



PUBLIC HEARING REPORT

To: Paul Gipps, CAO

Date: July 21, 2020

From: Chris Oliver, Planner III

File No: CDP 14-01 & OCP 20-01

Subject: **CDP 14-01 and OCP 20-01; Comprehensive Development Plan and Official Community Plan Amendment Bylaw No. 0100.57 (PH)**

BACKGROUND:

Proposal

The application is a proposal to amend the Official Community Plan (OCP) land use designations of the subject properties (Attachment 1) in conjunction with an associated Comprehensive Development Plan (CDP) for the Smith Creek neighbourhood (Attachments 2 & 3).

Comprehensive Development Plans (CDP)

The creation of a CDP enables landowners to work with the City to conduct the necessary investigations to examine development potential and determine how that development would best meet City objectives such as environmental protection, community resources, land use, servicing, access and transportation, form and character and parks (Figure 1).

The Comprehensive Development Area designation applies to lands that have not been thoroughly assessed for development potential or where significant constraints have been identified which may affect the potential development of the site (e.g. infrastructure, servicing, access, topography, visual impact or environmentally sensitive areas). For these reasons, these areas must be planned on a comprehensive basis.

History

The Smith Creek CDP process was formally initiated in 2014. The Smith Creek CDP area includes three properties in the Smith Creek neighbourhood. The CDP plan process involves three main steps culminating with an amendment to the Official Community Plan (Figure 2).



Figure 1.
Policy Hierarchy

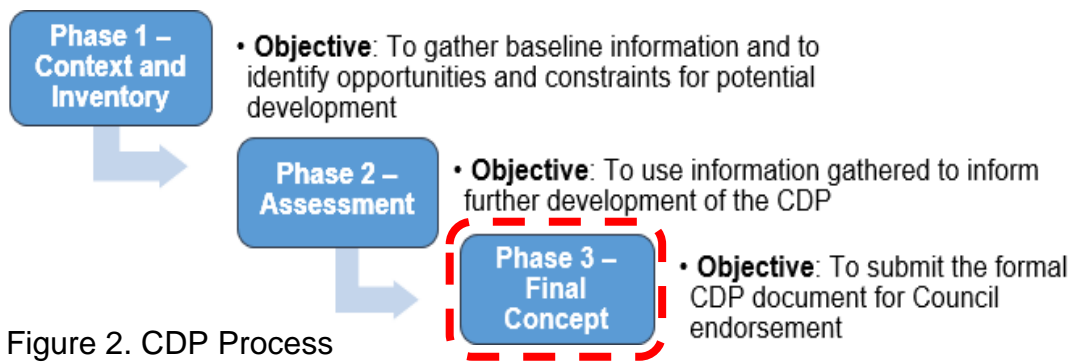


Figure 2. CDP Process

This report will present some key highlights of the Phase 3 submission (proposed CDP) including the proposed land uses, density, parkland, and open space management, servicing, and traffic-related matters. The report will then discuss public comments received concerning the proposal and will conclude with a discussion of the next steps associated with the development.

Location and Surrounding Uses

The three subject properties are located approximately three kilometers north of Westbank Centre. The properties are essentially vacant and undeveloped lands with limited access from the northern extent of Smith Creek Road. Crown Lands are located directly to the north and west, the Smith Creek residential neighbourhood is nearby to the south, and the Tallus Heights neighbourhood nearby to the east (Figure 3).

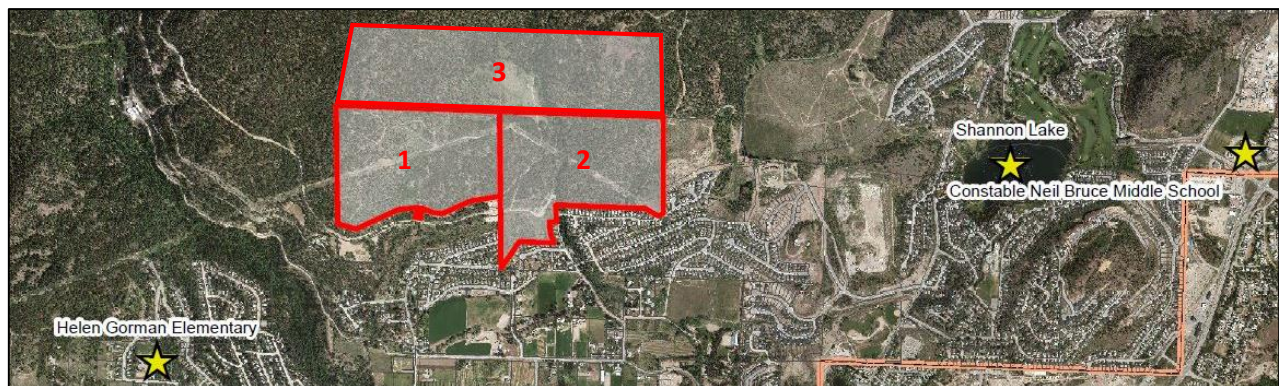


Figure 3. Subject Properties and Context

Altogether the three Rural Resource (RU5) zoned parcels comprise an area of 148.76 hectares. Approximately 70% of the total area is intended as a future development area and 30% is proposed to be green space either as public or private ownership (e.g. open space or environmentally sensitive areas).

Site Characteristics

Topography

The elevation of the planning area varies from approximately 808 metres in the northern reaches to about 570 metres in lower portions of the site. Slopes within the planning area vary between 10 to 50% with the steepest areas alongside the Smith Creek channel and around areas with bedrock outcrops (Attachment 2, pg. 50). The planning area is generally undisturbed land comprised of mature coniferous trees and native dryland grasses and shrubs, typical of the Okanagan Valley climate and environment.

Environmentally Sensitive Areas (ESAs)

The ESAs on the site have been mapped with the higher value ESA 1 areas corresponding to the Smith Creek channel and the easterly portion of Site 3. Other remainder areas of the CD area have generally been classified as ESA 2 and 3 with only the previously disturbed BC Hydro corridor having an ESA 4 rating (Attachment 2, pg. 51).

Wildfire Hazard

The 2014 Smith Creek Wildfire affected a portion (~20%) of the subject properties. Despite the wildfire, and some previous site disturbances, the wildfire hazard rating in the planning area remains high. Planning considerations for the site have been included in the CDP to ensure Fire Smart principles are adhered to and that safe access/egress is provided in accordance with NFPA standards.

Archaeological Features

An archaeological site of significance is located in the vicinity of the Smith Creek channel. Although the site is small and no artifacts were recovered, it is considered to have moderate significance as the archaeological site may be the highest elevation site in the Okanagan Lake valley and thus expands the demonstrated resource exploitation area of prehistoric peoples living in the region. The site is described as a short-term campsite and due to its location approximately ten metres above Smith Creek, the area will be protected as part of the identified an environmentally sensitive area surrounding Smith Creek (Attachment 2, pg. 17).

Geotechnical

No obvious signs of landslides, slumps, or other instability features were observed during the site review of the CD area. The only potential geotechnical hazards identified in the study area were the potential for rockfall hazards associated with the bedrock outcroppings and the steep slope areas. Although rockfall hazards exist on the property, only a small number of proposed residential lots would be impacted and minor scaling, protective fencing, and or soil/rock berms would protect against rockfall during the development of the affected lots.

Policy and Bylaw Review

Official Community Plan (OCP)

Numerous principles within the City's OCP guide the development of the Smith Creek CDP area. These principles include (but are not limited to) ensuring the long-term protection of environmental values of Smith Creek, encouraging the provision of community trail connections and parkland opportunities, and considering the visual sensitivity of the site. It is identified in the OCP that future development of the area will be primarily single-family residential with some provisions for duplex and triplex housing may be considered where appropriate. The following policies outline the framework identified for the Smith Creek CDP:

1. Development of this area should be in strict conformance with hillside development standards to develop the lands in a safe manner while minimizing visual impacts to the surrounding community.

2. Development proposals must include safe emergency access/egress.
3. Potential development must address potential servicing requirements including the location of water storage, connectivity, and access considerations.
4. Development proposals should protect and enhance the historic flume trail.
5. Network road connections to adjacent neighbouring parcels must be secured.
6. Future management and access to Crown land should be addressed.
7. Should zoning amendments be contemplated for the CD Area, density transfer and bonusing concepts may be explored where it is in CWK's interest to achieve community goals through such things as the protection of environmentally sensitive areas and the provision of community amenities.

As outlined in the remainder of this report, the proposed CDP meets these guiding policies or in some areas provides the opportunity through the form of CDP policies to ensure the guiding policies are met as part of future development approvals.

Proposed Land Uses

The applicant describes the proposed land use plan (Figure 4), as a concept based on the natural features of the land. Steeper hillsides (>30%) and environmentally sensitive areas are proposed to be preserved as open space and the remaining areas are proposed for residential development (either in the form of single-family housing or cluster housing). In addition to the residential areas, a small mixed-use node has been incorporated into the land use plan to provide a site for future neighbourhood commercial opportunities.

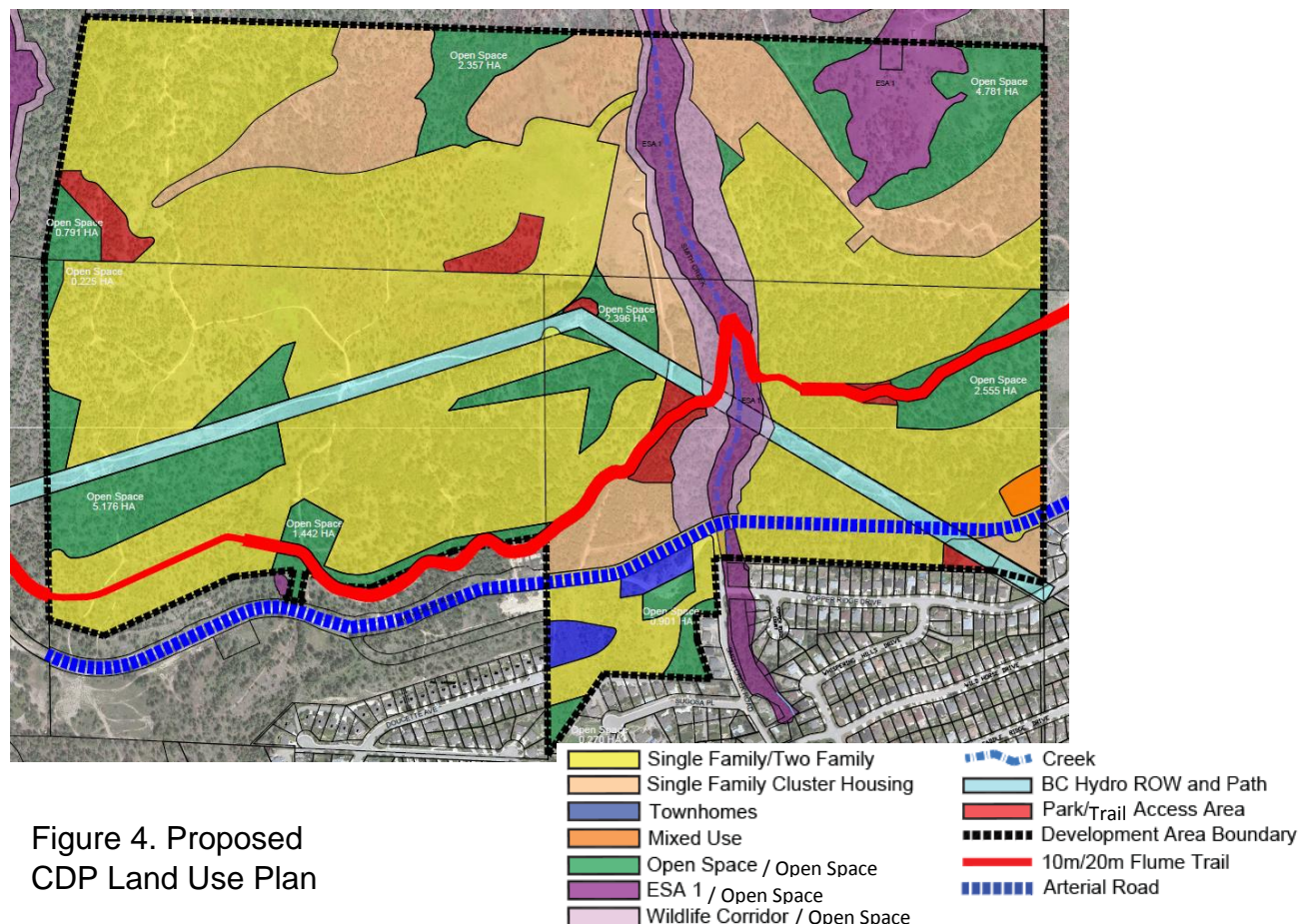


Figure 4. Proposed
CDP Land Use Plan

Residential Land Use Mix

The proposed land use plan envisions the dominant housing form as single detached residential. These single detached residential areas are described as including cluster housing¹, which may include compact residential housing forms. The clustered housing form is intended to be more easily incorporated into hillside areas with less impact upon the natural environment than conventional fee simple lots, and maintain similar densities (Figure 5).



Figure 5. Conventional and Cluster Housing Models

Given that a specific zone for Cluster Housing does not currently exist in the Zoning Bylaw, the plan identifies that the landowners will work with the City at the time of rezoning to create a new zone to address this housing form.

Initial calculations based solely on removal of ESA 1 areas and areas with topography over 30% indicate that approximately 683 single detached and 222 clustered or townhouse units (a small portion of the 222 units) could be achieved with a population of approximately 2100 residents. The CDP identifies throughout the plan that development will be focused on the West and East ½ portions of DL 3478 as it is not anticipated that DL 3977 will be developed in the foreseeable future. Taking this into consideration, without DL 3977, the development area is 85.6ha (211 Ac) there is an approximate potential of 454 single detached and 124 single detached cluster units (Table 1).

Lot	DL 3977	W ½ of DL 3478	E ½ of DL 3478	Total Area	
Size (ha)	63.63	42.01	43.12	148.76	
BC Hydro Area	0	2.59	2.84	5.43	3.6%
Flume Trail Area (Park)	0	0.86	2.18	3.04	2%
Park/Trail Access	1.33	0	1.01	2.34	1.5%
Open Space	8.09	7.00	5.74	20.83	14%
Riparian Area	8.39	0	3.82	12.21	8.2%
Single Family Area	28.78	31.96	22.22	82.96	56%
Comprehensive Area	16.87	0	3.59	20.46	13.8%
Townhomes	0	0	1.10	1.10	0.7%
Mixed Use	0	0	0.39	0.39	0.2%
Total Units					
SF Unit Count	229	277	177	683	
Clustered/Townhomes	128	0	94	222	

Table 1. Area Breakdown and Total Unit Count

¹ The term “cluster housing” is defined in the CDP as smaller detached homes that each have their own parking areas and private outdoor areas but share a common entry space such as a courtyard or terrace.

Mixed Use Component

As identified in the OCP, a small area on Smith Creek Road just north of Copper Ridge Drive, in the southeast corner of the plan area is proposed as Mixed Use (Figure 4). The area will provide an opportunity for a mixed use, small scale neighborhood commercial development with a residential component should densities warrant in future. The mixed use component would help to meet the needs of residents for basic shopping needs.

Parks and Open Space

Approximately 44.8 hectares of land (30%) are intended to be either preserved as open space or protected as environmentally sensitive areas (Figure 6). Most of the proposed open space areas are comprised of slopes greater than 30% while the environmentally sensitive areas or are classified as ESA 1, which include riparian areas associated with Smith Creek and an adjacent wildlife corridor (100 metres wide), these areas are not intended to be dedicated as parkland. In addition, the applicant is committed to protecting the historic Flume Trail, which forms a natural corridor through the planning area, and will consist of a 20 metre wide corridor for the majority of the Flume Trail. Two sections are proposed to be reduced to a 10m wide corridor, as the Flume Trail historically was diverted to the existing ditch area along Smith Creek Road and the proposed alignment in a flatter portion of the site. The Flume Trail is proposed to be as dedicated public park.

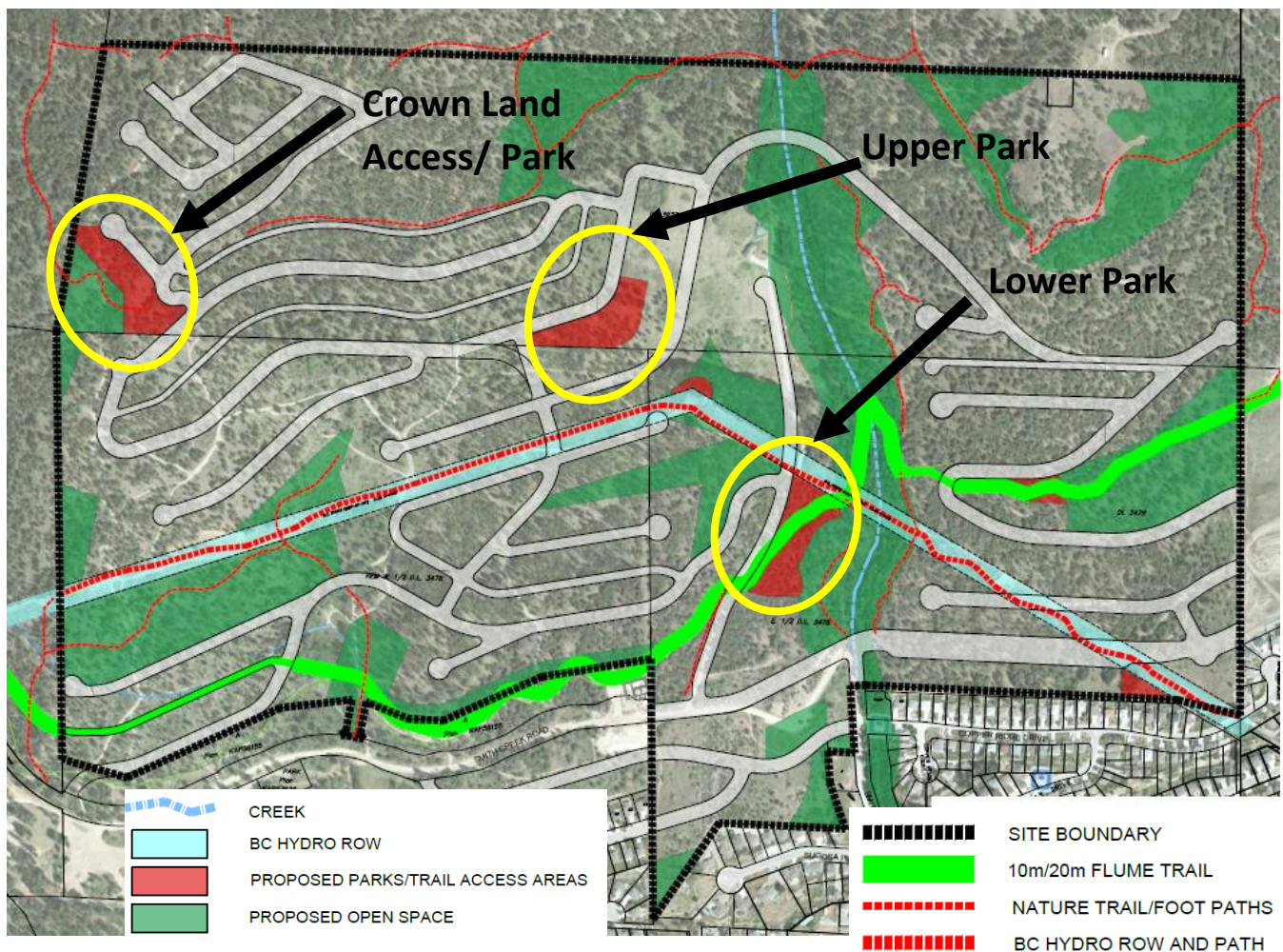


Figure 6. Proposed Parks, Open Spaces, and Trails

The proposed parks and Flume Trail account for 3.5% of the total area and are intended to account for the required 5% dedication required at subdivision (5% of the developable area). In addition to the Flume Trail, the BC Hydro pathway and proposed trails would also contribute to the overall pedestrian network on the site. Overall, these combined areas will account for a significant trail network throughout the CDP area.

Neighbourhood Parkland

Beyond those lands considered as green space (outlined in the section above), the proposed trail and park plan has been amended to include two new neighbourhood parks (highlighted on Figure 6 in yellow). The lower neighbourhood park space is a 0.5ha (1.2 ac), centrally located to the site with access to the Flume Trail, BC Hydro pathways, Smith Creek and has direct access from Smith Creek Road through a proposed collector roadway. The upper park space is 0.827ha (2.96ac) and is intended to provide a large centrally located park space. These park areas are in addition to the trail access, and other nature trails identified above. The CDP acknowledges that the dedication of the lower neighborhood park would naturally best occur in Phase 2 or 3 of the development with the upper park to follow. The proposed neighbourhood parkland and Flume Trail are intended to satisfy the legislated parkland dedication requirements.

Remnant Land Strategy

As in most large comprehensive plan areas, once specific park areas have been determined, there are left remnant lands that are comprised primarily of environmentally sensitive areas, undevelopable hazard lands, wildlife corridors, and environmental buffers. These remnant land areas will be further reviewed and discussed during rezoning in order to determine how they will be managed. The City is currently drafting a Parkland Acceptance Policy for future consideration by Council that will assist in determining what lands are suitable for dedication or other identified protection mechanisms.

Technical Review

Road Network

The proposed road network includes two main arterial road connections. One connection is the anticipated future extension of Smith Creek Road to Tallus Ridge Drive (shown in blue on Figure 7) and the other is the existing Smith Creek Road south to Elliott Road (shown in purple on Figure 7). The CDP

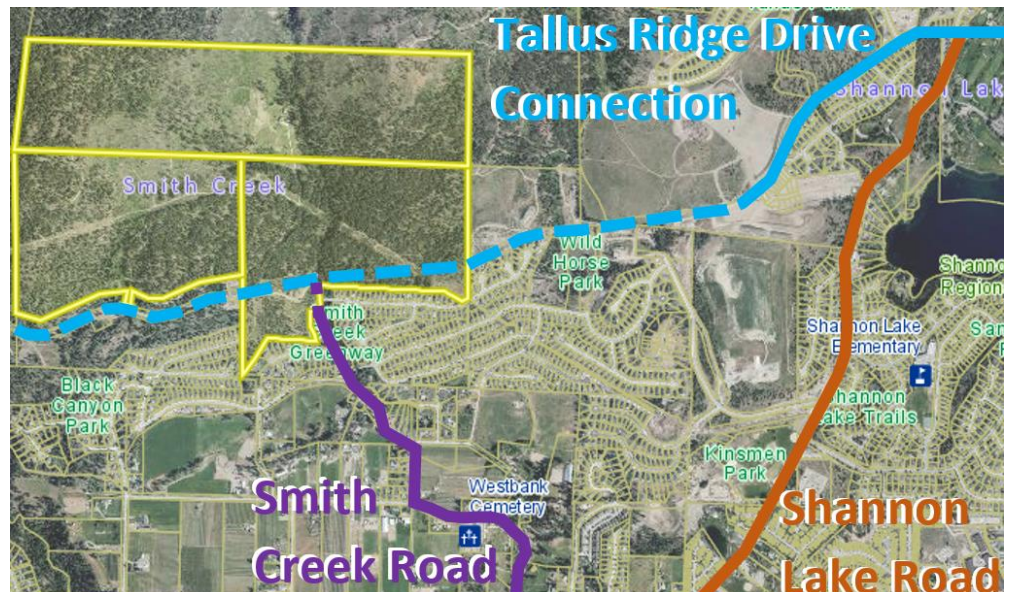


Figure 7. Arterial Road Connections

identifies that the Tallus Ride Drive connection will be required at 600 units unless otherwise warranted based on existing conditions and input from professional reporting.

Smith Creek Road (Elliott Road to the subject property) and Elliott Road (south to Westbank Centre) have been identified for improvement in the City of West Kelowna Roads DCC Study in the 10-20 year horizon (Figure 8). The DCC Study identifies eligible roads in West Kelowna that can be financed through the use of DCCs collected through development projects. The CDP has been drafted based on the approach that the Smith Creek Road will be improved based on the City's Transportation Master Plan and DCC Study.

With additional development such as the proposed CDP, there are three main options available to Council for improving this section of road;

1. Proceed with the identified 10-20 year horizon in the Road DCC Study (initiated in 2016). This option would allow Council to continue to identify road related capital projects in conjunction with priorities.
2. If adopted, prioritize the improvement of Smith Creek road as part of capital project planning and Council priorities. This would result in the improvement of Smith Creek Road in advance of it being driven by the development of the CDP area. The cost associated with the improvement may eventually be recuperated through Road DCCs generated by the development of the CDP lands.
3. Require the applicant to complete the road improvements to Smith Creek Road. In doing so, the developer would receive DCC credits for the road construction. This option can be identified through future rezoning applications.

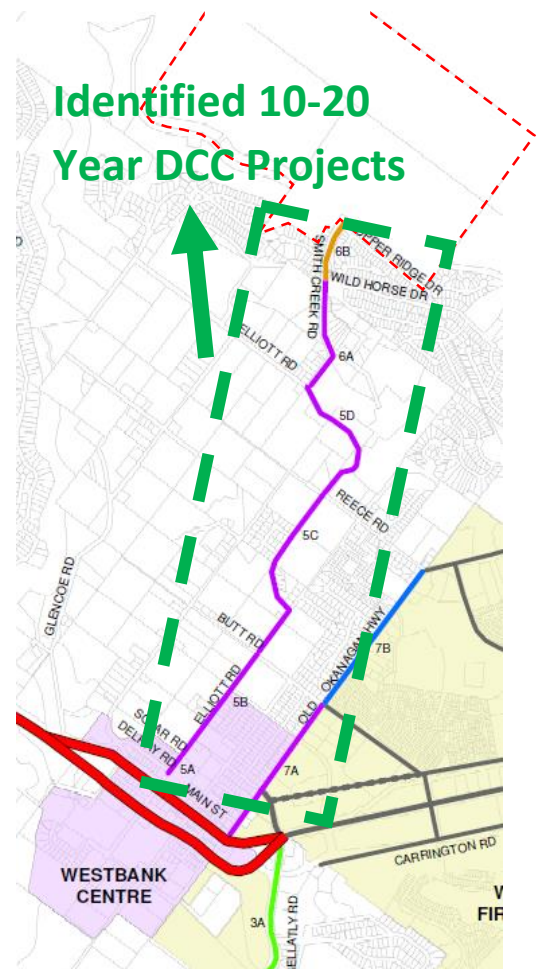


Figure 8. Road DCC Study Plan (Rural Arterial Road Standard)

Currently, the language included in the CDP policies identify that required infrastructure and other costs related to the impacts of the development of the CDP area will be paid for by development to eliminate future costs to the taxpayer. While this policy intends to ensure if development drives the needs for road improvements (or other infrastructure) that the cost would be born by the developer, Option 3 would create a significant change to the upfront cost associated with the project and would warrant an additional policy in the CDP.

Connectivity to Westbank Centre

The majority of Smith Creek Road is a Rural Arterial Road with a small portion in Westbank Centre being identified as an Urban Arterial Road. The majority of Smith Creek Road would include 1.5m wide paved pathways on both sides as well as a streetlight on one side (Figure 9). These pathways will contribute to the pedestrian connectivity between the Smith Creek CDP area and Westbank Centre.

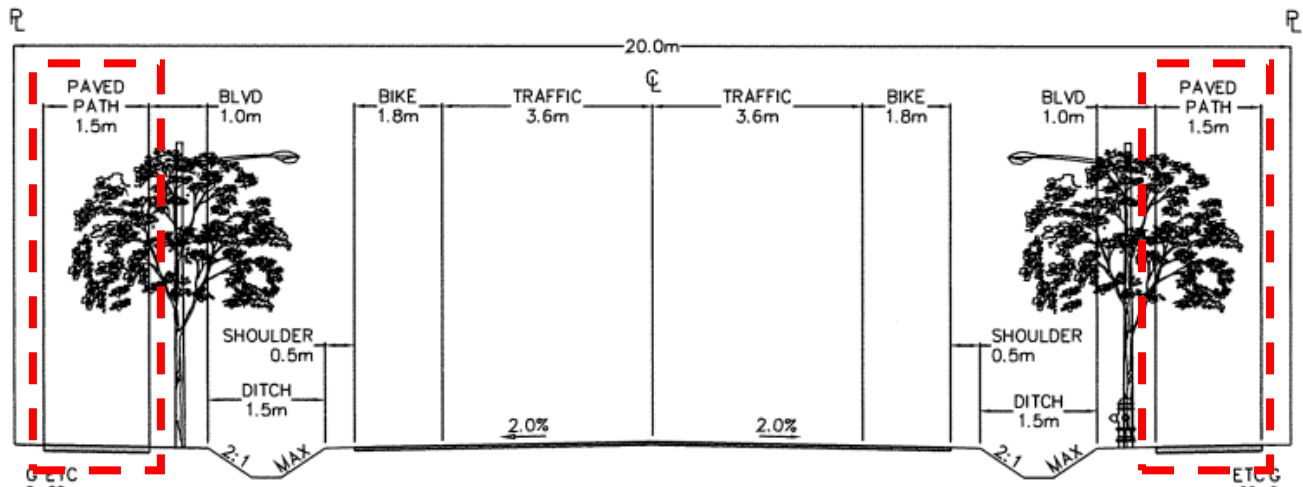


Figure 9. Rural Arterial Road Cross Section

Internal collector roads (shown in red in Figure 10) and local roads have also been identified through the CDP plan process. As noted above the proposed layout is preliminary and further refinement will occur through subsequent phases of development if approved. Key areas of the proposed collector road layout include the northerly crossing of Smith Creek (identified as being required following Phase 6) and the necessity of a connection through the site directly to the east of the CDP area.

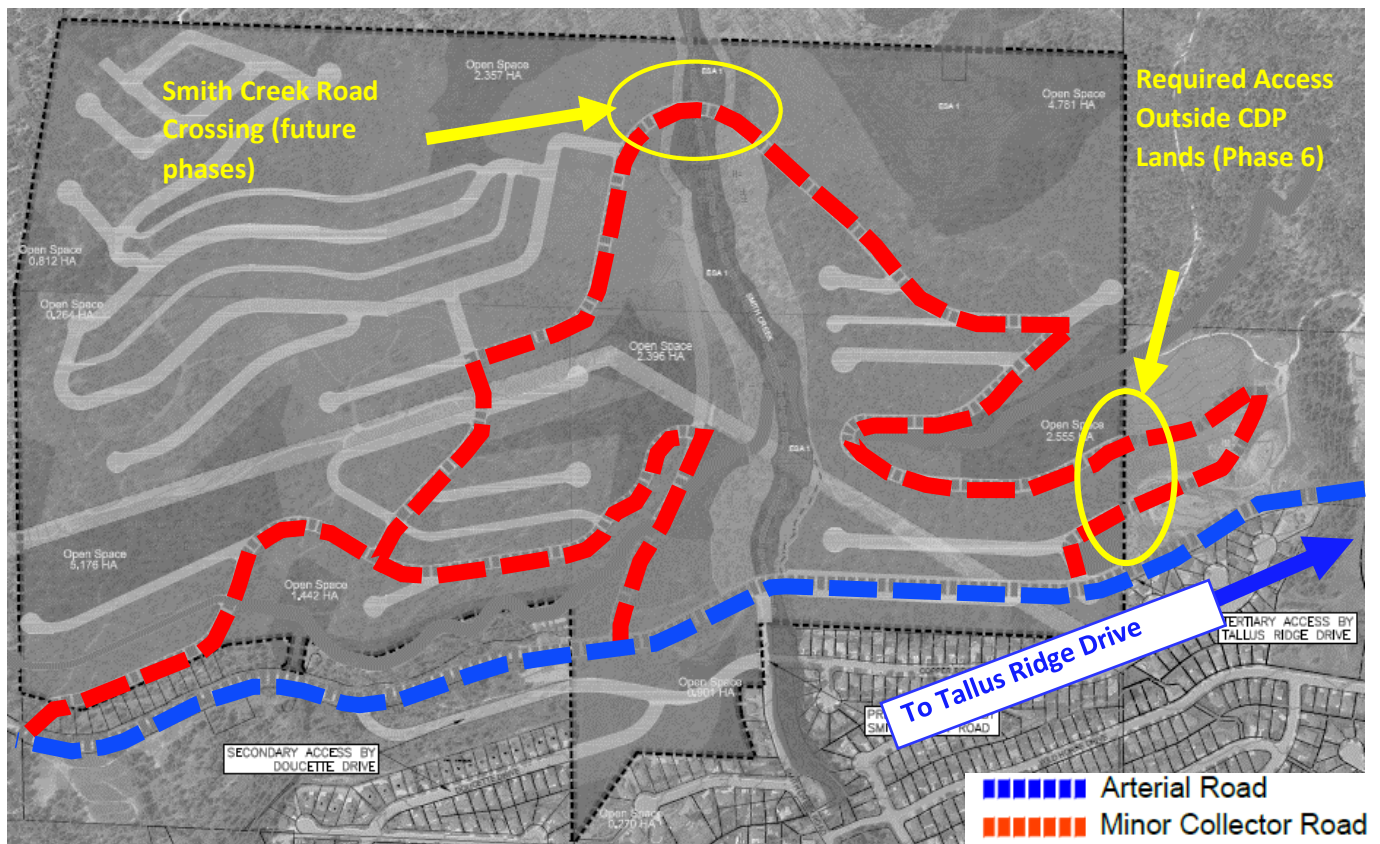


Figure 10. Proposed Road Network

Traffic Impact Assessment

A Traffic Impact Assessment was undertaken to identify the potential impacts the proposed development will have on off-site roadways, as well as identification of necessary mitigation measures required to support the development and to address any of the City's transportation related needs. As part of this selection process, key priority intersections were selected to be evaluated after determining which would be most impacted with additional traffic (e.g., arterial and collector road intersections). The study area included the following intersections:

- Smith Creek Road (NS) at Wild Horse Drive (EW)
- Smith Creek Road (NS) at Elliott Road (EW)
- Elliott Road (NS) at Reece Road (EW)
- Shannon Lake Road (NS) at Asquith Road (EW)
- Tallus Ridge Drive (NS) at Asquith Road (EW)

Only one required improvement in the study area has been identified to achieve acceptable traffic operations. The improvement would include the construction of a westbound turn lane for Smith Creek Road (NS) at Elliott Road (EW). The TIA identifies there is no improvement required for up to 600 units but at full build-out of approximately 900 units, the improvement would be required.

The CDP identifies that additional traffic review will be completed at the time of future rezoning applications which will include, but not be limited to intersection design, turn warrants, etc. Specific consideration will be made for the Old Okanagan Highway and Reece Road intersection in addition to what areas and intersections have already been studied.

In accordance with NFPA, the TIA also concluded that the development area should have a third access point prior to the development reaching 600 units². It is important to note that the study concludes that the construction of the Tallus Ridge Drive extension will serve as an excellent parallel route which will assist in alleviating the projected eastbound capacity deficiencies along Asquith Road.

Transportation Master Plan Update

The process of how the City plans for long-term traffic impacts was also raised as part of the discussion regarding the impact of the CDP development. The Transportation Master Plan (TMP) in the main document that outlines key road improvements that are identified in West Kelowna. As with many plans, it is based on existing conditions, anticipated changes, and growth areas as well as feedback from Council regarding community priorities. The TMP was anticipated to be initiated in 2020 but due to financial impacts associated with COVID-19, the request for proposal has not yet been released. If approved, the proposed density and phasing of the CDP area would be taken into consideration as part of the updated TMP. As illustrated above, the TMP outlines various projects and associated timelines but Council can ultimately choose to prioritize specific projects.

² Access route design should follow NFPA 1141 standards for Means of Access: NFPA development standards require two access points for a neighbourhood in excess of 100 units and three access points for a neighbourhood in excess of 600 units.

A key example of the identification of a long-term transportation project that has not yet advanced but is identified in the TMP is a connection to the Glenrosa neighbourhood. Due to the high cost, competing priorities, and limited demand it has not been identified as a priority project (Figure 11).



Figure 11. Glenrosa Road Connection

Visual Impact Considerations

The CDP identifies that the topography of the development lands makes the site visually sensitive from several vantages in the City (Figure 12). A visual impact analysis completed as part of the project notes that some level of visual impact is inevitable, however, design guidelines have been included in the CDP that will function to minimize this impact. Guidelines include, but are not limited to:

- Natural vegetation and large stands of trees maintained in all areas outside of proposed development;
- Maintain a close proximity of native trees to the proposed development to help screen new homes; and
- Trees are to be planted where possible in exposed areas.

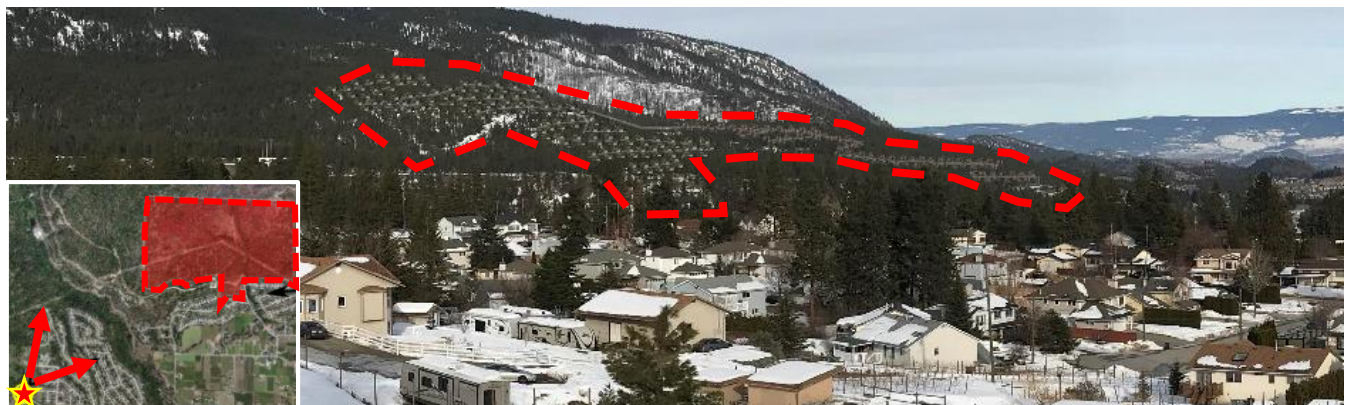


Figure 12. VIA from the Upper Glenrosa/ Salmon Road CDP Area

Water System

The subject lands are not currently serviced with a municipal water connection. Future development in the area will require a water connection from the City of West Kelowna. Presently the existing Smith Creek area is serviced from the Smith Creek Reservoir located on Smith Creek Road at the 630.5m elevation. This reservoir has a maximum service elevation of 600m which will only service a limited area within the Smith Creek Plan area.

Those areas above the 600m will be serviced by two booster stations and two reservoirs. As part of the ongoing development of the lands to the south of the CDP area, one booster station and one reservoir have been constructed. The plan proposes a series of other improvements to the system³ once the water demand from new development within the CDP area reaches the service capacity of the existing pump station.

³ The Lateral 1 – Shettler Road Pump Station will be decommissioned and replaced by a new booster station at the intersection of Harold Road and Elliot Road. As part of this improvement, a cost share approach will be evaluated as there would be a benefit to existing users.

Upland Water Storage and Capacity

AECOM has completed a report regarding the Power Creek Water License which includes an analysis of the water license capacity for the Powers Creek Watershed as it related to the development proceeding within the Powers Creek Service Area. The review provides an overview of the current water demand, the planned development, and assessed the timing of the recommendations included in the Water Utility Master Plan to supplement the Power Creek Raw water supply capacity.

Overall, the report confirms there is sufficient ability for the City to supply water to the proposed CDP area as well as address other growth in the Powers Creek Service Area if recommendations included in the Water Utility Master Plan are adhered to and ongoing review of water service delivery is completed.

Sanitary Sewer System

Similar to water and storm drainage servicing, there is no sanitary sewer service within the CDP area. There are sanitary sewer connections presently at the boundary of the plan area at Smith Creek Road, Doucette Drive, and Iron Ridge Drive.

Based on the review of the collection system two sections of the 250mm main may require improvements in the future. These sections are on Reece Road and Broadview Road and a detailed review of the necessity of these improvements will be evaluated through future rezoning applications as the population on the catchment area reaches 3,500 people (the catchment area is greater than just the subject CDP area). At the time of subdivision, the offsite upgrades to these existing pipes will be constructed by the developer.

Stormwater Management

The CDP area is not generally suitable for a large-scale groundwater infiltration due to soil conditions and existing residential development downslope. Only one small portion of the site has been identified as having a high infiltration potential (shown in green on Figure 13). A portion of stormwater is proposed to be collected and routed to this area for infiltration into the ground through infiltration basins, from which stormwater would infiltrate and eventually emerge as a discharge to Powers Creek.

Outside the identified infiltration area, an engineered system of stormwater collection and detention is proposed. It has been established that under current conditions, stormwater infrastructure on Smith Creek is not adequate to accommodate current storm flows, as a result of both urbanization in Westbank Centre and residential development upstream of Highway 97. In light of this, conventional collection and discharge of stormwater from the development directly to Smith Creek would only exacerbate the problem. The CDP includes clear policy direction

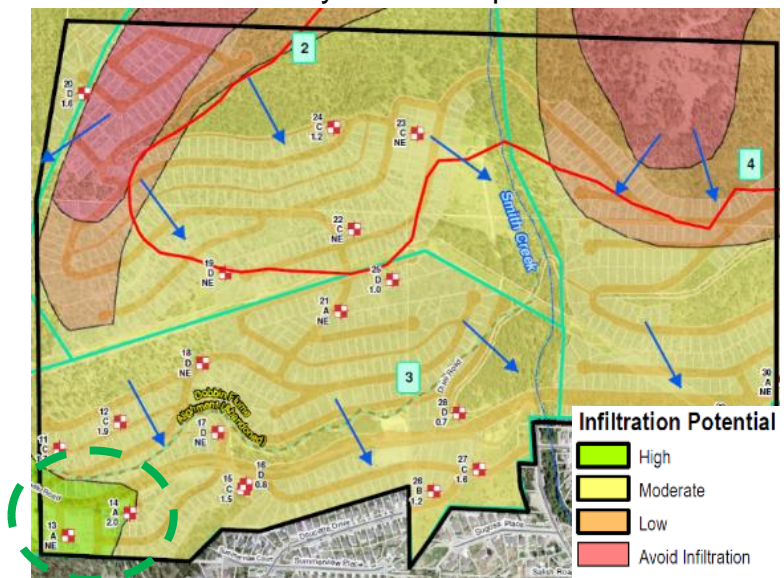


Figure 13. Infiltration Potential

that drainage and stormwater management infrastructure shall be designed in accordance with the Works and Services Bylaw and mitigate the downstream impacts to existing infrastructure and water quality.

Key policies included within the CDP to inform stormwater management include:

- *Direct discharge of stormwater to Smith Creek should be avoided.*
- *Engineered collection and detention of stormwater resulting from major storm events will be required.*
- *Drainage and stormwater management infrastructure shall be designed in accordance with the Works and Services Bylaw and mitigate the downstream impacts to existing infrastructure.*
- *Private Statutory Rights of Way required to facilitate proposed stormwater discharge will be secured at rezoning.*
- *At the time of rezoning, the downstream receiving areas will be reviewed to ensure that existing routes are safe and stable, particularly considering the increased duration of the runoff and impacts from the new development areas.*
- *Required infrastructure and other costs related to the impacts of the development of the CDP area will be paid for by development in order to eliminate future costs to the taxpayer.*

Phasing Plan and Technical Reporting

As part of the development of the CDP, various studies have been prepared by the applicant and their consultants (Attachment 5). In addition, the City has provided professional review and analysis (transportation engineers, multiple engineering professionals that specialize in water supply and distribution, and groundwater hydrology). As identified throughout the CDP document and accompanying policies, additional technical review will be required as part of the preparation of future development applications. Examples of plan policies and sections that identify these requirements include:

- *Additional traffic review will be completed at time of rezoning which will include, but not be limited to intersection design, turn warrants, etc. Specific consideration will be made for the Old Okanagan Highway and Reece Road intersection.*
- *At time of rezoning, the downstream receiving areas will be reviewed to ensure that existing routes are safe and stable, particularly considering the increased duration of the runoff and impacts from the new development areas.*
- *Wildfire buffering will be completed at each development phase where required to protect adjacent Crown Lands in accordance with wildfire reviews done at time of writing and future professional reviews completed at rezoning.*
- *Remnant land will be reviewed at rezoning.*
- *(Parks and Trails) Include geotechnical review for proposed trails at rezoning.*
- *Details surrounding the parks will be furthered during the zoning process and park areas will be dedicated at the time of subdivision per the Local Government Act.*
- *Sanitary main capacities will be identified during rezoning and detailed design will occur at time of subdivision.*

Despite the technical trigger requirements (either identified or to be determined), the applicant has provided a phasing plan in the CDP which illustrates the conceptual phasing of the project based on a logical progression of development and mindful expansion of servicing and infrastructure (Figure 14).

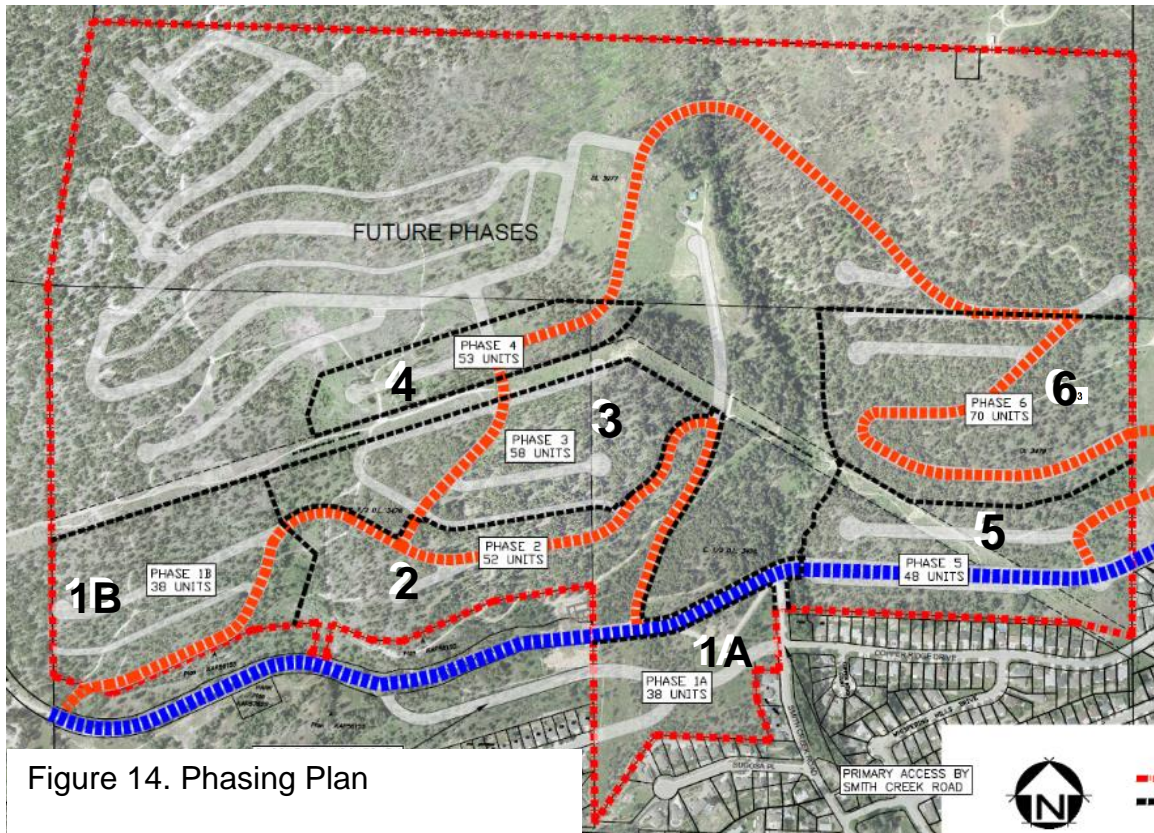


Figure 14. Phasing Plan

Fire Station Identification

The process for identifying the need for an additional fire hall as well as associated staffing has been reviewed by the City's Fire Services Department. As part of the identification of a location for a fire station, various factors need to be evaluated and land within a specific development area may not be optimally positioned to meet the needs of the overall community. The location of a new fire hall requires the preparation of a study that addresses the existing fire hall capabilities and response times with projected needs within the proposed area. If deemed necessary a location will be reviewed and negotiated accordingly. This study has not yet been completed for this area and if required in the future, would be completed as part of future work planning exercises.

BC Hydro Updated Comments

As part of the April 20th, 2020 update to Council, BC Hydro identified that they have completed a detailed review of the options and determined that the resiliency alternative cannot protect the existing transmission line from wildfire and will no longer be studied. Following that determination, BC Hydro's lead option involves a new transmission line connecting the Westbank Substation to the Nicola Substation using a new route. As part of the update to Council, a plan was included at generally identifies the westerly portion of the CDP area as being located within the BC Hydro study corridor. In order to address the concerns of Council, the applicant has included the study area map prepared by BC Hydro and acknowledges the potential for a hydro line as part of the plan.

PUBLIC NOTIFICATION AND CONSULTATION

As part of the preparation of the CDP, two public information sessions were held by the applicant in 2016 and 2019. Key comments and concerns raised by the public include:

- Too much density
- Wanted the flume protected as a hiking or natural area
- Inability of Smith Creek Road to handle additional traffic
- Housing form (do not want high density multi-family)
- Drainage from uplands
- Housing form (do not support townhouses along Smith Creek Road)
- Too much density (total number of units)
- Preservation of flume trail, existing trail network, and access to Crown Land trails
- Drainage and downstream impacts to Smith Creek (flooding)
- Impacts to existing road infrastructure (primarily Smith Creek Road and intersections)
- No neighbourhood park
- Preservation of additional greenspace (40-50% instead of 18%)
- Development and construction impacts (traffic, noise, etc.)

As part of the public hearing, notification in accordance with the *Local Government Act* and the City's Procedures Bylaw has been completed. As part of this notification process, 497 notices were sent on July 8th to residents with 300m of the subject property (Attachment 6). This increased notification distance (100m to 300m) matches what was completed as part of the initial consultation completed by the applicant. In advance of the LGA notices, two save-the-date information sheets were presented on June 24th and July 2nd. Following the information sheets, three full-page notices of the Public Hearing were also completed; one on June 15th in the Westside Weekly and two consecutively on July 16th and 17th in the Courier.

COUNCIL REPORT / RESOLUTION HISTORY

Date	Report Topic / Resolution	Resolution No.
March 24, 2020	THAT Council rescind second reading of City of West Kelowna Official Community Plan Bylaw No. 0100.57, 2020 and re-read a second reading as amended; and THAT Council direct staff to schedule the amendment bylaw for Public Hearing how and when appropriate.	C091/20
February 11, 2020	THAT Council give first and second reading to City of West Kelowna Official Community Plan Bylaw No. 0100.57, 2020; and THAT Council direct staff to schedule the amendment bylaw for Public Hearing.	C047/20

REVIEWED BY

Bob Dargatz, Development and Engineering Manager

Brent Magnan, Planning Manager

Mark Koch, Director of Development Services

Tracey Batten, Deputy CAO/Corporate Officer

APPROVED FOR THE AGENDA BY

Paul Gipps, CAO

Attachments:

1. Official Community Plan Amendment Bylaw No. 0100.57, 2020
2. Smith Creek Comprehensive Development Plan
3. Smith Creek Master Plan
4. Context and Subject Property Map
5. Summary of Technical Reports Provided by the Applicant
6. Public Notification Map