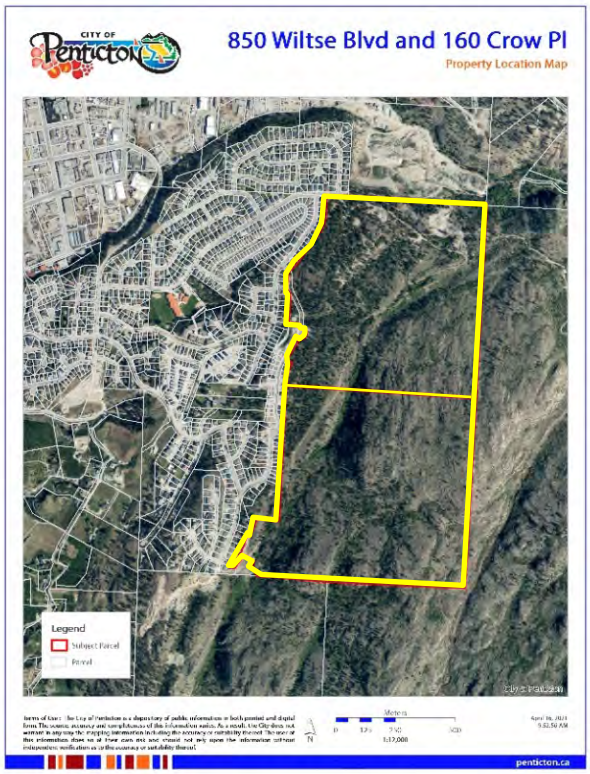
Public Notice

penticton.ca

June 9, 2022



Addresses & Legal Descriptions

850 Wiltse Boulevard

- Lot B District Lot 2710 Similkameen Division Yale District Plan 43260 Except Plans KAP72732 and EPP74771

160 Crow Place

- Lot A District Lot 2710 Similkameen Division Yale District Plan KAP70035

Subject & Proposal

Official Community Plan Amendment Bylaw 2022-29
Zoning Amendment Bylaw 2022-30

The City has received an application to rezone 850 Wiltse Blvd and 160 Crow Pl (referred to as the "North Wiltse Block") to allow residential development. The plans show a mix of single detached homes, duplexes, townhouses and apartments as well as new public parks and trail corridors.

The applicant has made some revisions to the development proposal in response to public feedback received through the Public Engagement period which ran from April 11th to May 8th. The updated application package will be considered by City Council. For information, please go to www.penticton.ca/publicnotice.

To facilitate the proposal, the following applications have been made:

1. Amend 'Map 1: Future Land Use' of Official Community Plan Bylaw No. 2019-08 by adding the 'Urban Residential' designation and amending the mapping of the 'Detached Residential', 'Ground Oriented Residential', and 'Parks' future land use designations, and

2. Amend the zoning from A (Agriculture) to R1 (Large Lot Residential), R2 (Small Lot Residential), RD2 (Duplex Housing: Lane), RM1 (Bareland Strata Housing), RM2 (Low Density Multiple Housing), RM3 (Medium Density Multiple Housing), P1 (Public Assembly), P2 (Parks and Recreation), and A (Agriculture) with the following site specific provisions:
    a. RM1 zone – to prohibit townhouses and duplexes as permitted uses, and to increase the maximum principal building height from 8.5m to 10.5m;
    b. RM2 zone adjacent to Hawthorn Dr. cul-de-sac – to prohibit apartments as a permitted use, and to limit principal building height to three (3) storeys.

Continued on Page 2

Information:
You can find the staff report to Council, Official Community Plan Amendment Bylaw 2022-29 and Zoning Amendment Bylaw 2022-30 on the City's website at www.penticton.ca/publicnotice.

Please contact the Planning Department at planning@penticton.ca or (250) 490-2501 with any questions.

Council Consideration:
A Public Hearing has been scheduled for **6:30 pm, Monday, June 20, 2022** in Council Chambers, Penticton City Hall, 171 Main St.

In response to COVID-19, the Public Hearing is being held both in-person and electronically. All meetings and public hearings will be live streamed via the City's website at: www.penticton.ca/city-hall/city-council/council-meetings. Select the 'Watch Live' button.

Public Comments:
Any person whose interest may be affected by the proposed bylaws:

1. May participate at the Public Hearing via Zoom. Please visit www.penticton.ca/publichearings for details and the Zoom link.

2. May participate at the Public Hearing via telephone. Please visit www.penticton.ca/publichearings for details and the telephone number.

3. Submit written comments by mail or email no later than 9:30 am, Monday, June 20, 2022, to:

   Attention: Corporate Officer, City of Penticton
   171 Main Street, Penticton, B.C. V2A 5A9
   Email: publichearings@penticton.ca

   Please ensure the following is included in your correspondence:

   Subject: **850 Wiltse Blvd/160 Crow Pl**

4. May appear in person.

No letter, report or representation from the public will be received by Council after the conclusion of the June 20, 2022 Public Hearing.

Please note that all correspondence submitted to the City of Penticton in response to this Notice must include your name and address and will form part of the public record and will be published in a meeting agenda when this matter is before the Council or a Committee of Council. The City considers the author's name and address relevant to Council's consideration of this matter and will disclose this personal information. The author's phone number and email address is not relevant and should not be included in the correspondence if the author does not wish this personal information disclosed.

Audrey Tanguay
Planning Manager

Council Report

penticton.ca

Date: June 7, 2022 File No: RMS/850 Wiltse Blvd
To: Donny van Dyk, Chief Administrative Officer
From: Steven Collyer, Planner II
Address: 850 Wiltse Boulevard and 160 Crow Place

Subject: **Official Community Plan Amendment Bylaw No. 2022-29**
Zoning Amendment Bylaw No. 2022-30

Staff Recommendation

THAT Council, prior to consideration of "Official Community Plan Amendment Bylaw No. 2022-29" and in accordance with Section 475 of the *Local Government Act*, consider whether early and on-going consultation, in addition to the required Public Hearing, is necessary with:

1. One or more persons, organizations or authorities;
2. The Regional District of Okanagan Similkameen;
3. Local First Nations;
4. School District #67;
5. The provincial or federal government and their agencies.

AND THAT it is determined that the Public Engagement Period carried out from April 11 to May 8 is sufficient;

AND THAT Council give first reading to "Official Community Plan Amendment Bylaw No. 2022-29", a bylaw that amends Map 1: Future Land Use of Official Community Plan Bylaw No. 2019-08 by adding the 'Urban Residential' designation and amending the mapping of the 'Detached Residential', 'Ground Oriented Residential', and 'Parks' future land use designations for Lot B District Lot 2710 Similkameen Division Yale District Plan 43260 Except Plans KAP72732 and EPP74771 and Lot A District Lot 2710 Similkameen Division Yale District Plan KAP70035, located at 850 Wiltse Boulevard and 160 Crow Place;

AND THAT Council give first reading to "Zoning Amendment Bylaw No. 2022-30", a bylaw to change the zoning from A (Agriculture) to R1 (Large Lot Residential), R2 (Small Lot Residential), RD2 (Duplex Housing: Lane), RM1 (Bareland Strata Housing), RM2 (Low Density Multiple Housing), RM3 (Medium Density Multiple Housing), P1 (Public Assembly), P2 (Parks and Recreation), and A (Agriculture) zones for Lot B District Lot 2710 Similkameen Division Yale District Plan 43260 Except Plans KAP72732 and EPP74771 and Lot A District Lot 2710 Similkameen Division Yale District Plan KAP70035, located at 850 Wiltse Boulevard and 160 Crow Place, with the following site specific provisions:

- RM1 zone – to prohibit townhouses and duplexes as permitted uses, and to increase the maximum principal building height from 8.5m to 10.5m;
- RM2 zone adjacent to Hawthorn Dr cul-de-sac – to prohibit apartments as a permitted use, and to limit principal building height to three (3) storeys;

AND THAT Council forward "Official Community Plan Amendment Bylaw No. 2022-29" and "Zoning Amendment Bylaw No. 2022-30" to the June 20, 2022 Public Hearing to receive comments from the public;

AND THAT Council give staff direction to prepare an appropriate cost recovery mechanism related to the costs of the treated water system infrastructure required to facilitate the full development of the subject properties, with the City contributing 15% of the cost of the dedicated feeder water line with all remaining costs being developer funded;

AND THAT Council direct staff to include the proposed City contribution of 15% of the cost of the treated water system infrastructure, estimated at $300,000, for the dedicated feeder water line into the City's 10-year financial plan as a financial commitment;

AND THAT Council direct staff to prepare an appropriate cost sharing and recovery mechanism related to the costs of the separated bike lane and associated traffic calming between the North Wiltse Block to the Lake-to-Lake bike route, with the City providing a 50% cost contribution to the project;

AND THAT Council direct staff to include the proposed separated bike lane and associated traffic calming between the North Wiltse Block to the Lake-to-Lake bike route, as envisioned in the Transportation Master Plan, into the City's 10-year financial plan, recognizing the City's 50% contribution to the project currently estimated to be between $1-2.5M;

AND THAT Council require that the separated bike lane and associated traffic calming be constructed prior to the connection of the new road network to Wiltse Boulevard.

Executive Summary

This report presents staff's analysis and recommendations on the Official Community Plan (OCP) amendment and Zoning Bylaw amendment applications to facilitate the development of approximately 686 homes at 850 Wiltse Blvd and 160 Crow Pl (the "North Wiltse Block"). On April 5, 2022 Council directed staff to carry out public engagement for the proposal, which occurred between April 11 and May 8. The City hosted three well-attended information sessions and received 595 survey responses. This report outlines the proposal in relation to the City's long-term plans, summarizes the comments heard through public engagement, and outlines the changes made by the applicant in response to the comments and concerns raised through the public engagement period.

In response to the public engagement period results, the applicant made the following changes to their submission:

- Added public park land on the west side of the new collector road, near the north entrance to the development. This was in response to concerns from residents along Evergreen Dr of losing green space behind their properties through the original proposal. Lots have been reconfigured in this area with zoning changed from R1 to R2. The active parkland has increased from 4.55ha to 4.8ha.

- Added 'Urban Residential' designation into several proposed multifamily blocks on the eastern side of the development site to clarify the applicant's intent to provide flexibility for apartments up to six storeys or townhomes in these areas.
- Downzoned the townhouse block above the north end of Hawthorn Dr from RM3 (Medium Density Multiple Housing) to RM2 (Low Density Multiple Housing), with a site-specific limitation to prohibit apartments and to limit building heights on this multifamily block to three storeys.
- Provided a 3m wide environmental covenant area on future lots backing onto Hawthorn Dr properties to maintain some vegetation between existing and future homes.

This report recommends that Council give first reading to the OCP and Zoning Amendment bylaws, and that Council forward the bylaws to a statutory public hearing on June 20, 2022 to gather additional public feedback prior to further consideration of the proposed development. This report also recommends that staff be given direction to prepare cost recovery mechanisms related to the new water infrastructure and bike lane/traffic calming projects.

Strategic Priority Objectives

Vision: A vibrant, innovative, healthy waterfront city focused on sustainability, community and economic opportunity.

Mission: Penticton will serve its residents, businesses and visitors through good governance, partnership and the provision of effective and community focused services.

Asset & Amenity Management: The City of Penticton will ensure the services we provide to our residents and visitors are reliable and cost effective by proactively investing into our natural and built assets.

Community Vitality: The City of Penticton, guided by the Official Community Plan, will promote the economic wellbeing and vitality of the community.

Proposal

The City has received an application to rezone 850 Wiltse Blvd and 160 Crow Pl (referred to as the "North Wiltse Block") to allow residential development. The plans show a mix of single detached homes, duplexes, townhouses and apartments as well as new public parks and trail corridors. An Official Community Plan (OCP) amendment application has also been submitted to update the mapping of existing future land use designations on the site and to add the 'Urban Residential' designation to certain areas to allow flexibility of apartments or townhomes. This is a change to the previous plans presented to Council at the April 5th Council meeting. The change was made after the public engagement period concluded.

The proposed development would be built out in phases over many years, ultimately allowing for approximately 686 homes split between 183 single detached homes, 28 duplex units, and 475 multifamily townhouse/apartment units. The plans show 40 hectares (99 acres) of land to be dedicated to the City as parkland, representing 31% of the area of both properties. This parkland is split between 28.1 hectares (69 acres) of land to remain natural and undisturbed, and 12.25 hectares (30.2 acres) of land to be used for active parks with 7.4 hectares (18.3 acres) along trail corridors and 4.8 hectares (11.8 acres) for three new active parks with playgrounds, sports courts, and other recreation amenities. A linear trail is proposed north-south through the site along the current Fortis right-of-way, which currently has about 600m of trail within it for its

whole 1,400m length through the site. The applicant has submitted a Letter of Intent which explains the proposed development in more detail (Attachment 'B').

The proposal was updated in response to feedback gathered through the public engagement period, as explained in the applicant's Public Engagement Response Letter (Attachment 'C').

In order to facilitate the proposed development, the following planning applications are required:

Application Required	Description	Approval Authority
Official Community Plan Amendment Bylaw	To add the 'Urban Residential' future land use designation on the properties, and to revise the mapping of the existing 'Detached Residential', 'Ground Oriented Residential', and 'Parks' future land use designations.	Council
Zoning Amendment Bylaw	To change the zoning on the subject property from A (Agriculture) to R1 (Large Lot Residential), R2 (Small Lot Residential), RD2 (Duplex Housing: Lane), RM1 (Bareland Strata Housing), RM2 (Low Density Multiple Housing), RM3 (Medium Density Multiple Housing), P1 (Public Assembly), P2 (Parks and Recreation), and A (Agriculture) zones.	Council
Hillside Development Permit	To approve the hillside development plan with its unique geotechnical conditions, ensuring the development meets the Hillside Development Permit Area guidelines outlined in the OCP.	Council
Environmental Development Permit	To approve development occurring within the Environmental Development Permit area, subject to the requirements of a Qualified Environmental Professional (QEP) report.	Staff
Subdivision	To approve the creation of new lots in each phase of the development. A number of technical items are reviewed at each subdivision stage.	Staff

Background

Property Description

The subject lands consist of two separate legal parcels with a total area of 128 hectares (317 acres) (Figure 1). The development site is located almost entirely on the west side of the high-voltage Fortis transmission line right-of-way, with a total area of approximately 44 hectares (109 acres). The development site is located upslope of the existing Wiltse residential neighbourhood (Wiltse Blvd, Westview Dr, Wiltse Dr area). To the south is the Quail Ridge and Bluffs at Skaha subdivisions. Ellis Creek is located to the north, downslope of the development site. The development site is currently vacant of any structures. Despite being privately owned, the development site is informally used for hiking and mountain biking by the public.

Figure 1 - North Wiltse Block Lands location map

The OCP future land use designations that currently exist on the subject properties are 'Rural Residential', 'Detached Residential', 'Ground Oriented Residential', 'Parks', and 'Natural and Conservation' (Attachment 'F'). These land use designations are proposed to remain, however their mapping is proposed to be updated based on the more recent development concept (Attachment 'G'). After the engagement period concluded, the applicant revised the plans to propose adding the 'Urban Residential' designation in certain locations of the site to allow future options for townhomes or apartment buildings up to six storeys in height. This change does not affect the total number of units envisioned in the original application (686), only providing an addition housing form those units can take when the development is built-out.

Figure 2 - View along Fortis transmission line right-of-way, looking south

The development site is currently zoned Agriculture (A) in the Zoning Bylaw (Attachment 'H'). The proposed rezoning plan is shown in Attachment 'I'.

