

# City of Kelowna

## Regular Council Meeting

### AGENDA



Monday, July 8, 2024  
1:30 pm  
Council Chamber  
City Hall, 1435 Water Street

#### Pages

#### 1. Call to Order

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

This Meeting is open to the public and all representations to Council form part of the public record. A live audio-video feed is being broadcast and recorded on kelowna.ca.

#### 2. Confirmation of Minutes

5 - 8

PM Meeting - June 24, 2024

#### 3. Development Application Reports & Related Bylaws

##### 3.1 KLO Road 1758-1760 - A24-0006 - Various Owners

9 - 40

To support an application to the Agricultural Land Commission for a Non-Adhering Residential Use Permit to allow for temporary farm help housing to accommodate four (4) seasonal farm workers on the subject property and to allow a seasonal food truck to operate as part of the farm retail stand operations.

##### 3.2 Glenmore Rd 1875-2255 - A24-0007- City of Kelowna

41 - 67

To support an application to the Agricultural Land Commission for a road closure, consolidation and subdivision at the City of Kelowna Glenmore Landfill.

##### 3.3 Cross Rd 1951 - Z23-0071 (BL12676) - City of Kelowna

68 - 86

To rezone portions of the subject property from the MF1 – Infill Housing zone and the P2 – Education and Minor Institutional zone to the MF3r – Apartment Housing Rental Only zone.

##### 3.4 Highland Dr 1508 - Z24-0022 (BL12677) - 1344628 B.C. Ltd., Inc.No. BC1344628

87 - 109

To rezone the subject property from the MF1 – Infill Housing zone to the MF2 – Townhouse Housing zone to facilitate a townhouse development.



<b>3.5</b>	<b>Rezoning Bylaws Supplemental Report to Council</b>	<b>110 - 111</b>
	To receive a summary of notice of first reading for Rezoning Bylaws No. 12670, 12671, 12672, 12673 and 12675 to give the bylaws further reading consideration.	
<b>3.6</b>	<b>Rezoning Applications</b>	
	To give first, second and third reading to rezoning applications.	
	The following bylaws will be read together unless Council wants to separate one of the bylaws.	
<b>3.6.1</b>	<b>Rutland Rd N 375, 395 - BL12670 (Z24-0011) - Siddarth Malhotra and Sunaina Malhotra</b>	<b>112 - 112</b>
	To give Bylaw No. 12670 first, second and third reading in order to rezone the subject properties from the UC <sub>4</sub> – Rutland Urban Centre zone to the UC <sub>4r</sub> – Rutland Urban Centre Rental Only zone.	
<b>3.6.2</b>	<b>Saucier Ave 761, 771, 781, 791, 801-803 - BL12671 (Z23-0037) - Barneet Singh Mundi</b>	<b>113 - 113</b>
	To give Bylaw No. 12671 first, second and third reading in order to rezone the subject properties from the MF <sub>1</sub> – Infill Housing zone to the MF <sub>3</sub> – Apartment Housing zone.	
<b>3.6.3</b>	<b>Monterey Ct 1095-1097 - BL12672 (Z23-0076) - 1280331 BC Ltd., Inc.No. BC1280031</b>	<b>114 - 114</b>
	To give Bylaw No. 12672 first, second and third reading in order to rezone the subject property from the MF <sub>1</sub> – Infill Housing zone to the MF <sub>2</sub> – Townhouse Housing zone.	
<b>3.6.4</b>	<b>Vista Rd 425, 445, 455 - BL12673 (Z24-0010) - Cashoffer GP Ltd., Inc. No. BC1197853</b>	<b>115 - 115</b>
	To give Bylaw No. 12673 first, second and third reading in order to rezone the subject properties from the UC <sub>4</sub> – Rutland Urban Centre zone to the UC <sub>4r</sub> – Rutland Urban Centre Rental Only zone.	
<b>3.6.5</b>	<b>Valley Rd 438 - BL12675 (Z23-0065) - M. Bonn Enterprises Ltd., Inc.No. BC0235139</b>	<b>116 - 116</b>
	To give Bylaw No. 12675 first, second and third reading in order to rezone the subject property from the MF <sub>1</sub> – Infill Housing zone to the VC <sub>1r</sub> – Village Centre Rental Only zone.	

<b>3.7</b>	<b>Rutland Rd N 2080 - DP24-0018 - Mission Group (Reid's Corner) Real Estate Ltd., Inc.No. BC1386213</b>	<b>117 - 153</b>
	To issue a Development Permit for the form and character of three new industrial buildings.	
<b>3.8</b>	<b>McKinley Rd 1890, 1988, Hilltown Rd 3500, Glenmore Rd N 3850 - OCP24-0006 - Early Consideration</b>	<b>154 - 194</b>
	To give early consideration to an application to amend the Official Community Plan for an expanded urban hillside development area of approximately 2,000 additional residential units and a mixed-use urban village in the McKinley Beach neighbourhood.	
<b>3.9</b>	<b>Harvey Ave 1574-1634 - ARP24-0001 - PMC (KBC and Harvey) Holdings Corp</b>	<b>195 - 238</b>
	To receive the draft Burtch/Harvey Area Redevelopment Plan and to authorize the preparation of the final plan.	
<b>4.</b>	<b>Bylaws for Adoption (Development Related)</b>	
<b>4.1</b>	<b>Providence Ave 410 - BL12523 (OCP23-0001) - Kettle Valley Holdings Ltd., Inc.No. 551772</b>	<b>239 - 240</b>
	<b>Requires a majority of all members of Council (5).</b>	
	To adopt Bylaw No. 12523 in order to change the future land use of portions of the subject property from the EDINST – Educational/Institutional designation and the PARK – Parks designation to the S-RES – Suburban – Residential designation, the S-MU – Suburban – Multiple Unit designation, and the PARK - Parks designation.	
<b>4.2</b>	<b>Providence Ave 410 - BL12524 (Z23-0001) - Kettle Valley Holdings Ltd., Inc.No. 551772</b>	<b>241 - 242</b>
	To adopt Bylaw No. 12524 in order to rezone portions of the subject property from the P2 – Education and Minor Institutional zone to the RU1 – Large Lot Housing zone, the RU2 – Medium Lot Housing zone, the RU3 – Small Lot Housing zone, the MF2 – Townhouse Housing zone, and the P3 – Parks and Open Space zone.	
<b>5.</b>	<b>Non-Development Reports &amp; Related Bylaws</b>	
<b>5.1</b>	<b>Kelowna International Airport 2024 Financial Plan Amendment - Combined Operations Building</b>	<b>243 - 253</b>
	To obtain Council's approval to amend the City of Kelowna's 2024 Financial Plan.	
<b>5.2</b>	<b>Activity Centre Functional Space Plans and ORL Partnership Update</b>	<b>254 - 270</b>
	To inform Council of the functional program for the Activity Centres in Glenmore and the Mission and the partnership with the Okanagan Regional Library within the Building a Stronger Kelowna portfolio of projects.	

- 5.3 Highway 33 Clement Extension Project Update** 271 - 303
- To provide Council an update on current and upcoming work associated with the Highway 33 / Clement Extension Project.
- 5.4 Updated Options to Address Construction Noise** 304 - 315
- To mitigate the impact of construction noise on Kelowna residents by amending the construction noise provisions of the Good Neighbour Bylaw.
- 6. Mayor and Councillor Items**
- 7. Termination**



## City of Kelowna Regular Council Meeting Minutes

Date:	Monday, June 24, 2024
Location:	Council Chamber City Hall, 1435 Water Street
Members Present	Mayor Tom Dyas, Councillors Ron Cannan, Maxine DeHart, Charlie Hodge, Gord Lovegrove, Mohini Singh, Luke Stack and Rick Webber
Members Absent	Councillor Loyal Wooldridge
Staff Present	City Manager, Doug Gilchrist; City Clerk, Laura Bentley; Acting Divisional Director, Corporate Strategic Services, Lisa Corcoran*; Intelligent Cities Manager, Andreas Boehm*; Divisional Director, Planning, Climate Action & Development Services, Ryan Smith*; Development Planning Department Manager, Nola Kilmartin*; Planner Specialist, Kimberly Brunet*; Planner Specialist, Jennifer Miles*; Controller, Matt Friesen*; Divisional Director, Financial Services, Joe Sass*; Budget Supervisor, Jay Jean*; Divisional Director, Active Living and Culture, Jim Gabriel*; Social Development Manager, Colleen Cornock*; Legislative Technician, Natasha Beauchamp
Staff Participating Remotely	Legislative Coordinator (Confidential), Arlene McClelland

(\* Denotes partial attendance)

### 1. Call to Order

Mayor Dyas called the meeting to order at 1:30 p.m.

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

This Meeting is open to the public and all representations to Council form part of the public record. A live audio-video feed is being broadcast and recorded on kelowna.ca.

### 2. Confirmation of Minutes

Moved By Councillor Hodge/Seconded By Councillor Lovegrove

THAT the Minutes of the Regular Meetings of June 17, 2024 be confirmed as circulated.

**Carried**

### 3. Public in Attendance

#### 3.1 Awards for Chatbots

Staff:

- Commented on digital transformation and presented the awards received for the City's chatbots.

Moved By Councillor DeHart/Seconded By Councillor Lovegrove

THAT Council receives, for information, the report from Information Services regarding the awards received for the City's chatbots.

Carried

### 4. Development Application Reports & Related Bylaws

#### 4.1 Valley Rd 438 - Z23-0065 (BL12675) - M. Bonn Enterprises Ltd., Inc. No. BCo235139

Staff:

- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Lovegrove/Seconded By Councillor Singh

THAT Rezoning Application No. Z23-0065 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Lot A Sections 32 AND 33 Township 26 ODYD Plan 22004 EXCEPT PLAN 23353, located at 438 Valley Rd, Kelowna, BC from the MF1 – Infill Housing zone to the VC1r – Village Centre Rental Only zone, be considered by Council;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Development Planning Department dated June 24, 2024.

Carried

### 5. Bylaws for Adoption (Development Related)

#### 5.1 Ellis St 1175-1155 - BL12588 (HRA22-0001) - Kelowna Train Station Inc., Inc. No. BCo847922

Moved By Councillor Hodge/Seconded By Councillor Lovegrove

THAT Bylaw No. 12588 be amended at third reading by including necessary schedules and attachments.

Carried

Moved By Councillor Hodge/Seconded By Councillor Lovegrove

THAT Bylaw No. 12588, as amended, be adopted.

Carried



## 6. Non-Development Reports & Related Bylaws

### 6.1 2023 Annual Report and Statement of Financial Information

Staff:

- Displayed a PowerPoint Presentation summarizing the 2023 Annual Report and Statement of Financial Information and responded to questions from Council.

Moved By Councillor Lovegrove/Seconded By Councillor Stack

THAT Council receives, for information, the 2023 Annual Report for the year ended December 31, 2023;

AND THAT Council receives, for information, the 2023 Statement of Financial Information report that includes: Council Remuneration and Expense Report, Schedule of Remuneration and Expenses paid to or on behalf of each employee, Schedule of Payments to Suppliers of Goods and Services and Schedule of Payments to Suppliers for Grants and Contributions.

Carried

### 6.2 Social Development Update

Staff:

- Displayed a PowerPoint Presentation providing an update on objectives, key milestones and future work of the Social Development Department and responded to questions from Council.

Moved By Councillor DeHart/Seconded By Councillor Stack

THAT Council receives, for information, the report from the Social Development Department dated June 24, 2024, with respect to the new service delivery model.

Carried

## 7. Resolutions

### 7.1 Councillor Cannan - Draft Resolution - Sani-Dump Facility

Councillor Cannan:

- Provided comments on the need for a sani-dump facility Kelowna.

Staff:

- Responded to questions from Council.

Moved By Councillor Webber/Seconded By Councillor Stack

THAT Council directs staff to explore the need for another sani-dump facility in Kelowna and to explore possible locations including potential partnership opportunities with the private sector, and report back to Council.

Carried

## 8. Mayor and Councillor Items

Councillor Lovegrove:

- Spoke to their attendance at an SPCA event.
- Spoke to their attendance at the Turtle Island Festival.
- Spoke to their attendance at the National Indigenous Peoples Day celebration.
- Will be attending the upcoming Economic Development Commission meeting followed by the Local Government SILGA event in Oliver, B.C.

Councillor Singh:

- Spoke to their attendance at the National Indigenous Peoples Day celebration.
- Spoke to their attendance at the Heartfulness Institute Canada Chair Yoga event.
- Spoke to their attendance at the Ratha Yatra Festival.
- Commented on an upcoming YLW Airport announcement.
- Will be hosting Multicultural Day for Canada Day.

Councillor Hodge:

- Provided Canada Day greetings.

**9. Termination**

This meeting was declared terminated at 2:59 p.m.

\_\_\_\_\_  
Mayor Dyas

/acm

\_\_\_\_\_  


City Clerk

# REPORT TO COUNCIL

## ALR APPLICATION



**Date:** July 8, 2024  
**To:** Council  
**From:** City Manager  
**Address:** 1758-1760 KLO Rd  
**File No.:** A24-0006  
**Zone:** A1 – Agriculture

---

### 1.0 Recommendation

THAT Agricultural Land Reserve Application No. A24-0006 for Lot 2 District Lot 131 ODYD Plan EPP51229, located at 1758-1760 KLO Rd, Kelowna, BC for a Non-Adhering Residential Use Permit pursuant to Section 25 of the *Agricultural Land Commission Act*, be supported by Council;

AND THAT the Council directs Staff to forward the subject application to the Agricultural Land Commission for consideration.

### 2.0 Purpose

To support an application to the Agricultural Land Commission for a Non-Adhering Residential Use Permit to allow for temporary farm help housing to accommodate four (4) seasonal farm workers on the subject property and to allow a seasonal food truck to operate as part of the farm retail stand operations.

### 3.0 Development Planning

Staff support the application for Temporary Farm Worker Housing (TFWH) for up to four seasonal agricultural workers on the subject property. The proposed temporary farm worker accommodation meets the regulations of the Zoning Bylaw and it is consistent with the Ministry of Agriculture standard for temporary farm worker accommodation.

The proposal complies with the City of Kelowna OCP policies for TFWH. Agriculture is the principal use of the parcel, and the scale of the farm operation is large enough to accommodate farm employees. The proposed housing is on a non-permanent foundation, which is considered the preferred solution where the need for farm workers housing is justified. It is in an area at the north end of the property that minimizes the residential impact to agriculture. The four seasonal workers will be housed in one ATCO trailer, and all of the workers will have their own private bedroom. The unit also includes a kitchen, laundry area, living room and multiple bathrooms. There are no other residences on the subject property. If the application receives support from Council and the ALC, a TFWH Permit will be required. The application will include a landscape plan, which provides buffering between the TFWH and the active agriculture.

Staff also support the request to have a seasonal food truck, which would be part of their day-to-day farm retail stand operations. The non-permanent and seasonal nature of the food truck won't have impacts on the agricultural capability and farming operations.



#### 4.0 Subject Property & Background

Orientation	Zoning	Land Use
North	A1 – Agriculture	Park
East	A1 – Agriculture	Agriculture
South	RU1 – Large Lot Housing	Single-Detached Dwelling(s)
West	A1 – Agriculture	Rural Residential

#### 4.1 Subject Property Map



The subject property is located on KLO Rd near the intersection with Benvoulin Rd. The surrounding area is a mix of agricultural, commercial, residential, and park land.

#### 5.0 Project Description

The subject property is 2.52 ha (6.23 acre) in size and is located on KLO Rd. The applicant is seeking permission for four (4) seasonal farm workers to help during the harvest season, as the on-site farm retail stand sells produce picked daily. The workers will live in the existing four-bedroom ATCO trailer (165 m<sup>2</sup> in size) at the North end of the property.

The owners converted the previous hay field into a vegetable farm and installed underground irrigation in 2022. The subject property has an active Business License for the KLO Farm Market, which sells items grown on site, as well as from the other 5.93 ha of agricultural land that is farmed/owned by the same owners. The owners have also indicated that they would like a seasonal food truck to operate as part of their day-to-day farm retail stand operations.

Since the proposal is for eight or fewer seasonal workers, the Temporary Farm Worker Housing Permit is delegated to staff. This will be considered by staff if the non-adhering residential use permit is approved by Council and the Agricultural Land Commission. As part of the Permit process, a covenant is required to be registered on title indicating that the unit can only be used for farm workers for a maximum of 10 (ten)

months and the unit will be removed if the workers are no longer required. A vegetative buffer is required to be planted to separate the active agriculture from the workers' accommodation.

## 6.0 Current Development Policies

The proposed temporary farm worker accommodation meets the regulations of the Zoning Bylaw. The proposal is also consistent with the Ministry of Agriculture standards for temporary farm worker accommodation.

### 6.1 Kelowna Official Community Plan (OCP)

<b>Objective 8.1. Protect and preserve agricultural land and its capability.</b>	
Policy 8.1.9. Farm Help Housing.	<p>As a first option, encourage farm help housing to be located within the Permanent Growth Boundary, providing amenity for workers. As a second option, accommodation for farm help on agricultural land on the same farm unit, where approved by the ALC, will be considered only when:</p> <ul style="list-style-type: none"> <li>• Agriculture is the principal use on the parcel; and</li> <li>• The applicant demonstrates that on-site housing for farm workers is necessary for the overall operation of the farm. The primary consideration is whether the scale of the farm operation is large enough that permanent help is deemed necessary.</li> </ul> <p>Temporary farm worker housing, such as a bunkhouse accommodation on non-permanent foundations, is the preferred solution where farm worker housing is justified.</p> <p><i>The property is not in the Permanent Growth Boundary, but the farm workers are to work on the subject property, which has agriculture as the principal use.</i></p>

The OCP Farm Protection Development Permit Guidelines state to design TFWH such that:

- TFWH should use all existing dwellings within the farm unit, prior to building new temporary farm worker housing, unless the existing dwellings are used for a use consistent with the Agriculture Land Commission Act. Alternatively, the existing dwellings on the farm unit must be removed, decommissioned to an approved use, or demolished including decommissioning the existing septic system, prior to the authorization of a new temporary farm worker housing structure.
- TFWH footprint should be contiguous with the residential footprint (i.e., Homeplate) and / or within 50 metres of the road and/or located to maximize agricultural potential and limit negative impacts on the farm parcel.
- TFWH should have a minimum 3.0-metre-wide vegetated buffer for screening to adjacent property lines and between the TFWH and active farming areas.

### 6.2 The City of Kelowna Agriculture Plan:

Allow TFWH, as permitted by City of Kelowna Bylaw. The TFWH footprint means the portion of a lot that includes all structures, driveways and parking areas associated with the temporary farm worker housing, including but not limited to structures.

### 6.3 Ministry of Agriculture’s Guide to Bylaw Development in Farming Areas:

In keeping with the Ministry of Agriculture’s Guide to Bylaw Development in Farming Areas and the City’s policy for Temporary Farm Worker Housing, Development Planning Staff recommend the registration of Section 219 Restrictive Covenants which state:

- The TFWH shall be used for temporary farm workers only;
- The owner will remove the TFWH if the farm operation changes such that it is no longer required;
- The dwellings will only be used for farm workers for a maximum of ten (10) months of the year;
- The maximum number of accommodations permitted on this farm unit within this City sector is 60 workers; and,
- The TFWH building footprint is a maximum of 0.3ha.

### 7.0 **Application Chronology**

Application Accepted: March 5, 2024  
Neighbour Notification Received: N/A

### 8.0 **Agricultural Advisory Committee**

Agricultural Advisory Committee June 13, 2024

THAT the Committee recommends that Council support the application to the Agricultural Land Commission (ALC) for a Non-Adhering Residential Use Permit to allow for temporary farm help housing to accommodate four (4) seasonal farm workers on the subject property.

The above noted application was reviewed by the Agricultural Advisory Committee at the meeting held on June 13, 2024, and the following recommendations were passed:

Anecdotal comments include that the Committee encourages the City to ensure the landscape buffer is planted by the applicant within a reasonable time frame. The permit was reactionary and done after the structure was installed.

**Report prepared by:** Tyler Caswell, Planner II  
**Reviewed by:** Dean Strachan, Community & Development Planning Manager  
**Reviewed by:** Nola Kilmartin, Development Planning Department Manager  
**Approved for Inclusion:** Ryan Smith, Divisional Director, Planning, Climate Action & Development Services

#### **Attachments:**

Attachment A – ALC Application File No. 100048  
Attachment B – Conceptual Drawing Package  
Attachment C – Ministry of Agriculture Memo

For additional information, please visit our Current Developments online at [www.kelowna.ca/currentdevelopments](http://www.kelowna.ca/currentdevelopments).



<b>ATTACHMENT</b>		<b>A</b>
This forms part of application		
# A24-0006		
Planner Initials	TC	 City of Kelowna DEVELOPMENT PLANNING

## Provincial Agricultural Land Commission - Applicant Submission

**Application ID:** 100048  
**Application Type:** Non-Adhering Residential Use within the ALR  
**Status:** Submitted to L/FNG  
**Applicant:** bhangu et al.  
**Local/First Nation Government:** City of Kelowna

### 1. Parcel(s) Under Application

#### Parcel #1

**Parcel Type** Fee Simple  
**Legal Description** LOT 2 DISTRICT LOT 131 OSOYOOS DIVISION YALE DISTRICT PLAN EPP51229  
**Approx. Map Area** 2.52 ha  
**PID** 029-702-399  
**Purchase Date** Dec 10, 2015  
**Farm Classification** Yes  
**Civic Address** 1760 KLO Rd, Kelowna, BC V1W 3P6  
**Certificate Of Title** State of Title Certificate CA9174358.pdf

Land Owner(s)	Organization	Phone	Email	Corporate Summary
	No Data			t Applicable
	No Data			Not Applicable



No Data

Not Applicable

No Data

Not Applicable



## 2. Other Owned Parcels

Do any of the land owners added previously own or lease other parcels that might inform this application process? Yes

## 3. Primary Contact

Will one of the landowners or government contacts added previously be the primary contact? Yes

Type

First Name harsimerpreet  
 Last Name bhangu  
 Organization (If Applicable) No Data  
 Phone 2508635186  
 Email h\_singh8@hotmail.com

## 4. Government

Local or First Nation Government: City of Kelowna

## 5. Land Use

### Land Use of Parcel(s) under Application

Describe all agriculture that currently takes place on the parcel(s). PID 011-269-065 Ground Crop (Vegetables) PID 029-702-399 Ground Crop (Vegetables)

Describe all agricultural PID 029-702-399 is 2.52 Ha of vegetable farm fenced 2019, cleared the

**improvements made to the parcel(s).**

boundaries to make more room for growing. installed 2 tunnel greenhouses. all underground irrigation is 2019 PID 011-269-065 is 2.25 Ha of vegetable farming, converted land from hay field to grow vegetables. installed underground irrigation in 2022

**Describe all other uses that currently take place on the parcel(s).**

PID 029-702-399 has a Farm gate store 110m2 and 130m2 storage accessory building PID 011-269-065 has 280m2 house

## Choose and describe neighbouring land uses

	Main Land Use Type	Specific Activity
North	Unused	munson pond
East	Agricultural / Farm	non profit
South	Residential	road/residential
West	Residential	residential



## 6. Proposal

**Selected Subtype:** Additional Residence for Farm Use

**What is the purpose of the proposal?** Applying for Temporary worker housing, it will fill the farm labour shortage as our farm is transition organic and we are fully dependent on labour.

**What is the total floor area (m<sup>2</sup>) of the proposed additional residence?** 165

**Describe the necessity for an additional residence for farm use and how it will support agriculture in the short or long term.** temporary residence is to overcome the shortage of farm labour, this will support the future fulfillment of labour

**Describe the rationale for the proposed location of the additional residence.** we sell everything fresh which is picked daily( labour consuming). During harvest season it is really hard to full-fill the jobs. with Temporary housing placed on the farm, not only it will be convenient for the workers it will also help us to provide the community with fresher produce and be cost effective.

**Provide the total area (m<sup>2</sup>) and a description of infrastructure necessary to support the additional residence.**

165m2 mobile ATCO trailer will be placed on cement blocks, there is no need of foundation and will be within 165m2 area

**Describe the total floor area (m<sup>2</sup>), type, number, and occupancy of all residential structures currently located on the property.**

temporary residence with outer dimension 165m2

**Proposal Map / Site Plan**

klo proposal.pdf

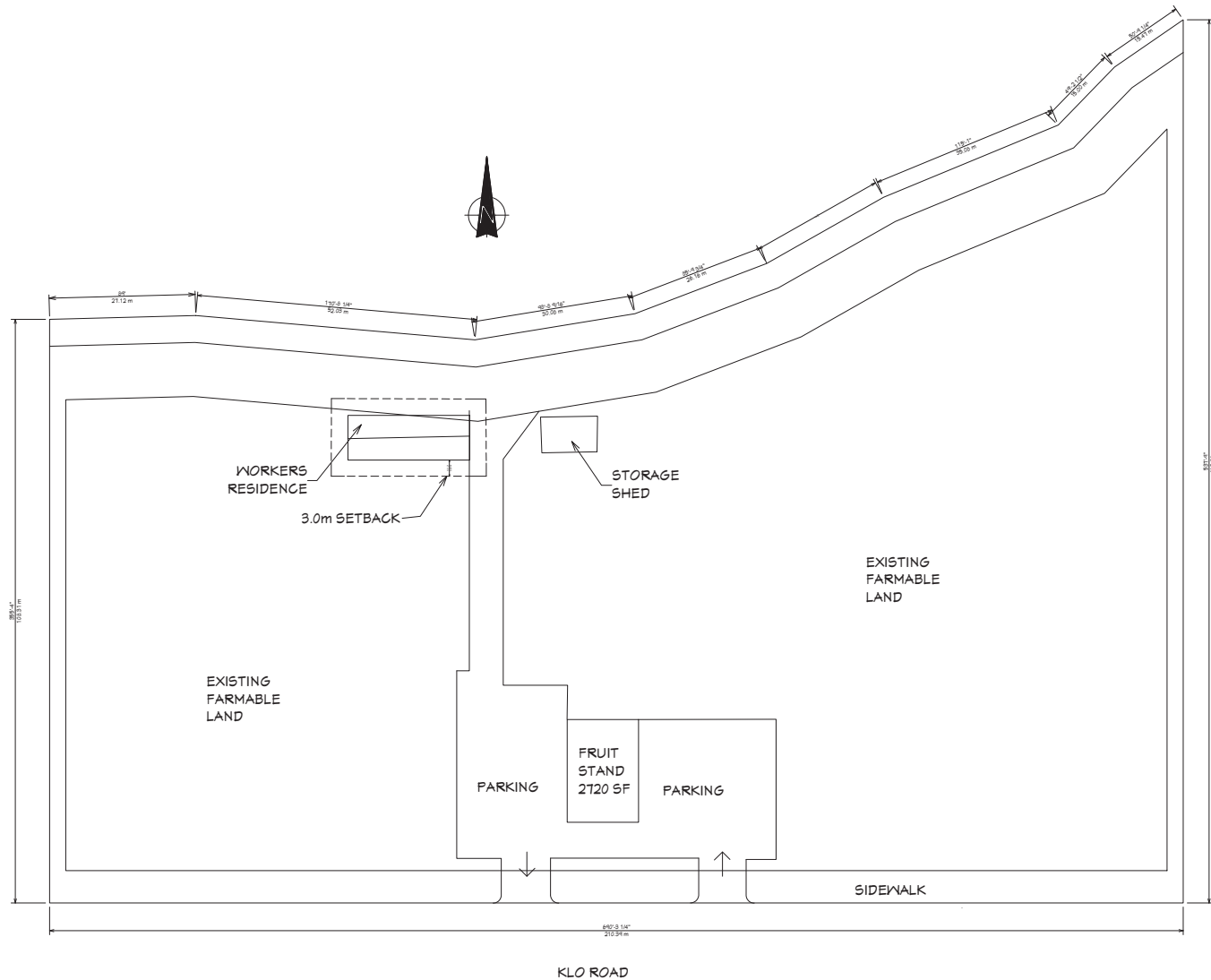
**Do you need to import any fill to construct or conduct the proposed non-adhering residential use?**

No



## 7. Optional Documents

Type	Description	File Name
------	-------------	-----------



"1760 KLO ROAD"  
KELOWNA, BC

1st Floor

**ATTACHMENT B**

This forms part of application  
# A24-0006

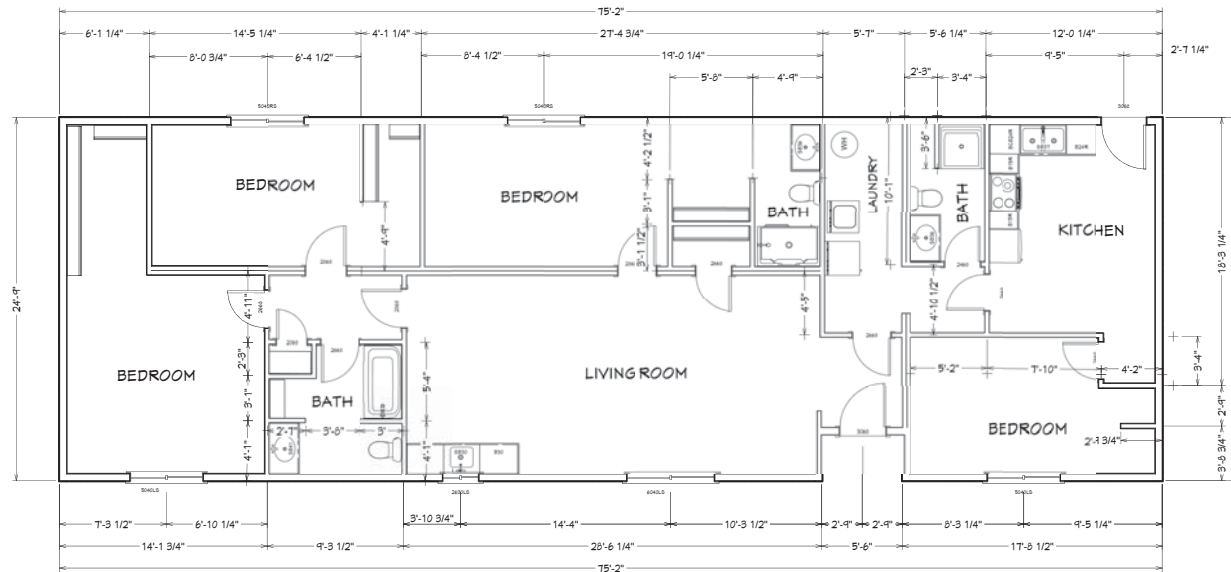
Planner Initials **TC**

City of Kelowna  
DEVELOPMENT PLANNING

**TGM**  
Drafting & Design  
Tom Masters  
Kelowna, BC (250)317-2446  
kelowna35@gmail.com

SCALE:	AS NOTED	SHEET NO:
DATE:	MAR 14/24	
SITE PLAN		<b>A-1</b>





LIVING AREA  
1843 SQ FT

ATTACHMENT

B

This forms part of application  
# A24-0006

Planner Initials

TC

City of Kelowna  
DEVELOPMENT PLANNING

"1760 KLO ROAD  
KELOWNA, BC

TGM

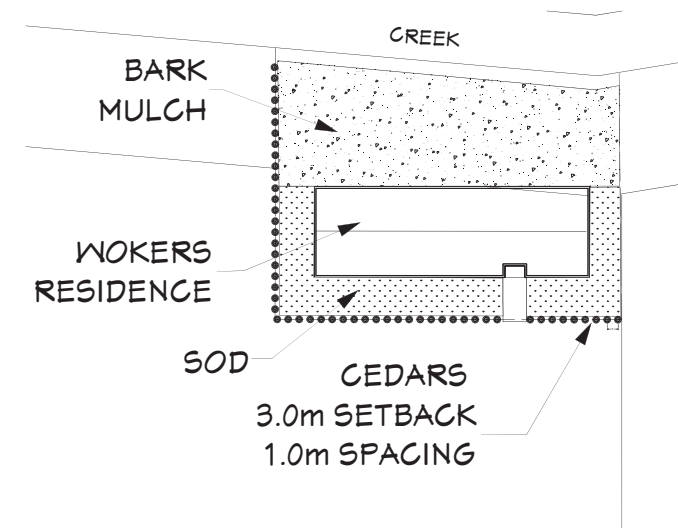
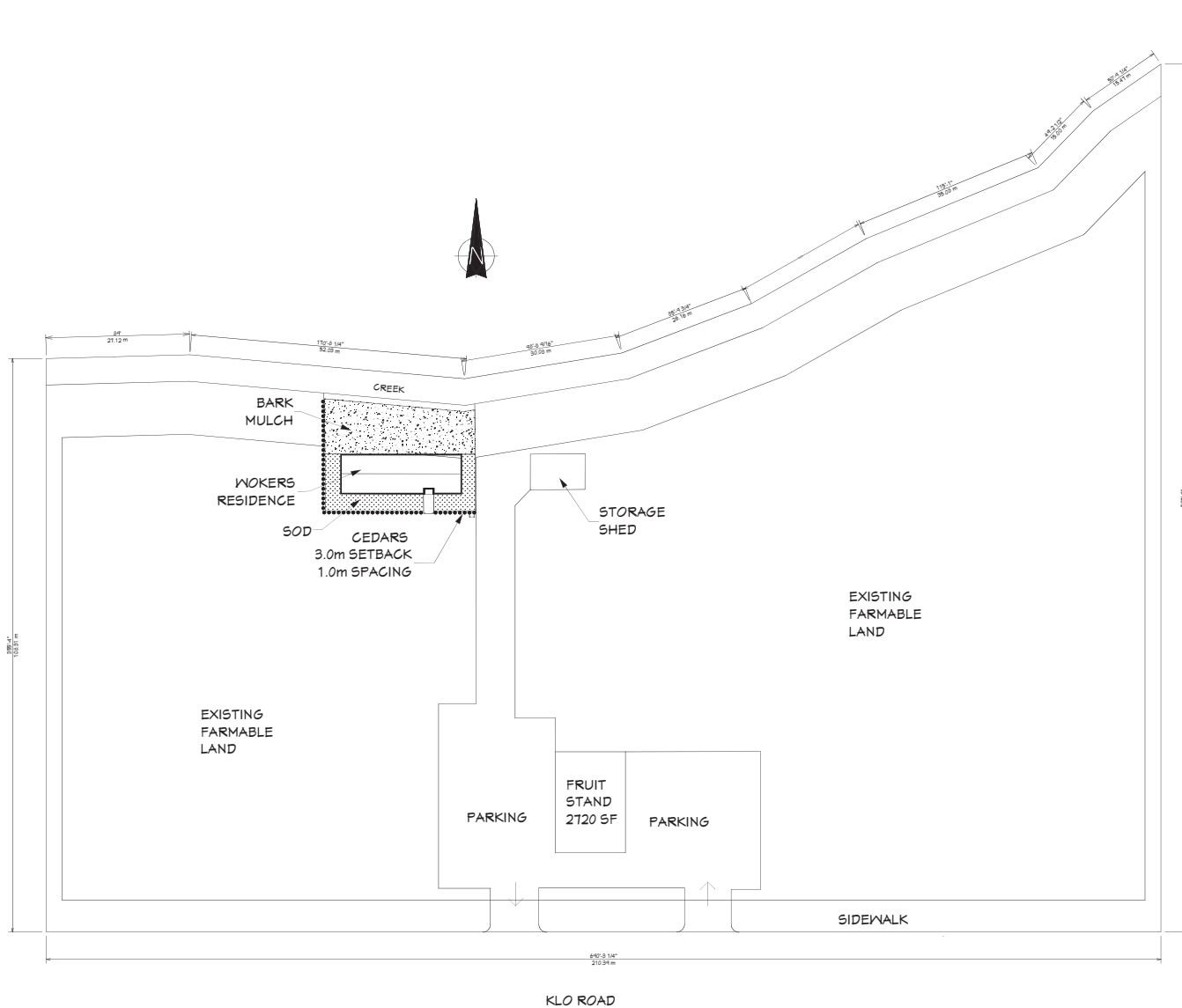
Drafting & Design

Tom Masters

Kelowna, BC (250)317-2446

kelowna635@gmail.com

SCALE:	AS NOTED	SHEET NO.
DATE:	MAR 14/24	
WORKER'S BUILDING		A-2



**ATTACHMENT B**

This forms part of application  
# A24-0006

Planner Initials **TC**

City of Kelowna  
DEVELOPMENT PLANNING

"1760 KLO ROAD"  
KELOWNA, BC

**TGM**  
Drafting & Design  
Tom Masters  
Kelowna, BC (250)317-2446  
kelowna635@gmail.com

SCALE:	AS NOTED	SHEET NO.
DATE:	MAR 14/24	
SITE PLAN		<b>A-1</b>



March 26, 2024

Tyler Caswell  
Planner II  
City of Kelowna



**Sent by email.**

Dear Tyler Caswell:

**Re: File A24.0006 – Non-Adhering Residential Use (NARU) Application at 1760 K.L.O. Rd, Kelowna (PID:029-702-399) – The Subject Property**

Thank you for providing the opportunity for the Ministry of Agriculture and Food (Ministry) staff to comment on File No A24.0006 that proposes to place temporary accommodation for seasonal workers on the Subject Property in the form of one ATCO style trailer. From a land use planning perspective, the Ministry offers the following comments:

- The proposed housing is a 165m<sup>2</sup> ATCO style trailer, to be installed on cement blocks with no permanent foundation. Ministry staff finds these details of the proposal positive, as this is the encouraged type of housing for temporary farm workers.
- Ortho photographs of the Subject Property (dated May 2023) show a new building of unknown use in the location the applicant proposes for the trailer. Staff are unsure if the proposed ATCO trailer will be in addition to this other building.
- If the new temporary building is to be placed alongside the unknown existing building, it will displace active farmland. The building and any outdoor amenity space will remove some viable land for growing crops.
- Ultimately, Ministry staff feel that the proposed temporary housing structure for farm workers will be a benefit to this active farm.

Please contact Ministry staff if you have any questions regarding the above comments.

**Ministry of Agriculture  
and Food**

**Extension and  
Support Services  
Branch**

Mailing Address:  
PO Box 9120, Stn Prov Gov  
Victoria, BC V8W 9B4

<http://gov.bc.ca/agri>  
1-888-221-7141

Sincerely,



**Chelsey Andrews, MCP**

Land Use Planner  
Strengthening Farming Program  
Ministry of Agriculture and Food

[chelsey.andrews@gov.bc.ca](mailto:chelsey.andrews@gov.bc.ca)

Phone: 1 250-850-1854

<b>ATTACHMENT</b>		<b>C</b>
This forms part of application		
# A24-0006		
Planner Initials	TC	 City of <b>Kelowna</b> DEVELOPMENT PLANNING





City of  
**Kelowna**

**A24-0006 / FH24-0001**  
**1758-1760 KLO Rd**

**ALR Application for a Non-Adhering Residential Use**



# Proposal

- ▶ To consider an application to the Agricultural Land Commission (ALC) for a Non-Adhering Residential Use Permit to allow temporary farm help housing to accommodate 4 seasonal farm workers on the subject property and to allow a seasonal food truck to operate as part of the farm retail stand operations.

# Development Process

Mar 5, 2024

Development Application Submitted



Staff Review & Circulation



Jun 13, 2024

Agricultural Advisory Committee



Jul 8, 2024

Council Consideration

Council  
Approvals



Agricultural Land Commission Consideration

If proposal is  
supported by  
Council & the  
ALC



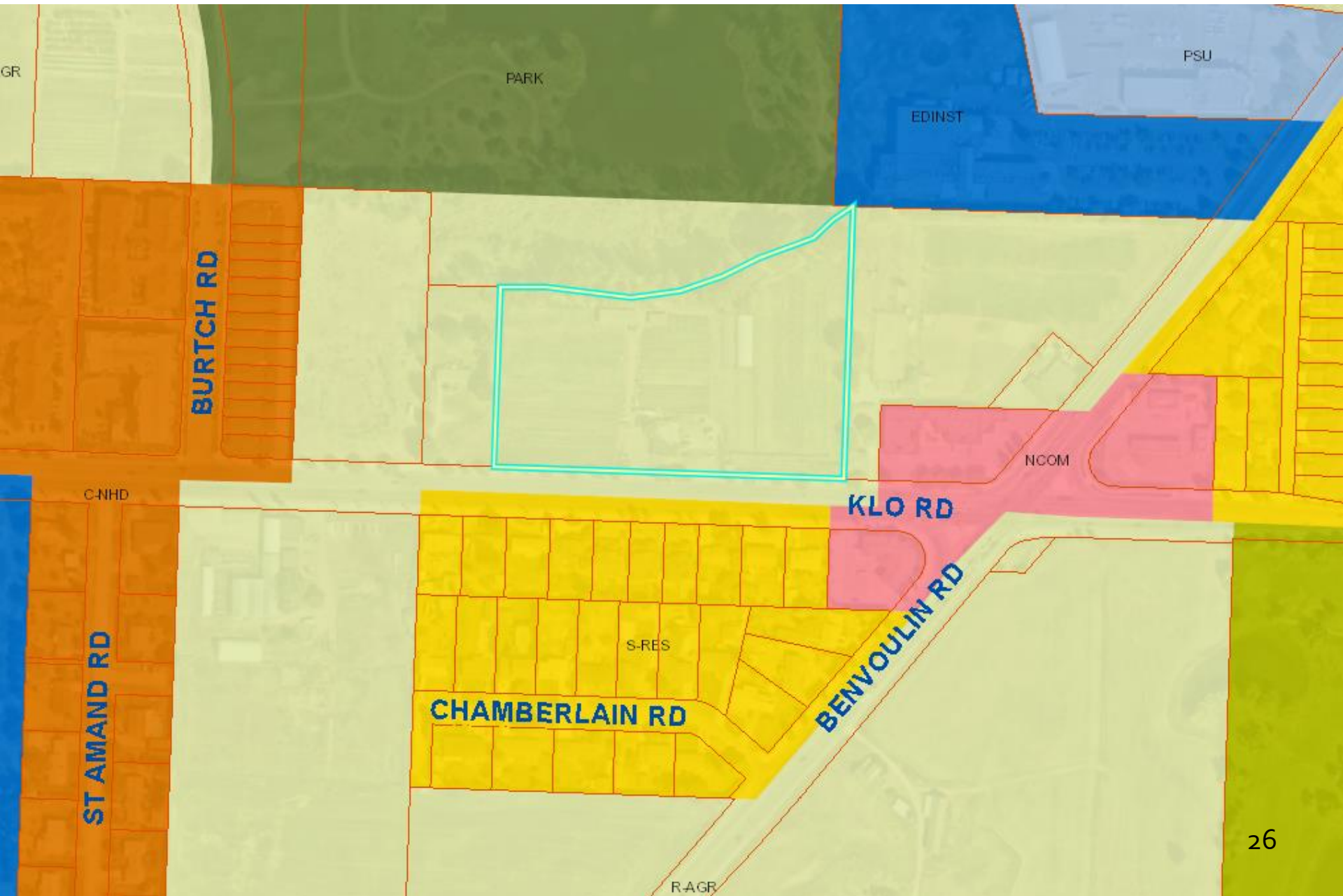
Building Permit

# Context Map





# OCP Future Land Use / Zoning



# Agricultural Land Reserve





# Aerial View





# Site Photos





# Site Photos



# Site Photos

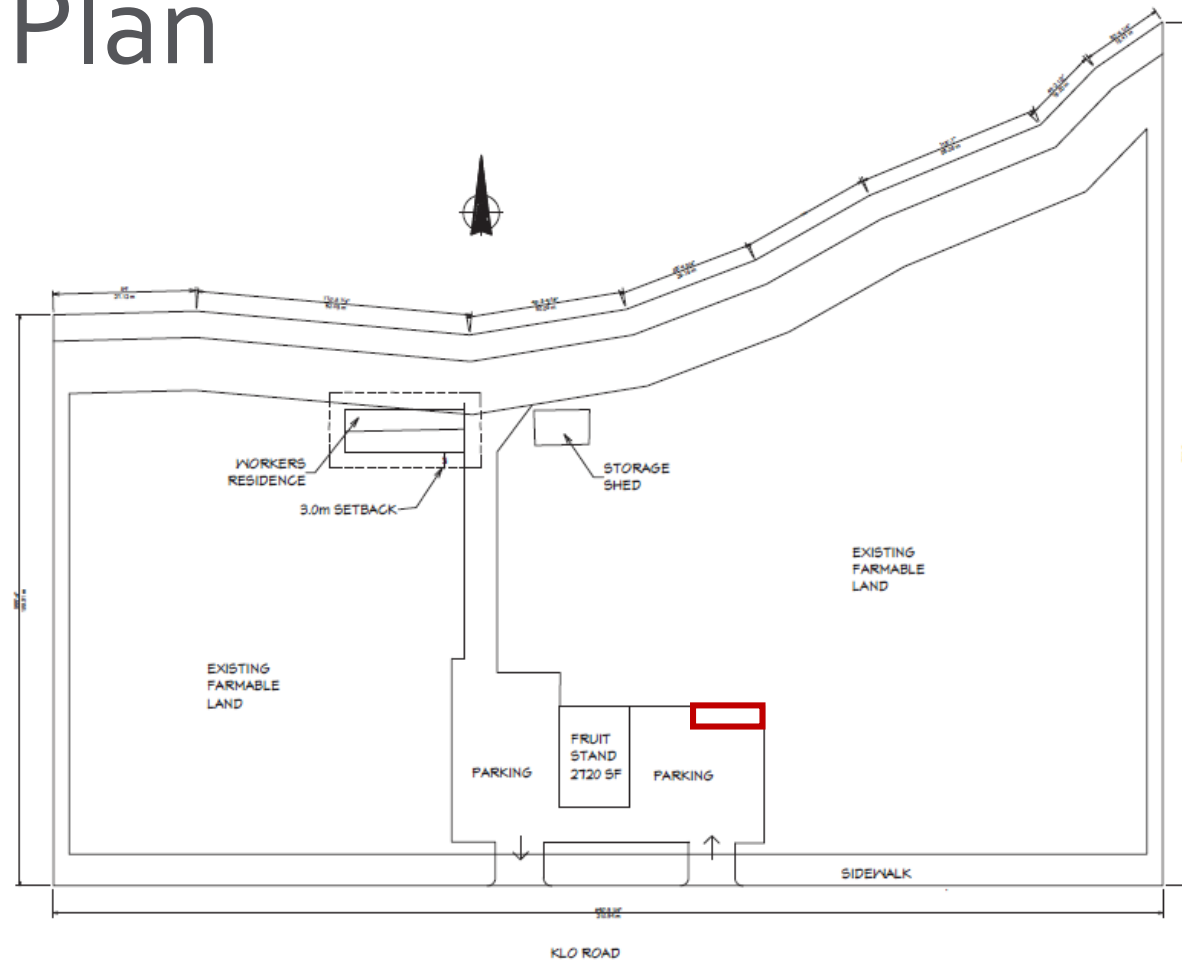


# Project Details

- ▶ The applicant is seeking approvals to allow for four seasonal agriculture workers;
  - ▶ The workers will be located in a 165 m<sup>2</sup> ATCO trailer;
  - ▶ There are four bedrooms in the structure.
- ▶ If approved, a covenant is required to be registered on title indicating that the residence can only be used for 10 months.
  - ▶ A vegetative buffer is also required to be planted.
- ▶ The applicant is also seeking approvals for a seasonal food truck to operate as part of the farm retail stand operations.



# Site Plan



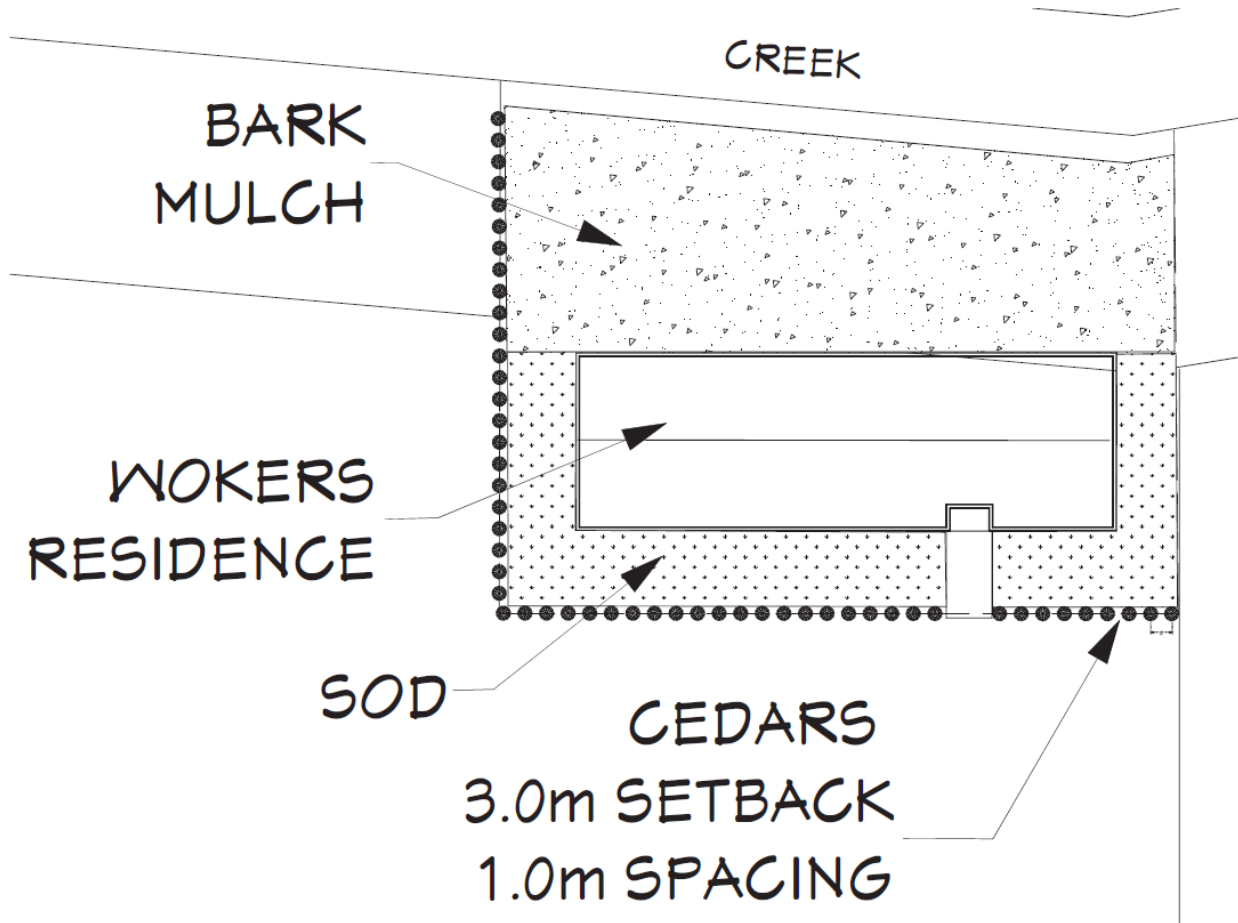
"1760 KLO ROAD

KELOWNA, BC





# Landscape Plan



# Development Policy: Zoning Bylaw

Regulation	Meets
Minimum farm unit size: 3.8 ha	<input checked="" type="checkbox"/>
New TFWH structures must include a communal kitchen	<input checked="" type="checkbox"/>
Only occupied during growing, harvesting and pruning periods	<input checked="" type="checkbox"/>
Occupied no more than 10 months of a calendar year	<input checked="" type="checkbox"/>
Maximum TFWH footprint: 0.30 ha for maximum of 60 workers	<input checked="" type="checkbox"/>
Maximum temporary farm workers per city sector: 60	<input checked="" type="checkbox"/>



# Development Policy: OCP Policies & Permit Guidelines

Policy / Guideline	Meets
Agriculture is the principal use on the parcel	✓
Scale of farm operation is large enough that permanent help is deemed necessary	✓
TFWH on non-permanent foundations where the need for farm worker housing is justified	✓
Building footprint within 50 m of the road or located to maximize agricultural potential and limit negative impacts on the farm parcel	X
Minimum 3 m wide vegetated buffer for screening to adjacent property lines and between TFWH and active farming (In the process of being done)	✓

# AAC Recommendation

- ▶ Application went to the Agricultural Advisory Committee on June 13<sup>th</sup>, 2024;
  - ▶ AAC Recommended that Council support the application.

# Staff Recommendation

- ▶ Staff recommend **support** of the proposed Non-Adhering Residential Use Permit Application.
  - ▶ Meets intent of Zoning Bylaw and OCP;
  - ▶ Does not utilize productive agricultural lands or harm adjacent farm operations;
  - ▶ Residential uses are contained in a contiguous area.
- ▶ Recommend the application be forwarded to ALC for consideration.



## *Conclusion of Staff Remarks*



# REPORT TO COUNCIL

## ALR APPLICATION



**Date:** July 8, 2024  
**To:** Council  
**From:** City Manager  
**Address:** 1875-2255 Glenmore Rd  
**File No.:** A24-0007  
**Zone:** P4 – Utilities

---

### 1.0 Recommendation

THAT Agricultural Land Reserve Application No. A24-0007 for:

1. Lot 1 Sections 15 and 16 Township 23 ODYD Plan EPP15596, located at 1875 Glenmore Rd N, Kelowna, BC;
2. Lot 7 Block 12 Section 15 Township 23 ODYD Plan 1068, located at 2105 Glenmore Rd N, Kelowna, BC;
3. Lot 8 Block 12 Section 15 Township 23 ODYD Plan 1068, located at 2105 Glenmore Rd N, Kelowna, BC;
4. Lot 9 Block 12 Section 15 Township 23 ODYD Plan 1068, located at 2105 Glenmore Rd N, Kelowna, BC;
5. Lot 10 Block 12 Section 15 Township 23 ODYD Plan 1068, located at 2105 Glenmore Rd N, Kelowna, BC;
6. Lot 11 Block 12 Section 15 Township 23 ODYD Plan 1068, located at 2105 Glenmore Rd N, Kelowna, BC;
7. Block 18 Section 15 Township 23 ODYD Plan 1068, located at 2105 Glenmore Rd N, Kelowna, BC; and,
8. Lot A Sections 15, 16, 21 and 22 Township 23 ODYD Plan EPP104543, located at 2105-2255 Glenmore Rd N, Kelowna, BC;

for a Subdivision Application pursuant to Section 25 of the *Agricultural Land Commission Act*, be supported by Council;

AND THAT the Council direct Staff to forward the subject application to the Agricultural Land Commission for consideration.

### 2.0 Purpose

To support an application to the Agricultural Land Commission for a road closure, consolidation and subdivision at the City of Kelowna Glenmore Landfill.

### 3.0 Development Planning

Staff support the application for the proposed road closure, consolidation and subdivision at the Glenmore Landfill. The proposal meets several policies in the Official Community Plan (OCP) including ensuring the long-term viable use of the Glenmore Landfill and mitigating nuisance impacts to surrounding communities. As part of the application, the Landfill operations aren't expanding, but the road closure, consolidation and subdivision improve day-to-day operations and makes future applications and approvals more streamlined. If approved, there would be only three remaining parcels.

If the proposal is approved by Council and the Agricultural Land Reserve, a subdivision application would be required to be approved by the City of Kelowna's Approving Officer.

### 4.0 Subject Property & Background

Orientation	Zoning	Land Use
North	P <sub>4</sub> – Utilities	Landfill
East	P <sub>4</sub> – Utilities	Vacant
South	P <sub>4</sub> – Utilities	Landfill
West	P <sub>4</sub> – Utilities	Landfill

**Subject Property Map:** 1875-2255 Glenmore Rd N



The subject properties are all part of the Glenmore Landfill. They are accessed directly from John Hindle Drive. The surrounding area is a mix of agricultural, rural residential, and residential.

## 5.0 Project Description

The Glenmore Landfill has been in service since 1966 and includes 19 parcels that are utilized for the landfill operations or act as a buffer between landfill operations and surrounding parcels. These parcels are wholly or partially within the ALR.

The City of Kelowna proposes to close a road right-of-way that runs through the parcels under this application to protect landfill operations. There are rules and regulations that prevent certain landfill operations within specified distances of utilities and road right of ways. The proximity of the existing right of way to the landfill operations poses a liability risk. As long as legally dedicated roadways exist, third-party utilities could be placed within the right of way area without any process to restrict the placement.

The City proposes to consolidate six properties to create efficiencies and maintain the long-term viability of the landfill. This new property, along with two existing properties would be amended to consolidate the land from the road closure. The closure of the road right of way and the consolidation of the six lots would create three large parcels, which would allow easier functionality of day-to-day operations for the Glenmore Landfill.

## 6.0 Current Development Policies

<b>Objective 8.5. Ensure the long-term viable use of the Glenmore Landfill.</b>	
Policy 8.5.2. Landfill Operations and ALR.	If required, support the exclusion of ALR lands at the Glenmore Landfill only at time of landfill operations expansion.
	<i>This application is not for an ALR exclusion, but the consolidation, road closure and subdivision does help with the long-term viable use of the Glenmore Landfill.</i>

## 7.0 Application Chronology

Application Accepted: March 13, 2024  
Neighbour Notification Received: N/A

## 8.0 Agricultural Advisory Committee

Agricultural Advisory Committee June 13, 2024

THAT the Committee recommends that Council support the application to the Agricultural Land Commission (ALC) for a road closure, consolidation and subdivision at the City of Kelowna landfill.

The above noted application was reviewed by the Agricultural Advisory Committee at the meeting held on June 13, 2024, and the following recommendations were passed:

Anecdotal comments include that the Committee thanked the City for the ongoing environmental protection of adjacent agricultural land to the landfill.

**Report prepared by:** Tyler Caswell – Planner II  
**Reviewed by:** Dean Strachan, Community Planning and Development Manager  
**Approved for Inclusion:** Nola Kilmartin, Development Planning Department Manager  
**Approved for Inclusion:** Ryan Smith, Divisional Director, Planning, Climate Sustainability and



## Development Services

### **Attachments:**

Attachment A – ALC Application File No: 100043

Attachment B – Site Plan

For additional information, please visit our Current Developments online at [www.kelowna.ca/currentdevelopments](http://www.kelowna.ca/currentdevelopments).



## Provincial Agricultural Land Commission - Applicant Submission

**Application ID:** 100043  
**Application Type:** Subdivide Land in the ALR  
**Status:** Under Review by L/FNG  
**Applicant:** City of Kelowna et al.  
**Local/First Nation Government:** City of Kelowna

### 1. Parcel(s) Under Application

#### Parcel #1

**Parcel Type** Fee Simple  
**Legal Description** LOT 1 SECTIONS 15 AND 16 TOWNSHIP 23 OSOYOOS DIVISION YALE DISTRICT  
 PLAN EPP15596  
**Approx. Map Area** 28.68 ha  
**PID** 029-954-398  
**Purchase Date** Sep 29, 2006  
**Farm Classification** No  
**Civic Address** 1875 Glenmore Rd N  
**Certificate Of Title** TITLE-CA4800330-PID-029-954-398.pdf

Land Owner(s)	Organization	Phone	Email	Corporate Summary
City of Kelowna	City of Kelowna	2504698610	realestate@kelowna.ca	Not Applicable

**Parcel #2**

<b>Parcel Type</b>	Fee Simple			
<b>Legal Description</b>	LOT A SECTIONS 15, 16, 21 AND 22 TOWNSHIP 23 OSOYOOS DIVISION YALE DISTRICT PLAN EPP104543			
<b>Approx. Map Area</b>	67.8 ha			
<b>PID</b>	031-388-736			
<b>Purchase Date</b>	Dec 12, 1998			
<b>Farm Classification</b>	No			
<b>Civic Address</b>	2105-2145 Glenmore Road North			
<b>Certificate Of Title</b>	TITLE-CA8983269-PID-031-388-736.pdf			
<b>Land Owner(s)</b>	<b>Organization</b>	<b>Phone</b>	<b>Email</b>	<b>Corporate Summary</b>
City of Kelowna	City of Kelowna	2504698610	realestate@kelowna.ca	Not Applicable

**Parcel #3**

<b>Parcel Type</b>	Fee Simple			
<b>Legal Description</b>	LOT 7 BLOCK 12 SECTION 15 TOWNSHIP 23 OSOYOOS DIVISION YALE DISTRICT PLAN 1068			
<b>Approx. Map Area</b>	3.08 ha			
<b>PID</b>	011-843-071			
<b>Purchase Date</b>	Feb 27, 1997			
<b>Farm Classification</b>	No			
<b>Civic Address</b>	2105 Glenmore Rd N			
<b>Certificate Of Title</b>	TITLE-KL18313-PID-011-843-071.pdf			
<b>Land Owner(s)</b>	<b>Organization</b>	<b>Phone</b>	<b>Email</b>	<b>Corporate Summary</b>
City of Kelowna	City of Kelowna	2504698610	realestate@kelowna.ca	Not Applicable



**Parcel #4**


<b>Parcel Type</b>	Fee Simple
<b>Legal Description</b>	LOT 8 BLOCK 12 SECTION 15 TOWNSHIP 23 OSOYOOS DIVISION YALE DISTRICT PLAN 1068
<b>Approx. Map Area</b>	2.78 ha
<b>PID</b>	011-843-187
<b>Purchase Date</b>	Feb 27, 1997
<b>Farm Classification</b>	No
<b>Civic Address</b>	2105 Glenmore Rd N
<b>Certificate Of Title</b>	TITLE-KL18314-PID-011-843-187.pdf

<b>Land Owner(s)</b>	<b>Organization</b>	<b>Phone</b>	<b>Email</b>	<b>Corporate Summary</b>
City of Kelowna	City of Kelowna	2504698610	realestate@kelowna.ca	Not Applicable

**Parcel #5**

<b>Parcel Type</b>	Fee Simple
<b>Legal Description</b>	LOT 9 BLOCK 12 SECTION 15 TOWNSHIP 23 OSOYOOS DIVISION YALE DISTRICT PLAN 1068
<b>Approx. Map Area</b>	3.58 ha
<b>PID</b>	011-843-195
<b>Purchase Date</b>	Feb 27, 1997
<b>Farm Classification</b>	No
<b>Civic Address</b>	2105 Glenmore Rd N
<b>Certificate Of Title</b>	TITLE-KL18315-PID-011-843-195.pdf

<b>Land Owner(s)</b>	<b>Organization</b>	<b>Phone</b>	<b>Email</b>	<b>Corporate Summary</b>
City of Kelowna	City of Kelowna	2504698610	realestate@kelowna.ca	Not Applicable

<b>ATTACHMENT</b>		<b>A</b>
This forms part of application # A24-0007		
Planner Initials	TC	 City of Kelowna DEVELOPMENT PLANNING

**Parcel #6**

<b>Parcel Type</b>	Fee Simple
<b>Legal Description</b>	LOT 10 BLOCK 12 SECTION 15 TOWNSHIP 23 OSOYOOS DIVISION YALE DISTRICT PLAN 1068
<b>Approx. Map Area</b>	3.66 ha
<b>PID</b>	011-843-209
<b>Purchase Date</b>	Feb 27, 1997
<b>Farm Classification</b>	No
<b>Civic Address</b>	2105 Glenmore Rd N
<b>Certificate Of Title</b>	TITLE-KL18316-PID-011-843-209.pdf

<b>Land Owner(s)</b>	<b>Organization</b>	<b>Phone</b>	<b>Email</b>	<b>Corporate Summary</b>
City of Kelowna	City of Kelowna	2504698610	realestate@kelowna.ca	Not Applicable

**Parcel #7**

<b>Parcel Type</b>	Fee Simple
<b>Legal Description</b>	LOT 11 BLOCK 12 SECTION 15 TOWNSHIP 23 OSOYOOS DIVISION YALE DISTRICT PLAN 1068
<b>Approx. Map Area</b>	3.61 ha
<b>PID</b>	011-843-217
<b>Purchase Date</b>	Feb 27, 1997
<b>Farm Classification</b>	No
<b>Civic Address</b>	2105 Glenmore Rd N
<b>Certificate Of Title</b>	TITLE-KL18317-PID-011-843-217.pdf

<b>Land Owner(s)</b>	<b>Organization</b>	<b>Phone</b>	<b>Email</b>	<b>Corporate Summary</b>
City of Kelowna	City of Kelowna	2504698610	realestate@kelowna.ca	Not Applicable



**Parcel #8**

<b>Parcel Type</b>	Fee Simple
<b>Legal Description</b>	BLOCK 18 SECTION 15 TOWNSHIP 23 OSOYOOS DIVISION YALE DISTRICT PLAN 1068
<b>Approx. Map Area</b>	19.73 ha
<b>PID</b>	011-845-163
<b>Purchase Date</b>	Feb 27, 1997
<b>Farm Classification</b>	No
<b>Civic Address</b>	2105 Glenmore Rd N
<b>Certificate Of Title</b>	TITLE-KL18328-PID-011-845-163.pdf

<b>Land Owner(s)</b>	<b>Organization</b>	<b>Phone</b>	<b>Email</b>	<b>Corporate Summary</b>
City of Kelowna	City of Kelowna	2504698610	realestate@kelowna.ca	Not Applicable

**Parcel #9**

<b>Parcel Type</b>	Crown
<b>Legal Description</b>	Road to Be Closed
<b>Approx. Map Area</b>	4.18 ha
<b>PID (optional)</b>	No Data
<b>PIN (optional)</b>	No Data
<b>Farm Classification</b>	No
<b>Civic Address</b>	Road to be closed Reference plan to accompany Bylaw No. 12550 (City of Kelowna)
<b>Certificate Of Title</b>	EPP129760_LTO-Survey-Plan-Certification_V15-KELOWNA_SIGNED.pdf

**Government Parcel Contact**

<b>First Name</b>	Whitney
<b>Last Name</b>	Purvis



<b>Ministry or Department</b>	City of Kelowna Road
<b>Phone</b>	2508620436
<b>Email</b>	wpurvis@kelowna.ca
<b>Crown Type</b>	provincial

## 2. Other Owned Parcels

**Do any of the land owners added previously own or lease other parcels that might inform this application process?** No

## 3. Primary Contact

<b>Type</b>	Local or First Nation Government Staff
<b>First Name</b>	Whitney
<b>Last Name</b>	Purvis
<b>Organization (If Applicable)</b>	Real Estate Services
<b>Phone</b>	1250870299
<b>Email</b>	wpurvis@kelowna.ca

## 4. Government

**Local or First Nation Government:** City of Kelowna

## 5. Land Use

### Land Use of Parcel(s) under Application

**Describe all agriculture that currently takes place on the parcel(s).** Small amount of grazing land, approximately 0.92 ha, on the southwest corner of 029-954-398.

**Describe all agricultural improvements made to the parcel(s).** Within the grazing lands there is some fencing. All other parcels have no agricultural improvements.

**Describe all other uses that currently take place on the parcel(s).**

The other parcels are being used as a sanitary landfill.

## Land Use of Adjacent Parcels

	Main Land Use Type	Specific Activity
North	Agricultural / Farm	Grazing
East	Other	Unused, golf course, residential
South	Agricultural / Farm	Grazing
West	Agricultural / Farm	Grazing and park

## 6. Proposal

### Proposed Lot Areas

#	Type	Size
1	Lot	69.9
2	Lot	20.3
3	Lot	46.9

### What is the purpose of the proposal?

The purpose of the proposal is to:

- 1) Close and reconsolidate a road right-of-way into the identified parcels under application
- 2) Following the Road Closure, consolidate the resulting lots and reconfigure (subdivide) into three lots

The Glenmore Landfill has been in service since 1966 and includes 19 parcels that are utilized for the landfill operations or act as a buffer between the landfill operations and surrounding parcels. These parcels are wholly or partially within the ALR.


In order to protect landfill operations, the City of Kelowna proposes to close a road right-of-way that runs through the parcels under this application. The proximity of the right of way to the landfill operations poses a liability risk, as there are rules and regulations that prevent certain landfill operations within certain distances of utilities and road right of ways. As long as the legally dedicated roadway exists, third-party utilities could be placed within the right of way area without any process to restrict the placement.

Closing and reconsolidating the right of way into the existing parcels

**ATTACHMENT** A

This forms part of application  
 # A24-0007

Planner Initials **TC**


  
 City of  
**Kelowna**  
DEVELOPMENT PLANNING

would not require an ALC application. However, in order to create efficiencies and maintain the long term viability of the landfill, the City proposes to consolidate Lots 7, 8, 9, 10, and 11 as identified on Plan KAP1068 into Lot 1 EPP15596.

**Why do you believe this parcel is suitable for subdivision?**

The majority of the area on the subject parcels is currently part of the landfill operations, with the exception of a small portion that is being leased to an agricultural operating on the southwest corner of current Lot 1. The resulting consolidation and reconfiguration (subdivision) of these properties will result in a smaller number of parcels than currently exists and will not impact any of the lands that are currently being farmed.

**Does the proposal support agriculture in the short or long term? Please explain.**

This proposal supports the long-term operations of the regional sanitary landfill which provides a direct benefit to agriculture as it provides a location for the creation of compost that is used as a soil amendment on agricultural lands. The Landfill also accepts construction waste and fill from residents in the Central Okanagan Regional District which is critical to ensure that fill is disposed of properly and not placed on ALR lands. In addition, the landfill requires a buffer from residential which will continue to support long term sustainability agricultural uses adjacent to this site. This subdivision will not have a negative impact on agricultural occurring on the site or on neighbouring parcels.

**Proposal Map / Site Plan**

EPP129761\_LTO-Survey-Plan-Certification\_V15-KELOWNA\_SIGNED.pdf

**Are you applying for subdivision pursuant to the ALC Homesite Severance Policy?**

No

## 7. Optional Documents


Type	Description	File Name
Other files that are related	Road Closure Reference Plan	EPP129760_LTO-Survey-Plan-Certification_V15-KELOWNA_SIGNED.pdf
Other files that are related	Signed Road Closure Bylaw	Bylaw No. 12550 - Certified Copy.pdf

**ATTACHMENT**     A    

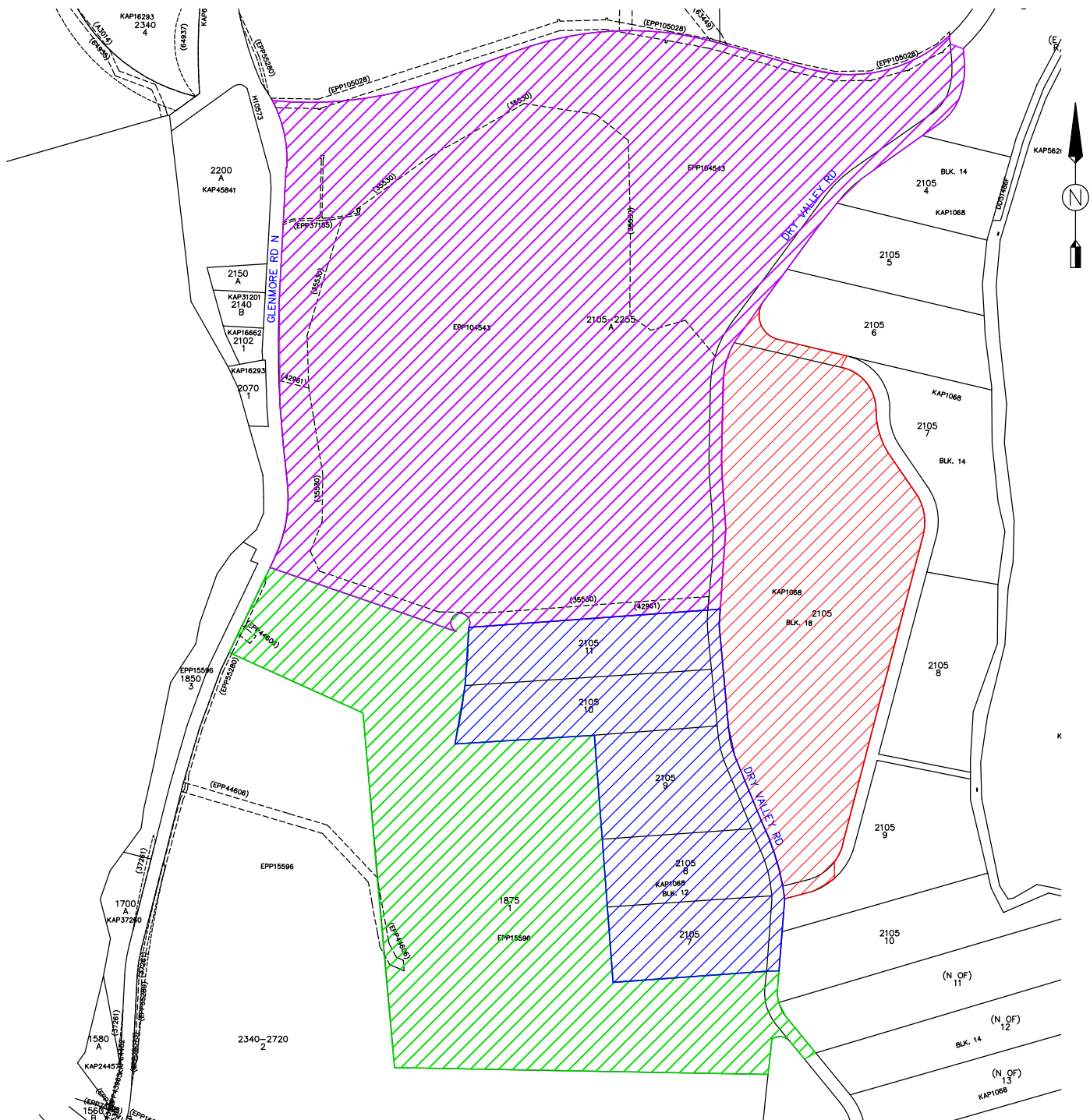
This forms part of application  
# A24-0007

Planner  
Initials

TC



**City of  
Kelowna**  
DEVELOPMENT PLANNING

SCALE: N.T.S.MAILING ADDRESS: 2105-2255 GLENMORE RD N (LANDFILL)LEGAL DESCRIPTION: LOT NO. A PLAN NO. EPP104543TWP. 23 SEC. 15ROAD CLOSURE AREA =  $\pm 41,140\text{m}^2$  (10.16ac)

**ATTACHMENT B**

This forms part of application  
# A24-0007

Planner Initials **TC**

City of Kelowna  
DEVELOPMENT PLANNING

PLEASE NOTE THAT THIS SKETCH  
IS FOR ILLUSTRATIVE PURPOSES  
ONLY. THE DEGREE OF ACCURACY  
OF THE AREA IS LIMITED





City of  
**Kelowna**

# A24-0007 1875-2255 Glenmore Rd

ALR Application for a Subdivision



# Proposal

- ▶ To consider an application to the Agricultural Land Commission (ALC) for a road closure, consolidation and subdivision at the City of Kelowna Glenmore Landfill.

# Development Process

Mar 14, 2024

Development Application Submitted



Staff Review & Circulation



Jun 13, 2024

Agricultural Advisory Committee



Jul 8, 2024

Council Consideration

Council  
Approvals



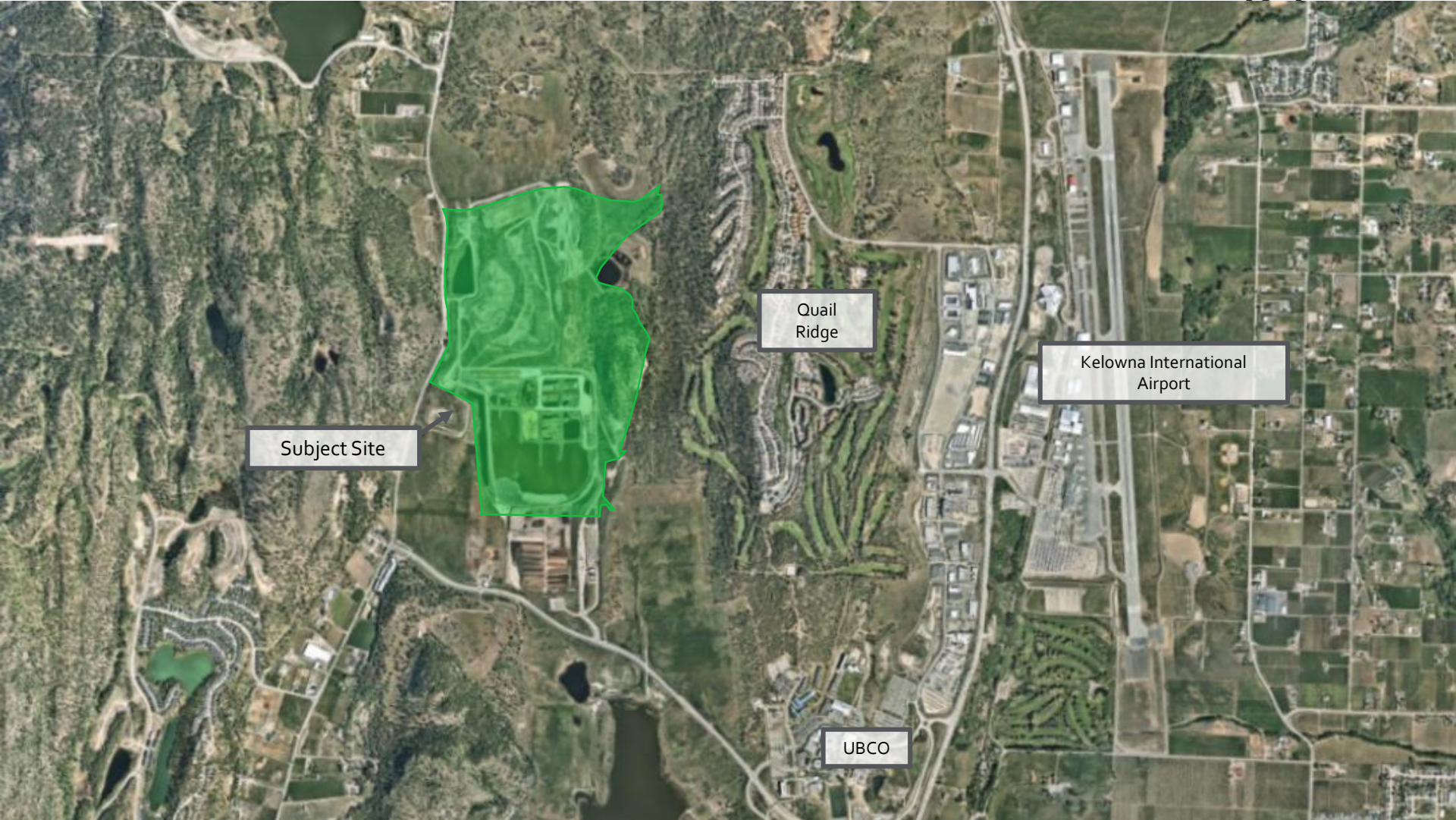
Agricultural Land Commission Consideration

If proposal is  
supported by  
Council & the  
ALC



Building Permit

# Context Map





# Context Map





# OCP Future Land Use / Zoning

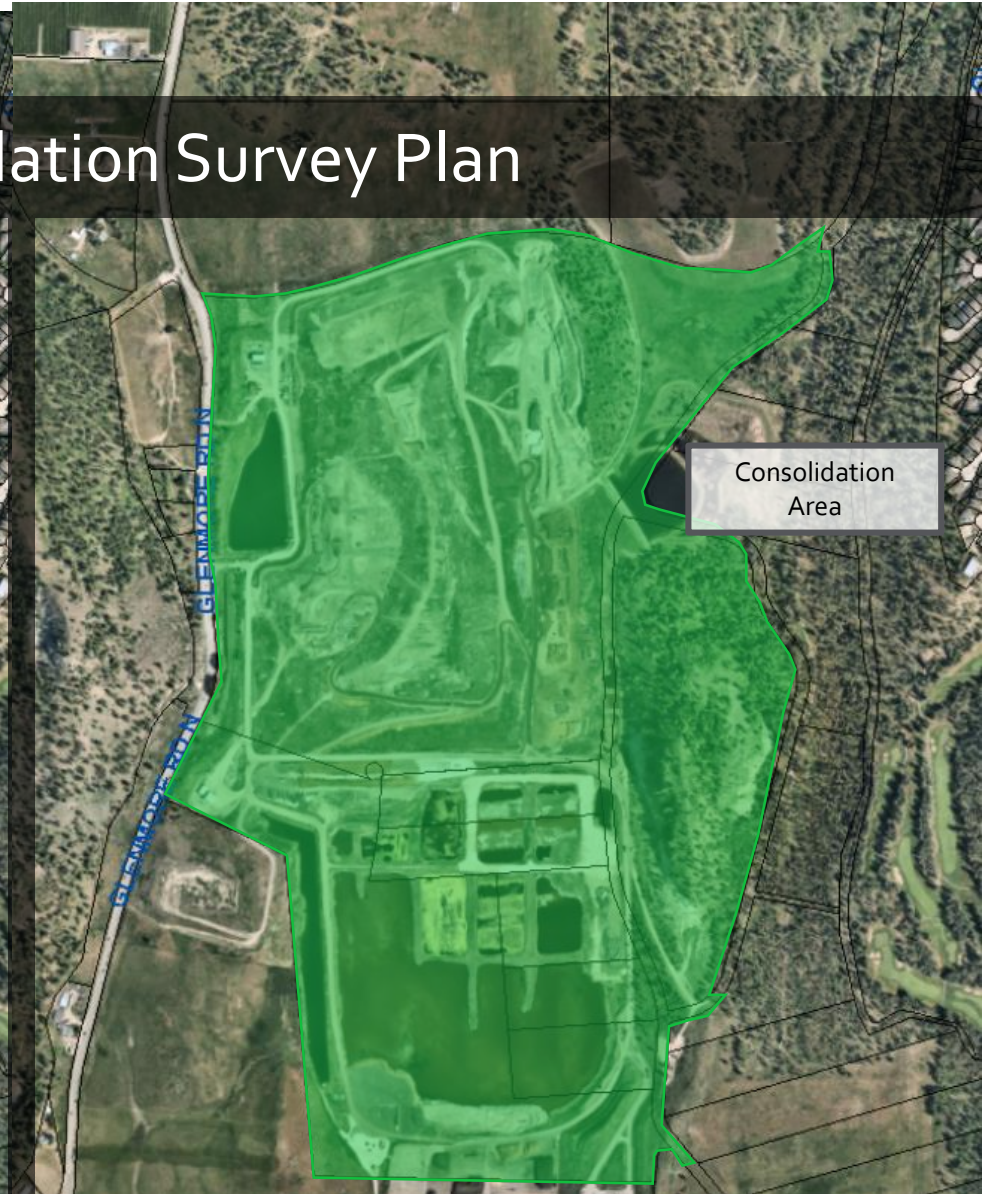


# Agricultural Land Reserve





# Road Closure Area and Consolidation Survey Plan







# Project Details

- ▶ The City is seeking approvals to close the road right-of-way;
- ▶ The City is also seeking approvals to consolidated six parcels;
- ▶ These remaining three parcels will become larger, as the land in the road right-of-way will be consolidated;

# OCP Objectives & Policies

- ▶ Objective 8.5. Ensure the long-term viable use of the Glenmore Landfill.

# AAC Recommendation

- ▶ Application went to the Agricultural Advisory Committee on June 13<sup>th</sup>, 2024;
  - ▶ AAC Recommended that Council support the application.



# Staff Recommendation

- ▶ Staff recommend **support** of the proposed Subdivision Application;
  - ▶ Meets intent of OCP;
  - ▶ Does not utilize productive agricultural lands or harm adjacent farm operations;
  - ▶ Helps with the long-term viability of Glenmore Landfill;
- ▶ Recommend the application be forwarded to ALC for consideration.



## *Conclusion of Staff Remarks*

# REPORT TO COUNCIL REZONING



**Date:** July 8, 2024  
**To:** Council  
**From:** City Manager  
**Address:** 1951 Cross Road  
**File No.:** Z23-0071

	Existing	Proposed
<b>OCP Future Land Use:</b>	C-NHD – Core Area Neighbourhood	C-NHD – Core Area Neighbourhood
<b>Zone:</b>	MF1 – Infill Housing and P2 – Education and Minor Institutional	MF3r – Apartment Housing Rental Only

## 1.0 Recommendation

THAT Rezoning Application No. Z23-0071 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of portions of Lot 1 Section 4 Township 23 ODYD Plan EPP120282, located at 1951 Cross Road, Kelowna, BC from the MF1 – Infill Housing zone and the P2 – Education and Minor Institutional zone to the MF3r – Apartment Housing zone as shown on Map “A” attached to the Report from the Development Planning Department dated July 8, 2024, be considered by Council;

AND THAT Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment “A” attached to the Report from the Development Planning Department dated July 8, 2024.

## 2.0 Purpose

To rezone portions of the subject property from the MF1 – Infill Housing zone and the P2 – Education and Minor Institutional zone to the MF3r – Apartment Housing Rental Only zone.

## 3.0 Development Planning

Staff support the proposed rezoning from the MF1 – Infill Housing zone and P2 – Education and Minor Institutional zone to the MF3r – Apartment Housing Rental Only zone. The subject property has the Future Land Use Designation of Core Area Neighbourhood (C-NHD) and is directly fronting a Transit Supportive Corridor (TSC) on Glenmore Rd. As such, the proposed zone is consistent with the Official Community Plan’s (OCP) objectives to focus density along TSC. The MF3r – Apartment Housing Rental Only zone allows for a maximum of 6 storeys in building height along TSCs.

The land assembly for the subject property was completed in fall of 2022, marking a strategic acquisition for redevelopment purposes. With the rezoning to MF3r, it paves the way for a significant redevelopment project in partnership with the Province’s Community Housing Fund, aiming to construct over 65 family-focused units.

Lot Area	Proposed (m <sup>2</sup> )
Gross Site Area	3,998 m <sup>2</sup>
Road Dedication	~78 m <sup>2</sup>
Undevelopable Area	n/a
Net Site Area	3,920 m <sup>2</sup>

#### 4.0 Site Context & Background

Orientation	Zoning	Land Use
North	MF1 – Infill Housing	Single Detached Housing
East	MF1 – Infill Housing and MF2 – Townhouse Housing	Single Detached Housing and Townhouse Housing
South	MF1 – Infill Housing and MF2 – Townhouse Housing	Single Detached Housing
West	MF1 – Infill Housing, P2 – Education and Minor Institutional and MF2 – Townhouse Housing	Single Detached Housing, Townhouse Housing and Religious Assembly

#### Subject Property Map: 1951 Cross Road



The subject property is on the corner of Cross Rd and Glenmore Rd. The surrounding area is primarily MF1 – Infill Housing, MF2 – Townhouse Housing and P2 – Education and Minor Institutional. There are four BC transit bus stops within 300 m on Glenmore Rd and Cross Rd. The subject property is in close proximity to Dr. Knox Middle School, Brandt’s Creek Linear Park, Cross Glen Park, Matera Glen Park, and the Glenmore Recreation Corridor.

#### 5.0 Current Development Policies

##### 5.1 Kelowna Official Community Plan (OCP)

#### Objective 5.2 Focus residential density along Transit Supportive Corridors

Policy 5.2.1.	Policy 5.2.1. Transit Supportive Corridor Densities
Transit Supportive Corridor Densities	<i>The proposal adds meaningful density along Glenmore Rd, which is a Transit Supportive Corridor.</i>

#### 6.0 Application Chronology

Application Accepted: October 12, 2023  
 Neighbourhood Notification Summary Received: N/A

**Report prepared by:** Tyler Caswell, Planner II  
**Reviewed by:** Jocelyn Black, Urban Planning Manager  
**Reviewed by:** Nola Kilmartin, Development Planning Department Manager  
**Approved for Inclusion:** Ryan Smith, Divisional Director, Planning, Climate Action & Development Services

**Attachments:**

Attachment A: Development Engineering Memo

Map A: Zoning Amendment Z23-0071

For additional information, please visit our Current Developments online at [www.kelowna.ca/currentdevelopments](http://www.kelowna.ca/currentdevelopments).



---

## CITY OF KELOWNA

# MEMORANDUM

---

**Date:** October 31, 2023  
**File No.:** Z23-0071  
**To:** Urban Planning Manager (DS)  
**From:** Development Engineering Manager (NC)  
**Subject:** Cross Rd 1951 RU1 & P2 to MF3

---

The Development Engineering Department has the following comments associated with this Rezoning Application to rezone the subject property from the RU1 – Large Lot Housing and P2 – Education and Minor Institutional zones to the MF3 – Apartment Housing.

Works and servicing requirements directly attributable at the time of BP, including servicing and frontage improvements, will be contained in the future Development Engineering Branch memo for the Development Permit Application.

The following comments and requirements are valid for a period of one (1) year from the reference date of this memo, or until the application has been closed, whichever occurs first.

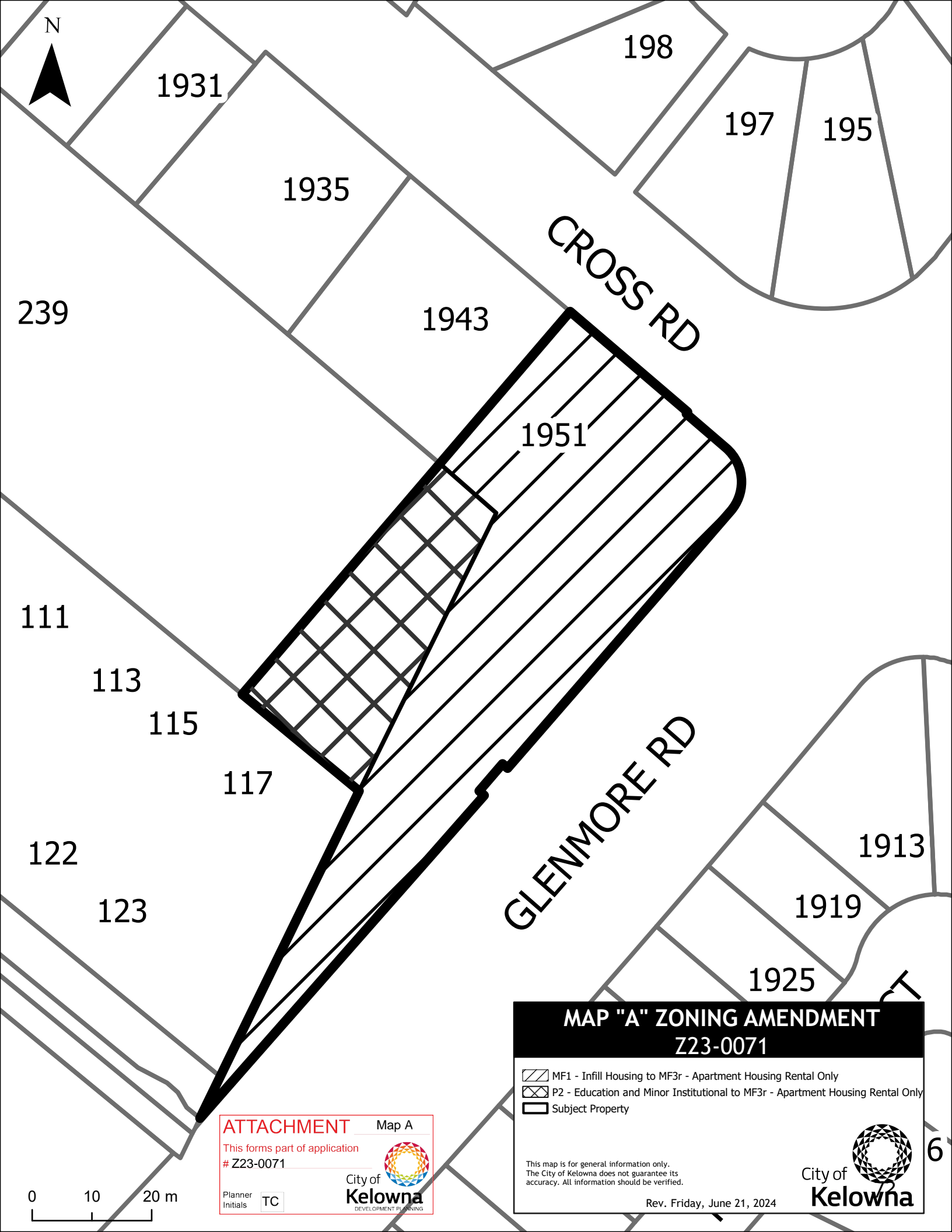
The Development Engineering Technician for this file is Cindal McCabe (cmccabe@kelowna.ca).

### 1. SITE-SPECIFIC REQUIREMENTS




- a. Approximately 1.3 m road dedication along the entire frontage of Cross Rd is required to achieve a ROW width of 25 m in accordance with OCP Functional Road Classification objectives and XS-R67. This is reduced to approximately 0.9m as the ROW widens on approach to the Glenmore intersection.
- b. A Corner Cut Dedication of 5x5 m is required at the corner of Cross Rd and Glenmore Rd.
- c. Approximately 10.0 m of road dedication for Brandt Creek drainage path and linear park trail of will be required at the southwest corner of the property in accordance with OCP Map 10.1.
- d. The subject property is located within the Glenmore-Ellison Irrigation District (GEID) Water Supply Area. The Developer's Consulting Engineer will determine the servicing and fire protection requirements of this proposed development. The Developer is required to make satisfactory arrangements with GEID for all water servicing and fire protection requirements.

  
Nelson Chapman, P.Eng.  
Development Engineering Manager  
CM

<b>ATTACHMENT</b>		<b>A</b>
This forms part of application # Z23-0071		
Planner Initials	TC	 City of <b>Kelowna</b> DEVELOPMENT PLANNING



**MAP "A" ZONING AMENDMENT  
Z23-0071**

-  MF1 - Infill Housing to MF3r - Apartment Housing Rental Only
-  P2 - Education and Minor Institutional to MF3r - Apartment Housing Rental Only
-  Subject Property

This map is for general information only.  
The City of Kelowna does not guarantee its  
accuracy. All information should be verified.

Rev. Friday, June 21, 2024



**ATTACHMENT** Map A  
This forms part of application  
# Z23-0071

Planner  
Initials TC

City of  
**Kelowna**  
DEVELOPMENT PLANNING

0 10 20 m

# **CITY OF KELOWNA**

## **BYLAW NO. 12676**

**Z23-0071**

**1951 Cross Road**

---

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of portions of Lot 1 Section 4 Township 23 ODYD Plan EPP120282 located on Cross Road, Kelowna, BC from the MF1 – Infill Housing zone and the P2 – Education and Minor Institutional zone to the MF3r – Apartment Housing Rental Only zone as shown on Map "A" attached to and forming part of this bylaw.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this

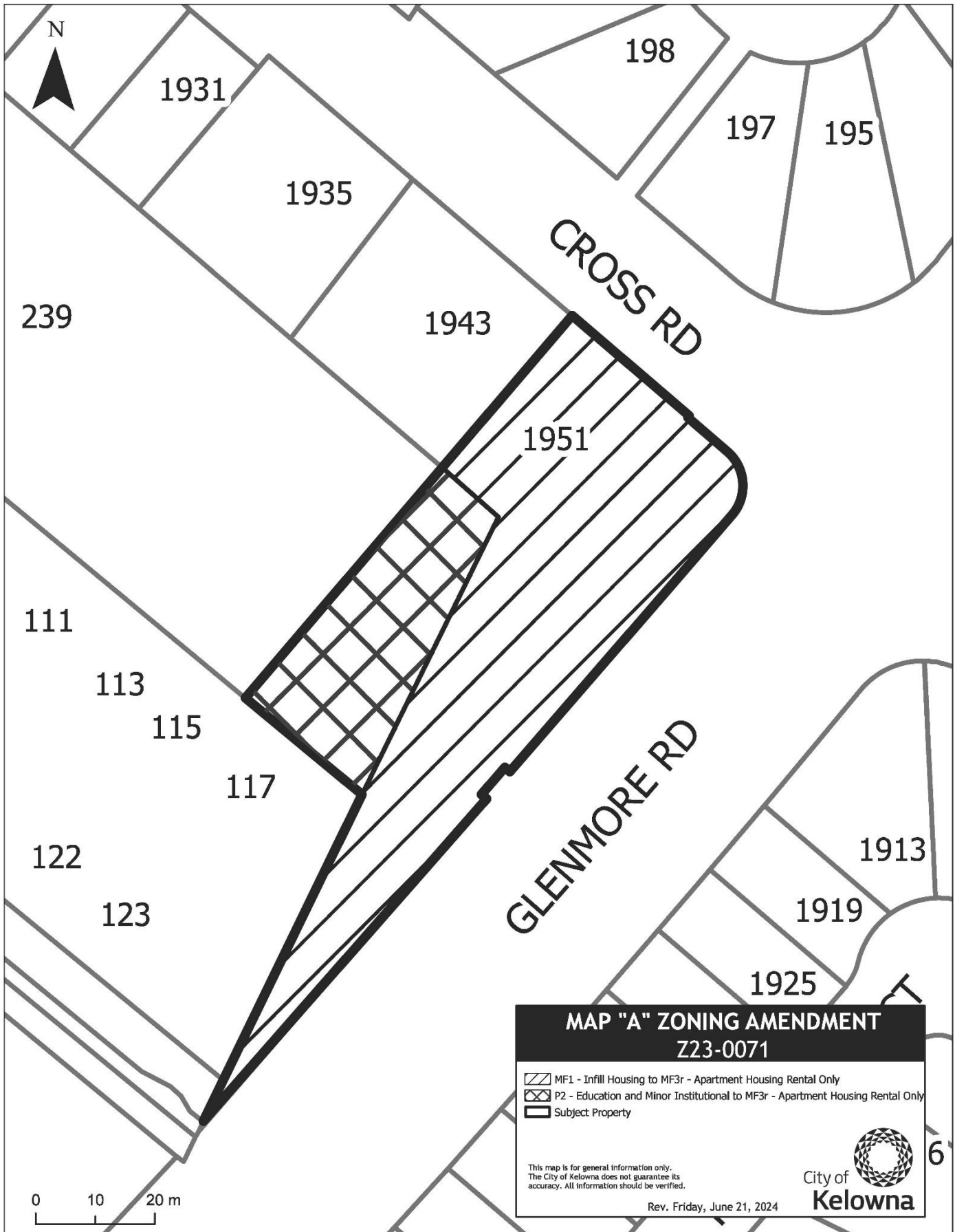
Adopted by the Municipal Council of the City of Kelowna this

---

Mayor

---

City Clerk





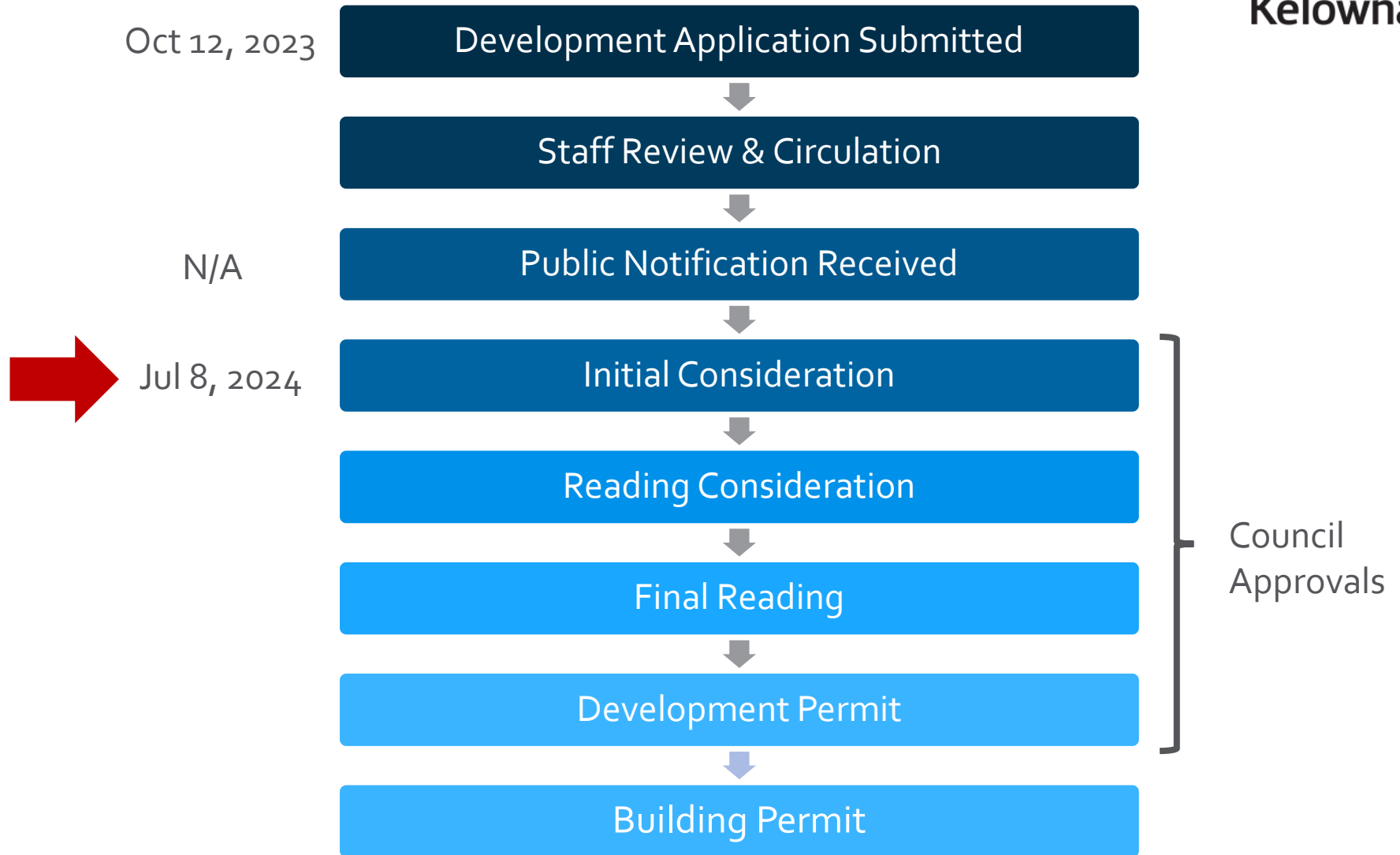
# Z23-0071 1951 Cross Road

Rezoning Application

# Purpose

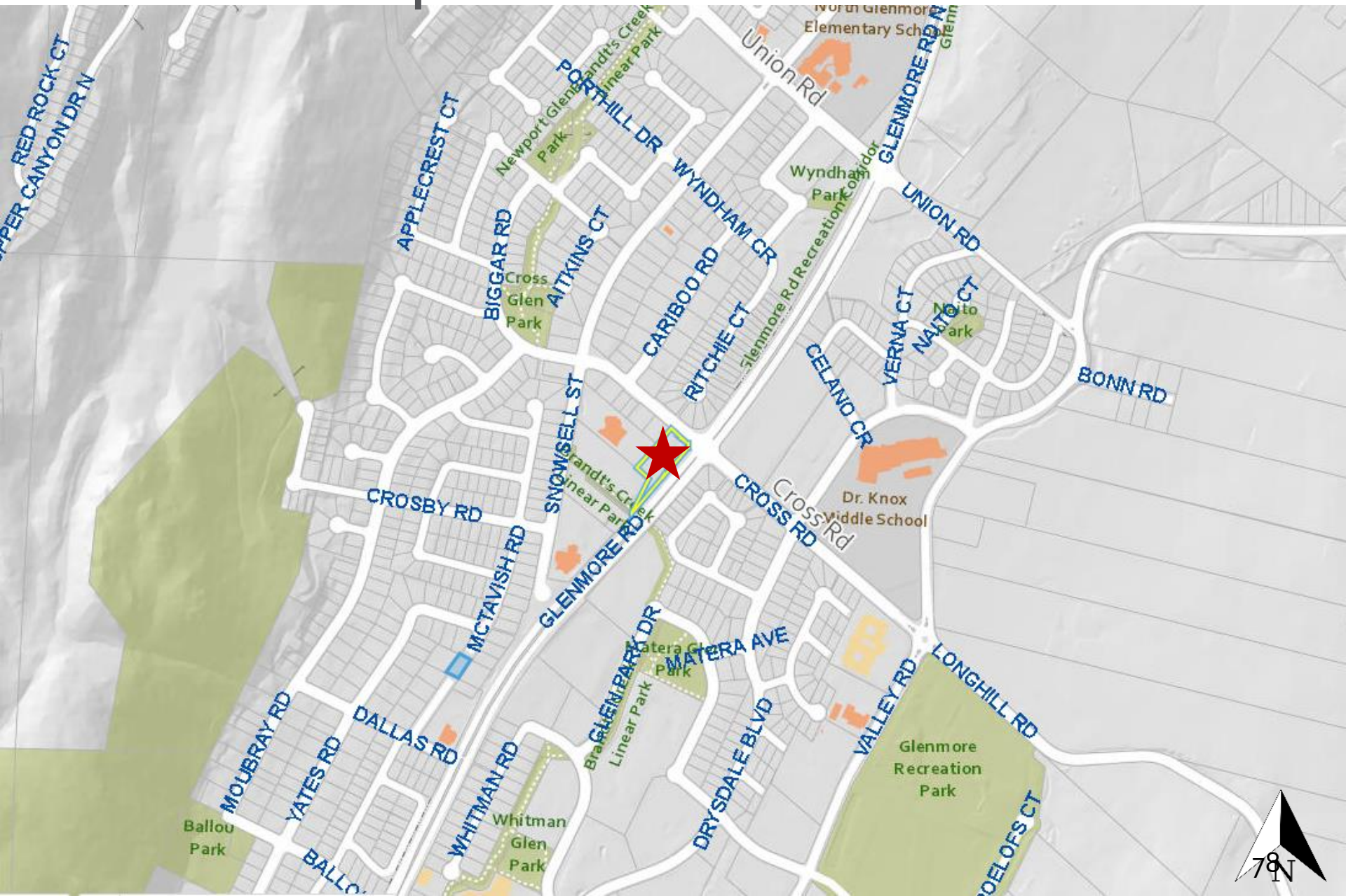
- ▶ To rezone the subject property from the MF<sub>1</sub> – Infill Housing and P<sub>2</sub> – Education and Minor Institutional zone to the MF<sub>3r</sub> – Apartment Housing Rental Only zone.

# Development Process



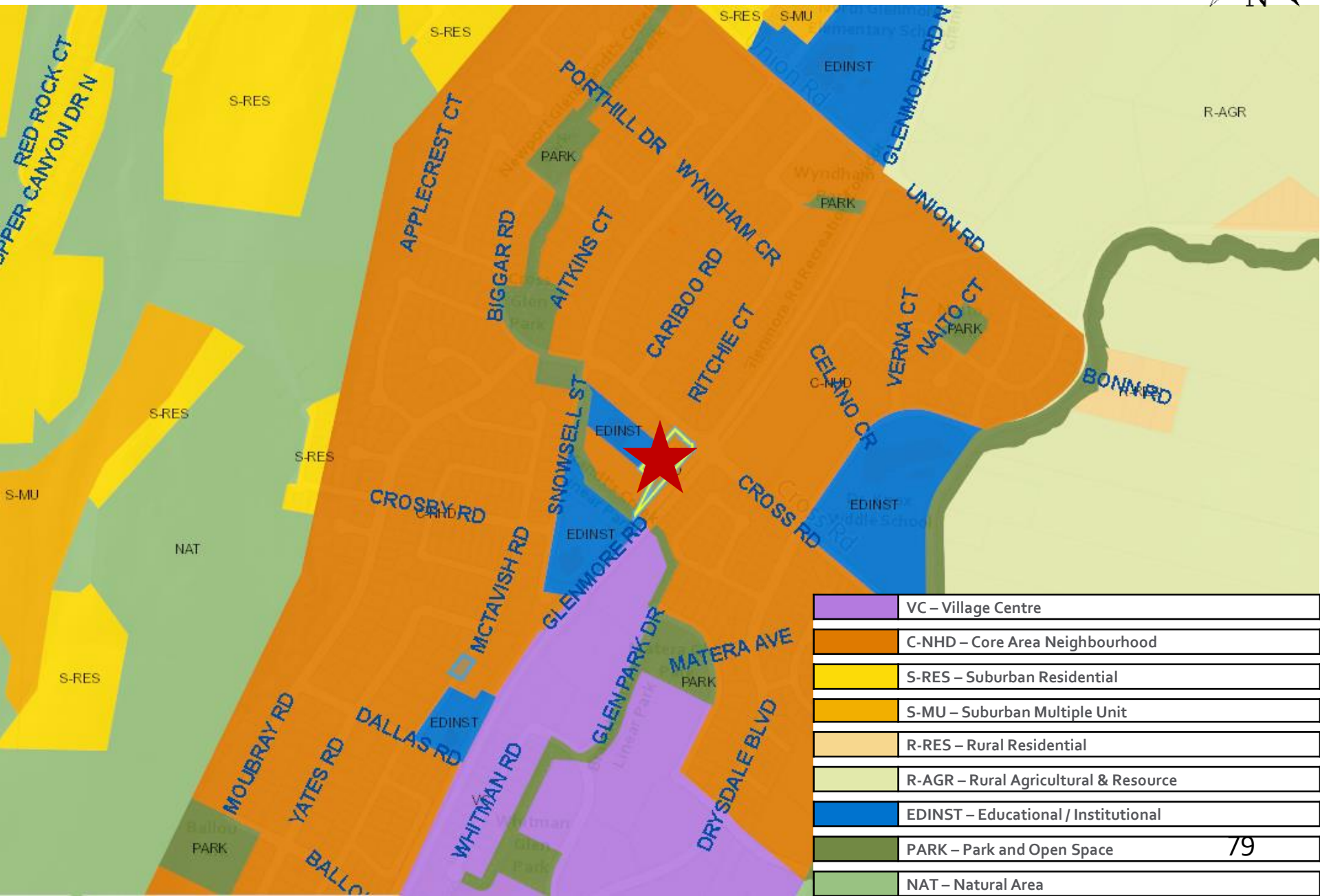


# Context Map





# OCP Future Land Use



	VC – Village Centre
	C-NHD – Core Area Neighbourhood
	S-RES – Suburban Residential
	S-MU – Suburban Multiple Unit
	R-RES – Rural Residential
	R-AGR – Rural Agricultural & Resource
	EDINST – Educational / Institutional
	PARK – Park and Open Space
	NAT – Natural Area



# Subject Property Map



# MF3r – Apartment Housing Rental Only Zone

## Purpose

- To provide a zone for apartments on serviced urban lots with various commercial uses permitted on Transit Supportive Corridors
- To provide a sub-zone that restricts the dwelling units to a rental only tenure and to prohibit any building or bareland stratification.

## Summary of Uses

- Apartment Housing
- Stacked Townhouses
- Townhouses
- Dwelling units must be long-term rental only
- Can apply for Revitalization Tax Exemption

# MF3r – Apartment Housing Rental Only Zone

Regulation	Maximum Permitted
Base Height	22.0 m & 6 storeys (Transit Supportive Corridor)
Base Floor Area Ratio	For 5 storeys or more: 1.8
Bonus Floor Area Ratio	Underground Parking: 0.25 Public Amenity: 0.25 Rental/Affordable: 0.3
Site Coverage Buildings	65%
Site Coverage Total	85%



# MF3r – Apartment Housing Rental Only Zone

Regulation	Minimum Permitted
Total Number of Trees	1 per lineal metre of landscape area - Approx. 26 Trees
Number of Large Trees	50% Large Trees - Approx. 13 Large Trees
Amenity Space	7.5 m <sup>2</sup> per studio 15.0 m <sup>2</sup> per 1-bed 25 m <sup>2</sup> per unit with 2-bed+
Potential Unit Count	Approx. 65 units

---

# OCP Objectives – Climate Resilience

## Climate Criteria

**Dark Green** – Meets Climate Criteria

**Light Green** – Will Meet Criteria Soon

**Yellow** – Does not meet Climate Criteria

10 min Walk to Retail/Restaurants	Dark Green
5 min Walk to Park	Dark Green
10 min Bike to Public School	Dark Green
20 min Bus to Urban Centre/Village Centre/Employment Hub	Dark Green
Retaining Trees and/or Adding Trees	Dark Green
<b>OCP Climate Resilience Consistency</b>	Dark Green

# OCP Objectives & Policies

- ▶ C-NHD: Core Area Neighbourhood
  - ▶ Policy 5.2.1 – Transit Supportive Corridor Densities
- ▶ Adjacent to Transit Supportive Corridor
  - ▶ Mid-rise apartments

# Staff Recommendation

- ▶ Staff recommend **support** for the proposed rezoning as it is consistent with:
  - ▶ OCP Future Land Use C-NHD
  - ▶ OCP Objectives in Chapter 5 Core Area
    - ▶ Transit Supported Corridor Policies
    - ▶ Housing Diversity
    - ▶ Rental Housing
  - ▶ Development Permit to follow for Council consideration



# REPORT TO COUNCIL REZONING



**Date:** July 8, 2024  
**To:** Council  
**From:** City Manager  
**Address:** 1508 Highland Dr N  
**File No.:** Z24-0022

	Existing	Proposed
<b>OCP Future Land Use:</b>	C-NHD – Core Area Neighbourhood	C-NHD – Core Area Neighbourhood
<b>Zone:</b>	MF1 – Infill Housing zone	MF2 – Townhouse Housing zone

## 1.0 Recommendation

THAT Rezoning Application No. Z24-0022 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Lot 1 Section 29 Township 26 ODYD Plan 21281 Except Plan KAP85729, located at 1508 Highland Dr N, Kelowna, BC from the MF1 – Infill Housing zone to the MF2 – Townhouse Housing zone, be considered by Council.

## 2.0 Purpose

To rezone the subject property from the MF1 – Infill Housing zone to the MF2 – Townhouse Housing zone to facilitate a townhouse development.

## 3.0 Development Planning

Staff support the proposed rezoning from the MF1 – Infill Housing zone to the MF2 - Townhouse Housing zone to facilitate the construction of a townhouse development. The subject property has an Official Community Plan (OCP) Future Land Use Designation of C-NHD - Core Area Neighbourhood. The intent of Core Area Neighbourhood is to accommodate much of the City's growth through sensitive residential infill such as ground-oriented multi-unit housing and low-rise buildings. The proposal aligns with the OCP Policy for the Core Area to encourage a diverse mix of low and medium density housing.

Lot Area	Proposed (m <sup>2</sup> )
Gross Site Area	2,525 m <sup>2</sup>
Road Dedication	NA
Undevelopable Area	NA
Net Site Area	2,525 m <sup>2</sup>

#### 4.0 Site Context & Background

Orientation	Zoning	Land Use
North	MF1- Infill Housing	Single Detached Dwelling
East	MF1- Infill Housing	Single Detached Dwelling
South	MF2 – Townhouse Housing	Vacant
West	MF1 – Infill Housing	Single Detached Dwelling

##### Subject Property Map: 1508 Highland Dr N



The surrounding neighbourhood context predominantly consists of the MF1 – Infill Housing zone with single detached housing and MF2 – Townhouse Housing zone to the south with townhouses.

The subject property is located one block north of Clement Ave at the intersection of Highland Dr N and Clifton Rd. There are transit stops located less than 30 meters away along Clifton Rd. Additionally, approximately 180 meters to the south of the subject property is the Okanagan Rail Trail multi-use corridor. The proposed development site is within walking distance of Jack Robertson Memorial Park to the east and Lombardy Park to the south.

## Current Development Policies

### 4.1 Kelowna Official Community Plan (OCP)

**Objective 5.11.1 Increase the diversity of housing forms and tenure to create an inclusive, affordable and complete Core Area.**

Policy 5.11.1 Diverse Housing Forms	Ensure a diverse mix of low and medium density housing forms in the Core Area to support a variety of household types and sizes, income levels and life stages. <i>The proposal includes medium density housing in an established neighbourhood creating a greater differentiation of housing types.</i>
---	---

### 5.0 Application Chronology

Application Accepted: May 9, 2024

Neighbourhood Notification Summary Received: June 5, 2024

**Report prepared by:** Jason Issler, Planner II

**Reviewed by:** Jocelyn Black, Urban Planning Manager

**Reviewed by:** Nola Kilmartin, Development Planning Department Manager

**Approved for Inclusion:** Ryan Smith, Divisional Director, Planning & Development Services

#### Attachments:

Attachment A: Development Engineering Memo

Attachment B: DRAFT Site Plan

Attachment C: Summary of Neighbourhood Notification

For additional information, please visit our Current Developments online at [www.kelowna.ca/currentdevelopments](http://www.kelowna.ca/currentdevelopments).

---

## CITY OF KELOWNA

# MEMORANDUM

---

**Date:** June 12, 2024  
**File No.:** Z24-0022  
**To:** Community Planning Manager (DS)  
**From:** Development Engineering Manager (NC)  
**Subject:** 1508 Highland Dr N MF1 to MF2

---

The Development Engineering Department has the following comments associated with this application to rezone the subject property from MF1 - Infill Housing zone to MF2 - Townhouse Housing zone.


Works and servicing requirements that are applicable at the time of Building Permit will be contained in the future Development Engineering Branch memos for the Development Permit and Building Permit.

The Development Engineering Technologist for this file is Cindal McCabe (cmccabe@kelowna.ca).

- a. Highland Dr N, fronting the subject property, is constructed off-centre in the road right-of-way due to natural environment constraints to the south. This has resulted in a reduced width between the back of curb and the property line that does not allow for any boulevard or tree planting.
  - i. The City is willing to explore a land-swap for additional ROW width along the Highland Dr N frontage in exchange for ROW at the corner-cut area at the SW corner of the property (Clifton – Highland Dr N intersection) in order to facilitate boulevard tree planting between the existing sidewalk and the proposed development.
  - ii. The applicant is requested to contact the Development Technologist to discuss options for a potential landswap
- b. The applicant is advised that existing fire hydrant coverage is insufficient to support a townhouse development. At time of Building Permit application, the applicant may be required to install additional hydrants or sprinkler the proposed building.
- c. The applicant is advised that no municipal storm drainage system services the subject property; if the underlying soils are not suitable for infiltration, the applicant may be required to extend the municipal storm sewer to their property or to obtain appropriate approvals from the Province for direct discharge to Brandt's Creek south of the subject property.

  
Nelson Chapman, P.Eng.  
Development Engineering Manager

CM

<b>ATTACHMENT</b>		A
This forms part of application		
# Z24-0022		
Planner Initials	<div style="border: 1px solid black; padding: 2px 10px;">JI</div>	<div style="text-align: center;"> <b>City of Kelowna</b> <small>DEVELOPMENT PLANNING</small></div>



ISSUED FOR  
COORDINATION

- THIS DRAWING MUST NOT BE SCALED.  
- VERIFY ALL DIMENSIONS AND DATUMS  
PRIOR TO COMMENCEMENT OF WORK.  
REPORT ALL ERRORS AND OMISSIONS  
TO THE ARCHITECT.  
- VARIATIONS AND MODIFICATIONS ARE  
NOT ALLOWED WITHOUT WRITTEN  
PERMISSION FROM THE ARCHITECT.  
- THIS DRAWING IS THE EXCLUSIVE  
PROPERTY OF THE ARCHITECT.  
- ANY REPRODUCTION MUST BEAR THEIR  
NAME AS ARCHITECT.

Client  
**INNOCEPT DEVELOPMENTS.**

Consultants

Seal

RECORD OF ISSUES		
NO.	DATE	DESCRIPTION
A	2024.05.01	ISSUED FOR REZONING

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION

Project

THE HIGHLAND

ROW HOUSING

1508 Highland Dr. N.  
Kelowna BC, V1Y 4K5

Sheet Title

SITE PLAN

Job Number 24.1264

Date 2024.05.03

Scale 1" = 10'-0"

Revision Number 0

Drawing Number

A1.1



**ATTACHMENT B**  
This forms part of application  
# Z24-0022  
Planner Initials JI  
City of Kelowna  
DEVELOPMENT PLANNING



# Neighbourhood Summary

## Flyer's Delivered:



116 flyers were hand delivered to residence in the neighbourhood on June 5th, 2024 between 11am and 12:30pm. If residences were not home, flyers were deposited into mail boxes or tucked into the door (if no mail box was present). The flyer directs residences to our online neighbourhood notification package at [1508highland.ca](https://1508highland.ca)

Flyers  
Delivered

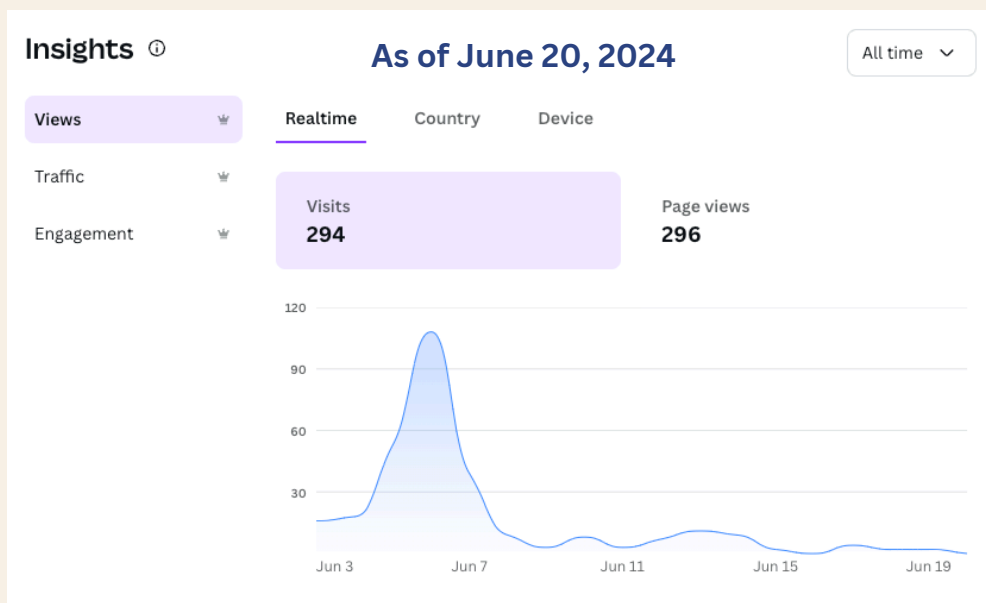
116

Online  
Views

296

Neighbour  
Feedback

1



## INNOCEPT PRESENTS

# 1508 Highland

### About 1508 Highland

Innocept Developments is excited to reveal the creation of a comprehensive townhouse development at 1508 Highland Dr. Kelowna, BC. Our vision is to establish a community that seamlessly blends within the existing urban neighborhood.

The proposed project entails the development of 19 urban townhouses on a 0.6-acre urban lot located at 1508 Highland Dr. Kelowna, BC. This is a natural extension of the ground-oriented townhouse use that was successfully introduced into the neighborhood five to six years ago. The initiative addresses the growing demand for housing in the region, providing diverse housing options on the edge of downtown Kelowna.

Recognizing the potential of the subject land, Innocept has identified this as an ideal location for cultivating a vibrant community within the core area of Kelowna. To maximize the development potential of the site, we have devised an innovative urban planning approach by embracing the mid-century modern design principles pioneered by Joseph Esher, we have seamlessly blended indoor and outdoor spaces, integrated an active laneway concept and strategically sited the buildings to cultivate a vibrant sense of community and stimulate heightened interaction among neighbors throughout the entire development. Our meticulous planning reflects our commitment to enhancing the living experience and promoting a strong sense of community in Kelowna.

For any questions or clarifications regarding the information provided herein, please feel free to contact the undersigned at your earliest convenience. We are committed to transparency and collaboration as we work towards creating a thriving and integrated community in Kelowna.

Eyle MacKay

Development Manager

Giuliana Carbone

Developer Coordinator

## Development Location

## Site Plan

## Contact Us

**INNOCEPT** developments

For comments or concerns please contact one of us at Innocept Developments or leave your comments above!

**Giuliana Carbone, BA**  
Development Coordinator  
gcarbone@innocept.ca

**Eyle MacKay**  
Development Manager  
kmacKay@innocept.ca

**Deborah J. Jissler**  
#202 1021 Ellis St  
Kelowna, BC  
V1Y 1Z3

**Deborah Jissler**  
Kelowna City Planner  
jissler@kelowna.ca

## Changes to project based on feedback:

None at this time.

## Development Vision

**Our Vision:** To provide a townhouse community along the Clement/Clifton corridor. 1508 Highland Rd is designed to be a well-rounded and inclusive housing community. By working with the site's existing topography, we are providing a townhome development that will enhance the streetscape along Clifton Rd. We have designed this project to meet all the zoning requirements of the MF-2 zoning and no variances are required.

**Canada's Housing Shortage: A Paradigm Shift in Housing**

As we navigate the national and local housing shortage, there is a growing need to reimagine the housing market. Urban townhomes, with their compact yet functional design, align perfectly with the changing needs of society. These homes offer an alternative to traditional single-family homes, making them a perfect fit for modern families and professionals. Providing a viable alternative to downtown condominium housing.

**Architectural Integration and Inspiration**

1508 Highland embraces the principles of mid-century modern architecture, creating units that will seamlessly blend within the existing urban core neighborhood, known for its abundance of mid-century homes. Drawing inspiration from this iconic architectural style, we aim to contribute to the neighborhood's cohesive aesthetic while providing modern, comfortable living spaces. One key aspect of mid-century modern design is the integration of indoor and outdoor spaces, and our development follows suit. By incorporating large windows, open floor plans, and outdoor living areas, we seek to transform the existing overgrown single-family lot into an attractive and vibrant new community which will enhance the community aesthetic along the Clifton/Clement corridor while providing gentle densification.

## Our Inspiration

Mid-Century Modern

## ATTACHMENT C

This forms part of application  
# Z24-0022

Planner Initials **JJ**

**City of Kelowna**  
DEVELOPMENT PLANNING

Addresses	Date	Method	Info Provided	Feedback
1549 Blondeaux Cr,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1560 Blondeaux Cr,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1570 Blondeaux Cr,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1580 Blondeaux Cr,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1590 Blondeaux Cr,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1361 Glenview Ave,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1486 Glenview Ave,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1494 Glenview Ave,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1495 Glenview Ave,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1505 Highland Dr N,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1508 Highland Dr N,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1520 Highland Dr N,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1550 Highland Dr N,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1530 Richard Pl,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1535 Richard Pl,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1540 Richard Pl,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1541 Richard Pl,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1555 Richard Pl,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
1571 Richard Pl,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #1 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #2 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #3 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #4 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #5 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #6 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #7 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #8 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #9 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #10 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #11 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #122 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #13 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #14 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #15 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #16 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #17 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #18 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #19 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #20 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #21 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #22 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #23 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #24 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #25 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #26 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #27 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #28 1515 Highland Dr	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	

**ATTACHMENT**
C

This forms part of application  
# Z24-0022

Planner  
Initials

JI

City of  
**Kelowna**  
DEVELOPMENT PLANNING




[illegible]

Addresses	Date	Method	Info Provided	Feedback
Unit #40 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #41 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #42 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #43 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #44 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #45 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #46 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #47 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #48 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #49 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #50 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #51 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #52 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #53 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #54 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #55 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #56 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
Unit #57 1361 Glenview Ave.	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	
#2 1549 Blondeaux Cr,	05-Jun-24	Door Knock & Flyer Drop off	Online Information Package	

**ATTACHMENT**
C

This forms part of application  
# Z24-0022

Planner  
Initials

JI

City of  
**Kelowna**  
DEVELOPMENT PLANNING


**CITY OF KELOWNA**  
**BYLAW NO. 12677**  
**Z24-0022**  
**1508 Highland Drive N**

---

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 1 Section 29 Township 26 ODYD Plan 21281 Except Plan KAP85729 located on Highland Dr N, Kelowna, BC from the MF1 – Infill Housing zone to the MF2 – Townhouse Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

---

Mayor

---

City Clerk





City of  
**Kelowna**

# Z24-0022 1508 Highland Dr N

Rezoning Application



# Purpose

- ▶ To rezone the subject property from the MF1 – Infill Housing zone to the MF2 – Townhouse Housing zone to facilitate a townhouse development.

# Development Process

May 9, 2024

Development Application Submitted



Staff Review & Circulation



Jun 5, 2024

Public Notification Received



Jul 8, 2024

Initial Consideration

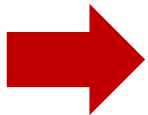


Reading Consideration

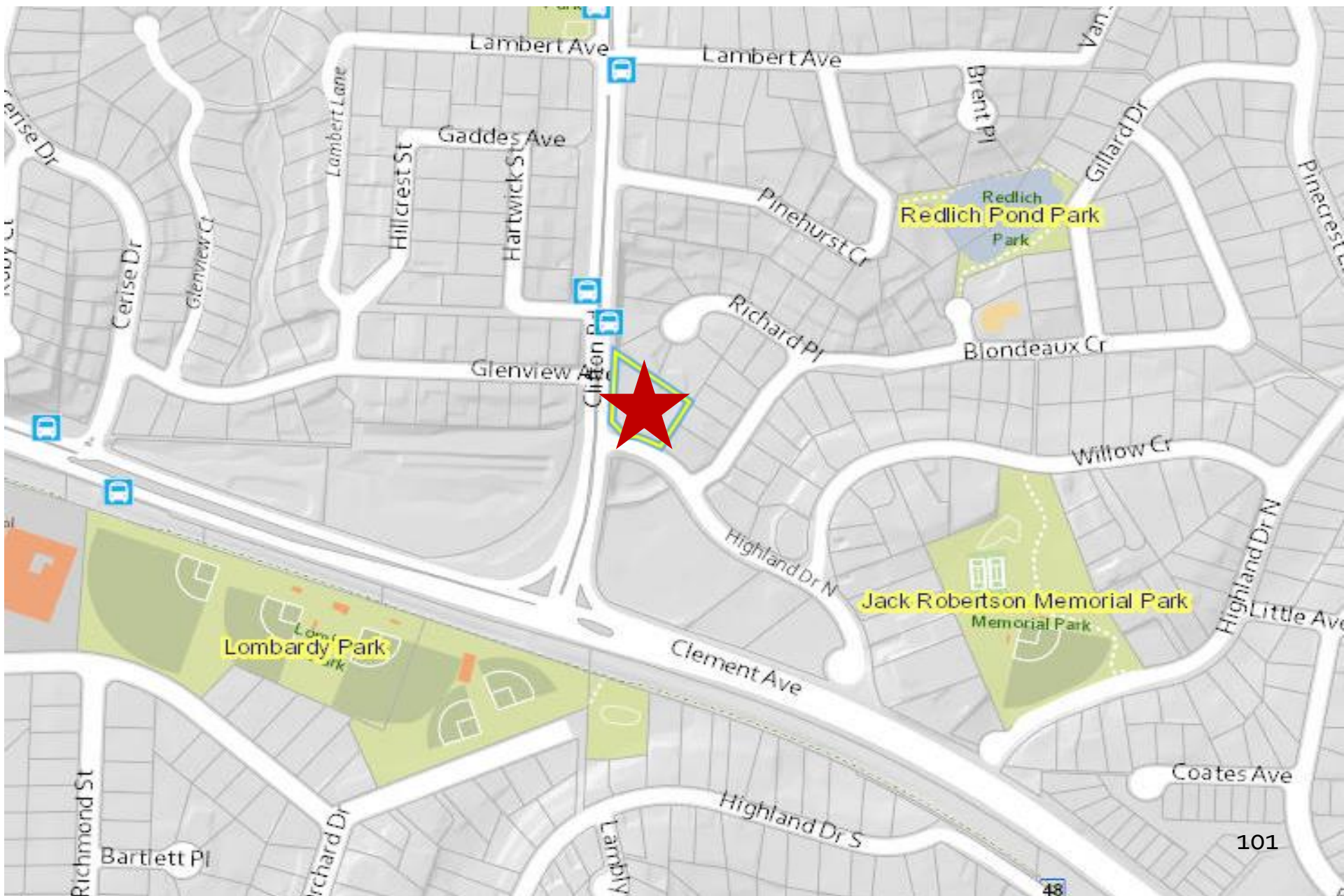


Final Reading

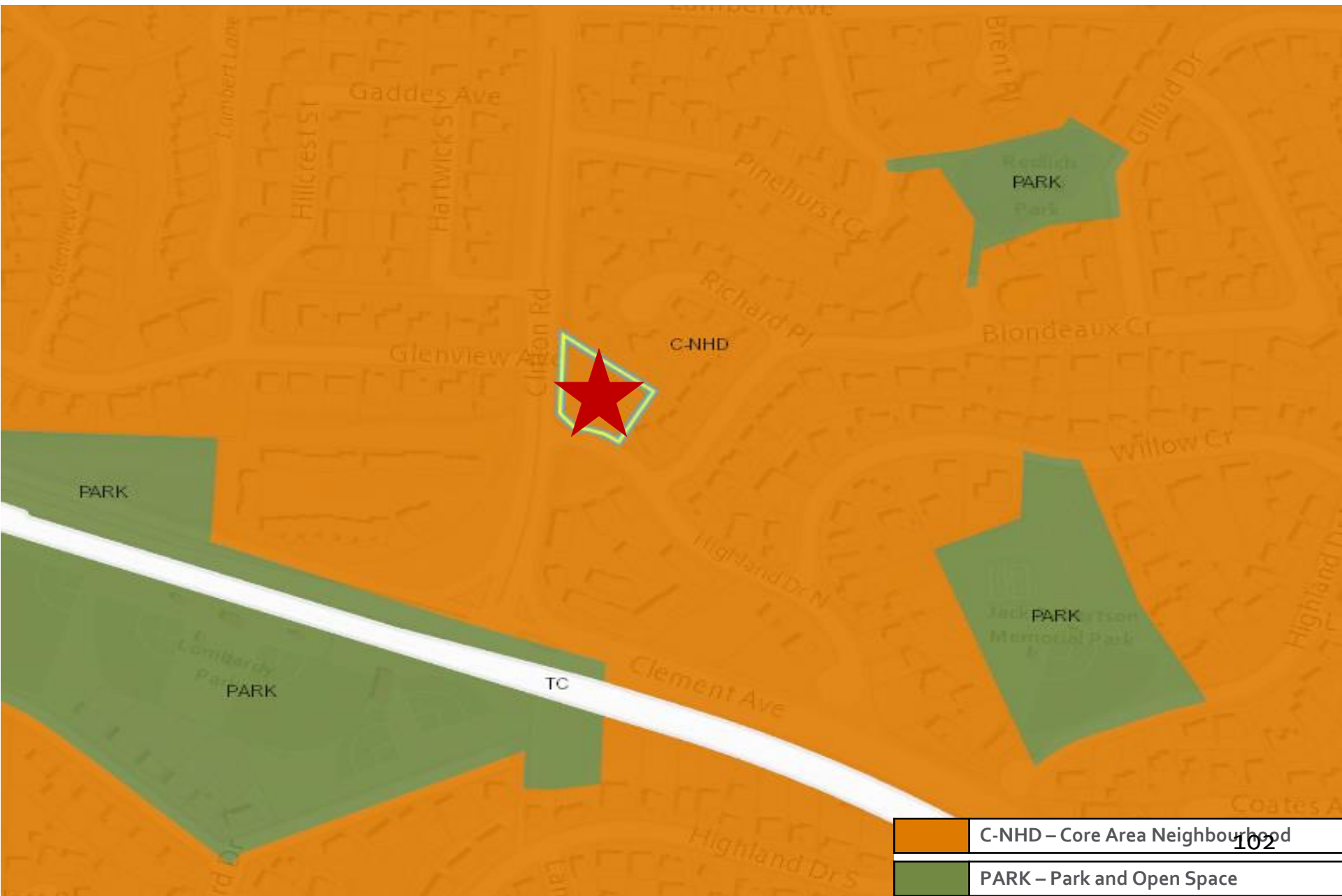
Council  
Approvals



# Context Map



# OCP Future Land Use

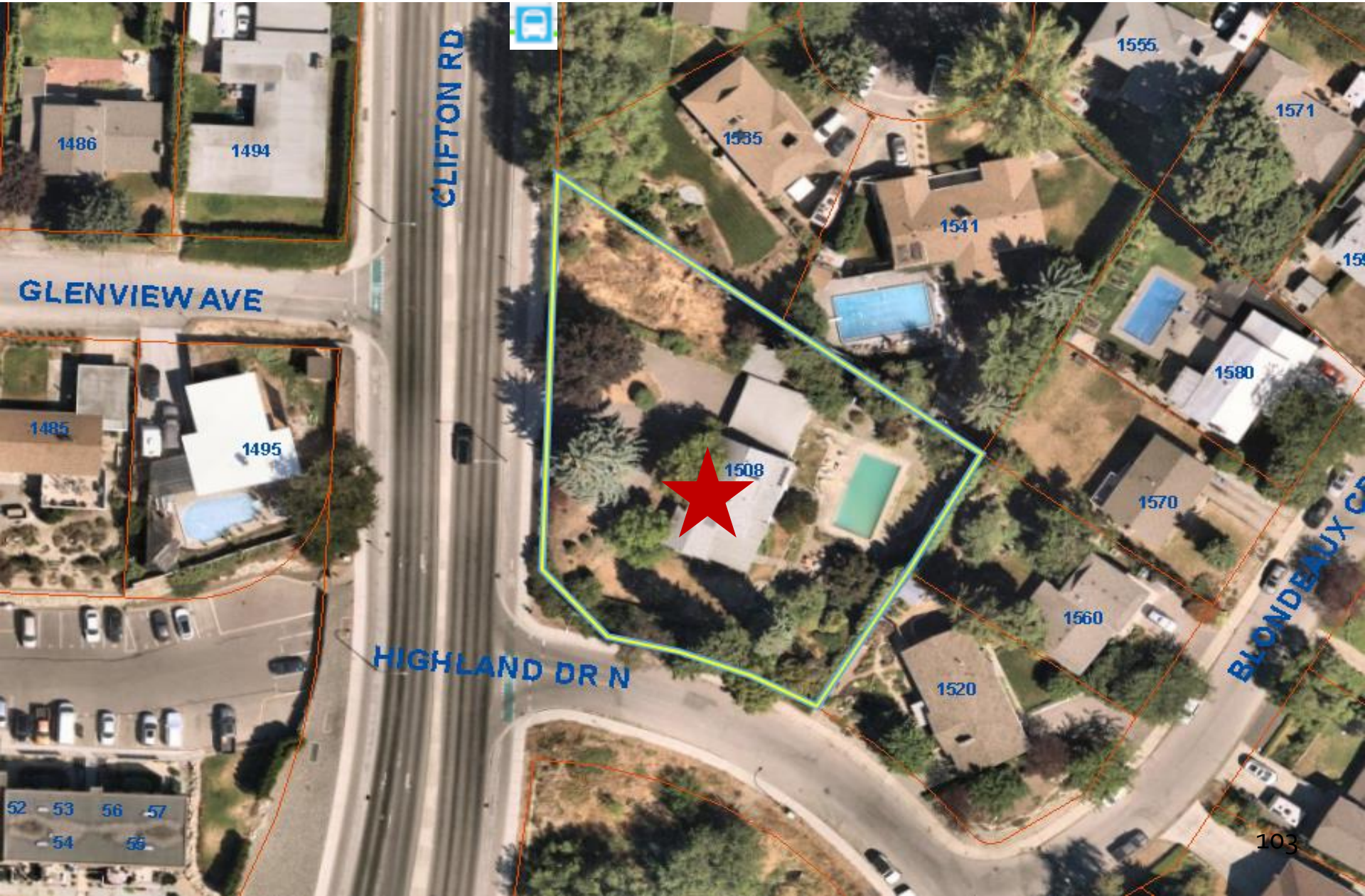


C-NHD – Core Area Neighbourhood

PARK – Park and Open Space



# Subject Property Map



# MF2 – Townhouse Housing Zone

## Purpose

- To provide a zone for ground-oriented multiple housing (typically townhouses) up to 3 storeys on serviced urban lots.

## Summary of Uses

- Townhouses
- Stacked Townhouses
- Duplex Housing
- Semi-Detached Housing
- Home Based Businesses

# MF2 – Townhouse Housing Zone

Regulation	Maximum Permitted
Height	11.0 m & 3 storeys
Base Floor Area Ratio	1.0
Bonus Floor Area Ratio	Underground Parking: 0.25 Public Amenity: 0.15 Rental/Affordable: 0.3
Site Coverage Buildings	55%
Site Coverage Total	80%

# MF2 – Townhouse Housing Zone

Regulation	Minimum Permitted
Total Number of Trees	1 per 10 lineal metres of landscape area Approximately 17 Trees
Number of Large Trees	50% Large Trees Min 9 of Large Trees
Amenity Space	6.0 m <sup>2</sup> per studio 10.0 m <sup>2</sup> per 1-bed 15.0 m <sup>2</sup> per unit with 2-bed+
Potential Unit Count	Approximately 19 units



# OCP Objectives – Climate Resilience

## Climate Criteria

**Dark Green** – Meets Climate Criteria

**Light Green** – Will Meet Criteria Soon

**Yellow** – Does not meet Climate Criteria

10 min Walk to Retail/Restaurants	Yellow
5 min Walk to Park	Dark Green
10 min Bike to Public School	Dark Green
20 min Bus to Urban Centre/Village Centre/Employment Hub	Dark Green
Retaining Trees and/or Adding Trees	Dark Green
<b>OCP Climate Resilience Consistency</b>	Dark Green

# OCP Objectives & Policies

- ▶ C-NHD – Core Area Neighbourhood
- ▶ MF2 – Townhouse Housing zone
  - ▶ Townhouses up to 3 storeys in height
  - ▶ Vehicle access from Highland Dr N
- ▶ Close proximity to parks, bike networks, and transit

# Staff Recommendation

- ▶ Staff recommend **support** for the proposed rezoning as it is consistent with:
  - ▶ OCP Future Land Use C-NHD
  - ▶ OCP Objectives in Chapter 5 Core Area
    - ▶ Housing Diversity

# Report to Council



**Date:** July 8, 2024  
**To:** Council  
**From:** City Manager  
**Department:** Office of the City Clerk  
**Subject:** Rezoning Bylaws Supplemental Report to Council

---

## **Recommendation:**

THAT Council receives, for information, the report from the Office of the City Clerk dated July 8, 2024, with respect to five rezoning applications;

AND THAT Rezoning Bylaws No. 12670, 12671, 12672, 12673 and 12675 be forwarded for further reading consideration.

## **Purpose:**

To receive a summary of notice of first reading for Rezoning Bylaws No. 12670, 12671, 12672, 12673 and 12675 to give the bylaws further reading consideration.

## **Background:**

A public hearing cannot be held for zoning bylaws for residential development that are consistent with the OCP. A public hearing is not required for all other zoning bylaws that are consistent with the OCP. Public notice is given before first reading with signage on the subject property, newspaper advertisements, and mailouts in accordance with the Local Government Act and Development Application & Heritage Procedures Bylaw No. 12310.

## **Discussion:**

The five Rezoning Applications were brought forward to Council for initial consideration on June 17, 2024, and June 24, 2024. Notice of first reading was completed as outlined above.



Correspondence was received as per the following table:

Address	Application	Bylaw	Public Hearing Option	Recommended Readings	Correspondence Received
<a href="#">375,395 Rutland Rd N</a>	Z24-0011	12670	No	1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup>	0
<a href="#">761,771,781,791,801-803 Saucier Ave</a>	Z23-0037	12671	No	1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup>	0
<a href="#">1095-1097 Monterey Ct</a>	Z23-0076	12672	No	1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup>	0
<a href="#">425,445,455 Vista Rd</a>	Z24-0010	12673	No	1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup>	0
<a href="#">438 Valley Rd</a>	Z23-0065	12675	No	1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup>	0

These applications were brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaws.

**Conclusion:**

Following notice of first reading, staff are recommending that Council give Rezoning Bylaws No. 12670, 12671, 12672, 12673 and 12675 further reading consideration.

**Considerations applicable to this report:**

**Legal/Statutory Authority:**

*Local Government Act s. 464(2)*

**Legal/Statutory Procedural Requirements:**

Following the notification period under s. 467 of the Local Government Act, Council may choose to:

- give a bylaw reading consideration,
- defeat the bylaw, or
- for non-residential bylaws, give a bylaw first reading and advance the bylaw to a Public Hearing.

**Considerations not applicable to this report:**

**Existing Policy:**

**Financial/Budgetary Considerations:**

**External Agency/Public Comments:**

**Communications Comments:**

Submitted by: L Klaamas, Legislative Technician

Approved for inclusion: L. Bentley, City Clerk

cc: Development Planning

**CITY OF KELOWNA**  
**BYLAW NO. 12670**  
**Z24-0011**  
**375, 395 Rutland Road N**

---

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of:
  - a. Lot 1 Section 26 Township 26 ODYD Plan 3513 Except Plan 37956, located on Rutland Rd N, Kelowna, BC; and
  - b. Lot 2 Section 26 Township 26 ODYD District Plan 3513, located on Rutland Rd N, Kelowna, BC;from the UC<sub>4</sub> – Rutland Urban Centre zone to the UC<sub>4r</sub> – Rutland Urban Centre Rental Only zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council

Approved under the Transportation Act this

---

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

---

Mayor

---

City Clerk

# **CITY OF KELOWNA**

## **BYLAW NO. 12671**

**Z23-0037**

**761, 771, 781, 791, 801-803 Saucier Avenue**

---

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of:
  - a. Lot 5 Block 2 District Lot 138 ODYD Plan 7117, located on Saucier Avenue, Kelowna, BC;
  - b. Lot 6 Block 2 District Lot 138 ODYD Plan 7117, located on Saucier Avenue, Kelowna, BC;
  - c. Lot 7 Block 2 District Lot 138 ODYD Plan 7117, located on Saucier Avenue, Kelowna, BC;
  - d. Lot 8 Block 2 District Lot 138 ODYD Plan 7117, located on Saucier Avenue, Kelowna, BC;
  - and
  - e. Lot 9 Block 2 District Lot 138 ODYD Plan 7117, located on Saucier Avenue, Kelowna, BC;from the MF1 – Infill Housing zone to the MF3 – Apartment Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council

Approved under the Transportation Act this

---

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

---

Mayor

---

City Clerk

**CITY OF KELOWNA**  
**BYLAW NO. 12672**  
**Z23-0076**  
**1095-1097 Monterey Court**

---

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 4 Section 23 Township 26 ODYD Plan 25174, located on Monterey Ct, Kelowna, BC from the MF1 – Infill Housing zone to the MF2 – Townhouse Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

---

Mayor

---

City Clerk



**CITY OF KELOWNA**  
**BYLAW NO. 12673**  
**Z24-0010**  
**425, 445, 445 Vista Road**

---

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of:
  - a. Lot 16 Sections 26 and 27 Township 26 ODYD Plan 20663, located on Vista Rd, Kelowna, BC;
  - b. Lot 17 Sections 26 and 27 Township 26 ODYD Plan 20663, located on Vista Rd, Kelowna, BC; and
  - c. Lot 18 Sections 26 and 27 Township 26 ODYD Plan 20663, located on Vista Rd, Kelowna, BC;from the UC<sub>4</sub> – Rutland Urban Centre zone to the UC<sub>4r</sub> – Rutland Urban Centre Rental Only zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this

Approved under the Transportation Act this

---

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

---

Mayor

---

City Clerk

# **CITY OF KELOWNA**

## **BYLAW NO. 12675**

**Z23-0065**

**438 Valley Road**

---

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot A Sections 32 and 33 Township 26 ODYD Plan 22004 Except Plan 23353, located on Valley Rd, Kelowna, BC from the MF1 – Infill Housing zone to the VC1r – Village Centre Rental Only zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

---

Mayor

---

City Clerk

# REPORT TO COUNCIL DEVELOPMENT PERMIT



**Date:** July 8, 2024  
**To:** Council  
**From:** City Manager  
**Address:** 2080 Rutland Rd N  
**File No.:** DP24-0018  
**Zone:** I2 – General Industrial

---

## **1.0 Recommendation**

THAT Council authorizes the issuance of Development Permit No. DP24-0018 Lot 3 Section 35 Township 26 ODYD Plan EPP110033, located at 2080 Rutland Rd N, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the amount of 125% of the estimated value of the Landscape Plan, as determined by a Registered Landscape Architect;

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit Application in order for the permit to be issued;

AND THAT issuance of the Development Permit be considered subsequent to approval of the Ministry of Transportation and Infrastructure;

AND FURTHER THAT this Development Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

## **2.0 Purpose**

To issue a Development Permit for the form and character of three new industrial buildings.

## **3.0 Development Planning**

Staff support the proposed Development Permit for the form and character of three multi-tenant industrial buildings. The proposal conforms with Official Community Plan (OCP) policies for The Gateway District by supporting the development of industrial lands, providing low-impact industrial when adjacent to rural

residential and agriculture lands, and adding employment. It is also in substantial compliance with the OCP Form and Character Guidelines for Industrial and Service Commercial Development.

Key design guidelines that are met for the project include:

- Use of integrated, consistent range of materials and colours, with use of accent colours;
- Use of glazing as major component of street facing facades;
- Pedestrian pathways provide clear sight lines and connect parking areas to the building entrances, and main building entrances to public sidewalks;
- Building entries are visibly located and directly accessible from public street; and,
- Distribute trees and landscaping throughout the site in order to: soften property edges facing the street; define internal roads, pedestrian routes, and open spaces; create pleasant pedestrian conditions; and screen parking, loading, service, and utility areas.

The proposed three new industrial buildings are oriented east-west on the property. The principal industrial vehicular entrances are from Rutland Ct and passenger vehicular access is from Rutland Rd. N. "No Trucks" signage will be installed at the entrance of Rutland Rd. N. Refuse and Recycling trucks would enter the site from Sexsmith Rd., travel south along an access easement on the west side of the property and then exit onto Rutland Ct. To accommodate the large vehicular traffic through the northern half of the property, the central parking area between the buildings has an oversized 8.0m drive aisle width.

Proposed materials include concrete tilt-up walls that are painted gray and accented with horizontal metal cladding with woodgrain texture at each building, and generous energy-efficient glazing throughout, creating a clean and modern design. Articulation and colour changes on the concrete walls of each building help eliminate long blank walls on the street facing facades. In terms of Crime Prevention Through Environmental Design (CPTED), the proposed parking area will be well lit with clearly defined pedestrian entrances to the buildings, which will also have security lighting along all sides to allow for maximum visibility.

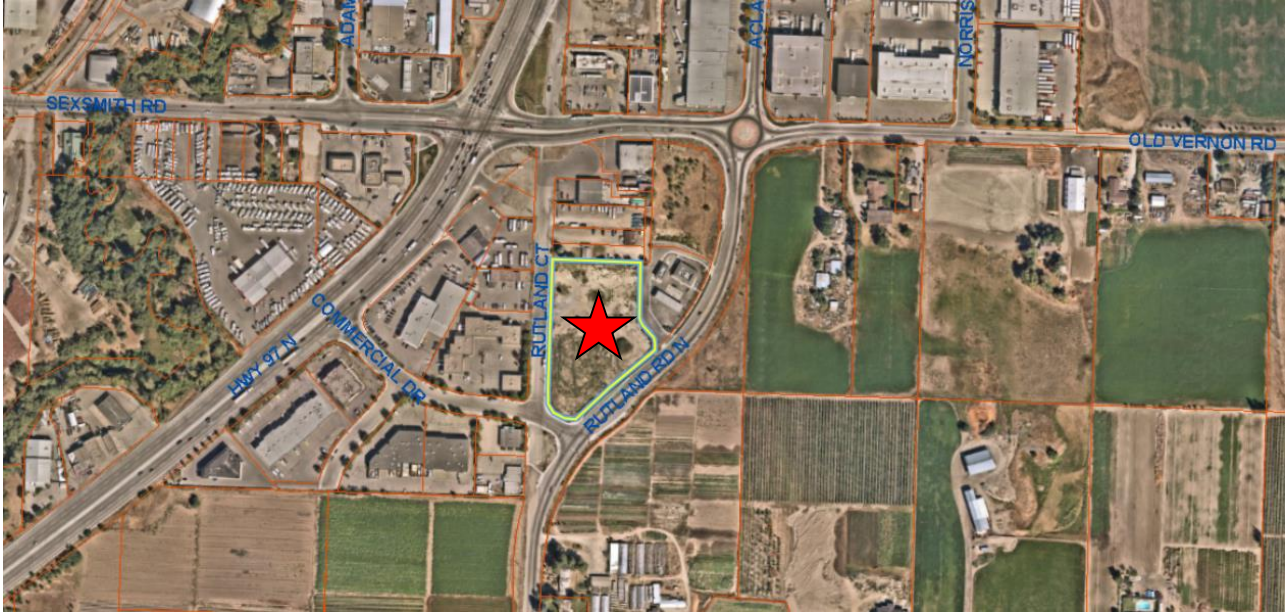
Finally, the proposed landscaping along Rutland Rd. N and Rutland Ct. are well distributed with a combination of large, medium and small trees. Due to the location and unique shape of the property, as well as conflicts with existing and proposed offsite tree canopy, the applicant is proposing to locate as many of the required twenty-eight trees along Rutland Rd. N. and Rutland Ct. Majority of the remaining trees will be placed at the southern corner, where a cluster of large deciduous trees, shrubs, perennials and ornamental grass plantings will screen the buildings from the adjacent sidewalk and create a focal point.

Based on the Development Permit guidelines, Staff believe the buildings will fit well into the immediate area and the surrounding neighbourhood.



#### 4.0 Subject Property & Background

##### 4.1 Subject Property Map: 2080 Rutland Rd. N.



The subject property is a corner lot located at Rutland Rd. N. and Rutland Ct., within an industrial and commercial area of The Gateway District with many industrial and commercial services and is in close proximity to Highway 97 N. The OCP designates the subject property as IND – Industrial, which supports the continued development of industrial lands under this designation. The development pattern in the surrounding area varies between industrial, commercial to the west and north, and agriculture (ALR) to the east and south.

#### 5.0 Zoning Bylaw Regulations Summary

AREA & UNIT STATISTICS	
Gross Lot Area	11,700m <sup>2</sup>
<b>Total Number of Units</b>	<b>26</b>
Building 1	7
Building 2	13
Building 3	6
Net Commercial Floor Area	1,964m <sup>2</sup>
Net Industrial Floor Area	3,191m <sup>2</sup>
Net Other Uses Floor Area (Office)	1,718m <sup>2</sup>

DEVELOPMENT REGULATIONS		
CRITERIA	I <sub>2</sub> ZONE	PROPOSAL
<b>Total Maximum Floor Area Ratio</b>	<b>1.5</b>	<b>0.6</b>
Max. Site Coverage (buildings)	60%	43.5%
Max. Site Coverage (buildings, parking, driveways)	90%	80.5%

Max. Height	16.0m	10.1m / 2 storeys
<b>Setbacks</b>		
Min. Front Yard (South – Rutland Rd. N.)	2.0m	2.0m
Min. Side Yard (West – Rutland Ct)	2.0m	2.0m
Min. Side Yard (East)	0m	0.6m
Min. Rear Yard (North)	0m	10.8m
<b>Landscaping</b>		
Min. Number of Trees	28 trees	28 trees
Min. Large Trees	14 trees	14 trees

<b>PARKING REGULATIONS</b>		
<b>CRITERIA</b>	<b>I2 ZONE REQUIREMENTS</b>	<b>PROPOSAL</b>
<b>Total Required Vehicle Parking</b>	<b>95</b>	<b>96</b>
General Industrial	52	52
Accessory Offices (25%)	43	44
Ratio of Regular to Small Stalls	Min. 50% Regular Max. 50% Small	70% Regular 30% Small
Min. Loading Stalls	4 stalls	26 stalls
Bicycle Stalls Short-Term	Not required	N/A
Bicycle Stalls Long-Term	3 stalls	3 stalls

## 6.o Application Chronology

Application Accepted: December 21, 2023  
Public Information Session: N/A  
Neighbour Notification Received: N/A

**Report prepared by:** Barbara B. Crawford, Planner II  
**Reviewed by:** Dean Strachan, Community Planning & Development Manager  
**Reviewed by:** Nola Kilmartin, Development Planning Department Manager  
**Approved for Inclusion:** Ryan Smith, Divisional Director, Planning, Climate Action & Development Services

### Attachments:

Attachment A: Draft Development Permit DP24-0018  
Schedule A: Site Plan  
Schedule B: Floor Plans, Elevations, Sections & Colour Board  
Schedule C: Landscape Plan  
Attachment B: OCP Form and Character Development Permit Guidelines  
Attachment C: Applicant's letter of rationale

For additional information, please visit our Current Developments online at [www.kelowna.ca/currentdevelopments](http://www.kelowna.ca/currentdevelopments).

# Development Permit

## DP24-0018

<b>ATTACHMENT</b>		<b>A</b>
This forms part of application		
# DP24-0018		
Planner Initials	BC	 City of Kelowna DEVELOPMENT PLANNING



This permit relates to land in the City of Kelowna municipally known as

**2080 Rutland Road N.**

and legally known as

**Lot 3 Section 35 Township 26 ODYD Plan EPP110033**

and permits the land to be used for the following development:

**General Industrial**

The present owner and any subsequent owner of the above described land must comply with any attached terms and conditions.

**Date of Council Approval:**      **July 8, 2024**

Development Permit Area:      Form and Character

Existing Zone:      I2 – General Industrial

Future Land Use Designation:      IND - Industrial

**This Development Permit is valid for two (2) years from the date of approval, with no opportunity to extend.**

### **This is NOT a Building Permit.**

In addition to your Development Permit, a Building Permit may be required prior to any work commencing. For further information, contact the City of Kelowna, Development Services Branch.

### **NOTICE**

This permit does not relieve the owner or the owner's authorized agent from full compliance with the requirements of any federal, provincial or other municipal legislation, or the terms and conditions of any easement, covenant, building scheme or agreement affecting the building or land.

Owner:      Mission Group (Reid's Corner) Real Estate LTD., INC.NO. BC1386213

Applicant:      Arpan Kandola

---

Nola Kilmartin  
Development Planning Department Manager  
Planning & Development Services

---

Date of Issuance

## 1. SCOPE OF APPROVAL

This Development Permit applies to and only to those lands within the Municipality as described above, and any and all buildings, structures and other development thereon.

This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this permit, noted in the Terms and Conditions below.

The issuance of a permit limits the permit holder to be in strict compliance with regulations of the Zoning Bylaw and all other Bylaws unless specific variances have been authorized by the Development Permit. No implied variances from bylaw provisions shall be granted by virtue of drawing notations that are inconsistent with bylaw provisions and that may not have been identified as required Variances by the applicant or Municipal staff.

## 2. CONDITIONS OF APPROVAL

THAT Council authorizes the issuance of Development Permit No. DP24-0018 Lot 3 Section 35 Township 26 ODYD Plan EPP110033, located at 2080 Rutland Rd N., Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the amount of 125% of the estimated value of the Landscape Plan, as determined by a Registered Landscape Architect.;

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit Application in order for the permit to be issued;

AND FURTHER THAT this Development Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

## 3. PERFORMANCE SECURITY

As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Developer and be paid to the Developer or his or her designate if the security is returned. The condition of the posting of the security is that should the Developer fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the Municipality may use enter into an agreement with the property owner of the day to have the work carried out, and any surplus shall be paid over to the property owner of the day. Should the Developer carry out the development as per the conditions of this permit, the security shall be returned to the Developer or his or her designate following proof of Substantial Compliance as defined in Bylaw No. 12310. There is filed accordingly:

- a) An Irrevocable Letter of Credit **OR** certified cheque **OR** a Surety Bond in the amount of **\$202,047.81**

Before any bond or security required under this Permit is reduced or released, the Developer will provide the City with a statutory declaration certifying that all labour, material, workers' compensation and other taxes and costs have been paid.

## 4. INDEMNIFICATION

Upon commencement of the works authorized by this Permit the Developer covenants and agrees to save harmless and effectually indemnify the Municipality against:

- a) All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality said Permit.

All costs, expenses, claims that may be incurred by the Municipality where the construction, engineering or other types of works as called for by the Permit results in damages to any property owned in whole or in part by the Municipality or which the Municipality by duty or custom is obliged, directly or indirectly in any way or to any degree, to construct, repair, or maintain.

**The PERMIT HOLDER is the CURRENT LAND OWNER.  
Security shall ONLY be returned to the signatory of the  
Landscape Agreement or their designates.**

<b>ATTACHMENT</b>		<b>A</b>
This forms part of application # DP24-0018		
Planner Initials	<b>BC</b>	 <b>City of Kelowna</b> DEVELOPMENT PLANNING





**SCHEDULE** **A**

This forms part of application  
# DP24-0018

Planner Initials **BC**

City of Kelowna  
DEVELOPMENT PLANNING





WEST PROPERTY LINE LOOKING NORTH



EAST PROPERTY LINE LOOKING NORTH



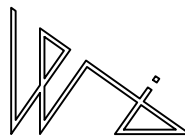
NORTH PROPERTY LINE LOOKING EAST



AERIAL VIEW OF SITE LOOKING NORTH

H A N S P . N E U M A N N A R C H I T E C T I N C .

1520 HIGHLAND DRIVE NORTH, KELOWNA, B.C. V1Y 4K5    PHONE (250) 868-0878    EMAIL: hans@hpna.ca



PROPOSED INDUSTRIAL DEVELOPMENT  
2080 RUTLAND ROAD NORTH, KELOWNA, BC

DRAWING TITLE

RENDERING/SITE PHOTOS

No.	DATE	DESCRIPTION	SCALE:
	NOV 17/23	ISSUED FOR DEVELOPMENT PERMIT	DATE: JUNE 17, 2023
			DRAWN: HPN
			Drawing No.
			<b>DP0</b>
			REVISION No.:



PROJECT DATA

CIVIC ADDRESS:

2080 RUTLAND ROAD NORTH, KELOWNA, BC

LEGAL DESCRIPTION:

PLAN EPP110033, LOT 3, SEC 35, TWP 26, O.D.Y.D.

CURRENT ZONING:

12 - GENERAL INDUSTRIAL

ZONING BYLAW 12375 REQUIREMENTS

SITE AREA =

11,700.0 sq.m. (125,942 sq.ft.)

BUILDING AREA:

BUILDING #1: = 1,319.6 sq m. (14,205 sq.ft.)

BUILDING #2: = 2,494.3 sq m. (26,850 sq.ft.)

BUILDING #3: = 1,271.2 sq m. (13,683 sq.ft.)

TOTAL 5,085.2 sq m. (54,738 sq.ft.)

GROSS FLOOR AREA (GFA):

BUILDING #1: = 1,767.3 sq m. (19,024 sq.ft.) incl. 40% MEZZANINES

BUILDING #2: = 3,398.0 sq m. (36,577 sq.ft.) incl. 40% MEZZANINES

BUILDING #3: = 1,708.3 sq m. (18,389 sq.ft.) incl. 40% MEZZANINES

TOTAL 6,873.7 sq m. (73,990 sq.ft.)

OFFICE AREA @ 25% OF GROSS FLOOR AREA: = 1,712.9 sq m. (18,438 sq.ft.)

	REQUIRED	PROPOSED
LOT WIDTH (min)	40.0m	84.746m
LOT DEPTH (min)	35.0m	118.32m AVG
LOT AREA (min)	4,000 sq.m.	11,700.0 sq.m.
SITE COVERAGE - BUILDINGS (max)	60%	43.5%
SITE COVERAGE - BUILDINGS, STRUCTURES & IMPERMEABLE SURFACES (max)	90%	80.5%
FLOOR AREA RATIO (max)	1:1.5	1:0.586
BUILDING HEIGHT (max)	16.0m	10.06m/2 STOREYS

SETBACKS (m)

FRONT (RUTLAND ROAD NORTH)

2.0m

2.025m

SIDE (FLANKING - RUTLAND COURT)

2.0m

2.025m

SIDE (EAST)

0.0m

0.57m

REAR (NORTH)

0.0m

10.80m

PARKING

GENERAL INDUSTRIAL @ 1.0 - 2.5 STALLS/100 sq.m. x 3,191.4 sq.m. (34,353 sq.ft.)

32 STALLS

32 STALLS

MEZZANINES (40%) @ 1.0 - 2.5 STALLS/100 sq.m. x 1,963.9 sq.m. (21,140 sq.ft.)

20 STALLS

20 STALLS

ACCESSORY OFFICES (25%) @ 2.5 - 3.0 STALLS/100 sq.m. x 1,718.4 sq.m. (18,498 sq.ft.)

43 STALLS

44 STALLS

TOTAL REQUIRED =

95 STALLS

96 STALLS

SMALL SIZE PARKING @ 30% MAX

29 STALLS

13 STALLS (13.5%)

ACCESSIBLE PARKING

3 STALLS

3 STALLS

VAN-ACCESSIBLE PARKING

1 STALL

1 STALL

LOADING @ 1/1,900 sq.m. GFA=

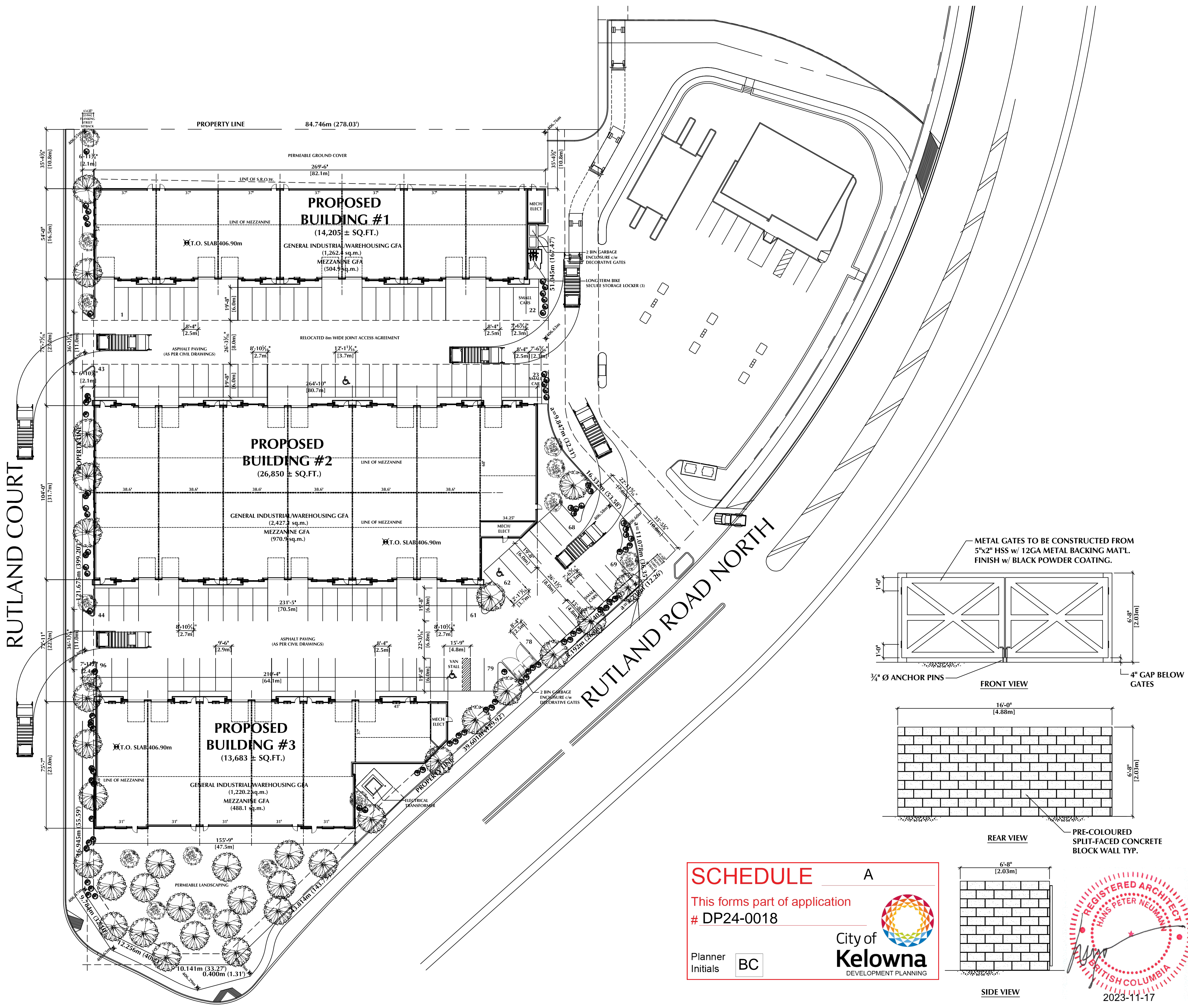
4 STALLS

26 STALLS

BICYCLE (LONG TERM) @ 0.05/100 sq.m. GFA x 6,873.7 sq.m. (73,990 sq.ft.) =

3 SPACES

3 SPACES



SCHEDULE A

This forms part of application

# DP24-0018

Planner Initials

BC

City of Kelowna

DEVELOPMENT PLANNING

REGISTERED ARCHITECT

HANS PETER NEUMANN

BRITISH COLUMBIA

2023-11-17

GARBAGE ENCLOSURE ELEVATIONS

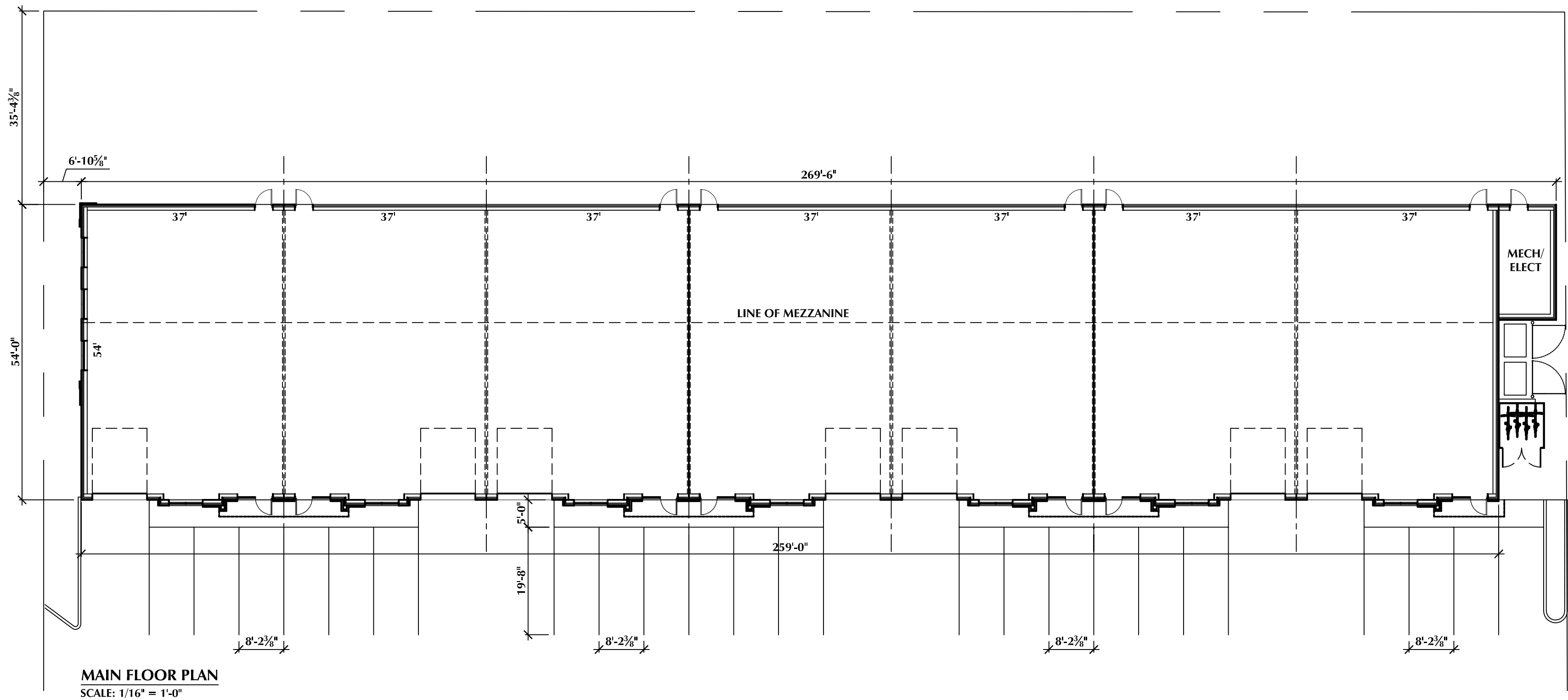
N.T.S.



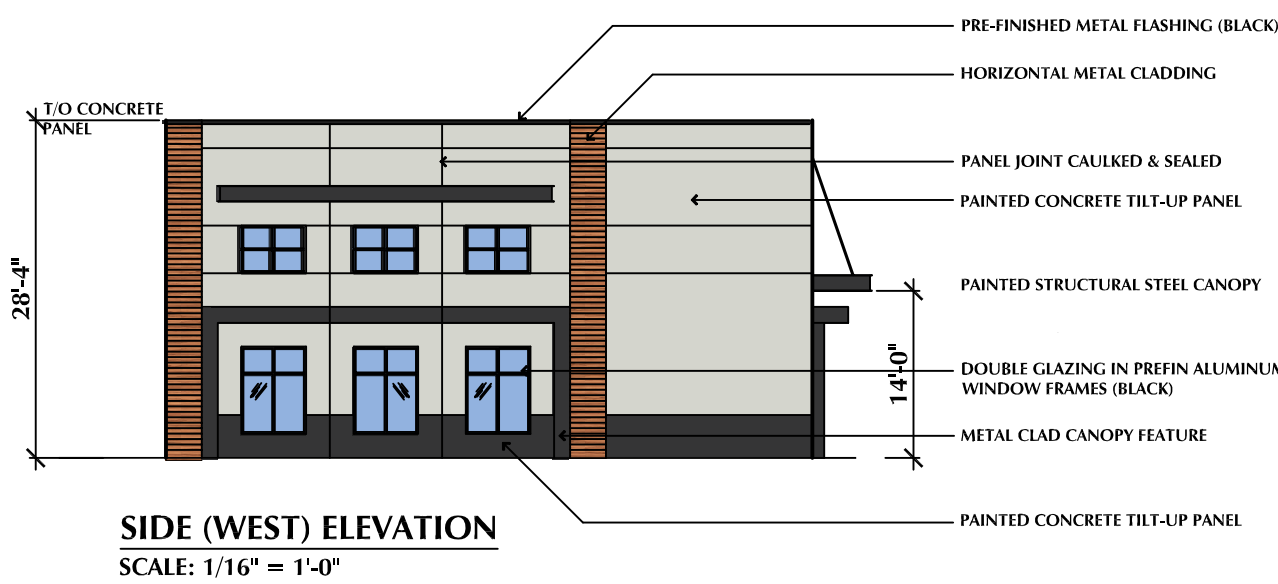
SCHEDULE B

This forms part of application  
# DP24-0018

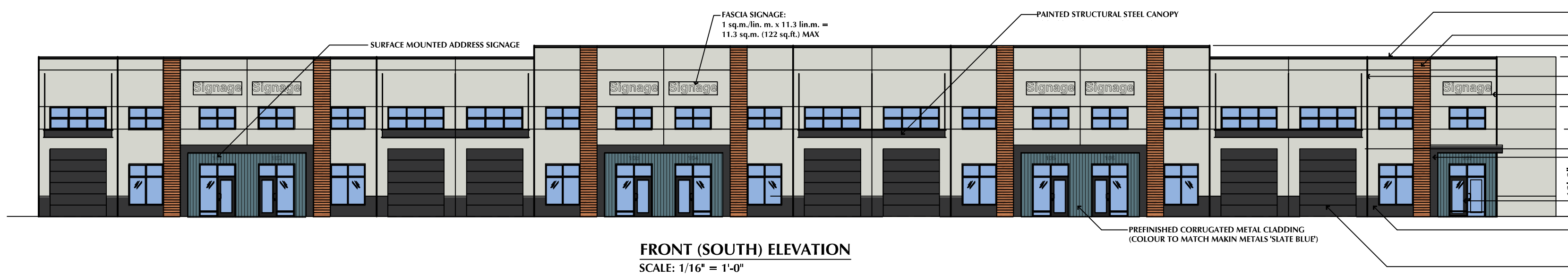
Planner  
Initials BC



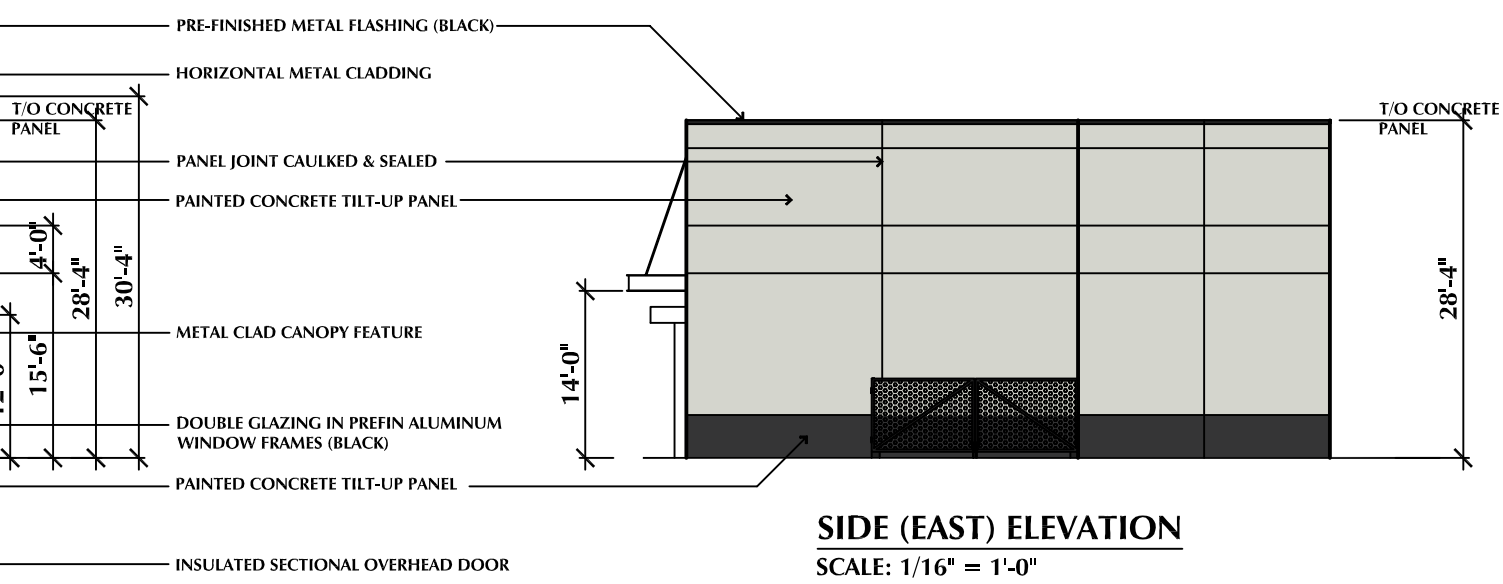
MAIN FLOOR PLAN  
SCALE: 1/16" = 1'-0"



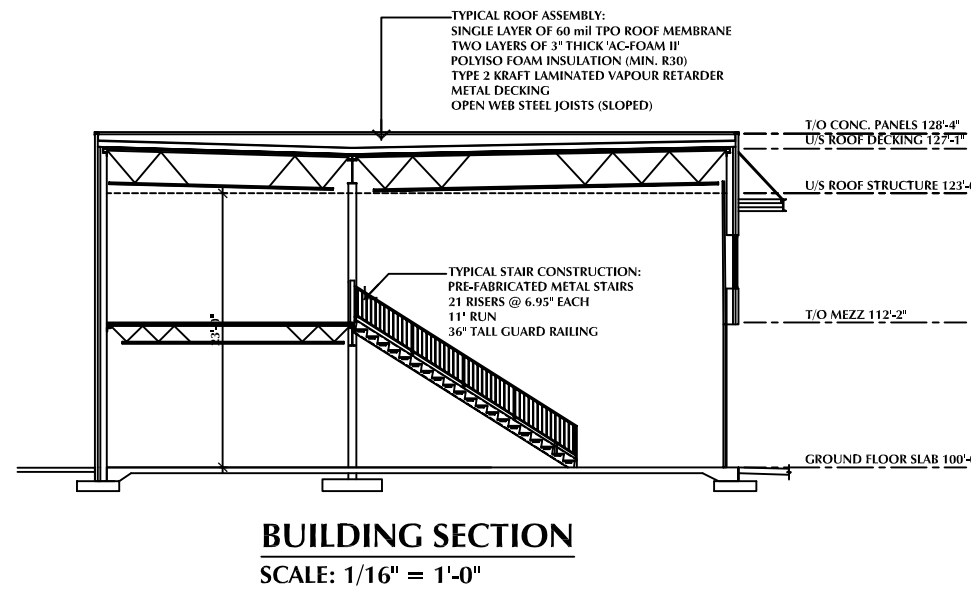
SIDE (WEST) ELEVATION  
SCALE: 1/16" = 1'-0"



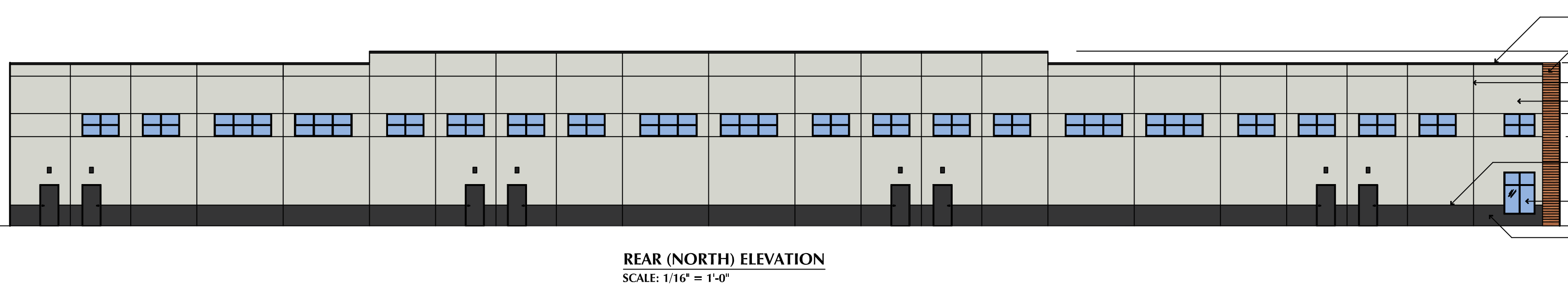
FRONT (SOUTH) ELEVATION  
SCALE: 1/16" = 1'-0"



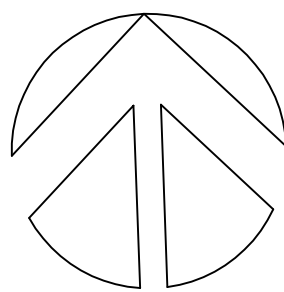
SIDE (EAST) ELEVATION  
SCALE: 1/16" = 1'-0"



BUILDING SECTION  
SCALE: 1/16" = 1'-0"



REAR (NORTH) ELEVATION  
SCALE: 1/16" = 1'-0"



HANS P. NEUMANN ARCHITECT INC.

1520 HIGHLAND DRIVE NORTH, KELOWNA, B.C. V1Y 4K5 PHONE (250) 868-0878 FAX (250) 868-0837



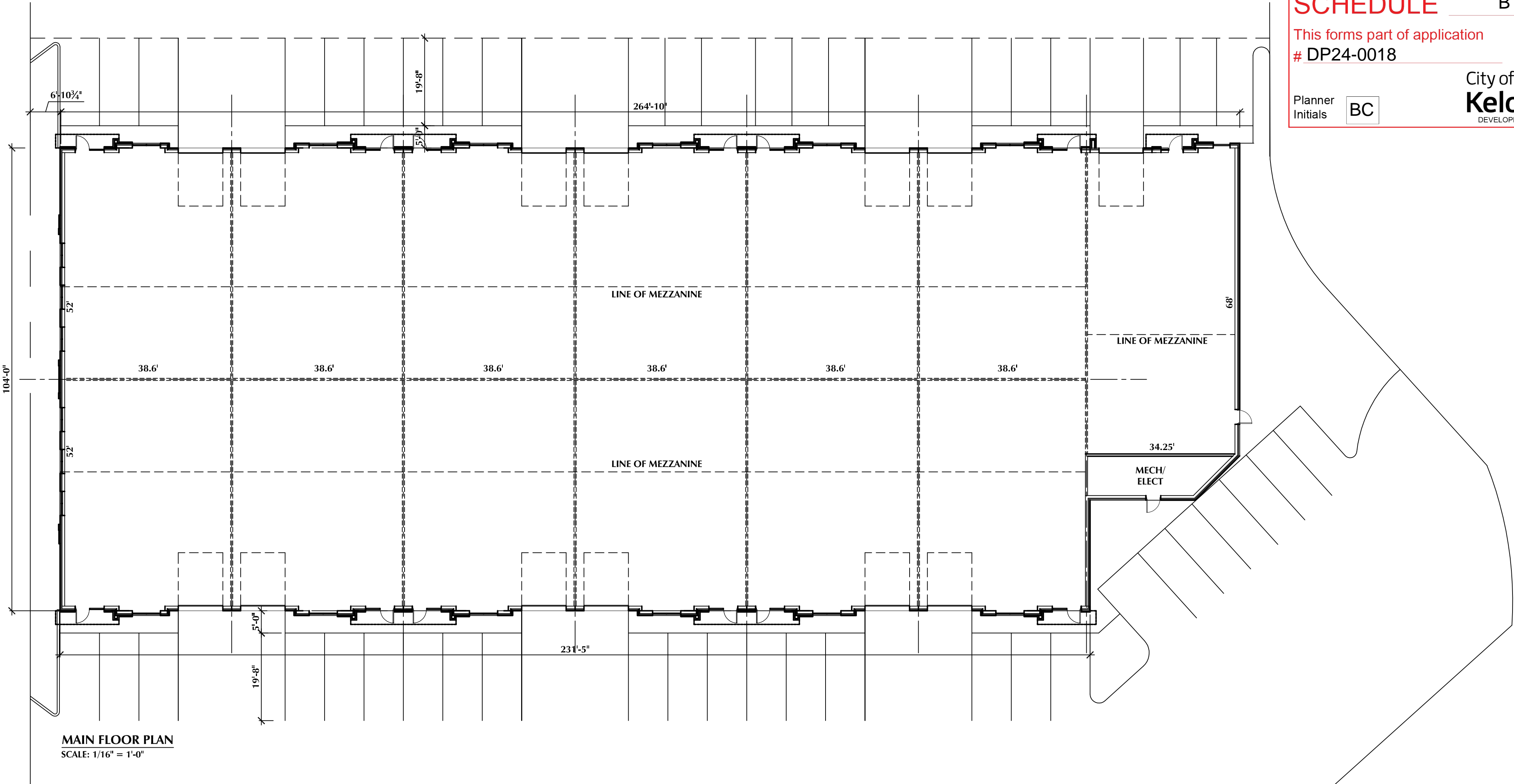
PROJECT

PROPOSED INDUSTRIAL DEVELOPMENT  
2080 RUTLAND ROAD NORTH, KELOWNA, BC

DRAWING TITLE

BUILDING #1 MAIN FLOOR PLAN & ELEVATIONS

No.	DATE	DESCRIPTION	SCALE: 1/16" = 1'-0"
	NOV 17/23	ISSUED FOR DEVELOPMENT PERMIT	DATE: JUNE 17, 2023
			DRAWN: HPN
			Drawing No.
			DP2
			REVISION No.:

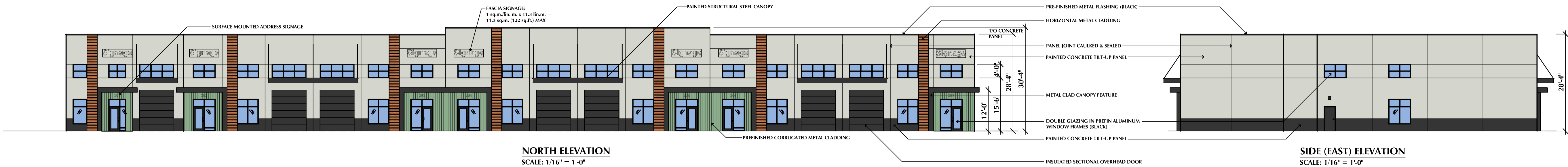


MAIN FLOOR PLAN  
SCALE: 1/16" = 1'-0"



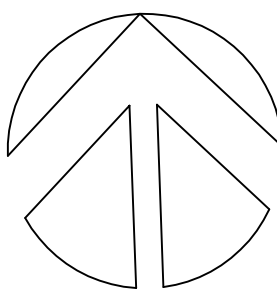
SIDE (WEST) ELEVATION  
SCALE: 1/16" = 1'-0"

SOUTH ELEVATION  
SCALE: 1/16" = 1'-0"



NORTH ELEVATION  
SCALE: 1/16" = 1'-0"

SIDE (EAST) ELEVATION  
SCALE: 1/16" = 1'-0"



HANS P. NEUMANN ARCHITECT INC.

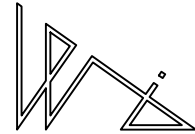
1520 HIGHLAND DRIVE NORTH, KELOWNA, B.C. V1Y 4K5 PHONE (250) 868-0878 FAX (250) 868-0837

PROJECT

PROPOSED INDUSTRIAL DEVELOPMENT  
2080 RUTLAND ROAD NORTH, KELOWNA, BC

DRAWING TITLE

BUILDING #2 MAIN FLOOR PLAN & ELEVATIONS



No.	DATE	DESCRIPTION	SCALE: 1/16" = 1'-0"
	NOV 17/23	ISSUED FOR DEVELOPMENT PERMIT	DATE: JUNE 17, 2023
			DRAWN: HPN
			Drawing No.
			DP3
			REVISION No.:





SCHEDULE

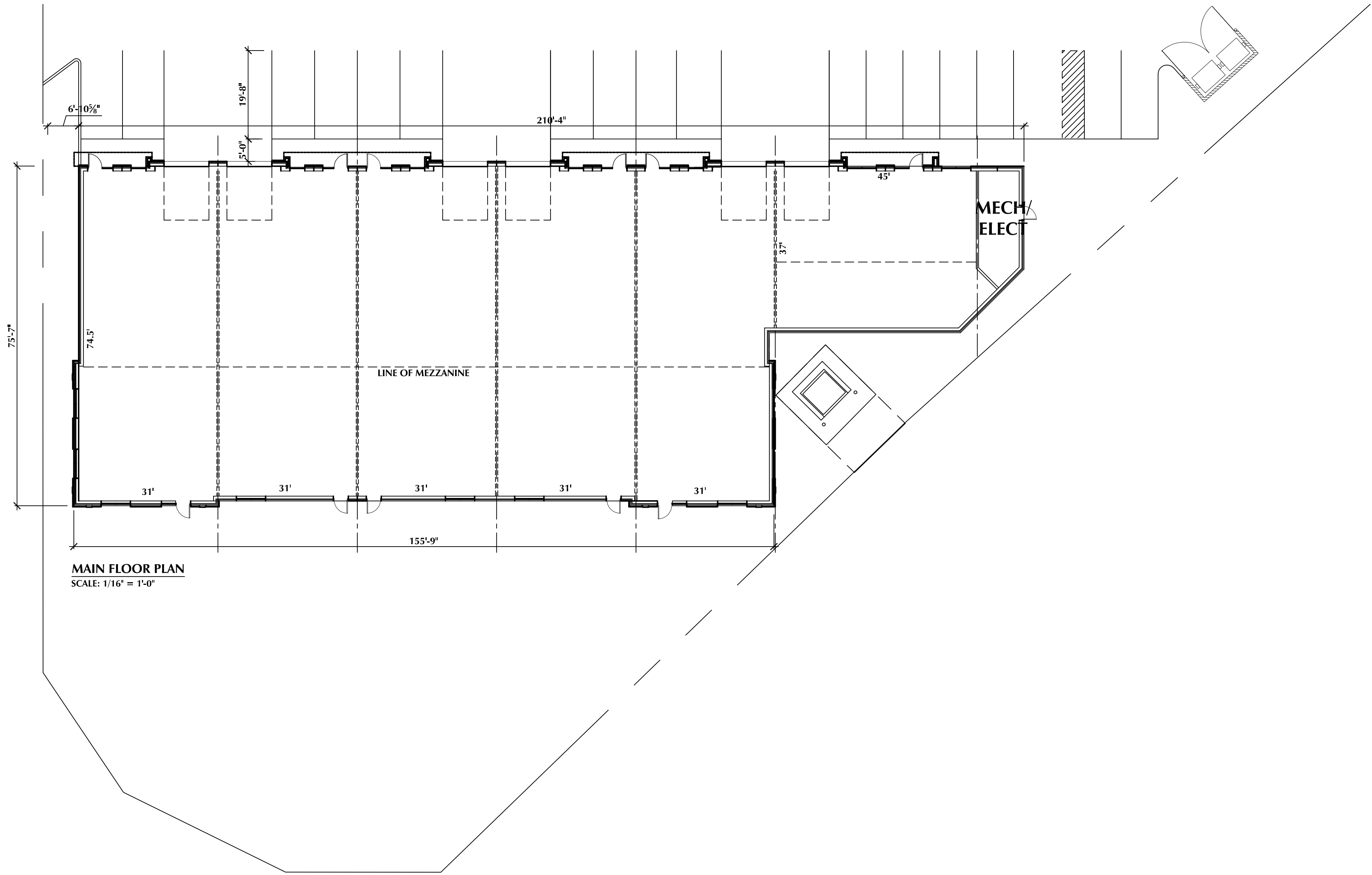
B

This forms part of application  
# DP24-0018

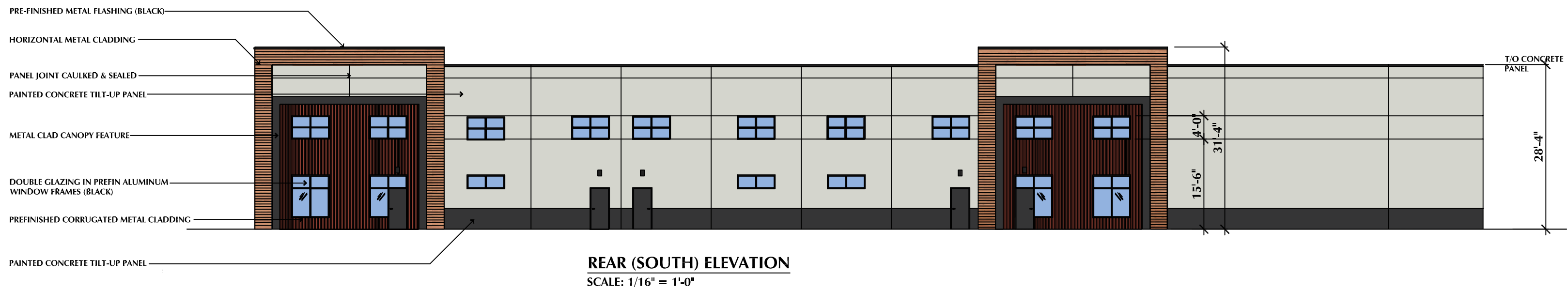
Planner  
Initials BC

City of  
Kelowna

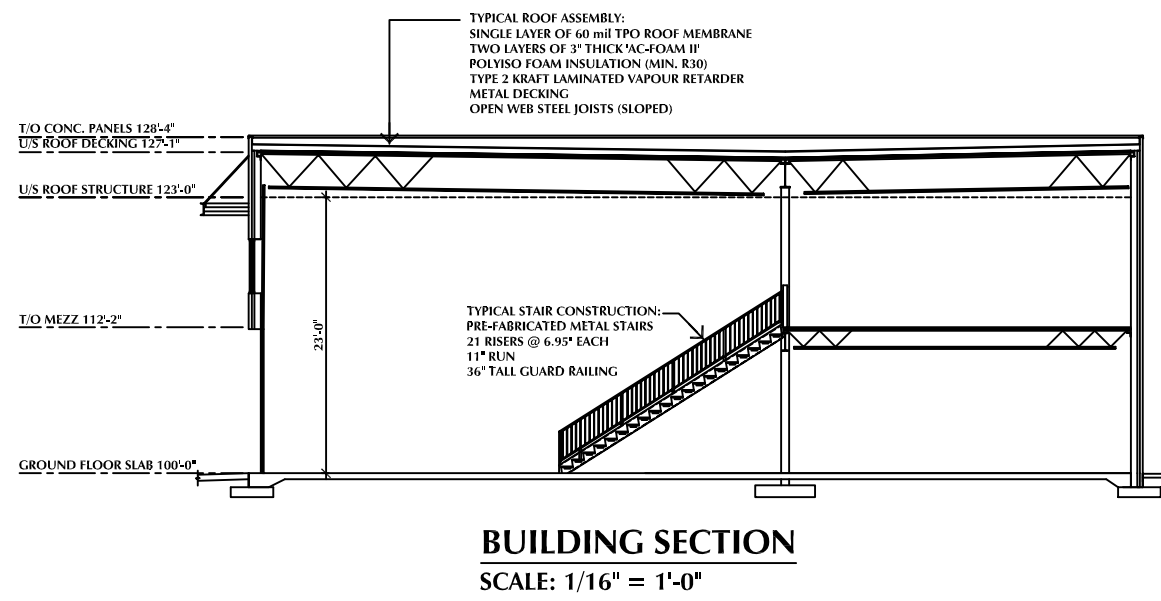
DEVELOPMENT PLANNING



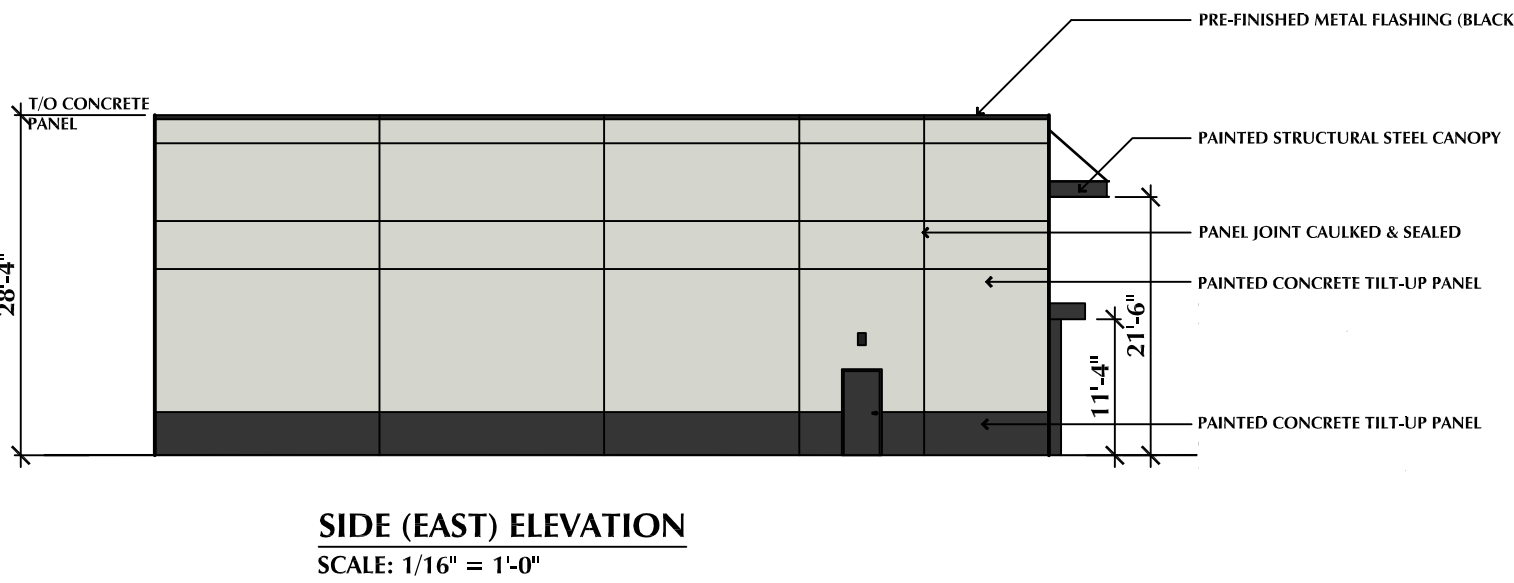
MAIN FLOOR PLAN  
SCALE: 1/16" = 1'-0"



REAR (SOUTH) ELEVATION  
SCALE: 1/16" = 1'-0"



BUILDING SECTION  
SCALE: 1/16" = 1'-0"



SIDE (EAST) ELEVATION  
SCALE: 1/16" = 1'-0"



FRONT (NORTH) ELEVATION  
SCALE: 1/16" = 1'-0"



SIDE (WEST) ELEVATION  
SCALE: 1/16" = 1'-0"

HANS P. NEUMANN ARCHITECT INC.

1520 HIGHLAND DRIVE NORTH, KELOWNA, B.C. V1Y 4K5 PHONE (250) 868-0878 FAX (250) 868-0837

PROJECT

PROPOSED INDUSTRIAL DEVELOPMENT  
2080 RUTLAND ROAD NORTH, KELOWNA, BC

DRAWING TITLE

BUILDING #3 MAIN FLOOR PLAN & ELEVATIONS

No.	DATE	DESCRIPTION	SCALE: 1/16" = 1'-0"
	NOV 17/23	ISSUED FOR DEVELOPMENT PERMIT	DATE: JUNE 17, 2023
			DRAWN: HPN
			Drawing No.
			DP4
			REVISION No.:



# COLOUR BOARD

GENERAL INDUSTRIAL (I2) BUILDINGS  
2080 RUTLAND ROAD NORTH, KELOWNA, BC

SCHEDULE

B

This forms part of application

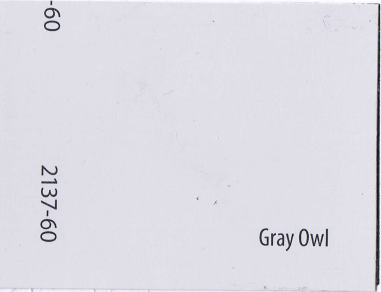
# DP24-0018

Planner Initials

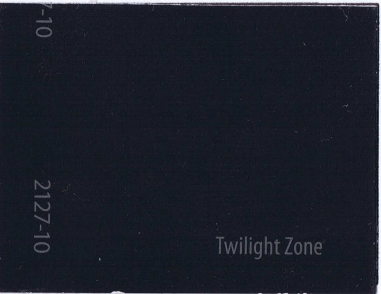
BC

City of Kelowna

DEVELOPMENT PLANNING



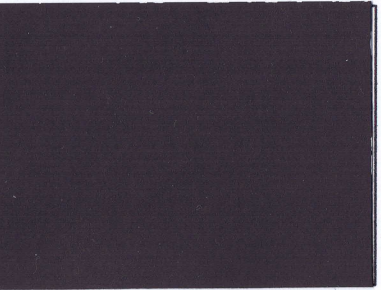
PAINTED TILT-UP CONCRETE WALL PANELS  
TO MATCH *BENJAMIN MOORE*  
2137-60 'GRAY OWL'



PAINTED TILT-UP CONCRETE WALL PANELS  
TO MATCH *BENJAMIN MOORE*  
2127-10 'TWILIGHT ZONE'



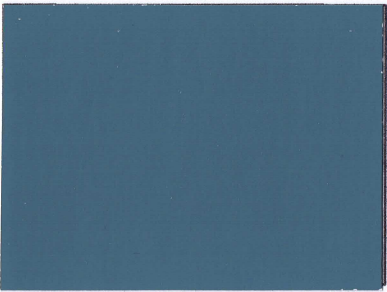
HORIZONTAL METAL CLADDING WOODGRAIN



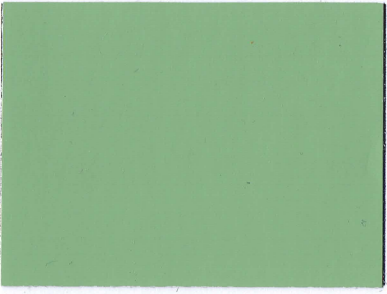
EXTERIOR METAL CLADDING  
COLOUR TO MATCH *GALVALUME*  
'CHARCOAL GREY'



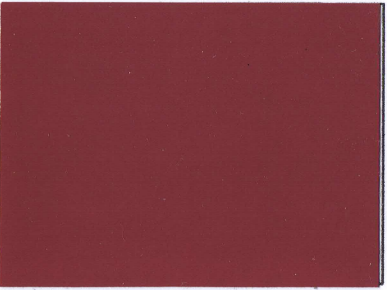
EXTERIOR METAL FLASHINGS, PRESSED STEEL  
DOORS & FRAMES, ALUMINUM WINDOW  
FRAMES 'BLACK'



VERTICAL 7/8" CORRUGATED METAL CLADDING  
TO MATCH *MAKIN METALS LTD.*  
'SLATE BLUE'



VERTICAL 7/8" CORRUGATED METAL CLADDING  
TO MATCH *MAKIN METALS LTD.*  
'MIST GREEN'



VERTICAL 7/8" CORRUGATED METAL CLADDING  
TO MATCH *METALWORKS CANADA*  
QC 9259 'TERRA COTTA'







## SCHEDULE

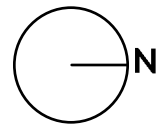
This forms part of application  
# DP24-0018

Planner  
Initials BC

C



City of  
**Kelowna**  
DEVELOPMENT PLANNING



PROJECT TITLE

**2080 RUTLAND ROAD  
LOT 3**

Kelowna, BC

DRAWING TITLE

**CONCEPTUAL  
LANDSCAPE PLAN**

ISSUED FOR / REVISION

1	23.11.10	Review
2		
3		
4		
5		

PROJECT NO. 230803

DESIGN BY FB

DRAWN BY NIM

CHECKED BY FB

DATE NOV. 10, 2023

SCALE 1:250

PAGE SIZE 24x36

SEAL



DRAWING NUMBER

**L1/2**

**NOT FOR CONSTRUCTION**

Copyright Reserved: This drawing is the property of Ecora Engineering & Resources Group Ltd. and shall not be reproduced, resold, or rendered without permission.

## NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED CANADIAN LANDSCAPE STANDARDS. ALL OFFSITE LANDSCAPE WORKS TO MEET CITY OF KELOWNA BYLAW 7900 STANDARDS.

2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.

3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm NATURAL WOOD MULCH AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.

4. TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT.

5. TURF AREA FROM SOD SHALL BE NO. 1 GRADE GROWN FROM CERTIFIED SEED OF IMPROVED CULTIVARS REGISTERED FOR SALE IN B.C. AND SHALL BE TOLERANT OF DROUGHT CONDITIONS. A MINIMUM OF 150mm DEPTH OF GROWING MEDIUM IS REQUIRED BENEATH TURF AREAS. TURF AREAS SHALL MEET EXISTING GRADES AND HARD SURFACES FLUSH.

6. SITE GRADING AND DRAINAGE WILL ENSURE THAT ALL STRUCTURES HAVE POSITIVE DRAINAGE AND THAT NO WATER OR LOOSE WEDGMENTS WILL BE DISCHARGED FROM THE LOT ONTO ADJACENT PUBLIC, COMMON, OR PRIVATE PROPERTIES.

7. FOR CONFORMANCE WITH DEVELOPMENT PERMIT LANDSCAPE REQUIREMENTS, THE PRIME CONTRACTOR AND/OR CONSULTANTS RESPONSIBLE FOR SITE SERVICING AND UTILITIES SHALL ENSURE THAT ALL BUILDING PERMIT SUBMITTALS ARE COORDINATED WITH LANDSCAPE ARCHITECTURAL SUBMITTALS.

HYDROSEEDING DRYLAND SEED AREAS:	BY WEIGHT	BY SPECIES
DRYLAND SEED MIXTURE	40%	22%
BLUE BUNCH WHEAT GRASS	25%	20%
ROUGH FESCUE	15%	19%
IDAHO FESCUE	10%	7%
PERENNIAL RYEGRASS	5%	13%
SANDBERG BLUEGRASS	4%	18%
JUNE GRASS	1%	1%
CANADA BLUEGRASS		

HYDROSEEDING APPLICATION RATE	BY WEIGHT	BY SPECIES
NATIVE SEED	125KG/HECTARE	
DRYLAND SEED MIXTURE	300KG/HECTARE	
FERTILIZER	18-18-18-2, 50% SULPHUR COATED UREA	2,800KG/HECTARE
MULCH	CANFOR ECOFIBRE PLUS TAC	3% OF MIX
TACKIFIER	GUAR	

THE PRECEDING HYDROSEEDING MIXTURE IS TO BE APPLIED TO THE DRYLAND SEED AREA AS SHOWN ON THE DRAWING. SEED MIX TO BE CERTIFIED #1 GRADE BY AGRICULTURE CANADA. REFER MANUFACTURER'S SPECIFICATIONS FOR PRODUCT DELIVERY, STORAGE & PROTECTION.

## PLANT LIST

BOTANICAL NAME	COMMON NAME	QTY*	SIZE/SPACING & REMARKS
<b>TREES</b>			
ACER SACCHARINUM 'SILVER QUEEN'	SILVER QUEEN MAPLE	4	5cm CAL.
CRATAEGUS AMBIGUA	RUSSIAN HAWTHORN	7	3cm CAL.
LIRODENDRON TULIFERA 'FASTIGIATA'	COLUMNAR TULIP TREE	10	5cm CAL.
PARROTIA PERSICA	PERSIAN IRONWOOD	7	4cm CAL.
TILIA AMERICANA 'BOULEVARD'	BOULEVARD LINEN	7	5cm CAL. (OFFSITE)
<b>SHRUBS</b>			
CORNUS ALBA 'SIBIRICA VARIEGATA'	SIBERIAN VARIEGATED DOGWOOD	25	#02 CONT. / 2.5M O.C. SPACING
ERICACEAE NAUSEOSA	RABBITBRUSH	10	#02 CONT. / 2.0M O.C. SPACING
EUNYMYUS ALATUS COMPACTA	DWARF BURNING BUSH	70	#02 CONT. / 1.5M O.C. SPACING
MAHONIA AQUIFOLIUM	OREGON GRAPE HOLLY	15	#02 CONT. / 1.5M O.C. SPACING
PICEA PLUNGENS 'GLOBOSA'	GLOBE BLUE SPRUCE	40	#02 CONT. / 2.0M O.C. SPACING
SPRAEA TRILOBATA 'FAIRY QUEEN'	FAIRY QUEEN SPIREA	105	#02 CONT. / 1.2M O.C. SPACING
SYMPHORICARPOS ALBUS	SNOWBERRY	25	#02 CONT. / 1.2M O.C. SPACING
<b>PERENNIALS, GRASSES &amp; GROUNDCOVERS</b>			
ACHILLEA FILIPENDULINA 'MOONSHINE'	MOONSHINE YARROW	62	#01 CONT. / 0.9M O.C. SPACING
ANDRPOGON GERARDI	RIG BLUESTEM	35	#01 CONT. / 1.2M O.C. SPACING
CAULANAGROSIS ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	51	#01 CONT. / 1.0M O.C. SPACING
HEMEROCALLIS 'RUBY STELLA'	RUBY STELLA DAYLILY	51	#01 CONT. / 1.0M O.C. SPACING
MISCANTHUS SINENSIS 'GRACILLIMUS'	MAIDEN GRASS	35	#01 CONT. / 1.2M O.C. SPACING
NEPETA X FAASSENII 'WALKER'S LOW'	WALKER'S LOW CATMINT	22	#01 CONT. / 1.5M O.C. SPACING
PENINSETUM ORIENTALE 'KARLEY ROSE'	KARLEY ROSE FOUNTAIN GRASS	22	#01 CONT. / 1.5M O.C. SPACING
RUDBECKIA RULGIDA 'GOLDSTURM'	GOLDSTURM CONEFLOWER	22	#01 CONT. / 1.5M O.C. SPACING

\*QUANTITIES ESTIMATED ONLY. NOT FOR PRICING\*

LARGE DECIDUOUS TREE  
PLANTING (ACER  
SACCHARINUM 'SILVER  
QUEEN') (TYP.)

DECORATIVE SHRUB,  
PERENNIAL, & ORNAMENTAL  
GRASS PLANTINGS (TYP.)

TURF BOULEVARD (TYP.)

MEDIUM DECIDUOUS TREE PLANTING  
(PARROTIA PERSICA) (TYP.)

SMALL DECIDUOUS TREE PLANTING  
(CRATAEGUS AMBIGUA) (TYP.)

EXISTING OFFSITE TREE, TO REMAIN (TYP.)

EXISTING OFFSITE TURF, TO REMAIN (TYP.)

TRANSFORMER

ASPHALT DRIVE AISLE

ASPHALT DRIVE AISLE

EXTENT OF SOIL CELLS, BELOW (TYP.)

CONCRETE PAVING (TYP.)

GARBAGE ENCLOSURE (TYP.)

HYDROSEED AREA W/  
NATIVE PLANTINGS  
BIKE STORAGE (TYP.)



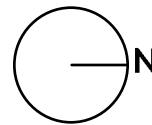


## SCHEDULE

This forms part of application  
# DP24-0018

Planner  
Initials **BC**

C



PROJECT TITLE

**2080 RUTLAND ROAD  
LOT 3**

Kelowna, BC

DRAWING TITLE

**WATER CONSERVATION/  
IRRIGATION PLAN**

ISSUED FOR / REVISION

1	23.11.10	Review
2		
3		
4		
5		

PROJECT NO. 230803

DESIGN BY FB

DRAWN BY NIM

CHECKED BY FB

DATE NOV. 10, 2023

SCALE 1:250

PAGE SIZE 24x36

SEAL



DRAWING NUMBER

# L 2/2

**NOT FOR CONSTRUCTION**

Copyright Reserved: This drawing is the property of Ecora Engineering & Resources Group Ltd. and shall not be reproduced, resold, or rendered without permission.

### IRRIGATION LEGEND

- ZONE #1: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS**  
TOTAL AREA: 131 sq.m.  
MICROCLIMATE: NORTH EAST EXPOSURE, PARTIALLY SHADED BY TREES & BUILDING  
ESTIMATED ANNUAL WATER USE: 44 cu.m.
- ZONE #2: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS**  
TOTAL AREA: 246 sq.m.  
MICROCLIMATE: EAST EXPOSURE, PARTIALLY SHADED BY TREES & BUILDING  
ESTIMATED ANNUAL WATER USE: 82 cu.m.
- ZONE #3: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS**  
TOTAL AREA: 211 sq.m.  
MICROCLIMATE: SOUTHEAST EXPOSURE, PARTIALLY SHADED BY TREES & BUILDING  
ESTIMATED ANNUAL WATER USE: 70 cu.m.
- ZONE #4: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS**  
TOTAL AREA: 186 sq.m.  
MICROCLIMATE: SOUTHEAST EXPOSURE, PARTIALLY SHADED BY TREES & BUILDING  
ESTIMATED ANNUAL WATER USE: 62 cu.m.
- ZONE #5: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS**  
TOTAL AREA: 178 sq.m.  
MICROCLIMATE: SOUTHWEST EXPOSURE, PARTIALLY SHADED BY TREES  
ESTIMATED ANNUAL WATER USE: 66 cu.m.
- ZONE #6: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS**  
TOTAL AREA: 174 sq.m.  
MICROCLIMATE: SOUTHWEST EXPOSURE, PARTIALLY SHADED BY TREES  
ESTIMATED ANNUAL WATER USE: 58 cu.m.
- ZONE #7: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS**  
TOTAL AREA: 106 sq.m.  
MICROCLIMATE: SOUTHEAST EXPOSURE, SHADED BY TREES  
ESTIMATED ANNUAL WATER USE: 91 cu.m.
- ZONE #8: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS**  
TOTAL AREA: 124 sq.m.  
MICROCLIMATE: SOUTHEAST EXPOSURE, PARTIALLY SHADED BY TREES  
ESTIMATED ANNUAL WATER USE: 106 cu.m.
- ZONE #9: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS**  
TOTAL AREA: 112 sq.m.  
MICROCLIMATE: SOUTHEAST EXPOSURE, PARTIALLY SHADED BY TREES  
ESTIMATED ANNUAL WATER USE: 96 cu.m.
- ZONE #10: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS**  
TOTAL AREA: 110 sq.m.  
MICROCLIMATE: SOUTHEAST EXPOSURE, SHADED BY TREES  
ESTIMATED ANNUAL WATER USE: 94 cu.m.
- ZONE #11: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS**  
TOTAL AREA: 106 sq.m.  
MICROCLIMATE: SOUTHWEST EXPOSURE, PARTIALLY SHADED BY TREES  
ESTIMATED ANNUAL WATER USE: 91 cu.m.
- ZONE #12: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS**  
TOTAL AREA: 80 sq.m.  
MICROCLIMATE: SOUTHWEST EXPOSURE, PARTIALLY SHADED BY TREES  
ESTIMATED ANNUAL WATER USE: 69 cu.m.
- ZONE #13: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS**  
TOTAL AREA: 82 sq.m.  
MICROCLIMATE: SOUTHWEST EXPOSURE, SHADED BY TREES  
ESTIMATED ANNUAL WATER USE: 70 cu.m.
- ZONE #14: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS**  
TOTAL AREA: 123 sq.m.  
MICROCLIMATE: WEST EXPOSURE, PARTIALLY SHADED BY TREES  
ESTIMATED ANNUAL WATER USE: 105 cu.m.
- ZONE #15: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS**  
TOTAL AREA: 91 sq.m.  
MICROCLIMATE: WEST EXPOSURE, PARTIALLY SHADED BY TREES  
ESTIMATED ANNUAL WATER USE: 78 cu.m.

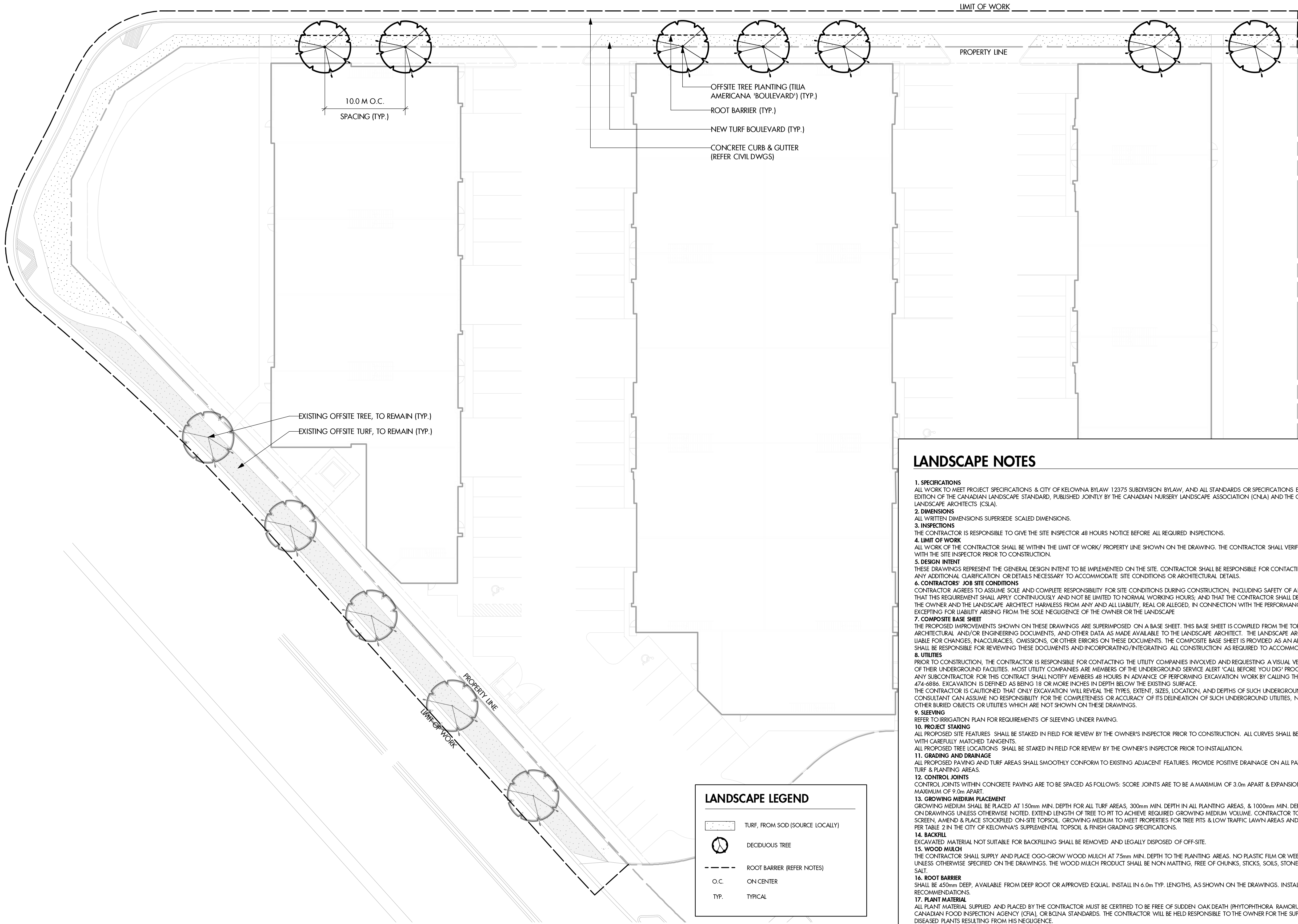
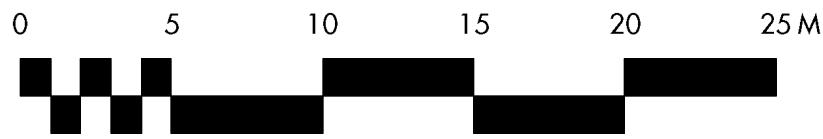
### IRRIGATION NOTES

- IRRIGATION PRODUCTS AND INSTALLATION METHODS SHALL MEET OR EXCEED THE REQUIREMENTS OF THE WATER USE REGULATION BYLAW NO. 10480 AND THE SUPPLEMENTARY SPECIFICATIONS IN THE CITY OF KELOWNA BYLAW 7900 (PART 6, SCHEDULE 5).
- THE IRRIGATION SYSTEM SHALL MEET THE REQUIREMENTS, REGULATIONS, AND BYLAWS OF THE WATER PURVEYOR.
- THE IRRIGATION SYSTEM SHALL BE EQUIPPED WITH AN APPROVED BACKFLOW PREVENTION DEVICE, WATER METER, AND SHUT OFF VALVE LOCATED OUTSIDE THE BUILDING ACCESSIBLE TO THE CITY.
- AN APPROVED SMART CONTROLLER SHALL BE INSTALLED. THE IRRIGATION SCHEDULING TIMES SHALL UTILIZE A MAXIMUM ET VALUE OF 7" / MONTH (KELOWNA JULY ET), TAKING INTO CONSIDERATION SOIL TYPE, SLOPE, AND MICROCLIMATE.
- DRIP LINE AND EMITTERS SHALL INCORPORATE TECHNOLOGY TO LIMIT ROOT INTRUSION.
- IRRIGATION SLEEVES SHALL BE INSTALLED TO ROUTE IRRIGATION LINES UNDER HARD SURFACES AND FEATURES.
- IRRIGATION PIPE SHALL BE SIZED TO ALLOW FOR A MAXIMUM FLOW OF 1.5m / SEC.
- A FLOW SENSOR AND MASTER VALVE SHALL BE CONNECTED TO THE CONTROLLER AND PROGRAMMED TO STOP FLOW TO THE SYSTEM IN CASE OF AN IRRIGATION WATER LEAK.

### WATER CONSERVATION CALCULATIONS

LANDSCAPE MAXIMUM WATER BUDGET (WB) = 1,633 cu.m. / year  
ESTIMATED LANDSCAPE WATER USE (WU) = 1,140 cu.m. / year  
WATER BALANCE = 493 cu.m. / year  
\*REFER ATTACHED IRRIGATION APPLICATION FOR DETAILED CALCULATIONS





### LANDSCAPE NOTES

- SPECIFICATIONS**  
ALL WORK TO MEET PROJECT SPECIFICATIONS & CITY OF KELOWNA BYLAW 12375 SUBDIVISION BYLAW, AND ALL STANDARDS OR SPECIFICATIONS ESTABLISHED IN THE LATEST EDITION OF THE CANADIAN LANDSCAPE STANDARD, PUBLISHED JOINTLY BY THE CANADIAN NURSERY LANDSCAPE ASSOCIATION (CNLA) AND THE CANADIAN SOCIETY OF LANDSCAPE ARCHITECTS (CSLA).
- DIMENSIONS**  
ALL WRITTEN DIMENSIONS SUPERSEDE SCALED DIMENSIONS.
- INSPECTIONS**  
THE CONTRACTOR IS RESPONSIBLE TO GIVE THE SITE INSPECTOR 48 HOURS NOTICE BEFORE ALL REQUIRED INSPECTIONS.
- LIMIT OF WORK**  
ALL WORK OF THE CONTRACTOR SHALL BE WITHIN THE LIMIT OF WORK/ PROPERTY LINE SHOWN ON THE DRAWING. THE CONTRACTOR SHALL VERIFY THE LIMIT OF WORK ON SITE WITH THE SITE INSPECTOR PRIOR TO CONSTRUCTION.
- DESIGN INTENT**  
THESE DRAWINGS REPRESENT THE GENERAL DESIGN INTENT TO BE IMPLEMENTED ON THE SITE. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LANDSCAPE ARCHITECT FOR ANY ADDITIONAL CLARIFICATION OR DETAILS NECESSARY TO ACCOMMODATE SITE CONDITIONS OR ARCHITECTURAL DETAILS.
- CONTRACTOR'S JOB SITE CONDITIONS**  
CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR SITE CONDITIONS DURING CONSTRUCTION, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER AND THE LANDSCAPE ARCHITECT HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE LANDSCAPE ARCHITECT.
- COMPOSITE BASE SHEET**  
THE PROPOSED IMPROVEMENTS SHOWN ON THESE DRAWINGS ARE SUPERIMPOSED ON A BASE SHEET. THIS BASE SHEET IS COMPILED FROM THE TOPOGRAPHIC SURVEY, OTHER ARCHITECTURAL AND/OR ENGINEERING DOCUMENTS, AND OTHER DATA AS MADE AVAILABLE TO THE LANDSCAPE ARCHITECT. THE LANDSCAPE ARCHITECT SHALL NOT BE HELD LIABLE FOR CHANGES, INACCURACIES, OMISSIONS, OR OTHER ERRORS ON THESE DOCUMENTS. THE COMPOSITE BASE SHEET IS PROVIDED AS AN AID ONLY AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING THESE DOCUMENTS AND INCORPORATING/INTEGRATING ALL CONSTRUCTION AS REQUIRED TO ACCOMMODATE SAME. ARCHITECT.
- UTILITIES**  
PRIOR TO CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES INVOLVED AND REQUESTING A VISUAL VERIFICATION OF THE LOCATIONS OF THEIR UNDERGROUND FACILITIES. MOST UTILITY COMPANIES ARE MEMBERS OF THE UNDERGROUND SERVICE ALERT 'CALL BEFORE YOU DIG' PROGRAM. THE CONTRACTOR OR ANY SUBCONTRACTOR FOR THIS CONTRACT SHALL NOTIFY MEMBERS 48 HOURS IN ADVANCE OF PERFORMING EXCAVATION WORK BY CALLING THE TOLL-FREE NUMBER (800) 474-6886. EXCAVATION IS DEFINED AS BEING 18" OR MORE INCHES IN DEPTH BELOW THE EXISTING SURFACE. THE CONTRACTOR IS CAUTIONED THAT ONLY EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATION, AND DEPTHS OF SUCH UNDERGROUND UTILITIES. HOWEVER, THE CONSULTANT CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES, NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH ARE NOT SHOWN ON THESE DRAWINGS.
- SLEEVING**  
REFER TO IRRIGATION PLAN FOR REQUIREMENTS OF SLEEVING UNDER PAVING.
- PROJECT STAKING**  
ALL PROPOSED SITE FEATURES SHALL BE STAKED IN FIELD FOR REVIEW BY THE OWNER'S INSPECTOR PRIOR TO CONSTRUCTION. ALL CURVES SHALL BE SMOOTH AND CONTINUOUS WITH CAREFULLY MATCHED TANGENTS. ALL PROPOSED TREE LOCATIONS SHALL BE STAKED IN FIELD FOR REVIEW BY THE OWNER'S INSPECTOR PRIOR TO INSTALLATION.
- GRADING AND DRAINAGE**  
ALL PROPOSED PAVING AND TURF AREAS SHALL SMOOTHLY CONFORM TO EXISTING ADJACENT FEATURES. PROVIDE POSITIVE DRAINAGE ON ALL PAVING AND THROUGHOUT ALL TURF & PLANTING AREAS.
- CONTROL JOINTS**  
CONTROL JOINTS WITHIN CONCRETE PAVING ARE TO BE SPACED AS FOLLOWS: SCORE JOINTS ARE TO BE A MAXIMUM OF 3.0m APART & EXPANSION JOINTS ARE TO BE A MAXIMUM OF 9.0m APART.
- GROWING MEDIUM PLACEMENT**  
GROWING MEDIUM SHALL BE PLACED AT 150mm MIN. DEPTH FOR ALL TURF AREAS, 300mm MIN. DEPTH IN ALL PLANTING AREAS, & 1000mm MIN. DEPTH IN ALL TREE PITS, AS SHOWN ON DRAWINGS UNLESS OTHERWISE NOTED. EXTEND LENGTH OF TREE TO PIT TO ACHIEVE REQUIRED GROWING MEDIUM VOLUME. CONTRACTOR TO IMPORT GROWING MEDIUM OR SCREEN, AMEND & PLACE STOCKPILED ON-SITE TOPSOIL. GROWING MEDIUM TO MEET PROPERTIES FOR TREE PITS & LOW TRAFFIC LAWN AREAS AND PLANTING BEDS & PLANTERS, AS PER TABLE 2 IN THE CITY OF KELOWNA'S SUPPLEMENTAL TOPSOIL & FINISH GRADING SPECIFICATIONS.
- BACKFILL**  
EXCAVATED MATERIAL NOT SUITABLE FOR BACKFILLING SHALL BE REMOVED AND LEGALLY DISPOSED OF OFF-SITE.
- WOOD MULCH**  
THE CONTRACTOR SHALL SUPPLY AND PLACE OGO-GROW WOOD MULCH AT 75mm MIN. DEPTH TO THE PLANTING AREAS. NO PLASTIC FILM OR WEED BARRIER FABRIC IS PERMITTED UNLESS OTHERWISE SPECIFIED ON THE DRAWINGS. THE WOOD MULCH PRODUCT SHALL BE NON-MATTING, FREE OF CHUNKS, STICKS, SOILS, STONES, CHEMICALS, ROOTS AND SALT.
- ROOT BARRIER**  
SHALL BE 450mm DEEP, AVAILABLE FROM DEEP ROOT OR APPROVED EQUAL. INSTALL IN 6.0m TYP. LENGTHS, AS SHOWN ON THE DRAWINGS. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
- PLANT MATERIAL**  
ALL PLANT MATERIAL SUPPLIED AND PLACED BY THE CONTRACTOR MUST BE CERTIFIED TO BE FREE OF SUDDEN OAK DEATH (HYPOPHOMTHORAX RAYMONDI), ACCORDING TO THE THE CANADIAN FOOD INSPECTION AGENCY (CFIA) OR BCNA STANDARDS. THE CONTRACTOR WILL BE HELD RESPONSIBLE TO THE OWNER FOR THE SUPPLY AND PLACEMENT OF DISEASED PLANTS RESULTING FROM HIS NEGLIGENCE. PLANT MATERIAL AND PRODUCTS SHALL BE AVAILABLE FOR OPTIONAL INSPECTION BY THE LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. THE CONTRACTOR SHALL PROVIDE A (1) YEAR REPLACEMENT GUARANTEE ON ALL PLANT MATERIAL TO THE OWNER FROM THE DATE OF SUBSTANTIAL PERFORMANCE.
- SUBSTITUTIONS**  
THE CONTRACTOR SHALL NOT SUBSTITUTE PLANT MATERIAL OR PRODUCTS WITHOUT THE WRITTEN CONSENT OF THE LANDSCAPE ARCHITECT. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL AND REPLACEMENT OF ANY UNAPPROVED SUBSTITUTIONS.
- QUANTITIES**  
THE QUANTITIES SHOWN ON THE LABELS ARE NOT TO BE CONSTRUED AS THE COMPLETE AND ACCURATE LIMITS OF THE CONTRACT. FURNISH AND INSTALL ALL PLANTS SHOWN SCHEMATICALLY ON THE DRAWINGS.
- TREE LOCATIONS**  
ALL PROPOSED TREE LOCATIONS SHALL BE STAKED IN FIELD FOR REVIEW BY THE OWNER'S INSPECTOR PRIOR TO INSTALLATION.

### LANDSCAPE LEGEND

- TURF, FROM SOO (SOURCE LOCALLY)
- DECIDUOUS TREE
- ROOT BARRIER (REFER NOTES)
- O.C. ON CENTER
- TYP. TYPICAL

### PLANT LIST

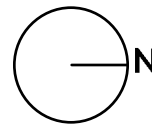
BOTANICAL NAME	COMMON NAME	QTY	SIZE/SPACING & REMARKS
TREES			
TILIA AMERICANA 'BOULEVARD'	BOULEVARD LINEN	7	5cm CAL.

## SCHEDULE

This forms part of application  
# DP24-0018

Planner  
Initials BC

C



PROJECT TITLE

**2080 RUTLAND ROAD  
LOT 3**

Kelowna, BC

DRAWING TITLE

**OFFSITE  
LANDSCAPE PLAN**

ISSUED FOR / REVISION

1	23.11.10	Review
2		
3		
4		
5		

PROJECT NO. 230803

DESIGN BY FB

DRAWN BY NIM

CHECKED BY FB

DATE NOV. 10, 2023

SCALE 1:250

PAGE SIZE 24x36

SEAL



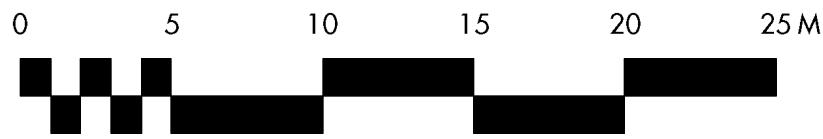
DRAWING NUMBER

**L1/2**

**NOT FOR CONSTRUCTION**

Copyright Reserved: This drawing is the property of Ecora Engineering & Resources Group Ltd. and shall not be reproduced, resold, or rendered without permission.



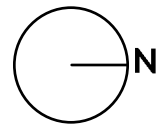


**SCHEDULE**

This forms part of application  
# DP24-0018

Planner  
Initials **BC**

**C**



PROJECT TITLE

**2080 RUTLAND ROAD  
LOT 3**

Kelowna, BC

DRAWING TITLE

**OFFSITE  
IRRIGATION PLAN**

ISSUED FOR / REVISION

1	23.11.10	Review
2		
3		
4		
5		

PROJECT NO. 230803

DESIGN BY FB

DRAWN BY NIM

CHECKED BY FB

DATE NOV. 10, 2023

SCALE 1:250

PAGE SIZE 24x36

SEAL

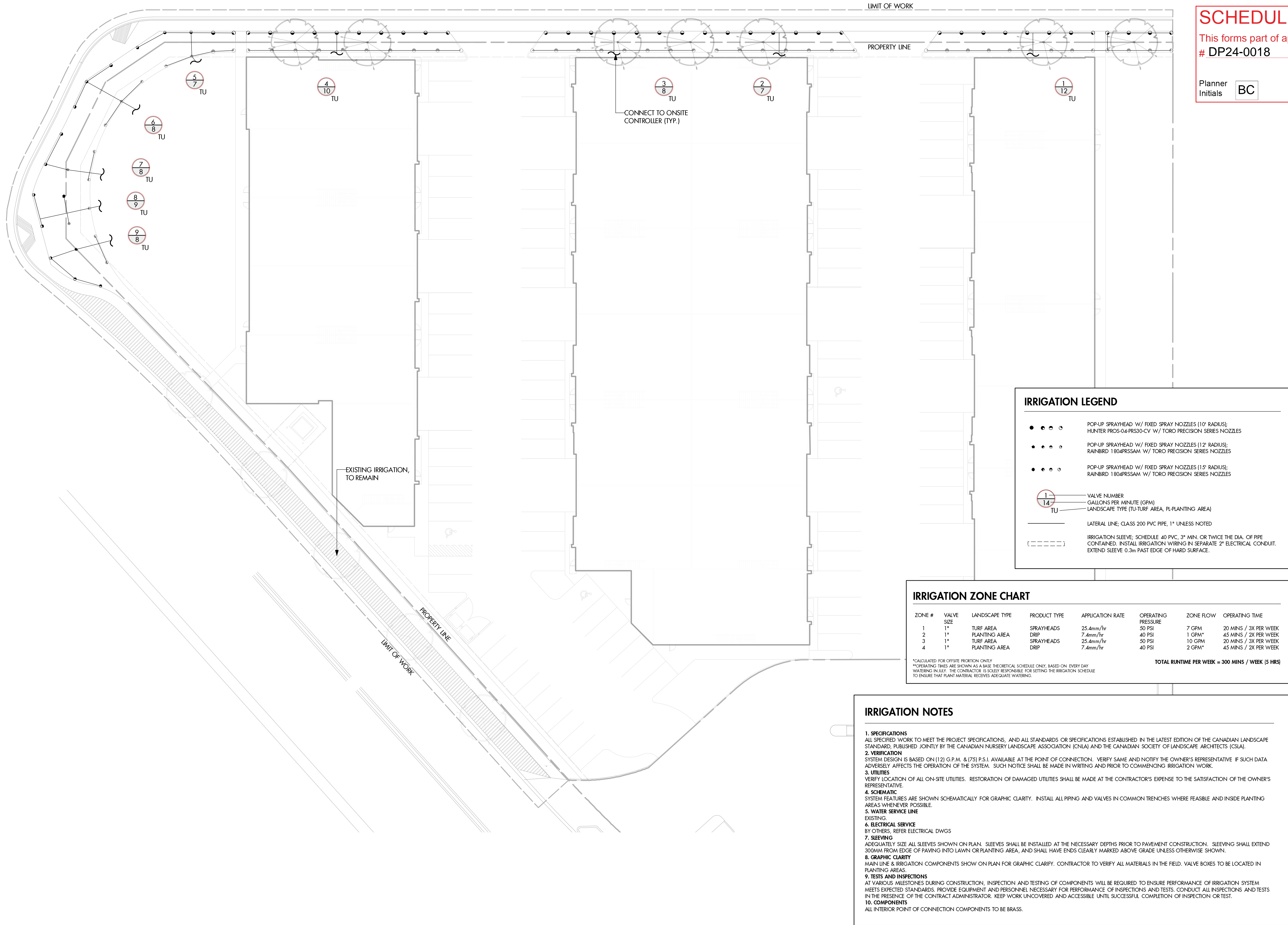


DRAWING NUMBER

**L 2/2**

**NOT FOR CONSTRUCTION**

Copyright Reserved: This drawing is the property of Ecora Engineering & Resources Group Ltd. and shall not be reproduced, resold, or rendered without permission.





<b>SCHEDULE</b>		<b>C</b>
This forms part of application # DP24-0018		
Planner Initials	BC	 City of <b>Kelowna</b> DEVELOPMENT PLANNING

Friday, November 10, 2023

**2080 Rutland Road North, Lot 3**

Mission Group  
Landmark Six – 10<sup>th</sup> Floor  
Kelowna, BC, V1Y 0B5  
Attn: Arpan Kandola  
Via email to: akandola@missiongroup.ca

**Re: 2080 Rutland Road North, Lot 3– Preliminary Cost Estimate for Bonding**

Dear Arpan:

Please be advised of the following preliminary cost estimate for bonding of the proposed landscape works shown in the **2080 Rutland Road North, Lot 3** conceptual landscape plan dated 23.11.10;

- On-site Improvements: 2,960 square metres (31,861 square feet) = \$161,638.25
- Off-site Improvements: 307 square metres (3,305 square feet) of = \$13,014.75

This preliminary cost estimate is inclusive of on-site hardscape, trees, shrubs, turf, mulch, topsoil & irrigation.

You will be required to submit a performance bond to the City of Kelowna in the amount of 125% of the preliminary cost estimate. Please do not hesitate to contact me with any questions about the landscape plan.

Best regards,



Fiona Barton, MBCSLA, CSLA  
*as per*  
Ecora Engineering & Resource Group Ltd.

200-2045 Enterprise Way, Kelowna, BC, V1Y 9T5 P 250.469.9757  
[ecora.ca](http://ecora.ca)

## FORM & CHARACTER – DEVELOPMENT PERMIT GUIDELINES

Consideration has been given to the following guidelines as identified in Chapter 18 of the City of Kelowna 2040 Official Community Plan:

SECTION 6.o: RETAIL, COMMERCIAL AND INDUSTRIAL						
RATE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE (1 is least complying & 5 is highly complying)	N/A	1	2	3	4	5
<b>6.1 General Guidelines</b>						
<b>6.1.1 Relationship to the Street</b>	N/A	1	2	3	4	5
a. Orient the long side of each building to be parallel to the public street.				✓		
b. Locate entries to be visible and directly accessible from the public street.					✓	
c. For buildings fronting highways, entries can be located away from the street, as long as there is a direct pedestrian connection to the site.	✓					
d. Avoid blank walls adjacent to the highway, streets, walkways, parks, or other amenity spaces.					✓	
<b>6.1.2 Site Planning and Landscaping</b>	N/A	1	2	3	4	5
a. Locate buildings to ensure good sight lines for vehicular and pedestrian traffic.					✓	
b. Provide direct, safe, continuous, and clearly defined pedestrian access from public sidewalks, parking areas, and transit stops to building entrances.					✓	
c. Use large canopy trees to define the public realm (e.g. at the sidewalk and property edge facing the street)				✓		
d. Distribute trees and landscaping throughout the site in order to: <ul style="list-style-type: none"> <li>• Soften property edges facing the street;</li> <li>• Define internal roads, pedestrian routes, and open spaces;</li> <li>• Create pleasant pedestrian conditions;</li> <li>• Screen parking, loading, service, and utility areas;</li> <li>• Manage stormwater on-site; and</li> <li>• Break up large rows of parking by substituting a parking stall with a canopy tree in planter every 8-10 parking stalls;</li> </ul>				✓		
e. Provide on-site bio-retention facilities (e.g. bioswales, rain gardens) to collect, store and filter stormwater from parking areas.	✓					
f. Use permeable materials such as paving blocks or permeable concrete in parking areas to maximize rainwater infiltration.	✓					
g. Pedestrian pathways should provide clear sight lines and connect the following: <ul style="list-style-type: none"> <li>• Parking areas to building entrances;</li> <li>• Main building entrances to public sidewalks (where applicable);</li> <li>• Main building entrances to transit stopes (where applicable);</li> <li>• Between buildings on adjacent lots.</li> </ul>					✓	



h. Provide separation between vehicular routes (especially truck access/loading) and pedestrian routes on-site to avoid conflict and distinguish pedestrian routes from driving surfaces by using varied paving treatments and/or raising walkways to curb level.					✓	
i. Base new development on an internal circulation pattern that allows logical movement throughout the site and that will accommodate, and not preclude, intensification over time.					✓	
<b>6.1.3 Site Servicing, Access, and Parking</b>	<b>N/A</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
a. Design site accesses to provide the potential for future shared access with neighbours and to minimize curb cuts.	✓					
b. Where practical, link access drives and parking lots of adjacent properties in order to allow for circulation of vehicles between sites.					✓	
c. The preferred location for main parking areas is at the rear and/or side of the building. Avoid locating large parking areas between the building and the street.			✓			
d. Where parking areas are visible from the street, screen them using strategies such as tree planting, berming, low walls, decorative fencing and/or hedging.					✓	
e. Break parking areas into smaller blocks defined by landscaping in order to minimize the amount of paved areas.			✓			
f. Locate loading, utilities, mechanical equipment and garbage collection areas away from public view by: <ul style="list-style-type: none"> <li>Integrating these facilities into the footprint of the building; or</li> <li>Screening using fencing, walls, and/or landscaping</li> </ul>				✓		
g. Provide areas for temporary snow storage that do not conflict with site circulation, landscaping, and access to utility boxes. For example, by providing access via a lane away from public view.			✓			
<b>6.1.4 Building Articulation, Features, and Materials</b>	<b>N/A</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
a. Avoid facing unarticulated facades to the street and use projections, recesses, arcades, awnings, color, and texture to improve the pedestrian experience					✓	
b. Design primary entrances to face the street, exhibit design emphasis, and provide weather protection by means of canopy or recessed entry.					✓	
c. Design buildings such that their form and architectural character reflect the building's internal function and use (e.g. an industrial building, a large format retail mall).						✓
d. Design signage as an integral element of the building's façade and to be compatible in scale and design with the design, color and material of the building.						✓
e. Allow for brand identification where there are multiple buildings and uses on a site, but avoid individual corporate image, color, and signage back-lit signs from dominating the site.					✓	
f. Locate, size and design ground-mounted signs to be oriented to pedestrians as opposed to vehicles.	✓					

g. Provide shielded, down lighting to provide security and ambient lighting while minimizing light pollution and spill over lighting into adjacent properties.				✓		
h. Provide weather protection at building entrances close to transit stops, and in areas with pedestrian amenities.	✓					
i. Incorporate substantial, natural building materials such as masonry, stone, and wood into building facades.				✓		
j. Use an integrated, consistent range of materials and colors and provide variety by, for example, using accent colors.						✓
<b>6.4 Industrial and Service Commercial</b>						
<b>6.4.1 Relationship to the Street</b>	<b>N/A</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
a. Design primary entries to be clearly visible and accessible from the street.					✓	
b. Site the building's primary façade parallel to the street and close to the minimum setback to establish a defined street edge.					✓	
c. Include glazing, as a major component of street facing facades.						✓
d. Maintain and enhance street edge definition by preserving or incorporating street trees.					✓	
e. Locate the office, reception, or sales component of the building closer to the street than the plant or warehouse component.			✓			
f. Do not locate service doors (e.g., an overhead loading door) facing the street.						✓
<b>6.4.2 Site Planning and Landscaping</b>	<b>N/A</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
a. Pedestrian pathways should provide clear sight lines and connect the building to outdoor amenity spaces.					✓	
b. Consider providing landscaped green roofs to manage runoff, add visual appeal, improve energy efficiency, reduce heat island effect, and provide amenity value.	✓					
<b>6.4.3 Site Servicing, Access, and Parking</b>	<b>N/A</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
a. The preferred location for main parking areas is at the rear and/or side of the building.			✓			
b. Avoid locating large parking areas between the building and street. A single loaded row of visitor parking and passenger drop-off areas may be located between the building and the street.			✓			
c. Where parking areas are visible from the street, screen it using strategies such as tree planting, berming, low walls, decorative fencing and/or hedging.					✓	
d. Break parking areas into smaller blocks defined by landscaping in order to minimize the amount of paved areas.			✓			
e. Locate outdoor storage areas within rear yards and/or interior side yards and screened from street view.				✓		
<b>6.4.4 Building Articulation, Features and Materials</b>	<b>N/A</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
a. Avoid facing unarticulated facades to the street and use projections, recesses, plantings, awnings, color and texture to reduce the visual size of any unglazed walls.					✓	

b. Use different exterior materials to distinguish between the plant/warehouse component of a building from the office/sales component.					✓	
---	--	--	--	--	---	--

# HANS P. NEUMANN ARCHITECT INC.

1520 Highland Drive North, Kelowna, B.C. V1Y 4K5

Phone: (250) 868-0878

Email: hans@hpna.ca

Principal: Hans P. Neumann, Architect AIBC, B.Arch., B.E.S.

July 28, 2023

Tyler Caswell, Planner 11  
City of Kelowna Council  
1435 Water Street  
Kelowna, B.C. V1Y 1J4



Re: Proposed General Industrial Project @ 2080 Rutland Road North

The proposed project consists of 3 (three) multi-tenant buildings oriented west to east, with principal vehicular entrances off of Rutland Court. Light Single Unit Trucks, pick-ups and passenger vehicles can access and manoeuvre off of Rutland Road North, as the closest entry driveway is 10.8m from the east property line (which matches the adjacent property). The intent is to install “No Trucks” signage at the entrance off of Rutland Road North. Medium Single Unit Trucks, as well as garbage trucks would enter off of Sexsmith Road and travel south through the joint access agreement (SROW) on the west side of Lot 1 (2190 Rutland Road North). These larger vehicles would then exit onto Rutland Court. Central paved parking areas between the buildings have oversized 8.0m drive aisles, allowing efficient and convenient vehicular circulation, as well as visual connection to the internally facing storefront industrial units. Loading and parking is located at the front of the units, with each unit having a front-facing grade-level overhead door. The average unit size is  $\pm 1,900$  sq.ft., which would cater to small or medium sized general industrial contractors or uses, complimenting the surrounding area within the I2 zoned neighbourhood.

Professionally designed drought tolerant landscaping would be located at the north and south ends of the property, as well as continuously along the west side of the property, screening the buildings from the adjacent sidewalks. The “short” façade of the buildings faces Rutland Court to break up the massings seen from the street. The enclosed refuse/recycling bins are located within the parking area, out of public view.

The tilt-up concrete building design will have contemporary storefronts with generous energy-efficient glazing. Each unit will have  $\pm 22'$  clear ceiling height, with capacity for additional partial mezzanines. The building has been designed in such a manner as to create visual interest around the entire building. Articulation, in addition to color changes on the concrete walls will ensure that there are no long blank walls on the street facing façade.

With regard to CPTED (Crime Prevention Through Environmental Design), the subject property is bounded by other general industrial uses. Recognizing the predominately industrial nature of the area, both employee and customer safety are key considerations. The parking areas will be well lit with clearly defined pedestrian entrances to the buildings, which will also have security lighting along all sides to allow for maximum visibility, and do not have any features that would allow for hiding places.

Sincerely,

HANS P. NEUMANN, Architect AIBC





DP24-0018  
2080 Rutland Rd. N.

Development Permit



# Purpose

- ▶ To issue a Development Permit for the form and character of three new industrial buildings

# Development Process

Dec 21, 2023

Development Application Submitted



Staff Review & Circulation



July 8, 2024

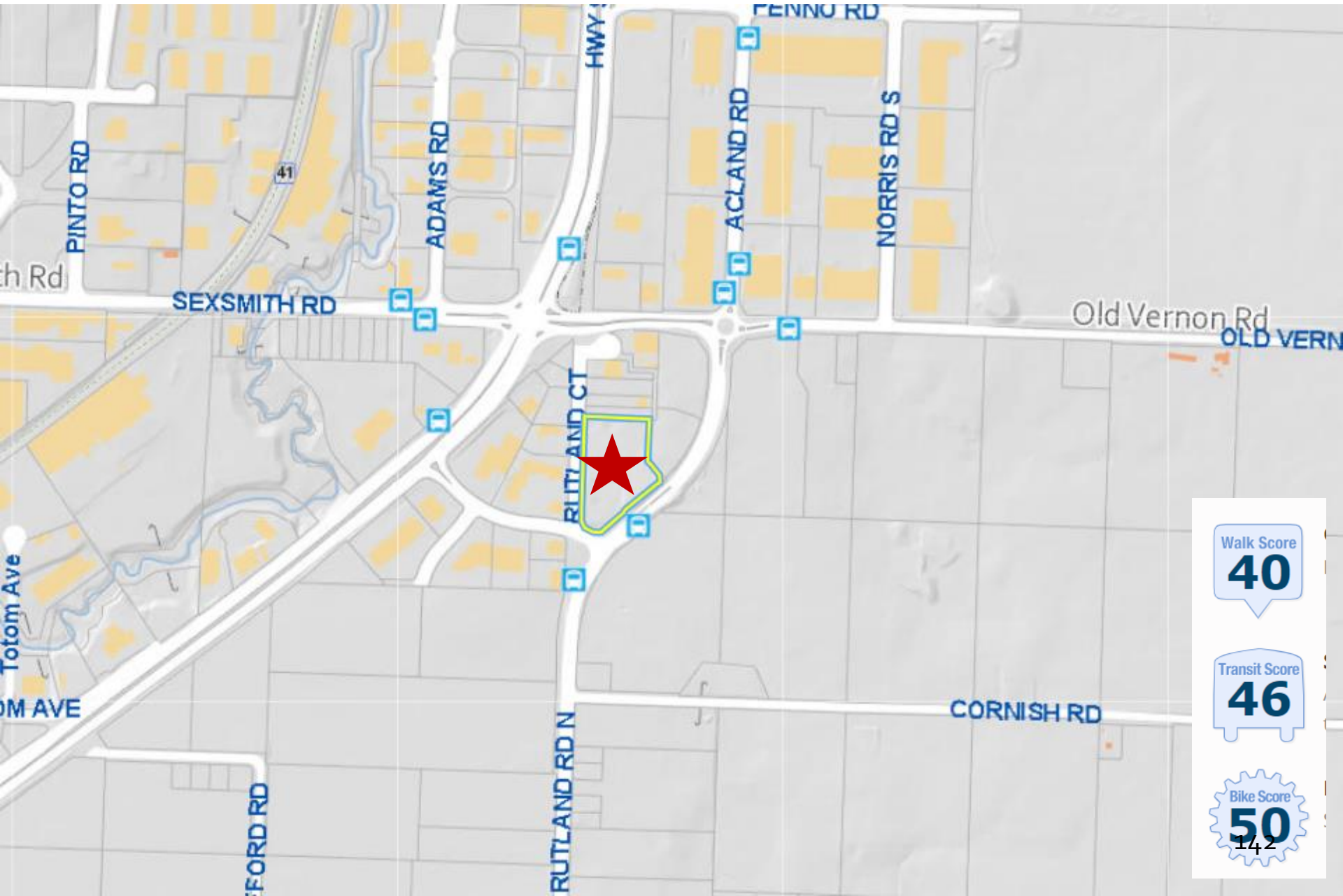
Council Consideration of Development Permit

Council  
Approvals



Building Permit

# Context Map



Walk Score

40

Transit Score

46

Bike Score

50

142

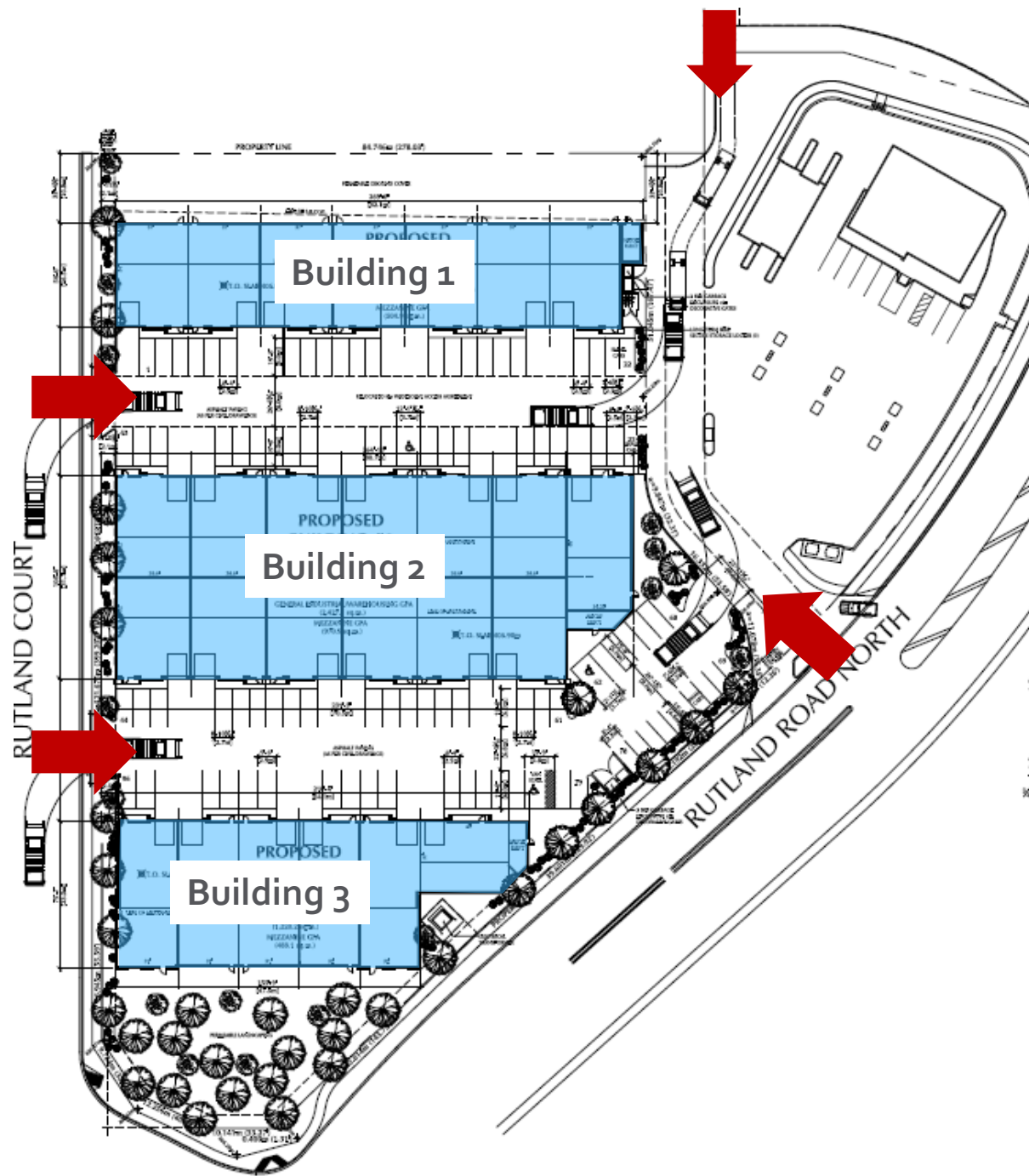




# Technical Details

- ▶ I2 – General Industrial
  - ▶ Three new industrial buildings
    - ▶ 26 units
  - ▶ 2 storeys in height
  - ▶ 96 Parking Stalls
  - ▶ 26 Loading Stalls
  - ▶ 3 Bicycle Parking Stalls
  - ▶ Total 28 Trees
    - ▶ 14 Large Trees

# Site Plan



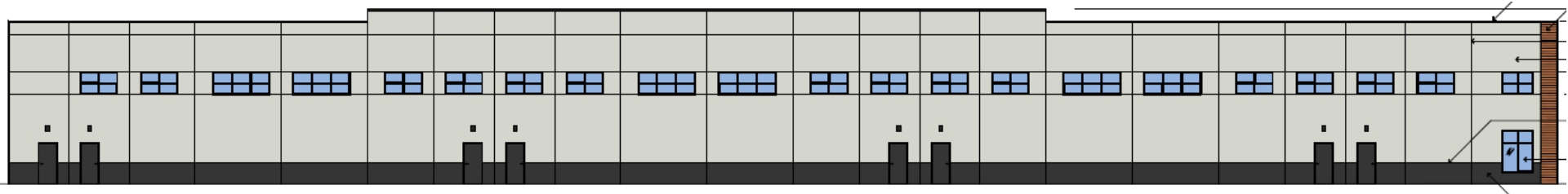


# Elevation – Building 1

South – Facing Drive Aisle



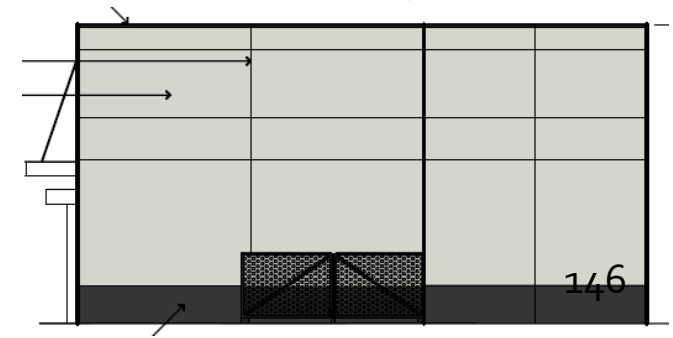
North – Facing Adjacent Property



West – Fronting Rutland Ct



East – Facing Lane





# Elevation – Building 2

## South – Facing Drive Aisle



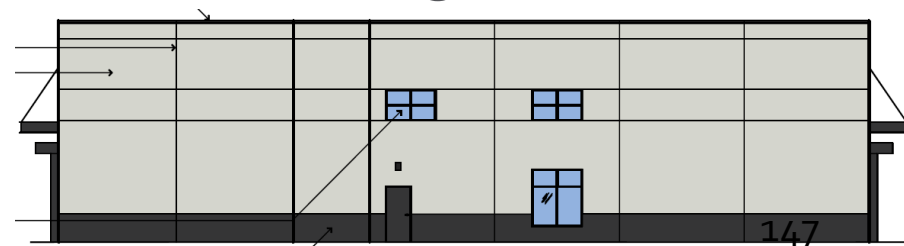
## North – Facing Drive Aisle



## West – Fronting Rutland Ct

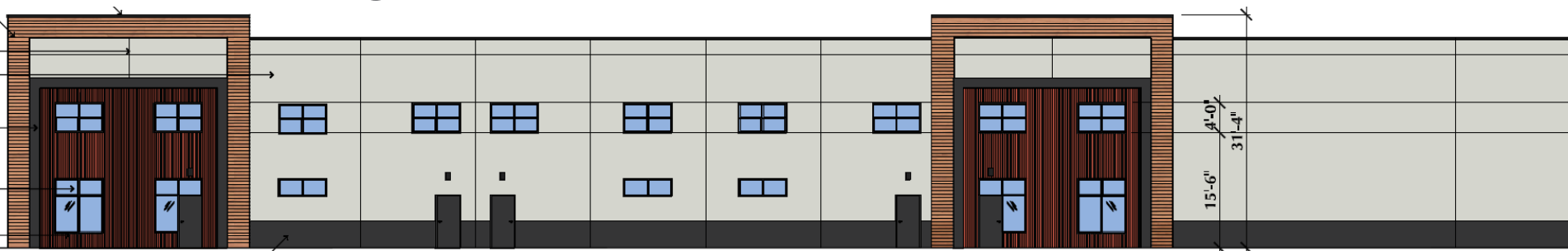


## East – Facing Lane



# Elevation – Building 3

South – Fronting Rutland Rd. N



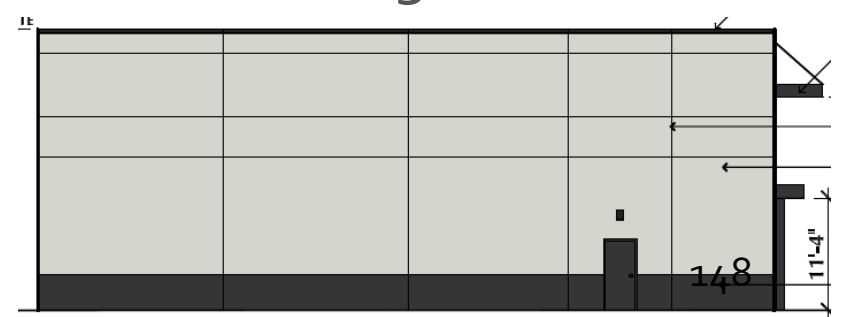
North – Facing Drive Aisle



West – Fronting Rutland Ct



East – Facing Lane



# Materials



PAINTED TILT-UP CONCRETE WALL PANELS  
TO MATCH *BENJAMIN MOORE*  
2137-60 'GRAY OWL'



PAINTED TILT-UP CONCRETE WALL PANELS  
TO MATCH *BENJAMIN MOORE*  
2127-10 'TWILIGHT ZONE'



HORIZONTAL METAL CLADDING WOODGRAIN



EXTERIOR METAL CLADDING  
COLOUR TO MATCH *GALVALUME*  
'CHARCOAL GREY'



EXTERIOR METAL FLASHINGS, PRESSED STEEL  
DOORS & FRAMES, ALUMINUM WINDOW  
FRAMES 'BLACK'



VERTICAL  $\frac{7}{8}$ " CORRUGATED METAL CLADDING  
TO MATCH *MAKIN METALS LTD.*  
'SLATE BLUE'



VERTICAL  $\frac{7}{8}$ " CORRUGATED METAL CLADDING  
TO MATCH *MAKIN METALS LTD.*  
'MIST GREEN'



VERTICAL  $\frac{7}{8}$ " CORRUGATED METAL CLADDING  
TO MATCH *METALWORKS CANADA*  
QC 9259 'TERRA COTTA'

# Landscape Plan

Rutland Ct





# Rendering



# OCP Design Guidelines

- ▶ Use of integrated, consistent range of materials & colours, with use of accent colours.
- ▶ Use of glazing as major component of street facing facades.
- ▶ Pedestrian pathways provide clear sight lines & connect parking areas to the building entrances.
- ▶ Building entries are visibly located & directly accessible from public street.
- ▶ Distribute trees and landscaping throughout the site.

# Staff Recommendation

- ▶ Staff recommend **support** for the proposed development permit as it:
  - ▶ Meets OCP Design Guidelines
    - ▶ Material, glazing, landscaping
    - ▶ On and off-site pedestrian connectivity
  - ▶ Provides industrial development in The Gateway District

# REPORT TO COUNCIL

## OCP Early Consideration



**Date:** July 8, 2024  
**To:** Council  
**From:** City Manager  
**Address:** 1890 & 1988 McKinley Road, 3500 Hilltown Rd, & 3850 Glenmore Rd N  
**File No.:** OCP24-0006 – Early Consideration

---

### 1.0 Recommendation

THAT Official Community Plan Map Amendment No. OCP24-0006 to amend Map 3.1 in the Kelowna 2040 – Official Community Plan Bylaw No. 12300 as outlined in the Report from the Development Planning Department dated July 8, 2024 for Lot 6, Sections 21 and 28, Township 23, ODYD, Plan EPP8753, Except Plans EPP40437, EPP92220 and EPP117593; Lot 5, Sections 21 and 28, Township 23, ODYD, Plan EPP8753; Lot A, Sections 28 and 33, Township 23, ODYD, Plan EPP117593, and Lot B, Sections 21, 28, 29 and 33, Township 23, ODYD, Plan EPP117593, located at 1890 & 1988 McKinley Road, 3500 Hilltown Rd and 3850 Glenmore Rd N, Kelowna, BC, be considered by Council.

AND THAT Council directs staff to process application OCP24-0006 in accordance with Development Application and Heritage Procedures Bylaw No. 12310;

AND FURTHER THAT Council directs staff to investigate a timeline that would align work on this application with future work on the *North Glenmore Sector Development Study*.

### 2.0 Purpose

To give early consideration to an application to amend the Official Community Plan for an expanded urban hillside development area of approximately 2,000 additional residential units and a mixed-use urban village in the McKinley Beach neighbourhood.

### 3.0 Development Planning

Staff have brought this application forward by way of an 'early consideration' process for a proposed Official Community Plan (OCP) Amendment. This amendment is to allow an increase in residential density and commercial uses in the McKinley Landing neighbourhood above the currently approved unit maximum of 1300 dwellings. The 671 acre lands, which are located outside the Permanent Growth Boundary, are limited in their developability due to hillside topography, environmental protections, and the Agricultural Land Reserve (see Figure 1). The amount of developable land would require further assessment.

The early consideration of an application is limited to those development proposals that do not meet current policies and objectives of relevant bylaws. Early consideration is not intended as a means for applicants to circumvent the standard process. Rather, it gives Council an opportunity to decide if there is sufficient merit to consider an application before the applicant invests the funds in studies and design work necessary for a fulsome assessment, and before staff dedicate time and resources to evaluating such an application. If the decision at early consideration is that Council would like to receive more information or have items addressed to determine their position, a full application is prepared and submitted. Should Council direct staff to process a full application, no right to development approval is given.



In 2021, a previous development application for McKinley Beach was denied by Council. An OCP amendment and subsequent rezoning to increase residential density and commercial activity in McKinley Beach would trigger extensive technical studies to determine the short and longer-term costs and impacts of development on neighbourhood and City infrastructure (transportation, water, sanitary sewer) and impacts on hillsides and sensitive ecosystems. Following a thorough staff evaluation and community consultation, the proposal would eventually advance to Council for consideration and a Public Hearing. At that point, Council may vote to support, defer, or refuse the application.

Community contributions would need to be reexamined as part of the application process in consideration of the proposed density increase. This may include parkland, affordable housing, transportation network, and agricultural lands as the minimum standard for increased development rights. If advanced for further review, Staff would also like to ensure that this application is timed to take a coordinated approach to the *North Glenmore Sector Development Study* which may result in changes to staff resourcing.

### 3.1 OCP Alignment

The subject properties are outside of the Permanent Growth Boundary (PGB) and have not been signaled for future growth in the OCP. As such, this proposal represents a departure from the Pillars, objectives and policies of the OCP, alongside the directions outlined in the associated Transportation Master Plan (TMP) and the 20 Year Servicing Plan. The OCP evaluation for this proposal focuses on high-level, general alignment or misalignment with the OCP's Pillars, consistent with OCP Policy 16.1.2 (OCP Amendment Evaluation), and is summarized in Attachment A.

The applicant's rationale for considering additional growth in McKinley is that the OCP has not anticipated additional housing needs beyond its population estimates and that there is a land use misalignment in the northern areas of Kelowna including McKinley and employment centres in the Gateway area. Given this rationale, the following should be considered:

- The OCP's growth strategy and land use plan, coupled with the Zoning Bylaw, signal significantly more housing supply over and above the 25,330 units anticipated in the OCP and is well-positioned to accommodate faster than anticipated growth, especially with the implementation of Bills 44 and 47.
- Kelowna's employment remains concentrated in the Core Area and Urban Centres in key nodes like Downtown, the Landmark District, Kelowna General Hospital, Orchard Park, and surrounding shopping areas. While the subject properties are closer by car to some employment destinations in the Gateway, they are also farther from some employment areas where residential growth is more concentrated with associated transit service.
- The OCP acknowledges that new growth areas may be required in the future beyond the OCP's 2040 lifespan. Exploration of new growth would likely require updates to the TMP and utility servicing plans. As such, OCP Implementation Action 26 to "*undertake a North Glenmore Sector Development Study to inform future OCP update processes*" was identified to be initiated between 2027 and 2032.

### 3.2 Infrastructure Considerations

As part of the Early Consideration process, the applicant has not yet provided detailed infrastructure assessment information. If the proposal were to proceed to full application, detailed infrastructure reporting would be provided by the applicant's engineering and consultant team. At that time, City Staff would conduct a more detailed review and make recommendations to Council for addressing any infrastructure requirements, including any resiliency gaps in existing infrastructure that may need to be filled.

Preliminary analysis indicates few, if any, insurmountable utility infrastructure challenges, but anticipates that the area will continue to be one of the most expensive areas for the applicant and the City to service. Transportation is expected to be challenging for this area, much like it is for the Upper Mission which represents a similar scale to the proposed development.

ModelCity was used to explore long-term infrastructure costs and revenues associated with growth of differing scales in this area, at a high level. The “Model City Infrastructure” (MCI) tool is intended to bring focus to the important connection between land use decisions and long-term asset management to help address our infrastructure deficit. MCI demonstrates broadly that suburban hillside development provides substantially less long-term revenue than is needed to support its infrastructure demands while denser neighbourhoods with mixed uses such as the Urban Centres and Core Area, where growth is currently targeted in the OCP, perform better in the long run.

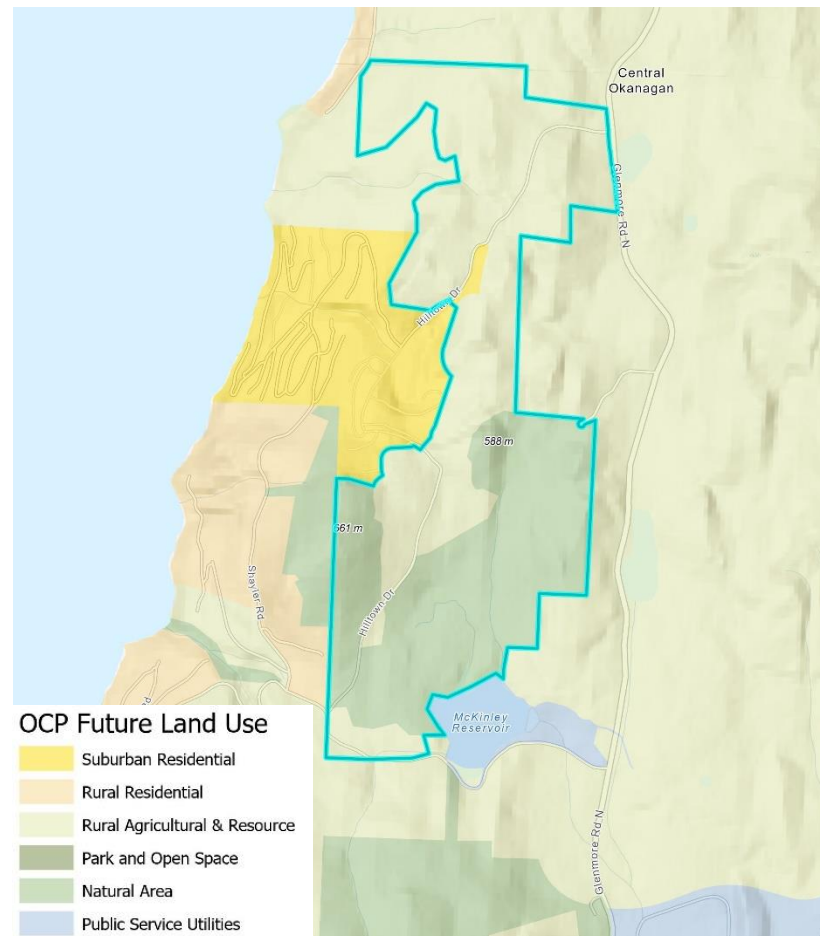
As part of the pre-consideration analysis, MCI was used to estimate the impacts of a range of different densities in the McKinley area. This analysis found that even with higher density options, further development in McKinley would perform similar to other comparable hillside neighbourhoods with less revenue than needed for long term infrastructure costs.

MCI is only one tool that should be applied in considering this proposal and should not be used alone in evaluation. There are many factors that may or may not detract from the financial health of new development in Kelowna. However, the preliminary results indicate that targeting this area for future growth would likely hinder the City’s objective of addressing our infrastructure deficit and potentially contribute to a redirection of resources from other areas.

### 3.3 Background

In July 2021, prior to the adoption of the 2040 OCP, Council refused an application to allow a Mixed-Use Tourism, Park and Open Space designations to allow for the approved 1,300 unit allocation to be built over a larger area alongside a park dedication of approximately 123 hectares to the City of Kelowna. Staff provided a recommendation of support of the proposed OCP amendment, Zoning Bylaw text amendment and rezoning.

**Figure 1: Subject Properties**



#### **4.0 Application Chronology**

Application Accepted: May 10, 2024

**Prepared by:** Nola Kilmartin, Development Planning Department Manager  
**Approved for Inclusion:** Ryan Smith, Divisional Director, Planning & Development Services

**Attachments:**











Attachment A: OCP Analysis

Attachment B: Applicant Planning Rationale for Early Consideration

For additional information, please visit our Current Developments online at  
[www.kelowna.ca/currentdevelopments](http://www.kelowna.ca/currentdevelopments).



## Attachment A. McKinley Early Consideration Proposal Alignment with 2040 OCP

2040 OCP Pillar	Alignment	Misalignment
 Stop planning new suburban neighbourhoods	<ul style="list-style-type: none"> <li>• Little to no alignment with OCP</li> </ul>	<ul style="list-style-type: none"> <li>• Proposal contradicts pillar to not consider any new suburban neighbourhoods.</li> <li>• Housing capacity available within the PGB.</li> <li>• Supporting growth in McKinley may result in development interest in other areas outside of the PGB.</li> </ul>
 Promote more housing diversity	<ul style="list-style-type: none"> <li>• Helps deliver housing targets.</li> <li>• Potential for variety of housing forms.</li> </ul>	<ul style="list-style-type: none"> <li>• Bill 44 &amp; 47 zoning amendments have increased housing capacity and options within existing Core Areas and Suburban Neighbourhoods.</li> <li>• Constrained labour pool may redirect housing construction from Urban Centres / Core Area to McKinley.</li> </ul>
 Prioritize sustainable transportation and shared mobility	<ul style="list-style-type: none"> <li>• Proposed commercial could offset some existing trips.</li> </ul>	<ul style="list-style-type: none"> <li>• Even with additional density, McKinley would remain a car-reliant community, and would not meet the threshold for Local Transit.</li> <li>• Significant new road connections are required beyond those signaled in the TMP to service additional development.</li> <li>• Walk, Transit, and Bike Scores are typically low for hillside neighbourhoods.</li> </ul>
 Target growth along transit corridors	<ul style="list-style-type: none"> <li>• Little to no alignment with OCP</li> </ul>	<ul style="list-style-type: none"> <li>• Growth is not focused on existing transit corridors.</li> <li>• McKinley fails to meet the threshold for Local Transit even with additional density.</li> </ul>
 Strengthen Kelowna as the region's economic hub	<ul style="list-style-type: none"> <li>• Additional housing units addresses recruitment barriers</li> </ul>	<ul style="list-style-type: none"> <li>• Nearly ¾ of population commute to employment in Urban Centres and the Core Area.</li> <li>• On average, McKinley residents commute farther to employment than other Suburban Neighbourhoods, and significantly farther than residents in Urban Centres.</li> </ul>
 Focus investment in Urban Centres	<ul style="list-style-type: none"> <li>• Little to no alignment with OCP</li> </ul>	<ul style="list-style-type: none"> <li>• Infrastructure and servicing required for this proposal may reduce capacity to invest in Urban Centres and Core Area.</li> </ul>
 Incorporate equity into city-building	<ul style="list-style-type: none"> <li>• Unknown at pre-consideration stage</li> </ul>	<ul style="list-style-type: none"> <li>• Model City Infrastructure demonstrates annual deficit that would have to be offset from other sources.</li> </ul>
 Take action on climate	<ul style="list-style-type: none"> <li>• Little to no alignment with OCP</li> </ul>	<ul style="list-style-type: none"> <li>• Proposal is located within Wildfire Development Permit Area, denser population in interface area adds risk.</li> <li>• Car-reliant development contributes more GHG emissions.</li> <li>• Lower density housing can be more GHG intensive.</li> </ul>
 Protect and restore our environment	<ul style="list-style-type: none"> <li>• Opportunities to permanently protect sensitive areas</li> </ul>	<ul style="list-style-type: none"> <li>• Significant tracts of development proposal are within Natural Environment DPA, and the Knox Mountain Ridge Ecosystem Connectivity Corridor intersects the area.</li> <li>• Many parts of proposal area is in the Hillside DPA (slopes greater than 20%). Significant nodes are greater than 30%.</li> </ul>
 Protect agriculture	<ul style="list-style-type: none"> <li>• Little to no alignment with OCP</li> </ul>	<ul style="list-style-type: none"> <li>• One of the four properties (1890 McKinley) is almost all within the ALR (zoned A1), and most of the other properties are zoned A2. OCP aims to limit urban growth into these areas to support their viability.</li> </ul>

May 10<sup>th</sup> 2024

**Ms. Nola Kilmartin**, Development Planning Department Manager

City of Kelowna  
1435 Water Street  
Kelowna, BC  
V1Y 1J4

**Re: McKinley Urban Reserve Lands | OCP Amendment Application for Early Consideration**

Dear Nola,

On behalf of McKinley Beach, Placemark is pleased to submit the attached application for Early Consideration of an OCP Amendment to explore the redesignation of the McKinley Urban Reserve Lands. Please accept this letter and attached documentation as our formal Application for the McKinley Lands.

