Memorandum to Council

To:	**Mayor and Council**	File No: 6480-02 / 8300-07
Date:	April 28, 2025	
From:	Danielle DeVries, Manager, Transportation	
	Anne Huisken, Transportation Planner	
	Matt Faucher, Acting Manager, Long Range Planning & Sustainability	
Subject:	Official Community Plan and Transportation Plan Review – Land Use and Major Transportation Projects Part 1 of 4	

Purpose:

To provide an update to Council on progress with the Official Community Plan and Transportation Plan prior to the launch of Phase 3 Public Engagement in late May.

Recommendation:

THAT Council receive the memorandum titled Official Community Plan and Transportation Plan Review – Land Use and Major Transportation Projects Part 1 of 4, dated April 28, 2025.

Background:

The Official Community Plan (OCP) and Transportation Plan (TP) review is approaching the final phase, with completion anticipated by the end of 2025 to meet Provincial requirements. Drafts of the OCP Future Land Use Map and Major Transportation Projects will be reviewed by Council during three Committee of the Whole meetings: April 28, May 12, and May 26. Following these, a public engagement period will run until the end of June, offering additional opportunities for input, as approved by Council on December 9, 2024.

Public Input Shaping Policies

Public engagement in Phases 1 and 2 of the OCP/TP process included Council workshops, a Bus Tour, two online surveys, agency referrals, five workshops with Council committees, several pop-up tents at various community events, eleven workshops with

non-profit groups and community organizations, and a public open house on November 7, 2024.

Staff prioritized incorporating this feedback to align growth initiatives with community values and priorities, fostering stronger resident support and participation in shaping the City's future, as shown in Table 1.

Table 1: Examples of public feedback themes and how they will be incorporated

What we learned from the public	How we Responded
Embrace the way Vernon wants to grow	Context sensitive policies, growth strategy complementary to the community
Encourage a mix of housing types for a diversity of lifestyles and options	Define land uses with flexibility and a variety of gentle density housing forms
Prioritize affordable and attainable housing	Provide opportunities for small and large apartments throughout the city and encourage various land tenures
Improve vibrancy of existing neighbourhoods	Promote mixed-use in neighbourhoods – integrate local commercial opportunities and range of urban infill options
Protect agricultural lands	Integrate/coordinate with Agricultural Land Reserve (ALR) boundaries and regulations
Protect environmentally sensitive areas	Update the City's Development Permit mapping and environmental policies
Enhance community sustainability	Establish Urban Containment Boundary
Provide enhanced amenities and infrastructure	Integrate Transportation Plan; Develop new Park & Open Space Policies; Update Development Cost Charge (DCC) Bylaw for the provision of new infrastructure directly attributed to growth

Based on public feedback, a growth strategy for the City's 20-year population projection has been developed and is being refined. It incorporates insights from technical reports, including the Housing Needs Assessment completed in late 2024, which projected the need for 11,484 new housing units over two decades. The strategy aligns with Vernon's growth goals, building on concepts in the current OCP and previous public engagement efforts that emphasize compact, sustainable development, alternative transportation, and downtown revitalization.

Growth Areas

The City's growth strategy focuses on Gentle Density, which means gradually increasing residential density in existing neighbourhoods. This involves adding smaller, affordable Missing Middle Homes, such as laneway houses, backyard cottages, duplexes, fourplexes, and townhouses to boost housing supply without altering neighbourhood character. The approach addresses housing shortages and affordability by using existing single-family areas and aligns with the new Provincial small-scale, multi-unit housing legislation. The growth strategy is shown in Figure 1 and Table 2.

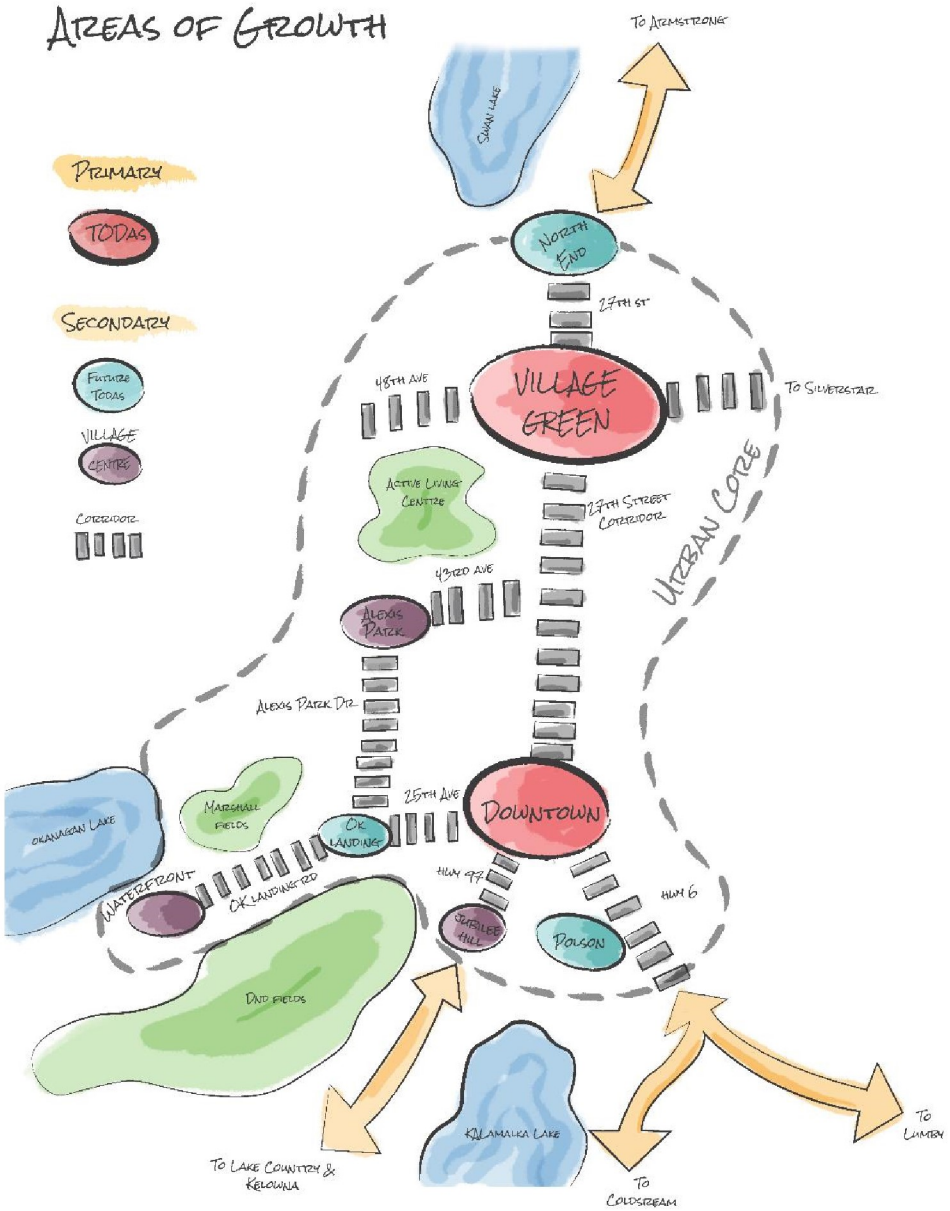


Figure 1: Growth Areas in the City of Vernon

The Housing Needs Assessment also highlights the importance of larger apartment buildings, mixed-use developments, and mid-rise structures to ensure diverse housing options. These should be strategically located in Transit Oriented Development Areas (TODAs) and Village Centres, guided by OCP policies tailored to each area. Combined with Missing Middle Housing, this growth strategy aims to meet community goals of affordability, diversity, accessibility, and sustainability, key priorities identified during public engagement.

Table 2: Growth Areas by hierarchy

Primary	Secondary	Tertiary
Transit Oriented Development Areas (TODAs)	Village Centres Future TODAs Corridors	Urban Core Hillside Neighbourhoods

See Attachment 1 for definitions of Growth Areas

Major Transportation Projects

Based on the land use concepts, the transportation network has been analysed for necessary improvements over the next 20 years. A project list was developed based on public feedback and technical transportation studies (Attachment 2). A prioritization exercise was conducted to guide decision making to ensure the selected projects meet the best long-term interests of the City. Key criteria include Condition and Need, Network Connectivity, Safety, Location, and Values. A Minor Project list will also be developed annually for the City's Capital Program for smaller improvements and interventions and adjusted and refined as opportunities emerge over the coming years.

Presentation Approach

Administration is splitting the overview of the OCP/TP into four parts by geographical area over a six-week period for Council discussion This approach will help focus the concepts and feedback at the neighbourhood-level of the City. The four quadrants are shown in Figure 2. Note the areas that will be presented are all within the Growth Area of the City. Hillside, resort, and outlying areas, like the Foothills and the Rise, will follow their existing Neighbourhood Plans and Land Use Designations, so will not be presented. Alexis Park/Downtown will be presented on April 28, and both the OCP and TP presentations are included as Attachments 3 and 4.

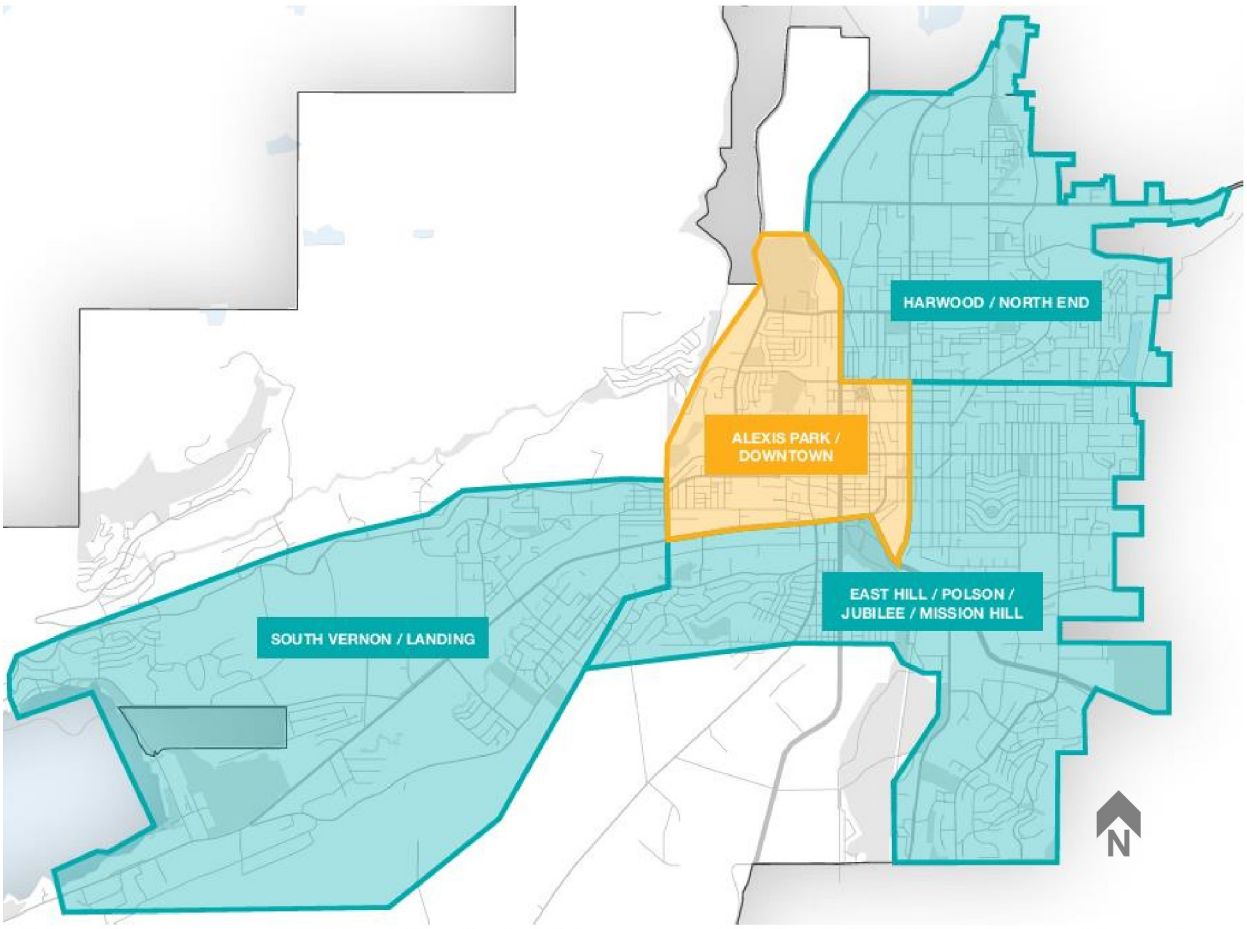


Figure 2: Four areas of the City that will be presented April 28, May 12, and May 26

This OCP and Transportation Plan overview is intended to provide Council with an early broad-base check-in on land use concepts and transportation projects prior to public engagement. More detailed information and full maps of all neighbourhoods will be shared during the engagement period in June and Council is encouraged to participate in the events.

Communication:

Phase 3 of public engagement begins in late May, featuring an online survey at Engage Vernon and two open houses in early June: one on a weekday and one on a weekend. Details will be shared via postcards, newsletters, radio, and newspaper advertising. The survey will be open until the end of June, so residents have an opportunity to review the materials and provide feedback. Residents are encouraged to sign up to receive email updates to stay informed about the OCP and the Transportation Plan on the Engage Vernon website at engagevernon.ca/ocp-tp.

Attachments:

Attachment 1 – Definitions of Growth Areas
Attachment 2 – Major Transportation Project List for Alexis Park/Downtown
Attachment 3 – Official Community Plan Land Use Map Part 1 of 4
Attachment 4 – Transportation Plan Major Transportation Projects Part 1 of 4

Reviewed by: Jessica Hewitt, Manager, Communications & Grants
Reviewed by: Terry Barton, Director, Planning & Community Services
Reviewed by: Sue Wood, Manager, Legislative Services
Reviewed by: Kevin Poole, Director, Corporate Administration
Approved by: Peter Weeber, Chief Administrative Officer

Attachment 1 - Definitions of Growth Areas

Primary Growth Area:

Transit-Oriented Development Areas (TODAs) are locations in the City designated under the *Local Government Act* to support high-density, mixed-use development within walking distance of transit services. TODAs are Vernon's key areas for growth and reinvestment, centered around existing destinations and transit hubs such as Downtown and the Village Green Mall.

Secondary Growth Areas:

Village Centres are medium-scale neighbourhood hubs that offer local services, a mix of housing options, and public spaces within a walkable, community-oriented setting. Each Village Centre has a distinct identity and serves nearby residents. They are smaller than Urban Centres and support secondary growth within the City.

Future Transit-Oriented Development Areas (Future TODAs) are locations identified for possible future TODA designation in the near to mid-term. These areas are where two or more transit routes intersect, with at least one route with the potential for service levels to meet the requirements for frequent transit designation. Smaller in scale than existing TODAs, Future TODAs offer opportunities for compact commercial hubs and support small- to medium-scale housing development.

Corridors are key mobility connections linking TODAs, Village Centres, and surrounding neighbourhoods. Typically located along arterial or collector roads, Corridors are within walking, cycling, or rolling distance of centres. They are generally served by transit and provide residents with multiple options to access nearby shops, services, and employment opportunities.

Tertiary Growth Areas:

Urban Core areas are neighbourhoods within the urban containment boundary where gentle density increases guide future growth. As these areas redevelop over time, they primarily support single-detached homes with suites or accessory dwelling units, townhouses, houseplexes, and may include low-rise apartments or neighbourhood commercial uses along major roads or larger sites.

Hillside Neighbourhoods are areas where steep terrain, servicing constraints, and environmental sensitivity limit growth and development. These neighbourhoods typically feature single-detached homes or townhouses, with some exceptions in resort areas. Residents in Hillside Neighbourhoods are generally more reliant on personal vehicles for transportation and face longer travel distances to access shops, services, and employment.

Attachment 2 - Major Transportation Project List for Alexis Park/Downtown

	Short Term Projects			
	Project	**Location**	**Description**	**Primary Purpose**
1.	Alexis Park Corridor Upgrade	Alexis Park 32nd Ave to 39th Ave	Upgrade the corridor to support all modes of travel.	Improve access to Active Living Centre and support growth in Alexis Park Village Centre.
2.	Key Intersection upgrades	City Core and West Vernon	Upgrade Intersections at: a) 33rd Street and 39th Ave b) 41st Street and 27th Ave	Reduce congestion, improve traffic flow, and enhance access to key destinations.
	Medium Term Projects			
3.	Key Intersection upgrades	City Core and West Vernon	Upgrade Intersections at: a) 41st Street/32nd Ave and Bella Vista Rd/30th Ave b) 37th Ave (Alexis Park Drive) and 30th Ave c) 32nd Ave and Alexis Park Drive	Improve traffic flow and circulation on major arterial roads and support growth along key corridors.
4.	34th Street Extension	Highway 97 to 39th Ave	Road and pathway upgrades to support all modes of travel, including new pedestrian and bike connections	Support growth in Alexis Park, improve connections between key destinations, and add a safer walking and biking connection away from busy roads.
5.	Downtown Vernon Transit Exchange Upgrades and Pedestrian Plaza	City Core	Transit exchange upgrades and a new pedestrian plaza on 31st Avenue	Improve transit operations, support downtown growth as a transit-oriented hub, and create a welcoming public space for community use and events.
	Long Term Projects			
6.	42nd Ave Village Center Corridor upgrade	Alexis Park	Corridor improvements to support a future Village Centre.	Respond to new development by creating a neighbourhood with a strong sense of place.

Attachment 3

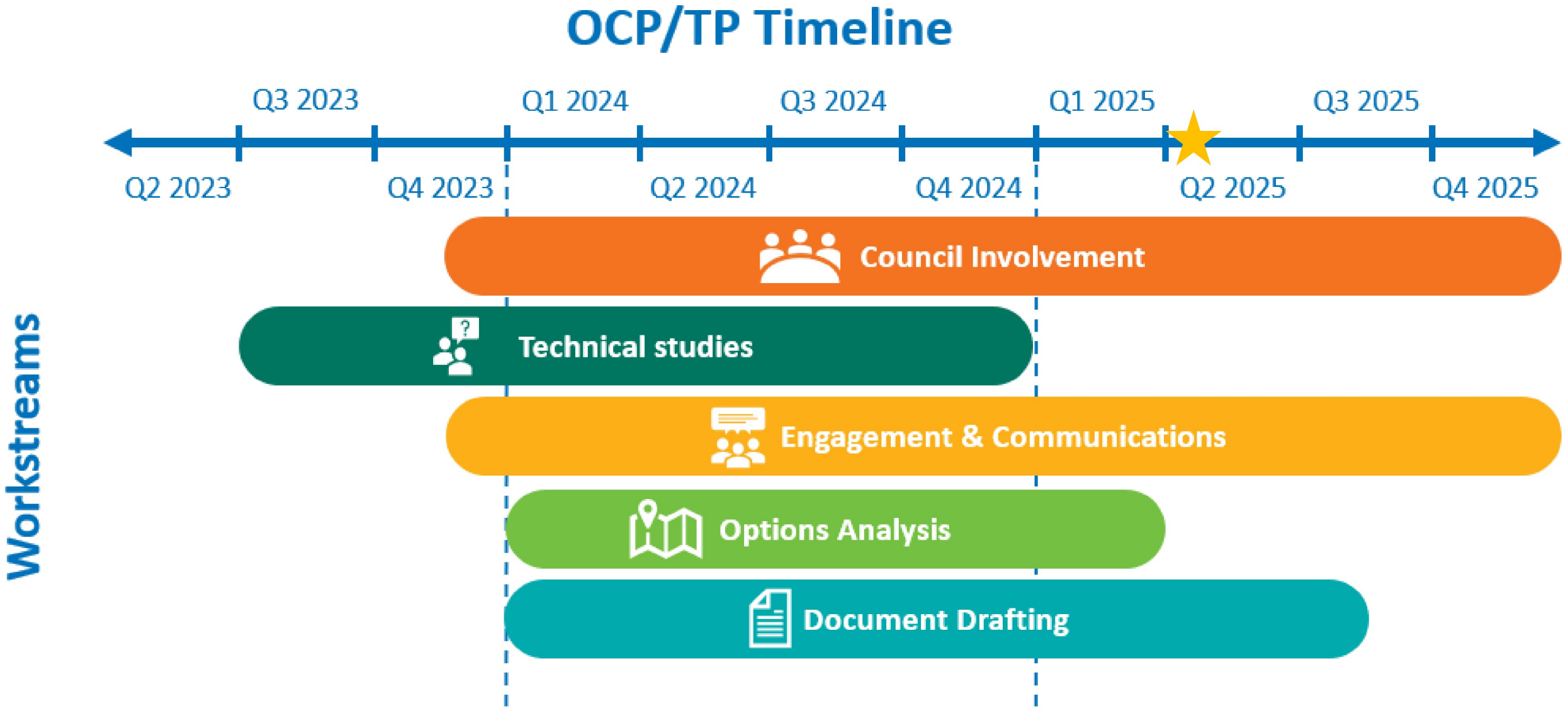
Official Community Plan & Transportation Plan

Downtown Urban Centre
&
Alexis Park Village Centre

CITY OF Vernon

Council Presentation
April 28, 2025

OCP/ TP Review Timeline



Purpose of today

Overview:

- Recap of key OCP concepts and public input
- OCP / TP Review Process
- Urban Centre: Downtown
- Alexis Park Village Centre
- Urban Neighbourhoods
- Connecting Land Use and Transportation Projects

What We Heard: Public Input

What we learned from the public	How we Responded
Embrace the way Vernon wants to grow	Context sensitive policies, growth strategy complementary to the community
Encourage a mix of housing types for a diversity of lifestyles	Define land uses with flexibility and a variety of gentle density housing forms
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Improve vibrancy of existing neighbourhoods	Promote mixed-use in neighbourhoods – integrate local commercial opportunities and range of urban infill options
Protect agricultural lands	Integrate/coordinate with ALR boundaries and regulations
Protect environmentally sensitive areas	Update City's DP mapping and environmental policies
Enhance community sustainability	Establish Urban Containment Boundary
Provide enhanced amenities and infrastructure	Integrate Transportation Plan; Develop new Park & Open Space Policies; Update DCC Bylaw for the provision of new infrastructure directly attributed to growth

Gentle Density

Gentle density in urban planning refers to gradually increasing residential density in existing neighborhoods by building smaller, more affordable **Missing Middle Homes**, such as laneway homes, backyard cottages, or infill duplexes, fourplexes and townhouses. This approach aims to increase the housing supply without drastically changing the character of the neighborhood.

It is intended to address housing shortages and affordability issues by adding more homes on existing properties, often in areas that are already primarily single-family home neighborhoods.



Why Missing Middle Housing Matters

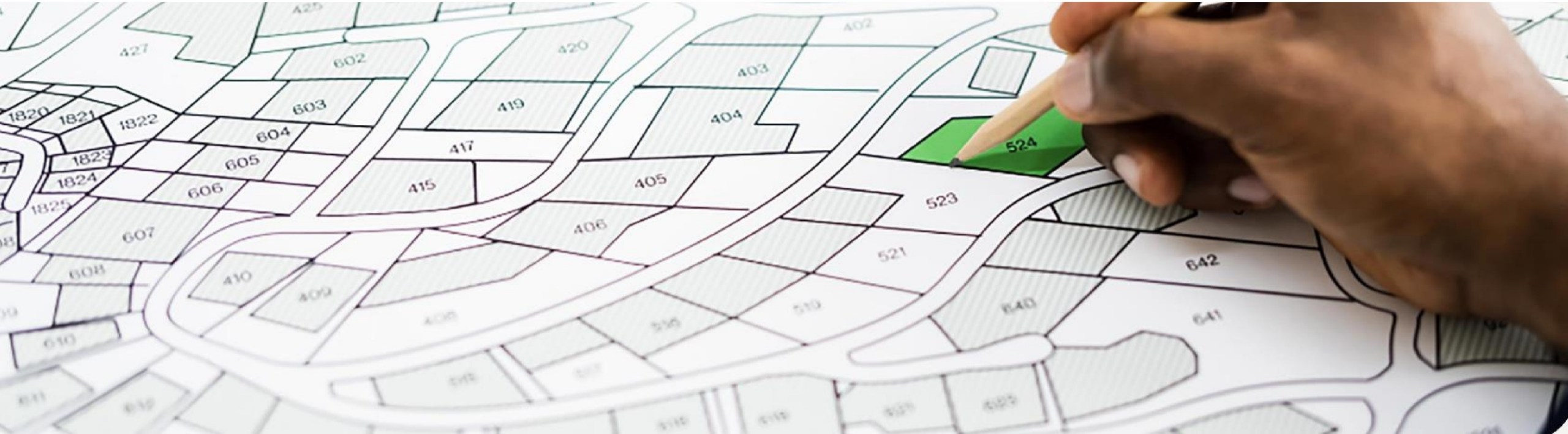
The benefits of MM housing are significant:

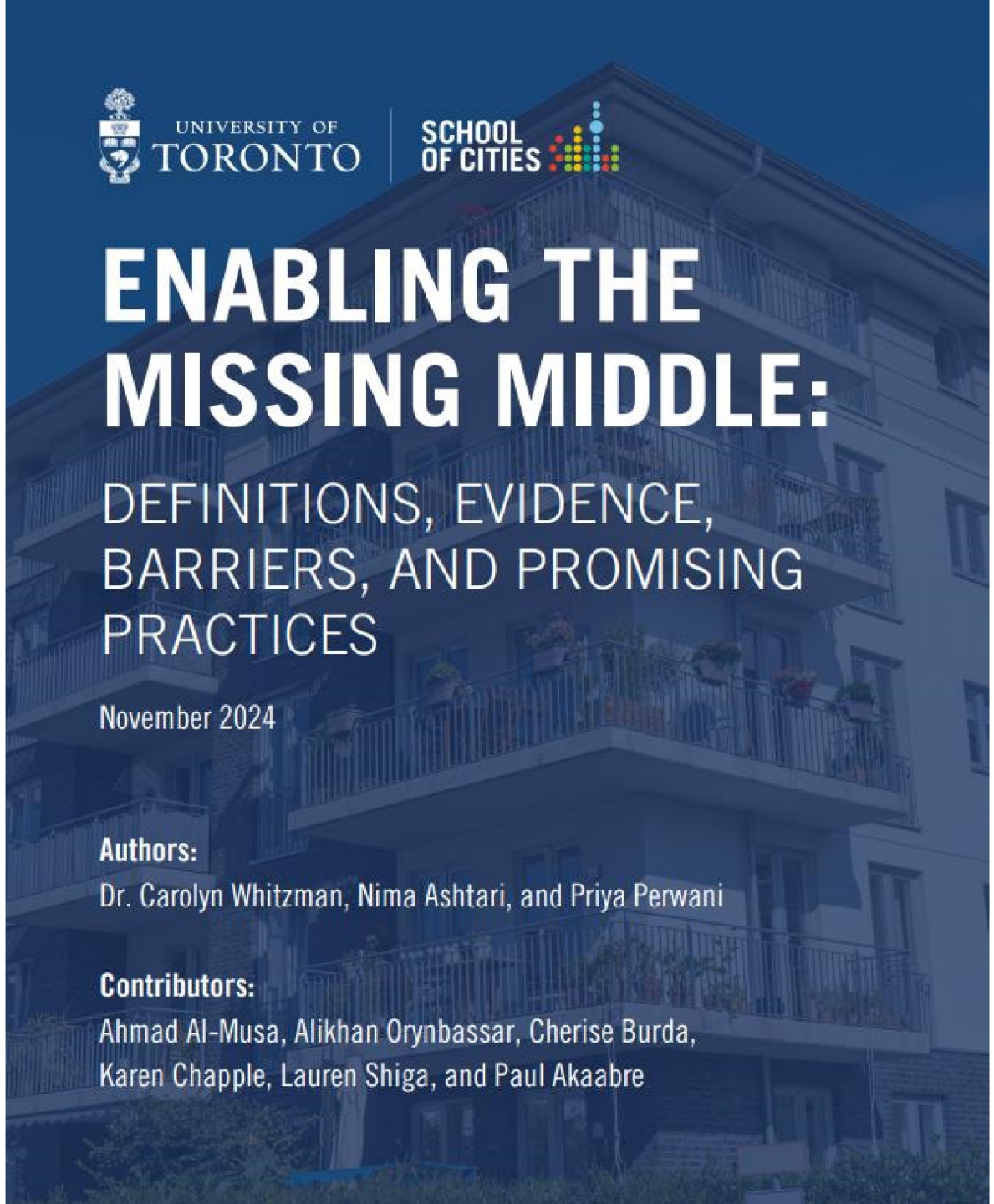
Affordability: Smaller homes at moderate price points.

Diversity: A range of home sizes, from studio ADUs to four-bedroom apartments.

Accessibility: Proximity to public transit, amenities, and employment hubs.

Sustainability: Energy-efficient designs and reduced travel distances.





UNIVERSITY OF TORONTO | SCHOOL OF CITIES

ENABLING THE MISSING MIDDLE:

DEFINITIONS, EVIDENCE, BARRIERS, AND PROMISING PRACTICES

November 2024

Authors:
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Contributors:
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Sample Housing Form: 6-plex



Specifications

- Number of Units 6
- Size of Units < 1000 sqft
- Number of Structures 1
- Bedrooms Per Unit 2

Size of Project

- Width of Build < 45’
- Height 3 Storeys
- Total Build Area < 5500 sqft

Lot Attributes

- Lot Type Mid-block
- Vehicle Access Front, Rear

Apartment Blocks & Mid-rises

Housing Needs Assessment identified the need for significantly more apartment units both condos and rental:

Challenges

High Construction Costs

Need for larger lots or land assemblies

Visually dominate building form

Lengthier Permitting Process

Market Demand

Opportunities

Apartment building can yield ~80-100 units

Can provide greater opportunities to upgrade local infrastructure and amenities

Often provide in-house amenities: gyms, pools and shared spaces

More affordable

Economies of scale when multiple buildings can be achieved in one project – more efficient and cost effective

Land Use Area Hierarchy

Areas of Growth

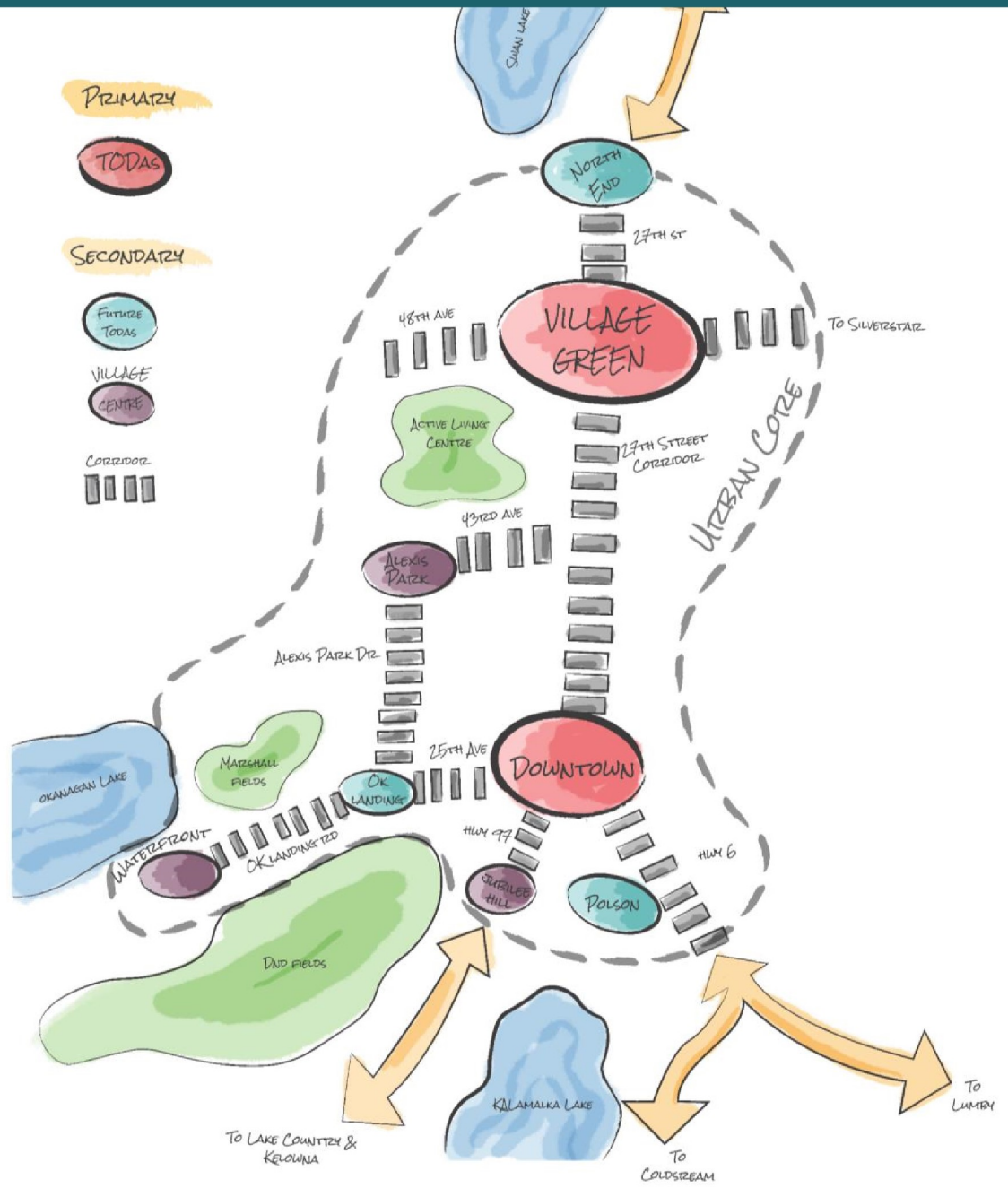
OCP helps managing population growth and development

