

City of Kelowna
Public Hearing
AGENDA



Tuesday, July 15, 2014
6:00 pm
Council Chamber
City Hall, 1435 Water Street

Pages

1. Call to Order

THE CHAIR WILL CALL THE HEARING TO ORDER:

1. (a) The purpose of this Hearing is to consider certain bylaws which, if adopted, shall amend *Kelowna 2030* - Official Community Plan Bylaw No. 10500 and Zoning Bylaw No. 8000.

(b) All persons who believe that their interest in property is affected by the proposed bylaws shall be afforded a reason-able opportunity to be heard or to present written submissions respecting matters contained in the bylaws that are the subject of this hearing. This Hearing is open to the public and all representations to Council form part of the public record. A live audio feed may be broadcast and recorded by Castanet.

(c) All information, correspondence, petitions or reports that have been received concerning the subject bylaws have been made available to the public. The correspondence and petitions received after June 30, 2014 (date of notification) are available for inspection during the course of this hearing and are located on the information table in the foyer of the Council Chamber.

(d) Council debate on the proposed bylaws is scheduled to take place during the Regular Council meeting after the conclusion of this Hearing. It should be noted, however, that for some items a final decision may not be able to be reached tonight.

(e) It must be emphasized that Council will not receive any representation from the applicant or members of the public after conclusion of this Public Hearing.

2. Notification of Meeting

The City Clerk will provide information as to how the Hearing was publicized.

3. Individual Bylaw Submissions

3.1 WITHDRAWN BY STAFF - Bylaw No. 10975 (TA14-0003) - Adding A1m - Agriculture 1 with Medical Marihuana Production Facility Designation to the A1 - Agriculture 1 Zone

This application has been withdrawn by staff pending further discussions with the Minister of Agriculture.

3.2 Bylaw No. 10978 (ASP10-0001 & OCP13-0019) - 1855 Bennett Road, 1005 Clifton Road North and (E of) Paly Road

4 - 114

To amend the Official Community Plan in order to change the future land use designation of the subject properties from the Resource Protection Area and Future Urban Reserve designations to the Single/Two Unit Residential, Major Park and Open Space, and Future Urban Reserve Designations.

3.3 Bylaw No. 10976 (OCP13-0017) and Bylaw No. 10977 (Z13-0040) - 901-911 Stremel Road, Tamdan Ventures Ltd.

115 - 142

To amend the Official Community Plan in order to change the future land use designations of part of the subject properties in order to accommodate the development of a new automobile dealership and rezone the subject properties from the C9 - Tourist Commercial / I2 - General Industrial zone to the C10 - Service Commercial zone.

4. Termination

5. Procedure on each Bylaw Submission

(a) Brief description of the application by City Staff (Land Use Management);

(b) The Chair will request that the City Clerk indicate all information, correspondence, petitions or reports received for the record.

(c) The applicant is requested to make representation to Council regarding the project and is encouraged to limit their presentation to 15 minutes.

(d) The Chair will call for representation from the public in attendance as follows:

(i) The microphone at the public podium has been provided for any person(s) wishing to make representation at the Hearing.

(ii) The Chair will recognize ONLY speakers at the podium.

(iii) Speakers are encouraged to limit their remarks to 5 minutes, however, if they have additional information they may address Council again after all other members of the public have been heard a first time.

(e) Once the public has had an opportunity to comment, the applicant is given an opportunity to respond to any questions raised. The applicant is requested to keep the response to a total of 10 minutes maximum.

(f) Questions by staff by members of Council must be asked before the Public Hearing is closed and not during debate of the bylaw at the Regular Meeting, unless for clarification.

(g) Final calls for representation (ask three times). Unless Council directs that the Public Hearing on the bylaw in question be held open, the Chair shall state to the gallery that the Public Hearing on the Bylaw is closed.

Note: Any applicant or member of the public may use visual aids (e.g. photographs, sketches, slideshows, etc.) to assist in their presentation or questions. The computer and ELMO document camera at the public podium are available. Please ask staff for assistance prior to your item if required.

REPORT TO COUNCIL



Date: 6/11/2014

RIM No. 1200-10

To: City Manager

From: Policy & Planning, Community Planning & Real Estate (JM)

Applications: ASP10-0001
OCP13-0019

Owner: Lakeside Communities Inc.

Address: 1855 Bennett Road
1005 Clifton Road North
(E OF) Paly Road
(E OF) Paly Road

Applicant: MMM Group Limited

Subject: Area Structure Plan & OCP Amendment

Existing OCP Designation: REP - Resource Protection Area
FUR - Future Urban Reserve

Proposed OCP Designation: S2RES - Single / Two Unit Residential
PARK - Major Park and Open Space
PSU - Public Service Utilities
FUR - Future Urban Reserve

Existing Zone: A1 - Agriculture 1
P4 - Utilities

1.0 Recommendation

THAT Council receives for information the report of the Policy & Planning Department, dated June 3rd, 2014, with respect to the North Clifton Area Structure Plan, prepared for Melcor Developments by the MMM Group, dated April 2014;

AND THAT Official Community Plan Bylaw Amendment No. OCP 13-0019 to amend Map 4.1 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by changing the Future Land Use designations of:

- Lots 1 and 2, Section 17, Township 23, ODYD, Plan KAP65503, respectively located on 1855 Bennett Road and 1005 Clifton Road North, Kelowna, BC;
- Fractional South ½ of East ½ of the North West ¼ of Section 17, Township 23, ODYD, located on (E OF) Paly Road, Kelowna, BC;
- The North ½ of the Fractional East ½ of the Fractional North West ¼ of Section 17, Township 23, ODYD located on (E OF) Paly Road, Kelowna, BC;

from the Resource Protection Area and Future Urban Reserve designations to the Single / Two Unit Residential, Major Park and Open Space, Future Urban Reserve and Public Service Utilities designations, as shown on Map "A" attached to the Report of the Policy and Planning Department dated June 11, 2014, be considered by Council;

AND THAT Official Community Plan Bylaw Amendment No. OCP13-0019 to amend Map 5.2 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by altering the extent of the Permanent Growth Boundary on:

- Lots 1 and 2, Section 17, Township 23, ODYD, Plan 65503, respectively located on 1855 Bennett Road and 1005 Clifton Road North, Kelowna, BC;
- Fractional South $\frac{1}{2}$ of East $\frac{1}{2}$ of the North West $\frac{1}{4}$ of Section 17, Township 23, ODYD, located on (E OF) Paly Road, Kelowna, BC;
- The North $\frac{1}{2}$ of the Fractional East $\frac{1}{2}$ of the Fractional North West $\frac{1}{4}$ of Section 17, Township 23, ODYD located on (E OF) Paly Road, Kelowna, BC;

as shown on Map "B" attached to the Report of the Policy and Planning Department dated June 11, 2014, be considered by Council;

AND THAT Official Community Plan Bylaw Amendment No. OCP13-0019 to amend Map 5.9 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by adding linear corridors and paths on:

- Lots 1 and 2, Section 17, Township 23, ODYD, Plan 65503, respectively located on 1855 Bennett Road and 1005 Clifton Road North, Kelowna, BC;
- Fractional South $\frac{1}{2}$ of East $\frac{1}{2}$ of the North West $\frac{1}{4}$ of Section 17, Township 23, ODYD, located on (E OF) Paly Road, Kelowna, BC;
- The North $\frac{1}{2}$ of the Fractional East $\frac{1}{2}$ of the Fractional North West $\frac{1}{4}$ of Section 17, Township 23, ODYD located on (E OF) Paly Road, Kelowna, BC;

as shown on Map "C" attached to the Report of the Policy and Planning Department dated June 11, 2014, be considered by Council;

AND THAT Official Community Plan Bylaw Amendment No. OCP13-0019 to amend Map 7.3 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by adding to the 20 Year Major Road Network on:

- Lots 1 and 2, Section 17, Township 23, ODYD, Plan 65503, respectively located on 1855 Bennett Road and 1005 Clifton Road North, Kelowna, BC;
- Fractional South $\frac{1}{2}$ of East $\frac{1}{2}$ of the North West $\frac{1}{4}$ of Section 17, Township 23, ODYD, located on (E OF) Paly Road, Kelowna, BC;
- The North $\frac{1}{2}$ of the Fractional East $\frac{1}{2}$ of the Fractional North West $\frac{1}{4}$ of Section 17, Township 23, ODYD located on (E OF) Paly Road, Kelowna, BC;

as shown on Map "D" attached to the Report of the Policy and Planning Department dated June 11, 2014, be considered by Council;

AND THAT Official Community Plan Bylaw Amendment No. OCP13-0019 to amend Map 7.4 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by altering the Future City Serviced Areas:

- Lots 1 and 2, Section 17, Township 23, ODYD, Plan 65503, respectively located on 1855 Bennett Road and 1005 Clifton Road North, Kelowna, BC;

- Fractional South ½ of East ½ of the North West ¼ of Section 17, Township 23, ODYD, located on (E OF) Paly Road, Kelowna, BC;
- The North ½ of the Fractional East ½ of the Fractional North West ¼ of Section 17, Township 23, ODYD located on (E OF) Paly Road, Kelowna, BC;

as shown on Map “E” attached to the Report of the Policy and Planning Department dated June 11, 2014, be considered by Council;

AND THAT Council considers the Public Information Session public process to be appropriate consultation for the purpose of Section 879 of the *Local Government Act*, as outlined in the Report of the Land Use Management Department dated June 11, 2014;

AND FURTHER THAT the Official Community Plan Bylaw Amendment Bylaw be forwarded to a Public Hearing for further consideration.

2.0 Purpose

To receive for information the North Clifton Area Structure Plan (ASP), and to consider the corresponding amendments to the Official Community Plan.

3.0 Policy & Planning Department

Policy & Planning Department staff are supportive of the proposed Area Structure Plan (ASP) and the corresponding amendments to the Official Community Plan (OCP). Since its adoption, the current OCP has anticipated the preparation of an ASP for this site in order to facilitate the development of approximately 200 single detached residential units. This form and density of development was accommodated within the City’s 20-year Servicing Plan.

The proposed development complies with the City’s overall expectations for the site. Development on the lands is clustered in groups on existing benches, respecting the site’s natural topographic limitations. This effort reduces the impact of hillside development (grading), while also protecting environmentally sensitive areas and visually significant features.

The ASP itself provides the detailed guiding principles that, when applied to future development, will result in a pleasant suburban community that blends effectively with its natural surroundings. In terms of development form, the proposal will also complement the surrounding established residential communities, including the McKinley Landing and Clifton Highlands neighbourhoods. It is anticipated that over time, the boundaries between the neighbourhoods may blur, each reflecting a form of lower density development that respects and reflects their natural surroundings.

While the aesthetic and overall feel of the proposed development may blend well with its surrounding environment, both natural and built, staff do acknowledge that there will be some significant impacts associated with the proposal. Some of these impacts are a result of changes that occur naturally as a city grows and takes in areas such as Clifton Highlands and McKinley Landing, which were once isolated rural neighbourhoods. In such cases, change is inevitable, though it does not have to be negative. Such is the case with the North Clifton ASP. Should the development eventually receive approval, there will be a road connection between two formerly isolated neighbourhoods, and traffic along this roadway will increase. Staff and the applicant have worked hard to ensure that this traffic can be predicted and accommodated. And, City staff will continue to work to ensure that the safety impacts of traffic increases are addressed.

But, just as traffic will increase, so will connectivity. As a result of new road connections, residents will be able to access other parts of the city much more conveniently. And, perhaps most significantly, the ability for residents and emergency responders to get access to and egress

from the area during an emergency will be greatly improved by the provision of a second dedicated public access.

In addition, the ASP proposal will result in the development of an extensive and publicly accessible trail network linked through multiple viewpoints to a central city-wide park. Taken together as two key parts of a recreation network, staff feel that the park and trail program will provide a significant amenity to the entire area for many years to come.

Alongside the road connection, the proposed development will be extending both sanitary and water services through the existing Clifton Highlands neighbourhood, ending at the doorstep of the McKinley Landing neighbourhood. Some intensification of land uses within existing OCP designations is expected in Clifton Highlands as residents connect to the system, subject to latecomer agreements. Staff do not anticipate any significant capacity concerns, as the potential for such intensification is seen to be limited. However, should McKinley Landing wish to connect to this system in the future, a capacity analysis would be required to ensure that they could be accommodated without triggering system upgrades. Appropriate analysis will be done on a case-by-case basis to ensure that all proposed future development addresses system capacity.

Staff also acknowledge the high level of interaction and standard of practice shown by the applicant team in their engagement with the public during this multi-year process. The applicant team provided regular updates and made themselves available far above any City requirements in order to answer public questions and concerns.

Overall, although it is acknowledged that the proposed development will bring with it changes to the surrounding area, this comprehensive planning exercise will accommodate growth in this location in a manner that achieves OCP objectives.

Should Council receive the ASP and OCP amendments favourably, there remain several significant steps that the applicant team must take prior to commencing development, including Rezoning, subdivision, and development permits. As these stages approach, staff will continue to work with the applicant team and area residents to ensure that any negative impacts of development are mitigated. Such efforts include consideration of upgrades to existing roadways to improve the safety in the face of additional traffic.

4.0 Proposal

4.1 Background

On October 14, 2010, the proponent made application to prepare an Area Structure Plan (ASP) for portions of the subject properties. The purpose of the ASP was to investigate development potential on the site, and to plan such future development comprehensively. On July 11, 2011, Council authorized the preparation of the ASP. At that time, Council also limited the number of units on the site to a maximum of 200. The original boundary for the ASP is shown on Attachment 1; however, part way into the process, the applicant requested that Council allow them to expand the ASP boundary area to encompass the entirety of the subject properties.

ASPs are prepared in two phases: the first is a general investigation by the proponent of the development potential for a site, including any off-site issues and on-site constraints; and in the second phase, the applicant uses the issues and constraints identified during Phase 1 to inform a plan for the development of the site. Throughout this process, applicants are strongly encouraged to engage with surrounding neighbourhoods to discuss their proposal, to listen to neighbourhood concerns, and to address those concerns where feasible. In this case, the applicant team was in regular contact with both the Clifton Highlands Community Association (CHCA) and the McKinley Landing Residents' Association (MLRA). Both City staff and the applicant team met with representatives of each association on multiple occasions throughout the ASP

development process to keep them abreast of developments, and to listen to any concerns. In addition to in-person meetings, area residents were kept informed via two required Public Information Sessions, regular email updates, a dedicated City website, and a website hosted by the applicant.

During the first phase of ASP development, the applicant team gathered critical information, including neighbourhood context, environmentally sensitive areas, visually significant features, hazard lands, and existing servicing. On March 29, 2012, the applicant held the required Public Information Session at the conclusion of the first phase of the ASP development process. At that session, approximately 103 members of the public were in attendance. Attendees noted several desired features of a future development on the site, including a robust parks and trail network, public lake access, and protection of environmentally sensitive areas. However, the road connection between the Clifton Highlands and McKinley Landing neighbourhoods was the most contentious issue. With this in mind, the City developed a rationale on the subject, which was posted on the project's website (see Attachment 2).

Once the information session had concluded, the applicant began work on the second phase of the ASP. This phase used the information gathered about site opportunities and constraints to prepare an overall development plan for the lands. On April 17, 2013, the applicant team held the last of the required Public Information Sessions where a draft of the ASP was presented for public comment. Of the 43 citizens who signed in at this session, comments respecting the development were generally positive; but, the road connection and associated impacts remained a significant concern.

As part of the Phase 2 work, the applicant was required to provide a City-Wide Park, as described in the City's Parkland Acquisition Guidelines. The location of this park was proposed at the southwest corner of the site at the time of the Phase 2 Public Information Session (see Attachment 3). However, subsequent to the session, the applicant team changed the location of the proposed park to the northwest corner of the site. Instead of an additional information session, the applicant team met with Residents' Association representatives to discuss the change. Residents expressed significant concern with the new park location (see Attachment 4), noting that it was inferior to the original park location on several fronts, including:

- Beach quality;
- Accessibility;
- Suitability for active park use and parking.

The result of Phase 2 was the first draft of the North Clifton ASP, which was provided to City staff for review on November 14, 2013. After thorough staff review, the applicant was asked to reconsider their park proposal, as they had not demonstrated that their proposal adequately addressed the City's park objectives. On April 23, 2014 the applicant team re-submitted the ASP with a revised park proposal, which included an expanded beach area to improve accessibility (see Attachment 5).

In addition to the park location, the road connection remained an issue of concern for area residents. Of particular concern for residents was the condition of the existing road network in the area, which they noted was poor and would be worsened by increased traffic volume. As part of Phase 2 of the ASP, the applicant commissioned both a Transportation Impact Analysis (TIA) and a Road Safety Audit (RSA), completed to terms of reference developed by the City, to review the transportation and safety impacts of the road connection. The conclusions of the TIA and RSA are summarized below:

- All study area intersections are expected to operate well within capacity (inclusive of all anticipated surrounding developments in the OCP);
- The existing roadway design for both along Clifton Road North and McKinley Road is rural in nature without any suitable pedestrian infrastructure in place;
- Clifton Road North is not a designated bike route and the existing narrow pavement lacks shoulder bike lanes; furthermore, the existing steep grade of 7% or more renders it a less suitable route for on-street bike lanes;
- Roadways in both existing neighbourhoods have a collision rate below provincial averages for similar roadways;
- The low volume of additional traffic from the proposed development, is unlikely to have any significant increase in terms of collision rate (fewer than one collision in two years);
- A range of improvements could be made to existing roadways to increase safety;
- The proposed new roads through the development are to be constructed based on the current design standards and best practices and will incorporate better safety features.

Based on the study findings and field investigation, the following roadway upgrades should be considered for gradual implementation in conjunction with this development:

- Provide a 9.7m pavement width along Clifton Road North, where possible, to provide a consistent 3.35m travel lane in each direction and a 1.5m paved shoulder on each side throughout the corridor;
- Extend existing concrete barriers along the west side of Clifton Road North from its current terminus at 114 Clifton Road North south to Boppart Court;
- Install road side barrier mounted reflectors/delineators along the curves north of Boppart Court;
- Install barrier with roadside slope stabilization/fill/blocks;
- Install curve warning signs, chevrons and delineator posts at select locations along the corridor;
- Trim roadside vegetation within road right-of-way at select locations to improve sightlines at driveways and intersections;
- Remove roadside hazards, for example, retaining wall structures, decorative entrance features within road right-of-way;
- Consolidate and improve direct property driveways, as opportunities arise.

The road connection between the Clifton Highlands and McKinley Landing neighbourhoods is not presently included in the Development Cost Charge (DCC) program, nor are any of the upgrades identified above. Alongside their off-site infrastructure improvements for sanitary and water, the applicant has agreed to work with residents and the City to find opportunities to address road safety concerns. Beyond this, it is proposed that the remainder of the upgrades will be prioritized alongside all other capital projects considered by the City in future budget deliberations.

Since an ASP is not a bylaw, and as such has no legal force, it is standard practice to bring forward the Future Land Use designations from the ASP in the form of an Official Community Plan amendment. While not guaranteeing the applicant development rights, which are subject to zoning and development permit processes, the OCP amendment cements the long-term concepts

of the ASP in a bylaw that will be used to evaluate future development proposals. Should Council consider the OCP amendment favourably, it is anticipated that the applicant will bring forward an initial Rezoning application in the near future.

4.2 Project Description

The proposal under consideration includes two distinct, but related elements. Each will be discussed in detail below:

Area Structure Plan (ASP)

The applicant is proposing low density single detached housing development in clusters over the subject properties. These nine (9) clusters totalling approximately 175 units, respect the most sensitive areas of the land and focus development in those areas found to be most suitable. The result is a proposed residential community that respects its context, both in terms of its natural surroundings and the existing neighbourhoods to the north and south.

As noted above, the applicant prepared an Environmental Assessment as part of the initial phase of ASP development. The assessment ranked the subject lands according to established criteria to determine those areas that are most environmentally sensitive (ESA-1). This allowed the applicant to avoid such areas wherever possible, and instead to protect them as natural open space. The assessment further included information about the protection of key wildlife corridors. While much of this information was useful in planning at the ASP level, the direct application of this information on the ground will occur at the Rezoning and Natural Environment Development Permit stage.

In conjunction with the environmental assessment, the applicant also conducted a Visual Impact Analysis, wherein they identified all the visually significant features on the site. The proposed development is sited primarily on the existing plateaus and benches on the properties, but preserves the significant knolls, rocky outcrops and foreshore areas.

The environmentally sensitive areas and visually significant features noted above generally form part of an open space network on the site, linked by a series of trails (see attached Map "C"). The trails link foreshore areas and beach to the upland hiking trails running through woodlands. The proposed trails also feature several key viewpoints where trail users can take in the vistas offered from the lands. The network links to adjacent properties to facilitate future trail expansions. The hub of the trail network is the city-wide park, which provides a variety of park experiences from active park space towards the east, to passive natural areas and beach access to the west. From this central area, residents and community members can branch out to enjoy the recreational opportunities offered by the trail network.

A major collector road bisects the site, running north to south. It is anticipated that this road will be the principal link for local area residents moving both to Glenmore (north) and to downtown (south). The collector road is linked to several local roads running through the proposed development, and connecting in some cases to existing roads in neighbouring residential areas. These connections are critical, as they will facilitate the eventual integration of this development into the fabric of the surrounding area. These road linkages also provide critical emergency secondary access for all area residents in the case of wildfire.

Undertaking the proposed development will require that the proponent bring services to the site, including water, storm drainage, and sanitary sewer. Both water and sanitary sewer will be provided through the City of Kelowna, with the proponent extending existing services from their current terminus on Clifton Road North. In association with this service extension, the proponent is examining opportunities to partner with the City to address some of the key recommendations of the road safety audit over and above any off-site upgrade requirements of the City.

Beyond providing the likely physical layout of future development on the site, the ASP also provides key policy direction that is far more detailed and site specific than that which is provided in the OCP. These policies must be consistent with the OCP, and will be used to guide the evolution of development on the site, providing both City staff and the developer with a common set of principles from which to work. The ASP will be a guiding document against which future development applications will be evaluated.

Official Community Plan (OCP) Amendment

In order to bring forward the conclusion of an ASP into a bylaw format, the OCP must be changed to reflect the ASP’s recommendations. In this case, the applicant is proposing the following OCP amendments, which are shown on the attached Maps A - E:

- 1) Change the Future Land Use designations on the subject properties;
- 2) Alter the Permanent Growth Boundary to include the entirety of the subject properties;
- 3) Include the new park and trail network;
- 4) Include the new road network; and,
- 5) Adjust the future service boundaries.

4.3 Site Context

The subject properties, being approximately 79.5ha are situated in the McKinley sector of the city, between the southern end of the McKinley Landing neighbourhood and the northern terminus of Clifton Road. The properties have seen limited forestry and agricultural uses in the past, but remain principally in their natural state. Some recent wildfire mitigation work has been undertaken in the area. There is one existing residence on the southwest portion of the lands, which is accessed from a driveway extending from the south end of Bennett Road in the McKinley Landing neighbourhood.

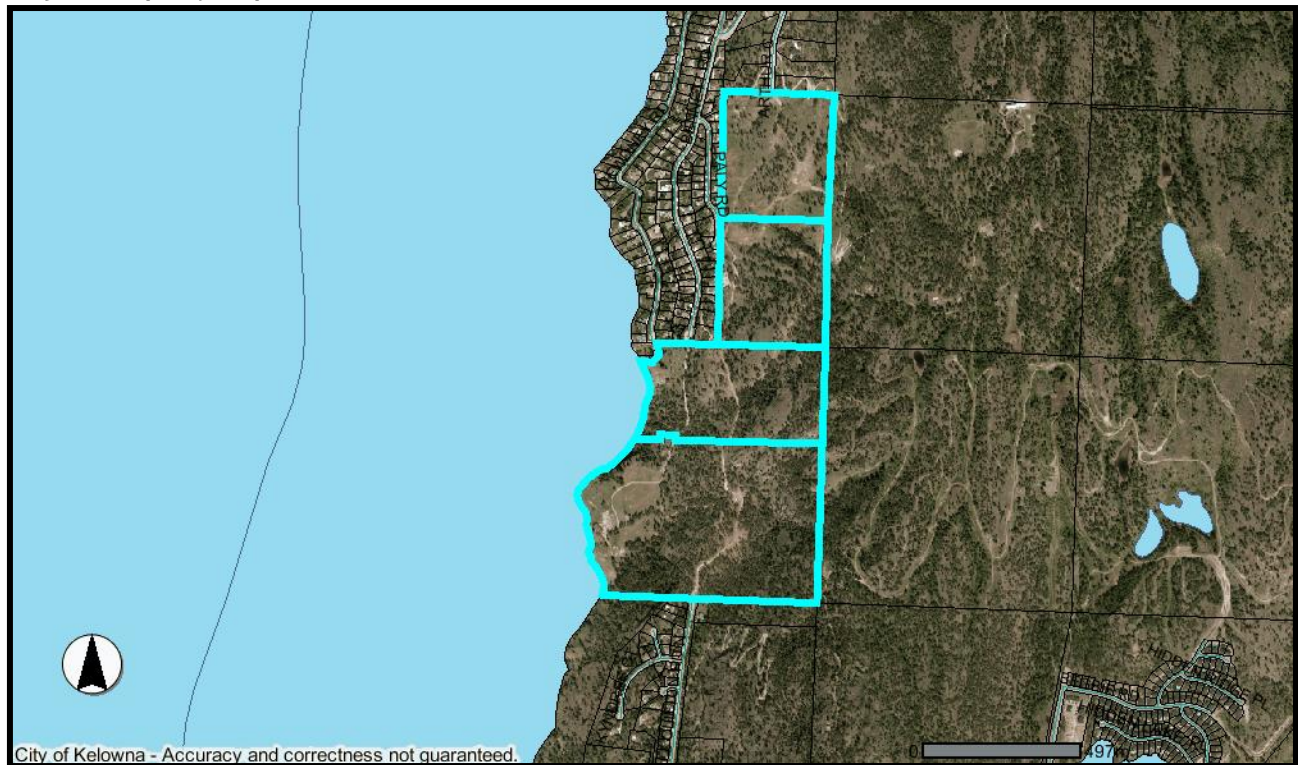
The majority of the site is situated within the Permanent Growth Boundary and is designated Future Urban Reserve in the OCP. However, the easternmost portion of the proposed development is outside of the Permanent Growth Boundary and is designated Resource Protection Area in the OCP.

Existing environmental information suggests that there are several areas containing sensitive terrestrial habitat, and the foreshore is comprised of very high value Kokanee spawning habitat. Also, the terrain on the subject properties is challenging, with a large proportion of land exceeding a slope of 30%.

The surrounding neighbourhoods consist of established low density rural residential development, with average lot sizes being approximately 1,200m². Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RR2 - Rural Residential 2 P4 - Utilities	Large lot rural residential GEID reservoir
East	A1 - Agriculture 1	Future Wilden development area
South	A1 - Agriculture 1 RR3 - Rural Residential 3 LUC76-1087	Large lot rural residential
West	RR3 - Rural Residential 3 RR2 - Rural Residential 2 LUC78-1024	Large lot rural residential

Subject Property Map: North Clifton ASP lands



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

The subject properties are designated in the Official Community Plan (OCP) for the preparation of an Area Structure Plan. Chapter 3 of the OCP goes further to anticipate the type and density of development on the site, which is linked to the City’s 20 Year Servicing Plan. As such, it was anticipated that the subject lands would accommodate up to a maximum of 200 single detached dwellings.

Staff recommends that the public process described in Section 4.1 of this report should be considered appropriate for the purpose of Section 879 of the *Local Government Act*, and that the process is sufficiently early and does not need to be further ongoing in this case. Furthermore, additional consultation with the Regional District of Central Okanagan, other boards, councils or agencies listed in Section 879, is not required in this case.

Staff have reviewed this application, and it may move forward without affecting either the City’s Financial Plan or Waste Management Plan.

Provide parks for a diversity of people and a variety of uses.¹

Ensure environmentally sustainable development.²

¹ City of Kelowna Official Community Plan, Objective 5.14 (Development Process Chapter).

² City of Kelowna Official Community Plan, Objective 5.15 (Development Process Chapter).

Environmentally Sensitive Area Linkages. Ensure that development activity does not compromise the ecological function of environmentally sensitive areas and maintains the integrity of plant and wildlife corridors.³

Steep Slopes. Prohibit development on steep slopes (+30% or greater for a minimum distance of 10 metres) except where provided for in ASPs adopted or subdivisions approved prior to adoption of OCP Bylaw 10500.⁴

Access Through Steep Slopes. Discourage roads (public or private) through +30% slope areas intended to access lands beyond, except in cases where it can be demonstrated the road will be sensitively integrated (visual and aesthetic impacts minimized) with the natural environment and will present no hazards to persons or property, environmental threats or unreasonable servicing or maintenance challenges.⁵

Ensure development is compatible with surrounding land uses.⁶

Ensure context sensitive housing development.⁷

Cluster Housing.⁸ Require new residential development to be in the form of cluster housing on / or near environmentally sensitive areas and areas of steeper slopes to lessen site disturbance and environmental impact on those areas identified on the Future Land Use Map 4.1 as single-two unit residential hillside. Steeply sloped areas should be retained as natural open space, public or private. The intent of the clustering would be to preserve features identified through the Development Permit process that otherwise might be developed and to maximize open space in order to:

- a. Protect environmentally sensitive areas of a development site and preserve them on a permanent basis utilizing the most appropriate tools available;
- b. Facilitate creative and flexible site design that is sensitive to the land's natural features and adaptive to the natural topography;
- c. Decrease or minimize non-point source (i.e. asphalt roofs, driveways and parking) pollution impacts by reducing the amount of impervious surfaces in site development;
- d. Promote overall cost savings on infrastructure installation and maintenance; and
- e. Provide opportunities for social interaction, walking and hiking in open space areas.

6.0 Technical Comments

Addressed within the ASP document.

7.0 Application Chronology

Date of Application Received: October 14, 2010

Date of Authorization to Prepare: July 11, 2011

Date of Boundary Amendment: April 23, 2012

³ City of Kelowna Official Community Plan, Policy 5.15.3 (Development Process Chapter).

⁴ City of Kelowna Official Community Plan, Policy 5.15.12 (Development Process Chapter).

⁵ City of Kelowna Official Community Plan, Policy 5.15.13 (Development Process Chapter).

⁶ City of Kelowna Official Community Plan, Objective 5.19 (Development Process Chapter).

⁷ City of Kelowna Official Community Plan, Objective 5.22 (Development Process Chapter).

⁸ City of Kelowna Official Community Plan, Policy 5.22.1 (Development Process Chapter).

Date of Phase 1 Open House: March 29, 2012
Date of Phase 2 Open House: April 17, 2013
Date DRAFT ASP Submitted: November 14, 2013
Date Final ASP Submitted: April 23, 2014

Report prepared by:

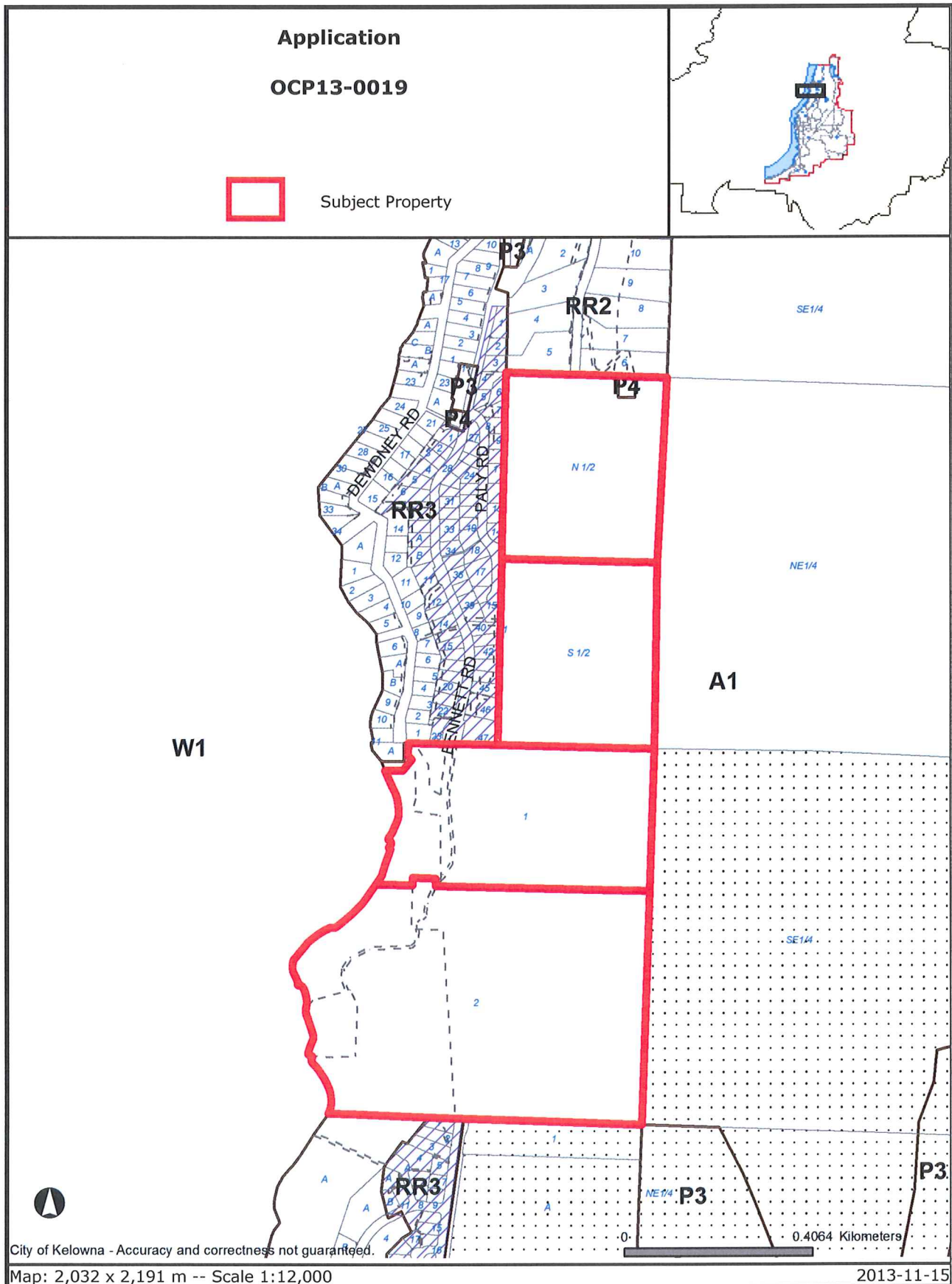
James Moore, Long Range Policy Planning Manager

Reviewed by: Danielle Noble, Department Manager, Policy & Planning

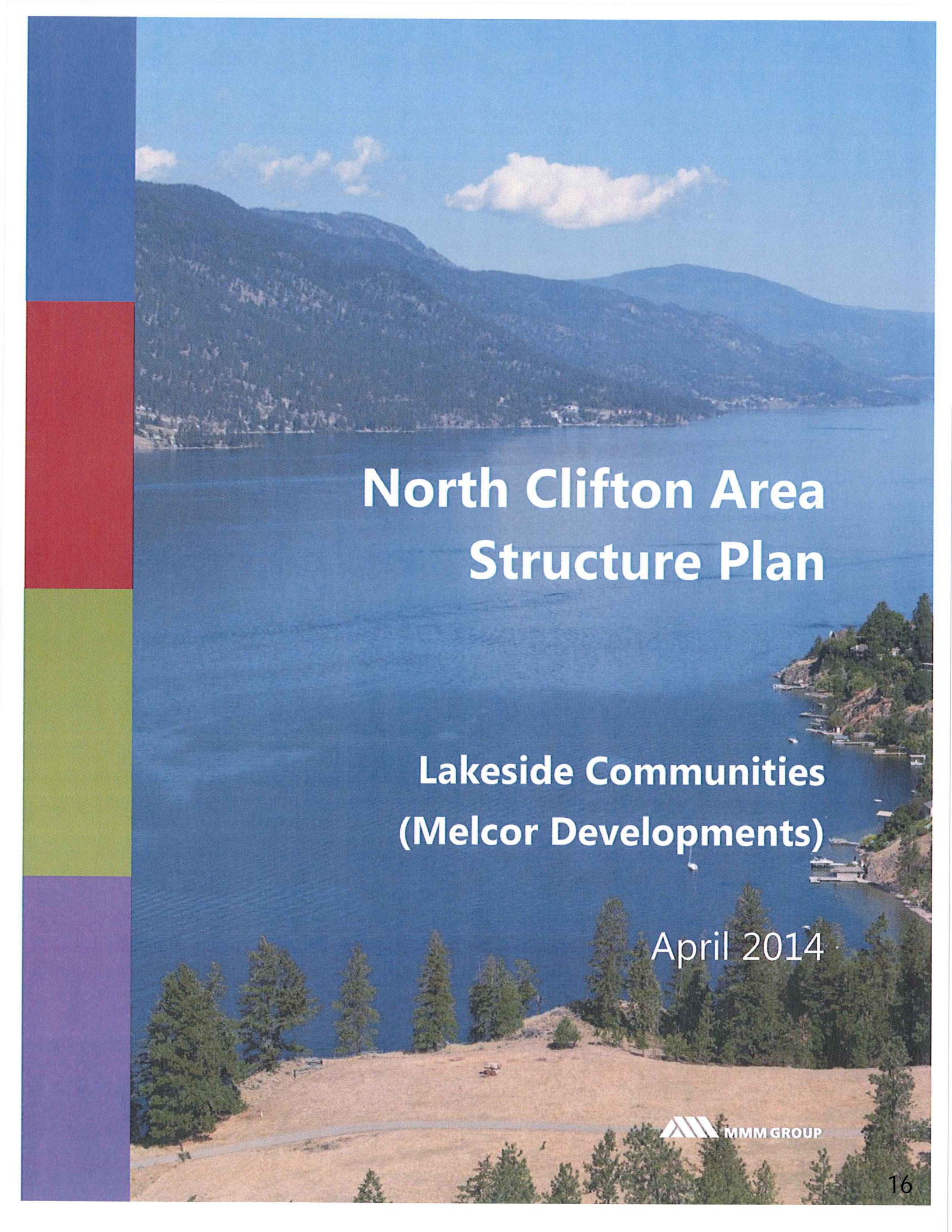
Approved for Inclusion: D. Gilchrist, Div. Dir., Community Planning & Real Estate

Attachments:

- Subject Properties Map
- North Clifton Area Structure Plan (*Appendices Not Included*)
- Attachment 1 - Map of Original ASP Boundary
- Attachment 2 - Clifton Road Extension Rationale
- Attachment 3 - Map of Original Park Location
- Attachment 4 - Map of Revised Park Location
- Attachment 5 - Map of Final Park Proposal
- OCP Map "A" - Map 4.1 Generalized Future Land Use
- OCP Map "B" - Map 5.2 Permanent Growth Boundary
- OCP Map "C" - Map 5.9 Linear Corridors/Paths
- OCP Map "D" - Map 7.3 20 Year Major Road Network and Road Classification Plan
- OCP Map "E" - Map 7.4 Water Supply System



Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only.
The City of Kelowna does not guarantee its accuracy. All information should be verified.