The intent of this application is to seek support for an **OCP Amendment Planning Process** to permit the development of a more complete mixed-use neighbourhood that offers a range of housing options with a focus on 'Missing Middle' forms. The Application highlights new research on development activity in Kelowna's north that identifies a gap in housing and community services near the northern Gateway's growing economic and employment centres.

The application package includes the following documents:

- OCP Amendment Application
- Development Application Form
- Owner's Authorization Form
- Certificates of Title

We look forward to working with the City of Kelowna towards achieving a more complete community for the McKinley Lands.

Should you have any questions over the course of your review, please do not hesitate to contact any of the below signatories.



**Paul Fenske**  
**Principal**

Placemark Design



**Theo Finseth**  
**Partner**

Placemark Design



# McKinley Lands

## OCP Amendment Application

Early Consideration

May 10, 2024



# Table of Contents

## Executive Summary

1.

Introduction

1.1. McKinley Lands | Planning Area and Context
2.

OCP Amendment Rationale

2.1. Kelowna | An Evolving City

2.2. Official Community Plan | Managing Future Change

2.3. Development Activity | Land Use Misalignment

2.4. Housing Needs | Gateway Area Housing Gap
3.

Neighbourhood Vision + Planning Process

3.1. McKinley Vision | Sustainable Future Growth

3.2. Policy Alignment | OCP Framework

3.3. Complete Community Planning | Public Process + Best Practices

## Appendix

McKinley Lands City Staff Presentation



View of McKinley Mountain Park and Urban Reserve Lands,  
facing northwest towards Hilltown

## Executive Summary

The McKinley Planning Team is seeking early consideration for an Official Community Plan Amendment (the “Application”) for its 671-acre Urban Reserve lands. The purpose of the Application is to develop a bold vision for the McKinley Urban Reserve lands to deliver a more complete community for north Kelowna. Centrally-located between existing neighbourhoods and the growing employment hubs of the Gateway, McKinley’s Urban Reserve has the potential to serve as the heart of north Kelowna with dedicated parks, civic facilities, service retail, and a mix of “Missing Middle” homes.

New development activity research within Kelowna’s north, along with review of the City’s 2023 Housing Needs Assessment, has identified a gap in housing and community services near the Gateway’s growing employment centres. Over the past 5 years, the McKinley and Gateway areas have absorbed 68% of the City’s industrial development and 28% of the commercial development, while reflecting only 7% of new homes - resulting in an emerging and increasing housing gap in Kelowna’s north.

Through its location, scale, ownership and available servicing, the McKinley Urban Reserve lands are well-positioned to lead smart growth for the City’s north, delivering a complete community with a diversity of neighbourhood homes and services in the near-term.

Given the new data and established need to address change in the McKinley and Gateway areas, the Applicant is requesting Council’s support to initiate an OCP Amendment process for the McKinley Urban Reserve lands. The comprehensive planning process will include detailed planning, technical and environmental assessments, neighbourhood design explorations, and extensive community engagement.

Section 1

# Introduction



# 1. Introduction

## 1.1. MCKINLEY LANDS | Planning Area and Context

Situated within the City’s north, McKinley’s 671-acre Urban Reserve lands are centrally-positioned between existing neighbourhoods and the growing Gateway employment lands. The Urban Reserve lands are an extension of the existing McKinley Beach and Landing neighbourhoods. McKinley Beach is a community of approximately 550 built homes with approvals in place for a total of 1,300 - including a mix of single-family, townhomes and apartments - as well as a destination marina, publicly accessible beach, extensive recreational trail network, and working winery.

The McKinley Urban Reserve lands are currently designated as a mix of Rural – Agricultural and Resource (R-AGR) and Natural Areas (NAT). Portions of these lands are also designated as part of the Provincial Agricultural Land Reserve (ALR), lending themselves to future agricultural uses or natural park.

Owing to it’s location, scale and available servicing, the McKinley Urban Reserve lands are well-positioned to lead smart community growth in the City’s north, responding to the immediate housing and community needs as explored in this Application. The Applicant is seeking early consideration by Council for an OCP Amendment planning process to explore neighbourhood design options for a more complete residential community within the McKinley Urban Reserve lands.



View of McKinley Reservoir and ALR lands in the McKinley Urban Reserve, facing southeast with views of UBCO



Section 2

# OCP Amendment Rationale

## 2. OCP Amendment Rationale

### 2.1. KELOWNA | An Evolving City

The City of Kelowna is the heart of the Okanagan. Since its pioneering days, the City has had a long-history of attracting people and business - known as a great place to call home by its diverse residents.

With a population of approximately 150,000, Kelowna is BC’s 3rd-largest metropolitan area. The City has one of the fastest growing populations in Canada and is the main service hub for both the Okanagan and BC interior. Experiencing population growth of ~13.5% between 2016 to 2021, Kelowna’s growth rate is above the Canadian average and that of similarly sized cities in BC including Nanaimo, Surrey and Kamloops.

Kelowna’s economy is also rapidly expanding. Job creation is expected to keep up with the City’s population growth, resulting in an expected increase of 25,000 jobs by 2040, ~33% increase over current employment numbers. Many of these jobs will be located in the City’s Gateway along the north end of Highway 97, including major industrial lands, the growing UBC Okanagan Campus, and the expanding Kelowna International Airport, currently the 10<sup>th</sup> busiest airport in Canada.

The qualities that have made Kelowna the chosen home for many newcomers and businesses have also led to continuing development pressure on the City’s constrained land base. Thoughtful strategic community planning is needed to keep pace with the rapidly evolving city, creating healthy and complete communities, while preserving what’s most important in Kelowna.

### 2.2. OFFICIAL COMMUNITY PLAN | Managing Future Change

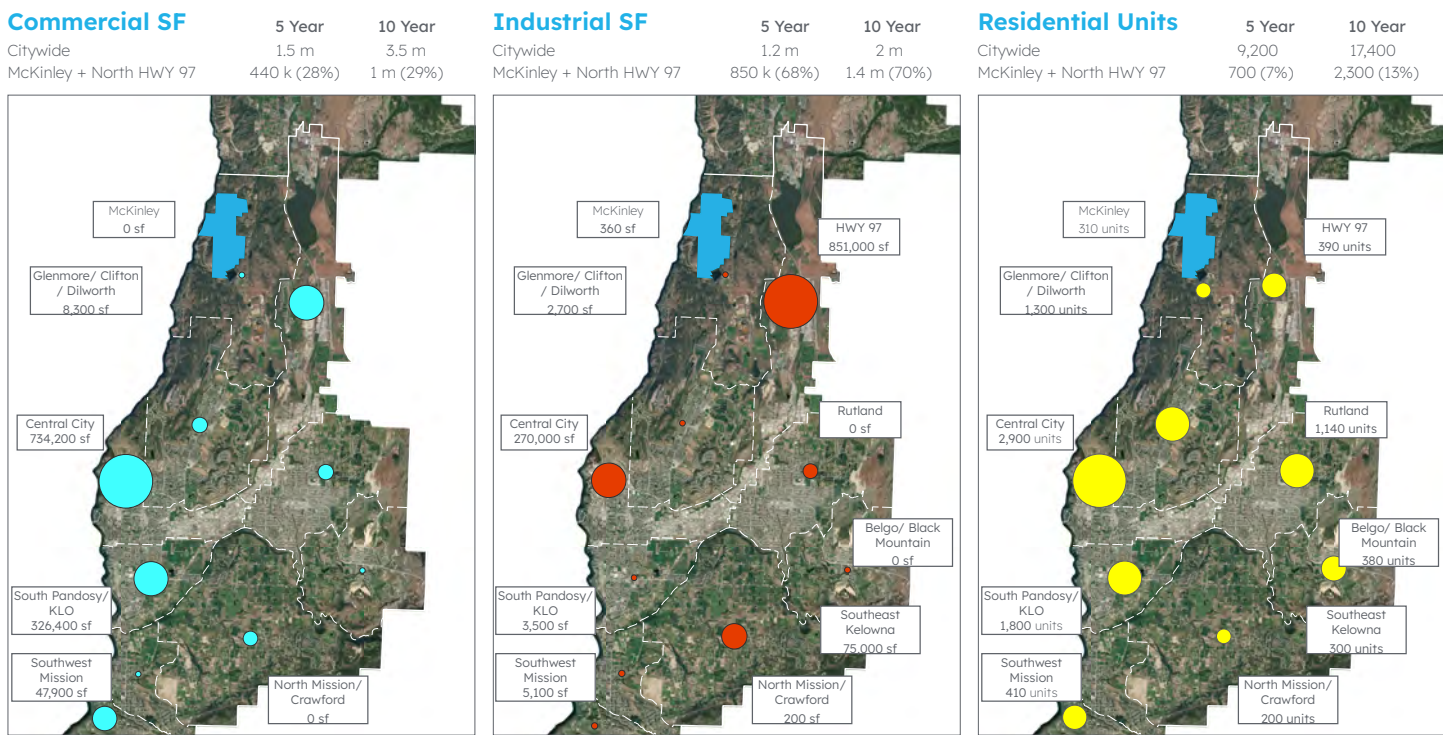
The 2040 Official Community Plan (OCP) is the City’s foundational policy document, guiding future land use decision-making. It outlines the goals, objectives and policies to guide planning, land use management and infrastructure investment within City boundaries.

While growth in Kelowna has historically been limited by agricultural areas and available sanitary servicing, recent OCPs have reflected a shifting approach away from expanding suburban development to an urban core focus - spurring the successful densification of several City centres. A main pillar of the 2040 OCP is to focus growth and investment in Kelowna’s Urban Centres while limiting development in Suburban and Rural-designated lands. Despite the success of this policy focus, commercial and industrial growth has continued in the northern Gateway lands.

### 2.3. DEVELOPMENT ACTIVITY | Land Use Misalignment

New data collection on recent Kelowna development activity was commissioned from Colliers Real Estate Services to better understand emerging development patterns. Commercial, Industrial, and Residential development metrics are presented in the table and figure below for the last 5 and 10-year periods.

	Last 5 Years	Last 10 Years
<b>Commercial Development   SF</b>		
Citywide	1,500,000	3,500,000
McKinley + North Hwy 97	<b>440,000   28%</b>	<b>1,000,000   29%</b>
<b>Industrial Development   SF</b>		
Citywide	1,200,000	2,000,000
McKinley + North Hwy 97	<b>850,000   68%</b>	<b>1,400,000   70%</b>
<b>Residential Development   Units</b>		
Citywide	9,200	17,400
McKinley + North Hwy 97	<b>700   7%</b>	<b>2,300   13%</b>











Photographs and renderings of Gateway Lands growing employment centres including UBC Okanagan, Kelowna International Airport, and Industrial Lands.

Over the past 5 years, the McKinley and Gateway areas (including UBCO, YLW and Industrial lands) have absorbed 68% of the City’s total Industrial Development while reflecting only 7% of total Residential Development. The data reveals an emerging housing gap in the McKinley and Gateway areas, where significant economic and employment centre build-out is occurring with minimal supporting neighbourhood homes or services. This housing gap is already fuelling increased commuter activity, and will only expand in coming years.

Major economic investment is continuing in the Gateway lands.

-  UBC Okanagan has \$425M planned capital investment to develop new facilities and residences, doubling the facility square footage at the main campus.
-  Kelowna International Airport is undertaking a terminal expansion to increase capacity, with passenger volumes forecast to reach 3.5M annual passengers by 2045.
-  Significant industrial development is occurring at the West Airport Business Park and near Beaver Lake Road, including the major light industrial subdivision at 380 Bubna Road. A further 500,000 square feet of industrial space is planned just beyond City boundaries at the Lake Country Business Park on Glenmore Road.
-  Major transportation infrastructure investment is planned in the Gateway lands including the future Commonwealth Road connection from Highway 97 to Glenmore Road.

Economic expansion in the City’s north, combined with the OCP’s residential focus on urban cores, is preventing people from living near these growing major job centres, resulting in long daily commutes and the absence of community amenities in the City’s north.

### 2.4. HOUSING NEEDS | Gateway Lands Housing Gap

According to the City’s 2023 Housing Needs Assessment (HNA), Kelowna is listed among the municipalities with greatest housing need and highest projected growth - the fastest growing Census Metropolitan Area in BC over the past 2 years. The HNA identifies a need for between 18,750 - 26,470 new homes to address current and future demand to 2031, ~50% higher than the growth assumptions underpinning the 2040 OCP.

The focus on residential development in the City’s urban cores, along with underestimation of housing needs, highlights the lack of planned residential supply to respond to the Provincial Housing Crisis. The City’s current lack of housing options at attainable prices makes it challenging for residents to advance through various housing forms and tenures (i.e., the Housing Wheelhouse or Housing Ladder) as their needs change, creating bottlenecks that further compound the Housing Crisis.

While residential development in urban cores remains critical to addressing housing needs, it is limited by its pace of implementation. Redevelopment of zoned infill lands face numerous challenges, including property fragmentation, ownership, and utility capacity. Infill development alone is unable to address the City’s housing shortfall in the near-term.

Focusing residential development in urban cores also does nothing to address the shortage of neighbourhood homes and services near the Gateway employment centres. In fact continued growth in urban centres only will exacerbate the traffic issues related to workers commuting to what is the fastest growing economic hub in the Okanagan. In contrast, a more complete neighbourhood with Missing Middle housing on the McKinley Urban Reserve lands can provide needed homes near these growing major employment centres.



Section 3





# Neighbourhood Vision + Planning Process

# 3. Neighbourhood Vision + Planning Process

## 3.1. MCKINLEY VISION | Sustainable Future Growth

Sustainable future growth management is required to address today’s needs for compact walkable neighbourhoods offering a diversity of homes, shops and services, close to where people live, work and play. The McKinley Urban Reserve’s location in the City’s north - near growing major economic centres – positions the neighbourhood to provide homes near employment.

In addition to the strategic location, McKinley’s existing built infrastructure is capable of accommodating more complete neighbourhood growth in both near and long-term. The lands are shovel-ready for development, with:

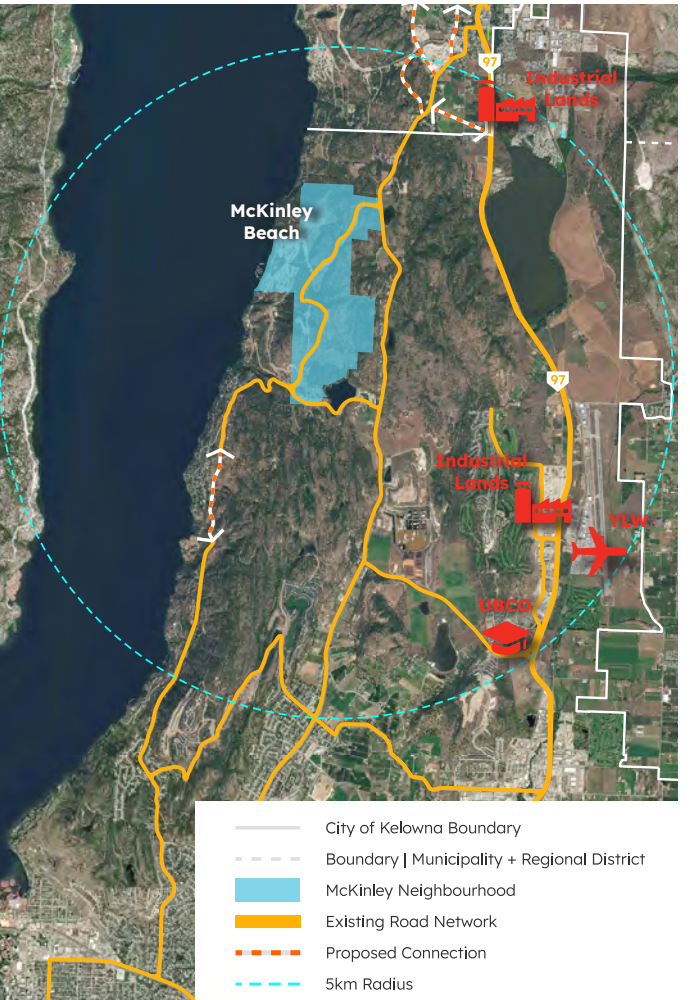
-  a local drinking water intake and treatment system.
-  trunk sanitary sewer capacity.
-  on-site rainwater management opportunities.
-  major road network connections with the Arterial Streets of Hilltown Drive, McKinley Road and Glenmore Road, with the potential for future transit service once sufficient residential density to supports it.

Owing to its location, scale, ownership and available servicing, McKinley is well-positioned to lead smart and sustainable growth in the City’s north. The lands offer the potential to deliver a range of homes to address a diversity of lifestyles, life-stages and incomes – all in the near term. McKinley has the potential to shift from its primarily-residential form towards a mixed-use residential village, serving to address the City’s needs in the north without compromising Urban Core development.

In contrast to McKinley’s previous suburban-focused re-zoning initiative, the potential for the Urban Reserve lands will be driven by the following principles:

- Support a variety of lifestyles, life-stages and incomes through a range of housing - including more affordable Missing Middle forms.
- Support the growth of UBCO through housing suitable for student accommodation.
- Reduce the need for single-occupant vehicle trips through transit-supportive residential densities and services.
- Preserve and prioritize environmental values through conservation-led planning.
- Achieve a more complete community with significant commercial, recreational and civic facilities.

Central to this opportunity will be ensuring planning for the new neighbourhood involves detailed technical assessments and community engagement.



## 3.2. POLICY ALIGNMENT | OCP Framework

The McKinley Urban Reserve opportunity aligns with OCP Growth Strategy objectives and policies, identified and described below:

- **Objective 7.1** – Create more complete communities in Suburban Neighbourhoods.
- **Policy 7.1.2** - Encourage the provision of a range of services by developing Suburban Village Centres that are scaled to support residential development in the surrounding neighbourhood.
- **Policy 7.1.3** - Promote human scaled, walkable Suburban Village Centres.
- **Objective 7.2** – Design Suburban Neighbourhoods to be low impact, context sensitive and adaptable.
- **Policy 7.2.2** - Encourage housing forms that best match the topography and have the lowest amount of impact on hillside areas and provide the greatest environmental protection.
- **Policy 7.2.3** - Integrate the design of active parks with adjacent natural areas while maintaining individual park standards.
- **Objective 7.3** – Design Suburban Neighbourhoods to be inclusive, safe and to foster social interaction.
- **Policy 7.4.2** - Where a property is adjacent to agricultural lands, encourage land uses that are compatible with adjacent agricultural uses, such as urban agriculture and passive recreational uses.
- **Objective 7.6** – Support a variety of low-density housing.
- **Objective 7.9** – Create neighbourhood streets that are comfortable and safe for people to walk and play on.

## 3.3. COMPLETE COMMUNITY PLANNING | Public Process + Best Practices

Given the new data gathered and clear need to address the housing gap in the City’s north, the Applicant is seeking to undertake an OCP Amendment for the McKinley Urban Reserve lands. The OCP Amendment will be supported through a comprehensive planning process involving:

- Technical studies including Environmental, Geotechnical, and Archaeological Assessments.
- Neighbourhood design exploration options with land use planning and associated community metrics.
- Civil engineering, transportation and financial cost recovery studies.
- Wildfire preparedness and mitigation strategies.
- Environmental mitigation and enhancement strategies.
- Extensive stakeholder and community engagement.

Working with City Staff, key stakeholders, and the broader community, a public planning process will permit the required detailed understanding of the land’s potential to address housing and complete community needs in the City’s north.

With Staff and Council support, the Applicant is ready to embark on a transparent and comprehensive planning process with the goal of realizing a new vision for the McKinley Urban Reserve lands.



Appendix

# McKinley Lands City Staff Presentation

# McKinley Beach | Planning Process

---

## City Staff Meeting

January 26<sup>th</sup> 2024





# Kelowna | Managing the Challenges of a Changing Region

- **Heart of the Okanagan |** BC's 3<sup>rd</sup>-largest metro area, with long-history of attracting people + business - great place to call home.
- **Ongoing Growth |** One of the fastest growing populations in Canada at ~3% over the past decade.
- **Expanding Economy |** Job creation is expected to keep up with population growth, resulting in roughly one-third (25,000) more jobs by 2040.<sup>1</sup>
- **Major Airport |** Home to the 10<sup>th</sup> busiest airport in Canada.<sup>2</sup>
- **Reputation |** These same qualities have led to continuing development pressure on Kelowna's constrained land base.



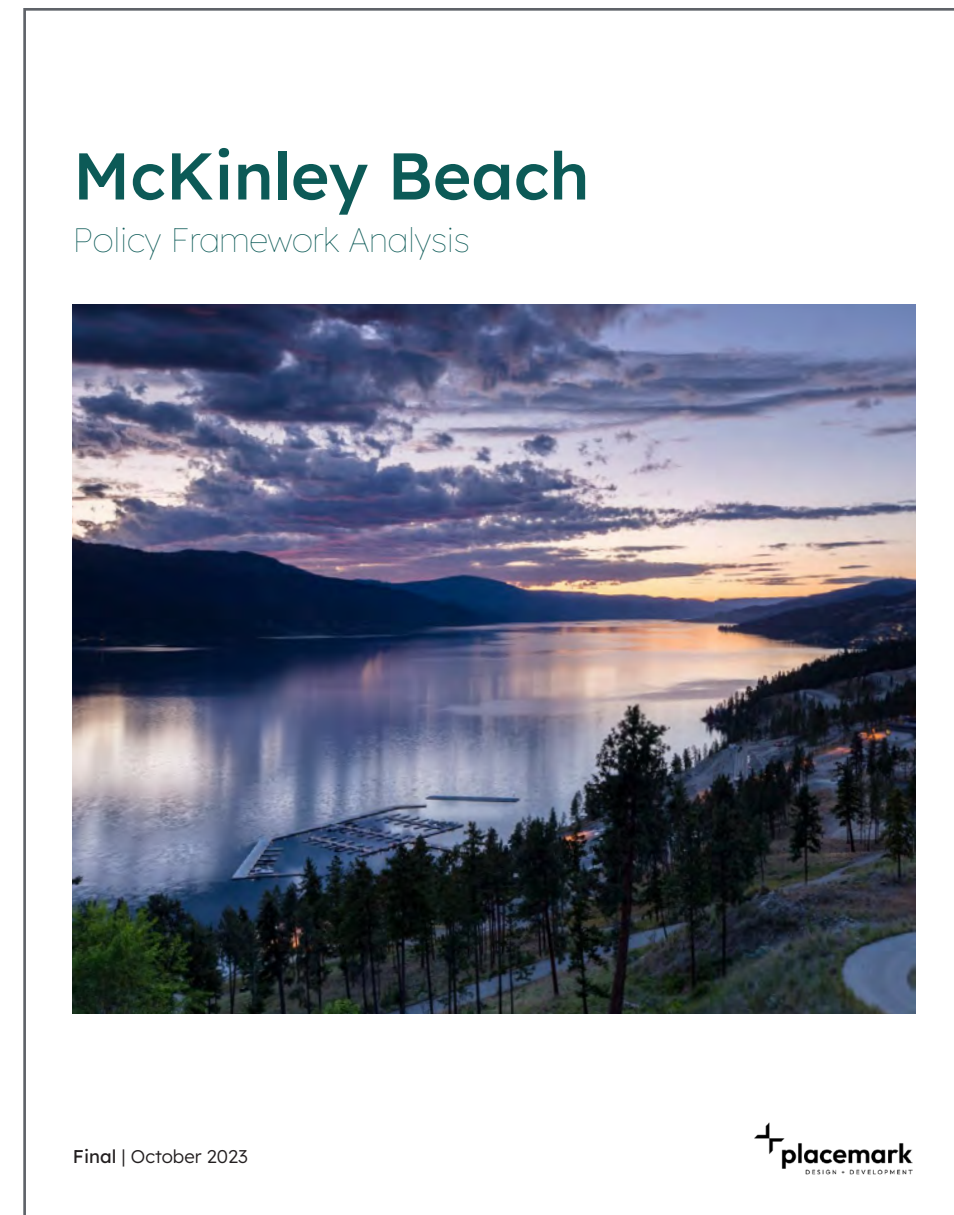
<sup>1</sup> 2040 Transportation Master Plan | Forecasts and Trends, City of Kelowna (2022)

<sup>2</sup> YLW Kelowna International Airport | About YLW, City of Kelowna (2024)



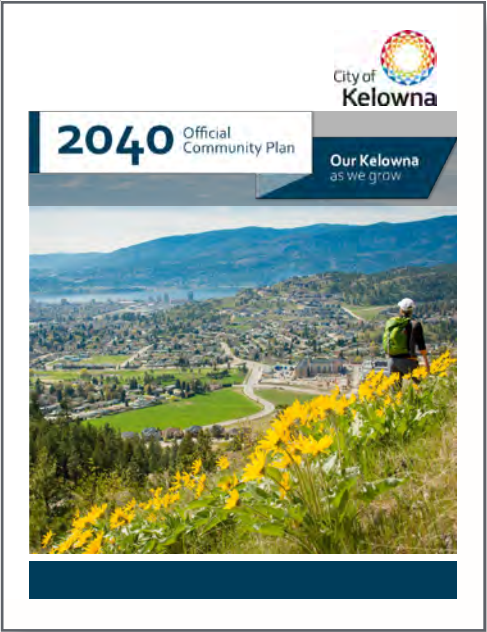
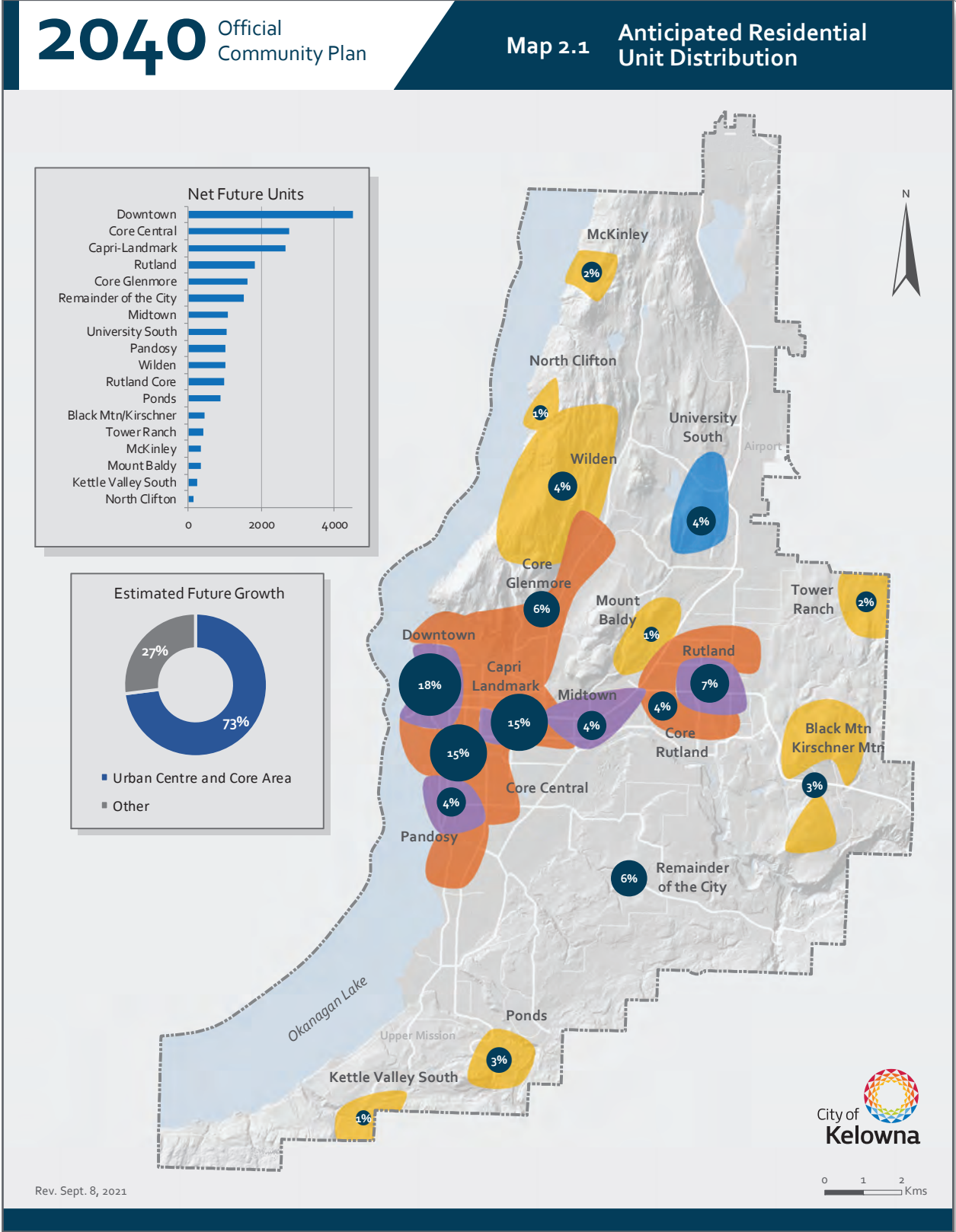
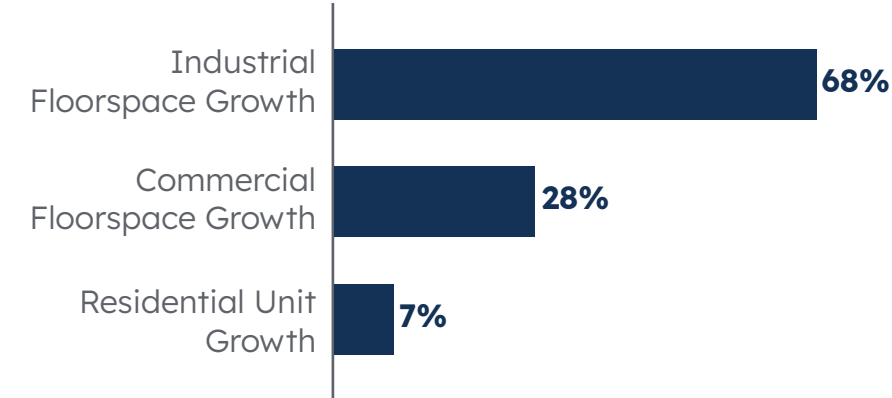
# Policy Framework Review | What's on the Books

- Detailed Policy Framework Review was undertaken to identify + summarize the current policy context of McKinley Beach + the City's 'Northern Gateway'. Additionally, meetings have been held with all major employment and landowner stakeholder's in the north of the City.
- The Policy Framework Review included the following:
  - City of Kelowna 2040 Official Community Plan | [2022](#)
  - City of 2040 Kelowna Transportation Master Plan | [2022](#)
  - City of Kelowna Housing Needs Assessment 2021-2031 | [2023](#)
  - City of Kelowna Parks Master Plan Phase 1 Report | [2022](#)
  - City of Kelowna Indoor Recreation Facility Strategy | [2023](#)
  - City of Kelowna Agriculture Plan | [2017](#)
  - District of Lake Country Official Community Plan | [2018](#)
  - School District 23 Long Term Facilities Plan | [2021](#)
  - RDCO Regional Growth Strategy | [2013](#)
  - Central Okanagan Regional Transportation Plan | [2020](#)
  - BC Homes for People Action Plan | [2023](#)
  - UBC Okanagan Campus Plan + Outlook 2040 | [2015 + 2019](#)
  - Kelowna International Airport Master Plan 2045 | [2016](#)



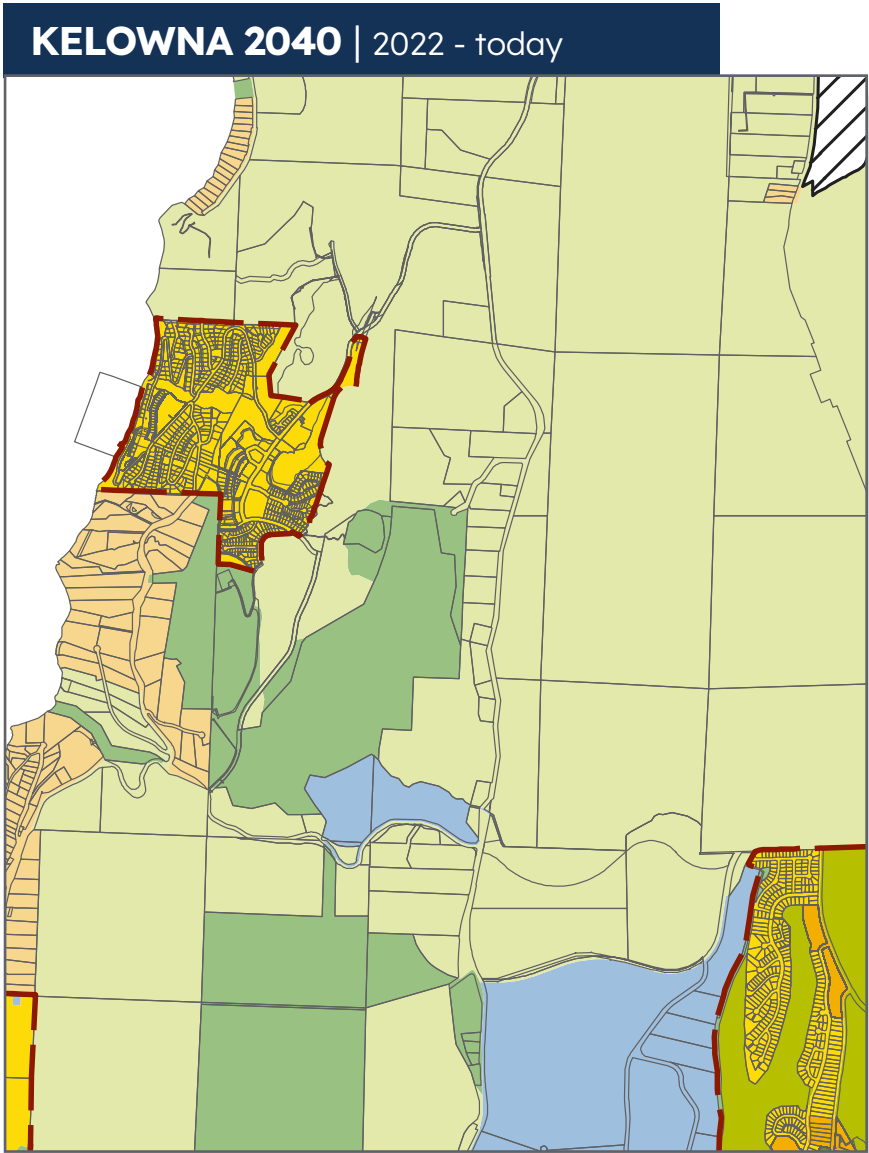
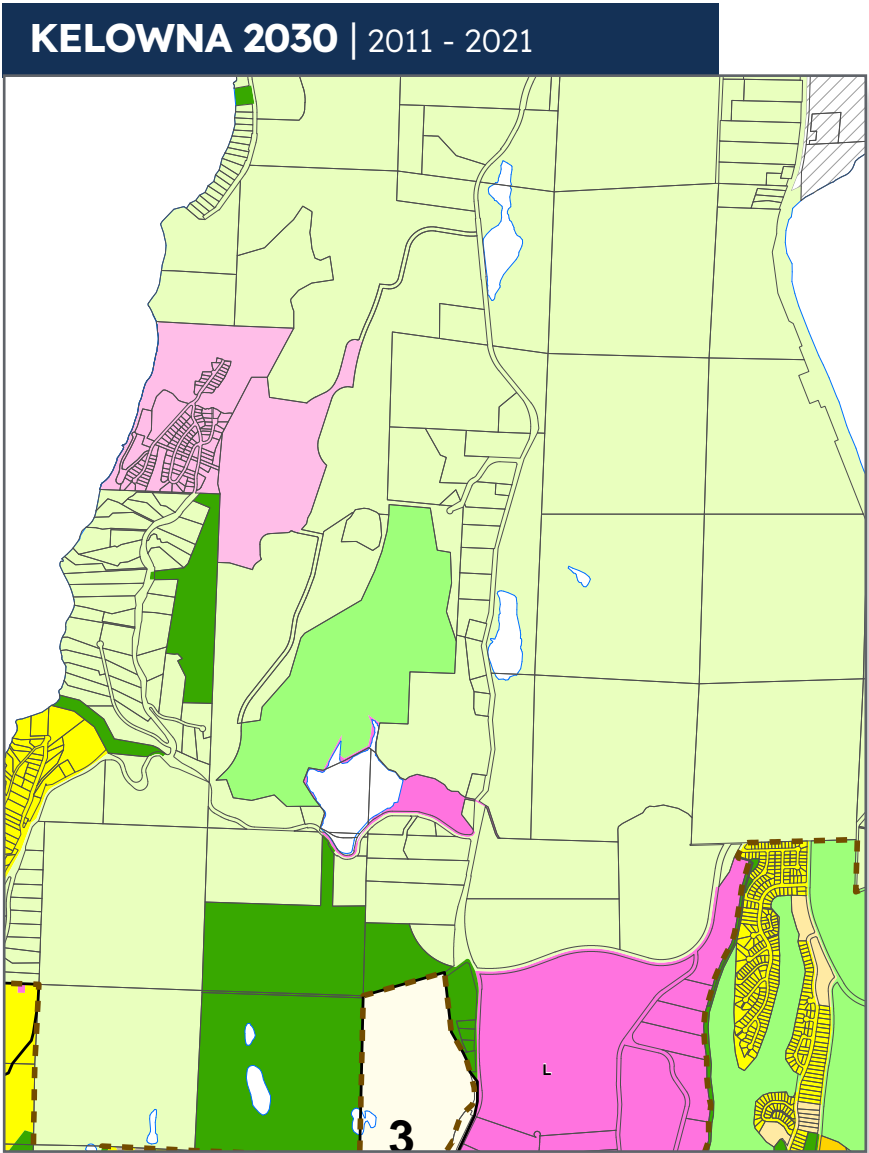
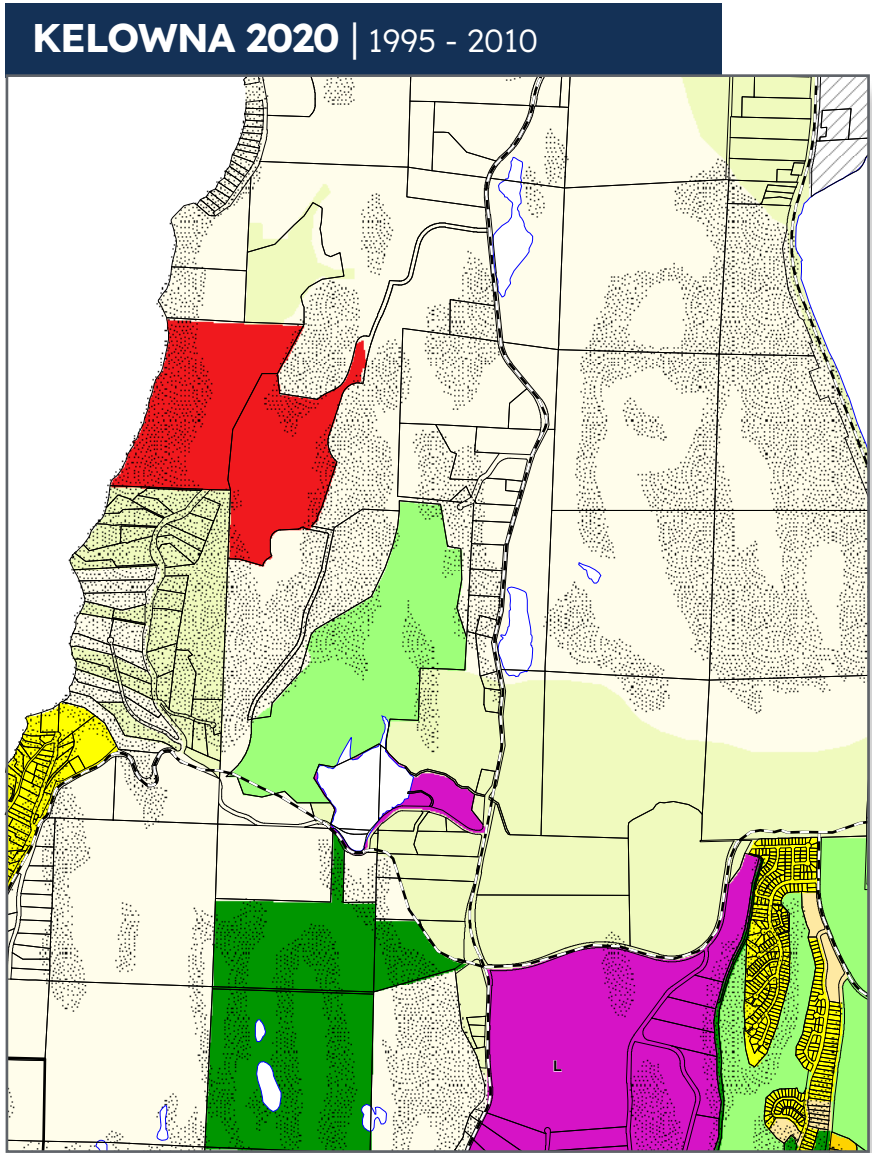
# Directing Growth | Urban Core Focus

- **Suburban Densities** | Growth was historically limited primarily by sanitary servicing and agricultural areas, prior to introduction of the Permanent Growth Boundary.
- **OCP 2040** | Kelowna’s OCP has responded by shifting in approach from suburban development + growth to an **urban core focus** - spurring success in the densification of the City centre.
- **Policy Focus** | Despite the success of this policy focus, commercial + industrial development has continued elsewhere in the City - especially in the north.
- **Growth Patterns** | Over the past 5 years, the McKinley + North Highway 97 Gateway areas (including UBCO, YLW + Industrial lands) have absorbed the following percentages of total City development:





# Official Community Plans | A Shifting Approach



## Growth Boundary

- Limited through Agricultural + Sanitary Service Area

- Permanent Growth Boundary (PGB) introduced

- McKinley's suburban lands contained within PGB

## McKinley Land Use

- Commercial + Future Urban Reserve

- Mixed-Use Tourism + Resource Protection Area

- Suburban Residential + Rural Agricultural + Resource

## Transportation

- Planned McKinley/Quail Ridge Arterial connection

- Quail Ridge connection replace with John Hindle Way

- "Rural" Land Use context included on McKinley Road classification

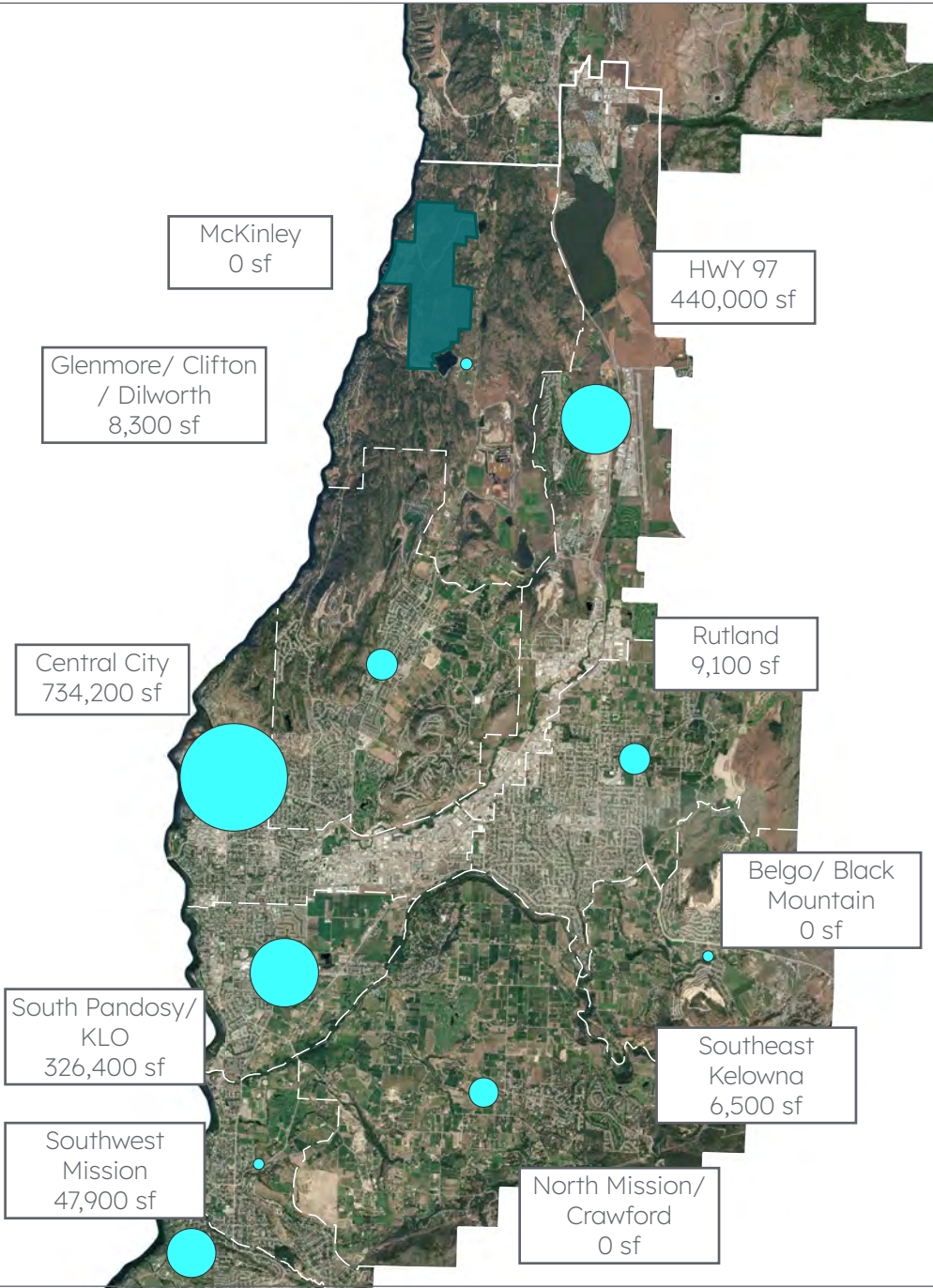


# Development Activity | Land Use Misalignment

Over the past 5 years, the McKinley + North Highway 97 Gateway areas (including UBCO, YLW + Industrial lands) have absorbed **68% of the City's Total Industrial Development** compared to only **7% of Total Residential Development**.

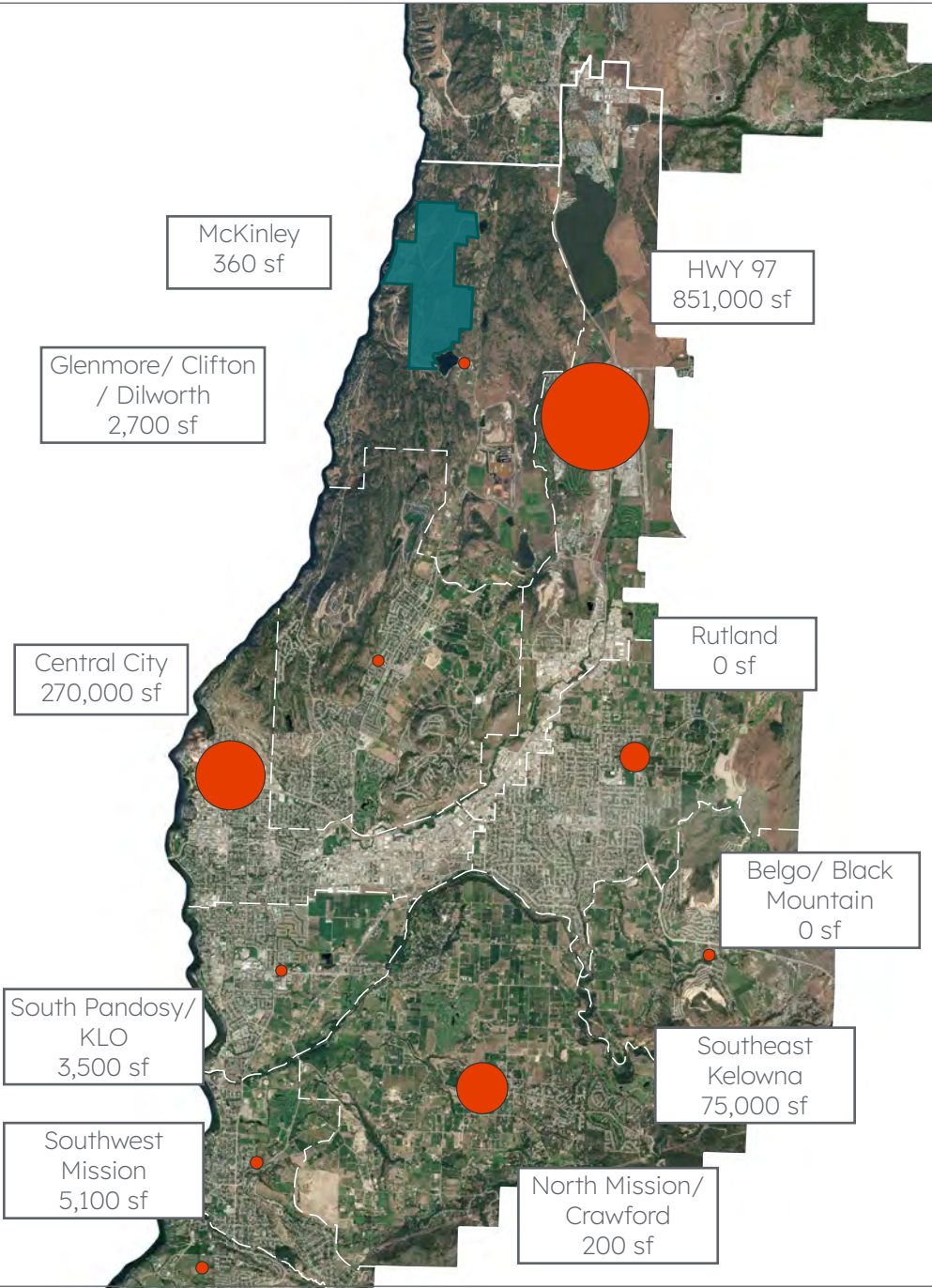
## Commercial SF

	5 Year	10 Year
Citywide	1.5 m	3.5 m
McKinley + North HWY 97	440 k (28%)	1 m (29%)



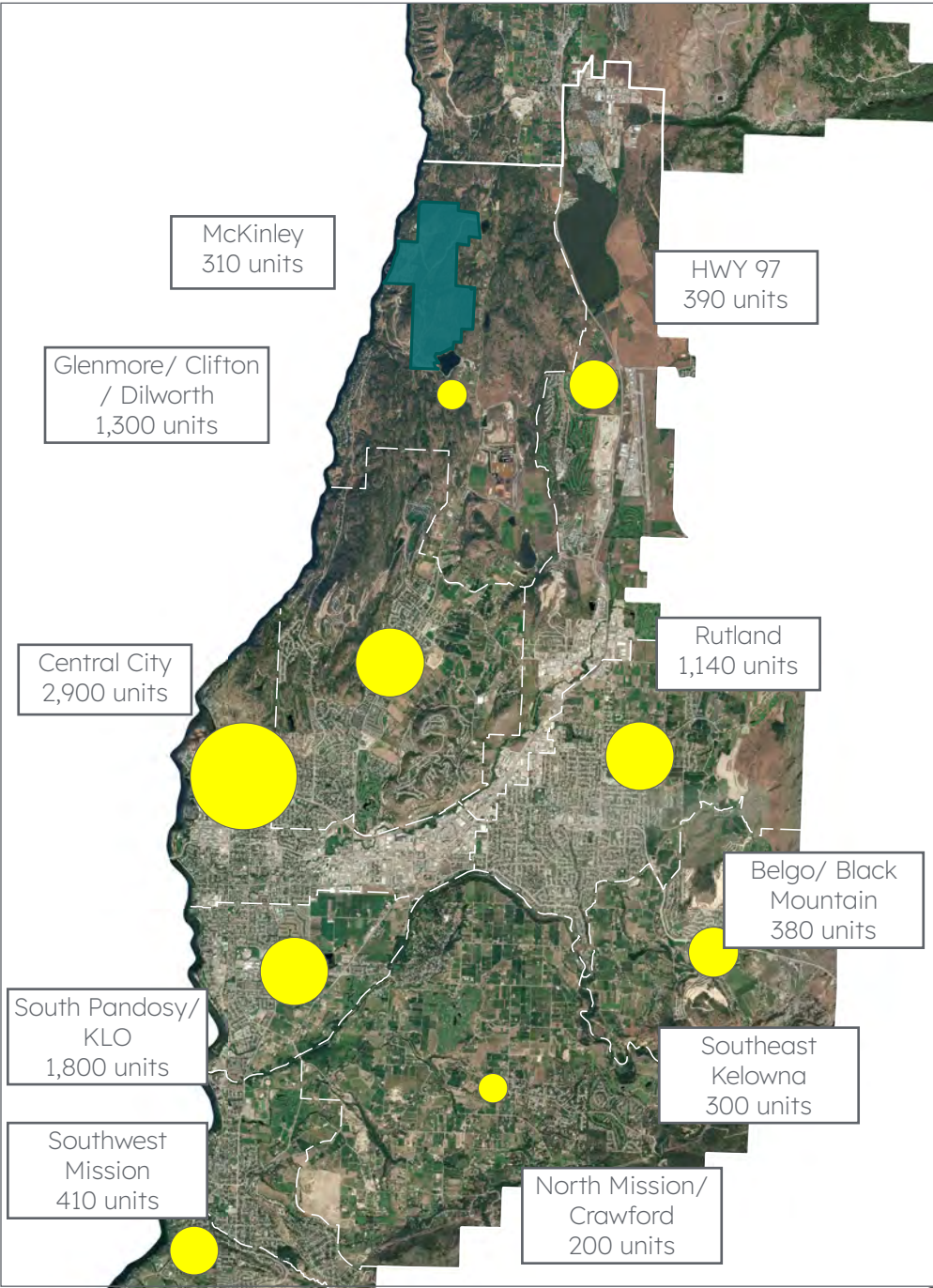
## Industrial SF

	5 Year	10 Year
Citywide	1.2 m	2 m
McKinley + North HWY 97	850 k (68%)	1.4 m (70%)



## Residential Units

	5 Year	10 Year
Citywide	9,200	17,400
McKinley + North HWY 97	700 (7%)	2,300 (13%)





# Kelowna's Gateway | Economic Expansion

- **Gateway Employment Centre** | While the 2040 OCP has focused residential growth in the City's Urban Centres, major economic growth is occurring in the City's North.



## UBCO

- \$425M capital investment is planned to develop new facilities + residences at UBCO
- Capital plan doubles campus facility square footage



## YLW

- Passenger volumes forecast to increase significantly, reaching 3.5M annual passengers by 2045
- Planned terminal expansion to increase airport capacity



## Industrial Lands

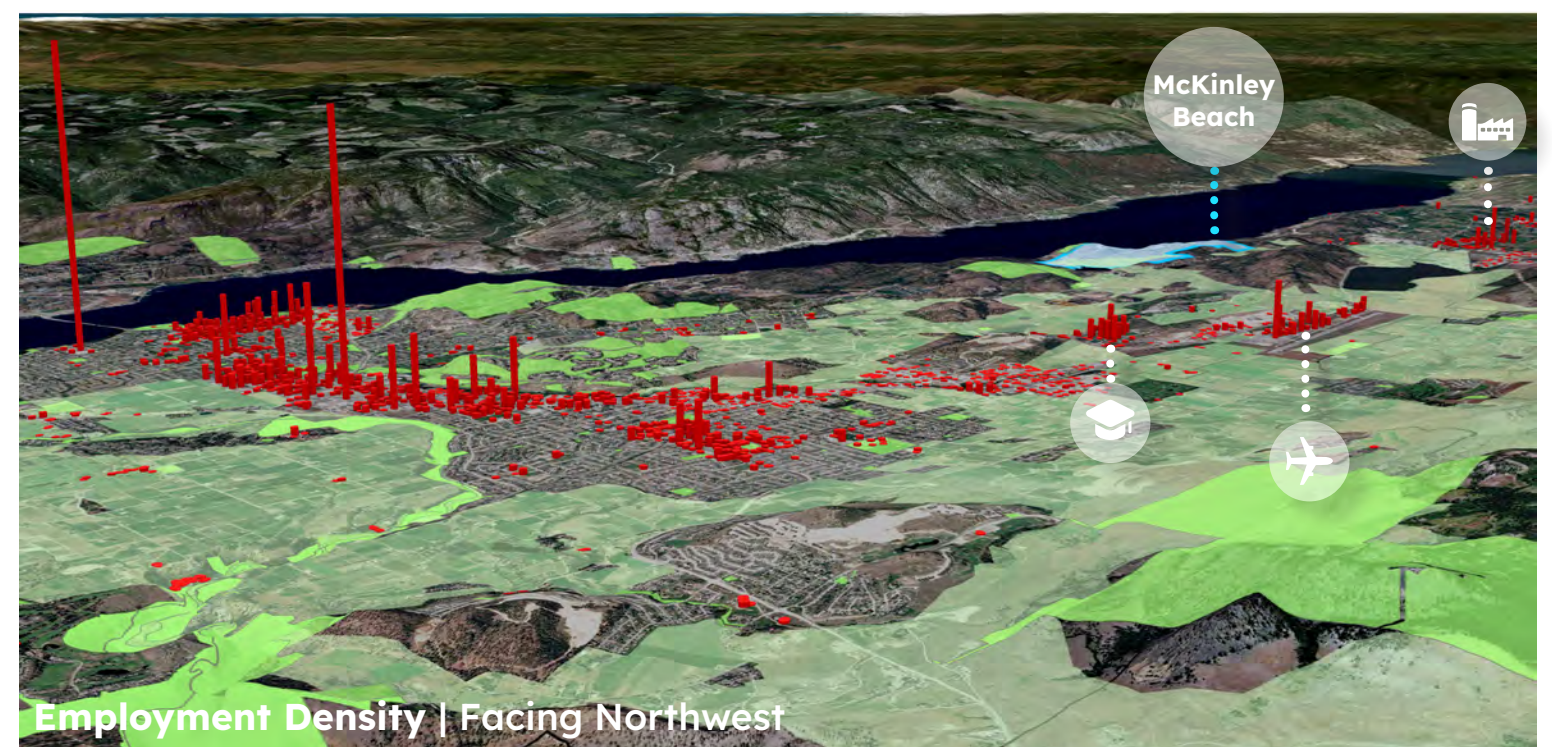
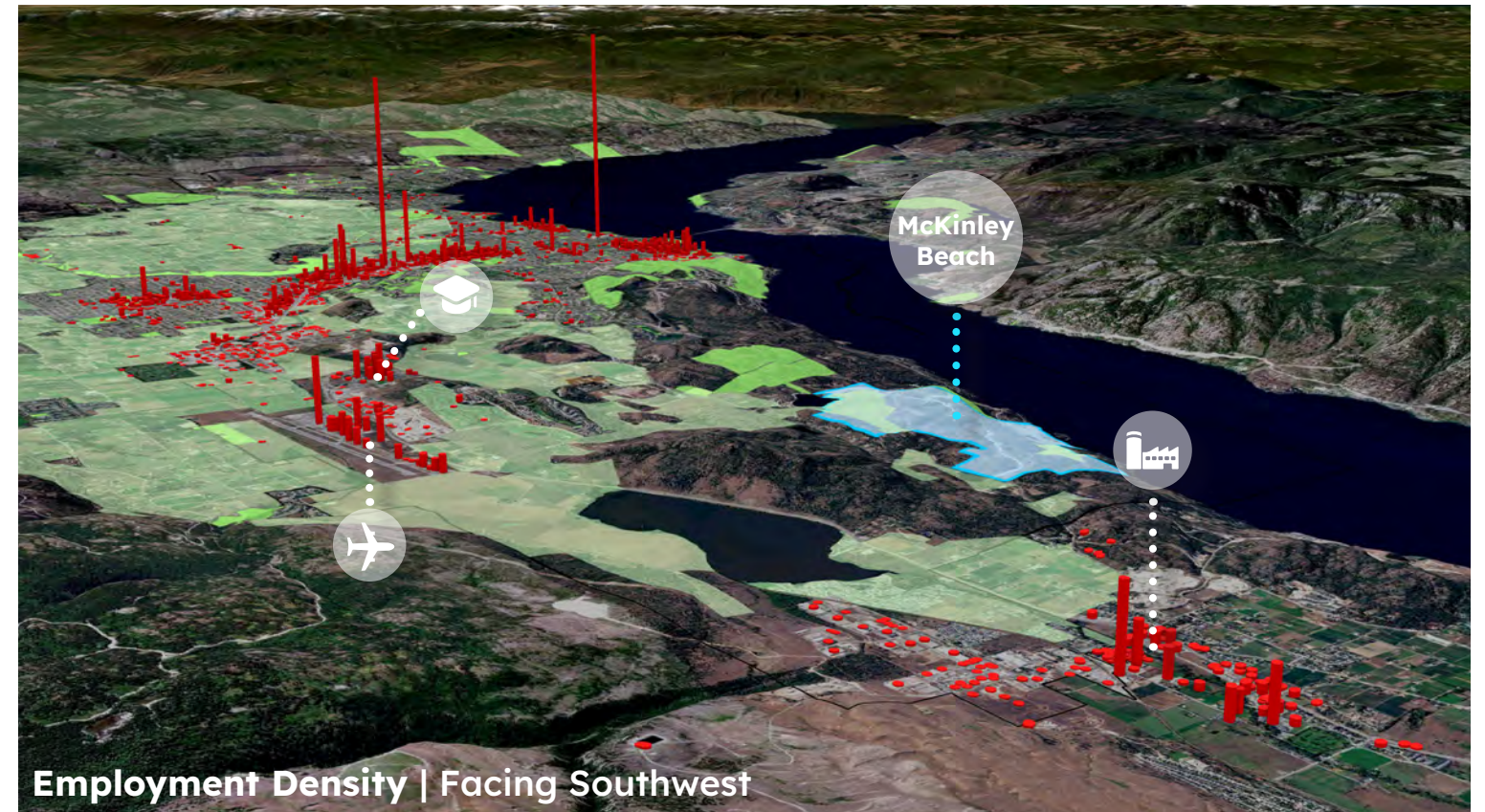
- Expanding industrial businesses including KF Aerospace + West Airport Business Park
- Major industrial land development at Beaver Lake Road



## District of Lake Country

- >500,000 SF of Industrial land planned in Lake Country Business Park at the North End of Glenmore Road

- **Incomplete Neighbourhoods** | Economic expansion in the north + focus on containing residential to urban cores prevents people from living near their work, resulting in long daily commutes and the absence of community amenities in the City's north.

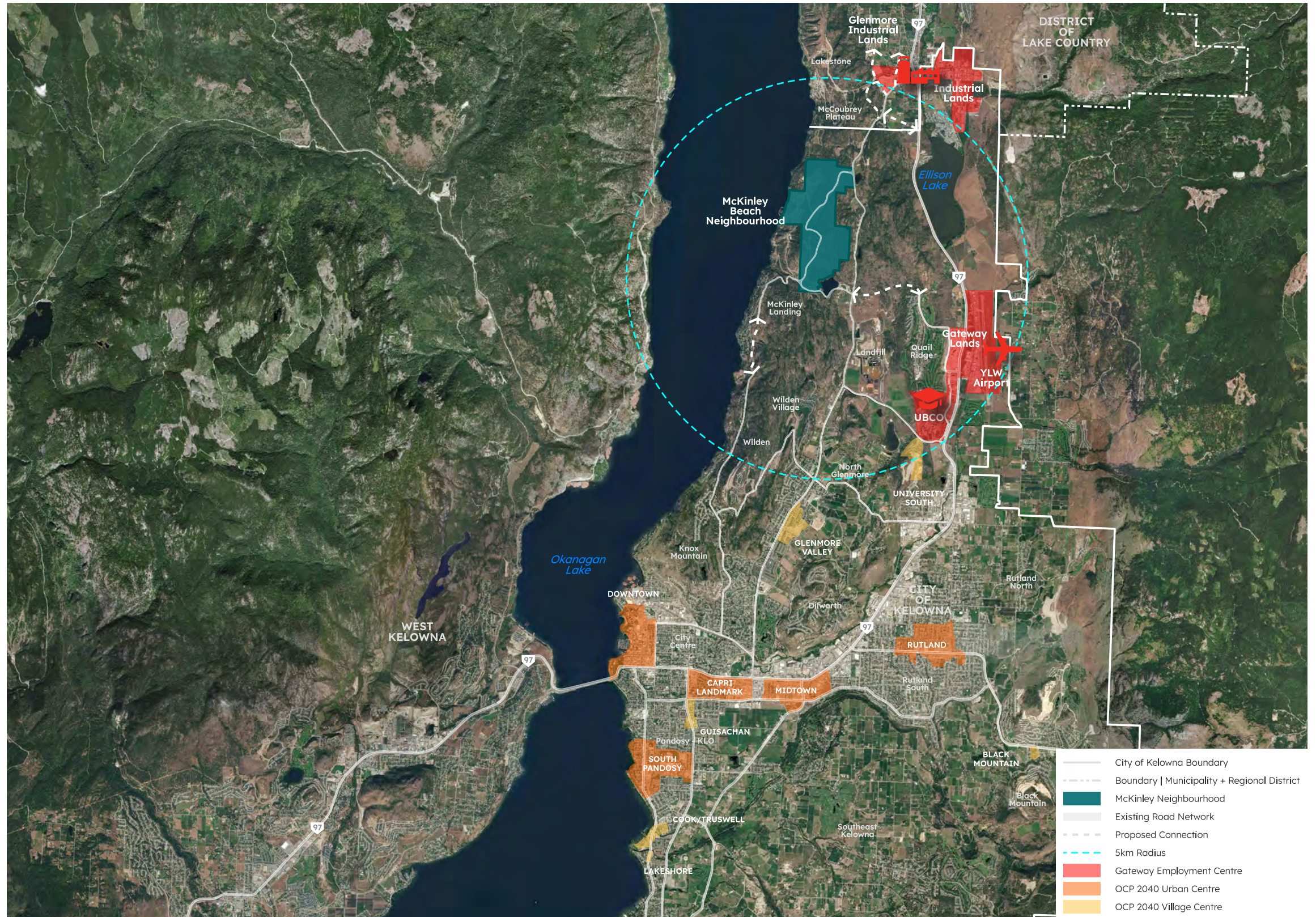




# Housing Needs | Overlooked North Neighbourhoods

- **Rapid Growth** | Kelowna is listed among the municipalities with greatest housing need and highest projected growth, and was the fastest growing CMA in the past 2 years<sup>1</sup>
- **Current + Future Need** | Kelowna's HNA identifies a need for between 18,750 - 26,470 new units to address current and future demand to 2031<sup>1</sup>
- **Housing Shortage** | Focus on urban core areas and under-estimation of housing needs highlights the lack of planned residential supply to respond to the Provincial Housing Crisis
- **Limits of the Core** | Redevelopment of zoned infill lands faces challenges of fragmentation, ownership, and utility capacity, and does nothing to address the shortage of homes and services in the north.

<sup>1</sup> Kelowna Housing Needs Assessment 2021-2031, City of Kelowna (2023)





# McKinley Beach | Sustainable Growth for the Future

- **Planning Forward** | Sustainable growth management provides compact neighbourhoods with diversity of homes with shops + services close to home and work.
- **Addressing the Gap** | McKinley Beach's location in the City's north - near major economic centres - positions the neighbourhood to provide homes near employment.
- **Village Centre** | McKinley Beach can shift from its current primarily-residential form towards a mixed-use residential village, serving to address the City's needs in the north while maintaining the future of the Urban Core.





# McKinley Beach | Well-Positioned Solution

- **Complete Community** | Owing to its location, scale, ownership + available servicing, McKinley Beach is well-positioned to lead smart growth in the City's north, delivering a diversity of homes – with a focus on Missing Middle – and services in the near term.



Local water intake + treatment



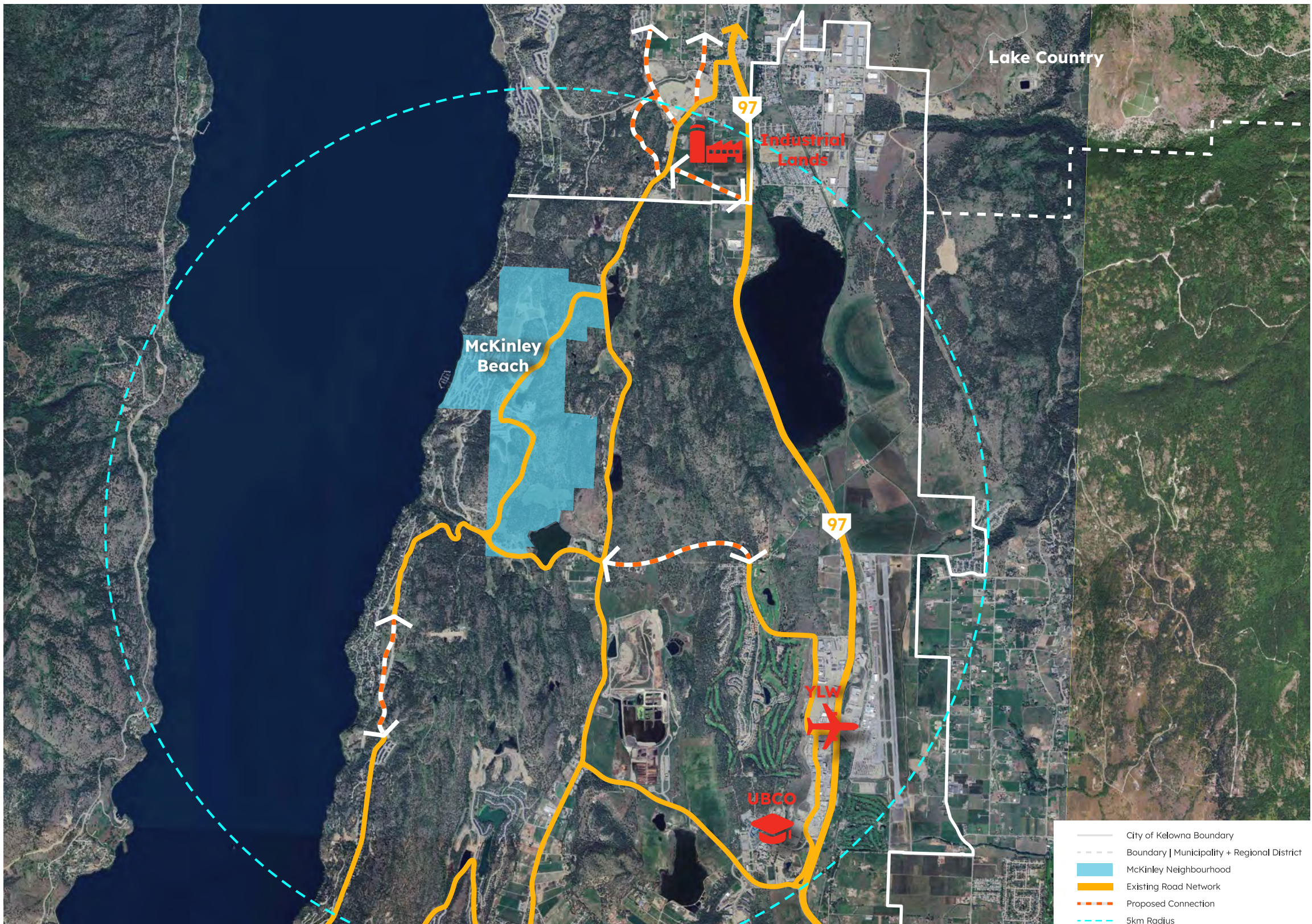
Trunk sewer sized for growth



Layered approach for ecosystem health



Arterial streets + potential future connections





# McKinley Beach | Supporting a Complete Community

## HOUSING CHOICE



**Range of Housing Tenures**  
including rental + student-focused  
housing

## PARKS + TRAILS



**Major Neighbourhood +  
Community Park Network**



**Protected + Dedicated  
Natural Areas with Trail  
Network**

## CIVIC FACILITIES



**Potential Indoor Recreation Facility**  
in Mixed-Use Village

## SHOPS + SERVICES



**Village Centre Commercial**  
with neighbourhood employment, shops  
+ services

## FIRE SAFE



**Wildfire Mitigation Treatment  
and FireSmart Neighbourhood**

## TRANSPORTATION

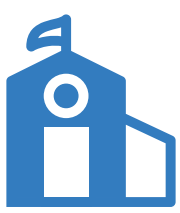


**Safe Pedestrian-First  
streets**



**Transit Supported Density**

## ELEMENTARY SCHOOL



**Potential School Site**  
with School District 23 consultation

## JOB



**Permanent Local Jobs**  
Generated by commercial lands + civic  
facilities

## FINANCE



**Positive Municipal Cash Flow**  
leveraging tax revenue + DCCs



# McKinley Beach | Planning Process

---

## City Staff Meeting

January 26<sup>th</sup> 2024







# McKinley Lands

## OCP Amendment Application

Early Consideration

May 10, 2024



OCP24-0006

1890 & 1988 McKinley Road, 3500 Hilltown  
Road, 3850 Glenmore Road  
Early Consideration Application



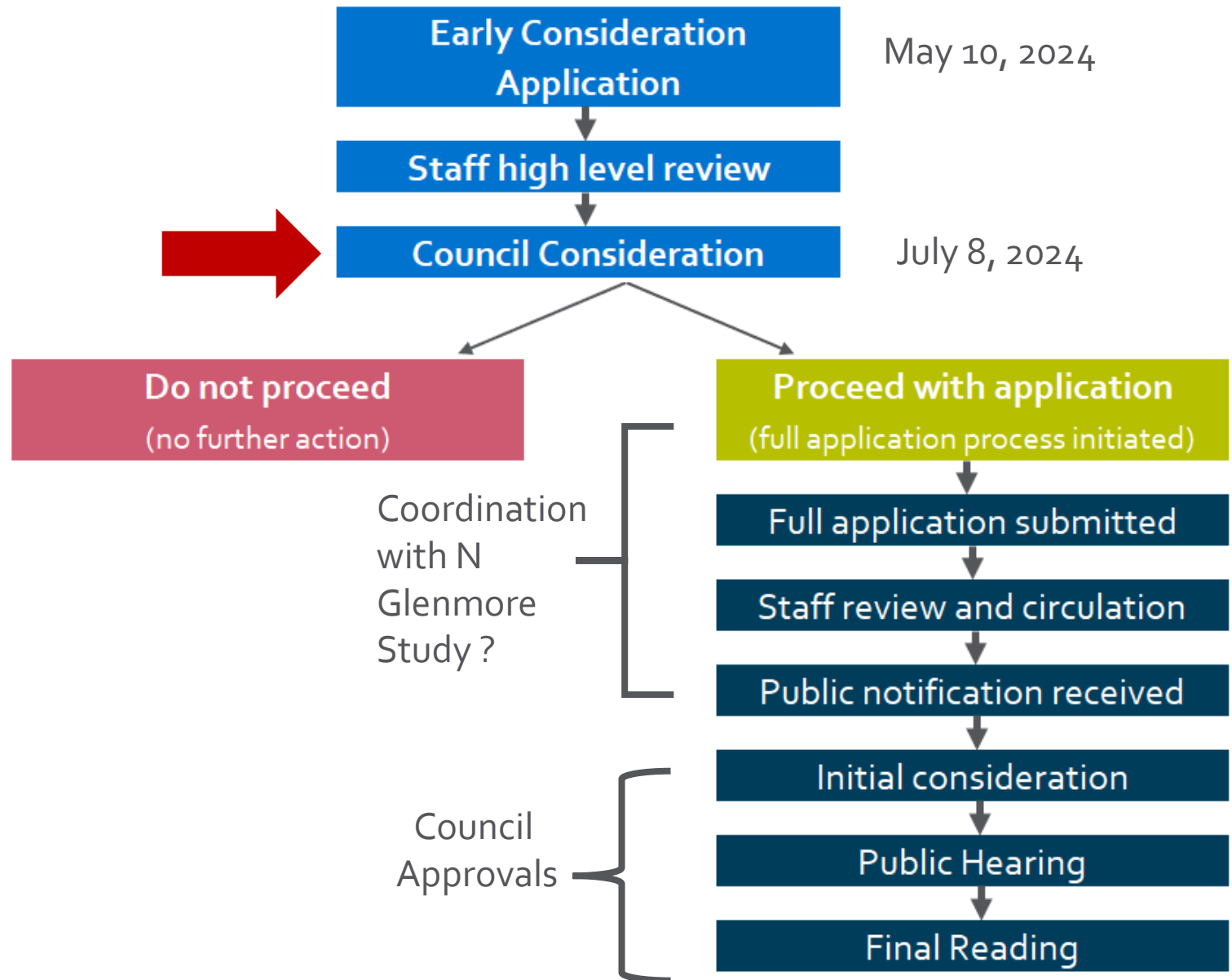
# Purpose

- ▶ To review a Staff recommendation for early consideration to allow an expanded urban hillside development area of approximately 2,000 units and a mixed-use village in the McKinley Beach neighbourhood.

# Early Consideration

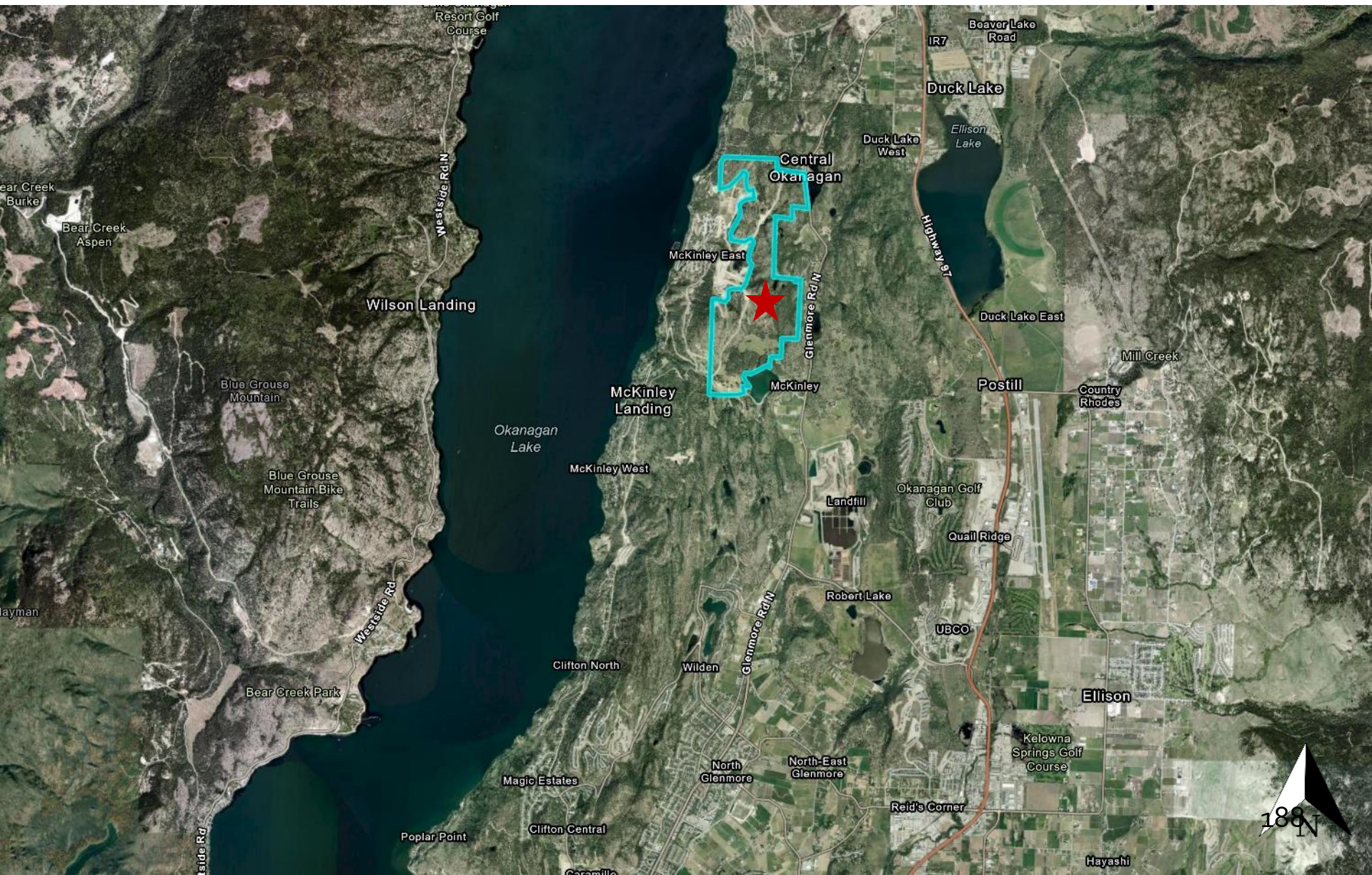
- ▶ Procedures Bylaw updated in 2021 to include early consideration of applications by Council
- ▶ For complex projects not consistent with policy
- ▶ Valuable to bring to Council early prior to producing significant, costly, and time-consuming reports, such as:
  - ▶ Traffic Assessments
  - ▶ Engineering and utility studies
  - ▶ Geotechnical reports
  - ▶ Environmental assessments

# Development Process





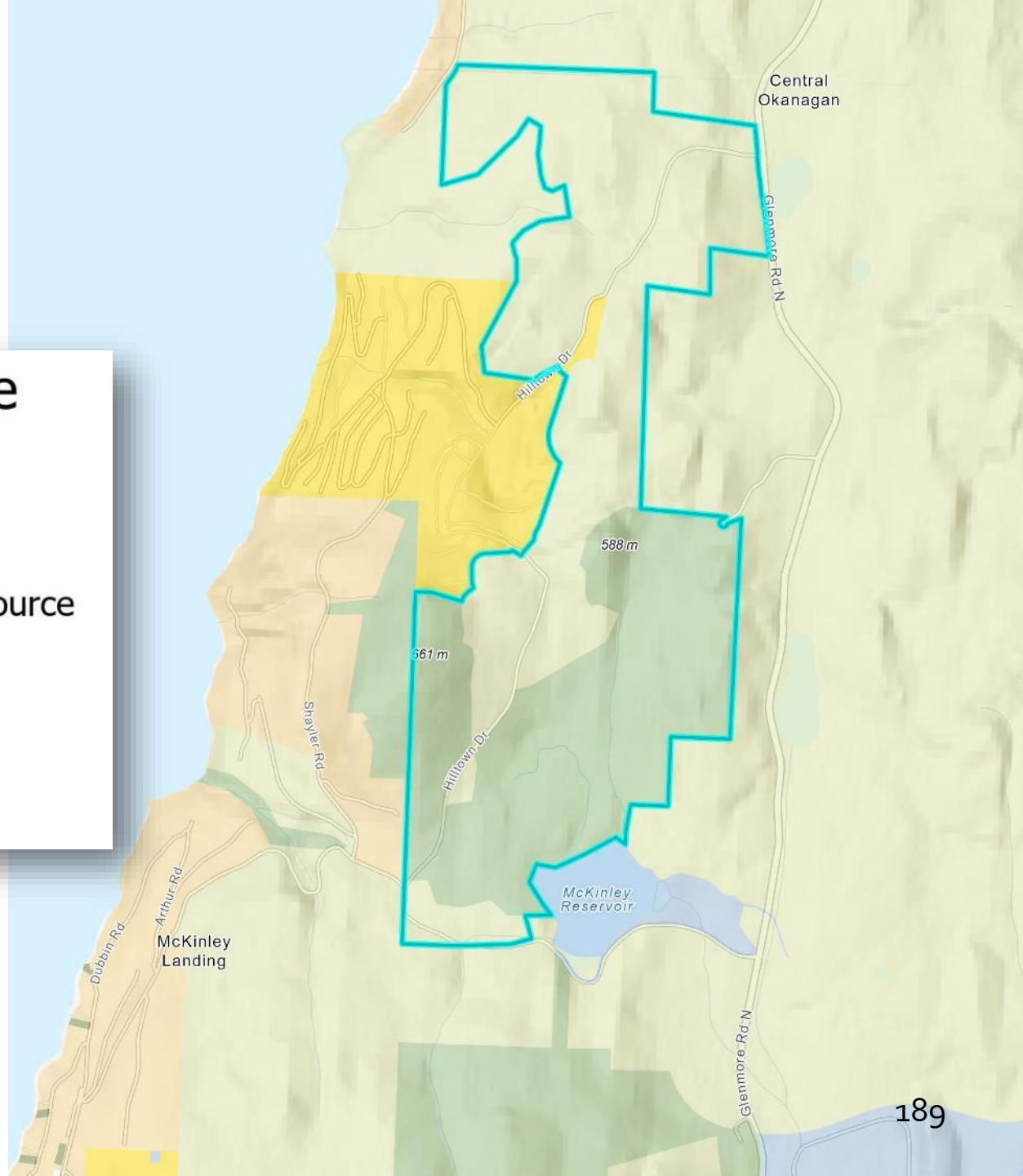
# Context Map





# Context Map

## OCP Future Land Use



# Proposal Details

- ▶ A new neighbourhood in the North Glenmore sector that would include the following:
  - ▶ A mix of housing types beyond existing unit allocation
  - ▶ Mix of commercial uses in a new Village Centre
  - ▶ Recreational and civic amenities
- ▶ 671 acre lands outside the Permanent Growth Boundary
  - ▶ Located in Wildfire Interface, Natural Environment and Steep Slope Development Permit Areas



# 2040 OCP Alignment

OCP Pillar	Alignment
Stop planning new suburban neighbourhoods	misalignment ← ● —————→ alignment
Promote more housing diversity	misalignment ← —————● → alignment
Prioritize sustainable transportation and shared mobility	misalignment ← ● —————→ alignment
Target growth along transit corridors	misalignment ← ● —————→ alignment
Strengthen Kelowna as the region's economic hub	misalignment ← ● —————→ alignment
Focus investment in Urban Centres	misalignment ← ● —————→ alignment
Incorporate equity into city building	misalignment ← ● —————→ alignment
Take action on climate	misalignment ← ● —————→ alignment
Protect and restore our environment	misalignment ← —————● → alignment
Protect agriculture	misalignment ← —————● → alignment

# Infrastructure: High Level Considerations

- ▶ Detailed technical studies would come as part of full application process
- ▶ Utility infrastructure is feasible but likely costly – both for the applicant the City
  - ▶ ModelCity Infrastructure illustrates hillside suburban development operates at a significant loss – much more so than Urban Centres and Core Area
- ▶ Major transportation impacts anticipated
  - ▶ Number of units comparable to Upper Mission, with significant road projects anticipated
  - ▶ Shifts to transit and active transportation very challenging

# Strategic Growth: High Level Considerations

- ▶ OCP and Zoning Bylaw support significantly more housing than OCP growth projections
- ▶ Employment remains focused and growing in the Urban Centres and Core Area
- ▶ OCP identifies North Glenmore Sector Development Study to inform future OCP updates with comprehensive look at development opportunities (to initiate between 2027-2032)



# Recommendation

- ▶ Council provide staff direction to process the application
  - ▶ Attempt to align with *North Glenmore Development Study* policy work if possible

# Report to Council



**Date:** July 8, 2024  
**To:** Council  
**From:** City Manager  
**Subject:** 1574-1634 Harvey Ave – Draft Burtch/Harvey Area Redevelopment Plan ARP24-0001  
**Department:** Development Planning

---

## **Recommendation:**

THAT Council receives, for information, the report from the Development Planning Department, dated July 8, 2024, with respect to the draft Burtch/Harvey Area Redevelopment Plan;

AND THAT Council authorizes the preparation of the final Burtch/Harvey Area Redevelopment Plan for Council consideration.

## **Purpose:**

To receive the draft Burtch/Harvey Area Redevelopment Plan and to authorize the preparation of the final plan.

## **Background:**

During the consultation and development of the 2040 Official Community Plan (OCP), the subject properties at 1574 – 1634 Harvey Ave were identified as an opportunity for growth and the following OCP Policy was adopted:

[Policy 5.2.6. Burtch / Harvey Area Redevelopment Plan.](#)

*Consider greater heights and densities than afforded in the Core Area Neighbourhood designation in the Burtch / Harvey area as outlined on [Map 16.1](#), only at such time as an Area Redevelopment Plan initiated by the property owners is completed.*

Taking direction from that Policy, Staff entered into a Terms of Reference Agreement with the owners in October 2023 for an Area Redevelopment Plan (ARP). Due to the relatively small size and minimal complexity of the subject properties compared to other ARPs, an abbreviated process was agreed upon. The intention of this ARP is to consider greater heights and densities to increase housing and commercial establishments in this strategic location.

The applicants submitted three concept plans in February 2024 and held two Public Information Sessions in April 2024. Staff circulated and reviewed the concept plans and directed the applicants to proceed with developing the preferred concept plan into a draft plan for Council consideration.

## **Discussion:**

The vision and objectives statement provided for the ARP (Attachment B) includes a combination of retail establishments and diverse housing options, integrating with the adjacent Parkinson Recreation Centre, and incorporating Mill Creek into the site design. The submission indicates that additional height and density is warranted in this strategic location that is within walking distance to frequent transit and active

transportation corridors (Burtch Ave ATC, Sutherland ATC, Rail Trail), parks and recreation, the Capri-Landmark Urban Centre, and the Landmark employment hub.

The draft plan provides a general indication of height and density, massing, and connectivity of the site (Attachment C). The proposed density and height are similar to the Capri-Landmark Urban Centre with an FAR of 3.95, and heights ranging from 6 storeys to 26 storeys plus bonus density and height opportunities. The site could accommodate between 1,600 and 1,700 residential units with approximately 2,000 m<sup>2</sup> of office space and 3,000 m<sup>2</sup> of commercial/retail space, concentrated on an internal high street promoting pedestrian activity and vibrancy. The massing provides a transition from taller buildings along Harvey Ave, tapering down toward the existing multi-family buildings along Burtch Rd. The plan indicates that parks and outdoor spaces would be integrated into the site, with pedestrian connections running through the property along with roadways.



Figure 1: Concept Illustrative Site Plan



*Official Community Plan 2040 Alignment:*

The draft ARP indicates that the subject properties are particularly suitable for increased height and density due to the strategic location. The ARP could increase housing supply adjacent to one of the City's largest employment centres (Landmark), encourage sustainable transportation options with easy access to the rapid transit corridor on Harvey Ave, and act on climate by protecting riparian areas and promoting compact urban growth. The draft ARP aligns with the majority of the OCP Pillars that guide the growth strategy for Kelowna, as outlined below.

The Big Picture: 10 Pillars to Realize Our Vision	
Promote more housing diversity	<p><b>Focus housing in areas where residents have easier access to jobs, amenities, transit, and active transportation routes.</b></p> <p><i>The proposal would incorporate a range of unit types, sizes, and tenures and opportunities for rental and affordable housing could be incorporated prior to the final plan. The subject properties have easy access to jobs at the Landmark employment hub, access to amenities such as Parkinson Recreation Centre, walking distance to rapid transit on Harvey Ave, and Burtch Rd is a future active transportation route that will connect to the Rail Trail and Sutherland ATC.</i></p>
Focus Investment in Urban Centres	<p><b>Direct public and private investments towards providing more jobs, housing, transportation options, parks, and other amenities in and around the Urban Centres.</b></p> <p><i>Increased height and density on the subject properties will provide more jobs, housing, amenities, and support alternative transportation options in and around the Capri-Landmark Urban Centre.</i></p>
Strengthen Kelowna as the region's economic hub	<p><b>Nurture a culture of entrepreneurship, support innovation, and foster inclusive property by supporting employment growth in the Urban Centres.</b></p> <p><i>The subject properties are within walking distance (400 m) of the Landmark Employment Hub via the Dayton Pedestrian Overpass. Providing housing options near employment can be a factor in employee recruitment and retention, strengthening Kelowna as the region's economic hub.</i></p>
Stop planning new suburban neighbourhoods	<p><b>Focus on limiting urban sprawl and growing in a way that is more environmentally and financially sustainable.</b></p> <p><i>Increased height and density on the subject properties limits urban sprawl and is more environmentally and financially sustainable by directing growth where infrastructure already exists.</i></p>
Target growth along transit corridors	<p><b>Focus growth in the five Urban Centres and along major transit corridors that connect them with the goal of putting more people and more jobs within easy walking distance of reliable, direct transit service.</b></p> <p><i>The subject properties are located on two Transit Supportive Corridors: Burtch Ave, and the Rapid Transit corridor along Harvey Ave identified in <a href="#">OCP Map 13.2</a>, making this a particularly suitable location to focus growth.</i></p>

<b>Prioritize sustainable transportation and shared mobility</b>	<b>Target improvements to public transit, active transportation, and sidewalk networks – especially in Urban Centres, the Core Area, and UBCO.</b>
	<i>The draft ARP proposes sidewalk and cycling connections through the site to promote active transportation and contribute to the sidewalk networks. Targeting increased housing density along Transit Supportive Corridors helps to support improvements to public transit.</i>
<b>Protect and restore our environment</b>	<b>Protect ecosystems and restore others to a healthier state.</b>
	<i>The draft ARP recognizes the riparian area and environmentally sensitive area along Mill Creek at the southeastern portion of the site.</i>
<b>Take action on climate.</b>	<b>Focus growth in a way that is more compact, energy-efficient, and better prepare to adapt to events like floods, wildfires, drought, and other climate change impacts.</b>
	<i>By supporting increased heights and densities in this strategic location, the ARP aligns with compact urban growth which is a major factor in reducing negative impacts on climate.</i>

**Council Priority Alignment:**

**Affordable Housing:** The Housing Needs Assessment completed in 2023 indicates that housing of all types, sizes, and tenures is required. Increasing housing supply in strategic locations works toward the goal of creating affordable housing. Should Council support the draft plan, Staff would work with the applicants on opportunities for rental and affordable housing to be incorporated into the final plan, OCP Amendment, and rezoning application.

**Transportation:** By supporting increased heights and densities in strategic locations that are well connected to Urban Centres by transit and active transportation corridors, the demand for transportation infrastructure can be reduced and transit services can be improved. In addition, Staff recommend exploring reducing the minimum parking requirements to support sustainable alternate transportation options. This aligns with the [2040 Transportation Master Plan \(TMP\) Vision](#) to “help us transition from our car-centric culture.”

**Climate & Environment:** The draft ARP aligns with the climate lens objectives of protecting the riparian area of Mill Creek, increasing the urban tree canopy, as well as being well connected to services, employment, recreation, and alternate transportation options.

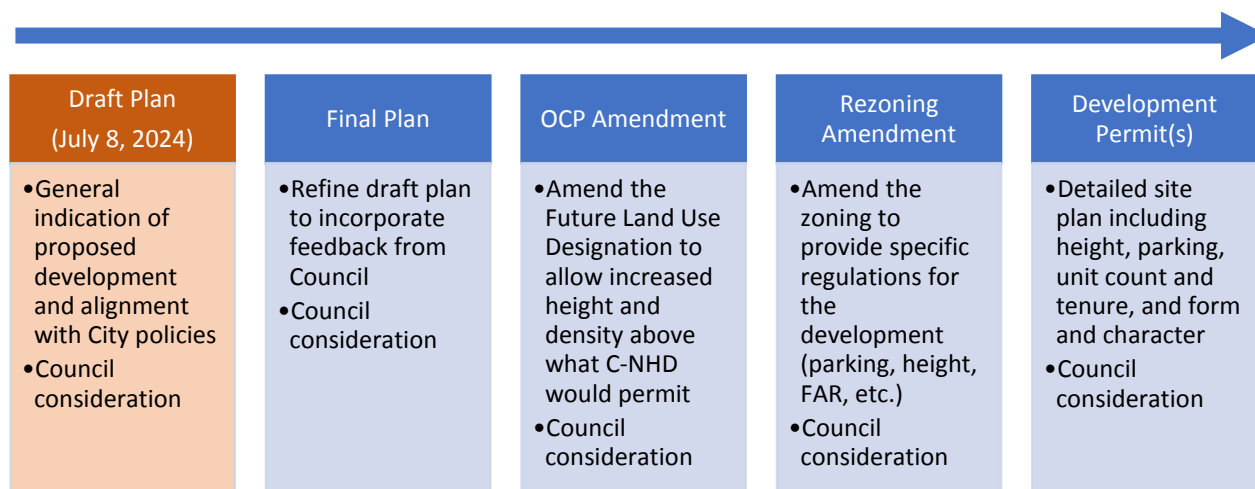
**Public Engagement:**

The applicants hosted two Public Information Meetings providing a full presentation of the policy background, proposed concepts and process, along with an invitation for written and verbal feedback. The meeting was advertised by distributing invitations to neighbours within a 500 m radius, providing letters to current tenants and past and present Global Fitness Members, advertising in print and online through local newspapers, and placing development signs on the property. A summary of the engagement is provided as Attachment A.

**Staff Recommendation & Next Steps:**

The submission documents and draft ARP indicate that additional height and density is warranted in this location and aligns with the 2040 OCP Pillars, 2040 TMP objectives, and responds to the Housing Needs Assessment (2023). Staff recommend supporting the draft plan as presented and ask Council to direct

Staff to collaborate with the applicant to proceed to the final plan. Should Council support this recommendation, Staff will bring forth the final plan, an OCP Amendment, and a rezoning for Council's consideration. Details that would be refined prior to Council consideration of the final plan include reviewing potential rental or affordable housing requirements, reviewing site-specific form and character guidelines if required, and determining the appropriate parking rate. A Development Permit for Council consideration would follow at such time as an application is made.



#### Internal Circulation:

Communications  
Development Engineering  
Housing Policy & Programs  
Long Range Planning  
PRC Redevelopment Project Team

Parks & Building  
Real Estate Services  
Transportation  
Utility Planning

#### Considerations applicable to this report:

*Existing Policy:* Council Policy 247: Hierarchy of Plans, Housing Needs Assessment 2023, 2040 Official Community Plan, 2040 Transportation Master Plan, Capri-Landmark Urban Centre Plan, Imagine Kelowna

*Consultation and Engagement:* A summary of public engagement is provided in Attachment A.

#### Attachments:

Attachment A: Summary of Public Engagement  
Attachment B: Supporting Documents for Area Redevelopment Plan  
Attachment C: Draft Area Redevelopment Plan

#### Submitted by:

T. Atwood, Planner Specialist, Development Planning

#### Approved for inclusion:

R. Smith, Planning, Climate Sustainability and Development Services

For a complete copy of the Applicant's Submission, please visit our Current Developments online: [ARP24-0001 | City of Kelowna](#).



**Mary Lapointe**  
Community Relations/Development Consulting  
5621 Mountainside Drive  
Kelowna, BC V1W 5L5  
mary.lapointe@telus.net/250-826-7670

May 9, 2024

City of Kelowna  
1435 Water Street  
Kelowna, B.C. V1Y 1J4

Attention: Trisa Atwood

**Re: Community Engagement Summary – 1574 Harvey and 1634 Harvey (Harvey & Burtch)**

On behalf of PMC (Harvey) Holdings and Dialog Design, I am providing this letter summarizing the community engagement activities that support the Area Redevelopment Plan (ARP) process currently underway for the above-noted properties and meets the requirements of the Summary of Public Engagement and Indigenous consultation as described in the Terms of Reference for this project.

**Background:**

PMC (Harvey) Holdings is undertaking an Area Redevelopment Planning process as a prerequisite for the consideration of an OCP amendment that will create alignment of the future land use designation with community objectives, as identified within the Kelowna 2040 OCP.

**Meeting Community Engagement Objectives:**

Community engagement is a key component of the ARP planning process, and the property owner has undertaken initiatives described here to achieve engagement objectives.

- Direct communications with commercial neighbours and area landowners;
- A formal **Public Information Meeting** for neighbours, existing tenants, gym users, the neighbourhood and the community at large. A second information meeting was held for commercial tenants one week after the PIM.

The Public Information Meeting provided a full presentation of the policy background, proposed concepts and process information, along with an invitation to provide written or verbal feedback. Attendees were informed that the feedback period would be open for three (3) weeks and that submissions could be made in person at the meeting or by email. The opportunity to engage was widely advertised and notification for the Public Information Meeting, beyond the City's requirements, included:

- An information letter distributed to current tenants and more than 15,000 past and present Global Fitness members;
  - 1,566 'postcard' style invitations mailed out to neighbours (including and exceeding the distribution list provided by City of Kelowna) and delivered two weeks in advance of the PIM;
  - Print advertisement published in Kelowna Capitol News for two weeks in advance of the PIM;
  - Multi-day electronic advertising of the PIM ran in both Castanet and Infotel during the week before the PIM;
  - Standard development signage on each of the property frontages; and
  - An email address was included within promotional materials and at the in-person events to allow an opportunity for people to submit feedback electronically.
- Formal requests to engage with WFN and OKIB, an invitation to attend the Public Information Meeting and response to requests for additional information.

### **Engagement Outcomes:**

A total of **120 people** attended the two PIM forums. Attendees were primarily comprised of gym members, existing commercial tenants and a smaller number of residential neighbours. Very few people provided written feedback (1 feedback form and several comments posted by 'sticky' note on the information panels). The following key themes emerged from these and the verbal comments our team members received:

#### ***Expressions of Support:***

- Integrated green spaces and gathering places for future residents.
- Respect for the interface between the property and the PRC plan/space.
- Commercial, retail and restaurants on the ground floor to serve local needs.
- Tree retention.
- Improved traffic management and pedestrian safety – Burtch and Kelglen.
- Reduced heights along the Burtch frontage with higher buildings oriented to the highway – for less impact on residential neighbours.
- Maximize bike paths and pedestrian routes for internal areas (no cars).

#### ***Expressions of Concern:***

- Timing and loss of Global Fitness facility.
- Building heights.

- Potential shadowing on PRC and neighboring residential areas;
- Insufficiency of parking for residents and visitors.
- Insufficient sunlight on greenspaces (primarily Concept 3).

**Next Steps:**

As the planning and approvals process advances, PMC (Harvey) Holdings and Dialog Design will continue to respond to community interests and feedback and will work with the City of Kelowna address the input that is received through engagement.

Please do not hesitate to contact the undersigned with any questions you may have regarding the program described here.

Respectfully,

Mary Lapointe

**Attachment:**

Copies of Notification Materials





# BURTCH & HARVEY

## AREA REDEVELOPMENT PLAN

**PLEASE  
SHARE  
YOUR  
THOUGHTS**



# BURTCH & HARVEY

## AREA REDEVELOPMENT PLAN

1574 Harvey Ave and 1634 Harvey Ave,  
Kelowna, BC

Property owner PMC (Harvey) Holdings Corp. is working to create an updated plan to guide future development for these properties. Community input is an important part of the planning process.

Learn about this planning initiative, enjoy some light refreshments and share your thoughts at the **Public Information Meeting**:

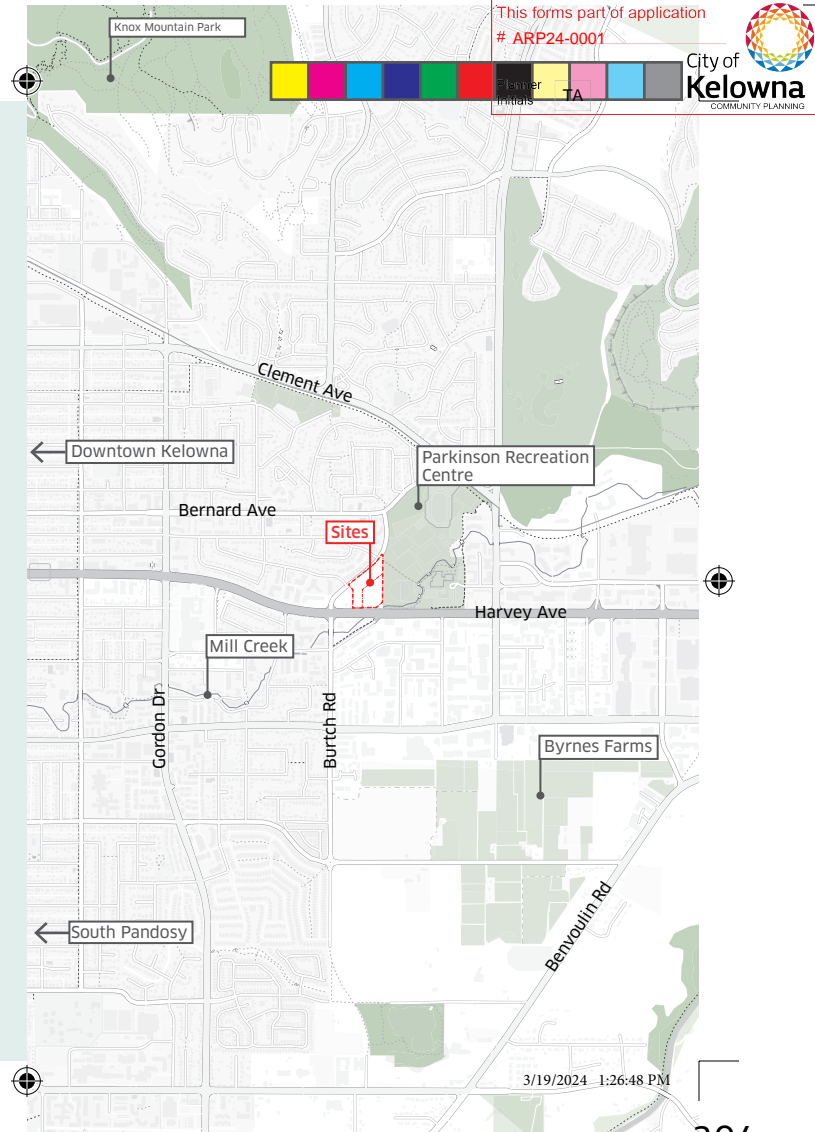
**Wednesday, April 10, 2024**

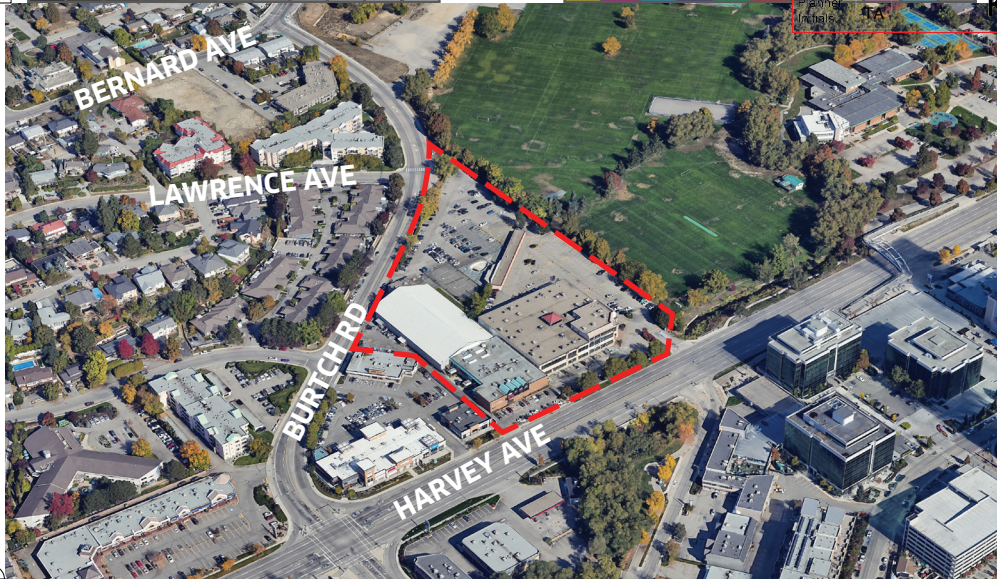
4:30 p.m. to 7:30 p.m.

Tennis Courts at Global Fitness,  
1574 Harvey Ave, Kelowna, BC

If you have questions about this initiative,  
please contact: [burtchharvey@gmail.com](mailto:burtchharvey@gmail.com)

5x7 POSTCARD.indd 2





## BURTCH & HARVEY

### AREA REDEVELOPMENT PLAN

1574 Harvey Ave and 1634 Harvey Ave, Kelowna, BC

Property owner PMC (Harvey) Holdings Corp. is working to create an updated plan to guide future development for these properties. Community input is an important part of the planning process.

Learn about this planning initiative, enjoy some light refreshments and share your thoughts at the **Public Information Meeting**:

**Wednesday, April 10, 2024**

4:30 p.m. to 7:30 p.m.

Tennis Courts at Global Fitness,  
1574 Harvey Ave, Kelowna, BC

If you have questions about  
this initiative, please contact:  
[burtchharvey@gmail.com](mailto:burtchharvey@gmail.com)



# 2.1 Vision & Objectives

Burtch / Harvey is a vibrant site with a strategic position along Harvey Avenue, a key commercial route and transportation corridor in the region. The site plan includes dynamic public spaces that harmonize with its surroundings, including the adjacent Parkinson Recreation Centre. The incorporation of Mill Creek into the site design underscores a commitment to the preservation and enhancement of its natural attributes.

Burtch / Harvey presents a combination of retail establishments and diverse housing options, thereby enriching the overall diversity of the area. It serves as a practical model for the community development objectives that Kelowna seeks to advance and is a reflection of the community’s aspirations in action.

OBJECTIVE 1

Providing Housing Diversity



Growth Along Transit Corridors

OBJECTIVE 3



OBJECTIVE 2

Supporting Equitable City Building



Enhanced Sustainability

OBJECTIVE 4



## 2.3 Policy Context

### Official Community Plan 2040 (2021)

Kelowna’s Official Community Plan (OCP) was adopted by the Municipal Council of the City of Kelowna on January 10th, 2022. This OCP is positioned to support and create a pathway towards Imagine Kelowna’s 2040 vision. By 2040, Kelowna is expected to be home to an additional 45,000 people. The OCP describes Kelowna as a city that is becoming more urban and dynamic.

The OCP establishes 10 OCP pillars as a foundation on which to build more detailed policy:



#### Relevance

- Sets forth clear direction for densification along transit corridors, with focused investment in Urban Centres
- Calls for the delivery of a diversity of housing types

### 2040 Transportation Master Plan (2022)

The 2040 Transportation Master Plan (TMP) is a long-term, citywide plan for transportation that sets the direction for a vibrant and connected Kelowna. The TMP supports diverse transportation options in the city with a focus on cutting carbon emissions and car-dependency. The three core targets include:

1. Doubling transit ridership
2. Quadrupling the number of trips made by bicycle
3. Reducing the average distance driven per person by 20 per cent.

Aligning with other Kelowna initiatives and Imagine Kelowna, the TMP aims to help 12 goals:

- |                                       |                                     |
|---------------------------------------|-------------------------------------|
| 1. Improve travel choices             | 7. Enhance travel affordability     |
| 2. Enhance urban centres              | 8. Improve safety                   |
| 3. Ensure value for public investment | 9. Promote inclusive transportation |
| 4. Optimize travel times              | 10. Foster a growing economy        |
| 5. Be innovative and flexible         | 11. Protect the environment         |
| 6. Improve health                     | 12. Support livable communities     |

#### Relevance

- Embrace transportation options by capitalizing on Harvey as a major Rapid Transit Corridor.
- Embrace transportation options by utilizing Burtch as a Transit Supportive Corridor.
- Take into account the effects of Burtch as a corridor for active transportation featuring bike lanes.

### Housing Needs Assessment (2023)

The Housing Needs Assessment (HNA) is tasked with articulating specific housing challenges in Kelowna and identify focus areas to address these challenges. The HNA aligns with two key strategies in Kelowna:

- The *Journey Home Strategy* focused on supporting underhoused members of society.
- The *Healthy Housing Strategy* focuses on policy, regulations, and procedures for Housing with Supports (e.g., subsidized rental housing, rental housing, and ownership housing).

The HNA generated “The Wheelhouse”, a visualization of the housing need in Kelowna. The Wheelhouse identifies three categories of housing in Kelowna including:

1. Safety Net (e.g., emergency shelter, short-term supportive housing)
2. Housing with Supports (e.g., subsidized rental housing, long-term supportive housing)
3. Market housing (e.g., ownership housing, rental housing).

The HNA shows that homelessness is in a “severe” condition today with a constrained rental market status.

#### Relevance

- Promote a wide range of housing tenure choices, to ensure a diverse population residing within the community.



# Burtch/Harvey Area Redevelopment Plan

## Relevance to Official Community Plan Pillars



### Prioritize sustainable transportation and shared mobility

The planning process for Burtch/Harvey prioritizes active transportation within the site and its surrounding context. Future plans include extensive implementation of multi-use paths, bike lanes, and pedestrian pathways. Additionally, access to public transit along Harvey Ave is being carefully considered.



### Take action on climate

Enhancing green public spaces, incorporating permeable surfaces, and maximizing the use of native vegetation and greenery are key aspects of the planning process.



### Focus investment in Urban Centres

The Burtch/Harvey site is situated within the Core Area of the OCP Growth Strategy Districts, adjacent to the Capri-Landmark Urban Centre and Parkinson Recreation Centre. These are significant future hubs for employment, residential living, and recreational activities in Kelowna. The planning and development vision for Burtch/Harvey are shaped by its proximity to these key anchors.



### Target growth along transit corridors

In the OCP Transit Supportive Corridor Plan, both Harvey Ave and Burtch Rd are designated as public transit corridors. The site's strategic location at the intersection of these two corridors enhances its potential for growth.



### Stop planning new suburban neighbourhoods

Given the site's location in the Core Area and the visions and aspirations for its future, the development is envisioned as a complete community where people can live, work, and play. The development aims to promote sustainable density and accessibility, moving away from the suburban housing model.



### Strengthen Kelowna as the region's economic hub

Burtch/Harvey is a mixed-use community located on the outskirts of the redeveloped Parkinson Recreation Centre, which serves as a regional destination in Kelowna. The planning process includes retail, commercial, and community uses to support the area's growth.



### Protect and restore our environment

The site is situated on the western edge of a green belt that extends to the UBCO campus. A significant portion of the site is designated as an OCP Natural Environment Area, with Mill Creek running through its southeastern edge. The planning process aims to integrate environmental strategies to protect and restore the site's ecological and environmental values.



### Incorporate equity into city building

The Burtch/Harvey planning team aims to collaborate with various levels of government, First Nations, and the development community to advance affordable housing initiatives. This effort also includes the development of new cultural infrastructure for the enjoyment of both residents and visitors.



### Promote more housing diversity

The Burtch/Harvey planning process promotes housing diversity by offering a range of housing forms and tenures to accommodate families of all sizes and economic statuses. This initiative aims to include expanded rental and affordable housing on the site, supported by sufficient amenities and public open spaces.



### Protect agriculture

The Burtch/Harvey site is an already developed property, so redevelopment will not encroach on any agricultural land.



3.5.3 Future Landuse

The Future Landuse Designations of the Official Community Plan depicted in Map 3.19 stem from comprehensive studies of the city’s growth strategies, residential unit goals, and the aims outlined in transportation masterplans.

The site falls under the designation of C-NHD (Core Area Neighbourhood), where, with the exception of areas along Transit Supportive Corridors, new developments are expected to harmonize predominantly with the existing scale and building orientation of the neighborhood, ensuring the preservation of its overall character.

Core Area Neighbourhoods are intended to accommodate a range of ground-oriented housing types, as well as small-scale local commercial and institutional uses, catering to the needs of the surrounding residents.

Legend

Site

UC - Urban Centre

VC- Village Centre

C-NHD - Core Area Neighbourhood

C-NTH - Core Area - Health District

S-RES - Suburban Residential

R-RES - Rural Residential

R-AGR - Rural - Agricultural & Resource

RCOM - Regional Commercial Corridor

IND - Industrial IND - Industrial

EDINST - Education / Institutional

PARK - Park and Open Space PARK

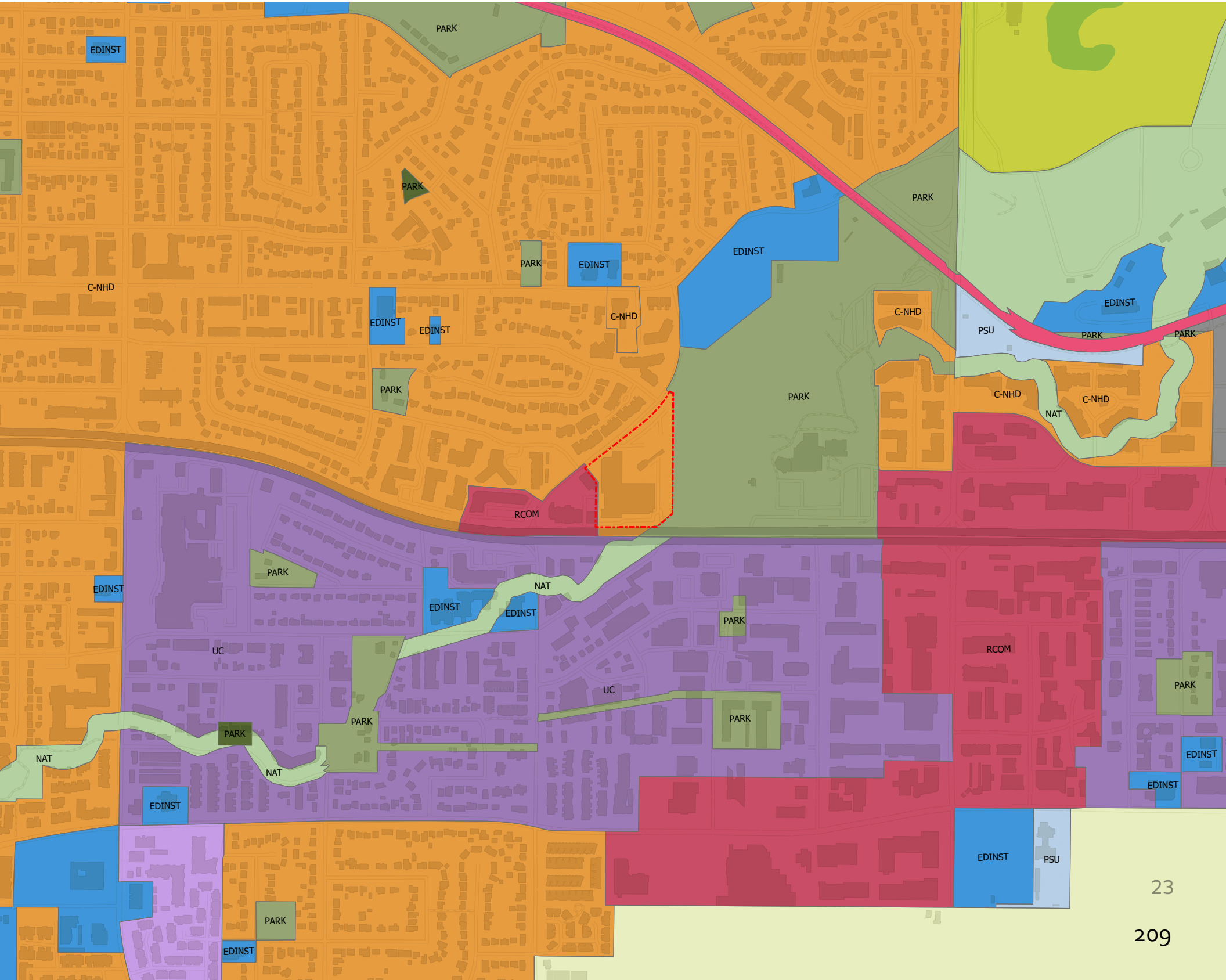
REC - Private Recreational

NAT - Natural Area

TC - Transportation Corridor

PSU - Public Service Utilities

Figure 3-20 OCP Future Landuse Designations



3.5.5 Parks & Open Spaces

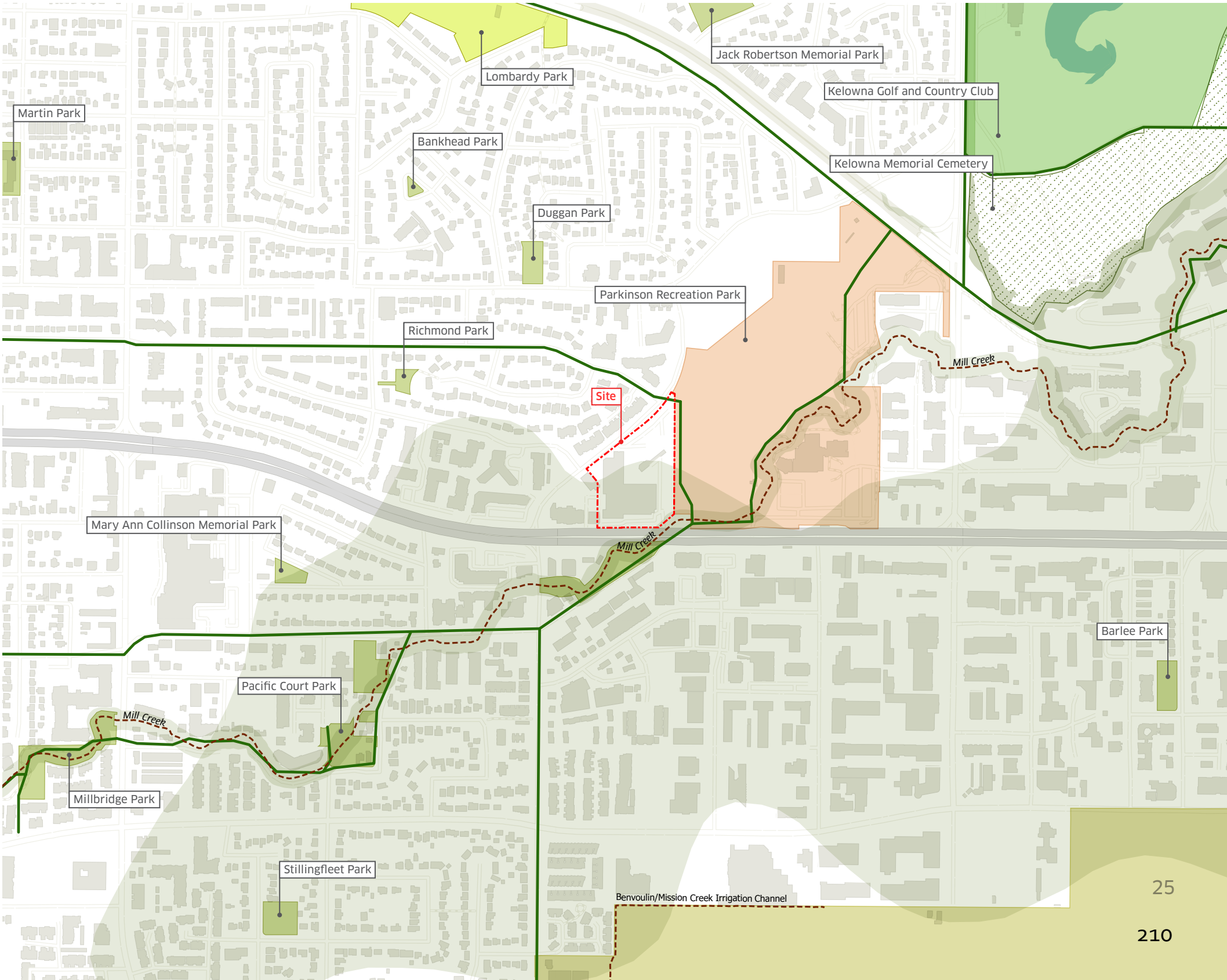
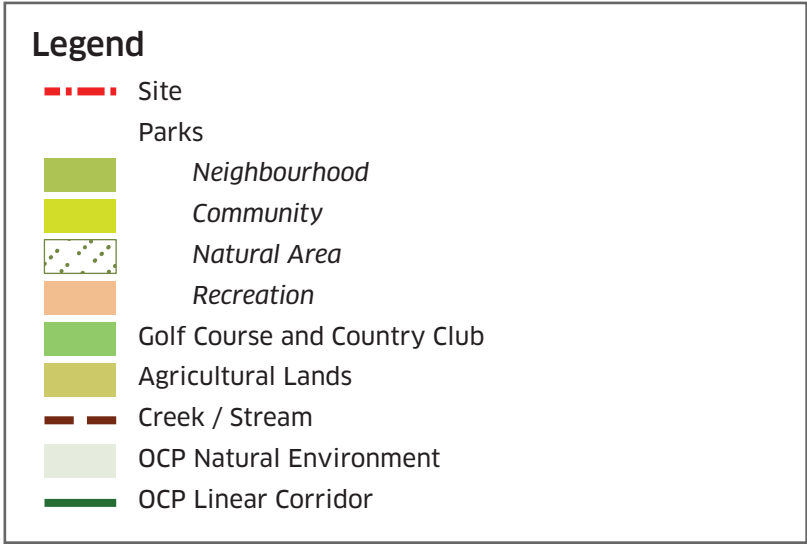
The location is situated at the crossroads of diverse natural and human-made parks, surrounded by green open spaces.

More than half of the site is designated as an OCP Natural Environment Area, and Mill Creek flows through the southeastern edge, with plans for a linear park development along the creek.

Adjacent to the eastern edge of the site is the Parkinson Recreation Site, playing a vital role in attracting residents to the area on a regional scale.

The site is positioned at the western terminus of a green belt, which encompasses the UBCO campus, agricultural lands, Kelowna Golf Club, and Memorial Park Cemetery.

Figure 3-22 Context Parks and Green Open Spaces





### 3.5.7 Transportation Network

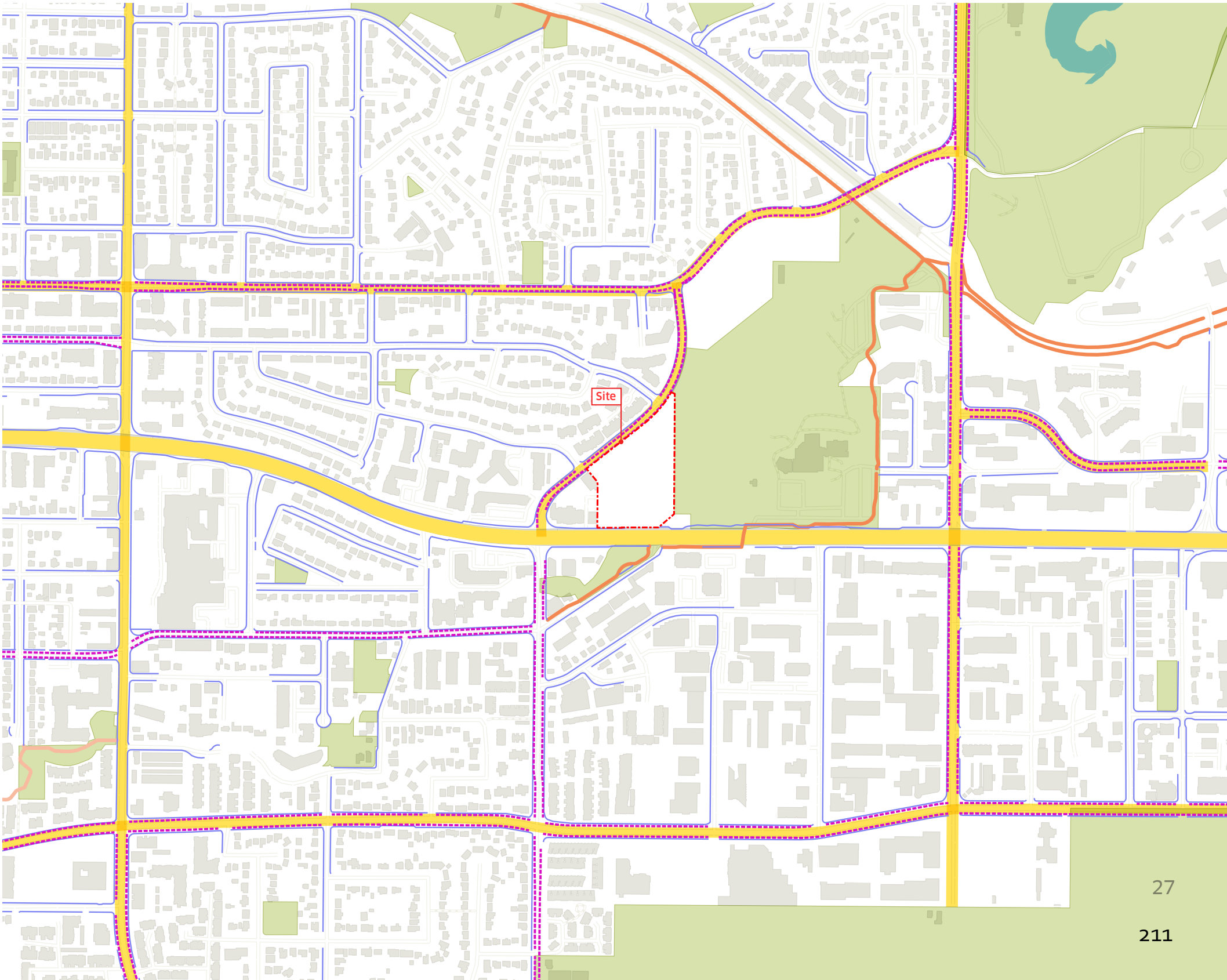
The site, as outlined in the Area Redevelopment Plan, is positioned between two Transit Supportive Corridors: Harvey Ave, a prominent thoroughfare in Kelowna, and Burtch Rd. Harvey Ave serves as a vital connection, linking East Kelowna across Okanagan Lake to West Kelowna.

Presently, the rapid bus route traverses Harvey Ave, providing convenient access within walking distance of the site. Additionally, the site enjoys close proximity to the Rail Trail, a significant regional multi-use pathway that draws cyclists and pedestrians.

The biking infrastructure in the vicinity of the site is both extensive and well-connected.

As per the Capri Landmark Urban Centre Plan, the goal is to reshape transportation patterns by improving the street network to accommodate all modes of transportation, enhancing infrastructure for pedestrians, cyclists, and transit users, and creating inviting and comfortable streets conducive to active transportation.

Figure 3-24 Transportation Network



Legend

Site

Parks

Transit Supportive Corridors

Active Transportation Routes

Sidewalk

Bikelane

Shared-Use Pathway Paved

Shared-Use Pathway Unpaved



### 3.7 Summary of Site Opportunities and Constraints

Map 3.34 outlines a summary of the site's opportunities and constraints.

On a positive note, the presence of social infrastructures in the surrounding area serves as a valuable asset, attracting people to the site.

The redevelopment plans for the Parkinson Recreation Centre and the community plan for Capri Landmark are contributing to significant enhancements on both edges of the site, enriching the livability and vibrancy of the overall site context.

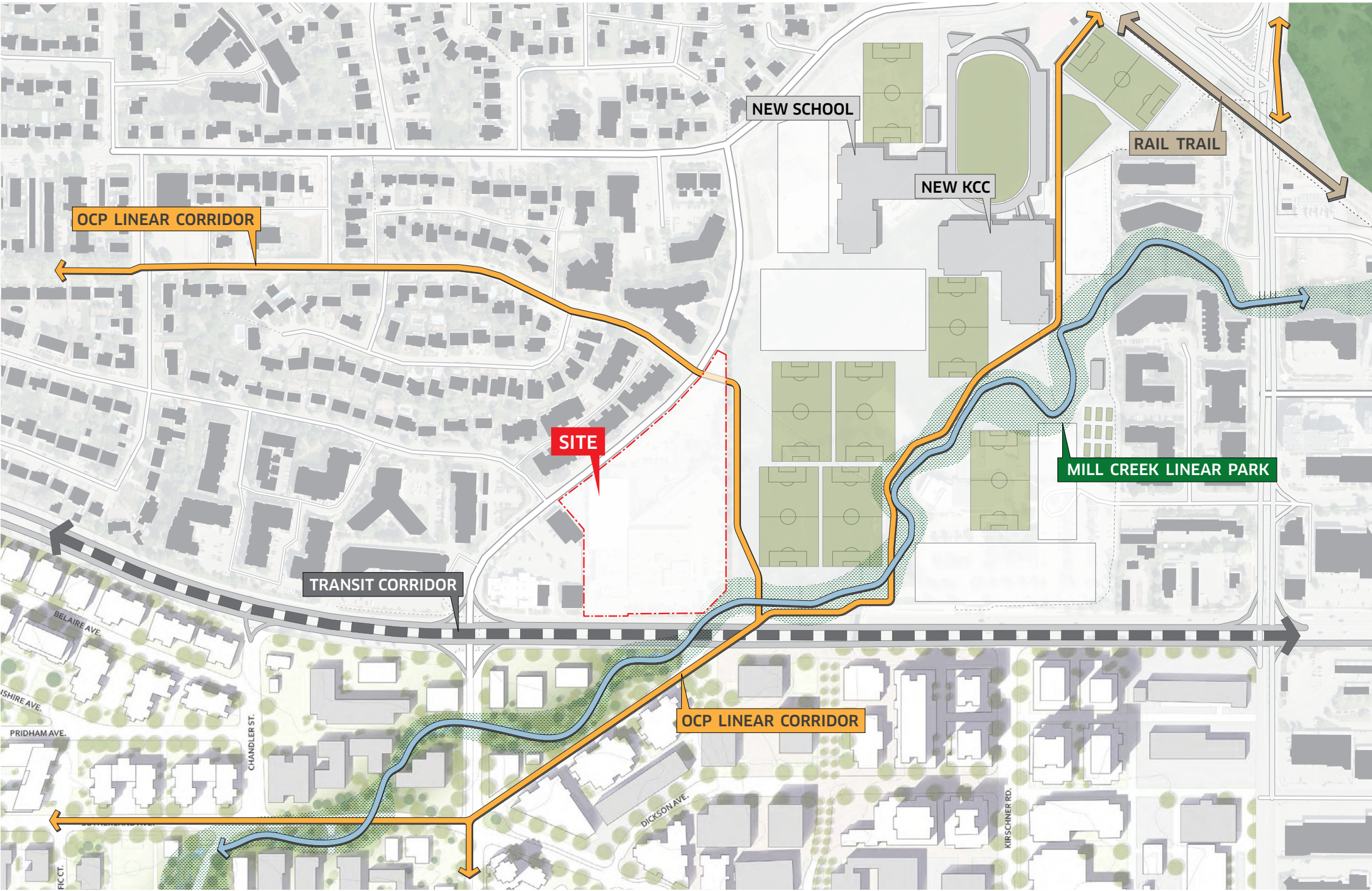
Additionally, in accordance with the Official Community Plan, linear corridors are strategically positioned throughout the city, with one passing along the edge of the site, connecting it to the expansive active transportation network, Mill Creek Park, and the Rail Trail.

Both Harvey Ave and Burtch Road, the two streets surrounding the site, are earmarked as future transit corridors, ensuring ample access to the site.

The studied area enjoys close proximity to key destinations in Kelowna, including downtown, Knox Mountain, and Mission Creek Regional Park.

Additionally, its location along an important thoroughfare creates opportunities for the site to position itself favorably for growth and increased activity.

Figure 3-37 Site Opportunities and Constraints Map







04

# CONCEPT PLAN

The concept for this site focuses on drawing people in, creating a dynamic pedestrian focused public realm and creating a transition from the urban throughfare of Harvey to the residential neighbourhood to the North. The concept makes connection with Parkinson Recreation Centre, a major community amenity, however, respects the intended placement of premier league sports fields by and will take into consideration limiting pedestrian connectivity between the two sites.

This plan is responsive to key policy direction coming from the 2040 Official Community Plan, the Capri-Landmark Urban Centre (CLUC) Plan, Healthy Housing Strategy, and the 2023 Housing Needs Assessment. Alignment with existing policy is explored on pages 9, 10, 12. As the project moves into more detailed design and development, more specific details can be given about how this plan would support housing policy and objectives for the City of Kelowna.



# 4.1 Concept Plan

## COMMUNITY STAGE

### A STRETCH OF GREEN TO THE HEART OF COMMUNITY



#### A Launching Place:

The term “community stage” signifies emphasis on public realm and pedestrian priority. It also signifies the how the site design serves as a connector of Parkinson Recreation and Capri-Landmark.

#### Retail Fronted Park Space:

The Side Park is designated for smaller and more frequent on-site events, providing a venue for activities like night markets and community events. The retail frontage is designed to complement and support the happenings in the park.



#### A Site of Connection:

This idea creates an inviting entrance to the development, connecting it with the residential community at the rear while preserving density along the edges of Harvey Avenue. Walking paths seamlessly link all the spaces together

#### Responding to the Communities Aspirations:

This plan seeks to create a vision for future development which will benefit and augment the existing community. Careful consideration has been given to existing policy directives from 2040 Official Community Plan, the Capri-Landmark Urban Centre (CLUC) Plan, Healthy Housing Strategy, and the 2023 Housing Needs Assessment. The plan also aligns with Council Priorities 2023 – 2026, such as those outlined within the Transportation and Climate and Environment categories.

This includes designing to emphasize green connections to key community amenities such as Mill Creek and Parkinson Recreation Park, plugging in to a City-wide Parks and Open spaces network and strategy. It also includes aligning with strategic transportation planning directives, including responding to the rapid bus route on Harvey, and emphasizing the pedestrian realm within the site itself and making consideration for the Rail Trail.





4.1.1 Core Idea

The central theme of the preferred concept is to encapsulate the shift from a bustling urban thoroughfare to a residential neighbourhood. This concept is an evolution of Concept #2, which was presented as part of three concepts in the first submission of this ARP Process. Through engagement with the public and the City of Kelowna, feedback was received that gave direction to reconsider podium heights and permeability between Burtch/Harvey and Parkinson Recreation, specifically potential conflict by pedestrian connections that might encourage short cutting across the future planned sports fields. As a direct result of this feedback, podium heights were reduced to 4 storeys and consideration was given to the alignment of potential connections with Parkinson Recreation.

The resulting final concept includes blocks near Harvey Avenue that are more substantial and less permeable, while those situated to the north become more linear and porous.

In this concept, given the site's location at the periphery of a green open space network there is an intentional consideration of the connectivity to this network that is also sensitive to potential conflict between pedestrian cut-throughs and future planned premier league sports fields to the east. The site also responds to Mill Creek and the need for a buffer to protect the ecological function of this important creek.

The site is planned to be pedestrian oriented, with retail to activate the internal high street.

Legend

Site

Green Open Spaces

15m OCP Setback

Mill Creek

Major Access

Pedestrian

Vehicular

Natural

Figure 4-38 Concept Core Idea Diagram





### 4.1.2 Illustrative Massing

The concept takes a more intentional approach to blending with Parkinson Recreation Park and the forthcoming OCP Corridors situated along the eastern periphery of the site.

The arrangement of towers and density aligns with Concept 1, gradually reducing towards the northern residential neighborhood.

By situating retail spaces near the suggested green areas, it enlivens the eastern boundary and fosters an inviting atmosphere for community gatherings and events.

Figure 4-39 Concept Illustrative Site Plan





4.1.3 Illustrative Massing

In this concept, the high street takes on a more community-oriented character, meandering east to west at the heart of the development.

Primary retail hubs align along this high street, strategically positioned at the major access point on Harvey Avenue to draw people into the development.

The highest density is concentrated on the southwestern border along Harvey Avenue, gradually decreasing towards the east and north.



Figure 4-40 Concept Landuse Diagram

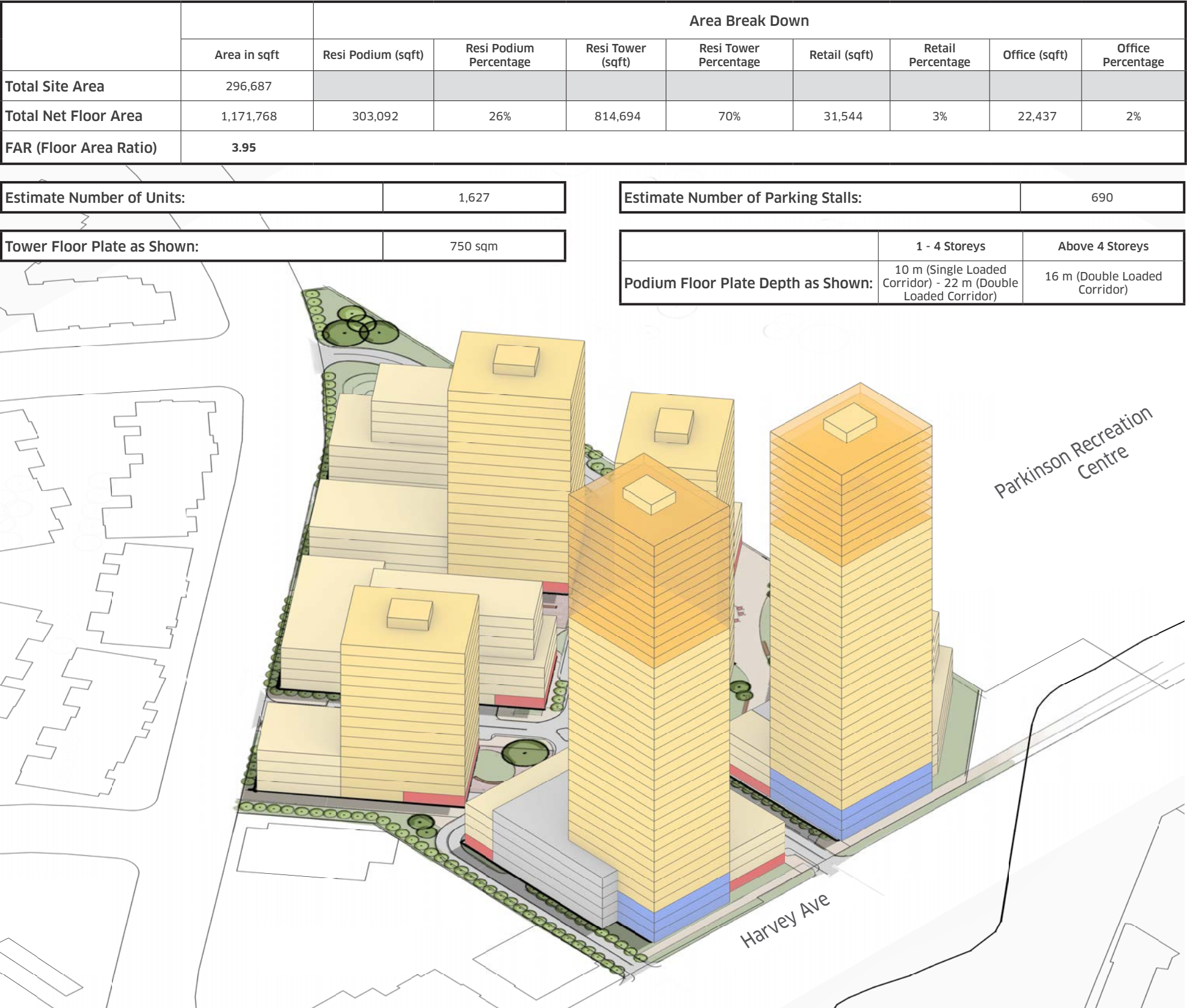


Figure 4-41 Concept Massing Diagram



### 4.1.4 Illustrative Elevation Analysis

The proposed concept for Burtch / Harvey aims to align with the ongoing and approved developments in the City of Kelowna, including the approach to tall buildings and building heights.

The following diagram provides a visual comparison of the potential proposed height on the site with the Capri-Landmark development across the highway and other developments in the downtown area.

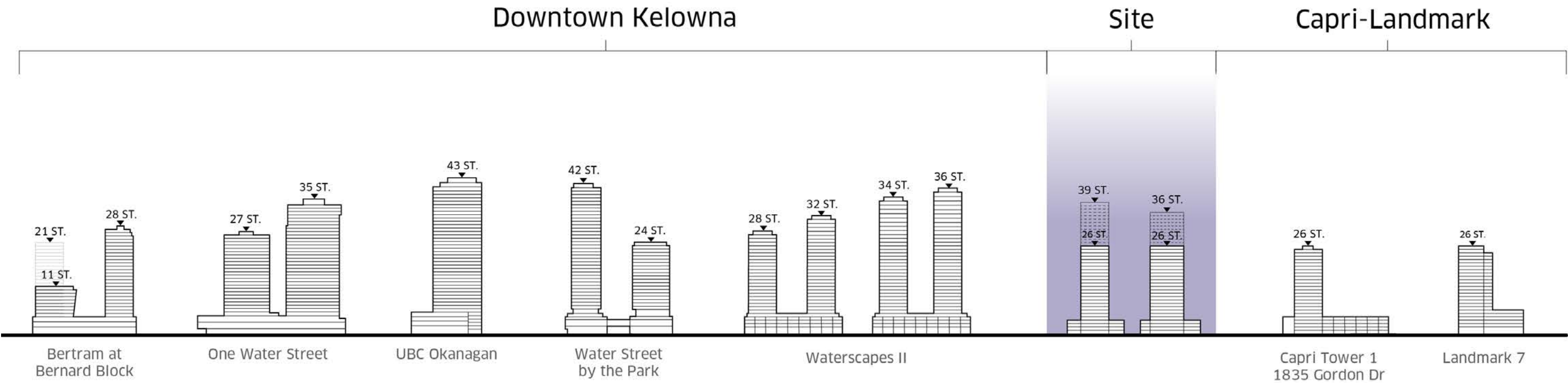
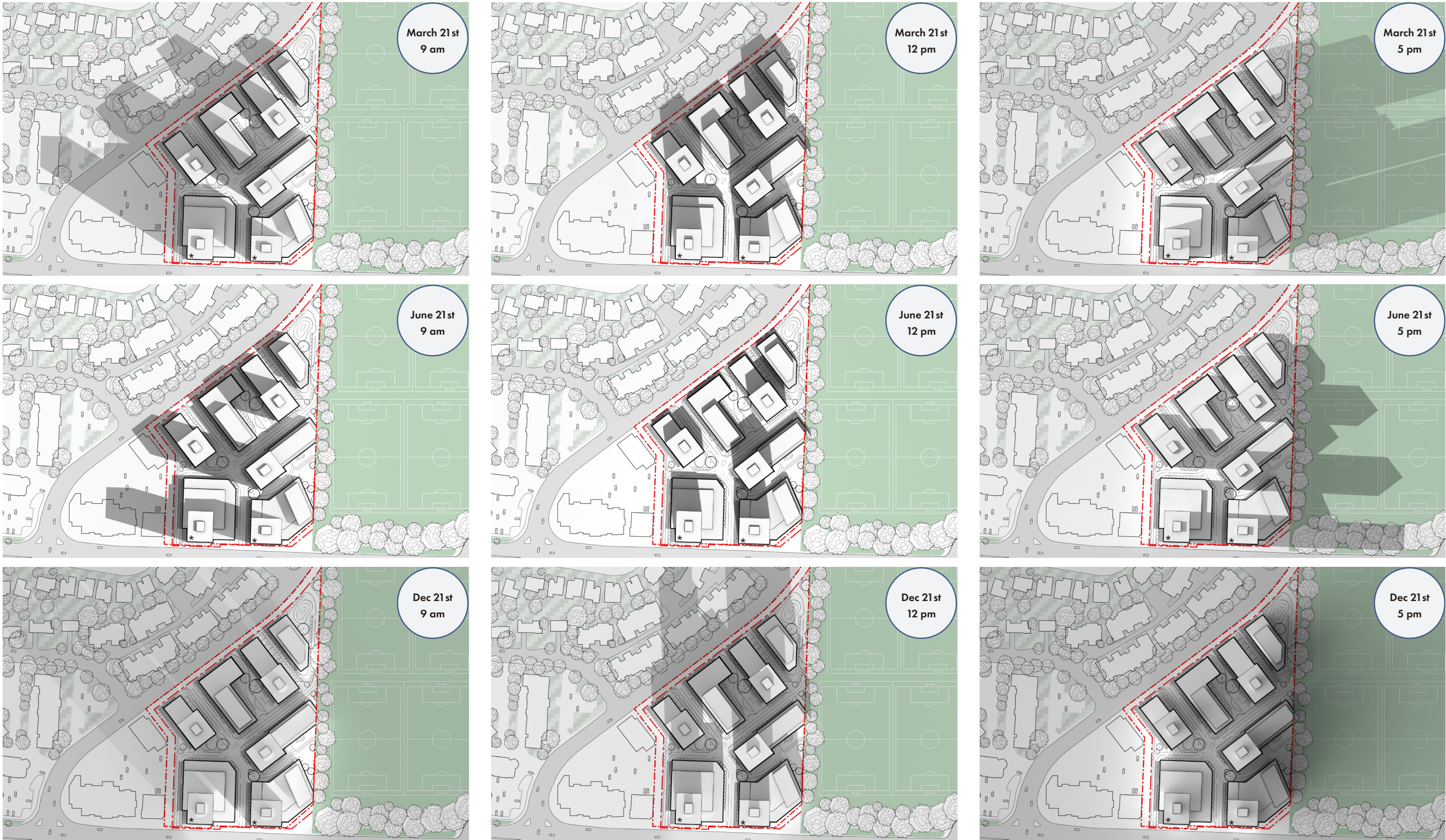


Figure 4-42 Proposed concept height comparison to Kelowna’s approved/under construction developments



4.1.5 Illustrative Shadow Analysis



\* Shadows are calculated based on a height of 26 storeys along Harvey Ave.



# ARP24-0001 1574-1634 Harvey Ave

Burtch/Harvey Draft Area Redevelopment Plan



# Purpose

- ▶ To receive the draft Burtch/Harvey Area Redevelopment Plan and to authorize the preparation of the final plan.

# Development Process

October 2023

Terms of Reference Agreed Upon



February 2024

Development Application Submitted



April 2024

Public Information Sessions



July 8, 2024

Draft Area Redevelopment Plan



Final Area Redevelopment Plan



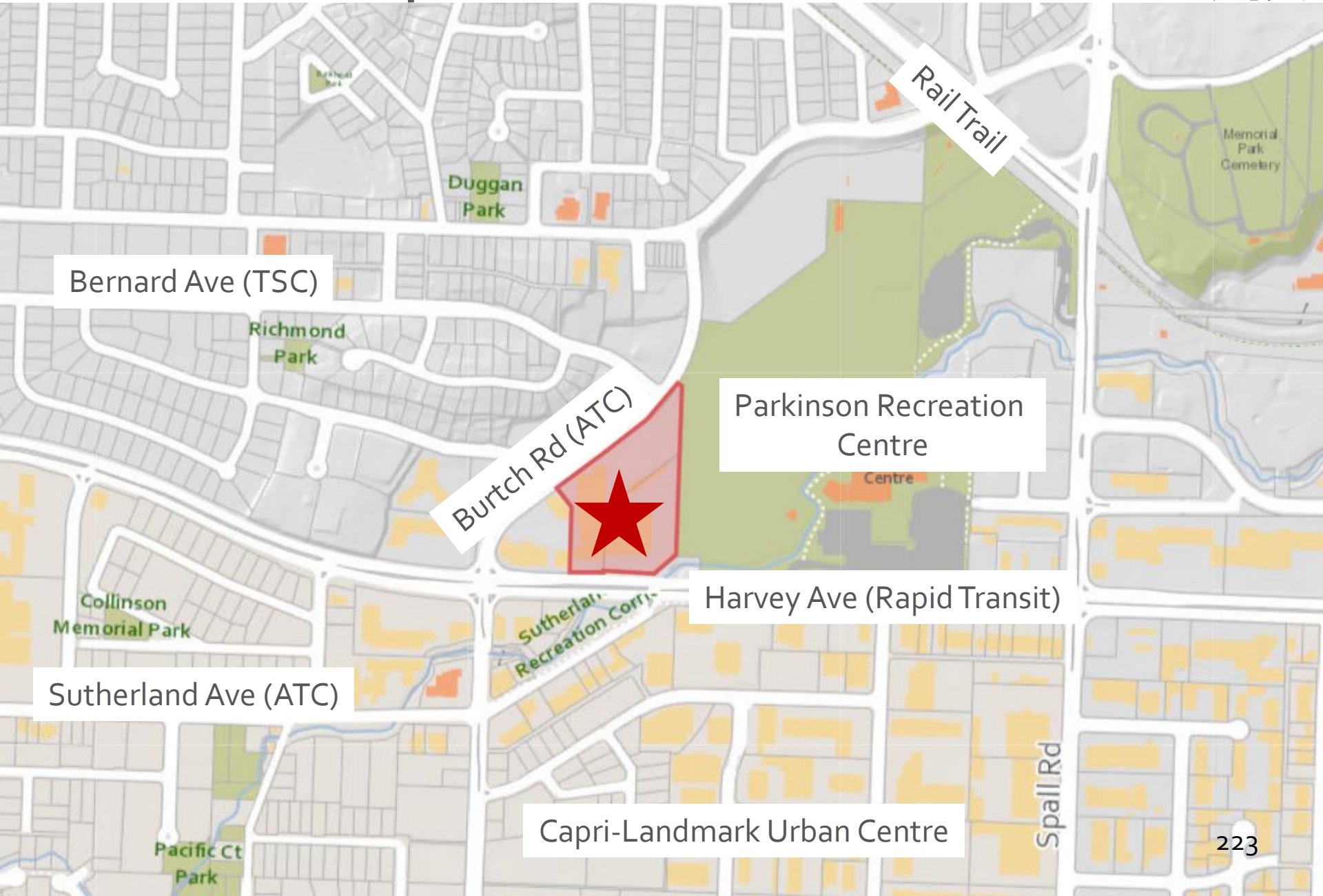
OCP Amendment & Rezoning



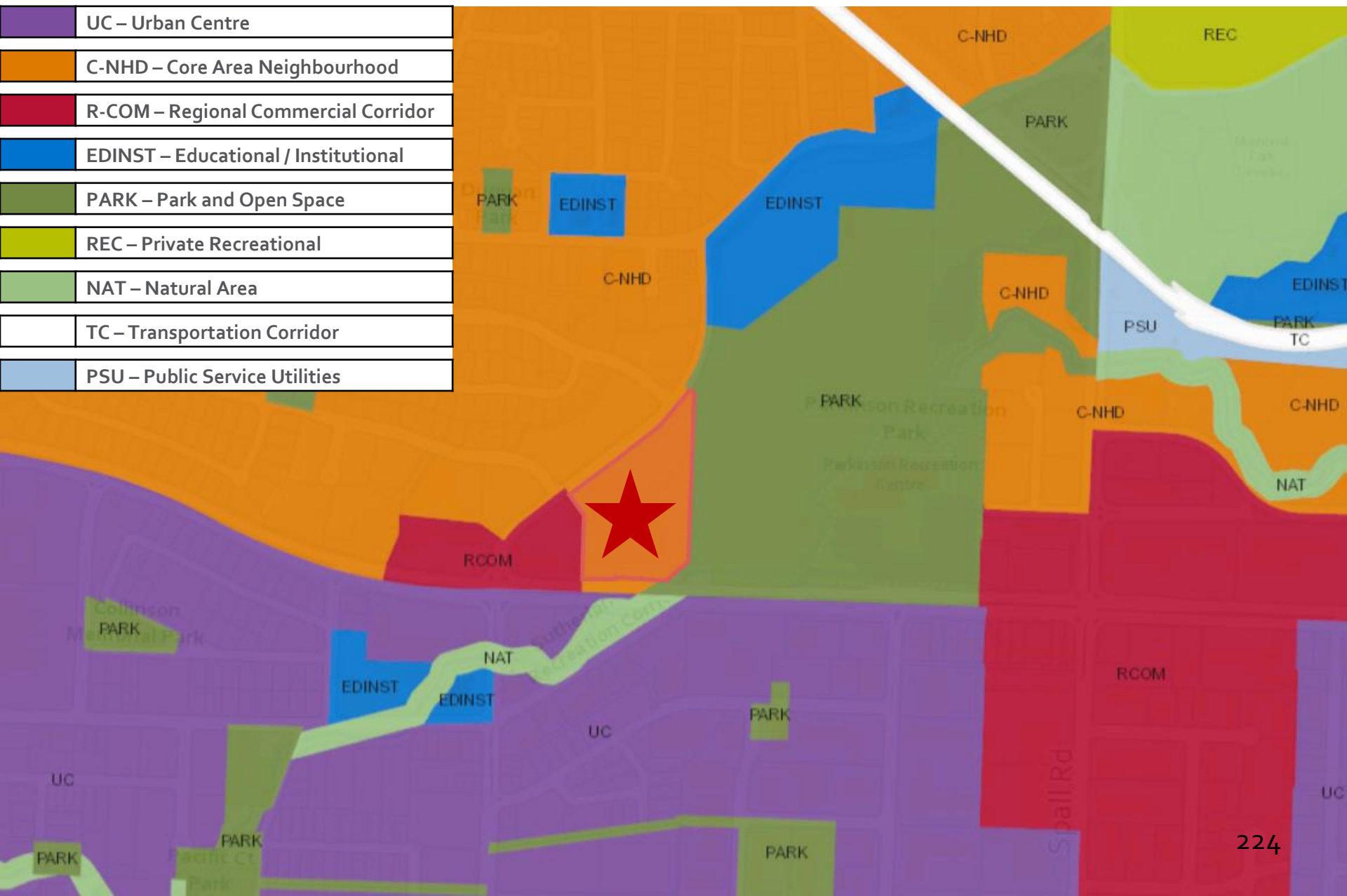
Development Permit

Council  
Approvals

# Context Map







# Subject Property Map





# Background

- ▶ OCP Policy 5.2.6 Burtch / Harvey Area Redevelopment Plan.
  - ▶ *Consider greater heights and densities than afforded in the Core Area Neighbourhood designation in the Burtch / Harvey area as outlined on Map 16.1, only at such time as an Area Redevelopment Plan initiated by the property owners is completed.*
- ▶ Terms of Reference October 2023
- ▶ Abbreviated & Focused Process



# Draft ARP Overview

- ▶ Residential, retail/commercial, office
  - ▶ 1,600 – 1,700 units
- ▶ 6 storeys – 26 storeys
  - ▶ Bonus density/height provisions
  - ▶ Taller buildings along Harvey Ave
  - ▶ Lower buildings along Burtch Ave
- ▶ Parks & outdoor recreation spaces
- ▶ Pedestrian & cycling connectivity
- ▶ Protection of Mill Creek

# Concept Illustrative Site Plan

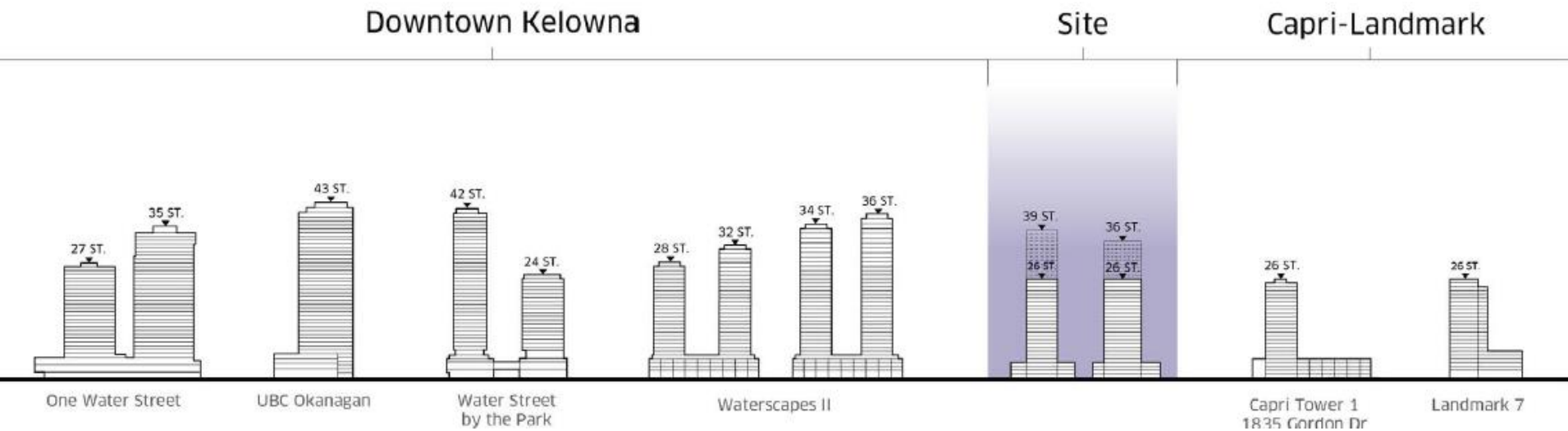


# Concept Massing





# Concept Height Comparison



# OCP Growth Strategy Alignment



Promote more  
housing diversity

- ▶ Range of unit types, sizes, and tenures
  - ▶ Easy access to jobs, recreation, active transportation



Strengthen Kelowna  
as the region's  
economic hub

- ▶ Landmark Employment Hub
  - ▶ Housing near existing employment
  - ▶ Increase employee recruitment & retention



Focus investment in  
Urban Centres

- ▶ Increase in housing, jobs, amenities
  - ▶ Proximity to Capri-Landmark Urban Centre

# OCP Growth Strategy Alignment



Prioritize sustainable transportation and shared mobility

- ▶ Sidewalk & cycling connections through site
  - ▶ Burtch Ave (Future ATC)
  - ▶ Connect to Sutherland ATC, Rail Trail



Target growth along transit corridors

- ▶ Two Transit Supportive Corridors
  - ▶ Burtch Ave
  - ▶ Harvey Ave (rapid transit)



Stop planning new suburban neighbourhoods

- ▶ Environmentally & financially sustainable
  - ▶ Compact urban growth
  - ▶ Infrastructure already exists



# OCP Growth Strategy Alignment



Take action on  
climate

- ▶ Strategic location reduces car dependency
- ▶ Proposed green public spaces



Protect and restore  
our environment

- ▶ Protection of Mill Creek Riparian Area
- ▶ Natural Environment Development Permit

# OCP Objectives – Climate Resilience

## Climate Criteria

**Dark Green** – Meets Climate Criteria

10 min Walk to Retail/Restaurants	
5 min Walk to Park	
10 min Bike to Public School	
20 min Bus to Urban Centre/Village Centre/Employment Hub	
Retaining Trees and/or Adding Trees	
<b>OCP Climate Resilience Consistency</b>	

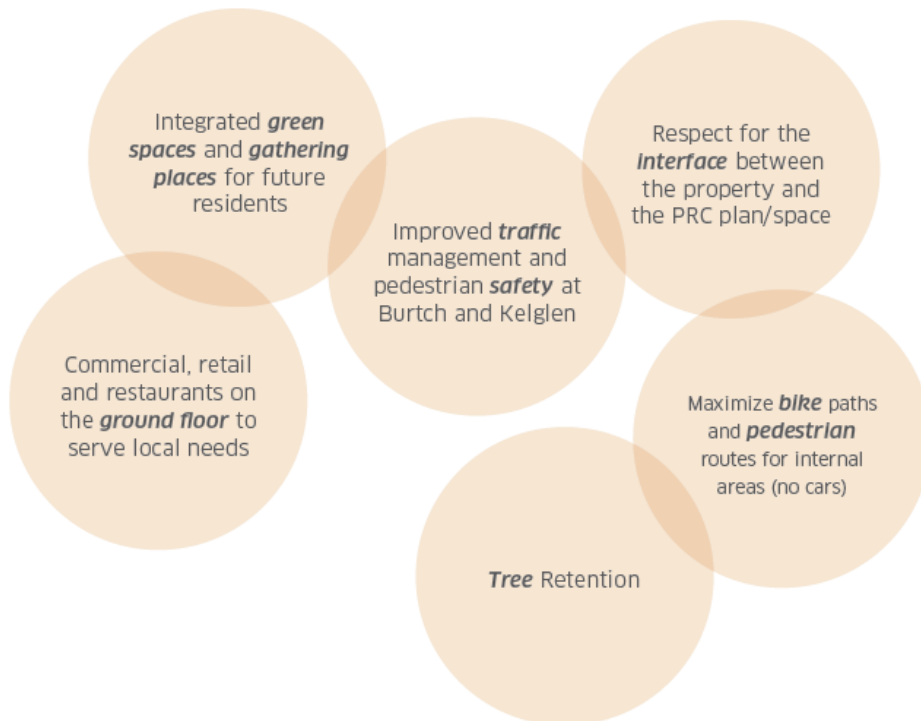
# Council Priorities

- ▶ **1. Affordable Housing:** Increase in housing supply
  - ▶ Opportunities for rental and affordable later in process
  
- ▶ **2. Transportation:** Alternate transportation options
  - ▶ Support reduction in minimum parking
  - ▶ Transition from “car-centric” culture
  
- ▶ **3. Climate & Environment:** Protect Mill Creek
  - ▶ Increase urban tree canopy



# Public Engagement

## Expressions of Support:



## Opportunities for Improvement:



# Next Steps



Draft Plan (July 8, 2024)	Final Plan	OCP Amendment	Rezoning Amendment	Development Permit
<ul style="list-style-type: none"> <li>• General indication of proposed development and alignment with City policies</li> <li>• Council consideration</li> </ul>	<ul style="list-style-type: none"> <li>• Refine draft plan to incorporate feedback from Council</li> <li>• Council consideration</li> </ul>	<ul style="list-style-type: none"> <li>• Amend the Future Land Use Designation to allow increased height and density above what C-NHD would permit</li> <li>• Council consideration</li> </ul>	<ul style="list-style-type: none"> <li>• Amend the zoning to provide specific regulations for the development (parking, height, FAR, etc.)</li> <li>• Council consideration</li> </ul>	<ul style="list-style-type: none"> <li>• Detailed site plan including height, parking, unit count and tenure, and form and character</li> <li>• Council consideration</li> </ul>

# Staff Recommendation

- ▶ Staff recommend **support** for the draft ARP as it is consistent with:
  - ▶ 2040 OCP Growth Strategy
  - ▶ 2040 Transportation Master Plan
  - ▶ Housing Needs Assessment
  - ▶ Strategic location for increased height and density
- ▶ Authorize preparation of the final plan for Council consideration.



# CITY OF KELOWNA

## BYLAW NO. 12523

### Official Community Plan Amendment No. OCP23-0001 410 Providence Avenue

---

A bylaw to amend the "*Kelowna 2040* – Official Community Plan Bylaw No. 12300".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT Map 3.1 – **Future Land Use** of "*Kelowna 2040* – Official Community Plan Bylaw No. 12300" be amended by changing the Future Land Use designation of portions of Lot 1 Section 23 Township 28 SDYD Plan KAP85435, located on Providence Avenue, Kelowna, B.C., from the EDINST – Educational/Institutional designation and the PARK – Parks designation to the S-RES – Suburban – Residential designation, the S-MU – Suburban – Multiple Unit designation, and the PARK - Parks designation as shown on Map "A" attached to and forming part of this bylaw.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 15<sup>th</sup> day of May, 2023.

Considered at a Public Hearing on the 15<sup>th</sup> day of August, 2023.

Read a second and third time by the Municipal Council this 15<sup>th</sup> day of August, 2023.

Adopted by the Municipal Council of the City of Kelowna this

---

Mayor

---

City Clerk



**CITY OF KELOWNA**  
**BYLAW NO. 12524**  
**Z23-0001**  
**410 Providence Avenue**

---

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of portions of Lot 1 Section 23 Township 28 SDYD Plan KAP85435, located on Providence Avenue, Kelowna, BC from the P2 – Education and Minor Institutional zone to the RU1 – Large Lot Housing zone, the RU2 – Medium Lot Housing zone, the RU3 – Small Lot Housing zone, the MF2 – Townhouse Housing zone, and the P3 – Parks and Open Space zone as shown on Map "B" attached to and forming part of this bylaw.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 15<sup>th</sup> day of May, 2023.

Considered at a Public Hearing on the 15<sup>th</sup> day of August, 2023.

Read a second and third time by the Municipal Council this 15<sup>th</sup> day of August, 2023.

Adopted by the Municipal Council of the City of Kelowna this

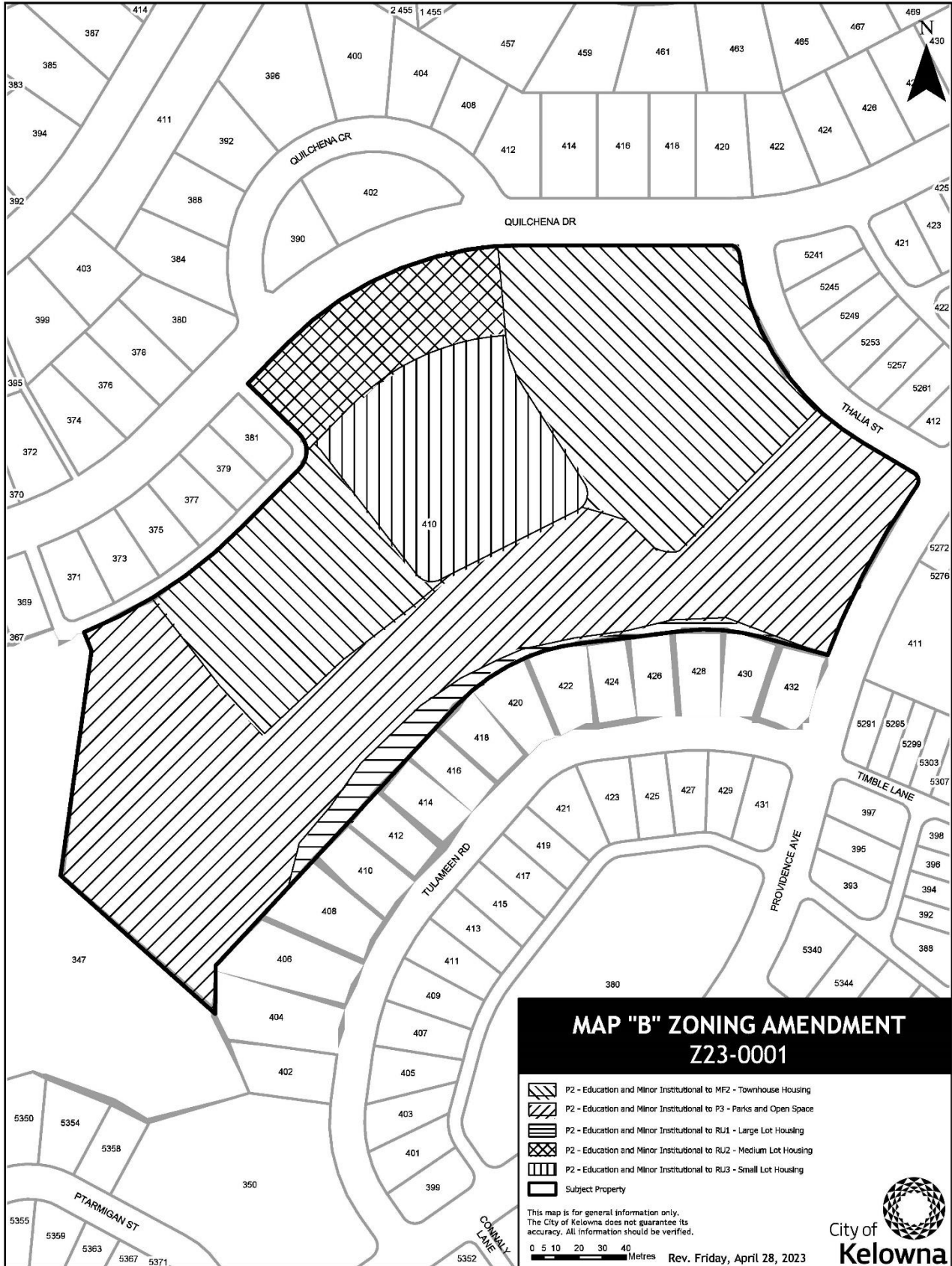
---

Mayor

---

City Clerk





# Report to Council



**Date:** July 8, 2024  
**To:** Council  
**From:** City Manager  
**Subject:** Kelowna International Airport 2024 Financial Plan Amendment – Combined Operations Building  
**Department:** Kelowna International Airport

---

## **Recommendation:**

THAT Council receives for information the report from Kelowna International Airport dated July 8, 2024, with respect to the amendment of the City of Kelowna's 2024 Financial Plan;

AND THAT the 2024 Financial Plan be amended to include \$5,800,000 in capital costs associated with the Combined Operations Building as outlined in the report from Kelowna International Airport dated July 8, 2024.

## **Purpose:**

To obtain Council's approval to amend the City of Kelowna's 2024 Financial Plan.

## **Background:**

### *Combined Operations Building Project*

The purpose of this project is to design and build a Combined Operations Building (COB) including Aircraft Rescue and Fire Fighting facilities. The COB is to house all Airport Operations Specialist/Firefighters, Mechanics, management personnel and all associated equipment used to provide emergency and maintenance services at the Airport.

### *Council Approval of the COB Project Budget*

The COB project was first included in the City of Kelowna's 10-year Capital Plan presented to Council in June 2018.

In February 2022, Council approved an amendment to the City of Kelowna's 2022 Financial Plan to move this strategic project forward at a budget of \$16,300,000 with \$7,100,000 to be funded through a grant provided under the Airport Critical Infrastructure Program (ACIP). ACIP was a program the Federal

government designed to support the aviation industry through the significant, negative impact of the COVID-19 pandemic.

#### **Discussion:**

The initial budget for the COB project was developed in 2018 based on a conceptual design which included demolition of an existing cargo facility and building the new COB facility in its place.

In 2021, the Airport escalated the 2018 cost to the best of its ability in order to apply for the ACIP grant. When the ACIP grant was awarded, the Airport brought forward a budget amendment for both the grant and the budget.

In 2022, it was identified that it was in the Airport's best interest to not demolish the existing cargo facility for the new COB, given the importance of cargo to the region and the lack of facilities to relocate the cargo operations to. As a result, the Airport made the decision to build the new COB adjacent to the existing COB within the existing land footprint. In 2023 and 2024, the Airport conducted a detailed project design and costing exercise, as well as an extensive review of all substantial elements of the construction disciplines and determined that the estimated cost for the COB project was now \$22,100,000, a \$5,800,000 increase.

The increased cost of construction for the COB project is due to design changes related to the shift in location which resulted in the need for extensive enabling work, electrification requirements to align with the Airport's goal to achieve carbon neutrality by 2030 and net zero or net negative by 2040, and general cost escalation since the project budget was approved by Council in February 2022 which has been partially driven by the extent of local and regional construction projects resulting in limited trade and labour availability.

As a part of the development of the 2025 Financial Plan, the Airport will be assessing its 10-year financial model and remains committed to ensuring that it is financially sustainable.

The additional budget needed for the COB project is to be fully funded from the Airport through collection of the Airport Improvement Fee (AIF). There would be no impact on taxation.

#### **Conclusion:**

The Airport recommends Council approve amending the City of Kelowna's 2024 Financial Plan to include an additional \$5,800,000 in capital costs for the Airport Combined Operations Building, as outlined in this report.

#### **Internal Circulation:**

Financial Services  
Communications

#### **Considerations applicable to this report:**

##### ***Financial/Budgetary Considerations:***



If approved, the City of Kelowna's 2024 Financial Plan would be amended to include an additional \$5,800,000 in capital expenditures. These expenditures would be funded from the Airport Fund through collection of the AIF and there would be no impact on taxation.

***Legal/Statutory Authority:***

Community Charter, s. 165

***Existing Policy:***

Council Policy No. 262 Financial Plan Amendment Policy

**Considerations not applicable to this report:**

***Legal/Statutory Procedural Requirements:***

***Consultation and Engagement:***

***Communications Comments:***

Submitted by:

S. Dyrdal, Director, Finance and Corporate Services

**Approved for inclusion:**

S.S.

S. Samaddar, Chief Executive Officer

cc:

P. Patel, Airport Finance Manager

T. McQueenie, Airport Corporate Services Manager

C. Brannagan, Communications Advisor

M. Antunes, Financial Planning Manager

M. Friesen, Controller



# YLW

Kelowna International Airport

# YLW 2024 Financial Plan Amendment

July 8, 2024

# Combined Operations Building

- ▶ Recommendation

- ▶ 2024 Financial Plan Amendment

- ▶ \$5,800,000 for the Combined Operations Building (COB) project





# Combined Operations Building

- ▶ Purpose of the COB
  - ▶ House all Airport Operations Specialist/Firefighters, Airport Mechanics, and management personnel
  - ▶ House all equipment used to provide emergency services at YLW



# Combined Operations Building

- ▶ Council

- ▶ February 2022

- ▶ 2022 Financial Plan Amendment

- ▶ \$16.3M capital budget approved

- ▶ \$7.1M ACIP grant funding approved

# Combined Operations Building

## ► Cost increase

- Design changes related to shift in location
- Electrification requirements
- Escalation

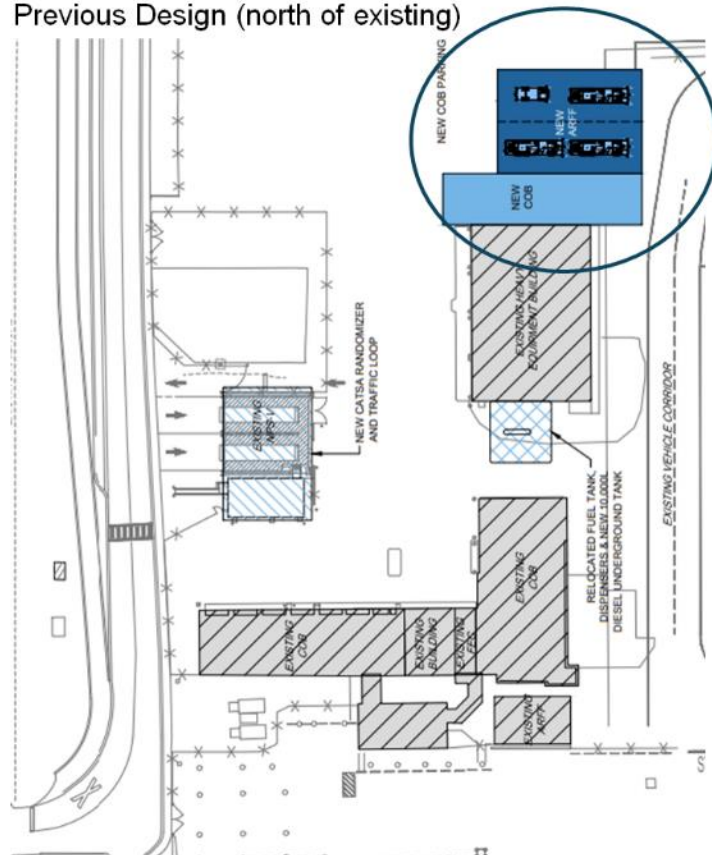
Year	Amount
2022	\$16,300,000
2024 cost increase	5,800,000
<b>Total estimated cost</b>	<b>\$22,100,000</b>



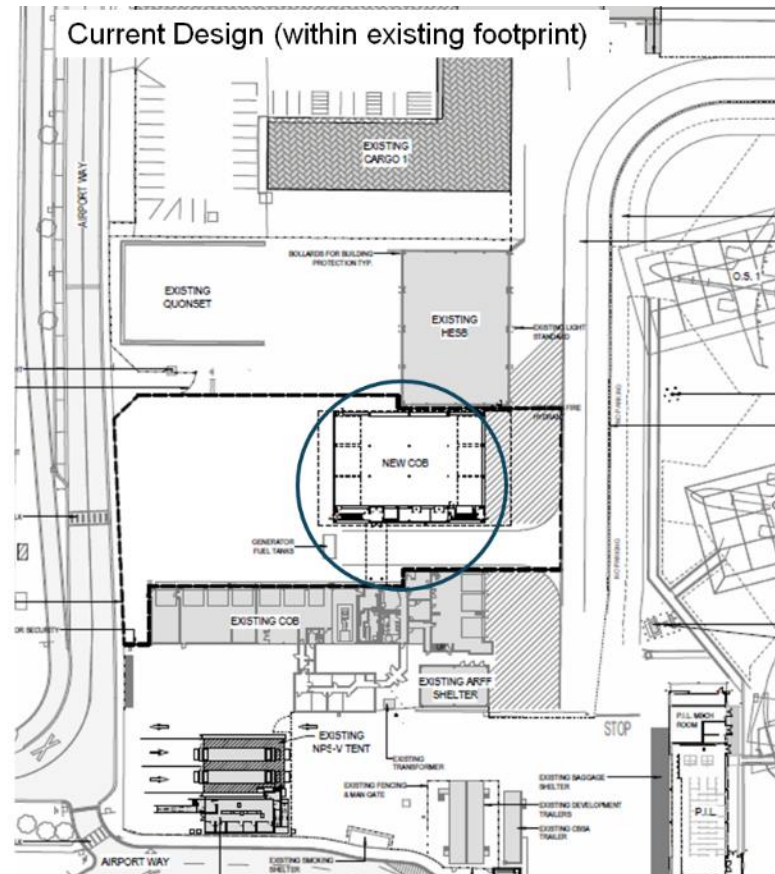
# Combined Operations Building

## ► Design changes related to shift in location

Previous Design (north of existing)



Current Design (within existing footprint)



# Combined Operations Building

- ▶ Funding

- ▶ Airport reserve

- ▶ Airport Improvement Fee (AIF)

- ▶ No impact on taxation



*Questions?*

For more information, visit [ylv.kelowna.ca](http://ylv.kelowna.ca).



# Report to Council



**Date:** July 8, 2024  
**To:** Council  
**From:** City Manager  
**Subject:** Activity Centre Functional Space Plans and Okanagan Regional Library Partnership Update  
**Department:** Active Living & Culture/ Partnerships & Investments

---

## **Recommendation:**

THAT Council receives, for information this report from Active Living & Culture/ Partnerships & Investments, dated July 8, 2024, regarding the functional space planning for the Activity Centres in Glenmore and Mission, and an update on the strategic partnership with the Okanagan Regional Library as part of the Building a Stronger Kelowna portfolio;

AND THAT Council directs staff to enter into a Letter of Understanding with the Okanagan Regional Library for the provision of two express libraries under the general guidance discussed in this report.

## **Purpose:**

To inform Council of the functional program for the Activity Centres in Glenmore and the Mission and the partnership with the Okanagan Regional Library within the Building a Stronger Kelowna portfolio of projects.

## **Background:**

Activity centres play a unique and important role in delivering recreation and community services. In May 2023, new activity centres in Glenmore and Mission were approved as part of the Building a Stronger Kelowna initiative. These centres will provide local spaces for community, cultural, health, and wellbeing activities, fostering a sense of belonging and reflecting neighbourhood identities.

The new centres will offer multi-generational programs and will each include a 91-space childcare centre funded by a Provincial grant and operated by a non-profit partner. The other amenities within the centres have been determined through a functional planning process. The facility planning exercise considered recent community engagement, the Indoor Recreation Facility Strategy, and future projects in the capital plan. Considerations around current and future adjacent amenities were part of the plan including future renovations or enhancement of existing facilities in both Mission and Glenmore Recreation Parks.

Establishing strategic partnerships was endorsed as a guiding principle for the future recreation centre portfolio by Council in January 2022, and conversations have been ongoing with a variety of interested parties, including the Okanagan Regional Library.

The following sections outline the various elements that were considered to determine the functional space plan of the activity centres:

### **Public Engagement:**

The City of Kelowna undertook a multi-platform public engagement initiative to gather input on the functions of two new all-age activity centres. Public feedback informed the recommended space programs, including the inclusion of certain amenities and design considerations. Information sessions were held in Glenmore and Mission as close as possible to the future sites, allowing residents to engage with staff, view future site maps, and provide input. Over 1,300 resident contributions were received through online and in-person community engagement activities including 727 contributions specific to Glenmore Activity Centre and 459 contributions specific to Mission Activity Centre. General themes emerged such as the importance of active spaces for health, the need for facilities for seniors, children, and families, the popularity of pickleball, and the need for welcoming community spaces.

Public engagement also included surveys to understand residents' priorities and preferences for indoor amenities, revealing that 95 per cent of Mission respondents and 93 per cent of Glenmore respondents currently use Kelowna's recreation facilities. Participants ranked spaces for entertainment, physical activity, and personal development as top priorities, with physical health and exercise being key motivators for facility use. Additionally, respondents provided feedback on motivations to attend facilities, design and atmosphere and programming considerations. In Mission, "neighbourhood identity" was a prominent theme, while Glenmore residents expressed excitement about future outdoor amenities including the notion that Glenmore is 'overdue' in the development of new community facilities. The [engagement results](#) have been instrumental in shaping facility development decisions and amenity choices for the new activity centres.

The City worked with a recreation facilities consultant and the BSK project team to carefully craft the functional plans for the new activity centres. These plans are based on current and future adjacent amenities, trends in recreation, local needs, public input and interest group engagement.

### **Mission Recreation Park Campus:**

In setting future service delivery goals, thorough consideration was given to the existing amenities at Mission Recreation Park to ensure that there would be no duplication or competition with other City facilities within the neighborhood. Consequently, the planning scope was broadened to include potential opportunities for the future expansion of MNP Place, the H<sub>2</sub>O Adventure + Fitness Centre, and the overall Mission Recreation Park (MRP) campus.

### **MNP Place Expansion:**

The City's 10-year capital budget includes a renovation and expansion of MNP Place in 2028-29. The planning for MNP Place focuses on expanding its facilities to meet community priorities and enhance its role as a sports hub. Key developments include the addition of two new ice pads, making it a quad-pad arena, which will host various ice based tournaments and events. For dry-land sports, plans include multi-sport court space, indoor turf, a training track, and multi-purpose/classroom space. These expansions aim to enhance revenue opportunities, attract diverse sports organizations, and accommodate a wide range of events, ensuring the facility meets the evolving needs of the community.

#### H2O Expansion Feasibility:

While the 10-year capital plan does not include significant renovation or expansion of H2O Adventure + Fitness Centre, this facility is both the City of Kelowna's aquatics competition venue and a well-used community fitness centre, and as such its future needs to be considered in the context of the Mission Recreation Park Campus master-plan.

A high-level feasibility study demonstrates that with the location of H2O within the campus, there is opportunity to add supporting aquatic amenities including a warm-up pool and expanded spectator seating. The site can also accommodate the expansion of the lobby, dryland multi-purpose space and fitness facilities. The vision is that these upgrades provide the facility with what would be necessary to host higher level aquatic events and extend the membership capabilities of the facility.

#### Discussion:

##### Activity Centre in Mission - Functional Space Program:

The planning team has provided clear directives for the development of the new activity centre in Mission, emphasizing connection, health, and belonging as its core focus. The facility is anticipated to offer unique amenities that compliment those in other MRP facilities, such as community programs, cultural spaces, and gathering areas, while maintaining a welcoming atmosphere for families and youth. Additionally, the activity centre will be designed to enhance the park's outdoor activities and become the community living room of the campus.

Integration with existing municipal assets is a priority for the activity centre. The facility should enhance the synergy among all park facilities and open spaces while aligning with the health and wellness activities at H2O. The design process will explore opportunities for thoughtful integration and direct connection between the activity centre and H2O, aiming to maximize mutual benefits and facilitate efficient traffic flow between the two facilities.

Consultants suggest several key amenities for the activity centre, including a multi-use activity space, a multi-program room, a community living room, and a teaching kitchen. The design should feature open and interconnected areas to minimize the need for separate rooms and corridors, thus reducing the space allocation for circulation.

##### Activity Centre in Glenmore – Functional Space Program:

In contrast to the future activity centre in the Mission, the future activity centre in Glenmore will be a stand-alone facility contained in Glenmore Recreation Park. Within the Glenmore neighbourhood, there are very few indoor recreation facilities and none that are solely operated by the City. The future activity centre has the opportunity to be a true community connection hub and provide much needed activity, culture, sport and gathering spaces.

While many of the facility amenities will be similar to those in the activity centre at Mission Recreation Park, there is a greater deficit of indoor sport and wellness amenities in Glenmore. In response to this need, a full-size gymnasium is planned as well as large multi-purpose rooms that will serve as fitness and wellness spaces for people of all ages and abilities. In addition, there will be a community teaching kitchen, program rooms appropriate for dance, drama and language classes, social gathering areas, a childcare centre and an "express branch" regional library.



The activity centre will provide indoor/outdoor connectivity to enjoy and enhance the various sports and activities taking place in the Glenmore Recreation Park.

Below is a high-level description of the amenities included in each future activity centre:

Amenity	Use
Gymnasium/large activity space	Open, versatile activity area Learn to, drop-in sport Recreational sport competition (Glenmore) Large gathering space for celebrations
Social Spaces	Casual gathering space to encourage socialization objectives
Wellness space	Flexible program space designed for fitness/wellness activities (Glenmore)
General program rooms, teaching kitchen	Small social gatherings & meetings Wellness activities Art or creative expression programs
Childcare (funded through Provincial grants)	Infant/Toddler, out of school care
Operational support	Administration, washrooms, mechanical, storage
Library (Tenant improvement funded by ORL)	Innovative “express branch” library services (Glenmore)

## Library Partnership

Recognizing that libraries serve as community gathering spaces, foster social interaction, and enrich the cultural fabric of their environments, the City engaged in conversations with the ORL to explore potential partnership opportunities.

Innovative delivery and program models for libraries within recreation community centres are emerging, featuring a compact footprint of around 350 square feet. These “express branches” offer access to curated collections of popular books, digital resources, and essential services such as internet access and community information. During operating hours, the library shares the community centre's social space, allowing for flexible and efficient use of the area. The addition of these branches will not only broaden the spectrum of amenities available in the new facilities but also meet the community's desire for increased library spaces.

Following Council endorsement, the City and the Okanagan Regional Library will sign a Letter of Understanding to establish express libraries both at the redeveloped PRC and in the new activity centre in Glenmore based on the following guidelines: ORL will pay the City a market lease rate for a 350 sf area with direct access to interior community space in both facilities. The proposed length of the term is 15 years plus two 5 year renewals.

**Conclusion:**

Comprehensive thought and discussion have gone into the functional plans for the new activity centres in Mission and Glenmore. Many parties, including public input, interest group engagement, community partners, and facility operators, recreation professionals, and planning professionals have been consulted to develop facilities that will both complement the respective recreation parks and will fill a deep need within those neighbourhoods.

**Next steps:**

The functional plans will be provided to the BSK planning team for inclusion in the validation process for the activity centres which will begin in Q4 of 2024. A more detailed analysis of performance requirements, including for the partnership spaces, will be developed for each of the components identified to ensure that the design and construction teams have a clear picture of the intent and desired outcomes for the centres. The activity centres will be included in the delivery of the BSK project with a projected opening date of late 2027.

**Internal Circulation:**

Partnerships & Investments

Active Living & Culture

Communications

Finance

Infrastructure Delivery

**Existing Policy:**

Imagine Kelowna called to create great public spaces and opportunities for people of all ages, abilities and identities, grow vibrant urban centres and limit sprawl, build healthy neighbourhoods for all, nurture entrepreneurship and collaboration, support innovation, and take action in the face of climate change.

**Considerations not applicable to this report:**

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

**Submitted by:** M. Siggers, Community & Neighbourhood Services Manager

A. Johnston, Senior Project Architect

**Approved for inclusion:** J. Gabriel, Divisional Director, Active Living & Culture

D. Edstrom, Divisional Director, Partnerships & Investments

cc:



# Functional Space Planning for Glenmore and Mission Activity Centres and Okanagan Regional Library partnership update





# Building a Stronger Kelowna

*Growing our Community, Sport and Wellness Facilities*

- Activity Centres for Mission & Glenmore were included in the bundle of projects for the Building a Stronger Kelowna initiative
- Activity centres play an important role in neighbourhood connections, sense of belonging, and multi-generational opportunities.

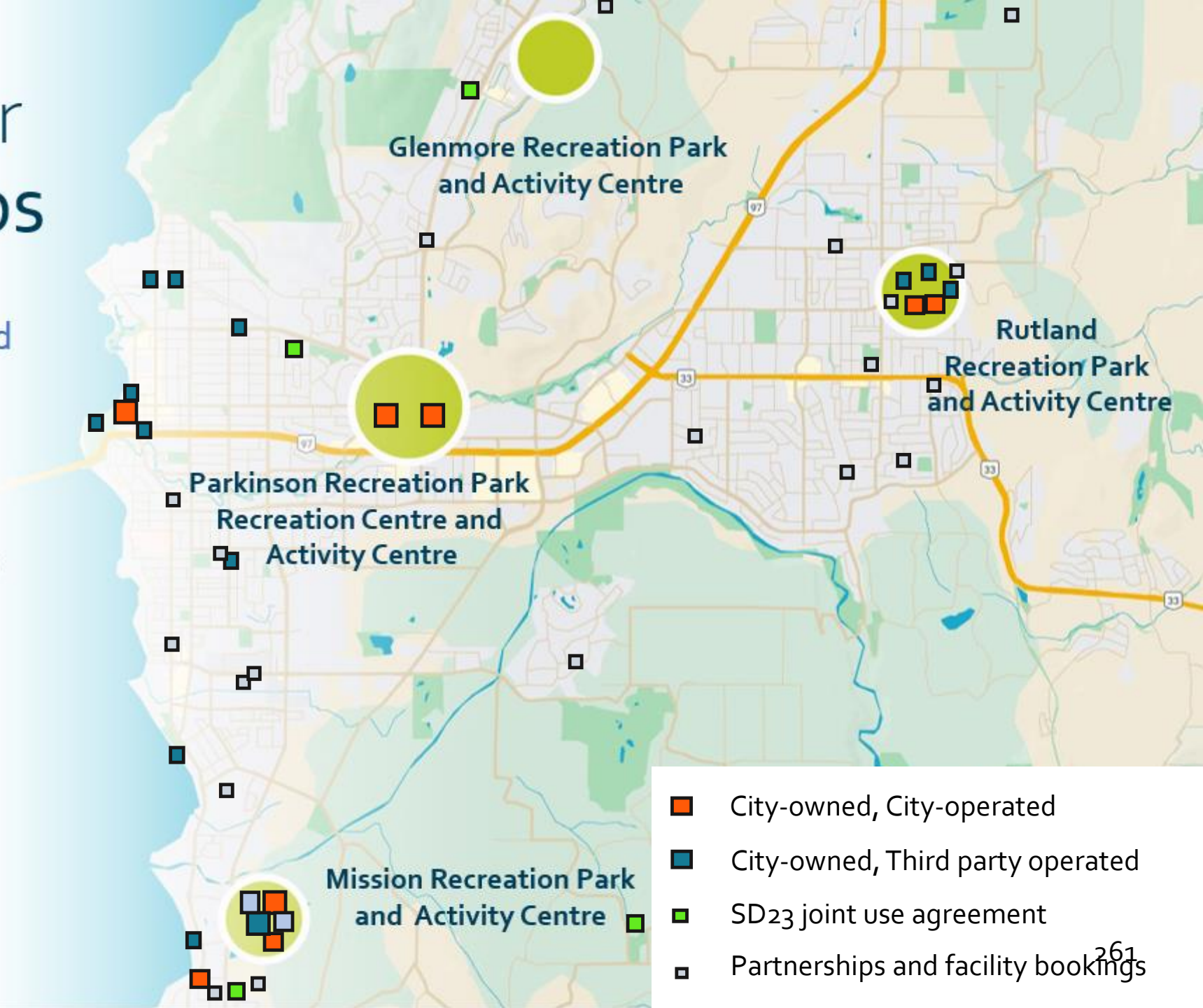


# Kelowna's Major Recreation Hubs

The plan sees the build out of our major parks with embedded indoor recreation facilities to create community, sport and wellness hubs across the city.

Each of these recreation parks is unique, with different:

- Locations
- Stages of development
- Levels of use
- Neighbourhood demographics
- Topographies





# Activity Centres: A focus on function

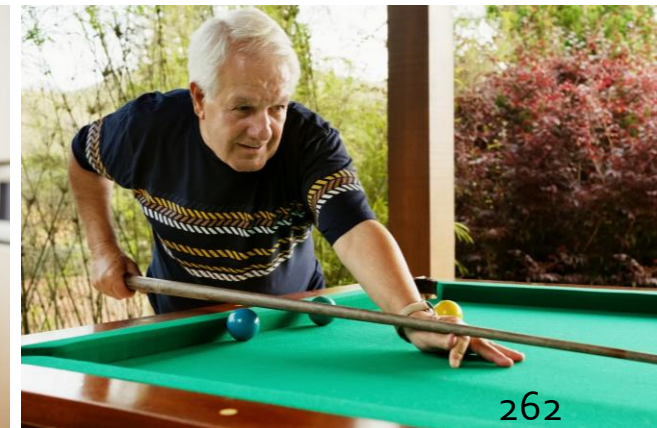
Clear direction and understanding is key to overall success.

Mission Activity Centre

Glenmore Activity Centre

## UNDERSTANDING SERVICE GAPS:

- Neighbourhood identity
- Surrounding amenities
- Community engagement
- Indoor Recreation Facilities Strategy





# Community engagement

## What we heard

Over 1,300 resident contributions

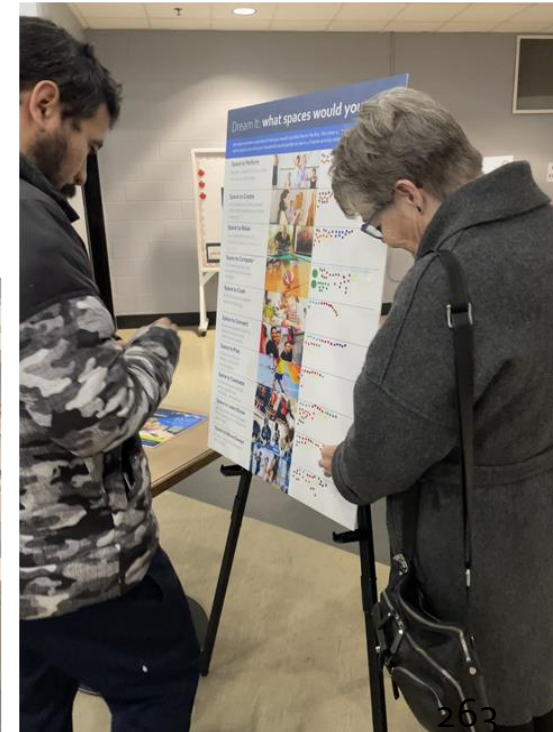
- Via [getinvolved.kelowna.ca](https://getinvolved.kelowna.ca) and at open houses held in Glenmore and Mission

Various topics including:

- Preferred use of space
- Neighbourhood needs / gaps
- Neighbourhood character

Feedback trends identified:

- Importance of active spaces for physical, social and mental health
- Need for more facilities for children, seniors, and families
- Need for more welcoming, inclusive community spaces
- Uniqueness between Mission and Glenmore and desire to reflect each neighbourhood identity within the new spaces



# Mission Recreation Park



- Creating a functional campus model at Mission Recreation Park
- Compliment and connect H2O and MNP – considers current indoor amenities and future expansion
- Integrate within park development plans and transit enhancements





# Activity Centre in Mission

The “Living Room” of Mission Recreation Park

Key focus is on community connection

- Large activity space for gatherings and active programs
- Multi purpose space for creative endeavours and trying new things
- Informal social spaces
- Community kitchen
- 91 space childcare centre





# Glenmore Recreation Park

- To be built within one of Kelowna's newest recreation parks, still under multi-phase development
- Community expressed high needs for a 'gathering space' within Glenmore as well as a need for indoor fitness and wellness space



# Activity Centre in Glenmore

The activity hub of Glenmore

Key focus is on health, wellness, and connection

- Activity space for recreational sport and community gatherings
- Functional spaces for multi-generational programs
- Informal social spaces
- Community kitchen
- 91 space childcare centre



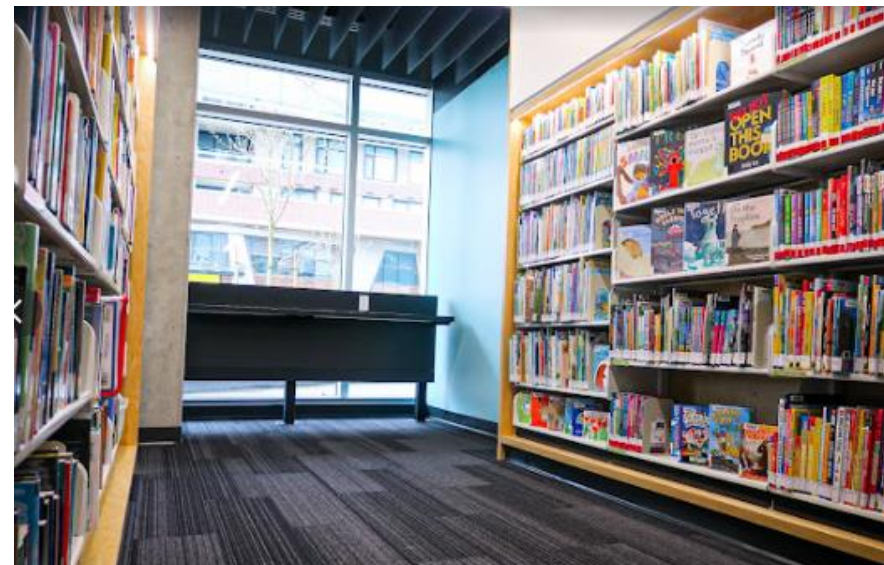
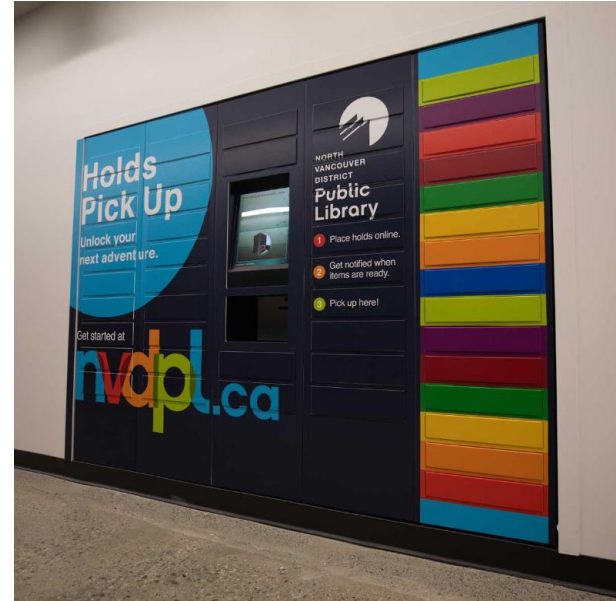


# Okanagan Regional Library

## Partnership details

### Express Branches:

- Offer books, digital resources, internet, and community information in compact spaces
- Boost community engagement, encourage reading, and support lifelong learning while meeting the community's need for more library spaces
- Provide animation which contributing to facilities becoming community hubs





# Next Steps

## Advancing the plan

- Functional plans for each activity centre will be provided to the BSK project team
- Detailed performance requirements for each amenity space will be developed
- Design & construction to be included through the BSK Integrated Project Delivery
- Letter of Understanding with ORL



# Questions?

For more information, visit [kelowna.ca](http://kelowna.ca).



# Report to Council



**Date:** July 8, 2024  
**To:** Council  
**From:** City Manager  
**Subject:** Highway 33 Clement Extension Project Update  
**Department:** Integrated Transportation

---

## **Recommendation:**

THAT Council receives, for information, the report from the Manager of Transportation Engineering dated July 8, 2024, with respect to the Highway 33 / Clement Extension Project.

## **Purpose:**

To provide Council an update on current and upcoming work associated with the Highway 33 / Clement Extension Project.

## **Council Priority Alignment:**

### **Transportation**

## **Background:**

The extension of Clement Avenue from Spall Rd to Highway 33 is a major road project recommended in the Regional Transportation Plan, Kelowna Transportation Master Plan is and one of the 2023-2026 Council Priority Transportation Actions. Work on the project started last year and development of an initial concept was completed this spring. Preliminary design is planned to start this summer, with completion targeted by mid-2025. This report provides an update on work to date, early findings and outlines actions planned over the next year.

## **Discussion:**

### **Project Background**

The current version of the Highway 33 / Clement Extension is the culmination of a series of ideas, concepts and policies made over the last 20+ years. The following section lays out key guidance leading to the current project scope.



#### *Historic Concepts (1990s-2010s)*

Through the 1990s to 2010s a series of concepts were proposed to bypass the urban sections of Kelowna via a new highway corridor. The corridor most relevant to the Highway 33 / Clement Extension, known as the Central Okanagan Bypass, was envisioned to start at UBCO/YLW, run through agricultural lands west of the existing highway, along Mill Creek, through the North End, across a second lake crossing and rejoin Highway 97 on the west side.

The full bypass would have been expensive (both roadway and land assembly), was longer in distance than the current highway and was challenged by significant environmental, agricultural and community impacts on both sides of Okanagan Lake. In addition, a 2015 study estimated that 87% of trips crossing the Bennett Bridge started or ended in Kelowna, eroding benefits of the bypass concept.

#### *Central Okanagan Multimodal Corridor (2013)*

In 2007 Clement Ave was constructed from Gordon Dr to Spall Rd; by 2013, design was advanced for the section between Spall Rd and Highway 33. These segments included design elements that supported conversion to a future freeway. However, meeting freeway design standards also limited opportunities to avoid impacts on adjacent lands, infrastructure and environmentally sensitive area, while significantly increasing right of way needed and infrastructure costs.

#### *Regional Transportation Plan (2020)*

Through 2018-2020, the Regional Transportation Plan (RTP) explored how to best facilitate regional travel demand across Okanagan Lake. Considering regional goals for transportation, development and the environment, the plan recommended increasing the people-moving capacity of the existing Bennett Bridge / Highway 97 corridor by improving the capacity, reliability and competitiveness of transit.

Several transit improvement projects were recommended to support this direction, including shoulder transit lanes on the west side to bypass bridge queues, a third eastbound lane for transit on the Bennett Bridge, and separated median transit lanes in Kelowna. The RTP also recommended the extension of Clement from Spall Rd to Highway 33. These projects work together to moderate vehicle congestion and support faster goods movement and transit travel times with long-term reliability.

To be successful transit needs to connect riders with their final destinations. Transit services on the Highway 97 corridor achieve this by directly serving 40% of the City's existing employment and a large proportion of planned residential / service / employment growth. In addition, Highway 97 connects to 18 out of 22 of Kelowna's transit routes and interconnects with three of five major transit exchanges (Queensway, Orchard Park and UBCO). The Highway 33 / Clement corridor complements the Highway 97 transit corridor by freeing up capacity on Highway 97 for dedication to bus usage.

#### *Kelowna Transportation Master Plan (2022)*

The Kelowna Transportation Master Plan (TMP) further refined the RTP's recommendations and proposed the extension of Clement Ave as a 2-lane major arterial from Spall Rd to Highway 33 with at-grade intersections (at Spall Rd, Dilworth Dr and Enterprise Way) and consideration of future extension to McCurdy Rd. Corridor capacity would be maximized with additional lanes at intersections and restricting access from adjacent properties. The TMP's proposed project timing is in the third quartile of this plan (2031-2035).

*Central Okanagan Integrated Transportation Strategy (2023)*

In the fall of 2023, the provincial Central Okanagan Integrated Transportation Strategy (CO-ITS) recommended vehicle, transit and active transportation improvements throughout the region along the Highway 97 corridor, including transit improvements along Highway 97 from Downtown to Highway 33 and the extension of Clement Ave to Highway 33. The study did not support a second crossing within the 2040 planning horizon due to its limited ability to reduce congestion on Highway 97 and the potential to induce additional vehicle traffic on other parts of the road network. The Ministry of Transportation and Infrastructure has formed a dedicated program to advance some recommended projects.

**Current Activities**

Work on the Highway 33 / Clement Extension project started in fall 2023. The project is divided into three segments (see Attachment 1) described below.

Segment 1 – Spall Rd to Highway 33

Segment 2 - Highway 33 to McCurdy Rd

Segment 3 - McCurdy Rd to UBCO/YLW at Highway 97

*Conceptual Design*

In advance of preliminary design, existing information was considered within an updated corridor context and was used to develop an initial concept design for Segment 1. Work included travel demand modelling to understand project benefits and impacts to the larger road network, a review of historical designs to identify information that could be reused and what new information would be required moving forward and development of a concept design that reflects an arterial road vision for Clement Ave and is informed by up-to-date constraints and regulatory requirements.

Conceptual Design work is effectively complete; findings are outlined below.

*Travel Demand Modelling*

Consistent with the RTP and TMP, early modelling results indicate strong demand for additional east-west road capacity within the Midtown area. The corridor is expected to be well used and will help mitigate the growth of delay on parallel east-west corridors including Enterprise Way, Harvey Ave / Highway 97 and Springfield Rd. Trips accessing Downtown and the North End from the east will shift from Harvey St to Clement Ave.

Modelling also indicates that improvements at the east end of the corridor will be required to merge traffic from Clement onto Highway 33 and 97. These improvements could take the form of local intersection improvements at and approaching Highway 33 & 97 and/or the extension of Clement Ave to McCurdy Rd. Modelling results will be refined moving forward to update projected project benefits and inform preliminary design.

### *Initial Concept*

Consistent with the TMP the concept design started with a 2-lane arterial. Additional lanes at intersections were added to maintain capacity. The alignment was shifted to reduce impacts where feasible, and access was eliminated where possible.

The resulting concept (see Attachment 2) includes a five-lane cross section at Spall Rd with additional turn lanes at Clement Ave and Spall Rd, three lanes east of Spall Rd (2 eastbound / 1 westbound), a tee intersection at Hardy St that maintains access to the City and BC Transit yards but eliminates access to the south, a roundabout (likely multilane) at Dilworth Dr, two lanes east of Dilworth Dr and a five-lane cross section at Enterprise Way where additional turn lanes will likely be required.

The concept work to date did not extend beyond Enterprise Way, but modelling results indicate that improvements at Highway 97 / Highway 33 and Highway 97 / Leathead Rd may also be required. The Okanagan Rail Trail was maintained in the concept however some sections will require realignment. The concept design also considered the long-term potential for a separated transit corridor along Clement. Initial results indicate a transit corridor would not be precluded by building the road.

This concept will evolve, potentially significantly, through the upcoming preliminary design phase.

### *Challenges and Constraints*

The Highway 33 / Clement extension is located within a constrained corridor that contains significant utility infrastructure, environmentally sensitive areas, archaeological sites, community assets and is adjacent to existing and future development areas. An initial list of challenges was identified through the conceptual design process. These challenges will be confirmed and addressed through preliminary design. While the individual challenges identified are typical of transportation capital projects, the combined number and scale of challenges is significant.

#### *Infrastructure – Electric and Natural Gas*

Large scale electric and natural gas infrastructure runs along the corridor including two natural gas pipelines, an overhead electric line, a gas valve station, and an electric substation. Significant relocation of gas lines and some impacts to overhead electric lines are anticipated. These are major regional transmission facilities, and relocation is expected to be complex and costly. Where relocation can be avoided, additional procedures may be required during construction adjacent to the facilities.

#### *Infrastructure – Flood Control*

The alignment passes adjacent to the recently upgraded Mill Creek diversion structure. Modification to the structure or its upstream dykes would be challenging. The concept design has avoided impacts to this area.

#### *Infrastructure – Transportation / Recreation*

The Okanagan Rail Trail is an important active transportation and recreation corridor with 600-1,200 users per day<sup>1</sup>. The trail runs the length of Segment 1 with multiple trail impacts highlighted including sections of realignment, intersection crossings and traffic noise. Other formal and informal recreational trails that exist within the corridor may also be impacted.



#### Archeological & First Nations Engagement

There are known archaeological sites in proximity to the corridor and the project area has moderate to high potential for additional archaeological finds. The corridor also passes the Grist Mill historic site. Westbank First Nation has been notified of the project. Preliminary design will include engagement with First Nations, and likely additional actions including confirmation of sites, site delineation, and potential subsurface exploration.

#### Geotechnical

There are a range of geotechnical considerations along the corridor including high groundwater, rock, and slope stability. The initial concept design identified three major retaining walls ranging in height from 4 to 16 metres and running over 400m in cumulative length. The scale and associated cost of these retaining walls is significant and will be an area of focus in preliminary design.

#### Environmental – Wildlife / Species at Risk

This project runs along and crosses Mill Creek and will have impacts on fish habitat, species at risk, riparian areas, and wetlands. As such, its development will be subject to provincial and federal regulatory frameworks. While the concept design shifted the road alignment to reduce impacts, not all impacts could be avoided. In these cases, strategies to mitigate and offset impacts will be required working with permitting agencies and other interested parties. The regulatory approvals described below typically take two to three years.

There are five key external regulatory frameworks that the project must work within:

- Canada Species at Risk Act (2002) – More than half of the concept design alignment potentially impacts species or habitats.
- Canada Migratory Bird Convention Act (2022) - Under updates adopted in 2022 the process to address nesting bird sites has changed impacting under what conditions, when and monitoring requirements for the removal of nests.
- Canada Fisheries Act (2019) - The federal Fisheries Act applies to work that impacts streams, their riparian areas or has the potential to harm fish or fish habitat. The concept design includes two new crossings of Mill Creek and encroachments within the riparian setback.
- BC Water Sustainability Act (2014) - Regulates work in and around waters in BC and requires permitting through the Ministry of Environment.
- BC Wildlife Act (1996) - Provides for the conservation and management of wildlife and wildlife habitats.

#### Environmental – Contaminated Sites

A number of sites with potential contamination have been identified along or adjacent to the corridor. Investigation during the preliminary design phase will confirm their impacts, if any. If contamination is identified within the corridor it will have to be addressed before or during construction.

#### Community Facilities

Several significant community facilities exist within the corridor, including the Kelowna Memorial Park Cemetery, the City Public Works Yard and the BC Transit Maintenance Facility. Impacts on these facilities, including parking and access, will have to be managed through preliminary design to protect the long-term public use of these sites.

### Development

There are existing and future development sites along the corridor that may impact the project design and alignment. Coordination with these sites will be required.

### Access Management

Minimizing driveway access to the Clement corridor will be an important strategy to maximize corridor capacity. While existing access to the BC Transit and Public Works Yards is to be maintained additional accesses need to be avoided.

### Next Steps

The following sections outline work planned over the next year.

#### Segment 1 - Preliminary Design

This summer preliminary design will start for Segment 1 (Spall to Highway 33). Procurement of engineering design skills is currently underway. Council and public engagement, and site investigation is planned during this phase.

Outcomes from preliminary design include a clear project scope, benefits, costs, impacts and identification of regulatory requirements. Recommendations for the project next steps and timing will also be provided. Completion of preliminary design is targeted for mid-2025.

#### Segment 2 – Phasing Recommendations

Travel demand modelling indicates that improvements at the east end of the corridor will be required to merge traffic from Clement onto Highway 33 and 97. These results will be refined and inform phasing recommendations to McCurdy Rd. The team needs to compare the relative cost benefits of improvements at Highways 33 / 97 to the cost benefit of extending to McCurdy. Provide phasing and timing recommendations, and depending on budget, consider advancing preliminary design.

#### Segment 3 – McCurdy to UBCO

While this segment is not included in the OCP or 20-Year Servicing Plan, the City has historically protected this corridor to accommodate the future mobility to/from UBCO / YLW. The long-term benefits of this corridor (beyond 2040) and recommendations related to continued corridor protection remain.

### Budget

The current project budget is \$1.2 million, including a \$600k contribution from the provincial government. With this funding the project team's intent is to complete preliminary design for Segment 1 (Spall Rd to Highway 33). However, considering the complexity of challenges identified through the concept design phase and emerging rationale to advance the extension to McCurdy earlier, additional funds may be required to complete the preliminary design for Segment 2 as part of the work during the next year. If funds are required, they will be addressed through a separate budget request.

Construction funding has not been identified in the City's 10 Year Capital Plan thus far. The preliminary design phase will include updated cost estimates and recommendations per potential timing for construction should necessary fiscal support from the Province be secured.

**Conclusion:**

Work on the Highway 33 / Clement Extension Project has now started. Early findings suggest that if constructed, the project would be well used, moderate the growth of congestion in Midtown and could help facilitate future transit improvements on Highway 97. However, significant impacts to infrastructure and the environment were also identified and will have to be addressed. Findings from the conceptual design work will inform the upcoming preliminary design which will start this fall and has a targeted completion in mid-2025.

**Internal Circulation:**

Infrastructure Delivery  
Communications  
Finance  
Planning and Development

**Considerations applicable to this report:**

***Consultation and Engagement:***

Public consultation and engagement with interested parties is expected as part of the upcoming preliminary design phase.

**Considerations not applicable to this report:**

***Legal/Statutory Authority:***

***Legal/Statutory Procedural Requirements:***

***Existing Policy:***

***Financial/Budgetary Considerations:***

Submitted by: Gordon Foy, Transportation Engineering Manager

Approved for inclusion: M. Logan, Infrastructure General Manager

**Attachment(s):**

Highway 33 Clement Extension Project Update presentation

cc: L. Corcoran, Acting Divisional Director, Corporate & Strategic Services  
J. Sass, Divisional Director, Financial Services  
R. Smith, Divisional Director, Planning, Climate Action & Development Services



# Council Update

## Highway 33 / Clement Extension Project

July 8<sup>th</sup> 2024



# Outline

Provide Council with an update on the Highway 33 / Clement Extension Project.

Today's presentation will provide a project overview;

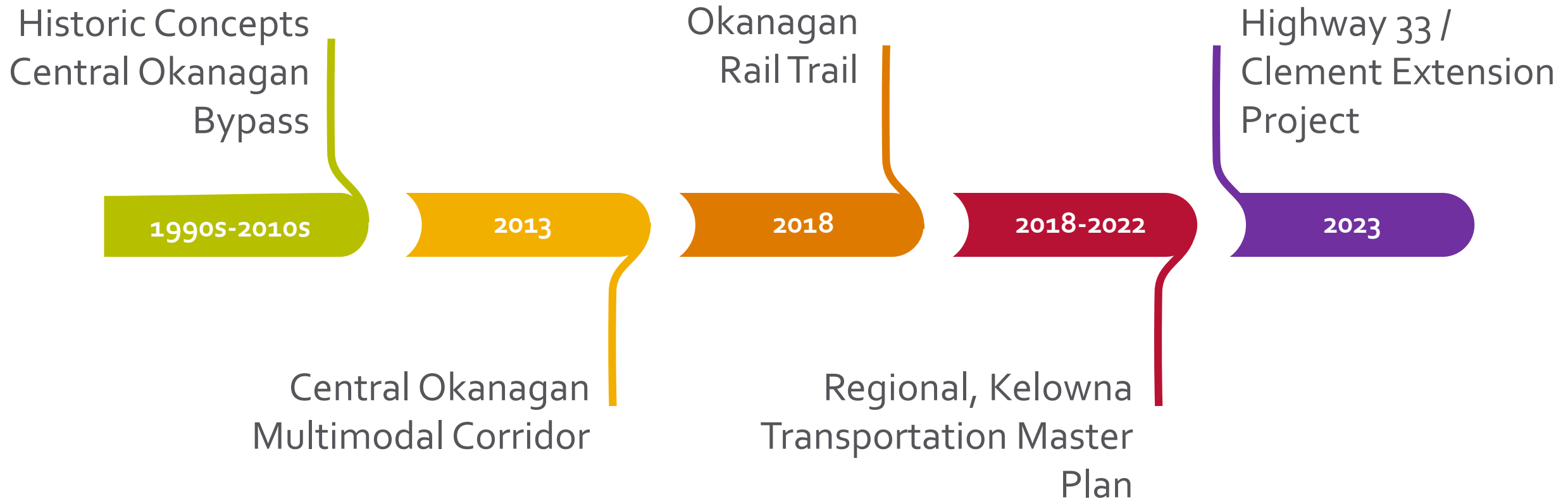
- Background
- Current Status
- Early Findings
- Next steps



# Background

How did we get here

Highway 33 / Clement  
Extension Project





# Background

## How did we get here

Highway 33 / Clement  
Extension Project

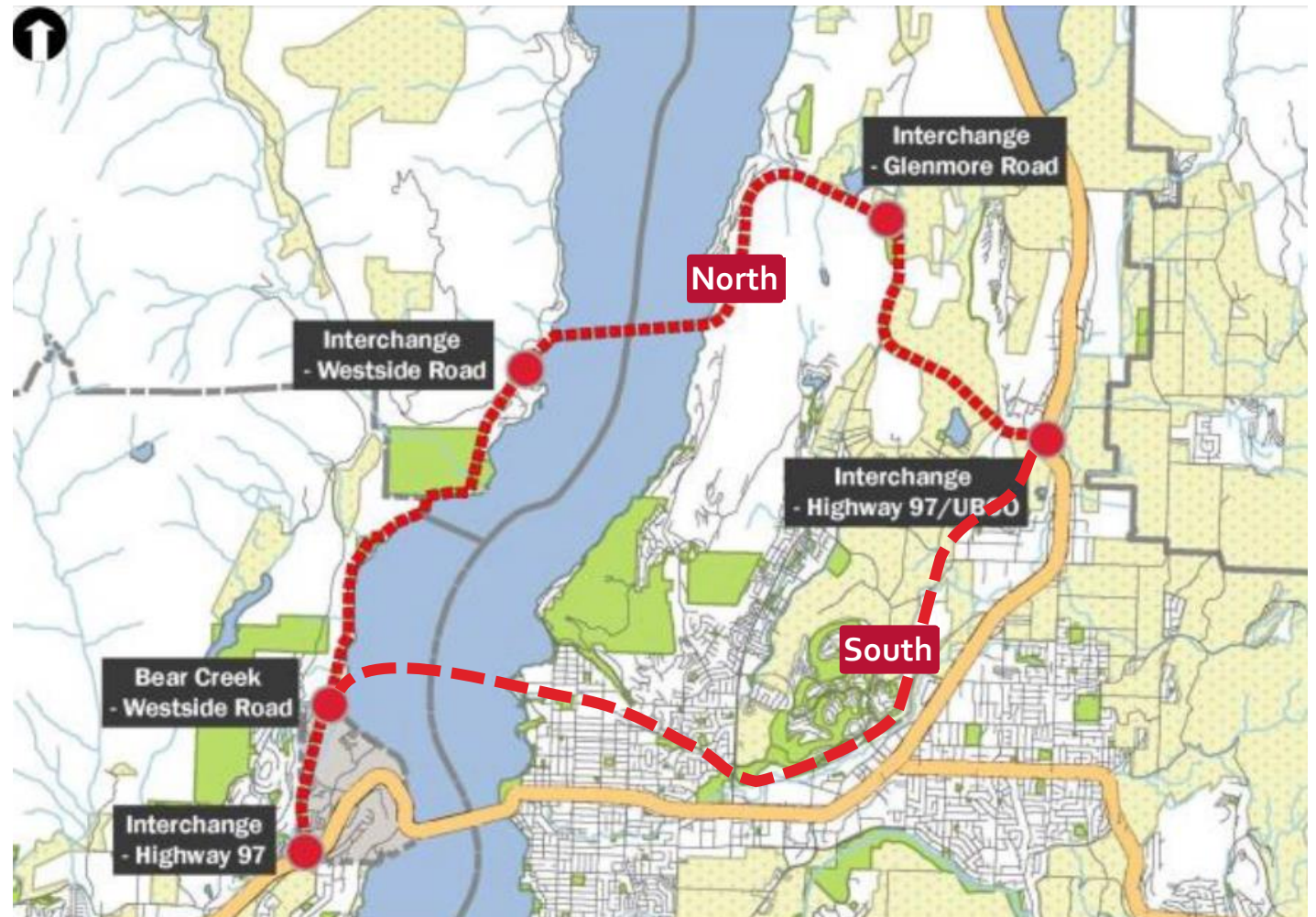
## Historic Concepts

Focused on bypassing Kelowna.

Predicated on a second crossing.

North and South  
Alignments

*Central Okanagan Bypass  
(COB)*



Source – Central Okanagan Planning Study, p 43, Ministry of Transportation and Infrastructure (2023). Modified to include south alignment.

# Background

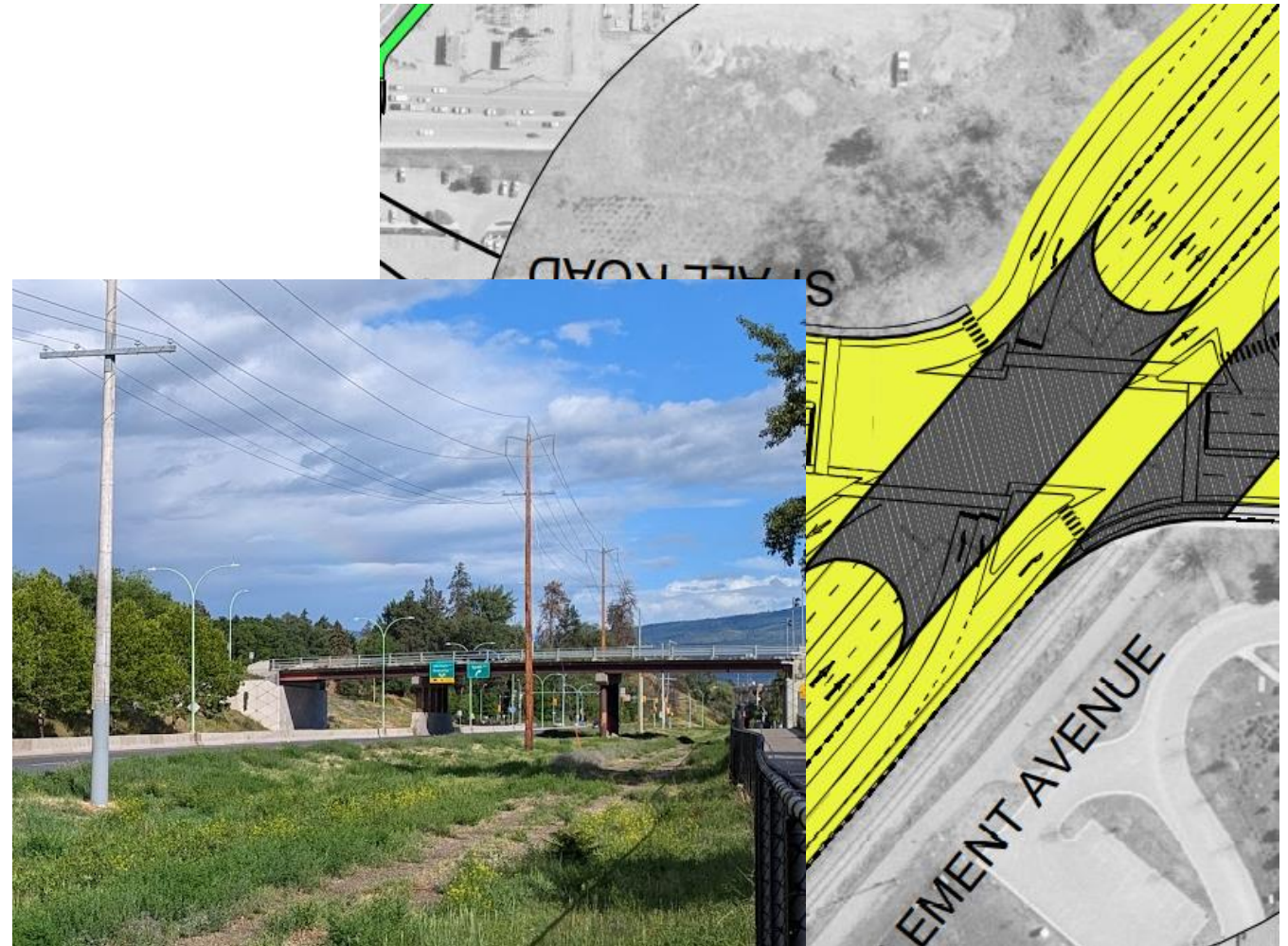
## How did we get here

Highway 33 / Clement  
Extension Project

### Historic Concepts

#### *Central Okanagan Multimodal Connector (COMMC)*

- Spall Rd to Highway 33 / McCurdy
- Four lane at-grade arterial that allowed for future freeway.
- Accommodated freight rail
- Reflects regulatory guidelines and context of the day.
- Would be more expensive and challenging to construct in current context.





# Background

How did we get here

Highway 33 / Clement  
Extension Project

## Regional Transportation Plan (2020) / Transportation Master Plan (2022)

### Recommendations

- Extension of Clement Ave to Highway 33
- Two lane at-grade arterial roadway.
- Coordination with dedicated transit lanes on Highway 97
- Consideration of further extension to McCurdy





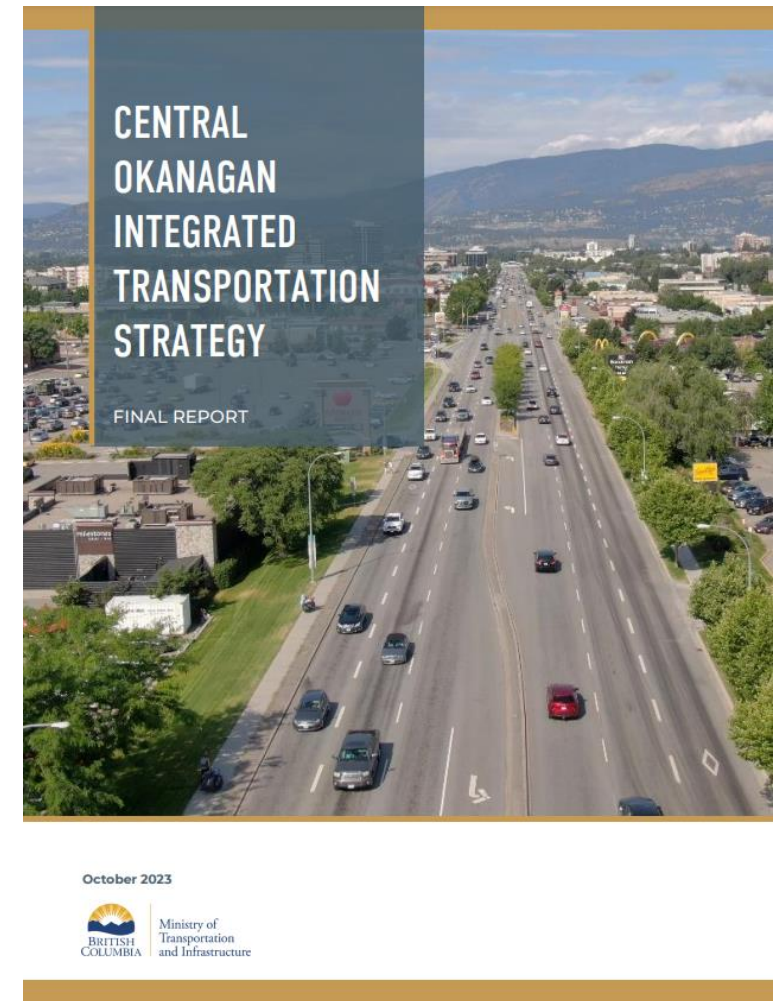
# Background

How did we get here

Highway 33 / Clement  
Extension Project

## Central Okanagan Integrated Transportation Strategy (2023)

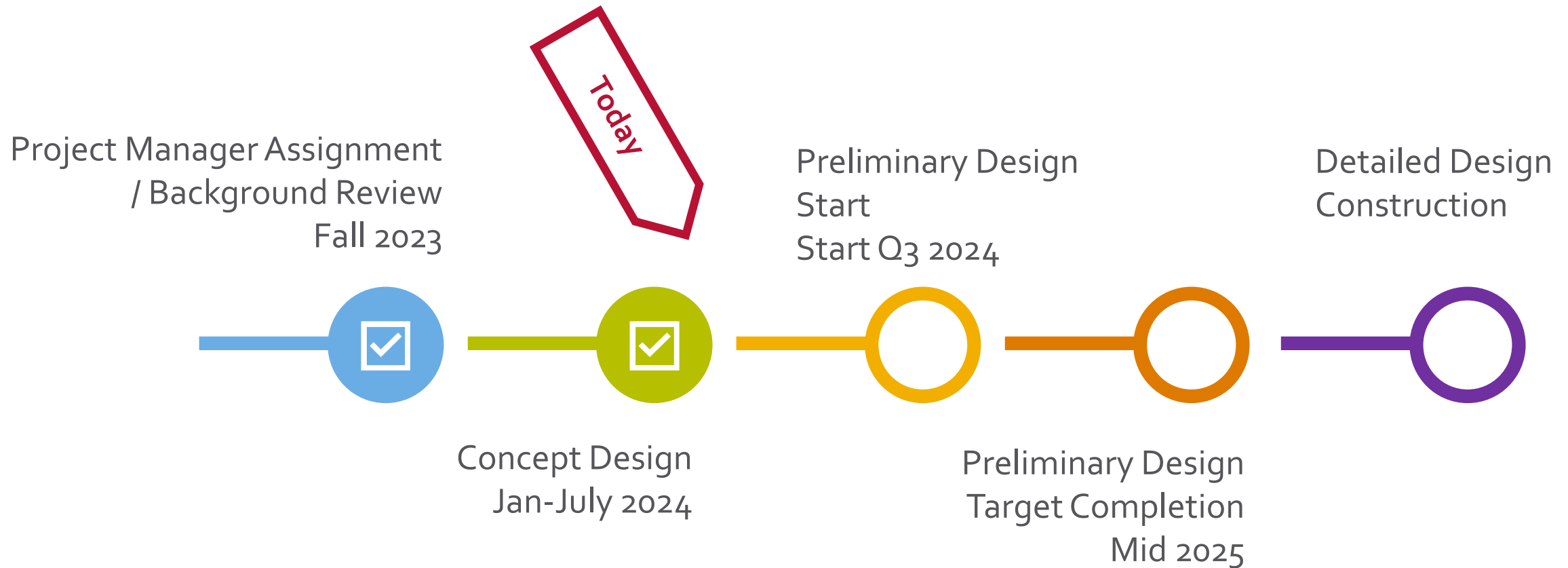
- 20 Year Provincial Strategy for the Central Okanagan
- A range recommendations to support vehicle, transit, goods movement and active transportation mobility across the region.
- Did not support a second crossing in the 20-year planning horizon.
- Supports transit improvements on Highway 97, and the extension of Clement to Highway 33.



# Current Timeline

Where are we now. What's next?

Highway 33 / Clement  
Extension Project



# Segments

Different Segments, Different Outcomes

Highway 33 / Clement  
Extension Project

## Segment 1

Spall to Highway 33

Preliminary Design

## Segment 2

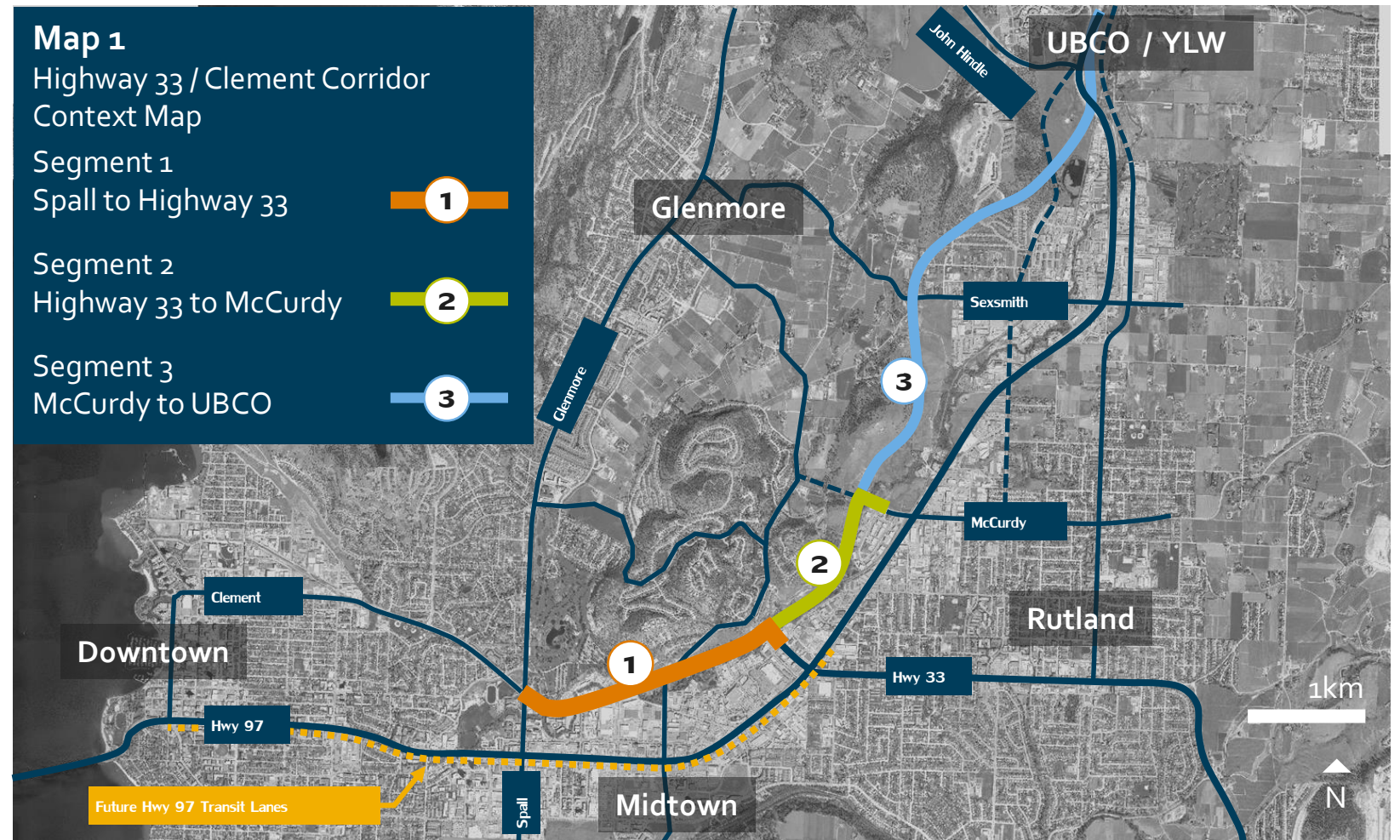
Highway 33 to McCurdy

Inform Phasing

## Segment 3

McCurdy to UBCO

Corridor Protection



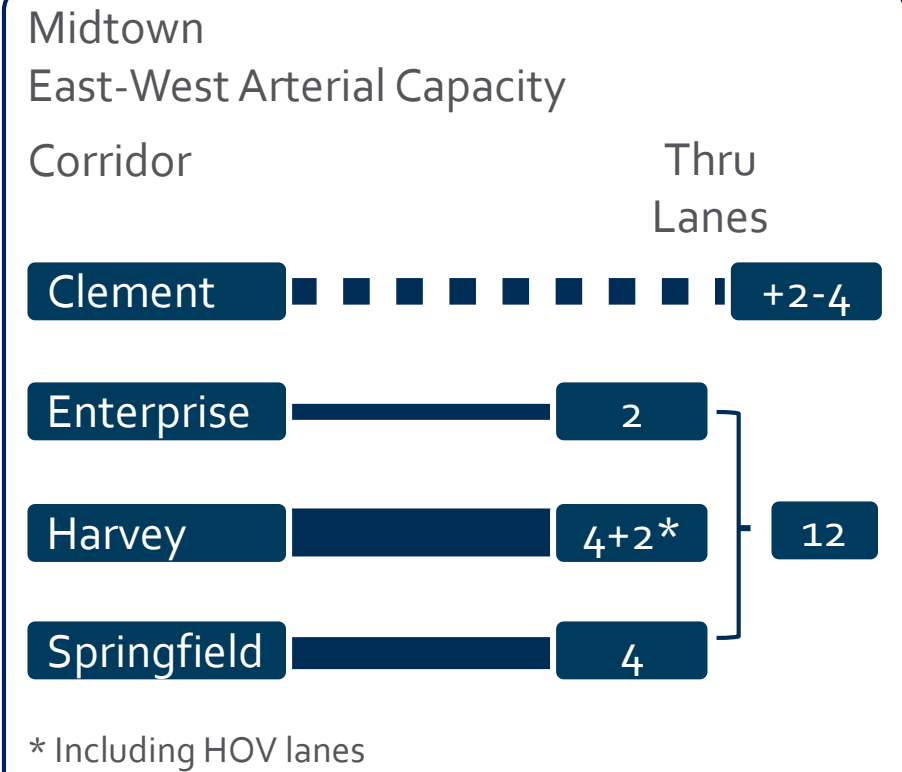


# Projected Benefits

## Early Findings

### Projected Road Network Benefits and Impacts

- Increase east-west road capacity in Midtown.
- Extension is projected to be well used.
- Reroute traffic from parallel corridors including Enterprise, Harvey and Springfield.
- Creates greater flexibility to consider transit only lanes on Harvey / Highway 97.
- Traffic merging from Clement onto Highway 33 and 97 at the north end of the corridor creates challenges.



# Challenges

A constrained and busy corridor

Highway 33 / Clement  
Extension Project



Upland Slopes / Retaining Walls



Mill Creek and other Environmentally  
Sensitive Areas



Flood, Gas and Power Infrastructure



Archeological and Heritage Sites



Transportation - Okanagan Rail Trail



Parks and Recreation Spaces



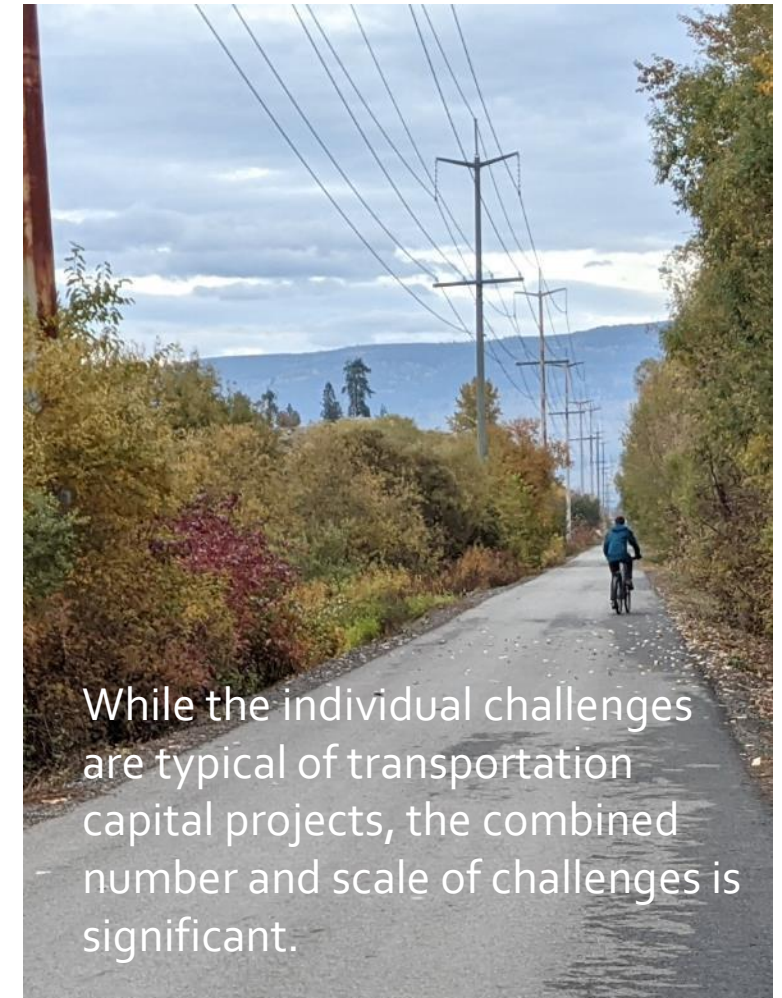
Adjacent Development



Access Management



Community Facilities



While the individual challenges are typical of transportation capital projects, the combined number and scale of challenges is significant.



# Challenges

A constrained and busy corridor

Highway 33 / Clement  
Extension Project



Upland Slopes /  
Retaining Walls



Adjacent  
Development

Industrial, institutional,  
single-family and multi-  
family development.



Access Management





# Challenges

A constrained and busy corridor

Highway 33 / Clement  
Extension Project



Flood, Gas and Power  
Infrastructure



Okanagan Rail Trail



Community Facilities



Works Yard, BC



Transit, Cemetery





# Challenges

A constrained and busy corridor

Highway 33 / Clement  
Extension Project



Mill Creek and other  
Environmentally  
Sensitive Areas



Parks and Recreation  
Spaces



Archeological and  
Heritage Sites





# Initial Concept

## Design Approach – Segment 1 (Spall to Highway 33)

Highway 33 / Clement  
Extension Project



### Objectives

- Align with the current vision for Clement / Transportation Master Plan.
- Maximize and balance vehicle capacity along the corridor.
- Minimize cumulative impacts.
- Accommodate the Okanagan Rail Trail.
- Avoid precluding a long-term transit corridor.



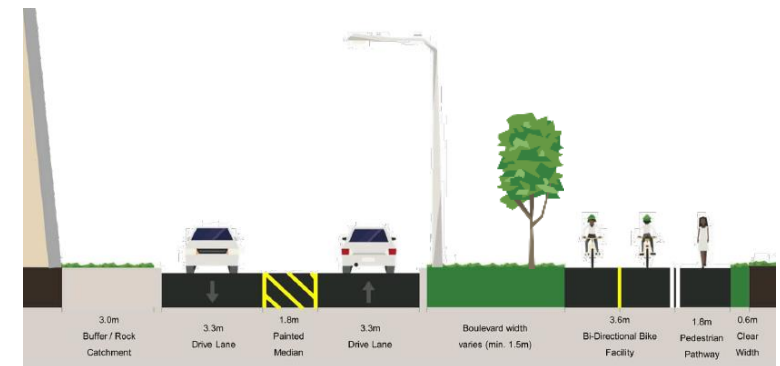
# Initial Concept

## Design Approach – Segment 1 (Spall to Highway 33)

Highway 33 / Clement  
Extension Project

Design approach to meet objectives.

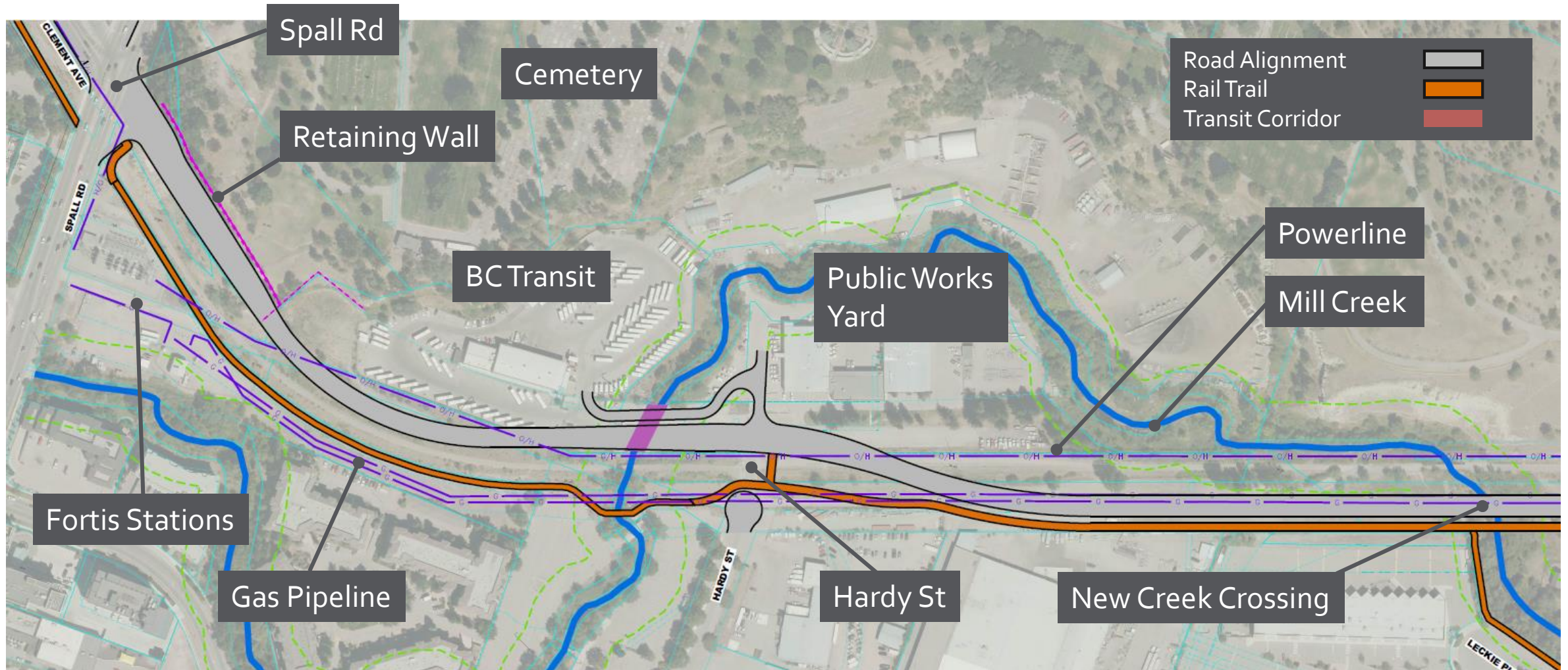
- At-grade arterial roadway.
- 2 lanes; widen at intersections to balance capacity.
- Restrict access to maintain capacity.
- Shift alignment to minimize impacts.
- Identify alignment for Okanagan Rail Trail.
- Identify possibility of future transit corridor.



# Initial Concept

## Segment 1 – Conceptual Design

Highway 33 / Clement  
Extension Project

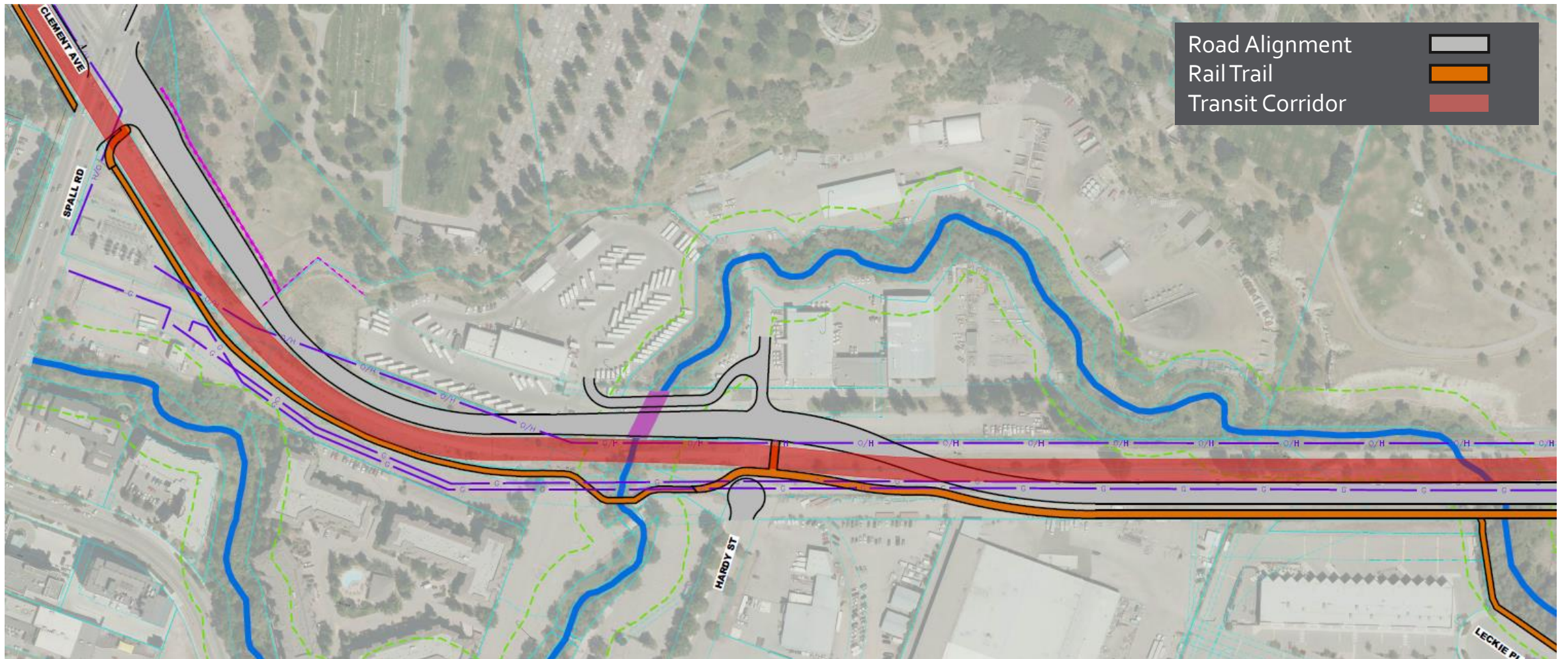




# Initial Concept

## Segment 1 – Conceptual Design

Highway 33 / Clement  
Extension Project

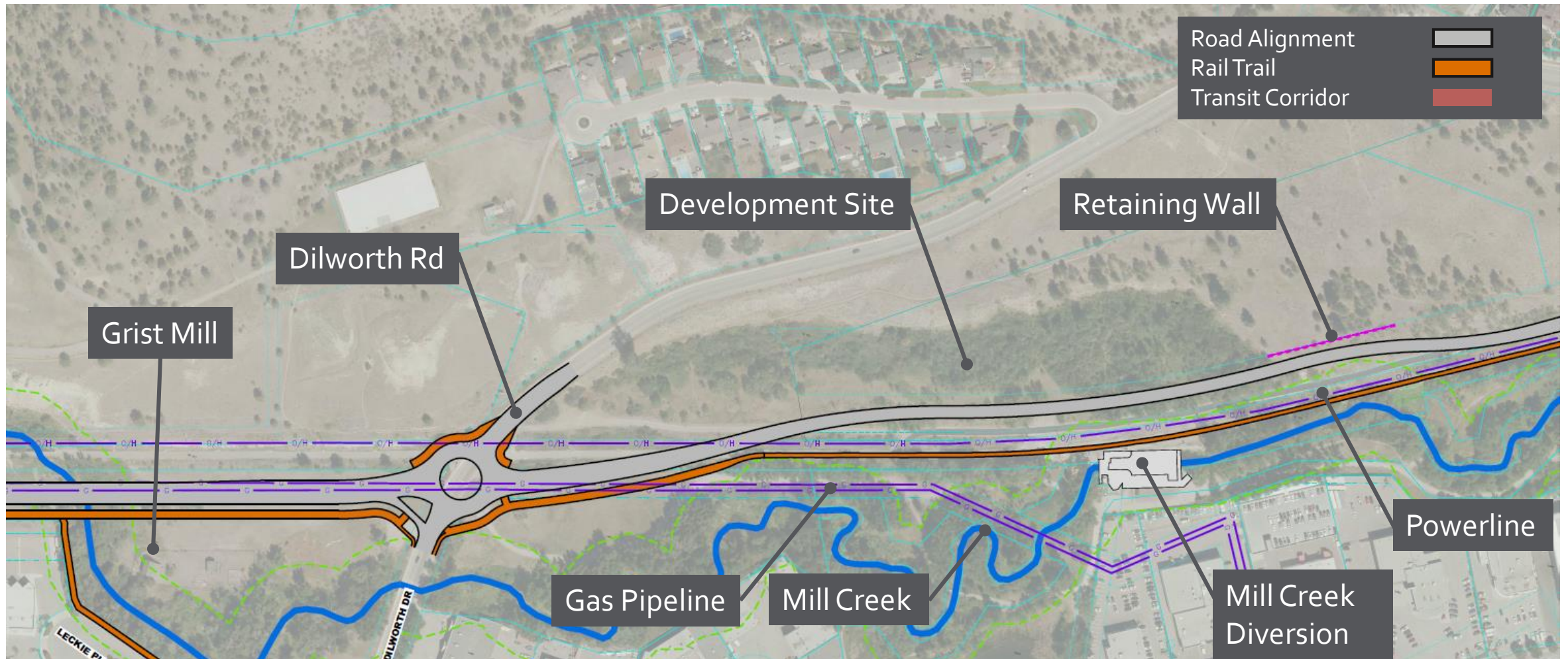




# Initial Concept

## Segment 1 – Conceptual Design

Highway 33 / Clement  
Extension Project

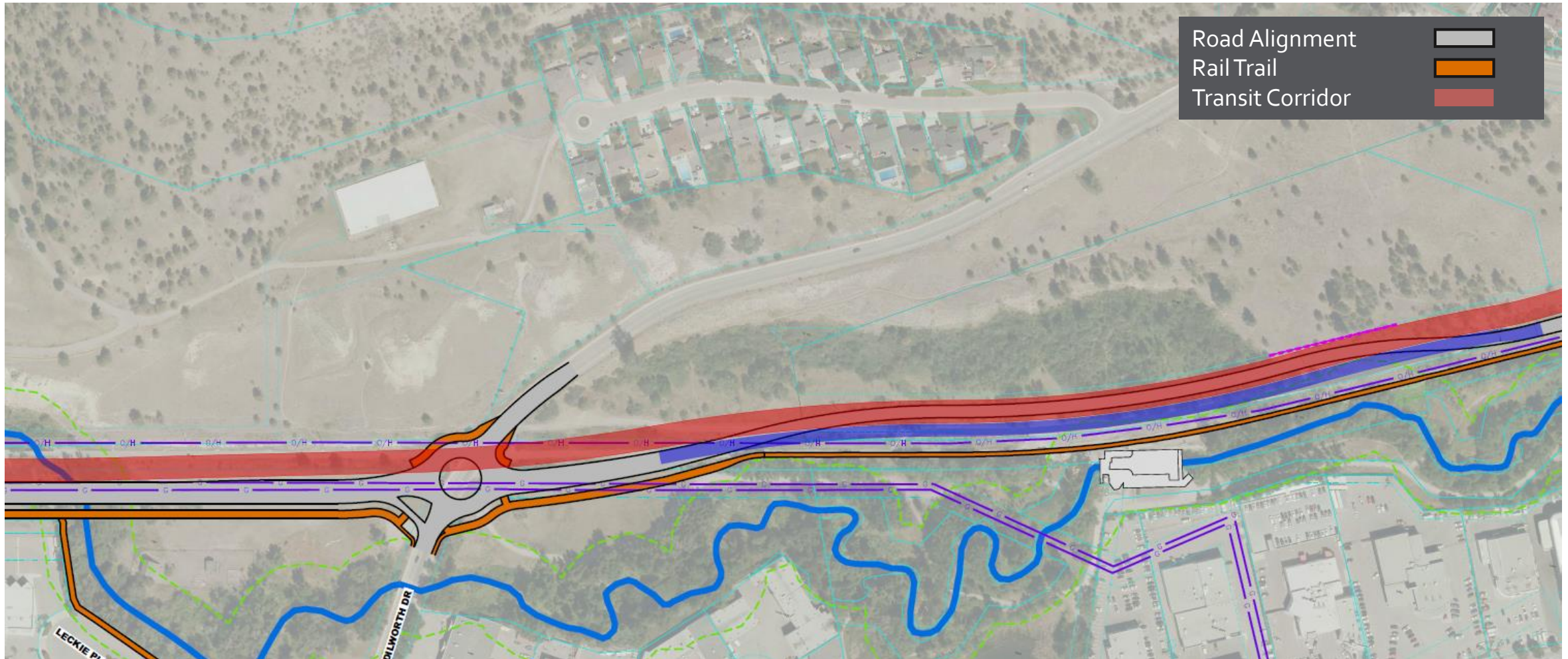




# Initial Concept

## Segment 1 – Conceptual Design

Highway 33 / Clement  
Extension Project

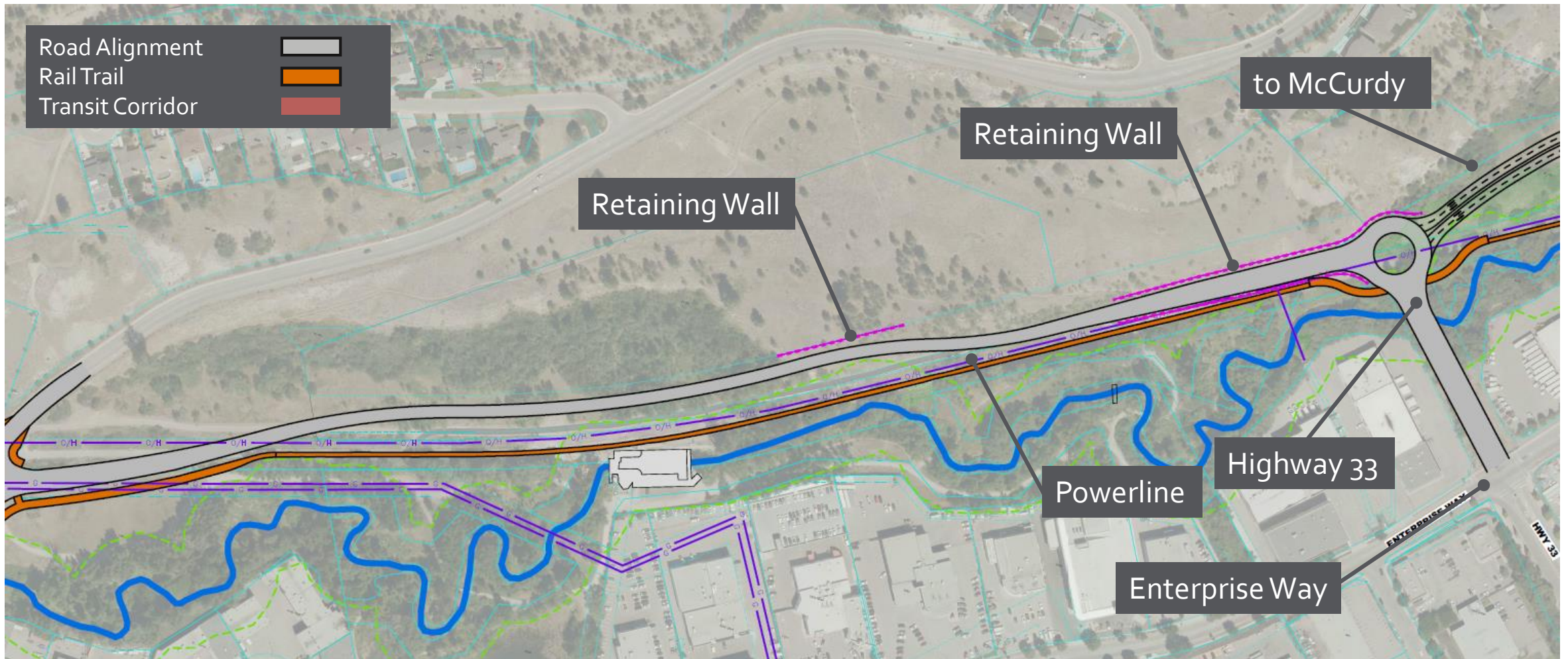




# Initial Concept

## Segment 1 – Conceptual Design

Highway 33 / Clement  
Extension Project

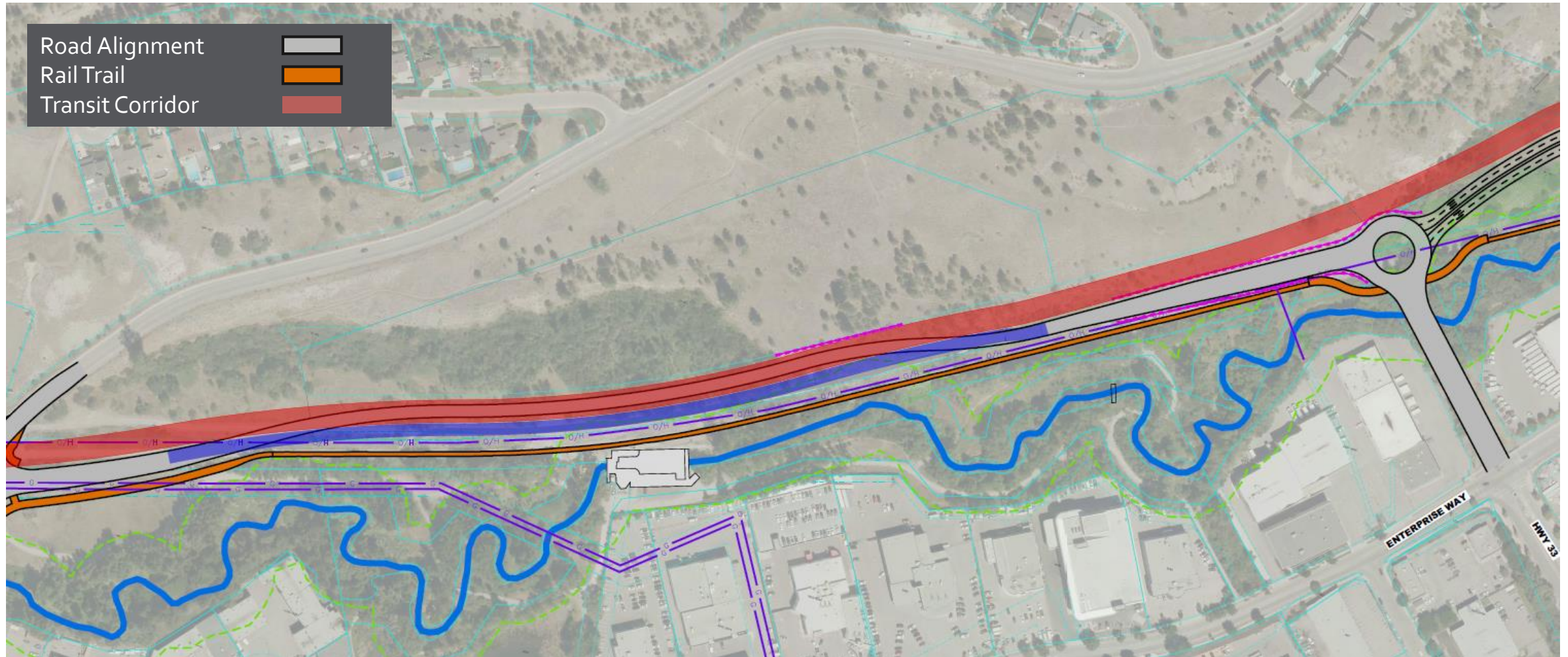




# Initial Concept

## Segment 1 – Conceptual Design

Highway 33 / Clement  
Extension Project



# Conceptual Design

## Early Findings

Highway 33 / Clement  
Extension Project

- Conceptual Design Outcomes;
  - Established an initial road concept for the Clement / Highway 33 Extension.
  - The project has benefits and will be well used.
  - Identified large number of early risks and challenges.
  - The Okanagan Rail Trail can be accommodated.
  - Concept alignment does not preclude a future transit corridor.

While challenges exist, we believe the project continues to be achievable.



- Preliminary Design is the next project step.
- Work on consulting team procurement is underway.
- Segment 1 (Spall to Highway 33) - Preliminary Design
  - Complete traffic and benefit projections and modelling.
  - Complete issues identification, confirmation and mitigation.
  - Consultation and engagement.
  - Complete preliminary design.
  - Develop project cost estimates.
- Develop a clear understanding of project scope, benefits, costs, impacts and regulatory requirements.
- Position the project for future senior government funding opportunities.



Preliminary Design  
Target Completion  
Mid 2025



- Segment 2 (Highway 33 to McCurdy) - Phasing Recommendations
  - Refine phasing / timing recommendations for extension to/from Hwy 33 to McCurdy.
- Segment 3 (McCurdy to UBCO) - Corridor Protection
  - McCurdy to UBCO – Confirm rationale for continued corridor protection.





City of  
**Kelowna**

**Questions**



# Report to Council



**Date:** July 8, 2024  
**To:** Council  
**From:** City Manager  
**Subject:** Updated Options to Address Construction Noise  
**Department:** Office of the City Clerk

---

## **Recommendation:**

THAT Council receives, for information, the report from the Office of the City Clerk dated July 8, 2024, regarding updated options to address construction noise;

AND THAT Council directs staff to prepare the necessary bylaw amendments in accordance with Option B as described in the report from the Office of the City Clerk dated July 8, 2024.

## **Purpose:**

To mitigate the impact of construction noise on Kelowna residents by amending the construction noise provisions of the Good Neighbour Bylaw.

## **Background:**

On May 13, 2024, at the direction of Council, staff presented options for amending the Good Neighbour Bylaw to address the impact of construction noise on Kelowna residents. Staff presented two options for consideration by Council: a recommended option (Option 1) and an alternative option. Council directed staff to prepare the necessary bylaw amendments to implement Option 1.

## *Previous Council Resolution*

Resolution	Date
THAT Council receives, for information, the report from the Office of the City Clerk dated May 13, 2024, with respect to options for addressing construction noise;	May 13, 2024
AND THAT Council directs staff to prepare the necessary bylaw amendments in accordance with Option 1 as described in the report from the Office of the City Clerk dated May 13, 2024.	



**Discussion:**

The basic parameters of Option 1 are summarized in the table below:

	Daily Window	Statutory Holidays	Variance Procedure
<b>Current Bylaw</b>	Monday-Sunday: 7:00 am-9:00 pm	Allowed on all statutory holidays	As described above
<b>Option 1: Recommended Option</b>	Monday-Friday: No change Saturday and Sunday: 9:00 am-8:00 pm on both days	Prohibit	-Add unsafe heat conditions as a variance criterion -Clarify scope of required mitigations

*Industry Feedback*

Following the May 13 report to Council, staff continued engagement with organizations representing the local development industry, including the Canadian Home Builders Association (CHBA) and the Urban Development Institute (UDI). Both the CHBA and UDI, as well as many of their individual members, have expressed concerns about the effects of restricting construction hours on weekends and prohibiting construction noise entirely on statutory holidays. Concerns raised by the industry are summarized as follows:

- The proposed 9 am start on Saturdays and Sundays is at odds with industry preferences to get an early start, particularly in the summer months. This change will make Kelowna a less appealing market for construction labour and will increase the difficulty of attracting workers.
- Prohibiting construction noise on statutory holidays will interfere with construction schedules and deprive workers of opportunities to earn additional income on these days. It will also create challenges for the employment of out-of-town trades, who typically work a compressed schedule to reduce costs.
- The overall impact of these changes will be increased length of time to complete construction and therefore higher costs for builders. These increased costs will translate into higher housing prices, further diminishing affordability.

In view of both the volume of industry feedback received and the impact of the concerns raised, staff are presenting Council with an updated set of options for consideration, giving Council an opportunity to provide further direction on the preferred approach to addressing the issue of construction noise.

The updated list of options, detailed below, includes one recommended option and two alternative options for Council to consider. Two important items to note:

- The original staff recommended option (Option 1 from the May 13 report) has been reevaluated in light of industry feedback and is no longer recommended. The May 13 report's "Option 1" has been relabeled as "Option A" and now appears as one of the two alternative options.
- The updated options are concerned with only two variables: the daily construction noise window and the arrangement for statutory holidays. Changes to the construction noise variance procedure are uncontroversial and will be incorporated into whichever option Council determines should proceed.

### Updated Options for Council Consideration

	Daily Window	Statutory Holidays
<b>Current Bylaw</b>	Monday-Sunday: 7:00 am-9:00 pm	Allowed on all statutory holidays
<b>Option A: Original Staff Recommendation</b>	Monday-Friday: No change Saturday and Sunday: 9:00 am-8:00 pm	Prohibit
<b>Option B: Modified Staff Recommendation</b>	Monday-Friday: No change Saturday and Sunday: 8:00 am-4:00 pm	8:00 am-4:00 pm on all provincial statutory holidays
<b>Option C: Industry Proposal</b>	Monday-Friday: No change Saturday: 7:00 am-4:00 pm Sunday: 8:00 am-4:00 pm	7:00 am-4:00 pm on all provincial statutory holidays

To summarize, **Option A** reflects Council’s direction based on the May 13 report to Council. Staff have since reevaluated this option in the light of industry feedback and have concluded that it risks creating new obstacles to the delivery of much-needed housing development in the City. It is therefore no longer the staff recommended option.

Staff are recommending **Option B** as the preferred basis on which to proceed with amending the bylaw. Compared to Option A, this option is intended to soften likely impacts on the development industry by allowing an 8 am start on weekends and by allowing construction noise on statutory holidays within reduced hours. Option B also responds to resident concerns by balancing the earlier weekend start time with an additional four hours of noise-free time on weekend evenings.

**Option C** reflects an adjustment from the current bylaw that is the consensus recommendation of the development industry. Compared to Option A, this option provides an earlier 7 am start on Saturday and statutory holidays in exchange for an earlier 4 pm end time. Staff are not recommending this option given the impact of the 7 am start time on residents and the original intent to reduce impacts of construction noise.

#### Conclusion:

Staff recommend proceeding with Option B to respond to industry concerns with the more restrictive hours in Option A while providing some relief from construction noise for residents on weekends and statutory holidays when compared to the current bylaw. Staff will continue to ensure that construction noise variances are granted where appropriate and that builders strictly comply with the terms and conditions of any variances granted.

#### Internal Circulation:

Development Engineering  
Development Planning  
Infrastructure Operations

#### Considerations applicable to this report:

**Existing Policy:** [Good Neighbour Bylaw No. 11500](#)

***Consultation and Engagement:***

Staff have been in contact with the local representatives of the Canadian Home Builders Association (CHBA) and Urban Development Institute (UDI) to solicit feedback from the development industry on potential impacts of the proposed bylaw amendments. Both the CHBA and UDI, as well as many of their individual members, have written to staff to express concerns about the effects of restricting construction hours on weekends and prohibiting construction noise on statutory holidays.

**Considerations not applicable to this report:**

***Legal/Statutory Authority:***

***Legal/Statutory Procedural Requirements:***

***Existing Policy:***

***Financial/Budgetary Considerations:***

Submitted by:

M. Jud, Deputy City Clerk

**Approved for inclusion:** L. Bentley, City Clerk

cc:

R. Smith, Divisional Director, Planning, Climate Sustainability and Development Services

G. Bos, Infrastructure Operations Department Manager



# Updated Options to Address Construction Noise

July 8, 2024

# Background

Council direction from May 13, 2024:

	Daily Window	Statutory Holidays	Variance Procedure
<b>Option 1: Recommended Option</b>	Monday-Friday: No change Saturday and Sunday: 9:00 am-8:00 pm	Prohibit	-Add unsafe heat conditions as a variance criterion -Clarify scope of required mitigations

# Industry Engagement: What We Heard

- ▶ Interest in ensuring early starts are possible particularly in the warmer summer months.
- ▶ Concern about the impacts of reduced noise hours on weekends and holidays.
- ▶ Concern that the overall impact of noise restrictions will be to increase costs and time required to build housing.



# Responding to Industry Feedback

- ▶ Staff are providing Council with an updated set of options for consideration, focusing on:
  - ▶ The daily construction noise window
  - ▶ The arrangement for statutory holidays
- ▶ Changes to the construction noise variance procedure are uncontroversial and will be incorporated into the amended bylaw.

# Updated Options

	Daily Window	Statutory Holidays
<b>Current Bylaw</b>	Monday-Sunday: 7:00am-9:00pm	Allowed on all statutory holidays
<b>Option A: Original Staff Recommendation</b>	Monday-Friday: No change Saturday and Sunday: 9:00 am-8:00 pm	Prohibit
<b>Option B: Modified Staff Recommendation</b>	Monday-Friday: No change Saturday and Sunday: 8:00 am-4:00 pm	8:00 am-4:00 pm on all provincial statutory holidays
<b>Option C: Industry Proposal</b>	Monday-Friday: No change Saturday: 7:00am-4:00pm Sunday: 8:00am-4:00pm	7:00am-4:00pm on all provincial statutory holidays

# Recommendation: Option B

- ▶ Staff are recommending that Council provide direction to proceed with **Option B**.
- ▶ Option B is intended to soften likely impacts on the development industry while still responding to resident concerns around noise.
- ▶ Option B balances an earlier weekend start time with an additional four hours of noise-free time on weekend evenings.



# Conclusion

- ▶ Staff will finalize the necessary bylaw amendments to implement Council's preferred option along with clarity around issuing variances.
- ▶ Staff will continue communicating changes with the development community.



*Questions?*

For more information, visit [kelowna.ca](http://kelowna.ca).