



## DEVELOPMENT SERVICES COUNCIL REPORT

To: Mayor and Council

Date: September 26, 2023

From: Paul Gipps, CAO

File No: Z 22-08

Subject: **Z 22-08; Zoning Amendment Bylaw No. 0265.12, 2023 (Second Reading); 2741 Auburn Road**

Report Prepared By: Jayden Riley, Planner III

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**RECOMMENDATION** to Consider and Resolve:

**THAT** Council give second reading to Zoning Amendment Bylaw No. 0265.12, 2023; and

**THAT** Council direct staff to schedule a public hearing regarding the proposed amendment bylaw.

### **STRATEGIC AREA(S) OF FOCUS**

**Pursue Economic Growth and Prosperity** – We will work with stakeholders throughout the region to advocate for and support efforts aimed at helping West Kelowna businesses prosper. With a focus on the future, we will advance opportunities to expand our economy, increase employment, and develop the community in ways that contribute towards prosperity for all.

### **BACKGROUND**

This zoning amendment bylaw received first reading on February 14, 2023. At that meeting, Council directed staff to schedule the bylaw for second reading subject to further traffic analysis to determine necessary off-site improvements to mitigate intersection failure and safety concerns near the surrounding site and the steps required to initiate those improvements. The results of the traffic analysis were presented at the time of second reading on July 25, 2023 (Attachment 1) where Council postponed second reading pending additional information on a proposed cost sharing proposal related to the off-site traffic improvements. A cost sharing proposal has since been prepared by the applicant and is attached to this report (Attachment 2). A summary of the proposal is outlined in the following section of this report.

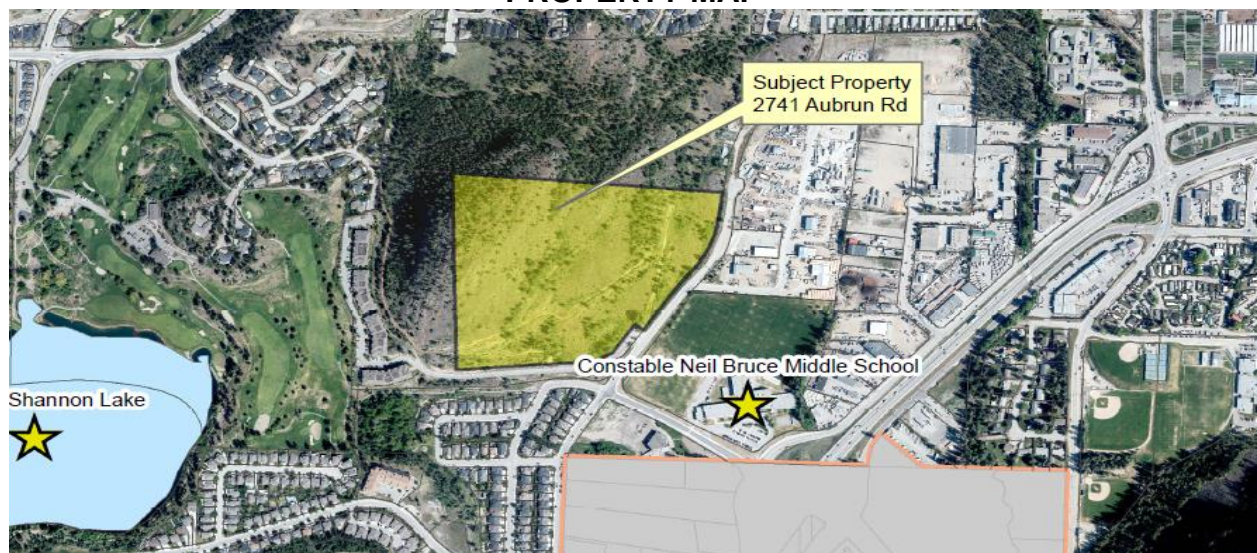
## PROPERTY DETAILS

<b>Address</b>	2741 Auburn Road		
<b>PID</b>	026-159-601		
<b>Folio</b>	36414135.233		
<b>Lot Size</b>	12.4 ha		
<b>Owner</b>	0761681 BC LTD.	<b>Agent</b>	ParaMorph Architecture Inc. (formerly David Eaton Inc. Architecture)
<b>Current Zoning</b>	Low Density Multiple Residential (R3)	<b>Proposed Zoning</b>	Comprehensive Development (CD 10); Parks and Open Space (P1)
<b>Current OCP</b>	Medium Density Multiple Family, Parks and Natural Areas	<b>Proposed OCP</b>	N/A
<b>Current Use</b>	Vacant	<b>Proposed Use</b>	Apartment / Condo;
<b>Development Permit Areas</b>	Hillside, Sensitive Terrestrial		
<b>Hazards</b>	Hillside, Sensitive Terrestrial, Traffic		
<b>Agricultural Land Reserve</b>	None		

## ADJACENT ZONING & LAND USES

<b>North</b>	^	Rural Residential Large Parcel (RU4)
<b>East</b>	>	Institutional and Assembly (P2) Light Industrial (I1) Heavy Industrial (I2) Gravel Extraction (I4)
<b>West</b>	<	Low Density Multiple Residential (R3)
<b>South</b>	v	Compact Single Detached Residential (RC3)

## PROPERTY MAP



## DISCUSSION

### Summary of Applicant's Cost Sharing Proposal

The applicant has submitted a cost sharing proposal for the off-site road improvements related to their development (Attachment 2). The proposal includes a phased approach with a proposed 50% cost share between the City and the developer for approximately \$1.7 million of off-site improvements, based on a preliminary estimate – see Table 1.

**Table 1:** Cost share proposal from applicant

Phase	Unit / Building Trigger	Item	Estimated Cost (\$)	Cost Share (%)
1	Unit 1 / Building 1 of 5	Auburn Road frontage lane widening for on-street parking	Unknown	100% Developer
		Dual left turn lane on Daimler Drive to Hwy 97	\$300k	50% Developer, 50% CWK
2	Unit 236 / Building 4 of 5	Auburn Road Roundabout	\$1.15 million	50% Developer, 50% CWK
		Old Okanagan / Byland / Daimler intersection through restriction	\$250k	50% Developer, 50% CWK

The applicant's rationale for cost sharing, as noted in the proposal, is that the development site is located adjacent to a road network already experiencing pressures from traffic and parking demands. With intersections in the area already experiencing near failing levels of services without development traffic, the applicant has proposed a 50/50 cost share for all off-site improvements, including those located outside the City's jurisdiction. The dual left turn lanes onto Hwy 97 and the intersection improvement to restrict through access from Byland Road to Old Okanagan Highway are primarily located within Ministry of Transportation and Infrastructure (MoTI) jurisdiction. The proposal also outlines a trigger for cost sharing based on the number of units, which coincides with the existing covenant on title.

There are concerns with the cost sharing proposal as a portion of the works are located outside of the City's jurisdiction where improvements are not generally funded by the City. Further, the proposed improvements are not currently identified as part of the City's Capital Works Plan and are not eligible for Development Cost Charge credits. As such final determination of the cost sharing proposal will require additional consideration at third reading following public input.

## FINANCIAL IMPLICATIONS

The off-site road improvements are estimated at \$1.7 million, however, estimated costs will be more clearly known once a design review is completed. Any cost sharing would need to be supported through budgetary discussions and prioritized accordingly in the City's capital works program.

## COUNCIL REPORT / RESOLUTION HISTORY

Date	Report Topic / Resolution	Resolution No.
February 14, 2023	<b>THAT</b> Council resolve to give first reading to City of West Kelowna Zoning Amendment Bylaw No. 0265.12, 2023; and <b>THAT</b> Council resolve to direct staff to schedule the bylaw for second reading pending further traffic review and analysis to determine necessary off-site improvements to mitigate intersections failures near the surrounding stie and the steps required to initiate those improvements.	C125/23
July 25, 2023	<b>THAT</b> Council postpone second reading to the City of West Kelowna Bylaw No. 0265.12, 2023 (File Z 22-08).	C289/23

### CONCLUSION

Staff recommend that Council give second reading to the proposed amendment bylaw and allow the opportunity for the public to comment on the proposal at time of public hearing. Staff position regarding the cost sharing proposal would be outlined at time of third reading.

#### **Alternate Recommendation** to Consider and Resolve:

1. That Council postpone consideration of the amendment bylaw.

**THAT** Council postpone second reading to the City of West Kelowna Zoning Amendment Bylaw No. 0265.12, 2023 (File: Z 22-08).

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

2. That Council deny the amendment bylaw.

**THAT** Council deny the City of West Kelowna Zoning Amendment Bylaw No. 0265.12, 2023 (File: Z 22-08) and abandon the bylaw and direct staff to close the file.

Should Council deny the amendment bylaw, the file will be closed in accordance with the Application Procedures Bylaw No. 0260.

**REVIEWED BY**

Bob Dargatz, Development Manager

Chris Oliver, Planning Manager

Brent Magnan, Director of Development Approvals

Corinne Boback, Legislative Services Manager / Corporate Officer

**APPROVED FOR THE AGENDA BY**

Trevor Seibel, Deputy CAO

Powerpoint: Yes  No

Attachments:

1. Second Reading Report, July 25, 2023 (File Z 22-08)
2. Applicant's Cost Sharing Proposal
3. Zoning Amendment Bylaw No. 0265.12, 2023



## DEVELOPMENT SERVICES COUNCIL REPORT

To: Mayor and Council

Date: July 25, 2023

From: Paul Gipps, CAO

File No: Z 22-08

Subject: **Z 22-08; Zoning Amendment Bylaw No. 02565.12, 2023 (Second Reading);  
2741 Auburn Road**

Report Prepared By: Jayden Riley, Planner III

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**RECOMMENDATION** to Consider and Resolve:

**THAT** Council give second reading to City of West Kelowna Zoning Amendment Bylaw No. 0265.12, 2023; and

**THAT** Council direct staff to schedule a Public Hearing for the proposed amendment bylaw pending submission of a phased cost sharing proposal from the applicant.

### **STRATEGIC AREA(S) OF FOCUS**

**Pursue Economic Growth and Prosperity** – We will work with stakeholders throughout the region to advocate for and support efforts aimed at helping West Kelowna businesses prosper. With a focus on the future, we will advance opportunities to expand our economy, increase employment, and develop the community in ways that contribute towards prosperity for all.

### **BACKGROUND**

This zoning amendment bylaw received first reading on February 14, 2023 (*Attachment 1*). At that meeting, Council directed staff to schedule the bylaw for second reading subject to further traffic analysis to determine necessary off-site improvements to mitigate intersection failure and safety concerns near the surrounding site and the steps required to initiate those improvements. Further analysis has since been completed and the results of which are outlined in this report for Council's consideration. The City's traffic consultant will also be presenting the results to Council in conjunction with this report.

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<b>PID</b>	026-159-601		
<b>Folio</b>	36414135.233		
<b>Lot Size</b>	12.4 ha		
<b>Owner</b>	0761681 BC LTD.	<b>Agent</b>	David Eaton Architecture
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<b>Agricultural Land Reserve</b>	None		

## ADJACENT ZONING & LAND USES

<b>North</b>	^	Rural Residential Large Parcel (RU4)
<b>East</b>	>	Compact Single Detached Residential (RC3) Light Industrial (I1), Heavy Industrial (I2), Gravel Extraction (I4)
<b>West</b>	<	Low Density Multiple Residential (R3)
<b>South</b>	v	Institutional and Assembly (P2)

## PROPERTY MAP



## DISCUSSION

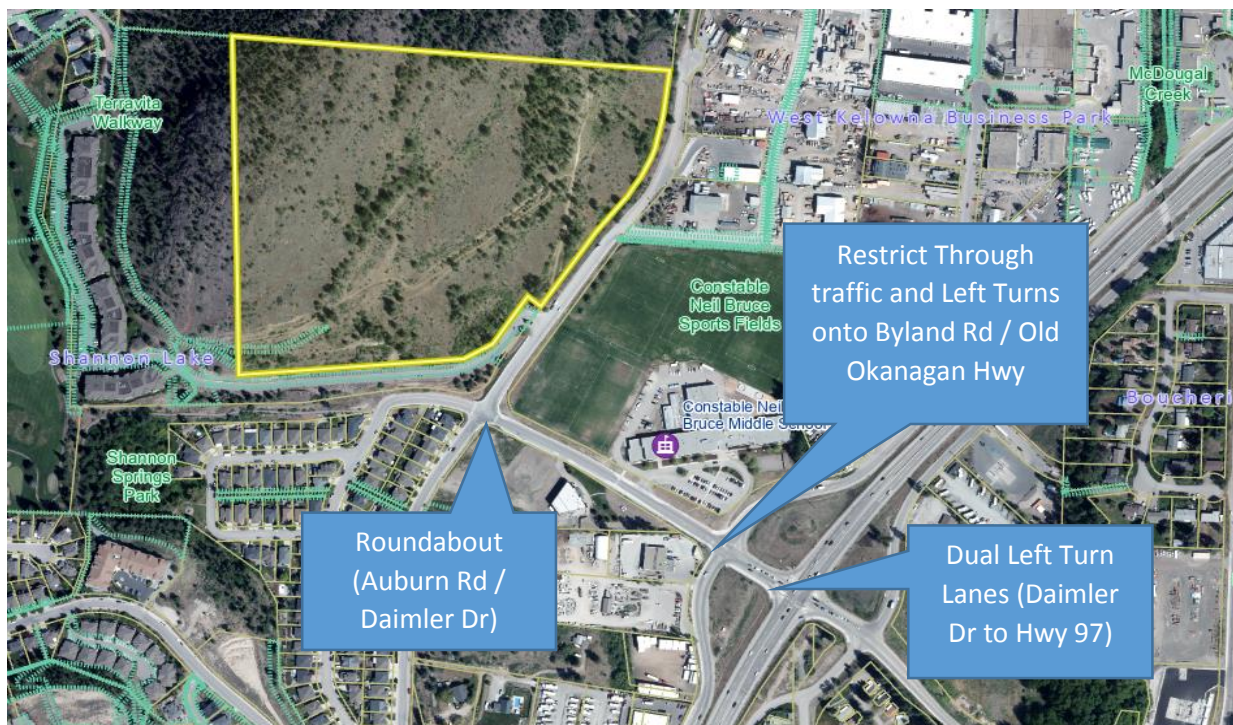
### Traffic Analysis Results

Following first reading, the City retained Align Engineering to review traffic operations related to a potential 401-unit multi-residential development at 2741 Auburn Road and make recommendations to mitigate interim traffic conditions. The traffic analysis included assessment of the intersections of Old Okanagan Highway / Byland Road / Daimler Drive, Daimler Drive / Auburn Road, and Daimler Drive / Hwy 97.

The traffic analysis compared traffic conditions amongst three options with different off-site traffic improvements. Each option included the proposed dual left turn lane at Daimler Drive and Highway 97, as recommended by the original traffic impact assessment completed by the applicant. The three options that were assessed in the traffic analysis included:

1. Restrict Old Okanagan Hwy and Byland Road through and left turn with roundabout at Auburn Road;
2. Signal at Old Okanagan and Daimler Drive; and
3. Roundabout at Old Okanagan and Daimler Drive.

The traffic analysis concluded that (Option 1) to restrict Old Okanagan Highway – Byland Road ‘through’ traffic and ‘left turn’ movement from Daimler Drive to Byland Road and allow Byland Road traffic to circulate at a new roundabout at Daimler Drive / Auburn Road could provide an opportunity to resolve noted safety conflicts at the Old Okanagan / Daimler Drive / Byland Road intersection – See Figure 1. It is noted that this option increases traffic fronting Constable Neil Bruce Middle School.



**Figure 1:** Option 1 from the traffic analysis



Options 2 & 3 modeled for a signal or roundabout at the Daimler Drive / Old Okanagan Highway / Byland Road intersection were determined not to function well due to the proximity to Highway 97, causing both options to fail.

#### Financial and Capital Works Implications

The improvements included with Option 1 are estimated at \$1.7 million. The intersection improvements are not currently outlined in the City's capital plan, nor are these considered eligible for Development Cost Charge (DCC) credits. Two of these improvements (the dual left turn lanes onto Hwy 97 and restricting access to Byland Rd / Old Ok Hwy) are located within Ministry of Transportation and Infrastructure (MoTI) intersections where improvements are not funded by the City.

It is anticipated that the applicant will submit a cost sharing proposal for Council's consideration. Any proposed cost sharing would likely need to be phased and be supported through budgetary discussions and prioritized accordingly in the City's capital works program. Further information regarding cost sharing will be outlined in more detail at time of public hearing, following receipt and review of the applicant's proposal.

#### Phased Approach to Off-Site Traffic Improvements

Through consultation with the City's traffic consultant, it was determined that the Option 1 improvements may be phased to lessen the initial cost burden for the developer and/or City. A possible approach to phasing may include constructing the dual left turn lanes at Daimler Drive and Highway 97 in Phase 1, followed by a second phase consisting of a roundabout at Auburn Road and restricting Old Okanagan and Byland Road through and left turn movements.

Further information regarding these improvements and the trigger points for their construction would be outlined at time of public hearing, following receipt and review of the applicant's proposal. The phasing of the proposed works will be reviewed in more detail and in consideration of the existing covenant limiting the development to 220 units.

#### Ministry of Transportation and Infrastructure Approval

Option 1 includes works that would be located within MoTI jurisdiction, specifically those at the intersection of Old Okanagan / Daimler Drive / Byland Road. MoTI has provided support in principle for Option 1, although a standard permitting process would apply. MoTI has also noted that consultation with WFN will be required.

#### Additional Auburn Road Frontage Improvements

Staff have noted existing challenges with Auburn Road caused by vehicles parking on the shoulder of the road during events occurring on the adjacent school grounds. Staff will be recommending this be addressed through additional frontage works in the form of road widening to allow on-street parking along the frontage of the subject property and that this be secured via covenant as a condition of zoning. This is intended to help reduce conflict between heavy industrial land uses and the institutional/park land uses.

## CONCLUSION

Staff recommend that Council give second reading based on the following rationale:

- The City's traffic consultant has indicated the noted traffic improvements could provide an opportunity to resolve noted safety conflicts;
- A phased approach to the transportation improvements provides opportunity for both the developer and City to plan for additional costs;
- MoTI has confirmed support in principle for Option 1 off-site improvements;
- Prior to public hearing, the applicant will submit a proposal related to any cost sharing and phasing triggers of the off-site improvements for Council's consideration. A better understanding of financial and capital works related implications will be outlined in more detail at that time;
- The proposed use is consistent with the existing Land Use designation of Medium Density Residential; and
- The proposed multi-family use of the site is determined to be generally suitable for the neighbourhood, notwithstanding potential traffic issues.