North Clifton Area Structure Plan

Lakeside Communities
(Melcor Developments)

April 2014



EXECUTIVE SUMMARY

Lakeside Communities Inc. is pleased to present the North Clifton Area Structure Plan for the undeveloped lands located at the end of Clifton Road North. This plan was prepared in consultation with the landowners and stakeholders of the McKinley Landing Residents Association, Clifton Highlands Community Association, City of Kelowna staff and Council, and other stakeholders. This Area Structure Plan details the opportunities and constraints of the area, community design, land uses, parks and open spaces, services, and staging of development to take place within the project area. This plan addresses how these undeveloped hillside lands can be developed into a healthy, vibrant lakefront residential neighbourhood that will compliment surrounding neighbourhoods.

Specifically, the Plan provides for the following:

- ▶ A system of neighbourhood open space and lakefront parkland, with both passive and active features, and neighbourhood trails to connect all residents to the amenities provided;
- ▶ A maximum of 200 single/two family residential homes for an estimated 460 people.
- ▶ A general servicing scheme to complete the neighbourhood.
- ▶ An approximate staging plan for efficiently guiding development.

This Area Structure Plan focuses upon providing a lakefront lifestyle and single family housing types through the provision of a range of housing forms. Specific details of sensitive site design, lot layout, and preservation and protection of environmental features are also provided for in the concept design.

The Plan's policies seek to complement and enhance with the strengths of the existing surrounding neighbourhoods, while creating a new neighbourhood that looks to the future. The vision of the neighbourhood is achieved through a plan that has considered sensitive site design, single/two family housing, the public realm, and a compliment of neighbourhood amenities.

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Area Structure Plan Purpose	1
1.2	Plan Authority	2
1.3	Plan Preparation Process.....	3
1.3.1	North Clifton Process and Open Houses	3
1.4	Interpretation	5
1.5	Timeframe	5
1.6	Plan Review and Revision.....	5
2.0	SITE DESCRIPTION	6
2.1	Location.....	6
2.2	Background.....	6
2.3	Land Ownership	7
2.4	Site Context.....	7
2.4.1	Geotechnical Conditions.....	9
2.4.2	Existing Terrestrial & Aquatic Ecology	10
2.4.3	Historical, Cultural, Archaeological Buildings, and Sites	12
2.4.4	Landscape & Visually Significant Features	13
2.4.5	Adjacent Neighbourhoods	22
2.4.6	Existing Infrastructure.....	22
2.4.7	Existing Utility Corridors & Utility Rights of Ways.....	25
2.4.8	Other Site Constraints	26
3.0	NORTH CLIFTON NEIGHBOURHOOD	27
3.1	Vision & Guiding Principles	27
4.0	NORTH CLIFTON DEVELOPMENT CONCEPT	30
4.1	Single/Two Family Residential.....	30
4.1.1	Potential Unit Count.....	31
4.1.2	Residential Enclaves	32
4.2	Environment and Ecology	34
4.2.1	No-Disturb and Limits of Disturbance Areas	36
4.3	Parks and Open Space	37
4.3.1	City-Wide Park (Neighbourhood Park).....	39
4.3.2	Open Space.....	40
4.3.3	Roadside Corridor	41
4.3.4	Multi-Use Trails.....	42

4.3.5	Nature Trail	42
4.3.6	Dedicated Crossing Point	43
4.4	Guiding Architecture and Neighbourhood Design Patterns	43
4.5	Transportation Network.....	45
4.5.1	Traffic Impact Assessment	46
4.5.2	Clifton Road North Extension	46
4.5.3	Internal Road Network.....	47
4.5.4	Emergency Access.....	48
4.5.5	Pedestrian Connectivity.....	49
4.5.6	Road Safety Audit.....	49
4.6	Infrastructure and Servicing	50
4.6.1	Water Supply	50
4.6.2	Sanitary System	51
4.6.3	Stormwater Management	51
4.7	Shallow Utilities	52
4.7.1	Natural Gas	52
4.7.2	Hydro	52
4.7.3	Telephone.....	52
4.7.4	Cable	53
4.8	Wildfire Mitigation and Fire Protection	53
4.9	Combined Development Concept.....	54
5.0	NORTH CLIFTON DEVELOPMENT POLICY	55
5.1	Land Use and Housing	55
5.2	Environment and Ecology	56
5.2.1	Environmental and Ecology Policies	56
5.3	Parks, Trails, and Open Space.....	57
5.3.1	Parks, Trails, and Open Space Policies	57
5.4	Transportation	57
5.4.1	Transportation Policies	57
5.5	Servicing and Shallow Utilities	58
5.5.1	Servicing and Shallow Utility Policies	58
6.0	DEVELOPMENT PERMIT AREAS	60
7.0	IMPLEMENTATION AND PHASING	61

APPENDIX - Under separate cover



PART I - ADMINISTRATION

1.0 INTRODUCTION

The North Clifton property is a 197.44 acre (79.90 ha) lakefront site located within the northwest area of the city of Kelowna. Specifically, North Clifton is an undeveloped tract of land between the McKinley Landing and Clifton Highland neighbourhoods (**Figure 1.1 Area Context**). In relation to the new North Clifton neighbourhood, McKinley Landing is located to the north, Clifton Highlands is located to the south, Wilden is located to the east, and Lake Okanagan shoreline is located to the west. The proposed development lands consist of four legal parcels, which are described in further detail in the following sections.

This ASP document has been divided into three separate parts, each of which provides specific content that supplements the document as a whole:

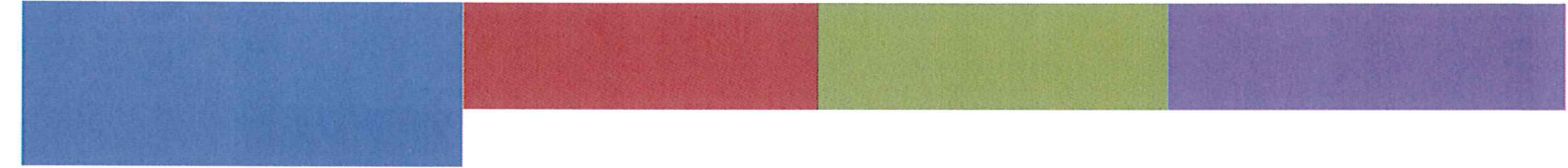
Part I: Administration – provides brief statements and descriptions about the North Clifton Area Structure Plan, ASP purpose, authority, preparation process, interpretation, timeframe, and ASP amendment process.

Part II: Background and Context – provides sufficient background history of the area and its' conditions, past and existing development, connectivity of lands within the ASP area and as it relates to the surrounding areas, land ownership details, and site context, including, but not limited to environmental and geotechnical conditions, and infrastructure information.

Part III: Land Use, Transportation, and Servicing – provides information related to the future of the area and how development will progress. Information within this Part will identify the areas vision, goals and objectives, land use, transportation, and servicing policy, parkland and open space facilities, population and unit projections, and implementation measures.

1.1 Area Structure Plan Purpose

The purpose of the North Clifton ASP is to ensure that the growth and development of the site progresses in a logical and integrated manner. The ASP Plan will further ensure that the development is set within the context of the adjacent existing and developing neighbourhood and the context of the city as a whole.



The limits of the of the North Clifton ASP boundary are illustrated (**Figure 1.2 ASP Boundary and Topography**), and fully described in Part II.

1.2 Plan Authority

The North Clifton Area ASP is authorized by the City of Kelowna as a formal policy document, which was guided by the policies within the City's Growth Management Strategy, and Official Community Plan.

The City of Kelowna Growth Management Strategy and 2030 Official Community Plan (OCP) provides the foundation for the development of policy established within the ASP. Using the direction provided by formal City policy documents as a foundational guide, the North Clifton ASP provides development principles and policy for land use, road and transportation, municipal servicing and utilities, parks and open space, and environment and ecology.

This ASP has been guided by high-level City policies which foster the creation of neighbourhoods and communities. The policies within this Area Structure Plan conform to, and seek to fulfill the objectives as outlined within the 2030 OCP, which include:

- ▶ Develop sustainably
- ▶ Focus development to designated growth areas
- ▶ Ensure adherence to form and character, natural environment, hazardous condition and conservation guidelines
- ▶ Ensure appropriate and context sensitive built form
- ▶ Promote social well-being and quality of life by providing facilities that serve all community members
- ▶ Achieve high-quality urban design
- ▶ Ensure opportunities are available for greater use of active transportation and transit to:
 - ▶ Improve community health
 - ▶ Reduce greenhouse gas emissions; and
 - ▶ Increase resilience in the face of higher energy prices
- ▶ Provide parks for a diversity of people and a variety of uses
- ▶ Ensure environmentally sustainable development
- ▶ Ensure efficient use of land

1.3 Plan Preparation Process

The City of Kelowna has established a hierarchy of Community Plans. **Figure 1.3** illustrates how the Area Structure Plan relates to other City Planning documents.

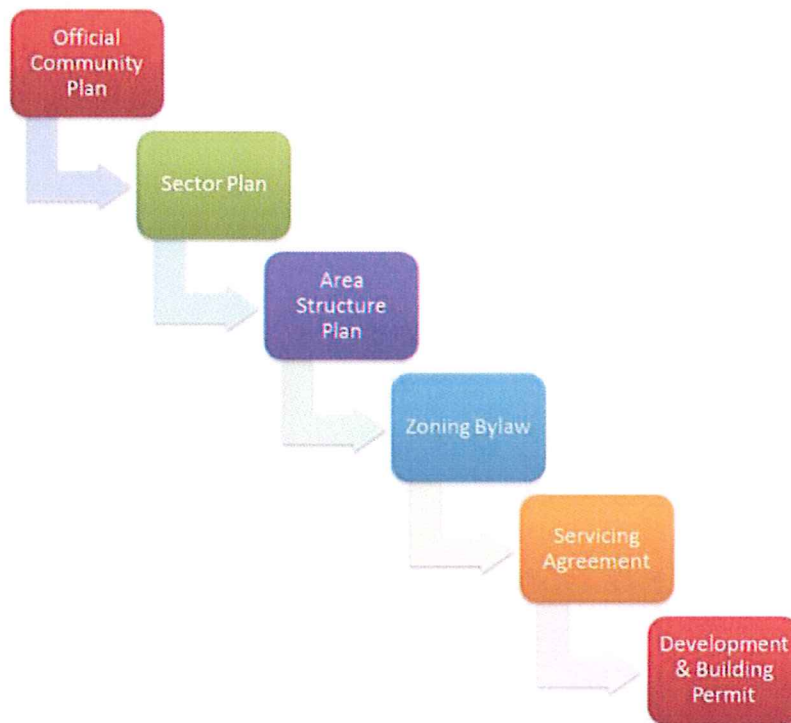



Figure 1.3 – Plan Process

The North Clifton ASP provides an intermediate link between the Official Community Plan, and specific development applications. More specifically, Area Structure Plans provide policy and a generalized development concept for future development within specific areas of the City. An ASP must adhere to the spirit and intent of the Official Community Plan, and include the primary development elements as it relates to the site. The primary elements addressed within the North Clifton Area Structure Plan include, but are not limited to land use, parks and open space areas, transportation, infrastructure servicing strategies, environment and ecology.

1.3.1 North Clifton Process and Open Houses

The North Clifton ASP was developed in consultation with a range of stakeholders, including various City of Kelowna departments and interested citizens from the Clifton Highlands and McKinley Landing residential neighbourhoods. In addition to several meetings with City staff, multiple meetings and



presentations were delivered to the Clifton Highlands and McKinley Landing Residents Association. Communication to area residents and stakeholder groups was successfully achieved through the establishment of a project website and email updates. Both the project website and email updates promoted open and ongoing opportunities for dialog and feedback.

A total of two open houses were held during the ASP development process to inform the general public of the process and to present the land use concept and receive feedback.

Open House #1

The first open house was an informal 'drop-in' format that provided background information to participants on multiple 24" x 36" display panels. Project staff and facilitators were present at the open house to provide information and field questions by attendees. City staff were also in attendance to observe and answer questions related to the process. To ensure all attendees had a comprehensive understanding of the content presented at the Open House, a two-page project summary hand-out was provided and a four-point questionnaire was available to record attendee comments.

Several verbal and written comments were received at the Open House and via the questionnaire. Many residents expressed concern for the proposed road connection from Clifton Road N. to Arthur Court, quoting increased traffic volumes and safety concerns. However, most open house participants did not have concerns with the development of the ASP itself or the addition of future residential development within the area. Many residents expressed the desire for Lakeside Communities to preserve the existing trails on site in addition to providing public beach access and active transportation opportunities.

Open House #2

The second open house mirrored the approach of the first open house for consistency purposes. The approach was an informal 'drop-in' format that provided attendees with detailed information about the Draft North Clifton ASP. Multiple 24" x 36" display panels were used to communicate the ASP proposal, including its land use, parks and open space, and road network concept. A written 'take-home' summary was available for attendees that highlighting the key elements of the draft North Clifton ASP. In an effort to attain feedback about on draft North Clifton ASP, participants were asked to complete and submit a short questionnaire with any additional comments. Results of the questionnaire and comments provided by open house participants were reviewed and taken into consideration prior to finalizing the Draft North Clifton ASP.

A detailed summary of each open house (Open House #2 pending) can be found within **Appendix F**.



1.4 Interpretation

Any mapping and figures within the North Clifton ASP including boundaries, lot locations, and locations of any symbols or areas shown on a map or figure in the ASP, are approximate and conceptual only, and are not absolute and therefore should be interpreted as such.

Where a statement accompanies a policy or policies, it is provided for information purposes only to enhance the understanding of the policy. Should there be any inconsistency between general statements and the policies themselves, the policy shall take precedence. The purpose of the Plan is not to replace other city policy documents or by-laws, but to enhance and provide assistance to decision makers.

Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the studies, analysis or information shall be determined at the rezoning, subdivision, or Development Application stages.

1.5 Timeframe

The North Clifton ASP is future-oriented and depicts a proposed land use and transportation pattern for the area. No specific timeframe is applied to the Plan as the timing of development will be influenced by a number of contributing factors such as, but not limited to market changes, and the supply and demand of housing. It is, however, anticipated that under existing development conditions, full build out of the North Clifton Area could take between 10-15 years from the start of construction.

1.6 Plan Review and Revision

The text and illustrative figures within the North Clifton ASP are not intended to be static. Instead, their purpose is help guide the future development of the area. While the North Clifton ASP describes and illustrates the best representation of how the development will proceed, designs are conceptual and some modification and revision may occur as development progresses.



PART II – LOCAL CONTEXT AND BACKGROUND

The intent of Part II – Local Context and Background is to provide historical background and context to the North Clifton site. The content identifies both historical and existing background, while providing information about surrounding neighbourhoods, site features, current infrastructure servicing conditions, and community open house undertaken as part of the overall ASP process. The content of this section forms the foundation for the established development concept and resulting guiding principles and land use policies within Part III.

2.0 SITE DESCRIPTION

2.1 Location

The North Clifton Road ASP area is located in Kelowna, British Columbia, approximately 10 kilometres north of the Kelowna City Centre on Okanagan Lake (Figure 1.1). The study area is approximately 79.90 hectares (197.44 acres) located between the McKinley Landing neighbourhood to the north, Clifton North neighbourhood to the south, Wilden neighbourhood to the east and Lake Okanagan shoreline to the west (Figure 1.2).

2.2 Background

The North Clifton lands have long been identified in the City of Kelowna Official Community Plan as having future development potential, subject to the completion of an Area Structure Plan demonstrating viable development opportunities. Various development opportunities have been explored for the site, including large lot residential and a golf course. However, the most sustainable development opportunity is the provision of a variety of single/two family lots.

In September 2010, MMM Group Ltd., on behalf of Lakeside Communities, formally requested authorization from the City of Kelowna (City) Municipal Council to proceed with the preparation of an Area Structure Plan (ASP) for lands located between the Clifton North and McKinley Landing neighbourhoods. Following review and consideration of the submitted request, City Council authorized the preparation of this ASP in June 2011. The preparation of the ASP was to be developed in accordance with the Kelowna Official Community Plan 2030 and Council Policy No. 247.

In September 2011, the City of Kelowna provided the Terms of Reference (ToR) to Lakeside Communities and MMM Group that sets the framework and guidelines for the ASP development and corresponding process. The proposed North Clifton ASP is being prepared for formal application submission in accordance with the content and format requirements set out under the ToR. As per the City's ToR, the ASP process involves two phases: 1) acceptance of the ToR and baseline information review; and 2) development of the ASP.

2.3 Land Ownership

The North Clifton ASP area encompasses four different parcels. Each of the four parcels is owned privately by Lakeside Communities Inc., a Joint Venture where Melcor Developments Ltd. has a majority interest. For the purpose of this document, land ownership of the ASP area will be referred to as Lakeside Communities.

Melcor Developments is one of Western Canada's premier Community Developers with over 90 years in the Real Estate business. Melcor owns and develops land throughout Alberta, British Columbia, and USA.

Melcor Developments Ltd. and its predecessor companies have operated in the real estate industry under the direction and principal ownership of the Melton family since 1923. The company was operated as a family real estate firm and carried on the real estate related business as Melton Real Estate Ltd. until 1976, at which time it shifted its principal operations to land development and the ownership and management of investment properties.


Table 2.1, Land Ownership, provides the legal and civic address for each of the four parcels and is visually identified within Figure 1.2.

Table 2.1: Land Ownership

Land Owner	Legal Address	Civic Address
Lakeside Communities Inc.	Lot 1, Plan 65503, Section 17, Township 23, ODYD	1855 Bennett Road, Kelowna, BC
Lakeside Communities Inc.	Lot 2, Plan 65503, Section 17, Township 23, ODYD	1005 Clifton Road N., Kelowna, BC
Lakeside Communities Inc.	S½ NE¼, Section 17, Township 23, ODYD	E of Paly Road, Kelowna, BC
Lakeside Communities Inc.	N½ NE¼, Section 17, Township 23, ODYD	E of Paly Road, Kelowna, BC

2.4 Site Context

The North Clifton lands are located between the McKinley Landing and Clifton Highlands residential neighbourhoods. Both neighbourhoods are well established within Kelowna, contain modest size lots



supporting single family homes, offer a quiet atmosphere, and provide a range of passive recreation activities through the use of parks and trails in the surrounding area.

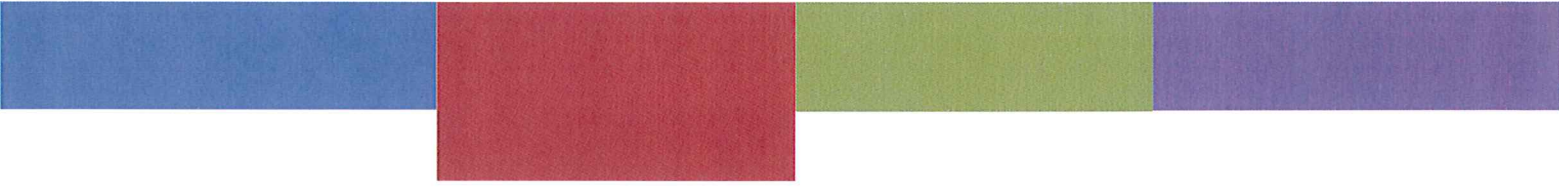
The average lot size within the McKinley Landing and Clifton Highlands neighbourhoods is 0.30 acres (1,214 m²). Lots within Clifton Highlands are serviced with City water and City sanitary sewer as far north as Sheerwater. The remaining lots are on City water but rely on septic disposal for sewer. Lots in McKinley are serviced with GEID water and are all on septic disposal systems. Lots within each neighbourhood are primarily accessed via minor collector and local road standards. Presently, neither the McKinley Landing nor Clifton Highlands are serviced by transit.

While the ASP area is bordered by the McKinley Landing and Clifton Highlands neighbourhoods, there are no roads that connect the two neighbourhoods. Access to the Clifton Highlands neighbourhood is obtained via Clifton Road North and access to McKinley Landing is obtained via McKinley Road. However, the City of Kelowna has communicated to Lakeside Communities that any development within the ASP area requires a connector road. It is proposed that the existing Clifton Road North be extended through the ASP area and connect with the existing Arthur Court in McKinley Landing. The extension of Clifton Road North will be completed in multiple phases.

The ASP lands are predominantly in their natural state and existing landscape consists of hilly Ponderosa Pine forest located on a west-facing slope along Okanagan Lake. The area is subject to a diverse range of slope gradients, ranging from 0% to 30% or greater, with various localized benches providing ideal development potential (**Figure 2.1**).

There is evidence of limited past agricultural activity along the moderately sloping western bench adjacent to the lake. It is likely past agricultural activity was limited to a forage crop, such as hay or alfalfa. One existing single-family residence is located in the south western portion of the property, adjacent to Okanagan Lake. This residence is accessed by a partially paved driveway off the terminus point of Bennett Road within the McKinley Landing neighbourhood. The home will likely be removed as development of the site progresses.

Two abandoned cabins and one pump house or outhouse are also present at the south end of the property near the lake shoreline. The state of both cabins and outhouse / pumphouse are presently so dilapidated that it is difficult to determine the original use and timeline associated with the use. Notwithstanding, representatives from the Kelowna Museum were invited to view the cabins to determine if they held any historical significance. Following the review, it was deemed the cabins have no historical significance.



The balance of the land shows historical evidence of limited timber harvesting and has been informally (i.e. without authorization) used for hiking and mountain bike trails. Evidence of an old single lane road exists from the terminus point of Clifton Road North down a very steep draw to the south western portion of the property. This road would not be passable except by a very capably equipped off-road vehicle or construction equipment.

Several areas of the site have been subjected to Pine Beetle infestation. In response to this, Lakeside Communities has undertaken a comprehensive wildfire hazard mitigation plan, which includes the removal of infected vegetation. This plan is discussed in more detail within Section 4.0.

2.4.1 Geotechnical Conditions

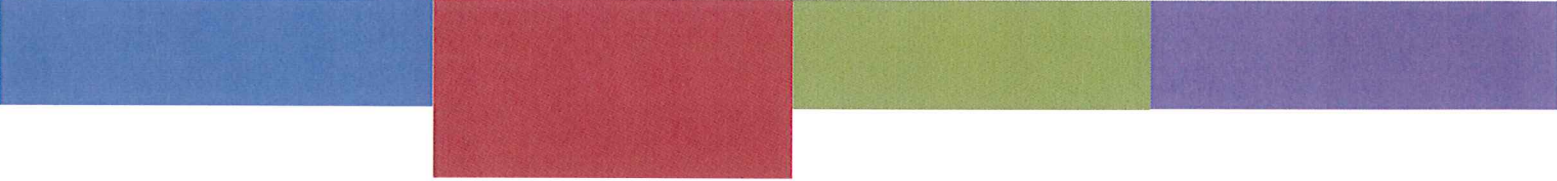
Beacon Geotechnical Engineering, on behalf of Lakeside Communities, completed a formal geotechnical investigation. The purpose of the investigation was two-fold: 1) to determine the physical and engineering properties of the soil, bedrock, and groundwater profile in the area with the objective to offer recommendations for design and construction of the site; and 2) identify any geo-hazard areas within the site. To complete the investigation, three primary tasks were completed including investigation of soil profiles through excavated test pits; collection of soil samples; and sample analysis and geotechnical report development.

The ASP area is situated on a topographic ridge separating the Glenmore Valley from Okanagan Lake. The northern area is an extension of a long slope down to Okanagan Lake. Gradients vary from 20% to 80%. Rock outcroppings are abundant and there is an existing scree slope located approximately in the centre of the property. Two large, deep ravines are located within the slope, near the middle of this area. At the east end, the ravines are approximately 15 metres deep and 30 metres across.

The topography of the southern ASP area consists of benches separated by steeper slopes. Two main benches were noted. The first bench is located north of Clifton Road North. The second bench is located west of the first bench, in the general vicinity of where the existing single family home is situated. Both benches will be used as future development areas for single family homes.

2.4.1.1 Hydrological & Hydro-Geological Conditions

A subsurface profile was conducted for the ASP area. Upon investigation it was discovered that the development area included a veneer of overburden, including topsoil and organic material, glaciofluvial sand and gravel, glaciolacustrine silts and glacial till and colluvium material, including talus. Bedrock was encountered nearly exclusively throughout the investigation, and bedrock outcrops were noted over the majority of the ASP area.



No groundwater seepage was encountered at any of the test pits. However, groundwater seepage should be anticipated during construction of underground utilities along preferential seams at the overburden bedrock contact. Further to this, no surface water or seepage was noted during site reconnaissance. However, the gulying located on the west facing slope in the northern area are drainage relics from the retreat of the last glacial period. No evidence of recent flow was noted, however, ground water seepage should be expected in these areas during construction as well.

Overall, no significant discoveries were made during the geotechnical investigation that would limit residential development of the site.

Further detailed surrounding geotechnical, hydrological, and hydro-geological conditions can be found within the Beacon Geotechnical Ltd. Geotechnical Investigation (dated October 5, 2012) located in **Appendix A, Geotechnical Assessment**.


2.4.2 Existing Terrestrial & Aquatic Ecology

In an effort to better understand the site's ecology and potential environmental sensitive areas, Makonis Consulting, in conjunction with Okanagan Wildlife Consulting, completed a comprehensive Environmental Assessment. The Environmental Assessment included site visits, review of recent orthophotos from the City of Kelowna, reports and independent studies for the area, and recent Terrestrial Ecosystem Mapping (TEM) undertaken by City of Kelowna. Subsequent site visits were made to confirm and identify plant communities, to confirm any changes to landscape, and to confirm and make appropriate changes to TEM /SEI mapping. The Environmental Assessment inventory was conducted in spring 2012 and completed in August 2012. The vegetation assessment utilized the "Biogeoclimatic Ecosystem Classification" (BEC) used extensively throughout British Columbia to report and describe terrestrial ecosystems.

The subject property is located in the Okanagan very dry hot Ponderosa Pine biogeoclimatic subzone variant occurring at lower elevations along the bottom of the Okanagan Valley. The area is characterized as one of the warmest and driest forested variants for this subzone in British Columbia, due to its' southerly latitude, and the pronounced rain shadow.

In general, ecological communities on existing natural features of the North Clifton Plan Area were typical of the rock escarpments and forested conditions of the central Okanagan region. **No wetlands, streams, surface flows or surface seepages are found in the plan area.**

Forest structure varied throughout the plan area; however multiple forest health impacts were noted. No old growth forests were found in the plan area. Several had been mapped in the Kelowna TEM/SEI as old growth but none were seen during the ground truth exercise of the project. Although, larger trees



were in the plan area, nearly all had succumb to beetle or related health problems and are standing snags. Historically this area had been logged in the early 1900's as seen by many of the older stumps still visible throughout the site. Recent fire mitigation has now opened the forest canopy and understorey has responded with lush growth. Still, pockets of the areas outside of mitigation remain suppressed and in poorer condition.

The ponderosa pine – bluebunch wheatgrass - fescue dominated vegetation community that comprises the property is relatively undisturbed and contains sensitive features or specialized habitats, including undeveloped Okanagan Lake shoreline with gravel beach and vegetated foreshore habitat, rocky outcrops, and talus slope. The Okanagan Lake shoreline contains 'black' and 'red' fish spawning areas and recommendations for appropriate mitigation have been made within the Environmental Assessment.

2.4.2.1 **Wildlife**

All provincially Red- and Blue-listed vertebrate wildlife species as well as Species-at-Risk Act scheduled species were assessed for possible occurrence in the plan area. A short list of these species that could be on the site was developed for more detailed assessment. Habitat suitability was assessed for the wildlife species for which habitat models were prepared within the Kelowna and Central Okanagan Terrestrial Ecosystem Mapping (Haney and Iverson 2009).

All vertebrate wildlife and wildlife signs were recorded on all visits. In total 12 hours were spent on site. On the evening of May 8, 2012, 30 minutes was spent on the south end of the site doing call playbacks to determine if Flammulated Owls were present. Results of the call playbacks determined no owls were present.

2.4.2.2 **Environmental Significant Areas**

The North Clifton Environmental Assessment includes identification of environmental significant areas (ESA's). Protocols were developed to determine ESA's, including general mitigation and recommended guidelines. The procedure for designating ESA's was based on wildlife, ecosystem, and other natural values. The ESA designations were applied to be consistent with earlier ESA reporting in the adjacent plan area of the McKinley Landing ASP, previously known as Vintage Landing. A graphical representation of the ESA's identified within the North Clifton ASP area can be found in **Appendix B, Environmental Assessment**.

The Environmental Assessment presents a number of strategies to mitigate effects of development on environmental features such as those mentioned. Maintenance of wildlife movement corridors, refuge areas, pockets of representative vegetation and riparian buffers can, in many instances, be incorporated into the project at detail design stages.



Findings, results, and Environmental Significant Areas are described at length within Appendix B.

2.4.3 Historical, Cultural, Archaeological Buildings, and Sites

2.4.3.1 Building Sites

The North Clifton lands are predominantly in their natural condition. There is evidence of limited past agricultural activity along the moderately sloping western bench adjacent to the lake, but was likely limited to a forage crop such as hay or alfalfa. There is one existing residence in the south western portion of the property adjacent to the lake. This residence is accessed by a partially paved driveway off the end of Bennett Road from the McKinley Landing Neighbourhood. In addition two abandoned cabins and one pumphouse / outhouse are present at the south end of the property near the lake shoreline. The cabins and outhouse / pumphouse are presently in such a dilapidated state that it is difficult to determine the original use and timeline associated with each structure. It is logical the cabins were used as seasonal hunting shelter.

The balance of the land shows historical evidence of limited timber harvesting and has been informally (i.e. without authorization) used for hiking and mountain bike trails. Evidence of an old single lane road exists from the end of Clifton Road down a very steep draw to the south western portion of the property.

2.4.3.2 Archaeological Sites

A formal Archaeological Assessment was not conducted on the North Clifton lands as part of the ASP process. However, the Ministry of Forests, Lands and Natural Resource Operations - Archaeology Branch communicated to the City of Kelowna that a protected archaeological site, referenced as 'DIQu-17', consists of a single stone artifact find. The stone artifact find is located immediately adjacent to the western boundary of the ASP area, along the Okanagan Shoreline (**Figure 2.2**). The Ministry indicated additional archaeological materials may exist on the beach and upland area where the 'DIQu-17' archaeological site is recorded. Further to this, Provincial archaeological potential data suggests there may be potential for additional unknown, but protected archaeological sites to occur at the western edges of the ASP adjacent to the shoreline. The same archaeological potential data indicates there is only moderate to low potential for unknown archaeological sites to occur throughout the rest of the subject parcels.

Figure 2.2: Archaeological Discovery




At the present time, the ASP site is being planned at a high level for future development and no physical earthworks are proposed as part of the planning process. However, Lakeside Communities will continue to monitor and protect heritage resources during high level planning stages and will follow the requirements of the Heritage Conservation Act (1996). Upon commencement of physical earthworks and land development, Lakeside Communities will work with contractors to protect 'chance finds' of archaeological remains that are found during site excavation, servicing, and development. Any archaeological discoveries made in the future will be reported to the Ministry of Forests, Lands and Natural Resource Operations - Archaeology Branch.

2.4.4 Landscape & Visually Significant Features

The existing landscape consists of hilly Ponderosa Pine forest located on a west-facing slope along Okanagan Lake. The ASP area is subject to a diverse range of slope gradients, ranging from 0% to 30% or greater, with various localized benches providing ideal development potential. Furthermore, these naturally occurring bench site features enable sensitive design approaches that will minimize site disturbance, vegetation removal, and intrusive 'cut and fill' techniques.

Each of the rich and diverse natural characteristics of the study area – talus slope, rock outcrops, localized benches, peaks and ridges, open forest and grasslands, mature trees, and Okanagan Lake shoreline – will be embraced as assets to development plans and be sensitively incorporated in the

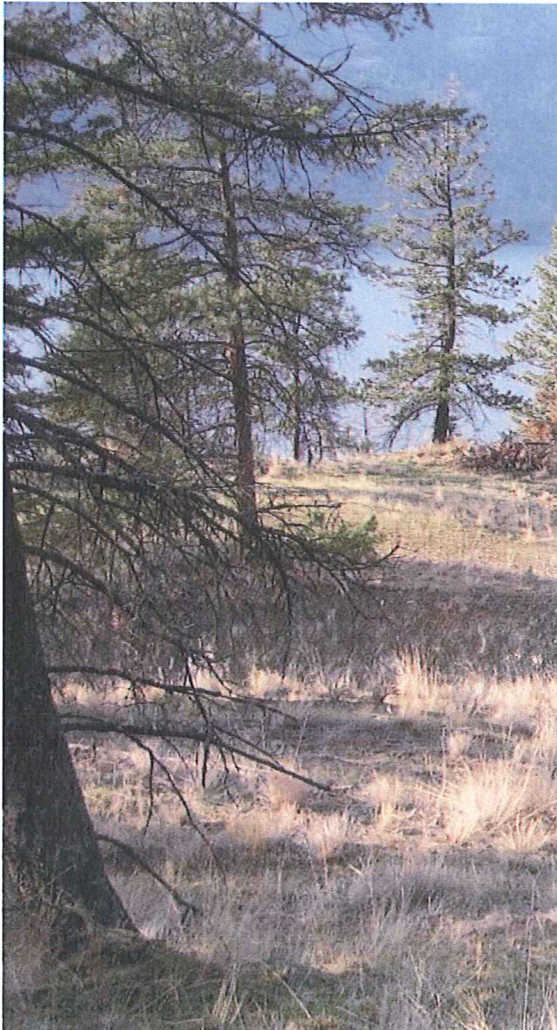


overall planning design of future development areas. While an array of landscape and visually significant features encompass the ASP area, there are no wetlands, creeks, or streams present.

The landscape and visually significant features are an integral part of the lands and contribute to the character and form of the North Clifton ASP. The following pages include brief descriptions of the identified landscape and visually significant features and corresponding photos. **Figure 2.3 Site Features** further identifies the various site features within the ASP area. It should be noted that although some of the landscape and visually significant features have been identified as ESA's, the North Clifton Environmental Assessment provides a description and recommends ESA preservation / mitigation measures. The Environmental Assessment report can be found within Appendix B.

2.4.4.1 Localized Benches

Several localized benches are present within the North Clifton ASP boundary. Each of the benches have been targeted as the most feasible areas for land development, including associated roads and infrastructure, single/two family residential homes, parks and open space. The nine benches identified for residential development are well separated visually and topographically from each other, providing a natural sense of privacy within each bench area.



2.4.4.2 Rock Outcrops and Talus Slopes

A number of rock outcroppings and talus rock areas are present within the North Clifton area and are found primarily on steeper, west facing slopes. Both rock outcrops and talus slopes are considered specialized habitats where vegetation cover can be sparse and usually interspersed within bedrock or rock pieces. Many species use the steep slopes, cracks, pockets of soil vegetation as shelter.

Given the importance of the rock outcrops and talus rock areas, efforts will be made to preserve such areas. In some cases, where talus slope is not disturbed by construction of Clifton Road North, these features will be protected as open space and natural areas. Further to this, both rocky outcrops and talus slopes were identified as Environmentally Significant Areas (ESA). ESA-1 areas (+30% slope) within private lands will be protected. However, ESA-1 areas outside private lands will form part of the dedicated open space areas.



2.4.4.3 Mature Trees and Grasslands

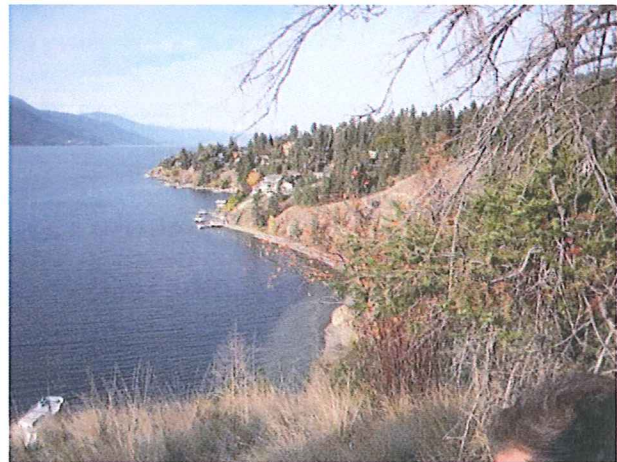
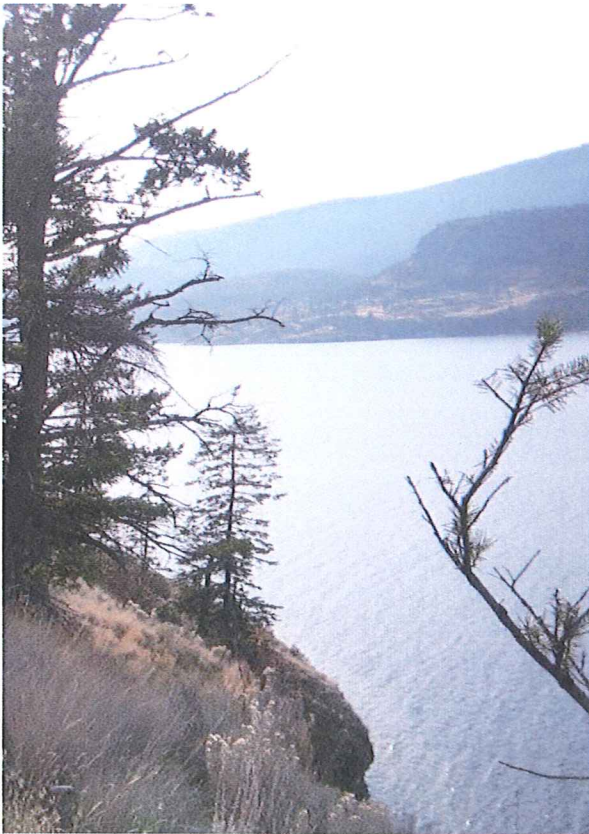
The North Clifton site consists of a large area that is covered by mature tree stands and grassland areas. Trees offer an array of benefits to neighbourhoods and existing ecosystems. Specifically, the benefits include, water and energy conservation, social (neighbourhood and community), health, air quality, wildlife habitat, and climate change mitigation. For these reasons, mature tree stands within ESA-1 areas on private lands will be protected. However, ESA-1 areas outside private lands will form



part of the dedicated open space areas. Similar to mature tree stands, grasslands also provide ecosystems, climate change mitigation, and social benefits. Of particular note, some grassland species have been identified as environmentally significant, as noted within the North Clifton Environmental Assessment (**Appendix B**). Recognizing that grasslands contribute to the social, economic, and environmental character of the area, grasslands within ESA-1 areas will be preserved where possible. Preservation of grassland areas will primarily be achieved through open space areas.

2.4.4.4 Peaks and Ridges

There are no true ridges within the ASP area. There is, however, one peak within the North Clifton ASP boundary. The peak is located at the most eastern boundary of the site within an area that consists of various rock outcrops. At the present time, an unofficial / unauthorized trail has been used to access the peak and its surrounding area by neighbourhood residents. This trail may be formally developed in the future as a formal trail link from the North Clifton area to the Wilden neighbourhood



2.4.4.5 West Facing Slope

The entire length of the ASP is located on a west facing slope. The highest point of the site is located at the east ASP boundary leading down to the west ASP boundary and Okanagan Lake, at the lowest point.

As noted, hillside slopes within the ASP area vary in steepness, but provide highly suitable development potential. As the ASP area is located on a west-facing slope, this slope will receive additional sunlight hours and will generally be warmer than an east-facing slope. Accordingly, the area may be dryer during spring and summer months but will remain a host for a diverse range of vegetation.

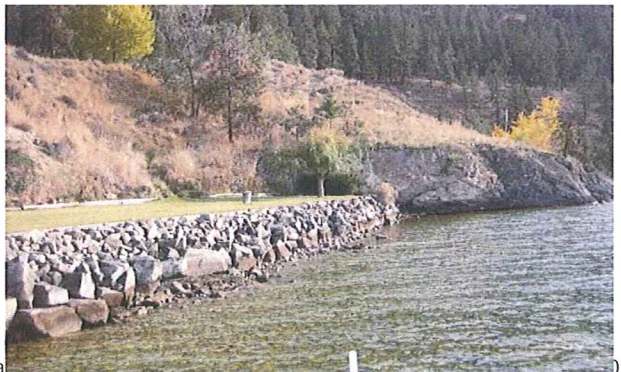
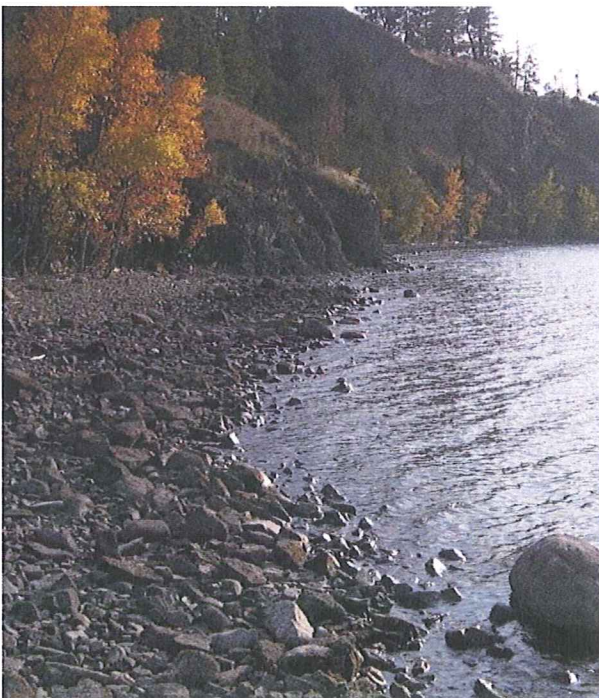
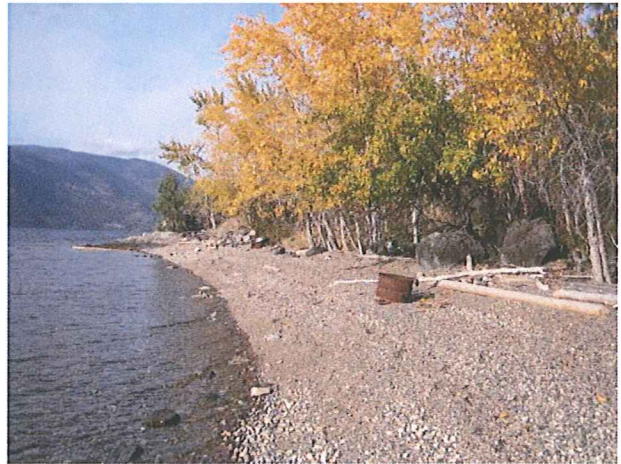


2.4.4.6 Okanagan Lake Shoreline

The most western boundary of the ASP area is immediately adjacent the Okanagan Lake shoreline. The shoreline provides an array of social and environmental benefits including passive recreation pursuits, natural amenity areas for area residents, and natural habitat for various aquatic and terrestrial species. Identification and conservation of environmentally sensitive areas will contribute to the overall quality of life of the area.

The North Clifton Environmental Assessment has identified the shoreline as a fish spawning area. It is highly unlikely the shoreline will sustain any development disruption. Given the topography of the land, residential development will not occur immediately adjacent to the shoreline. Where residential lots are located above the shoreline on a bench, development will be set back from the bank. An emphasis will be placed on ensuring that seasonal and permanent residential development along the shoreline occurs in a manner which complements the lake environment.

Where feasible, waterfront lots could host private docks. However, future private docks on the waterfront will be subject to applicable municipal, provincial, and federal regulations as it relates to private moorage opportunities.



2.4.4.7 View Analysis

The North Clifton ASP area is situated on west-facing hillside slopes. As such various view points, vistas, and corridors exist both on and off the site.

Within the ASP area, viewing areas and points exist from the peak of the site, each of the development benches, and other various points throughout the ASP area. Although several viewpoints are present within various areas of the site, the primary view corridors occur from each of development benches. While the development benches within the site can be open and sparsely vegetated, the site is quite unique in that there will be minimal visual overlooking of development from adjacent development benches. This will be made possible by harnessing the site's natural topography opportunities, minimizing 'cut and fill' approaches, unnecessary removal of vegetation, and strategic site design.

Looking inward towards the ASP area, it is clear that certain aspects of proposed development will be visible. However, given the sensitive planning approach for the area, strategic site design, and using the natural topography of the site – tree stands, tree lines, and natural hillside draws – visual impacts will be minimal.

A full evaluation of potential visual hillside impacts from an east vantage point has been conducted through a visual impact analysis. Results of the Visual Impact Analysis can be found within **Appendix E**.





2.4.5 Adjacent Neighbourhoods

A total of three neighbourhoods are within immediate proximity to the North Clifton ASP area – McKinley Landing, Clifton Highlands, and Wilden – and each neighbourhood is serviced with water and stormwater infrastructure. However, residential lots north of Lochview Road within the Clifton Highlands neighbourhood and the entire McKinley Landing neighbourhood are not serviced with municipal sanitary sewer infrastructure. Both McKinley Landing and Clifton Highlands are well established areas located immediately adjacent to the site. The Wilden neighbourhood is located approximately 1,000 metres east and south of the ASP boundary and is relatively new. Adjacent portions of Wilden remain undeveloped and will likely be developed towards the final stages of that development.

The average lot size within the McKinley Landing and Clifton Highlands neighbourhoods is 0.30 acres (1,214 m²), whereas lots within the Wilden neighbourhood are more typical of standard city-size lots. All lots have been designed to host a range of single family homes. While the dominant choice of housing architecture is primarily the 'craftsman' style, several lots showcase a modern 'west coast' style.

McKinley Landing, to the north, will be directly accessible via internal service roads, the Clifton Road North extension, emergency access lanes (non-vehicle access), and various trails and pathways. The existing Clifton Highlands neighbourhood is currently accessed via Clifton Road North, in addition to various existing trails and pathways. However, the extension of Clifton Road North will enable the Clifton Highlands neighbourhood access via the McKinley neighbourhood. The Wilden neighbourhood is located east and south of the ASP area at a significantly higher elevation. There is potential to access the Wilden neighbourhood through future potential trail / pathway system. However, direct vehicular access to Wilden from the North Clifton Area is not possible. On a broader accessibility level, all three neighbourhoods are not currently serviced by transit.

2.4.6 Existing Infrastructure

The ASP area is not serviced with any existing municipal water, wastewater, or stormwater infrastructure. While water service is available at the terminus point of Clifton Road North, upgrades would be required. As such, new infrastructure will be required to connect and service the area by extending sewer trunk mains, water trunk mains, and road networks, including the extension of Clifton Road North. MMM Group has reviewed and evaluated the preliminary servicing needs to provide the North Clifton ASP area with potable water, stormwater management, and sanitary sewer servicing. Both engineering, environmental, and geotechnical studies demonstrate infrastructure servicing methods are feasible.



2.4.6.1 **Water**

The Area Structure Plan area is not currently serviced with a formal water supply connection from either the City of Kelowna or Glenmore Ellison Irrigation District (GEID). Recognizing future development within the area will require a water connection from the City or GEID, discussions with agency representatives were undertaken. Future water servicing connections via City of Kelowna, GEID, or a combination of both were considered. After investigation, it was determined that connecting with the City of Kelowna water supply would be more feasible and desirable than connecting with the GEID water source.

The City of Kelowna water supply connection to the ASP area will extend from the Clifton Road North corridor. Initial investigation has revealed water main improvements will be required at the developers cost and other various upgrades to the pumping and storage facilities that should be recoverable through Development Cost Charges (DCC) credits. At the present time, the diameter of the existing water pipe where future connection points and extensions will occur is unknown and requires confirmation by the City of Kelowna. The length of water main needing to be replaced will have to be confirmed as there are conflicting records of the pipe diameter that has been installed to date.


While it is anticipated the primary water supply extension will occur from City of Kelowna, there may be the need to design the water system for future interconnection with GEID.

2.4.6.2 **Storm Drainage**

At present, the North Clifton ASP area does not have any formal storm drainage system. As such, all onsite drainage follows a natural drainage pattern. There are, however, adequate drainage connection points available to the site through neighbouring development (i.e. McKinley Landing residential neighbourhood).

Past experience in the Magic Estates neighbourhood to the south has demonstrated that storm drainage methods must be examined carefully to avoid environmental damage. Both site drainage and storm sewer connection opportunities are currently being examined. While various opportunities exist for the site, a logical and practical choice for drainage and storm connections will be determined based upon investigation and supporting data. Preliminary site stormwater design indicates lands within the northern portion of the ASP will drain west into an underground infiltration / detention area with an outlet to a new 450mm diameter offsite storm. Lands within the south portion of the ASP will drain west into an underground infiltration / detention area with surface overflow to the lake.

All stormwater will be addressed in accordance with City of Kelowna bylaw requirements and will match pre-development conditions through the use of the aforementioned infiltration / detention areas. Where



possible, the ASP area and proposed development may utilize low impact development (LID) practices including in-ground recharge system and minimize hard surface areas.

2.4.6.3 Sanitary Sewer

Similar to water and storm drainage servicing, there is no formal sanitary sewer service within the ASP area or immediately adjacent to the areas. Therefore, as development progresses, servicing will be required. Previously, the City's 50 year servicing plan for sanitary sewer contemplated service being provided from Clifton Road and some downstream infrastructure has been put in place for this service routing.

Sanitary sewer connection and servicing options have been considered for the ASP area. Given the sloping topography of the area, the most logical method for a servicing is to connect and dispose through the use of a gravity system. The anticipated site connection point is the existing Clifton Road North sanitary system. While costs to install additional infrastructure would be incurred, the net cost would potentially be reduced by benefiting properties between Lochview Road and the end of Clifton Road.

As stated, the ASP area gravity sewage collection and disposal system will be utilized. Flows from each development area will be directed to new lift stations, which will be pumped to the Clifton Road North gravity system and delivered to a downstream City sewage treatment plant.

2.4.6.4 Road Network

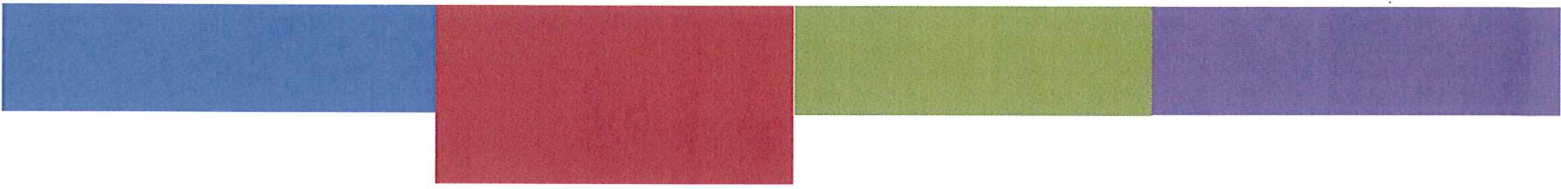
The City has communicated that the ASP must show routing for the extension of Clifton Road North through to existing Arthur Court in McKinley Landing. Preliminary engineering has been undertaken to determine if the Clifton Road North connection is feasible. The results of the investigation found the road extension is possible.

An internal road network for the area has also been considered, while being mindful of hillside design requirements. The objective of road design is focused on working with the natural topography and minimizing 'cut and fill' approaches. Excluding access via the Clifton Road North extension, an additional secondary access point will be provided to McKinley Landing via the ASP internal road network. Furthermore, emergency access lanes have been considered as part of the road network. On-site mobility will place an emphasis on minimizing vehicle use and encouraging active transportation methods through the use of walking lanes, trails, and cycling paths.



2.4.7 Existing Utility Corridors & Utility Rights of Ways

There are no known existing utility and utility rights of ways. However, as land development progresses, typical utilities, including hydro, telephone, cable television, and fiber –optic systems will service the site through underground systems. It is also anticipated that natural gas will be distributed throughout the ASP area.



2.4.8 Other Site Constraints

As noted earlier, there is an existing residence in the south western portion of the property adjacent to the lake. With the exception of this residence, the ASP area is primarily in its natural state. There are no known additional site areas or elements that would require investigation (i.e. telecommunications aerial / cellular towers, contaminated sites, etc).



PART III – LAND USE, TRANSPORTATION, AND SERVICING

The City of Kelowna Official Community Plan (OCP) 2030 identifies the ASP lands as a growth area for additional housing units and as a development area suitable area for up to 200 single/two family residential units.

The Official Community Plan 2030 identifies community goals, projected future requirements, and objectives and policies for those activities that may affect neighbourhood environments. The OCP further discusses the social and economic health of individuals, and the community as a whole. Recognizing the unique qualities of North Clifton, the goal is to create a high quality, comprehensively designed neighbourhood that is, first and foremost, complimentary to its natural setting. The ASP is founded on the City's objective of achieving sustainable development principles while balancing the needs of a healthy neighbourhood. These qualities have been respected through the ASP design process.

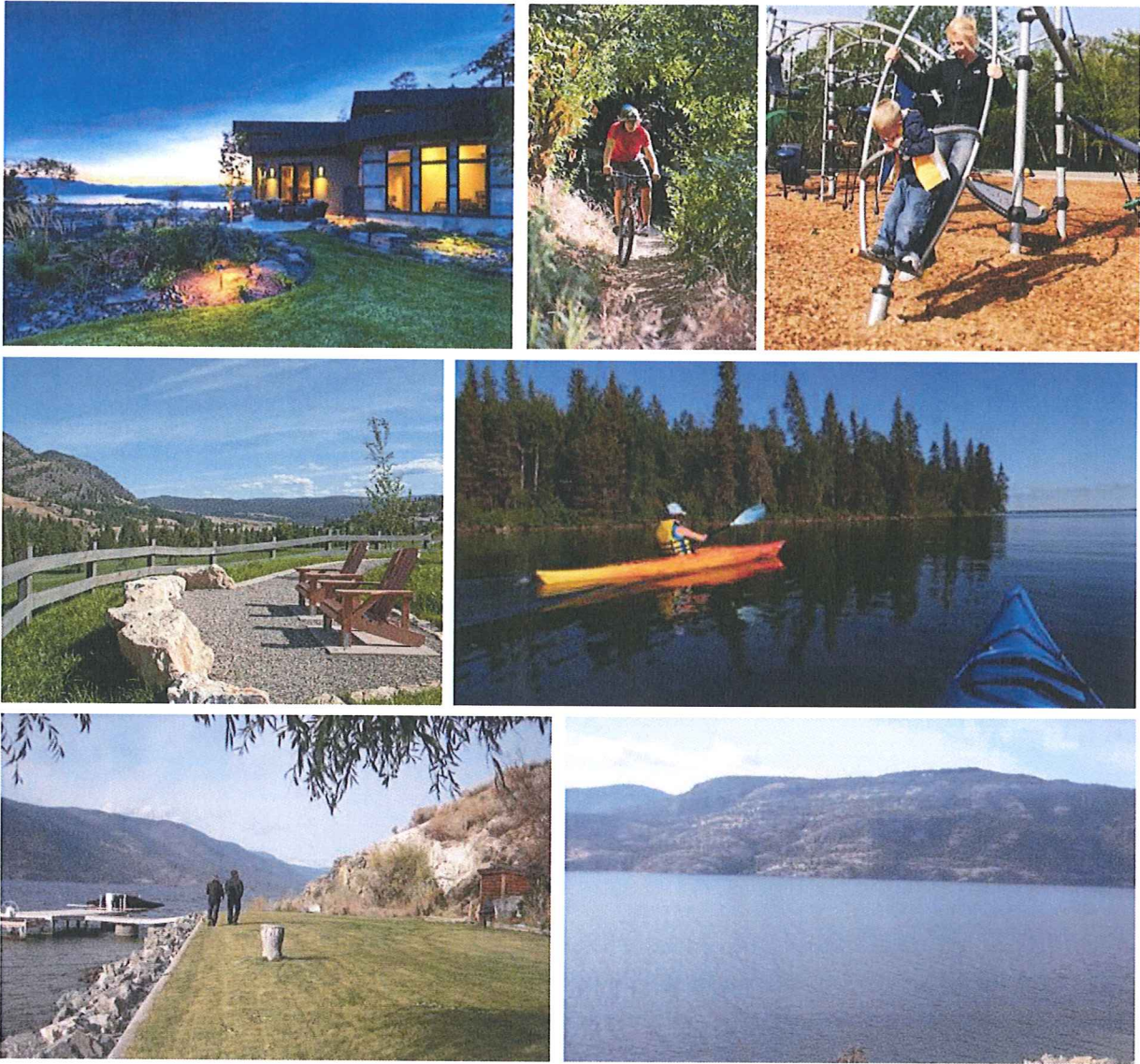
3.0 NORTH CLIFTON NEIGHBOURHOOD

The North Clifton Area Structure Plan (ASP) represents an opportunity to establish a planning framework to guide sensitive integration of the development plans with long-term social and environmental health of its site. The vision for the North Clifton neighbourhood is founded on two primary elements: 1) the historical and background information outlined within Part II of this document; and 2) the broader goals and objectives found within City of Kelowna formal policy documents.

3.1 Vision & Guiding Principles

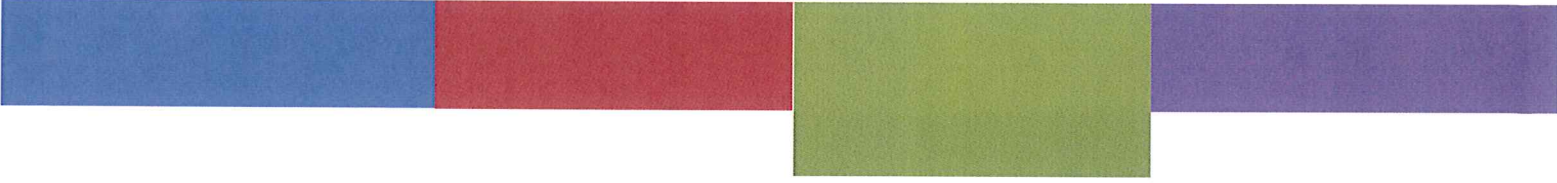
Vision

The North Clifton neighbourhood will be a lakefront single/two family residential neighbourhood dedicated to respect for the land, topography, nature, ecology, and careful consideration of residential development design within it. The neighbourhood will be inter-connected by a series of roads, trails, pathways, and Waterfront Park with lake access providing a diverse range of amenity needs. Interconnected trails and pathways will be specifically designed to link with all components of the North Clifton area, while offering seamless connections to the surrounding neighbourhoods.



Guiding Principles

- ▶ Recognize the importance of the City's goal of creating and enhancing neighbourhoods as a key objective to the Official Community Plan.
- ▶ Recognize that existing neighbourhoods such as McKinley Landing, Clifton Highlands, and Wilden provide direct and indirect links to North Clifton and contribute to the area as a whole.

- 
- ▶ Recognize that North Clifton is a social and economic catalyst for land use, parks and open space, transportation, and servicing opportunities within the City.
 - ▶ Encourage unique architectural form and character that respects the sloping topography, view corridors, and existing single-family residential form and character.
 - ▶ Encourage and enhance the preservation and protection of the sites ecology and wildlife.
 - ▶ Design the neighbourhood that encourages walking, cycling, and passive recreation use.
 - ▶ Ensure connectivity throughout the North Clifton neighbourhood, in addition to established neighbourhoods.
 - ▶ Support an active residential population through high quality parks, pedestrian-oriented streets, and trail networks.
 - ▶ Demonstrate the importance of sustainability through building design, public realm design, transportation and servicing choices.
 - ▶ Design the neighbourhood that can adapt to transit needs.

Development within hillside environments and on lakefronts demands solutions that are as specific as each individual property. By responding to the guiding principle established for the North Clifton area, the ASP addresses character of the land by ensuring that built form represents minimum land modifications required to achieve a balance of built form and open space.

The established ASP guiding principles promote neighbourhood design which integrates natural features and systems to create a sense of place and community that is respectful of its natural hillside environment. The neighbourhood encompasses single and two family housing forms arranged within nine separate housing enclaves. Each housing enclave will have convenient access to pathways, trails, and parkland through various transportation modes, including walking, cycling, and automobile. The public areas are designed as an integrated network including parkland, walkways, viewpoints, trails, and pathways.

North Clifton raises environmental awareness and interest through environmental preservation and enhancement, and by demonstrating the potential for long-term sustainability. Tree stands and natural areas are preserved and enhanced. The development concept further respects the sites' natural characteristics ensuring that natural drainage patterns are used and eco-friendly design approaches are utilized when possible.



4.0 NORTH CLIFTON DEVELOPMENT CONCEPT

The North Clifton development concept is based entirely on the natural features and unique characteristics of a typical Okanagan hillside site. With over 1.5 kms of sweeping lake views, diverse terrain, and ecological features, the site lends itself to an array of residential development opportunities. The Land Use Concept (**Figure 3.1**) incorporates the guiding principles established in Section 3.0, while responding to the sensitive characteristics of the plan area.

A comprehensive understanding and appreciation of the site was obtained through multiple walkabouts of the entire site. Property owners, in addition to a diverse range of technical professionals, explored and evaluated the site with efforts to reveal its potential. The result of the walkabouts, site investigations and evaluations is a development concept centered on achieving balanced solutions. Hillsides, and topography attributes are largely preserved as open space features ensuring the site's dramatic lake and mountain vistas belong to neighbourhood residents and those living in surrounding areas.

At its maturity, North Clifton is envisioned to be home to approximately 200 units (460 residents) within a neighbourhood that is innovatively designed, walkable, connected, and, environmentally healthy.

4.1 Single/Two Family Residential

The proposed scale of low-density residential development will complement the existing neighbourhood areas with opportunities for creative residential development design. Similar to the McKinley Landing and Clifton Highlands neighbourhoods, North Clifton endeavors to develop localized benches into single/two family residential housing enclaves (**Figure 3.2 Residential Enclaves**) that will be available for a range of demographics. Development of each housing enclave responds to the development directions established by the City's OCP policies and a site sensitive planning approach to the creation of a vibrant neighbourhood community. Through architectural housing expression and site location, each housing enclave will be distinct and characterized with its' own unique attributes. Each residential enclave will function as part of the neighbourhood as a whole through its cohesive inclusion and easy access to parkland and open space areas. Neighbourhood elements, including architecturally designed homes, trails, parks, landscaping, views and vistas will be respected and seamlessly transition with the McKinley Landing and Clifton Highland neighbourhoods. In some cases, the design has made pedestrian connection to Wilden possible. Similar to the existing neighbourhoods, internal service roads will gently meander throughout the proposed residential benches and link at multiple locations within the McKinley Landing neighbourhood.

Detailed Design Guidelines will be developed and/or modified at each future phase of subdivision for the



ASP Area.

4.1.1 Potential Unit Count

The North Clifton ASP was approved by City Council for a maximum of 200 units. Achieving 200 residential units within the site is possible by reducing lot sizes considering cluster housing and two family housing formats, and increasing overall site coverage. However, the design of North Clifton embraces the established guiding principles and was mindful of the Clifton Highlands and McKinley Landing neighbourhood design, form, and character. Where possible, the overall character, environment, and ambiance, including lot configuration and size, of existing neighbourhoods are reflected.

The North Clifton development concept includes a preliminary residential lot layout (**Figure 3.3**). Based on the preliminary lot layout, it is anticipated the North Clifton neighbourhood will produce approximately 175 units. While Figure 3.3 is strictly conceptual, the unit count is a result of a process that identified areas to be preserved for parks and open space, slopes over 30%, and environmentally sensitive areas resulting in a variety of potential “development clusters”, in addition to a desire of maintaining consistency among the surrounding neighbourhoods. The advent of comprehensive hillside zoning may enable slightly different housing formats. However, the overall threshold of 200 units will be respected.

The projected population for North Clifton is 460 persons, assuming 2.7 persons per family household. The expected school generation projection is 60 students. The neighbourhood school student population will be accommodated by School District No. 23 (SD 23) defined catchment areas. School generation factors are assumed to be 0.3 students per family housing unit. The source for the school generation factors is SD 23.

A summary of North Clifton's land use areas and projected population is provided in **Table 3.1**.

Table 3.1: Land Use Areas

	Area (acres)	Length (m)
Total Site Area	197	---
Gross Residential Land Use Area	114	---
Net Developable Area	91	---
Dedicated Open Space (Natural Area)	60	---
Dedicated Parkland (City-Wide Park)	4.0	---
Public Roadways	---	4,600
Trails / Pathways Length	---	8,800

* land use areas used within Table 3.1 have been rounded

Final unit counts will be determined at the detailed design and subdivision development stage.

4.1.2 Residential Enclaves

The North Clifton neighbourhood is designed with the characteristics of the sites topography, environmental features, view corridors, and development benches, which are predominately situated on plateaus where slopes are less than 30%. The nine development benches create a collection of residential enclaves capturing the character and essence of the Okanagan. Each enclave is unique through the varying topography, landform, view corridors, and open space offerings.

The areas of low density residential will consist of ground-oriented detached dwellings and semi-detached. Buildings will range from one to 2.5 storeys in height to match the character of the adjoining residential neighbourhoods. In some cases, the lot layouts within existing neighbourhoods were duplicated within North Clifton. For example, lot configuration and dimensions on Paly Road will closely mirror existing lot layout and dimensions in McKinley Landing (**Figure 3.2**).

In an effort to preserve and protect the sites environmental sensitive areas, lot building envelopes and coverage will be established and will not exceed or encroach into overly sensitive areas. Confirmation of site coverage details will be addressed at the rezoning and subdivision phases.

Residential enclaves 1, 5, 7, and 8 of plan area (Figure 3.2) include a range of topography with moderately dense tree cover. The terrain within these areas suits modest size residential lot sizes of

approximately 0.35 acres. These lots will be suitable for smaller building footprints within the sloped areas.

Residential enclaves 2, 3, 4, and 6 are primarily open with a gently sloped meadow area flanking Okanagan Lake. Most lots within this area will have unobstructed views of Okanagan Lake and mountain ranges beyond. Lot size will vary between 1 – 3 acres with larger building envelopes and possible lake access. Where feasible, waterfront lots could host private docks. However, future private docks on the waterfront will be subject to applicable municipal, provincial, and federal regulations as it relates to private moorage opportunities.

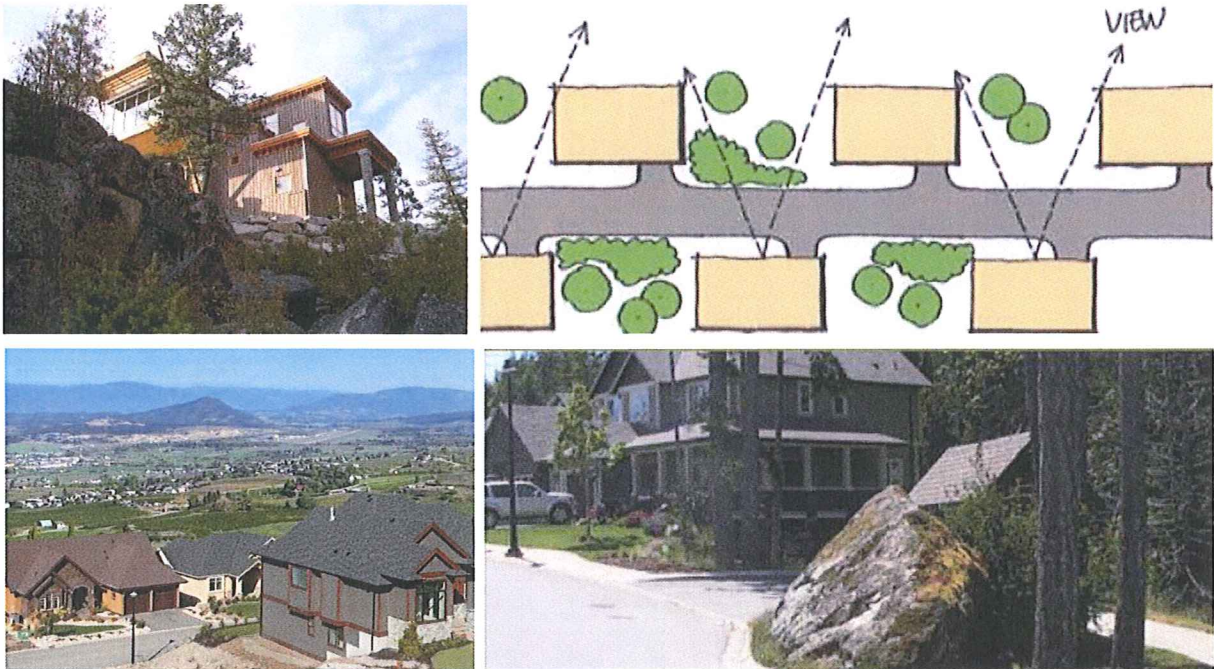
Enclave 4 represents the best and largest contiguous development mode within the ASP. As such, Lakeside Communities will give this area further review as development proceeds to ensure the best design possible. The final form of development in Enclave 4 will still respect the development threshold for the ASP.

Residential enclave 9, located along the east ASP border, is situated at one of the highest elevations within the plan area on relatively steep terrain and moderately dense tree cover. Of all the residential enclaves, it is anticipated this area will have less than 10 lots. Notwithstanding, each lot will have sweeping views of Okanagan Lake. While each lot will be approximately five acres, the terrain is conducive to smaller building envelopes as this area of the Plan is located on steep slopes. The lots will have large building envelopes but will not be proportionate to the actual lot size, but rather estate type. All lots within residential enclave nine will be access via a shared lane. The shared lane will be accessed via a road reserve located in the northeast section of the site.

In addition to the nine residential enclaves, an opportunity exists for an additional development enclave (Figure 3.1). At the present time, access cannot be obtained to the Future Urban Reserve area via the North Clifton transportation network. However, access to this area is possible through an expansion of the Wilden neighbourhood. The Wilden Ownership Group has indicated that this area will be reviewed when development proceeds in this area. For this reason, this Future Urban Reserve area will remain as part of the open space and trail network area until future plans are complete.



While each residential enclave is characterized with uniqueness, development will assume similar character, form, and housing styles. The steeper slope areas create a buffer between the individual residential enclaves and combine to form the basis of the trail networks and preservation corridors. The trail network and preservation corridors provide open space and various trail opportunities for neighbourhood residents as well as preserving wildlife habitat and wildlife movement corridors. This creative approach to design enables each residential enclave to have limited or no visual overlooking of development areas, thus enhancing lot privacy and decreasing visual impact. At the time of the preparation of this ASP, the City was still in the process of developing a set of comprehensive Hillside Zoning regulations. Draft copies of these new standards have indicated some flexibility in housing form, lot size, building height, lot coverage, etc. It is expected that Lakeside Communities will use these new standards which may allow housing forms not previously described. Where possible, Lakeside Communities will consider the use of the new Hillside Zone regulations.



4.2 Environment and Ecology

Preliminary environmental survey work was completed to identify significant environmental features to be addressed and honoured through the design of appropriate residential enclaves. In general, ecological communities within existing natural features of the site were typical of the rock escarpments and forested conditions of the central Okanagan region. A variety of forested vegetation is present within the site and ongoing fire mitigation has opened the forest canopy and enabled the understory to respond

with lush growth. No wetlands, streams, surface flows or surface seepages were found within the ASP area.

The ponderosa pine – bluebunch wheatgrass - fescue dominated vegetation community contains sensitive features or specialized habitats, including undeveloped Okanagan Lake shoreline with gravel beach and vegetated foreshore habitat, rocky outcrops, and talus slope. The Okanagan Lake shoreline also contains fish spawning areas.

Many of the discovered natural features are considered sensitive and environmentally significant areas and have been identified accordingly. In keeping with North Clifton's commitment to environmental protection and preservation, it is encouraged that impact of sensitive areas are minimized. All designated Environmentally Significant Areas (ESA) can be found within Figure 3.4 and a description of the ESA rating system can be found in the Appendix B.

The North Clifton neighbourhood has been developed within a framework of ensuring environmental compatibility within development areas. Accordingly, the land use concept identifies large areas of the site that will remain in their natural state. However, in an effort to achieve a neighbourhood where the resident experience can be complementary to the unique natural characteristics of the site, development areas have been carefully placed to minimize disruption of sensitive areas. The intent is to create a sense of harmony between the built environment and the existing topography while maintain the safety and integrity of sensitive areas.



Figure 3.4 shows potential lot layout within the ESA areas. However, the Land Use Concept is conceptual only and is presented as a demonstration of how various elements could be distributed throughout the site, which could require further refinement at the time of detail design.

The environmental report makes reference to necessary mitigation and compensation requirements should development occur within the Environmental Sensitive Areas (ESAs). While it is anticipated development will occur within ESA-2 areas pending the resolution of adequate environmental measures

as determined at the time of Environmental Development Permit, development within ESA-1 areas will be avoided to the fullest extent possible.

4.2.1 No-Disturb and Limits of Disturbance Areas

4.2.1.1 No Disturb Areas

The North Clifton ASP demonstrates an environmentally responsible commitment to the site through the protection and preservation of undeveloped areas. This includes preservation and protection of environmentally sensitive areas (**Figure 3.4**), parks and open space areas, and portions of future residential lots.

Figure 3.4 includes the North Clifton Environmentally Significant Areas, including the preliminary lot layout concept. At first glance it appears a significant portion of the site will be impacted by residential lots. In reality, only a small portion of the residential lots will be impacted by site development as each lot will be identified with a building envelope. It is anticipated that all residential lots within the preliminary layout identified with an ESA-1 should not be impacted. While some residential lots are shown to incorporate ESA-1 areas, site development will be regulated to ensure impacts are avoided or mitigated. To ensure this, the areas will be protected through 'no-disturbance' covenants. Where possible, 'no-disturbance' covenants may be applied to other specific ESA's of the site with the intention to limit site disturbance.

In addition to the residential no-disturbance areas, the open space areas, wildlife corridors, and parkland areas will be dedicated to the City of Kelowna. It is anticipated these areas will also be protected through various approaches.





4.2.1.2 Limits of Disturbance

The North Clifton ASP provides sound guidance and direction for all future site development. Sufficient land use planning and engineering has been completed to provide preliminary locations of the road network, infrastructure servicing, and shallow utilities.

The servicing and shallow utilities lines will run parallel with the roads within the proposed transportation network. As such, the disturbance area will generally be limited to the road network. The exception to the foregoing is a small portion of the sanitary system and drainage system. At this time, it is anticipated a portion of the sanitary system traversing the ninth residential enclave (Figure 3.2) may impact an ESA-2. Where overland drainage paths shift from open space areas to private development lots, specifically within the 'gully / drainage course' (Figure 3.10), drainage from the gully will be directed into a storm sewer which will flow into the detention system and overflow from the underground detention will be piped. In addition to this, it is possible a drainage line may impact the foreshore area in the most southwest portion of the site. In each case, the design approach includes two primary steps:

- ▶ Select servicing alignment that minimizes environmental impact; and
- ▶ Design with the least impact to environmental section.

The ultimate goal is to keep site disturbance to an absolute minimum. Currently the development concept is only able to identify disturbance and no-disturbance areas at a high level as the figures are conceptual in nature and may be subject change or refinement. Notwithstanding, additional details and identification of these areas will be identified at the rezoning and subdivision stage.

4.3 Parks and Open Space

Well-designed neighbourhoods place high values on community access to natural systems, trail networks and parks. The parks and open space network for North Clifton has been designed to provide residents with ample pedestrian, recreational, and leisure opportunities through the provision of trail connections, proximity to programmed park areas, and the open space network. The design and interface between home sites, parks, trails, and open space strongly determines the character and livability of the overall neighbourhood and it has been an important criterion in the development of this ASP. It was equally important to consider the fragile balance and integration of residential homes within the natural open space areas. The overall goal of the parks and open space within North Clifton is to promote:

- ▶ Healthy and active residents;
- ▶ Social engagement;
- ▶ Community spirit; and

► Environmental responsibility.



With the exception of

programmed parks, open space areas will primarily be undisturbed lands that remain in their natural state. These areas, in addition to the programmed park areas, provide physical and visual amenity to the neighbourhood. In addition, they preserve and protect significant landscape features. Generally, the North Clifton ASP designates a number of hillside areas as dedicated open space, which includes a vast nature trail network. In doing so, the development concept offers an unprecedented 60 acres of the total site area to be designated as dedicated parkland and open space (**Figure 3.5**).

The development of the formal trail network for North Clifton was primarily completed through the establishment of existing informal trails used by area residents. Where possible, the informal trails have been integrated into the ASP area as a formal amenity. The purpose of this was to provide existing residents with the continued use and enjoyment of such an amenity and offer new residents of the neighbourhood a valuable amenity feature

A significant portion of the trails are located within the open space areas. These trails, however, do not fully extend to the northern boundary of the site. Recognizing the importance to have adequate connections extend throughout the entire site, the road network has been designed with the pedestrian in mind, which includes pedestrian connections and linkages to surrounding neighbourhoods. Connections are offered in the form of roadside corridors, including dedicated pedestrian crossing points, pathways, multi-use trails, and nature trails.

A full complement of active transportation amenities is offered as part of the North Clifton area. This also includes a formal parkland area with access to the beach. A full description of the parkland area, trails, and open space network, as identified within Figure 3.5 are described in the following sections.

4.3.1 City-Wide Park (Neighbourhood Park)

North Clifton's neighbourhood park, officially a City-wide park, will be dedicated to the City of Kelowna by way of a combination of Development Cost Charge (DCC) credits and acquisition. The proposed park is centrally located within the ASP area adjacent Okanagan Lake with multiple access points to the trail network. It is nearly 4.0 acres and specifically responds to the local outdoor recreation needs of the immediate neighbourhood. However, given its city-wide park status, the park may be used by the general public.



The waterfront park is bounded by McKinley Landing neighbourhood to the north, proposed Bennett Road extension to the east, and the Okanagan shoreline to the west. The features and facilities within this area may include vehicle parking area, informal open space, playgrounds, picnic facilities, passive recreation amenities, turf area, and beach access to the Okanagan Lake. Access to the beach and lake was a popular comment noted within the initial March 2012 Open House. The beach access will be made available via right-of-public-access along the foreshore (below the high water mark). A concept plan illustrating how the northern portion of the waterfront park site could be developed is shown below. Notwithstanding, Lakeside Communities will work with the City and stakeholders through the development approval process to refine the park development plan and will seek to partner with the City for the physical park development.



Bennett Park concept sketch

4.3.2 Open Space

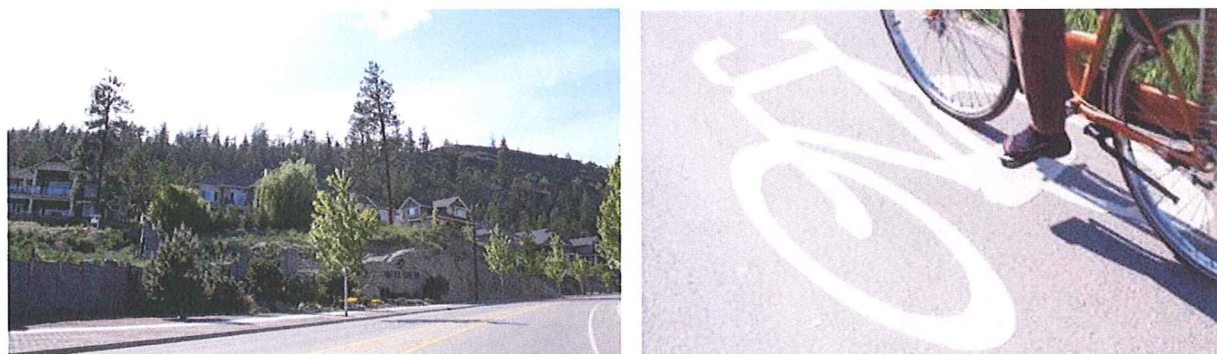
The open space area within North Clifton encompasses over 60 acres and will be dedicated to the City of Kelowna. This area is primarily one that serves to protect important landscapes of the site, provides opportunities for outdoor activities that will attract residents, and provides a natural greenway system for wildlife habitat linkages.

The dedicated open space area is largely located within the southern area of the ASP, but provides ample connection points that link the immediate and surrounding area.



4.3.3 Roadside Corridor

Roadside corridors are heavily utilized, hard-surfaced wheel and pedestrian pathways with universal accessibility for walking, jogging, cycling, and wheelchairs by residents of all ages. They may include sidewalks or cycling corridors that are physically connected or separated to the roadway. These walkways and corridors will be designed as part of the North Clifton roadway network and enable easy linkages and connection points to the trails within the park and open space areas, and surrounding neighbourhoods.



4.3.4 Multi-Use Trails

The multi-use trails are moderately utilized, non-motorized hard or soft-surfaced secondary trails for the purpose of walking, jogging, hiking, cycling and wheelchair use (where possible) within open space areas that provide residents with access to viewpoints and nature areas. Integrating multi-use trails within the neighbourhood was primarily possible in those areas with less aggressive slopes and terrain. Although limited to the southwest portion of the site, they will provide access to adjacent neighbourhoods and viewing areas.



4.3.5 Nature Trail

The nature trails within North Clifton are located within the dedicated open space areas. Although they are predominantly passage areas with more aggressive slopes and terrain, they help form an important component of the area. These trails are primarily used by residents for walking, mountain biking, and hiking. The nature trails also form an integral part of the wildlife habitat corridor. In many cases, the existing nature trails are game trails that have been expanded by human use.



4.3.6 Dedicated Crossing Point

Dedicated crossing points will be located at select points within the North Clifton road network. The purpose of the crossing point is to provide pedestrians and cyclists safe passage across roads. To increase the safety of crossing points for pedestrians and cyclists, the use of coloured and textured treatments can be used. The use of textured surface treatments is further supported in the North Clifton Road Safety Audit. Specifically, it is recommended the road design process identify key pedestrian crossings as pedestrian routings of sidewalks and walkways are established.

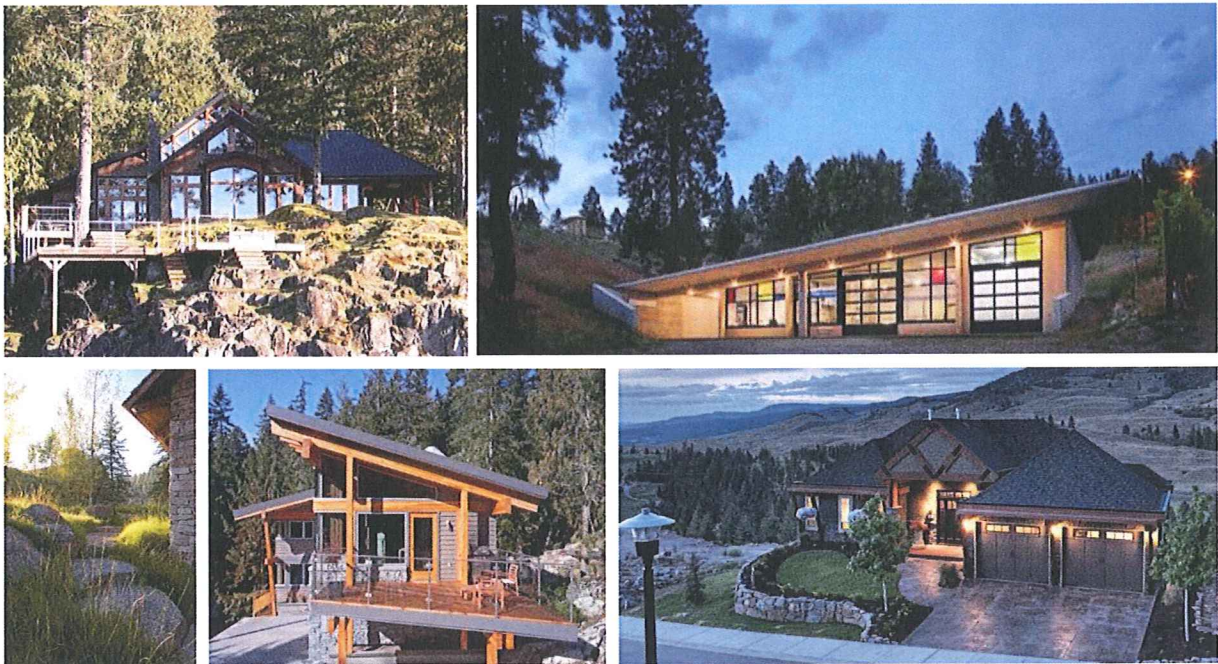
Collectively, the parks and open space system, as illustrated within the Parks and Open Space figure, identifies a variety of park and open space sites integrated by a trail network that will provide pedestrian connections between the residential enclaves, the park site and open space areas, and adjacent neighbourhoods (i.e. Clifton Highlands, McKinley Landing, Wilden). These areas will also integrate with its surrounding context ensuring adequate corridors are preserved for wildlife movement. The opportunity for a wide range of nature trails, lookouts and viewpoints has been conceptually designed to complement the roadway system as integral elements of the pedestrian network. Trail design will be developed with consideration of the standards established in the City's Linear Parks Master Plan. All final details will be developed on an individual site basis in consultation with City Parks staff.



4.4 Guiding Architecture and Neighbourhood Design Patterns

No specific architectural style has been determined at this stage. However, design, construction and landscape guidelines common to all development within the North Clifton neighbourhood will be established at the detailed design and subdivision development stage. Recognizing the site is surrounded by both new and established neighbourhoods, architectural design requires a compliment of design elements. At the subdivision stage, design guidelines for building sites, parks and open space areas, and roadways will be developed seeking a middle ground between conformity and individual expression.

Acceptable home architectural styles will be consistent with the Okanagan's history, traditions and unique climate. Potential variations are anticipated to be within the core “vocabulary” of west coast contemporary style, while incorporating the classic ‘craftsman’ design and encouraging the use of earth tone colours. Fundamental to all allowable stylistic expressions will be a focus on “four-sided architecture” in which the design and detailing is visible from all vantage points and consistent with the topography of the land. Taking cues from historically successful neighbourhood precedents, the North Clifton development will encourage a variety of housing forms within each housing enclave.



Similar to the housing architecture, the overall neighbourhood design patterns, including roadways are inspired from Okanagan's landscape and culture. A strong focus will be placed on the pedestrian scale with special attention paid to ensure the area is not dominated by the automobile. To reinforce this, accesses to the trail and pathway network will be available throughout each of the residential enclaves and at various points. Multiple pedestrian crossing points will also be designed into the road network to create visual cues for the driver and promote an active neighbourhood, and various areas throughout the neighbourhood will developed with textured treatments as an alternative to concrete or asphalt.

4.5 Transportation Network

The transportation network for North Clifton consists of a full range of transportation facilities to accommodate the movement of automobiles, pedestrians, bicycles and transit. The network is primarily composed of local roads that will provide all traffic modes effective and efficient movement. A major collector road – Clifton Road North extension - will provide a roadway connection between the existing Clifton Highlands and McKinley Landing neighbourhoods.



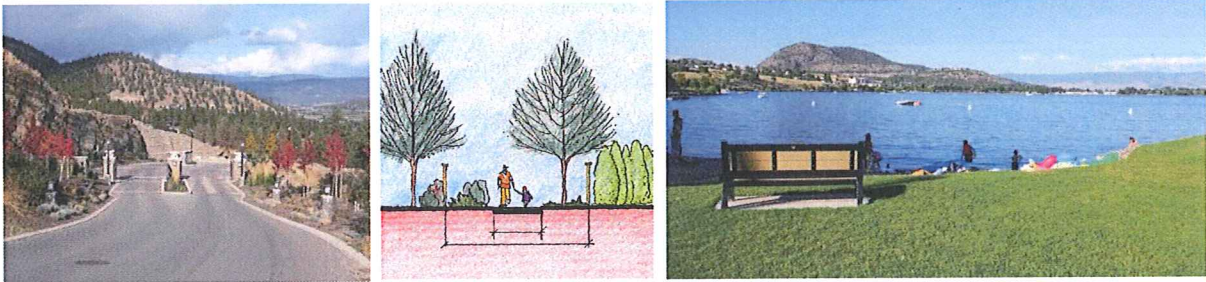
Providing residents and patrons with a variety of transportation mode choices represents a strategic component of the transportation system envisioned for North Clifton. The design of the network sought to provide a balance of transportation facilities to encourage people to utilize various forms of transportation modes with the purpose to access the neighbourhood and the amenities within it. It was equally important to achieve a road network that was well connected throughout the site and minimized 'cut and fill' road development approaches. Doing so presented significant challenges due to the sites topographic constraints. However, this goal was achieved through the use of sensitive planning and design approaches (Figure 3.6).

4.5.1 Traffic Impact Assessment

A Traffic Impact Assessment (TIA) was completed to assess and evaluate potential off-site road impacts as a result of new development. The study area, identified by the City of Kelowna, is bounded by Glenmore Road North to the east, Okanagan Lake to the west, McKinley neighbourhood to the north and Clement Avenue to the south that encompassed a total of 17 intersections.

In short, the North Clifton TIA concluded development of the site will not produce any major impacts to off-site roads. Given the target or design parameters provided by the City, modifications to the roadway or changes to the traffic control devices are not required for any of the study area intersections based upon the capacity analysis results.

The detailed Transportation Impact Assessment, including appendices, can be found within **Appendix**



C.

4.5.2 Clifton Road North Extension

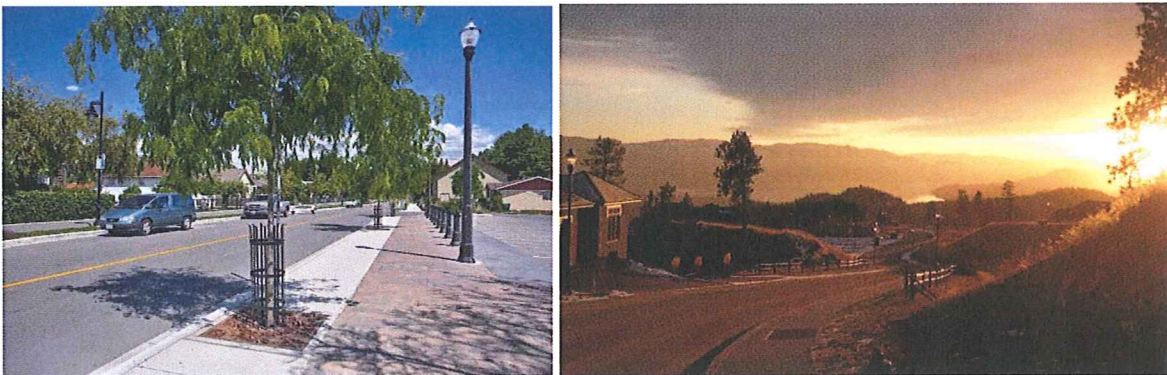
Primary access to the North Clifton neighbourhood is obtained via an extension of Clifton Road North. Existing Clifton Road North, which terminates at the north end of the Clifton Highlands neighbourhood, will extend northward. As development of the area progresses over time, the road extension will continue to traverse north and eventually connect to existing Arthur Court, located within the McKinley Landing neighbourhood. It is expected Clifton Road North will be designed to the City of Kelowna's major-collector road standard.

The extension of Clifton Road North is a requirement of the City of Kelowna. However, this requirement will add significant benefits to the overall area. Specifically, safety will be a considerable benefit to the area in terms of emergency evacuation, as both the McKinley Landing and Clifton Highlands neighbourhoods only have 'one-way in – one-way out' access.

Pursuant to the North Clifton Road Safety Audit it is suggested the section of Clifton Road North between the Clifton Highlands and McKinley Landing neighbourhood be constructed to a 50 km/h design

speed (with the exception of intersection sightlines, which should be based on 60 km/h design speed). This section of road should also utilize a two lane cross-section with bike lanes, and incorporate traffic calming measures, where feasible, to encourage appropriate speeds. Traffic calming measures may include, but are not limited to, a roundabout, traffic 'button's, chicanes, and prominent gateway features at entry points to the neighbourhood. The Road Safety Audit further suggests that strategic design and use of gateway features at each terminus point of the development, supplemented by raised medians, promote vehicle deflection and provide a narrowing effect to encourage lower speeds. The integration of traffic calming measures at strategic points of Clifton Road North extension will increase safety for area residents. Integration of traffic calming features will be carefully selected so as not to create safety hazards or hinder snow clearing and operational activities.

The goal was to have all residential lots access off local roads. In some cases, however, steep hillsides prevented this. As such, some residential lots will be accessed directly off Clifton Road North.



4.5.3 Internal Road Network

The road network was specifically designed to utilize low speed design standards and the integration of traffic calmed areas. Given the sites topographical characteristics, the internal road network is predominantly north – south directional access. Where residential enclaves are situated in the higher elevated portions of the site, road switchbacks are utilized to gain access. It is expected all internal roads will be designed at a local hillside road standard.

The development of the North Clifton Road extension enables strategic access to those residential enclaves within the northeast, southeast, and southwest areas of the ASP. A total of three local roads will be accessed from Clifton Road North and each of those residential lots will be directly accessed from the local roads. While the residential lots located within the southwest portion of the site are accessed off Clifton Road North, the road network design has specifically included an extension of McKinley

Landing's Bennett Road. The extension of Bennett Road will connect the neighbourhoods and be beneficial in creating a physical and social link.

Unlike the residential areas accessed off Clifton Road North, the residential enclave located within the most northwest portion of the ASP will be accessed through the McKinley Landing neighbourhood. These lots will be accessed through the development of a new local road that flows off of the existing Paly Road. The creation of this local road terminates as a cul-de-sac. It will, however, provide an opportunity for an emergency access route to Clifton Road North.

It is anticipated that, the combination of a collector supported by local roadways within and adjacent to the plan area will provide an efficient and effective roadway framework to support the development associated with the proposed plan amendment. On-street parking may be available close to residential lots, near parks, and trails where road cross-sections will enable it.



4.5.4 Emergency Access

The North Clifton site is west-facing receiving significant sunshine during spring and summer seasons, resulting in dry conditions that lead to wild fires. In addition to the three-phase wildfire mitigation program undertaken on the site, the transportation network has been designed to provide clear, pre-determined emergency access routes. Two emergency access lanes are provided within the neighbourhood. The first is access off the Clifton Road North extension and the second is located near the western boundary of the ASP (Figure 3.6). Both emergency access routes double as a pedestrian connection which links directly to the neighbouring McKinley Landing road network.





4.5.5 Pedestrian Connectivity

Placing an emphasis on pedestrian connectivity and walkability within the area supports sustainable design and development through the promotion of alternative modes of transportation. The North Clifton neighbourhood encourages the development of pedestrian corridors and linkages. A number of trails, pathways, and multi-use corridors are planned to connect with each residential enclave, amenity area and surrounding neighbourhoods. Although portions of the open space network may not completely extend throughout the entire site, the roadside corridor and sidewalks will provide connection points throughout the site and link with the Clifton Highlands and McKinley Landing neighbourhoods. Inclusion of multi-use trails and corridors in the plan area will facilitate and promote alternative modes of transportation (walking, running, cycling) while developing an interactive sustainable community. These corridors may be situated adjacent to the internal roadways.

4.5.6 Road Safety Audit

In addition to the Transportation Impact Assessment, a formal Road Safety Audit was completed. The purpose of the Road safety Audit was two-fold: 1) investigate the safety implications associated with the proposed North Clifton residential development; and 2) investigate the safety of the adjacent areas that may be impacted by the proposed residential development.

While the onsite North Clifton conceptual design was not designed to a level where a traditional road safety audit would be beneficial, safety issues that would be generated with hillside development were reviewed. Typical hillside safety issues were identified. While these potential safety issues should be mitigated during the detail design process, it is anticipated that completing road design and construction to the City of Kelowna's standards will circumvent road safety issues.

Potential off-site safety road issues within existing Clifton Road North and McKinley road network were investigated. A review of historical collision records suggested that both Clifton North and McKinley Road corridors have a safety performance that does not exceed an average safety performance benchmark. The collision rate on McKinley Road is slightly less than the provincial average, when compared to similar types of roadways. The Clifton Road North also has a collision rate that is significantly less than the provincial average.

Despite collision histories, safety issues were identified on both road networks. The safety issues elevate the level of safety risk for road users, which will be impacted with an increase in traffic volume. However, it is noted that these safety issues currently exist on both corridors and these safety issues will continue to be safety issues, with or without the proposed North Clifton residential development.

The complete Road Safety Audit report can be found within **Appendix D**.

4.6 Infrastructure and Servicing

The North Clifton infrastructure system will supply the immediate neighbourhood with water, sanitary and stormwater services. The proposed system will meet high design standards and be environmentally responsible.




4.6.1 Water Supply

The North Clifton property is adjacent to both the City of Kelowna and Glenmore Ellison Irrigation District (GEID) service areas. The GEID McKinley Reservoir is located at the North end of the property and is accessed via a utility lot (Figure 3.1). This reservoir has a top water level of 470 metres geodetic, which means that it could service the lower portions of the property (about 1/3 of the property) without pumping. In discussions with GEID it was advised that there would likely be limitations in this part of their water system regarding available domestic supply and the ability to transmit fire flows.

The adjacent City of Kelowna water system operates at a hydraulic grade line of 540 metres geodetic. This means it can service about 2/3 of the property without pumping. The 250 mm watermain at the end of Clifton Road is expected to have adequate capacity for a Fire Underwriters Survey fire flow of 60 L/s. Consequently, due to the better system pressure and distribution system capability, North Clifton will utilize the City of Kelowna water system to service the site.

Figure 3.7, Proposed Water System identifies the proposed water system for the North Clifton development. The water system will include a series of 250 mm and 200 mm watermains to distribute the water and a Booster Pump Station to create a 560 metre pressure zone that will service the upper portion of the site. Ultimately, this booster pump station will feed a proposed reservoir near the northeast corner of the property. The water system will also include pressure reducing stations as



required. The pressure reducing stations will create 530 metre and 470 metre pressure zones in the lower portion of the site.

It is expected that the water system will be designed and constructed to the City of Kelowna Subdivision, Development and Servicing Bylaw.

It is noted that the North Clifton ASP proposed water servicing deviates from the City of Kelowna's OCP Map 7.4 – Water Supply System. However, the provision of future water supply for the ASP area was undertaken with direction from Glenmore Ellison Irrigation District and the City of Kelowna. Accordingly, applications to formally amend existing OCP water supply boundary mapping will be submitted as development progresses.

4.6.2 Sanitary System

The proposed on-site sanitary collection system is illustrated in **Figure 3.8, On-site Sanitary**. The onsite sanitary system will include gravity sewers to service each proposed lot and a lift station at the low end of the site near the end of Bennett Road. This lift station will pump via forcemain to the gravity sewer on the extension of Clifton Road. In addition to the foregoing, a lift station will be installed near Paly Road, which will pump via forcemain to the proposed off-site sanitary sewer.

The proposed off-site sanitary sewer is shown on **Figure 3.9, Off-site Sanitary**. The off-site sanitary system is expected to include a short length of forcemain at the north end of existing Clifton Road North and a gravity sewer running south to the existing Clifton Road Lift Station near Lochview Road. The existing Clifton Road Lift Station forcemain and gravity sewer to Magic Drive currently has adequate capacity for the North Clifton Development. However, a new gravity sewer will extend south along Clifton Road North, such that the Hillsborough Lift Station will be bypassed. This new gravity sewer will connect to an existing 250 mm gravity sewer. Please note the *Sheerwater Sanitary Sewer Connection* report submitted to the City of Kelowna by Bel-MK Engineering Ltd (now MMM Group Ltd.) in May 2006 demonstrates system capacity.

Both the on-site and off-site sanitary sewer systems will be designed and constructed in accordance with the City of Kelowna Subdivision, Development and Servicing Bylaw.

4.6.3 Stormwater Management

The proposed drainage system is illustrated on **Figure 3.10**. Per City of Kelowna requirements, post-development drainage patterns will match the pre-development pattern. As well, through a combination of infiltration and detention, the post-development flows will match the pre-development flows.



There are two primary drainage catchments for North Clifton. A description of these catchment areas are described, as follows:

- ▶ South catchment – drainage is collected and directed to an underground detention and infiltration system with an extreme event overflow to Okanagan Lake. This is near the south end of the proposed Bennett Rd
- ▶ Middle, west catchment – drainage from the emergency access lane will be directed to existing dry wells at the south end of Dewdney Road. It is anticipated above-ground drainage methods will be utilized, unless it is determined that sub-surface approaches are required for erosion protection purposes. Also, drainage from a portion of the Bennett Road extension will be directed to existing drywells in Bennett Road

The on-site system will consist of a series of swales, ditches, culverts and storm sewers. Stormwater treatment systems will be provided where the bylaws and environmental approvals dictate their use. The stormwater management system will be designed and constructed in accordance with the City of Kelowna Subdivision Servicing Bylaw.

4.7 Shallow Utilities

Standard shallow utilities, including natural gas, hydro, telephone, and cable will be installed as part of the development. Right-of-ways, as they relate to shallow utilities, have not been illustrated within an ASP figure as their exact location and placement is unknown. They will, however, be identified at the rezoning and subdivision stages.

4.7.1 Natural Gas


Fortis BC (natural gas division) will extend the existing natural gas system from the existing Clifton Road North and the Bennett / Paly Road area as required for each phase of development.

4.7.2 Hydro

Fortis BC has an overhead three phase line along Clifton Road North and Bennett / Paly Road. This system will be extended underground as required for each development phase.

4.7.3 Telephone

Telus will utilize the same underground alignment as Fortis BC with a separate duct system to service the area. As off-site works on Clifton Road North progress, Telus may relocate some of their utility



underground. The cost to relocate the utility underground off-site will be not be borne by Lakeside Communities.

4.7.4 Cable

Shaw Cable will follow the same routing as Fortis BC and Telus, with separate ducting for the underground portion. Further to this, Shaw Cable may choose to relocate their utility underground as off-site works progress along Clifton Road North. The cost to relocate the utility underground off-site will be not be borne by Lakeside Communities.

4.8 Wildfire Mitigation and Fire Protection

The City of Kelowna 2030 Official Community Plan identifies the North Clifton site as a Wildfire Development Permit Area (DPA). This DPA was created within areas that could potentially cause hazards to property and human safety through wildfires and serves as a tool to protect against possible wildfire hazards. In response to this, a qualified professional was engaged to evaluate potential wildfire hazards. The purpose of this was two-fold: 1) complete a wildfire risk assessment; and 2) Undertake a wildland fire implementation plan.

Additional objectives included:

- ▶ Outlining appropriate actions to reduce, mitigate, and maintain a lower hazard rating;
- ▶ Identifying and treating forest health issues that constitute a fire hazard (i.e. Western Pine Beetle, Douglas Fir Tussock Moth, etc.); and
- ▶ Encouraging a balance of vegetation and maximizing tree retention without compromising fire suppression safety and increasing fire hazard ratings.

Following the completion of the wildfire hazard assessment, a wildfire hazard assessment of 'extreme' was assigned to the area. Over a period of three years, the site has undergone three phases of various prescription treatments, including mechanical treatment, slash / log disposal, and reforestation / re-vegetation, with efforts to achieve the recommended objectives. The applied treatments have significantly reduced the wildfire hazard rating from extreme to low. Further to this, a fire break between existing residential homes and North Clifton will be created.

Despite the three-phase wildfire mitigation measures undertaken, additional fire protection services are available. Currently, the McKinley Landing Volunteer Fire Department provides fire protection services within the area and will continue to provide such services into the foreseeable future.



4.9 Combined Development Concept

Various figures have been identified to illustrate how the North Clifton ASP will progress. A combined development concept of land use, preliminary lot layout, parks and open space, and the transportation network can be found within **Figure 3.11**.



5.0 NORTH CLIFTON DEVELOPMENT POLICY


North Clifton ASP policy strives to minimize disruption of the natural setting, while maximizing opportunities to establish waterfront and traditional parks, and enhance passive recreation trail networks with added connections to Clifton North, McKinley Landing, and Wilden neighbourhoods. ASP policy further aims to establish a framework to guide sensitive integration of future development with long-term environmental health of the site.

The North Clifton residential neighbourhood strives to achieve an integrated area that is socially, environmentally, and economically responsible. The area encompasses formal and informal trails, pathways, parks, open space areas, and public lake access within short walking distances to the single-family residential area. Recognizing North Clifton's location between three existing neighbourhoods (Clifton Highlands, McKinley Landing, Wilden), specific policy statements have been included that address the need for future development to seamlessly transition with adjacent areas. The following sections identify the policies that will guide North Clifton future development, including:

- ▶ Land Use and Housing
- ▶ Environmental
- ▶ Parks, Trails, and Open Space
- ▶ Transportation
- ▶ Infrastructure and Servicing

5.1 Land Use and Housing

- ▶ The general intent and conceptualization of the residential areas should be maintained as identified within the nine development enclaves of the North Clifton land use concept plan, recognizing some flexibility may be exercised during detailed design stages of development.
- ▶ Lot clustering within development enclaves shall minimize physical and visual hillside disturbance and maximize trails, open space, parkland, and lake views.
- ▶ Identify and preserve the sites' natural features, maintaining the natural setting and character of the land as a backdrop for complementary development forms.
- ▶ Gross residential density shall not exceed 200 units.
- ▶ Common or shared driveways can be used where topography is challenging.

- 
- ▶ Direct site development according to the location and relevance of views, natural features and topographic conditions.
 - ▶ Create a cohesive residential development that integrates with surrounding neighbourhoods through road networks, trails, and pathways.
 - ▶ Encourage an architectural form and character that is harmonious with the site's intrinsic nature through selective placement, architectural controls and use of complimentary construction materials.
 - ▶ Develop site specific architectural forms that are appropriate to the hillside location, respects the natural topography, and retains existing landforms and vegetation to the greatest extent possible.
 - ▶ Provide an interconnected transportation network which allows for cycling, pedestrian and other non-motorized means of travel as well as the requirements for vehicular traffic.
 - ▶ Address the need for public (park spaces) linkages within the proposed development and connections to offsite open space systems both short and long term.
 - ▶ Utilize dominant natural features and landscape to provide logical boundaries or definition to development enclaves.
 - ▶ Consider alternative road standards that complement the terrain and features associated with the surrounding hillsides and that reduce site grading, overall site disturbance, and associated visual impacts without compromising public safety.
 - ▶ Development will be directed to appropriate areas with slopes averaging less than 30%.
 - ▶ Natural vegetation should be retained on slopes where possible in order to control potential erosion, land slip and rock falls.

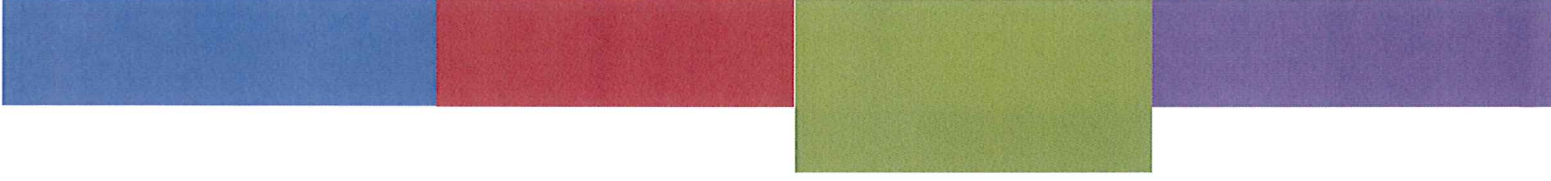
5.2 Environment and Ecology

Large areas of North Clifton are to remain in their natural state. The environmental assessment identifies environmental features to be addressed and honoured through the design of appropriate residential areas.

The development areas have been carefully designed to minimize disruption to the steeper slope areas. The intent is to create a sense of harmony between built environment and the existing topography to reinforce the natural state of the site.

5.2.1 Environmental and Ecology Policies

- ▶ Wildlife corridors and habitat areas shall be protected and enhanced as per the recommendations of our environmental consultant.

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- ▶ Clifton Road North extension right-of-way (ROW) encroachment within the ESA 1 area shall minimize wildlife corridor and habitat disturbance to the greatest extent possible.
 - ▶ Disturbed ESA areas shall be remediated per recommendations within the North Clifton Environmental Assessment and compensated as per City of Kelowna requirements.

5.3 Parks, Trails, and Open Space

Collectively, the open space system will provide a comprehensive network of preserved natural landscape. In physical terms, these lands will accommodate trails that provide connections throughout the plan area and beyond the immediate ASP boundaries to adjacent neighbourhoods (i.e. Clifton Highlands, McKinley Landing, Wilden). Additionally, the open space system will be strategically located and appropriately sized to facilitate wildlife movement patterns through the ASP area. The development allocates over 60 acres of open space and dedicates nearly four acres as new park space.

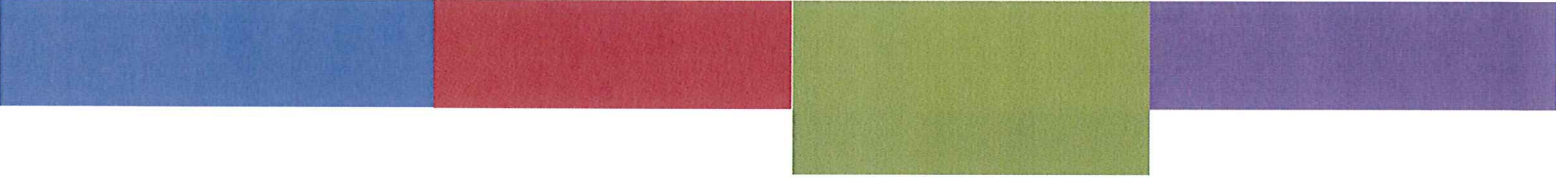
5.3.1 Parks, Trails, and Open Space Policies

- ▶ Incorporate initiatives to restore any disturbed natural landscapes within North Clifton.
- ▶ A comprehensive site furniture and sign package including benches, human-scaled lighting, street trees and garbage receptacles are to be provided as key unifying neighbourhood elements in accordance with City of Kelowna standards.
- ▶ The dedicated parks, trails, and open space areas, where possible, are to connect with the City of Kelowna's existing network, forming seamless, interconnected network.
- ▶ Development of residential enclaves will ensure that residents have access to open space and trails within a five minute walking distance or 400 metres.

5.4 Transportation

5.4.1 Transportation Policies

- ▶ Develop entry and connection roadways that transition from adjacent neighbourhoods into North Clifton.
- ▶ Develop roadways that are pedestrian-oriented.
- ▶ Provide extensive landscape treatment for visual interest, shade and separation from the roadway.
- ▶ Alternative modes of transportation shall be promoted and accommodated in keeping with the City of Kelowna 2030 OCP.
- ▶ Wayfinding signage identifying pathways and linkages should be installed as appropriate.


- 
- ▶ The design of the internal road network should accommodate for future stormwater management facilities.
 - ▶ The design of the internal road network should accommodate for convenient connections and multiple route choices to origin/destination points within the neighbourhood.
 - ▶ The design of the internal road network should accommodate for interconnected pedestrian systems within the residential neighbourhood.
 - ▶ The design of the internal road network should accommodate for future transit stops and routes.
 - ▶ Development of appropriate roadway circulation should create opportunities for “transit friendly” development.
 - ▶ Direct connections and multiple route choices should be provided to allow for efficient movements within the neighbourhood, and to destination points outside of North Clifton.
 - ▶ Innovative road designs should be considered as it relates to site-specific development issues within hillside conditions.
 - ▶ Network roads will be located on the most favourable alignment to meet road, and emergency services design criteria while minimizing site disruption.

5.5 Servicing and Shallow Utilities

5.5.1 Servicing and Shallow Utility Policies

Servicing

- ▶ The water distribution system for the planning area shall be designed to adequately and efficiently serve the development of the area.
- ▶ The wastewater collection system for the planning area shall be designed to adequately and efficiently serve the development of the area.
- ▶ Land drainage and stormwater management facilities shall be designed to reduce the impact on the regional infrastructure system and shall be developed generally in conjunction with the road network system that serves as a connection through the neighbourhoods.
- ▶ Ensure that a stormwater management plan is provided to mitigate environmental impacts from storm runoff, erosion sedimentation and contains onsite drainage to pre-development levels.
- ▶ Stormwater management designs should incorporate natural drainage channels which provide for storm flows over the site to Okanagan Lake in accordance with applicable regulations.

- 
- ▶ Land and storm drainage systems should be designed to create a natural, rather than manufactured, appearance.
 - ▶ Industry best-practices and environmentally responsible design approaches, such as low impact development, should be integrated in all servicing designs.
 - ▶ Sharp cuts and fills and long linear slopes of uniform grade should be avoided, where possible.

Shallow Utilities

- ▶ Utility rights-of-way shall be provided to accommodate utilities as determined necessary. Where possible, utilities will be located within the same right-of-way area.
- ▶ Utility rights-of-way shall be provided to accommodate shallow utilities as determined necessary.
- ▶ Utility rights-of-way and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.
- ▶ A developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way necessary to accommodate the extension of municipal utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.

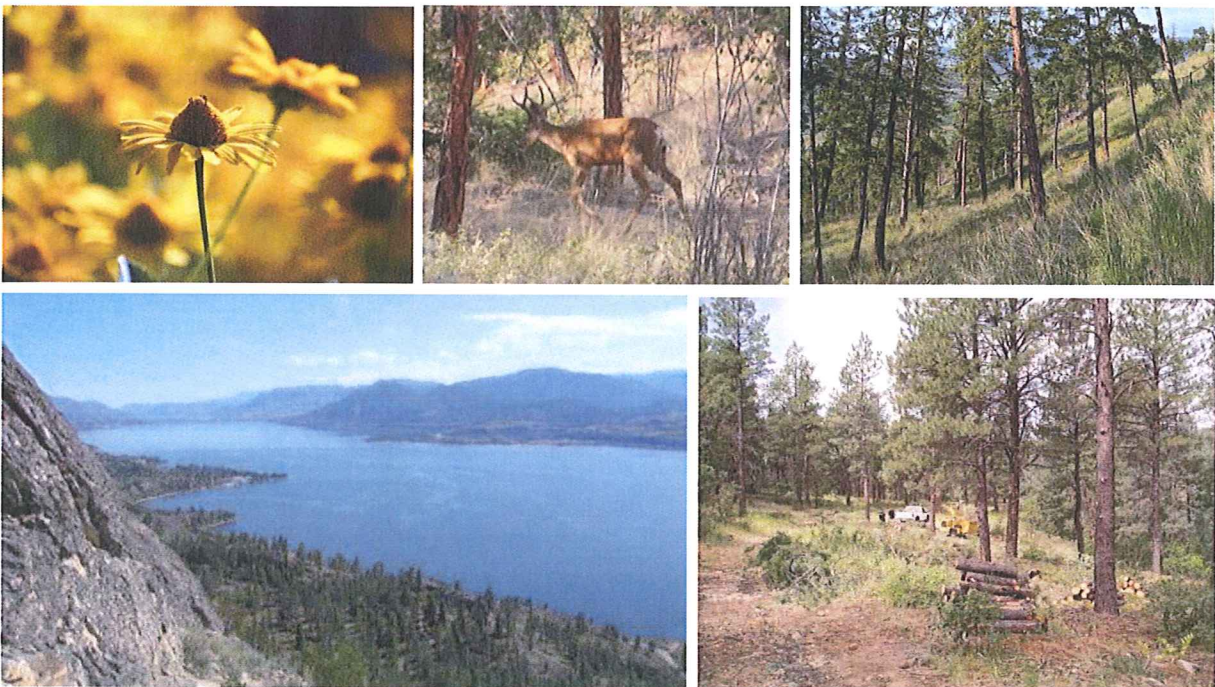
6.0 DEVELOPMENT PERMIT AREAS

Pursuant to the Local Government Act Section 879 and 920, the City of Kelowna has included a number of Development Permit areas within the 2030 Kelowna Official Community Plan. The purpose of Development Permit Areas (DPA) is to provide protection to environmentally sensitive areas and hazard lands, wildfire interface protection basis, hillside development areas, and form and character.

North Clifton will primarily be located entirely within the following 2030 Kelowna Official Community Plan DPA's:

- ▶ Natural Environment
- ▶ Hazardous Conditions
- ▶ Wildfire
- ▶ Urban Design Development (Hillside 20% +)

Accordingly, development within North Clifton will be subject to the foregoing DPA's. The objectives and provisions for the guidelines are to be administered as a supplemental process to the 2030 Kelowna Official Community Plan. Further, development within North Clifton will be carried out in accordance with each of the applicable DPA guidelines, and objectives and policy set within the North Clifton ASP, while recognizing that the DPA guidelines take priority.



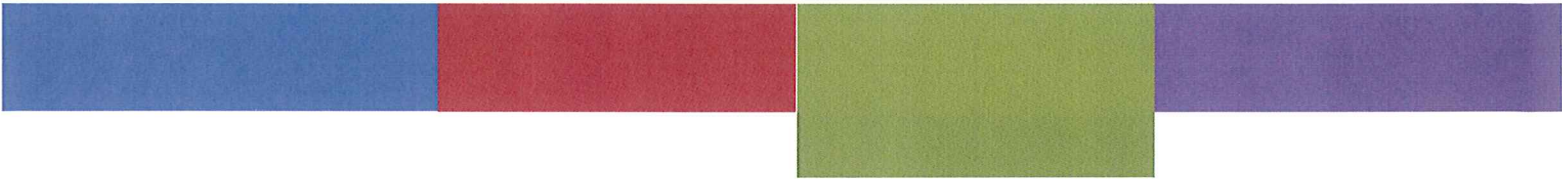


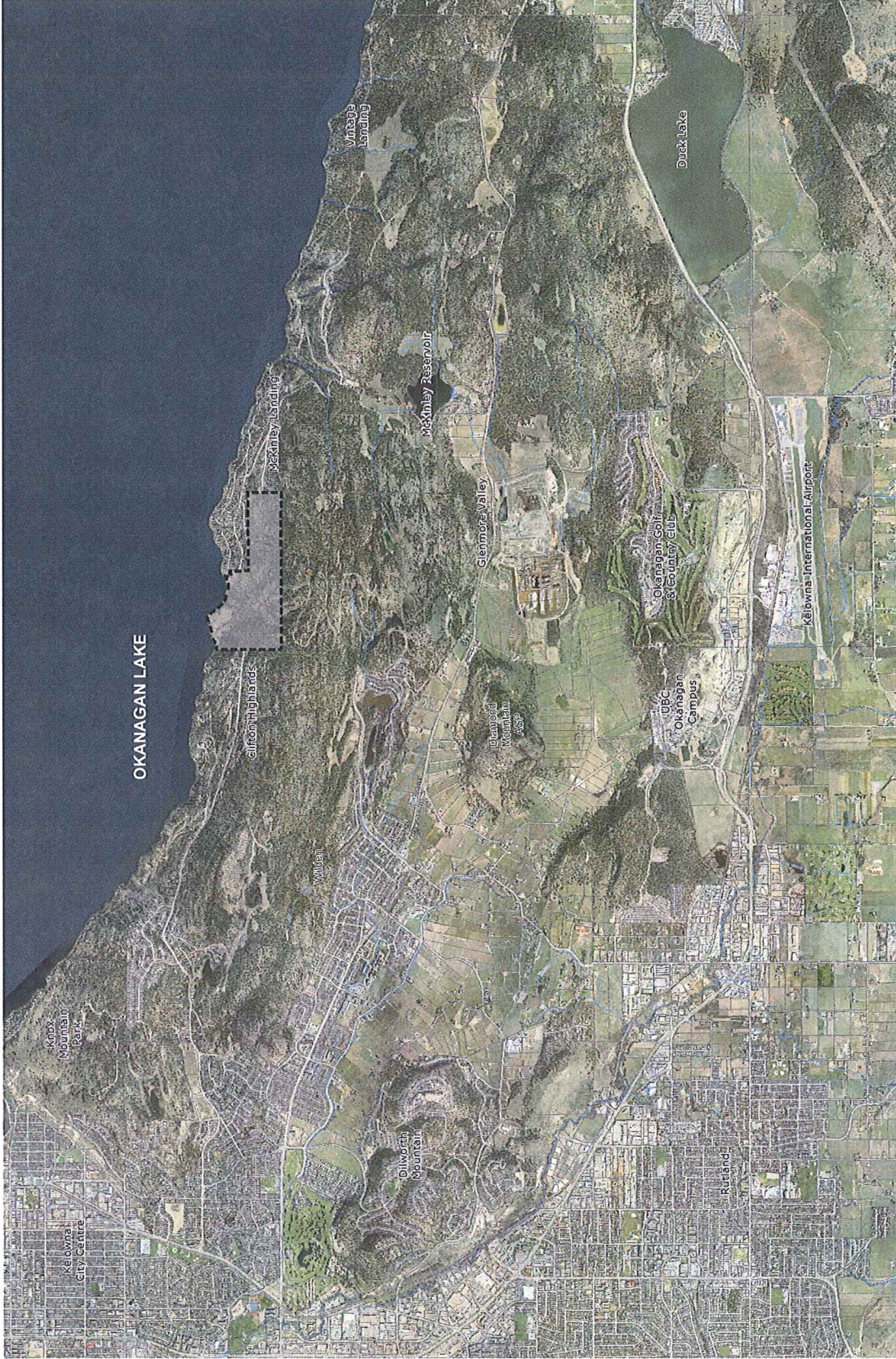
7.0 IMPLEMENTATION AND PHASING

The North Clifton ASP is at the first stage of the overall development process and must be accepted by City of Kelowna staff and Council prior to any further development planning. Following acceptance of the document, the implementation of the ASP process will be initiated through a series of development processes, including, but not limited to rezoning, subdivision, and development permits, and issuance of building permits.

The North Clifton general development phasing plan is illustrated in **Figure 3.12, Phasing Plan**. Although the first phase of development has been identified, no specific timeframe is applied to the ASP. The timing and development phasing sequence will be influenced by a number of contributing factors such as, but not limited to market changes, and supply and demand of housing. In addition to this, development phasing will respond to the logical extension of services to the site.

Although the exact development timing of site is unknown, it is expected that under current economic and market conditions, full build out of the North Clifton area could take between 10-15 years.





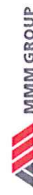
LEGEND:

--- ASP BOUNDARY



NORTH
SCALE 1:40,000
(METRIC)

This document is conceptual in nature. Any development patterns including lots and transportation network are subject to further refinement at the subsequent development phases.

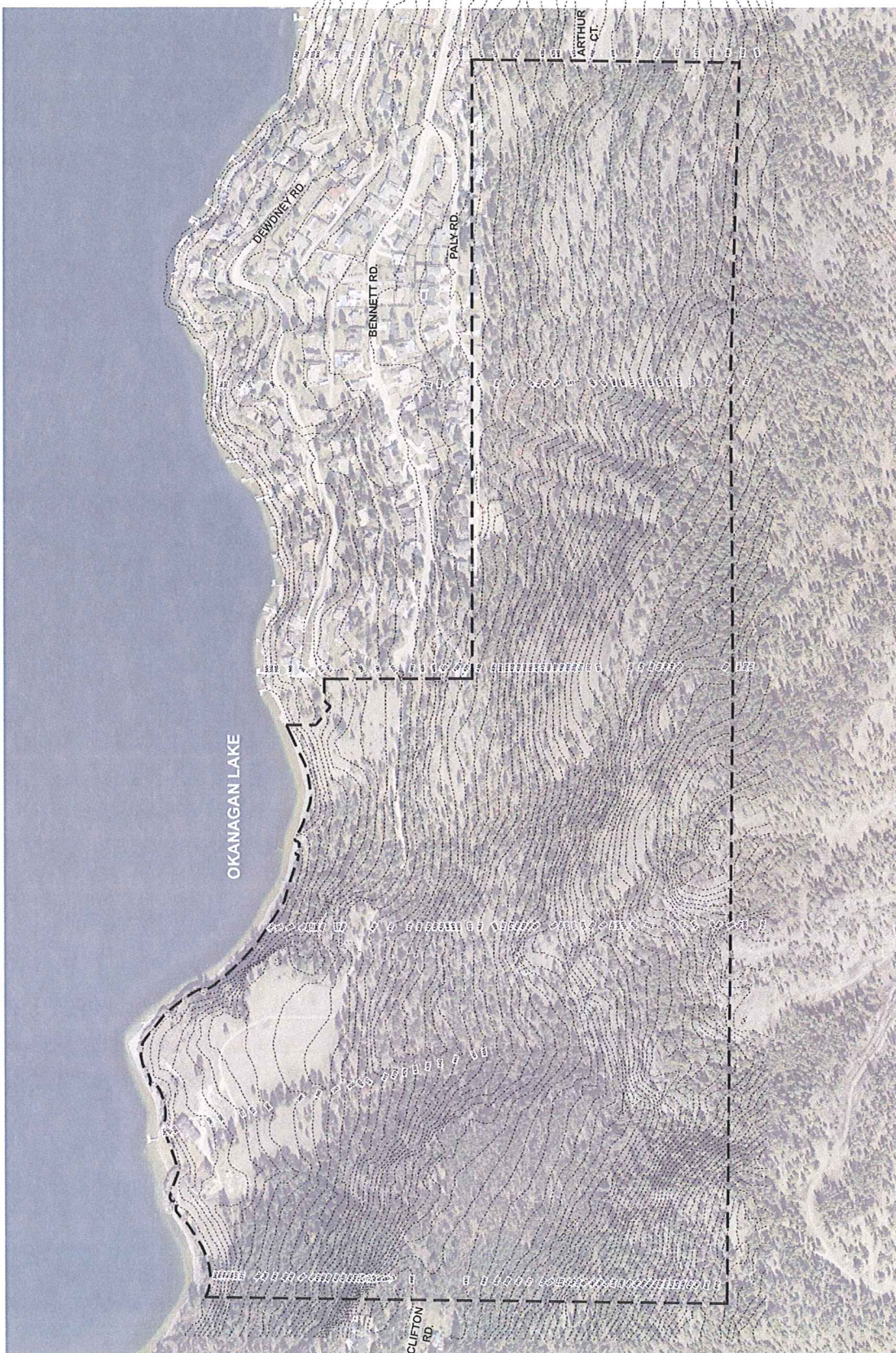


NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

AREA CONTEXT

FIGURE 1.1



LEGEND:

--- ASP BOUNDARY

CONTOURS (5m INTERVAL)



NORTH



Scale 1:5000

Disclaimer:
This map is conceptual in nature. Any development patterns including lots and transportation network are subject to change without notice at the subsequent development phase.

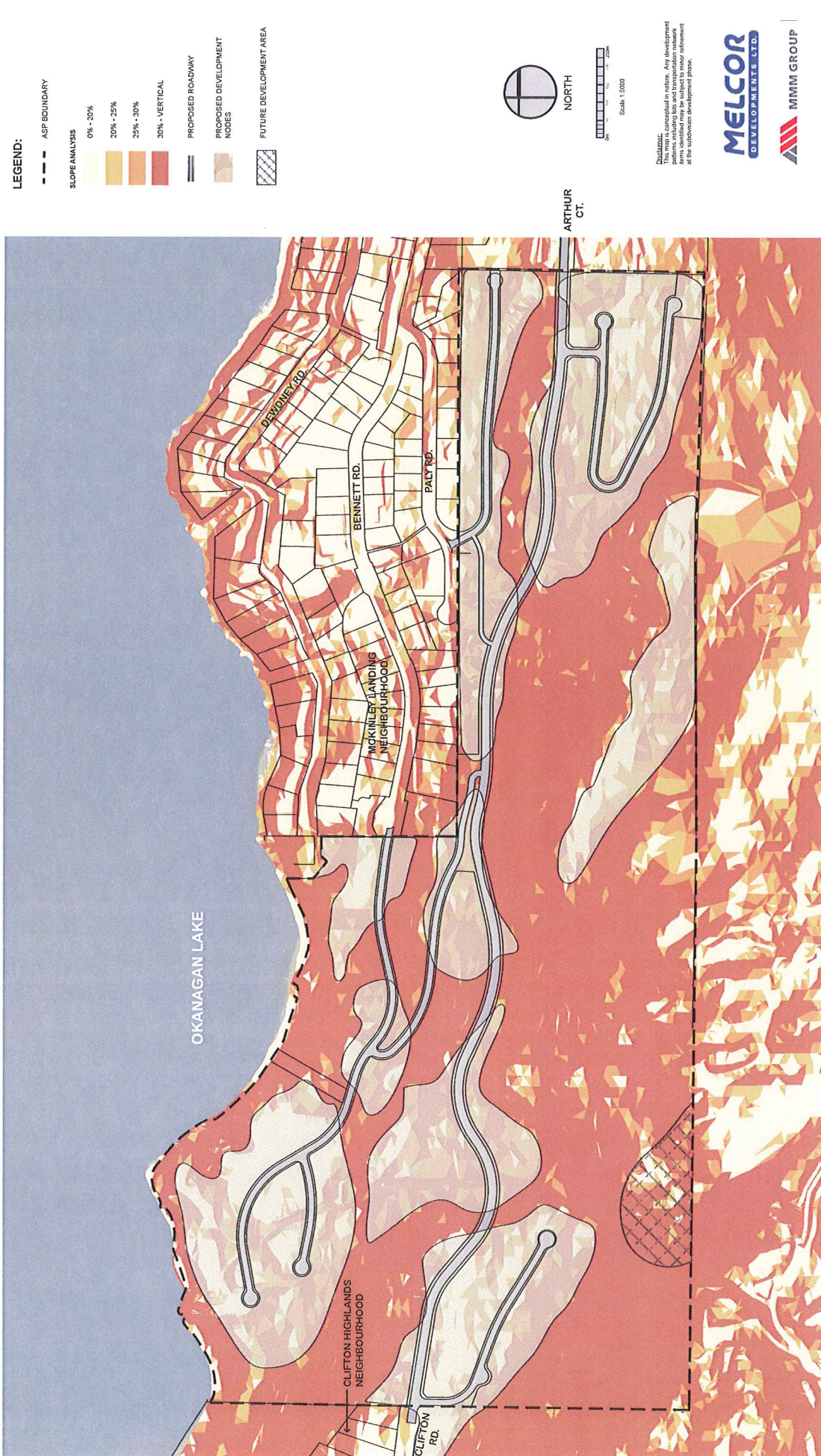


ASP BOUNDARY +
TOPOGRAPHY

NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

FIGURE 1.2



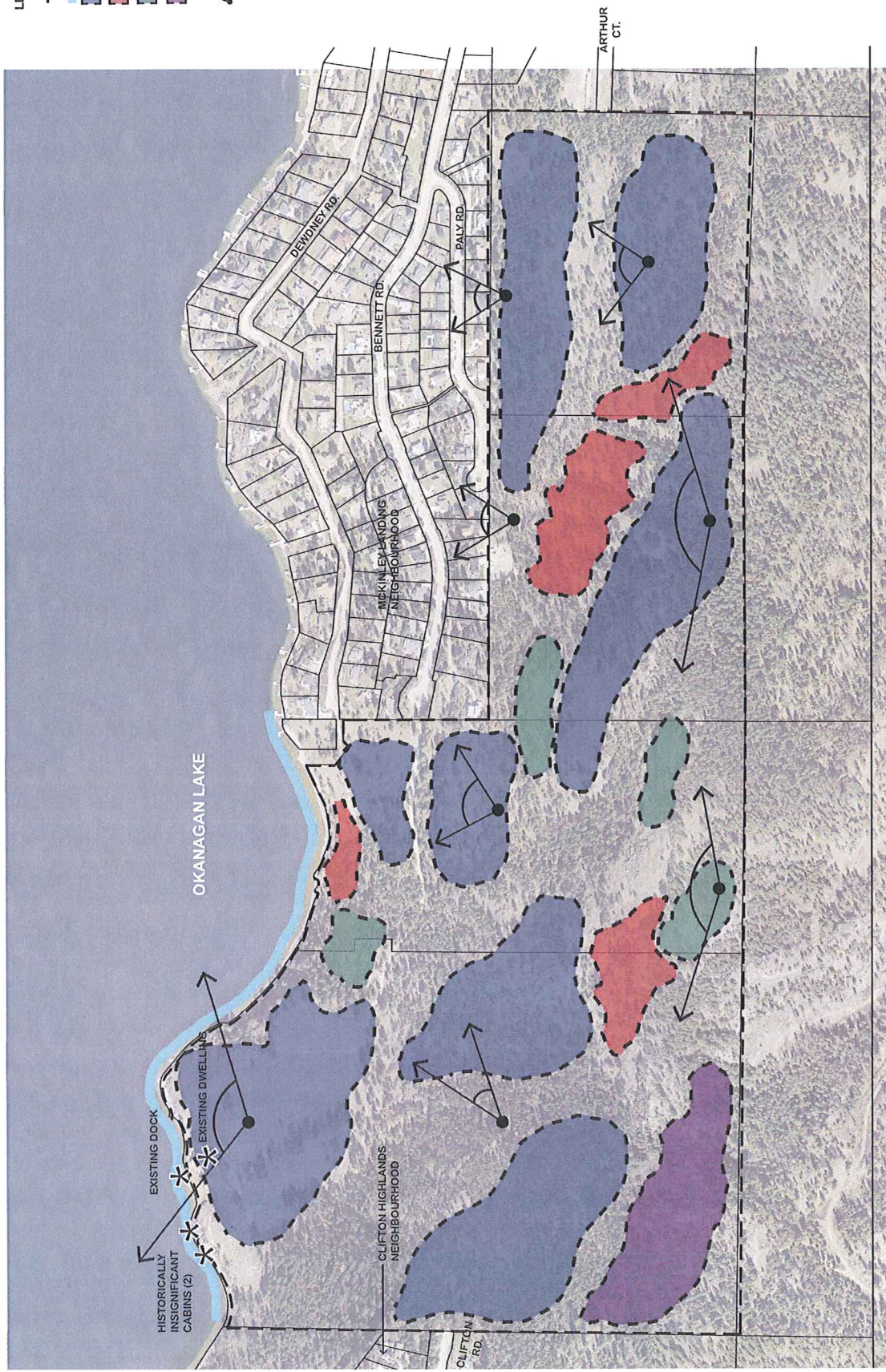
NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

SLOPE ANALYSIS

FIGURE 2.1

- LEGEND:**
- - - ASP BOUNDARY
 - SHORELINE
 - BENCH
 - RIDGE
 - ROCK OUTCROP
 - TALLUS SLOPE
 - VIEW CORRIDOR



Scale 1:5000

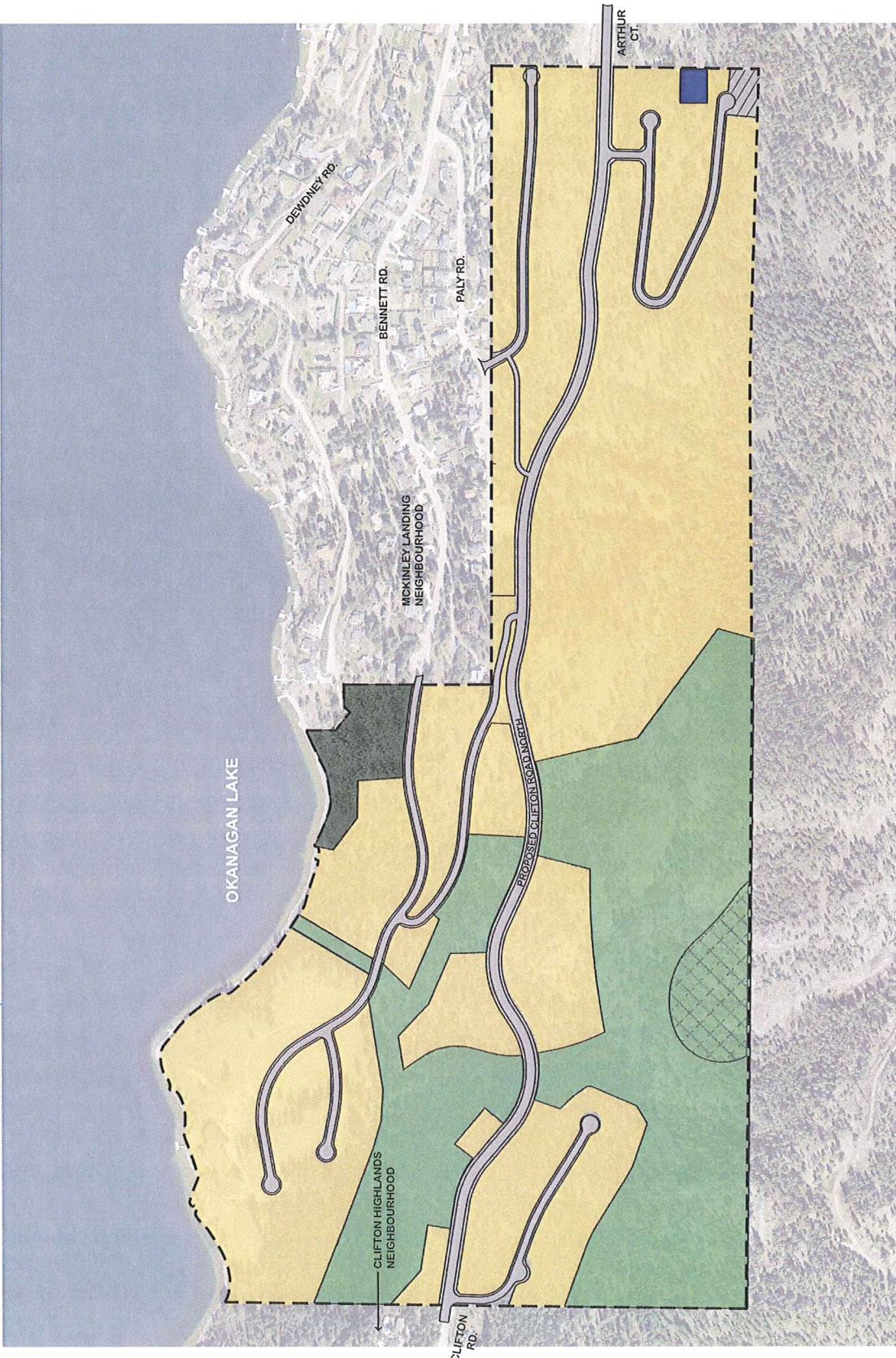
Disclaimer: This is a conceptual plan. Any development plans including site and transportation network shall be subject to further refinement at the subsequent development phase.



NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

SITE FEATURES
FIGURE 2.3



LEGEND:

- ASP BOUNDARY
- PROPOSED ROADWAY
- DEDICATED OPEN SPACE
- DEDICATED PARKLAND ACQUISITION
- SINGLE / TWO FAMILY RESIDENTIAL DEVELOPMENT
- FUTURE DEVELOPMENT AREA
- UTILITY LOT
- ROAD RESERVE



NORTH
Scale 1:5000

Disclaimer:
This map is conceptual in nature. Any development patterns including lots and transportation network are subject to change and further refinement at the subsequent development phases.

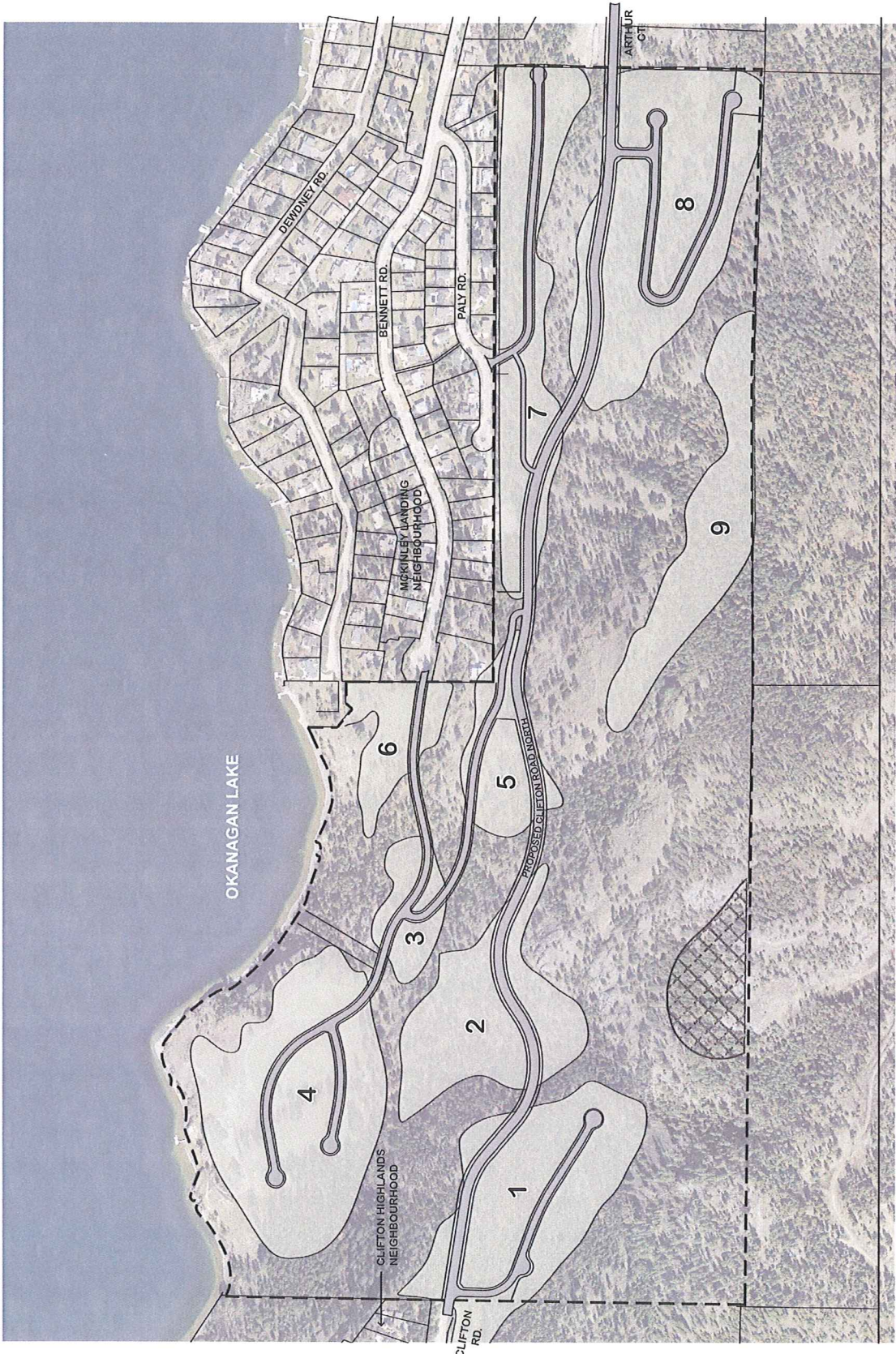


LAND USE CONCEPT

FIGURE 3.1

NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014



LEGEND:

- - - ASP BOUNDARY
- == PROPOSED ROADWAY
- 2 PROPOSED DEVELOPMENT ENCLAVE
- ▨ FUTURE DEVELOPMENT AREA



Scale 1:5000

This plan is conceptual in nature. Any development patterns including lots and transportation network are subject to change without notice and refinement at the subdivision development phase.

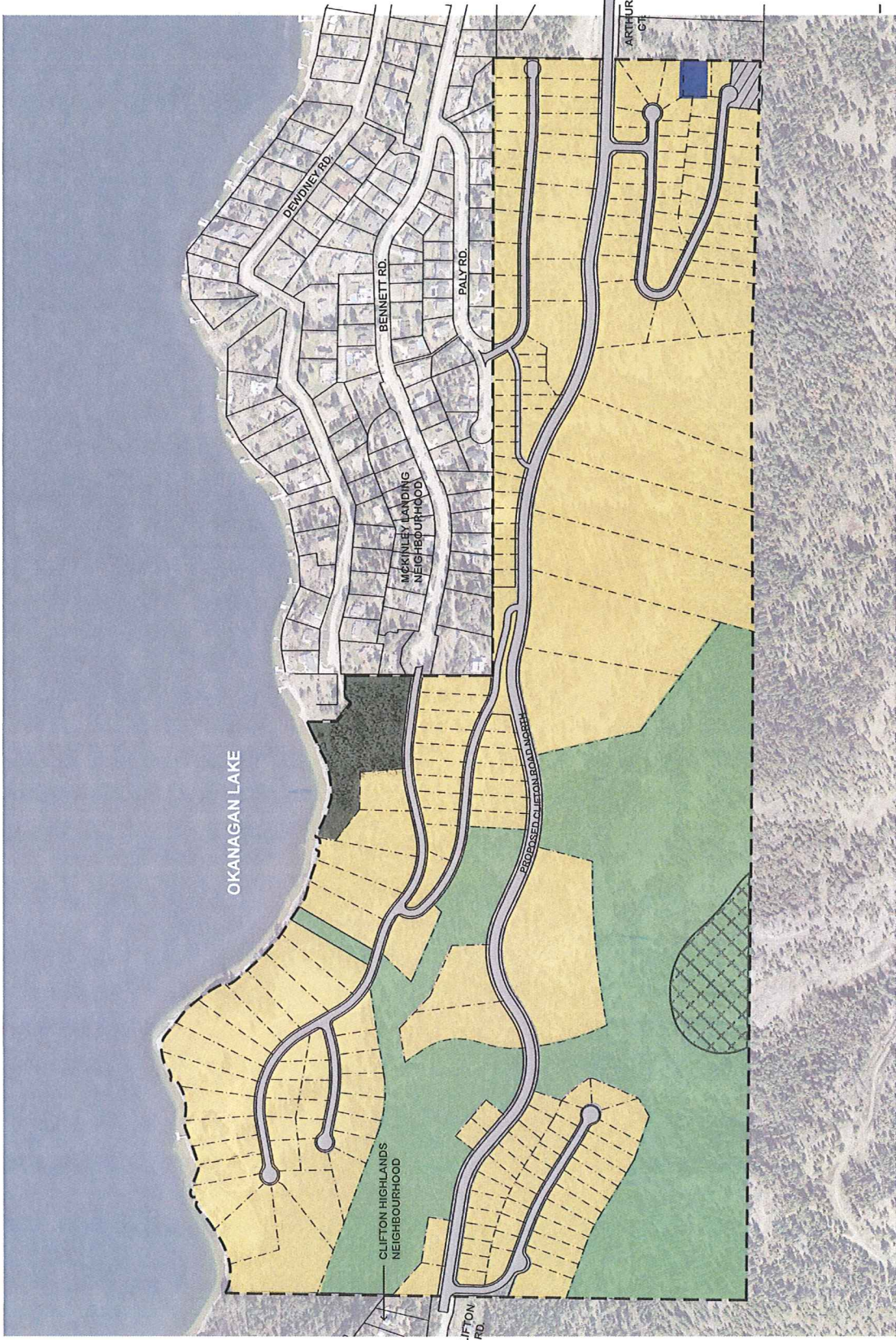


RESIDENTIAL ENCLAVES

FIGURE 3.2

NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014



PRELIMINARY LOT LAYOUT

FIGURE 3.3

NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014



LEGEND:

- ASP BOUNDARY
- PROPOSED ROADWAY
- WILDLIFE CORRIDORS
- ANTICIPATED 'ESA-1' IMPACT AREAS
- ESA VALUES (MAKONIS)
 - ESA-1 (VERY HIGH)
 - ESA-2 (HIGH)
 - ESA-3 (MODERATE)
 - ESA-4 (LOW)



Scale 1:5000

Disclaimer:
This map is conceptual in nature. Any development patterns including lots and transportation network at the subdivision development phase.

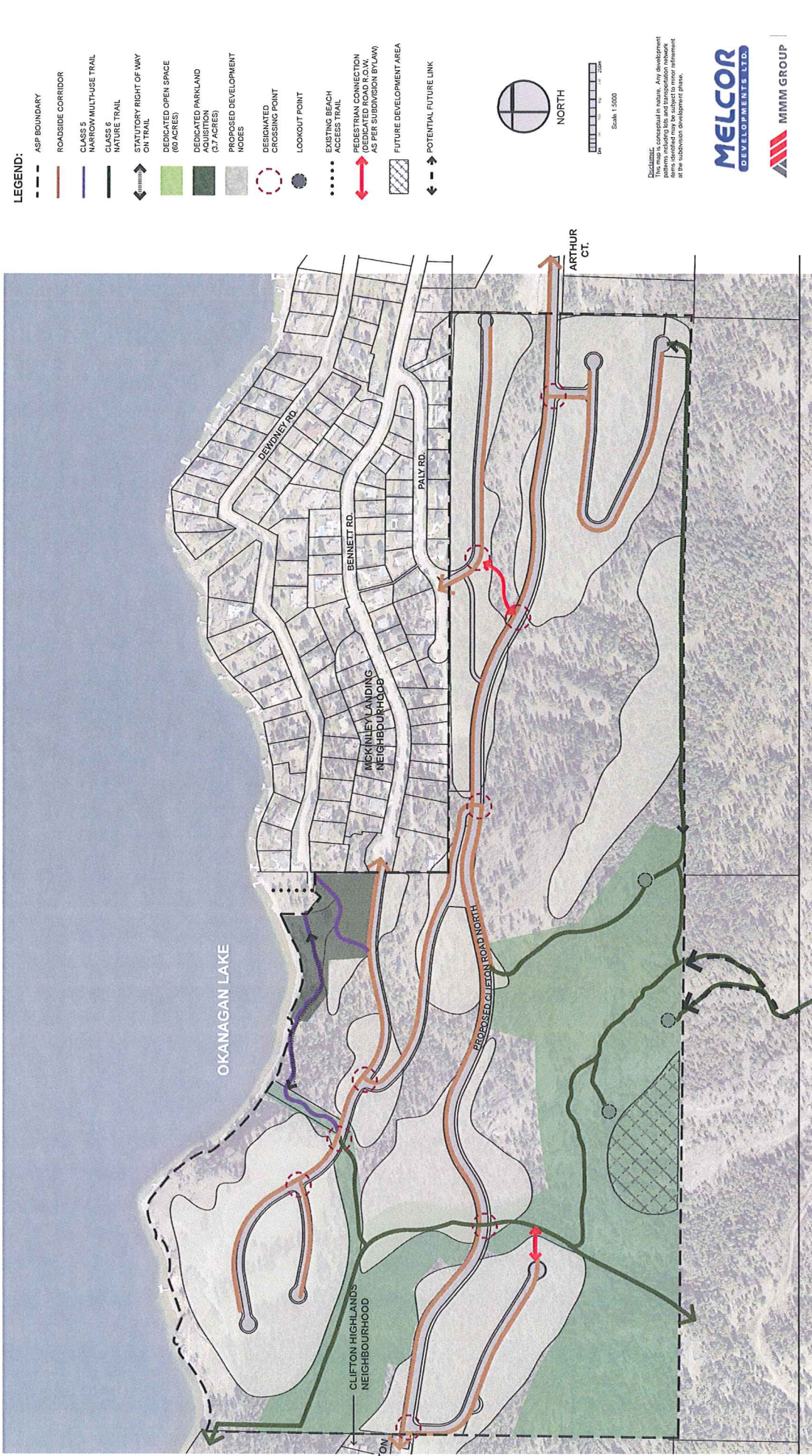


NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

ENVIRONMENTALLY SENSITIVE AREAS

FIGURE 3.4



MELCOR DEVELOPMENTS LTD.

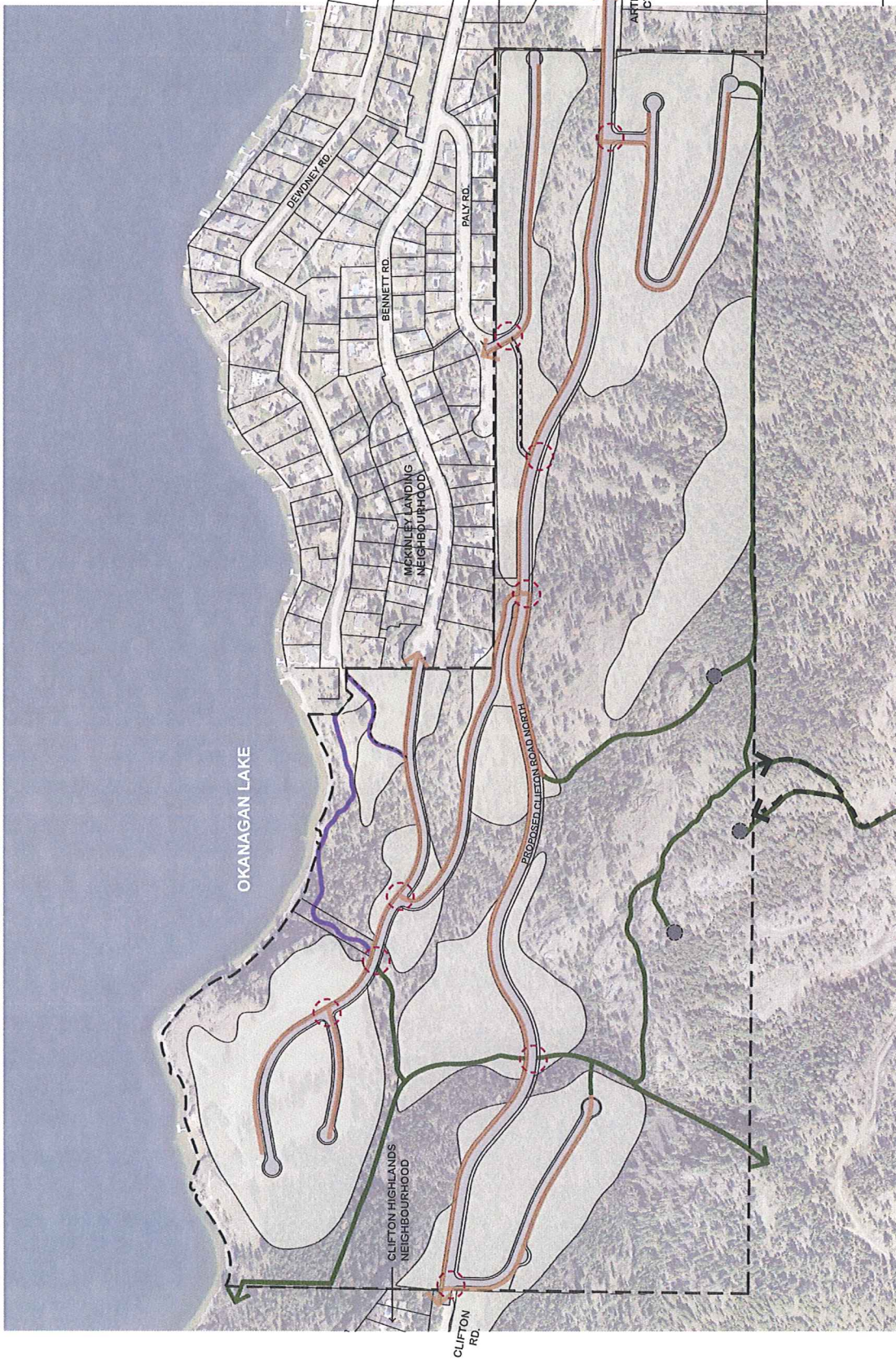
MMM GROUP

PARKS + OPEN SPACE

FIGURE 3.5

NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014



Disclaimer: Conceptual in nature. Any development patterns including lots and transportation network are subject to minor refinement as the landscape is subject to change.



TRANSPORTATION NETWORK

FIGURE 3.6

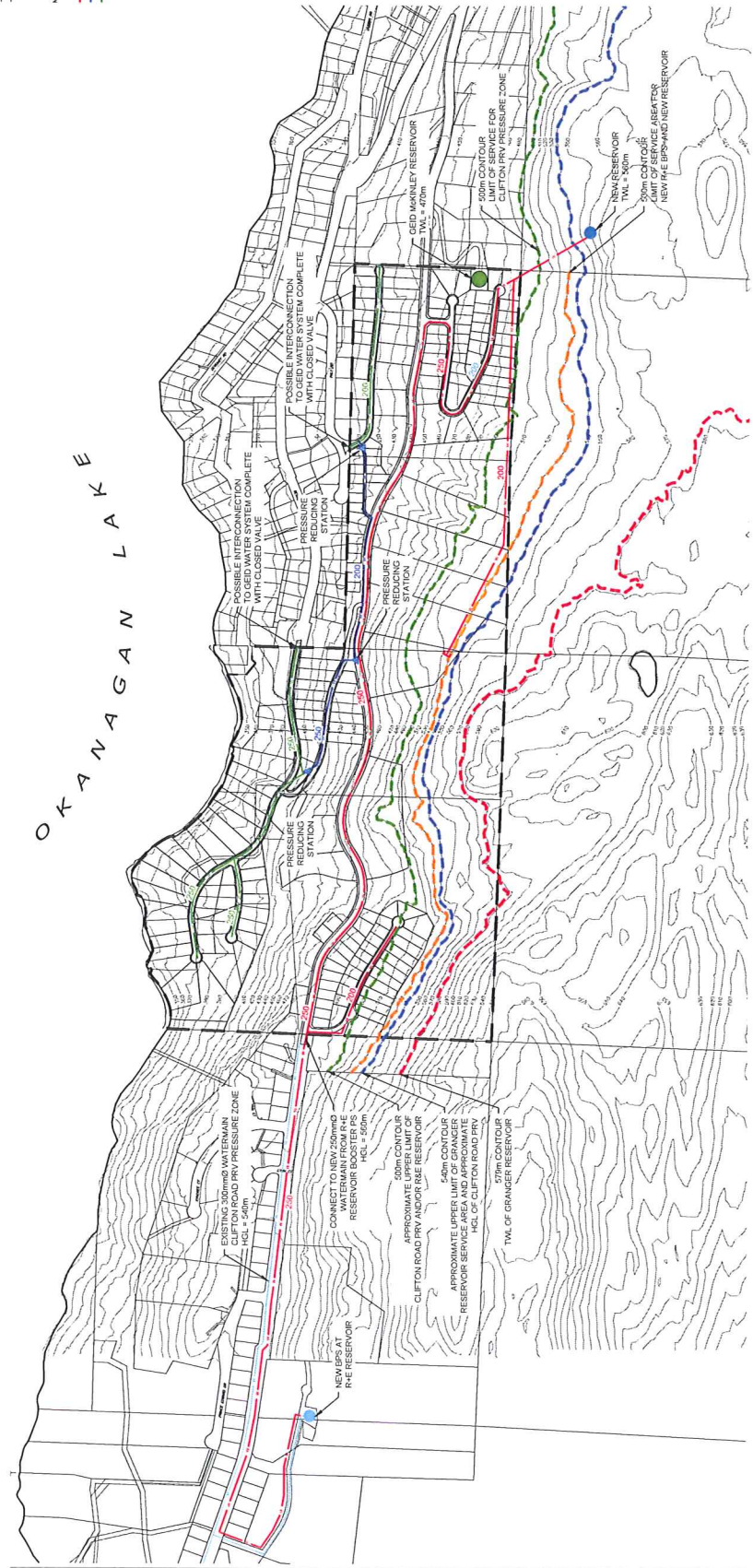
NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

LEGEND:

	METER MAIN
	SEWER MAIN
	NATURAL GAS
	POWER LINE
	TELEPHONE LINE
	CABLE TV LINE
	FIRE HYDRANT
	MANHOLE
	VALVE
	JUNCTION BOX
	TRANSFORMER
	POLE AND CROSSARM
	POLE AND CROSSARM WITH TRANSFORMER
	POLE AND CROSSARM WITH TRANSFORMER AND METER
	POLE AND CROSSARM WITH TRANSFORMER, METER AND VALVE
	POLE AND CROSSARM WITH TRANSFORMER, METER, VALVE AND MANHOLE
	POLE AND CROSSARM WITH TRANSFORMER, METER, VALVE, MANHOLE AND FIRE HYDRANT
	POLE AND CROSSARM WITH TRANSFORMER, METER, VALVE, MANHOLE, FIRE HYDRANT AND CABLE TV
	POLE AND CROSSARM WITH TRANSFORMER, METER, VALVE, MANHOLE, FIRE HYDRANT AND CABLE TV WITH METER

NOTES:
 - THE MAP IS A CONCEPTUAL PLAN. ANY DEVELOPMENT TERMS IDENTIFIED MAY BE SUBJECT TO MINOR REVISIONS AT THE SUBSEQUENT DEVELOPMENT PHASE.
 - THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY.
 - THE INFORMATION SHOWN ON THIS MAP IS BASED ON THE DATA PROVIDED BY THE CLIENT.
 - THIS MAP IS NOT TO BE USED AS A BASIS FOR ANY DESIGN OR CONSTRUCTION WORK.
 - THIS MAP IS NOT TO BE USED AS A BASIS FOR ANY LEGAL PROCEEDINGS.



Not to Scale

This map is conceptual in nature. Any development terms identified may be subject to minor refinements at the subsequent development phase.



WATER SYSTEM

FIGURE 3.7

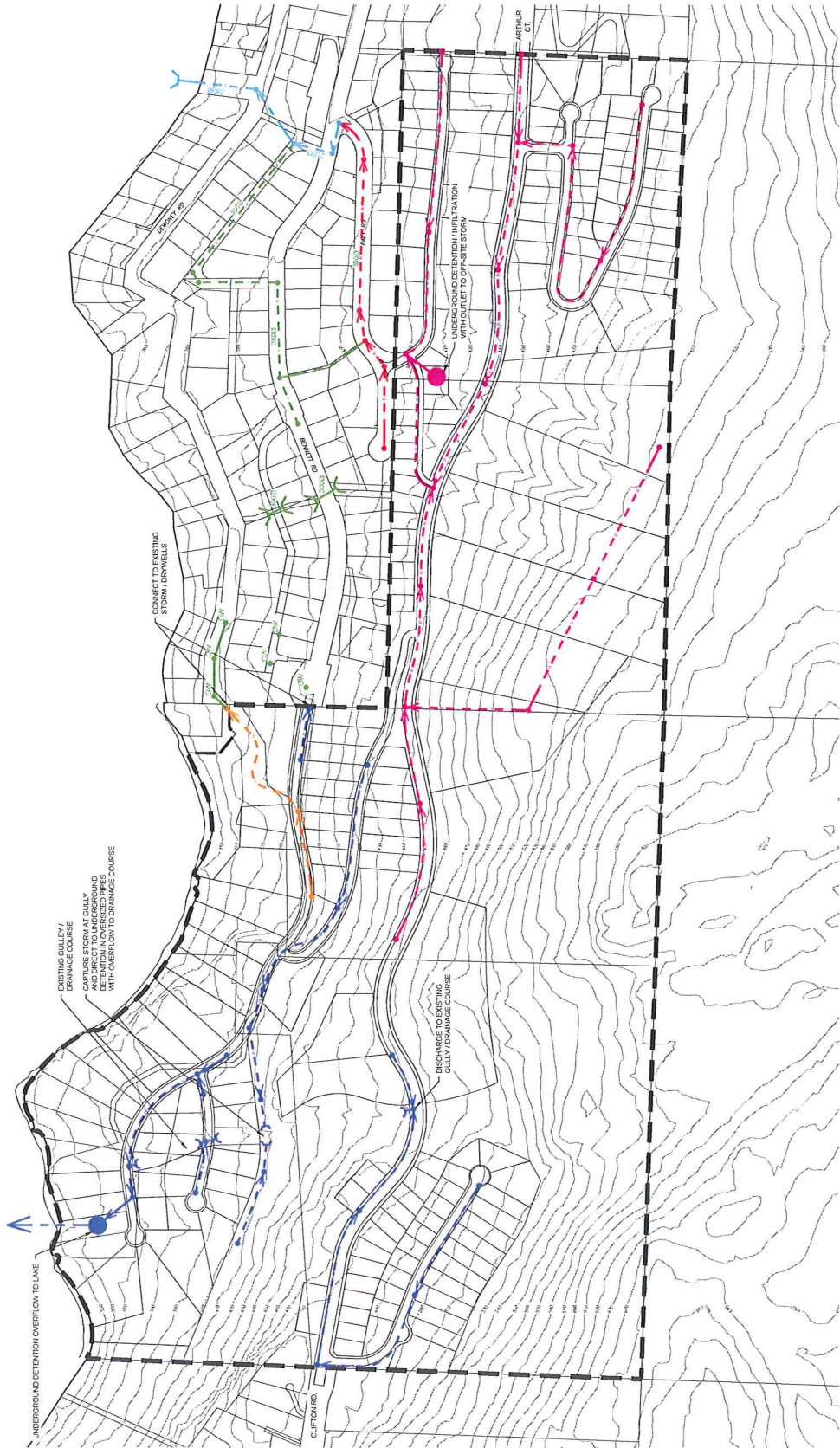
NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

OKANAGAN LAKE

LEGEND:

- WATER MAIN
- SEWER MAIN
- STORM MAIN
- WATER VALVE
- SEWER VALVE
- STORM VALVE
- MANHOLE
- COMBINATION
- MANHOLE
- WATER METER
- SEWER METER
- STORM METER
- WATER PILE
- SEWER PILE
- STORM PILE
- TOP OF SLOPE
- WATER MAIN
- SEWER MAIN
- STORM MAIN
- WATER VALVE
- SEWER VALVE
- STORM VALVE
- MANHOLE
- COMBINATION
- MANHOLE
- WATER METER
- SEWER METER
- STORM METER
- WATER PILE
- SEWER PILE
- STORM PILE
- TOP OF SLOPE
- WATER MAIN
- SEWER MAIN
- STORM MAIN
- WATER VALVE
- SEWER VALVE
- STORM VALVE
- MANHOLE
- COMBINATION
- MANHOLE
- WATER METER
- SEWER METER
- STORM METER
- WATER PILE
- SEWER PILE
- STORM PILE
- TOP OF SLOPE

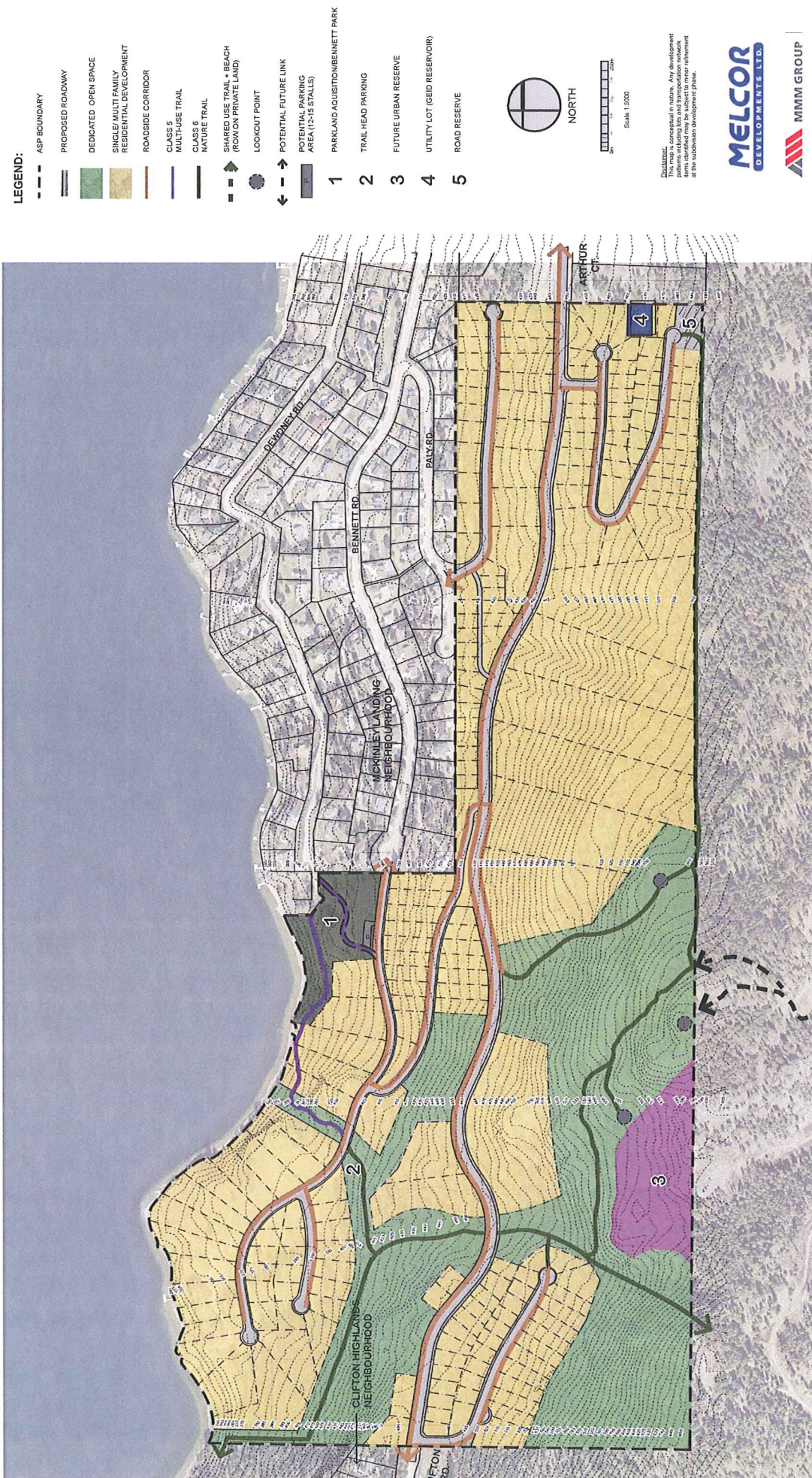


NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

MELCOR DEVELOPMENTS LTD.
MMM GROUP
STORMWATER MANAGEMENT

FIGURE 3.10



LAND USE CONCEPT + TRAIL NETWORK

FIGURE 3.11

NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014



LEGEND:

- - - ASP BOUNDARY
- PHASE 01
- PHASE 02
- PHASE 03
- PHASE 04
- PHASE 05
- PHASE 06



NORTH
Scale 1:5000

Disclaimer: This document is for informational purposes only. Any development plans including site and transportation network items identified may be subject to minor refinement at the discretion of the development phase.



PHASING PLAN

NORTH CLIFTON ASP - KELOWNA, BC

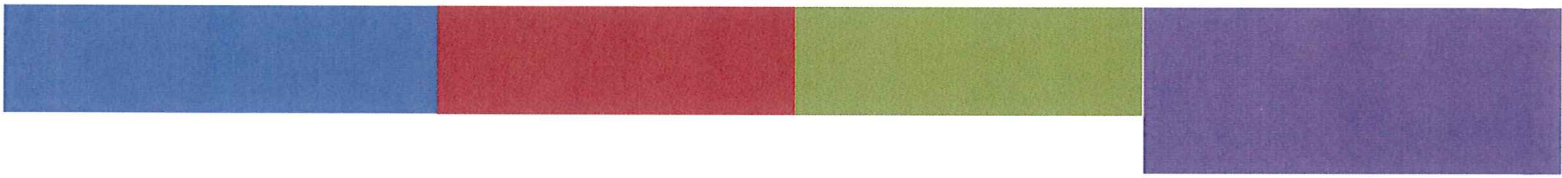
MARCH 2014

FIGURE 3.12

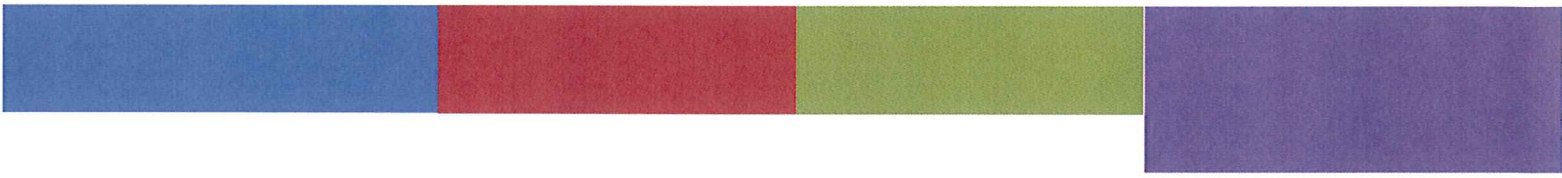


Appendix A

Geotechnical Study



Appendix B Environmental Assessment



Appendix C Traffic Impact Assessment



Appendix D

Road Safety Analysis



Appendix E Visual Impact Analysis



Appendix F Public Consultation Summary

Rationale for Extension of Clifton Road North

BACKGROUND:

The lands lying between the north end of Clifton Road and the south end of McKinley Landing are currently the subject of an Area Structure Plan (ASP) application process. The development of the ASP follows direction in the City's Official Community Plan (OCP), which identifies the area as suitable for future residential growth for a maximum of 200 dwelling units, as directed by an ASP.

The applicant initiated the ASP in the early summer of 2010. The applicant has invested a considerable amount of time and effort in working with City staff and both the Clifton Highlands Community Association (CHCA) and the McKinley Landing Residents' Association (MLRA). In turn, staff has provided the applicant with a Terms of Reference (TOR) for the preparation of the ASP. As a requirement of the ASP TOR, the applicant must prepare a Transportation Impact Analysis (TIA) to estimate the impact of the proposal on the City's transportation network. To accomplish this, a rough road network and major road connections had to be determined in advance.

Both the existing Clifton Highlands and McKinley Landing neighbourhoods suffer from limited accessibility from several perspectives. First, each neighbourhood is only accessible from one road: McKinley Road for McKinley Landing, and Clifton Road for Clifton Highlands. This status does not meet the City's emergency protection objectives. Beyond that, the properties provide limited opportunity for transit and active mode access. The development of the ASP presents the opportunity to consider the development of a public road connection that addresses these two issues.

Staff deliberated the option of a public road connection versus simply an emergency road connection between the two neighbourhoods. Two principal considerations were employed in this analysis: OCP policy direction, including transportation planning best practices, and emergency protection.

OCP Policy Direction:

At a high level, the OCP seeks to create a sustainable, balanced transportation network that reduces dependency on single occupancy vehicle use, emphasizing instead transit and active mode connectivity. Applying this to the subject application strongly suggests that a public road connection be made. Without this link, future transit service is rendered impractical and more costly from an operational perspective. Viable transit service to the area depends on this connection. The connection should also serve as an active modes link between the two neighbourhoods, and to Urban and Village Centres.

A more detailed look at the policy direction also reveals that the road network must respect the context of surrounding neighbourhoods and must be designed in accordance with the results of an In-Service Road Safety Audit. Taken together, all this points to a road connection that provides the benefits of emergency access, improved active modes connections and future transit access, while also respecting the semi-rural residential environment.

Emergency Protection:

The Kelowna Fire Department (KFD) has had the opportunity to be involved in this ASP process early on. KFD is a strong advocate for the full public road connection. Both the neighbourhoods affected and the lands subject to the ASP are within an area having an extreme wildfire hazard rating. In fact, a significant wildfire occurred in the Clifton Highlands neighbourhood in 2007. Luckily, no lives or homes were lost in that fire. However, the fire serves as a reminder that best practices for emergency protection strongly encourage two fully public road connections. This way, should one road connection be severed, the other may still be used simultaneously by residents leaving the area and by emergency services entering the area.

A gated emergency access is not a feasible alternative to this connection. The logistics associated with such situations are inefficient and may place the lives of residents at risk. Should the single public road connection be severed, the gated emergency access will need to serve both residents evacuating and emergency services arriving, at times simultaneously. A locked gate access can lead to complications with respect to practical application in emergency situations, and the need for simultaneous access for emergency services and egress for residents may impede the effectiveness of emergency services responses.

At the most fundamental level, a public road connection will assist in reducing the response times for all emergency services (police, fire, ambulance). In some cases, this may represent the difference between life and death.

RESIDENT CONCERNS & STAFF POSITION

Using this rationale, staff has communicated both to area residents and to the developer the requirement for the connection. A very substantial response has been received by Clifton Highlands residents concerned about the perceived negative impacts of a public road connection. McKinley residents have also voiced their concerns. Residents have written to staff and to elected officials, and have voiced their concerns in person at an open house hosted by the developer in March 29, 2012. The area residents' concerns focus on two principal points:

- Existing road capacity and safety; and
- Impact of additional traffic volume.

In brief, residents state that the north end of Clifton Road is dangerous in its present condition, having limited lighting, few sidewalks, and areas with steep gradients, and that a significant increase in traffic will exacerbate these issues. Second, residents are concerned that a public road connection will create a very busy "thoroughfare" that will prove deleterious to the amenity of the area.

Staff both understand and appreciate the concerns expressed by residents regarding the impacts of the road connection. A Transportation Impact Analysis (TIA) for the project has been completed. However, the full impact of the connection is not yet known, as an In-Service Road Safety Audit is still underway. With this in mind, staff feel strongly that the objectives identified in the OCP and those of transportation planning best practices can be implemented in a manner that respects the amenity of the surrounding area and the safety of both present and future residents. Given this, Staff is committed to embarking on a road design process yielding a connection that:

- Provides a fully functional, year-round second access and egress route;
- Improves safety for all road users;
- Is effectively designed to restrict vehicular travel to posted speeds;
- Improves access for active modes; and
- Makes transit service viable.

NEXT STEPS:

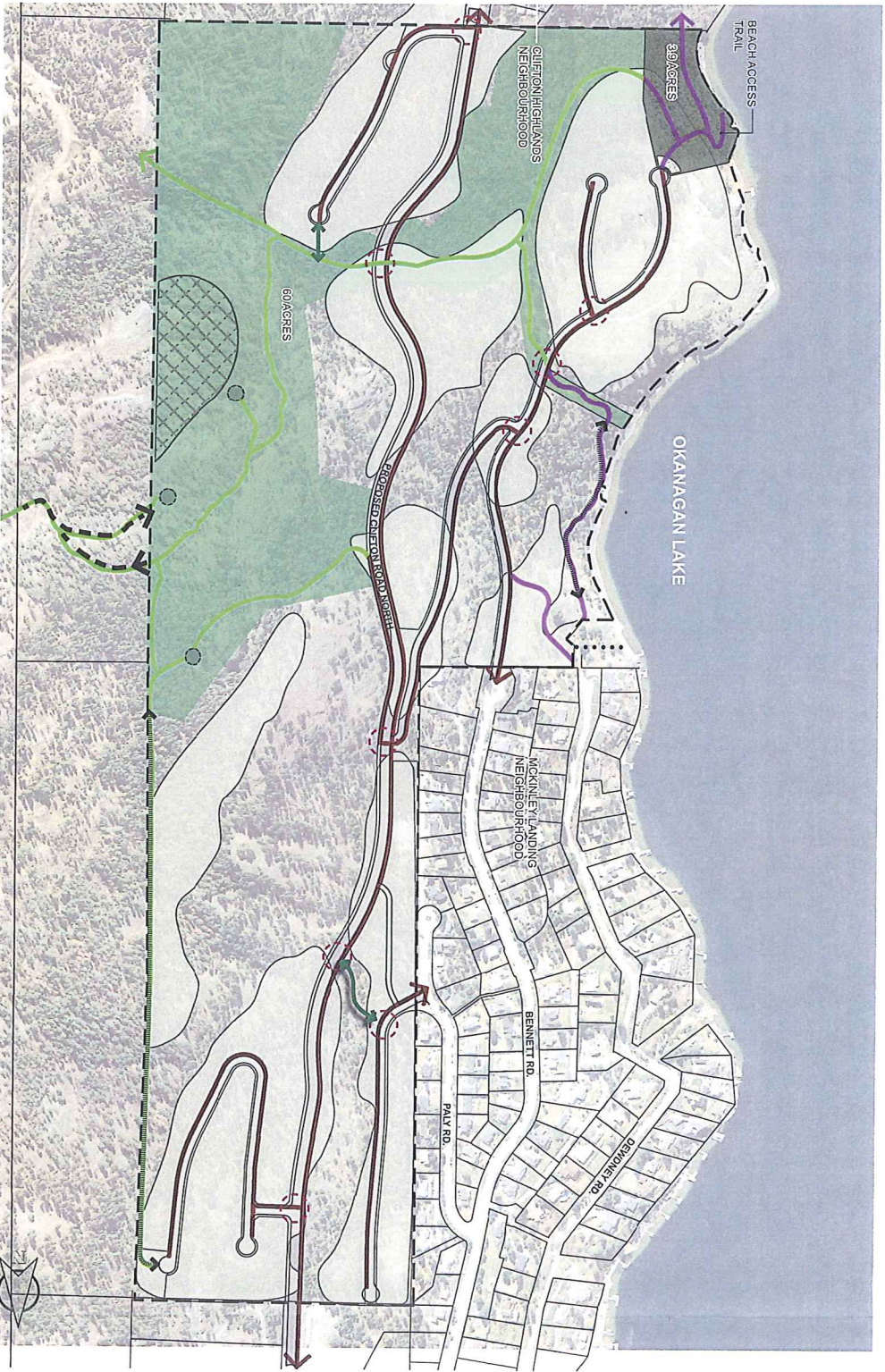
The ASP is structured to take place in two phases. Phase I identifies existing conditions and site context. An Open House was also held in this phase to gain input from residents early in the process. This phase has been completed.

Phase II of the ASP is where issues such as land use, servicing, and roads are addressed in detail. During these coming steps, Staff will ensure that the process remains transparent, featuring open and active lines of communication with area residents. In addition to regular discussions with area Residents' Associations, website updates, and monthly summaries, at least one Open House hosted by the developer will be held during this phase. These efforts, approved by Council on April 23, 2012, should help support a process that provides meaningful consultation.

While City staff is seeking a permanent public road connection for the above rationale, the final decision on the matter will be that of Council through the ASP and land use approval process.

Land Use Management
1435 Water Street
Kelowna, BC V1Y 1J4
TEL 250 469-8626
FAX 250 862-3320
kelowna.ca

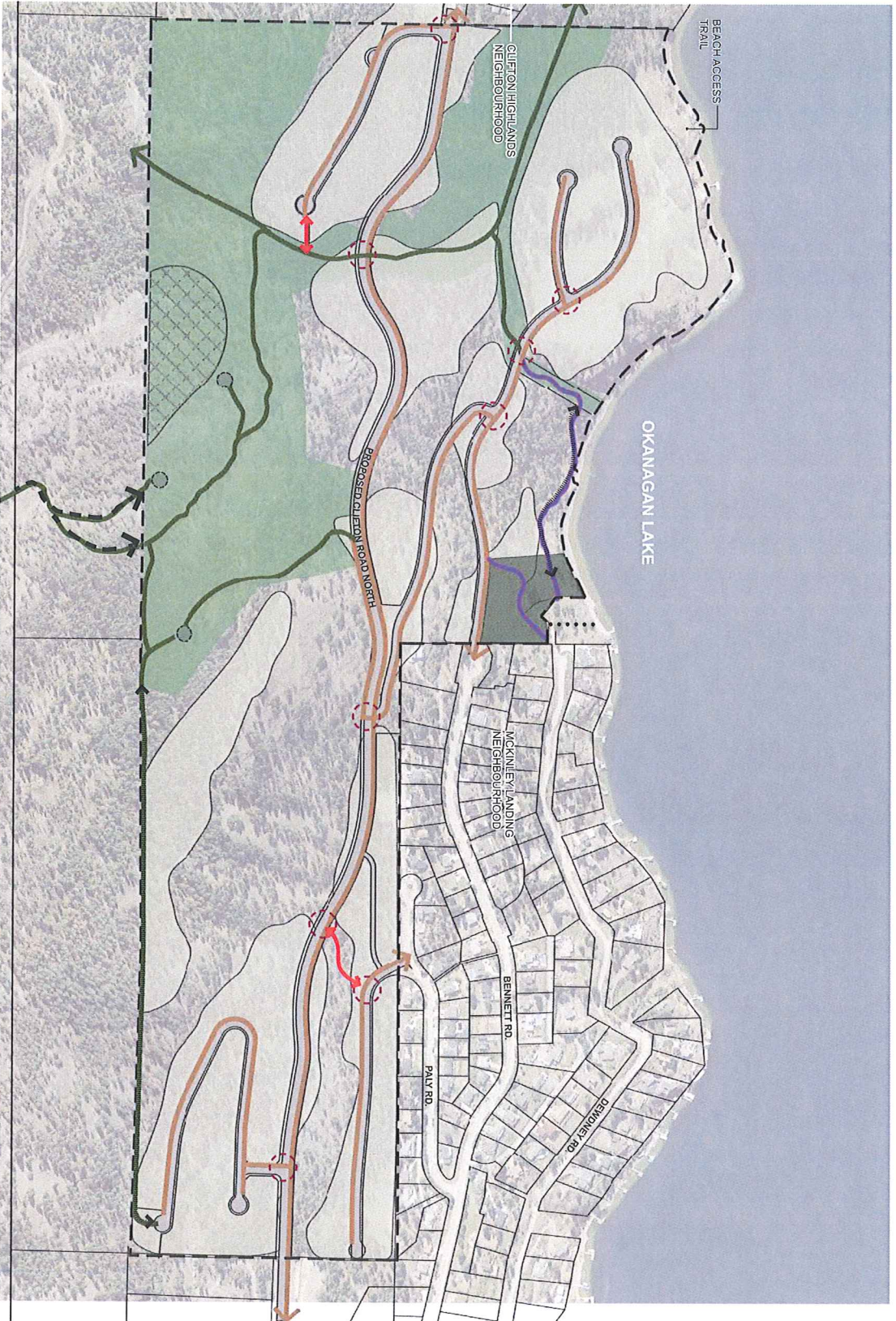
A-Attachment 3
Map of Original Park Location



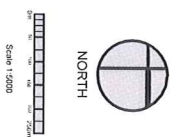
Legend:

--- ASP BOUNDARY	● LOOKOUT POINT
--- ROADSIDE CORRIDOR	○ DESIGNATED CROSSING POINT
--- CLASS 5	● EXISTING BEACH ACCESS POINT
--- NARROW MULTI-USE TRAIL	● ● ● ● ● ACCESS TRAIL
--- CLASS 6	↔ PEDESTRIAN CONNECTION (DEDICATED ROAD R.O.W. AS PER SUBDIVISION BY-LAW)
--- NATURE TRAIL	▨ FUTURE DEVELOPMENT AREA
↔ STATUTORY RIGHT-OF-WAY ON TRAIL	→ POTENTIAL FUTURE LINK
■ DEDICATED OPEN SPACE (60 ACRES)	
■ DEDICATED PARKLAND ACQUISITION (3.9 ACRES)	
■ PROPOSED DEVELOPMENT NODES	

Attachment 4
Revised Park Location



- LEGEND:**
- ASP BOUNDARY
 - ROADSIDE CORRIDOR
 - CLASS 5
 - CLASS 6
 - NARROW MULTI-USE TRAIL
 - NATURAL TRAIL
 - STATUTORY RIGHT-OF-WAY ON TRAIL
 - DEDICATED OPEN SPACE (20 ACRES)
 - DEDICATED PARKLAND ACQUISITION (3.9 ACRES)
 - PROPOSED DEVELOPMENT NODES
 - DESIGNATED CROSSING POINT
 - LOOKOUT POINT
 - EXISTING BEACH ACCESS TRAIL
 - PEDESTRIAN CONNECTION (RED AND ORANGE) (AS PER SUBMISSION BY LWM)
 - ▨ FUTURE DEVELOPMENT AREA
 - POTENTIAL FUTURE LINK



Disclaimer: Notwithstanding to whom, any development permits including but not transportation network are identified may be subject to minor refinement at the discretion of the planning process.

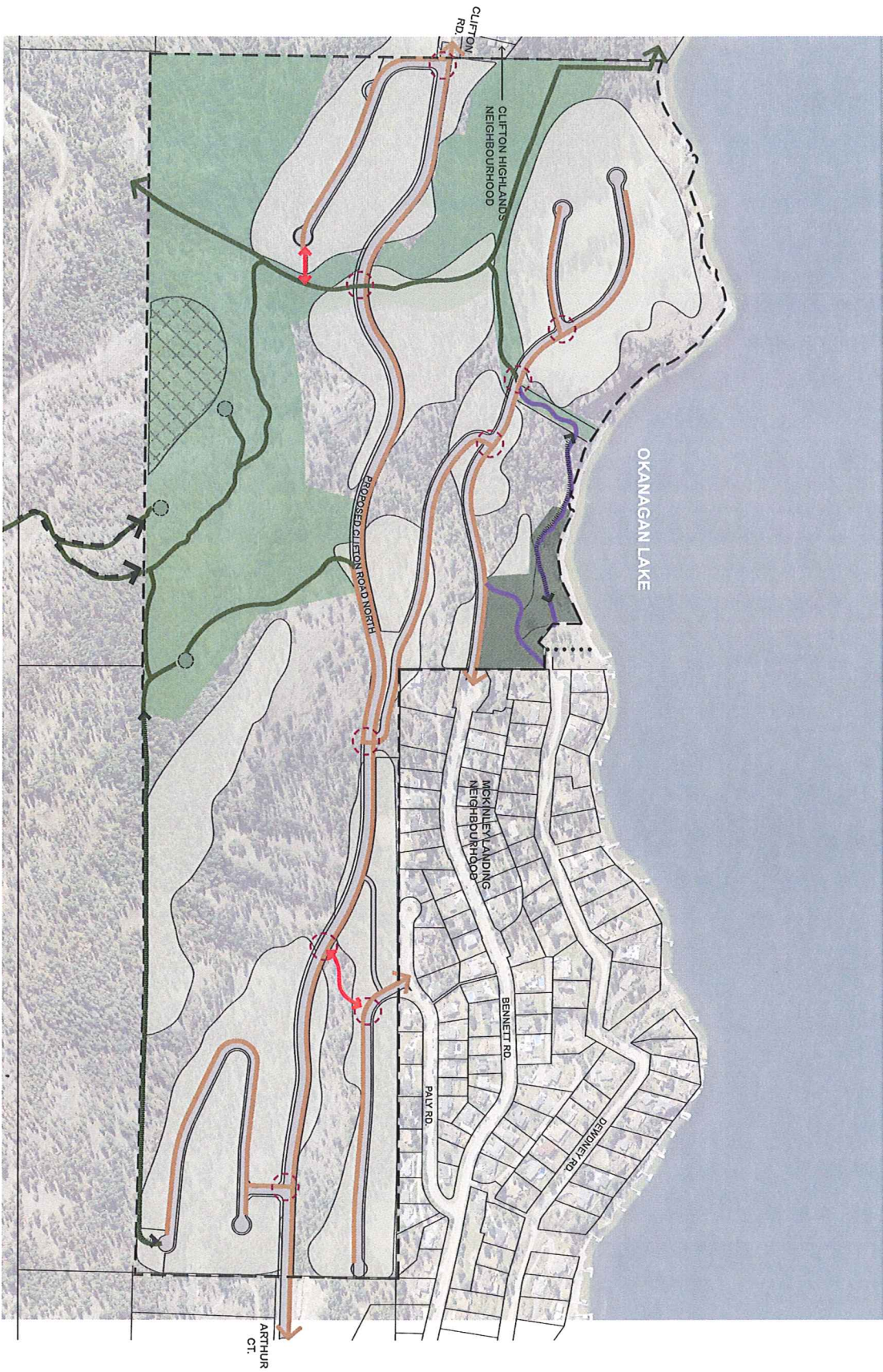


NORTH CLIFTON ASP - KELOWNA, BC

MAY 2013

PARKS + OPEN SPACE
FIGURE 3.5

Attachment 5
Final Park Proposal



NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

PARKS + OPEN SPACE
FIGURE 3.5

MELCOR
DEVELOPMENTS LTD.

MMM GROUP

These plans are conceptual in nature. Any development patterns, including site and transportation networks, are subject to change and are not intended to be used as a basis for any development or investment at the subdivision development stage.

Scale: 1:5000

NORTH

- LEGEND:**
- ASP BOUNDARY
 - ROADSIDE CORRIDOR
 - CLASS 5
 - NARROW MULTI-USE TRAIL
 - CLASS 2
 - NATURAL TRAIL
 - STATUTORY RIGHT OF WAY ON TRAIL
 - DEDICATED OPEN SPACE (60 ACRES)
 - DEDICATED PARKLAND ACQUISITION (3.7 ACRES)
 - PROPOSED DEVELOPMENT NODES
 - DESIGNATED CROSSING POINT
 - LOOKOUT POINT
 - EXISTING BEACH ACCESS TRAIL
 - ↔ PERPETRAN CONNECTION (AS PER SUBDIVISION BYLAW)
 - ▨ FUTURE DEVELOPMENT AREA
 - ↔ POTENTIAL FUTURE LINK

N

Subject Property Notes:

- Amend the OCP for a portion of the properties from Future Urban Reserve to Public Service Utilities

Subject Properties Notes:

- Amend the OCP for a portion of the properties from Future Urban Reserve to Single/Two Unit Residential













Subject Properties Notes:

- Amend the OCP for a portion of the properties from Future Urban Reserve to Major Park and Open Space

Subject Properties Notes:

Future Urban Reserve boundary

**MAP "A" OCP AMENDMENT
OCP13-0019 MAP 4.1**

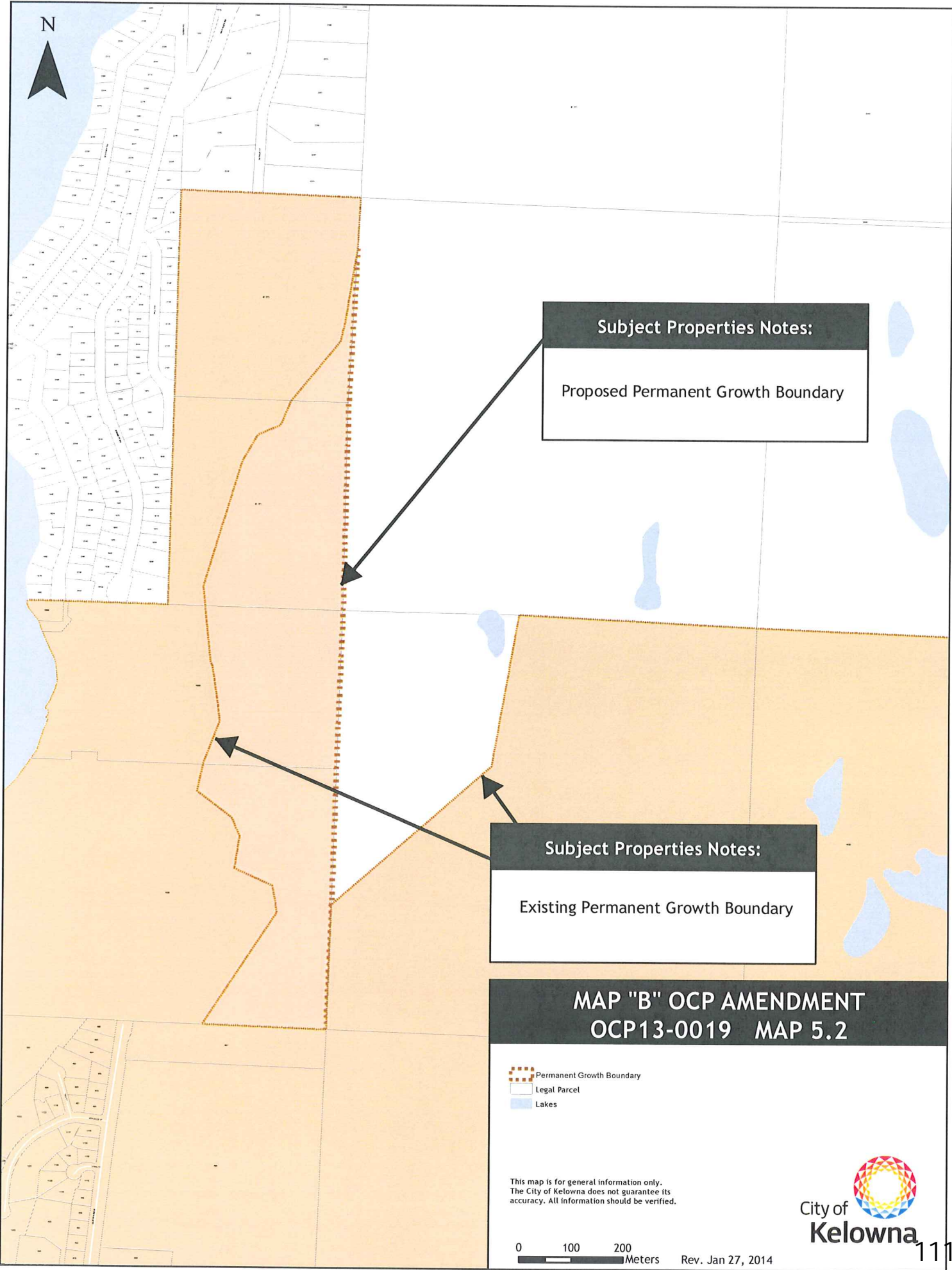
- | | |
|---|--|
|  Education / Institutional |  Proposed Major Park and Open Space |
|  Future Urban Reserve |  Proposed Single / Two Unit Residential |
|  Multiple Unit Residential (Cluster Housing) |  Proposed Future Development Area |
|  Major Park and Open Space |  Proposed Public Service Utilities |
|  Single / Two Unit Residential |  Permanent Growth Boundary |
|  Single / Two Unit Residential - Hillside |  Legal Parcel |

This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.

0 80 160 Meters

Rev. May 12, 2014





Subject Properties Notes:
Proposed Permanent Growth Boundary

Subject Properties Notes:
Existing Permanent Growth Boundary

**MAP "B" OCP AMENDMENT
OCP13-0019 MAP 5.2**

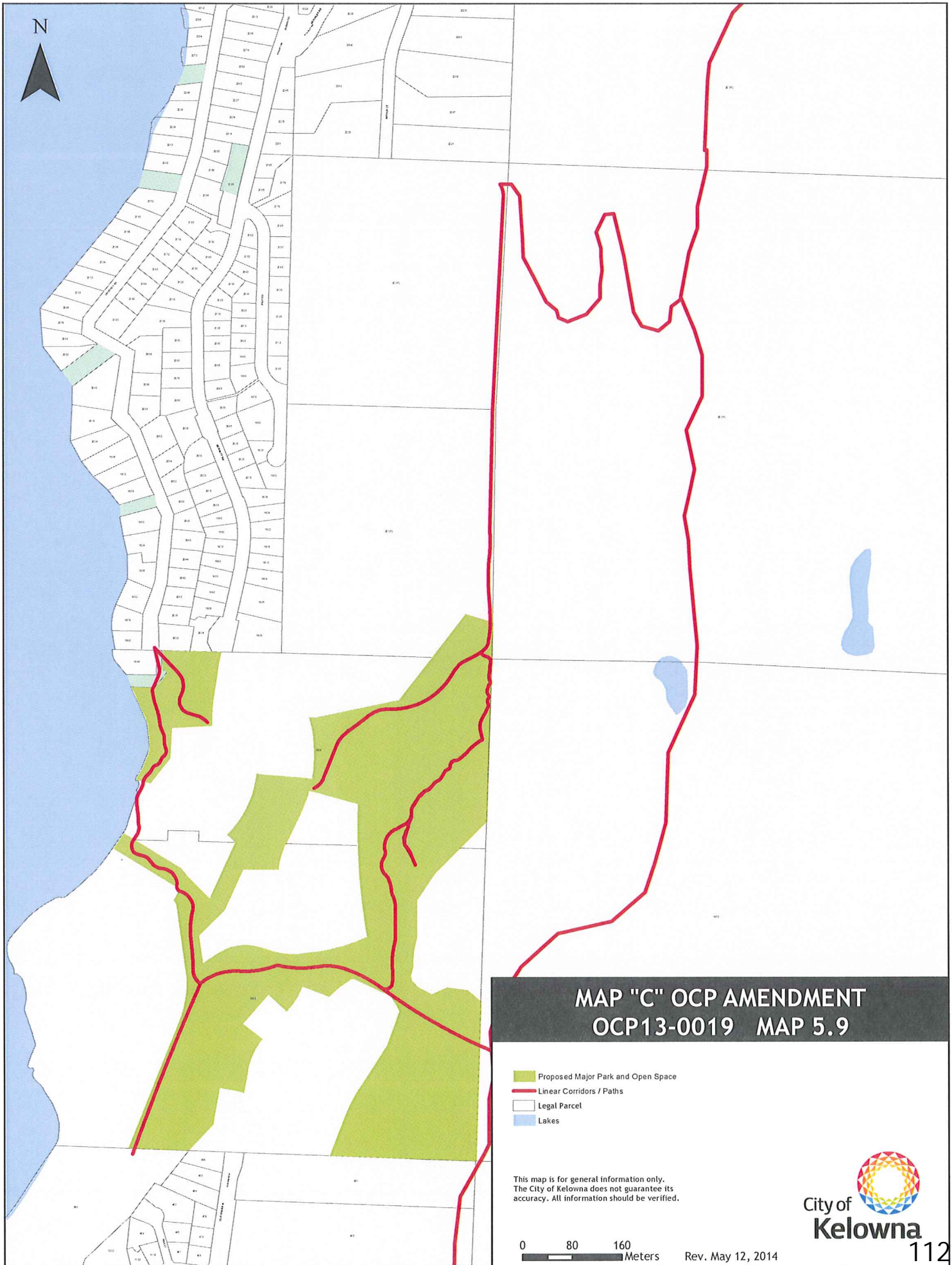
- Permanent Growth Boundary
- Legal Parcel
- Lakes

This map is for general information only.
The City of Kelowna does not guarantee its
accuracy. All information should be verified.



Rev. Jan 27, 2014





**MAP "C" OCP AMENDMENT
OCP13-0019 MAP 5.9**

- Proposed Major Park and Open Space
- Linear Corridors / Paths
- Legal Parcel
- Lakes

This map is for general information only.
The City of Kelowna does not guarantee its
accuracy. All information should be verified.

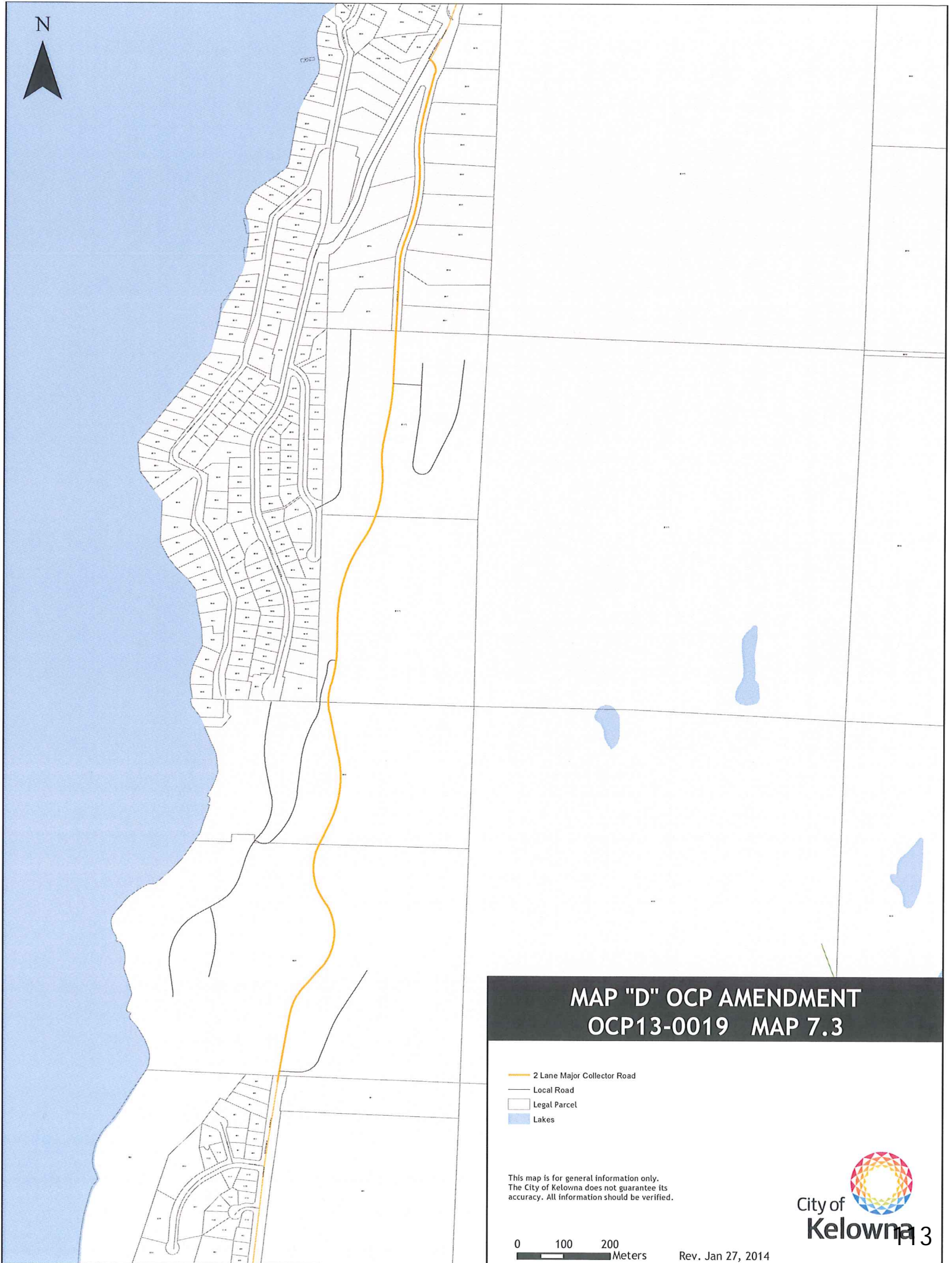
0 80 160
Meters

Rev. May 12, 2014



City of
Kelowna

N



MAP "D" OCP AMENDMENT OCP13-0019 MAP 7.3

-  2 Lane Major Collector Road
-  Local Road
-  Legal Parcel
-  Lakes

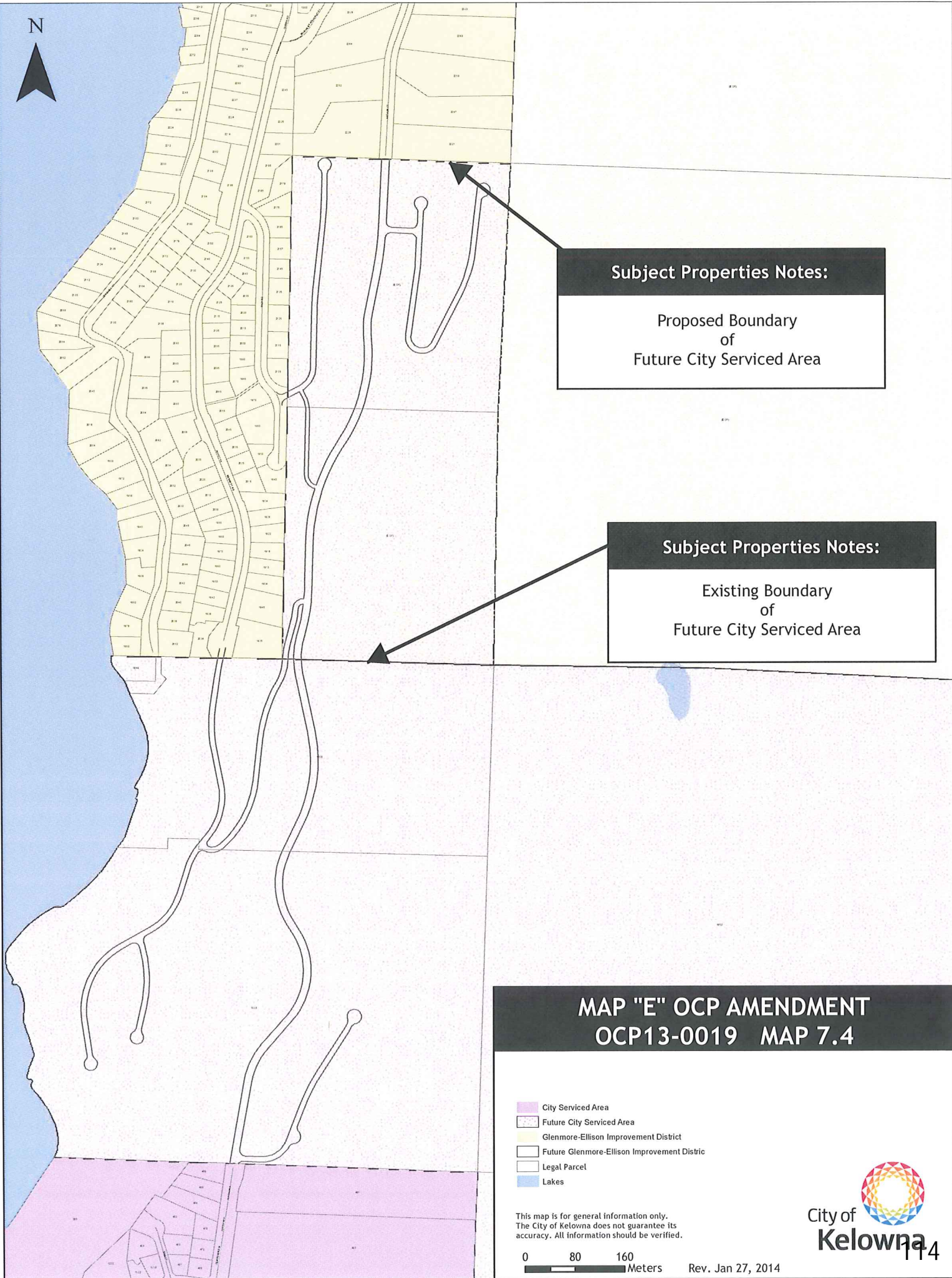
This map is for general information only.
The City of Kelowna does not guarantee its
accuracy. All information should be verified.

0 100 200
Meters

Rev. Jan 27, 2014



N



Subject Properties Notes:

Proposed Boundary
of
Future City Serviced Area

Subject Properties Notes:

Existing Boundary
of
Future City Serviced Area

**MAP "E" OCP AMENDMENT
OCP13-0019 MAP 7.4**

-  City Serviced Area
-  Future City Serviced Area
-  Glenmore-Ellison Improvement District
-  Future Glenmore-Ellison Improvement District
-  Legal Parcel
-  Lakes

This map is for general information only.
The City of Kelowna does not guarantee its
accuracy. All information should be verified.

0 80 160
Meters

Rev. Jan 27, 2014



REPORT TO COUNCIL



Date: 6/23/2014
RIM No. 1250-30
To: City Manager
From: Urban Planning Department (RS)
Application: OCP13-0017/Z13-0040 **Owner:** TAMDAN VENTURES LTD.,
INC.NO. BC0862314
Address: 901-911 Stremel Road **Applicant:** GTA Architecture
Subject: OCP Amendment and Rezoning Applications
Existing OCP Designation: Commercial/Industrial
Proposed OCP Designation: Service Commercial
Existing Zone: C9 - Tourist Commercial / I2 - General Industrial
Proposed Zone: C10 - Service Commercial

1.0 Recommendation

THAT Official Community Plan Bylaw Amendment No. OCP13-0017 to amend Map 4.1 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by changing the Future Land Use designation of portions of Lot 1, Section 34, Township 26, ODYD EPP35554, located on 901-911 Stremel Road, Kelowna, BC from the Commercial and Industrial designations to the Service Commercial designation, as shown on Map "A" attached to the Report of Urban Planning Department dated June 23, 2014, be considered by Council;

THAT Rezoning Application No. Z13-0040 to amend City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of portions of Lot 1, Section 34, Township 26, ODYD EPP35554, located on 901-911 Stremel Road, Kelowna, BC, from the C9-Tourist Commercial zone and the I2-General Industrial Zone to the C10-Service Commercial zone, as shown on Map "B" attached to the Report of the Urban Planning Department dated June 23, 2014, be considered by Council.

AND THAT the Official Community Plan Bylaw Amendment Bylaw and the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration.

AND FURTHER THAT final adoption of the Zone Amending Bylaw be considered in conjunction with Council's consideration of a Development Permit for the subject property.

AND FURTHER THAT final adoption of the Zone Amending Bylaw be considered subsequent to the requirements of the Development Engineering Branch, Black Mountain Irrigation District, Ministry of Transportation and Infrastructure being completed to their satisfaction.

2.0 Purpose

To rezone the subject parcel from C9 and I2 to C10, and redesignate the subject parcel from Commercial / Industrial to Service Commercial, to facilitate the development of a new automobile dealership.

3.0 Urban Planning

Urban Planning staff is supportive of the overall development concept, as it is consistent with the vision of the Official Community Plan (OCP) for the site. The building and supporting landscaping place considerable design effort on the site's Highway 97 frontage, which contributes to the development of an improved highway corridor.

The proposed development meets the requirements of the Zoning Bylaw, therefore should the land use and OCP amendments be supported by Council, the applicant will not be seeking any variances.

4.0 Proposal

4.1 Background

The majority of the subject property is the former home of the "Malibu Grand Prix" Go-Kart Racing business.

4.2 Project Description

The applicant proposed to construct an automobile dealership (Orchard Ford) at the intersection of Hwy.97 North and Stremel Road. The new building proposed would be located towards the eastern side of the site and midway between north and south property boundaries.

The proposed building is two storeys in height with show room, office, and service and parts areas at grade with a second storey office area above. The overall building area is 2869m². The design of the building has been directed by the Ford Motor Company's Millennium program standard which sets design standards for Ford dealerships. The exterior of the building is comprised of white aluminium composite panels with low E curtain walls of window glazing.

In stark contrast to the relatively simple building elevations, the applicants have proposed a site design and landscape plan allows for generous landscaping within the sites parking areas and visual interest is added to the street frontages with 4 landscaped vehicle "playgrounds" for display and marketing.

4.3 Site Context

The subject property is situated in an area in transition with a number of transportation related project currently in the planning/pre-construction phases including the 6 lane widening of Hwy.97N and the extension of Mayfair Road through the Advanced Precast site to the east. The proposed land use (automotive sales) is consistent /compatible with surrounding land uses.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU1 - Large Lot Housing	Single Family Home
East	I2 - General Industrial	Advanced Pre-Cast & other construction related businesses
South	C3 - Community Commercial	McCurdy Corner Plaza - Movie Theatre, Bowling, Pub, Furniture/Appliance Sales
West	C9 - Tourist Commercial	Scandia

Subject Property Map: 901-911 Stremel Road



4.4 Zoning Analysis

Zoning Analysis Table		
CRITERIA	C10 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Lot Area	1000m ²	20900m ²
Lot Width	40m	96m
Lot Depth	30m	145m
Development Regulations		
Floor Area Ratio	0.65	0.18
Height	12m	66.75m
Front Yard	2m	9m
Side Yard (west)	2m	49m
Side Yard (east)	0m	9m
Rear Yard	0m	31m

Site Coverage (Buildings)	60%	11.85%
Other Regulations		
Minimum Parking Requirements	82 stalls	103 stalls
Bicycle Parking	11	11
Loading Space	3m ²	3m ²

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Compact Urban Form.¹ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Retention of Commercial Land.² In order to ensure that the City's commercial land supply is not eroded, where the OCP Bylaw 10500 indicated a commercial land use designation for the property, the expectation would be that there be no net loss of commercial space on the site as a result of the redevelopment to include other uses.

6.0 Technical Comments

6.1 Building & Permitting Department

- Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permit(s) for new construction
- Demolition permits are required for any existing structures.
- This building may be required to be sprinklered throughout. It appears that this building has three major occupancies. Any proposed deviance from this requirement of BCBC 12 requires an approved alternate solution report approved prior to the release of the Development Permit.
- A Geotechnical report is required to address the sub soil conditions at time of building permit application.
- A Building Code analysis is required for the structure at time of building permit applications, but the following items may affect the form and character of the building(s):

The British Columbia Building Code (BCBC 2012) may define this development as two separate buildings with possibly three separate major occupancies (D & E in building 1 and D & F2 in building #2). If a firewall is to be utilized, a complete building code analysis would be required to be reviewed prior to complete comments (at time of building permit application) being provided for the spatial separation between the two buildings. Fire shutters would be a requirement and hooked to the fire alarm system to allow for the unprotected openings between buildings and a 900mm High non combustibile fire wall must be constructed to separate the two structures. A 900mm high firewall parapet will affect the form and character of the building(s).

¹ City of Kelowna Official Community Plan, Chapter 5 (Development Process), Policy 5.2.3.

² City of Kelowna Official Community Plan, Chapter 5 (Development Process), Policy 5.24.2.

The exits from the upper floor levels do not appear to meet minimum code requirements (number of exits, travel distance, etc). The code analysis is to contain a plan showing travel distances along with a code compliance analysis for the interconnected floors, 2nd stories, horizontal exits, convenience stairs and rated stairwell exits. This can be submitted at time of building permit application, but additional rated stairs may be required depending on the code analysis, which may affect the form and character of the building(s).

- Size and location of all signage to be clearly defined as part of the development permit
- Full Plan check for Building Code related issues will be done at time of Building Permit applications

6.2 Development Engineering Department

See Attachment dated December 9, 2013.

6.3 Bylaw Services

No concerns.

6.4 Fire Department

Fire department access, fire flows 150lt/sec, and hydrants as per the BC Building Code and City of Kelowna Subdivision Bylaw #7900. Requirements of the Fire and Life Safety Bylaw 10760 shall be met. Additional comments will be required at the building permit applications.

6.5 Interior Health Authority

This office has no concern or objection to the above referenced and proposed development application provided that the development will be serviced by community sanitary sewer and community water systems.

6.6 Irrigation District - BMID

See attached correspondence from Black Mountain Irrigation District.

6.7 Fortis - Electric

There are primary electrical distribution facilities within Stremel Road and Highway 97 N. The applicant is responsible for costs associated with any changes to the subject properties' existing service, if any, as well as the provision of appropriate land rights where required.

6.8 Infrastructure Planning

As per the Works and Services Bylaw street trees are required in the boulevard on both Highway 9 and Stremel Road. Boulevard and sidewalk widths, materials and locations should match what has already been constructed to the south.

6.9 Ministry of Transportation

Given the information provided by the City regarding the Mayfair Road extension including the proposed fall 2014 construction schedule, the Ministry has no further objection to the development proceeding. We will be prepared to affix signature to the bylaw once it has received third reading and has been uploaded into our eDAS file accordingly.

For your information, the applicant is currently in discussion with the Ministry Major Project team regarding final configuration of the Highway 97/Finns/Stremel intersection.

7.0 Application Chronology

Date of Application Received: November 8, 2013

Public Notification & Consultation: February 28 - March 10, 2014

Date of MOTI rezoning comments: May 27, 2014

Report prepared by:

Ryan Smith, Urban Planning Manager

Approved for Inclusion:



Doug Gilchrist, Director, Community Planning & Real Estate

Attachments:

Site Plan

Conceptual Elevations

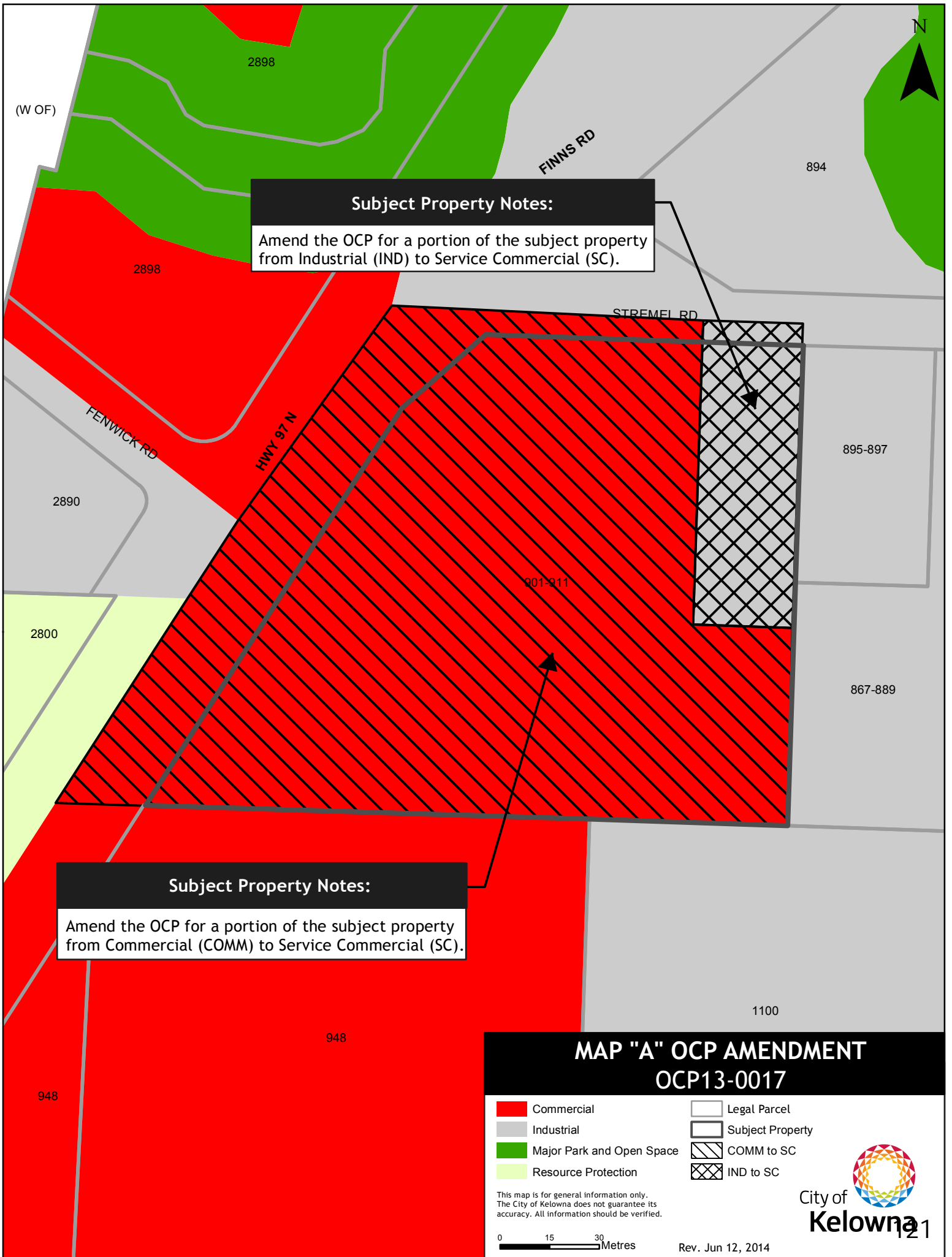
Landscape Plan

Map "A" - Proposed OCP Amendment

Map "B" - Proposed Rezoning

Development Engineering Report Dated: December 9, 2013

BMID Email Dated: November 20, 2013



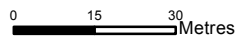
Subject Property Notes:
 Amend the OCP for a portion of the subject property from Industrial (IND) to Service Commercial (SC).

Subject Property Notes:
 Amend the OCP for a portion of the subject property from Commercial (COMM) to Service Commercial (SC).

**MAP "A" OCP AMENDMENT
 OCP13-0017**

- Commercial
- Industrial
- Major Park and Open Space
- Resource Protection
- Legal Parcel
- Subject Property
- COMM to SC
- IND to SC

This map is for general information only.
 The City of Kelowna does not guarantee its accuracy. All information should be verified.



Rev. Jun 12, 2014



FINNS RD

RU1

Subject Property Notes:

Rezone a portion of the subject property from I2 General Industrial to C10 Service Commercial.

STREMEL RD

I2

A1

C9

FENWICK RD

HWY 97 N

Subject Property Notes:

Rezone a portion of the subject property from C9 Tourist Commercial to C10 Service Commercial.

C3

C3LP

MAP "B" PROPOSED ZONING

File #Z13-0040

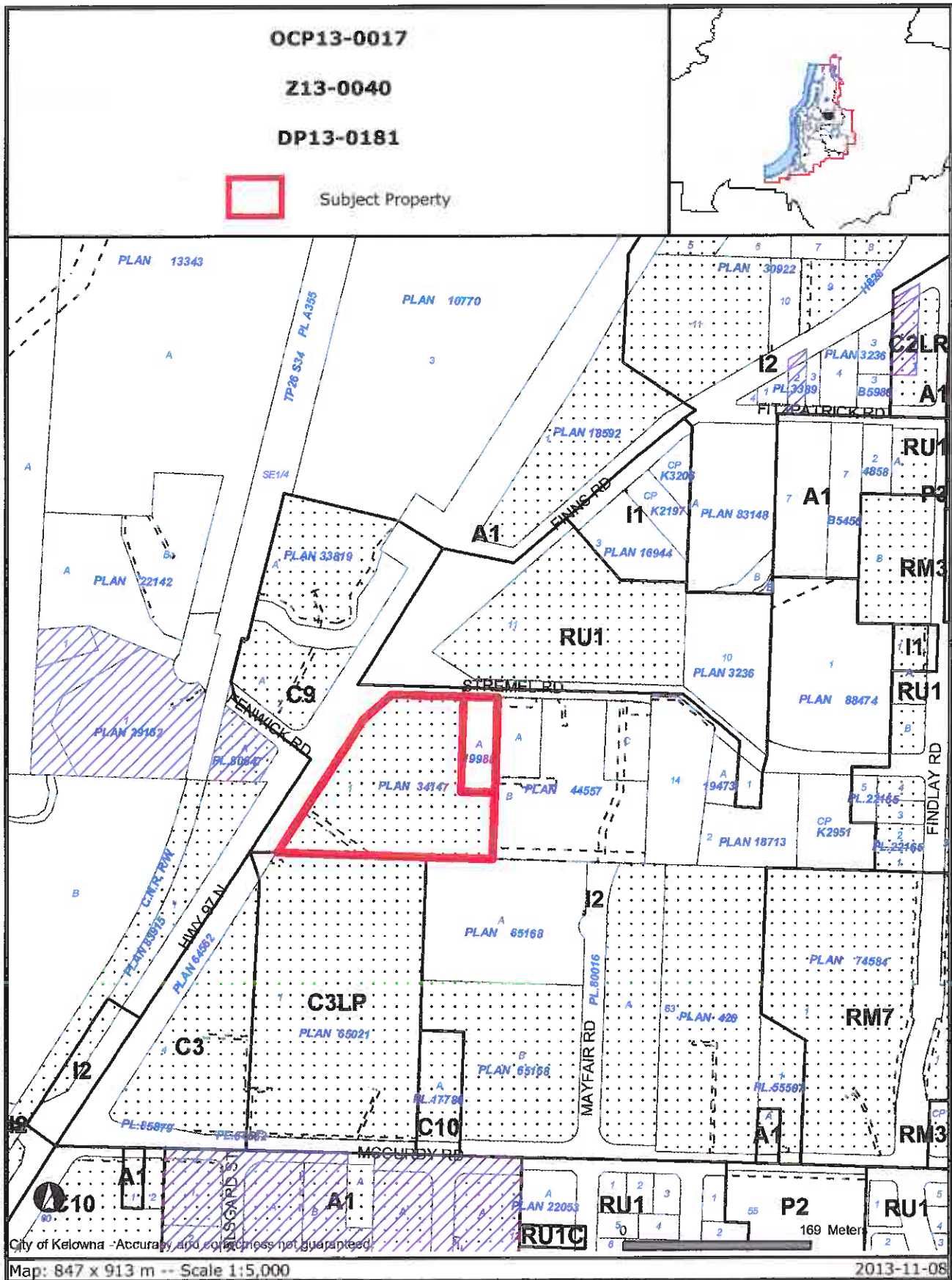
- Legal Parcel
- C9 to C10
- Subject Property
- I2 to C10

This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.

0 15 30 Metres

Rev. Jun 12, 2014





Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only.
 The City of Kelowna does not guarantee its accuracy. All information should be verified.

ORCHARD FORD COMMERCIAL DEVELOPMENT 901 STREMEL ROAD, KELOWNA, BC

CONCEPTUAL RENDERING



LOCATION MAP

NORTH



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SURVEYOR:
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KELOWNA, B.C. V1Y 8L2
PHONE: (250) 762-7222
EMAIL: ru@ruiwalla.com

LANDSCAPE:

BENCH SITE DESIGN:
CONTACT: GARY TOMPOROWSKI &
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EMAIL: info@gtmarchitect.com

LIST OF DRAWINGS:

- ARCHITECTURAL:**
A1.1 COVER SHEET
A2.1 PERSPECTIVE
A3.1 MAIN FLOOR PLAN
A3.2 SECOND FLOOR PLAN
A4.1 BUILDING ELEVATIONS
A4.2 BUILDING ELEVATIONS
A4.3 BUILDING SECTIONS
- LANDSCAPE:**
L1.1
S1.1

PROJECT INFO:

CIVIC ADDRESS:
801 & 911 STREMEL ROAD, KELOWNA, BC.
LEGAL ADDRESS:
LOT 1, PLAN 24147, LOT A PLAN 18888
ZONING:
CURRENT: CS - TOURIST COMMERCIAL 1-1 INDUSTRIAL
PROP: C10
O.C.P.:
CURRENT: CS & I1
STE AREA:
APPROX. 2.08 ha (224,558 sq ft/5.16 Acres)

BUILDING AREA(GROSS FLOOR AREA)

MAIN FLOOR 2407.7m² (25877 sq GFA)
SECOND FLOOR 377.3m² (4075 sq GFA)
TOTAL: 2785.0m² (29952 sq GFA)
BUILDING HEIGHT: TWO STOREY (8m)
GRADE ELEVATION: 297.00 ± m

CITY OF KELOWNA BC ZONING BYLAW NO. 8000 ANALYSIS:

- SECTION 7 - LANDSCAPING AND SCREENING
7.3.2 REFUSE AND RECYCLING BINS SCREENING FROM ADJACENT STREETS AND LOTS
7.3.3 PROVIDE ACCESS LAKE, MIN. 3M WIDE & 4.5M TALL
7.3.4 MINIMUM LANDSCAPE BUFFERS
7.4.1 LEVEL 4: MIN 0.6 BUFFERS
7.5.1 FRONT PLANKING ST, LEVEL 4
7.5.2 REAR YARD LEVEL 3
7.5.3 SIDE YARD (HIGHWAY 87): LEVEL 4
- SECTION 9 - PARKING AND LOADING
9.1 OFF-STREET VEHICLE PARKING
TABLE 8.10 AUTOMOTIVE REPAIR SHOPS, 2 PER SERVICE BAY
1133m²/1082 ± = 38 SPACE
SALES OFFICES AND SERVICE WRITE-UP OFFICES
TOTAL REQUIRED: 48 SPACES
TOTAL PROVIDED: 48 SPACES
+ PRODUCT DISPLAY
(88 REG-305M+1HC)

8.1.7 PARKING SPACES FOR THE DISABLED

- 9) PER B.C. BUILDING CODE 1/100 NOT REQUIRED PROP: 3 SPACES
8) MIN LENGTH: 2.5m PROP: 2 SPACES
MIN HEIGHT: 2.0m PROP: 4 SPACES
MIN WIDTH: 1.8m PROP: 2 SPACES
MID SIZE MAX NUMBER: 40% PROP: 30 SMALL SPACES
MIN LENGTH: 3.0m PROP: N/A
MIN 1 SIDE OBSTRUCTED WIDTH: 2.8m PROP: N/A
MIN 2 SIDES OBSTRUCTED WIDTH: 3.0m PROP: N/A
- 8.4 OFF-STREET BICYCLE PARKING
TABLE 8.3:
CLASS 3: 0.6/100m G.A. (1/3500.6/1000 = 7 SPACES)
PROP: 7 SPACES
- 8.4.8 DEVELOPMENT STANDARDS
MIN WIDTH: 0.6m
MIN LENGTH: 1.8m
MIN HEIGHT: 1.9m
- SECTION 14.10 - C10 - SERVICE COMMERCIAL
14.10.2 MINIMUM USERS
GENERAL REQUIREMENT: SEE SECTION 14.30.2 OF BYLAW FOR LIST
PROP: AUTOMOTIVE AND MINOR RECREATIONAL SALES
+ AUTOMOTIVE AND EQUIPMENT REPAIR SHOPS
- 14.10.6 DEVELOPMENT REGULATIONS
MAX HEIGHT IS THE LESSER OF 12.0m OR 3 STOREYS PROP: 8 m
MAX FLOOR AREA RATIO: 0.65 PROP: 11.5%
MAX GROUND COVER: 45% PROP: 0.48
MIN SIDE YARD: 0.3m, 2.0m FROM FLANKING ST. PROP: 30.42m, 35.64m
MIN REAR YARD: 0.3m PROP: 31.07m

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NO.	REVISION	DATE	BY	CHKD

gta

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FAX: (250) 874-3368
EMAIL: info@gtmarchitect.com

ORCHARD FORD
NEW DEALERSHIP
STRUCMEL of Hwy 97 N
KELOWNA, BC
901-8

COVER SHEET

DATE: JULY 2013
REVISIONS:
A0.0
DATE: JULY 2013
FILE: A007

THE DEVELOPER MUST BE ADVISED
 ALL CONVEYANCES AND COUNTERS
 TO THE PROJECT
 MUST BE IN ACCORDANCE WITH THE
 PROPERTY OF THE INDUSTRY.

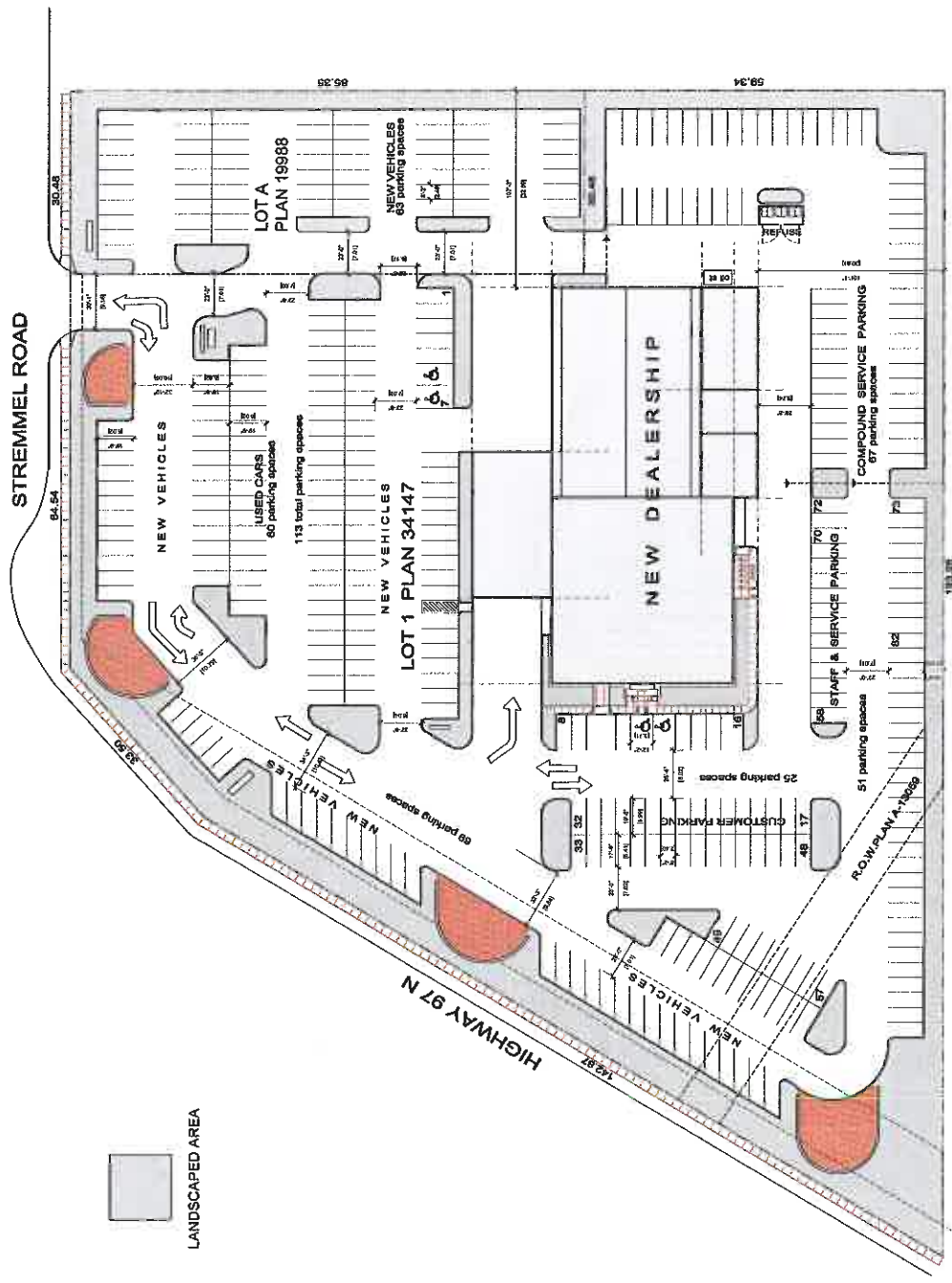
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NO.	DATE	DESCRIPTION

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 Gary Tompkinson Architect Ltd.
 240-1085 Sowerby Rd.
 V1V 5V5
 Telephone: 250-879-4308
 Fax: 250-879-1660
 email: gta@comcast.ca

**ORCHARD FORD
 NEW DEALERSHIP
 Hwy 97 N
 KELOWNA, BC**

SITE PLAN



387 parking spaces
 CITY OF KELOWNA ZONING BYLAW 8000
 REQUIRES 82 SPACES TO MEET BYLAW
 SECTION 8. THE NUMBERED SPACES INDICATE
 THE BYLAW REQUIREMENTS

MILL CREEK FLOOD PLAIN BYLAW 10248
 Not Applicable

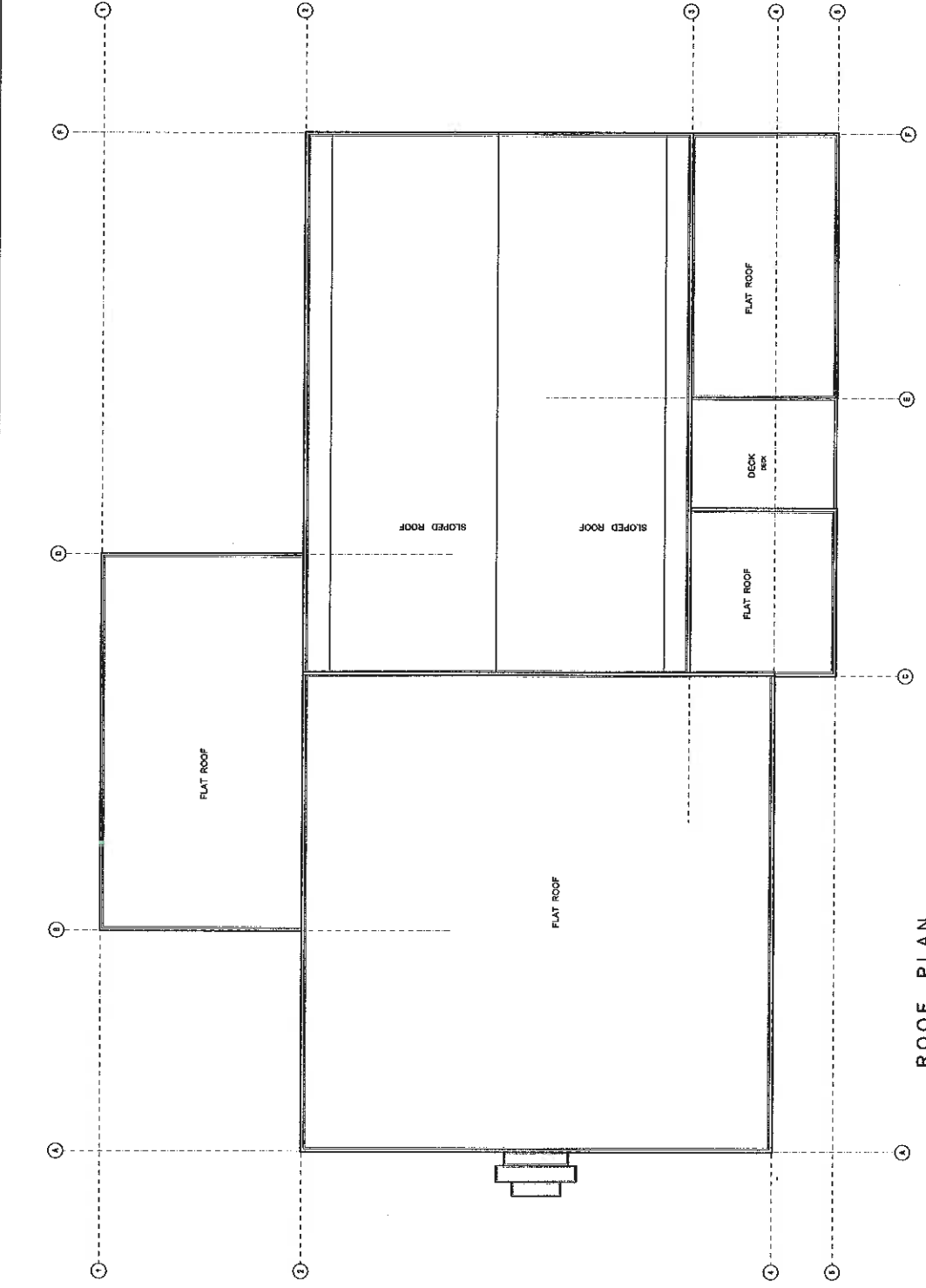
SITE PLAN
 LOT 1 PLAN 34147 & LOT A PLAN 19988
 SCALE: 1"=30'-0"

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DATE: 01/20/2010
 PROJECT: BART MALL

REVISIONS

NO.	DATE	BY	DESCRIPTION



ROOF PLAN
 SCALE: 3/32" = 1'-0"

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 Gary Tomponowski Architect Ltd.
 24-268 Sawchuck Rd.
 Toronto, Ontario Canada
 M1V 3Y5
 Tel: 202-979-4286
 Fax: 202-979-4286
 Email: gta@gtarchitect.com

PROJECT
ORCHARD FORD NEW DEALERSHIP
 118997 N
 KELOWNA, BC
 DATE: 01/20/10

ROOF PLAN

DATE	01/20/10
SCALE	3/32" = 1'-0"
PROJECT	ORCHARD FORD NEW DEALERSHIP
DATE	JULY 2010
FILE	ABDT

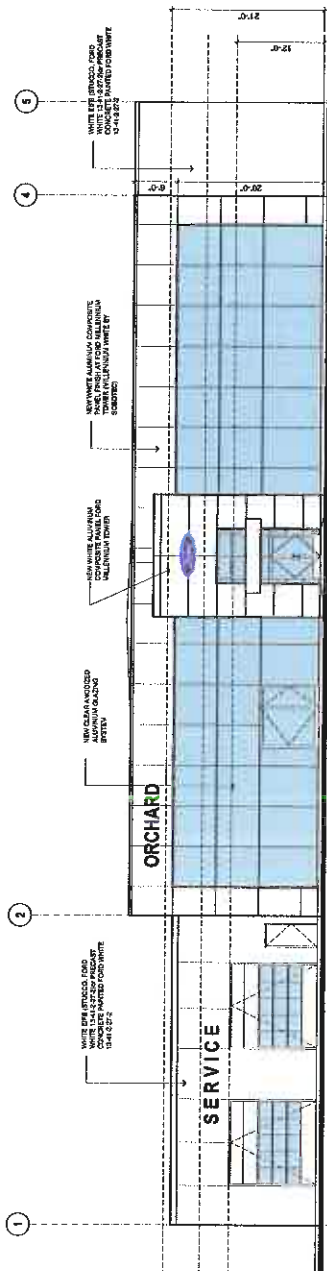
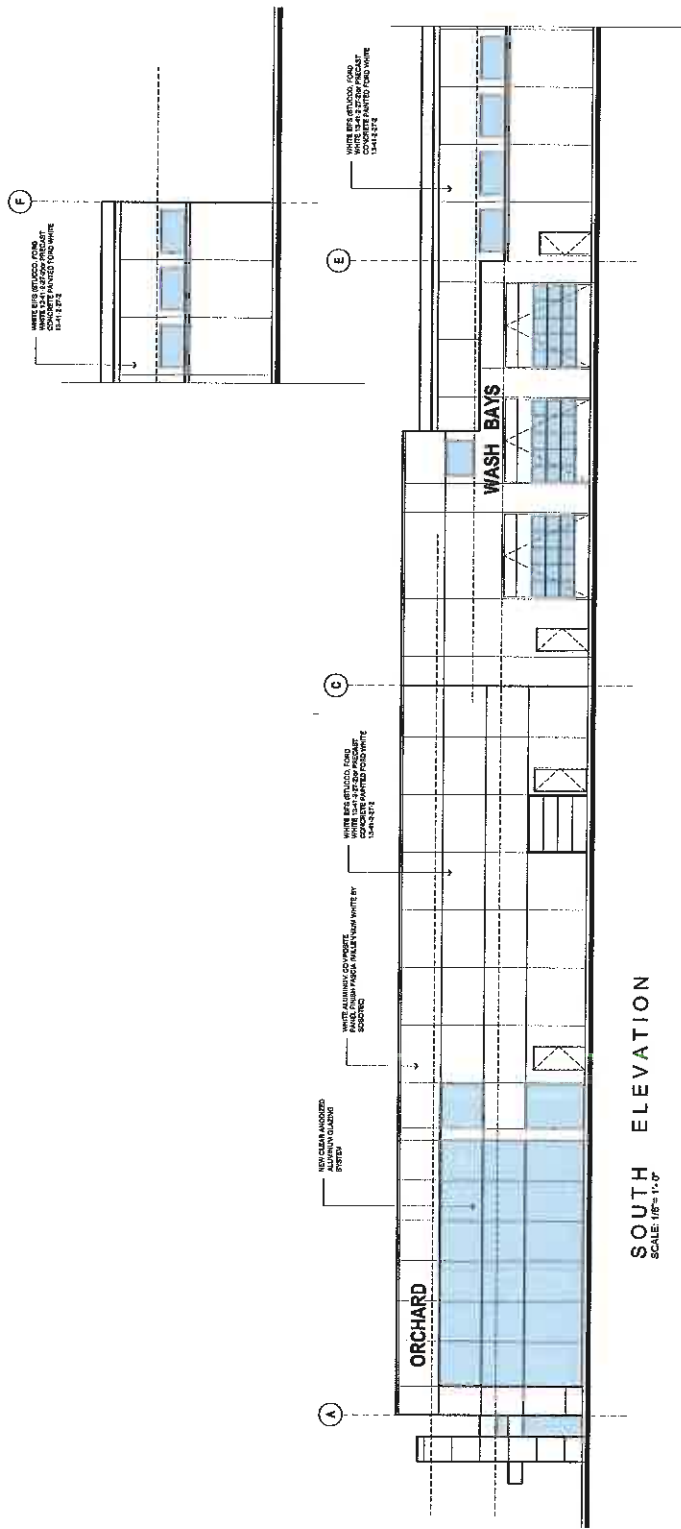
A2.3

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DESIGN FOR DEPARTMENT

NO.	DESCRIPTION	DATE	BY	CHKD
1	ISSUED FOR DEPARTMENT			

DATE: 2017.07.19



gta

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 WWW.GTAArchitect.com

ORCHARD FORD
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 HWY 97 N
 KELOWNA, BC

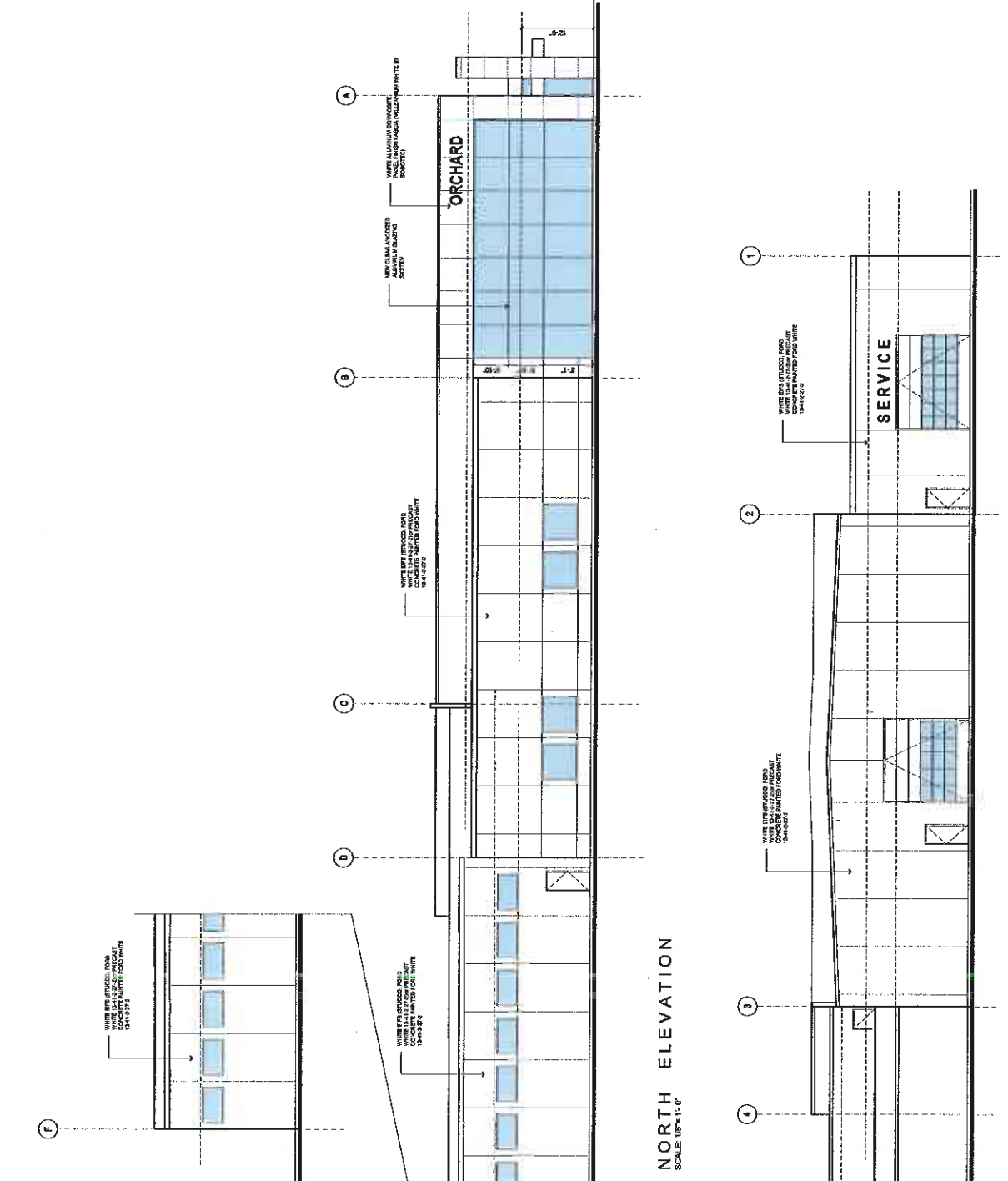
ELEVATIONS

DATE:	NOV 19 2017
SCALE:	A4.1
FILE:	A4.1-17

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NO.	REVISION	DATE	BY	APP.



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**ORCHARD FORD
NEW DEALERSHIP**
119477N
KELOWNA, BC
WEST

ELEVATIONS

DATE	SCALE	PROJECT	NO.

A4.2

DATE: JULY 2013
PAGE: A4.2/17

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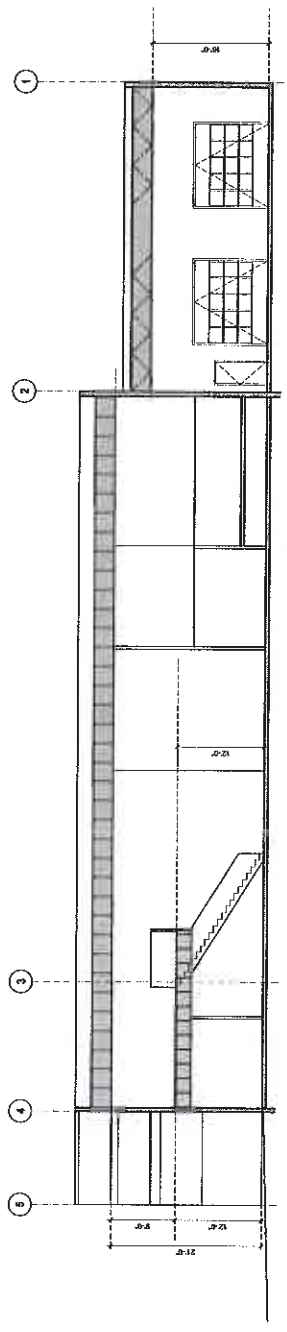
Gary Tomposonski Architect Ltd.
210-2888 Broughton Rd.
Vancouver, British Columbia
V6L 3K9
Tel: 604.278.1488
Fax: 604.278.1488
Email: gta@gtarchitects.com

PROJECT
ORCHARD FORD
NEW DEALERSHIP
Flag 97 N
KELOWNA, BC

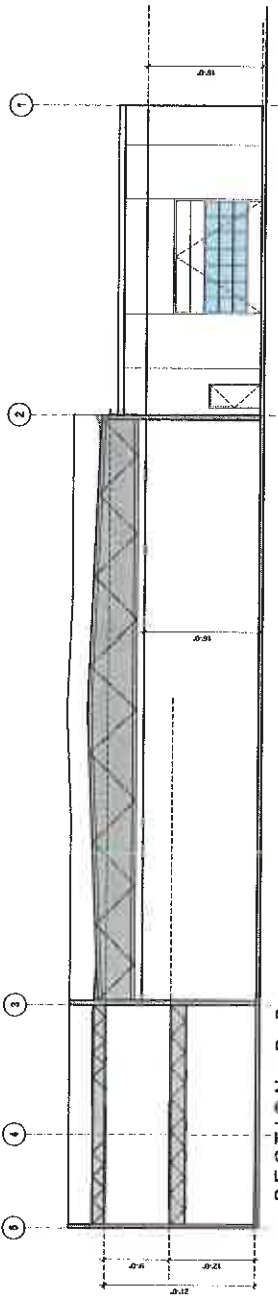
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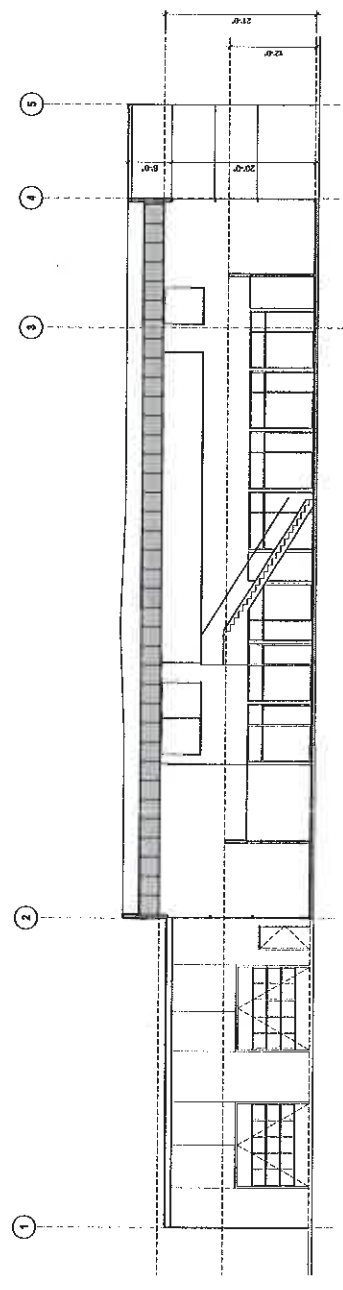
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SECTION C-C
SCALE: 1/8" = 1'-0"



SECTION B-B
SCALE: 1/8" = 1'-0"



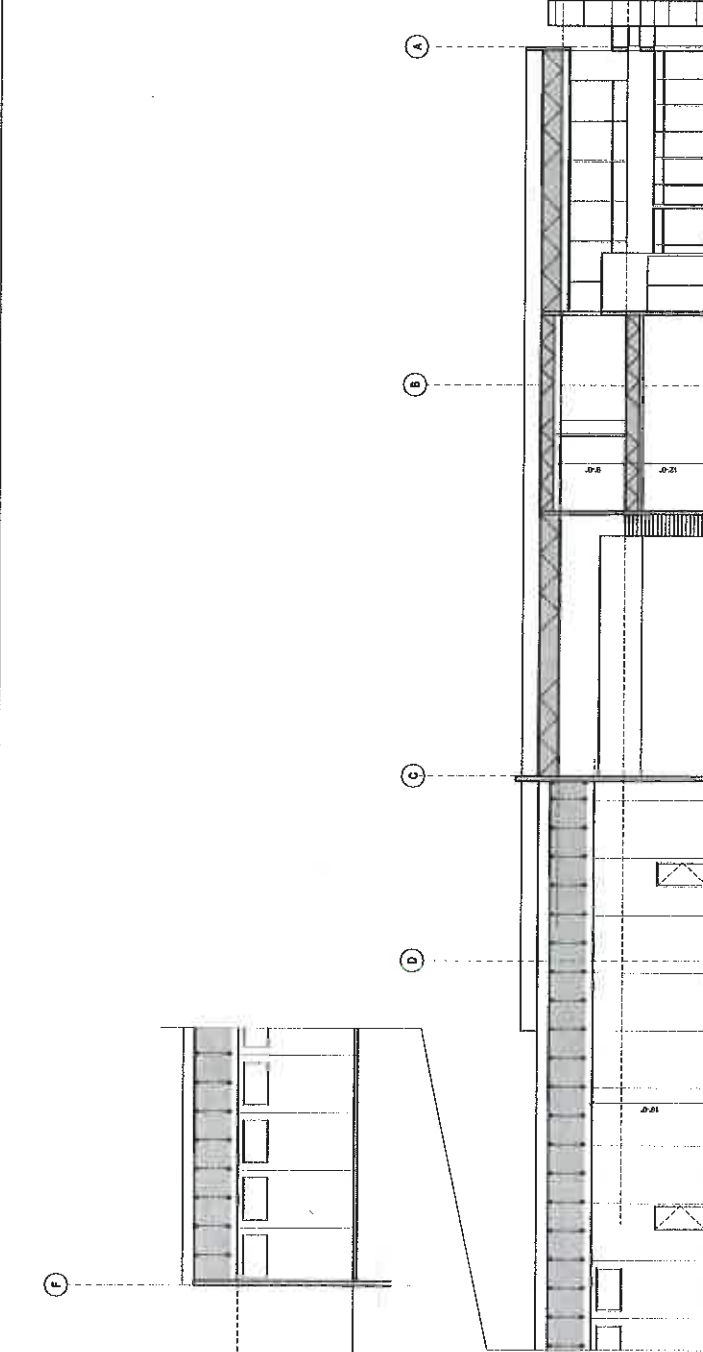
SECTION A-A
SCALE: 1/8" = 1'-0"

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DATE



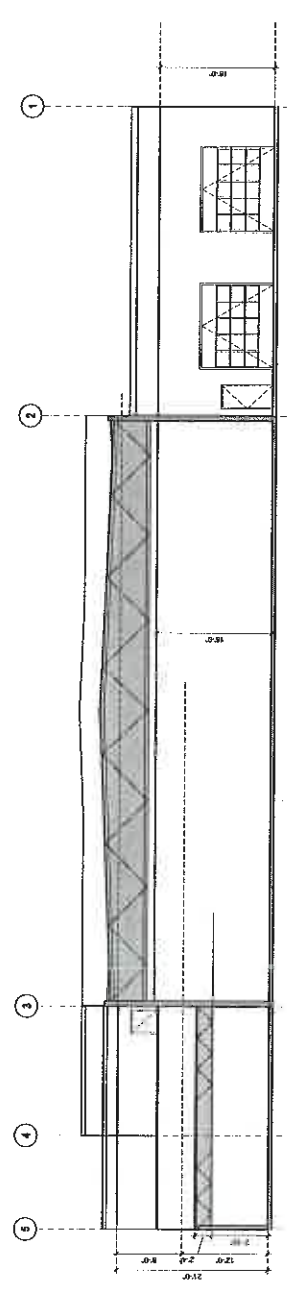
SECTION E-E
SCALE 1/8"=1'-0"

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**ORCHARD FORD
NEW DEALERSHIP
Phg 97 N**
KELOWNA, BC
PHG 97 N

SECTIONS

DATE: JULY 2013
SCALE: **A5.2**
FILE: A1501



SECTION D-D
SCALE 1/8"=1'-0"



CONCEPTUAL PLAN

BENCH
LIVE WORK
1000 BENCH ROAD
WILLOWDALE, ONTARIO

CARRY TEMPELHOFF ARCHITECT LTD.
ARCHITECTS

TARDAN VENTURES LTD.
WILLOWDALE, ONTARIO

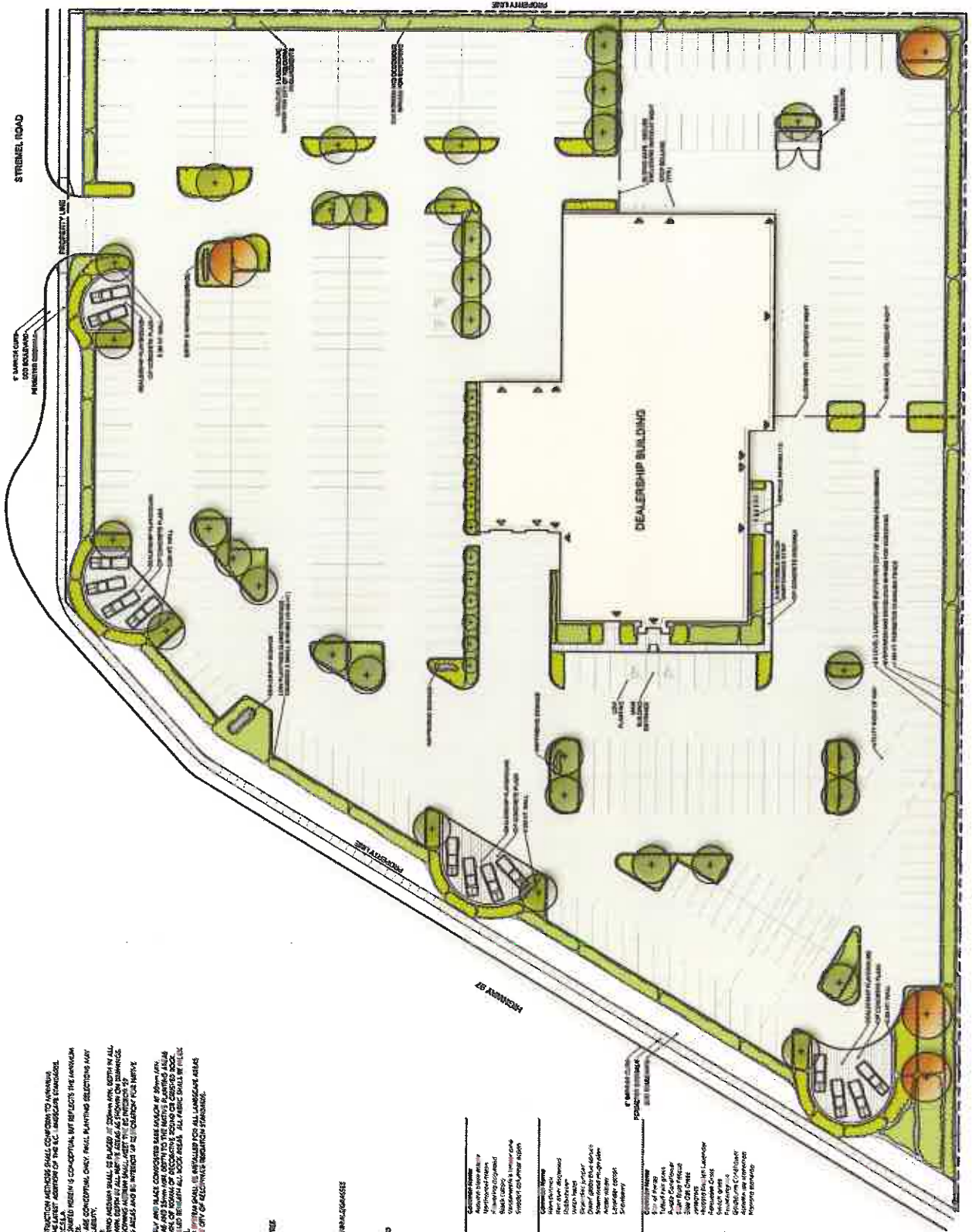
OWNER: TARDAN VENTURES LTD. WILLOWDALE, ONTARIO

PROJECT: BENCH OFFICE BUILDING - NEW DEALERSHIP

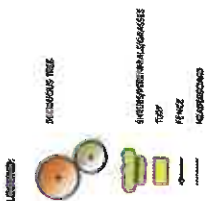
DATE: 10/10/2011

SCALE: 1/8" = 1'-0"

PROJECT NO.: 1000 BENCH RD



- NOTES:**
1. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO ALL APPLICABLE CANADIAN AND LOCAL CODES AND REGULATIONS.
 2. THE LANDSCAPE DESIGN SHOWN IS CONCEPTUAL, BUT REFLECTS THE LANDSCAPE DESIGNER'S BEST PROFESSIONAL JUDGMENT. THE LANDSCAPE DESIGNER HAS NOT CONDUCTED A FIELD SURVEY OF THE SITE AND THEREFORE CANNOT BE HELD RESPONSIBLE FOR ANY UNDESIRABLE CONDITIONS THAT MAY EXIST ON THE SITE.
 3. ALL PLANTING SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF WILLOWDALE.
 4. ALL PLANTING SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF WILLOWDALE.
 5. ALL PLANTING SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF WILLOWDALE.
 6. ALL PLANTING SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF WILLOWDALE.
 7. ALL PLANTING SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF WILLOWDALE.



PLANT LIST

PLANT NAME	COMMON NAME	HEIGHT	SPACING
Red Maple	Acer rubrum	20-30m	10m
White Birch	Betula papyrifera	15-25m	10m
Black Cherry	Prunus serotina	15-25m	10m
Spotted Gum	Corymbia maculata	15-25m	10m
... (many other plants listed) ...			

CONCEPTUAL PLAN

SCALE: 1/8" = 1'-0"

DATE: 10/10/2011

PROJECT NO.: 1000 BENCH RD



ARCHITECTURE

Garry Tomporowski
Architect Ltd
243 – 1889 Springfield Road
Kelowna, BC Canada V1Y 5V5
Phone: 250.979.1668 Fax: 250.979.4366
Email: gtaoffice@shawbiz.ca

File: A12-17

Date: Oct 03, 2013

Orchard Ford
2471 Highway 97 North
Kelowna, BC V1X 4J8

City of Kelowna Development Cost Fees

OCP Amendment:	\$ 3262.00
Zoning Amendment	\$ 1779.00
Development Permit (major)	<u>\$ 1386.00</u>
TOTAL	\$ 6427.00

Cheque made out to the city on Kelowna at the time of application

From: Bob Hrasko [rhrasko@shaw.ca]
Sent: November 20, 2013 10:23 AM
To: Deb Champion
Cc: jschlosser@shawbiz.ca; 'Trena Phillips'; 'Kevin Burtch'
Subject: RE: OCP13-0017, Z13-0040, DP 13-0181 - 901 & 911 Stremel Rd - Water Requirements
Attachments: BMID_Meter-Spec-Costs.pdf

Attention: Deb Champion – City of Kelowna

Referral Comments from Black Mountain Irrigation District
Re: OCP13-007, Z12-0040, 901-910 Stremmel Road
Orchard Ford Commercial Development

We have reviewed the referral and have the following information for the City and building/site developer related to water service:

1. The area is within the service area of BMID and is subject to the bylaws of the District regarding water supply and servicing;
2. The lot is presently serviced by means of a 50mm diameter service line located mid-lot along the north property line along Stremel Road. This service size may be adequate for the building and lot irrigation, however if a larger service size is proven to be required by the building mechanical consultant, then the site developer will be required to fund the installation of a new service line off of the BMID main on Stremel Road. Please note that the existing main on Stremel is on the close side of the road to the property;
3. The Building Mechanical Consultant or the Site Civil Consultant is to provide BMID with a Fire Underwriters Survey calculation that shows the estimated fire demand that will be created by the new building structure. This calculation is to be certified and sealed by a Professional Engineer that is insured and is registered to practice within the Province of BC;
4. The Building Mechanical or Civil Consultant is to advise BMID of the service size from the property line to the building;
5. The building will require a water meter. The fees are payable to BMID and the meter would be installed by Corix Utilities for BMID once the building is constructed and the plumbing is ready for meter installation. Based on a 50mm diameter size, ***the cost to supply and install a 50mm meter and remote read unit will be \$899.55;***
6. The building gross floor area is 2785.6 square meters. In accordance with BMID Bylaw No. 678, Capital Expenditure Charge applies in the amount of \$4500 for the first 150m² and another \$8.00/m² thereafter. The builder will receive credit for the building area that exists (est. to be 938m² x \$8.00/m² for 901 Stremel) and credit for one SF home located at 911 Stremel (\$4,500). Cost is estimated as follows:

Total CEC applicable	= \$4500 + \$8.00x(2785.6m ² -150m ²)= \$25,584.00
CEC credits	= \$4500 + 938m ² x \$8.00/m ² = (\$ 12,004.00)
TOTAL APPLICABLE CECs	\$13,580.00

See photo below for area estimate



7. Latecomers Charges apply for these two lots for water main improvements that were carried out in 2009 by a third party, to improve fire flow to the Stremel Road. The BMID Latecomers Bylaw is Bylaw No. 684. The charges accrue and are permitted to increase over time with inflation at a rate of 2.50%. The Latecomers charges apply to the building area increase. The original building area is permitted a credit area of 938m² and the home is permitted a credit area of 150m². **Total building area subject to latecomers is 1,697.6m². The Latecomer charge is \$3.86/m² if paid in 2013 = \$6,552.74 If paid in 2014, the rate is \$3.96/m² = \$6,722.50.**
8. As the two lot will be amalgamated, the service for the SF lot home must be fully disconnected with the corporation stop shut off at the water main on Stremel Road;
9. An additional fire hydrant may be necessary and we will await recommendations on fire coverage from the mechanical or civil consultant;
10. A connection fee will apply for the new account. The fee covers inspection time and administrative costs to set up a new account. **The connection fee for commercial/industrial connections is \$350.00.**
11. There will be engineering effort required to review the design drawings and check the water distribution system fire flow with the computer model. **A lump sum engineering fee of \$200 is applicable.**
12. The applicant will be required to come into the BMID office with this information and fill out an "Application for Building" form. The form will summarize charges and requirements listed above. Once fees are paid, a "Water Service Certificate" (Water Letter) will be issued by BMID.
13. It is noted that actual building areas must be confirmed, which may result in modifications in the above estimated charges

Please contact this office if you have further questions.

Thank you

Bob Hrasko, P.Eng.
Administrator

Black Mountain Irrigation District
285 Gray Road,
Kelowna, BC V1X 1W8

CITY OF KELOWNA
MEMORANDUM

Date: December 9, 2013
File No.: Z13-0040
To: Land Use Planner (JM)
From: Development Engineering Manager (SM)
Subject: 911 Stremel Road- Ford Dealership – Lots 1, plan 24147 and lot A plan 19988

Development Engineering Comments and requirements regarding this application to rezone the subject properties from C9 and I-1 to C10 are as follows:

These are Development Engineering initial comments and they may be subject to the MOTI comments and requirements.

1. Geotechnical Study.

A comprehensive Geotechnical Study is required, which is to be prepared by a Professional Engineer competent in the field of geotechnical engineering. The study is to address the following:

- 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 Black Mountain Irrigation District (BMID). The developer is required to make satisfactory arrangements with the BMID for these items. All charges for service connection and decommissioning of redundant services as well as all necessary upgrading costs are to be paid directly to BMID.
- 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.

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3. Sanitary Sewer.

- a) The subject property is located within the Specified Area #20, and is therefore subject to the Specified Area #20 charges of **\$3,530.47** per Single Family Equivalent (**SFE**) which is valid until March 31, 2014. The proposed building is **30,092 sq.ft.** and in commercial zone each **2600 sq.ft.** of building equals to one SFE for a total of **11.57 SFE**. The subject properties have, in 2005, cash commuted a total of **7.09 SFE**, therefore the net SFE payable under this application is **4.48 SFE** for a total charge of **\$15,816.50** (valid until March 31, 2014).
- b) There are two services to the property as a consequence of the lot consolidation. One service of 150mm. dia. and one service of 100mm. dia. The smaller service will have to be decommissioned at the owner's expense.

4. Drainage.

- c) 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.
- d) The property is located at the downstream end of Ashbridge Brook; there is an old culvert at the South-West corner of the property located within a registered Right of Way. The open channel of Ashbridge brook has been replaced with a 450mm. closed pipe and the portion of the brook along the Southerly property line has been filled. A connection between the two existing pipes will have to be installed complete with manholes in order to maintain the flow as well as a Right of Way must be registered over the new section of pipe within the subject property.
- e) The condition of the existing CMP crossing the property will have to be assessed to confirm its integrity. The cost of the installation of the storm pipe extension will have to be determined for bonding purpose.

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.

Traffic Impact Analysis (TIA) is a requirement of this application. The TIA terms of Reference to be established in collaboration with the Ministry of Transportation and the City of Kelowna Transportation & Mobility Branch. The costs of road improvements, based upon the TIA outcome, will have to be determined for bonding purpose.

7. Design and Construction.

- a) 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. Drawings must conform to City standards and requirements.
- b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.

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- c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3)
- d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Works & Utilities Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

8. Servicing Agreements for Works and Services

- a) A Servicing Agreement is required for all works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings or reports and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

9. Bonding and Levies Summary.

a) Performance Bonding

Ashbridge Brook pipe installation / upgrades	To be determined
Frontage upgrades	To be determined

b) Levies

Engineering Development and Inspection Fee	To be determined
100mm. wastewater service decommission	To be determined
Specified Area #20 charges (valid until March 31, 2014)	\$15,816.50

Steve Muenz, P. Eng.
Development Engineering Manager

B²

A12-17 ORCHARD FORD: PUBLIC CONSULTATION: Notices to Property owners

within 100 m

PROPERTY ADDRESS	OWNER	DATE NOTICE DELIVERED	RESPONSE
	February 28th to March 10th		
755 Stremel Road		Feb 21/14	no reply
765 Stremel Road		Feb 21/14	no reply
766 Stremel Road	J, Kerkkona	Feb 21/14	in favour
793 Stremel Road		Feb 21/14	no reply
889 Stremel Road		Feb 21/14	no reply
895 Stremel Road		Feb 21/14	no reply
987 Stremel Road		Feb 21/14	no reply
808 Finns Road		Feb 21/14	no reply
820 Finns Road		Feb 21/14	no reply
833 Finns Road		Feb 21/14	no reply
894 Finns Road		Feb 21/14	no reply
747 Fitzpatrick Road	Jason Keeley	Feb 21/14	in favour
2821 Fenwick Road		Feb 21/14	no reply
2890 Fenwick Road		Feb 21/14	no reply
2898 Fenwick Road	Scandia	Feb 21/14	in favour
800 Mayfair		Feb 21/14	no reply
854 Mayfair		Feb 21/14	no reply
860 Mayfair		Feb 21/14	no reply
1100 Mayfair		Feb 21/14	no reply
948 McCurdy Road	The Brick, theater & Tenants	Feb 21/14	no reply
	McCurdy Bowl		in favour