of land that would be difficult to develop for the uses designated on Schedule C.
- d) The form, siting and character of new commercial and multifamily residential development should take into account established adjacent development and shall, where appropriate, provide screening or a landscape buffer to lessen impact on adjacent lands.

- e) The siting of new buildings and additions to existing buildings shall take into account the proposed public waterfront parks and pathways shown on Schedule B.

5.0 NEIGHBOURHOOD PLAN TABLES

5.1 NEIGHBOURHOOD PLAN LAND USE SUMMARY

Land Use Designation	Residential Units	Hospitality Beds	Retail Area m ²	Gross Area ac	Gross Area ha	% of Land Area
PRIVATE REALM						
Resort SF Residential	84	*	n/a	9.35	3.78	7.17
Resort MF Residential	36	*	n/a	3.67	1.49	2.82
Mixed Use Village Commercial	80	*	7600	7.44	3.01	5.71
Mixed Use Tourist Commercial	300	*	1100	16.98	6.87	13.03
Resort Hotel	n/a	500	500	4.99	2.02	3.83
<i>Subtotal</i>	500	500	9200	42.43	17.17	32.56
PUBLIC REALM						
Park Active & Playfields	n/a	n/a	n/a	28.47	11.52	21.84
Park Passive & Environmental	n/a	n/a	n/a	37.26	15.08	28.60
Public & Institutional	n/a	n/a	n/a	0.79	0.32	0.60
Public Road ROW	n/a	n/a	n/a	21.38	8.65	16.40
<i>Subtotal</i>	0	0	0	87.90	35.57	67.44
Total Neighbourhood Developed Area	448	416	9200	130.33	52.74	100.00

**Note: residential units can accommodate hospitality beds*

6.0 SCHEDULES

SCHEDULE B : CONCEPTUAL FRAMEWORK PLAN

SCHEDULE C : LAND USE PLAN

SCHEDULE D : PARKS PLAN

SCHEDULE E : STREET HIERARCHY PLAN

SCHEDULE F : UTILITY SERVICING PLAN

SCHEDULE G : DEVELOPMENT PERMIT AREAS