## COUNCIL REPORT / RESOLUTION HISTORY

Date	Report Topic / Resolution	Resolution No.
February 14, 2023	<p><b>THAT</b> Council consider and resolve to give First Reading to City of West Kelowna Zoning Amendment Bylaw No. 0265.12, 2023; and,</p> <p><b>THAT</b> Council consider and resolve to direct staff to schedule the bylaw for Second Reading pending further traffic review and analysis to determine necessary off-site improvements to mitigate noted intersection failures near the surrounding site and the steps required to initiate those improvements.</p>	<b>C125/23</b>

### Alternate Recommendation to Consider and Resolve:

1. That Council postpone consideration of the amendment bylaw.

**THAT** Council postpone second reading to the City of West Kelowna Zoning Amendment Bylaw No. 0265.12, 2023 (File: Z 22-08).

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

2. That Council deny the amendment bylaw.

**THAT** Council deny the City of West Kelowna Zoning Amendment Bylaw No. 0265.12, 2023 (File: Z 22-08) and abandon the bylaw; and

**THAT** Council direct staff to close the file.

Should Council deny the amendment bylaw, the file will be closed in accordance with the Application Procedures Bylaw No. 0260.

**REVIEWED BY**

Chris Oliver, Planning Manager

Brent Magnan, Director of Development Approvals

Corinne Boback, Legislative Services Manager / Corporate Officer

Trevor Seibel, Deputy CAO

**APPROVED FOR THE AGENDA BY**

Paul Gipps, CAO

Powerpoint: Yes  No

Attachments:

1. Zoning Amendment Bylaw No. 0256.12
2. First Reading Report (File Z 22-08), February 14, 2023

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**CITY OF WEST KELOWNA**

**BYLAW NO. 0265.12**

**A BYLAW TO AMEND "ZONING BYLAW NO. 0265"**

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WHEREAS the Council of the City of West Kelowna desires to amend "CITY OF WEST KELOWNA ZONING BYLAW NO. 0265" 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. 0265.12, 2023".

2. Amendments

"Zoning Bylaw No. 0265" is hereby amended as follows:

2.1 By adding the attached zoning regulations for the CD 10 – Comprehensive Development Zone (Auburn Road) to Part 14 – Comprehensive Development Zones.

2.2 By adding the zone "Comprehensive Development Zone (Auburn Road)" and zone abbreviation "CD10" to Part 5 – Establishment of Zones, Table 5.1.

2.3 By adding "CD10 – Comprehensive Development Zone (Auburn Road)" to the Table of Contents.

2.4 By changing the zoning of Lot 2 District Lot 2601 Osoyoos Division Yale District Plan KAP77227, as shown on Schedule 'A' attached to and forming part of the bylaw from Low Density Multiple Family (R3) to Comprehensive Development (CD 10) and Parks and Open Space (P1).

2.5 By depicting the change on "Zoning Bylaw No. 0265 Schedule B" (Zoning Bylaw map).


READ FOR A FIRST TIME THIS 14<sup>TH</sup> DAY OF FEBRUARY, 2023

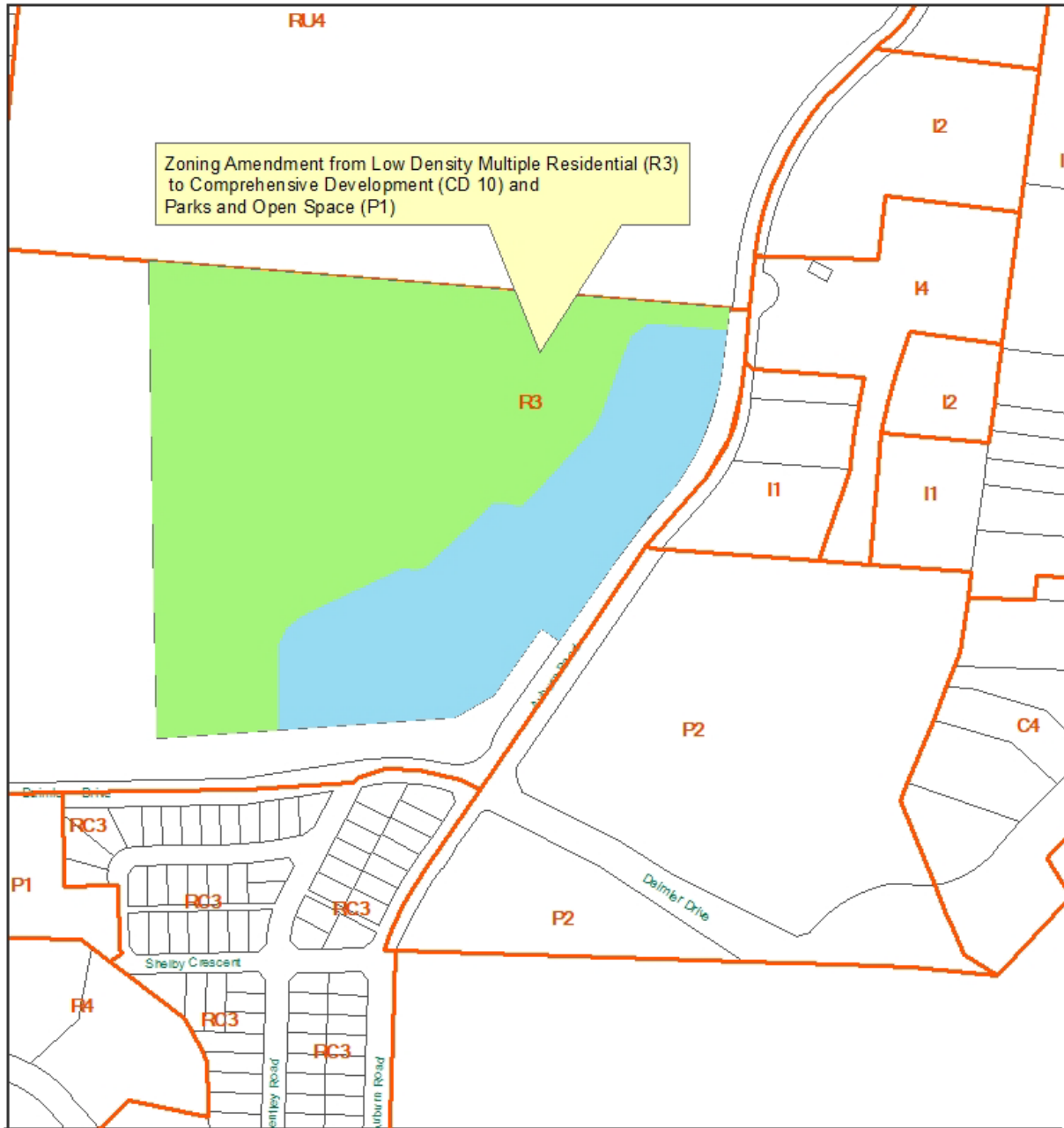
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MAYOR



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CORPORATE OFFICER


 CITY OF WEST KELOWNA  
**SCHEDULE 'A' of BYLAW NO. 0265.12**



**Legend**

-  R3 to CD10
-  R3 to P1
-  Parcels
-  Zoning Boundary

0 60 120 240 Metres  
1:4,000

  
N  
W E  
S

Date: 2023-02-03

# CD10 – Comprehensive Development Zone (Auburn Road)

## .1 Purpose

To accommodate multiple residential units the Shannon Lake neighbourhood.

## .2 Principal Uses, Buildings and Structures

- (a) Apartment

## .3 Secondary Uses, Buildings and Structures

- (a) Accessory uses, buildings, and structures
- (b) Home based business, minor

## .4 Regulations Table

<b>SUBDIVISION REGULATIONS</b>		
<b>(a)</b>	<b>Minimum parcel area</b>	48,349 m <sup>2</sup>
<b>(b)</b>	<b>Minimum parcel frontage</b>	291 m
<b>DEVELOPMENT REGULATIONS</b>		
<b>(c)</b>	<b>Maximum density</b>	316,930 ft <sup>2</sup> (29,443 m <sup>2</sup> ) FAR 0.236
<b>(d)</b>	<b>Maximum coverage</b>	98,855 ft <sup>2</sup> (9,184 m <sup>2</sup> ) 7.36%
<b>(e)</b>	<b>Maximum gross floor area and maximum units by building</b>	
.1	Building 1 Building 2 Building 3 Building 4 Building 5  Total Gross Floor Area and Unit Count	5,537 m <sup>2</sup> (59,597 ft <sup>2</sup> ) up to 74 Units 5,906 m <sup>2</sup> (63,572 ft <sup>2</sup> ) up to 78 Units 6,000 m <sup>2</sup> (64,587 ft <sup>2</sup> ) up to 83 Units 6,000 m <sup>2</sup> (64,587 ft <sup>2</sup> ) up to 83 Units 6,000 m <sup>2</sup> (64,587 ft <sup>2</sup> ) up to 83 Units  <b>29,443 m<sup>2</sup> (316,930 ft<sup>2</sup>) up to 401 Units</b>
<b>(f)</b>	<b>Maximum building height</b> <ul style="list-style-type: none"> <li>• Building 1. <i>(all floor levels to be considered as nominal 3.15m). (See Schedule B for schematic building sections)</i></li> <li>• Building 2</li> <li>• Building 3</li> <li>• Building 4</li> <li>• Building 5</li> </ul>	<ul style="list-style-type: none"> <li>• 4 storeys (12 m): 2 storeys (6 m) exposed at the west façade; 4 storeys (12 m) exposed at the east street front.</li> <li>• 4 storeys (12 m): 2 storeys (6 m) exposed at the west façade; 4 storeys (12 m) exposed at the east street front.</li> <li>• 4 storeys (12 m): 3 storeys (9 m) exposed on-grade at the west facing internal street, 4 storeys (12 m) exposed at the east façade.</li> <li>• 4-Storeys (12 m): 3 storeys (9 m) exposed on-grade at the north-west facing internal street, 4 storeys (12 m) exposed at the south-east façade.</li> <li>• 4-Storeys (12 m): 3 storeys (9 m) exposed on-grade at the north-west facing internal street, 4 storeys (12 m) exposed at the south-east façade.</li> </ul>

<b>SITING REGULATIONS</b>		
<b>(h)</b>	<b>Buildings and structures shall be sited at least the distance from the feature indicated in the middle column below, that is indicated in the right-hand column opposite that feature:</b>	
.1	Minimum front parcel boundary	4.50m (14'-6" ft)
.2	Rear parcel boundary	32.45m (106'-6")
.3	Interior side parcel boundary	44.50m (146'-0")
.4	Exterior side parcel boundary	4.50m (14'-6" ft)

**.5 Other Regulations:**

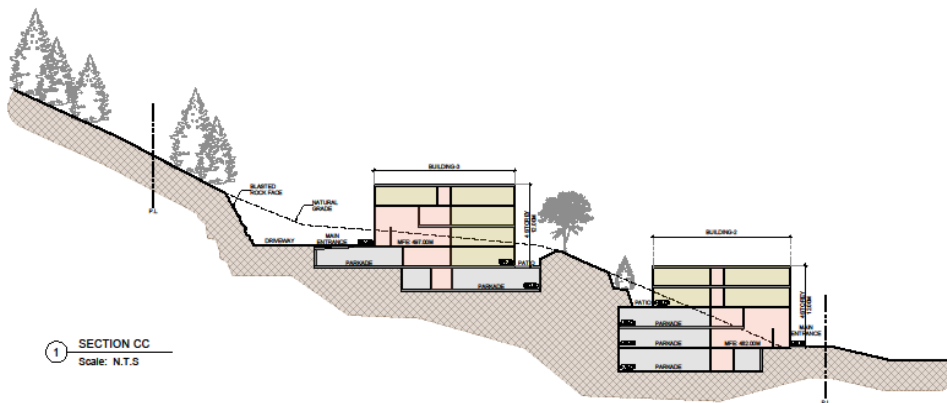
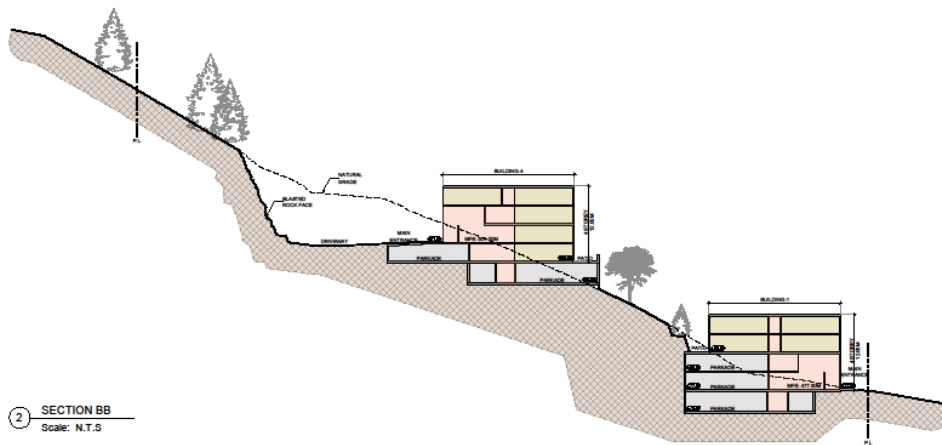
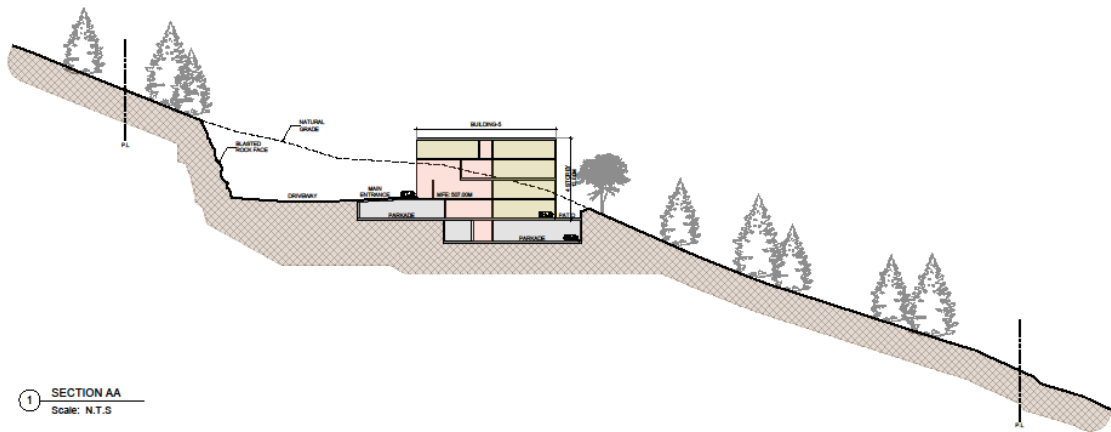
<b>AMENITIES</b>		
<b>(j)</b>	<b>The required areas of amenities are as follows:</b> <i>(See Schedule A)</i>	
.1	Outdoor Amenity-1	3,925 ft <sup>2</sup> (365 m <sup>2</sup> )
.2	Outdoor Amenity-2	7,850 ft <sup>2</sup> (729 m <sup>2</sup> )
.3	Indoor Amenity	4,850 ft <sup>2</sup> (451 m <sup>2</sup> )

# Schedule A





# Schedule B





## COUNCIL REPORT

To: Mayor and Council

Date: February 14, 2023

From: Paul Gipps, CAO

File No: Z 22-08

Subject: **Z 22-08; Zoning Amendment Bylaw No. 265.12, 2023 (First Reading); 2741 Auburn Road**

Report Prepared by: Jayden Riley, Planner III

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### RECOMMENDATION

**THAT** Council consider and resolve to give First Reading to City of West Kelowna Zoning Amendment Bylaw No. 0265.12, 2023; and

**THAT** Council consider and resolve to direct staff to schedule the bylaw for Second Reading pending further traffic review and analysis to determine necessary off-site improvements to mitigate noted intersection failures near the surrounding site and the steps required to initiate those improvements.

### STRATEGIC AREA(S) OF FOCUS

**Economic Growth and Prosperity** – We will work with our partners on the Westside and throughout the region to advocate for and support efforts aimed at helping West Kelowna businesses prosper. With a focus on the future, we will advance opportunities to expand our economy, increase employment, and develop the community in ways that contribute towards prosperity for all.

### BACKGROUND

This application is seeking to rezone the subject property from Low Density Multiple Residential (R3) to Comprehensive Development (CD 10) and Parks and Open Space (P1) to accommodate a 401-unit apartment development. At the request of the applicant, staff are presenting the application for First Reading to receive feedback on the density limiting covenant and initial support before further investigating potential traffic improvements.

As a condition of Second Reading, staff are recommending that further traffic analysis is completed to confirm if there is potential for off-site improvements and the process of implementation.

## PROPERTY DETAILS

<b>Address</b>	2741 Auburn Road		
<b>PID</b>	026-159-601		
<b>Folio</b>	36414135.233		
<b>Lot Size</b>	12.4 ha		
<b>Owner</b>	0761681 BC LTD.	<b>Agent</b>	David Eaton Architecture
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<b>Agricultural Land Reserve</b>	None		

## ADJACENT ZONING & LAND USES

<b>North</b>	^	Rural Residential Large Parcel (RU4)
<b>East</b>	>	Compact Single Detached Residential (RC3) Light Industrial (I1), Heavy Industrial (I2), Gravel Extraction (I4)
<b>West</b>	<	Low Density Multiple Residential (R3)
<b>South</b>	v	Institutional and Assembly (P2)

## NEIGHBOURHOOD MAP



## PROPERTY MAP



### Legislative Requirements

Council has the authority under Part 14, S.497 of the *Local Government Act* to amend its Zoning Bylaw.

### DISCUSSION

#### Application History

The subject property was rezoned under File Z 07-12 from RU2 to R3A to accommodate a 220-unit development in the form of three apartment buildings, including a private recreational amenity facility. As a condition of rezoning, the City required the owner to 1) register a covenant restricting the density of the property to 220 units and 2) register a covenant to require the donation of a 7.6 ha portion of the site to the City as parkland at time of building permit.

The density covenant was intended to better align the proposal with the densities proposed under Shannon Lake Neighbourhood Plan (SLNP) (Appendix B-3 of the Westside Official Community Plan), which has since been repealed with the subsequent adoption of the current Official Community Plan Bylaw No. 0100. It should also be noted that the Auburn Road / Shannon Ridge Drive Road Connection was not constructed at the time the SNLP was adopted.

The density and parkland covenants are still registered on the property. The 401 units proposed under this current zoning amendment application would require Council to discharge the density covenant prior to adoption.

#### Proposal

This application is proposing to rezone a 4.8 ha portion of the subject property from Low Density Multiple Residential (R3) to a Comprehensive Development Zone (CD 10) and a 7.9 ha portion Parks and Open Space (P1) to support a 401-unit apartment development

contained within five buildings. Two of the five building are proposed to be located at the Auburn Road frontage with three buildings accessed via private lane at the upper elevation, further west of the site (*Figure 1*).

The apartment buildings are proposed to contain 74 to 83 units each. Specifically, 'Building 1' is proposed to contain 74 units; 'Building 2' is proposed to contain 78 units; and 'Buildings 3-5' are proposed to contain 83 units each. The CD Zone proposes each building to be four storeys, with two or three storeys exposed on the upland side and four storeys exposed on the street fronting façade of the buildings (*Attachment 1*). Each building is proposed to consist of mix of one- and two-bedroom units. Total parking requirements are anticipated to be met with a mixture of underground and surface parking.

The CD zone and site plan also include two outdoor amenity spaces over a total area of 1,094 sq. m. and an indoor amenity space contained within a 451 sq. m. area.



**Figure 1:** Site plan

Given that the proposal is to rezone to a CD zone, additional controls can be applied to the siting of building and other elements of a proposal that are more commonly identified

at Development Permit, as the site plan would be attached to the amendment bylaw as a schedule, once finalized.

Should Council give First Reading to the proposed amendment bylaw, the application will return with additional amendments/refinements to the CD zone criteria that reflect additional staff review and Council direction.

## **Policy and Bylaw Review**

### Official Community Plan Bylaw No.0100

The subject property contains Medium Density Multiple Family (MDMF) and Parks and Natural Areas Land Use Designations (LUDs). The MDMF LUD is intended to consist of semi-detached, attached, townhouse and/or low-rise apartment housing. Its purpose is to provide a broader range of housing opportunities in areas served by transit and in walking distance to community amenities, shops, and services, where the density is appropriate to the adjacent land use.

The subject property also contains a Parks and Natural Areas LUD over a 7.6-ha portion of the property<sup>1</sup>. This LUD is intended to contain a variety of public, accessible green and natural space, as well as preserve significant natural areas and provide diverse recreation opportunities. No amendments the LUDs are proposed with this application.

The property is subject to multiple Development Permit Areas, including Steep Hillside, Sensitive Terrestrial Ecosystems, and Form and Character (Multiple Family and Intensive Residential). Submitted with the application includes a geotechnical report and environmental assessment. These reports are intended to provide information on general feasibility of the proposed CD zone. Subject to rezoning, more detailed reporting will be required at time of Development Permit.

### Zoning Bylaw No. 0265

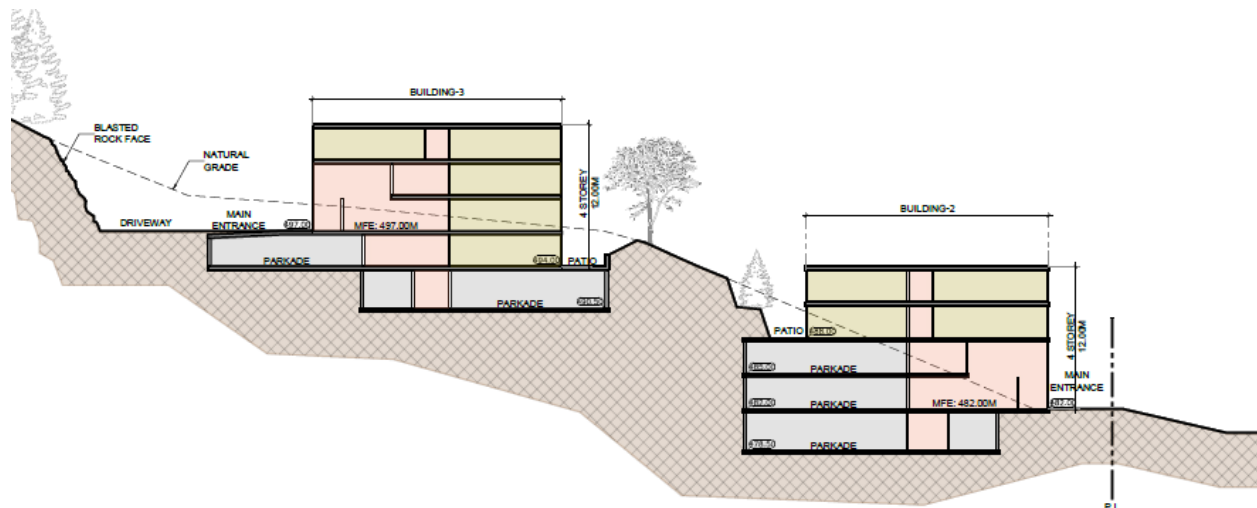
The subject property is currently zoned Low Density Multiple Residential (R3). This zone permits care facility, duplex, group home, and townhouse use up to three storeys. The purpose of this zone is to accommodate multiple residential in low density housing form. Apartment is not a permitted use in the R3 zone.

The proposed CD 10 zone (*Attachment 1*) is intended to accommodate 401 apartment units within five buildings. The CD zone criteria is intended to be specific to this proposal and outlines the number of units and storeys for each building. The CD zone criteria will also include a site plan as a schedule. What is presented in the existing CD Zone criteria is not necessarily final and may be amended prior to second reading.

In addition to establishing the siting of roads, amenity space, buildings and other proposed site features, the CD zone is also proposing to accommodate four-storey buildings otherwise not permitted in the existing R3 zone.

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<sup>1</sup> This area is consistent with the parkland dedication area and proposed P1 zone boundary



**Figure 2:** Sections of Buildings 2 and 3

## Technical Review

### Servicing

A Functional Servicing Report<sup>2</sup> was submitted with the application that outlines the existing and proposed services required to accommodate the proposal. The following is a summary of the servicing conditions:

- **Roads** – Auburn Road is an Urban Collector. The owner is responsible for any frontage improvements to meet Bylaw No. 0249 CWK Standard Detail Dwg 203, including streetlighting. The property is proposing two regular accesses from Auburn Road plus an emergency access road to 2780 Auburn Rd.
- **Water** – The site is not currently serviced. There is an existing looped 400 mm water main on Auburn Road which will provide a new 250 mm water service to the property. New off-site hydrants will be required along the property frontage spaced 90 m apart.
- **Sewer** – The site is not currently serviced. There is an existing 200 mm sewer main that runs through 2575 Auburn Road within a Statutory Right of Way. It is proposed to be extended across Auburn Road to the property line of the subject property. In anticipation of future development, a sanitary main is to be constructed on Auburn Road up to the north property line of this development.
- **Stormwater** – The site is not currently serviced. There is an existing 250 mm storm main located on Auburn Road. It is expected that this storm main will be extended along the full frontage of the subject property to provide a connection to the

<sup>2</sup> Prepared by Ecora Engineering & Resources Group Ltd., dated July 2022

development site and to provide storm drainage to the catch basins required for the frontage improvements. A new storm service off this main will be provided to the proposed development.

### Geotechnical Investigation

A geotechnical report was conducted by Geopacific Consultants, dated November 8, 2021. The intention of the report was to confirm general feasibility of the proposed development via assessment of site conditions, and to provide general recommendations for future consideration. Subject to rezoning, more detailed geotechnical report information related to site grading would be provided at time of Development Permit.

The report notes the site contains gradients between 20 - 60% with small gravel access roads on the southeast portion of the site, vegetated with sparse mature coniferous trees and indigenous grass and shrubs, with bedrock outcrops over the majority of the property. The investigation found the site to be underlain by bedrock, encountered at all 12 test pits that were excavated in the development area.

The report also notes that a significant amount of rock removal and a series of retaining walls will be required to achieve final design grades on site, including excavation of several metres of bedrock, blasting, rock cuts and rock fall catchment ditches. Rock cuts are noted to potentially leave unstable rock masses which require additional work to stabilize, such as heavy scaling, meshing, or rock bolting. In conclusion, the report notes that from a geotechnical perspective the site is generally well-suited for the proposed development.

### Environmental Assessment Report

The Environmental Assessment Report<sup>3</sup> submitted with the application identifies ESA1 (high sensitivity) and ESA 2 (moderate) areas located within the proposed Parks and Open Space (P1) area of the site, northwest of the proposed development / CD area. The development area is determined to contain primarily ESA 3 (low sensitivity). A small portion of ESA 2 (moderate) is anticipated to be impacted by the proposed development; however, these impacts are generally aligned with the City's retention objectives of 40-80%, subject to the ecology of the surrounding ESA 1 areas not being impacted.

The report concludes with general recommendations for mitigation measures, habitat restoration, and environmental monitoring. Further information would be required at time of development permit, following rezoning.

### Traffic Impact Assessment

The TIA<sup>4</sup> prepared as part of the application noted that the Byland Road and Old Okanagan Highway intersection is expected to perform poorly for all scenarios along the stop-controlled approaches with and without site-generated traffic. The report states that future improvement options, including roundabouts or signalization at Daimler Drive, may be desirable in conjunction with improvements to the Highway 97 / Daimler Drive intersection (Figure 2).

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<sup>3</sup> Report prepared by Ecoscape Environmental Consultants Ltd., dated May 4, 2022

<sup>4</sup> Report prepared by McElhanney Consulting Services Ltd., dated June 29, 2022



Highway 97 is identified to be near capacity by Opening Day (2024) and is expected to exceed capacity by 2034. Without capacity improvements along the Highway 97 corridor (e.g., six highway through-lanes), poor intersection performance at the Highway 97 / Daimler Drive intersection is expected.

The traffic improvements proposed include:

- All-way stop control at Auburn Road & Daimler Drive (within City's jurisdiction)
- Dual left turn lane on Daimler Drive approaching Highway 97
- Roundabout or signals at Daimler Drive & Old Okanagan Highway / Byland Road

#### Ministry of Transportation and Infrastructure Comments

It is important to note that 2 the intersections identified are controlled by the Ministry of Transportation and Infrastructure (Hwy 97 & Daimler Dr, Daimler Dr & Old Okanagan/Byland Road). MoTI was involved in the scoping of the TIA and its review and have advised they do not require any improvements as a condition of this development.

#### Additional Traffic Review

Given the noted intersection performance issues, staff have engaged the City's traffic engineer<sup>5</sup> to consider additional options to address operational and safety concerns in the immediate area. The preliminary comments received indicate traffic conditions deteriorate with background growth<sup>6</sup>, and with the addition of development traffic conditions will be impacted at the time of development (in 2024) as follows:

- *The southbound stop-controlled approach of Auburn Road at Daimler Drive deteriorates to LOS F.*
- *Eastbound queue spillback from Highway 97 is expected to increase to 205 m in the PM peak with development compared to 128m in the PM peak background condition. This would extend beyond both the Constable Neil Bruce Middle School and Alliance Church accesses. The eastbound queue on Daimler Drive from Highway 97 has only 60 m of vehicle storage to Old Okanagan Highway / Byland Road.*
- *Northbound (Old Okanagan Highway) and southbound (Byland Road) movements fail, and queues have major spillback over 300 m in the simulation model accounting for intersection spillover<sup>7</sup>*

In reviewing the improvements presented by the applicant, the City's traffic consultant notes:

- *All-way stop control at Auburn Road & Daimler Drive improving operations from LOS E to LOS C. It is noted that in the simulation, this intersection operates well.*
- *Dual left turn lane on Daimler Drive approaching Highway 97 however this will impact current signal timings and may not fully relieve traffic queues.*

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<sup>5</sup> Align Engineering, April 2022

<sup>6</sup> Excluding projected development traffic

<sup>7</sup> Align Engineering updated memo, February 6, 2023

The preliminary transportation review concludes that *the existing closely spaced intersections on Daimler Drive from Highway 97 limits operations of the adjacent intersections with Old Okanagan Highway / Byland Road and Ross Road. A roundabout would be placed too close to the intersection to be functional without backing up the roundabout. Signals would need to communicate with the Highway 97 signal controller and could improve cross Daimler Drive movements but may not improve Daimler Drive queues. Other mitigation could consider turning restrictions and previous plans to recirculate traffic at Daimler Drive & Auburn Road with a roundabout, but this needs to be further explored.*

It is recommended<sup>7</sup> that:

- *The City pursues resolving existing safety issues at Daimler Drive & Old Okanagan Highway / Byland Road and network options in partnership with WFN and MoTI in step with the City's Transportation Plan.*
- *Any additional measures that could be taken by the City of West Kelowna and/or MoTI to resolve operational and safety challenges.*

Based on this information, while staff are in general support of the proposed lands use, there are significant concerns with the impact of the development on the functionality of the existing intersections. As a result, staff are completing additional measures to resolve operational and safety challenges as recommended by the City's traffic consultant. Additional traffic review that will be presented at time of Second Reading.



Figure 2: Related Traffic Intersections

### Density Covenant (LB138594)

A density covenant was registered on the subject property as a condition of rezoning under File Z 07-12 that restricts the total number of units to 220. Council would therefore need to discharge the covenant to move the application forward to adoption due to the proposed 401-unit density being proposed under the CD zone. If Council determines the covenant should remain, the applicant will have the option to develop the site under the maximum density and existing R3 zone, subject to compliance with Development Permit and other regulations, or modify their CD zone proposal.

### Parkland Dedication

A parkland dedication covenant is registered on the property for the dedication of a 7.6-ha portion of land northwest of the development area, an area consistent with the proposed Parks and Open Space (P1) boundary (*Attachment 1*). The trigger for dedication noted in the covenant is at time of building permit. The parkland dedication was determined as a condition under File Z 07-12 following environmental review at the time the adjacent site, now containing the Terravita development, was subdivided from the parent parcel.

The City's Parks Department has confirmed that dedication of these lands is generally aligned with the City's Parkland Acceptance Policy and would provide an amenity opportunity for neighbourhood residents. More information on suitability of these lands for dedication in relation to the Parkland Acceptance Policy will be presented at time of Second Reading.

### **Referrals**

#### Advisory Planning Commission

The Advisory Planning Commission (APC) was presented the application on July 20, 2022. The APC passed a motion recommending support for the proposal. Highlights from the discussion included the public benefit from the parkland dedication and future hiking trails, opportunities for traffic improvements, that the site was in a suitable location, as well as concerns related to increased traffic and potential on-street parking within the surrounding neighbourhood and accessibility through a school zone.

#### School District

The Central Okanagan Public Schools Operations Department noted the proximity of the subject property to the Constable Neil Bruce Middle School, which has a current enrollment of 961 students. Enrollment at the school is anticipated to peak at 1031 in 2025 and maintain over 900 students through to 2027. Concerns were noted in relation to traffic, given increased residential development in the area together with enrollment, particularly on Daimler Drive, and the safety and convenience for students, staff, and visitors to the school. Improvements in 2018 to Daimler Drive are described to have improved traffic flows and pedestrian safety. Also, to help improve drop-off / pick-up for the school, the School District has entered into an agreement with the Westside Alliance Church to utilize the church's parking lot. The School District suggests that the recent improvements may need to be considered again due to the anticipated increase of traffic volumes and access to the school site with the proposed development.

## Public Notification

On-site Notice of Application signage has been installed on the subject property in accordance with the City's Applications Procedures Bylaw No. 0260. Should the application proceed to Public Hearing, a notice will be mailed to owners and tenants living within 100 m of the subject property and advertised in the local newspapers in accordance with the *Local Government Act*.

## CONCLUSION

Staff recommend that Council give First Reading based on the following rationale:

- The applicant and City will engage in further traffic review and analysis to determine if there is potential to resolve noted intersection issues via off-site improvements. More information will be shared about potential improvements and their ability to address traffic issues, as well as the steps required to initiate those improvements, at time of Second Reading.
- The proposed use is consistent with the existing Land Use designation of Low Density Residential.
- The proposed multi-family use of the site is determined to be generally suitable for the neighbourhood, notwithstanding potential traffic issues.

### Alternate Resolution:

1. That Council postpone consideration of the amendment bylaw.

**THAT** Council consider and resolve to postpone First Reading to the City of West Kelowna Zoning Amendment Bylaw No. 0265.12, 2023 (File: Z 22-08).

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

2. That Council deny the amendment bylaw.

**THAT** Council consider and resolve to deny First Reading to the City of West Kelowna Zoning Amendment Bylaw No. 0265.12, 2023 (File: Z 22-08) and abandon the bylaw; and

**THAT** Council consider and resolve to direct staff to close the file.

Should Council deny First Reading to the amendment bylaw, the file will be closed in accordance with the Application Procedures Bylaw No. 0260.

**REVIEWED BY**

Brent Magnan, Director of Development Approvals

Corinne Boback, Legislative Services Manager / Corporate Officer

**APPROVED FOR THE AGENDA BY**

Paul Gipps, CAO

Powerpoint: Yes  No

Attachments:

1. Zoning Amendment Bylaw No. 0265.12, 2023
2. Delegation Request

**CITY OF WEST KELOWNA**

**BYLAW NO. 0265.12**

**A BYLAW TO AMEND “ZONING BYLAW NO. 0265”**

WHEREAS the Council of the City of West Kelowna desires to amend “CITY OF WEST KELOWNA ZONING BYLAW NO. 0265” 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. 0265.12, 2023”.

2. Amendments

“Zoning Bylaw No. 0265” is hereby amended as follows:

- 2.1 By adding the attached zoning regulations for the CD 10 – Comprehensive Development Zone (Auburn Road) to Part 14 – Comprehensive Development Zones.
- 2.2 By adding the zone “Comprehensive Development Zone (Auburn Road)” and zone abbreviation “CD10” to Part 5 – Establishment of Zones, Table 5.1.
- 2.3 By adding “CD10 – Comprehensive Development Zone (Auburn Road)” to the Table of Contents.
- 2.4 By changing the zoning of Lot 2 District Lot 2601 Osoyoos Division Yale District Plan KAP77227, as shown on Schedule ‘A’ attached to and forming part of the bylaw from Low Density Multiple Family (R3) to Comprehensive Development (CD 10) and Parks and Open Space (P1).
- 2.5 By depicting the change on “Zoning Bylaw No. 0265 Schedule B” (Zoning Bylaw map).

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



CITY OF  
WEST  
KELOWNA

# SCHEDULE 'A' of BYLAW NO. 0265.12



### Legend

- R3 to CD10
- R3 to P1
- Parcels
- Zoning Boundary

0 60 120 240 Metres

1:4,000



Date: 2023-02-03

# CD10 – Comprehensive Development Zone (Auburn Road)

## .1 Purpose

To accommodate multiple residential units the Shannon Lake neighbourhood.

## .2 Principal Uses, Buildings and Structures

- (a) Apartment

## .3 Secondary Uses, Buildings and Structures

- (a) Accessory uses, buildings, and structures
- (b) Home based business, minor

## .4 Regulations Table

<b>SUBDIVISION REGULATIONS</b>		
<b>(a)</b>	<b>Minimum parcel area</b>	48,349 m <sup>2</sup>
<b>(b)</b>	<b>Minimum parcel frontage</b>	291 m
<b>DEVELOPMENT REGULATIONS</b>		
<b>(c)</b>	<b>Maximum density</b>	316,930 ft <sup>2</sup> (29,443 m <sup>2</sup> ) FAR 0.236
<b>(d)</b>	<b>Maximum coverage</b>	98,855 ft <sup>2</sup> (9,184 m <sup>2</sup> ) 7.36%
<b>(e)</b>	<b>Maximum gross floor area and maximum units by building</b>	
.1	Building 1 Building 2 Building 3 Building 4 Building 5  Total Gross Floor Area and Unit Count	5,537 m <sup>2</sup> (59,597 ft <sup>2</sup> ) up to 74 Units 5,906 m <sup>2</sup> (63,572 ft <sup>2</sup> ) up to 78 Units 6,000 m <sup>2</sup> (64,587 ft <sup>2</sup> ) up to 83 Units 6,000 m <sup>2</sup> (64,587 ft <sup>2</sup> ) up to 83 Units 6,000 m <sup>2</sup> (64,587 ft <sup>2</sup> ) up to 83 Units  <b>29,443 m<sup>2</sup> (316,930 ft<sup>2</sup>) up to 401 Units</b>
<b>(f)</b>	<b>Maximum building height</b> <ul style="list-style-type: none"> <li>• Building 1. <i>(all floor levels to be considered as nominal 3.15m). (See Schedule B for schematic building sections)</i></li> <li>• Building 2</li> <li>• Building 3</li> <li>• Building 4</li> <li>• Building 5</li> </ul>	<ul style="list-style-type: none"> <li>• 4 storeys (12 m): 2 storeys (6 m) exposed at the west façade; 4 storeys (12 m) exposed at the east street front.</li> <li>• 4 storeys (12 m): 2 storeys (6 m) exposed at the west façade; 4 storeys (12 m) exposed at the east street front.</li> <li>• 4 storeys (12 m): 3 storeys (9 m) exposed on-grade at the west facing internal street, 4 storeys (12 m) exposed at the east façade.</li> <li>• 4-Storeys (12 m): 3 storeys (9 m) exposed on-grade at the north-west facing internal street, 4 storeys (12 m) exposed at the south-east façade.</li> <li>• 4-Storeys (12 m): 3 storeys (9 m) exposed on-grade at the north-west facing internal street, 4 storeys (12 m) exposed at the south-east façade.</li> </ul>



<b>SITING REGULATIONS</b>		
<b>(h)</b>	<b>Buildings and structures shall be sited at least the distance from the feature indicated in the middle column below, that is indicated in the right-hand column opposite that feature:</b>	
.1	Minimum front parcel boundary	4.50m (14'-6" ft)
.2	Rear parcel boundary	32.45m (106'-6")
.3	Interior side parcel boundary	44.50m (146'-0")
.4	Exterior side parcel boundary	4.50m (14'-6" ft)

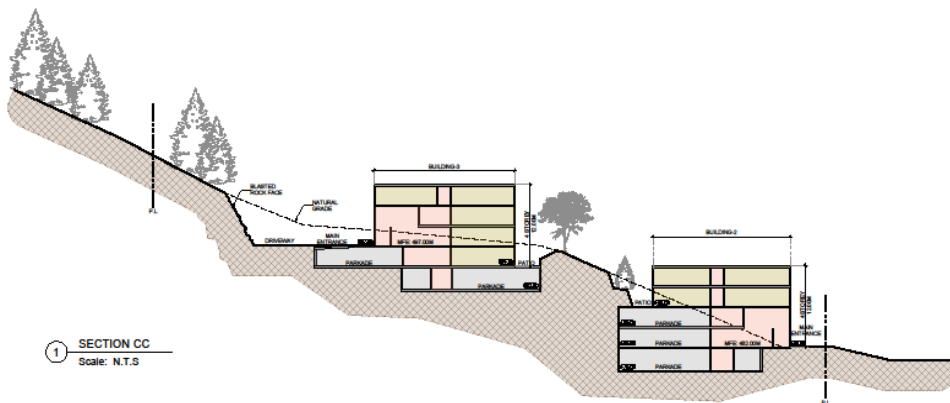
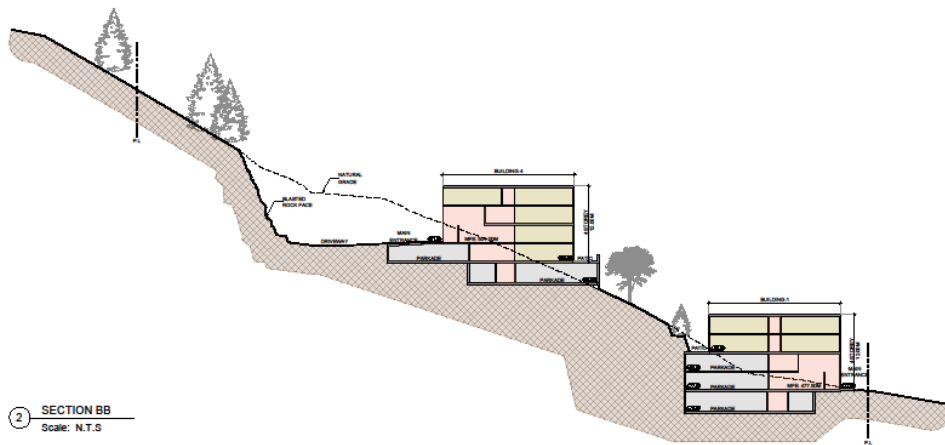
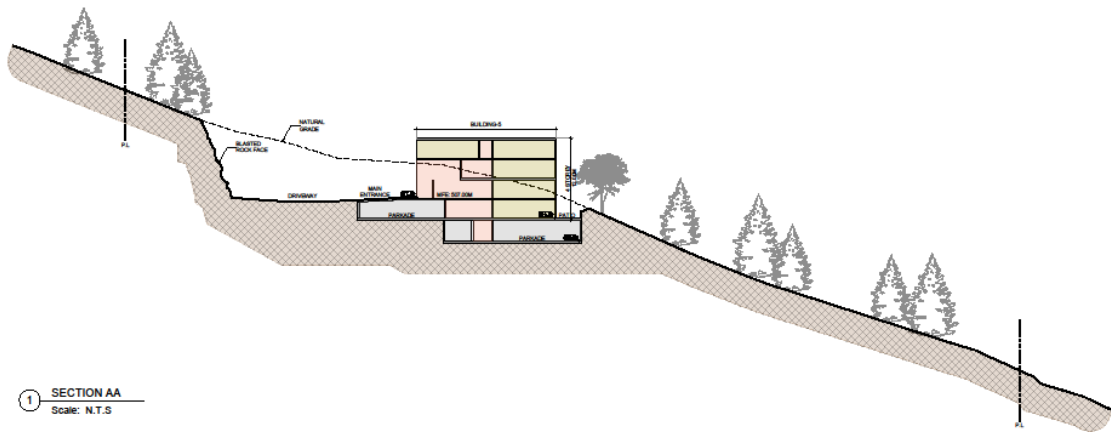
**.5 Other Regulations:**

<b>AMENITIES</b>		
<b>(j)</b>	<b>The required areas of amenities are as follows:</b> <i>(See Schedule A)</i>	
.1	Outdoor Amenity-1	3,925 ft <sup>2</sup> (365 m <sup>2</sup> )
.2	Outdoor Amenity-2	7,850 ft <sup>2</sup> (729 m <sup>2</sup> )
.3	Indoor Amenity	4,850 ft <sup>2</sup> (451 m <sup>2</sup> )

# Schedule A



# Schedule B



**From:** [noreply@esolutionsgroup.ca](mailto:noreply@esolutionsgroup.ca)  
**To:** [Delegation Requests](#)  
**Subject:** New Response Completed for Request to Appear As a Delegation  
**Date:** February 9, 2023 3:27:21 PM

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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. **The City will never ask for personal or account information or account password through email.** If you feel this email is malicious or a scam, please forward to [westkelowna@phishforward.beaucheronsecurity.com](mailto:westkelowna@phishforward.beaucheronsecurity.com).

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Hello, Please note the following response to Request to Appear As a Delegation has been submitted at Thursday February 9th 2023 3:26 PM with reference number 2023-02-09-003.

- **Request to appear as a delegation on:**  
2/14/2023
- **Name of person making the presentation:**  
Kiran Nagra and Rachael Sansom
- **Name of the group or organization that the person is representing:**  
LandVision Group
- **Daytime phone number:**  
[REDACTED] (Kiran) [REDACTED] (Rachael)
- **Email address:**  
kiran@landvisiongroup.com, [REDACTED]
- **Presentation title:**  
Zoning Bylaw Amendment for 2741 Auburn Road
- **What is your request to Council?**  
Introduction of the LandVision team and overview of the Application the Zoning Bylaw Amendment for 2741 Auburn Road
- **Presentation points:**  
Introduction of the team  
Reason for the rezoning amendment request  
Project background and overview  
Next steps

September 7<sup>th</sup> , 2023

Mayor and Council  
City of West Kelowna  
2760 Cameron Road  
West Kelowna B.C. V1Z 2T6

Dear Mayor and Council,

**Re: Daimler Road Safety Improvements**

**Introduction**

1360948 BC Ltd., represented by the LandVision Group, (the “developer”) has made an application to increase the density of the property at 2741 Auburn Drive to accommodate 401 condominium homes, from the currently approved 220 units.

The project is adjacent to a road network that is experiencing pressures from the existing traffic and parking demands. Daimler Road lies adjacent to Constable Bruce Middle School, which contributes to congestion and safety concerns at school drop-off and pick-up hours. The intersection at Old Okanagan Highway and Byland Road is already operating at failing levels of service during the school peak hours. Additionally, staff have noted that there is a parking issue on Auburn Drive at the school fields during soccer season, that causes conflict with industrial traffic travelling to and from the industrial lands to the north. These problems have been identified for quite some time, and were previously discussed by West Kelowna, the School District and the Ministry of Transportation and Infrastructure (MoTI).

As a part of the analysis of the development proposal for Auburn Drive, Align Engineering was commissioned by the City of West Kelowna to review current and future traffic safety concerns and propose solutions. Several options have been presented, and after discussions with City Engineering staff, Option 1 was selected as the preferred improvement approach. This option includes dual left turns from Daimler northbound to Highway 97, restricting the through and left turn movements from Old Okanagan Highway and Byland Road, and a roundabout at Auburn Road and Daimler Drive.

**Cost Share and Phasing Model**

The developers of the Auburn Project wish to be part of the solution. Because the proposed road works will alleviate existing traffic problems, regardless of whether the Auburn project proceeds, the developers respectfully request that Council consider a cost share model to assist with the expense of these road improvements as follows:

Phase	Item	Building Phase	Cost Share
1	<ul style="list-style-type: none"> <li>Extra Parking &amp; Frontage works Auburn Road</li> </ul>	Building Permit for 1 <sup>st</sup> unit	100% LandVision
	<ul style="list-style-type: none"> <li>Daimler Dual Left Turn Hwy 97</li> </ul>		50% Landvision 50% West Kelowna
2	OOR/Byland/Daimler Intersection & Auburn Roundabout	Building Permit for 236 <sup>th</sup> unit	50% Landvision 50% West Kelowna

The cost of the required works would be secured at building permit, and constructed concurrently with that phase of development so that the improvements are complete by the time each building is occupied.

1. As a condition of the 1<sup>st</sup> building permit, Landvision will commit to the frontage improvements along Auburn Drive including extra parking for the soccer fields and will provide 50% of the cost of the dual left turn improvements at Daimler Road and Highway 97.
2. As a condition of the building permit for the 236<sup>th</sup> unit, Landvision will provide 50% of the cost of the roundabout at Auburn and Daimler Road, and the intersection improvements at Old Okanagan Highway and Byland Roads.

### Conclusion

A phased cost share model between the developer and the City of West Kelowna will guarantee that the works are constructed in a timely manner to offset the impacts of the development as it builds out. We look forward to working with the City to improve safety and traffic efficiency in this neighbourhood.

Respectfully,

LandVision Group

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**CITY OF WEST KELOWNA**

**BYLAW NO. 0265.12**

**A BYLAW TO AMEND "ZONING BYLAW NO. 0265"**

---

WHEREAS the Council of the City of West Kelowna desires to amend "CITY OF WEST KELOWNA ZONING BYLAW NO. 0265" 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. 0265.12, 2023".

2. Amendments

"Zoning Bylaw No. 0265" is hereby amended as follows:

2.1 By adding the attached zoning regulations for the CD 10 – Comprehensive Development Zone (Auburn Road) to Part 14 – Comprehensive Development Zones.

2.2 By adding the zone "Comprehensive Development Zone (Auburn Road)" and zone abbreviation "CD10" to Part 5 – Establishment of Zones, Table 5.1.

2.3 By adding "CD10 – Comprehensive Development Zone (Auburn Road)" to the Table of Contents.

2.4 By changing the zoning of Lot 2 District Lot 2601 Osoyoos Division Yale District Plan KAP77227, as shown on Schedule 'A' attached to and forming part of the bylaw from Low Density Multiple Family (R3) to Comprehensive Development (CD 10) and Parks and Open Space (P1).

2.5 By depicting the change on "Zoning Bylaw No. 0265 Schedule B" (Zoning Bylaw map).


READ FOR A FIRST TIME THIS 14<sup>TH</sup> DAY OF FEBRUARY, 2023

---

MAYOR


---

CORPORATE OFFICER

 CITY OF WEST KELOWNA  
**SCHEDULE 'A' of BYLAW NO. 0265.12**



**Legend**

-  R3 to CD10
-  R3 to P1
-  Parcels
-  Zoning Boundary

0 60 120 240 Metres  
1:4,000



Date: 2023-02-03



# CD10 – Comprehensive Development Zone (Auburn Road)

## .1 Purpose

To accommodate multiple residential units the Shannon Lake neighbourhood.

## .2 Principal Uses, Buildings and Structures

- (a) Apartment

## .3 Secondary Uses, Buildings and Structures

- (a) Accessory uses, buildings, and structures  
 (b) Home based business, minor

## .4 Regulations Table

SUBDIVISION REGULATIONS		
(a)	Minimum parcel area	48,349 m <sup>2</sup>
(b)	Minimum parcel frontage	291 m
DEVELOPMENT REGULATIONS		
(c)	Maximum density	316,930 ft <sup>2</sup> (29,443 m <sup>2</sup> ) FAR 0.236
(d)	Maximum coverage	98,855 ft <sup>2</sup> (9,184 m <sup>2</sup> ) 7.36%
(e)	Maximum gross floor area and maximum units by building	
.1	Building 1	5,537 m <sup>2</sup> (59,597 ft <sup>2</sup> ) up to 74 Units
	Building 2	5,906 m <sup>2</sup> (63,572 ft <sup>2</sup> ) up to 78 Units
	Building 3	6,000 m <sup>2</sup> (64,587 ft <sup>2</sup> ) up to 83 Units
	Building 4	6,000 m <sup>2</sup> (64,587 ft <sup>2</sup> ) up to 83 Units
	Building 5	6,000 m <sup>2</sup> (64,587 ft <sup>2</sup> ) up to 83 Units
	Total Gross Floor Area and Unit Count	<b>29,443 m<sup>2</sup> (316,930 ft<sup>2</sup>) up to 401 Units</b>
(f)	Maximum building height	
	<ul style="list-style-type: none"> <li>• Building 1. <i>(all floor levels to be considered as nominal 3.15m). (See Schedule B for schematic building sections)</i></li> <li>• Building 2</li> <li>• Building 3</li> <li>• Building 4</li> <li>• Building 5</li> </ul>	<ul style="list-style-type: none"> <li>• 4 storeys (12 m): 2 storeys (6 m) exposed at the west façade; 4 storeys (12 m) exposed at the east street front.</li> <li>• 4 storeys (12 m): 2 storeys (6 m) exposed at the west façade; 4 storeys (12 m) exposed at the east street front.</li> <li>• 4 storeys (12 m): 3 storeys (9 m) exposed on-grade at the west facing internal street, 4 storeys (12 m) exposed at the east façade.</li> <li>• 4-Storeys (12 m): 3 storeys (9 m) exposed on-grade at the north-west facing internal street, 4 storeys (12 m) exposed at the south-east façade.</li> <li>• 4-Storeys (12 m): 3 storeys (9 m) exposed on-grade at the north-west facing internal street, 4 storeys (12 m) exposed at the south-east façade.</li> </ul>

<b>SITING REGULATIONS</b>		
<b>(h)</b>	<b>Buildings and structures shall be sited at least the distance from the feature indicated in the middle column below, that is indicated in the right-hand column opposite that feature:</b>	
.1	Minimum front parcel boundary	4.50m (14'-6" ft)
.2	Rear parcel boundary	32.45m (106'-6")
.3	Interior side parcel boundary	44.50m (146'-0")
.4	Exterior side parcel boundary	4.50m (14'-6" ft)

**.5 Other Regulations:**

<b>AMENITIES</b>		
<b>(j)</b>	<b>The required areas of amenities are as follows:</b> <i>(See Schedule A)</i>	
.1	Outdoor Amenity-1	3,925 ft <sup>2</sup> (365 m <sup>2</sup> )
.2	Outdoor Amenity-2	7,850 ft <sup>2</sup> (729 m <sup>2</sup> )
.3	Indoor Amenity	4,850 ft <sup>2</sup> (451 m <sup>2</sup> )

# Schedule A



# Schedule B

