



## CITY OF WEST KELOWNA PUBLIC HEARING AGENDA

Tuesday, May 25, 2021, 6:00 P.M.

COUNCIL CHAMBERS

2760 CAMERON ROAD, WEST KELOWNA, BC

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Pages

### 1. CALL THE PUBLIC HEARING TO ORDER

It is acknowledged that this meeting is being held on the traditional territory of the Syilx/Okanagan Peoples.

In accordance with the Provincial Health Officer Order on Gatherings and Events, members of the public are restricted from attending public hearings in person. Public participation will be available by phone or by written submission and all representations to Council form part of the public record. This meeting is being webcast live and will be archived on the City's website.

### 2. INTRODUCTION OF LATE ITEMS

### 3. ADOPTION OF AGENDA

### 4. OPENING STATEMENT

### 5. PUBLIC HEARING

#### 5.1. Z 20-11; Zoning Amendment Bylaw No. 0154.102; 2416 Saddleback Way

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**Legal/Address:** Lot 41, DL 703, ODYD, Plan KAP88313, 2416 Saddleback Way

**Current Zoning:** Low Density Multiple Residential Zone (R3)

**Proposed Zoning:** R3 with a Site Specific Text Amendment to permit Seniors Congregate Housing

**Purpose:** To allow Congregate Housing as a permitted use on the subject property for a proposed senior's housing development.

#### 5.2. Z 20-04; OCP Amendment Bylaw No. 0100.61 and Zoning Amendment Bylaw No. 0154.94; Goats Peak, Block C

48

**Legal/Address:** Lot A, DL's 3187, 4056 and 4231, ODYD, Plan 40803, Except Plan 43135 and The South 1/2 of DL 3187, ODYD, Except Plans 40803 and KAP45531

**Current / Proposed OCP Designation:**

- From Low Density Multiple Family to Parks and Natural Areas;
- From Low Density Multiple Family to Single Family Residential;
- From Parks and Natural Areas to Low Density Multiple Family;
- From Parks and Natural Areas to Single Family Residential;
- From Single Family Residential to Low Density Multiple Family;
- From Single Family Residential to Parks and Natural Areas.

**Current / Proposed Zoning:**

- A Portion of Rural Resource Zone (RU5) to Single Detached Residential (R1), Duplex Residential (R2), Low Density Multiple Family (R3), Residential Large Parcel Zone (RU4), and Parks and Open Space Zone (P1);
- A portion of Rural Residential Large Parcel Zone (RU4) to Single Detached Residential (R1) and Parks and Open Space Zone (P1).

**Purpose:** To rezone a portion of Rural Residential Large Parcel Zone (RU4) to:

- Single Detached Residential (R1); and
- Parks and Open Space Zone (P1).

**6. ADJOURNMENT OF THE PUBLIC HEARING**

No other submissions from the public or applicant may be received by Council.

Copies of the proposed bylaws, information and reports are available for review at the City of West Kelowna Planning Department, 2760 Cameron Road, between 8:30 a.m. and 4:30 p.m., Monday through Friday (excluding statutory holidays), or online at <https://calendar.westkelownacity.ca/councilcommittee>.



## PUBLIC HEARING REPORT

To: Paul Gipps, CAO

Date: May 25, 2021

From: Hailey Rilkoff, Planner II

File No: Z 20-11

Subject: **Z 20-11; Zoning Amendment Bylaw No. 0154.102; 2416 Saddleback Way**

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### BACKGROUND

Bylaw No. 0154.102 (File Z 20-11) was given 1<sup>st</sup> and 2<sup>nd</sup> reading at the March 23, 2021 regular Council meeting (*Attachment 1*).

### ADDITIONAL INFORMATION FOR PUBLIC HEARING

#### Seniors Congregate Housing

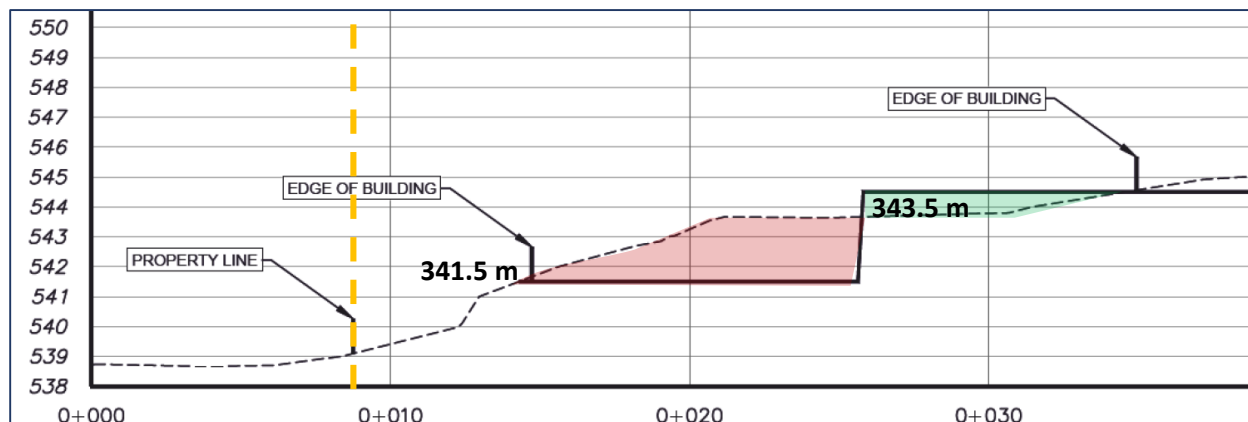
In order to provide clarity within the Zoning Bylaw that the proposed congregate housing use would only be permitted for a seniors congregate housing development, it was proposed that the Site Specific Text Amendment specify the use as "Seniors Congregate Housing". Apartments are already a permitted use on the subject property and an apartment development, for any demographic, without any supportive services such as laundry, housekeeping, or dining facilities would not require a Zoning Amendment.

If Council wishes to amend the Site Specific Text Amendment to read "Congregate Housing" as the permitted use and require a Covenant to ensure only a seniors congregate housing facility this could be facilitated through an amendment following the Public Hearing at third reading. This would not change the proposed use being requested through the site specific text amendment.

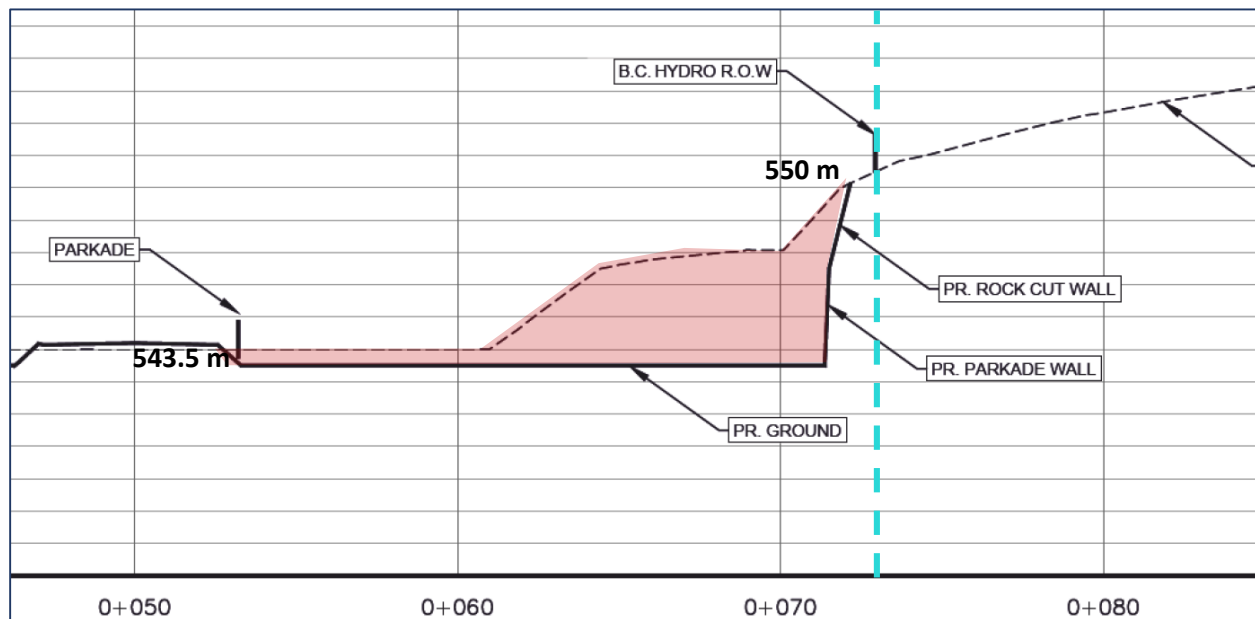
#### Hillside Disturbance

Specific details regarding the development will be reviewed through a Hillside and Form and Character Development Permit, following an approved Zoning Amendment. However, the applicant has provided preliminary information regarding the Geotechnical Assessment and proposed blasting. A geotechnical assessment has been provided, which will be reviewed and form part of any Development Permit, which indicates that the site can be developed safely for the intended use with recommendations regarding inspections.

It is anticipated that the amount of rock cut to accommodate the development would be approximately 7,000 m<sup>3</sup>, primarily in loose rock form. The applicant anticipates that some material will be reused as fill on site but that up to 5,000 m<sup>3</sup> will be exported (approximately 350 tandem truck & pup loads).



**Figure 1 - Proposed Cuts (Red) and Fill (Green) for Congregate Housing Buildings**



**Figure 2 - Proposed Cuts (Red) for Parkade**

Through an approved Blasting Permit, the City requires that blasting companies are insured, have a blasting certificate issued by WorkSafe BC, have hired an independent third-party consultant to monitor blasting and that they issue notification to neighbouring property owners.

### Terrestrial DPA

While the property is within the City's Terrestrial Ecosystem Development Permit Area (DPA), an Environmental Assessment (EA) has been provided which confirms that the proposed development on the site would occur within areas with Environmental Sensitivity Analysis (ESA) values of Low (ESA 3) or Not Sensitive (ESA 4). Based on the dominance of invasive species, the BC Hydro right of way on the site preventing woodland



growth, and the sites classification of a former gravel pit outline in the EA, this site is exempted from requiring a Terrestrial DP based on the following exemption criteria:

*A site inspection and professional report has been completed and submitted by a Registered Professional Biologist with experience in rare and endangered species demonstrating that all sensitive ecosystem attributes of the site have been lost due to previously approved development.*

## Transportation

### *Transportation Master Plan*

The Transportation Master Plan (TMP) has objectives to promote safety, efficiency and viability of the transportation system in West Kelowna. Current planned road improvements in the area (*Figures 3 & 4*) include:

- **Upgrades to Shannon Lake Road** 2021 Capital Project with sidewalk and intersection improvements from IR #9 to Asquith Road (area identified in red circle in Figure 4); and
- **Extension of Asquith Road** to future extensions of Tallus Ridge Drive and Smith Creek Road.



Figure 1 - Excerpt from Transportation Master Plan in relation to Subject Property

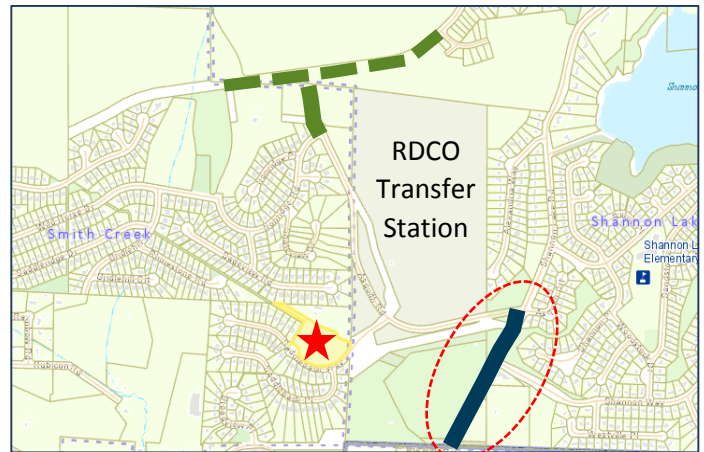


Figure 2 - Planned/Potential Road Improvements in Relation to Subject Property

The access to the RDCO Transfer Station is not currently identified as a project within the City's Road Development Cost Charge (DCC) program. However, Council may wish to review this through future budget deliberations and/or discussion with the RDCO and it has been flagged for review by staff with the Transportation Master Plan process.

### *Transportation Impact Assessment*

A Transportation Impact Assessment (TIA) was submitted by the applicant to assess the impacts on the transportation network by the proposed development and analyzed both the Asquith Rd/Saddleback Way and Shannon Lake Rd/Asquith Rd intersections, parking, sightlines, pedestrian and cyclist infrastructure and transit. The TIA has also assessed additional traffic impacts from planned growth in the Tallus Ridge neighbourhood in the traffic analysis. The TIA concluded that there is little negative impact to the local neighbourhood from the proposed project.

The City's Transportation Consultant reviewed the TIA submitted by the applicant for the proposed development. There are no noted concerns with traffic circulation, with the exception of the requirement for a contribution to a northbound left-hand turn lane from Shannon Lake Road to Asquith Road and upgrades to the transit stop on Asquith Road.

The TIA Review identified that the seniors congregate housing development could contribute to an increase of approximately 7% in traffic to the northbound left-turn movements from Shannon Lake Road to Asquith Road, which would warrant a proportional contribution to a left-turn lane. A left-turn lane is not part of the City's Development Cost Charges (DCC) Capital Program and is not DCC eligible. However, by requiring cash-in-lieu for these upgrades, the City can utilize them towards upgrades at this intersection, the design of which may include any number of upgrades from turn lanes or a roundabout. It is recommended that Council require this contribution as a condition of the rezoning.

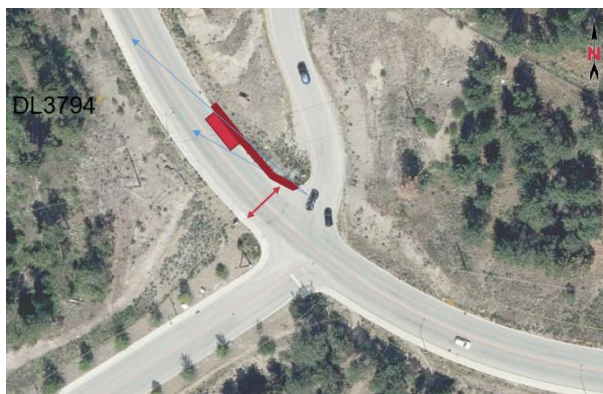
#### *Local Transportation Network*

Saddleback Way is an Urban Local Road which meets the required road standard, no additional frontage improvements are anticipated for Saddleback Way. The former landfill site on Asquith Road is presently used as a Regional Transfer Station and is operated by the Regional District of Central Okanagan (RDCO). Access to the Transfer Station is directly from Asquith Road, across from the entrance to Saddleback Way. The additional traffic from the proposed development on Saddleback Way is not anticipated to significantly affect the existing traffic movements to and from the Transfer Station. The RDCO manages seasonal traffic to and from the Transfer Station through the use of flaggers to mitigate heavy traffic periods. Recent ICBC Road Safety Data collected November 2020 does not indicate any accidents at this access.

#### Transit

The Transportation Impact Assessment estimates that five transit trips per day would be generated by the proposed development. BC Transit has identified that the current northbound bus stop on Asquith Road (#140058) does not meet their standards for a safe and accessible transit stop.

The City's Transportation Consultant has provided an analysis of the existing transit stop including the option to relocate the bus stop to the North side of the Transfer Station access. Three different options were reviewed (A, B & C). As part of the original TIA review, it was identified that relocating the bus stop to the north would restrict sightlines for vehicles egressing from the Transfer Station who would be looking north for southbound vehicles (Option A - Figure 5). Therefore, Option A is not recommended.



**Figure 5 – Transit Relocation Option A**

It was recommended that the transit stop remain south of the Transfer Station access, with a landing and sidewalk connection to a lighted crosswalk north of the access (Option B - *Figure 6*). However, as a result of Council's discussion at 1<sup>st</sup> and 2<sup>nd</sup> readings indicating an interest in further relocating the bus stop, the City's Transportation Consultant has provided an alternative location further north along Asquith to maintain sightlines and stopping distances (Option C – *Figure 7*).



**Figure 6 – Transit Stop Relocation Option B**



**Figure 7 – Transit Stop Relocation Option C**

Relocation Options B and C would maintain sightlines and stopping distances, however Option C increases the length of sidewalk required. In addition, if Option C was the chosen relocation for Bus Stop #140058 to the north side of the intersection, BC Transit recommends that the southbound bus stop on Asquith Road (#140166) should be relocated further south to ensure the bus stops are off-set. *Figure 7* shows the current location of bus stop #140166 with a yellow star.

#### Applicant's Community Consultation

The applicant has undertaken additional community consultation in advance of the Public Hearing with residents of the neighbourhood. The applicant distributed a flyer to 74 nearby households describing the proposal, provided an online project website and survey, as well as hosted a virtual townhall with 19 participants to provide additional details on the project and answer questions. A summary of the applicant's community consultation activities are attached (*Attachment 3*).

#### Public Notification

A notice of application sign has been posted on the subject property in accordance with Development Application Procedures Bylaw No. 0260. Advertisements have been placed in local newspapers and 84 notification letters have been forwarded to property owners within 100 m of the proposed development in advance of this Public Hearing.

Correspondence with questions and concerns related to the proposed development have been received since the application was submitted. Staff have provided answers to questions relating to the rezoning process, the development proposal, blasting permit requirements and the shared private access easement. As of May 20<sup>th</sup>, 2021 seven Public Hearing submissions opposed to the Zoning Amendment have been received and while many are generally supportive of seniors housing in the community, there were many concerns primarily related to:

- Increased traffic in the neighbourhood from staff, guests and deliveries;
- Staff and guests will utilize street parking if on-site parking is insufficient;
- The location is not suitable for seniors congregate housing due to the hillsides and limited local services;
- Potential pedestrian safety from increased vehicle traffic; and
- Blasting impacts during development to nearby homes.

## COUNCIL REPORT / RESOLUTION HISTORY

Date	Report Topic / Resolution	Resolution No.
March 23, 2021	<p><b>THAT</b> Council give first and second reading to City of West Kelowna Zoning Amendment Bylaw No. 0154.102, 2021 (File: Z 20-11); and</p> <p><b>THAT</b> Council direct staff to schedule the proposed bylaw amendment for Public Hearing.</p>	<b>C114/21</b>

## REVIEWED BY

Brent Magnan, Planning Manager

Mark Koch, Director of Development Services

Shelley Schnitzler, Legislative Services Manager/Corporate Officer

## APPROVED FOR THE AGENDA BY

Paul Gipps, CAO

## Attachments:

1. March 23, 2021 Council Report: Z 20-11; Zoning Amendment Bylaw No. 0154.102 (1<sup>st</sup> and 2<sup>nd</sup>); 2416 Saddleback Way
2. Zoning Amendment Bylaw No. 0154.102
3. Applicant's Consultation Activity Summary
4. Public Notification Map
5. Submission List – May 20, 2021





To: Paul Gipps, CAO

Date: March 23, 2021

From: Hailey Rilkoff, Planner II

File No: Z 20-11

Subject: **Z 20-11; Zoning Amendment Bylaw No. 0154.102 (1st & 2nd); 2416 Saddleback Way**

## RECOMMENDATION

**THAT** Council give first and second reading to City of West Kelowna Zoning Amendment Bylaw No. 0154.102, 2021 (File: Z 20-11); and

**THAT** Council direct staff to schedule the proposed bylaw amendment for Public Hearing.

## STRATEGIC AREA(S) OF FOCUS

Economic Growth and Prosperity – Quality, innovative urban development (Council's 2020-2022 Strategic Priorities).

## BACKGROUND

This application proposes to amend the zoning designation for the subject property to allow a Congregate Housing use in an Apartment building form. Congregate Housing allows for residential developments with additional supportive services including meal preparation, laundry, transportation, care or cleaning. The property is within the Low Density Multiple Family Residential (R3) Zone, with a previously approved site specific text amendment to permit Apartments. This application would add another site specific text amendment to permit Congregate Housing for seniors as a principal use.

