

Brown Road Development Rezoning Amendment Application

PUBLIC CONSULTATION SUMMARY
January 2026

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January 8, 2026

Our File: 21-2038

City of West Kelowna,
3731 Old Okanagan Highway,
West Kelowna, BC V4T 1K7
Email: cam.graham@westkelownacity.ca

Attention: Cam Graham, RPP, MCIP, Senior Planner, City of West Kelowna

Dear Cam,

Re: Public Consultation Summary for Brown Road Development Project (Master Plan Development and Rezoning Amendment) Public Information Meeting

On behalf of Homestar Investments (006) Ltd., Aplin Martin Consultants Ltd. (Aplin Martin), in collaboration with Arcadis Professional Services (Canada) Inc., held an in-person Public Information Meeting (PIM). The purpose of the PIM was to gather feedback on the proposed Zoning Bylaw Amendment for the Brown Road Development project.

This Public Consultation Summary provides an overview of the consultation process and summary of feedback heard from the community. Feedback will be considered to inform further design development.

Project Background

The subject site is an 8.5-hectare/21-acre property located at **3898 Brown Road** in West Kelowna, BC (PLAN KAPI568 LOT 1 DISTRICT LOT 807 OSOYOOS DIV 3898 BROWN RD OF YALE DISTRICT EXCEPT PLAN 13090 30224 KAP49629; PID: 011-295-082).

This project aims to create a mixed-use, multi-family residential housing development on the existing property to support the growth of the Westbank Urban Centre. The project follows the Official Community Plan land use and built form direction for the Westbank Urban Centre - Residential Shoulder (Area C) so no OCP amendment is required.

The project proposes to rezone the site from the current Rural Residential Large Parcel Zone (RU4) Comprehensive Development Zone (CDZ).



Figure 1: Project Area Map

to a

The new development is proposed to include diverse housing options, ground-floor commercial spaces, a daycare centre, park and trail connectivity, and expansion of Glen Canyon Regional Park. The rezoning and development of the project would allow for development of the neighbourhood with higher density buildings to meet the increasing housing needs within West Kelowna. It would align with City of West Kelowna objectives to focus residential growth within the Urban Centre.

The project will also dedicate approximately 48% of the site (about 4.1-hectares) as public park space to form part of the Glen Canyon Regional Park which would be designated as Natural Areas and Public Parks based on OCP designations.

Consultation Process

The consultation process for this project commenced on or around December 6, 2025 (based on Canada Post delivery of the postcard mailout) and concluded on Friday, January 2, 2026. Key activities focused on the PIM that took place on Monday, December 15, 2025. Feedback from the consultation period has been shared with the City of West Kelowna. Feedback will also be shared with the public including how input informed the project's next steps.

NOTIFICATION

To notify community members about the upcoming PIM, the following outreach tools were used:

Postcard Mailout

Aplin Martin utilized the addresses provided by the City of West Kelowna's based on a buffer zone surrounding the subject area. A postcard mailout was developed that provided a project overview, key contact information, and PIM details along with a website address to provide feedback (**Appendix A**). A total of 310 postcards were mailed out to property owners within the vicinity of the proposed site on Thursday, December 4, 2025 which were distributed on or around December 6 based on Canada Post delivery.

Project Website

Aplin Martin updated an existing project webpage:
<https://www.aplinmartin.com/brown-road-development>

The website update included information about the PIM along with an overview of the project, the development application, a site map, feedback email mailbox, project contact, and later display boards. A copy of the webpage is attached in **Appendix B**.

Newspaper Advertisement

Information about the upcoming Public Event ran in the [West K News](#) on Friday, December 12, 2025. The newspaper has a circulation of 8,000 households and businesses in West Kelowna area. A tear sheet of the ad is included in **Appendix C**.

ENGAGEMENT ACTIVITIES

The following activities helped gather feedback on the proposed development.

In-Person Public Information Meeting

Aplin Martin hosted an in-person Public Information Meeting intended to:

- Introduce the project to the community including its purpose, the process, and anticipated outcomes;
- Share information on the proposed development; and
- Gather feedback on the proposed development that may be considered during further design development.

A venue was chosen near the site to provide community members easy access while a drop-in format allowed flexibility to attend.

| Date | Format | Time | Venue |
|---------------------------------|--------------------------|---|---|
| Monday, December 15, 2025 | Drop-in Open House | 4:00 pm – 7:00 pm (Note: The event was extended one hour to 7:00 pm based on request from City Council and public.) | Westbank Lions Community Centre - Room C 2466 Main Street, West Kelowna, V4T 1Z1 |

Approximately 46 participants signed into the session (excluding project team present at the session). Participants signed in using a sign-in sheet.

The following Project team members acted as facilitators during the event, explaining information to participants, discussing concerns, and answering questions:

| Team Member | Company | Role |
|--------------------|--------------|--------------------------------|
| Leon Teplitsky | Mgmt. Group | Client |
| Samira Khayambashi | Aplin Martin | Project Manager |
| Jack Kitchener | Arcadis | Project Architect |
| Kiran Kandola | Arcadis | Architecture/Engineer Designer |

Display Boards

Participants attending the PIM had an opportunity to review display boards prepared for the event. The display boards were prepared by Arcadis and featured:

- **Welcome:** Title board introducing the project.
- **Connecting to Land Use:** Outline of the zoning plan and OCP designations including maps.

- **Understanding the Site:** Existing context including location, topography, regional park, and existing trails.
- **Connecting to the Neighbourhood:** Transportation and circulation and Westbank amenities.
- **Designing the Vision:** Key strategies for surroundings, purpose, and layout and circulation.
- **Enhancing Green Space:** Natural areas and neighbourhood parks including the needs.
- **Benefitting the Community:** Overview of the daycare provision and precedents.
- **Creating a Pedestrian Network:** Pathways, trails, and greenways for connectivity.
- **Visioning Built Form:** Scale and massing proposal, unit sizes, and precedent imagery.
- **Civil Engineering:** Key plan for engineering drawings overview.
- **Civil Engineering:** Key plan for engineering drawings composite utility plan.
- **Civil Engineering:** Key plan for engineering drawings stormwater management plan.

A copy of the display boards is included in **Appendix D**.

Comment Form

Participants at the PIM had an opportunity to provide comments using a comment form (**Appendix E**). The comment form was a two-page hard-copy handout that provided a project overview and allowed written submissions for participants to share their thoughts about the future development of the project. Submissions are in **Appendix E**.

Email Mailbox

The email mailbox was indicated on the postcard mailout, materials at the PIM, and on the project website. The mailbox was open from the previous engagement and through to January 2, 2026. Comments received during that period are contained in **Appendix F** and summarized in the next section by key theme.

Other Written Submissions

Participants at the event also provided hard-copy written submissions during the event which are contained in **Appendix G**.

Event Photos

Project team members captured photos of the event which are included in **Appendix H**.

Feedback Summary & Analysis

The following section provides a summary of key themes based on input received during the consultation period:

| Item | No. | Reference |
|---------------------------------------|-----|------------|
| Comment Forms received during the PIM | 4 | Appendix E |
| Email Submissions via Email Mailbox | 16 | Appendix F |
| Other Written Submissions | 2 | Appendix G |
| Phone Messages | 1 | n/a |

SUMMARY OF KEY THEMES

| Key Theme | Highlights |
|---|--|
| Traffic, Parking, and Road Safety | <ul style="list-style-type: none"> • Potential traffic congestion on Brown Road and surrounding streets, especially with additional vehicles • Request for more information about traffic impact studies • Desire for emergency egress planning, particularly for wildfire evacuation • Better understanding of on-site parking based on potential spillover onto surrounding residential streets • Requests for improved sidewalks and lighting • Desire for active transportation infrastructure and improvements to pedestrian safety • Understanding of underground parking and impact to surrounding properties |
| Building Height, Density, and Neighbourhood Character | <ul style="list-style-type: none"> • Desire for gentle transition from single-family residential homes to six-storey (or higher) buildings to support compatibility within existing neighbourhood • Support for more family-oriented housing such as townhouses or four-storey buildings near single-family homes • Request for shadowing studies to understand potential impact of shadowing on nearby properties from taller structures • More knowledge about permitted setbacks between structures • Desire for aesthetically pleasing design and materials used for developments to align with neighbourhood character (i.e., minimize use of concrete). • Continue to support community character (e.g., semi-retirement, low-density) • Support for a strategic, long-term approach to development on a case-by-case basis to maintain |

| | |
|---------------------------------------|--|
| | community character (i.e., developments should not set a precedent) |
| Private Property Impacts | <ul style="list-style-type: none"> • More information about neighbourhood property valuation benefits and impacts • Questions about development lighting and noise once constructed • More information about construction impacts on neighbouring properties (e.g., geotechnical impacts, noise, debris, construction management) • Better understanding of how new development could potentially impact neighbour's privacy and quality of life based on setbacks, design, and scale |
| Environmental and Health Impacts | <ul style="list-style-type: none"> • Better understanding of potential health impacts for residents and daycare due to proximity of vineyards' spray zones • Support for protection of environment and wildlife habitats based on interface with park • More information about the interface with Glen Canyon Regional Park including benefits and impacts • Questions about servicing including wastewater treatment capacity and water supply based on current climate considerations (e.g. low snowpack, recent boil water advisories) • More details about tree retention and anticipated landscape design (planting types, etc.) |
| Emergency Services and Public Safety | <ul style="list-style-type: none"> • Better understanding about fire mitigation planning, including evacuation routes and available resources to limit strain on existing resources • Desire for safety plan and traffic management plan during construction process |
| Infrastructure and Community Services | <ul style="list-style-type: none"> • Desire for more "big picture" planning for City to increase density in line with available community infrastructure and servicing (e.g., provision of schools, health care, recreational facilities, etc. based on population) • Consider fencing/screening, landscape design, and lighting between neighbouring properties for privacy and noise mitigation • Questions about location of garbage, recycling, and organics for new development and management |
| Housing Market and Economic Viability | <ul style="list-style-type: none"> • More information on broader housing needs based on City's current high vacancy rate (6.4%). |

| | |
|--|---|
| | <ul style="list-style-type: none"> • Better understanding of the development's financial plan to limit risk of an incomplete building • Desire for more housing diversity (townhomes, family-oriented units) in addition to mid-rise apartments • Questions about plans for neighbourhood planning goals for tenures (mixed, rentals, ownership, supportive housing) |
| Daycare and Retail Components | <ul style="list-style-type: none"> • Questions about daycare access and potential impacts on traffic • More information about retail viability and long-term economic planning for neighbourhood based on current economic climate |
| Parkland | <ul style="list-style-type: none"> • Questions about how the parkland component is being planned and eventually accessed by residents (i.e., what portion of land is usable) |
| Archaeological Impacts | <ul style="list-style-type: none"> • Questions about the archaeological process and if a study is warranted |
| Alignment with Official Community Plan (OCP) | <ul style="list-style-type: none"> • More information about the Official Community Plan policies and how the development aligns or conflicts with these policies on height transitions, housing diversity, and sensitive integration • Suggestions to re-designate the site as a Neighbourhood Centre for a balanced mix of low-rise housing and community-serving uses |
| Construction Impacts | <ul style="list-style-type: none"> • More information about the construction process and potential impacts (noise, traffic) and how it will be mitigated for residential neighbours and the park |
| Community Engagement | <ul style="list-style-type: none"> • Desire for continued community engagement |

FEEDBACK ANALYSIS

Comments received during the consultation period for the Brown Road Development project indicate that some community members acknowledge positive elements of the project. These positive elements include improved park access, diverse housing options, and support for a livable and diverse community. Some participants noted that the area is desirable for young families due to the proximity to neighbourhood assets.

Community feedback also indicated some considerations that could be considered as development progresses. These considerations mainly focus on supporting gentle transitions between existing residential properties and new developments and maintaining community character. Some residents support the development of family-oriented developments such as townhomes and preference for a more scaled-down approach that is more compatible within the existing neighbourhood.

Other participants desire information on how new developments in general will impact current community infrastructure and servicing to support both an increase in new residents and resilient and sustainable communities.

Based on the key themes, future development could consider the following:

- Gentle transition between existing residential homes and new development particularly around building height and density and analysis to better understand impacts (i.e., shadow studies)
- Broader diversity of housing options that include more ground-oriented, family-friendly, and affordable options to support complete communities
- Infrastructure enhancements to support a cohesive community such as sidewalks, lighting, and active transportation amenities
- More information on how development interfaces with both park and nearby Agricultural Land Reserve (ALR) and management plans
- More information about neighbourhood servicing for water and sewer and community assets to maintain a functional community
- More information about development access, traffic studies, and emergency management planning for the neighbourhood
- Public communication regarding construction management, financial assurances, construction scheduling, and traffic management during construction
- Provision of information about supporting OCP guidelines and how these policies support development planning in key neighbourhoods
- Ongoing open and transparent engagement with community members

Verbatim comments are contained in Appendices E (comment forms), F (emails), and G (other written submissions).

Next Steps

The in-person PIM provided a platform for community members to share their feedback about the proposed Brown Road Development. It provides a useful opportunity for the project team to consider the ideas of the public during further design development.

This summary has been shared with the City of West Kelowna for their consideration.

Should you have any further questions, please contact the undersigned at 604-639-3456.

Yours truly,

APLIN & MARTIN CONSULTANTS LTD

A handwritten signature in black ink, appearing to read 'S. Khayambashi', with a long horizontal line extending to the right.

Samira Khayambashi, MCIP, RPP
Project Manager

SK/kf
Enclosures - Appendices
21-2038 Brown Road Development - Public Consultation Summary

APPENDIX A:

Postcard Mailout & Addresses

PUBLIC INFORMATION MEETING

PROJECT OVERVIEW

This project aims to create a mixed-use, multi-family housing development on the existing 21-acre property to support the growth of the Westbank Urban Centre. The new development is proposed to include diverse housing options, ground-floor commercial spaces, a daycare centre, park and trail connectivity, and expansion of Glen Canyon Regional Park.

On behalf of Homestar Investments (006) Ltd., Aplin & Martin Consultants Ltd. has been working on a rezoning bylaw amendment that was submitted to the City of West Kelowna.

To learn more about the project and to provide your feedback, please visit:

www.aplinmartin.com/3890-brown-road

CONTACT

Aplin & Martin Consultants Ltd.

Samira Khayambashi,

Senior Project Manager, Development

openhouse@aplinmartin.com | 604-639-3456



PUBLIC INFORMATION MEETING

Please join us for the upcoming Public Information Meeting to discuss and share your thoughts on the future development of 3898 Brown Road in West Kelowna, BC.

The zoning is proposed to be changed from Rural Residential Large Parcel Zone (RU4) to Comprehensive Development Zone.

WHEN?

Monday, December 15, 2025

Drop in between 4:00 pm and 6:00 pm

WHERE?

Westbank Lions Community Centre - Room C
2466 Main Street, West Kelowna, V4T 1Z1

Can't make it? Submit comments at:

www.aplinmartin.com/3890-brown-road



APPENDIX B:

Project Website

BROWN ROAD DEVELOPMENT

Welcome

Development Application

Presentation Boards

Your Feedback

Project Contact



PUBLIC INFORMATION MEETING
- BROWN ROAD DEVELOPMENT

WELCOME

Welcome to the project webpage for the Rezoning Amendment Application (Z 24-02) for the property at 3898 Brown Road in the City of West Kelowna.

This project aims to create a mixed-use, multi-family housing development on the existing 21-acre property to support the growth of the Westbank Urban Centre. The new development is proposed to include diverse housing options, ground-floor commercial spaces, a daycare centre, park and trail connectivity, and expansion of Glen Canyon Regional Park.

PUBLIC INFORMATION MEETING

Thank you to everyone who attended the Public Information Meeting on December 15! We appreciate your feedback about the proposed development. Our next step is compiling feedback and sharing with the City of West Kelowna. Stay tuned for updates on this webpage.

WHEN:

Monday, December 15, 2025
Drop in between 4:00 pm to 7:00 pm

WHERE:

Westbank Lions Community Centre - Room C
2466 Main Street, West Kelowna, V4T 1Z1

Couldn't make it? Please share your feedback or questions here:

openhouse@aplinmartin.com

Please submit comments by Friday, January 2, 2026.

DEVELOPMENT APPLICATION

On behalf of Homestar Investments (006) Ltd., Aplin & Martin Consultants Ltd. has been working on a rezoning bylaw amendment for the 3898 Brown Road site that was submitted to the City of West Kelowna. The zoning is proposed to be changed from Rural Residential Large Parcel Zone (RU4) to Comprehensive Development

APPENDIX C:

Newspaper Ad

A4 Friday, December 12, 2025

West K News

www.westknews.com

New scam targets BCHL teams

Logan Lockhart

The B.C. Hockey League is warning of a new email scam that targets its teams.

League officials said in a social media post on Dec. 8 that they have received multiple reports over the past week of scam emails impersonating BCHL team staff.

The scam is said to involve people pretending to be team

staff while reaching out to local businesses.

“Unless you are receiving communication from an official team domain or a trusted contact, do not share information, send money or click on links,” the league said.

Clubs, including the Salmon Arm Silverbacks, also took to social media to warn people of the scam, noting the

“messages may use realistic language and formats to appear legitimate.”

The team said all its emails will come from a @sassilverbacks domain.

“If you receive a suspicious message claiming to be from the Silverbacks, please do not reply and forward it to us so we can report,” the club added.



BCHL logo. (Black Press Media file photo)



A controlled pile burning is scheduled for Rose Valley Regional Park between Dec. 8 and Jan 31, 2026. (Regional District of Central Okanagan/Contributed)

Planned burn for regional park set to last nearly 2 months

Lily Taylor

The Regional District of Central Okanagan (RDCO) has advised that a controlled pile burning is scheduled for Rose Valley Regional Park between Dec. 8 and Jan 31, 2026.

The burn is weather and venting conditions permitting, and planned to be part of ongoing efforts following the 2023 McDougall Creek wildfire. Burning will help dispose of remaining slash and woody debris from ear-

lier salvage and hazard tree removal, reducing future fire risk and supporting long-term health of the forest.

This is a carefully planned, permitted, and monitored operation which local services have been made aware of.

While smoke and flames may be visible from nearby neighbourhoods, within the park and across Okanagan Lake, residents are asked to only call 911 if smoke or fire is apparent outside of the park's boundary or elsewhere.

What to expect:

- Monitoring by training crews throughout the operation;
- Smoke and flames may be visible within the park during the pile burning operation;
- Burning will only proceed under safe conditions, including favourable venting, temperature and wind.

Residents are encouraged to visit <https://www.rdco.com/en/living-here/emergency-notifications.aspx> for more information.

PUBLIC INFORMATION MEETING

Share your thoughts on the future development of the site located at 3898 Brown Road, West Kelowna, BC. The zoning is proposed to be changed from Rural Residential Large Parcel Zone (RU4) to Comprehensive Development Zone. The new development is intended to support the growth of Westbank Urban Centre by providing diverse housing options, commercial spaces, a new daycare centre, and park and trail connectivity.

When?

Monday, December 15
Drop in between
4:00 & 7:00 pm (Extended!)

Where?

Westbank Lions Community Centre (Room C)
2466 Main Street,
West Kelowna, V4T 1Z1



To learn more and share your feedback, please visit: www.aplinmartin.com/brown-road-development

APLIN MARTIN

**CONNECT. SHARE. SHINE.
BECOME AN EXHIBITOR AT THE SENIORS EXPO!**

Yung at Heart
SENIORS EXPO

Kelowna

RESERVE YOUR BOOTH TODAY!

EMAIL EVENTS@BLACKPRESS.CA

WEDNESDAY, JANUARY 28, 2026 | 11AM - 3PM
COAST CAPRI HOTEL | 1171 Harvey Ave., Kelowna, B.C.



WELCOME!

3898 BROWN ROAD OPEN HOUSE

15 December 2025



CONNECTING TO LAND USE

ZONING PLAN

This project is a rezoning amendment application for the 8.5-hectare / 21-acre site at 3898 Brown Road in West Kelowna.

The project proposes to rezone the site from its current 'RU4- Rural Residential Large Parcel Zone' to a 'Comprehensive Development Zone'.

This would allow for the proposed development of a **multi-family residential neighbourhood** with higher density buildings to meet the increasing housing needs within West Kelowna.

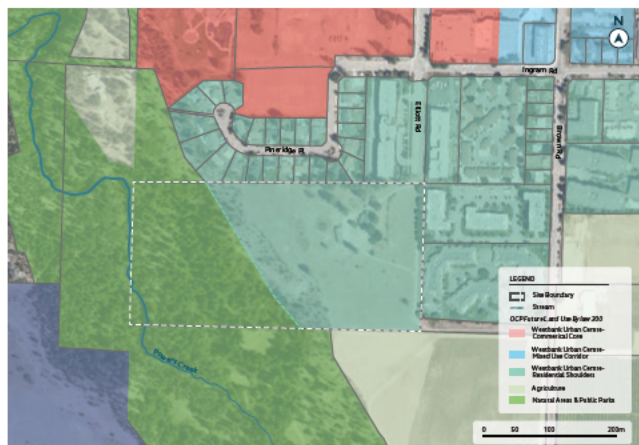
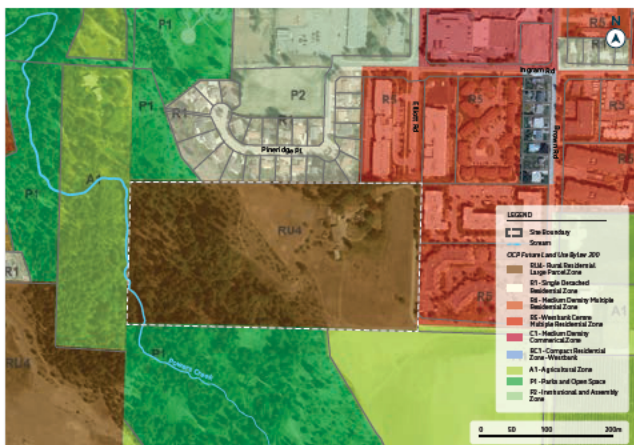
OCP DESIGNATIONS

The project has been designed to align with the West Kelowna Official Community Plan (OCP) and the designations it identifies – which specify the intended future uses of an area.

- The site has two designations:
1. Westbank Urban Centre - Residential Shoulders.
 2. Natural Areas and Public Parks.

The project aligns with these designations with a focus on residential growth within the Urban Centre – which allows **high density buildings** to encourage development in the **right location**.

The project will also **dedicate** approximately **48% of the site (4.1 hectares | 10.14 acres) as public park space**, to form part of the Glen Canyon Regional Park.



APPENDIX D:

Display Boards

UNDERSTANDING THE SITE

EXISTING CONTEXT

Location

The largely undeveloped site is well located offering direct connections into the valley and to the Westbank Centre, with views across Okanagan Lake.

Topography

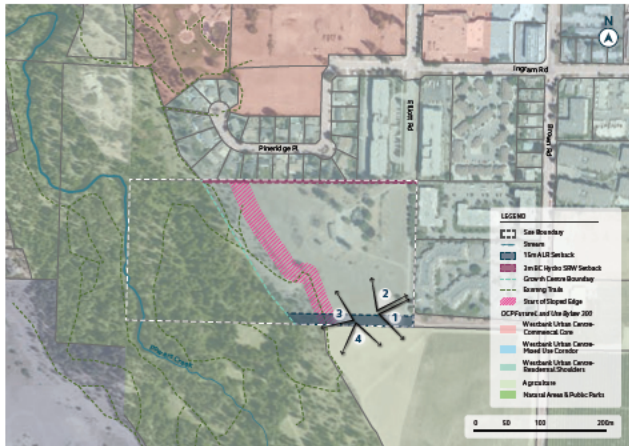
The topography is largely flat with a grade change of only three metres within the developable 'Westbank Urban Centre - Residential Shoulders' area.

Regional Park

The western half of the site has a sloped edge, before a steep elevation drop down to the Glen Canyon Regional Park. At the western edge of the site and at the bottom of the Canyon is Powers Creek which flows down to Okanagan Lake.

Existing Trails

The site connects to a network of existing trails which wind through the Regional Park - an important feature that will be enhanced through the project.



HOMESTAR | APLIN MARTIN | ARCADIS

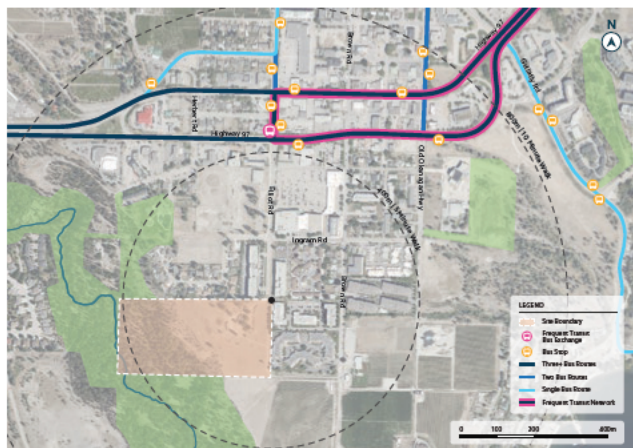
CONNECTING TO THE NEIGHBOURHOOD

TRANSPORTATION & CIRCULATION

There are currently multiple public transit connections that are close by.

Within a short 5-10 minute walk is overlapping bus routes and bus stops that connect along Highway 97 and led across West Kelowna and the wider Okanagan.

Along Elliot Rd is a bus exchange where the rapid transit **Okanagan 97 route stops**. This runs directly from Westbank to downtown Kelowna, and up to the University of British Columbia - Okanagan Campus (UBCO).



WESTBANK AMENITIES

Westbank Centre

The site is near the heart of Westbank Centre, with many nearby amenities and services, making this a great place for people to live, work and play.

Daily Needs

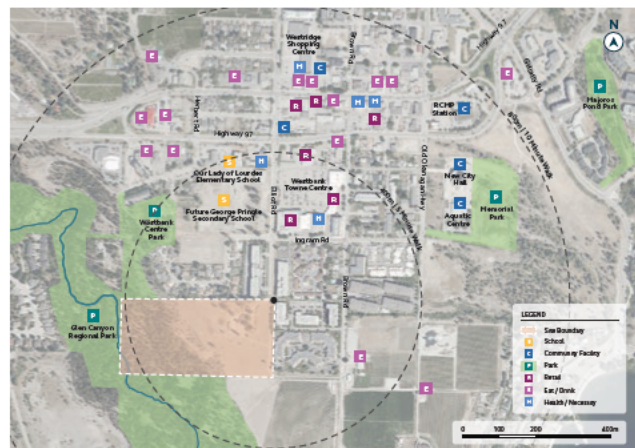
Within a short 5-minute walk, people can reach many of the amenities to meet their daily needs. This includes the Westbank Towne Centre, health facilities, and grocery stores.

Parks

Glen Canyon Regional Park and the Westbank Centre Park provide open park spaces that directly connect to the site.

Education & Childcare

Within a few minutes walk is Our Lady of Lourdes Elementary School, and the new George Pringle Secondary School, which will have 1200 students and an adjoining childcare.



HOMESTAR | APLIN MARTIN | ARCADIS

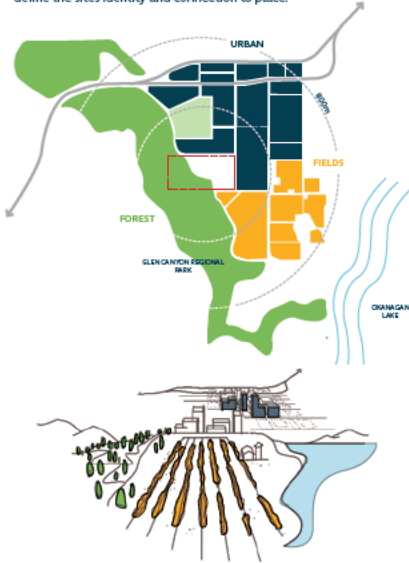
DESIGNING THE VISION

KEY STRATEGIES

Surroundings

The project area sits at a meeting point between different surroundings – the ecological spine of Glen Canyon Regional Park, rolling vineyards that slope down towards the lakefront and the grided urban Centre of Westbank.

Each of these three geographic characteristics- urban, forest, and fields – define the sites identity and connection to place.



Purpose

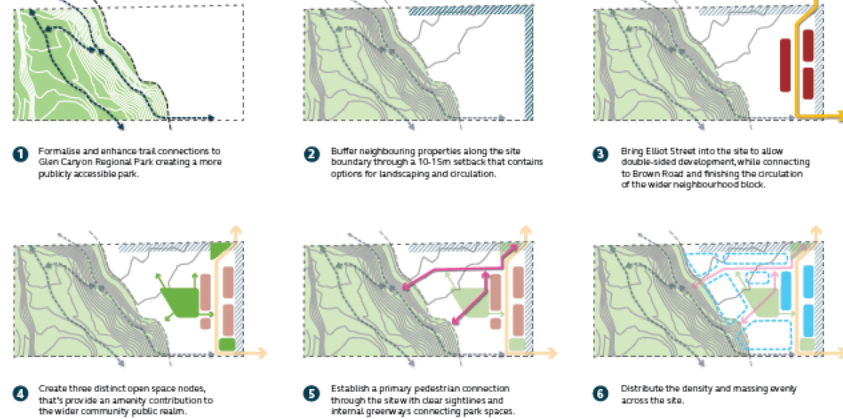
The project proposes the development of a multi-family residential neighbourhood, with the intent of meeting the increasing housing needs within West Kelowna.

It aims to realize it's contextual surroundings:

- **Maximize** residential density in the urban centre.
- **Provide** residents with walking access to shops and services.
- **Enhance** community connections to the popular Regional Park
- **Recognise** southward facing views across the sloped agricultural valley and Okanagan Lake.

Design Strategies

Six key design strategies were developed for the rationale of the masterplan which guided the layout and circulation of the site plan.



HOMESTAR | APJN MARTIN | ARCADIS

ENHANCING GREEN SPACE

NATURAL AREAS & NEIGHBOURHOOD PARKS



Need for Parks in Westbank

Westbank has a lack of parks. Out of the 11 neighbourhoods in West Kelowna, it has the third lowest proportion of parkland per person. As Westbank continues to grow, thoughtful park expansion and more amenities are important to support increasing demand.



Regional Park

~48% of the site will be dedicated as part of the Glen Canyon Regional Park Greenbelt, with enhanced trail connections.



POPS

A privately-owned public space (POPS) in the northeast corner provides a flexible space, well situated to provide the best connection and usability for the wider neighbourhood.



Neighbourhood Parks

A large neighbourhood park will sit at the heart of the project, providing approximately 1,300 m² of outdoor amenity for the local use of residents.



VIEW 1- IMPRESSION OF TRAIL HEAD CONNECTION AND PARK DEDICATION



PRECEDENTS OF PARK SPACES ENVISAGED



HOMESTAR | APJN MARTIN | ARCADIS

BENEFITTING THE COMMUNITY

DAYCARE PROVISION



Need for Daycare in Westbank

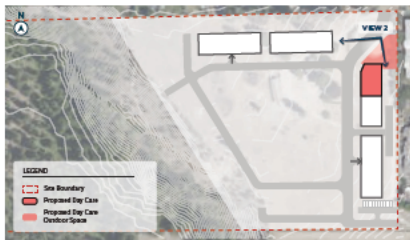
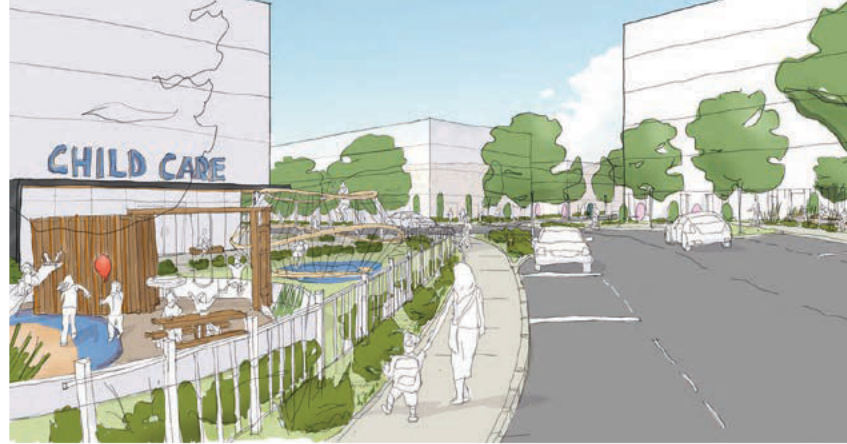
- The demand for daycare spaces within British Columbia is increasing.
- Currently West Kelowna has a lack of available spaces to meet demand.
- Creating net new childcare spaces will help address an important community need.



Proposed Daycare

- The project proposes a large daycare centre intended for approximately 150 spaces.
- This has been calculated to meet the needs of the development at full buildout ensuring the project doesn't contribute to the demand for child care within West Kelowna and benefits the wider community.
- It has been put into the building in the northeastern corner for ease of access for people coming into or leaving the project area.

VIEW 2 - IMPRESSION OF ENTRANCE FROM ELLIOT ROAD AND DAYCARE



PRECEDENTS OF DAYCARES IN AN URBAN SETTING



HOMESTAR | APLIN MARTIN | ARCADIS

CREATING A PEDESTRIAN NETWORK

PATHWAYS, TRAILS & GREENWAYS



Pedestrian Connectivity

- A circulation plan is proposed that accommodates pedestrian and cycle friendly streets with tree-lined pathways.
- The network will complete the wider neighbourhood block, providing a looping connection between Brown Road and Elliot Street.
- Internal greenways support greater pedestrian access, with buildings arranged to frame these connections.



Trail Connections

- Access to the Regional Park is important for everyone in Westbank to have.
- The Project proposes the upgrade of the existing dirt trail along the southern boundary to a 3m wide public path along a 7m wide right-of-way. An additional trail connection is also proposed to the north.
- These connections, with amenities like planting and seating, will create greater and more convenient public access to the park for the Westbank community.



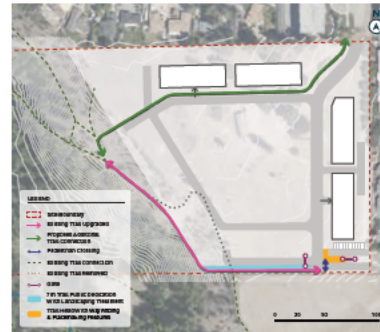
Providing a Trail Head

- Further supporting the enhancement and useability of the trail is a dedicated trail head and gated parking area.
- The trail head will accommodate wayfinding and placemaking features like signs, with more seating and planting.
- An enhanced pedestrian crossing like a raised crosswalk or push button crossing, connects the trail head and trail connection.

PEDESTRIAN NETWORK



TRAIL NETWORK



DESIRED LOOK & FEEL OF GREENWAYS, PATHS & STREETSCAPE



DESIRED LOOK AND FEEL OF DEDICATED TRAILS & TRAIL HEAD



HOMESTAR | APLIN MARTIN | ARCADIS

VISIONING BUILT FORM

SCALE AND MASSING PROPOSAL



Reducing the Perception of Scale & Mass

The project proposes higher density buildings (for example six storeys). Buildings like this are understandably large, so it is **important to include design features that reduce the sense of their size and scale, especially in a residential neighbourhood.**

Design features that contribute to a scaled back perception include:

- Recessed balconies.
- Architectural variation / architectural quality, importantly through the breakup and variety of materials.
- Integrated townhomes or distinguished architectural typologies at the lower floors.
- A diversity of unit sizes.



A Range of Unit Sizes

The project proposes a variety of unit sizes for example from studio to three-bedrooms. Including a varied and even mix of unit types **support a range of life-stages, incomes and demographics** allowing for a more diverse community.

PRECEDENT IMAGERY OF BUILT FORM

There are many local examples, including within Westbank, of types of buildings that fit into the imagined future concept. These images give an impression of the intended scale, typology and style that is envisaged for the buildings.



Proxima on Cleburn Avenue, Kelowna

The Trails, North Vancouver

Lupine Walk, 3596 Matsum Drive, North Vancouver



Willoughby Heights, 209 Street, Langley



2055 East Broadway, Vancouver



Anders Road, West Kelowna



Canyon Crest Drive, West Kelowna



Lakeview Palms, 3623 Elliott Rd, West Kelowna

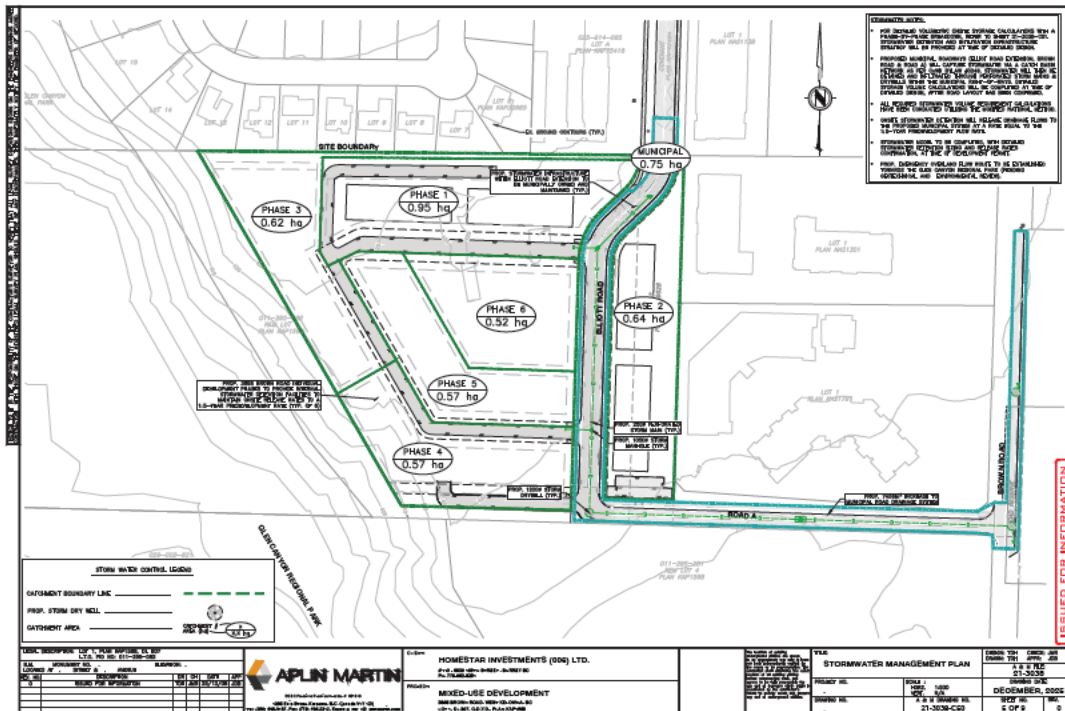


The Row 1181 Sunward Ave, Kelowna

HOMESTAR | APLIN MARTIN | ARCADIS

CIVIL ENGINEERING

STORMWATER MANAGEMENT PLAN



APPENDIX E:

Comment Form Submissions

PUBLIC COMMENT FORM



3898 Brown Road, West Kelowna

ABOUT THE PROJECT

This project aims to create a mixed-use, multi-family housing development on the existing 21-acre property located at 3898 Brown Road in West Kelowna. The project is intended to support the growth of the Westbank Urban Centre.

The new development is proposed to include diverse housing options, ground-floor commercial spaces, a daycare centre, park and trail connectivity, and expansion of Glen Canyon Regional Park.

On behalf of Homestar Investments (006) Ltd., Aplin & Martin Consultants Ltd. has been working on a rezoning bylaw amendment that was submitted to the City of West Kelowna. The zoning is proposed to be changed from Rural Residential Large Parcel Zone (RU4) to Comprehensive Development Zone.



SHARE YOUR FEEDBACK

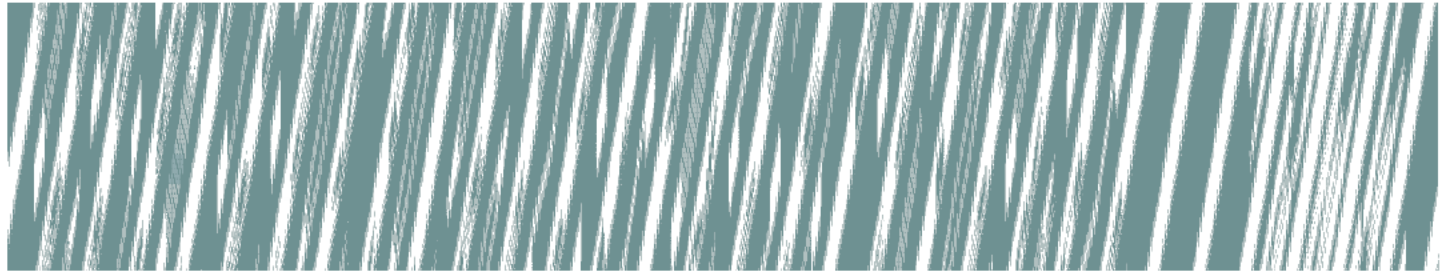
Please share your thoughts about the future development of this project.

Need more space? Use the back of this page.

We are greatly concerned about the traffic that will end up on Brown Road. It will be hard to get out of our driveway if a couple of hundred more vehicles are on our road in addition to the traffic from Mira Vista, Menticello Linden ~~Signon~~ Estates, Trucks and the Crown & Thieves. What if anything will be done to help mitigate the effects of all this extra traffic on the residents along Brown Road.

Please submit comments by January 2, 2026.

Appendix E: Comment Forms



ABOUT THE PROJECT

This project aims to create a mixed-use, multi-family housing development on the existing 21-acre property located at 3898 Brown Road in West Kelowna. The project is intended to support the growth of the Westbank Urban Centre.

The new development is proposed to include diverse housing options, ground-floor commercial spaces, a daycare centre, park and trail connectivity, and expansion of Glen Canyon Regional Park.

On behalf of Homestar Investments (006) Ltd., Aplin & Martin Consultants Ltd. has been working on a rezoning bylaw amendment that was submitted to the City of West Kelowna. The zoning is proposed to be changed from Rural Residential Large Parcel Zone (RU4) to Comprehensive Development Zone.



SHARE YOUR FEEDBACK

Please share your thoughts about the future development of this project.

Need more space? Use the back of this page.

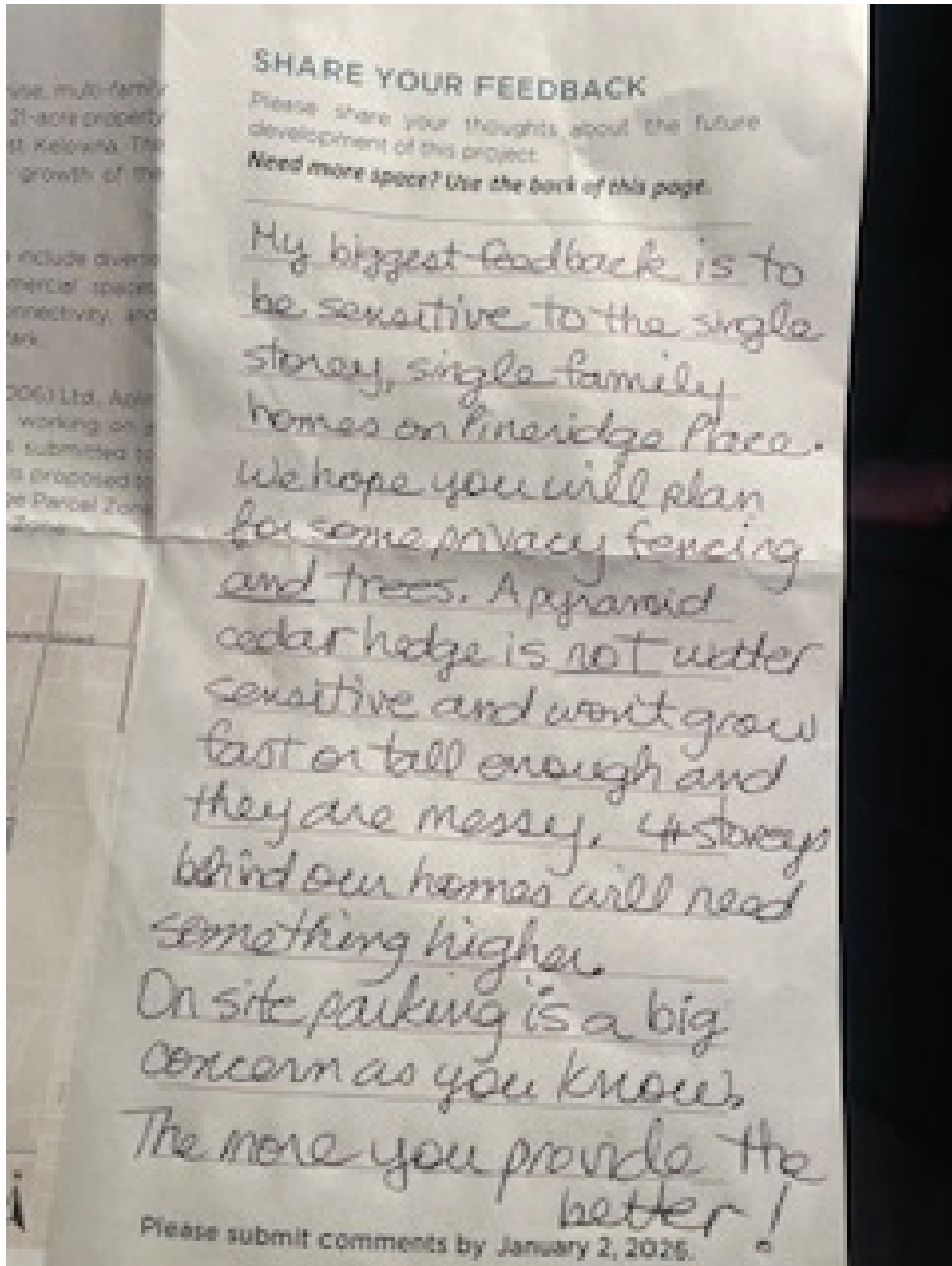
- I understand the developer will work w the city to ensure adequate water quantity - I wholeheartedly support this given changing precipitation amounts and earlier freshet in the valley.

- I understand the developer would gladly install townhomes on the periphery, but are pressured to build more density by council. I definitely support townhome concept.


Kenroy.cooper@gmail.com
250-300-1310

Please submit comments by January 2, 2026.

PREFER TO SUBMIT ONLINE? Visit www.aplinmartin.com/brown-road-development



PUBLIC COMMENT FORM



Brown Road, West Kelowna

THE PROJECT

aims to create a mixed-use, multi-family development on the existing 27-acre property 2925 Brown Road in West Kelowna. The intended to support the growth of the Urban Centre.

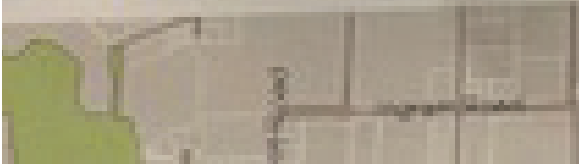
development is proposed to include diverse options, ground-floor commercial spaces, central park and trail connectivity, and of Glen Canyon Regional Park.

of Homestead Investments (2008) Ltd, Apex Consultants Ltd. has been working on a plan amendment that was submitted to West Kelowna. The zoning is proposed to from Rural Residential Large Parcel Zone Comprehensive Development Zone.

SHARE YOUR FEEDBACK

Please share your thoughts about the future development of this project.
Need more space? Use the back of this page.

I live on Pineridge Place.
Please don't go above 4 stories.
And a privacy fence and trees along your property is necessary.
It would be good to provide extra parking within the complex.



APPENDIX F:

Email Submissions via Email Mailbox

Appendix F: Email Submissions via Email Mailbox

From: [REDACTED]
Sent: Sunday, December 28, 2025 2:38 PM
To: Aplin Martin Open House <openhouse@aplinmartin.com>
Subject: Input re Brown Road Development in West Kelowna

CAUTION: External Mail. Do not click on links, reply with your personal information or open attachments you do not trust.

Hi Samira,

Thank you for our chat at the open house with yourself and Leon regarding the proposed development at the end of Brown and Elliott Roads - File Z24-02. We wanted to submit a few more comments/concerns regarding proposed project.

We believe this project will funnel much of its traffic onto Brown Road, on which live most of the neighbourhood's residents. This will make an already busy road much busier with a couple hundred more vehicles coming down it. Travelers heading to Kelowna or in that direction and wishing to avoid stoplights would choose Brown Road as their preferred route since it doesn't have a light until it reaches the highway. Because of this, we would like a traffic plan developed that would greatly decrease the anticipated traffic flow produced by the development on Brown Road. We also want 100% (rather than some scaled-down formula) of the parking requirements for the development met on-site so that the project does not add to the already existent parking issues on Brown Road.

A second concern is related to the lack of feathering of building heights as spoken of in the Official Community Plan, as a portion of the proposed design moves from single family homes to potentially 6 stories. For this reason, we recommend that the buildings closest to Pineridge Place, Monticello, and Linden Estates be no more than 4 stories in height so that there is less of a dramatic height difference between the project and the surrounding neighbourhood.

We also have concerns with the sheer number of people that this project will bring into this neighbourhood, with the potential to be increased in the future. We are already seeing an apartment building spree in Kelowna and other parts of the Westside which, in some cases, is producing a type of ghetto-ization of the area. This can be seen on the Westside off Carrington Road behind Home Sense and Canadian Tire. We do not believe this form of development is producing a healthy environment for families, as few people aspire to live in, and raise a family in, such accommodation. Such a dramatic increase in population in this neighbourhood will also have significant and potentially negative ramifications on the health care, education, and recreational facilities.

As this neighbourhood is a fairly attractive and welcoming neighbourhood, we would like to see the design of the buildings be as architecturally attractive as possible rather than utilitarian-looking. At the open house, there was talk of having attractive green spaces sprinkled throughout the development and we would like to see this implemented in the development and not removed due to potential economic factors, so that the overall development will be as attractive as possible.

We would appreciate you relaying these comments/concerns in your report to Council.

Thank you, Samira.

Sincerely,

[REDACTED]

Appendix F: Email Submissions via Email Mailbox

From: [REDACTED] >
Sent: Monday, December 29, 2025 11:59 AM
To: Aplin Martin Open House <openhouse@aplinmartin.com>
Subject: 3898 Brown Road, West Kelowna

CAUTION: External Mail. Do not click on links, reply with your personal information or open attachments you do not trust.

Dear Samira,

First, I want to thank you for the opportunity to attend the open house for the 3898 Brown Rd proposed rezoning. It is nice to put faces to names and be able to share my concerns in real-time. Everyone there was very curious and open to listening to my questions and providing me with answers where they could.

I am writing to provide public comment regarding the proposed rezoning of 3089 Brown Road from Large Parcel Residential to a Comprehensive Development Zone allowing for multiple high-density buildings of up to six storeys.

This proposed development is directly behind my property and would significantly impact my family and our immediate neighbourhood. I have lived in this area for nearly ten years, I am raising my children here, and I am deeply invested in the long-term health, livability, and character of this community.

Community Context and Neighbourhood Character

This neighbourhood is unique and diverse. It includes a large population of older residents and young families due to its close access to the library, Julia's Junction, the skatepark, Johnston Bentley Recreation Facility, Glen Canyon Regional Park, and the new high school.

As a long-term resident, I know this area well. I walk these streets, know my neighbours, contribute to the community, and actively participate in local life. This is not just a development site—it is part of a well-established, functioning neighbourhood.

Concern Regarding Density and Lack of Sensitive Transition

I understand that the City of West Kelowna has prioritized densification of the Westbank Urban Centre through the OCP. However, the OCP is refreshed every five years, and market and provincial pressures continue to push development toward increasingly high-density outcomes. This makes it even more important to ensure that rezoning decisions today allow for flexibility, balance, and sensitivity to adjacent residential areas.

The current proposal lacks sufficient low-rise housing and does not provide an appropriate transition between high-density buildings and existing residential properties. If development continues exclusively toward mid- and high-rise condos throughout Westbank Zones A–C, we risk creating a community with limited housing choice.

Families and individuals want access to amenities, but many also want private outdoor space—a backyard, room for children, gardening, and a sense of privacy. These needs can only realistically be met through townhomes, duplexes, or single-family-style housing.

The site at 3089 Brown Road presents a valuable opportunity to provide these missing housing options. I strongly urge the developer to work with the City to prioritize Townhomes as a primary form of development, or if higher density is unavoidable, a maximum height of four storeys as a final compromise, while still maintaining the 15 m buffer.

Appendix F: Email Submissions via Email Mailbox

Ignoring townhomes and low-rise options does not provide meaningful housing choice and does not reflect the needs of families who want to remain in this community long-term. I can envision townhomes and lower-density housing really enhancing the unique character of this neighbourhood.

I understand that the Westbank Urban Centers- A and B areas will include even higher density housing and those options will be available for potential homeowners.

Additional Considerations

I also ask that the following concerns be carefully addressed as part of the development planning:

Fencing

Kindly ask that fencing is provided and paid for by the developer for Pineridge Place residents to provide privacy, enhance safety, and reduce visual and noise impacts from the proposed development. Given the proximity of the development to existing homes, residents should have meaningful input into the design, height, materials, and placement of the fencing to ensure it is both effective and visually compatible with the neighbourhood.

Privacy

Privacy is a significant concern for me and my family. Landscaping should include mature trees and plantings at the time of installation, rather than relying solely on future growth that may take many years to provide screening. Residents should also have input into the development and design of the urban landscape directly adjacent to Pineridge Place to ensure privacy, safety, and long-term livability.

Lighting

Exterior lighting associated with the development should be carefully designed to minimize light spill into adjacent residential properties. Downward-directed, shielded fixtures and appropriate lighting levels should be used to prevent excessive brightness, glare, and nighttime disruption for nearby homes, while still ensuring safety within the development.

Shadowing

Building height, massing, and placement should be designed to minimize shadowing impacts on neighbouring backyards. The developer should conduct a shadow analysis that should be available for a direct resident to read and review. Many residents in Pineridge Place actively use their outdoor spaces and maintain gardens. Increased shadowing would significantly reduce sunlight, negatively affecting gardening, outdoor enjoyment, and overall quality of life for residents.

Noise

Both construction-related noise and long-term operational noise must be carefully mitigated. Construction hours should be strictly limited, and appropriate noise-reduction measures should be implemented to protect nearby residents. Ongoing noise from increased activity, vehicles, and mechanical systems should also be addressed through thoughtful site design and buffering.

Garbage and Odour

Garbage and recycling areas should be thoughtfully located and properly managed to prevent odours, pests, and visual impacts on adjacent residential properties. Kindly ask that these bins be placed away from the Pineridge Place residents property line. Enclosed, well-maintained waste facilities and regular collection schedules are essential to maintain neighbourhood livability.

Damage During Construction

I have concerns about potential foundation damage to my home during construction, and I expect the contractor and developer to implement appropriate measures to mitigate this risk.

Appendix F: Email Submissions via Email Mailbox

Traffic and Parking

The increase in traffic and parking demand resulting from this development—particularly given the proximity to the new high school—raises serious safety and congestion concerns. Measures must be put in place to manage traffic flow, prevent overflow parking on residential streets, and ensure safe conditions for pedestrians, cyclists, children, and residents accessing their homes. Protecting the livability and safety of existing residential streets must be a priority. A multi-use pedestrian pathway should be considered in the traffic design to encourage people to cycle and walk safely as a result of the increased traffic.

Most households in West Kelowna own more than one vehicle, yet the proposed development appears to assume single-vehicle parking demand. Without adequate on-site parking—and given the likelihood that some tenants may avoid paying for underground stalls—overflow parking will spill onto nearby residential streets, worsening congestion and reducing safety for existing residents.

This area also includes a busy school bus stop behind Save-On-Foods used by elementary and middle-school children. Increased traffic around this location poses a direct safety risk. With a new high school planned nearby, future traffic and parking pressures will be substantially higher than today, and it is unclear whether these conditions were fully accounted for in the submitted traffic studies.

The neighbourhood is home to many seniors, including residents of the nearby retirement home and 55+ condominium community. Higher traffic volumes and reduced visibility present real safety concerns for individuals with mobility challenges.

Trail Head

I would like to propose that the proponent redesign the site plan to integrate the Glen Canyon trailhead directly behind the Pineridge Place residences rather than in its currently proposed location. Relocating the trailhead would reduce traffic within the development area and provide an opportunity to connect the POPS space with the trail entrance. This adjustment would also create a smoother and more logical transition into the existing trail network, which is already established, accessible, and linked to the pedestrian bridge over Powers Creek. This would also create a larger buffer between the single-family homes on Pineridge Place and the proposed buildings. It is also not clear on how the trail will integrate with the RDCO Glen Canyon trail system and if this is considered a POPs or will it become a fully public space.

In closing, I respectfully ask that the developer consider a more thoughtful, lower-density approach that reflects the established character of the neighbourhood and provides diverse housing options for families, seniors, and long-term residents alike. A well-designed, sensitive development at 3089 Brown Road would strengthen the community rather than overwhelm it.

Thank you for considering my comments.

Sincerely,

████████████████████

Resident, Pineridge Place

Appendix F: Email Submissions via Email Mailbox

Feedback on Development Proposal – 3898 Brown Road, West Kelowna (File Z24-02)

From M [REDACTED]
Date Wed 12/24/2025 1:18 PM
To Aplin Martin Open House <openhouse@aplinmartin.com>; Samira Khayambashi <SKhayambashi@aplinmartin.com>
Cc cam.graham@westkelownacity.ca <cam.graham@westkelownacity.ca>

📎 1 attachment (130 KB)

Feedback on 3898 Brown Road Development Proposal [REDACTED]

CAUTION: External Mail. Do not click on links, reply with your personal information or open attachments you do not trust.

Hi Samira and Aplin Martin Team,

I want to thank you for hosting the Public Information Session on December 15th regarding the development proposal for 3898 Brown Road. I appreciated having the opportunity to review the presentations, engage in discussion at the event and be able to provide feedback on the proposed development via this email (pdf copy attached).

I would like to begin by acknowledging several positive elements of the proposal. The significant dedication of green space and the improved access and connection to Glen Canyon Regional Park are valuable additions to the community and will be enjoyed by both existing and future residents. Preserving natural areas and enhancing public access to the regional park is an important community benefit. Additionally, the proposed buildings feature a modern and attractive architectural and landscape design that reflects contemporary and modern development standards.

While these aspects are appreciated, I have several concerns regarding how the proposed development interfaces with the existing neighbourhood, particularly along Pineridge Place. I believe these issues must be addressed to ensure the project is compatible, equitable, and consistent with good planning and urban design principles.

Building Height, Massing, and Neighbourhood Transition

The proposed six-storey buildings located directly adjacent to single-family homes on Pineridge Place represent a significant and abrupt transition in scale. This massing is not appropriate at the interface with established low-density residential properties even with the 15m setback. A more suitable approach would include townhouses or buildings up to four storeys along the Pineridge Place edge, with building heights gradually increasing toward the eastern boundary of the property. A stepped transition would reduce visual impacts, better respect neighbouring homes, and create a more cohesive and livable neighbourhood edge.

Privacy and Overlook

The height and proximity of the six-storey buildings raise concerns about loss of privacy for adjacent residents. Upper-storey units may overlook backyards, patios, and windows along Pineridge Place, diminishing residents' enjoyment of their homes and outdoor spaces. Greater clarity is needed

Appendix F: Email Submissions via Email Mailbox

regarding step-backs above lower floors, window placement, and landscape buffering to mitigate these impacts.

Shadowing and Sunlight Impacts

The proposal does not reference a shadow analysis for the four to six-storey buildings. Many residents in the area maintain vegetable gardens and outdoor living spaces that rely on adequate sunlight for food production and daily use. Without a comprehensive shadow study, it is not possible to understand the extent of potential impacts on adjacent properties, particularly during key growing seasons. A detailed shadow analysis should be provided, along with mitigation measures where impacts are identified.

Garbage Collection and Waste Management

There is no clear explanation of where garbage, recycling, and organics collection areas will be located or how waste collection will be managed. This raises concerns about odour, noise, visual impacts, and the routing and frequency of collection vehicles near neighbouring homes. Detailed information on bin locations, enclosure design, screening, and collection procedures is needed to properly assess and mitigate potential impacts.

Parking Adequacy

The proposal does not appear to provide adequate on-site parking for the residents of the 600-1000+ units, visitors, and service vehicles. Insufficient parking may result in spillover onto nearby residential streets, including Brown Road, Ingram Road, Elliot Road and Pineridge Place, which are not designed to accommodate additional demand. A more robust parking strategy, supported by clear rationale and local context, is required to prevent negative impacts on the surrounding neighbourhood.

Traffic, Noise, and Safety Impacts

The increased density will generate additional vehicle traffic, servicing activity, and noise. Concerns include traffic congestion, road safety at nearby intersections, cut-through traffic on local streets, construction noise, long-term operational noise (including garbage collection, deliveries, daycare activity, and mechanical equipment), and emergency vehicle access. Traffic, noise, and emergency access impacts should be thoroughly assessed, with clear mitigation measures identified.

Landscaping, Buffering, and Long-Term Management

While setbacks are referenced, more detail is needed regarding landscaping and buffering along the North (Pineridge Place) and East (Brown Road) boundary. Information on tree retention, year-round screening, planting types, and long-term maintenance would help demonstrate how neighbouring properties will be protected over time. Clarification regarding long-term property management, parking enforcement, waste oversight, and bylaw compliance would also be beneficial.

Respect for Existing Residents and Established Neighbourhoods

It is important to acknowledge that the residents living along Pineridge Place and in the surrounding neighbourhood were here long before this development was proposed. These homes represent long-term investments, established community ties, and a way of life that residents reasonably expect to be respected through thoughtful land use planning.

While growth and change are part of a growing community, existing residents should not be dismissed or made to feel that they must give up their homes, privacy, or quality of life to accommodate new development. Meaningful public engagement requires that community concerns are genuinely heard and addressed through design refinements and mitigation measures, rather than treated as obstacles. Development should enhance the community as a whole without disproportionately burdening those who already live here.

Appendix F: Email Submissions via Email Mailbox

I would like to reiterate that the dedication of green space, enhanced access to Glen Canyon Regional Park, and the modern architectural design of the proposed buildings are positive and welcome aspects of this project. These features demonstrate the potential for this development to contribute meaningfully to West Kelowna.

However, without substantive revisions to address building height transitions, privacy, sunlight access, parking adequacy, servicing impacts, traffic and noise concerns, and overall neighbourhood compatibility, the proposal risks placing an unfair burden on existing residents. I respectfully urge the City and the developer to work collaboratively with the community to refine the design so that growth occurs in a fair, balanced, and respectful manner for both current and future residents.

I'm wishing you a wonderful holiday season and a happy new year. Please don't hesitate to reach out if you have any other questions.

Sincerely,

██████████

Appendix F: Email Submissions via Email Mailbox

December 6, 2025

Corporate Officer
City of West Kelowna Council
3731 Old Okanagan Highway
West Kelowna, BC V4T 0G7

Attn: Corporate Officer, File Number (Z 24-02)

Subject: Notice of First Reading Submission – Zoning Amendment Bylaw NO. 0320.13

Dear Mayor and Council Members,

I am submitting my input, concerns and views regarding the Notice of First Reading for Zoning Amendment Application Z 24-02, pertaining to 3898 Brown Road. I wish to express my strong opposition to this application. After careful review, it is evident that the proposal—as currently written—is inconsistent with the City of West Kelowna’s Official Community Plan (OCP), disregards the surrounding neighbourhood context, and fails to adequately address transportation, safety, and community considerations.

I respectfully request that Council deny this proposal in its current form and require revisions that fully align with the OCP, meet neighbourhood expectations, and reflect responsible city planning principles.

1. Major Conflicts with the Official Community Plan (OCP)

Failure to Meet OCP General Land Use Policy (Section 2.1 Article 3, pg. 22)

The General Land Use Policy in the OCP mandates that:

“New development must be appropriate and sensitive to the surrounding context including land use, form and character of the area, and must promote a highly walkable, accessible, and desirable environment.”

The proposal’s twelve (12) six-storey buildings do not represent a sensitive or appropriate transition to adjacent single-family homes on Pineridge Pl. The height, bulk, shadowing, and visual dominance significantly disrupt the existing neighbourhood fabric and are inconsistent with the scale envisioned for this location.

Appendix F: Email Submissions via Email Mailbox

2. Conflict with OCP Section 2.2 – Land Use Designations Summary (pg. 25)

The proposal also directly contradicts Section 2.2 of the Official Community Plan, which summarizes the intent and purpose of each land use designation. For the Westbank Urban Centre – Residential Shoulders (Area C), the OCP clearly states the following purpose:

“To promote a medium-density residential area that transitions the downtown Westbank Centre to the surrounding neighbourhoods.”

| LAND USE DESIGNATION SUMMARY | | | |
|--|---|--|--|
| DESIGNATION | PURPOSE / DENSITY** | USES | MAXIMUM BUILDING HEIGHT* |
| <ul style="list-style-type: none"> Westbank Urban Centre - Residential Shoulders (Area C) | <ul style="list-style-type: none"> To promote a medium-density residential area that transitions the downtown Westbank Centre to the surrounding neighbourhoods. The primary focus is on residential uses, while allowing for some retail/services, public or private amenities and some community uses. | <ul style="list-style-type: none"> Multi-unit housing Mixed-use buildings (Commercial and Institutional located at grade or in podium levels and limited to no greater than 4 storeys) Townhouses (located at grade or in podium levels) Ancillary housing initiatives within Institutional Live-work units | <ul style="list-style-type: none"> Mid-rise to high-rise with potential low-rise at the edges Up to 12 storeys |

This proposal does not align with that purpose for several reasons:

2.1. Misalignment with OCP’s Definition of Medium Density

The OCP defines medium density development as:

“Medium density features low to mid-rise buildings that may include a mix of uses, forms and styles.”

- Low-rise generally refers to 1–3 storeys.
- Mid-rise is defined in the OCP as 4–6 storeys.

The applicant's proposal includes no low-rise buildings whatsoever, and instead relies exclusively on mid-rise or higher forms, despite being located in a transition area bordering single-family homes.

2.2. Rezoning Request Contradicts the OCP’s Height Intent

The proposed rezoning of 3898 Brown Rd. seeks approval for buildings up to 12 storeys, which is:

- double the maximum height of mid-rise development,
- far beyond the OCP’s intended scale for Residential Shoulders, and
- incompatible with the transitional purpose of Area C.

Buildings of this magnitude cannot serve as a “transition” between the Westbank Urban Centre core and surrounding low-density neighbourhoods. Instead, they amplify the massing and intensity of the Urban Centre, pushing it outward into areas that the OCP specifically identifies as buffer zones.

Appendix F: Email Submissions via Email Mailbox

2.3. Fundamentally Contradicts the Transition Purpose of Area C

The OCP's intent is for Residential Shoulders to serve as a soft edge—a medium-density zone that *gradually steps down* in scale and intensity.

Allowing for up to 12-storey buildings on 3898 Brown Rd. is the opposite of that purpose and would create:

- an abrupt transition,
- scale incompatibility with adjacent homes,
- significant shadowing and privacy intrusion, and
- a hard urban edge where the OCP calls for sensitive moderation.

3. Conflicts with OCP Section 2.5.1 – Objectives for the Westbank Urban Centre (Pg. 32)

The development proposal further conflicts with Section 2.5.1 of the OCP, which outlines key objectives for the Westbank Urban Centre, including the Residential Shoulders (Area C). Two objectives are particularly relevant:

Objective 1 – Diversity of Housing Forms, Tenures, and Affordability

“To promote development that delivers a diversity of multi-unit housing forms, tenures and levels of affordability in the Westbank Urban Centre.”

The proposal does not meet this objective because:

- It delivers only one multi-unit housing form (mid-rise apartments).
- It does not include townhouses or ground-oriented family housing.
- It does not provide a range of tenures, but instead focuses on a singular format of multi-unit buildings.
- It lacks adaptable or accessible units that would support seniors, people with disabilities, or diverse household needs.

This narrowly focused product type does not promote the OCP's intended diversity and does not support a multi-generational, economically varied, or inclusive community.

Objective 4 – Sensitive Transition to Surrounding Neighbourhoods

“To sensitively transition from the Westbank Urban Centre to the surrounding neighbourhoods.”

This proposal violates this objective in multiple ways:

- Six- to twelve-storey buildings placed directly adjacent to single-family neighbourhoods do not constitute a sensitive transition.
- The OCP requires heights to step down at the edges of the Residential Shoulder areas; this proposal steps up, not down.

Appendix F: Email Submissions via Email Mailbox

- There is no meaningful transition in height, massing, bulk, or form to buffer the established neighbourhood to the west and south.
- Subjective references to “enhanced setbacks” cannot compensate for the complete absence of low-rise buildings, which are required for appropriate transition.

Overall, the project imposes an abrupt and incompatible urban edge that is fundamentally inconsistent with the OCP’s direction.

4. Conflicts with Section 2.5.2 – Westbank Urban Centre: Residential Shoulders (Area C) Policies

The OCP gives very clear direction on what form of development is appropriate for Residential Shoulder areas. The proposal does not align with these directives in several significant ways.

2.5.2 Policy 1 – Required Low-Rise Townhouse Form

“Low-rise residential development should take the form of townhouses (3 or greater units).”

The OCP clearly directs a townhouse-oriented, low-rise built form for Residential Shoulder areas. This proposal—twelve mid-rise, six-storey apartment towers—directly contradicts that intent.

2.5.2 Policy 2 – Pedestrian-Focused Building Massing

“All multi-unit development should design the building mass, form and details to create an interesting and pedestrian-focused environment at the street level.”

The design does not achieve human-scaled massing. Instead, it produces a repetitive, imposing, mid-rise form that detracts from the residential environment in which the lot that 3898 Brown Rd. is in. The proposed buildings and space around them are not proportional to the surrounding neighbourhood, the design is overwhelming and does not provide an environment to neighbouring residents that is secure, comfortable and connected. It dwarfs the single-detached homes on Pineridge Pl. and impedes on the privacy and security on the neighbouring residents on Brown Rd. and Elliot Rd.

2.5.2 Policy 3 – Mandatory Transition Down in Height

“Heights will transition downwards towards the edges of the Residential Shoulders to sensitively integrate with surrounding and anticipated development density.”

Rather than stepping down in height towards the edges of single-detached homes on Pineridge Pl., the proposal places six-storey buildings directly adjacent to existing homes, failing to provide the sensitive transition required by the OCP.

5. Subjective and Unsupported Claims by the Applicant

The application relies heavily on subjective language rather than measurable evidence.

5.1. “Appropriate Transition” Is Unverified and Unsupported

The applicant’s assertion that:

Appendix F: Email Submissions via Email Mailbox

“The building scale and site design (sensitive setbacks) provide an appropriate transition to surrounding areas.”

is not supported by:

- massing studies
- shadow analyses
- privacy/overlook evaluations
- height transition modelling

The term “appropriate” is used subjectively and is not aligned with actual conditions or OCP directives.

5.2. Claims of “Enhanced Setbacks” Are Misleading

The applicant further states:

“These enhanced setbacks exceed conventional Urban Centre standards and provide substantial separation to existing low-density residential uses, supporting a respectful interface and maintaining neighbourhood character.”

This is another subjective claim. A minor increase in setback does not mitigate the overwhelming presence of six-storey buildings nor does it create a “respectful interface.” The OCP requires height transitions—not simply pulling back a structure by a few metres.

The applicant’s language attempts to frame these minor adjustments as meaningful mitigation, but they are insufficient to offset the significant height, massing, and overlook impacts on adjacent single-family residential areas. These claims are therefore inadequate, subjective, and contradicted by the actual built form proposed. This proposed development does not create and reinforce our community’s sense of place for the exiting residents in the neighbourhood.

6. Failure to Promote a Complete Neighbourhood Across All Life Stages

The OCP Section 3.6.3.1 Pg. 96 Attainable Housing Objectives emphasizes that development should:

“Promote complete neighbourhoods that enable people to remain in their neighbourhood through all life stages... such as seniors housing that supports aging in place.”

This proposal does not meet that requirement.

6.1. Lack of Housing Diversity

The project consists almost exclusively of apartment units, lacking:

- townhouses
- ground-oriented units

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- family-oriented homes with yards

6.2. Not Supportive of “Aging in Place”

Six-storey structures with limited outdoor areas, increased traffic, and mid-rise density do not support seniors who require accessible, quiet, human-scale environments.

6.3. Not Suitable for Young Families

The absence of large-unit townhomes, outdoor play areas, and safe pedestrian connections makes the project unsuitable for young families, reducing neighbourhood inclusivity.

7. Unresolved Neighbourhood Egress and Emergency Access Concerns

A fundamental planning issue that remains unaddressed is **neighbourhood egress**.

7.1. Existing Egress Is Already Limited

Brown Road, Elliott Road, and nearby streets already serve as constrained, high-traffic access points for multiple residential pockets. Congestion occurs even at current density levels.

7.2. Increased Density Without Egress Solutions Creates Risk

A development of this magnitude—combined with daycare traffic—adds hundreds of daily vehicle trips. Without new egress or circulation improvements, this will intensify:

- emergency response delays
- evacuation challenges during wildfire events
- daily congestion
- compromised pedestrian safety
- blocked intersections during peak hours

7.3. OCP Requires Safe and Functional Circulation

The OCP’s vision for complete neighbourhoods includes reliable, safe access and mobility. This proposal introduces significant new demand without providing:

- an egress analysis
- a traffic impact study
- modelling of emergency evacuation scenarios
- any improvements to the road network

7.4. Public Safety Cannot Be Compromised

Given West Kelowna's recent wildfire evacuations and the community's reliance on clear escape routes, the absence of an egress strategy is a critical and unacceptable omission.

8. Future Growth Compounding Impacts

The traffic impacts of this proposal must also be evaluated in the context of future, already-planned growth in the Westbank Centre area. The neighbourhood will soon experience substantial increases in vehicle and pedestrian activity due to two major developments:

1. The new George Pringle Secondary School (currently under construction)
2. Future development within Westbank Urban Centre Areas A and B, as outlined in the OCP

Together, these projects will dramatically intensify traffic volumes, and the proposed development at 3898 Brown Road fails to account for these cumulative impacts.

8.1. George Pringle Secondary School Will Significantly Increase Traffic Volumes

Once the new school opens, the surrounding road network—particularly Elliott Road, Brown Road, and nearby intersections—will experience:

- Increased daily student drop-off and pick-up traffic
- Additional bus routes and stops
- Higher pedestrian activity from students walking to and from school
- Increased cycling traffic
- More congestion during peak morning and afternoon periods

A large mid-rise development adjacent to this growing transportation hub will only worsen congestion, create safety conflicts, and impede traffic flow. The proposal does not address these foreseeable, high-impact changes.

8.2. Development of Westbank Urban Centre Areas A & B Will Further Intensify Traffic

The OCP anticipates substantial new residential, commercial, and mixed-use growth in Areas A and B, which will:

- Add hundreds of new residents
- Increase local trips for shopping, services, and employment
- Intensify parking demand
- Create higher volumes of through-traffic on Brown Road and Elliott Road
- Add delivery vehicles, ride-share activity, and service traffic

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The transportation network surrounding 3898 Brown Road is not currently designed to handle this volume of activity—let alone with an additional twelve mid-rise buildings contributing to daily traffic loads.

8.3. The Proposal Ignores Cumulative Impacts and Provides No Relief Measures

Despite these known, imminent developments, the current zoning amendment:

- Does not include a cumulative traffic impact assessment
- Does not propose road improvements
- Does not address school-related congestion
- Does not consider increased bus traffic or pedestrian safety
- Does not propose alternative access points or new egress routes
- Provides no mitigation measures for future growth pressures

This omission reflects a significant gap in planning responsibility.

8.4. Increased Congestion Will Compromise Safety and Mobility

Without proactive planning, these layered impacts will result in:

- Overburdened intersections
- Longer delays for residents entering or leaving their neighbourhoods
- Increased pedestrian and cyclist conflicts
- Constrained emergency vehicle access
- Severe congestion during school hours
- Reduced neighbourhood livability and mobility

A development of this magnitude cannot be assessed in isolation. It must be reviewed within the broader context of Westbank Centre's planned growth, and currently, the proposal does not meet that standard.

9. Incompatible Neighbourhood Character

The proposal introduces an urban scale that is not reflective of the surrounding rural-residential context and undermines the role of the Residential Shoulder as a transitional buffer.

9.1. Amend the OCP and Designate 3898 Brown Rd. as Neighbourhood Centres for Rezoning

A more appropriate and OCP-aligned rezoning option for 3898 Brown Road would be the Neighbourhood Centre model described in the Official Community Plan. Neighbourhood Centres are designed to support a moderate level of density, with a carefully balanced mix of lower-rise residential buildings, small-scale

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commercial uses, community-serving amenities, and human-scaled public spaces. Applying this model to 3898 Brown Road would create a development that is compatible with nearby single-family neighbourhoods while still supporting modest intensification consistent with the OCP's long-term growth strategy.

Neighbourhood Centres emphasize walkability, local-serving commercial uses, community gathering areas, and building forms that transition sensitively to surrounding homes. This is particularly well suited to 3898 Brown Road, which sits at the interface between the Westbank Centre core and established residential areas. Instead of imposing twelve mid-rise towers, a Neighbourhood Centre approach would allow for low-rise and select mid-rise buildings (1–6 storeys), with built form that respects height transitions, enhances pedestrian connectivity, and introduces neighbourhood-serving uses such as small shops, childcare, health services, or community amenities at a scale that fits the context.

This model would provide greater housing diversity, including townhouses, stacked townhomes, low-rise apartments, and potentially mixed-use buildings with commercial uses on the ground floor—all of which support residents at various life stages. It would also align more closely with OCP directives related to complete neighbourhoods, transportation safety, pedestrian accessibility, and compatibility with adjacent residential areas. In short, a Neighbourhood Centre designation would allow this site to evolve in a responsible, community-oriented, and context-sensitive manner, rather than dramatically intensifying density in a way that conflicts with both the OCP and local neighbourhood character.

10. Request to Council

In light of the significant conflicts and concerns, I respectfully ask Council to:

1. Deny the proposed six-storey form and require compliance with the OCP's low-rise townhouse policy for Residential Shoulders.
2. Require true height transitions and context-sensitive design that conforms to OCP Policy 2.5.2.
3. Require a comprehensive traffic, egress, and emergency evacuation study, including road network capacity, peak-hour modelling, and emergency scenario analysis.
4. Demand housing diversity that supports seniors aging in place, young families, and residents across varying income levels and life stages.
5. Uphold the Official Community Plan (OCP) as the guiding framework for the area to ensure responsible, community-aligned growth with existing residents.
6. Amend the OCP for this specific lot to re-designate it from Residential Shoulder to a Neighbourhood Centre designation, which would allow a more appropriate mix of lower-rise, community-serving uses, while still ensuring compatibility, sensitive transitions, and proper urban design.

Proceeding with Zoning Amendment Bylaw No. 0320.13 (3898 Brown Road) does not align with the Official Community Plan nor the Five Foundations that guide the Key Directions for the City of West Kelowna. In particular, the proposal conflicts with the foundational principles of Our Connectivity, Our Adaptability, and Collaborating with Our Central Okanagan Neighbours. It also falls short of the City's

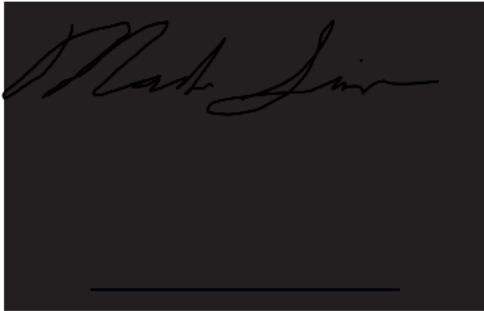
Appendix F: Email Submissions via Email Mailbox

commitment to Engaging to Make Important Decisions Together, as outlined under the City's engagement and adaptability principles.

My neighbours and I—long-standing residents of the Westbank Centre—share a collective vision for our community that is consistent with the OCP. We want growth that respects established neighbourhoods, supports responsible transitions, and involves residents meaningfully in shaping the future of our area. Despite the profound impact this proposal would have on our neighbourhood, we have not been adequately engaged or consulted in the decision-making process. For a development of this scale—one that affects our homes, safety, mobility, and long-term community character—this level of engagement is essential.

For these reasons, I oppose Z 24-02; Zoning Bylaw Amendment; 3898 Brown Road and strongly encourage the Mayor and Council Members to deny the proposal in its present form. I respectfully request that Council direct the applicant to revise the development to fully address the concerns raised and ensure meaningful community engagement moving forward.

Sincerely,



A black rectangular box containing a handwritten signature in white ink. The signature appears to read "Mark Jiv". Below the signature, there is a thin horizontal line.

Appendix F: Email Submissions via Email Mailbox

From: [REDACTED]
Sent: Monday, December 15, 2025 8:09 AM
To: openhouse@aplinmartin.com
Cc: Chris Oliver <chris.oliver@westkelownacity.ca>; Cam Graham <cam.graham@westkelownacity.ca>
Subject: Questions for Open House

Some people who received this message don't often get email from brownroaddevelopment@outlook.com.
[Learn why this is important](#)

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..**

Hi there,

Thank you very much for extending the time of the open house today so that residents who work in Kelowna are able to make it.

Attached are a number of questions that residents near the proposed Brown Road development - Z24-02 - would like to get answers on at the open house this afternoon/evening.

Thanks very much,
Residents of the Brown Road / Elliott Road / Ingram Road / Pineridge communities

Need

A story on Global News (and in the Kelowna Daily Courier) on December 12, 2025 says that Kelowna has the highest vacancy rate of any Canadian metropolitan area. The byline reads, "According to CMHC's annual rental market report, Kelowna's vacancy rate is now sitting at 6.4 per cent, up significantly from 3.8 per cent last year." What does that market report say about West Kelowna? If it is similar, why are more housing units needed at this time?

Transitions

How will the development tastefully transition from a single-family residential neighbourhood in Pineridge to the development with multiple stories (i.e. What kind of creative landscaping will allow for privacy/buffering)?

Congregate Housing

What does it mean that the City has "secured" congregate housing units? Is there something specific that will trigger the development of congregate housing or will it be built in phase 1?

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Where will the congregate housing be located within the development?

Build Out

How many phases is it anticipated the development will be built out in and what is the anticipated timing of the phases?

The article on Castanet said that the development had been scaled back due to financial constraints. What does that mean? Is there a chance the development will get stalled mid-build due to financial issues and empty or incomplete buildings be left standing for a lengthy period of time?

What will the composition and quality of building materials be? Will the design be attractive or more utilitarian? How will the landscaping around the buildings reduce a feeling of "ghetto-ization"?

Is the development intended for rentals or home ownership? If a mix, what is the anticipated percentage of each?

Will there be any subsidized housing units available to help those who need low-cost housing in order to remain housed?

Daycare

How will daycare traffic (coming and going on a daily basis) be mitigated? Will residents of the development be given priority on daycare usage so as to cut down on traffic coming and going?

Where in the development will the daycare be located?

Retail

What is the plan for retail? The type of retail will dictate what type of people will be traveling in and out of the community.

Water

What long distance plans are in place to address future water shortages? Where will the water supply come from? Where will the water lines be located?

Pre-Development

Will an archaeological study be done?

Parking

How many parking spots will there be and will all the resident parking be underground?

What measures will be put in place to help ensure limited street parking on Brown and Elliott Roads and in Pineridge Place?

Appendix F: Email Submissions via Email Mailbox

Traffic Impacts

Will a traffic study be conducted?

What is the anticipated traffic impact and flow on surrounding roads? For example, both Brown Road and Highway 97 through the Westbank Town Centre area are already very heavy, even during non-rush hour times, without having hundreds more cars pouring out onto those roads. How difficult will it be for residents on Brown Road to get out of their driveways?

Has the volume of traffic that will be created by the new high school (both teachers and high school students) been considered and how will the increased traffic from both developments impact the surrounding roads?

What provision will be made for egress?

How wide will the roadway be between Elliott and Brown Road?

Appendix F: Email Submissions via Email Mailbox

re: 3898 Brown Road Development Feedback

From [REDACTED]
Date Tue 12/9/2025 10:18 AM
To Aplin Martin Open House <openhouse@aplinmartin.com>

CAUTION: External Mail. Do not click on links, reply with your personal information or open attachments you do not trust.

Hello,

A neighbor mentioned there is an Open House coming up for this project. Here are my concerns / feedback:

1. Traffic Congestion and Insufficient Parking

Our area is already experiencing substantial traffic and parking pressure. Nearly **350 vehicles currently travel and attempt to park in this corridor on a regular basis**, and the situation is already challenging for residents. The proposed re-zoning would dramatically increase volume—particularly during construction—and no adequate traffic management or parking plan has been shared to address these impacts. The existing road network simply cannot handle additional demand without compromising resident safety and mobility.

2. Height and Neighborhood Character

There are **no buildings of similar height or density anywhere in this immediate area**. The proposal appears inconsistent with the surrounding land use and does not respect existing height transitions or community form. It is also worth noting that there's currently 22 condos for sale on Brown Rd. It doesn't seem like there is a need for more housing in the area in the form of condos or townhouse units.

3. Strain on Emergency Services

[REDACTED] and we are acutely aware of the staffing challenges the department already faces. At present, there is insufficient manpower to safely and reliably service the area. With increasing wildfire risk in

Kelowna—especially near vineyard and agricultural land—this re-zoning must not proceed without a clear and funded plan for **additional firefighting staff, water supply, and emergency response resources**. Increased density without increased protection is a safety risk.

4. Proximity of a Daycare to Vineyard Spray Zones

The proposal includes a **daycare**, yet the property is immediately adjacent to a **vineyard that uses agricultural sprays**. These sprays should not be in close proximity to children, and introducing a childcare facility in an area where chemical exposure is possible is inappropriate and potentially unsafe. This represents a serious land-use compatibility issue that must be reconsidered.

5. Lack of Sidewalks and Active Transportation Infrastructure

Our neighborhood currently has **no sidewalks or active transportation lanes**, including along Brown Road. As a parent who walks and cycles with a stroller or bike, I can confirm that the lack of safe pedestrian infrastructure already poses daily risks. Adding a high-density building and a daycare—both of which would increase foot and vehicle traffic—without addressing the absence of sidewalks is unsafe and unacceptable.

Thank you,

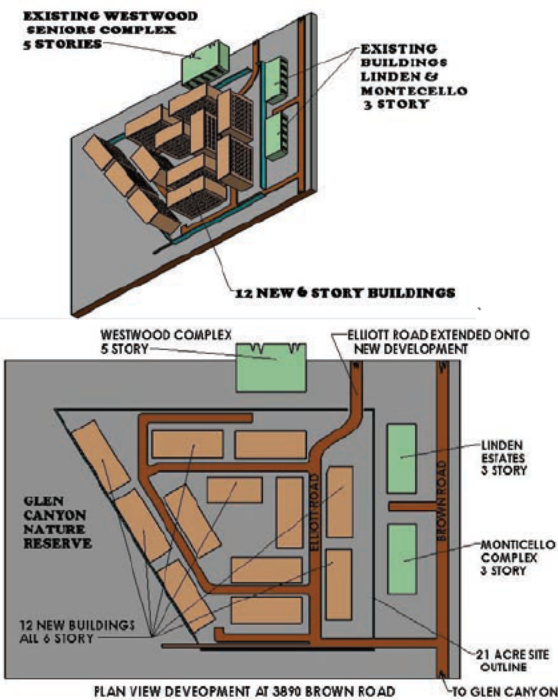


Appendix F: Email Submissions via Email Mailbox

Re: Brown Road 3898

From [REDACTED]
Date Wed 12/10/2025 7:26 AM
To Aplin Martin Open House <openhouse@aplinmartin.com>

📎 1 attachment (188 KB)
Development Flyer.pdf;



WEST KELOWNA IS OUR HOME !

ARE YOU AWARE !

THERE IS AN ATTACK ON OUR COMMUNITY THAT WILL CHANGE ITS VERY PERSONALITY FOR EVER.

A DEVELOPMENT THAT WILL SEE SOME **2500** PEOPLE BROUGHT ONTO A PROPERTY OFF BROWN ROAD, PLUS VEHICLES. THINK ABOUT THE ADDED UNNECESSARY DENSITY AND CHANCE TO OUR COMMUNITY.

Concerned send an e mail to your mayor and council or call them.

mayorandcouncil@westkelownacity.ca

778-797-2210

MORE INFORMATION :-

[REDACTED]

Next meeting at city hall for public involvement is Dec. 09 at 1:30

SEE THE BACK PAGE FOR SOME COMMENTS FROM CONCERNED CITIZENS.

SOME COMMNETS FROM CONCERNED CITIZENS.

ADD YOURS !

- **Where is the water coming from?**
- **Why 6 stories, the area will not accept that density.**
- **Tall buildings will cast huge shadows and make the area so dark.**
- **2500 +/- people how will that affect schools, health care?**
- **Evacuation with this density will be impossible to achieve safely. Only one road out?**
- **Brown Road & Elliott Road will have to be completed, with sidewalks and proper lighting and widening!**
- **Nature reserve will be reduced why is that necessary?**
- **All underground parking. How will that affect the surrounding structures as with depth requirements?**
- **Noise with additional vehicle traffic.**
- **Set back from existing residential seems to close.**
- **Why include commercial spaces? We see business failures now in what we have in the area.**
- **This area is populated by seniors in a large percentage, has the effect on that been considered?**
- **The area has been a quiet semi retirement community, planned around lower density and a nature reserve, this development will change that forever.**

Appendix F: Email Submissions via Email Mailbox

To: Aplin Martin Open House <openhouse@aplinmartin.com>

Subject: Open house attendance

CAUTION: External Mail. Do not click on links, reply with your personal information or open attachments you do not trust.

Thank you I will stop in as I have great interest not only for myself but my many friends and neighbors in the area. There are many concerns how this development may affect this tranquil area of west Kelowna and our public natural habitat that borders it.

R H C - 604-317-3018 E - t g

>

Sent: Wednesday, December 10, 2025 7:20 AM

To: Veronica Stockton-Kushner <VStockton-Kushner@aplinmartin.com>

Subject: Brown Road development

CAUTION: External Mail. Do not click on links, reply with your personal information or open attachments you do not trust.

My opinion the proposal has far exceeded what would be a fair and properly sized development for the tranquil area.

Your firm and your client are so far off base and out of touch with this area it is painful and shows pure greed.

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West Kelowna Advisory Commission
c/o West Kelowna City Hall
3731 Old Okanagan Highway
V4T 0G7
To; Honorable Mr. Gord Milsom and
City Council
Mail:- mayorandcouncil@westkelownacity.ca

November 21st 2025

Regarding the proposed development at 3898 Brown Road:

This is my second submission letter; I wish to add to your perusals.

We live next to this property, with our unit at the Monticello complex (3890 Brown Road) directly parallel to it. We are genuinely interested in this proposal, as it will impact both our home and the surrounding area.

I attended the introduction meeting on Nov 19 to learn more on this proposal. It has brought more concerns to us, and I wish to offer them here.

When purchasing here, we were drawn by the area's density, natural beauty, available services, and overall tranquillity. There are several aspects we find unacceptable and believe require thorough research and consideration. While expansion is inevitable, well-managed and orderly growth should be pursued with care and intelligence.

The plan to build 6-storey buildings does not fit the neighbourhood's current look, where most buildings are only 3 or 4 storeys high, and nothing exceeds 5 storeys. Taller structures could block views for nearby residents and create more shadow over surrounding properties. The density in 6 story buildings we feel exceeds the limits for this area and quite unnecessary.

- I understand the building layout and see in the document there shows a 10-meter set back on the east side property line where the phase 1 building parallels the Monticello property.
- This I find inappropriate, due to the proposed 6 story height and the shading that will occur.
- The set back in other proposals in this area appears to come up at a 12 meter setbacks. I strongly believe that 12 meters should be the minimum set back in this instance. I therefore raise this concern
- I was told this set back area will be grass and therefore there will be NO vehicle use.



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West Kelowna Advisory Commission
c/o West Kelowna City Hall
3731 Old Okanagan Highway
V4T 0G7
To; Honorable Mr. Gord Milsom and
City Council
Mail:- mayorandcouncil@westkelownacity.ca

November 19th 2025

Regarding the proposed development at 3898 Brown Road:

We live next to this property, with our unit at the Monticello complex (3890 Brown Road) directly parallel to it. We are genuinely interested in this proposal, as it will impact both our home and the surrounding area.

When purchasing here, we were drawn by the area's density, natural beauty, available services, and overall tranquillity. We understood that this property was slated for future development, so these plans are not unexpected. However, there are several aspects we find unacceptable and believe require thorough research and consideration. While expansion is inevitable, well-managed and orderly growth should be pursued with care and intelligence.

The plan to build 6-storey buildings does not fit the neighbourhood's current look, where most buildings are only 3 or 4 storeys high, and nothing exceeds 5 storeys. Taller structures could block views for nearby residents and create more shadow over surrounding properties.

- **Some points of concern include:**

- The proximity to natural wildlife habitats and the irreversible loss they will suffer.
- The adjacent provincial park and nature reserve, which will be affected regardless of design choices.
- Significant portions of land have been donated to the city for park use; however, the size of this development could harm much of that natural beauty. Strict design protocols must be enforced and respected.
- The potential addition of what amounts to a small city's worth of residents—over 2,500 people and their families, including children.
- An expected influx of more than 2,000 vehicles associated with over 1,000 units, raising questions about increased traffic. Existing roads are incomplete and lack sidewalks and safe exits.
- Evacuation issues during emergencies, given that Brown Road serves as the primary route of egress from the area.
- The need for new school facilities to accommodate children.
- The presence of several senior living complexes, some restricted to those aged 55 and older.
- Brown Road itself requires significant upgrades; incomplete sidewalks make walking along the road unsafe, and lighting and posted speed limits are insufficient.
- Initial plans suggest some of these issues will be addressed. However, the necessity for 6-storey buildings should be reconsidered. Limiting structures to four storeys would reduce the overall footprint of the development and better align with many community concerns.
- Water availability has consistently been a challenge in this area. The proposed solution seems promising; however, it is important to consider whether it will effectively address the issue or potentially exacerbate it.

In conclusion, we recommend that the proposed development be scaled down to include no more than four-story buildings. This adjustment would decrease the total number of units and overall size, thereby ensuring a more suitable integration with the surrounding community.

Yours respectfully



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West Kelowna Advisory Commission
c/o West Kelowna City Hall
3731 Old Okanagan Highway
V4T 0G7
To; Honorable Mr. Gord Milsom and
City Council
Mail:- mayorandcouncil@westkelownacity.ca

November 24th 2025

Regarding the proposed development at 3898 Brown Road:

This is my third submission letter; I wish to add to your perusals.

We live next to this property, at the Monticello complex (3890 Brown Road) directly parallel to It.

The proposal I find driven by GREED from the owner of this property!

It appears far an excessive request and will alter the peaceful pleasant area off Brown Road forever.

There are NO 6-story buildings here!

What appears to bring some 2000 plus people and vehicles into this area is unacceptable and unnecessary,

**NOTHING ABOVE 3 STORIES!
AND NO COMMERCIAL UNITS!**

We see now commercial units in the area struggling and left empty.



Appendix F: Email Submissions via Email Mailbox

From: [REDACTED]
Sent: Wednesday, December 31, 2025 2:20 PM
To: Aplin Martin Open House <openhouse@aplinmartin.com>
Subject: Open House December 15, 2025 Lion's Hall Westbank, B.C.

Thank you for having the Open House, appreciated that! Your artistic drawings were excellent, nice to look at, but will they work here!? This development is not just about brick and mortar, it is about this community, our lives, our homes, our safety. The Lower Mainland is already a concrete jungle, which we cannot allow here! This development needs to blend in, not overpower/overshadow those already here! I was concerned that almost all of my questions were never answered, were deferred to "Ask the City of West Kelowna"! Hopefully other people got some needed answers?

-is it possible to keep the buildings low in keeping with the neighborhood? Many residents will be in darkness, not good! The plans keep changing, will the townhouses be a maximum of 2 stories, apartments a maximum of 3 stories?

-will there be adequate separation between buildings, can the "set backs" be "set back" wider to allow breathing room, and tasteful landscaping? NO CEDARS!! FIRE HAZARD!! They do NOT grow well here!

-has the City confirmed there is enough WATER for this growing population? It is in the newspaper constantly that with ongoing less rainfall, low snow pack levels, we are already in DIRE STRAITS!! Where is the water to population formula at right now? I've heard it is over the limit already? Plus, we have more and more often "boil water" advisories due to poor water quality!!! YIKES!!!

-I do not understand the need for commercial space in this development? Keep all commercial downtown, where it's needed. So many empty stores, empty lots. There are plans to revitalize Westbank, improve shopping and pedestrian traffic. We don't need to add competition with businesses that are already struggling! No Dollarama or Pot Shops, PLEASE!!!

-proposed 150 daycare, isn't there one being added to the new school? Are the existing daycares full? It was originally going to be put in the centre of the development, but, now it's shown at the entrance? How is that going to impact the neighborhood, the noise levels, etc. Where will everyone park?

-90% parking is NOT enough, it needs to be 100%+, self contained, surface parking for RVs, visitors, etc. There is a development in Glenmore which added extra parking in the building plus larger stalls for larger vehicles, etc. Street parking is not a good idea, there are not enough spaces, blocking vision for drivers and pedestrians, very dangerous! Nowhere for emergency vehicles, delivery trucks, landscapers, snow removal, etc. to get to where they need to be! Parking is already a disaster in Westbank, there is nowhere for any of us to park! Street parking is not the answer, we need a better plan.

Your model needs to be looking towards self containment such as Monticello, Linden Estates, Ingram Place, Lakeview Place, Leisure Gardens, etc.

-will there be digging and blasting on the site? Previous blasting has caused damage to surrounding buildings! Is the ground solid enough against erosion, downslope flooding, wildfire mitigation (it is steep in the canyon)?

-waste management, our treatment plant is already over capacity, and now dumps treated waste into our beautiful lake! The lake is NOT pristine like it used to be!!!

-infrastructure is not ideal, Urgent Care Centre is understaffed, too often with NO Doctor, so residents must make the long trip to Capri Mall or Rutland, KGH is often overcapacity or again understaffed! Not good! Westbank Lab is always busy, hard to get in to get blood work done, wait lists too long for X-rays, etc. Recreation Facilities classes full, not enough parking, Library has not enough parking, City Hall has not enough parking, I don't get it?

Appendix F: Email Submissions via Email Mailbox

-vacancy rates: we have the HIGHEST vacancy rate in CANADA! So many buildings, empty or only partially full, developers that are struggling or have gone bankrupt!? Offers of discounts or package deals to buyers? Sales are now becoming rentals? Where do you expect buyers are coming from? Where are they working? We have the HIGHEST UNEMPLOYMENT rate in CANADA!!! There is a development on Shannon Lake Road which is now a Court Ordered Sale! Scary! Your development has been scaled back due to financial constraints, what does that mean?

-will this affect our property values? Residents on Pineridge Place realized large property value decrease when Westwood was built!

-what does congregate housing mean? Does that mean: care facilities like Smith Creek or Brookhaven (would that a good idea to lessen long wait lists?), low income housing, rental units, More 55+ condo/apartments? Sure hope there will be no drug treatment housing! They haven't been working out so good so far!

-is there a timeline as to when this project will be started? We need time to prepare for all the construction noise and mess!

-you spoke of sidewalk extension on Brown Road: how far will the sidewalk go, until the end of the road (fence) and will there be improved lighting? Also, can we remove all street parking on Brown, Elliott, Ingram, Pineridge Place?

-at some point you hope to connect Elliott to Brown Road, is that correctly doable?

-More added population STUCK IN THE CORNER with NO WAY OUT! Even with two roads it will NOT be enough for everyday commuting, emergencies, WILD FIRES! Our roads will be turned into freeways, gridlock! Brown Road is already too busy, too many speeders! Elliott, once opened, will be too busy/speeders too! We need 30km speed limits, proper, safe, EGRESS!!!

- has the City of West Kelowna given you traffic flow survey results?

I did my own "COUNTING CARS". "A Day in the LIFE of Brown and Elliott Roads":

Brown Road and Dobbin (7am-7pm) : 1,400 cars per hour

Brown Road and Main " : 964 "

Brown Road (8am-7pm) : 826 per time frame

Elliott Road " : 593 "

-this is a PEDESTRIAN community! So many people of all ages, abilities, and disabilities, and pets, walk all day long, night and day! We NEED to maintain this, keep it safe for all, not just now, but into the future! SO IMPORTANT for physical, mental, emotional, spiritual, health!

- that property is a WILDLIFE corridor! We are on THEIR land! We need to keep open spaces for them, otherwise where will they go? We need a balance! Animals are the BEST!!!

-Access to, and the trails themselves, in Glen Canyon Park do need improvement and better maintenance! Thank you!

-I just moved here at the end of July. This is my forever home for the last years of my life. I really need peace of mind that I will be happy, healthy, safe, here.

Please keep the "The Big Picture" in mind when making your decisions, for YOU and US!

Thank you for listening!



Appendix F: Email Submissions via Email Mailbox

From: [REDACTED]
Sent: Sunday, December 21, 2025 2:08 PM
To: cam.graham@westkelownacity.ca; Samira Khayambashi <SKhayambashi@aplinmartin.com>
Subject: 3890 Brown Road Development Access Roads
Importance: High

CAUTION: External Mail. Do not click on links, reply with your personal information or open attachments you do not trust.

Good Afternoon,

My clients are looking to purchase a condo unit at 3870 Brown Road which directly faces the 3890 Brown Road access point for this new proposed development. There is concern that this will become a major route in and out for construction purposes. Can you please provide some insight on how this access point to the development would be utilized through the construction period. This will help my clients make a very important decision in purchasing this condo unit.

If you can respond as soon as possible as we need to make this decision right away.

I appreciate your time as I know we are moving into the Christmas Holidays.

Thank you for your support in this matter.

Best Regards,

[REDACTED]

APPENDIX G:

Other Written Submissions

Appendix G: Other Written Submissions

Questions Raised at the Public Information Meeting

Information gathered at this public presentation is to be shared with city council. How will this happen? How will we know what has been shared?

Fifty congregate housing units have been “secured” by the city should the development surpass 400 apartment units. What does this mean? Is this 50 units in addition to the 400? What if 400 units are not built? Does this mean no congregate units will be built? Where are they to be located? What is the City's responsibility for these units they have secured? Are services to be provided? Who would be in charge of administration and upkeep?

150 spaces for daycare. When and where is this daycare to be built? How will traffic flow to the facility occur. Where and how many parking spaces will be required for pick up and drop off? Where will they be located? Parents of small children walk into day care with their children. They need a place to park.

Are the proposed units to be rented or sold? What quality of material will go into the construction? If rented, will there be on site management?

It was stated that 90% of the parking requirements would be underground? Is the number of spaces that might be required based on the assumption of one car per unit or more. What happens if there are more. Where are access roads to the parking to be located? Is the entrance to the underground parking going to be from the front or from the back of the building? Does the height of the water table allow for underground parking?

There is to be space set aside for retail units, possibly on Elliot Road. Where would these units be, when might it happen, who might occupy them. How would they be managed.

On the invitation to the public information meeting as well as a map that appeared in the news media, the Pineridge Place road was mislabelled as being Elliot Road.

forestlady@shaw.ca

Appendix G: Other Written Submissions

It has been noted by the City that some upgrades to the Brown Road area in terms of road improvement and sidewalk construction will occur. Park boundaries and access to the Glen Canyon Regional Park will be increased. It is thought that this will provide some compensation to the residents of Brown Road and area for the continued disruption to infrastructure and life style that will occur.

In addition to the concerns regarding the many infrastructure changes, increase of traffic, demands placed on local services, and major life style changes shared by the area at large: the residents of Pineridge Place whose properties border the development site face further issues.

If a high density building is built in the proposed location we will endure and lose even more. Our home values will be diminished, our privacy will be gone along with our views. We lose the enjoyment of our back yards and the light necessary for our gardens. The noise of construction will be present for a long time and light pollution will dominate our nights.

What is the developer going to do to mitigate this intrusion to our homes and life style? It is hoped that an attractive and quality built fence would be only the start. Creative landscaping, the addition of trees and more green space would create a buffer and more sensitive transition. It would also provide an area for occupants of the building to view and enjoy.



Forestlady@shaw.ca

Appendix G: Other Written Submissions

Attn: Corporate Officer, File Number (Z 24-02).

December 5, 2025

To West Kelowna City Council

This purpose of this e-mail is to voice my opposition to the proposed massive development adjacent to Monticello and Linden Estates stratas. I currently reside in Monticello.

This is not a NIMBY opposition, but an opposition that the proposal does not fit with the area.

Six storey buildings, a potential 1,000 units, people and cars does not fit with the tranquility, parkland, farmland feel of this area (bordered by a winery, cider house, vineyard, cherry orchard, Glen Canyon park).

The proposed development needs to be scaled back to fit in the area and reduce its impact. I would suggest buildings on the outer property perimeter in close proximity to existing buildings (Monticello and Linden Estates are 3 stories high) be limited to 3 storeys high to match the adjacent Strata buildings. This would also potentially reduce the number of people and cars.

The current massive proposal also brings into consideration other factors such as Fire Protection, water availability, evacuation routes and environmental impact on Glen Canyon Regional Park.

In closing, I am not opposed to prudent and thoughtful development that will safely and aesthetically blend into the surrounding community. This area has been a quiet semi retirement community, planned around a lower density and a nature reserve.

I ask that you find this development proposal does not meet this test and Mayor and Council oppose it.

Regards,



Appendix G: Other Written Submissions

Development Proposal 2.

December 15, 2025

After reviewing the Development Proposal (Z 24-02) revisions presented at first reading to City Council, I have 2 main concerns regarding building height and daycare in Area 2.

Building height - even with the increased setback to 15 meters, the building height needs to be no higher than 4 storeys (18.0 meters) to lessen the impact on the neighbouring buildings that are all 3 storeys high. This would be similar to the West Kelowna urban high density development in the Brown Road and Gossett Road area.

Daycare location - outdoor daycare facilities should not be positioned close to neighbouring buildings in area 2.

Thank you for taking the time to consider my concerns for building height and daycare location prior to the second reading of the Development Proposal.

Regards,



APPENDIX H:

Public Information Meeting Photos

Appendix H: Public Information Meeting Photos