Additional plans are attached to this report which provide additional information about the proposed green spaces, conceptual parkland drawings, the interface with existing neighbourhoods, and the phasing of the development (Attachments 'J', 'K', 'L' and 'M').

History

A timeline outlining the history of the North Wiltse Block has been included as Attachment 'A'.

The North Wiltse Block has been designated for residential development since the first Official Community Plan was adopted by Council in 1982. The 1982 Official Community Plan Bylaw No. 4100 designated the lands as 'R(f) – Future Residential' and 'O – Open Land'. Subsequent OCP's in 1988, 1993 and 2002 designated the lands as 'LR (Low Density Residential)' for future residential development. Over the last several decades, the Wiltse and Upper Pineview neighbourhoods below this development site have been developed in phases, and those areas are now close to fully built-out.

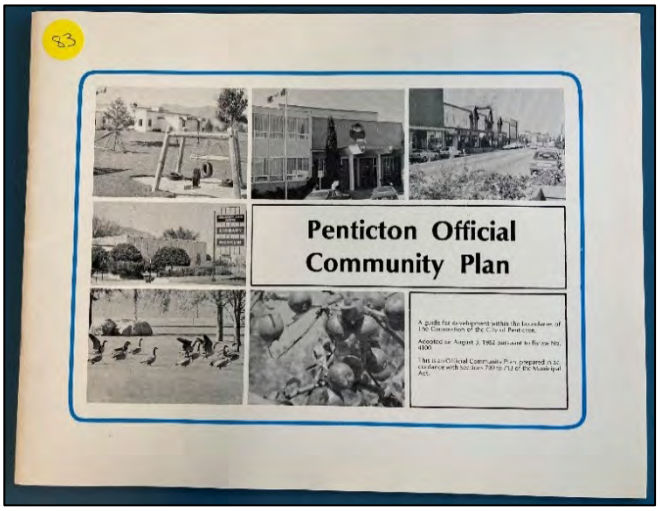


Figure 3 - 1982 Official Community Plan

In 2014, the Wiltse Area Structure Plan was approved by City Council to determine more specific land use needs and appropriate development layouts in the North Wiltse Block (subject lands) and the South Wiltse Block (the location of the 'The Bluffs at Skaha' development at the south end of Evergreen Dr). The Wiltse Area Structure Plan was a more specific land use plan for this area which introduced many multifamily and mixed use areas within the future development, providing for an estimated 160 apartments and 290 townhouses for a total of 670 homes on the North Wiltse Block. The Plan featured a commercial node as well. The Wiltse Area Structure Plan noted that due to topographic constraints and the terrain, development would be situated on the more gentle slopes below the 230KV Fortis transmission line. The basic layout of the Wiltse Area Structure Plan, with some minor changes, was incorporated into the 2019 OCP and influenced the land use designations that exist on the North Wiltse Block today. The current application, although representing an amendment to the OCP, is fairly consistent with the density and future land use designations placed on the development site by the 2019 OCP.

Development Statistics

The following table outlines the development statistics on the plans submitted with the application package:

Zone	Number of Units / Area
R1 (Large Lot Residential)	110
R2 (Small Lot Residential)	58
RD2 (Duplex Housing: Lane)	28
RM1 (Bareland Strata Housing)	15 (strata)
RM2 (Low Density Multiple Housing)	211
RM3 (Medium Density Multiple Housing)	264
P2 (Parks and Recreation) ***all P2 lands to be dedicated to the City**	**Active** – 12.25 ha (30.2ac) **Active & Useable** – 3.87 ha (9.6 ac) is considered flat and useable for playgrounds, sports courts, recreation areas etc.

	Natural - 28.1 ha (69 ac)

Phasing Plan

The development is intended to be developed in phases, as shown on the phasing plan submitted (Attachment 'M'). The area accessed via Partridge Drive would be the first area to be developed. The phases are conceptual at this time, and each phase may be further broken into smaller sub-phases depending on how the developer chooses to proceed. The first phase will include the developer's construction of water servicing infrastructure, as well as the largest proposed park in the development. The new road network is expected to connect to Wiltse Blvd in the second phase, based on the phasing plan provided.

Technical Review

This application package was reviewed by the Technical Planning Committee (TPC), a group of internal staff from various departments who review planning applications and provide technical feedback based on City bylaws and good planning and engineering practices. The large scale of this proposed development means that it will be built in phases rather than all at once. As such, further detailed technical reviews will be required as subsequent applications are received at each phase of the North Wiltse Block development.

At this stage in the development, the TPC required the applicant to submit a number of technical reports prepared by qualified professionals to better understand the impacts of this proposed development. These reports helped to inform the proposed subdivision layout. For example, the reports identify areas of the properties that will remain natural and undeveloped due to environmental features or geotechnical constraints. Findings from each report are summarized in the following subsections.

Should the land use change ultimately be supported by Council, numerous technical items will be addressed through the Hillside Development Permit and subdivision stages. These include, but are not limited to, site servicing, grading, registration of any covenants, and detailed geotechnical, environmental, and wildfire risk assessment reports for each phase of the development. The infrastructure financing approach will be reviewed should the proposal ultimately be approved, to ensure appropriate financial contributions towards necessary water infrastructure (i.e. new lines, reservoir) and the bike lane/traffic calming project when future subdivision occurs, in addition to the standard developer-borne costs that will apply at each subdivision phase.

Traffic Impact Assessment

> "Speeding is a huge issue." – Feedback Form Respondent

The applicant has submitted a traffic impact assessment report prepared by CTS Traffic Engineering Specialists, completed in 2022. The report contains recommendations for the applicant to carry out, as well as for the City to consider. The traffic engineer determined the existing road network can accommodate the increased vehicle movements associated with the proposed development with some minor upgrades, outlined in the following recommendations (CTS Traffic Engineering Specialists, p.134):

- Dedicated left-hand turn lanes on Dartmouth Dr southbound leading up Wiltse Blvd and up Pineview Rd.
- Intersection upgrades at Government St and Warren Ave E, Wiltse Dr/Stocks Cres and Wiltse Blvd, and Evergreen Dr and Wiltse Blvd.

These upgrades can be incorporated into the recommended bike lane/traffic calming project between the North Wiltse block and South Main Street.

> "As a neighbour to this area, I think the traffic is already fast and furious around here." – Feedback Form Respondent

Other intersections were reviewed by the traffic engineer, but were determined to be able to continue operating at a high level and did not require upgrades (CTS Traffic Engineering Specialists, p.133).

Speeding on Wiltse Blvd was a common concern raised through the public engagement period, particularly in and around the school zone. To evaluate this concern, the City conducted vehicle speed monitoring in the area, and found that most vehicles (85th percentile) travel around the 50km/h speed limit (30km/h in the school zone). However, this does mean that approximately 15% of vehicles are exceeding the posted speed limit, and the current road design of Wiltse Blvd certainly permits higher speeds. This finding, that the majority of vehicles are not exceeding the posted speed limit, is consistent with assessments that have been conducted in other residential neighborhoods throughout the City. It is likely that from a non-motorist perspective, the current residential speed limit of 50km/h is simply too high. The proposed separated bike lane construction will assist in traffic calming, as it will narrow the road which will slow vehicles down, as well as provide a buffer between pedestrians from vehicles. The Traffic Impact Assessment notes there is available right-of-way width for such infrastructure along Wiltse Blvd and parts of Pineview Rd (CTS Traffic Engineering Specialists, p.133). Beyond this development proposal, the City's Infrastructure Department will be evaluating reducing speed limits across the City in residential areas.

Bike Lane/Traffic Calming

The Transportation Master Plan (TMP), adopted by Council in 2021, identifies future transportation projects the City intends to undertake that align with the priorities in the Official Community Plan. One of the many capital projects listed in the TMP is for a separated bike lane connection from the North Wiltse Block to the Lake-to-Lake bike route. The estimated cost of this bike lane (based on 2022 pricing) ranges from $2-5 million dollars, depending on its standard and design. This infrastructure will benefit both existing residents in the area, as well as the proposed development (and adjacent development areas). For this reason, staff are recommending that the project be funded with the City contributing approximately 50% of the project costs.

> "There need to be more pedestrian friendly areas, more traffic calming measures incorporated into the development plans…." – Feedback Form Respondent

Staff are further recommending that the bike lane and associated traffic calming be constructed by the City, prior to the connection of the North Wiltse Block development to Wiltse Blvd. The City would lead a separate public engagement process as part of the detailed design for the project. That process would allow for community conversation about the details of the design, which would likely lead to street parking changes and curb works along Wiltse Blvd. The project and the associated cost would be incorporated in to the City's Financial Plan accordingly.

Environmental Assessment

The applicant has submitted an Environmental Assessment report prepared by Ecora Engineering and Resource Group. The original assessment was completed in 2017. An addendum to the Environmental Assessment report was submitted in early 2022 based on the plans included in the most recent version of the development proposal.

"Please consider traffic and environmental issues…not enough wildlife corridors." – Feedback Form Respondent

"Leave the natural environment as is." – Feedback Form Respondent

The environmental professional prepared a map showing their determination of four different categories of environmentally-sensitive areas on the North Wiltse Block (Figure 4). The map shows 100% of the most environmentally-sensitive areas on the site (ESA1) are protected in natural areas which will be dedicated to the City as parkland. 74 hectares of land are considered moderately-sensitive ESA2 areas, of which 6.5 hectares are within the development site resulting in the retention of 83.5% of ESA2 areas. The QEP noted that some of the ESA2 areas are fragmented from larger sensitive areas, limiting their function as core habitat. The report requires the wildlife corridor shown on the plan to connect existing wildlife corridors in the area of Partridge Dr and Hawthorn Dr to the conservation area east of the North Wiltse Block development site, to provide connectivity within the area post-development (Ecora, p.5).

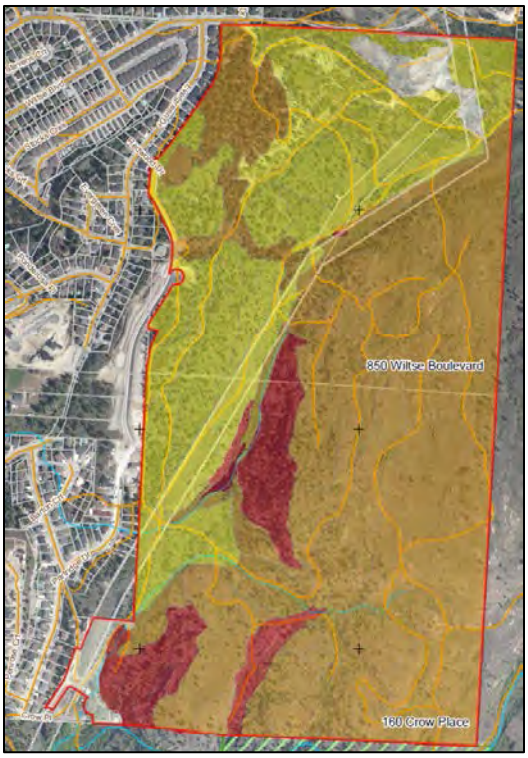


Figure 4 - Environmental Sensitivity Map, from Environmental Assessment Report. The most sensitive areas (ESA1) are in red.

The environmental professional requires future environmental monitoring through various stages of the development, which the City can ensure occurs through future Environmental Development Permits which would be required at each phase of the development. This environmental assessment report demonstrates the development has been designed with the environmentally-sensitive areas in mind and in ways to mitigate impacts on the most-sensitive areas where possible.

Geotechnical Hazard Assessment

The applicant has submitted a Geohazard Assessment report for the proposed development, prepared in 2019 and with updated figures submitted in 2022. The geotechnical engineer who prepared the report completed a desktop study and field investigation to determine geotechnical features on the properties and to determine which areas are suitable and not suitable for development. The North Wiltse Block's size (over 300 acres) makes it complex to evaluate in detail given the geotechnical features across the site, therefore, and the Geohazard Assessment report calls for more detailed geotechnical reviews at each future subdivision stage, which is a standard requirement the City places on subdivisions in hillside areas. The Geohazard Assessment report identified geotechnical hazards on the site which helped inform some OCP future land use designation updates. The geotechnical engineer states "the majority of the planned development is in very low to moderate terrain hazard areas" (Ecora, p.7). There are engineering solutions

available to mitigate geotechnical concerns and these will be investigated at each phase of the development through more detailed geotechnical review, for example where rock outcrops might exist under the surface which could support development in lieu of requiring retaining walls. The Geohazard Assessment report offers a high level overview of where the hazards exist, and how the development was designed to respond to the hazards.

Wildfire Threat Assessment

The development is located within the wildfire hazard area. As such, the City will require the applicant to submit a Wildfire Threat Assessment report prepared by a Registered Professional Forester (RPF) as a requirement of each phase of development. Each report must meet the City's expectations before any lots are created. FireSmart construction standards are often required through a covenant registered on title of each property, outlining the permitted and prohibited building materials and landscaping. Separately from the North Wiltse Block proposal, the City is in the process of creating a new Terms of Reference for Wildfire Threat Assessment reports required for subdivisions in the wildfire risk area within city limits. These new Terms of Reference will set a higher standard for Wildfire Threat Assessment reports and outline an expectation that any restrictions or requirements related to building materials or landscaping conditions in new subdivisions in wildfire interface design and build in accordance with the covenant, to be confirmed by City staff. This will result in more FireSmart development in the wildfire interface in Penticton.

> "This develop(ment) is planned for a major interface, high-risk wildfire area. What are the mitigation strategies?" – Feedback Form Respondent

> "Fire evacuation is a major concern with the changing hot summers of the last few years." – Feedback Form Respondent

> "Wildfire mitigation and safety will be extremely important in this area." – Feedback Form Respondent

Archaeological Assessment

The applicant submitted an Archaeological Inventory and Impact Assessment report, completed in 2019. The report was prepared in collaboration with the Penticton Indian Band (PIB) to assess the property for any unrecorded archaeological resources, any potential impact developments might have on archaeological resources, and provide recommendation to the applicant and PIB to manage and mitigate any impacts (4 Seasons Heritage Consulting, p.2). The work was carried out with the proper permit required under the provincial *Heritage Conservation Act*. The study did not find any archaeological resources, however the study area is known to have historically been lands used by Indigenous peoples (4 Seasons Heritage Consulting, p.2). No further work was required by the study from an archeological perspective, however the applicant is working closely with the PIB on a Cultural Heritage Resource Assessment, which was requested by the PIB now that development is closer to occurring on the lands.

City Utilities

The applicant is responsible for providing the necessary infrastructure to service their development. This includes construction of new roads, sidewalks, electrical lines, water lines, sanitary sewer lines, and storm

water lines. The applicant has submitted a pre-design report which describes how they plan to service the phased development.

Water servicing is currently constrained by the existing infrastructure. The applicant will be required to construct a new water reservoir for Phase 1 of the development. Once that new reservoir is built, there is expected capacity for approximately 200 more units to be serviced, but as further phases continue the applicant will be required to bring a new water main across from the Carmi Reservoir to service the development. The applicant has worked with private land owners and the Crown to secure an easement right-of-way for the future water line.

> "Where would you get water to feed almost 700 new properties?" – Feedback Form Respondent

> "Who pays for the new reservoir and pumping station and any infrastructure upgrades from the water source to the development?" – Feedback Form Respondent

This additional water infrastructure will benefit the proposed development, other development areas, as well as provide benefit to the existing water system by securing water pressure and redundancy in the entire Wiltse/Upper Pineview area. For this reason, staff are recommending that the project be funded via an area specific Development Cost Charge (DCC) or other similar cost recovery method that will see the developer construct the infrastructure at their expense and be paid back through development. Staff are also proposing a 15% City contribution to the dedicated water line that will be crossing Ellis Creek. The early cost estimate of this contribution is approximately $300,000 (2022 dollars).

Sanitary sewer servicing is proposed to tie into the existing sewer system without any requirements for major upgrades. The downstream system was designed in anticipation of future development on the upper Wiltse lands, and has been included in the City's master plans.

Storm water drainage infrastructure is also proposed to tie into the existing mains in the lower neighbourhoods. Storm water attenuation tanks are proposed on the North Wiltse Block to help manage the additional flows into the existing City system, helping to avoid the need for downstream pipe upsizing. At this early stage, each new lot is proposed to have a storm water service connection, directing drainage into the mains and helping avoid drainage issues which could arise if water infiltration into the ground was proposed. Detailed infrastructure designs will be reviewed and approved at each phase of the development.

Electrical infrastructure, similar to the water line, requires a new feeder line at a certain stage in the development, prior to final build out, to meet the ultimate demands of the area.

All other utility infrastructure (i.e. Telus, Fortis, and Shaw) is required to be incorporated in to the plans and be approved by those outside agencies at each phase in the development.

Parks and Trails

The submitted plans show three (3) new active parks in the development as shown on the Green Spaces Plan (Attachment 'K') and the conceptual landscape drawings (Attachment 'J'). The three parks are connected with trails, which extend beyond the development site to provide a key link to Skaha Bluffs Provincial Park to the south. The total amount of active parkland provided is 4.8ha which exceeds the 2.5ha/1,000 population OCP target for active parkland and the 1.55ha/1,000 population Parks and Recreation Master Plan target for active parkland in new developments. Based on the higher OCP target and an estimated build-out population of 1,715 people (based on a 2.5 persons per household estimate), 4.3 ha of active parkland would be the target in the North Wiltse Block. 4.8ha has been provided. 'Usable' areas in these three parks are defined as land with less than 15% slope. That amount is 3.87ha. This shows the majority (80%) of the land in these three proposed active parks is quite flat for a variety of different amenities.

> "It would be great if there could be more parkland designated to allow for a wider range of activities." – Feedback Form Respondent

> "This development should include more green space, actual community parks, trails and staging and parking area for access to the wilderness." – Feedback Form Respondent

The final park designs will be prepared and approved by the City at the subdivision stage, however the applicant has provided conceptual drawings with the application package to give an idea of the types of facilities which could be in the future active parks (Attachment 'J'). Through the engagement period, the public responded to a question about which park amenities they would like to see in the three proposed active parks and the responses will help inform each park's future design. The results of that question are included in the Public Engagement Period Summary report which is publically available on Shape Your City Penticton. In addition to active parks and trails, 28 hectares (69 acres) of land is proposed to be dedicated to the City as natural and undisturbed land. This has environmental and green space benefits to the community.

Financial Implications

The developer is responsible for all the costs associated with developing the lands, including the construction of new infrastructure within the development, and improvements to increase capacity elsewhere within existing systems to accommodate the new demand created by the development, except as follows.

For the construction of the second water supply main across Ellis Creek (required prior to full build-out), staff are recommending this work be funded through a cost sharing agreement with the City contributing 15% to the cost of the water line crossing, estimated to be $300,000, and all other costs being developer funded. There are some neighbouring development lands that will also benefit from the new infrastructure, which will also be required to participate in costs. As such staff are recommending that Council give direction to staff to prepare a financial cost recovery mechanism, such as an area specific DCC, Servicing Bylaw or other tool, to manage an equitable distribution of these costs. The City may incur some costs in the preparation of whatever agreements and/or bylaws that are required, but some cost recovery will be possible through current fees and charges. Any substantial costs will be brought before Council for direction.

For the construction of the separated bike lane and associated traffic calming infrastructure, staff are recommending that the City take the lead on the project, conduct the detail design and stakeholder engagement, and contribute 50% of the cost, through a cost recovery and cost sharing agreement. The estimated financial impact of this City contribution will be between $1-2.5M, and would be incorporated in to the City's Financial Plan to coincide with the connection of the development to Wiltse Boulevard (at the latest).

This particular bike lane project is a low priority within the City's Master Transportation Plan (in the context of other cycling projects), and is a low priority relative to other competing infrastructure needs identified and previously reported to Council as part of the City's Asset and Amenity Management plan. The significant cost of this proposed cost sharing arrangement may (depending on timing) limit the ability of the City to fund other higher priority projects identified in these other two plans. Staff believe that providing this infrastructure is important to service this new neighbourhood in accordance with the policies in the OCP and the Transportation Master Plan. Therefore, staff have provided an alternative recommendation for Council's consideration that would see the developer fund the full cost of this infrastructure.

The City will be responsible for on-going maintenance and replacement of all new City owned infrastructure associated with this development. That includes new roads and utilities, estimated at approximately $57 million in initial capital costs, as well as new parks, trails and natural areas which are intended to be dedicated to the City.

Public Engagement Period

Following direction from Council on April 5, 2022, staff followed the *Community Engagement for OCP Amendments Procedure* to ensure appropriate and meaningful consultation with the community about the North Wiltse Block proposal. The public engagement period ran from April 11, 2022 to May 8, 2022. The feedback was provided to the applicant and posted on the Shape Your City website after the end of the engagement period. The applicant reviewed the responses and included some revisions to the development plans in response to the feedback (Attachment 'C').

The following list summarizes the main methods used to raise awareness about the proposed development and the opportunities for residents to provide feedback through the public engagement period:

1. Project page on www.shapeyourcitypenticton.ca - central location to share information and gather feedback,
2. Notices mailed to neighbours within a 100m buffer of the properties,
3. Four public notice signs posted on the subject properties,
4. Consultation with targeted agencies, stakeholder groups, and Penticton Indian Band,
5. Media release issued,
6. Newspaper advertisements, and

External Stakeholder Consultation

Staff contacted the following stakeholder groups via email as part of the public engagement period:

- Ministry of Environment
- Ministry of Transportation

- Ministry of Agriculture
- Regional District of Okanagan Similkameen
- Interior Health
- School District 67
- Okanagan College

Responses were received from the RDOS and Ministry of Agriculture that they had no concerns. Interior Health also responded from a Healthy Built Environment perspective, noting the positive aspects of parkland and trails which promote active living while also providing considerations related to housing mix, active transportation, and tree coverage. Their full comments letter has been included as Attachment E.

Penticton Indian Band (PIB)

Staff submitted a referral to the Penticton Indian Band (PIB) through their preferred NationsConnect referrals portal. Staff have had ongoing meetings with the PIB major projects committee to discuss the North Wiltse Block proposal, however the PIB has not provided a formal response as of the date this report was finalized.

Public Information Sessions

Three public information sessions were hosted by the City, one online and two in-person. The first in-person session was held outdoors at the Wiltse School Playground on Tuesday, April 26th. An estimated 70 people attended. The online information session was held Wednesday, April 27th, with about 30 attendees. The final information session was held on Saturday, April 30th at the Seniors Drop-in Centre with about 40 attendees. Staff were available at each information session to provide additional information on the proposal to the public and respond to questions.

Figure 5 - Photo from public information session at Wiltse School

Shape Your City Penticton was the main portal for public input. A feedback form was available on Shape Your City, as well as in hard copy. In total, 595 surveys were completed. Some respondent quotes have been included throughout this staff report. The full public engagement results report is publically available on Shape your City Penticton.

The following two tables outline some common themes that emerged from the engagement period. The first table outlines themes related directly to the proposed development, and the second table outlines existing issues raised through public engagement that respondents believe will be exacerbated as a result of the North Wiltse Block development. Each table contains a response column which provides more information or explains how the concern was addressed by the applicant.

Feedback on proposed development	Response
Green buffers from existing homes on Evergreen Dr and Hawthorn Dr to the new development	Several residents along Evergreen Dr and Hawthorn Dr expressed concerns about what will be developed behind their properties. The current OCP provides a park behind several homes along Evergreen Dr, and this was proposed to be reduced to a 6m green buffer in the original submission. The applicant revised the plan in this area to add a park along the most northern Evergreen Dr homes, and retain the 6m green buffer further south where the elevation increased between the new lots and the existing lots on Evergreen Dr (Attachment 'L'). Along Hawthorn Dr, new lots are proposed adjacent to the existing homes. This has been the plan since the 2019 OCP was adopted, but residents may be more conscious of this now that homes have been constructed along Hawthorn. In the revised submission, the applicants are proposing a 3m wide covenant area on new lots backing onto Hawthorn Dr homes to maintain a green buffer, while also recognizing the elevation difference between the existing and new development in this section as well.
Environmental impacts	Concerns were raised related to clearing trees, regrading natural areas, habitat loss, limited wildlife corridors, and generally a sense of losing a hiking and mountain biking location as a result of the proposed development. The City has tools through the Hillside Development Permit to ensure proposed natural areas shown on the Green Spaces Plan (Attachment 'K') remain undisturbed, and through the City's Bylaws to require the provision of new trees in the development site. The Environmental Assessment Report informed the development layout away from the most environmentally-sensitive areas by dedicating 28 hectares of land to the City to be kept in its natural undisturbed state.
Trails	The engagement period revealed a desire for trail connections, as well as concerns about the location of the proposed Fortis linear trail. Some respondents expressed the view that a trail under the power lines will be undesirable. Staff worked with the applicant to provide trail connections throughout the development site, and the Fortis linear trail is an important connection from Wiltse Blvd to Skaha Bluffs Provincial Park in the south. While comments were raised about the trail being under power lines, staff note that a large section of well-established (informal) trail through the site is already within the Fortis right-of-way (Figure 2).

Feedback on proposed development	Response
Density	Many respondents felt the proposal was too dense, with too many units. Some suggested that the development should be entirely single detached homes, and fewer in number. Others questioned why multifamily homes were part of the proposal, given the location is relatively far from shops and services. Staff note that the current OCP designations on the North Wiltse Block envision townhomes (Ground Oriented Residential development). In 2014, Council approved the Wiltse Area Structure Plan which envisioned apartments and commercial uses on these lands. The vision has always been for a mix of housing types, which provides a range of unit sizes and price points for different groups of future residents. The revised plan includes areas with Urban Residential designation, to allow the option for townhomes or apartments up to six storeys. Higher densities make more efficient use of new City infrastructure by serving more units with the same distance of roads and pipes.
Earthworks and construction impacts	While not all development-related impacts can be avoided, they can be mitigated where possible. This includes restricting blasting and earthworks time periods, as well as approving specific truck routes for construction vehicles. These will be considered through future Hillside Development Permits, which require Council approval.
Wildfire threat and emergency egress	The North Wiltse Block is within a wildlife risk area, and prior to the subdivision of any new lots the City will require a wildfire risk assessment report prepared by a qualified professional, with the report meeting the new Terms of Reference. Some respondents raised concerns about there being only two main roads leading to the new development: Pineview Rd and Wiltse Blvd. Staff note that two roads is acceptable for emergency egress, and that there is a plan for a future emergency egress through Phase 2 of the Bluffs at Skaha to lead from Evergreen Dr to Valleyview Rd in the case of an emergency.

Feedback on existing issues	Response
Wiltse School capacity	Many respondents raised concerns with the capacity of Wiltse School given the new housing proposed. In 2021, Wiltse School was at 88% capacity and the School District predicts an 82% capacity in 2032, according to the SD67 2021 Enrolment and Capacity Analysis. Based on Penticton's 2021 census results, approximately 274 school-age kids from elementary to high school may live in the new development at full-build out. Staff reached out to the School District 67 head office multiple times, with no response. Staff discussed the development proposal with the Wiltse School principal, and recognize that the development proposal will take approximately 15-20 years. Over that time, the School District can evaluate school capacity through their own process.
Congestion around Wiltse School	School-related congestion is an issue due to the original siting of Wiltse School on the main road through the subdivision, and the lack of a turnaround drop-off and pick-up facility on the school property. Staff are aware of this issue, which many respondents believe will be worsened if the North Wiltse Block development proceeds. City staff are working with School District 67, and have provided the District a number of concepts to improve drop-off and pick-up facilities on school property. In line with the OCP transportation priorities (OCP, p.4-61), the City encourages walking and biking options for parents and students to get to and from school.
Speeding and sightlines on Pineview Rd	Pineview Rd has some steep sections and pinch points, which are features of its current design. Some respondents felt traffic is too fast on Pineview Rd and that visibility, particularly at the intersection with Evergreen Dr, is poor. Public Works can address these existing issues separately from the North Wiltse Block proposal, such as options for improving safety and sightlines at the intersections. The Traffic Impact Assessment did not recommend any upgrades to Pineview Rd as a direct result of the proposed development.
Speeding and road diet on Wiltse Blvd	Speeding is perceived as an issue on Wiltse Blvd, potentially attributed to its wider width. Traffic calming speed bumps and crosswalks were installed around Wiltse School several years ago to help address this long-standing concern. Staff note that traffic analysis reveals most vehicles are travelling around the posted speed limit, meaning it might be the speed limit is too high and the road design itself encourages higher speeds. Connected to the North Wiltse Block proposal, staff are recommending a road diet through construction of a separated bike lane and other traffic calming measures (i.e. curb extensions, road narrowing) to promote slower vehicle speeds and making the road safer for all users.

The public engagement period was crucial to raise awareness and gather community feedback on the development proposal. Key themes arose through the engagement period, some of which could be addressed in revisions to the development plans and others which would apply regardless of the form, layout, or other components of the development proposal. It is recognized that a proposal of this scale will impact the community, and where possible those impacts will be mitigated through other processes in the development timeline such as subdivision approval, earthworks permits, and development permit area guidelines. Some existing issues were raised and noted by staff to investigate separately from this development proposal.

Economic Prosperity and Development Services Advisory Committee

Staff presented the North Wiltse Block proposal to the Economic Prosperity and Development Services Advisory Committee on April 8, 2022. The committee heard a presentation and had some questions for staff. The committee passed the following resolution in support of the proposed development:

> **It was MOVED and SECONDED**
> THAT the Economic Prosperity and Development Services Advisory Committee recommends that Council support the OCP Amendment and Zoning Amendment applications for 850 Wiltse Blvd and 160 Crow Place to enable future residential development.
>
> **CARRIED UNANIMOUSLY**

Agriculture Advisory Committee

Staff presented the North Wiltse Block applications to the Agriculture Advisory Committee on May 18, 2022. This committee reviews all development proposals involving agricultural land, and lands zoned Agriculture (A). The committee unanimously passed a resolution of no objections, given that there has been no historical or present agricultural use on the North Wiltse Block:

> **It was MOVED and SECONDED**
> THAT the Agriculture Advisory Committee does not object to the OCP Amendment and Zoning Amendment applications for 850 Wiltse Blvd and 160 Crow Place to enable future residential development.
>
> **CARRIED UNANIMOUSLY**

Analysis - Official Community Plan Amendment Bylaw

The OCP is a "living document" and applications to amend the OCP are to be expected from time to time. While the OCP guides land use decisions up to 2045, it is likely that over that timeframe changing trends or unforeseen events will require the City to consider amendments to the plan. Proposals to amend the OCP that respect the overall vision and values of the OCP, but also allow for innovation and adaption as new opportunities arise, are considered by City Council with the following considerations:

1. Alignment with broad OCP visions and goals
2. Provision of demonstrable social, economic and environmental benefits to the community
3. Assessment of cost and other implications for infrastructure – parks, roads, utilities, water, sanitary and storm sewer, public facilities
4. Suitability to context – form, character and design
5. All proposed amendments will be accompanied by meaningful public engagement, in addition to the required notification, and a formal Public Hearing.

The proposal includes adding the Urban Residential designation onto the North Wiltse Block, to allow the future flexibility of either townhouses or apartments to be constructed in RM3 zoned blocks. The Urban Residential designation supports those higher-density residential uses, with apartments up to six storeys. The other OCP designations already exist on the North Wiltse Block, and their mapping is proposed to be updated in some locations to reflect the revised development layout (Attachment 'G').

Staff have analyzed the proposed development in comparison to the applicable OCP policies, and have included this analysis as Attachment 'D'.

The growth plan goals of the OCP are to promote development within or adjacent to existing built up areas, maximum City infrastructure utilization, create complete and accessible communities, while minimizing negative environmental impacts (Figure 7). These goals frame the analysis of the OCP amendment application for the proposed development.

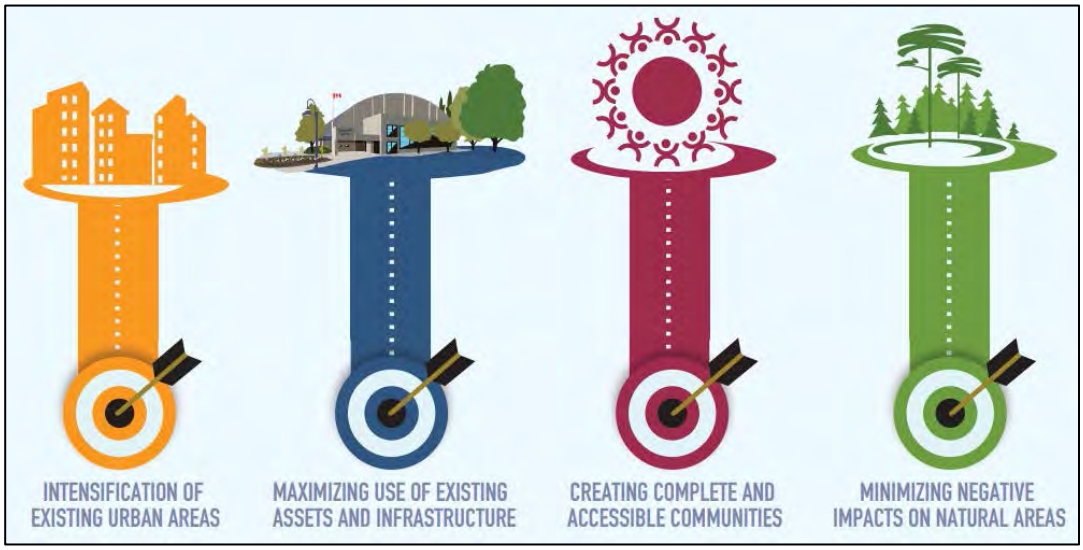


Figure 6 - Growth Plan Goals from the OCP

New Hillside Neighbourhoods

The OCP outlines the expected population growth in Penticton and the resulting need for additional homes. The OCP envisions an average annual growth rate of 0.65% up to 2045, however this may not occur as a steady increase. For example, 2021 census data revealed the City's population grew 9.3% between 2016 and 2021, which averages out to 1.86% each year, almost three times the average annual growth rate anticipated by the OCP. With this population growth and the expected demand for additional homes in the future, more housing units of all types, across the City, will be required.

The OCP recognizes that a number of new neighbourhoods are expected to be developed to meet the demand for detached homes, including the Upper Wiltse area, which is a logical extension to existing city infrastructure (OCP, p.3-46). New neighbourhoods such as the North Wiltse Block will support active transportation (walking, cycling) and transit use (where feasible), to include new parks, trails and linkages, and provide a range of housing options to address different demographic and economic requirements (OCP, p.3-46). The North Wiltse Block provides trail connections through the neighbourhoods and connecting to other areas. The proposed bike land connection would support cycling in the area. The proposed range of housing units is expansive: single detached homes, duplexes, townhomes, and possible apartments. These features of the proposal are in line with what the OCP envisions in new hillside neighbourhoods.

Asset and Infrastructure Considerations

The OCP requires consideration of infrastructure costs when reviewing OCP amendment applications. In this case, the OCP has planned for growth on the North Wiltse Block since 1982. The developer is responsible for all costs associated with servicing the development, including any necessary road, water, and sanitary upgrades. The Transportation Master Plan was approved by City Council in 2021 and identifies a separated bike lane connecting the North Wiltse Block and the Lake-to-Lake bike route. Staff are proposing the developer provide a partial contribution to that project, with the City covering the other portion as the project benefits both the new development and the existing lower neighbourhoods. The City will be responsible for the ongoing maintenance costs of all new public infrastructure within the North Wiltse Block.

Creating Complete and Accessible Communities

The North Wiltse Block has been envisioned for residential development since 1982, with the land use designations set through the Wiltse Area Structure Plan approved by Council in 2014 and refined through adoption of the 2019 OCP. Attachment 'G' shows the proposed changes to OCP designations outlined in red, all other designations are proposed to remain as-is. Some key changes include the introduction of 'Urban Residential' designated areas which could allow for apartments up to six storeys or townhomes on the eastern side of the development site, away from existing neighbourhoods. Further proposed changes are the re-designation in the southeast park area from Detached Residential to Parks and adding parkland on both sides of the new collector road at the north entrance to the site. These changes provide a wider range of housing forms on the site with the introduction of apartments, and also provides more parkland. The OCP amendment is considered consistent with the OCP goals of creating a new hillside neighbourhood with housing options for different ages and life stages, including young professionals, families, and those wishing to downsize. No commercial uses have been proposed in the North Wiltse Block.

There is no commercial zoning in this proposal. Previous commercial uses in the lower neighbourhood have not been successful, and the 2019 OCP removed the commercial uses envisioned in the Upper Wiltse area in

the Wiltse Area Structure Plan. The current application package is aligned with the 2019 OCP in that it did not envision future commercial development in this new neighbourhood.

Staff Recommendation – Official Community Plan Amendment

Staff consider the proposed OCP amendment is generally consistent with the goals and policies of the OCP. A full OCP policy review is included in Attachment 'D' which demonstrates this consistency in addition to the analysis in this section of the report.

Staff are recommending that Council give first reading to "Official Community Plan Amendment No. 2022-29" and forward it to the June 20, 2022 Public Hearing to gather additional feedback from the public on the proposal.

Analysis - Zoning Amendment Bylaw

The application proposes to rezone the development site to a number of different residential and parks zones. The proposed residential zones are R1 (Large Lot Residential), R2 (Small Lot Residential), RD2 (Duplex Housing: Lane), RM1 (Bareland Strata Housing), RM2 (Low Density Multiple Housing) and RM3 (Medium Density Multiple Housing) to provide a mix of single detached homes, duplexes, townhomes and apartments. The other proposed zones include P1 (Public Assembly) and P2 (Parks and Recreation) for the lands to be dedicated to the City for public infrastructure and parkland. The upper, eastern portion of the site will remain privately-owned A (Agriculture) zoned land.

Staff have analyzed the proposed development in relation to the applicable OCP policies (Attachment 'D'). In keeping with the growth management plan targets, the OCP policies guide new residential development within or adjacent to built-up areas of the city, close to shops, services, and other amenities. Developments that encourage walkability and cycling are promoted. The OCP plans for some new hillside developments, including Upper Wiltse, to meet demand for single detached homes recognizing the City's limited land supply. The North Wiltse Block is a long-planned, expected extension of the existing neighbourhood, having been designated for development since 1982 and for a mix of residential densities since 2014.

The proposed unit split is approximately two-thirds (2/3) multifamily units, and one-third (1/3) single detached homes. This reflects the intent of the Wiltse Area Structure Plan and the OCP policies encouraging efficient use of development land in Penticton. The OCP targets 75% multifamily and 25% single detached housing for new development (p.3-37). The North Wiltse Block is one of the last remaining large development areas in Penticton, and the City has experienced a strong demand for housing over the last several years. This proposal would build out in phases over 15 to 20 years to help meet the demand for housing and complete the Upper Wiltse/Upper Pineview neighbourhood, which has been under development leading upslope for the last 40 plus years. The mix of densities in the North Wiltse Block proposal reflects an efficient use of land and municipal services than an exclusively single detached neighbourhood. Less land is developed and more land is left natural by providing more units per hectare.

To respond to the added demands and increased residents, the proposal includes three new active parks with a total area of 4.8ha (11.9ac). It is noted that currently there is only one active park in the lower neighbourhoods which is located at Wiltse School. The City, in the past, did not require parkland dedication through recent subdivisions in the area and this has created a parkland deficit which would be ameliorated through the almost 40 hectares of parkland to be dedicated to the City through this proposal.

Site Specific Provisions

The applicant is proposing the following parking provisions:

- RM1 zone – to prohibit townhomes and duplexes as permitted uses, and to increase the maximum principal building height from 8.5m to 10.5m.
    - This proposed site-specific provision ensures the bareland strata is for single-detached homes. The request to increase building height is supported because it is the same permitted height as freehold single detached homes in the R1 or R2 zones.
- RM2 zone (adjacent to the Hawthorn Dr cul-de-sac) – to prohibit apartments as a permitted use, and to limit the maximum building height to three (3) storeys.
    - This multifamily block is the closest one to established neighbourhoods. The applicant heard through the public engagement period that the transition to established neighbourhoods is important to consider. Therefore this block is proposed to be townhouses-only, by prohibiting apartments, and limiting the future building heights to three storeys to mitigate their height and overlook onto existing neighbourhoods.

Staff support both site-specific provisions proposed with the Zoning Amendment Bylaw application. The RM1 site-specific provision allows for the same buildings heights as other single detached zones, providing a consistent built form as the surrounding single detached homes. The RM2 site-specific provision limits density, building height, and overlook at this transition zone to the existing neighbourhood, helping to address some concerns which arose through the public engagement period.

Staff Recommendation – Zoning Amendment Bylaw

Given the alignment with the OCP, staff are recommending that Council give first reading to "Zoning Amendment Bylaw No. 2022-30" and forward it to the June 20, 2022 Public Hearing, to gather additional feedback from the community on this development proposal.

Future Analysis - Hillside Development Permit

The Hillside Development Permit Area (DPA) applies to areas of the City where future development is expected to occur on sloping terrain and requires a range of special considerations to mitigate risk and negative impacts. The purpose of the hillside development permit is to support safe residential development on steep slopes by respecting the natural terrain where possible. The Hillside Development Permit will outline certain conditions that apply with the development is built-out. This could include limitations on blasting, restrictions on retaining walls, designating a truck route, and ensuring protection of the natural areas to be dedicated to the City.

The applicant has applied for their Hillside Development Permit and staff will bring that permit forward to Council for consideration should Council proceed with the OCP and Zoning Bylaw amendment applications.

Summary

The North Wiltse Block proposal is a significant development proposal in one of the last large areas of Penticton designated for future development. This proposal involves putting land use in place on 44 hectares of the North Wiltse Block to allow the phased development of almost 700 homes. The homes would be split between single detached, duplex, townhouse and apartment forms. A number of technical reports

have been submitted which informed the development layout. Staff are recommending that a financing mechanism be created for the offsite water and bike lane/traffic calming infrastructure, with cost sharing commitments as described, and that an amendment is made to the City's 10 year Capital Plan to include both projects. The public engagement period revealed community feedback on the original proposal and informed changes made by the applicant to address some concerns raised by respondents:

- Added public park land on the west side of the new collector road, near the north entrance to the development. This was in response to concerns from residents along Evergreen Dr of losing green space behind their properties through the original proposal. Lots have been reconfigured in this area with zoning changed from R1 to R2. The active parkland has increased from 4.55ha to 4.8ha.
- Added 'Urban Residential' designation into several proposed multifamily blocks on the eastern side of the development site to clarify the applicant's intent to provide flexibility for apartments up to six storeys or townhomes in these areas.
- Downzoned the townhouse block above the end of Hawthorn Dr from RM3 (Medium Density Multiple Housing) to RM2 (Low Density Multiple Housing), with a site-specific limitation to prohibit apartments and to limit building heights on this multifamily block to three storeys.
- Provided a 3m wide environmental covenant area on future lots backing onto Hawthorn Dr properties to maintain some vegetation between existing and future homes.

While there will be impacts from the North Wiltse Block development which cannot be avoided if the development proceeds, the proposal is considered consistent with the broad vision and goals of the OCP. As such, staff are recommending that Council give the OCP and Zoning Amendment bylaws first reading and forward the bylaw amendments to a statutory public hearing on June 20, 2022.

Alternate Recommendations

Council may support the proposed land use on the North Wiltse Block, but choose to not support cost sharing of the bike lane connection between the North Wiltse Block and the Lake-to-Lake bike route. Council may consider the bike lane connection should be required given the scale of this development, but beyond the financial means of the City to contribute towards. If this is the case, Council should choose Alternate Recommendation #1, and support all staff recommendations except for the two related to the proposed bike lane connection.

1. AND THAT Council require the developer, at their sole expense, to fund a separated bike lane and associated traffic calming between the North Wiltse Block to the Lake-to-Lake bike route, with no financial contribution from the City, and require those works to be complete prior to any new road connection to Wiltse Boulevard.

Council may consider the proposed OCP land use designations and rezoning for the North Wiltse Block are undesirable. If this is the case, Council should choose Alternate Recommendation #2 and deny first reading. If this decision is made, the current OCP land use designations and zoning will remain in place and the applicants will have to revise their development plan to reflect the existing OCP designations. Staff are recommending against this option, as in staff's opinion the updated development configuration will lead to an overall improved development which is aligned with the broad vision and goals of the OCP.

2. THAT Council deny first reading of "Official Community Plan Amendment Bylaw No. 2022-29" and "Zoning Amendment Bylaw No. 2022-30".

Attachments

Attachment A – North Wiltse Block Timeline
Attachment B – Letter of Intent (applicant)
Attachment C – Response to Public Engagement Period/Revised Submission Letter (applicant)
Attachment D – OCP Policy Analysis (staff)
Attachment E – Interior Health Comments Letter
Attachment F – Existing Official Community Plan Map
Attachment G – Proposed Official Community Plan Map
Attachment H – Existing Zoning Map
Attachment I - Proposed Zoning Map
Attachment J – Conceptual Landscape Drawings
Attachment K – Green Spaces Plan
Attachment L – Evergreen Dr and Hawthorn Dr Interface Cross Sections
Attachment M – Phasing Plan
Attachment N – Official Community Plan Amendment Bylaw No. 2022-29
Attachment O – Zoning Amendment Bylaw No. 2022-30

Respectfully submitted,

Steven Collyer, RPP, MCIP
Planner II

Concurrence

Director of Development Services	General Manager of Infrastructure	Director of Finance and Administration	Chief Administrative Officer
BL	KD	AMC	DvD

Attachment A - North Wiltse Block Timeline

Year	Event
1982	The first Official Community Plan (OCP) is adopted by City Council, designating the subject properties for future development.
2005	Comprehensive Development Plan (CDP) prepared to measure 20 year development potential of the City. The CDP identified infrastructure requirements and financing strategies to accommodate future growth in the City. The Upper Wiltse area was projected to have a potential build out of approximately 800 units.
2008	City Council endorses the Terms of Reference to prepare an area plan for the Upper Wiltse lands. The Terms of Reference outlined requirements of an area plan: to identify future land uses, residential densities, road patterns and required community services and parks in the Upper Wiltse area. The Terms of Reference originally considered a 9-hole golf resort as part of the development, but that was later removed.
2014	Wiltse Area Structure Plan adopted by City Council. The 2002 OCP was amended to refer to the area structure plan. North Wiltse Block (850 Wiltse Blvd & 160 Crow Pl) was envisioned to have 230 single detached homes, 290 townhouse units, 160 apartment units, 70 mixed use/seniors units (total: 670 units)
2019	Current OCP adopted by City Council. Future land use designations on the North Wiltse Block were updated, based on the Wiltse Area Structure Plan. Future land use designations: 'Rural Residential', 'Detached Residential', 'Ground Oriented Residential', 'Parks', and 'Natural and Conservation'.
2022	OCP Amendment, Rezoning, and Hillside Development Permit application package to be considered by Council. Proposal for 183 single detached homes, 28 duplex units, 475 townhouse units (total: 686 units).

Attachment B - Letter of Intent (applicant)

February 8, 2022 Ecora File No.: 180225

City of Penticton
171 Main Street
Penticton, BC V2A 5J9

Attention: **Planning Department**

Reference: **Community Plan Amendments and Rezoning of 850 Wiltse Boulevard and 160 Crow Place**

Ecora Engineering and Resource Group Ltd. (Ecora) was requested to submit an application for Community Plan amendments and rezoning of the North Block Wiltse lands for a new residential community.

The subject properties include 2 large parcels:

- 850 Wiltse Blvd at 61.3 ha (151.5 acres) with road access from the eastern end of Wiltse Blvd; and
- 160 Crow Place at 67 ha (165.5 acres), with road access from Partridge Drive and Crow Place.

These lands have been designated for urban development in City of Penticton Community Plans since the 1970's and were previously called 'Upper Wiltse". The Owner's prepared the Wiltse Area Structure Plan over a 5 year period and the Plan was adopted in 2014. This Area Plan was for the North Block lands, subject of this application and the South Block lands, for the Bluffs at Skaha project with 40 lots currently in the development stage. The Area Plan provided for 850 dwelling units on both the North and South Blocks with 670 units for the North Block. The North Block represents the last large urban growth area in the City and will provide for a significant number of new residential dwelling units over the next 10 or years.

With the adoption of the City's new Community Plan in 2019, the Wiltse Area Structure Plan was rescinded. The Community Plan established a revised development concept with somewhat more single family lots (277) and with somewhat less multiple family units (391), and no commercial area - but a similar total unit count at 668 units. The new Community Plan also established Hillside and Environmentally Sensitive Development Permit Areas over the North Block lands.

The Owners have refined the development concept to comply with the Hillside DPA and are now making application for a mixed use residential area with 183 single family, 28 duplex and 475 multiple family units for a total of 686 units in a 50 ha area. The goal of the owners is to meet City development

standards while maximizing the number of dwelling units in a comprehensively planned new community with extensive parkland and natural areas.

The Site

The North Block is a forested hillside property that features rugged terrain with bedrock outcrops, knolls, undulating ridges, benches and bluffs. Extensive land disturbances have occurred over past years and includes gravel extraction on the northern area, logging, forest fire, fire guard, and dirt access roads and trails. The Fortis power line passes through the site from the southern west end of 160 Crow Place to the north eastern area of 850 Wiltse Boulevard.

Proposed Development

The Development Plan, shown on the *Conceptual Zoning Plan*, consists of a main collector road between Wiltse Boulevard and Partridge Drive, with three crescent roads and several cul-de-sacs to serve the residential subdivisions. Two rear lanes are proposed for the single family lot areas in the northern area, due to hillside slopes and road access challenges. Neighbourhood parks, a park corridor and numerous wildlife trails and walkways are provided throughout the new development. Except for one multiple family site in the northeast corner and a proposed recreational park, all the development is located west of the Fortis right-of-way. The remaining land to the east of the Fortis is designated for Conservation and Rural Residential.

Proposed Community Plan Amendments

The overall scope and character of the proposed North Block development remains very similar to that outlined on the Land Use Designations on the “Future Land Use Map” in the Community Plan. Most of the proposed changes are related to increasing or relocating areas for Parkland and changes to reduce single family development areas, designated as “Detached Residential”, and to increase multiple family units, designated as “Ground-Oriented Housing”. Key changes are noted below:

- Relocating the Neighbourhood Park at the Wiltse Boulevard entrance to the opposite side of the main Collector Road that was initially designated for multiple family housing and replacing with single family units (except for 1 lot);
- Replacing singe family units with multiple family units located along the upper side of the Collector Road and Road G;
- Replacing multiple family housing with single family housing along Road D in the upper edge of the development and along Road E in the southern area;
- Redesignating a MF site along Road D to Bare Land Strata Housing;
- Removing the proposed Bare Strata Subdivision on the east side of the Fortis Right-of-Way and replacing with a large Park;
- A number of minor amendments to add previously designated Park areas to the adjacent multiple family development site, but the proposed corridor remains.

See attached *OCP Changes Plan.*

Proposed Residential Zoning

The North Block development features a diversity of housing types, from large lot single family, small lot single family, duplexes and low and medium density multiple family units, as shown on *the Conceptual Zoning Plan.*

- R1, Large Lot Residential. Most of the single family is zoned R1 and totals 120 lots.
- R2, Small Lot Residential – There are 48 small lots in 2 development areas
- RD2, Duplex Housing – Lane – There are 14 duplex lots with 28 units
- RM1, Bare Land Strata Housing – 15 lots
- RM2, Low Density Multiple Housing – There are 5 Townhouse development sites with 211 units. These units are located along the main Collector Road and Road G. Units are a maximum of 3 storeys.
- RM3, Medium Density Multiple Housing – Five sites, including 1 east of the power line with RM3 zoning, and a total of about 264 units. These sites are generally located in the upper, eastern area of the development, but with one development adjacent to Hawthorne Drive. Units may be a maximum height of 6 storeys.

Site Specific RM1 Zone: The RM1 area is proposed to be a Site Specific Zone to limit development to single family dwellings with a maximum height of 10.5m (the same as the R1 and R2 zones).

Site Specific RM3 Zone: One Site Specific RM3 zone is proposed on Road E above Hawthorne Drive. Due to site slopes, this site well is suited to a 4 storey, stacked townhouse design. It is proposed that this Site Specific zone limit the use to “townhouses” and height to 4 storeys, due proximity to an newly developing single family area.

Proposed Parks Zoning

- P2, Parks and Recreation. The entire Fortis right-of-way, plus a few adjacent areas, is to be zoned P2 for a linear corridor of 7.3 ha. While much of the Fortis corridor is of rugged topography, there is a useable area of 1.0 ha. There are also 4 park areas to be zoned P2 for neighbourhood parks – a park at the Wiltse Boulevard entrance area of 0.85 ha with .38ha of useable land, a second park of 0.8 ha (0.42 useable) to the east, a park corridor of 1500 m^2 that provides a link with sidewalks between these 2 parks, and a large active park of 2.9 ha (usable 1.8 ha) east of the Fortis right-of-way – this park would be suitable for a playing field (s), sports courts, dog park and other passive activities.
- Natural and Conservation Areas. A large block of conservation area with high environmental values land is located east of the Fortis right-of-way to be left in a natural condition and totals 26.7 ha. This area is proposed to be zoned P2. The Owners are proposing to donate this Natural Area to the City. A significant natural area comprised of rock faces and forest will be retained in area along the western edge of the Wiltse development, with a total of 1.5 ha and zoned P2 and provides a buffer adjacent to existing homes along Evergreen Drive.

- Trail and Wildlife Corridors. There are numerous trail corridors throughout the North Block to provide pedestrian and cycling linkages between streets and to connect to parks. A trail is located along the northern property line at the base of a slope and originating in the public park is to be zoned P2. A park corridor, in the northern area of the property, with a width of 10m will connect the 2 neighbourhood parks in and is to be zoned P2. There is also a wildlife corridor proposed in the southern area of the site, to connect an established wildlife corridor from the Hawthorne Drive area, to the Fortis right-of-way lands. All of these corridors will be zoned residential, which is a typical approach in the City for many local connection routes.

  Even though this is private property, there is a well-established Mountain Bike Trail network throughout the North Block as well as along the Fortis powerline. The Development Plan provides linkages from the neighbourhood trail corridors to the Fortis and mountain bike trails in the upper sloped lands, which are designated for Conservation and beyond that will remain private property.

  The Park and Trail Network is illustrated on the attached *Green and Natural Areas Plan*. In addition, the attached *Conceptual Landscape Plans* illustrate now the parks, park corridor and wildlife corridors will function and provide an attractive feature in the new neighbourhood, including developed trails and site restoration with native and ornamental plantings.

- Open Space Summary: There is a total area of 77.4 ha covered by the OCP and Rezoning application. Excluding the Conservation Area, the residential development area is 50.3 ha in size Parkland includes:

  - 3 Neighbourhood Parks 4.2 ha 2.6 ha useable
  - Park Corridor 0.15 ha 0.15 ha useable
  - Fortis Right-of-Way 7.3 ha 1.0 ha useable
  - Total Parks 11.7 ha 3.75 ha useable
  - On an overall basis, 23% of the development site is dedicated for parks, of which 7.5% is useable parkland, considerably beyond the 5% subdivision requirement
  - Conservation area 26.7 ha
  - West slope natural area 1.4 ha
  - Total CA/Natural Areas 28.1 ha
  - When the total application area of 77.4 ha is considered, the above Parkland plus the Conservation/Natural Area totals:
  - **Total Open Space 39.8 ha – 51.4% of the land area**

- Natural Features: The *Green and Natural Areas Plan* illustrates graded slopes throughout the North Block required to create usable development sites. These slopes will be revegetated at the subdivision stage, either with full revegetation with trees (for 2 to 1 slopes) or without trees (for 1.5

to 1 slopes) and will add a considerable amount of greenspace and recreate a hillside appearance These slopes will be addressed in more detail in the Hillside Development Permit.

- P1, Public Assembly: The existing Evergreen reservoir site is currently zoned P1. With this application, the remainder of the reservoir parcel will be zoned P1. The lands to the east will be zoned P2 as part of a natural slope area (that includes a walkway and reservoir access). A new dedicated lane is proposed at the rear of 4 lots fronting on Evergreen Drive, where there is currently an informal laneway.

Agricultural

The existing A, Agricultural zoning is proposed to be retained for the upper hillside lands that are designated as **Rural Residential** in the Community Plan. Any development of these upper lands will require a future rezoning application with a review of environmental, hillside, land use and servicing components.

Community Plan Policies

The proposed residential zoning reflects the Community Plan designations of **Detached Residential** and **Ground Oriented Residential.** The **Parks** and **Natural and Conservation Areas** also reflect the Community Plan designations.

The OCP identified a need for 929 new single family units over the next 30 years with an average of 31 new units per year. While the focus of the Community Plan is on accommodating much of the new development through intensification of Penticton's existing urban areas, the Plan provides for "A number of new hillside neighbourhoods … to be developed to meet the demand for detached houses.". This includes "Upper Wiltse" that is adjacent to an established neighbourhood and is logical extension to existing City infrastructure.

Planning for a new hillside development area, such as the Wiltse North Block, is to be guided by protection of environmental values as well as consideration of natural hazards such as steep slopes and wildfire, that will be addressed through Environmental and Hillside Development Permit Areas and through the subdivision process at the development stage. New neighbourhoods are to be designed to support active transportation (walking, cycling), and include new parks, trails, and linkages and to provide a range of housing options to address different demographic and economic requirements. In this regard, the proposed rezoning of the North Block land is consistent with the Community Plan.

Development Servicing

The following is a high-level design summary to service the Wiltse North subdivision located at 160 Crow Place and 850 Wiltse Boulevard. The proposed servicing plan includes:

Water

Hydrant spacing and water main construction will be in accordance with Subdivision and Development Bylaw 2004-81 design standards and the requirements of the Fire Underwriters Survey. With construction of a new reservoir and booster pump station, here is adequate water supply from the existing system to service the first 244 units. For additional development, the general works will include

the installation of a watermain from the Carmi Reservoir through the Ellis Creek canyon to the reservoir. A return supply main will provide domestic water to individual properties.

Sanitary System

Sanitary mains and service construction will be in accordance with Subdivision and Development Bylaw No. 2004-81. A gravity sanitary main will be installed on all roads and tie-into the existing sanitary mains on Wiltse Boulevard, Partridge Drive, and Hawthorne Drive.

Storm System

Storm mains and service construction will be in accordance with Subdivision and Development Bylaw No. 2004-81. The subdivision will include conventional catch basins and a storm main along the new roads. A storm service will be provided for each individual property. A combination of stormwater detention facilities and overflow to existing Penticton stormwater infrastructure is planned.

Transportation

The new roads will follow either a collector road or local road design standard with sidewalk on one side. Cul de sac's will be provided at turnarounds and lanes with be provided in the rear of some of the properties. The collector road will go from Wiltse Boulevard to Partridge Drive.

Shallow Utilities

All utility services (CoP Electrical, Shaw, Telus, Fortis BC Gas) will be coordinated and will be designed to conform to the City of Penticton Standard Detail Drawings.

A separate, Pre-Design Report is submitted with this application and provides details on the water, sanitary and storms systems, road alignment and geometry, and site grading.

Public Consultation

Public Open Houses were conducted in December 2017 and January 2018. About 50 attended the first meeting and 7 questionnaires were completed. At the second meeting about 30 were in attendance and 8 questionnaires completed. There were a variety of comments and concerns including extension of Redwood Drive, multiple family east of Evergreen Drive homes, need for more trail networks, green space and wildlife corridors.

A number of changes were made to the Development Plan to respond to these comments that include Redwood Drive not to be open to traffic, removal of townhouses and replacement with houses east of Evergreen Drive plus provision of buffer area, expansion of green spaces, conservation areas, wildlife corridors and trails.

Public Consultation report is attached.

Through the established Community Plan Amendment process, a comprehensive public engagement process will be carried out by City staff.

Hillside Development Permit (HDP)

An HDP application is being submitted concurrently with this Community Plan and Zoning Bylaw amendment application. The purpose of the HDP will be to address the objectives of the Community Plan for development on hillside locations, and as follows:

- Minimize and mitigate hazards such as steep slopes, wildfire and floods
- Fit with the natural landscape and climate
- Protect and enhance views toward the valley and lakes from above
- Avoid necessary scarring of the hillside to protect views back to the hillside
- Create a sense of built form fitting with the land
- Create movement connections for both people and wildlife

We trust this application meets your present requirements. If you have any questions or comments, please contact the undersigned.

Sincerely

Ecora Engineering & Resource Group Ltd.

Donna Butler, MCIP, RPP
Senior Planner
Phone: 250 492 2227 x 1070
Email: donna.butler@ecora.ca

NORTH BLOCK – WILTSE LANDS

BACKGROUND TECHNICAL REPORTS

A number of Technical Studies and Reports have been prepared in support of the proposed Wiltse North Block new residential development as follows.

Wiltse Estates Residential Development Traffic Impact Assessment, by CTS Traffic Engineering Specialists, November 2021.

This Traffic Study was carried out for the proposed development, expected to occur over a 15 year period in 4 phases. Traffic will enter the existing community at Wiltse Boulevard and from the Partridge Drive area. Phase 1 will be accessed from the latter area. The impact of the traffic was assessed over the Study Area consisting of 10 intersections in the existing Wiltse / Pineview, Industrial and Commercial area west to Skaha Lake Road and Main Street. Transit, bike network and pedestrian routes were also assessed.

The Study analysed traffic volumes from the development, plus a 40 new lot subdivision at the south end of Dartmouth Drive and a 0.5% increase in background volumes - for weekday morning, mid-day and afternoon peak hours. Each intersection was analysed over the horizon years of 2021 (base year) and 2025, 2030, 2035 and 2045 - the expected build out.

Intersection capacity analysis showed that all signalized intersections except one, are forecast to operate at Level of Service A (Excellent), B (Good) or C (Fair). At Government and Warren the east bound left turn lane will need lengthening in 2025. Analysis of the capacity of non-signalized intersections demonstrated that the majority are forecast to operate at Levels A, B or C. Dartmouth and Wiltse and Dartmouth and Pineview will require the addition of a turn lane in 2035 and 2045 respectively.

The Study also assessed a number of existing intersections in Wiltse / Pineview neighbourhood and made recommendations for minor improvements.

Environmental Addendum Report for the North Wiltse Property, Penticton BC by Ecora. April 2021

This Environmental Addendum Report is for the rezoning of the North Block Wiltse lands based on the land use designations in the Penticton Community Plan. The Report addresses mapped Critical Habitat as well as current Community Plan and Terms of Reference for Environmental Assessment Reports that have been updated since Ecora submitted the previous Environmental Mapping and Assessment Report in 2017. Minor amendments to the Report were also carried out in February 2022 to reflect the revised Development Plan.

The proposed development avoids impacts to sensitive environmental features including high value Environmentally Sensitive Areas (ESA), aquatic features and associated setbacks and important wildlife habitats associated with species of management concern. The development layout results in the protection of a substantial portion of the land east of the Fortis right-of-way – to be partially

protected by a conservation covenant. This conservation area will be continuous with lands to the east, including the Provincially designated Wildlife Management Area, Skaha Bluffs Provincial Park and lands to the south in the Skaha Bluffs development

The proposed development plan will avoid all areas designated as ESA1. A small area (6.5ha) overlaps a mapped ESA2. The remaining 67.5 ha of ESA2 will remain undeveloped. The majority of the lands to be developed at 31 ha overlaps low value ESA3.

The Report outlines an environmental management and mitigation strategy for the construction of the development.

Archaeological Inventory and Impact Assessment of North Wiltse Property in Penticton, BC by 4 Seasons Heritage Consulting, 2019

This Study was administered by the Penticton Indian Band. In 2017 a Preliminary Field Reconnaissance was carried out and an Archaeological Impact Assessment, under the *Heritage Conservation Act*, was deemed necessary. This Assessment was based on field work conducted in 2018 that comprehensively surveyed the site for archaeological potential. One hundred tests were excavated and all were negative for archaeological materials or features. Despite this, the study area is has known use and occupancy by indigenous peoples. No further work was recommended but ongoing communication with the PIB throughout the development process was recommended as well as establishing an Archaeological Chance Finds Procedure for during construction

Geohazard Assessment for Proposed North Wiltse Development, Penticton, BC by Ecora Engineering Ltd., 2019

The purpose of this assessment was to identify the presence and extent of geotechnical hazards with respect to soil, rockfall, drainage or topographic conditions that may pose risk to proposed development of the property located at 850 Wiltse Blvd and 160 Crow Place. The topography varies across the site, ranging from moderate to very steep slopes with the east and southeast sections increasing in slope.

The majority of the planned development is in very low to moderate terrain hazard areas. The Study identified Hi, H2 and H3 geohazard zones including rockfall and flood hazard where the storm drainage channel is steep and constricted. Most of the high hazard areas are east of the Fortis power line. The Study recommends development avoidance of some areas and mitigation measures for other areas, as well as ongoing geotechnical field work, site grading and storm management and hydrological assessment.

Attachment C - Response to Public Engagement Period/ Revised Submission Letter (applicant)

May 20, 2022 Ecora File No.: 180225

City of Penticton
171 Main Street
Penticton, BC V2A 5J9

Attention: **Planning Department**

Reference: **Community Plan Amendments and Rezoning of 850 Wiltse Boulevard and 160 Crow Place**

Thank you for forwarding a list of comments raised through the North Wiltse Block public engagement process. In the following letter and attachment's Ecora Engineering Ltd. will review comments and outline proposed changes to the development layout to address public concerns.

Buffers From Existing Homes on Evergreen and Hawthorne

- Evergreen Drive: The initial proposed Community Plan and Zoning Amendments involved relocating the park at the Wiltse Boulevard entrance from the west side to the east side of the new Collector Road. It is now proposed to leave the park designation and zoning on the west of the new Collector Road abutting the 5 existing lots on Evergreen Drive. A 6.0m (20') park buffer will remain between the existing homes to the south on Evergreen and the new single family lots to the east. The attached Site Plans and Cross Section illustrate the lot layout and topography of the area.

  The park area on the east side of the new Collector Road is reduced in area by the addition of 3 new R2 lots and 7 lots on the west side of the Collector are proposed to be zoned R2.

  Two cross sections are provided.

  - Section F. At the north end of Evergreen the park area is retained.
  - Section E. This illustrates that the new Collector Road is climbing up into the site and the new homes are about 12m (40') above and 30m (100') away from the existing Evergreen homes. A 6m (20') landscaped park buffer provides a visual screen between the new and existing homes.

- Park Areas: The revised north entrance parkland area is larger than the original and is shown below:

o 3 Neighbourhood Parks		
▪ Entrance Community Park	1.1 ha	0.52 ha useable
▪ Central Community Park	0.8 ha	0.42 ha useable
▪ South City Park	2.9 ha	1.78 ha usable
▪ Total	4.8 ha	2.72 ha usable
o Park Corridor	0.15 ha	0.15 ha useable
o Fortis Right-of-Way	7.3 ha	1.0 ha useable
o Total Parks	12.25 ha	3.87 ha useable

- Hawthorne Drive Multiple Family Site: The proposed townhouse development site is located well above Hawthorne Drive and will be accessed from a new upper road as shown on Section J. It is proposed to amend the *Green and Natural Areas Plan* to add the forested slope above Hawthorne Drive as an area to remain as a private slope in a natural condition. The townhouse project is also limited in height to 3 storeys.
- South End of Hawthorne Drive: The current Community Plan does not provide for a buffer area between the existing homes at the south end of Hawthorne and the new single family lots above. The ground elevation of the new lots is between 7 and 8m (23 to 26 ') above the ground elevation on Hawthorne and the homes would be at least 19m (62') apart. However, as shown on Sections G and H, there is space to provide a 3m (10') buffer on the lower side of the new lots – comprised of existing vegetation, new planting, and/or fencing. This area is shown the *Green and Natural Areas Plan* as a private green slope and details of the buffer and screening will be provided at the development stage.

Natural Areas and Trails

- The large natural park area above existing reservoir site, will be retained in its current natural condition and the *Green and Natural Area Plan* has been amended to remove an encroachment that was mistakenly shown previously.
- Wildlife Corridors: A corridor from Hawthorne Drive through the development site to connect with the Fortis right-of-way and conservation lands above was specifically identified as a "wildlife corridor' as it ties into an established wildlife corridor on the lower side of Hawthorne. There is also the large protected natural area at the west edge of development to connect from the end of Hawthorne and City reservoir site to corridors through the development.

  As well as the designated wildlife corridor, there are 2 north-south pedestrian trails of 6 – 10m wide through the development, and a trail along the north and east edge of the property, all of which tie-in with the existing Fortis trail corridor and conservation lands beyond. Due to the

hillside topography, these trails have a natural character and landscaping and can also serve as wildlife access routes. The hillside topography and future grading plan also limits the availability of suitable wildlife or trail corridors and no additional routes are provided.

- Existing Mountain Bike Trails: The existing mountain bike trails within the development will be removed as the development proceeds and will be replaced with a road and trail network to provide access to the upper slopes. The Fortis trail corridor will remain available to the public and the trails within the Conservation lands to the east will be included in a new City Conservation Area Park and are intended to remain available for mountain bike use. The private property to the east will remain available for trails until some future date when adjustments may be required.
- Parking for Trails: There are numerous opportunities to provide parking areas for trail users within or adjacent to the 2 new eastern edge parks and lands in the Fortis right-of-way. Parking to be considered at the time of Park design and development.
- Natural Areas: The significant areas designated to remain in a natural condition are also to be zoned park and dedicated to the City to ensure their protection.

Density

- Road E /Hawthorne site: To address public input on the proposed townhouse development above Hawthorne Drive, it is proposed to rezone this site from RM3 to RM2, with a 3 storey height limit.
- Other RM3 sites: The option of developing apartment buildings is a component of providing a wide range of housing types on the North Block lands. It is proposed that the Community Plan designation of “Urban Residential” be applied to the 5 remaining RM3 sites. This category permits townhouses, stacked townhouses, low-rise and mid-rise apartments and condo buildings up to 6 storeys in height. This will not result in any additional housing units from the original application and if townhouses are developed on these sites, the number of future units will be less.

  The Community Plan policies that support the Urban Residential designation are as follows:

  - **New Hillside Neighbourhoods** are to be designed to support active transportation (walking, cycling) and transit use, to include new parks, trails and linkages and to provide a range of housing options to address different demographic and economic requirements.
  - **Housing Diversity** goal to ensure of range of housing types, sizes, tenures and forms throughout the City to provide housing options for all ages, household types and incomes.
  - The Plan supports including one and two bedroom units, commonly found in apartment buildings, for families that are downsizing and entry level housing that services a diverse range of households and age groups, including older and younger residents.

- **Complete and Healthy Neighbourhoods** policies are to ensure all residential neighbourhoods provide a range of appropriately-scaled housing types and tenures and transportation options like walking and cycling and access to green space and parks.
- There we numerous public comments about affordable housing and apartment units offer relative affordability for purchase as well as rental housing options
- The North Block offers public and natural parkland, urban, rural and mountain bike trails, cycling access and in future, transit service will be available.

Wiltse Area Structure Plan, 2014:

- This adopted Plan provided for a broad range of housing types including single family, townhouse and apartment units.
- Of a total of 670 dwelling units proposed in the Wiltse Area Structure Plan, for the North Block, 290 were townhouse units and 160 were apartment units. Overall there were 230 single family and 450 multiple family units and 50 mixed-use units. This is very similar to the current proposal of 211 single and duplex unis and 475 multiple family units.

Development Features:

- The proposed RM3 sites are located in the upper areas along the eastern edge of the development and will not impact on the views or privacy of adjacent lower density units.
- Three of the RM3 site are in more future phases of the development
- The RM3 zone allows for townhouses and/or apartments to respond to market housing demand in the City over the next 15 or so years.
- The Traffic Impact Study was based on the assumption of 6 storey development on the RM3 sites to identify the greatest future traffic potential so there is no additional traffic impact of the Urban Residential designation.

We trust this letter addresses the specific public concerns that have been raised. If you have any questions or comments, please contact the undersigned.

Sincerely

Ecora Engineering & Resource Group Ltd.

Donna Butler, MCIP, RPP
Senior Planner
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Email: donna.butler@ecora.ca

Attachment D - OCP Policy Analysis (staff)

OCP Policy Analysis

OCP Reference	Policy	Staff Comments
Policy 4.1.1.1	Focus new residential development in or adjacent to existing developed areas	The development site is located adjacent to the existing Wiltse and Upper Pineview neighbourhoods. The development extends existing roads leading to the edge of the site. The development would be an extension of the existing built-up area.
Policy 4.1.1.2	Avoid development in environmentally-sensitive areas, geological hazard and flood hazard areas, on steep slopes, in agricultural areas and in areas not readily served by transit.	The applicant has submitted Environmental and Geotechnical assessment reports prepared by qualified professionals. The findings from both reports influenced the development layout, for example by designating certain areas on the properties which would remain undeveloped due to environmental sensitivity or geotechnical hazards.
Policy 4.1.1.3	Evaluate the short-term and long-term financial, ecological and social costs and benefits of all proposed new greenfield (largely on hillsides) development proposals through analysis of full life cycle costs of infrastructure, including replacement, and services, and structured assessment of environmental and social impacts.	The developer would be responsible to cover all costs associated with servicing the development. The result would be new City assets with ongoing maintenance considerations (i.e. roads, service mains, etc.).
Policy 4.1.1.4	Ensure all new developments fully cover the cost of the required infrastructure and services they require, including roads, water, sewer, storm water, and provision of parks, schools, and emergency services.	The developer would be responsible to cover all costs associated with servicing the development. This includes the construction of new roads, pipes, and parks. The City will contribute to offsite works which provide benefits to the existing community (i.e. additional water main, separated bike lane).

OCP Reference	Policy	Staff Comments
Policy 4.1.3.3	Foster diversity and create relative affordability while maintaining neighbourhood character in single-family areas by encouraging the creation of smaller-frontage lots in neighbourhoods and subdivisions, and permitted the subdivision of larger lots in established neighbourhoods where access and servicing are adequate.	The zoning plan shows a mix of different residential zones consisting of a mix of housing types (single detached homes, duplexes, townhomes, and apartments). Smaller lot frontages are allowed in the R2 (Small Lot Residential) and RD2 (Duplex Housing: Lane) zones, which are in line with this policy.
Policy 4.1.3.5	Ensure through the use of zoning that more-intensive forms of residential development are located close to transit and amenities, such as parks, schools and shopping.	The higher-density townhome and apartment blocks are spread throughout the development site, close to parks and trails.
Policy 4.1.4.1	Work with the development community – architects, designers and builders – to create new residential developments that are attractive, high-quality, energy efficient, appropriately scaled and respectful of their context.	Development Permits for form and character are required for all multifamily development prior to the issuance of any building permits. Staff will work with the developer(s) to design their projects in accordance with the OCP design guidelines. The multifamily block closest to the existing neighbourhood below is proposed to be capped in height at three storeys to help reduce its impact.
Policy 4.1.5.4	Ensure that all new neighbourhood developments and redevelopments of existing large sites, including bareland stratas, are fully integrated into the surrounding community through publically-accessible roads, sidewalks, trails and public park lands.	The development is designed to be well-connected to the surrounding area. Road connections are provided at Partridge Dr and Wiltse Blvd. Trail connections are provided through the development site to connect the proposed parks, and along the Fortis transmission line to connect south to the Crow Pl parking lot and Skaha Bluffs Provincial Park.

OCP Reference	Policy	Staff Comments
Policy 4.1.6.1	Ensure all residential neighbourhoods in Penticton provide a range of appropriately-scaled housing types and tenures, employment opportunities such as home-based businesses, transportation options like walking and cycling, social supports such as childcare facilities, and access to green space and parks.	A range of housing types are proposed in this development: single detached homes, duplexes, townhomes and apartments. The proposed single family zones also allow secondary suites or carriage houses, provided they meet the Zoning Bylaw regulations. Sidewalks will be provided along new roads in the development. Trail connections are proposed through the development site to provide pedestrian connectivity through the development. A separated bike lane connection is proposed along the length of Wiltse Blvd to connect the development with the Lake-to-Lake bike route, leading past Wiltse School.
Policy 4.2.1.3	Design streets for daily traffic volumes rather than seasonal peak volumes when building or renewing roads. Recognize that some congestion will occur as we grow during peak volume times, but mitigate this through investments in sustainable transportation options like transit, bike routes, sidewalks and trails.	Sustainable transportation options are provided in this development. A separated bike lane along Wiltse Blvd is proposed to improve alternative transportation options in this area of the City. Once the collector road is in place between Partridge Dr and Wiltse Blvd, transit becomes more feasible through the neighbourhood as a loop. This all helps reduce car dependency for all trips.
Policy 4.2.1.4	Reduce road widths in existing rights-of-way to create spaces that support walking, biking and transit, to increase adjacent green space and to reduce asset management costs.	Speeding and congestion along Wiltse Blvd was raised as a concern through the engagement period. Traffic calming will occur along this road leading up to the development to reduce the road width and increase safety for all users along the street, including cyclists with a separated bike lane.
Policy 4.2.1.7	Promote walking, cycling and transit use through strategic land use planning that facilitates denser, attractive, mixed-use communities that are rich in amenities.	The land use plan provides high density development forms such as duplexes, townhomes and apartments which assist with providing the density of residents needed to support public transit service.

OCP Reference	Policy	Staff Comments
Policy 4.2.1.9	Plan for lane-ways in new neighbourhoods, where possible, to improve the public realm on the street and for access to carriage houses and rear-facing units, garages and driveways, and to facilitate servicing for waste pickup.	Two new public laneways are provided in the development. These lanes allow the option for access and servicing from the lane or the street. In hillside neighbourhoods, lanes can help provide access given grading of the lots. In some cases, access from either the front or rear may be more practical.
Policy 4.2.2.2	Address gaps in the pedestrian network by providing sidewalks on at least one side of the street in residential neighbourhood, and commercial and mixed-use areas, using excess street rights-of-way where possible or through land acquisition if necessary. Where possible, provide sidewalks by requiring their construction or upgrades from developers.	All new roads in the proposed development will have sidewalk on at least one side of the street, as required by City bylaws. These sidewalks will connect to existing sidewalks on streets in the surrounding neighbourhood. The developer would be responsible for constructing these sidewalks, as well as the trails, at each phase in the development.
Policy 4.2.2.3	Enhance and expand the trail and pathway network through capital funding for upgrades, land acquisition, wayfinding, public art, safe street crossings, and by connecting existing trail systems and establishing trail linkages in and through new neighbourhoods.	Land will be acquired by the City for trails through this development proposal. These linkages would connect all three proposed active parks. In addition, a linear trail along the Fortis right-of-way would provide a connection south of the development to Skaha Bluffs Provincial Park.
Policy 4.2.3.5	Ensure significant components of the bike network are physically separated from vehicular traffic through barriers and/or grade changes to encourage cycling and protect vulnerable riders.	The Transportation Master Plan includes a separated bike lane connection from the top of Wiltse Blvd to the Lake-to-Lake bike route. The developer would contribute to this project and staff are recommending an area-specific Development Cost Charge (DCC) be created to recoup the costs for this infrastructure on a lot-by-lot basis as the development builds out.

OCP Reference	Policy	Staff Comments
Policy 4.2.5.2	Encourage land use planning that results in neighbourhoods that can be easily serviced by transit.	The higher density residential areas in this proposal assist with providing more units on less land which makes transit service more viable.
Policy 4.2.5.5	Expand local regional transit network coverage to hillside neighbourhoods like Sendero Canyon and the Upper Wiltse area.	The City will work with BC transit on expanding transit service to this area once the new collector road connecting Partridge Dr and Wiltse Blvd is completed.
Policy 4.2.6.2	Ensure truck routes are designed for the safety of truck drivers and other street users, including pedestrians and cyclists.	Through the earthworks process, large trucks will be required to access the site. Through future permits, the City can determine a truck route along Pineview Rd to access the development site, so that impacts will be minimized on Wiltse Blvd and Wiltse School.
Policy 4.2.7.1	Design streets so as not to encourage speeds beyond the intended speed limit. Where speeding is an on-going concern, consider reducing street widths or employ other design approaches to encourage lower speeds. Refer to and amend the City's Transportation Safety Policy as necessary.	New roads in the development will be designed to limit opportunities for speeding. Speeding in the surrounding area was a concern raised through the engagement period. Wiltse Blvd is a wide road which encourages speeding, while Pineview Rd has some narrower pinch points. Traffic calming is proposed along Wiltse Blvd to discourage speeding while providing a protected bike lane for alternative transportation options.
Policy 4.2.7.4	Continue to deploy traffic calming measures around parks, schools and other areas with reduced speed limits, and monitor outcomes to ensure the measures are successful.	Traffic calming in front of Wiltse School was installed several years ago. This proposal would add more traffic onto Wiltse Blvd, therefore traffic calming measures are proposed to be extended along the length of Wiltse Blvd because there is substantial room for all users within the existing right-of-way.

OCP Reference	Policy	Staff Comments
Policy 4.2.7.8	Ensure new residential developments provide an appropriate amount of parking for residents and their guests.	Future development will be required to meet the parking requirements set out in the Zoning Bylaw, including visitor parking requirements for multifamily development.
Policy 4.3.6.3	Recognize that business growth is reliant on adequate housing availability, and work to develop policies that encourage housing development as outlined in section 4.1.	The proposal provides a range of housing options. The scale of the North Wiltse Block proposal will provide new housing in the City in phases over the expected 15-20 year build out.
Policy 4.4.1.1	Protect neighbourhoods and agricultural areas in wildfire interface areas, and the city at large, through implementation of wildfire best management practices, such as ecologically-appropriate FireSmart, in new neighbourhood and infrastructure design, building construction and the management of individual properties.	The development site is within the wildfire interface. Prior to the creation of any new lots, the City will require the submission and acceptance of a Wildfire Threat Assessment report prepared by a qualified professional. The report will identify conditions and actions necessary to develop a FireSmart neighbourhood, likely prohibiting certain building materials and forms of landscaping.
Policy 4.4.2.1	Identify environmentally sensitive areas and riparian areas, and protect them through application of the Environmental and Riparian Development Permit Guidelines.	The Environmental Assessment report influenced the development layout. The most environmentally-sensitive areas (ESA1) will be protected by being zoned parkland and dedicated to the City as natural parks.
Policy 4.4.2.2	Identify, preserve, protect, connect, restore and enhance wildlife corridors through land use designations, zoning and covenants.	Wildlife corridors have been created in existing neighbourhoods along Hawthorn Dr, Partridge Dr, and Barton Crt. The proposal includes a dedicated wildlife corridor to connect those existing wildlife corridors to the dedicated natural areas on the east side of the development site. Other trail corridors (greenways) may function informally as wildlife corridors, while also allowing pedestrian trails.

OCP Reference	Policy	Staff Comments
Policy 4.4.2.4	Recognize the value of urban trees to store carbon, reduce water run-off, buffer windstorms and mitigate summer heating impacts.	28 hectares (69 acres) of land is proposed to be dedicated to the City and remain in a natural and undisturbed state. This land contains environmentally-sensitive areas noted by a qualified professional, and these areas would be preserved. Replanting will be required in disturbed areas along new streets and a minimum one new tree for every lot.
Policy 4.4.4.4	Encourage the development of compact, mixed-use neighbourhoods, where appropriate, and support transit use, walking, cycling, car sharing and low-emission vehicles.	This proposal provides a mix of residential densities to help support transit use. Walking is supported through the provision of trail connections across the development site. Cycling infrastructure is proposed along Wiltse Blvd to connect the development to the Lake-to-Lake bike route.
Policy 4.4.5.5	Evaluate and investigate the need for increased water storage capacity to meet the joint challenges of population growth and climate change.	At a certain stage in the development, the developer will be required to bring a new water line from the existing Carmi reservoir across Ellis Creek to a new reservoir to be built on the North Wiltse block above the development site. This provides infrastructure for the full build-out while also adding redundancy in the municipal water system and improving assurance of the water supply.
Policy 4.7.1.1	Adhere to the Parks and Recreation Master Plan minimum active park land ratio (2.5 hectares of active park land required per 1,000 population) to serve the existing and future population, through dedicated use of City land and strategic acquisition as required.	The proposal is for 686 homes. With an estimated average household size of 2.5 persons per household, the development has a population at full build-out of 1,715. The minimum active parkland ratio then results in a minimum of 4.3 hectares (10.6 acres) of active parkland. The proposal provides three new active parks with a total area of 4.8 hectares (11.9 acres). In addition, trail corridors are provided through

OCP Reference	Policy	Staff Comments
		the site which increase the active parkland area to 12.25 hectares (30.2 acres).
Policy 4.7.1.2	Increase the supply of neighbourhood parks to provide additional adequate park land and community gathering places as our population grows and our city densifies.	The plans show two new community parks (0.8 and 1.1 hectares), and one new city-wide park (2.9 hectares) in the proposed development. These active parks increase the supply of parkland in the neighbourhood and increases the amount of parkland in the City overall. These parks will provide amenities and gathering spaces for existing residents in the area, as well as future residents in the development.
Policy 4.7.1.4	Apply the Parks and Recreation Master Plan Park Design Guidelines in the design of new and upgraded parks, which include elements of "universal design", provision of shade trees, sports facilities, rainwater management, public art and urban agriculture where appropriate.	The applicant submitted conceptual landscape drawings of what the three active parks could look like, in addition to the trails throughout the development. Through the community engagement period, staff asked the community what features they would like to see in the parks. The results will help inform the final park designs which will be prepared based on the City's Park Design Guidelines, found within the Parks and Recreation Master Plan.
Policy 4.7.1.5	Inventory natural areas and establish designated nature-oriented parks within city limits, and prepare management plans to guide their protection, use, restoration, enhancement and management.	28 hectares (69 acres) of land are proposed to be dedicated to the City has natural parkland and intended to remain in its natural and undisturbed state. This helps maintain the most environmentally-sensitive areas on the North Wiltse Block and also maintains some natural vegetation and grading.

OCP Reference	Policy	Staff Comments
Policy 4.7.1.6	Create a network of interconnected trails – for pedestrians and cyclists – throughout the City, connecting the lakes, schools, parks and recreational facilities, and coordinate with neighbouring jurisdictions to build on the regional trail network, including the River Channel Parkway.	Multiple trails are proposed throughout the development. The proposed trail connections connect all three active parks. The primary trail connection will lead from end-to-end of the property, north-south, along the Fortis right-of-way to provide a connection to Skaha Bluffs Provincial Park in the south, and allow for connections to the existing neighbourhoods in the area.
Policy 4.7.2.1	Provide a system of diverse parks and recreational spaces and places that are comfortable, safe, accessible and attractive, with social spaces (benches, gathering places) as well as recreation amenities.	A mix of parkland is proposed. Active, developed parks including features such as playgrounds, sports courts, and manicured lawns, etc. as well as natural parks intended to remain in their undisturbed state. This provides a range of parkland options in the development to help achieve active parkland targets while retaining natural vegetation and grading in other areas.
Policy 4.7.2.2	Ensure that parks and recreational facilities are designed, maintained and managed using environmentally-sustainable practices.	The public has provided feedback on which features they would like to see in future parks in the North Wiltse Block. Those results will help inform future park designs, with a focus on sustainability driven from the Park Design Guidelines (Parks and Recreation Master Plan, p.52).

Attachment E - Interior Health Comments Letter

Interior Health

May 10, 2022

Steven Collyer, Planner II
City of Penticton
171 Main Street
Penticton, BC, V2A 5A9

Sent via email: steven.collyer@penticton.ca

Steven Collyer:

RE: North Wiltse Block Development: 850 Wiltse Blvd & 160 Crow Place: LOT B DISTRICT LOT 2710 SIMILKAMEEN DIVISION YALE DISTRICT PLAN 43260 EXCEPT PLANS KAP72732 AND EPP74771 & LOT A DISTRICT LOT 2710 SIMILKAMEEN DIVISION YALE DISTRICT PLAN KAP70035

Thank you for the opportunity to provide comments on this application. We understand that the applicant wants to amend the Official Community Plan (OCP) as well as rezone the above stated properties. The intent of these changes is to facilitate the development of approximately 686 homes, split between 183 single-family detached, 28 duplex and 475 multifamily units. We have reviewed this proposal from a Healthy Community Development perspective using a healthy built environment lens, and found healthy planning principles support it. As such, we are in support of this application.

A healthy built environment (HBE) is planned and built in a way which health evidence demonstrates has a positive impact on the physical, mental and social health of the population. The HBE Linkages Toolkit is an evidence-based resource developed by the BC Centre for Disease Control, which links planning principles to positive health outcomes. A HBE allows residents to easily connect with each other and with a variety of day-to-day services such as schools, workplaces, recreational facilities and grocery stores. Roads and pathways are perceived to be safe, accessible, aesthetically appealing and well connected. Street network connectivity significantly influences daily physical activity. As connectivity increases, travel distances decrease and route options increase, which allows more direct travel between destinations. In a HBE there are also diverse housing forms and tenure types. Affordable, safe, and stable housing is a key determinant of health and plays a significant role in influencing peoples' health. A HBE also ensures that natural elements are protected and opportunities to

We recognize and acknowledge that we are collectively gathered on the traditional, ancestral, and unceded territories of the seven Interior Region First Nations, where we live, learn, collaborate, and work together. This region is also home to 15 Chartered Métis Communities. It is with humility that we continue to strengthen our relationships with First Nation, Métis, and Inuit peoples across the Interior.

INTERIOR HEALTH POPULATION HEALTH | 505 DOYLE AVE, KELOWNA, BC, V1Y 0C5
PHONE 250.469.7070 ext.12287 CELL 778-214-0674 EMAIL Tanya.Osborne@interiorhealth.ca

access nature are maximized. Including HBE principles in community planning has shown at a population level to increase family resources, physical and social activity and consumption of healthy foods. This decreases stress, body mass index and unintentional injury, and increases social cohesion and mental health. Health equity, which are differences in health status due to social, political, and economic factors, is also improved. In addition, all of these principles support a more financially and environmentally sustainable municipality by increasing economies of scale and decreasing the environmental footprint.

We commend the applicant for including HBE planning principles in the planning and design of the North Wilste Development. For example, the 2017 City of Penticton Housing Needs Assessment identified there is need for a diverse range of housing and tenure types within the City. This development will add to the diversity of housing types to the community. We are also pleased to see active and accessible park amenities planned to support physical and social well-being, and the conservation of parkland, especially within high Geohazard and environmentally sensitive areas. The new parks and active transportation options will also support the surrounding neighbourhood, adding more green space and ways to be physically and socially active.

We recommend the following to further enhance the development to support healthy living:

Housing:

- Follow the recommendations of the 2017 City of Penticton Housing Needs Assessment:
  - Ensure adequate accessibility in housing for seniors. We recommend using universal design principles when designing new homes to support people with mobility challenges and everyone to continue to live in their homes as their level of mobility changes through the course of their lives;
  - Seek innovative solutions to ensuring a portion of these housing units are affordable and offer a variety of tenure types.

Environment:

- Do not develop housing/structures within any of the identified Geohazard zones in order to prevent potential damage/loss of property and public health hazards;
- Increase tree canopy to mitigate a heat island effect of development.

Transportation:

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Interior Health

High levels of connectivity are more conducive to walking or cycling, which increases physical, mental and social health and well-being. As such:

- Endorse the separated bike route connection to Wilste Blvd as identified in the 2020 Master Transportation Plan. This key connection will enable residents to safely connect to the downtown core using active modes of transportation;
- Design the road network with through-routes (i.e. no cul-de-sacs) and/or include multiple active transportation paths/routes through neighbourhood(s) from street to street to ensure shorter, direct routes for pedestrians and cyclists;
- Extend transit service (routes and frequency) to this area of town to ensure access to alternative modes of transportation.