20-Year Housing Need Estimate: 11,484 units

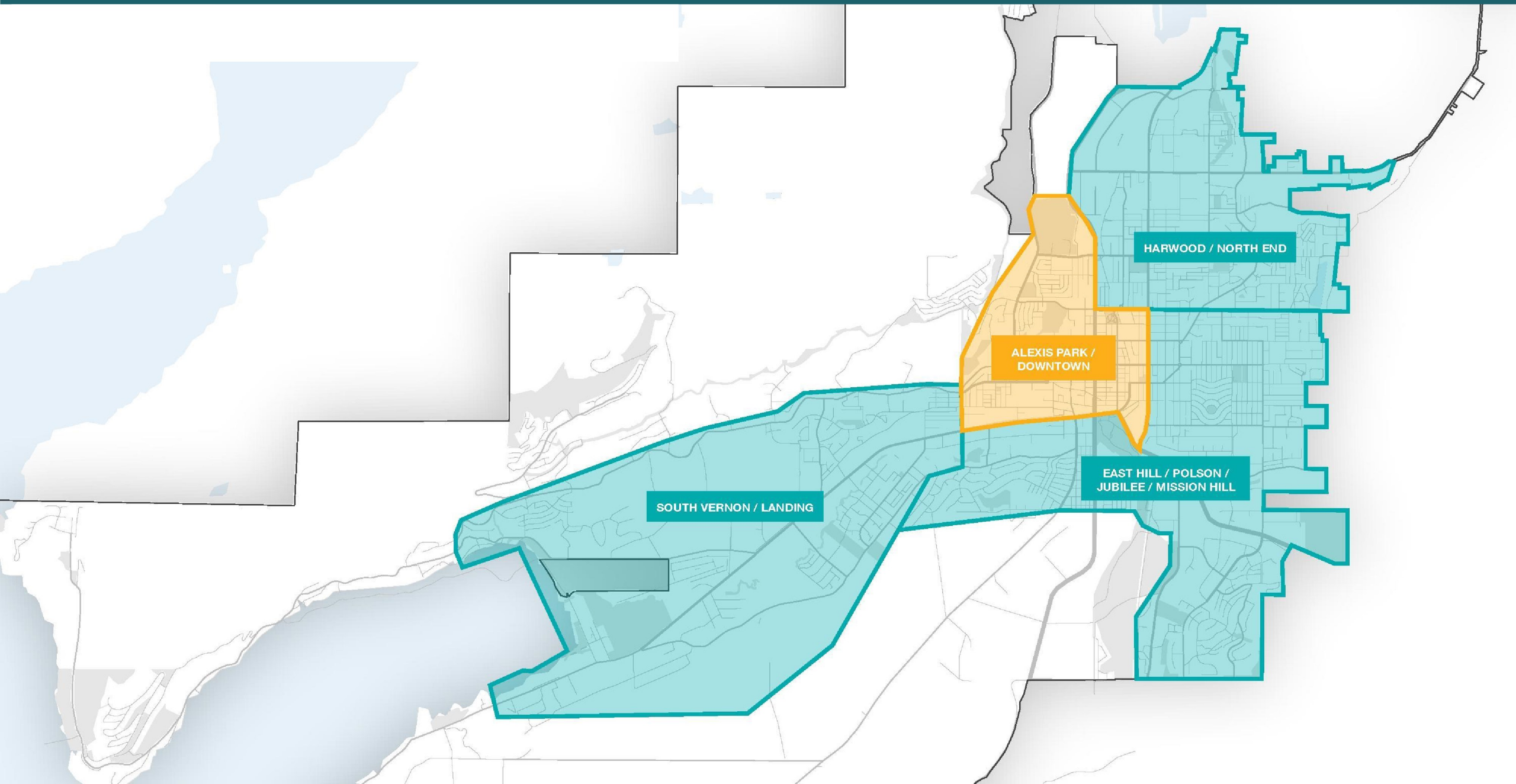
- Transit Oriented Development Areas: Primary
- Village Centres: Secondary
- Corridors: Secondary
- Urban Core: Tertiary
- Hillside Neighbourhoods: Tertiary

Based on the City of Vernon's existing Growth Strategy, OCP and values:

- Emphasizes compact, sustainable development, alternative transportation and revitalization of downtown core
- It also includes strategies for preserving agricultural land, creating complete neighborhoods and promoting a youth-friendly environment.

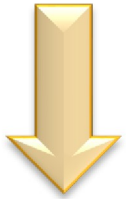


City Section: 1 of 4

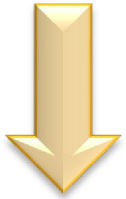


Land Use Designation Structure

Land Use Designation (GENERAL AREA)



Area Vision



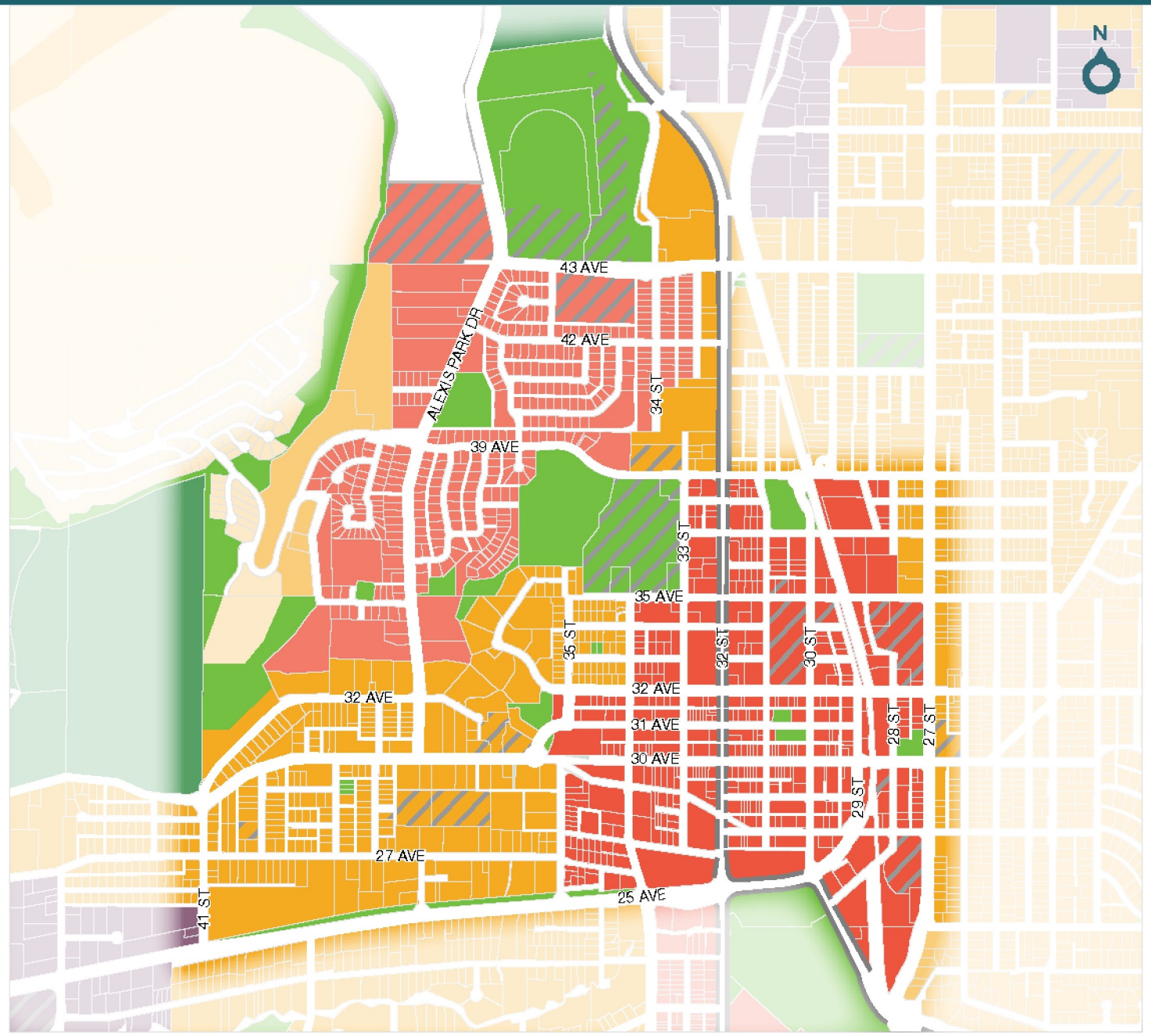
Policies & Objectives

Area 1: Downtown & Alexis Park

PROPOSED FUTURE LAND USE

Alexis Park / Downtown

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



Land Use Definitions: Urban & Village Centres

Vision for Centres

The following desired outcomes guide this transformation:

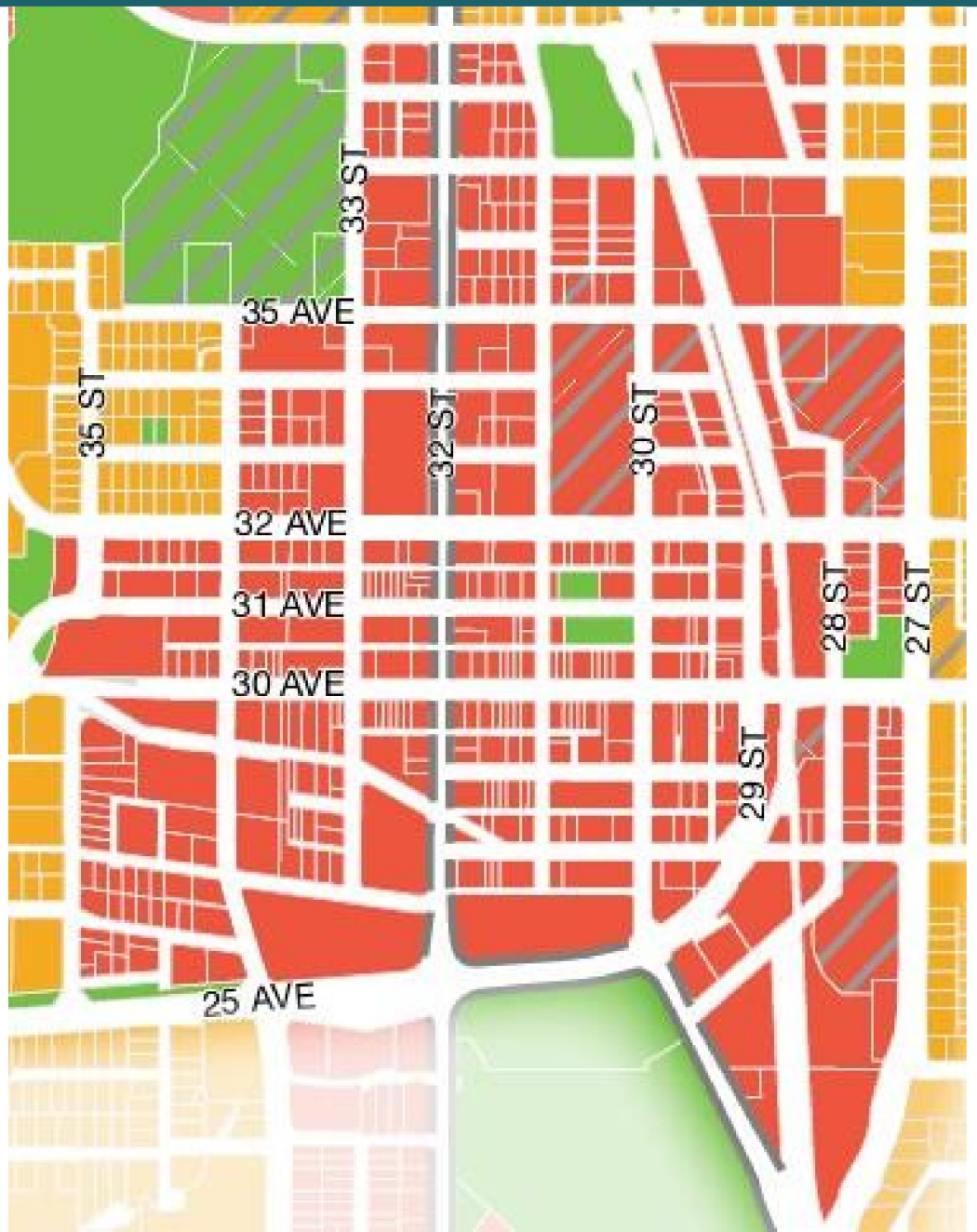
- **Focused Growth**
- **Distinct Identities**
- **Connected and Mobile**
- **Complete Communities**

These outcomes guide how Vernon will shape its Centres—creating places where people can live, work, and thrive close to home.

Land Use Definitions: Urban Centre

What is an Urban Centre?

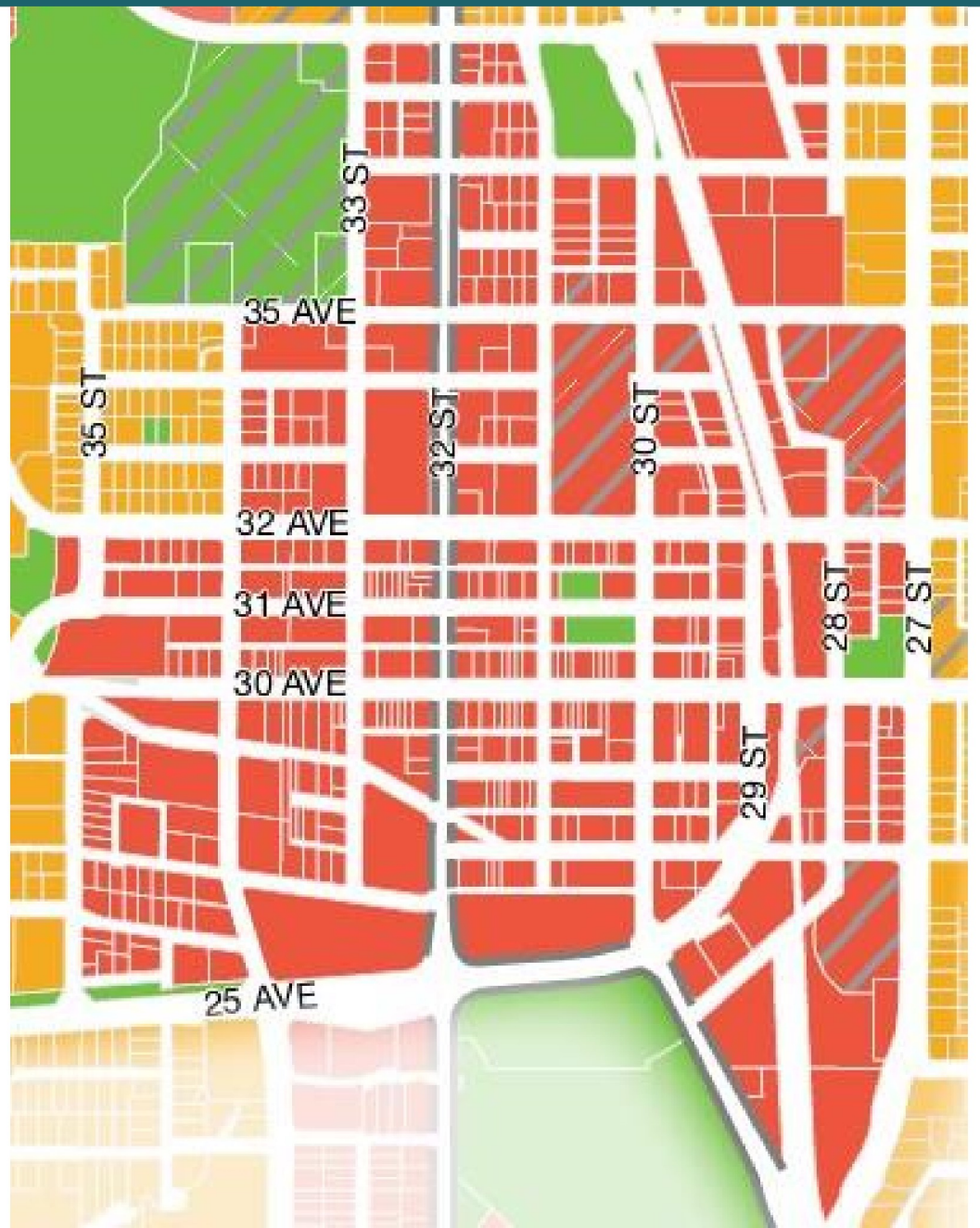
Urban Centres are Vernon's main hubs for development, combining housing, jobs, services, and transit access to support complete, connected communities and reduce car dependence.



Downtown Urban Centre

Vision for Downtown

By weaving together heritage, culture, and contemporary urban living, Downtown Vernon is poised to become an even more thriving and connected city centre—one that honors its past while embracing a vibrant and sustainable future.



Downtown Urban Centre

Example Policies for Downtown

Urban Vision & Planning

- Plan the Downtown Urban Centre as Vernon's cultural, civic, and economic heart, with a high intensity and mix of commercial and housing land uses.
- Update the City Centre Plan to reflect current needs, guide growth, and strengthen Downtown's role as a dynamic urban core.

Land Use and Building Form

- Encourage a wide range of compatible uses, including:
  i. Mixed-use commercial
  ii. Residential (primarily apartment-style)
  iii. Office and civic uses
  iv. Cultural facilities
  v. Parks, plazas, and public spaces
- Require active commercial frontages along 30th Avenue (27th Street to 35th Street) to maintain street-level activity and visual interest.

Downtown Urban Centre

Growth Aspirations

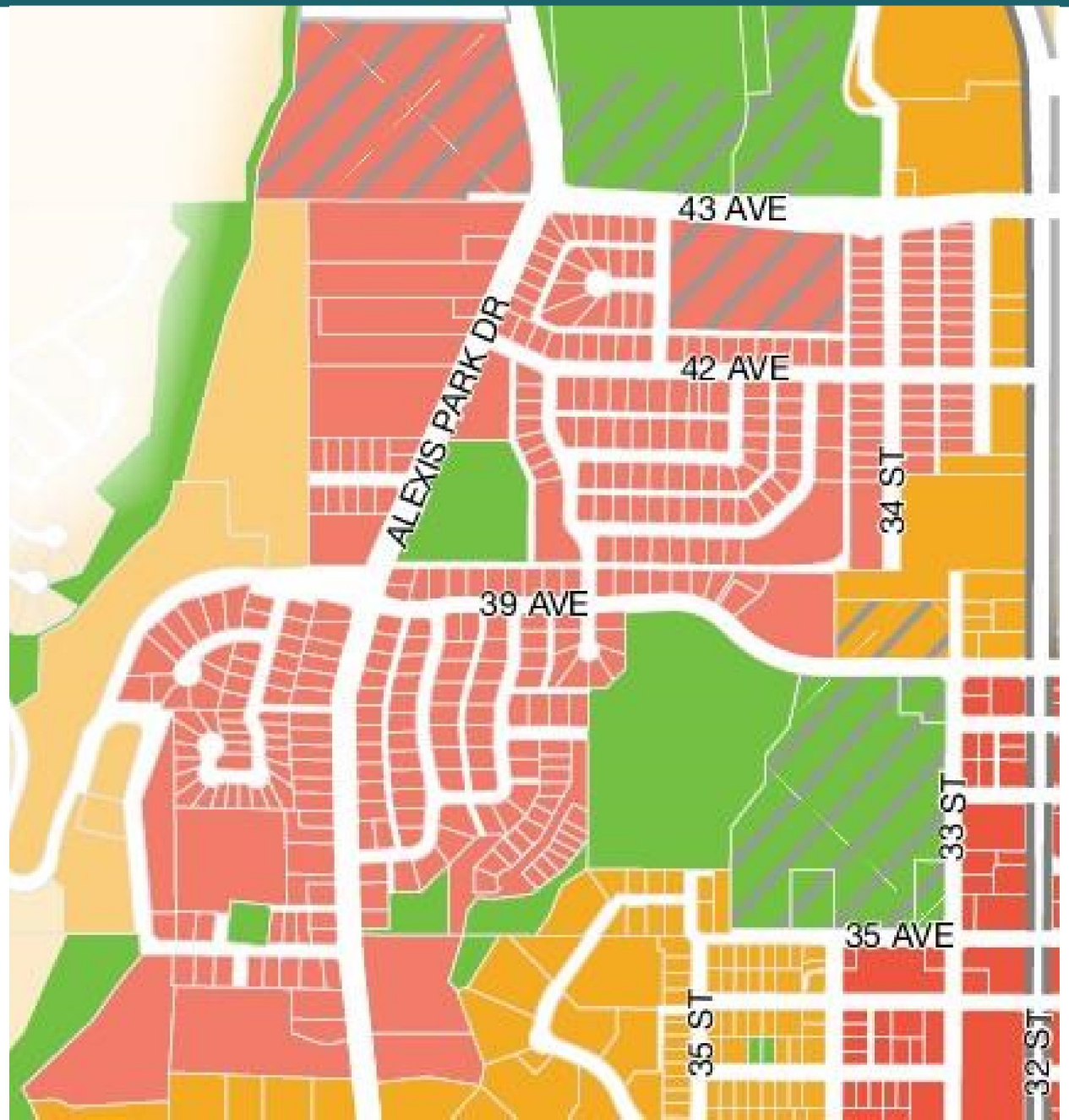
Increase residents in the Downtown Urban Centre by 1,000 - 2,500 over the next 20 years



Land Use Definitions: Village Centre

What is an Village Centre?

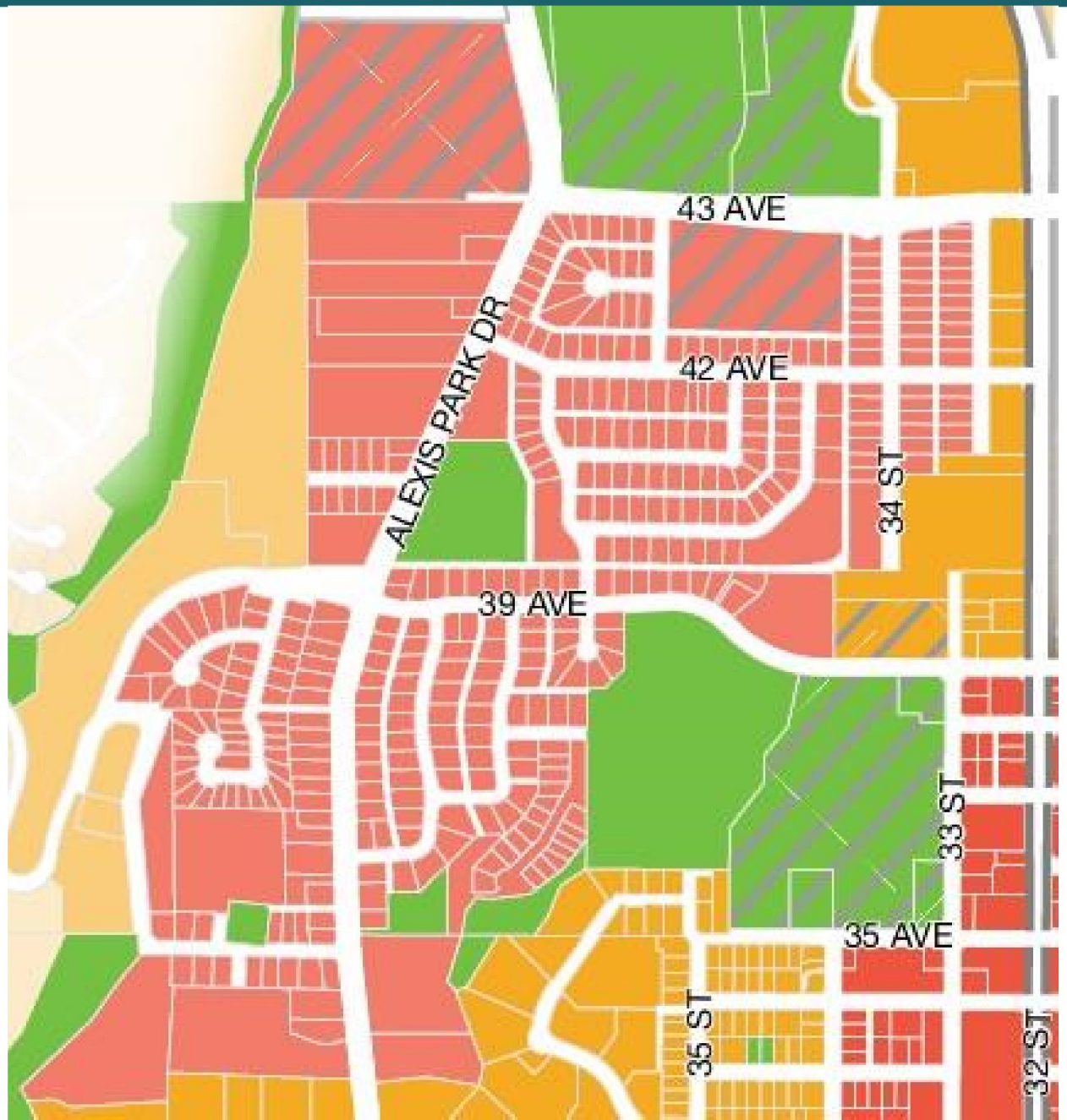
Village Centres are compact, mixed-use areas that serve as focal points for neighbourhood life, offering shops, parks, housing, and services designed to be accessed by foot, bike, or transit.



Alexis Park Village Centre

Vision for Alexis Park

With its location, connectivity, and growing diversity of housing, Alexis Park Village Centre is poised to become a model of sustainable, inclusive, urban living in Vernon's core.



Alexis Park Village Centre

Example Policies for Alexis Park

Role and Identity

- Recognize Alexis Park Village Centre as a central neighbourhood hub with a strong role in housing, recreation, and cultural services.
- Position Alexis Park as a mobility and amenity-rich community, well-connected to the Downtown and North-End Urban Centres.
- Develop a Village Centre identity that reflects its active, inclusive, and community-oriented character with a focus on multi-modal transportation.

Land Use and Building Form

- Support a range of low- to mid-rise multi-unit buildings, including:
  i. Single-detached homes
  ii. Townhomes
  iii. Mixed-use buildings with ground-floor commercial
  iv. Low-rise and mid-rise apartments
- Consider larger buildings along the southern portion of Alexis Park Drive (between 32nd Avenue/Gateby Place and 35th Avenue) where design quality and context support height.

Alexis Park Village Centre

Growth Aspirations

Increase residents in the Alexis Park Village Centre by 500 - 1,500 over the next 20 years



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.



Urban Neighbourhoods

Vision for Urban Neighbourhoods

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



Urban Neighbourhoods

Example Policies for Urban Centres

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, including:
  i. Single-detached homes
  ii. Townhomes
  iii. Low-rise apartments
  iv. Neighbourhood commercial
- Consider mid-rise apartments and mixed-use buildings with ground-floor commercial along arterial and collector roads.

Urban Neighbourhoods

Growth Aspirations

Increase residents in each urban neighbourhood by 500 - 1,000 over the next 20 years



ATTACHMENT 4

Transportation Plan

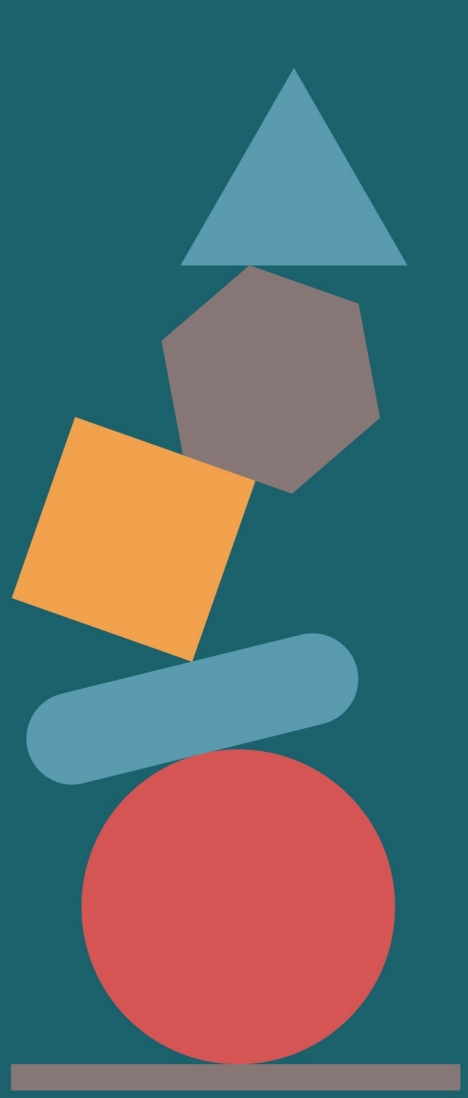
Looking ahead at our road network

CITY OF Vernon

Council Presentation
April 28, 2025

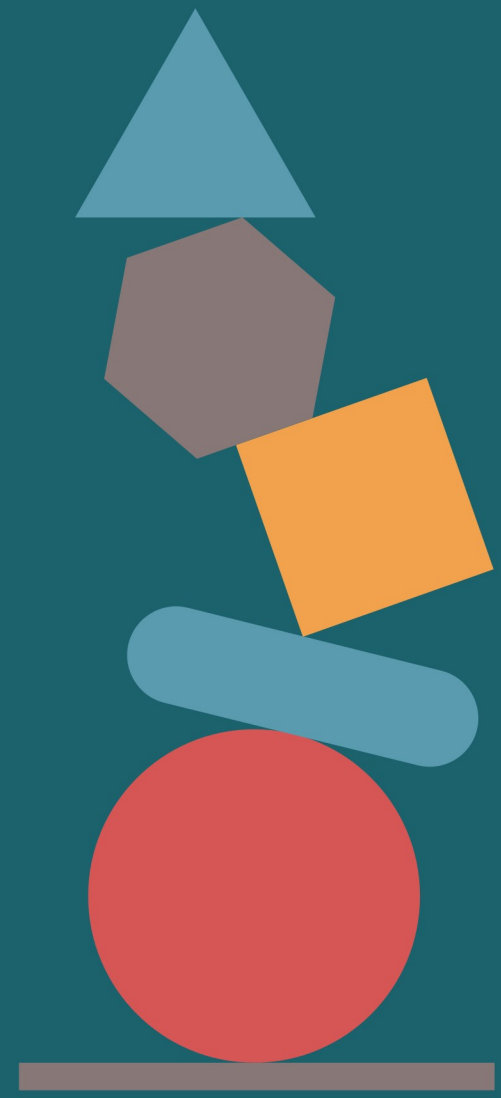
What we've heard so far from the community:





Project A

VERSUS



Project B

What is in the Prioritization Framework, How does it work?

Category	Description	Indicators	Weight (determined through community Engagement)
Project Information *(not scored)*	Details about location, type, and cost of the project	Type, neighbourhood, cost funding source (DCC or City), length (km).	No weight
Condition Need	Assesses infrastructure condition and upgrade needs.	Surface/Utility quality, traffic flow, age, maintenance history.	25%
Road Classification/Network	Evaluates road type and network connectivity	Road type (local/collector/arterial), gap closures, missing links.	20%
Safety	Considers safety concerns and features.	Traffic volume, vulnerable users, collision history, speed, traffic calming.	25%
Location	Proximity to key areas and amenities.	Population catchment, priority areas, transit corridors, proximity to schools/parks/community centres.	20%
Transportation Plan Values	Aligns with strategic transportation priorities.	Health, safety, accessibility, multi-modal options, vibrant spaces, regional positioning.	10%

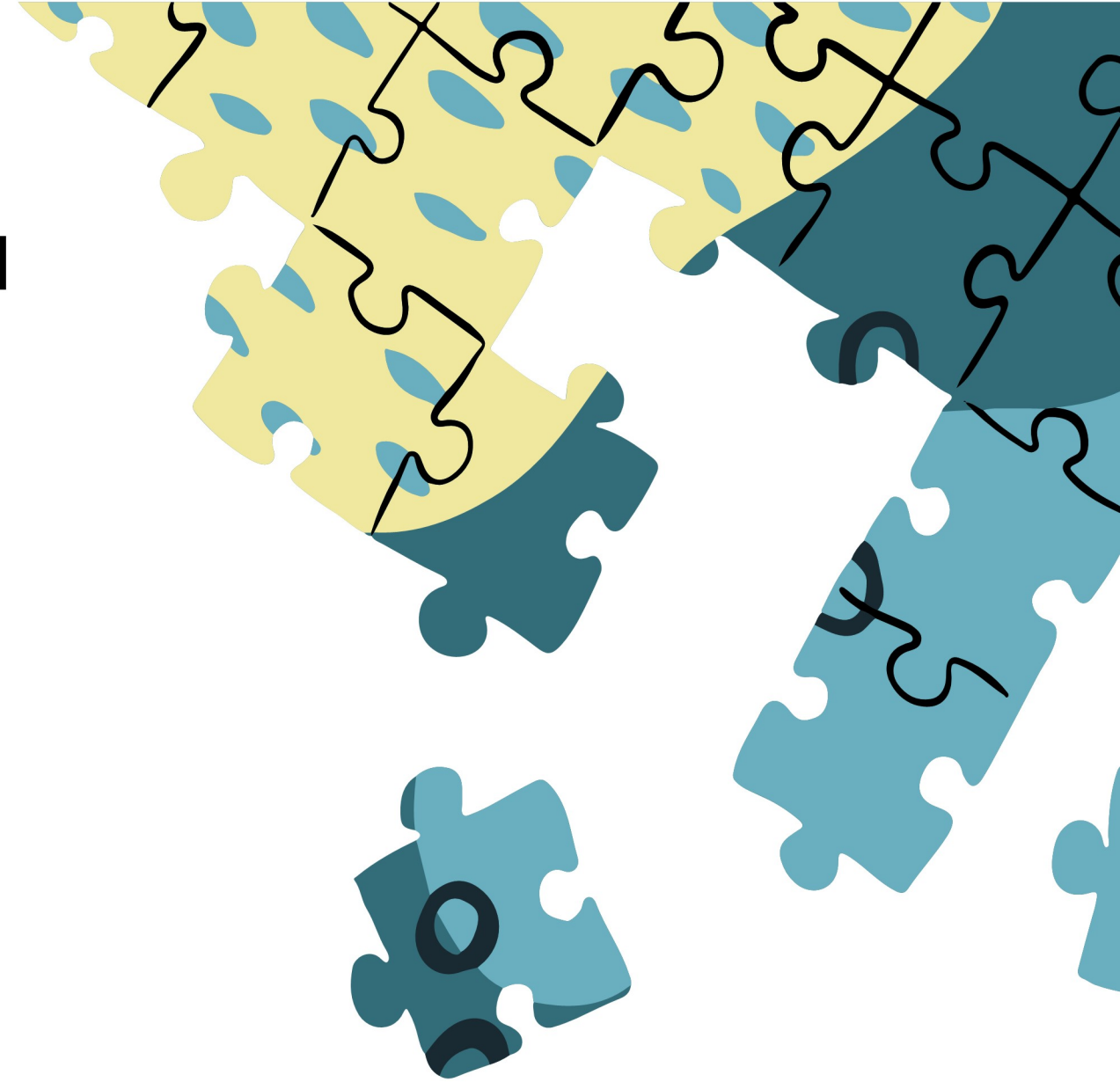
Scoring Process

Short Term
0-5 years

Medium term
5-10 years

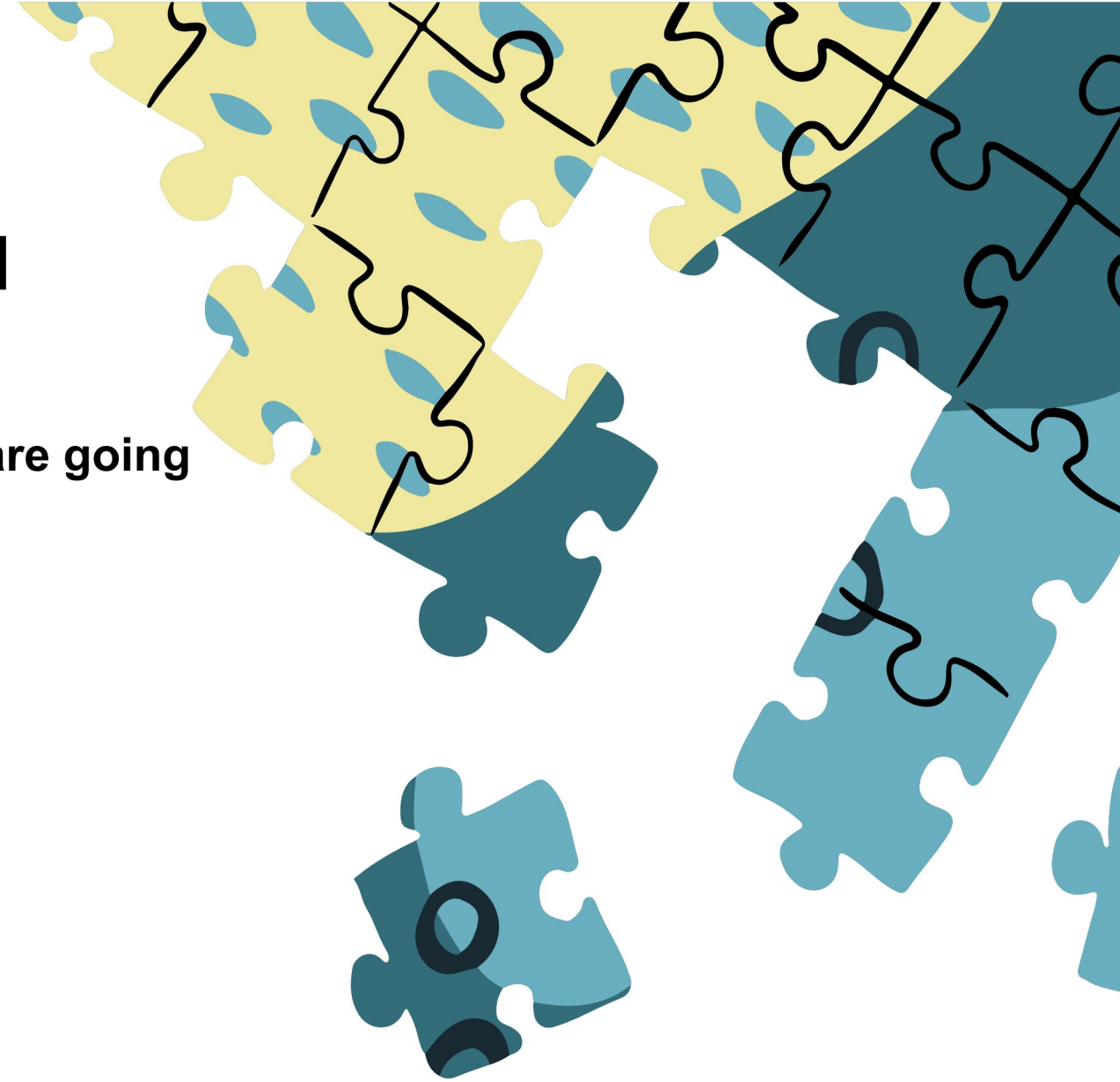
Long term and future
10-20 years

What the Framework Revealed



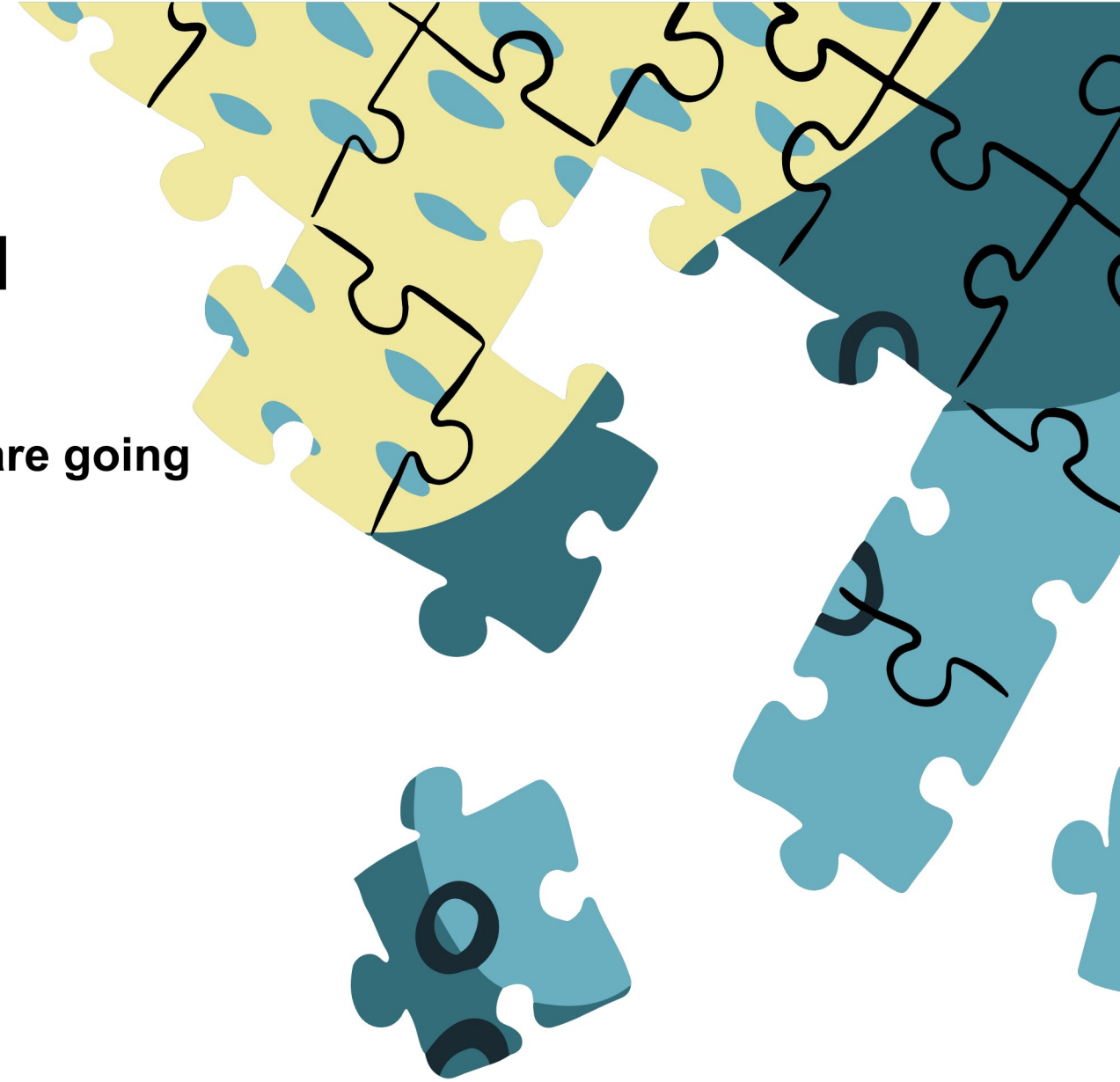
What the Framework Revealed

1. Focus on where people are and where they are going



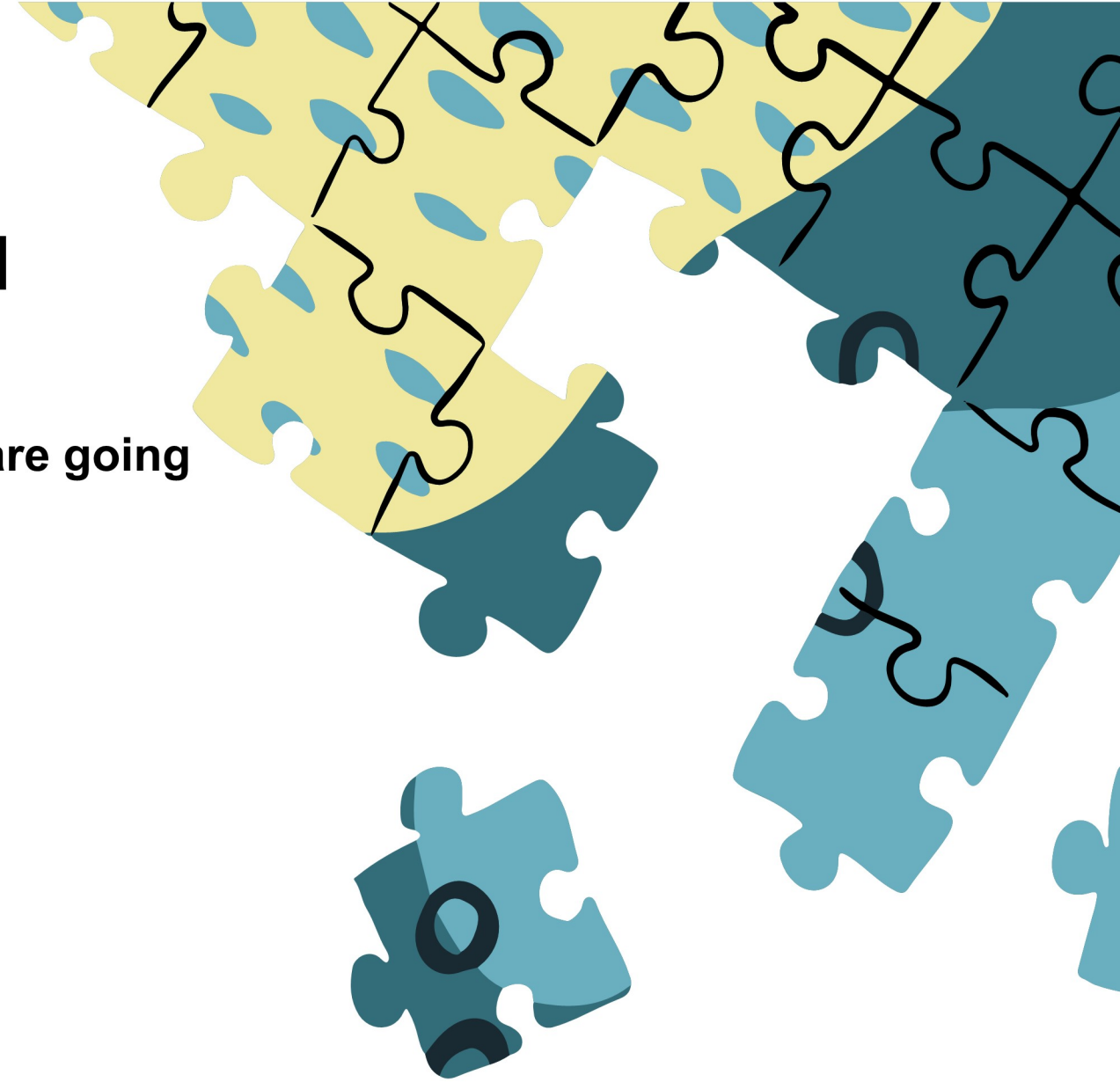
What the Framework Revealed

1. Focus on where people are and where they are going
2. Filling gaps in the network



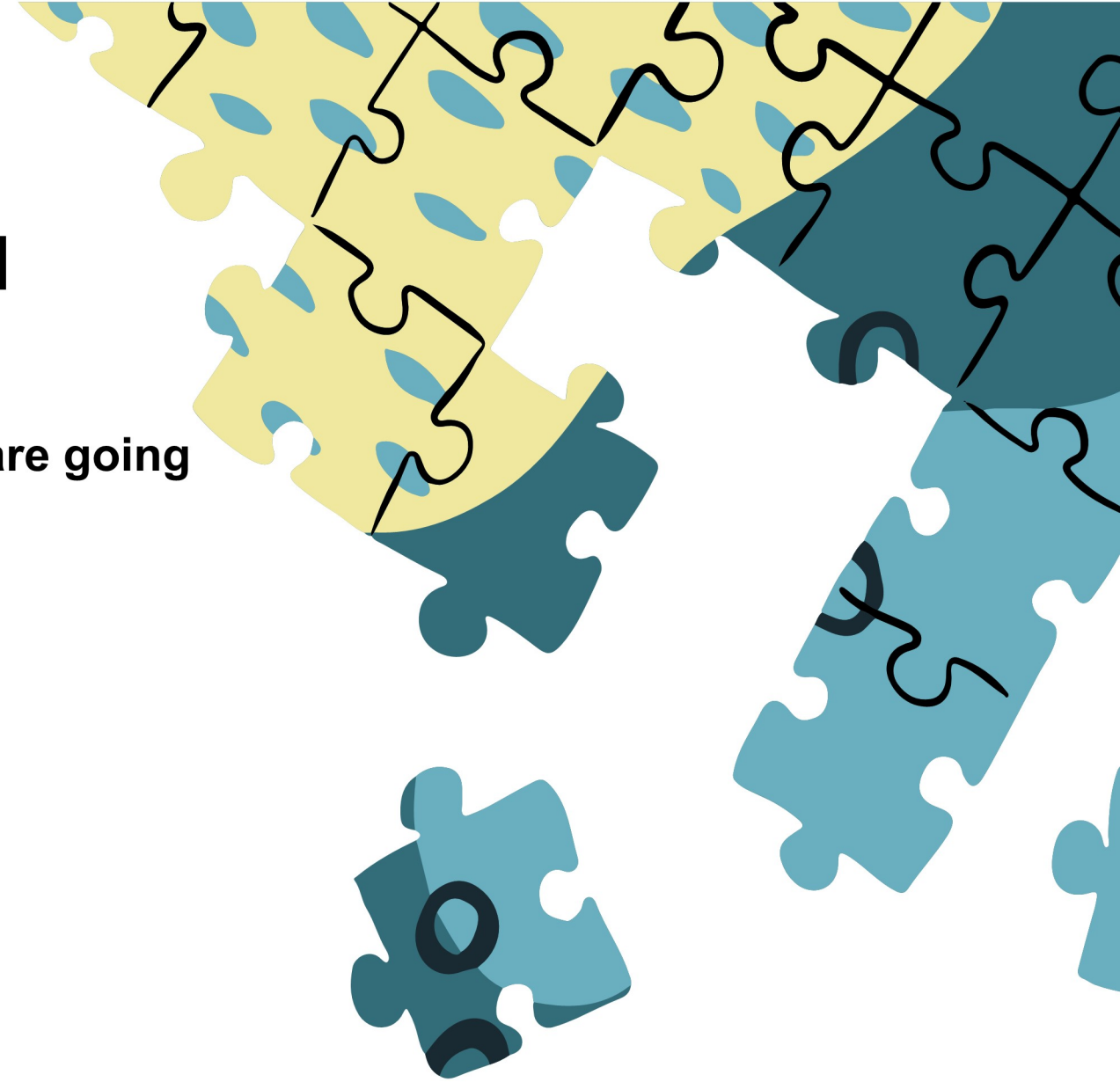
What the Framework Revealed

1. Focus on where people are and where they are going
2. Filling gaps in the network
3. Making streets safer



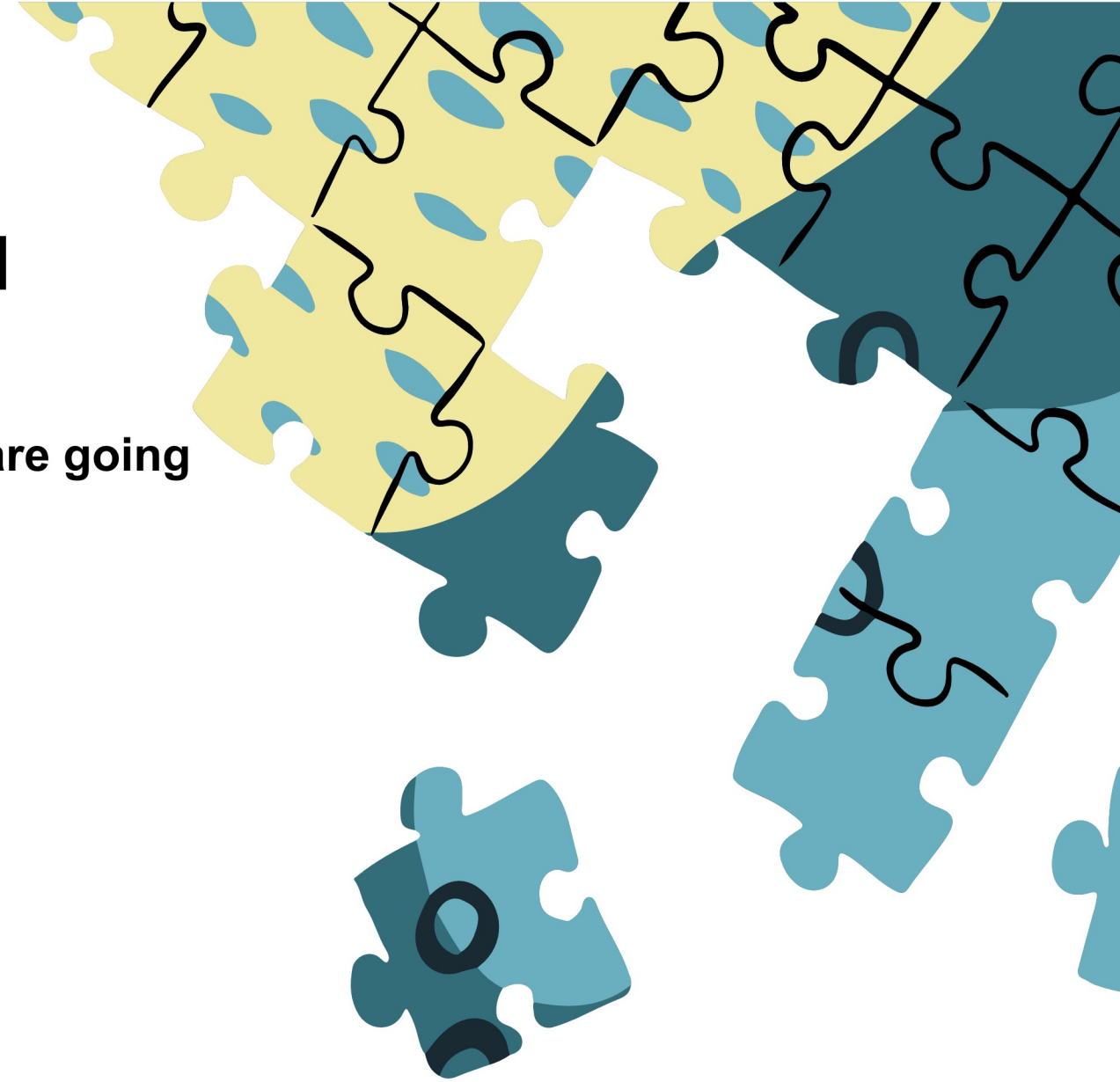
What the Framework Revealed

1. Focus on where people are and where they are going
2. Filling gaps in the network
3. Making streets safer
4. Get ahead of future pressure



What the Framework Revealed

1. Focus on where people are and where they are going
2. Filling gaps in the network
3. Making streets safer
4. Get ahead of future pressure
5. Reflecting what matters to the community



What were the results?

Over 170 Projects



Major	Minor
Big Moves Backbone	Connectors Fill gaps Complete the network

Looking Ahead:
Alexis Park & Downtown

ALL PROPOSED TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

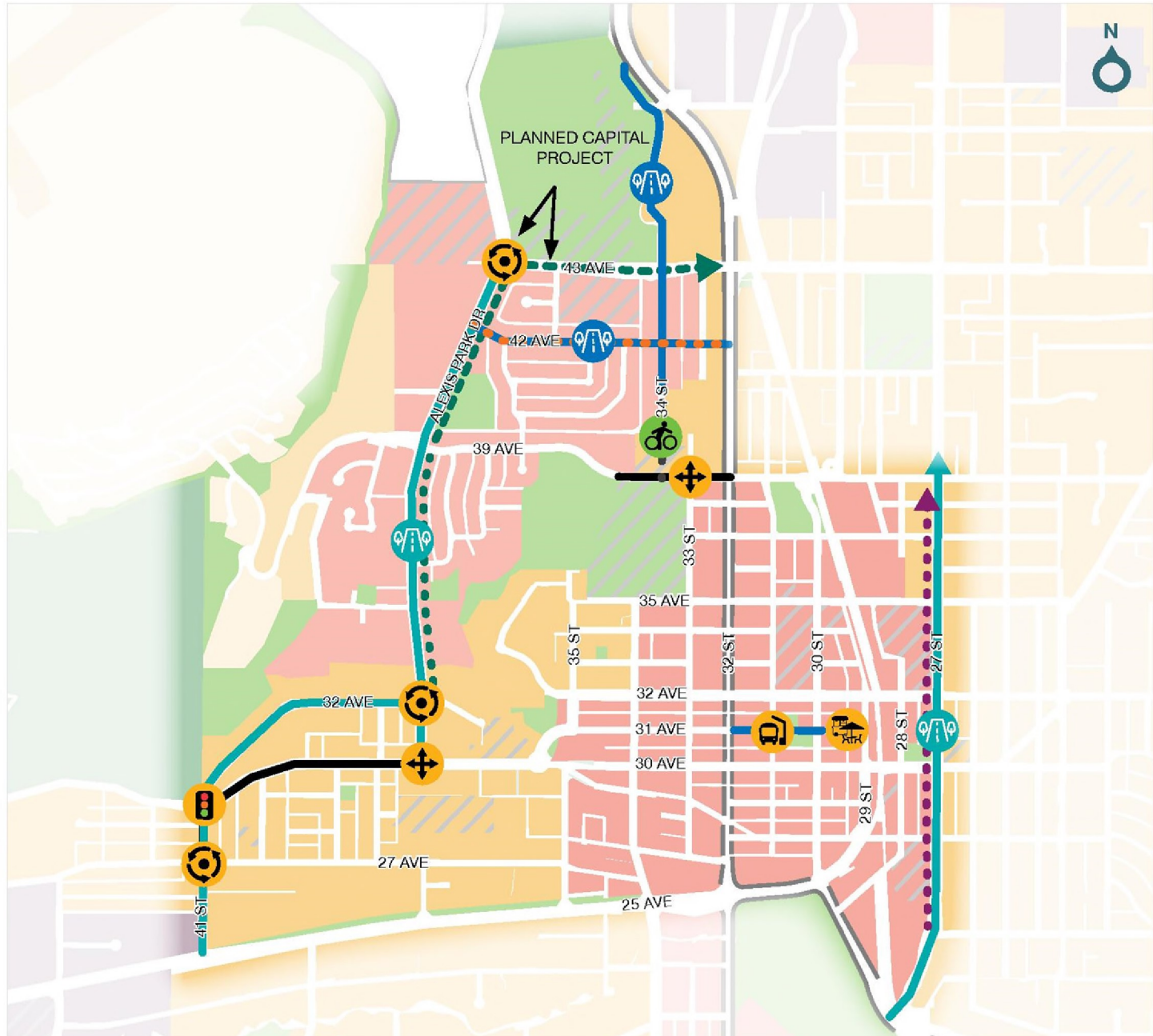
- Arterial
- Community Collector
- Local

Active Transportation

- Multi-use Path (Planned Capital Project)
- Trail
- Village Main Street
- Protected Pedestrian & Bike Infrastructure

Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- Intersection Upgrade
- Roundabout
- Signal Upgrade
- Transit Station Upgrade
- Pedestrian Plaza
- Active Transportation Upgrade
- (Arrow indicates project continues)



Alexis Park & Downtown
Short Term Major Transportation Projects

PROPOSED SHORT-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

- Arterial
- Community Collector

Active Transportation

- Multi-use Path (Planned Capital Project)

Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- Intersection Upgrade
- Roundabout
- (Arrow indicates project continues)



PROPOSED SHORT-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

- Arterial
- Community Collector

Active Transportation

- Multi-use Path (Planned Capital Project)

Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- Intersection Upgrade
- Roundabout
- (Arrow indicates project continues)



PROPOSED SHORT-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

- Arterial
- Community Collector

Active Transportation

- Multi-use Path (Planned Capital Project)

Supporting Infrastructure

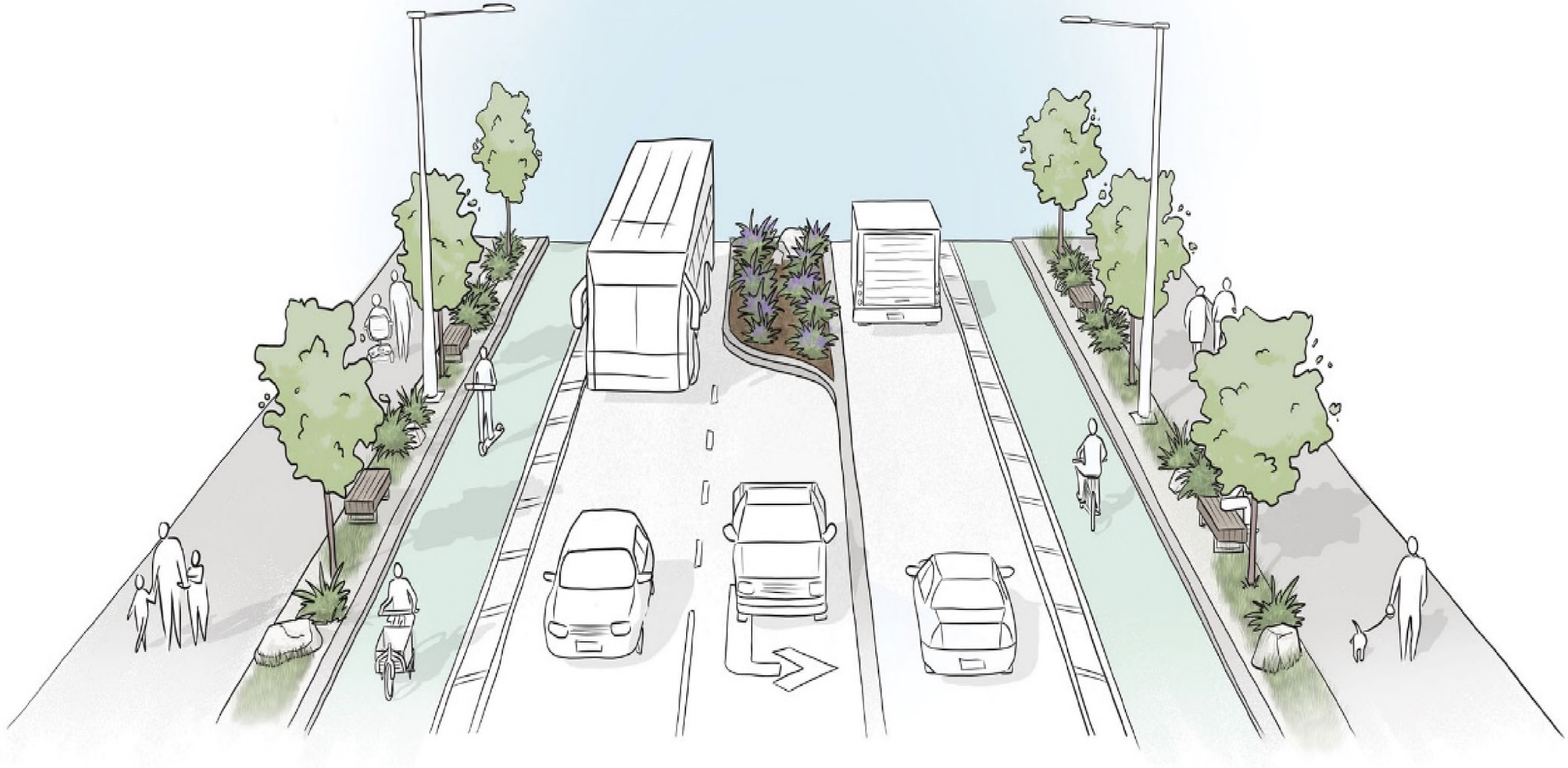
- Corridor Upgrade (Noted by colour)
- Intersection Upgrade
- Roundabout
- (Arrow indicates project continues)




Busy Arterial Road


Busy Arterial Road
Needed improvements for safety for all road users

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



PROPOSED SHORT-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

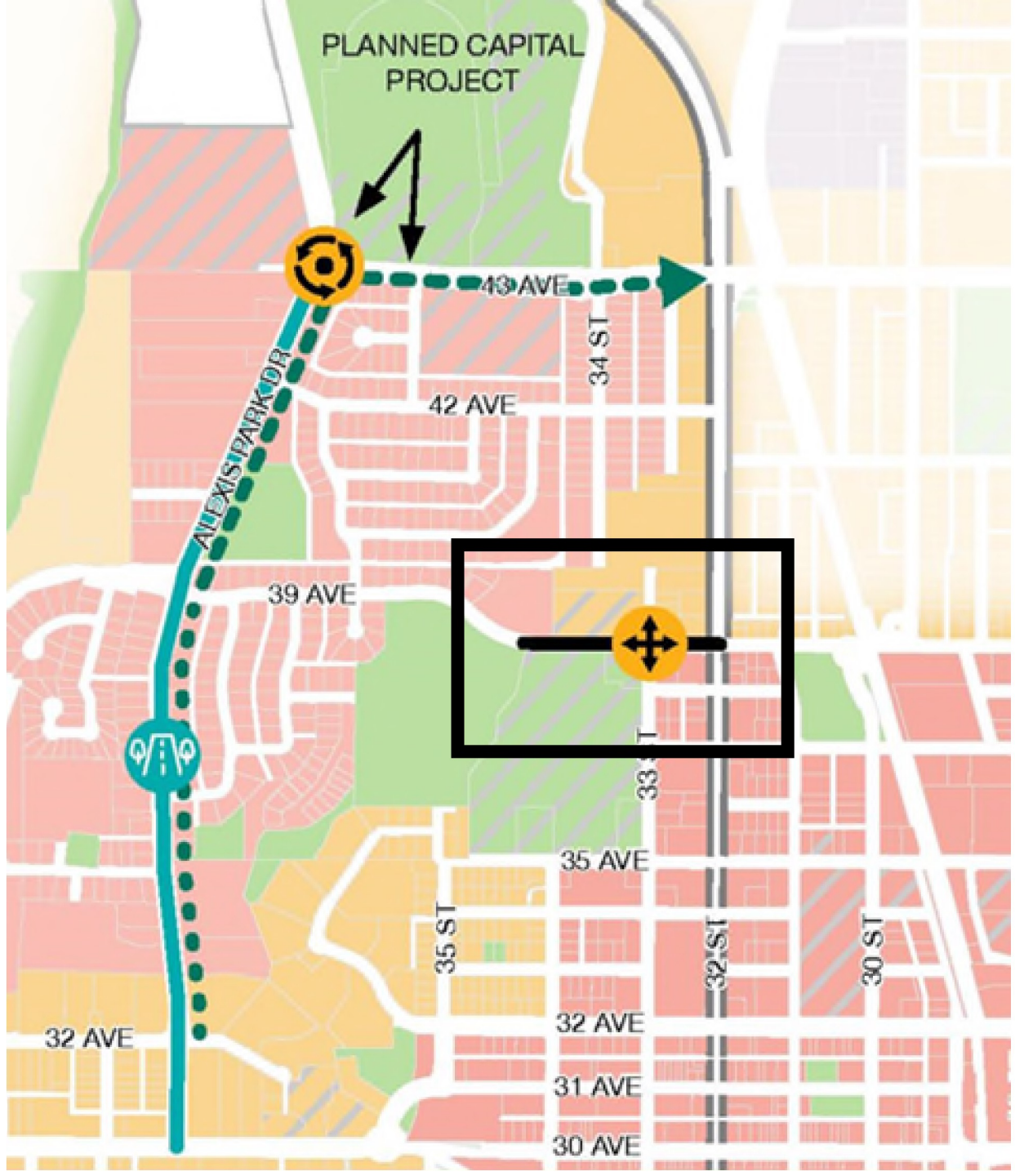
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Active Transportation

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Supporting Infrastructure

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- Intersection Upgrade
- Roundabout
- (Arrow indicates project continues)




STOP


ICBC Priority intersection
STOP


ICBC Priority intersection
Long delays from 33rd St to 39th Ave and vice versa.
STOP


ICBC Priority intersection
Long delays from 33rd St to 39th Ave and vice versa
Hill east on 39th Ave increases traffic speeds
STOP


STOP

PROPOSED SHORT-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

- Arterial
- Community Collector

Active Transportation

- Multi-use Path (Planned Capital Project)

Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- Intersection Upgrade
- Roundabout
- (Arrow indicates project continues)






ICBC Priority intersection


ICBC Priority intersection
2-way stop, encourage people to make risky movements across the intersection


ICBC Priority intersection
2-way stop, encourage people to dart across the intersection
Challenging for AT users to cross at this location

Alexis Park & Downtown
Medium Term Major Transportation Projects

PROPOSED MEDIUM-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

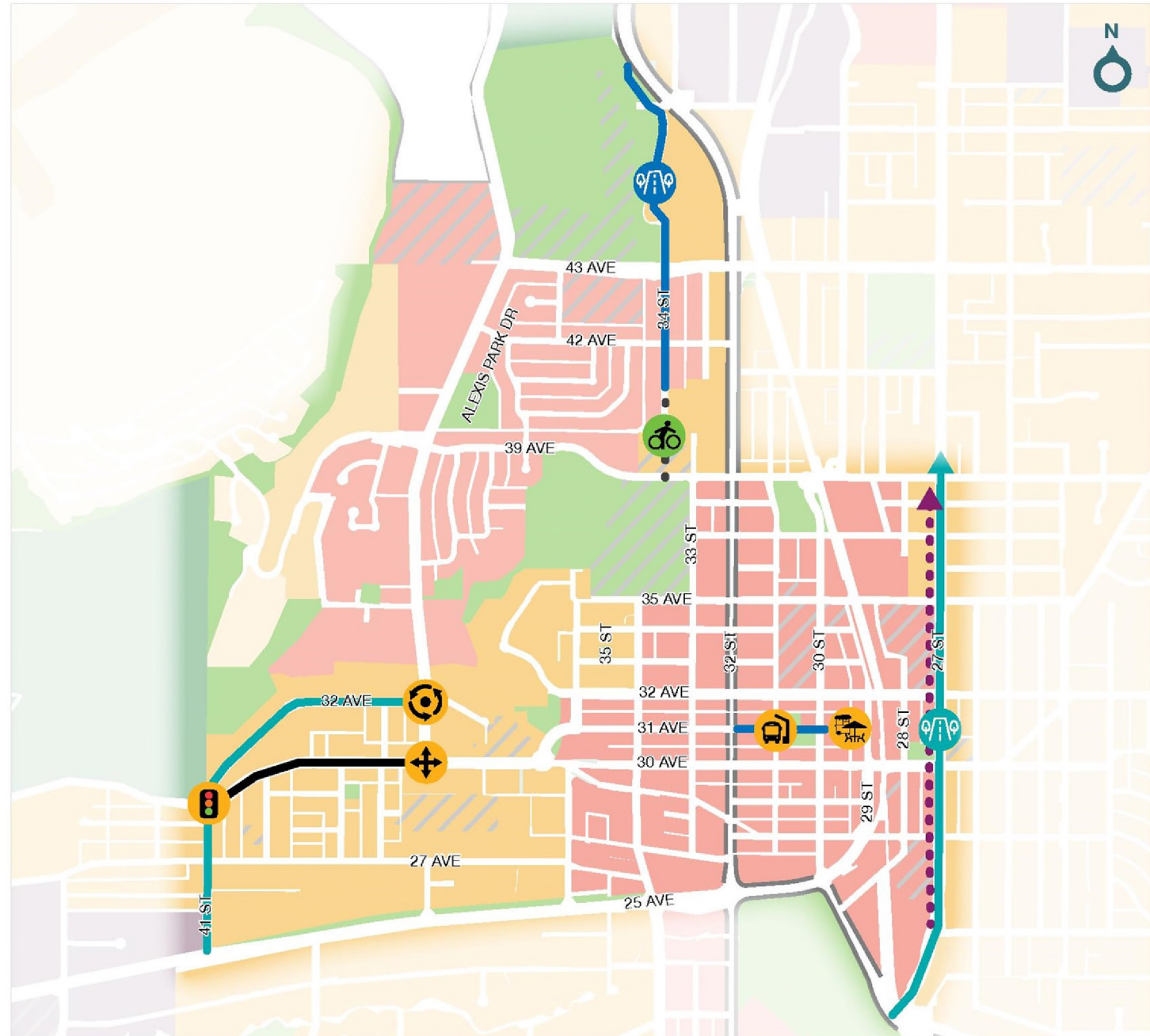
- Arterial
- Community Collector
- Local

Active Transportation

- Trail
- Protected Pedestrian & Bike Infrastructure

Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- Intersection Upgrade
- Roundabout
- Signal Upgrade
- Transit Station Upgrade
- Pedestrian Plaza
- Active Transportation Upgrade
- (Arrow indicates project continues)



PROPOSED MEDIUM-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

- Arterial
- Community Collector
- Local

Active Transportation

- Trail
- Protected Pedestrian & Bike Infrastructure

Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- Intersection Upgrade
- Roundabout
- Signal Upgrade
- Transit Station Upgrade
- Pedestrian Plaza
- Active Transportation Upgrade
- (Arrow indicates project continues)



PROPOSED MEDIUM-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

- Arterial
- Community Collector
- Local

Active Transportation

- Trail
- Protected Pedestrian & Bike Infrastructure

Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- Intersection Upgrade
- Roundabout
- Signal Upgrade
- Transit Station Upgrade
- Pedestrian Plaza
- Active Transportation Upgrade
- (Arrow indicates project continues)




32nd Ave
41
LAND ASSEMBLY SALE
28 UNIT POTENTIAL
3 LOTS
.64 ACRE

PROPOSED MEDIUM-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

- Arterial
- Community Collector
- Local

Active Transportation

- Trail
- Protected Pedestrian & Bike Infrastructure

Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- Intersection Upgrade
- Roundabout
- Signal Upgrade
- Transit Station Upgrade
- Pedestrian Plaza
- Active Transportation Upgrade
- (Arrow indicates project continues)




51st
© 2024 Google
4WD

PROPOSED MEDIUM-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

- Arterial
- Community Collector
- Local

Active Transportation

- Trail
- Protected Pedestrian & Bike Infrastructure

Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- Intersection Upgrade
- Roundabout
- Signal Upgrade
- Transit Station Upgrade
- Pedestrian Plaza
- Active Transportation Upgrade
- (Arrow indicates project continues)




KNOX
Presbyterian Church
32nd AVE
30
GATEWAY PL
AVAILABLE
250-549-7258

PROPOSED MEDIUM-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

- Arterial
- Community Collector
- Local

Active Transportation

- Trail
- Protected Pedestrian & Bike Infrastructure

Supporting Infrastructure

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- Intersection Upgrade
- Roundabout
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- Transit Station Upgrade
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KNOX
Presbyterian Church
32nd AVE
30
GATEWAY PL
AVAILABLE
250-549-7258

PROPOSED MEDIUM-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

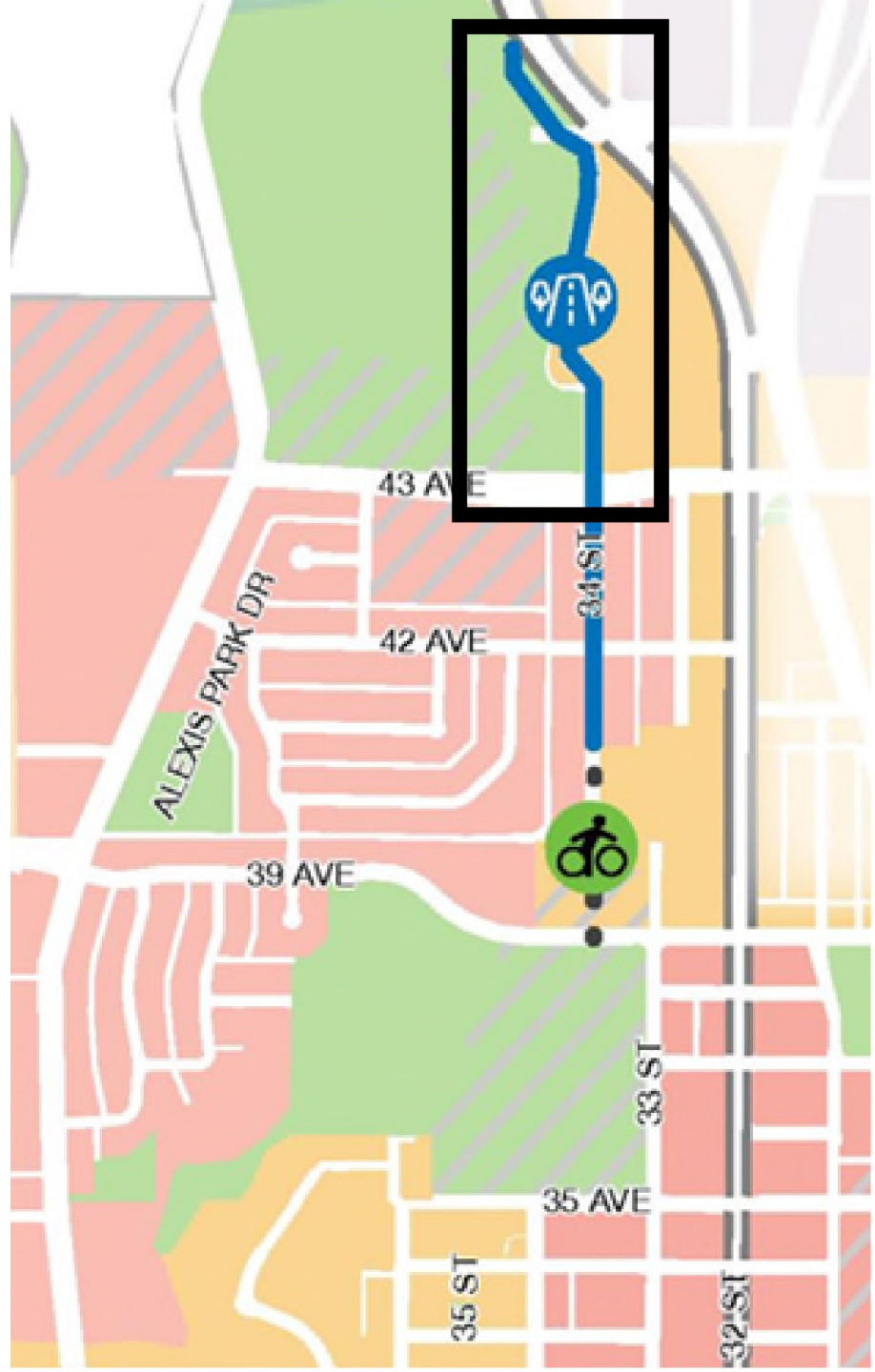
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- Community Collector
- Local

Active Transportation

- Trail
- Protected Pedestrian & Bike Infrastructure

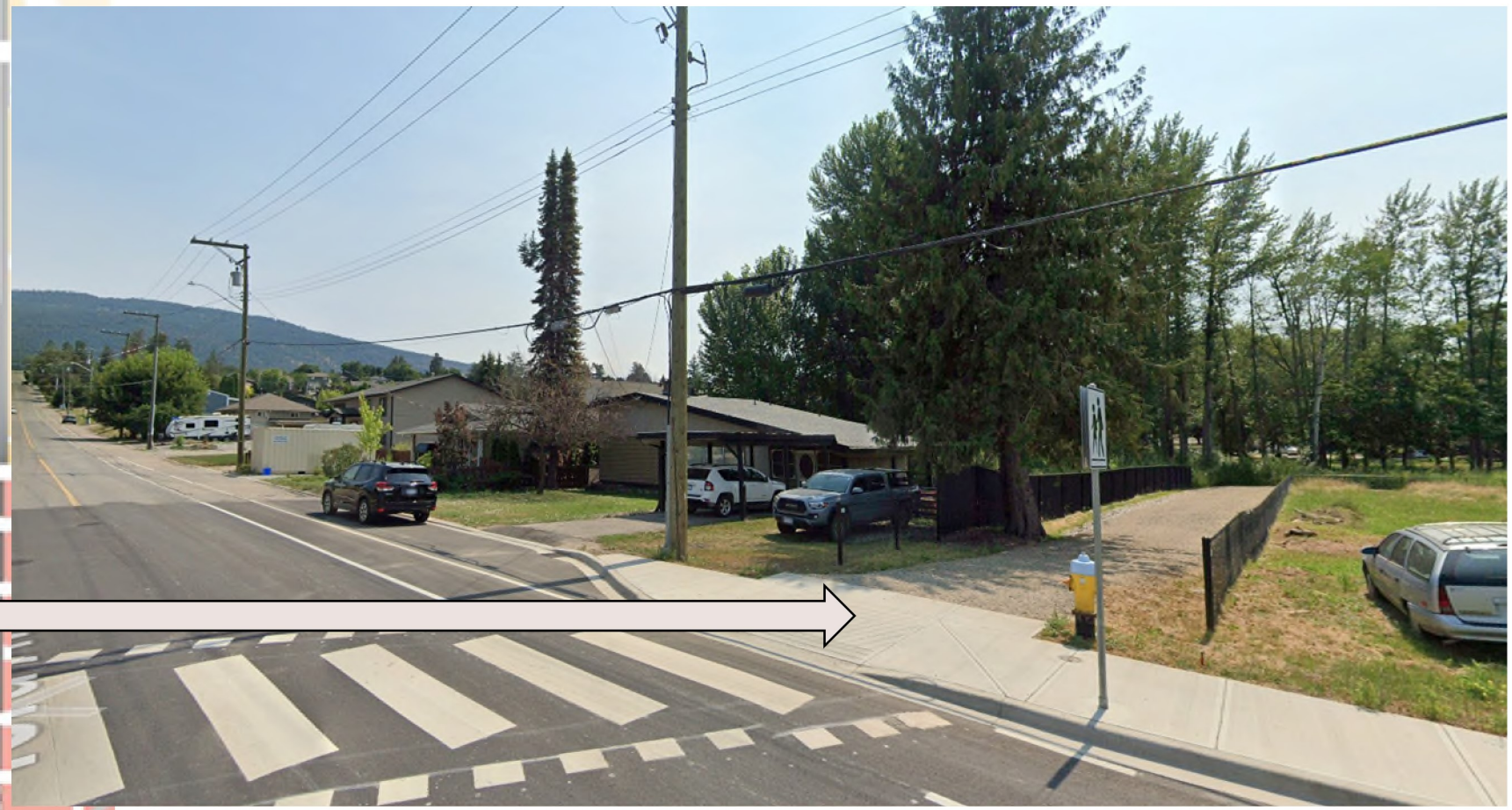
Supporting Infrastructure

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- Intersection Upgrade
- Roundabout
- Signal Upgrade
- Transit Station Upgrade
- Pedestrian Plaza
- Active Transportation Upgrade
- (Arrow indicates project continues)



43rd Street and Girouard Park





PROPOSED MEDIUM-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

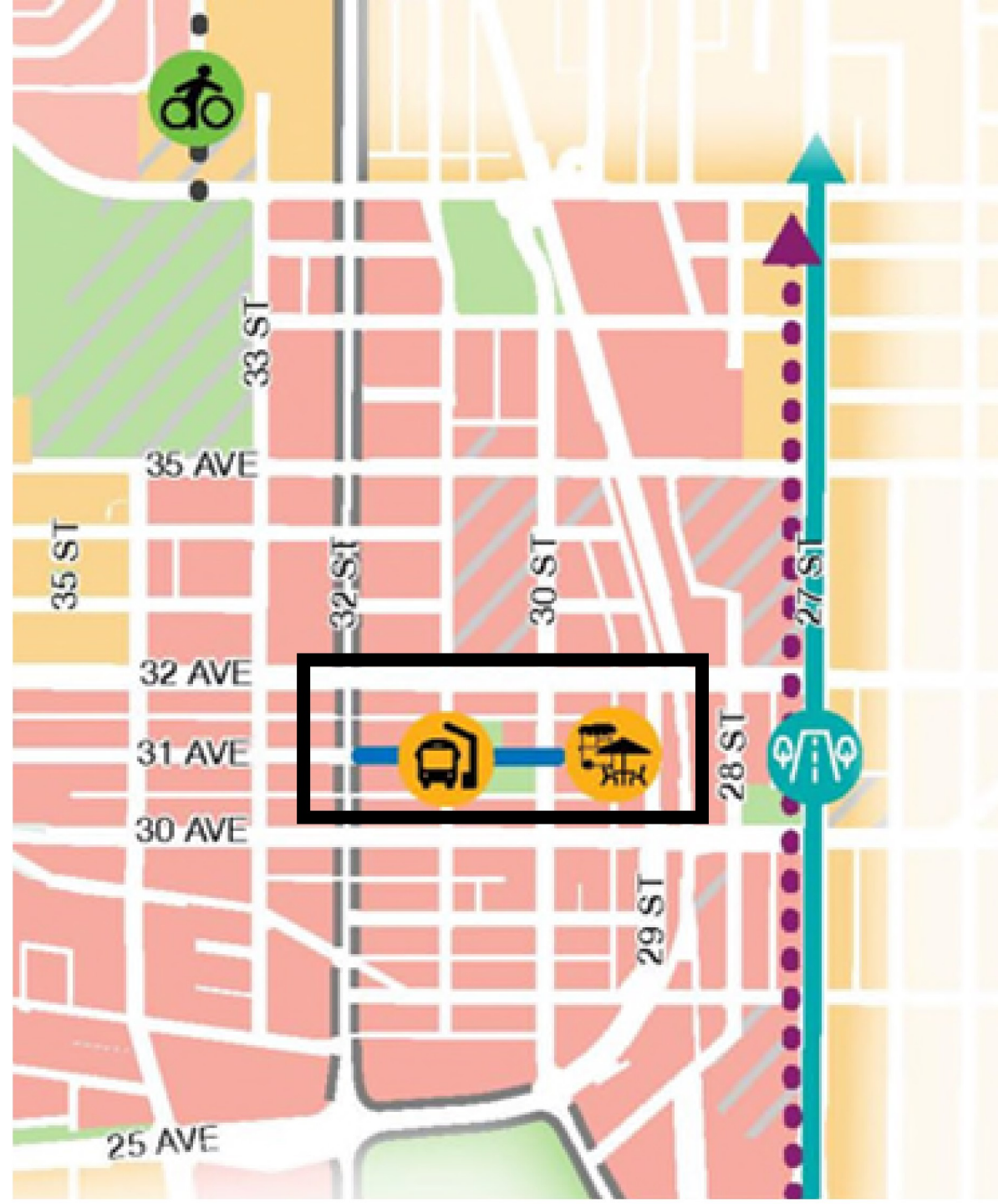
- Arterial
- Community Collector
- Local