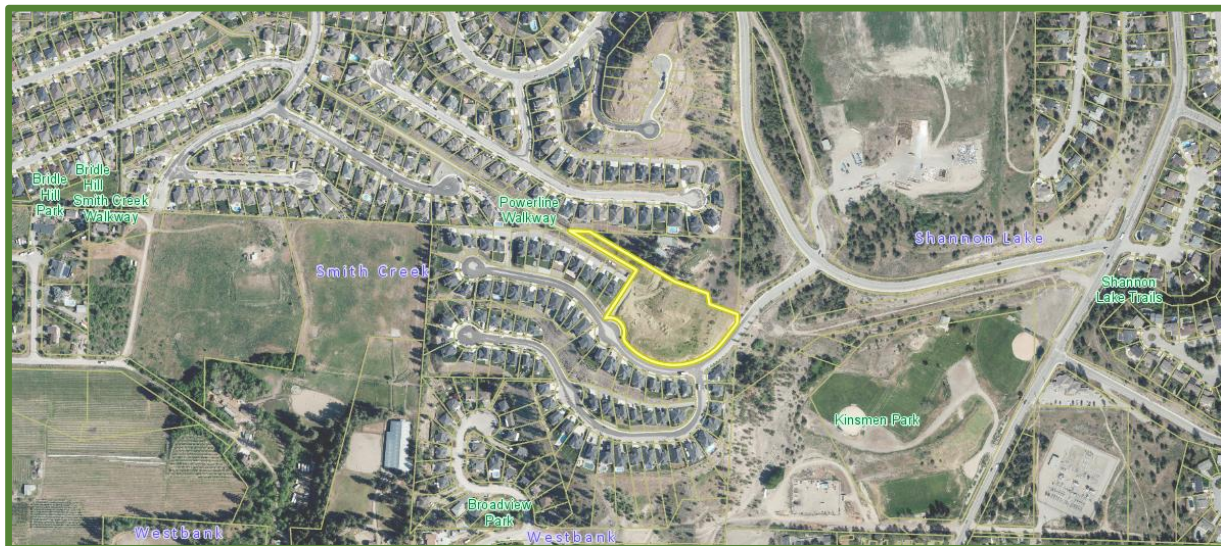
PROPERTY DETAILS			
<b>Address</b>		2416 Saddleback Way	
<b>PID</b>		027-817-750	
<b>Folio</b>		36413300.063	
<b>Lot Size</b>		3.583 Acres (14,499.9 m2)	
<b>Owner</b>	1215975 B.C. LTD., INC.NO BC1215975	<b>Agent</b>	Keith Funk, New Town Architecture & Engineering Ltd.

<b>Current Zoning</b>	R3 - Low Density Multiple Residential; RC3 - Compact Single Detached Residential; Site Specific Zoning permits Apartments on this property	<b>Proposed Zoning</b>	Site Specific Text Amendment to permit Congregate Housing
<b>Current OCP</b>	LDMF – Low Density Multiple Family SFR – Single Family Residential	<b>Proposed OCP</b>	-
<b>Current Use</b>	Vacant	<b>Proposed Use</b>	Apartment Congregate Housing
<b>Development Permit Areas</b>	Hillside; Terrestrial		
<b>Hazards</b>	None		
<b>Agricultural Land Reserve</b>	N/A		

#### ADJACENT ZONING & LAND USES

<b>North</b>	^	RC3 - Compact Single Detached Residential
<b>East</b>	>	RU5 - Rural Resource Zone; P1 - Parks and Open Space
<b>West</b>	<	RC3 - Compact Single Detached Residential
<b>South</b>	v	RC3 - Compact Single Detached Residential

#### NEIGHBOURHOOD MAP



## PROPERTY MAP



### History

#### *Subject Property*

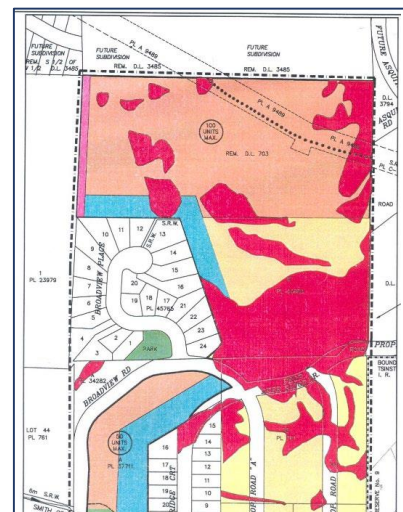
The subject property is just over 3.5 acres (~14,500 m<sup>2</sup>), located on Saddleback Way. The subject property is located in the Smith Creek neighbourhood and is predominantly zoned R3 - Low Density Multiple Family. A small panhandle portion of the property is zoned RC3 - Compact Single Detached Residential.

The property is vacant and has a BC Hydro primary transmission line running across the northern portion of the property.

#### *Zoning History*

The subject property was a part of the Broadview Neighbourhood Plan which envisioned Low Density multiple family development on the site, although did not specify the type. The Broadview Neighbourhood Plan guided development in the area and was incorporated into the City's OCP, along with a number of older neighbourhood plans (*Figure 1*).

The property was rezoned in 2004 from RU2 (Rural 2) to R3A (Multiple Housing - Low Density) under Bylaw No. 871 as part of a more comprehensive Zoning Application. At this time it was noted that R3A Development would require consideration of form & character, access and parking at future DP.



**Figure 1 - Map from Broadview Neighbourhood Plan**

The R3A Zone permitted Apartments with a maximum density of 30 units/ ha (as the site is 1.44 ha, this would have allowed for approximately 43 units). In 2014 when Zoning Bylaw No. 0154 was adopted, this property was zoned R3 which does not permit Apartments. After adoption, Council reconsidered a number of



similar properties which previously were zoned R3A under Bylaw No. 871, which did permit Apartments. Council adopted a site specific text amendment for six R3 Zoned properties to permit Apartments, of which this property was one.

Part of the rationale for retaining the apartment use on this property was that the site was located at an entrance to a neighbourhood (vs. embedded within a neighbourhood). While the site fronts a Local road (Saddleback Way), it's close to an Urban Collector road (approximately 120m from Asquith Road).

## **DISCUSSION**

### **Proposal**

This application is proposing a site specific text amendment to permit congregate housing on the subject property. The amendment is required in order to facilitate a senior's congregate housing development within an apartment form (*Figure 2*).



***Figure 2 - Concept Rendering - Seniors Congregate Housing in Apartments***

### **Applicant Rationale**

A Proposal Summary is attached which outlines the development concept, form & character, site planning and other project considerations (*Attachment 2*). The proposal summary states that there is a need for congregate housing in West Kelowna and that there is a current deficit of seniors housing apartments. The proposal summary identifies the difference between traditional residential housing and the proposed Congregate Housing use, which offers a 'residential hotel' setting including in-house services, independent living units, outdoor space, and recreation and hobby facilities.

The applicant has also indicated the intention to provide a number of units as affordable units and will be applying for financing through the Canadian Mortgage and Housing Corporation's (CMHC) affordable housing funding program.

### **Policy and Bylaw Review**

#### ***Official Community Plan Bylaw No. 0100***

The property is within the City's *Neighbourhood* Growth Management Designation. This designation anticipates low and medium density residential areas, ground oriented residential, slower traffic movement, and a system of safe bicycle & pedestrian pathways. The purposes of this designation include:

- Protect & enhance local housing stock & existing neighbourhood character
- Provide opportunities for localized housing diversity at appropriate locations
- Work towards compact, complete communities that reduce vehicle trips, GHG emissions & foster a healthy, involved community



The majority of the property is within the City's *LMFD – Low Density Multiple Family* future Land Use Designation which permits semi-detached and attached townhouse building forms. The purpose of this designation is to provide a broader range of housing opportunities in areas serviced by transit and in walking distance to community amenities, shops and services, while acknowledging the adjacent land use.

The City's affordable housing objectives in the OCP encourage the private market to increase the supply of affordable housing<sup>1</sup> and identifies seniors as being some of the residents who have the least choice in the housing market<sup>2</sup>.

The property is within the City's Multiple Family & Intensive Residential, Hillside, and Sensitive Terrestrial Ecosystem Development Permit Areas (DPA). The proposal is exempt from a Terrestrial Development Permit (DP) as it meets the City's exemption criteria. If the Rezoning Application is successful, a Development Permit addressing the Multiple Family & Intensive Residential and Hillside Development Permit Area Guidelines will be considered by Council, following adoption of the Zoning. A subsequent Development Permit will be before Council for Consideration following adoption of the Zoning to address site development items such as parking, height, form and character, grading, and building siting. There will be further opportunity for Council consideration of detailed development plans at this time.

#### *Zoning Bylaw No. 0154*

The majority of the subject property is Zoned R3 – Low Density Multiple Residential Zone with a site specific text amendment which permits Apartments as an additional principal use. A small portion of the subject property is zoned RC3 – Single Detached Compact Residential Zone.

Congregate Housing is not a principal use in the R3 Zone. Congregate Housing is only permitted within the R5 (Westbank Centre Multiple Residential), C1 (Urban Centre Commercial, and P2 (Institutional and Assembly) zones. Congregate Housing, in the City's Zoning Bylaw, is defined as:

*A multiple residential building or group of buildings in which residents may receive supportive services including meal preparation, laundry, transportation, counseling, medical care or room cleaning.*

While the zone does permit the similar use of *Care Facility, Major*, this use is only permitted in duplex or townhouse forms and would be required to be licenced under the *Community Care and Assisted Living Act*. The proposed development would not be a licenced facility under this *Act*, and therefore a Zoning Amendment is required to permit Congregate Housing, which could be operated as a private facility.

#### *Community Care and Assisted Living Act*

The Province of BC does not regulate all types of retirement residences. Only Long-Term Care and Assisted Living communities require licencing under the *Community Care and Assisted Living Act*. Independent Living communities are not regulated by the Province.

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<sup>1</sup> Affordable Housing Objective 3.8.3.3., Official Community Plan

<sup>2</sup> Affordable Housing Objective 3.8.3.4., Official Community Plan

## Technical Review

### *Planning*

Independent living communities can be defined as housing with supportive services for retired adults who are independent and capable of directing their own care<sup>3</sup>. Congregate housing can be a form of an independent living community. Congregate housing would include individual residential units as well as larger common areas such as dining rooms and recreation rooms and supportive services designed to meet the needs of a specific population<sup>4</sup>. In the case of this proposal, the specific population is seniors and the supportive services are non-medical services such as dining, housekeeping and laundry.

The City's Zoning Bylaw envisions congregate housing developments to be located in urban and neighbourhood centres, close to services and amenities, such as Westbank Centre. Similar congregate housing developments include The Heritage Retirement Residence (3630 Brown Road) or Smith Creek Village (2425 Orlin Road). Both of these developments also include some level of medical care or services, such as medication reminders, assistance bathing and dressing, and 24 hour emergency response in addition to non-medical services such as meals, shuttles and housekeeping. This type of congregate housing development where some residents may be less independent and require additional care and assistance should be located close to services and amenities.

Care Facility Major can be a very similar use to Congregate Housing with a key difference being provincial licencing. However, a licenced care facility providing medical care would be required to meet different fire and safety standards than an independent living congregate housing development. A Care Facility Major is permitted in more zones than Congregate Housing including R3 (in duplex or townhouse form) and R4 (in duplex, townhouse or apartment form), both of which could be located outside of an urban or neighbourhood centre.

### *Traffic*

A Traffic Impact Assessment (TIA) was submitted<sup>5</sup> which indicated there would be little negative impact to the local neighbourhood from a transportation perspective from this project. Planned improvements to Shannon Lake Road were identified, such as adding sidewalks and bike lanes, which will help improve active modes in the area.

Review of the TIA and proposed development by the City's transportation consultant identified that a congregate care facility has a substantially lower amount of traffic being generated from the proposed development, compared to a multi-family residential apartment development. A congregate care facility has approximately 75% less traffic than a multi-family apartment development with a similar number of units<sup>6</sup>. It's generally found that vehicle ownership levels are lower at congregate care facilities and that the

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<sup>3</sup> BC Seniors Living Association: <https://www.bcsla.ca/senior-living-frequently-asked-questions/>

<sup>4</sup> Congregate Housing for Seniors, City of Vancouver (2000)  
[https://council.vancouver.ca/previous\\_years/000711/p1.htm](https://council.vancouver.ca/previous_years/000711/p1.htm)

<sup>5</sup> Transportation Impact Assessment, prepared by Peter A. Truch, P.Eng., dated September 26, 2020

<sup>6</sup> Weekday AM Peak Hour - 8 trips reduced from 48 trips; and Weekday PM Peak Hour - 19 trips reduced from 58 trips. 2416 Saddleback Way TIA Update Review, Align Engineering

majority of trips to the site are generated by employees or service providers to the facilities<sup>7</sup>.

The TIA review also identified that a northbound left-turn lane is warranted for Shannon Lake Road to Asquith Road, with an increase in traffic at this intersection related to the proposed congregate housing development. Therefore, it is recommended that the development contribute a proportional share of the cost for the northbound Shannon Lake Road left turn lane. This will be recommended as a condition prior to adoption of the rezoning. The developer would be required to provide, to the satisfaction of the City, a cost estimate of the proposed work to calculate their required contribution.

### *Transit*

The subject property is served by BC Transit Route 28 Shannon Lake with stops on Asquith Road. It's anticipated that this transit route would be used by residents, visitors and staff for a congregate housing development. BC Transit and the City's transportation consultant recommend upgrades to the existing northbound transit stop on Asquith Road.

To accommodate sightline restrictions on Asquith Road from the Westside Transfer Station access road, it is proposed that a sidewalk cross to the northwest side of the access road. Construction of a concrete landing, sidewalk connection with letdowns, and lit crosswalk are recommended (Figure 3). These upgrades will be recommended to be completed as a condition prior to adoption of the rezoning.



**Figure 3 - Connect Northbound Bus Stop with Sidewalk and Letdowns to Saddleback Way**

### *Servicing*

The Functional Servicing Report submitted<sup>8</sup> concluded that the property can be serviced by the existing service mains. Additional frontage improvements are not anticipated for Saddleback Way.

### Referral Responses

#### *BC Hydro*

BC Hydro transmission lines run through the subject property within a right of way along the northern (upland) portion of the property. BC Hydro has no objections to the proposed land use, however has provided terms and conditions to the applicant which must be met for development and blasting adjacent to the right of way. The applicant has worked with BC Hydro's design and technical teams to address the terms and conditions.

<sup>7</sup> Land Use: 253 Congregate Care Facility, ITE Trip Generation Manual 10<sup>th</sup> Edition

<sup>8</sup> Servicing Feasibility Study, prepared by New Town Architecture & Engineering Inc. dated October 30, 2020

### *BC Transit*

BC Transit identified that the configuration of the closest bus stop on Asquith Road does not meet BC Transit standards for a safe and accessible bus stop. It was recommended that the bus stop be moved to a location where a concrete pad can be built and a lit cross-walk installed. BC Transit had no objections to the application contingent upon the consideration of their recommendations.

### *Advisory Committees*

The Advisory Planning Commission (APC) considered this application at the February 17, 2021 APC meeting and carried the following motion:

**THAT** the APC support Z 20-11, Zoning Amendment, 2416 Saddleback Way with consideration for a covenant that would restrict occupancy to seniors.

The APC members had concerns that if Congregate Housing was permitted on the subject property, other forms of development beyond a seniors housing development could be included in this use category. The APC members felt that a seniors congregate housing development would be a benefit to the community and did not feel that all retirement housing should be limited to Westbank Centre. The APC members felt that traffic impacts for seniors housing could be less impactful than a regular apartment development however did express some concern regarding the proposed height variance.

The APC recommendation included a request to consider a covenant to restrict occupancy of any congregate housing development on the property to seniors. Congregate housing is a broad use definition that could include a development to serve a range of vulnerable populations. Examples of congregate housing include housing with supportive services for seniors, persons with disabilities, or persons who have experienced homelessness. Staff have addressed the intent of the APC's recommendation through the site specific text amendment to only permit Seniors Congregate Housing.

## **DISCUSSION**

The Official Community Plan (OCP) *Neighbourhood* Growth Management Designation encourages localized housing diversity and compact, complete communities that reduce vehicle trips. The OCP's *Low Density Multiple Family* future Land Use Designation is specific to semi-detached or attached townhouse forms and encourages walking distance to community amenities. However, the purpose of providing a broader range of housing opportunities in areas served by transit is met by the proposed development. BC Transit's Route 28 – Shannon Lake is located close by on Asquith Road and improvements are proposed to make access to the transit stop safer and more accessible.

Following changes from Zoning Bylaw No. 871 to No. 0154, the property was initially rezoned to R3 and did not permit apartments. The property was identified as being suitable for low density residential development, in the form of duplexes or townhouses. In 2014 Council permitted the apartment use on this property (and five other R3 Zoned

properties) through a site specific text amendment based on requests of the owners of the property at the time and further analysis.

Congregate housing is a broad use, of which seniors congregate housing is one potential option. A restrictive covenant could be used in order to ensure any congregate housing development on the property was restricted to seniors. However, it is proposed to use the site specific text amendment to permit Congregate Housing for seniors only through permitting the following use “Seniors Congregate Housing”. Local governments have the ability to zone for affordable housing or special needs with the property owner’s consent. In this case the Congregate Housing use would be restricted for the special needs use of seniors housing. This would then only permit the housing to be occupied by households where at least one member is considered a senior<sup>9</sup>.

The proposed congregate housing use is typically encouraged within an urban or neighbourhood centre, close to urban services and amenities. The applicant has indicated that the residents of this proposed development would be independent and that a shuttle service is included as part of the development concept to assist residents who require access to services and amenities. The intentions of the applicant to provide affordable housing units as a component of the project (funded through CMHC) will allow for residents to age in place in the community.

## **CONCLUSION**

It is recommended that Council give first and second reading to the proposed Zoning Bylaw Amendment (Z 20-11) and direct staff to schedule a Public Hearing to provide an opportunity for residents to provide comments on the proposal. If the Zoning were supported by Council, a Development Permit to address the Multiple Family Residential Development Permit Area Guidelines would be brought to Council for consideration of the proposed development on the site following adoption.

### **Alternate Motions:**

#### Alternate Motion 1: Postpone 1<sup>st</sup> and 2<sup>nd</sup> Reading

**THAT** Council postpone first and second reading to City of West Kelowna Zoning Amendment Bylaw No. 0154.102, 2021 (File: Z 20-11).

Should Council postpone consideration of the proposed bylaw amendments, further direction to staff on how to proceed is required.

#### Alternate Motion 2: Deny the Application

**THAT** Council deny File: Z 20-11 for 2416 Saddleback Way.

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<sup>9</sup> This typically includes persons of the age of 55 to 65 years or older.

Should Council deny the proposal, the file will be closed. As per the City's Development Application Procedures Bylaw, the applicant could re-apply for a similar proposal six months after initial Council consideration.

**REVIEWED BY**

Brent Magnan, Planning Manager

Mark Koch, Director of Development Services

Shelley Schnitzler, Legislative Services Manager/Corporate Officer

**APPROVED FOR THE AGENDA BY**

Paul Gipps, CAO

Powerpoint: Yes ☒ No ☐

**Attachments:**

1. Zoning Amendment Bylaw No. 0154.102, 2021
2. Applicant's Proposal Summary
3. Zoning Bylaw Excerpts (Congregate Housing)
4. Zoning Map

**CITY OF WEST KELOWNA**

**BYLAW NO. 0154.102**

**A BYLAW TO AMEND "ZONING BYLAW NO. 0154"**

WHEREAS the Council of the City of West Kelowna desires to amend "CITY OF WEST KELOWNA ZONING BYLAW NO. 0154" under the provisions of the *Local Government Act*.

THEREFORE BE IT RESOLVED that the Council of the City of West Kelowna, in open meeting assembled, hereby enacts as follows:

1. Title

This Bylaw may be cited as "CITY OF WEST KELOWNA ZONING AMENDMENT BYLAW NO. 0154.102, 2021".

2. Amendments

"Zoning Bylaw No. 0154" is hereby amended as follows:

2.1 By deleting 10.9.4(c)(ii) in it's entirety and renumbering the list from (i) to (vii).

2.2 By inserting the following to Part 10.9.4:

- (d) On Lot 41, District Lot 703, ODYD, Plan KAP88313 (2416 Saddleback Way):  
Apartments and Seniors Congregate Housing.

READ A FIRST AND SECOND TIME THIS 23<sup>RD</sup> DAY OF MARCH, 2021  
PUBLIC HEARING HELD THIS  
READ A THIRD TIME THIS  
ADOPTED THIS

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

## **SADDLEBACK WAY SENIOR'S CONGREGATE HOUSING PROPOSAL**

### **COMMUNITY LIAISON SUMMARY**

#### **1.0 INTRODUCTORY NEIGHBOURHOOD FLYER**

An introductory flyer was distributed to 74 households within the 50m surrounding property boundary describing the proposal. The flyer garnered responses from the community and raised several concerns and expectations that are important to the adjacent neighbours. These concerns include:

- Increased traffic created by the proposed use,
- Concern about the private easement and protection of trespass by construction workers,
- Potential for parking shortfall and excess street parking,
- Sightline safety concerns at the Saddleback Way access,
- The private driveway concerns and question the ability for the development to use the same access,
- The development of 107 seniors' congregate housing being too great for the site,
- There is anxiety about rock shaping and potential damage caused by blasting and assurance needed for restitution or repair.
- Community communication between the developer and the residents during development as it affects vehicle mobility interruption and blasting notifications, and
- Construction cleanliness and dust control concerns.

The neighbourhood concerns were addressed directly to the complainant and reminded the neighbour of the upcoming virtual Town Hall meeting when their points can be discussed with the community.

#### **2.0 COMMUNITY INFORMATION WEBSITE**

The community information flyer directed the public to a website that hosted more information on the proposal. This site included the product description, illustrations, project animation and public response survey. The site is [www.willistonsaddleback.ca](http://www.willistonsaddleback.ca). The survey results are attached as of April 30<sup>th</sup>, 2021. The general overview is about 50% of the respondents are neutral or favour the proposal and 50% are opposed.

#### **3.0 VIRTUAL TOWN HALL**

A virtual Town Hall was hosted on April 20, 2021. This meeting attracted 19 participants from the community. The project was introduced and technical assessments that replied to the concerns of the community as they related to traffic, safety, blasting best management practices, transit upgrades, parking requirement and variance for height and loading stall count



were presented. Following the presentation, the floor was opened to questions and replies taken in the order of the community member sign into the Town Hall. The concerns listed above were further detailed and assurances were offered by the developer as it related to communication, construction site cleanliness, worker's parking during construction and management to prevent trespass on their private lane. Additional information was requested regarding the implications of rock shaping and potential for blasting to cause damage to nearby residences. We contacted T&A Rockworks, the local blasting specialist, and provided their information web site link to the neighbourhood for distribution over their neighbourhood Facebook Group.

#### **4.0 ONGOING LIASION**

Community members have requested information by email and phone regarding traffic and land altering implications. Individuals have been provided with traffic and rock work protocol processes and studies.

#### **ATTACHMENTS**

1. Introductory Neighbourhood Flyer
2. Website Link – [www.willistonsaddleback.ca](http://www.willistonsaddleback.ca)
3. Survey Link – [www.surveymonkey.com/r/G5YHM5G](http://www.surveymonkey.com/r/G5YHM5G)
4. Virtual Town Hall Invitation
5. Survey Results to May 7, 2021

Dear Neighbor:

RE: Development Permit and Zoning  
Text Amendment Application for  
2416 Saddleback Way



**NEW TOWN**  
ARCHITECTURE  
URBAN PLANNING  
CIVIL ENGINEERING



## Introducing The Williston

We are pleased to introduce our proposal to construct a Senior's Congregate Housing facility, located at 2416 Saddleback Way.

We welcome you to take some time to review the following information and graphics. We have provided an additional link to our online survey and website below, or you may provide written feedback to the contact listed below.

Congregate housing is a residential form that offers seniors the opportunity to share in a community of like-minded individuals within a similar stage of their lives.

The residents are offered a 'residential hotel' setting with options for meals, house keeping and laundry services. Each home is fully independent with a kitchen, laundry, sleeping and entertainment space along with ample outdoor terraces or balconies.

Recreation and hobby facilities are supplemented with a bistro, dining room, lounges, assembly room and fitness facilities.



## Form & Character

The building is formed in five slope-adaptive adjoining blocks that step along the frontage of Saddleback Way.

The contemporary style is tempered by reference to traditional architecture details including post and rail balconies, and board/batten siding and cornices.

The central feature hosts the dining and other common facilities with a dramatic trellis and integrated terraces.

The site development shields the required parking from public view within a 2-level parkade situated behind the building along the BC Hydro right-of-way.

Access is off the existing easement on the west side to an internal driveway that leads to the principle entry and porte-cochere.

A secondary pedestrian access central to the structure fronts onto Saddleback Way. Stepped retaining or rock cut excavation

will occur as needed on the northern end of the Saddleback Way frontage and at the secondary entry.

# Permitted Uses

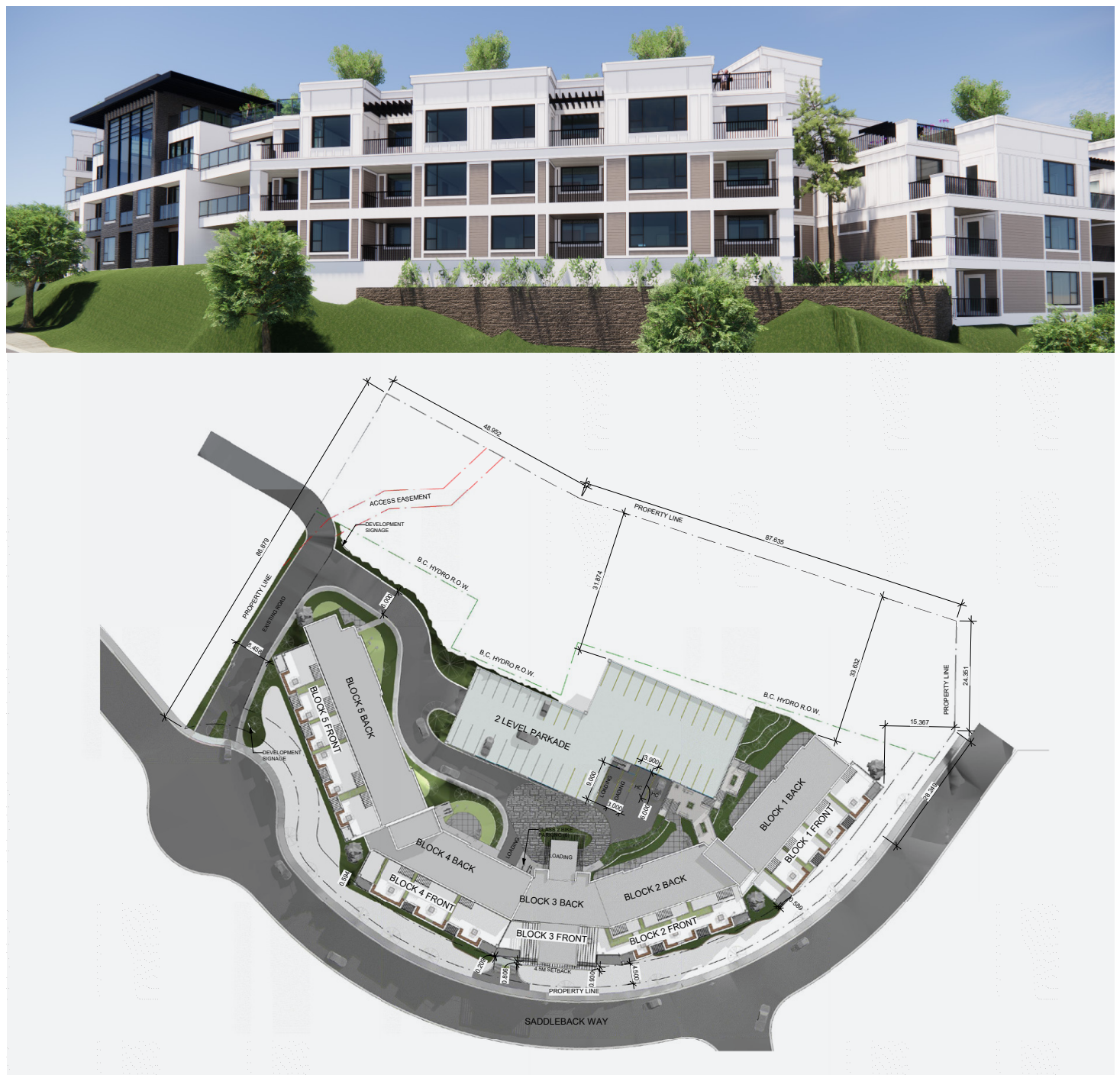
This parcel has R3 land use zoning with the provision for 3 storey apartment development form. The proposed use of the site is to permit congregate housing for seniors.

The present R3 zone permits Care Facility use defined as a licensed facility under the

Community Care & Assisted Living Act. This form is limited to governmental licensed and often publicly funded facilities.

The proposal is to create a private care facility not engaging the governmental license. The required use for this approach is Congregate Housing. Therefore, this

application also includes a text amendment application to add Congregate Housing as a permitted use, for this property only.



## Height & Massing

The back to front step reduces site disturbance but also results in a zoning variance when compared to the overall height and number of storeys, even though each half of the split complies with the zone limitations independently.

The overall front elevation and internal building height is consistent with the 3 storey building height intent of the zone. From the pedestrian realm, the building will appear to be 3 storeys.



## Mobility & Parking

The parking for residents, visitors and staff is within a two level parkade nested against the BC Hydro ROW.

The independent structure is supplemented by three loading bays sufficient to meet the bylaw requirements.





## Conclusion

The Williston is a development to serve the great needs of West Kelowna's older residents. This facility will offer an option for folks from the neighbourhood to 'age-in-place' among friends and a setting familiar to locals.

The development is designed as a high-quality structure with the use of premium materials and a comfortable residential styling.

Adding 'Congregate Housing' to the land use for this location only refines the intent

for a Care Facility to permit identical service outside of the limiting licensing maximums to provide a higher-than-average quality of home and facility.



## Online Survey

Please scan the below QR code, or go to: <https://www.surveymonkey.com/r/G5YHM5G>



[www.willistonsaddleback.ca](http://www.willistonsaddleback.ca)



## SADDLEBACK SENIORS CONGREGATE HOUSING

### VIRTUAL TOWN HALL MEETING INVITATION

We invite you to an opportunity to share your opinions or ask questions about the proposed seniors congregate housing proposal on Saddleback Way within a virtual Town Hall discussion.

## TOWN HALL MEETING

ZOOM MEETING LINK

<https://us02web.zoom.us/j/83310642705?pwd=aTBXa0JzWVBVcWJKaE04eHorZ3FBQT09>

This link may require you to download Zoom software for free at:

<https://zoom.en.softonic.com/download>

**Tuesday, April 20**

**6:00 -7:30PM**

**6:00 -6:05 Welcome – Facilitator Introduction**

**6:05-6:15 – Project Overview**

**6:15-6:30 – Technical Overview**

Traffic Impact Study & Parking  
Land Shaping & Blasting  
Transit Upgrades

**6:30-7:30 Public Q & A**

Participants are invited to post questions beforehand by email to:

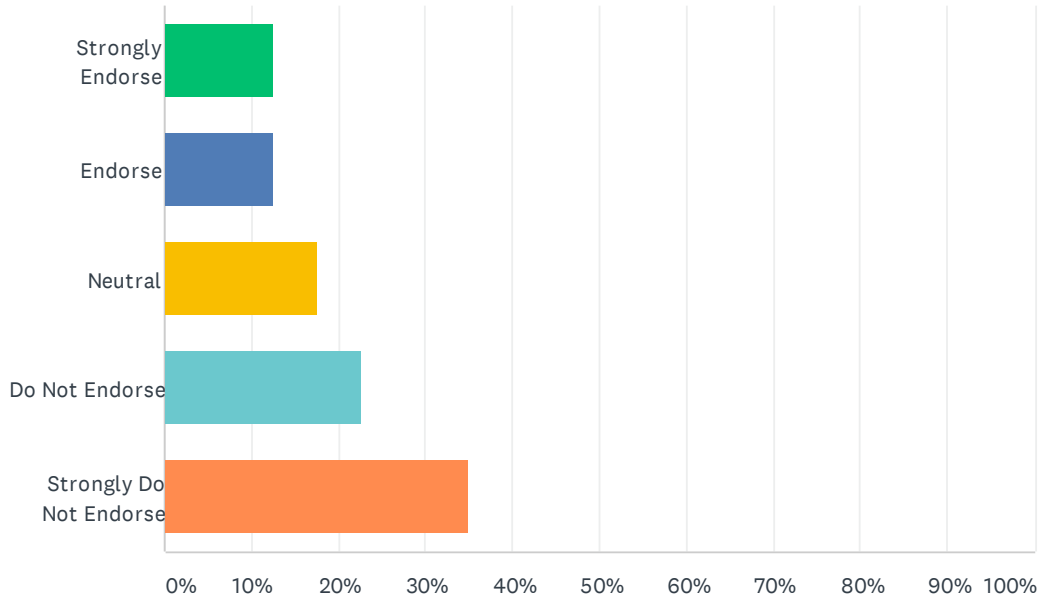


or:

presenters will be given time in the order of their request at the Town Hall meeting.

## Q1 Do you endorse "aging in place" for neighborhood residents?

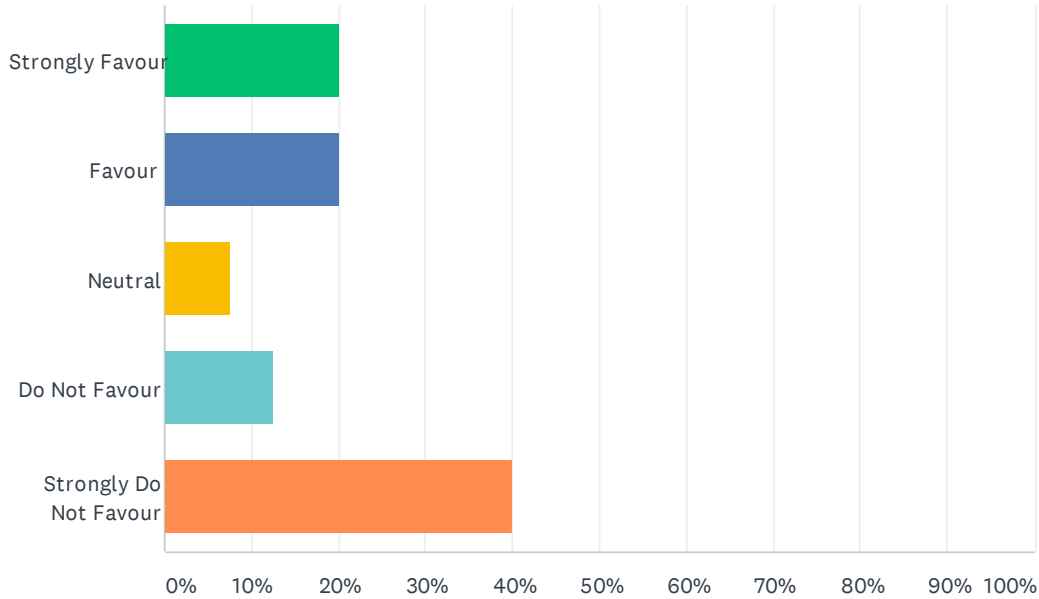
Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly Endorse	12.50%	5
Endorse	12.50%	5
Neutral	17.50%	7
Do Not Endorse	22.50%	9
Strongly Do Not Endorse	35.00%	14
TOTAL		40

## Q2 The present zoning permits apartments. Do you favor Seniors' Congregate Housing over market apartments?

Answered: 40 Skipped: 0

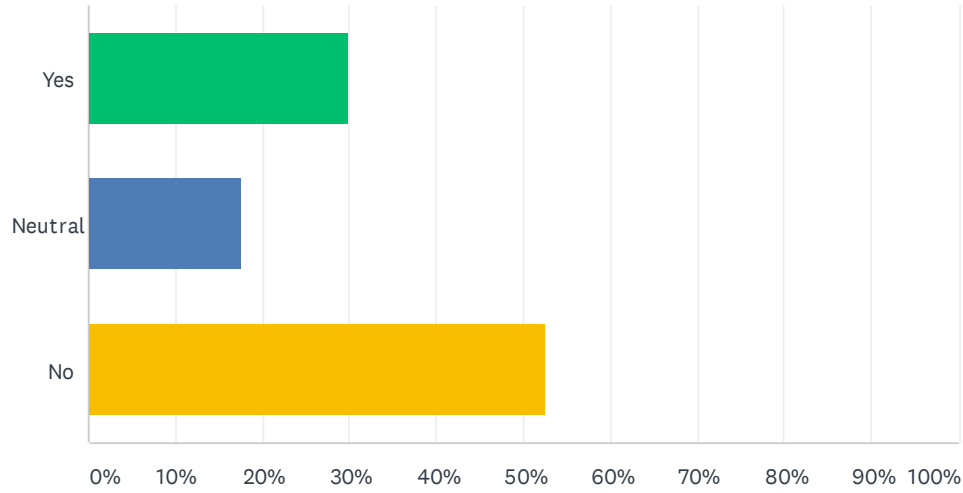


ANSWER CHOICES	RESPONSES	
Strongly Favour	20.00%	8
Favour	20.00%	8
Neutral	7.50%	3
Do Not Favour	12.50%	5
Strongly Do Not Favour	40.00%	16
TOTAL		40



### Q3 The architecture is segmented and stepped to adapt to the natural grade. Do you like the way the building adapts to the terrain?

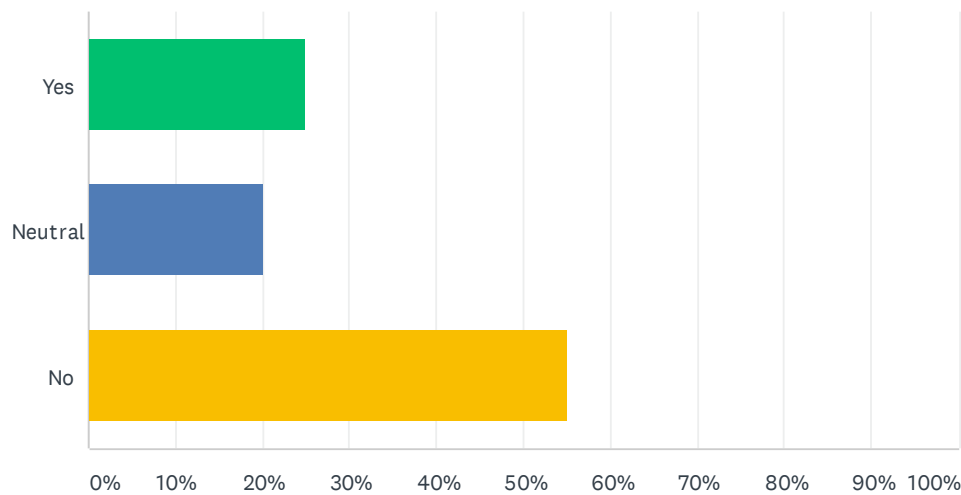
Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	30.00%	12
Neutral	17.50%	7
No	52.50%	21
TOTAL		40

Q4 Do you find the building attractive?

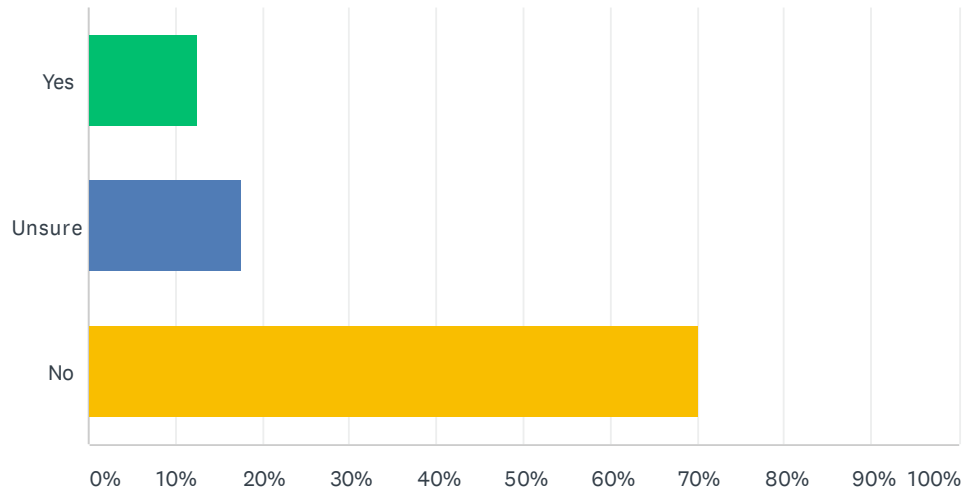
Answered: 40    Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	25.00%	10
Neutral	20.00%	8
No	55.00%	22
TOTAL		40

## Q5 Do you think that there are people in your neighborhood that would benefit from living in a Seniors Congregate Housing facility now, or in the near future?

Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	12.50%	5
Unsure	17.50%	7
No	70.00%	28
TOTAL		40

## Q6 Do you have any other Comments?

Answered: 37   Skipped: 3

## Q6 Do you have any other Comments?

Answered: 37    Skipped: 3

#	RESPONSES	DATE
1	this area was NOT built to withstand any more blasting, and there is already sluffing of the whole hill side that will be exacerbated by any more blasting. DO your homework, there is lots of ground water seepage from this hill and it's already affecting folks down below in broadview. Putting seniors on a steep HILL ?? really? no safe bus service without walkers rolling down a super steep hill. snow service up here is dismal at best, how are ambulances to get to residents on a regular basis. this area was to be high end town homes. the dump/transfer station across the road blocks traffic constantly so vehicles are constantly overtaking oncoming traffic on a blind corner, and you want to add 107 units, plus influx of family visitors lost looking for this site. water pressure up here is terrible already, put the RIGHT build in instead of undue peril.	4/13/2021 7:32 PM
2	This is a very small residential area with only two dead end streets and only one road in and out. The access, if you build this complex will create major traffic congestion in and out of the area which is already hazardous due to the additional traffic to access the Westside Transfer Station. This residential neighborhood is too small for such a large complex.	3/23/2021 12:27 PM
3	Much too big of a project for the area	3/20/2021 2:41 PM
4	The large number of units in this development is concerning as it will undoubtedly increase traffic into the neighbourhood- and especially for those living on existing easement. Residents have expressed they would rather access to development be from east side of Block 1. Residents who live along saddleback way across from this development will also experience extensive noise from blasting and construction. Strong emphasis should be on ensuring saddleback way frontage has lush greenery and large trees to line the streets. We don't want to have a massive building in our face.	3/15/2021 6:00 PM
5	I like this idea way better than low income housing. Less traffic this way	3/14/2021 3:49 PM
6	I strongly prefer this project to market or low income housing that would add much greater traffic density to the neighbourhood	3/13/2021 7:31 PM
7	Love the idea	3/13/2021 6:06 PM
8	I am all for this. I like the idea of having seniors instead of townhouses or condos	3/13/2021 3:44 PM
9	To put such a huge project in a quiet residential neighbourhood is ridiculous to say the least. You can put the "seniors care " spin on it all you want but this is a joke. Will we get a tax break for the interruption of our quiet neighbourhood, or benefit from the extra traffic, parking on our road,? Definitely not ! It should be noted the lane adjacent to the project is private property. Having said that the way City of West Kelowna operates this project will be crammed down the throats of this neighbourhood. So Any construction traffic will not be permitted if so there will be a huge problem. This land has gone from 30 units to 70 units to 104 units. Enough is enough respect the hard working home owners of the neighbourhood and take this large scale project somewhere else.	3/13/2021 9:09 AM
10	I think if you change the roadway entrance to the east side of the complex to avoid extra traffic in front of existing houses you will get a better buy in from the neighbourhood. That is everyone's main concern. Also the roadway currently planned is too narrow and on a steep incline. It is technically a private drive not a city street, therefore does not get winter road maintenance ie plowing. Neighbourhood is also concerned about the increased traffic impact it will have on Shannon lake road and Asquith which is currently extremely busy when the transfer station is open on Friday to Monday.	3/12/2021 5:21 PM
11	We don't want this in the neighborhood	3/12/2021 4:48 PM
12	It's too tall, too much density for the area. Not in favour of this development	3/12/2021 4:39 PM
13	One access road is going to be convoluted, especially that small road. Another (main) access	3/12/2021 1:28 PM

## The Williston

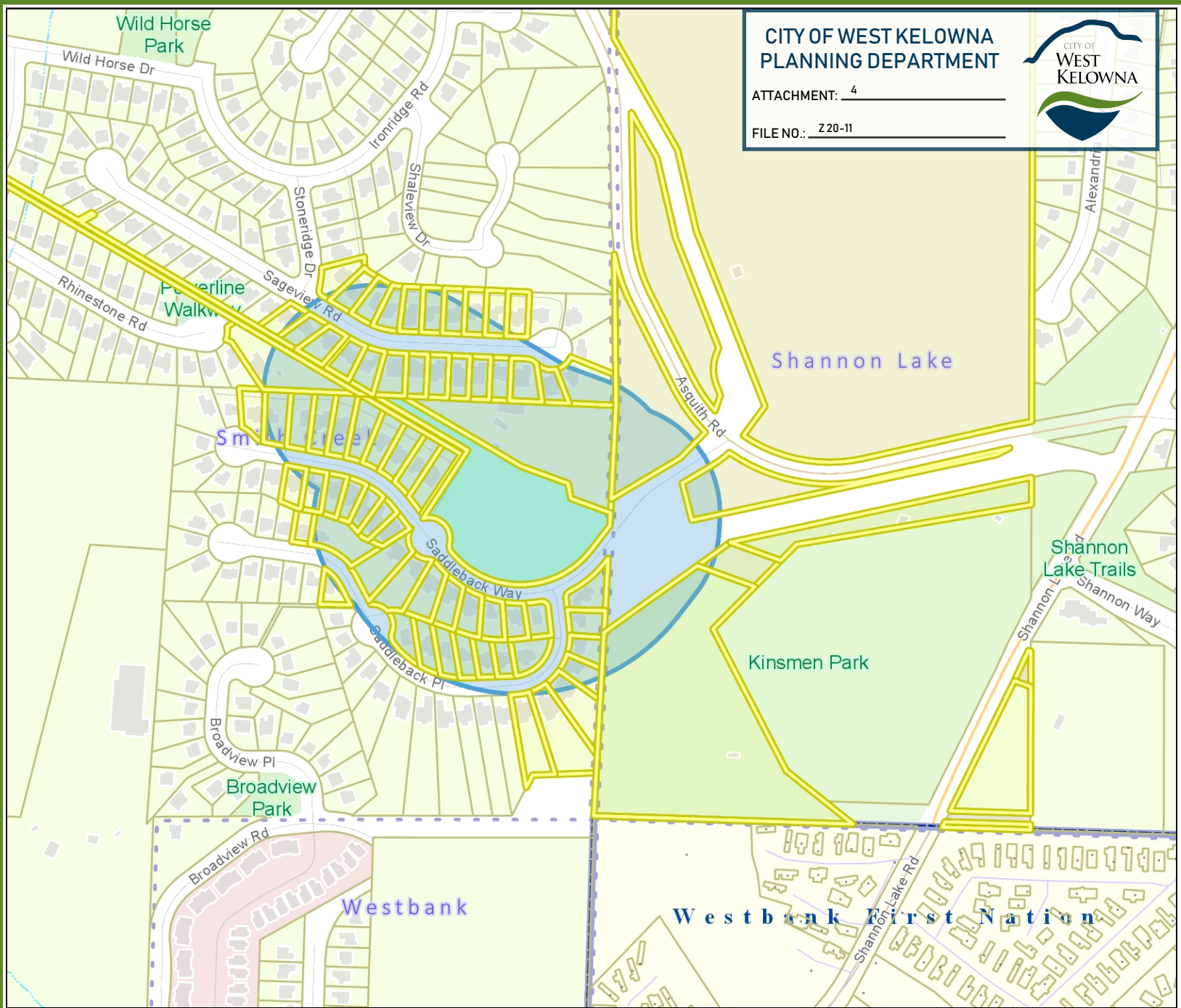
road off of asquith would be MUCH better for this area.

14	Way too big, give your heads a shake. Looking forward to presenting our concerns to the mayor at city hall, you money grubbing anti-family neighborhood slugs.	3/12/2021 12:36 PM
15	This proposal is completely inappropriate for both the neighborhood and for the physical location and topography of the property. The development likely doubles the population in the 2 small cul de sacs which were designed and intended for low density, quiet single family homes. Access is incredibly poorly planned off the steep right of way which vehicles struggle to get up in the winter with larger vehicles, such as ambulances and delivery vehicles often simply not able to navigate the right of way at all in the winter. This is an incredibly poorly thought out access plan that would be a safety issue. A new location must be found. The site is not suitable.	3/11/2021 7:05 PM
16	I feel that this Care Facility is not suited for this neighbourhood. The entire facility will be built on a hill. Most seniors want flat easy walking access to their homes and amenities. They will have to drive or be shuttled to any shopping in this area. In addition, even walking in the neighbour will be a challenge for most seniors. Most of the neighbour are working families or recently retired that are very active.	3/11/2021 5:58 PM
17	I have some concerns with the parking & traffic this larger complex will bring, the current zoning & sizing is even debatable. I'm not apposed to the senior complex, my concern is for the larger size (over triple what the development was initially intended) and lack of parking for this many units. The hills in both directions do not provide seniors with active outdoor options. I state this as our parents are looking into the Heritage complex due to the flat surfaces & roads in that area. I hope there are considerations for exiting onto Asquith or a lane through as the transfer station on weekends already poses an issue with us exiting & returning to our homes on saddleback,	3/11/2021 5:27 PM
18	This monstrosity does not belong in a single family home neighborhood and is a massive eyesore. You can bet the city will be hearing opposition to this.	3/11/2021 5:25 PM
19	Too [REDACTED] big. No consideration for the character of the neighborhood in a cul de sac [REDACTED] off.	3/11/2021 3:57 PM
20	Not suitable or feasible for that location. Would look like a monstrosity with no such other buildings even close to in the area.. Blocks views and enjoyment for other owners in the immediate area and would be dangerous to that street in the event of evacuation procedures if necessary.	3/8/2021 12:25 AM
21	If this proposal gets approved we will be leaving this community. The community we have chosen to raise our small kids and had hoped to remain here for the long term. The proposal includes the use of the existing laneway access to our house, therefore the increase in traffic will greatly increase the noise and congestion of our laneway in which we PAY to have the snow cleared from. And making it unsafe for kids. We are 100% opposed to this proposal. Should the proposal remove the use of the existing laneway as access for the development we may reconsider. We can assure you, everyone in the area will respond in the same manner.	3/1/2021 1:25 PM
22	I sincerely hope this development does not proceed and devalue the entire community. I understand that the land needs to be developed but to put a 'residential hotel' on an otherwise quiet street doesn't seem to align with the overall community plan.	3/1/2021 12:16 PM
23	DO NOT agree with adding an additional level to the original submitted proposal	2/26/2021 4:23 AM
24	Beautiful	2/24/2021 10:51 AM
25	Our culdesac is way too small and access not appropriate for this proposal. The land is not zoned for the use for which you are applying. While congregate housing may be suited for appropriately zoned locations, this is not the place for it. Asquith Road is already very busy with the transfer station. Your proposal, if approved, would add an enormous amount of traffic between residents, staff, and visitors, not to mention medical personnel and emergency vehicles that would likely frequent the housing. Aside from traffic, I do not understand how other infrastructure, such as water, sewer could support the proposed number of residents.	2/23/2021 12:35 PM
26	I'm not sure this is a great location for Seniors.. the hills are steep to get around and the bus on Asquith offers no shelters.. this area of Roads isn't serviced well in Winter.	2/21/2021 6:57 PM
27	Not a good fit for this neighborhood. Will devalue homes already here.	2/21/2021 6:55 AM

## The Williston

28	It's not the appropriate location for a seniors' residence.	2/20/2021 12:34 PM
29	Area not suitable for senior's needs.	2/20/2021 12:26 PM
30	The present rock grade will not allow the "grass" frontage as presented in the proposal without severe blasting which will be a danger to existing residences. The existing neighborhood would be better served if the access to the development was on the east side instead of the west. Far too many units for the room on the parcel of land.	2/16/2021 9:01 PM
31	Too many units. Completely changes the character of a cul de sac. Too much traffic. No on street parking. Blasting. No amenities for seniors to get outside and enjoy.	2/16/2021 7:11 PM
32	Please do not build in saddleback. Take your project to a neighborhood that would flow better and would have the space for it.	2/16/2021 7:06 PM
33	As a home owner on Saddleback Way, there are "many" children who use the easement laneway, and bottom end Saddleback Way cul de sac to safely play at, riding bikes, etc. There is a safety concern with substantial increase in traffic and especially during the lengthy construction phase. Secondly, those of use that own property on the upper easement also own, pay taxes, and maintenance costs on each of our respective sections of the private road way. As this is also considered a fire access lane to our respective lots/properties, it must be recognized both during and after the construction phase that our laneway be kept clear at all times, absolutely no speeding, and respect for the safety and security of the property owners. I do recognize that residents would have a legal right of way/access. Myself in consultation with our block watch leader, have suggested that we post the laneway easement that gives access to the upper laneway, as a private property laneway which it is, to limit authorized use only. Further, I hope that the laneway that exits at the west end is not used for transport of heavy materials nor the removal of such, as we the property owners are responsible for any repair costs. I will be trying to establish the load weight limit as some sections of asphalt are showing some fracturing. Thank You Brian Gunderson 2438 Saddleback Way [REDACTED] [REDACTED]	2/16/2021 7:01 PM
34	Concerns about only one entrance that will affect a quiet private lane way. Concerns about commercial vehicles driving down private lane way. The residents are responsible for any repairs and the pavement may not be thick enough to handle all the heavy commercial vehicles.	2/16/2021 6:24 PM
35	This area is too small to support more traffic	2/16/2021 6:22 PM
36	This proposal is absurd for the property. This is a small quiet residential area. The size is this development is outrageous. The land is home to bald eagle nests, western red bat and marmots, all of which are protected species. The easement is not suitable for this caliber of development and puts the current homes at risk should there be emergency personnel that needs to access. The grade of the land/sidewalk along saddleback is unsuitable for seniors and they would have to cross Asquith and stand along the road with no sidewalk to gain bus access. Seniors development is needed but I will fight tooth and nail to not have it be this magnitude. It is not in the best interest of the neighborhood, seniors or the wildlife that inhabits this area.	2/16/2021 6:18 PM
37	I'm not apposed to senior housing. I'm apposed to the number of units you are proposing for the area.	2/16/2021 6:17 PM





CITY OF WEST KELOWNA  
PLANNING DEPARTMENT



ATTACHMENT: 4

FILE NO.: Z 20-11

GIS Notification Mail  
Map  
(Z 20-11)

Legend

Landmarks

- Cemetery
- City Hall
- Community Centre
- Dam
- Fire Hall
- Museum
- RCMP
- School
- Tax Parcels

Basemap Parcel Type

- Ownership
- Land Strata
- Building Strata
- Common Property
- Crown Land
- Lease
- Park
- Road Right-Of-Way
- Walkway
- Common Access



Scale 1 : 5,000

Notes

0 127 254 Meters

Map Projection: NAD\_1983\_UTM\_Zone\_11N

© City of West Kelowna

Map Produced on: 3/31/2021 9:14:14 AM



This map has been produced by the City of West Kelowna's Geographic Information System. The data provided is derived from a variety of sources with varying levels of accuracy. The City of West Kelowna makes no warranty or representation, expressed or implied, with the regard to the correctness, accuracy and/or reliability of the information contained herein.



#1 May 17, 2021  
@ 10:16 PM

**Meg Jacks**

---

**From:** Mike Porter <[REDACTED]>  
**Sent:** May 17, 2021 10:16 PM  
**To:** City of West Kelowna Submissions  
**Cc:** Mike Porter  
**Subject:** File Z 20-11 re: 2416 Saddleback Way Development

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Please confirm receipt of this email.

We live directly across from the proposed development on Saddleback Way, and while we do not oppose a Congregate Housing development, we adamantly do oppose the sheer size of it, specifically the outrageous number of units being potentially added to our cul-de-sac.

Saddleback Way is home to 32 homes from one end to the other, and offers a quiet, peaceful neighbourhood with little to no concerns about traffic or noise. We purchased our home here because we wanted to live in a quiet, peaceful neighborhood with little to no traffic, so our kids and neighbours can safely enjoy being out in the neighbourhood, without having to worry about a 300% increase in traffic at all hours of the day and night.

Our children and our neighbourhood children can currently play outside in our cul-de-sac without having to worry about hundreds of additional vehicle trips per month coming and going up and down Saddleback Way. Constructing a 107-unit apartment style building for seniors will completely change the peace and quiet character of our family-oriented cul-de-sac, potentially quadrupling the number of residences. Our kids will no longer be able to play outside on their bicycles or scooters.

The proposed development of 107 units provides seriously inadequate on-site parking for tenants, guests and relatives of potential residents. If one were to drive by The Heritage development on Brown Road, council will notice that (post-construction) on-street parking usage is still incredibly high. There are rarely any on-street parking spaces available and their parking lots are full (I drive by daily).

While Saddleback Way does allow on street parking, we ask the City to come and see what the crest of Saddleback Way would look like from a safety aspect as cars round the hill, to the top of the hill. It is a blind summit, and our children will definitely be at risk. Our neighbours walking their pets will be at risk. Will the developer install speedbumps to slow vehicles as they come up into our quiet cul de sac?

The "road study" completed for the City and presented to the locals (a small table indicating an additional 18 cars per day - really?) did not include the additional increase in taxis, shuttle buses, emergency vehicles, visitors, employees and delivery vehicles which will completely change the character of the neighborhood. There was no mention of demographics in the study (who exactly would be coming and going?), and the numbers presented were completely unprofessional and did not communicate true, realistic data to the attendees.

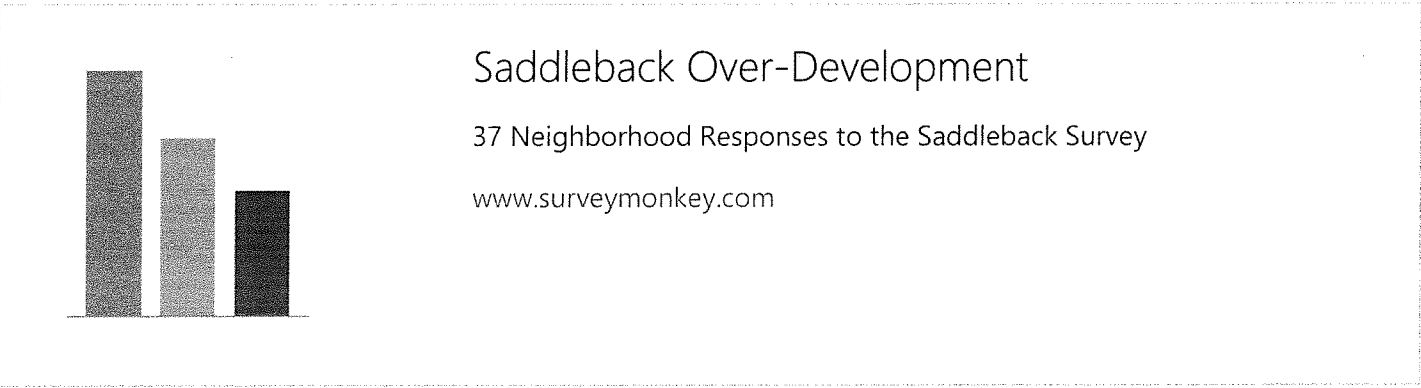
We also add that the ramp leading up to the proposed development is incredibly steep. While the developer has offered to widen the access point, in the winter months we have observed cars and trucks backing up to

our front lawn, to take a run at the access lane, and fail to get up in the winter, over and over, even with regular plowing. It is a significant hazard and obstacle, for residents and emergency vehicles. Further to above, how will seniors get out and about in the neighborhood (we are above the snow line up here).

There were also discussions from the Developer to help with transit service being added to the Asquith/Saddleback turnoff. We would ask Council to come up for a visit on any Saturday or Sunday to try and squeeze through the traffic lined up at the transfer station. Even with flagging crews there regularly, the risk of an accident would be compounded significantly with seniors trying to negotiate a huge gauntlet of traffic. Significant risk to everyone on foot.

Lasty, we surveyed the neighborhood using Survey Monkey, and found that the majority of our neighbours also oppose this development. The link to the results is here <https://www.surveymonkey.com/results/SM-CV3C37389/>

Please print the attached survey for council to review as part of this submission.



K Michael Porter  
2419 Saddleback Way  
West Kelowna BC  
V4T2Z6

# 2 May 18, 2021  
@ 12:07 PM

**Meg Jacks**

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**From:** Paul Chelli [REDACTED]  
**Sent:** May 18, 2021 12:07 PM  
**To:** City of West Kelowna Submissions  
**Cc:** teresa  
**Subject:** Zoning Amendment Bylaw no. 154.102, Til No Z20-11

Regarding the Saddleback Way Development Proposal "Site Specific Zoning Text Amendment in order to allow Congregate Housing as a permitted use on the subject property for a proposed senior's housing development", at 2416 Saddleback Way, West Kelowna, Lot 41, DL 703, ODYD, Plan KAP88313, We are opposed to this and outline our concerns below.

My wife and I have resided at 2425 Saddleback Way, West Kelowna since 2015 and later in a legal suite since 2018.

When we first moved to 2425 Saddleback Way to occupy the main residence until the suite was constructed, we were pleased to hear that the neighbourhood would remain quiet and low density,

1. Potential damage to homes as a result of blasting and the recourse residents will have. Can the City assure that the blaster and developer carry sufficient insurance to protect the homeowners property as a result of potential damage from blasting?
2. Will access and egress to our cul-de-sac neighbourhood be impacted during construction and blasting? What will the duration of blasting be? We do not have to point out that there is only one access road in and out of our neighbourhood. If road access is obstructed during construction and blasting, this impacts the residents ability in getting to work, school, medical appointments, etc, let alone firetrucks and/or ambulances ability to access the neighbourhood in the event of an emergency.
3. Will staff and residents of the housing unit be parking along Saddleback Way? This road becomes a hazard in the winter with the buildup of ice and snow. Will snow removal and winter road maintenance be increased by the City of West Kelowna? If not, we foresee accidents, injuries and insurance claims.
4. What will the estimated increase in traffic be, including emergency vehicles, delivery vehicles, staff and residential vehicles be if approved? Compare this to the Heritage on Brown Road where parking is near impossible in and around that site.
5. Has a survey or study been done to determine the willingness of seniors to live in a housing unit that is up on a hill and not within reasonable walking distance to amenities?
6. As this is currently a quiet family neighbourhood and children ride their bicycles on the road, their safety will also be impacted.

As residents of the neighbourhood, we support a maximum of 14 private dwellings at 2416 Saddleback Way, West Kelowna, BC.

We strongly encourage that Council does not approve this Zoning Text Amendment.

Sincerely,



#3

May 19, 2021  
@ 8:21 AM

**Meg Jacks**

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**From:** Geoff Sawyer [REDACTED]  
**Sent:** May 19, 2021 8:21 AM  
**To:** City of West Kelowna Submissions  
**Subject:** File Z 20-11 re: 2416 Saddleback Way

From: Geoff Sawyer and Nancy Harkness  
2437 Saddleback Way,  
West Kelowna, BC  
V4T 3H3

We are adamantly opposed to the proposed development on Saddleback Way based on the following:

- We are a quiet Cul de Sac with many young families, the increase in traffic will ruin the quiet nature of our neighborhood
- With the increase in traffic, the safety of the children in the neighborhood will be at risk
- The increase in noise as a result of the proposed project (vehicles, air conditioning, buses, deliveries) will a detriment to the neighborhood
- With one way in and one way out we have concerns from an emergency standpoint (fire etc)
- We have all invested in our properties and the proposed development will negatively impact this investment
- The view from the houses above will be impeded. Considering that this is a major value feature, again negative impact on investment
- Major concern with the required blasting. The close proximity to homes will surely impact the home structures. Regardless of the blasting companies insurance, in the event of our homes being damaged why should homeowners have to absorb the risk of chasing compensation. Further to this, the potential of major structural damage to our homes (cracked foundations etc.) is beyond an inconvenience. Specifically high impact repairs potentially requiring major demo and repair to both inside and outside of our properties.



# 4 May 19, 2021 @ 11:51 AM

**Meg Jacks**

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**From:** Kelsey Galbraith [REDACTED]  
**Sent:** May 19, 2021 11:51 AM  
**To:** City of West Kelowna Submissions  
**Subject:** Attn: City Clerk, File Number (Z 20-11)

Attn: City Clerk, File Number (Z 20-11)  
James & Kelsey Galbraith  
2405 Saddleback Way  
West Kelowna, BC V4T 2Z6

We are submitting our opposition to the proposed development on 2416 Saddleback Way as it is currently being proposed. This property sits among a small, quiet cul-de-sac community of West Kelowna residents that take great pride in our neighborhood and value in our homes. When most of the residents in our area purchased our homes the property was zoned as low density residential, a factor that was taken into consideration when purchasing our property. The zone amendment being proposed is in stark contrast to what was previously zoned for this property. This is not a reasonable location for congregate housing. There is one road in and out of Saddleback community with no option to build a second, and this congregate housing greatly increases the traffic for our community putting our children and residents at risk.

The property itself is not conducive to this type of congregate building. The area is extremely rocky and sloped and would require a vast amount of blasting to be done to build such a property. This will cause extensive damage to the homes nearby. There is no debate that West Kelowna lacks in seniors' housing; however, large congregate housing for seniors or for any reason is best suited to flat property that is easy to build on. There are multiple areas of West Kelowna that are more conducive to this type of building. A smaller less than 20 unit or townhome dwelling would be more suited to this space. This would still allow to offer housing to seniors without the major impact of such a large-scale development.

The area is also not suited for senior development because of its location and the logistics of the area. If you have ever been up here in the winter or in the middle of summer, you will know that walking up and down Asquith is not an option for many healthy individuals, let alone many seniors that are in their retirement phase of life. Even if they are capable of walking this area, there is little to no businesses within walking distance.

As you are all aware on council, Asquith and Shannon Lake Road and Shannon Way are a high danger zone for traffic and pedestrians. Extensive work must be done to make this area safer. Any given day one takes their own lives in their hand to try to turn left off Asquith onto Shannon Lake Road or to cross the street as a pedestrian. The volume of traffic and the speed of traffic has greatly increased in the past few years, and until major extensive work is done on the road system in Shannon Lake area, any development of this proportion should be not approved. The developer keeps saying that seniors' development will have minimal traffic, but yet they seem to completely ignore the fact that this magnitude of development will have extensive staffing needs and this will only increase the traffic on these already dangerous roads and the staff will be coming in and out right at the prime high volume times of morning and evening rush hour. To approve such a development when there is already so much work that needs to be done in this area would be ignorant to the safety of residents of West Kelowna.

Lastly, as a personal note, the developer seems to have no regard for our community already. Multiple times they have been seen looking at the property and parking completely over the sidewalk blocking it entirely so that my children must ride their bikes and scooters around their truck from one part of the sidewalk to the other. There is no need for this. There is an entire street to park along (which they seem to recognize when defending their parking needs for the development). They turn around in our driveways and were condescending to Saddleback residents' voices during the Zoom meeting they held. As a developer their only concern is to make money. I hope that as elected council for our city you will put residents needs and safety above a developer wanting to make money.

As I stated earlier, there is no objection to the fact that this type of congregate housing is needed in West Kelowna. This is just not the location for such a development. I hope that you as elected council will consider and research what our area truly is and see that this development and zoning amendment as it is being proposed is not rational for the location.

Sincerely,

James & Kelsey Galbraith

# 5 May 19, 2021  
2:11 PM

**Meg Jacks**

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**From:** Bonnie Damery [REDACTED]  
**Sent:** May 19, 2021 2:11 PM  
**To:** City of West Kelowna Submissions  
**Subject:** File Z 20-11

Bonnie and Cecil Damery  
2401 Saddleback Way

We are apposed to this zoning amendment.

This entire neighbour is all on a downward slope or on a hill. An elderly Congregate Housing complex is not suited in this location.

There are no amenities or shopping for seniors to walk too. This means all the resident are going to have to drive or be shuttled every where.

Parking will be a nightmare. We have been told that parking stalls will be leased. Let's be realistic, who is going to pay to park when they can park for free on the street.

The Heritage on Brown is a prime example of what is going to happen here. No one, parks in the underground parkade. Everyone park on the side streets.

The hill is a nightmare, in the winter. Even the garbage trucks get stuck going up to the top of Saddleback. We had the truck take out the stop sign on the corner of Saddleback Place and Saddleback Way.

It seems like this is a done deal. On May 18th, BC Hydro checking the lines from Asquith to the top of Saddleback Way. No notice given to the neighbourhood.

It wasn't BC Hydro was fixing a power outage and or conducting their annual inspection. There were at least 10 workers including the flaggers. Seems like overkill for regular maintenance. They were really inspecting the lines for this zoning amendment. So much for notifying the residents within a 1000 meters. No one knocked on our door to say they would be on our property.

Last week someone cleared some landscaping rocks on our property. Once again, no one came to our door to tell us what they were doing.

I am all for senior housing but this is just not the area for it.

Thank you  
Bonnie & Cecil Damery



# 6 May 20, 2021  
@ 10:20PM

Attention: City Clerk, File Number (Z 20-11)

From: William and Janice Cheetham  
2425 Saddleback Way, West Kelowna V4T 3H3

Submission for input to City Council considering the Zoning Amendment for 2416 Saddleback Way  
for Council Meeting May 25, 2021

Dear Sirs:

Please be advised that William and Janice Cheetham are against the zoning amendments and the proposed development at 2416 Saddleback Way.

We would like the council to consider in their deliberations, the following points regarding the proposed development.

1. When we purchased the property we were advised by the area developer that this parcel of land would be developed for approximately 14 to 20 townhouses. The current development proposal of 107 units far exceeds the expectations we had for seen when we purchased our retirement home. This development, if approved will totally change the nature of this neighbourhood.
2. Every multiunit development in West Kelowna has parking issues. One only has to look at Elliot road as an example where cars now line the street day and night because not enough parking has been demanded for these developments. The proposed number of parking spots for the development at 83% is no where near enough. This neighbourhood is quite with children riding bikes etc, This will come to an end when the street becomes lined with cars. If this development is approved, then at least demand 100 to 125 % parking stalls for tenants and enough parking for guests and employees. At minimal we have not seen any employee or guest parking proposed. If the parking is not required in the future, then have them develop the parking in a way that it can be turned into Pickle Ball courts in the future. Construction Parking is also an issue and again we want to see on site parking for ALL trades at the site to keep traffic out of the neighbourhood. At this point we have heard of some proposed onsite parking but nothing has been clarified to say how much construction traffic would park on site. When I came to council for the suite development in my house, I had to provide 100% on site parking for my development, this proposed development should be no different. The proposed development has chosen this property for this development to take advantage of the views. The lot is situated at the apex of a hill. Any senior that is not in good shape will not be able to walk in the neighbourhood because it will require walking up a major hill in any direction taken from the site. There are no stores or shopping nearby that anyone could walk to from this site. This means that the likely hood of the number of parking spots required in the future from people giving up their cars in this development is a falsehood and another reason more parking should be demanded from the developers.
3. Blasting. Has anyone looked at the proposed layouts and the actual rock structures at the site. You can visibly see the drilling lines that were used for the original blasting holes at site on the 8 meter rock faces. The amount of rock to be removed will require blasting and/or major jack hammering to remove the rock. This puts the neighbourhood houses at great risk for flying rock damage and foundation and basement floor cracking. We do not want this development to go ahead but if it is approved by this council, then we will be asking the city to ensure our home's foundation and basement floors are not damaged by shock waves from the blasting that will occur on this site.

4. The road corner this development is on is a blind corner when coming up Saddleback Way. The increase in traffic to proposed entrance will only increase chances of an accident happening. The proposed access is a laneway that was never designed for the amount of traffic. Approval of this development should only be given if the developer moves the access to the site to the east end of the property. The only reason this has not been considered is the cost of the rock removal required. Instead the easy way out has been chosen which has a much more deleterious affect on our home and neighbourhood. Our neighbourhood should not be ruined to save the developer money for a development that is not wanted by the residents.

**Meg Jacks**

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# 7 May 20, 2021  
@ 10:20 PM

**From:** Greg Wilson [REDACTED]  
**Sent:** May 20, 2021 10:20 PM  
**To:** City of West Kelowna Submissions  
**Cc:** Greg Wilson  
**Subject:** Zoning amendment bylaw no 154.102

City of West Kelowna Council

Before making any decision or approval of Lot 41, DL 703 , ODYD , Plan KAP88313 we simply ask that each of you take a drive up to our neighbourhood, get out of your vehicle and walk the area. Perhaps talk to the residents. In doing so we think you will come to the same conclusion that this neighbourhood does not suit Congregate Housing. Seriously ask yourselves if you would welcome such a massive development in your back yard. We think all of us agree that seniors need to be taken care of without a doubt. This just is not the appropriate area to do so. Staff , residents & visitors will not adhere to on site parking therefore turning Saddleback way into the same mess adjacent to the Carrington project and Elliot road buildings. Simply put we , and I'm sure others ,did not buy into this neighbourhood to be inedited with extra traffic , noise and volumes of pedestrian traffic that this development will bring. As suggested by the developer It is not fair to compare this neighbourhood to other areas where they have built such a facility. This is West Kelowna. It is suppose to be a community of neighbourhoods and families not big corporation funded mega housing within neighbourhood designated areas. Further to this subject a large corporation whom is proposing this development will not have the same interest in mind as local tax paying home owners presently do. Bottom line Corporate is in it to make money. For these reason's we are strongly opposed to Congregate Housing on Saddleback Way. Again we ask council to look in the mirror and seriously ask themselves if you would want to live next door to this proposed development.

Another subject that council needs to look at regardless of any development on the subject property. The laneway which we live on is and was built for residents of this lane ONLY. It is not for access to subject property during construction or after for residents, they have their own access. All our property markers include the lane. Use of this lane for any other reason than residents who own property on the lane is not welcomed. I suggest Council seriously addresses this issue.

Best regards,

Greg Wilson  
2434 saddleback Way.



## PUBLIC HEARING REPORT

To: Paul Gipps, CAO

Date: May 25, 2021

From: Jayden Riley, Planner II

File No: Z 20-04

Subject: **Z 20-04; OCP Amendment Bylaw No. 0100.61 and Zoning Amendment Bylaw No. 0154.94 (Public Hearing); Goats Peak, Block C**

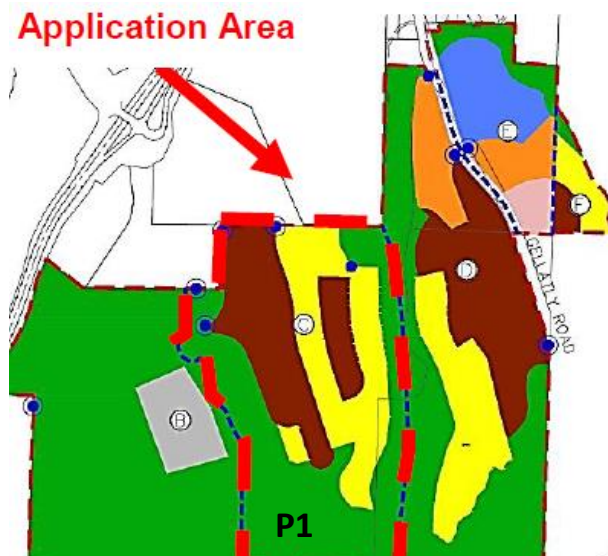
### BACKGROUND

The subject application is the first phase of the Goat's Peak Comprehensive Development Plan (CDP). Since the adoption of the CDP, the applicant has refined their plan for Block C and is proposing to amend the OCP land use designations and concurrently rezone the subject properties. The proposed amendments are intended to accommodate approximately 60 single family residential lots and 82 single family or duplex lots, and 42 townhouse units in the Goats Peak / Gellatly neighbourhood.

### ADDITIONAL INFORMATION FOR PUBLIC HEARING

#### Remnant Parkland

Staff have been in discussion with the developer regarding future dedication of the remnant Parks and Open Space (P1) land proposed by the rezoning (*Figure 1*). The Parks Department has identified the parkland as a potentially valuable public asset that would provide passive recreation opportunities and connectivity to future trails in Block D and Goats Peak Regional Park. Parkland dedication would occur at time of subdivision with conditions established at 3<sup>rd</sup> Reading to ensure public access is accommodated, such as a vehicle staging area. Further discussion with the developer regarding these conditions are still ongoing. More information will be provided at 3<sup>rd</sup> Reading regarding long term ownership and maintenance.



**Figure 1:** Block C remnant park (P1) land (in green)



### Transit Stop

Upon further discussion with BC Transit and the Ministry of Transportation and Infrastructure regarding the public transit stop for the Gellatly South interchange, it was determined to defer this off-site improvement to a later phase of the Goats Peak development (*Figure 2*). The reason for deferment is due to the subject property and surrounding area not meeting BC Transit's population density threshold to fully service a transit stop at this location; therefore, a transit stop will be considered in the subsequent Block D development phase, while other frontage works at the site entrance will still be required at time of subdivision. Staff will recommend a covenant is registered at 3<sup>rd</sup> Reading to consider the transit stop off-site improvement at time of Block D rezoning.



**Figure 2:** future transit stop to be considered in subsequent phases

### Archaeological

An Archeological Overview Assessment and Preliminary Field Reconnaissance was completed for the project area following 1<sup>st</sup> and 2<sup>nd</sup> Reading. The report identified two areas of potential (AOP). As a result, the report recommended that any development within these portions of the project area that includes ground disturbance should be subject to an Archaeological Impact Assessment (AIA). An AIA requires a Heritage Inspection Permit issued by the Provincial Archeological Branch which may require additional work based on the results.

The applicant has since applied for a Heritage Permit. Staff will recommend that a S.219 no build / no disturb covenant is registered on the property as a condition of zoning, with removal subject to the recommendations of the AIA. This is not anticipated to affect the rezoning.

### Public Notification

In accordance with the *Local Government Act*, an advertisement has been published within the local newspaper advising residents of the Public Hearing and how to make a submission. Also, in accordance with the Development Application Procedures Bylaw No.



0260, 57 notices have been mailed to property owners and tenants within 100 m of the subject property. At the time of writing this report, no submissions have been received.

#### **COUNCIL REPORT / RESOLUTION HISTORY**

<b>Date</b>	<b>Report Topic / Resolution</b>	<b>Resolution No.</b>
December 8, 2021	<b>THAT</b> Council give Official Community Plan Amendment Bylaw No. 0100.61, 2020 and Zoning Amendment Bylaw No. 0154.94, 2020; and <b>THAT</b> Council direct staff to schedule the bylaws for public hearing.	<b>C311/20</b>

#### **REVIEWED BY**

Brent Magnan, Planning Manager

Mark Koch, Director of Development Services

Shelley Schnitzler, Legislative Services Manager/Corporate Officer

#### **APPROVED FOR THE AGENDA BY**

Paul Gipps, CAO

#### **Attachments:**

1. Official Community Plan Amendment Bylaw No. 0100.61
2. Zoning Amendment Bylaw No. 0154.94
3. 1<sup>st</sup> and 2<sup>nd</sup> reading report (File: Z 20-04)

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**CITY OF WEST KELOWNA**

**BYLAW NO. 0100.61**

**A BYLAW TO AMEND "OFFICIAL COMMUNITY PLAN BYLAW NO. 0100"**

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WHEREAS the Council of the City of West Kelowna desires to amend "CITY OF WEST KELOWNA OFFICIAL COMMUNITY PLAN BYLAW NO. 0100" under the provisions of the *Local Government Act*.

THEREFORE BE IT RESOLVED that the Council of the City of West Kelowna, in open meeting assembled, hereby enacts as follows:

1. Title

This Bylaw may be cited as "CITY OF WEST KELOWNA OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW NO. 0100.61, 2020".

2. Amendments

"Official Community Plan Bylaw No. 0100" is hereby amended as follows:

2.1 By changing the land use designations on a portion of Lot A DLs 3187, 4056 and 4231 ODYD Plan 40803 Except Plan 43135 from:

- Low Density Multiple Family to Parks and Natural Areas;
- Low Density Multiple Family to Single Family Residential;
- Parks and Natural Areas to Low Density Multiple Family;
- Parks and Natural Areas to Single Family Residential;
- Single Family Residential to Low Density Multiple Family; and
- Single Family Residential to Parks and Natural Areas.

2.2 By changing the zoning on a portion of The South ½ of DL 3187 ODYD Except Plans 40803 and KAP45531 from Parks and Natural Areas to Single Family Residential.

2.3 By depicting the change on "Official Community Plan Bylaw No. 0100 Schedule "1" (Official Community Plan Land Use Designation Map).

READ A FIRST AND SECOND TIME THIS 8<sup>TH</sup> DAY OF DECEMBER, 2020  
 PUBLIC HEARING HELD THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2020  
 READ A THIRD TIME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2020  
 ADOPTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2020.

\_\_\_\_\_  
MAYOR

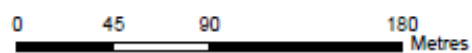
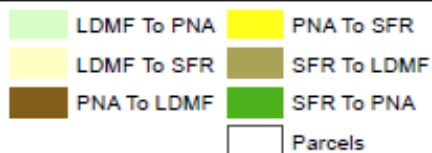
\_\_\_\_\_  
CITY CLERK



# SCHEDULE '1' of BYLAW NO. 0100.61

Date: 26/11/2020

L 4056



Path: H:\DEVELOPMENT SERVICES\PLANNING\3360\_Zoning & Rezoning\20 Applications\2020Z 20-04 Goats Peak (Block C)\Mapping\SCHEDULE A OCP.mxd

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**CITY OF WEST KELOWNA**

**BYLAW NO. 0154.94**

**A BYLAW TO AMEND "ZONING BYLAW NO. 0154"**

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WHEREAS the Council of the City of West Kelowna desires to amend "CITY OF WEST KELOWNA ZONING BYLAW NO. 0154" under the provisions of the *Local Government Act*.

THEREFORE BE IT RESOLVED that the Council of the City of West Kelowna, in open meeting assembled, hereby enacts as follows:

1. Title

This Bylaw may be cited as "CITY OF WEST KELOWNA ZONING AMENDMENT BYLAW NO. 0154.94, 2020".

2. Amendments

"Zoning Bylaw No. 0154" is hereby amended as follows:

2.1 By changing the zoning on a portion of Lot A DLs 3187, 4056 and 4231 ODYD Plan 40803 Except Plan 43135 from Rural Resource Zone (RU5) to:

- Single Detached Residential (R1);
- Duplex Residential (R2);
- Low Density Multiple Family (R3);
- Residential Large Parcel Zone (RU4); and
- Parks and Open Space Zone (P1).

2.2 By changing the zoning on a portion of The South ½ of DL 3187 ODYD Except Plans 40803 and KAP45531 from Rural Residential Large Parcel Zone (RU4) to Single Detached Residential (R1) and from Residential Large Parcel Zone (RU4) to Parks and Open Space Zone (P1).

2.3 By depicting the change on "Zoning Bylaw No. 0154 Schedule B" (Zoning Bylaw map).

READ A FIRST AND SECOND TIME THIS 8<sup>TH</sup> DAY OF DECEMBER, 2020

PUBLIC HEARING HELD THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2020

READ A THIRD TIME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2020

ADOPTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2020.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK



# SCHEDULE 'A' of BYLAW NO. 0154.94

Date: 24/11/2020



- |  |   |   |
|--|---|---|
| <span style="display:inline-block; width:20px; height:10px; background-color:yellow; border:1px solid black;"></span> RU5 To R1    | <span style="display:inline-block; width:20px; height:10px; background-color:lightcoral; border:1px solid black;"></span> RU5 To R3 | <span style="display:inline-block; width:20px; height:10px; border:2px solid orange;"></span> Zoning Boundary |
| <span style="display:inline-block; width:20px; height:10px; background-color:yellow; border:1px solid black;"></span> RU4 To R1    | <span style="display:inline-block; width:20px; height:10px; background-color:lightgreen; border:1px solid black;"></span> RU4 To P1 | <span style="display:inline-block; width:20px; height:10px; border:1px solid black;"></span> Parcels          |
| <span style="display:inline-block; width:20px; height:10px; background-color:lightblue; border:1px solid black;"></span> RU5 To R2 | <span style="display:inline-block; width:20px; height:10px; background-color:darkgreen; border:1px solid black;"></span> RU5 To P1  |   |

0 75 150 300 Metres







## COUNCIL REPORT

To: Paul Gipps, CAO

Date: December 8, 2020

From: Chris Oliver, Planner III

File No: Z 20-04

Subject: **Z 20-04; Official Community Plan Amendment Bylaw No. 0100.61 and Zoning Amendment Bylaw No. 0154.94 (1st & 2nd), Highway 97 S (Goats Peak Block C)**

### RECOMMENDATION

**THAT** Council give first and second reading to Official Community Plan Amendment Bylaw No.0100.61, 2020 and Zoning Amendment Bylaw No. 0154.94, 2020; and

**THAT** Council direct staff to schedule the bylaws for public hearing.

### STRATEGIC AREA(S) OF FOCUS

Economic Growth and Prosperity (Strategic Plan Priorities 2020-2022)

### BACKGROUND

The subject application is for the first phase of the Goat's Peak Comprehensive Development Plan (CDP). Since the adoption of the CDP the applicant has refined their plan for Block C and is proposing to amend the Official Community Plan land use designations and concurrently rezone the subject properties. The proposed amendments will facilitate approximately 60 single family residential lots and 82 single family or duplex lots, and 42 townhouse units in the Goats Peak/ Gellatly area.

### PROPERTY DETAILS

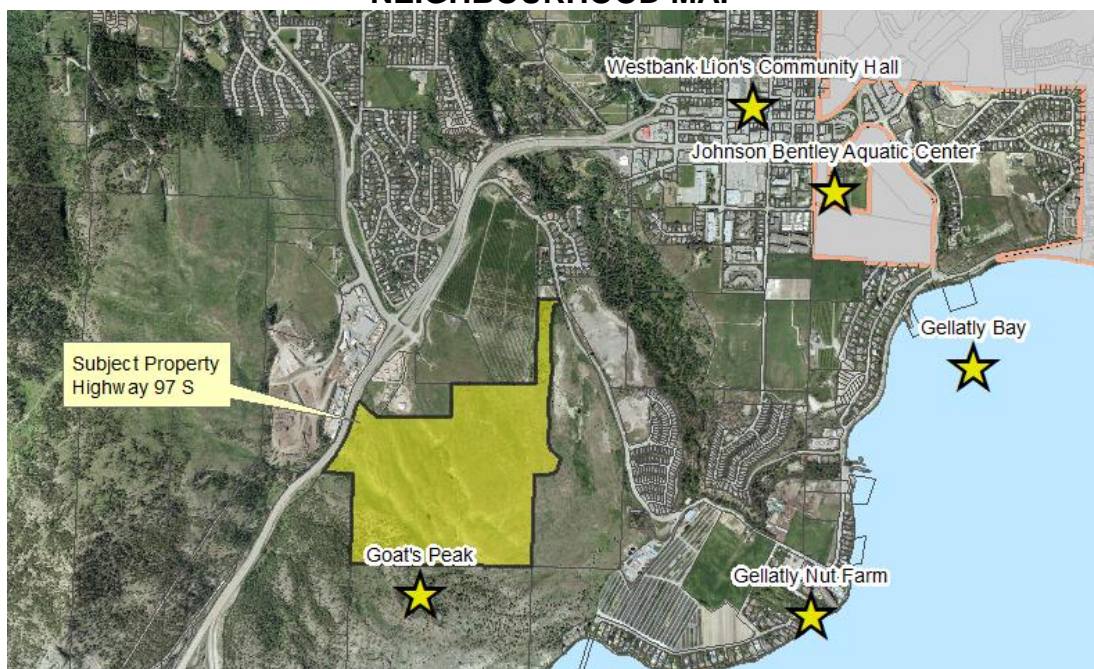
<b>Address</b>	Highway 97S (no municipal address) and 4012 Gellatly Road S		
<b>PID</b>	013-282-794 and 011-397-390		
<b>Folio</b>	36415236.100 and 36414569.000		
<b>Lot Sizes</b>	161.314 acres (652815 sqm) and 68.382 acres (276732 sqm)		
<b>Owner</b>	Goats Peak Lot A Holdings And Goats Peak South Half Holdings	<b>Agent</b>	Brad Clifton (Emil Anderson)
<b>Current Zoning</b>	Rural Resource Zone (RU5) and Rural Residential Large Parcel Zone (RU4)	<b>Proposed Zoning</b>	Single Family Residential (R1), Duplex Residential (R2), Low Density Multiple Family (R3), and Parks and Open Space (P1)

<b>Current OCP</b>	Single Family Residential, Low Density Multiple Family, and Parks and Natural Areas	<b>Proposed OCP</b>	Single Family Residential, Low Density Multiple Family, and Parks and Natural Areas
<b>Current Use</b>	Vacant	<b>Proposed Use</b>	Residential
<b>Development Permit Areas</b> Hillside, Wildfire, and Sensitive Terrestrial Ecosystem			

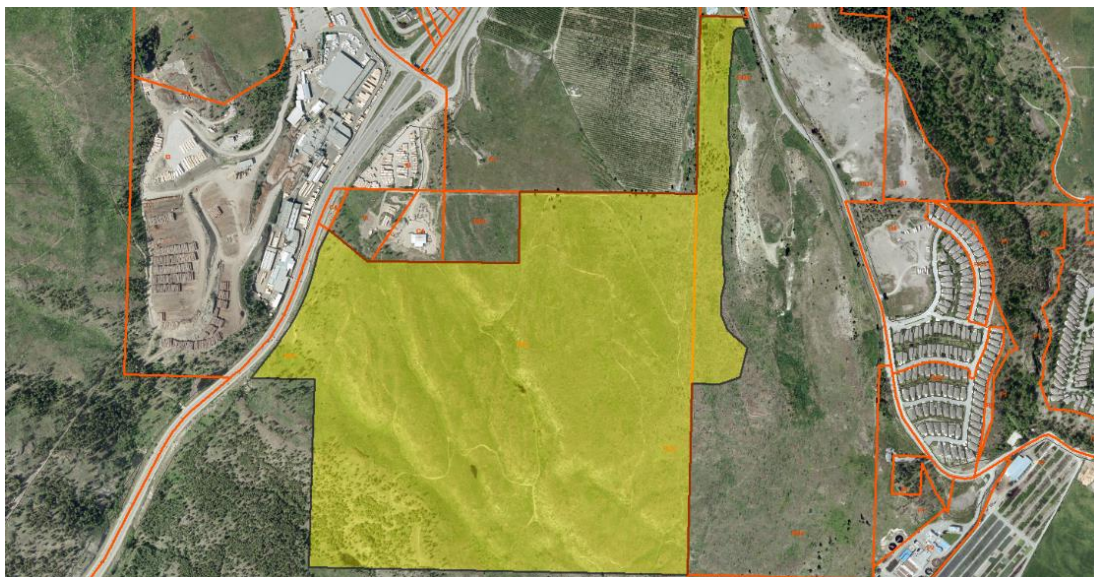
### ADJACENT ZONING & LAND USES

<b>North</b>	^	Agricultural and Single Family Residential
<b>East</b>	>	Rural Residential Large Parcel
<b>West</b>	<	Rural Resource
<b>South</b>	v	Goats Peak Regional Park

### NEIGHBOURHOOD MAP



### PROPERTY MAP





The Goats Peak Comprehensive Development Plan outlines the development of a large area above the Northwest shore of the Okanagan Lake at the Southern boundary of the City of West Kelowna. The development area consists of four separate lots located adjacent to Gellatly Road, near the Glenrosa interchange. The concept for the area includes a diverse range of uses with a phased development and includes approximately 933 units (Figure 1).

### Proposal

Block C is one of the five areas identified in the CDP which has been brought forward for an OCP amendment and rezoning. The proposal includes changes to the location of land use designations proposed in the Goat's Peak CDP, and corresponding Zoning Bylaw amendments. The changes are primarily comprised of shifting of single detached residential and low-density multiple family units in Block C (Figure 2)

The proposed rezoning specifically consists of rezoning from RU5 – Rural Resource Zone and RU4 – Rural Residential Large Parcel Zone to (Figure 3):

- Single Detached Residential (R1)
- Duplex Residential (R2)
- Low-density Multiple Family (R3)
- Park and Open Space (P1)

## **DISCUSSION**

### Policy and Bylaw Review

*Official Community Plan (OCP) Bylaw No. 0100*  
Land Use Designation – The proposed amendments are consistent with the land uses proposed as part of the Goats Peak CDP. The proposal includes a swap of Single Family Residential land use areas with Low Density Multiple Family. The Goats Peak CDP identified that this area could accommodate up to 245

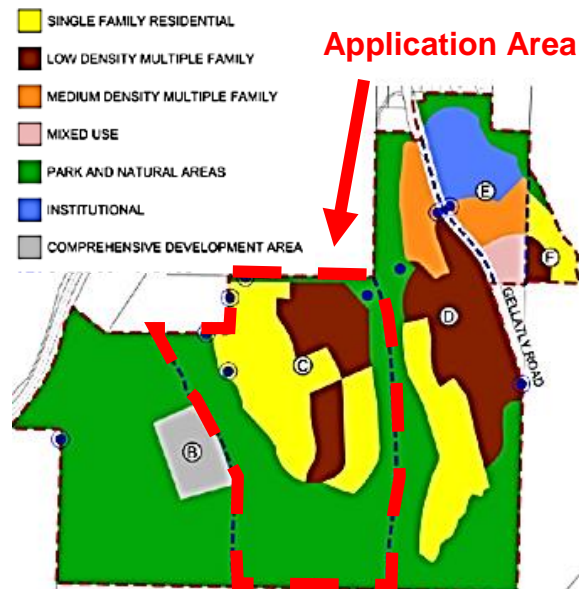


Figure 1. Original CDP Block C

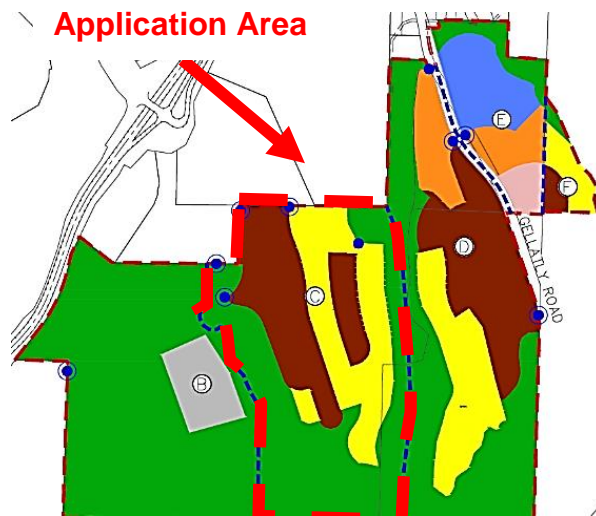


Figure 2. Revised Block C

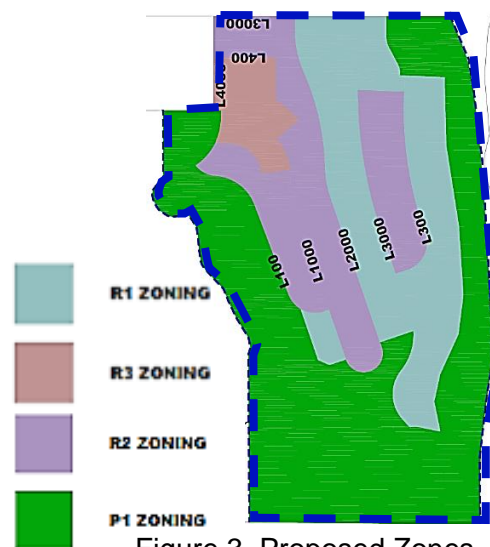


Figure 3. Proposed Zones

units and the applicant has identified through the proposed amendment that this area would accommodate approximately 184 residential units. Based on the number of identified units, the swap does not increase the overall density that was envisioned for the area through the CDP process.

**Development Permit Areas** – The subject property is located within the Hillside, Wildfire, and Sensitive Terrestrial Ecosystem Development Permit areas. Should the property be rezoned, the applicant would be required to address the Development Permit requirements as part of the future subdivision.

#### *Comprehensive Development Plan (CDP)*

The Goats Peak CDP was initiated in 2013 and adopted in 2017. Similar to other CDPs, the intent is to set a guiding framework for the development of the entire CDP area. In the Goats Peak CDP, Block C was envisioned as the initial phase of development and outlined various objectives that were considered as part of the establishment of the CDP. Key examples of these objectives include:

- Long-term protection of the environmental values of Goat's Peak will be paramount in the development planning for the site.
- Any development approval of Goat's Peak will encourage the provision of community trail connections, environmental protection, and parkland opportunities.
- Development must consider and strive to protect the visual sensitivity of the site.
- Development proposals must include safe emergency access/egress.

In addition to the objectives included in the CDP, specific criteria were also established and to be considered as part of the development of Block C including:

- A 1.87 hectare area intended to account for the majority of the parkland dedication requirements for the entire development will be dedicated during the development of Block C.

*While a review of Block E with the City and SD 23 has taken place, the locations of the school site, athletic fields, and access to Block F are currently unknown. In order to address these requirements, a covenant can be registered to ensure the parkland dedication requirements for subdivision are met while also providing a degree of flexibility for the City and the School District.*

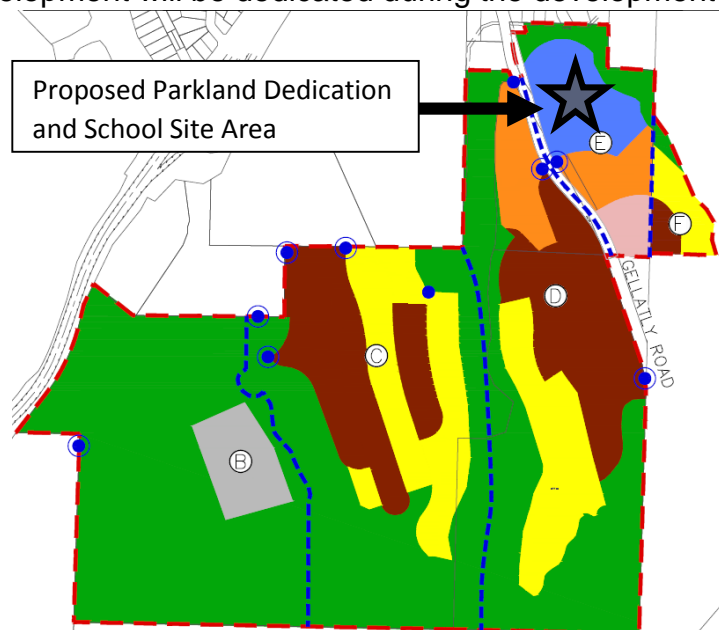


Figure 4. Proposed Parkland Dedication and School Site Area

- A blanket agreement over Block E will be established providing School District 23 the first right of refusal to purchase the site for the identified ~1.3 ha school site location in Block E (Figure 4).

*A right of first refusal will be required to be executed by the property owner and School District 23 for the area identified in Block F as part of this application.*

- A road right of way providing access to Block F will be provided during the development of Block C, in coordination with the dedication of land for athletic fields in Block E.

*Similar to the parkland dedication requirement, with the unknown location of the uses in Block E, a blanket Road Reserve will be registered to ensure the intent of the CDP's requirement for access to Block F is met.*

- The establishment of an agricultural buffer to the land to the north of Block C.  
*In order to accommodate the revisions to the proposed land uses, the applicant has also revised the agricultural buffer. The revised buffer achieves the same objectives as originally presented and will be required to be installed as part of subsequent processes and protected through a covenant (Figure 5 and Attachment 3).*

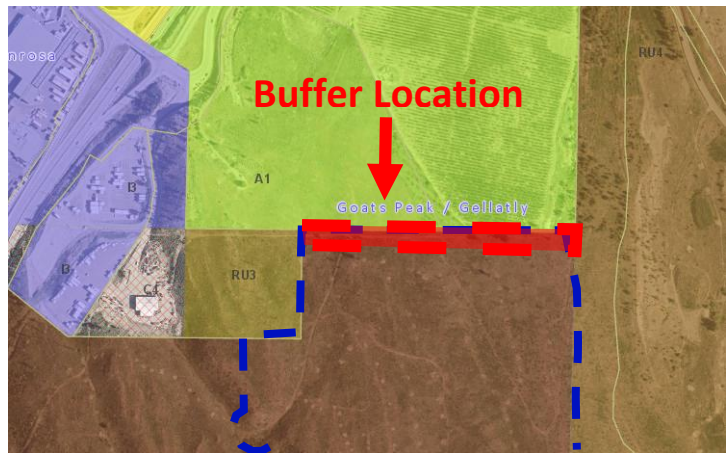


Figure 5. Agricultural Buffer Location

- That after the development of 100 units in Block C, an emergency access will be constructed in order to provide a second route in and out of Block C.

*A covenant will be required to ensure that once the development exceeds 100 units, a second emergency access will be required. The general location has been identified and would require a subsequent review and approval prior to construction (Figure 6).*

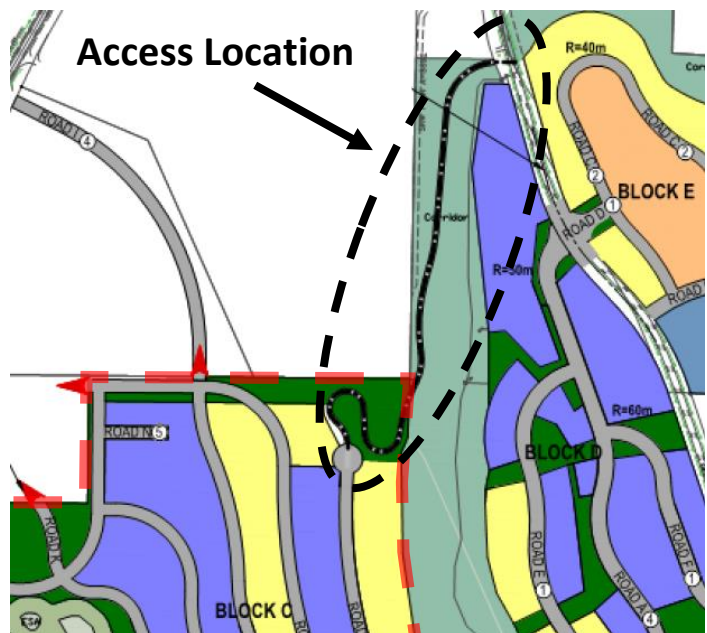


Figure 6. Emergency Access



### *Zoning Bylaw No. 0154*

The proposed Single Detached Residential (R1) Zone is intended to accommodate low density single detached residential use on parcels of land that are 550 m<sup>2</sup> and larger. The proposed Duplex Residential Zone (R2) is intended to accommodate single detached residential and duplex residential uses. The Low Density Multiple Residential (R3) Zone is intended to accommodate multiple residential in low density house form which includes duplex and townhouse forms. The Parks and Open Space Zone is intended to accommodate parks and natural areas for recreation and associated uses. All three zones have varying regulations (see comparisons in Table 1 below).

**Table 1. Zoning Regulations Comparison**

<b>Regulations</b>	<b>RU4 Zone</b>	<b>RU5 Zone</b>	<b>R1 Zone</b>	<b>R2 Zone</b>	<b>R3 Zone</b>
<b>Parcel Area</b>	4.0 ha	30.0 ha	550 m <sup>2</sup>	800 m <sup>2</sup>	1000 m <sup>2</sup>
<b>Frontage</b>	30.0 m	30.0 m	16.0 m	18.0 m	30.0 m
<b>Parcel Coverage</b>	10%	10%	40%	40%/ 35% (SFD)	40%
<b>Building Height</b>	12m for dwelling	12m for dwelling	9.0 m (3 storeys)	9.0 m (3 storeys)	9.0 m (3 storeys)
<b>Setbacks</b>					
<b>Front</b>	6.0 m	6.0 m	4.5 m/ 6.0 m (garage)	4.5 m/ 6.0 m (garage)	4.5 m/ 6.0 m (garage)
<b>Rear</b>	9.0 m	10.0 m	3.0 m	3.0 m	7.5 m
<b>Interior Side</b>	4.5 m	4.5 m	1.5 m	1.5 m	3.0 m
<b>Exterior Side</b>	4.5 m	4.5 m	4.5 m/ 6.0 m (garage)	4.5 m/ 6.0 m (garage)	4.5 m/ 6.0 m (garage)
<b>Agricultural</b>	15.0m/ 9.0 m <u>w</u> buffer	15.0m/ 9.0 m <u>w</u> buffer	15.0m/ 9.0m w buffer	15.0m/ 9.0m <u>w</u> buffer	15.0m/ 18.0m for the third storey

As highlighted in the OCP section above, the proposed land uses are consistent with what was proposed during the development of the CDP. The proposal includes a range of housing options that will achieve a key housing objective of the City which is to encourage a range of housing choices by type and tenure in West Kelowna's neighbourhoods.

### Parkland and Open Space

As identified in the CDP, there is a large portion of Block C that is intended to be maintained as open space. The proposal includes ~16.47 ha open space and generally encompasses environmentally sensitive and undevelopable areas (Figure 7). In accordance with the Park Land Acceptance Policy, the City considers these lands remnant lands:

“Remnant Land” means land that has not been developed through the development process because it was identified as undevelopable, unusable, or undesirable due to the presence of certain topographic, geologic, geographic, or environmental features and associated liabilities.

To manage the creation of remnant lands through the development process, and to ensure remnant lands are not unintentionally acquired through tax sale, in accordance with the Policy, the City shall require the identified remnant lands:

- (a) Be attached to, or remain part of an abutting parcel that is not defined as remnant land, whereby ensuring remnant lands remain privately held and are connected to lands which maintain value for development.
- (b) Be designated as lands unsuitable for future development through the OCP amendment and rezoning. Refinements to the boundary are anticipated to be further delineated. This recognizes each process requires a varying degree of accuracy.
- (c) Be protected and have restrictions, as determined by and to the satisfaction of the City, to limit future land use that is subject to the existing hazards.

A referral was sent to the RDCO and the remnant lands have been briefly discussed through that process. Currently, the RDCO has not provided a formal comment for the application and has not stated any interest in the remnant lands. Additional information will be provided prior to the public hearing.

#### Trails and Connectivity

The proposed OCP amendments and rezoning have influenced the layout of Block C and necessitated a change to the previously identified trails plan. While the revisions are minor, the updated plan provides a clear indication for the expectation that the developer provides a variety of connectivity options for existing and future residents (Figure 7). The key points of connectivity for Block C are to the Goat's Peak Regional Park to the south, the existing trail network that connects to Gellatly Road, and future development blocks. While the plan will likely be refined during subsequent development, it is important to highlight that the applicant shares the recognition

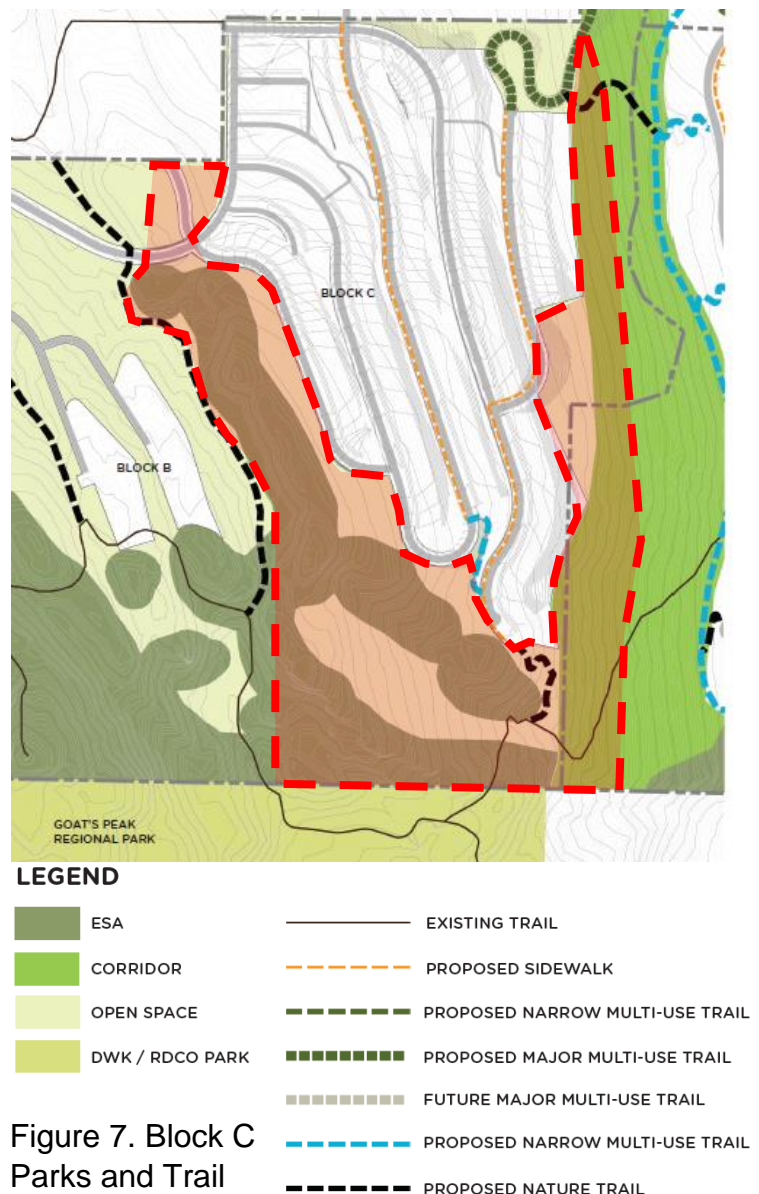


Figure 7. Block C  
Parks and Trail  
Map

that these trails are a key amenity to existing and future residents. These works will be secured through a covenant and statutory right of way that ensure the works or a portion of the works occur with subsequent phases of subdivision.

### Technical Review

A detailed review of the servicing for Block C has been provided. There have been no significant concerns or issues identified for this phase of the CDP area.

#### *Servicing - Water*

No required upgrades to the City's existing water system are required for Block C. Important considerations for the proposed water system include:

- The watermain from the northerly boundary of Block C, across the adjacent agricultural parcel and Highway 97 to the tie-in at Glenway Court is recommended to be included as a condition of rezoning; and
- A petition to join the City's Local Area Water Service (Council approval) is required.

The off-site improvements will be secured through a covenant, and the water system petition would be brought forward concurrently if subsequent readings are given to the proposed Amendment Bylaws.

#### *Servicing – Sanitary*

No required sanitary improvements to existing City infrastructure have been identified as part of the development of Block C. Additional review by the Regional District of the Central Okanagan is underway and additional comments will be provided if the Amendment Bylaws advanced to public hearing.

#### *Servicing – Stormwater*

The proposed stormwater management plan includes interim solutions until development in Block D advances. The proposed method of addressing stormwater on the site is to construct a temporary detention pond on a flat bench in Block D with an overland overflow ditch to Gellatly Road. These off-site works may include improvements to Gellatly Road (i.e. ditching, erosion control, curbing, and a piped system) downstream of the proposed development. These off-site works will be secured through a covenant as part of the rezoning.

#### *Servicing – Additional Review*

As part of the overall servicing of the greater CDP area and future development blocks, additional review and discussions with the applicant will be required to determine the off-site improvements to existing infrastructure systems that are required. These discussions are ongoing to ensure that any required improvements are discussed early in the process.

#### *Transportation and Access*

An updated assessment has been prepared by Urban Systems and reviewed by the City's consulting transportation engineer. Key areas of discussion have been focused on the

involvement of the Ministry of Transportation and Infrastructure, and BC Transit. As part of this review, it has been identified that additional discussions between the four parties will need to take place to ensure that all transportation-related impacts are identified. The preliminary review has generally identified the need for various off-site improvements including a main access road connection (Road I) to Gellatly Road, the installation of a transit stop and shelter, off-site sidewalk connection, right-turn channel at the Glenrosa overpass, and turn lanes to access the development (Figure 8).

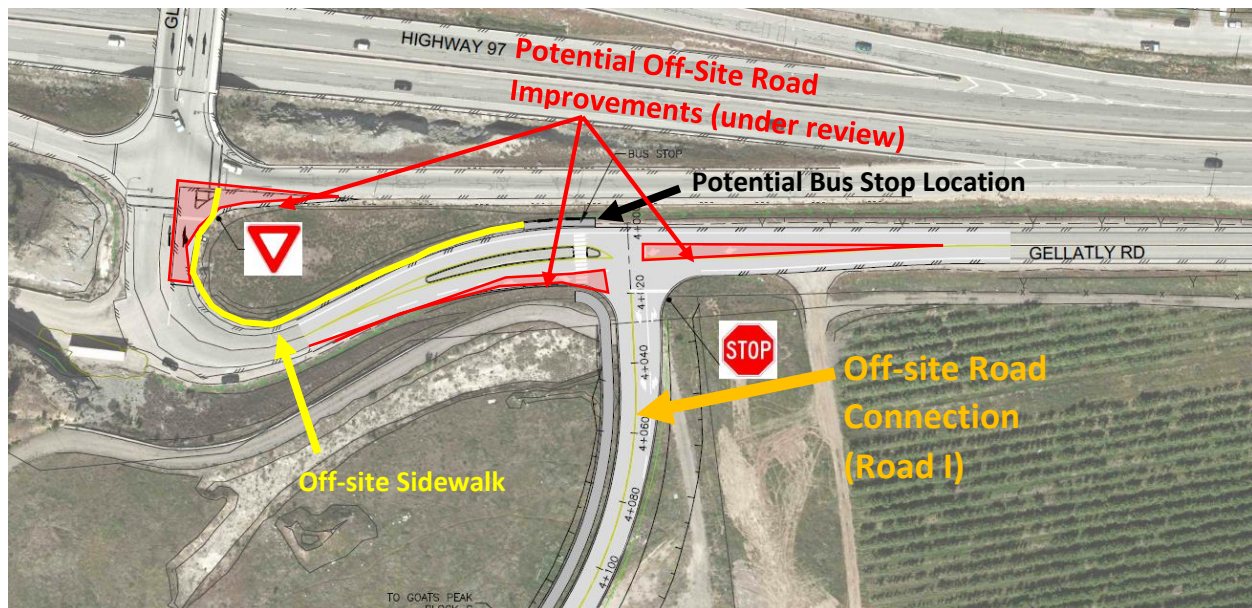


Figure 8. Identified Off-Site Improvements and Road I to Gellatly Road

Once additional comments have been received and reviewed by each partnering agency the information gathered will be presented to Council at or prior to the public hearing.

#### *Wildfire Mitigation*

A wildfire hazard assessment was submitted with the application and identifies that Block C is located in a high threat area. The report generally identifies that through a treatment prescription, the area can be suitable for development. Similar to the other requirements identified as part of this application, it is anticipated that a condition to reduce this hazard threat to low to moderate for the entire Block C area will be required and applied as part of subsequent development processes.

#### *Geotechnical*

A geotechnical review was submitted that notes that “the site is considered safe for the intended use.” In addition to the site suitability statement, a landslide assurance statement has also been provided. The report also highlights that some additional considerations to geotechnical issues including slope stability, rockfall hazard, etc. will be required during the design and construction phase (subsequent DP and subdivision).

#### *Environmental*

An environmental impact assessment was submitted as part of the CDP that identifies impacts from development are generally low to moderate: loss and fragmentation of wildlife habitat and ecosystems is relatively low, but cumulative effects of abundant

development in the area that pose barriers to ecological connectivity are significant. However, appropriate measures that provide for species movement and ecosystem connectivity in surrounding areas should afford adequate mitigation.

The key mitigation recommendations are to protect and enhance the environmental values of the surrounding areas (particularly the ESAs), and to conserve and restore the limited ecological connectivity that exists in the area, including the identified Wildlife / Ecosystem Corridors (particularly at the north and south ends of development along Gellatly Road). In accordance with these recommendations, a significant portion (~16.47 ha) of Block C is being preserved as open space. If the development progresses through to subdivision, a development permit addressing the ecological, hillside, and form and character considerations would be required. At that time, more specific reporting and recommendations for works surrounding these ESAs will be required.

#### *Archeological*

As a requirement of the CDP, it was identified that the City will require an Archeological Assessment at time of rezoning. An assessment is currently underway, additional information will be presented at the public hearing if Council advances the Amendment Bylaws.

#### Referral Responses

**Advisory Planning Commission (APC)** – The APC considered the application on September 23, 2020 and provided the following recommendation:

***THAT** the APC recommends support for file Z 20-04, Official Community Plan Amendment Bylaw No. 100.61 and Zoning Amendment Bylaw No. 154.94 (Goats Peak) as presented.*

**Agricultural Advisory Committee (AAC)** – The AAC considered the application on October 1, 2020 and provided the following recommendation:

***THAT** the AAC support the application (Z 20-04) as presented with consideration given to consultation of appropriate buffers between the residential community and the agricultural operations.*

In the discussion, the AAC noted the importance of ensuring future owners are adequately notified that they are surrounded by active agricultural operations and would be subject to common nuisances (air cannon, pest spray, helicopters, etc.). The identified method for addressing these concerns is through the registration of an agricultural protection covenant on title.

#### Public Notification

Two notice of application signs have been placed on the subject property in accordance with the Development Application Procedures Bylaw No. 0260. Should the application receive first and second reading, a public hearing for the application will be scheduled.



## CONCLUSION

Council may choose to consider the following as part of the consideration for giving first and second reading:

- Residential policies encourage the sensitive integration of different housing forms in all residential growth areas in support of neighbourhood diversity and healthy communities;
- The proposed application is generally consistent with the land uses that were considered for Block C as part of the Goats Peak CDP process;
- The future development permit process will address hillside and environmental mitigation, as well as form and character for any proposed townhouse units;
- The proposal includes buffering from adjacent agricultural lands; and
- A public hearing will allow residents to provide input regarding the proposal.

## COUNCIL REPORT / RESOLUTION HISTORY

Date	Report Topic / Resolution	Resolution
February 14, 2017	THAT Council give third reading as amended and adopt City of West Kelowna OCP Bylaw No.0100.40, 2016	C149/17
November 22, 2016	Public Hearing held.	n/a
October 11, 2016	THAT Council give first and second reading to City of West Kelowna OCP Bylaw No. 0100.40, 2016; and THAT Council direct staff to schedule the bylaw amendment for public hearing.	C341/16
July 26, 2016	THAT Council direct staff to proceed with the associated bylaw amendments to the OCP upon completion of the following: 1) Further identification, size and location details for proposed neighbourhood commercial, school and park sites; and 2) Associated timing for the dedication of park land.	C274/16
October 23, 2013	THAT Council approve the terms of reference for the preparation of the Goat's Peak / Gellatly Comprehensive Development Plan.	C380/13

### Alternate Motion:

**THAT** Council postpone first and second reading to Official Community Plan Amendment Bylaw No.0100.61, 2020 and Zoning Amendment Bylaw No. 0154.94, 2020.

Should Council postpone consideration of the proposed Amendment Bylaws, further direction to staff on how to proceed is requested.



## **REVIEWED BY**

Brent Magnan, Planning Manager

Mark Koch, Director of Development Services

Shelley Schnitzler, Legislative Services Manager/Corporate Officer

## **APPROVED FOR THE AGENDA BY**

Paul Gipps, CAO

Powerpoint: Yes ☒ No ☐

### **Attachments:**

1. Official Community Plan Amendment Bylaw No. 0100.61
2. Zoning Amendment Bylaw No. 0154.94
3. Landscape Buffer Plan

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**CITY OF WEST KELOWNA**

**BYLAW NO. 0100.61**

**A BYLAW TO AMEND “OFFICIAL COMMUNITY PLAN BYLAW NO. 0100”**

---

WHEREAS the Council of the City of West Kelowna desires to amend “CITY OF WEST KELOWNA OFFICIAL COMMUNITY PLAN BYLAW NO. 0100” under the provisions of the *Local Government Act*.

THEREFORE BE IT RESOLVED that the Council of the City of West Kelowna, in open meeting assembled, hereby enacts as follows:

1. Title

This Bylaw may be cited as “CITY OF WEST KELOWNA OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW NO. 0100.61, 2020”.

2. Amendments

“Official Community Plan Bylaw No. 0100” is hereby amended as follows:

2.1 By changing the land use designations on a portion of Lot A DLs 3187, 4056 and 4231 ODYD Plan 40803 Except Plan 43135 from:

- Low Density Multiple Family to Parks and Natural Areas;
- Low Density Multiple Family to Single Family Residential;
- Parks and Natural Areas to Low Density Multiple Family;
- Parks and Natural Areas to Single Family Residential;
- Single Family Residential to Low Density Multiple Family; and
- Single Family Residential to Parks and Natural Areas.

2.2 By changing the zoning on a portion of The South ½ of DL 3187 ODYD Except Plans 40803 and KAP45531 from Parks and Natural Areas to Single Family Residential.

2.3 By depicting the change on “Official Community Plan Bylaw No. 0100 Schedule “1” (Official Community Plan Land Use Designation Map).

READ A FIRST AND SECOND TIME THIS \_\_\_\_ DAY OF \_\_\_\_, 2020  
PUBLIC HEARING HELD THIS \_\_\_\_ DAY OF \_\_\_\_, 2020  
READ A THIRD TIME THIS \_\_\_\_ DAY OF \_\_\_\_, 2020  
ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_, 2020.

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MAYOR

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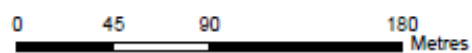
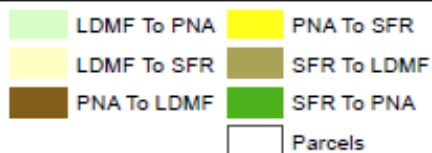
CITY CLERK



# SCHEDULE '1' of BYLAW NO. 0100.61

Date: 26/11/2020

L 4056



Path: H:\DEVELOPMENT SERVICES\PLANNING\3360\_Zoning & Rezoning\20 Applications\2020Z 20-04 Goats Peak (Block C)\Mapping\SCHEDULE A OCP.mxd

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**CITY OF WEST KELOWNA**

**BYLAW NO. 0154.94**

**A BYLAW TO AMEND "ZONING BYLAW NO. 0154"**

---

WHEREAS the Council of the City of West Kelowna desires to amend "CITY OF WEST KELOWNA ZONING BYLAW NO. 0154" under the provisions of the *Local Government Act*.

THEREFORE BE IT RESOLVED that the Council of the City of West Kelowna, in open meeting assembled, hereby enacts as follows:

1. Title

This Bylaw may be cited as "CITY OF WEST KELOWNA ZONING AMENDMENT BYLAW NO. 0154.94, 2020".

2. Amendments

"Zoning Bylaw No. 0154" is hereby amended as follows:

2.1 By changing the zoning on a portion of Lot A DLs 3187, 4056 and 4231 ODYD Plan 40803 Except Plan 43135 from Rural Resource Zone (RU5) to:

- Single Detached Residential (R1);
- Duplex Residential (R2);
- Low Density Multiple Family (R3);
- Residential Large Parcel Zone (RU4); and
- Parks and Open Space Zone (P1).

2.2 By changing the zoning on a portion of The South ½ of DL 3187 ODYD Except Plans 40803 and KAP45531 from Rural Residential Large Parcel Zone (RU4) to Single Detached Residential (R1) and from Residential Large Parcel Zone (RU4) to Parks and Open Space Zone (P1).

2.3 By depicting the change on "Zoning Bylaw No. 0154 Schedule B" (Zoning Bylaw map).

READ A FIRST AND SECOND TIME THIS \_\_\_\_ DAY OF \_\_\_\_, 2020

PUBLIC HEARING HELD THIS \_\_\_\_ DAY OF \_\_\_\_, 2020

READ A THIRD TIME THIS \_\_\_\_ DAY OF \_\_\_\_, 2020

ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_, 2020.

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MAYOR

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CITY CLERK



# SCHEDULE 'A' of BYLAW NO. 0154.94

Date: 24/11/2020



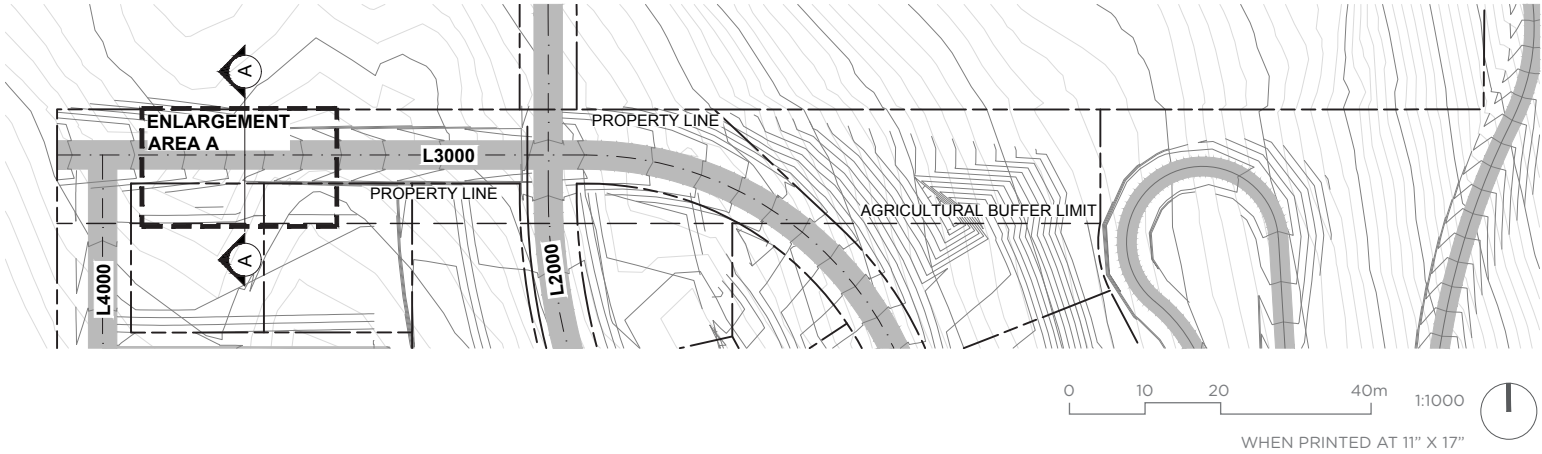
- RU5 To R1
- RU4 To R1
- RU5 To R2
- RU5 To R3
- RU4 To P1
- RU5 To P1
- Zoning Boundary
- Parcels

0 75 150 300 Metres

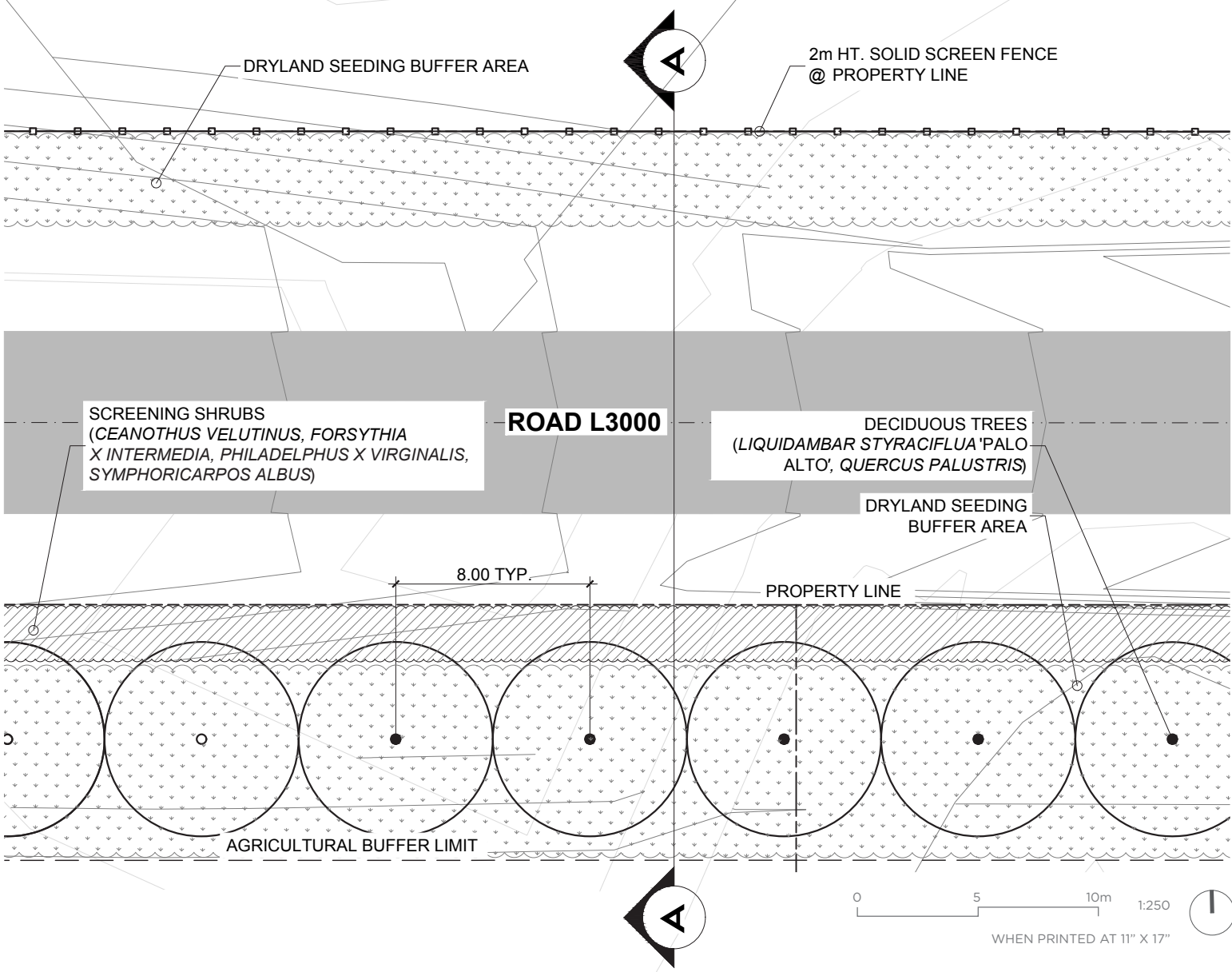




KEY PLAN:



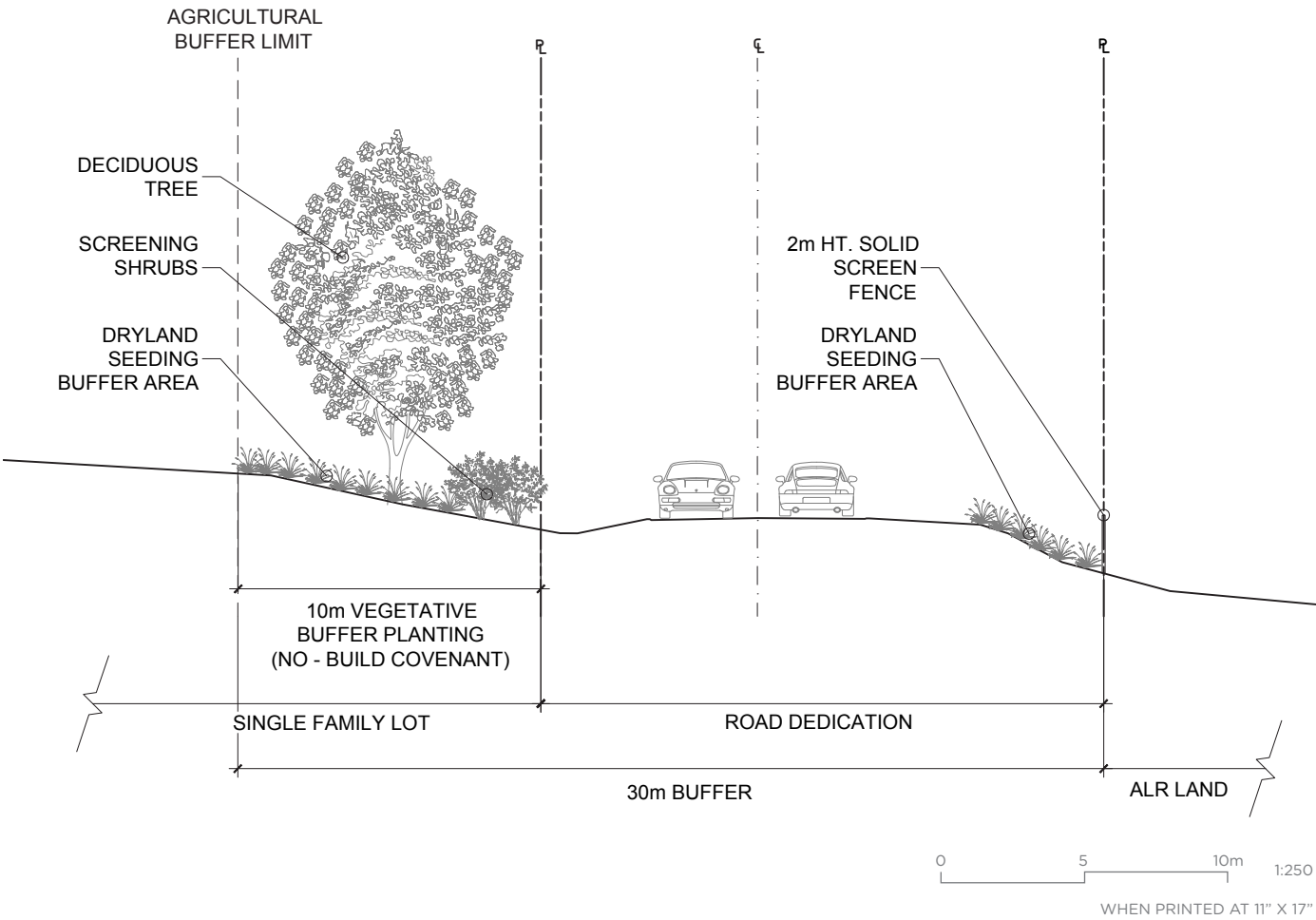
PLAN:



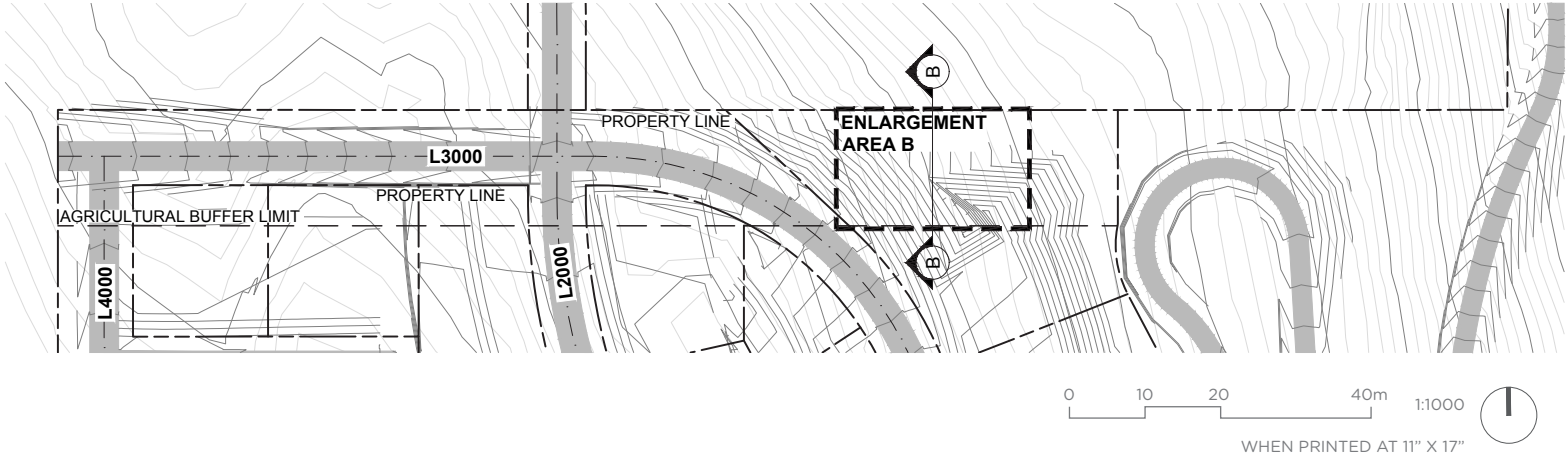
PLANT LIST:

TREES			
Botanical Name	Common Name	Size/Spacing	Root
<i>Liquidambar styraciflua</i> 'Palo Alto'	American sweet gum	6cm Cal.	B&B
<i>Quercus palustris</i>	Pin oak	6cm Cal.	B&B
SHRUBS			
Botanical Name	Common Name	Size/Spacing	Root
<i>Ceanothus velutinus</i>	Snowbrush	#1 Pot/1.5m O.C.	Potted
<i>Forsythia x intermedia</i>	Border forsythia	#1 Pot/1.5m O.C.	Potted
<i>Philadelphus x virginalis</i>	Mock orange	#1 Pot/1.5m O.C.	Potted
<i>Symphoricarpos albus</i>	Common snowberry	#1 Pot/1.5m O.C.	Potted

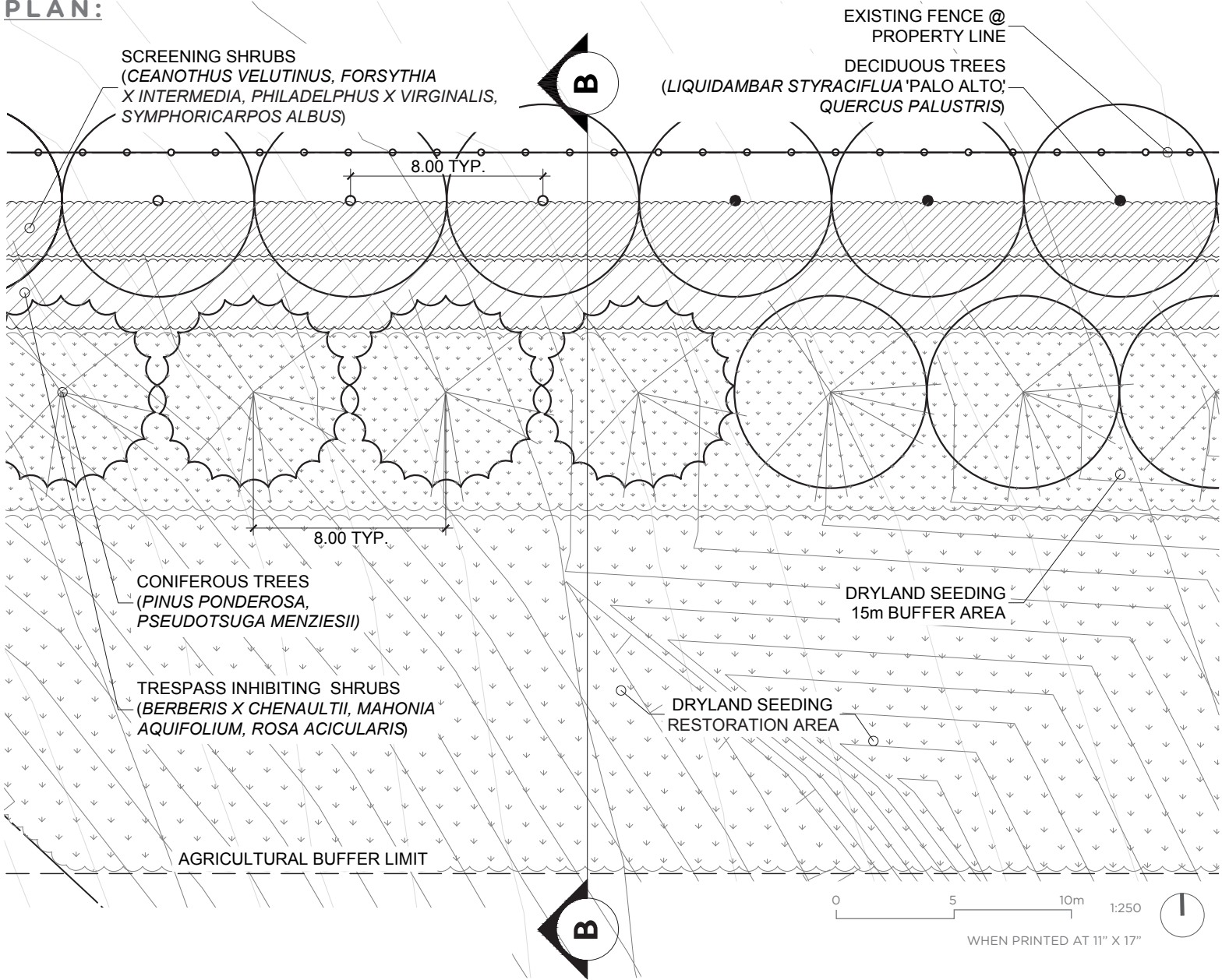
SECTION:



KEY PLAN:



PLAN:



PLANT LIST:

TREES			
Botanical Name	Common Name	Size/Spacing	Root
<i>Liquidambar styraciflua</i> 'Palo Alto'	American sweet gum	6cm Cal.	B&B
<i>Pinus ponderosa</i>	Ponderosa pine	1.8m Ht.	B&B
<i>Pseudotsuga menziesii</i>	Douglas fir	1.8m Ht.	B&B
<i>Quercus palustris</i>	Pin oak	6cm Cal.	B&B
SHRUBS			
Botanical Name	Common Name	Size/Spacing	Root
<i>Berberis x chenaultii</i>	Chenault barberry	#1 Pot/1.5m O.C.	Potted
<i>Ceanothus velutinus</i>	Snowbrush	#1 Pot/1.5m O.C.	Potted
<i>Forsythia x intermedia</i>	Border forsythia	#1 Pot/1.5m O.C.	Potted
<i>Mahonia aquifolium</i>	Oregon grape	#1 Pot/1.5m O.C.	Potted
<i>Philadelphus x virginialis</i>	Mock orange	#1 Pot/1.5m O.C.	Potted
<i>Rosa acicularis</i>	Prickly rose	#1 Pot/1.5m O.C.	Potted
<i>Symphoricarpos albus</i>	Common snowberry	#1 Pot/1.5m O.C.	Potted

SECTION:

