
CITY OF KELOWNA

MEMORANDUM

Date: October 21, 2003
File No.: (3360-20) **OCP03-0003/TA03-0004/Z03-0016**

To: City Manager

From: Planning & Corporate Services Department

Subject:

APPLICATION NO.	OCP03-0003 TA03-0004 Z03-0016	OWNER:	PIER MAC PETROLEUM INSTALLATIONS LTD. (INC. NO. 88127)
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AT: 5220, 5520 & 5822 HIGHWAY 97 N, & 3575 LOCHREM ROAD APPLICANT: DELL BALFOUR

PURPOSE: TO AMEND THE OFFICIAL COMMUNITY PLAN TO ADOPT THE AREA STRUCTURE PLAN;

TO AMEND ZONING BYLAW 8000 TO CREATE THE CD15-AIRPORT BUSINESS ZONE; AND

TO REZONE A PORTION OF THE SUBJECT PROPERTY FROM THE EXISTING A1-AGRICULTURE 1 ZONE, P3 – PARKS AND OPEN SPACE ZONE, P4 – UTILITIES ZONE, AND THE I5-EXTRACTION ZONE TO THE CD15 – AIRPORT BUSINESS ZONE, THE P3 – PARKS AND OPEN SPACE ZONE, AND THE C9 – TOURIST COMMERCIAL ZONE

EXISTING ZONE: A1 – AGRICULTURAL 1, P3 – PARKS AND OPEN SPACE, P4 - UTILITIES & I5 – EXTRACTION ZONES

PROPOSED ZONE: CD15 – AIRPORT BUSINESS ZONE
C9 – TOURIST COMMERCIAL
P3 – PARKS AND OPEN SPACE

REPORT PREPARED BY: PAUL McVEY

SEE ATTACHED FACT SHEET FOR COMPLETE APPLICATION DETAILS

1.0 RECOMMENDATION

THAT Map 19.1 – *General Future Land Use* of Schedule “A” of the Kelowna Official Community Plan (1994 – 2013) Bylaw No. 7600 be amended by changing the Future Land Use designation of; West ½ of Sec. 14, Tp. 23, O.D.Y.D., Except Plans H16596, KAP47192, KAP51877, KAP53641, KAP53790 and KAP57365; Lot 1, Sec. 11, Twp 23, O.D.Y.D., Plan 34113; Lot B, DL 32 and Sec. 14, Twp 23, O.D.Y.D., Plan KAP52924 and Lot A, DL 32 and Sec. 14, Twp. 23, O.D.Y.D., Plan KAP52924, located on

Highway 97 North Kelowna B.C., from Mixed-Use Development to Comprehensive Development Project as shown on Map “A” attached to the report of the Planning and Corporate Services Department dated October 21, 2003;

AND THAT City of Kelowna Zoning Bylaw No. 8000 be amended by adding the CD15 – Airport Business Park zone to Schedule “B” of Zoning Bylaw 8000 as outlined in Schedule “B” attached to the report of the Planning and Corporate Services Department dated October 21, 2003;

AND THAT City of Kelowna Zoning Bylaw No. 8000 be amended by text amendment adding reference to the CD15 – Airport Business Park zone to the section of Zoning Bylaw 8000, as outlined in Schedule “C” attached to the report of the Planning and Corporate Services Department dated October 21, 2003;

AND THAT City of Kelowna Zoning Bylaw No. 8000 be amended by adding the new definitions to the section of Zoning Bylaw 8000, as outlined in Schedule “D” attached to the report of the Planning and Corporate Services Department dated October 21, 2003;

AND THAT City of Kelowna Sign Bylaw, 1998, No. 8235 be amended by adding reference to the CD15 – Airport Business Park zone to the section of Sign Bylaw 8235, as outlined in Schedule “E” attached to the report of the Planning and Corporate Services Department dated October 21, 2003;

AND THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Part of the West ½ of Sec. 14, Tp. 23, O.D.Y.D., Except Plans H16596, KAP47192, KAP51877, KAP53641, KAP53790 and KAP57365, located on Harvey Avenue, Kelowna, B.C., from the existing I5 – Extraction zone to the new CD15 – Airport Business Park zone, C9 – Tourist Commercial, and P3 – Park and Open Space Zones as shown on Map “B” attached to the report of Planning and Corporate Services Department, dated October 21, 2003, be considered by Council;

AND THAT the Official Community Plan, text amendment, and zone amending bylaws be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Official Community Plan and zone amending bylaw be considered subsequent to the requirements of the Works & Utilities Department, Parks Department, and the Ministry of Transportation being completed to their satisfaction;

AND FURTHER THAT final adoption of the Official Community Plan and zone amending bylaw be withheld until the owner has executed a Servicing Agreement acceptable to the City of Kelowna.

2.0 SUMMARY

The owners of the subject property wish to develop a portion of their former gravel extraction operation as the first phase of an industrial business park development which is focused on airport and university-college associated uses. As the existing City of Kelowna zoning bylaw does not provide for the requested mix of industrial and commercial uses for this unique location, the applicant is proposing the creation of a CD 15 - Airport Business Park zone for the majority of the property. However, the applicant is proposing the application of the C9 – Tourist Commercial zone for the portion of the site located at the south west corner of Highway 97 N and Quail Ridge Way.

2.1 Advisory Planning Commission

The above noted applications (OCP03-003, Z03-0016, TA03-004) were reviewed by the Advisory Planning Commission at the meeting of July 15, 2003 and the following recommendation was passed:

THAT the Advisory Planning Commission supports Official Community Plan Amendment OCP03-003 and Rezoning Application No. Z03-0016 and Text Amendment No TA03-004, for 5220 / 5822 Hwy 97 and 3575 Lochrem Road, Lot 1, Plan 34113, Lot W ½, Sec. 14, Twp 23, Lot B, Plan 52924 and Lot A, Plan 52924, Sec., 14, Twp. 23, ODYD by Pier Mac Petroleum Installations Ltd. (Inc. No. 88127) (Dell Balfour) to amend the Official Community Plan to adopt the Area Structure Plan; to amend Zoning Bylaw 8000 to create the CD15-Airport Business zone; and to rezone a portion of the subject property from the existing A1-Agriculture 1 zone and the I5-Extraction zones to the CD15-Airport Business zone subject to the Planning & Corporate Services Department ensuring that the uses being proposed for the CD15 zone, be in congruence with this area, which will become the City's entranceway development adjacent to the airport.

3.0 BACKGROUND

3.1 The Proposal

The owners of the subject property have been operating a gravel extraction operation on the site since the 1970s. There have been several applications over the years which have dealt with the ongoing gravel extraction operation as the gravel removal has proceeded towards the north boundary of the property. The gravel extraction operation located at the south end of the site has been substantially completed, as the pit floor has reached the planned toe of slope proposed for the west boundary of the development.

This current application seeks to create a Comprehensive Development (CD) zone specific to the site which controls industrial and commercial uses for the property. The applicant proposes the application of that zone to the portion of the site that is located between the access road to the Quail Ridge development and the south end of the site as the first phase of development of the property with an Airport related industrial business park. It is anticipated that this CD zone will be applied to the remainder of the site in the future as the remainder of the site develops with the anticipated Airport Business Park uses. As part of this application, the applicant also proposes to rezone the portion of the site located at the south west corner of Highway 97 and Quail Ridge Way to the C9 – Tourist Commercial zone to permit the construction of a hotel development.

This application also proposes to rezone the west portion of the site which is located between the existing west property line of the existing property, and the proposed rear property line of the business park development from the current I5 - Extraction zone to the P3 – Parks and Open Space zone, as this portion of the site is sloped greater than 30%, and is proposed to be left as open space.

Staff had originally directed the planning consultant for the owner to apply conventional existing zones to the subject property. However upon review, the consultant and the property owner concluded that the close association of the site with the airport and university-college required a list of uses that were not available through conventional zoning, or through existing zones that were not appropriate to the site.

It has been the desire of the applicant to create a CD zone that has an assortment of uses that are appropriate and unique to the close proximity to the airport and university-college. The resulting CD zone combines a number of uses that occur in the existing I1 – Business Industrial zone and the I2 – General Industrial zones. As well, there are also limited uses from the C3 – Community Commercial zone. The proposed CD zone also controls the potential location for the various uses within the development site by the use of a location map. The CD zone also introduces controls of form and character for the pending building development.

The list of supported future land uses identified for the subject property in the Official Community Plan include;

- Public Open Space,
- General Commercial,
- Tourism Commercial,
- Multiple Unit Residential (Low),
- Multiple Unit Residential (Med), and
- Industrial uses.

The list of permitted uses in the proposed CD zone includes the uses noted in the OCP, with the exception of the Multi-Unit Residential uses.

A copy of the proposed CD – 15 Airport Business Park zone is attached to this report as Schedule “B” for consideration.

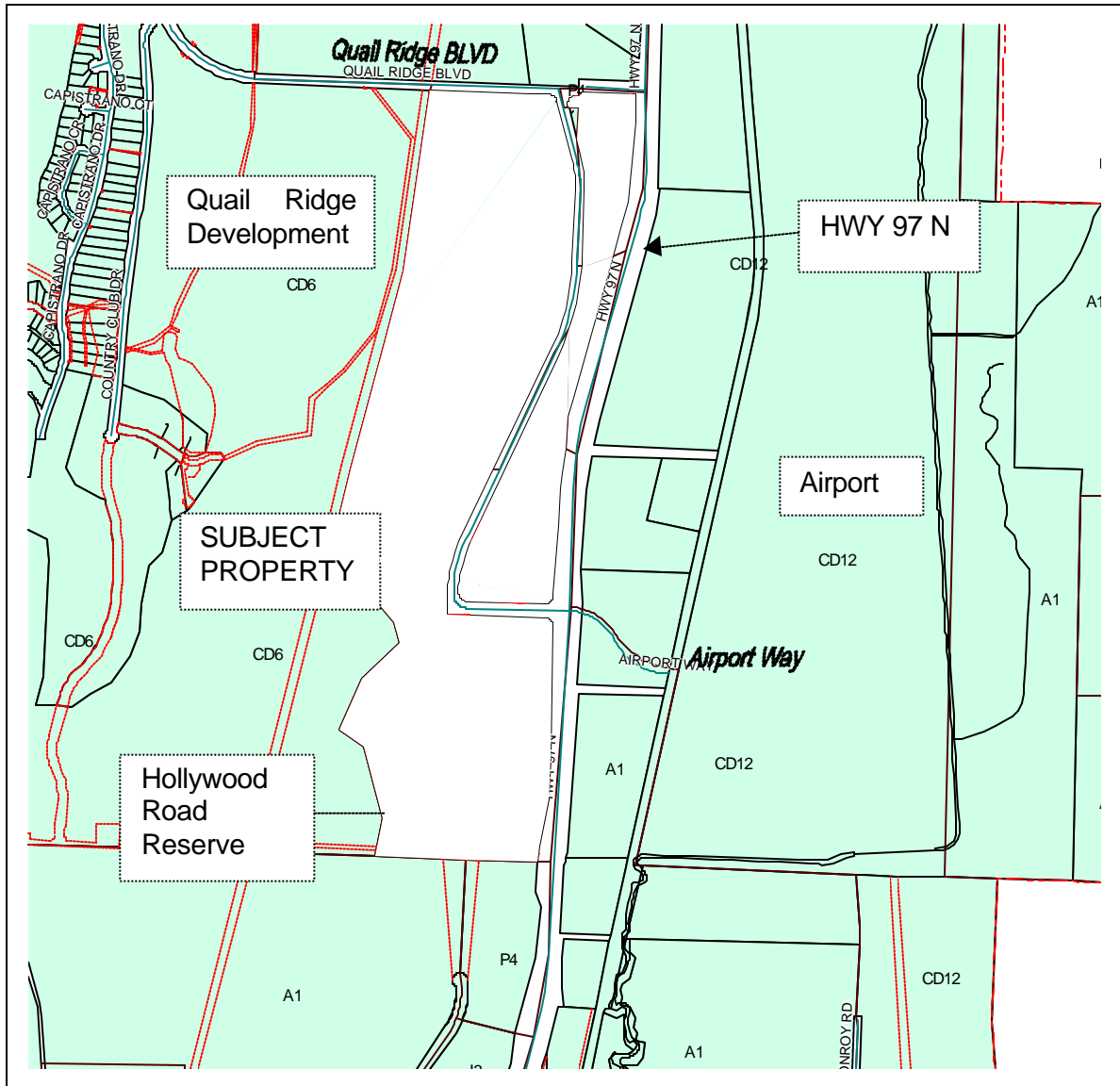
3.2 Site Context

The subject property is located between the east boundary of the Quail Ridge Development and Highway 97 N. The property slopes down west to east from the Quail Ridge development to the Highway. The southern end of the property has been used for gravel extraction and related uses. The property has a road reserve in place that protects for a future alignment of Hollywood Road that is anticipated to connect to Quail Ridge Boulevard.

Adjacent zones and uses are, to the:

- North - A1 – Agriculture 1 / field, agricultural uses
- East - A1 – Agriculture 1 / Highway 97, Vacant
CD 12 – Airport / Airport
- South - A1 – Agriculture 1
P4 - Utilities
- West - CD6 – Comprehensive Residential Golf Resort/Quail Ridge
development

SUBJECT PROPERTY MAP



3.3 Existing Development Potential

The existing zone of I5 – Extraction permits natural resource extraction, utility services - minor impact, utility services - major impact as principal permitted uses, and concrete and asphalt plants, offices, outdoor storage, recycling plants, residential operator/security unit

3.4 Current Development Policy

3.4.1 Kelowna Official Community Plan

The Kelowna Official Community Plan identifies the subject property as an area structure plan area, and identifies Public Open Space, General Commercial, Tourism Commercial, Multiple Unit Residential (Low), Multiple Unit Residential (Med), and Industrial uses

3.4.2 City of Kelowna Strategic Plan (1992)

The application is consistent with the Strategic Plan, as follows:

“The City will, in its plans and policies concerning future urban development, place an emphasis on more efficiently using serviced land within existing urban areas through infill and will provide for an increased density of development within established urban areas through redevelopment of areas which are in transition. Urban areas which are targeted include the Central City area with emphasis on the waterfront and north end, Rutland, and South Pandosy particularly along major traffic arteries and near the town centres, the Glenmore Valley and Highway 97 corridor.”

4.0 TECHNICAL COMMENTS

The application has been circulated to various technical agencies and City departments and the following relevant comments have been submitted:

4.1 Aquila Networks Canada

Aquila will provide u/g electrical service.

4.2 B.C. Gas (Terasen Utility Services)

Gas to come from Hollywood Road, through road reserve.

4.3 Canada Post

Will require the installation of centralized mail delivery equipment.

4.5 Fire Department

Fire department access and hydrants as per the BC Building Code and City of Kelowna Subdivision By-law.

4.6 Inspection Services Department

No Comment.

4.7 Irrigation District (G.E.I.D.)

The Glenmore Ellison Improvement District's engineer, Kerr Wood Leidal, has reviewed the proposed rezoning application from Pier Mac Petroleum Installation Ltd. A copy of their comments is attached for your reference;

The applicant proposes to subdivide off of the West ½ Sec. 14 Twp. 23 O.D.Y.D. except plans H16596, KAP47192, KAP51877, KAP53641, KAP53790 and PID 013-781-731 one (1) Commercial / Industrial lot. There are currently are no services in the proposed area shown on the March 24, 2003 TRUE Consulting Group preliminary layout review drawing.

We confirm the following;

- GEID anticipates future servicing as proposed in the zoning application and proposed OCP amendment,
- GEID is working with the property owner to develop water servicing plans, based on Mould Engineering's December 1996 report and the Airport Business Park Area Structure Plan,
- GEID is working towards developing a comprehensive water servicing plan to service the Airport Business Park, Kelowna Airport Lands and North Kelowna Industrial Park.

References;

- TRUE Consulting Group engineering plan entitled Pier Mac Petroleum Installation Ltd. Airport Business Park Development, Preliminary Layout Review, title block date March 14, 2003, revision date March 24, 2003.
- Mould Engineering Report entitled Proposed Water Supply System for Pier Mac Business Park Conceptual Plan dated December 1996.
- Airport Business Park Area Structure Plan.

Based on the above, there are no concerns with the proposed subdivision, OCP amendment and zoning amendment. Detailed comments will be provided during the phase 1 Airport Business Park subdivision to follow.

4.8 Ministry of Transportation

The Ministry of Transportation has no objection to this proposed rezoning subject to the following conditions:

- Traffic Impact Study to be carried out to determine what off site improvements will be required to accommodate the increased traffic expected at the intersection of Highway 97 and Airport Way. Terms of Reference to be prepared and submitted for the Ministry's review and approval prior to any traffic analysis is carried out.
- Completed Traffic Impact Study prepared in accordance with agreed to Terms of Reference to be submitted for our review and approval when available.
- All works identified as being necessary to support this development as identified in the approved Traffic Impact Study are to be in place for opening day. Engineered

drawings will be required for all works and these drawings must also be reviewed and approved by the Ministry of Transportation prior to any construction taking place.

- Right of way identified as being necessary for a future interchange at the Highway 97 / Airport Way intersection as per Urban Systems functional design plans is to be protected by road reserve covenant. The Ministry of Transportation is to be named in the document.
- No direct access to Highway 97 will be permitted. The Traffic Impact Study should determine minimum spacing required between any proposed access to Airport Way and the Highway 97 / Airport Way intersection.

4.9 Parks Manager

- 1) In our opinion, the landscape buffer adjacent to Highway 97 should be a minimum of 5 m and preferably 7.5 m wide and densely planted to beautify the City entrance. With consideration to parking, up to 60% of the total frontage should be landscape buffer. However, we would prefer all parking to be relocated on the westward local street side of the buildings.
- 2) Provide a strong landscape treatment on both sides of the future Airport Way, with a minimum 5m landscape buffer densely planted. This will enhance the area as a main entrance and gateway into the development.
- 3) Please confirm pedestrian sidewalks, 1.5 m wide and landscaped boulevards along the east side of the future Hollywood Road.
- 4) Please confirm on-street bike lanes on both sides of the future Hollywood Road.
- 5) Parks Division accepts the natural open space dedication south of Airport Way along the future Hollywood Road as the proposed plan describes. We request a rehabilitation plan of this area with a geotechnical report regarding slope stability, a preliminary grading plan, a vegetation plan and several typical sections through the open space and future Hollywood Road before Parks can accept. This area is currently a hazard and a safety concern and needs to be addressed.
- 6) With regards to the open space north of Airport Way, the Parks Division request a 10 m wide parcel of land, as a public open space dedication, to extend along the top of the slope to Quail Ridge Blvd. adjacent to the Golf Course Property line.
- 7) Contrary to the proposed plan, the Parks Division does not accept the remaining natural open space dedication north of Airport Way, and propose extending the adjacent property lines back through this area to become private natural open space. We request a rehabilitation plan that should include a landscape restoration zone along the slope with a no-disturb covenant and a geotechnical report regarding slope stability.

4.10 Public Health Inspector

Community sewer & water must be utilized.

4.13 Shaw Cable

Owner/contractor to supply/install conduit system as per Shaw Cable drawings & specifications.

4.14 Telus

Developer will be required to provide underground conduit to Telus Specifications as designed by Telus. There may also be a requirement for an easement for Conduit.

4.15 Works and Utilities Department

May 6, 2003

The Works & Utilities Department comments and requirements regarding this application to rezone the subject properties from I5 and A1 to Commercial Industrial Business Park are as follows:

1. Geotechnical Study.

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

2. Domestic water and fire protection.

- a) This development is within the service area of the Glenmore Ellison Improvement District (GEID). The developer is required to make satisfactory arrangements with the GEID for these items. All charges for service connection and all necessary upgrading costs are to be paid directly to the GEID.
- b) The water system must be capable of supplying domestic and fire flow demands in accordance with the Subdivision & Servicing Bylaw for the requested zoning. The applicant must provide water computations for this development to confirm the available water supply.

3. Sanitary Sewer.

The municipal wastewater collection system is available for the proposed development. Certain portions of the wastewater infrastructure require some investigation to confirm the capacity and routing of the collection system as follows:

- a) The Hwy 97 lift station was constructed as a temporary facility instead of a gravity system due to the lack of agreement between the concerned property owners. The Lift station storage and capacity was designed based on estimated flows from the potentially contributing properties and on criteria that have, since then, been amended. The applicant is required to assess the capacity of the lift station under the current conditions, evaluate the effect of the proposed development on the system and upgrade the lift station if required.

- b) The existing 300 mm. along the Hollywood Road North does not follow the proposed right of way. The sanitary sewer will have to be relocated at the time of the relocation of Hollywood Road North within the new road right of way.

4. Drainage.

A comprehensive site drainage management plan and design to comply with the City's drainage design and policy manual, is a requirement of this application. This plan can become part of the geotechnical study to identify the ground recharge/detention areas.

5. Power and Telecommunication Services.

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

6. Road improvements.

The Gateway Project Transportation is major study of the road infrastructure adjacent to the subject property and has created an ultimate long term infrastructure road network development plan that is presently being fine tuned to satisfy all the stakeholders. An implementation program of the Gateway Project that includes, but is not limited to, the upgrading triggers, compensation and construction staging must be agreed upon by all the parties prior to this application receiving final approval.

7. Street lights.

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

8. Engineering.

Design, construction, supervision and inspection of all off-site civil works and site servicing must be performed by a consulting civil Engineer and all such work is subject to the approval of the City Engineer.

9. Bonding and Levies Summary.

a) Performance Bonding

Road infrastructure upgrading	To be determined
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Lift Station upgrading(if required)	To be determined
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5.0 PLANNING AND CORPORATE SERVICES DEPARTMENT COMMENTS

The proposed Comprehensive Development Zone that has been provided by the applicant provides for a list of proposed uses that are supported by the list of

recommended uses identified in the Official Community Plan. As well, the proposed CD plan includes a high level of development guidelines to control the form and character of development, and the supported area for specific uses.

The Planning and Corporate Services Department has had concerns with outdoor storage associated with the proposed industrial development, and the control of the visual quality of the industrial uses adjacent to both Highway 97 and the extension of Hollywood Rd. The applicant has provided controls within the proposed CD zone to address issues such as screening of outdoor storage landscaping buffers.

The application of the C9 – Tourist Commercial zone for the proposed hotel site will facilitate the construction of a suitable hotel development for use by airport patrons.

A key component of the development of the Pier Mac lands is the highway frontage and associated frontage improvements anticipated in the future.

The Gateway project was structured as a joint-venture between OUC, Pier-Mac, the Ministry of Transportation, and the City of Kelowna (Airport) to establish a plan for grade separations at the main highway intersection, and an associated funding strategy. This current Pier-Mac application is based on the latest alignment identified by the Gateway study. However, the Gateway project has now stalled as the partners have not agreed on a funding program.

The applicant wishes to proceed with their application with a view to get their application before council for consideration independent of the Gateway Project in order that they can proceed with the first phase of development of the Airport Business Park. The site plan for the proposed Airport Business Park development indicates a substantial road reserve for the future highway frontage improvements, as well as the proposed relocation of the existing Airport Way that was identified in the Gateway Project.

At this time, the Works and Utilities Department is not able to provide bonding estimates for the proposed frontage improvements associated with the Gateway Project as the pending cost sharing component of that project was not concluded.

The applicant has requested that the Official Community Plan amendment to change the future land use designation from the current designation of “Mixed-Use Development” to “Comprehensive Development Project” be applied to the entire development site. This would allow the future rezoning of the site to the CD 15 zone beyond the first phase location in the future without additional OCP amendments.

ALTERNATE RECOMMENDATION

Should Council have concerns with the application of the Official Community Plan amendment to the entire Pier-Mac development at this time, the Planning and Corporate Services Department offers this alternate recommendation for consideration;

THAT Map 19.1 – *General Future Land Use* of Schedule “A” of the Kelowna Official Community Plan (1994 – 2013) Bylaw No. 7600 be amended by changing the Future Land Use designation of; Part of the West ½ of Sec. 14, Tp. 23,

O.D.Y.D., Except Plans H16596, KAP47192, KAP51877, KAP53641, KAP53790, KAP57365 and KAP73608, located on Highway 97 North Kelowna B.C., from Mixed-Use Development to Comprehensive Development Project as shown on Map "A" attached to the report of the Planning and Corporate Services Department dated October 21, 2003;

Andrew Bruce
Manager of Development Services

Approved for inclusion

R.L. (Ron) Mattiussi, ACP, MCIP
Director of Community and Corporate Services

PMc/pmc
Attach.

FACT SHEET

1. **APPLICATION NO.:** OCP03-0003, TA03-0004, Z03-0016
2. **APPLICATION TYPE:** OCP Amendment, Text Amendment, Rezoning
3. **OWNER:** Pier Mac Petroleum Installations Ltd.
(Inc. No. 88127)
· **ADDRESS** PO Box 2460, Sta. R
· **CITY** Kelowna. BC
· **POSTAL CODE** V1X 6A5
4. **APPLICANT/CONTACT PERSON:** Dell Balfour
· **ADDRESS** PO Box 2460, Sta. R
· **CITY** Kelowna. BC
· **POSTAL CODE** V1X 6A5
· **TELEPHONE/FAX NO.:** 765-3155/765-4420
5. **APPLICATION PROGRESS:**
Date of Application: March 28, 2003
Date Application Complete: March 31, 2003
Servicing Agreement Forwarded to Applicant: July 10, 2003
Servicing Agreement Concluded: Pending
Staff Report to Council: October 21, 2003
6. **LEGAL DESCRIPTION:**
 - 1) W1/2, Sec. 14, Twp. 23, O.D.Y.D.,
Exc. Plans H16596, KAP47192,
KAP51877, KAP53641,
KAP53790 & KAP57365
 - 2) Lot 1, Sec. 11, Twp. 23, O.D.Y.D.,
Plan 34113
 - 3) Lot A, DL 32, and Sec. 14, Twp.
23, O.D.Y.D., Plan KAP52924
 - 4) Lot B, DL 32, and Sec. 14, Twp.
23, O.D.Y.D., Plan KAP52924
7. **SITE LOCATION:** West Side of Highway 97, South of
Lochrem Road
8. **CIVIC ADDRESS:** 5220 Highway 97 N
5520 Highway 97 N
5822 Highway 97 N
3575 Lochrem Rd
9. **AREA OF SUBJECT PROPERTY:** 68 Ha.
10. **AREA OF PROPOSED REZONING:** 15.5 Ha
11. **EXISTING ZONE CATEGORY:** A1 – Agriculture 1
P3 – Parks and Open Space
P4 – Utilities
I5 – Extraction

- | | |
|--|---|
| 12. PROPOSED ZONE: | CD15 – Airport Business Park
C9 – Tourist Commercial |
| 13. PURPOSE OF THE APPLICATION: | P3 – Parks and Open Space
To Amend The Official Community
Plan To Adopt The Area Structure
Plan; To Amend Zoning Bylaw 8000
To Create The CD15-Airport Business
Zone; And To Rezone A Portion Of
The Subject Property From The
Existing A1-Agriculture 1 Zone, P3 -
Parks and Open Space Zone, P4 –
Utilities Zone, And The I5-Extraction
Zone To The CD15-Airport Business
Zone |
| 14. MIN. OF TRANS./HIGHWAYS FILES NO.:
NOTE: IF LANDS ARE WITHIN 800 m OF A
CONTROLLED ACCESS HIGHWAY | #20256 |
| 15. DEVELOPMENT PERMIT MAP 6.2
IMPLICATIONS | General Commercial & Industrial;
notify GIS of addition |

SCHEDULE B – ADDITION OF CD15 – AIRPORT BUSINESS PARK ZONE

The following shall be added to the Schedule “B” of Zoning Bylaw No. 8000 as the CD15 – Airport Business Park zone.

Insert Schedule B attached.

**SCHEDULE C – ADDITION OF REFERENCE TO THE CD15 – AIRPORT BUSINESS
PARK ZONE TO ZONING BYLAW 8000**

The following amendments shall be made to Zoning Bylaw No. 8000 to reference the CD15 zone throughout the Bylaw;

Section 1 – General Administration

Add CD15 – Airport Business Park zone to table of zone under section 17 – Comprehensive Development Zones

**SCHEDULE D – ADDITION OF NEW DEFINITIONS TO
ZONING BYLAW NO. 8000**

The following amendments shall be made to Section 2 of Zoning Bylaw No. 8000 to add new definitions to the bylaw:

Automotive Rentals means an establishment where new and used vehicles are rented and may also include the sales and servicing of vehicles as ancillary uses

**SCHEDULE E – ADDITION OF REFERENCE TO CD15 ZONE TO
SIGN BYLAW NO. 8235**

The following amendments shall be made to Sign Bylaw No. 8235 to reference the CD15 zone throughout the bylaw.

Section 6 – Specific Zone Regulations

Add CD15 zone to Table 6.1 to the Major Commercial (C3, C4, C6, C7, & C8) category

Attachments not provided electronically:

Subject Property Map
Map A, & B (2 pages)
Alt. Map A (1 page)
True Consulting – OCP Amendment Plan