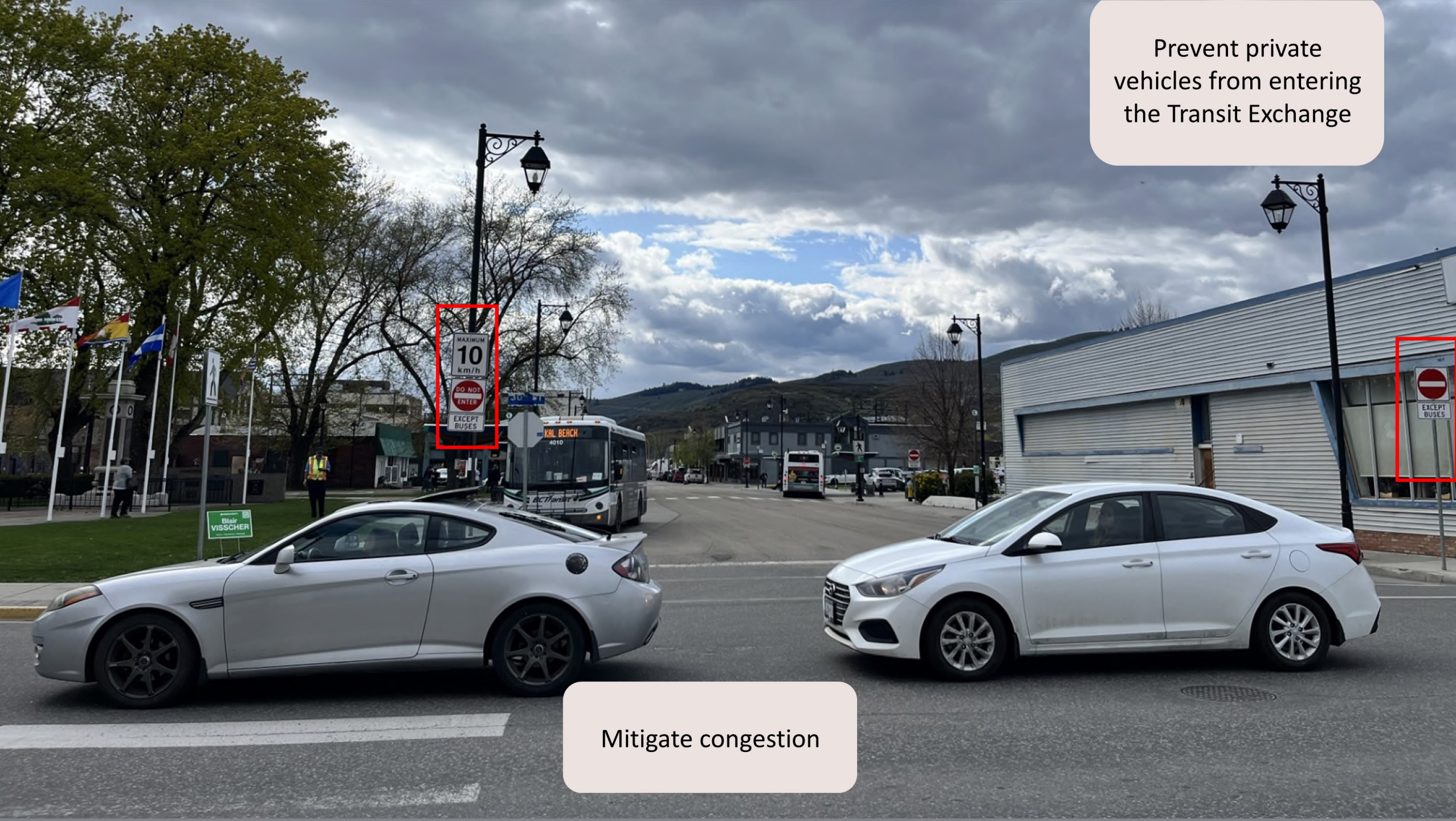
Active Transportation

- Trail
- Protected Pedestrian & Bike Infrastructure

Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- Intersection Upgrade
- Roundabout
- Signal Upgrade
- Transit Station Upgrade
- Pedestrian Plaza
- Active Transportation Upgrade
- (Arrow indicates project continues)




Prevent private vehicles from entering the Transit Exchange
MAXIMUM
10
km/h
DO NOT ENTER
EXCEPT BUSES
EXCEPT BUSES
KAL BEACH
4010
Blair VISSCHER
Mitigate congestion


Improve bus
circulation
SORRY..
BC Transit
PARK
EXCEPT
BUSES


Short Block
Future Cultural Center
31 Ave


ORDER ONLINE
SHABBANG.COM
TWO SPARROWS PIZZA


TATTOO

PROPOSED MEDIUM-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

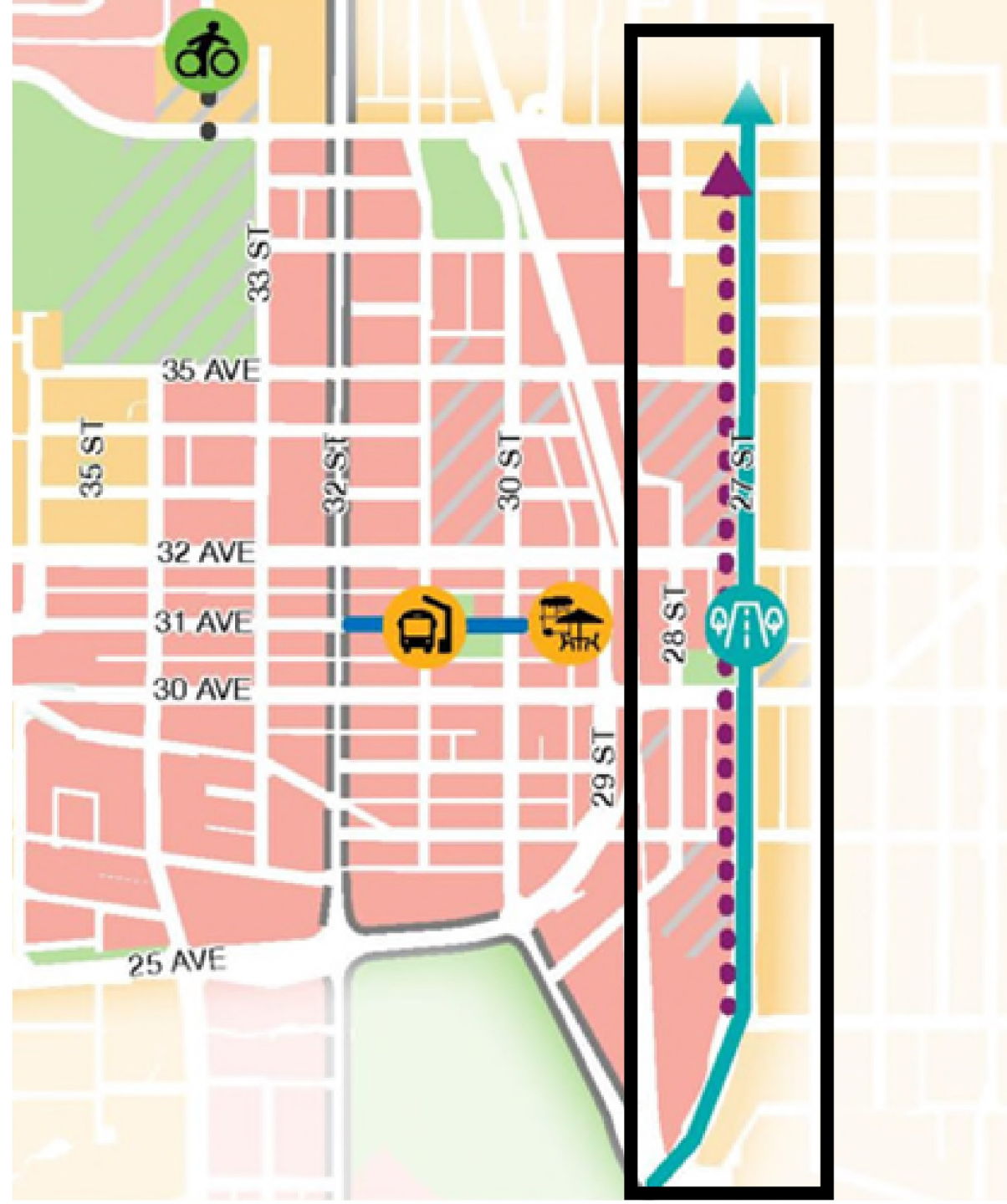
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- Community Collector
- Local

Active Transportation

- Trail
- Protected Pedestrian & Bike Infrastructure

Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- Intersection Upgrade
- Roundabout
- Signal Upgrade
- Transit Station Upgrade
- Pedestrian Plaza
- Active Transportation Upgrade
- (Arrow indicates project continues)





Alexis Park & Downtown
Long Term Major Transportation Projects

PROPOSED LONG-TERM TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

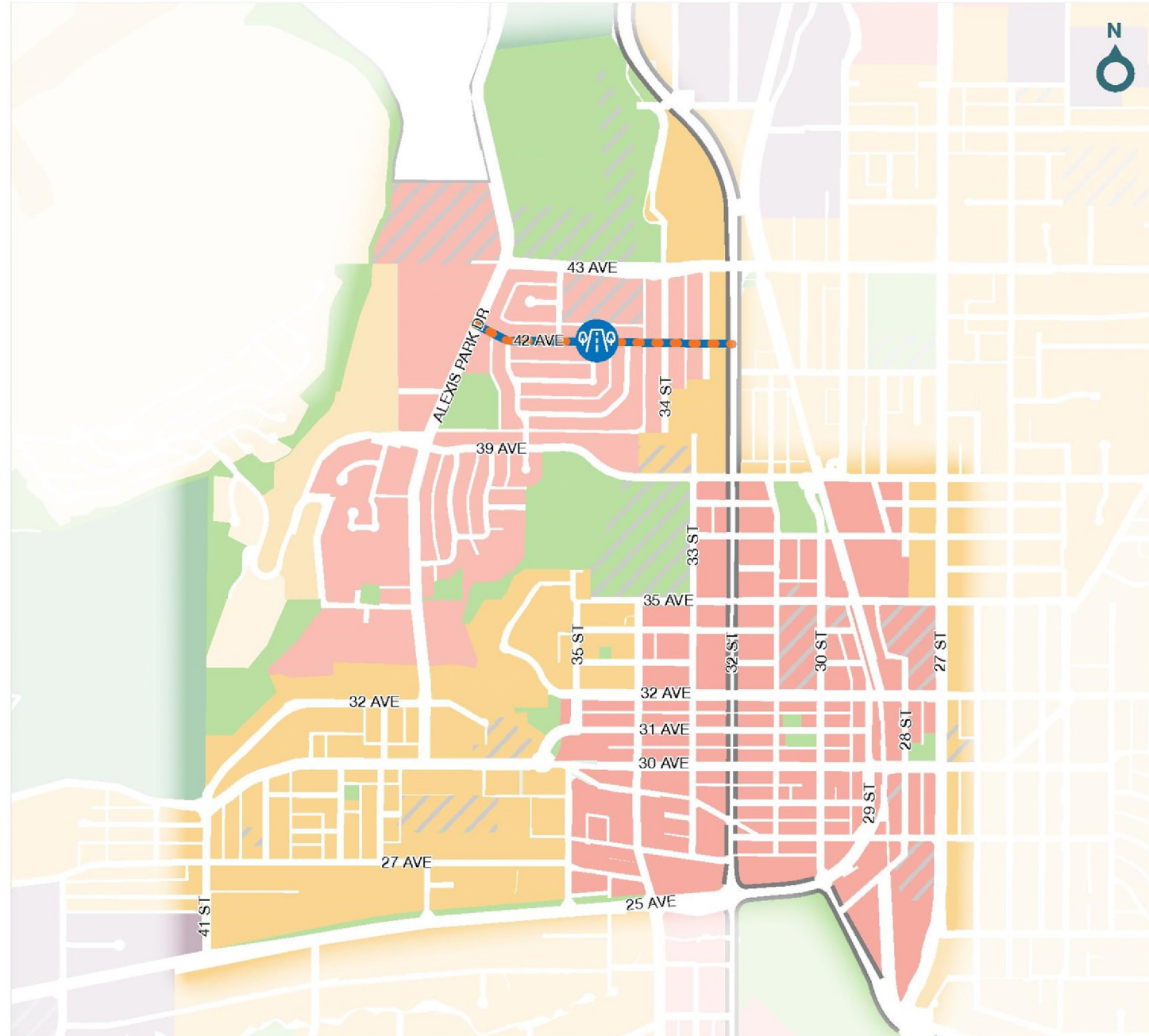
Local

Active Transportation

Village Main Street

Supporting Infrastructure

Corridor Upgrade
(Noted by colour)





ALL PROPOSED TRANSPORTATION PROJECTS

Alexis Park / Downtown

Street Type

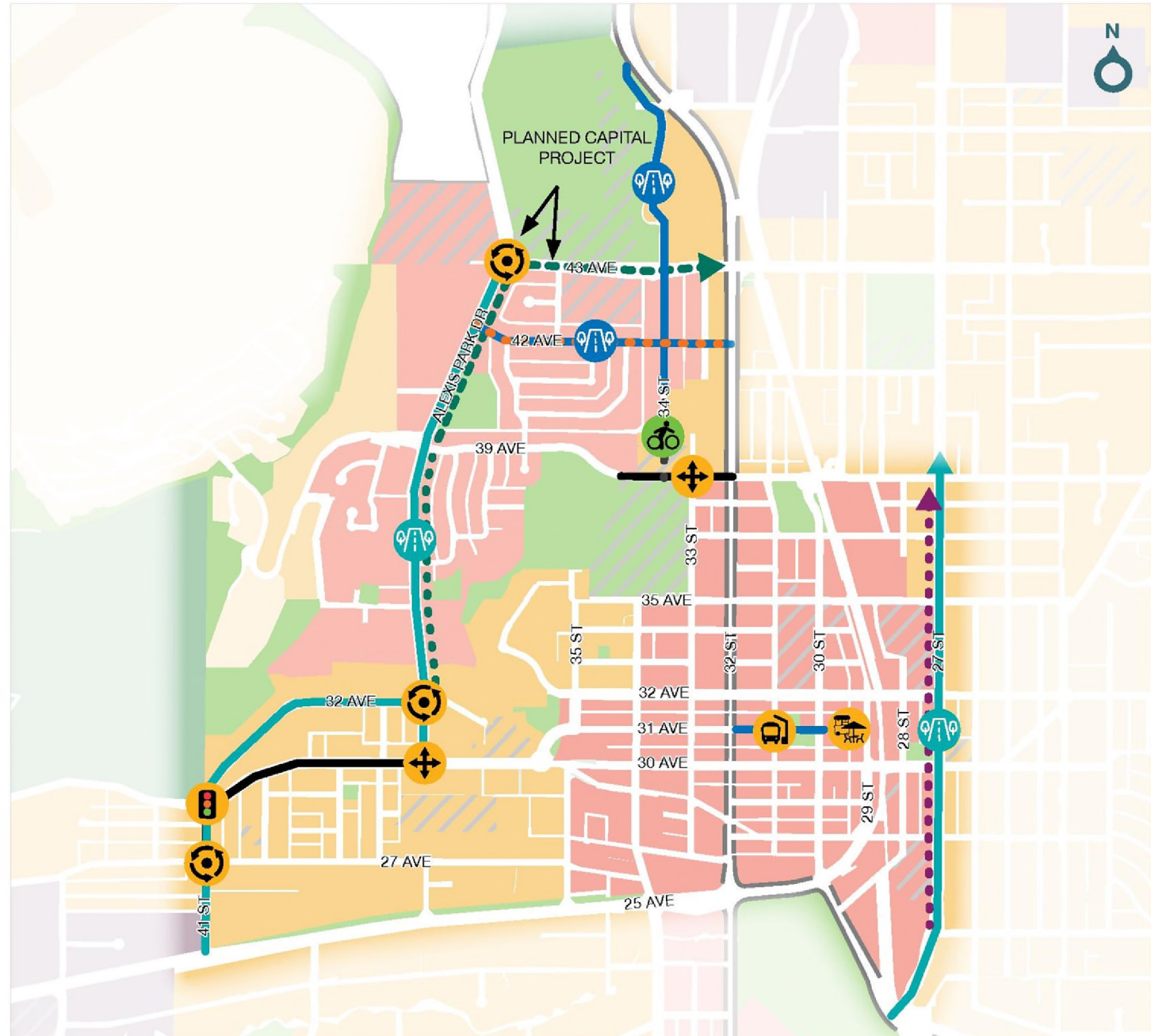
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- Community Collector
- Local

Active Transportation

- Multi-use Path (Planned Capital Project)
- Trail
- Village Main Street
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Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- Intersection Upgrade
- Roundabout
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- Transit Station Upgrade
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- Active Transportation Upgrade
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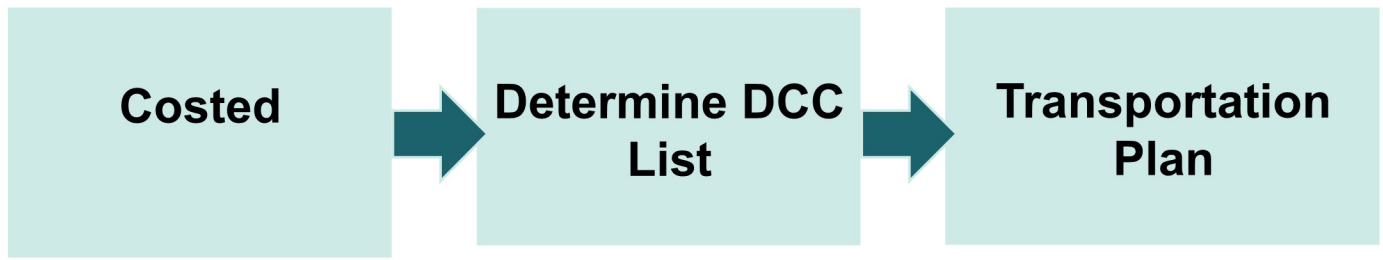
Parks Update



Next Steps

Next Steps:

30 Major Transportation Projects



What role of the Transportation Plan:

