



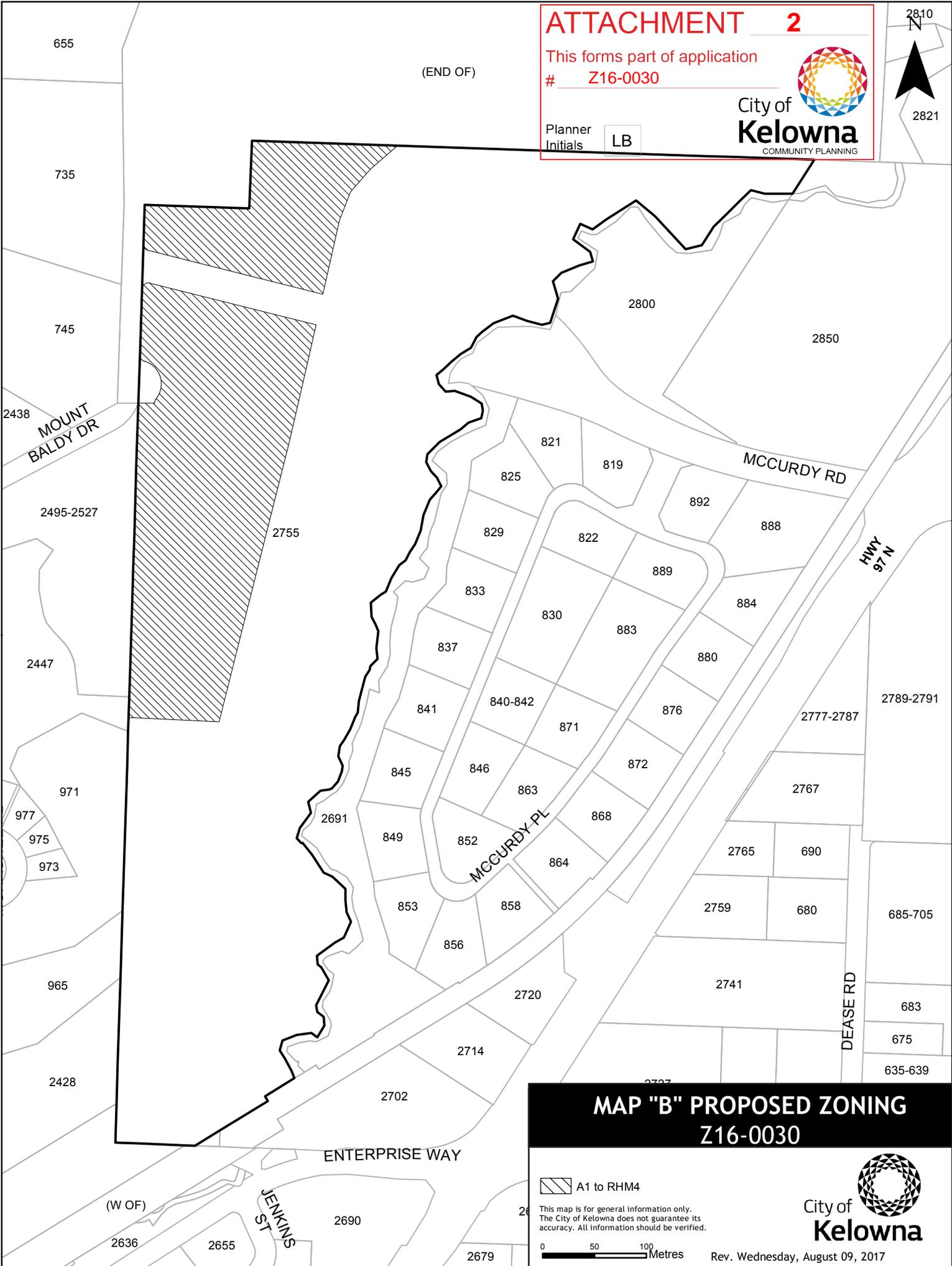
# ATTACHMENT 2

This forms part of application # **Z16-0030**

Planner Initials **LB**



City of **Kelowna**  
COMMUNITY PLANNING



## MAP "B" PROPOSED ZONING Z16-0030

 A1 to RHM4

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

0 50 100 Metres



City of **Kelowna**

Rev. Wednesday, August 09, 2017

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

**Date:** May 29, 2017

**File No.:** Z16-0030

**To:** Planning & Development Services (LB)

**From:** Development Engineering Manager (PI)

**Subject:** 2755 McCurdy Rd.

A1 to RM3 & RM5

The Development Engineering Department has the following comments and requirements associated with this rezoning 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 Ryan O'Sullivan

The Development Services Branch comments and requirements regarding this application to rezone the subject property from A1 to RM3 & RM5 are as follows:

**1. General.**

- a) Provide easements and Right of Ways as required.
- b) The property cannot be further developed until the extension of Mt Baldy Dr. Right of way and McCurdy Rd. road dedication has been completed.

**2. Geotechnical Study.**

A comprehensive Geotechnical Study is required, which is to be prepared by a Professional Engineer competent in the field of geotechnical engineering, the study is to address the following:

- Overall site suitability for the proposed development.
- Slope analysis (i.e. 0-10 %, 10-20 %, 20-30% and over 30 %).
- Presence of ground water and/or springs.
- Presence of fill areas.
- Presence of swelling clays.
- Presence of sulfates.
- Potential site erosion.
- Provide specific requirements for footings and foundation construction.
- Provide specific construction design sections for roads and utilities over and above the City's current construction standards

**ATTACHMENT 3**

This forms part of application  
# OCP16-0004 / Z16-0030



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Initials LB

City of  
**Kelowna**  
COMMUNITY PLANNING

**SCHEDULE A**

This forms part of application  
# Z16-0030



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**Kelowna**  
COMMUNITY PLANNING

**3. Domestic water and fire protection.**

- (a) The property is located within the Black Mountain Irrigation District (BMID) service area. The water system must be capable of supplying domestic and fire flow demands of the project in accordance with the Subdivision, Development & Servicing Bylaw. The developer is responsible, if necessary, to arrange with BMID staff for any service improvements and the decommissioning of existing services. Only one water service will be permitted to a consolidated lot.
- (b) A water meter is mandatory for each property and must be installed inside the building on the water service inlet as required by the City Plumbing Regulation and Water Regulation bylaws. The developer or building contractor must purchase the meter from the City at the time of application for a building permit from the Inspection Services Department, and prepare the meter setter at his cost. Boulevard landscaping, complete with underground irrigation system, must be integrated with the on-site irrigation system.
- (c) Boulevard landscape irrigation system, must be integrated with the on-site irrigation system.

**4. Sanitary Sewer.**

- a) The developer's consulting civil engineer will determine sanitary sizing and design for this development. Depending on Sizing Developer to tie into new Manhole at the intersection of McCurdy and Hwy 97.
- b) New 200mm PVC main to be extended to MT Baldy Dr. and Future McCurdy Rd intersection. In exchange for the works at McCurdy Rd. and Hwy 97 Sanitary works installed by City of Kelowna.
- c) Perform a downstream capacity analysis of the City's Sanitary Sewer system based on the proposed development unit count.

**5. Drainage.**

- a) The developer is to provide an overall Storm Water Management Plan for the entire parent parcel of land which meets the requirements of the City Subdivision Development and Servicing Bylaw 7900. The overall Storm Water Management Plan sets the maximum storm release rate for the subject property and the development of the property will require a Storm Water Management Plan that will respect the maximum release rates.

**6. Power and Telecommunication Services.**

The services to this development are to be installed underground. It is the developer's responsibility to make a servicing application to the respective utility companies. The utility companies are then required to obtain the city's approval before commencing their works.

**7. Street lights.**

Street lights must be installed on all fronting roads as per bylaw requirements. Design drawings to include level of illumination plan.

**8. Development Permit and Site Related Issues**

- a) Direct the roof drains into on-site rock pits or splash pads.
- b) 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.
- c) The access to this site must be from Mt Baldy Dr. and not McCurdy Road.
- d) A restrictive covenant will be placed on title as a condition of rezoning that says anything more than the 154 units will require a TIA for this development.

**9. Road improvements.**

- (a) Mt Baldy Drive must be upgraded and extended with road dedication and constructed to SS-R12 urban standard along the full frontage of this proposed development, including curb and gutter, sidewalk, drainage system including catch basins, manholes and pavement removal and replacement and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction.
- (b) The future McCurdy Rd. Right of Way must be dedicated to road right of way and one-time cash payment in lieu of construction must be collected from the applicant for future construction by the City. The cash-in-lieu amount is determined based on developer's civil engineer and to be approved by Development Engineering Manager not including utility service cost.
- (c) Upgrades to McCurdy Rd. fronting this development will be deferred. Therefore, cash-in-lieu of immediate construction is required and the City will initiate the work later, on its own construction schedule. Developer will provide Cash-in-lieu based on a stage 1 SS-R9 urban standard along the full frontage of this proposed development, including curb and gutter, medians, sidewalk, drainage system including catch basins, manholes and utility appurtenances if required to accommodate the upgrading construction.
- (d) The future access roads Right of Way must be dedicated to road right of way and be constructed to SS-R4 urban standard along the full frontage of this proposed development, including curb and gutter, sidewalk, drainage system including catch basins, manholes and pavement removal and replacement and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. A SS-R17 cul-de-sac must be constructed on any access road end.
- (e) Both emergency access roads must be constructed to SS\_R2 standards. Emergency access must be provided from both Cul-de-sacs. Possible north Cul-de-sac to existing McCurdy Rd. with this work involves crossing of Mill Creek and a MOE section 9 approval is required.

**10. Road Dedication and Subdivision Requirements**

- (a) Grant Statutory Rights of Way if required for utility services.
- (b) Dedicated full 20m right of way for Mt Baldy Dr. extension.
- (c) Dedicate full 30m right of way for McCurdy Rd
- (d) Dedicate full 15m right of way for all access roads

- (e) Emergency access road must be constructed SS\_R2 standards from both bulbs.
- (f) If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, TELUS, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager.

**11. Survey Monuments and Iron Pins**

If any legal survey monuments or property iron pins are removed or disturbed during construction, the developer will be invoiced a flat sum of \$1,200.00 per incident to cover the cost of replacement and legal registration. Security bonding will not be released until restitution is made.

**12. Design and Construction**

- a) Design, construction supervision and inspection of all off-site civil works and site servicing 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 Works & Utilities Department. 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.

**13. 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 or reports 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.

\$5,000,000 and the City is to be named on the insurance policy as an additional insured.

**14. Other Engineering Comments**

- (a) Provide all necessary Statutory Rights-of-Way for any utility corridors required, including those on proposed or existing City Lands.
- (b) If any road dedication affects lands encumbered by a Utility right-of-way (such as Terasen, 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 Manager.

**15. Electric Power and Telecommunication Services**

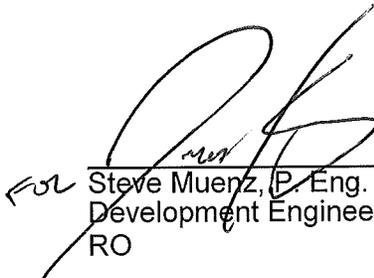
The electrical and telecommunication services to this building must be installed in an underground duct system, and the building must be connected by an underground service. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services, which would be at the applicant's cost.

**16. 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.
  - (ii) Indicate on the site, the locations of loading bays as well as the garbage and recycle bins.

**17. Administration Charge**

An administration charge will be assessed for processing of this application, review and approval of engineering designs and construction inspection. The administration charge is calculated as (3.5% of Total Off-Site Construction Cost plus GST).

  
FOR Steve Muenz, P. Eng.  
Development Engineering Manager  
RO

This forms part of application  
# OCP16-0004 / Z16-0030



City of  
**Kelowna**  
COMMUNITY PLANNING

Planner  
Initials LB

This forms part of application  
# Z16-0030



City of  
**Kelowna**  
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## CITY OF KELOWNA MEMORANDUM

**Date:** June 28<sup>th</sup>, 2017

**File No.:** Z16-0030 – OCP11-0011

**To:** Suburban and Rural Planning (LB)

**From:** Park and Landscape Planner (LC)

**Subject:** 2755 McCurdy Road – Terreno Development - Lot A, plan KAP83361, District Lots 124 and 415 except plan KAP83915, and closed road shown on plan KAP\_\_\_ District Lot 124 ODYD.

Infrastructure Planning, Parks Planning, comments and requirements regarding this rezoning application:

### 1. Parks & Public Places Requirements.

- a) The applicant will transfer the land area called 'Parkland Dedication' of ~6.59 ha to the City for park objectives as shown on the applicant's Development Area plan L0-3; the land shall be transferred to the City under the existing A1 zone. The applicant will transfer the land area called 'Potential Parkland' of ~7.45 ha to the City as natural area, as it is undevelopable due to its steep topography. Alternatively, the land area called 'Potential Parkland' must be placed under a no-build/no-disturb covenant.
- b) The land transferred to the City shall be kept in a natural, undisturbed condition except where approved by the City. Natural, undisturbed condition means no damage to natural vegetation; no regrading; no material and construction storage; and/or no contractor equipment parking. In order to minimize impacts of adjacent development activity these no disturb areas should be delineated with temporary fencing as per page 20 of the Parkland Acquisition Guidelines which can be found at:  
[https://www.kelowna.ca/sites/files/1/docs/parks-rec/2010\\_parkland\\_acquisition\\_guidelines.pdf](https://www.kelowna.ca/sites/files/1/docs/parks-rec/2010_parkland_acquisition_guidelines.pdf)
- c) While trail construction by the developer will not be a requirement, the applicant will be required prove out a trail connection between the existing Dilworth Mountain Park in the west, to the existing gas ROW in the east. The trail must be to City of Kelowna Class 6 trail standards, (see page 14 of the Linear Parks Master Plan [https://www.kelowna.ca/sites/files/1/docs/parks-rec/2009-11-18\\_linear\\_parks\\_master\\_plan-web.pdf](https://www.kelowna.ca/sites/files/1/docs/parks-rec/2009-11-18_linear_parks_master_plan-web.pdf)), without the construction of any structures (steps, staircases etc.). The preferred trail alignment will run parallel to the existing contour lines as much as possible but it may be necessary to include some switchbacks

- d) Any publicly accessible trails within the development area will be required to be placed under a statutory ROW. Signage installed to be per City of Kelowna standard.
- e) The applicant will be required to obtain an RPF, or recognized equivalent, to develop and implement a plan to reduce potential wildfire hazards. The plan will address fuel reduction, forest health and the protection of significant characteristics of the forested area. The plan and work will be reviewed and approved by the City prior to undertaking any work. All approved recommendations of the RPF's report shall be implemented prior to transfer in ownership of the lands to the City of Kelowna.

The site may potentially include hazardous trees as determined by a registered professional forester (RFP) or recognized equivalent. Removal of hazardous trees to ensure adequate public safety must be conducted by the developer. All tree removals need to be identified in the Development Permit Application.

Note: access to natural area parkland for City of Kelowna maintenance operations to be planned for during site subdivision.

- f) The owner will be required to delineate the private property lines adjacent to public lands. The treatment and details will be reviewed by the City as part of the Development Permit Application.
- g) Buildings must be set back 10 metres from steep slope edges per City of Kelowna Wildfire Interface Area Guidelines (2030 Official Community Plan)
- h) All disturbed slopes that are not "landscaped" will be seeded with an appropriate native grassland seed mix to prevent establishment of noxious weeds. Developer to contact Parks Services to determine an appropriate seed mix. If the first application is not successful, the applicant must be prepared to re-seed several times until a grass cover is established.
- i) A 'Hazardous Conditions Development Permit' and 'Environmental Development Permit' will be required with consideration given to rock fall, environmental fencing, and protection against invasive species and erosion during and after construction.



CITY OF KELOWNA
BYLAW NO. 10876

Text Amendment No. TA11-0010-Amendment to the City of Kelowna Zoning Bylaw No. 8000 - RHM4 - Hillside Cluster Multiple Housing Zone

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Zoning Bylaw No. 8000 be amended as follows:

- 1. THAT Table of Contents, Section 13: Urban Residential Zones be amended by adding in the following in its appropriate location:
"13.17 RHM4 - Hillside Cluster Multiple Housing"
2. AND THAT Section 1 - General Administration, 1.3 Zoning Map, 1.3.1 be amended by adding in its appropriate location the following:
RHM4 Hillside Cluster Multiple Housing
3. AND THAT Section 13 - Urban Residential Zones be amended by adding in a new Section 13.17 RHM4 - Hillside Cluster Multiple Housing Zone as attached too and forming part of this bylaw as Schedule "A";
4. This bylaw may be cited for all purposes as "Bylaw No. 10876, being TA11-0010 - RHM4 - Hillside Cluster Multiple Housing Zone to Zoning Bylaw No. 8000".
5. 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 14th day of July, 2014.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

## **13.17 RHM4 - Hillside Cluster Multiple Housing**

### **13.17.1 Purpose**

To provide a zone for comprehensively planned clusters of low rise, low density apartment housing with urban services, typically in a strata format. The express goal is to minimize the impacts of development on the natural environment, topography, open space, and visual character of Kelowna. Site wide density including areas of voluntary dedication and protection is to be generally consistent with Multiple Unit Residential (Low Density) Official Community Plan future land use designation; however, the form and character of development may include low density apartment housing.

### **13.17.2 Definitions**

Despite conflicting definitions found elsewhere in this bylaw, the following definitions shall apply for the purposes of interpreting the regulations of this zone:

**HEIGHT** means, with respect to a building, the maximum vertical distance above a straight line drawn between the lowest corner of the front of the approved Building Envelope Covenant and the lowest corner of the rear of the approved Building Enveloped Covenant measured to the highest point of the structure of a non-sloping roof, or the mid-point of a sloping roof, excluding those structures identified in Section 6.6.1 of this bylaw.

### **13.17.3 Principal Uses**

- (a) multiple dwelling housing
- (b) boarding or lodging housing
- (c) congregate housing
- (d) group home, major
- (e) supportive housing

### **13.17.4 Secondary Uses**

- (a) agriculture, urban
- (b) care centres, major
- (c) home based businesses, minor
- (d) community recreation services

### **13.17.5 Buildings and Structures Permitted**

- (a) apartment housing
- (b) row housing
- (c) stacked row housing
- (d) permitted accessory buildings and structures

**13.17.6 Subdivision Regulations**

- (a) The minimum **site width** is 30.0 m.
- (b) The minimum **site depth** is 30.0 m.
- (c) The minimum **site area** is 5000 m<sup>2</sup>.

**13.17.7 Development Regulations**

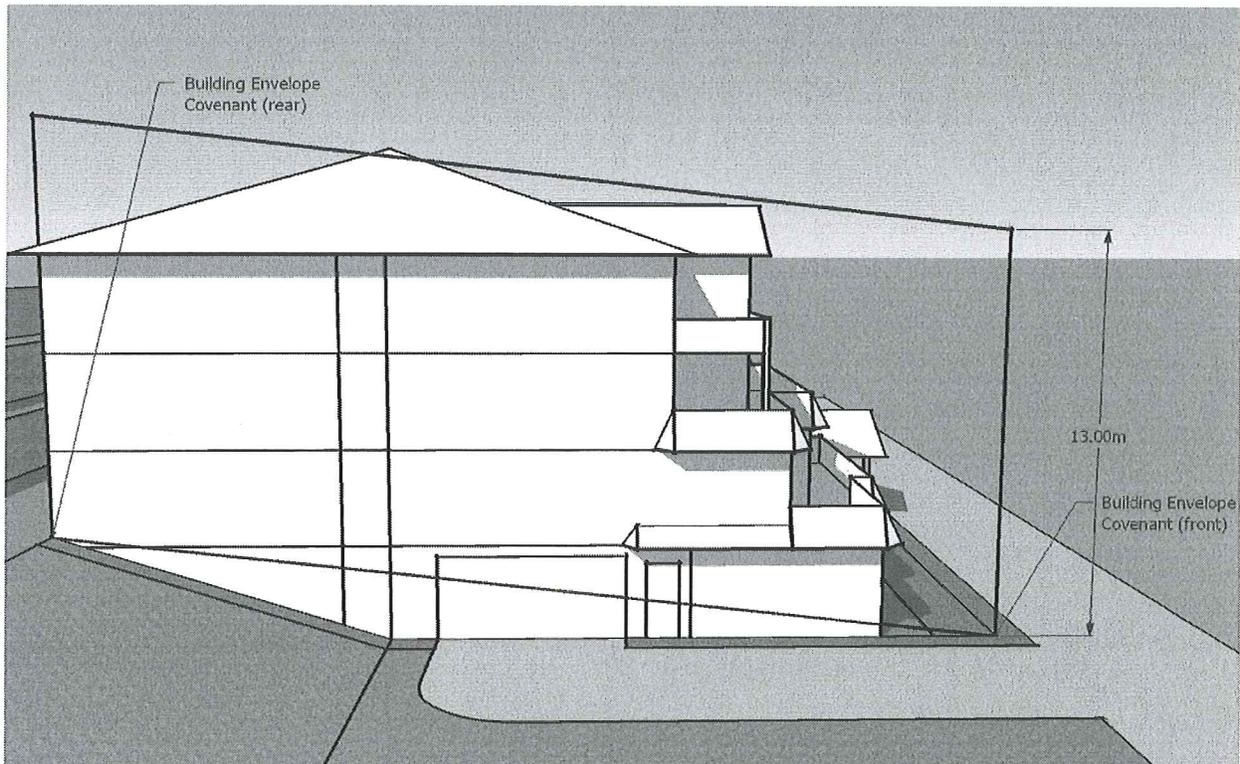
- (a) The maximum floor area ratio is 0.5. Maximum density may be calculated using the original site area, but is dependent on the protection (dedicated or covenanted) of environmentally sensitive features, hazardous condition areas (including slopes greater than 30%), and visually significant features. It is possible that the maximum density may not be achievable on the resulting developable areas.

Where at least 75% parking spaces are provided totally beneath habitable space of a principal building, beneath useable common amenity areas, or in a garage/carport providing that in all cases, the parking spaces are screened from public view, the floor area ratio may be increased by 0.05.

- (b) The maximum site coverage is 50% and together with the areas of driveways and parking areas shall not exceed 60%. Those areas dedicated, covenanted or otherwise protected may not be used in calculating site coverage.
- (c) The minimum site front yard is 3.0m except that it is 4.5m, measured from the back of curb or sidewalk, whichever is closest, for any part of a building over the lesser of 7.5m or 2 storeys.
- (d) The minimum site side yard is 4.5m, except that it is 6.0m for any part of a building over the lesser of 7.5m or 2 storeys.
- (e) The minimum site rear yard is 7.5m, except that it is 9.0 m for any part of a building over the lesser of 7.5m or 2 storeys.
- (f) Dwellings or groups of dwellings must be separated by a minimum of 4.5 m. Vehicle parking or storage is not permitted in this area.
- (g) Accessory buildings and structures shall be set back 1.5m from any lot line, and shall be a minimum of 4.5m from any principal residential building.

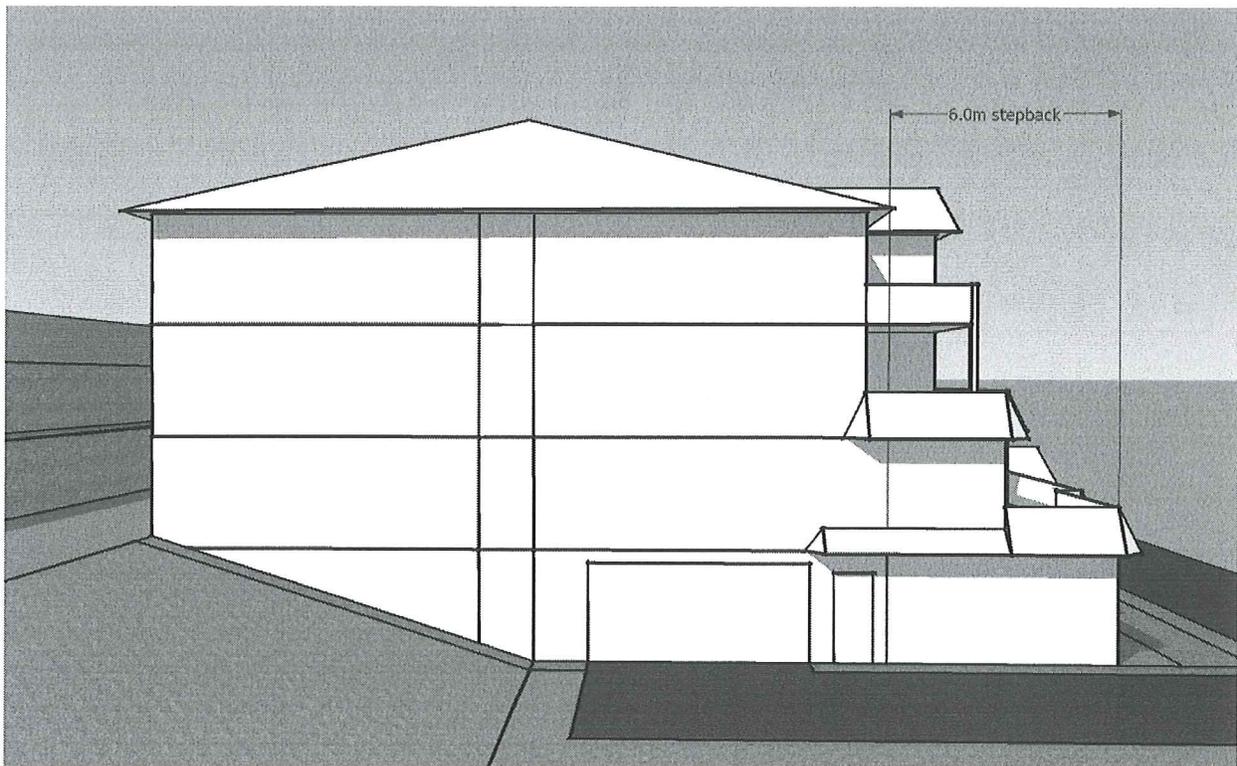
**13.17.8 Building Form and Massing**

- (a) For **apartment housing**, the following Building Form and Massing regulations shall apply, with the intent of providing a flexible approach to building height while improving building articulation standards:
  - i. The maximum height is 13.0m. Where a principal building is located entirely on a natural bench having a natural grade of less than 20%, the maximum height is the lesser of 13.0m or 3 storeys. See Diagram 13.9.



**Diagram 13.9: 13m Maximum Height As Measured From Straight Line Between Building Envelope Points**

- ii. The maximum height of any vertical wall element facing down-slope is the lesser of 7.5m or 2 storeys, above which the down-slope building face must be stepped back by a minimum average cumulative depth of 6.0m. Where a principal building is located entirely on a natural bench having a natural grade of less than 20%, no down-slope step back is required. See Diagram 13.10.



**Diagram 13.10: Downslope Building Articulation**

- (b) For row housing or stacked row housing, the following Building Form and Massing regulations shall apply:
- i. The maximum height is 9.5m, except it is 4.5m for accessory buildings. See Diagram 13.11.

**Diagram 13.11: 9.5m Maximum Height As Measured From Straight Line  
Between Building Envelope Points**

- ii. The maximum height of any vertical wall element facing a front yard, rear yard or flanking street (including walkout basements) is the lesser of 7.5 m or 2 storeys above which the building face must be stepped back a minimum of 2.1 m. A maximum of 30% of the length of the building elevation may exceed 7.5 m in height to a maximum of 9.5m, provided that a deck and roof structure projecting a minimum of 3.0 m from the face of the wall breaks up the wall face. No wall face directly above or below the deck and roof structure may exceed 5.0m in height. See Diagram 13.12.

**Diagram 13.12: Downslope Building Articulation**

- iii. All decks (including the supporting posts or columns) shall not exceed 4.5 m or 1 storey in height inclusive of any support structure or retaining wall (within a horizontal distance of 1.2 m). Height will be

measured from the grade at the base of the deck, post, or column to the highest point of the deck, exclusive of railings.

- iv. No horizontal wall face may exceed 7.5 m in length after which the wall face must be staggered or offset by a minimum of 0.45 m in a side yard, and by 1.2 m in a front yard, rear yard, or flanking street. See Diagram 13.12.
- v. A maximum of 6 ground oriented dwelling units per building is permitted.

### 13.17.9 Other Regulations

- (a) A minimum area of 7.5 m<sup>2</sup> of private open space shall be provided per bachelor dwelling, congregate housing bedroom or group home bedroom, 15.0 m<sup>2</sup> of private open space shall be provided per 1 bedroom dwelling, and 25.0 m<sup>2</sup> of private open space shall be provided per dwelling with more than 1 bedroom. Despite Section 2.3.3, private open space may also include recreational trails and natural areas directly accessible by residents.
- (b) No continuous building frontage shall exceed 40.0 m for a building 3 storeys or greater, or 65.0m for a 2 storey building. An accessory building containing recreational amenities for the use of all residents shall conform to the setback requirements for principal buildings.
- (c) In addition to the regulations listed above, other regulations may apply. These include the general development regulations of Section 6 (accessory development, yards, projections into yards, lighting, stream protection, etc.), the landscaping and fencing provisions of Section 7, the parking and loading regulations of Section 8, and the specific use regulations of Section 9.

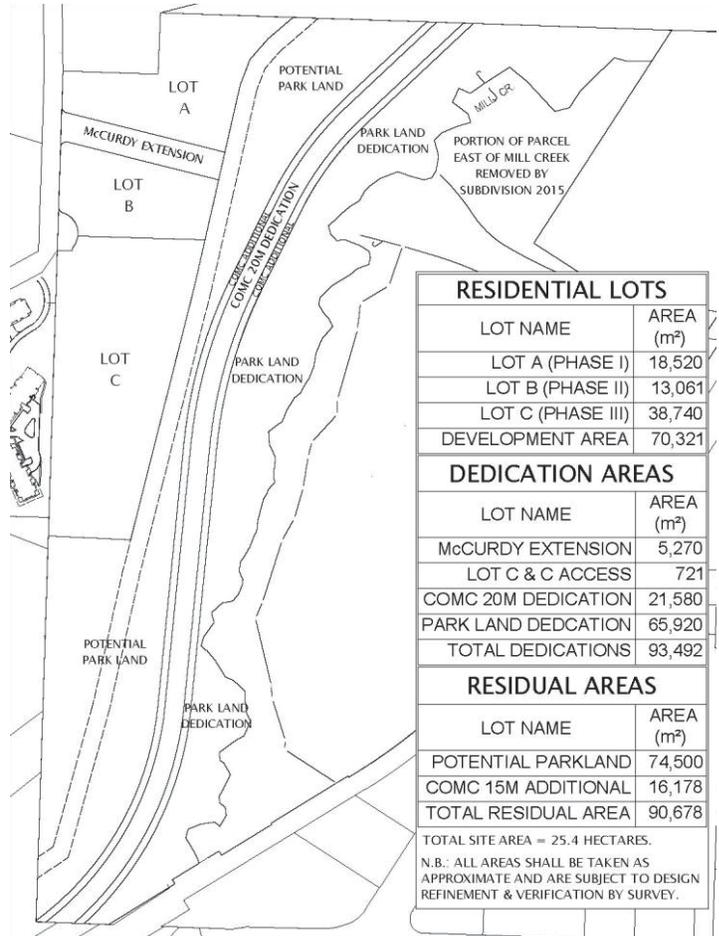


**PURPOSE**

Prodev Limited Partnership and 1378310 Alberta Ltd. wish to develop 153 townhouse and apartment units on lands located in the Glenmore/Clifton/Dilworth Sector of Kelowna between Mill Creek and Mount Baldy Drive. The proposed development would generally be bordered by existing residential development to the west, the Fortis Gas right-of-way to the east, agricultural land to the north and potential park land to the south. The site falls within the Permanent Growth Boundary and lies immediately adjacent to the Core Area as defined by the 2030 Official Community Plan.

*The proposed development area constitutes 7.0 hectares of land within an overall property of 25.4 hectares.*

The proposed development area constitutes 7.0 hectares of land within an overall property of 25.4 hectares. Of the remaining portions, a thirty-five meter wide right-of-way would be dedicated to the City of Kelowna for the construction of the proposed COMC arterial. This dedication would be under the terms of an existing covenant. In addition, lands lying between the above-mentioned right-of-way and Mill Creek would be dedicated to the City of Kelowna as park land. This would also be done under the terms of an existing covenant. An additional portion of the property lying between the proposed lots A and B and extending from the Fortis right-of-way to Mt. Baldy Drive would



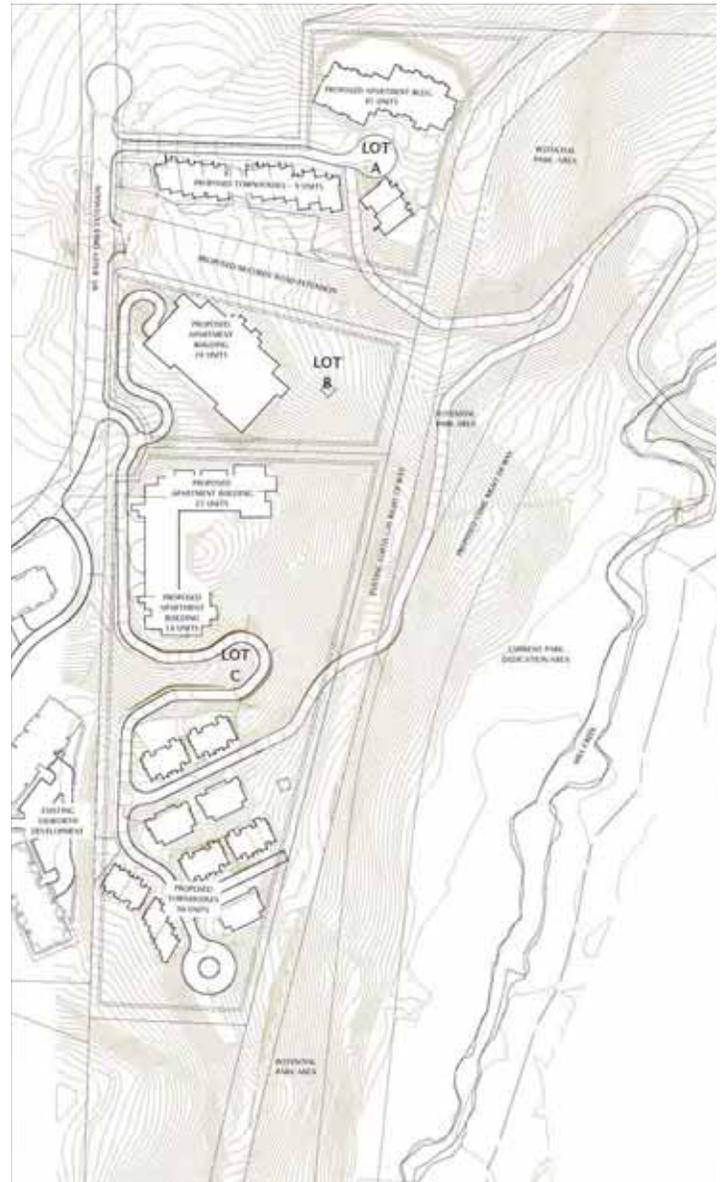
**PRODEV LIMITED PARTNERSHIP & 1378310 ALBERTA LTD.**



*The proposed development would contain 153 apartment and townhouse units...*

be dedicated to provide a road reserve for future extension of McCurdy Road to connect with Mount Baldy Road. Remaining portions of the site, located between the COMC right-of-way and the proposed development area, would be the subject of discussions with the City of Kelowna with the potential for the sale of this remainder to supplement the park land already slated for dedication.

The proposed development would contain 153 apartment and townhouse units divided between three lots. A 45 unit apartment building and 9 townhouses would be sited in Lot A, located on the portion of the site north of the proposed McCurdy Road reserve. Immediately south of this proposed reserve would be Lot B, a parcel with a single 24 unit apartment building. South of this would be Lot C, composed of two apartment buildings of 27 and 18 units sharing a parking structure on the knoll, and a 30 unit townhouse development on land to the south.



*The residual lands totaling 18.4 ha will remain in Agriculture A1 and Parkland zoning.*

Each development lot will be zoned RHM4. Lands outside the development area would retain the current A1 zoning with the exception of the proposed parkland which would be designated P3.

Where practical within each lot, portions of the site will be set aside as natural open space. These will either be lands preserved in their natural condition or restored to resemble that condition. The result will be that significant portion of the 7.0 hectare development area would remain as natural open space. These open space areas would be located predominantly on slopes facing the City core and be contiguous with the undeveloped residual lands.

#### **FUTURE LAND CONSIDERATIONS**

The Lands that are the subject of this application currently comprise a single title in fee simple private ownership. A copy of the Certificate of Title is enclosed.

#### **Proposed Subdivision**

The development proposed contemplates subdivision and creation of three development parcels totaling 7.0 ha with rezoning suitable for strata residential development. The remaining lands totaling 18.4 ha will remain in Agriculture A1 and Parkland zoning.

These remaining lands are subject to two Covenants in favor the City of Kelowna:

Covenant LB105210 – Highway Reservation Agreement: The City of Kelowna shall be entitled to dedication of a highway corridor for the Central Okanagan Bypass of thirty five (35) meters in width (estimated to be 2.16 ha) to be conveyed at the City's request. Compensation of \$10.76 per square meter shall be paid to the land owner for the highway area within the reserve in excess of twenty (20) meters in width.

*Easements over these newly created public lands permitting recreational usage and storm water drainage for the proposed development are requested.*

Covenant LB105212 – Park Reserve: The City of Kelowna shall be entitled to the dedication of the Park Reserve in the area between Mill Creek and the road dedication for the Central Okanagan Bypass. Based on the proposed highway location the Park Reserve area is estimated to be 7.4 ha.

After deducting the areas identified in the two Covenants, the residual A1 land area will be approximately 7.5 ha. It is proposed that these lands be acquired by the City of Kelowna at fair market value, or for other considerations amenable to both the Owners and the City, and be combined with the Covenant areas and lands set aside for access right-of-ways to create a city owned public amenity/transportation area of 18.4 ha. Easements over these newly created public lands permitting recreational usage and storm water drainage for the proposed development are requested.



The lands referred to in this section are illustrated in the figure on page one of this section.

#### **Mt. Baldy Right of Way Acquisition**

The Mt. Baldy Drive right-of-way required to service this development contemplates the acquisition of additional lands from two adjoining landowners. Approximately 529 square meters will be acquired from the owner of Plan 35886, Lot 4 and approximately 4,859 square

meters will be acquired from the owner of Plan 36774, Lot A. Agreements to purchase will be finalized with each owner upon receipt of COK land use approval and prior to subdivision application.

**DIRECT COMMUNITY BENEFITS**

The public benefits offered by this development proposal are described below:

*Traffic impacts are anticipated to be minimal*

**Transportation**

The proposed development secures for the City of Kelowna a right-of-way and a road reserve necessary to the extension of the civic road network. A 35-meter-wide right-of-way for the proposed COMC will be dedicated as per Covenant LB105210 cited above. Land falling between Lots A and B will be dedicated as a road reserve for the extension of McCurdy Road. Land will be dedicated at the western junction of Lots B and C to create a right-of-way for access. Lands outside the site will be purchased and dedicated for the extension of Mount Baldy Drive. Traffic impacts are anticipated to be minimal and COK Transportation and Engineering have advised that a Traffic Impact Assessment is not required at this time.

**Park Dedication**

The proposed development will result in 6.6 hectares of land being transferred to the City for



use as park. An additional 7.5 hectares would be offered to the City for purchase. This represents a potential 14.1 hectare increase in City park land that would not only provide a contiguous link with the existing park network on Dilworth Mountain but would connect that park system to the riparian areas of Mill Creek, preserving the highly visible slopes above Mill Creek as a both a public amenity and a habit.

### SITE & CONTEXT

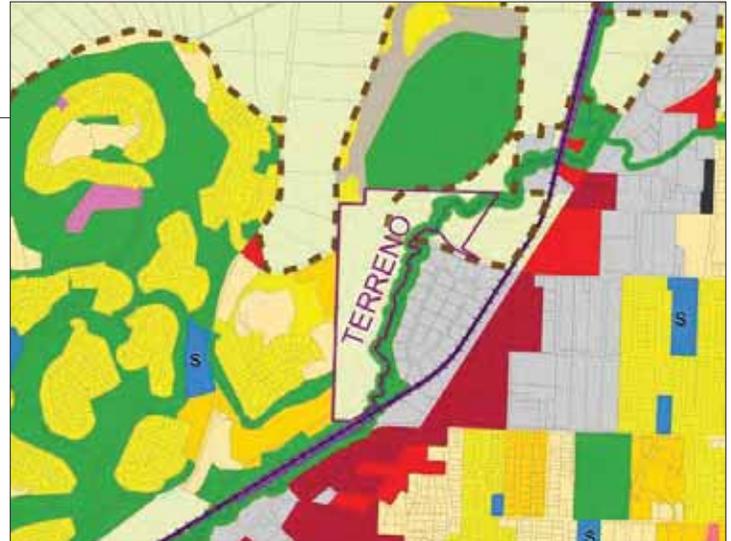
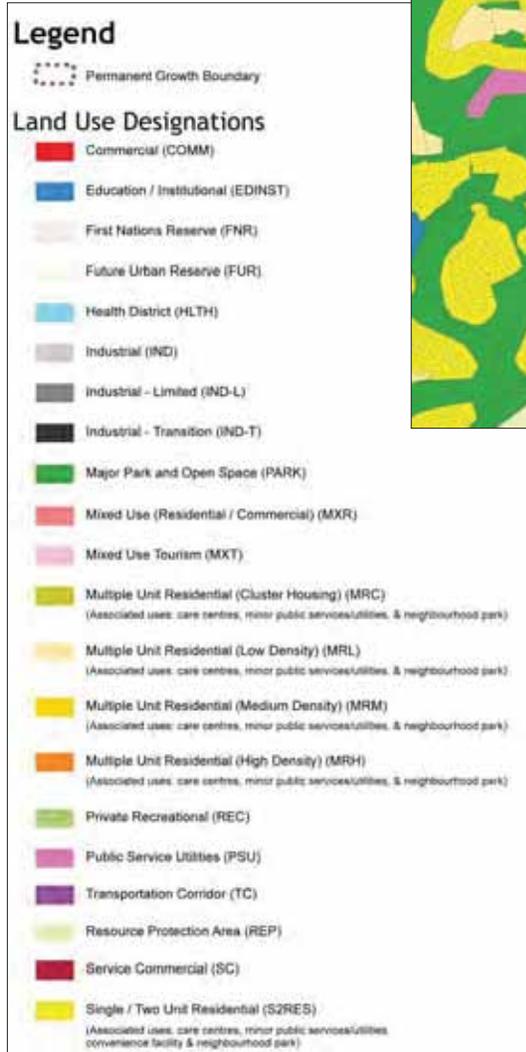
The site is currently in a largely undeveloped state, characterized by a central knoll and slopes that descend to Mill Creek. There is limited tree cover on the slopes, with the majority of the site being covered by grassland. The banks and lands immediately adjacent to Mill Creek are heavily vegetated.



The Dilworth Heights, an apartment building development composed of four three storey structures, and Monashee Rise, a duplex development, are immediately west of the site. These developments are zoned RM4 and RM3 respectively. A single family home, on a lot under A1 zoning, is located west of the proposed Mount Baldy Road extension. Lands to the north are undeveloped with an A1 zoning. To the east, beyond Mill Creek, and to the south are lands with various commercial and industrial zones.

OCP & Planning Context

*The site falls within the Permanent Growth Boundary.*



*Current Generalized Future Land Use Map*

The site falls within the Permanent Growth Boundary and lies immediately adjacent to the Core Area as defined by the 2030 Official Community Plan. It is located within the Glenmore-Clifton-Dilworth sector. The proposed design assists the City in realizing several objectives outlined in the OCP. Among these is the creation of a linear park along the west side of Mill Creek, complementing existing parkland on the east side (OCP table 5.1). The land to be dedicated is well in excess of the 10 meters wide corridor prescribed in 5.14.2 and has the potential to be supplemented by a connection to

the park lands above on Dilworth Mountain. In addition to the park land dedication, land will also be dedicated to meet the requirements for road reserves as prescribed under the same section. This will allow the City to improve road connectivity and efficiency in the area.

*The development also addresses appropriate sections of the OCP Residential Land Use Policies.*

The development also addresses appropriate sections of the OCP Residential Land Use Policies. In areas of challenging topography, the built form will either be cluster housing (Lots A and C) or apartment housing (Lots A, B and C) which allows for preservation of slopes and sensitive areas in accordance with 5.22.1. Further, structures and roadways will be placed to ensure that, in addition to those areas dedicated for park, significant portions of each lot will be preserved as contiguous open space. As a consequence, the majority of the property will retain its existing character at the end of the development cycle.

The proposed extension of the McCurdy Road, to be undertaken by the City and facilitated by the dedication of the necessary road reserve would provide a direct link between the site and the City core. In addition the dedication of the COMC right-of-way respects the City's long term transportation goals.

The Terreno plan balances development with preservation, creating a community with an emphasis on retaining natural environment, connections to park amenities and access to trails. It is consistent with the objectives of the OCP and compatible with Kelowna's vision of the future.

### **Zoning**

Currently the site is zoned as A1. It is anticipated that after subdivision, the portions of the site between the COMC right-of-way and the Mill Creek will become P3 area. The development areas would be divided into three parcels with RHM4 zoning. The remaining portions would remain as A1.

*The development areas would be divided into three parcels with RHM4 zoning.*

### **Environmental**

While no development occurs without some disruption to the natural environment, every effort has been made to site proposed roads and structures so as to minimize site disturbance. In addition, proposed restoration areas and storm water management practices will serve to reinforce most valuable ecosystems on the site. Detention, controlled release and infiltration of storm water from the developed area will assist in maintaining water flows and ground water recharge in this area.

Above the riparian area, disturbed slope will be returned to the semblance of a natural condition and the landscaping adjacent to development will be sensitive to surrounding environment, respecting natural plant pallets and incorporating drought tolerant materials in keeping with City of Kelowna guidelines. The intention is to blend the built and the natural environment into a seamless whole.

### **Walking and Cycling**

The development plan anticipates pedestrian connections between each development lot and well used trail running along the Fortis Gas right-of-way. It further anticipates the potential for the City to build a trail connecting the Fortis trail to the park network on Dilworth Mountain. This trail link would be located south of Lot C. This would increase both the utility and the number of users on the Fortis trail.

It should be noted that, although the trail on the Fortis Gas right-of-way is used by the general public as a recreational amenity, it is located on private property. This portion of the site is not part of the land dedications required by existing covenants.

Access to the trail on the Fortis right-of-way will be greatly improved by the proposed emergency access road connecting to the existing McCurdy stub. This will allow both pedestrians and cyclists to easily cross Mill Creek and enjoy the Dilworth highlands.

**SITE PLANNING STRATEGY**

The proposed development seeks to cluster structures and integrate them into the existing land forms so as to minimize site disruption and preserve existing slopes. In order to minimize visual impact from the core area, the apartment buildings are located so as to be partially obscured by existing land forms from various angles. The use of natural colors and textures will allow the buildings to blend with their surroundings.

*... development seeks to cluster structures and integrate them into the existing land forms...*



Major access to Lots B and C will be provided by an access road running west of the central knoll. This will hide it entirely from the City core area. The road access to Lot A will be similarly hidden by topography.

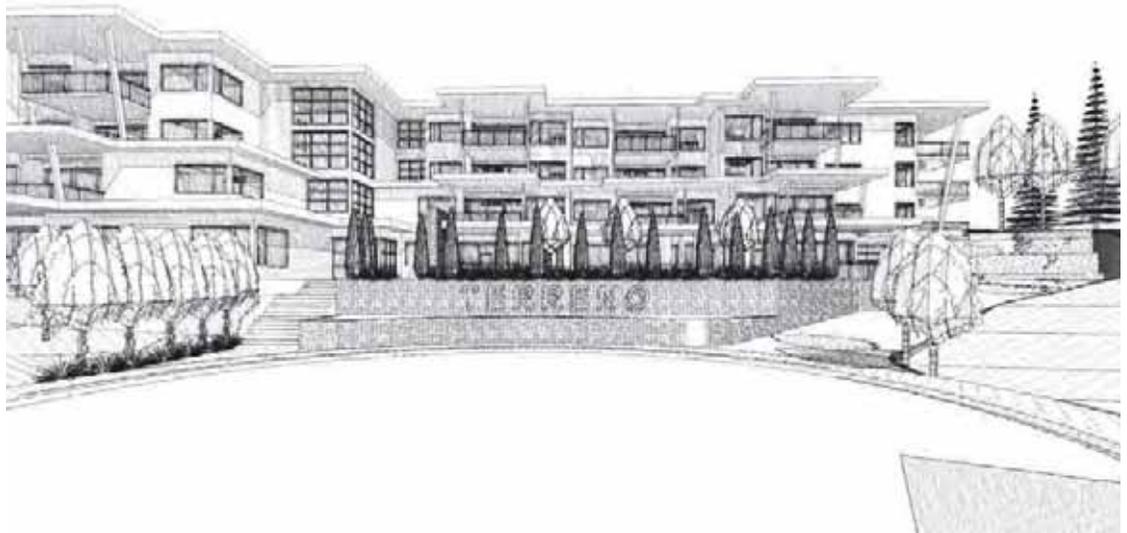
The following drawings represent design intent only but will be subject to adjustment and refinement.

**LOT A – TOWNHOUSE / APARTMENT DEVELOPMENT**



The Lot A occupies 1.85 hectares (4.57 acres) of land and contains a water channel along its southwestern edge. This site will contain one apartment building with 45 moderately sized apartments on its north portion and 9 townhouses south of a central access road connecting to an extension of Mount Baldy Road.

While the slope of the ground below the proposed townhouses is moderate, varying from 8 to 12 percent, the proposed location for the apartment building is steeper, approaching 29 percent in some areas. The steeper site conditions and an adjacent ridge to the east, allow the apartment building to be tucked back into the slope, reducing its visual impact when viewed from the core area below.



The townhouses will maintain appropriate clearances from the water channel to the southwest and preservation / restoration areas will be established in order to ensure the continued health of this feature.

The design of the buildings will emphasize articulated facades and natural colors. Buffer plantings and appropriate landscape treatments will provide filtered views of the development and connect it to the natural landscape.

The development would be provided with a pathway connection to the existing public trail on the Fortis gas right-of-way and connection through it to a variety of recreational opportunities including the Dilworth park system.

**LOT B – LARGER SIZE APARTMENTS**

The Lot B occupies 1.31 hectares (3.24 acres) of land between the knoll and the proposed McCurdy Road extension. A 24 unit building with larger, quality apartments is proposed for this site...think, “ranchers in the sky”. Vehicular access would be from the proposed extension of Baldy Mountain Road.



This site has a general slope of less than 4:1, allowing for construction of the proposed building without the need for extensive retention works and allowing for the retention of natural grade

and tree stands to the east of the proposed building. This building will have an articulated facade well punctuated by decks and balconies.

Preserved tree stands to the east will mitigate views of this building from the City core. Proposed tree clusters along the north property line would mitigate views of this building from the proposed McCurdy Road extension. More formal tree plants along the entry drive would filter views from the existing, adjacent apartment buildings.

The development would be provided with a pathway connection to the existing public trail on the Fortis gas right-of-way and connection through it to a variety of recreational opportunities including the Dilworth park system. This walkway will also provide access to an outdoor seating and recreation area.

### **Lot C – KNOLL TOWNHOUSES**

The Lot C occupies 3.87 hectares (9.56 acres) which encompasses both the highest and lowest proposed building sites in this development

#### **Knoll Apartment Buildings**

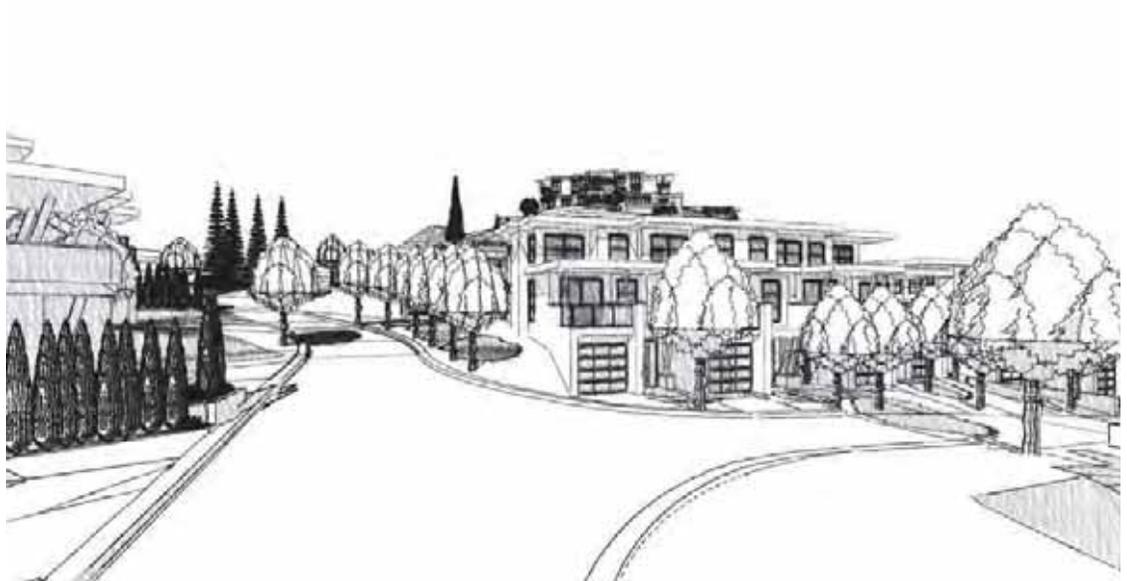
The knoll, located in the northern portion of Lot C, and centrally within the proposed development as a whole, will be the site of two apartment buildings which share a common parking structure. A 27 unit building will be located on the northwest portion of the knoll. An 18 unit building will be located on the southwest. The underground parking structure will be located on the west side. Access will be from a private road, also to the west.

This configuration will leave the eastern slope of the knoll, which faces the City core, undisturbed by development. The geometry of the knoll itself will significantly limit the visibility of the apartments buildings from the core and make it impossible for the buildings to be viewed in their entirety from any surrounding property. In addition, the design of the buildings is slope-adaptive, allowing them to sink into the natural contours of the land.



### **The Vale Townhouses**

To the south of the knoll is a natural bowl located immediately below the existing Dilworth Heights apartment development. This will be the site of 30 townhouse units arranged to take best advantage of the existing topography. Both uphill and downhill townhouse models will be used to create the best fit. Vehicular access would be from the north via a private road leading down from the Baldy Mountain Drive, the same road providing access to the knoll development.



The amenities would include a pathway link to the existing trail on the Fortis gas right-of-way. Through this connection, residents would have access to a variety of recreational opportunities including hiking and cycling.

### **CONCLUSION**

Terreno completes the local patterns of development, provides necessary linkages and meets OCP objectives. The dedication of a future rights-of-way for the COMC, dedication of a road reserve for extension of McCurdy Road, and the purchase of land for the right-of-way for the Mount Baldy Road extension, will provide the City with greater connectivity in the road grid.

The proposed built areas of the site are complimentary to the adjacent housing and sited to minimize disruption. They allow the retention of the greatest amount of visible slope and provide the opportunity for the City to create a high value park. The dedication of park land,

offer of additional land for sale as park assists in creating a contiguous park network extending from Mill Creek throughout Dilworth Mountain.

The anticipated built forms will be harmonious with their environment and sites so as to fit into the natural land forms. When complete, Terreno will define one edge of the Dilworth neighbourhood. It will create a gracious interface with the natural environment and continuity with the civic fabric beyond. It will also expand the Kelowna housing inventory and expand the civic tax base.

In combination, the issues highlighted above demonstrate the benefits this development accrues to the surrounding neighbourhood and the City as a whole. Terreno represents a gain for Kelowna and its residents, past and future.

DATE	ISSUED FOR	REV
2016-05-12	REZONING	-
2017-01-31	REZONING	1

This drawing has been prepared solely for the use of the CLIENT and there are no representations of any kind made by the ARCHITECT to any other party with whom Donald V. S. Durcan has not entered into a contract.

This drawing shall not be used for construction purposes without the written consent of the ARCHITECT and shall be the property of the ARCHITECT.

**Consultants**

**Civil:**  
D.E. Pilling & Associates Ltd.  
Landscape Consultants Ltd.  
Structural: Woodrupp Design Ltd.  
Electrical:



**Donald V. S. Durcan**  
DEVELOPMENT CONSULTANT  
LANDSCAPE ARCHITECT

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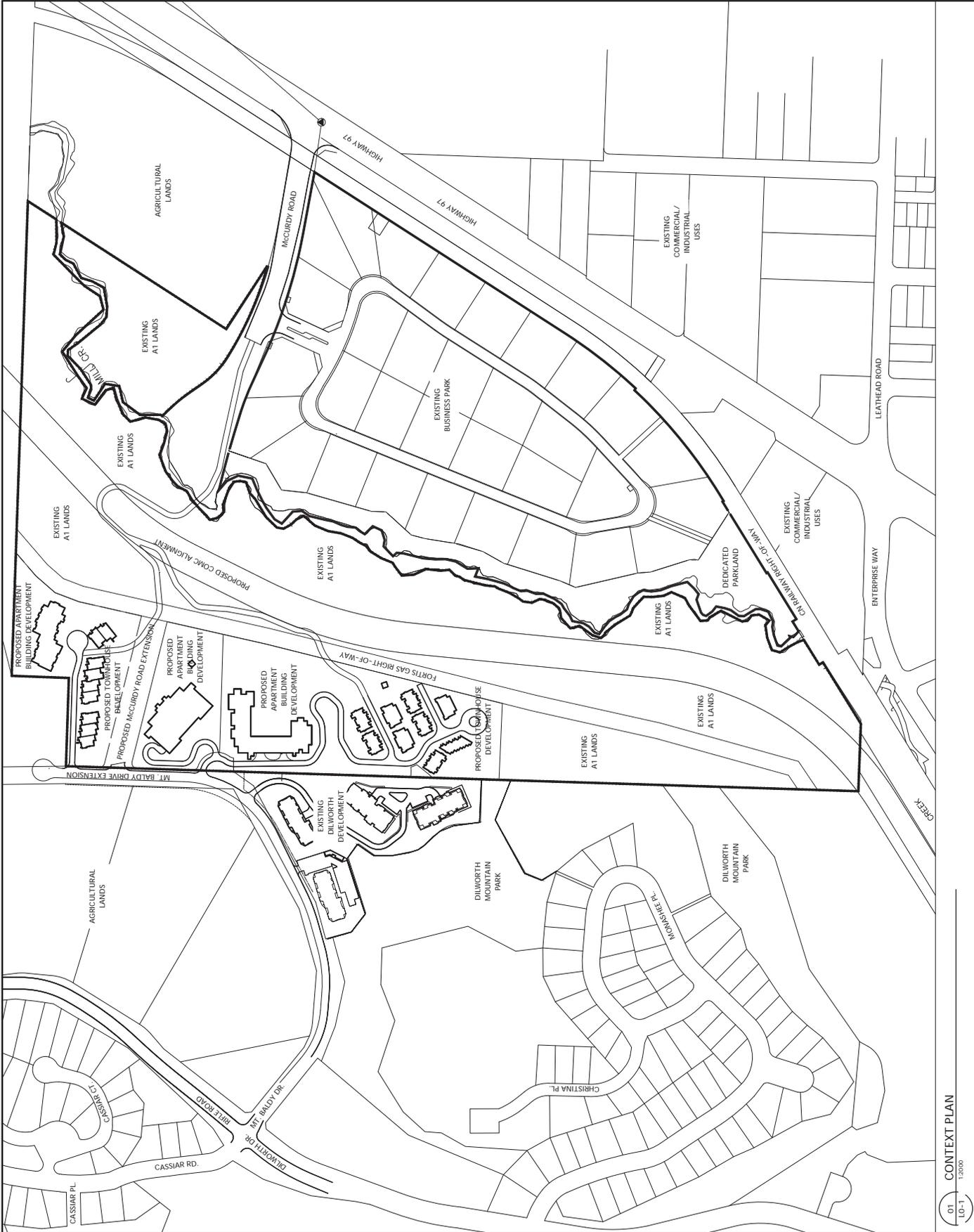
1 Project Leader: D. Durcan  
Revision: D. Durcan



a project by  
**PRODEV PARTNERSHIP**  
A HILLSIDE COMMUNITY  
in KELOWNA BC

Drawing Title:  
**CONTEXT PLAN**

Check Scale (may be photo reduced)  
0 10m  
Project No: 15-0002  
Drawing No: LO-1



01 CONTEXT PLAN  
LO-1  
1:2000

DATE	ISSUED FOR	REV
2016-05-12	REZONING	-
2017-01-31	REZONING	1

This drawing has been prepared solely for the use of the CLIENT and there are no representations of any kind made by the CONSULTANT to any other party with whom Donald V. S. Durcan has not entered into a contract.

This drawing shall not be used for construction purposes without the express written consent, signed and dated by the Landscape Architect.

**CONSULTANTS**

**CH:**  
 D.E. Pilling & Associates, Ltd.  
 Landscape Consultants Ltd.  
 Structural  
 Mechanical  
 Electrical

**Donald V. S. Durcan**  
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**1** Project Leader: D. Durcan  
 Drawn: D. Durcan  
 Revision: D. Durcan

**TERRENO**  
 LANDSCAPE ARCHITECTURE

a project by  
**PRODEV PARTNERSHIP**  
**A HILLSIDE COMMUNITY**  
 IN KELOWNA BC

**SITE PLAN**

Check Scale (may be photo reduced)  
 0 10m  
 0 10m

Project No. 15-0002  
 Drawing No. LO-2



02 SITE PLAN - EXISTING TOPOGRAPHY  
 1:2000  
 LO-2



01 SITE PLAN - AIR PHOTO  
 1:2000  
 LO-2











DATE	ISSUED FOR	REV
2016-05-12	REZONING	-
2017-01-31	REZONING	1

This drawing has been prepared solely for the use of the client and there are no representations or warranties made by the architect. This drawing shall not be used for construction unless approved and sealed by the Landscape Architect.

**PRELIMINARY FOR DISCUSSION ONLY**

**Comments:**  
 D.E. Pilling & Associates, Ltd.  
 Landscape Consultants Ltd.  
 Structural  
 Woodworking Design Ltd.  
 Electrical



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**1** Project Leader  
 D. Durcan  
 Revision  
 D. Durcan

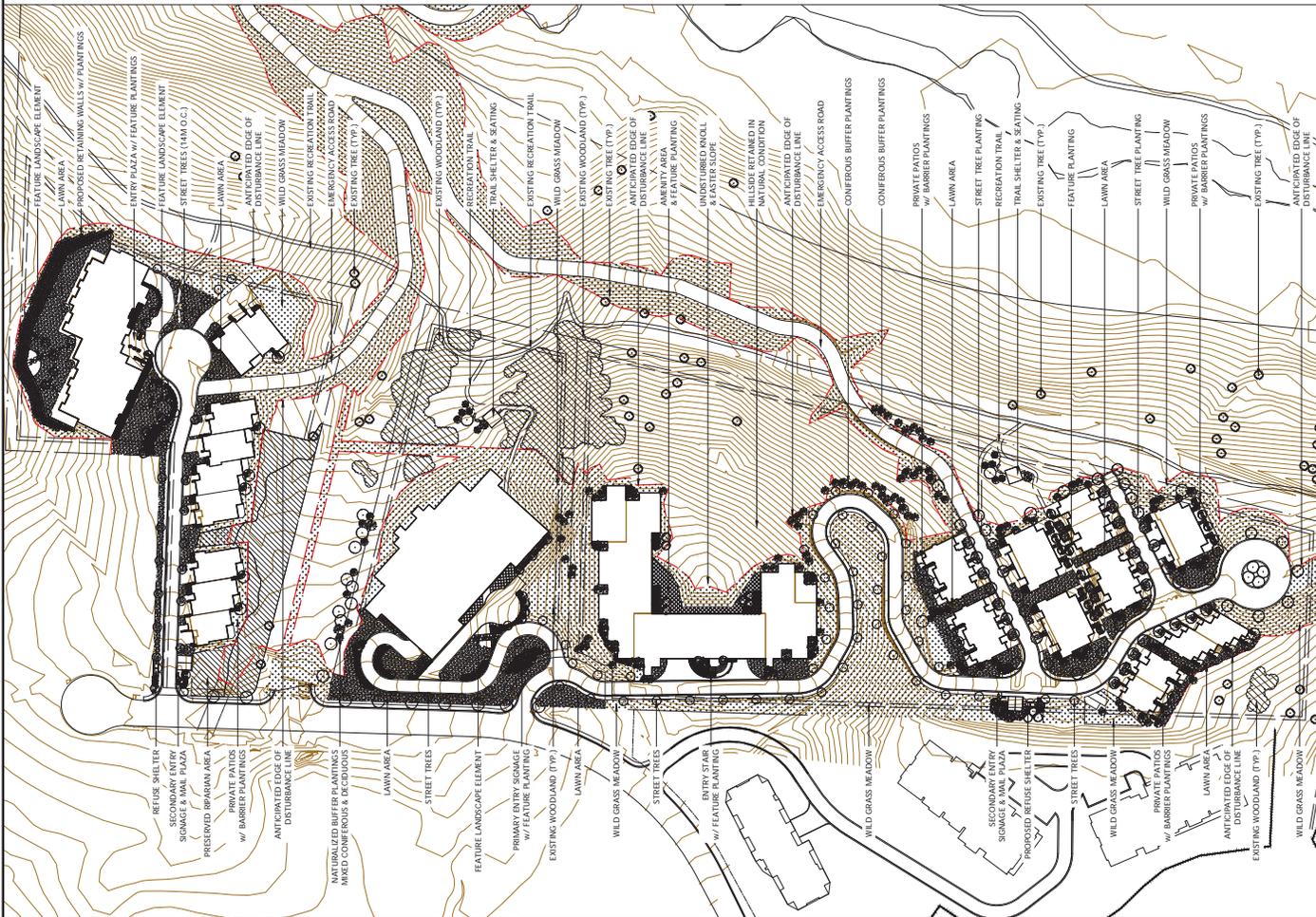


a project by  
**PRODEV PARTNERSHIP**  
 A HILLSIDE COMMUNITY  
 IN KELLOWNA BC

Drawing Title  
**LANDSCAPE KEY PLAN**  
 AND GENERAL INFORMATION

Check Scale (may be photo reduced)  
 Project No. 15-0002  
 Drawing No. L3-0

CANDIDATE PLANT LIST	GENERAL NOTES	RELEASE NOTES
<p>EXISTING CONCRETE TO REMAIN</p> <p>ABIES CONCOLOR (WHITE FIR) - LARGE</p> <p>ABIES CONCOLOR (WHITE FIR) - SMALL</p> <p>PICEA RINGENS (BLUE SPRUCE) - LARGE</p> <p>PICEA RINGENS (BLUE SPRUCE) - SMALL</p> <p>PNUS NIGRA (AUSTRALIAN PINE) - LARGE</p> <p>PNUS NIGRA (AUSTRALIAN PINE) - SMALL</p> <p>ACTER PLATANIDES FAIRWEED (NORWAY MAPLE)</p> <p>BETULA PAPPYRERA (PAPERBARK BIRCH)</p> <p>QUERCUS MACROCARPA (BUR OAK)</p> <p>QUERCUS KOBUR (ENGLISH OAK)</p> <p>ZELKOVA SERRATA (JAPANESE ZELKOVA)</p> <p>Juniperus communis (Common Juniper)</p> <p>Pinus mugo 'Mughus' (Mugo Pine)</p> <p>Cornus stolonifera (Redtwig Dogwood)</p> <p>Cornus 'Flaviramea' (Yellowtwig Dogwood)</p> <p>Gaultheria shallon (Salal)</p> <p>Oemleria cerasiformis (Indian Plum)</p> <p>Physocarpus capitatus (Ninebark)</p> <p>Potentilla fruticosa 'Abbotsford' (Shrubby Cinquefoil)</p> <p>Prunus x sissena (Purpleleaf Sand Cherry)</p> <p>Ribes sanguineum (Flowering Currant)</p> <p>Rosa 'Hansa' (Hansa Rose)</p> <p>Rubus spectabilis (Salmonberry)</p> <p>Sambucus racemosa (Red Elderberry)</p> <p>Symphoricarpos albus (Snowberry)</p> <p>Vaccinium ovatum (Evergreen Huckleberry)</p> <p>Vaccinium vitis-idaea (Lingonberry)</p> <p>Festuca ovina glauca 'Elijah Blue' (Elijah Blue Fescue)</p> <p>Polystichum munitum (Sword Fern)</p> <p>Lawm Area (Drought Resistant Ornamental Grass Mix)</p> <p>Wild Grass Meadow (Native Meadow Grass Mix)</p>	<p>1. CONSULTING GOVERNMENT: ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE CONSULTING GOVERNMENT. THE CONTRACTOR SHALL ENSURE COMPLIANCE WITH ALL LOCAL, PROVINCIAL AND FEDERAL REGULATIONS AND STANDARDS.</p> <p>2. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CONSULTING GOVERNMENT AND LOCAL, PROVINCIAL AND FEDERAL AUTHORITIES.</p> <p>3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CONSULTING GOVERNMENT AND LOCAL, PROVINCIAL AND FEDERAL AUTHORITIES.</p> <p>4. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CONSULTING GOVERNMENT AND LOCAL, PROVINCIAL AND FEDERAL AUTHORITIES.</p> <p>5. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CONSULTING GOVERNMENT AND LOCAL, PROVINCIAL AND FEDERAL AUTHORITIES.</p> <p>6. 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ALL PLANTS AND MATERIALS SHALL BE AVAILABLE AT THE TIME OF PLANTING AND SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CONSULTING GOVERNMENT.</p> <p>2. ALL PLANTS AND MATERIALS SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CONSULTING GOVERNMENT.</p> <p>3. PLANTS LISTED AS CONCEPTUAL PLANTS ARE SUBJECT TO ADDITIONAL REVISIONS AS THE RESULT OF DESIGN DEVELOPMENT AND REFINEMENT.</p> <p>4. PLANTS LISTED AS CONCEPTUAL PLANTS ARE SUBJECT TO ADDITIONAL REVISIONS AS THE RESULT OF DESIGN DEVELOPMENT AND REFINEMENT.</p> <p>5. PLANTS LISTED AS CONCEPTUAL PLANTS ARE SUBJECT TO ADDITIONAL REVISIONS AS THE RESULT OF DESIGN DEVELOPMENT AND REFINEMENT.</p> <p>6. PLANTS LISTED AS CONCEPTUAL PLANTS ARE SUBJECT TO ADDITIONAL REVISIONS AS THE RESULT OF DESIGN DEVELOPMENT AND REFINEMENT.</p> <p>7. PLANTS LISTED AS CONCEPTUAL PLANTS ARE SUBJECT TO ADDITIONAL REVISIONS AS THE RESULT OF DESIGN DEVELOPMENT AND REFINEMENT.</p> <p>8. 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## Public Information Meeting Report

### Context

The proposed TERRENO development site is located on the eastern slopes of Dilworth Mountain, descending and levelling out to Mill Creek at the east property line. The western extent of McCurdy Road terminates at the northern one-third of the site at Mill Creek. The site is bound to the east by an industrial park, to the west by residential low-rise apartment buildings, to the north by ALR land and future Mount Baldy park area and to the south by Highway 97.

A Development Proposal application to amend the OCP and rezone 27% of the property to low-density residential use was submitted to the City of Kelowna on February 14, 2017. On June 8, 2017, City planning staff confirmed the requirement for a Public Information Meeting prior to Council's first reading of the Bylaw.

(Note – Subsequent to the Public Information Session the Planning Department advised that First Reading of the Bylaw was scheduled for August 28, 2017 and Public Hearing and Second and Third reading of the Bylaw was scheduled for September 12, 2017).

### Invitations and Distribution

On July 12, 2017, CSEK Creative coordinated the printing and mailing of 1,679 postcard invitations to households within Postal Codes V1X and V1V which overlapped the required 300 meter notification area. Appendix A shows both sides of the 4"x6" postcard that was confirmed delivered by Canada Post (Statement of Mailing # C158168086). Included on the postcards were the meeting location, time of meeting, purpose of meeting, and map showing the location of the subject site. Also, Appendix A shows the maps of the delivery areas in Kelowna's V1V and V1X postal code catchment area.

A personal invitation was sent by email to the General Manager of Development at Emil Anderson Construction, developers of the multi-family apartment buildings to the west of the subject site.

It should also be noted that two standard City of Kelowna Development Proposal signs were installed on July 21, 2017 alerting neighbours of the application.

## Location

The meeting was held at the Kelowna Ramada Inn & Conference Centre located on Harvey Ave/Enterprise and Dilworth Drive. Given the lack of meeting space directly adjacent to the subject property, it was deemed reasonable to hold the meeting in an obvious and convenient location. The Ramada provided ample parking 3.5km from the subject site in a location readily passed by those traveling to and from downtown. If desired, the Ramada was also easily accessible by transit (#3 Bus).

## Time and Duration

The Marshall West Public Information Meeting was officially scheduled between 5pm and 8pm on a Monday, July 31, 2017. Visitors arrived early and conversations with neighbors took place between approximately 445pm and 730pm. This window of time was deemed appropriate for capturing both the “after-work” and “after-dinner” crowds.

## Displays and Information

Eight display boards on easels and on a large screen television visual images were shown in the meeting room of the Ramada to provide details of the development proposal application.

Attached are copies of the eight boards that were displayed provided the following information:

1. Site Location & Neighborhood Context
2. Site Conditions and Aerial Photography
3. The Plan – site plan of proposed subdivision, buildings and roads
4. The Plan Lot A – Showing 9 Townhouses and 45 Unit Condominium
5. The Plan Lot B – Showing a single 24 Unit Condominium
6. The Plan Lot C – Showing a 45 Unit Condominium built around the summit of the “knoll” and 30 Townhouse in the hollow to the south of the “knoll”.
7. Parks, Trails, Parkland and Transportation Covenants
8. TERRENO Development Visualization – photo-realistic rendering of development looking west from Hwy 97

The Applicant, Terrence Johnston from OPTUS Advisors Inc. and Peter Lacey from Prodev Limited Partnership, one of the land owners were present at the Public Meeting to answer questions and provide information about the displays and proposal.

## Visitors and Comments

Over the course of approximately 3.5 hours, 15 neighbours of the subject site from 11 households attended the public information meeting. A signed list of those in attendance is attached.

Of the 15 visitors, approximately 5 indicated concerns about increased traffic to Mt Baldy Drive. About 3 of these individuals reside in Cassiar Meadows, a townhouse and apartment strata at 2425 Mt Baldy Drive on the southeast corner of Dilworth Drive. Of particular concern was the safety of those turning south on Dilworth Drive from Mt Baldy Drive. It was indicated that a Traffic Study had been completed previously and the owner's traffic consultant has suggested reduction in speed limits and/or other traffic calming measure to mitigate potential hazards at that intersection given this pre-existing condition. The City of Kelowna traffic engineering has requested that improvements to the intersection be examined if future development exceeds the density proposed in this application. Several in attendance suggested that a traffic circle be considered for the intersection.

Another 3 to 4 visitors asked questions about impacts to the existing trail network on the subject site. Concerns were raised about impacts to connectivity and trail access. When it was explained that the rezoning process would formalize trails currently on private property and enhance the trails and networks, all individuals appeared content and even happy with the effect to the trails.

Beyond those visitors concerned with traffic issues, most indicated support for the development's aesthetics noted that the planning was performed in a way that integrated well with the existing hillside.

The owners of the 2 ALR land parcels to the west of the subject property were unable to attend but in follow up conversations they indicated support of the development proposal.

Submitted by:

Terrence Johnston  
OPTUS ADVISORS INC.  
Applicant

Date: August 8, 2017

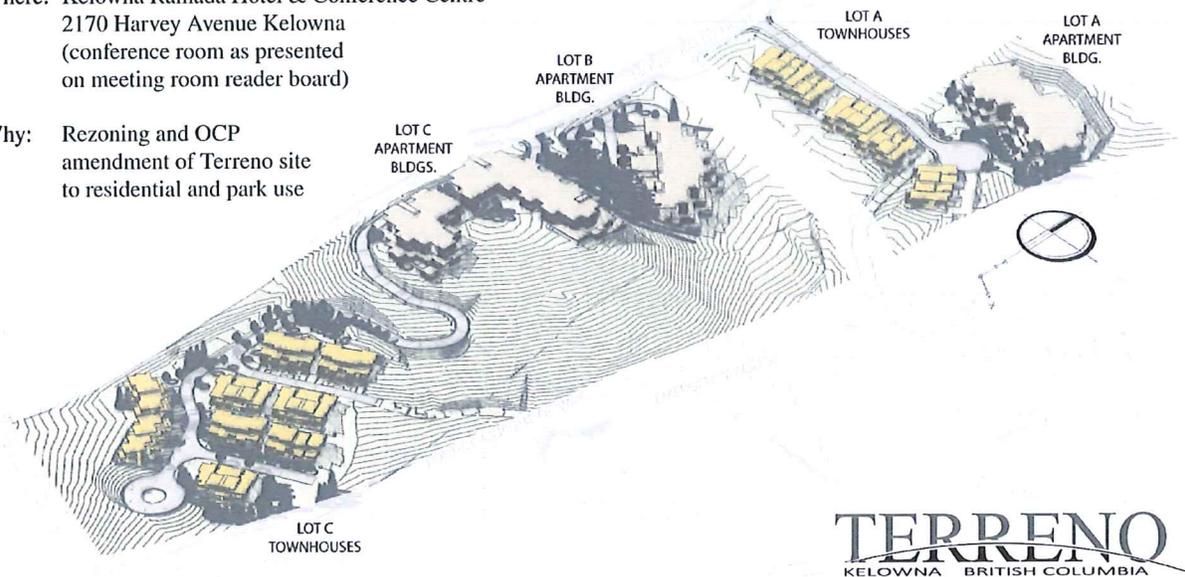
# APPENDIX A – INVITATIONS AND DISTRIBUTION

## ~~YOUR INVITED~~ PUBLIC INFORMATION MEETING

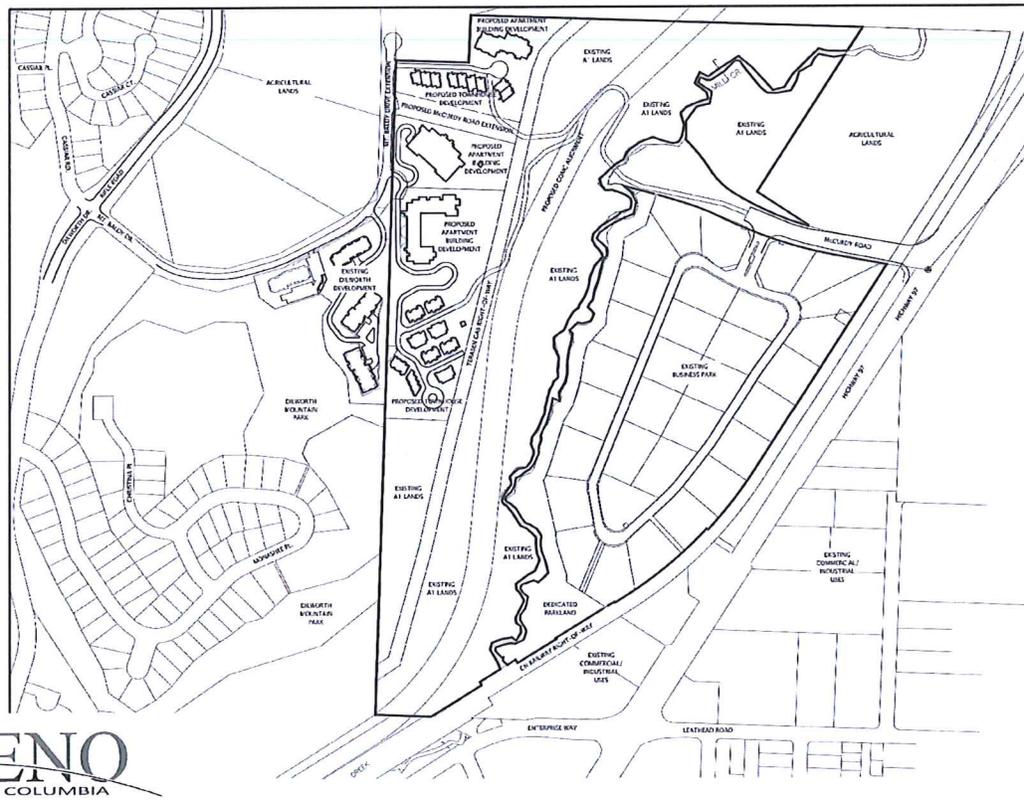
When: Monday July 31st, 2017  
5:00pm - 8:00pm

Where: Kelowna Ramada Hotel & Conference Centre  
2170 Harvey Avenue Kelowna  
(conference room as presented  
on meeting room reader board)

Why: Rezoning and OCP  
amendment of Terreno site  
to residential and park use



### Development Location



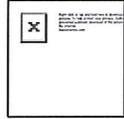


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**KamloopsBCNow**  
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[www.KamloopsBCNow.com](http://www.KamloopsBCNow.com)

Begin forwarded message:

**From:** Rob Cupello <[rcupello@pulsegroup.ca](mailto:rcupello@pulsegroup.ca)>  
**Subject:** Fwd: Service Ticket # 122558981 - status re: eSOM C158168086  
**Date:** July 25, 2017 at 10:43:41 AM PDT  
**To:** Nikki Csek <[nikki@csekcreative.com](mailto:nikki@csekcreative.com)>

From Canada Post for Terreno

### Rob Cupello

VP Business Development

Now with Offices in Kelowna, Kamloops, and Salmon Arm

t: 250.862.8010 t/f: 1.866.862.8010 f: 250.862.8069 e: [rcupello@csekcreative.com](mailto:rcupello@csekcreative.com)



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**From:** DONOTREPLY\_NEPASREPONDRE@CANADAPOST  
[mailto:[DONOTREPLY\\_NEPASREPONDRE@CANADAPOST.CA](mailto:DONOTREPLY_NEPASREPONDRE@CANADAPOST.CA)]  
**Sent:** July 25, 2017 11:17 AM  
**To:** [akrawchuk@quantumgraphics.ca](mailto:akrawchuk@quantumgraphics.ca)  
**Subject:** Service Ticket # 122558981 - status re: eSOM C158168086

\*\*\*\* DO NOT DELETE / NE PAS SUPPRIMER \*\*\*\*\*  
{ticketno:[122558981]}

\*\*\*\* DO NOT DELETE/ NE PAS SUPPRIMER \*\*\*\*\*

Good morning Ann,  
As requested, here are the delivery details for eSOM C158168086:

00001 Planned deposit date: 2017/07/07  
Actual Deposit date 2017/07/11

622 pces

Delivery Start Date:2017/07/12

Delivery End date: 2017/07/14

00002 Planned deposit date: 2017/07/07  
Actual Deposit date 2017/07/11

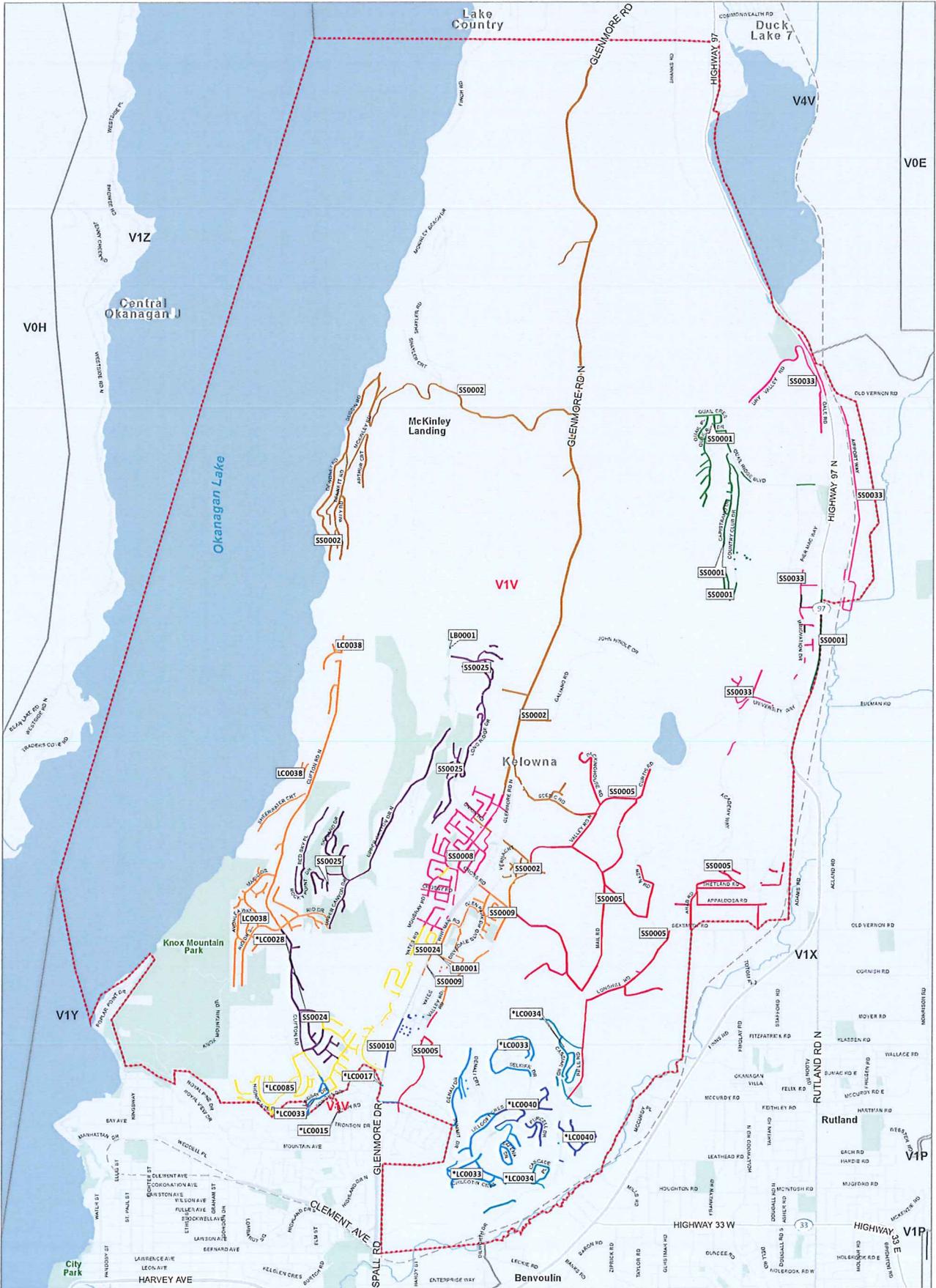
1,057 pces

Delivery Start Date: 2017/07/12

Delivery End date: 2017/07/14

Regards,  
Henry  
Canada Post  
Commercial Service Network  
1-866-757-5480

The Delivery Mode names that have an asterisk (\*) indicate Modes that are split between more than one (1) FSA. Les noms des modes de livraison avec un astérisque (\*) indiquent des modes partagés entre plusieurs RTA.



From anywhere... De partout... to anyone... jusqu'à vous

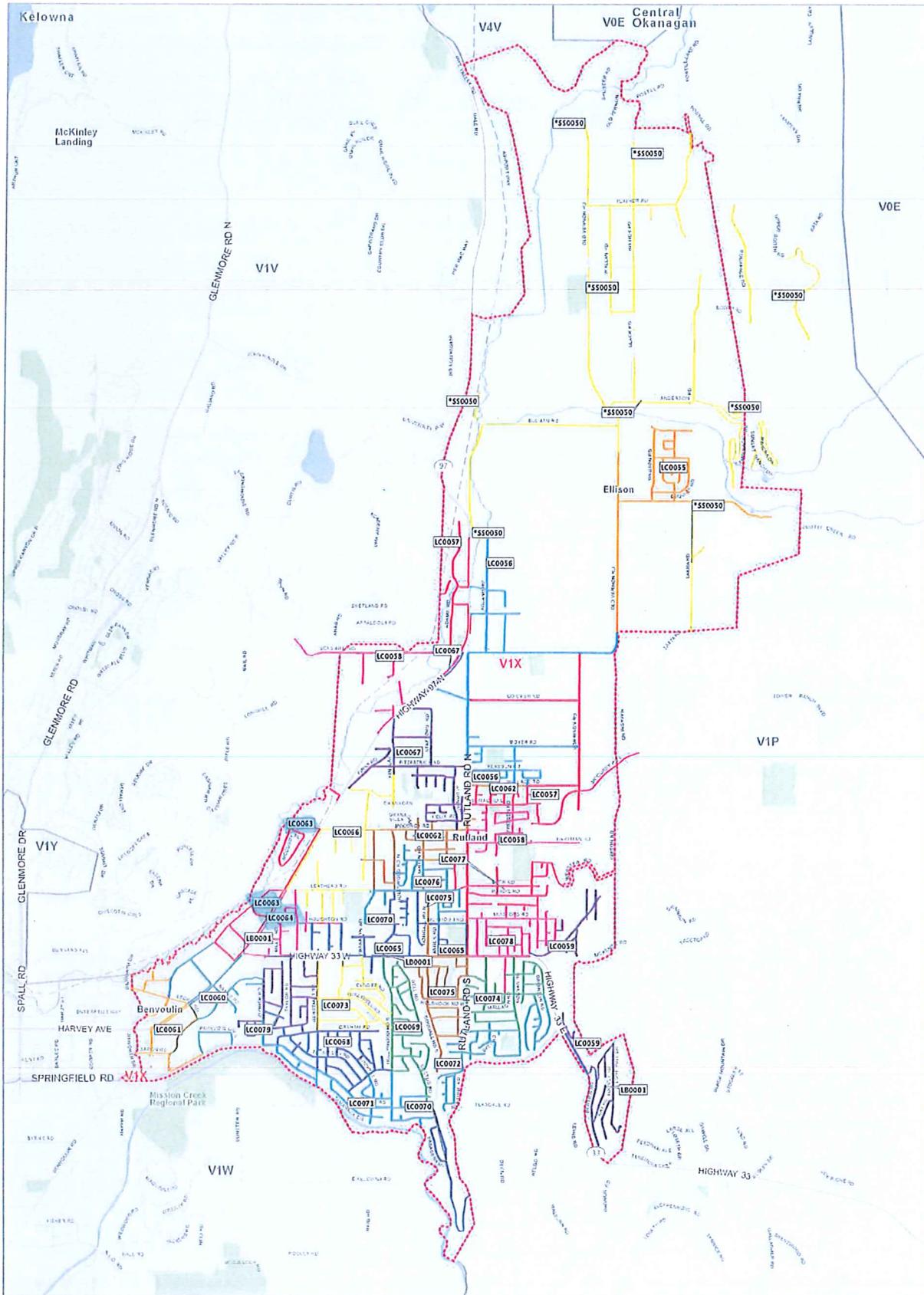
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FSA Map Carte de RTA



# FSA / RTA: V1X BC

The Delivery Mode names that have an asterisk (\*) indicate Modes that are split between more than one (1) FSA.  
 Les noms des modes de livraison avec un astérisque (\*) indiquent des modes partagés entre plusieurs RTA.



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## FSA Map Carte de RTA

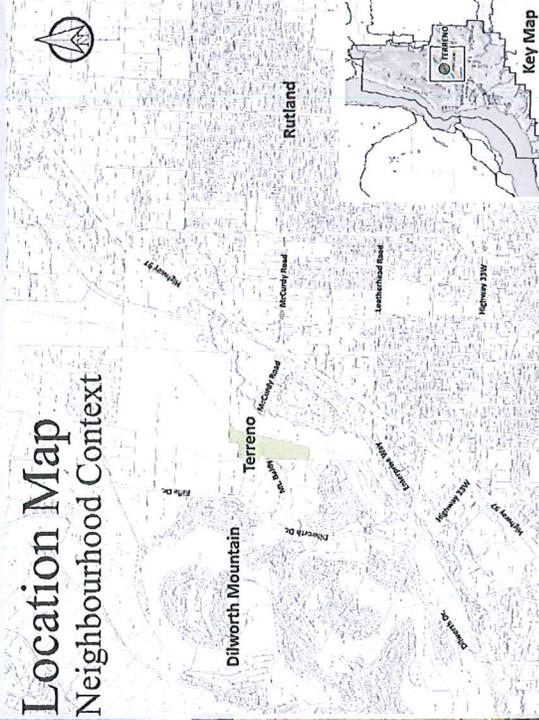
0 0.3250 65 1.3 1.95 2.6 km



# TERRENO OPEN HOUSE PRESENTATION PANELS

## Site Location Map Local Neighbourhood Context

Terreno is located on the eastern slopes of Dilworth Mountain overlooking Mill Creek. Access will be from Mount Baldy Drive via Dilworth Drive in the south and from Rifle Road in the north. There is potential for a future connection to McCurdy Road.

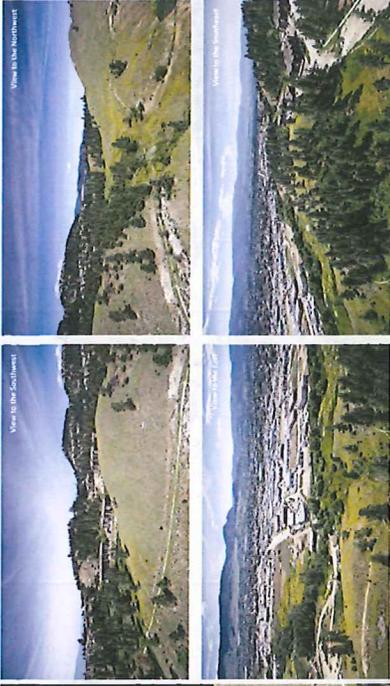


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 10000 17th Avenue NW, Suite 200, Edmonton, Alberta T6E 4E6  
 Tel: 780.443.0000  
 Fax: 780.443.0001  
 www.terreno.ca



## Site Conditions Aerial Photography

Terreno is currently undeveloped land located between a business park to the east and residential development on Dilworth Mountain to the west. The site is currently covered by grassland and sparse woodland.



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## The Plan

Terreno will be built in three phases, progressing from north to south. In total, the development will contain 153 Units, including 39 townhouses and 114 apartments. All buildings will be slope adaptive and feature natural finishes of wood and stone. Façades will be well articulated and balconies and balconies will be large.

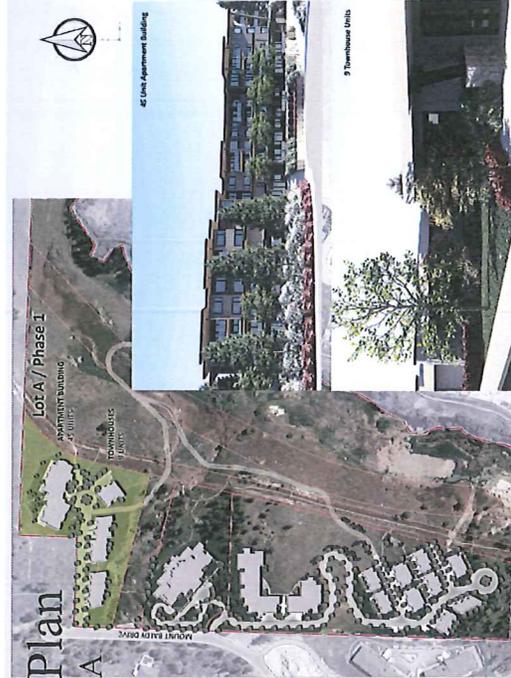


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## The Plan Lot A

Terreno Lot A will feature a 45 unit apartment condominium building nestled in a hollow at the north end of the site and 9 townhouse units built on the downhill slope. All buildings will have slope adaptive design, allowing them to fit into the existing topography.



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TERRENO OPEN HOUSE - JULY 31, 2017

RAMADA INN

ATTENDEES

NAME	ADDRESS	TELEPHONE	EMAIL
<i>[Signature]</i>	3279 APPALOOSA AVE	250-765-4356	501522@ASTORTELAS.NET
<i>[Signature]</i>	979 Monashree PL	780-800-1299	leifscott@icloud.com
Robert Dickson	2425 - mt. Baldy DR	950-717-5220	Robert@Tokes.net
Dale Johnson	747 CASSIAR CRT	778-478-0410	DJSU1942@HOTMAIL.COM
Joanna Mathewson	985 Monachree Pl.	250-861-8660	dmw@shaw.ca
M. DeStani		<del>250-862-9662</del>	
Peter Wylie	789 Cassiar Rd	250-259-8769	Peterwylie789@gmail.com
Barbara Young	789 Cassiar Court		
Nancy Coffey	14-941 Monashree	250-555-8010	
Kevin Burns	14-971 Monashree	250-912-8708	
Pinny Veri	2355 cascade	250- <del>860</del>	861-0589