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**CITY OF KELOWNA**  
**MEMORANDUM**

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**Date:** November 12, 2020  
**File No.:** Z19-0115  
**To:** Urban Planning Management (AF)  
**From:** Development Engineering Manager (JK)  
**Subject:** 1830 and 1880 Leckie Rd, 2125 and 2205 Baron Rd

<b>SCHEDULE</b> <b>A</b>	
This forms part of application # OCP19-0007 Z19-0115	
Planner Initials	AF
 City of <b>Kelowna</b> COMMUNITY PLANNING	

A1 to C4

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Development Engineering Branch has the following comments and requirements associated with this application. The road and utility upgrading requirements outlined in this report will be a requirement of this development. The Development Engineering Technologist for this project is Aaron Sangster.

**1. General**

- a. Where there is a possibility of a high water table or surcharging of storm drains during major storm events, non-basement buildings may be required. This must be determined by the engineer and detailed on the Lot Grading Plan required in the drainage section.
- b. Provide easements as may be required.
- c. These Development Engineering comments and requirements are subject to review and/or revision for approval by the Ministry of Transportation (MOTI) Infrastructure.

**2. Drainage**

- a. Provide an adequately sized drainage system. The Subdivision, Development and Servicing Bylaw requires that a lot be provided with an individual connection; however, the City Engineer may permit use of individual ground water disposal systems, where soils are suitable. For on-site disposal of drainage water, a geotechnical report will be required complete with a design for the disposal method (i.e. trench drain / rock pit). The Lot Grading Plan must show the design and location of these systems for each lot.
- b. Provide the following drawings:
  - i) A detailed Lot Grading Plan (indicate on the Lot Grading Plan any slopes that are steeper than 30% and areas that have greater than 1.0 m of fill);
  - ii) A detailed Stormwater Management Plan for this subdivision; and,
  - iii) An Erosion and Sediment Control Plan.

### **3. Domestic Water and Fire Protection**

- a. The development site(s) is presently serviced with multiple water services. The developer's consulting civil & mechanical engineers will determine the domestic, fire protection requirements of this proposed development and establish hydrant requirements and service needs. Only one service per lot will be permitted for this development.
- b. The developer must obtain the necessary permits and have all existing utility services disconnected at the main prior to development.

### **4. Sanitary**

- a. The developer's consulting civil & mechanical engineers will determine the requirements of the proposed development and establish the service needs. The existing lot(s) are serviced with multiple sanitary services. Only one service per lot will be permitted for this development. If required, the applicant will arrange for the removal and disconnection of the existing service and the installation of one new larger service at the applicants' cost.

### **5. Roads**

- a. Road improvements will be as outlined in the WSP TIA, dated November 10, 2020. Drawings are subject to review and approval by Development Engineering prior to Servicing Agreement and Issued for Construction. Scope of works include:
  - i. Leckie Road realignment and widening, including Parkview Crescent access;
  - ii. Springfield at Leckie intersection upgrades;
  - iii. Baron at Durnin pedestrian crossing relocation;
  - iv. Financial contribution to further upgrades, anticipated to be partial funding of a second left turn lane from Hwy 97 to Leckie, including design and monitoring as required.

### **6. Road Dedication and Subdivision Requirements**

- a. Grant Statutory Rights of Way if required for utility services.
- b. If any road dedication affects lands encumbered by a Utility right-of-way (such as BC Hydro Gas, etc.) please obtain the approval of the utility prior to application for final subdivision approval. Any works required by the utility as a consequence of the road dedication must be incorporated in the construction drawings submitted to the City's Development Engineering Manager.

### **7. Development Permit and Site Related Issues**

- (a) Access and Manoeuvrability
  - (i) An MSU standard size vehicle must be able to manoeuvre onto and off the site without requiring a reverse movement onto public roadways. If the development plan intends to accommodate larger vehicles movements should also be illustrated on the site plan.

- (ii) Perimeter access must comply with the BC Building Code. Fire Truck access designs and proposed hydrant locations will be reviewed by the Fire Protection Officer.

## **8. Power and Telecommunication Services and Street Lights**

- a. All proposed distribution and service connections are to be installed underground. Existing distribution and service connections, on that portion of a road immediately adjacent to the site, are to be relocated and installed underground.
- b. Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.
- c. Remove existing poles and utilities, where necessary. Remove aerial trespass (es).

## **9. Design and Construction**

- a. Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- b. Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c. Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- d. A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e. Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Development Engineering Branch. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

## **10. Servicing Agreements for Works and Services**


- a. A Servicing Agreement is required for all works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b. Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured

## 11. Geotechnical Study.

- a. Provide a geotechnical report prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below: **NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision.**
  - i. The Geotechnical report must be submitted prior to submission of Engineering drawings or application for subdivision approval.
  - ii. Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
  - iii. Site suitability for development.
  - iv. Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
  - v. Any special requirements for construction of roads, utilities and building structures.
  - vi. Recommendations for items that should be included in a Restrictive Covenant.
  - vii. Recommendations for roof drains, perimeter drains and septic tank effluent on the site.
  - viii. Any items required in other sections of this document.
  - ix. Additional geotechnical survey may be necessary for building foundations, etc

## 12. Charges and Fees

- a. Development Cost Charges (DCC's) are payable.
- b. Fees per the "Development Application Fees Bylaw" include:
  - i. Street/Traffic Sign Fees: at cost if required (to be determined after design).
  - ii. Survey Monument, Replacement Fee: \$1,200.00 (GST exempt) – only if disturbed.
- c. Engineering and Inspection Fee: 3.5% of construction value (plus GST).

  
James Kay, P.Eng.  
Development Engineering Manager

AS

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**CITY OF KELOWNA**  
**MEMORANDUM**

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**Date:** November 12, 2020  
**File No.:** OCP19-0007  
**To:** Urban Planning Management (AF)  
**From:** Development Engineering Manager (JK)  
**Subject:** 1830 and 1880 Leckie Rd, 2125 and 2205 Baron Rd


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<b>SCHEDULE</b>		<b>A</b>
This forms part of application		
# OCP19-0007 Z19-0115		
Planner Initials	AF	 City of <b>Kelowna</b> <small>COMMUNITY PLANNING</small>

The Development Engineering Branch comments and requirements regarding this Official Community Plan Amendment to change the Future Land Use from MRM Multiple Unit Residential (Medium Density) and MRH Multiple Unit Residential (High Density) to MXR Mixed Use (Residential / Commercial).

**1. General**

All the offsite infrastructure and services upgrades are addressed in the Rezoning Engineering Report under file Z19-0115.

  
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James Kay, P. Eng.  
Development Engineering Manager

AS

**PROJECT DATA**

CLIENT: COSTCO WHOLESALE  
999 LAKE DRIVE  
ISSAQUAH, WA 98027  
PROJECT ADDRESS: BARON ROAD & LECKIE ROAD  
KELOWNA, BRITISH COLUMBIA

**SITE DATA:**

**COSTCO SITE AREA:** 68,036.9M<sup>2</sup> (6.80 HA)  
732,343FT<sup>2</sup> (16.81 AC)  
**INCLUDES:**  
**WAREHOUSE SITE:** 59,719.7M<sup>2</sup> (5.97 HA)  
642,818FT<sup>2</sup> (14.76 AC)  
**AUX. PARKING/FUEL:** 8,317.2M<sup>2</sup> (0.83 HA)  
89,526FT<sup>2</sup> (2.06 AC)

**JURISDICTION:** CITY OF KELOWNA  
**ZONING:** WAREHOUSE SITE: A1 - AGRICULTURAL  
AUXILIARY SITE: C4 - URBAN COMMERCIAL

**BOUNDARY INFORMATION:** THIS DRAWING IS BASED ON A SURVEY RECEIVED SEPTEMBER 27, 2017.

**BUILDING DATA:**

**NET WAREHOUSE AREA:** 14656 SM [157,751 SF]  
**NET FIRE DEPT ROOM:** 51 SM [545 SF]  
**NET MECHANICAL ROOM:** 178 SM [1,914 SF]  
**NET ENCLOSED CANOPY:** 448 SM [4,817 SF]  
**ENVELOPE / EXTERIOR WALL:** 196 SM [2,106SF]  
**TOTAL BUILDING - GROSS:** 15527 SM [167,13 SF]

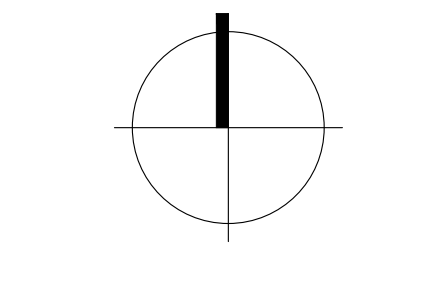
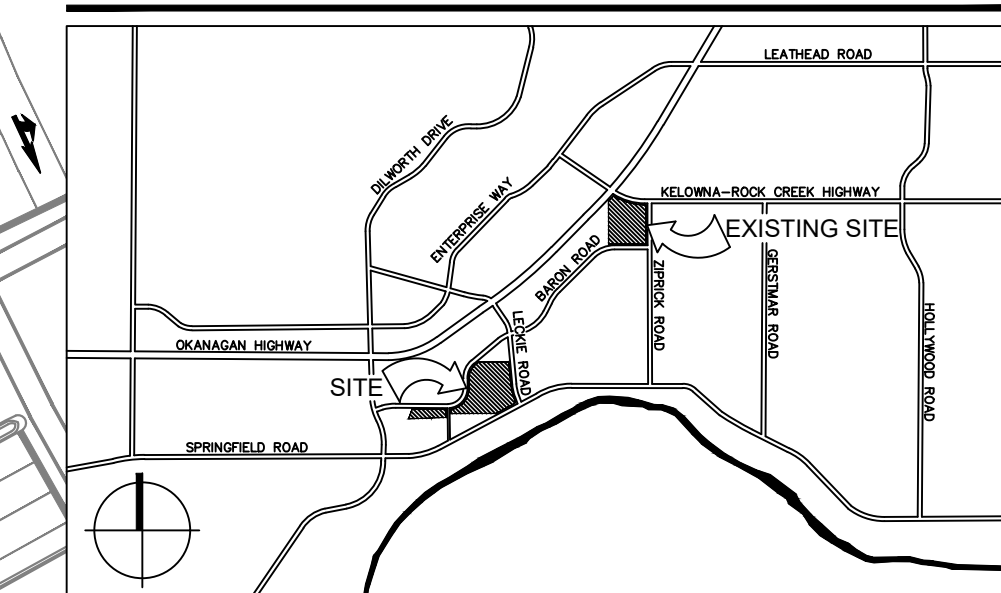
**PARKING DATA:**

**PROVIDED:**  
① 10' WIDE WAREHOUSE SITE STALLS 777 STALLS  
② GAS BAR SITE STALLS 72 STALLS  
③ ACCESSIBLE STALLS 18 STALLS  
(1 IN 6 VAN)  
**TOTAL PARKING PROVIDED:** 867 STALLS  
**JURISDICTIONAL REQUIREMENT:** 203 STALLS  
(C4) 1.3 PER 100 SM = 156 X 1.3  
**ACCESSIBLE PARKING REQUIRED:** 18 STALLS  
2% OF PARKING PROVIDED =

**NOTES:**  
EXISTING CONDITIONS TO BE FIELD VERIFIED.

**ATTACHMENT A**  
This forms part of application  
# OCP19-0007 Z19-0115  
Planner Initials **AF**  
City of Kelowna  
COMMUNITY PLANNING

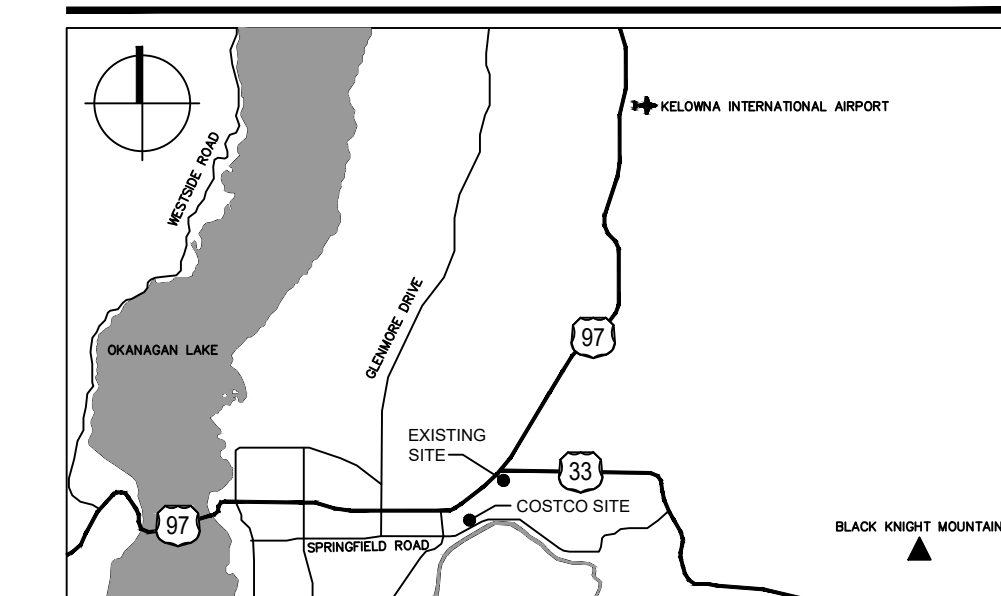
**VICINITY MAP**



0 10m 20m 40m  
1:700

RUSSELL H. HAZZARD, ARCHITECT

**REGIONAL MAP**



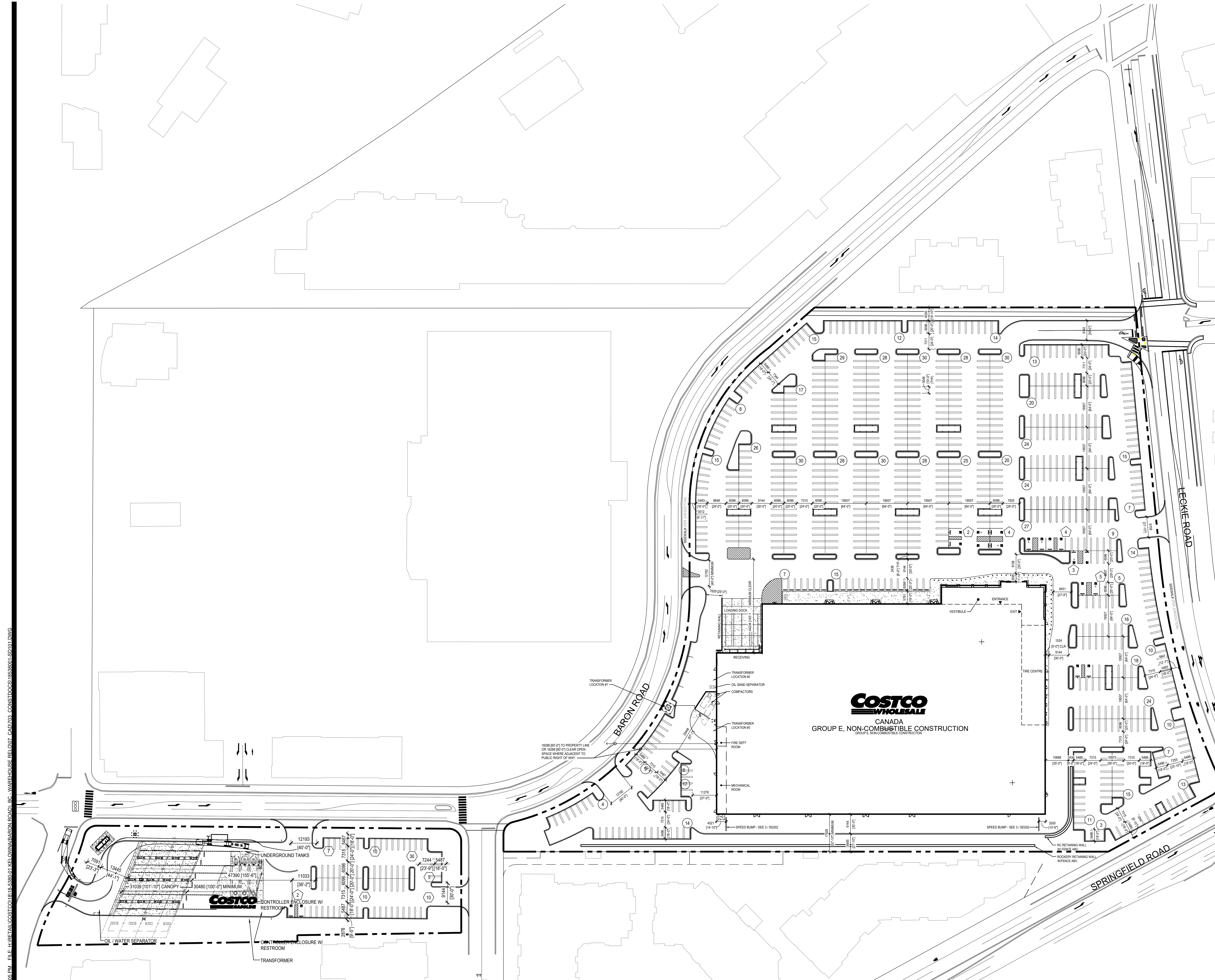
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DATE	DESCRIPTION
04.06.20	CD START UP

18-5380-01  
PM: TIM LIN  
DRAWN: KLJ

OVERALL SITE PLAN

SD100



**GC NOTE:**  
GENERAL CONTRACTOR IS TO CONFIRM THAT ACCESSIBLE PARKING AND ACCESSIBLE PATH PAVEMENT MEETS BC BUILDING CODE SLOPE REQUIREMENTS ( 2% MAX SLOPE ) - IF PAVEMENT DOES NOT MEET ADA REQUIREMENTS, GENERAL CONTRACTOR IS TO REMOVE AND REPLACE PAVEMENT TO MEET ADA REQUIREMENTS AT NO ADDITIONAL COST TO OWNER

**SITE PLAN**  
SCALE: 1:700

**NOTE:**  
SITE PLAN IS FOR REFERENCE ONLY - SEE CIVIL DRAWINGS FOR HORIZONTAL CONTROL

**NOTE:**  
SEE SD101 FOR MORE INFORMATION

PLOTTED BY: TIM LIN DATE/TIME: 8/10/2020 12:05 PM FILE: H:\RETAIL\COSTCO\18-5380-01\KELOWNA\BARON ROAD, BC - WAREHOUSE BELOW CAD\1703\_COSTCO\18-5380-01-SD100.DWG



September 9, 2019  
Public

City of Kelowna  
1435 Water Street  
V1Y 1J4

**Attention: Laura Bentley, Planning Manager**

Dear Sir:

**Subject: Costco Baron Road Re-location 2125 and 1901 Baron Road – Planning & Development Permit Applications for Rezoning and OCP Amendment & Planning & Design Rationale.**

WSP is the applicant for Victor Projects Limited whom are the owners of the property’s municipally known as 2125 and 1901 Baron Road. We are pleased to submit Planning and Development Permit applications for Rezoning, and OCP Amendment to permit uses in accordance with the C4 and C10 zoning regulations. The proposed development is a relocation from the existing Costco at 2479 Highway 97 N, and will contain a gas bar and warehouse facility. In addition to the owner, WSP also represents Costco Wholesale Canada Ltd whom will be leasing the subject lands following approval of these applications.

It should be noted that because the application consists of two separate parcels, two separate applications are being made. A summary of each parcel and the respective development permit applications and amendments are highlighted below.

1901 Baron Road

Subject Use: Gas Bar and associated Commercial uses  
Existing Zoning: C4 (*to remain unchanged*)  
Development Permits: Urban Design  
OCP: Mixed Use (Residential / Commercial) (MXR) (*to remain unchanged*)

2125 Baron Road

Subject Use: Warehouse and associated parking and drive isles  
Existing Zoning: A1 (*to be rezoned to C10 – to match existing Costco warehouse zone*)  
Development Permits: Urban Design, Natural Environment  
OCP: High Density Res (MRH) & Single / Two Units (S2RES) (*to be amended to Service Commercial (SC) – to match existing Costco warehouse Designation*)

**PLANNING AND DESIGN RATIONALE**



## 1.0 OFFICIAL COMMUNITY PLAN & AMENDMENT 2125 BARON ROAD

The requested amendment for 2125 Baron Road would develop an underutilized 16.82-acre parcel in conformity with the SC Service Commercial Designation of the city of Kelowna 2030 Official Plan. The site currently sits vacant under the High Density Res (MRH) & Single / Two Units (S2RES) Designation and has sat vacant for approximately 30 years. Careful consideration has been given to urban design, traffic, and landscaping elements throughout the site. The principal warehouse building has also sited to allow for maximum traffic and pedestrian flow and to limit impact of the proposed built form on existing residential buffer uses. Building Densities would be consistent with the provision of the C10 zone of the City of Kelowna zoning bylaw.

The sites location in the context of the city is also conducive to and encourages commercial type uses. The surrounding neighbourhood is predominantly commercial in its make up and hosts many similar big box retail uses and warehouse facilities (Real Canadian Superstore, Staples, & Marshals). The area also hosts the Orchard Park Shopping Centre as a hub of commercial uses central to the city. The current designation is largely out of character with surrounding land uses and the amendment to Service Commercial as proposed by this application is in keeping with the context of the surrounding neighbourhood. The amendment preserves the context of the neighbourhood by respecting existing uses.

## 1.1 NATURAL ENVIRONMENT DEVELOPMENT PERMIT 2125 BARON ROAD

The subject site at 2125 Baron road has been flagged for review of natural environment considerations through the development permit process primarily due to the sites proximity to Mission Creek. We understand this review will occur through review of the zoning bylaw amendment application and the review is primarily focused on geotechnical and hydrogeological concerns. The following is a synopsis of the background reports and studies in support of the Natural Environment Development Permit review as anticipated by city staff.

A geotechnical report was prepared by Kelifelder August 2019 and concluded that from a geotechnical standpoint the site is suitable for the proposed development. No concerns were raised.

An Endangered Species Survey & Environmental Protection Plan was also undertaken by Kleinfelder in August 2019. Based on the results of the endangered species and ecosystems desktop research and field survey, no evidence of species-at-risk and ecosystems-at-risk were observed. An environmental protection plan and best practices review was also included for implementation during construction.

## 1.2 URBAN DESIGN (REVITALIZATION) DP 2125 BARON ROAD & 1901 BARON ROAD

Both sites have been designed with Costco branding and service standards at the forefront. Both sites have also been designed to lessen impacts on the surrounding traffic network and buffering





residential uses through building placement and entrance locations. Landscaping has also been articulated to provide the appropriate buffers from roads to the new proposed use.

As traffic is anticipated to be a major design concern through the public consultation and development review process we have provided staff with a Traffic Impact Study. It should be noted that because the site is a re-location of the existing Costco site, many of the generated trips from the current location are already on the study network which means they will be re-distributed following approval of this application. As a result, the impact of the proposed Costco relocation on the wider traffic network is minimal and the impacts are localized to the surrounding network within the proposed site.

### 1.3 REZONING 2125 BARON ROAD

An application has been submitted to rezone the subject lands at 2125 Baron Road from A1 to C10 under City of Kelowna consolidated Zoning Bylaw No.8000 to permit a warehouse and associated parking and drive isles. The intent of the C10 zone is to designate and preserve land for the accommodation of a mix of commercial uses, including vehicular oriented areas, not provided for in other zones. Given that the zoning amendment to C10 specifically responds to the intent of the SC Service Commercial designation as per the proposed amendment to the OCP, and is encouraged as the zone of choice for that specific designation, we feel the amendment should be approved pending successful adoption of the corresponding OCP amendment submitted with the broader development.

### 1.5 CONCLUSION

It is in our opinion that the proposed development represents a well-balanced planning approach and that the OCP and zoning amendments represent good planning. The requested amendments would support intensification on an underutilized parcel to create a new service commercial use compatible with surrounding land uses and neighbourhood context.

In support of the applications please find enclosed a cheque in the amount of \$9,120, along with the following application materials as identified with city staff to support the required review:

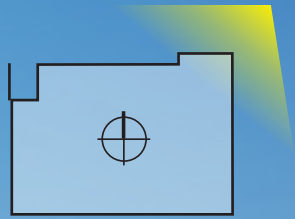
- One copy of the application Cover letter, prepared by WSP
- One copy of the planning & design rationale (included in cover letter), prepared by WSP
- One copy of the Application Form for Development Approval, prepared by WSP, (OCP Amendment, Rezoning, & Development permits – (Urban Design (revitalization)/Natural Environment)) for 2125 Baron Road.
- One copy of the Application Form for Development Approval, prepared by WSP, (Development permits – (Urban Design (revitalization))) for 1901 Baron Road.
- Two copies of the Owners Authorization form for planning approval for 1901 Baron Road & 2125 Baron Road, Prepared by WSP & Client
- One cheque in the amount of \$9,120 made payable to the City of Kelowna
- One copy of the Certificate of title (ownership & registered easements)
- Two copies of the Site Plan, Prepared by Mulvany G2



- Two copies of the elevation drawings, prepared by Mulvany G2
- Two Copies of the Rendering Package for Warehouse, prepared by Mulvany G2
- Two copies of the Landscape Plan, prepared by WSP
- Two copies of the Hydrozone Plan, prepared by WSP
- One copy of the irrigation application, prepared by WSP
- One copy of the Landscape Bonding Letter, prepared by WSP
- Two Copies of the Geotechnical report, prepared by Kleinfelder (Natural Environment DP)
- Two Copies of the Traffic Impact Study, prepared by WSP
- Two Copies of the Functional Servicing Report and SWM Report, prepared by WSP
- Two Copies of the Grading Plan Warehouse, prepared by WSP
- Two Copies of the Grading Plan Gas Bar, prepared by WSP
- Two Copies of the Servicing Plan Warehouse, prepared by WSP
- Two Copies of the Servicing Plan Gas Bar, prepared by WSP
- One Copy of the Endangered Species Survey & Environmental Protection Plan, prepared by Kleinfelder (Natural Environment DP)

Yours sincerely,

Bob Evans MCIP, RPP



**ATTACHMENT B**  
This forms part of application  
# OCP19-0007 Z19-0115  
Planner Initials **AF**  
City of Kelowna  
COMMUNITY PLANNING



# AERIAL PERSPECTIVE

## ATTACHMENT B

This forms part of application  
# OCP19-0007 Z19-0115

Planner  
Initials AF



November 10, 2020



Costco Wholesale Corporation  
45940 Horseshow Drive, Suite 150  
Sterling, VA, 20166  
USA

**Attention: Kim Katz**

Dear Kim:

**Subject:** Costco Wholesale Relocation Traffic Impact Study - Baron Road

## Executive Summary

This study investigated the traffic impacts of the proposed relocation of Costco to Baron Road. There is already a Costco Warehouse near the proposed new site, and many of the generated trips are already on the study network which means they will be re-distributed. As a result, the impacts of the proposed Costco relocation on the wider traffic network are minimal and the impacts are localized to the surrounding network within the proposed site. The localized impacts can be reasonably mitigated by implementation of the strategies outlined above.

## Traffic Impact Summary

A traffic impact study was completed for a proposed relocation of Costco Wholesale from its current location at 2479 Highway 97 N to 2125 and 1901 Baron Road in Kelowna, BC. This final report is based upon previous versions produced in 2019 and 2020 and incorporates additional comments received by the Ministry and City in August and September of 2020.

The new site will consist of a wholesale warehouse and gas station/auxiliary parking site with 12 pumps (24 fueling stations).

The proposed study area is shown in Figure 1 and includes the following intersections and accesses:

- Highway 97 and Banks Road;
- Highway 97 and Leckie Road;
- Highway 97 and Underhill Street;
- Highway 97 and Dilworth Drive;
- Baron Road and Banks Road;
- Baron Road and Leckie Road;
- Baron Road and Durnin Road;
- Baron Road and Underhill Street;
- Baron Road and Dilworth Drive;
- Springfield Road and Leckie Road;
- Springfield Road and Durnin Road;
- Springfield Road and Dilworth Drive;
- Leckie Road and Parkview Crescent access to site;
- Three additional accesses into the warehouse site and three accesses for the gas station.

This TIA compares the performance of the local traffic network with and without the Costco during the PM and Saturday afternoon peak hours in the 2021 and 2031 horizon years.

## Conclusion

This study investigated the traffic impacts of the proposed relocation of Costco to Baron Road. There is already a Costco Warehouse near the proposed new site, and many of the generated trips are already on the study network which means they will be re-distributed. As a result, the impacts of the proposed Costco relocation on the wider traffic network are minimal and the impacts are localized to the surrounding network within the proposed site. The localized impacts can be reasonably mitigated by implementation of the strategies outlined above.

Yours sincerely,



Avi Thiessen, P. Eng.  
Transportation Engineer

WSP ref.: 17M-02290-01

**Table 1 – Summary Table of Improvements Corresponding to Summary Upgrade Map**

Priority*	Location	Physical Upgrade Description
1	Leckie Road	<p>Realignment of Leckie Road and Baron Road intersection including but not limited to:</p> <ul style="list-style-type: none"> <li>- Addition of a dedicated through lane on Leckie Road towards Springfield Road, resulting in two through lanes</li> <li>- Double left southbound from Hwy 97 onto Leckie Road plus conversion of the second eastbound left turn lane to a second eastbound through lane</li> </ul> <p>Realignment of Leckie Road and Parkview Crescent Intersection including but not limited to:</p> <ul style="list-style-type: none"> <li>- Addition of the through/right turn lane on Leckie at Parkview Crescent (to site entrance), resulting in two through lanes towards Springfield</li> <li>- Addition of the left turn at Parkview Crescent on Leckie Road to site entrance</li> </ul>
2	Springfield at Leckie Road	<p>Intersection upgrades including but not limited to:</p> <ul style="list-style-type: none"> <li>- Addition of second left turn lane from Springfield Road onto Leckie Road toward Hwy 97</li> <li>- Shifting existing bus stop on Springfield Road to the other side of Mission Creek Park entrance as per Figure 2 included in Appendix E</li> <li>- Lane realignment along Springfield Road to account for the additional left turn lane and relocation of the bus stop</li> </ul>
3	Baron at Underhill	Addition of fully signalized intersection at Baron Road and Underhill
4	Dilworth at Baron	<p>Intersection upgrades including but not limited to:</p> <ul style="list-style-type: none"> <li>- Addition of a slip lane for right turn from Dilworth Drive to Baron Road</li> <li>- Reconfigure the north/south direction to a left turn lane and separate through/right turn lane, and optimize phasing.</li> </ul>
5	Baron at Durnin	Moving of the existing pedestrian push button crossing at Baron Road/Underhill Street to the crosswalk at Baron Road/Durnin Road
6	Springfield at Durnin	Addition of a vehicle actuated left turn from Springfield Road onto Durnin Road (Optional if warranted by Queue volumes)
7	Springfield at Benvoulin/Dilworth	<ul style="list-style-type: none"> <li>- Extension of the right turning lane from Benvoulin Road to Springfield Road</li> <li>- Adding a dual left-turn lane either direction for traffic on Springfield onto Dilworth and Benvoulin</li> </ul>

\*: Colour coordination for priorities corresponds to WSP upgrade summary map



- Improvement Priority**
- 1 Leckie Road
  - 2 Springfield Road/ Leckie Road
  - 3 Baron Road/ Underhill Street
  - 4 Dilworth Road/ Baron Road/ Mall Entrance
  - 5 Baron Road/ Durnin Road
  - 6 Springfield Road/ Durnin Road
  - 7 Springfield Road/ Benvoulin Road/ Dilworth Drive

**WSP**  
 1631 Dickson Ave. Suite 700, Kelowna, BC, V1Y  
 t. 250.980.5500 | wsp.com

Costco Wholesale

Costco Barron Road Location  
 Transportation Impact Analysis

Overall Off-Site Roadwork  
 Improvement Summary Map

project no. 17M-02290-00	figure no. 1
date: 2019-12-12	