Overall, we have determined the North Wilste development includes HBE planning principles, which will benefit the health of community. As such, we support this application, and recommend approval. We are committed to improving the health and wellness of all by working collaboratively with local governments and community partners to create policies and environments that support good health. Please feel free to contact me with any questions or for more resources.

Sincerely,

Tanya Osborne, BAHS
Community Health Facilitator
Healthy Communities Healthy Families

Resources:

BCCDC. Fact Sheet: Supporting Health Equity Through the Built Environment: http://www.bccdc.ca/resource-gallery/Documents/Educational%20Materials/EH/BCCDC_equity-fact-sheet_web.pdf

PHSA. HBE Linkages Toolkit - A Framework for Healthy Built Environment: http://www.bccdc.ca/pop-public-health/Documents/HBE_linkages_toolkit_summary_2018.pdf

The Universal Design Network of Canada webpage: https://universaldesign.ca

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Attachment F - Existing Official Community Plan Map

CITY OF Penticton

850 Wiltse Blvd & 160 Crow Pl

Existing Official Community Plan Map

N

Meters

0 100 200 300 400

1:10,000

Legend

- Subject Parcel

Future Land Use

- Detached Residential
- Natural and Conservation Areas
- Ground Oriented Residential
- Institutional and Civic
- Rural Residential
- Industrial
- Agriculture
- Parks
- Riparian Development Permit Area

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March 18, 2022 9:59 AM

Attachment G - Proposed Official Community Plan Map

NO.	DATE (YY/MM/DD)	DRN	REVISION	CH'KD
D	22/05/30	BD	FOR REVIEW	RT
C	22/03/14	RT	FOR REVIEW	KM
B	22/02/25	RT	FOR REVIEW	MDY
A	21/11/09	RT	PRELIMINARY DESIGN – FOR REVIEW	SB

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APPROVED FOR CONSTRUCTION		DATE
PUBLIC WORKS Mgr.		
ELECTRICAL DIV. Eng.		
PARKS DIVISION Super.		
CITY ENGINEER		
AS–BUILT APPROVAL		

SEAL

DESIGN: TJR
DRAWN: RT
CHECKED: -
DATE: 2021/11/08
SCALE: 1:2500

CITY OF PENTICTON

850 WILTSE BOULEVARD
WILTSE HOLDINGS LTD.
CHANGES TO OCP PLAN

THE CITY OF Penticton

Drawing No. 18-225-C112.1

Rev.No D

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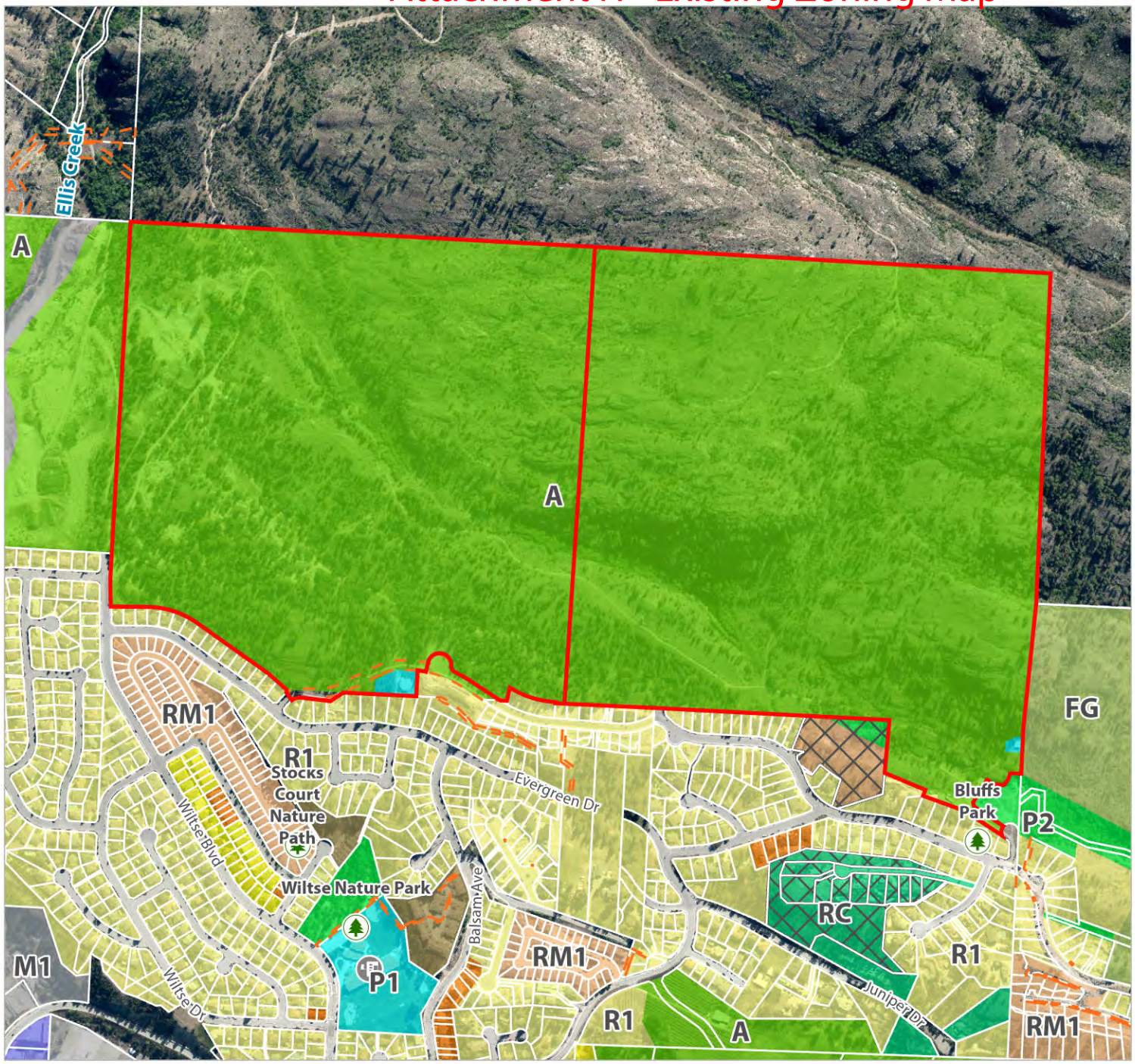
Attachment H - Existing Zoning Map



CITY OF Penticton

850 Wiltse Blvd & 160 Crow Pl

Existing Zoning Map

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Meters

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Legend

- Subject Parcel
- Site Specific Zoning

Zoning Bylaw

- No Zoning - No Zoning
- FG - Forestry and Grazing
- A - Agriculture
- RC - Country Residential Housing
- R1 - Large Lot Residential
- R2 - Small Lot Residential
- RD1 - Duplex Housing
- RM1 - Bareland Strata Housing
- RM2 - Low Density Multiple Housing
- C7 - Service Commercial
- M1 - General Industrial
- P1 - Public Assembly
- P2 - Parks and Recreation

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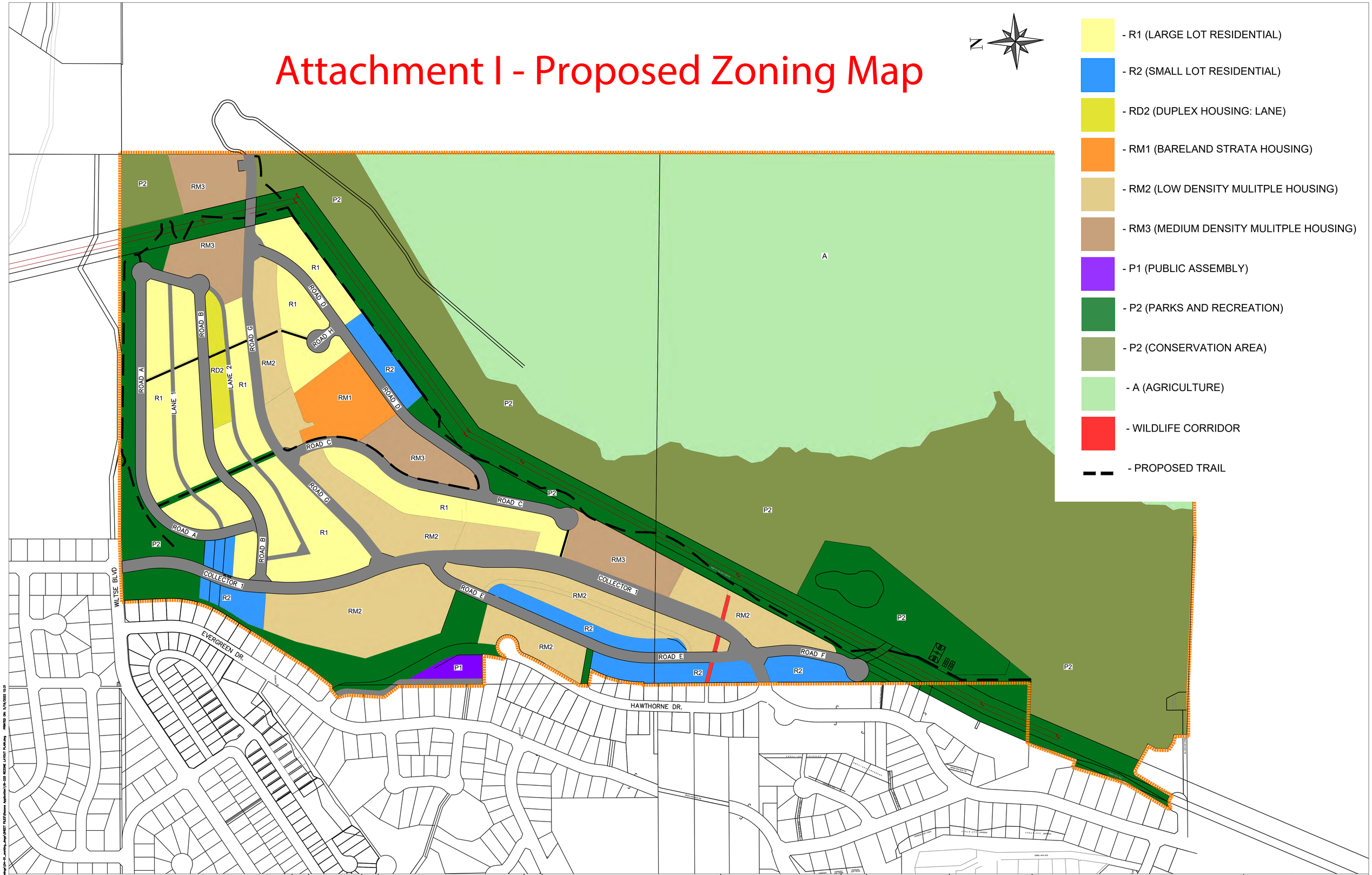
March 18, 2022 9:58 AM

Attachment I - Proposed Zoning Map



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C	22/03/14	RT	FOR REVIEW	KM
B	22/02/25	RT	FOR REVIEW	MDY
A	21/11/09	RT	PRELIMINARY DESIGN – FOR REVIEW	SB

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AS–BUILT APPROVAL		

SEAL

DESIGN: TJR
DRAWN: RT
CHECKED: -
DATE: 2021/11/08
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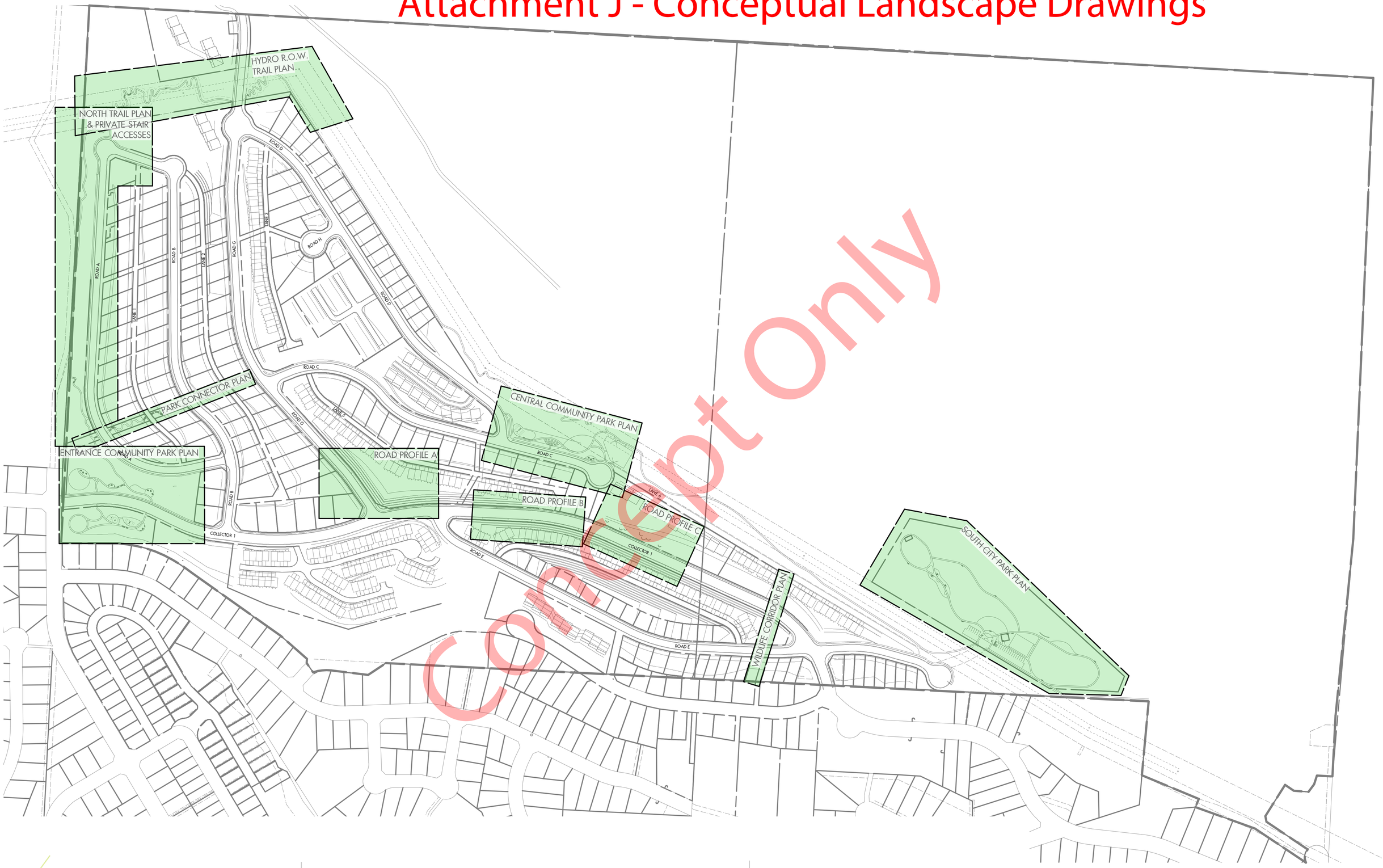
CITY OF PENTICTON

850 WILTSE BOULEVARD
WILTSE HOLDINGS LTD.
ZONING PLAN

Drawing No. 18-225-C101.1

Rev.No D

Attachment J - Conceptual Landscape Drawings



Concept Only

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Conceptual Landscape Plan - Key Map
May 27, 2022

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850 Wiltse Boulevard - Penticton, BC

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Conceptual Landscape Plan -
Entrance Community Park
May 27, 2022

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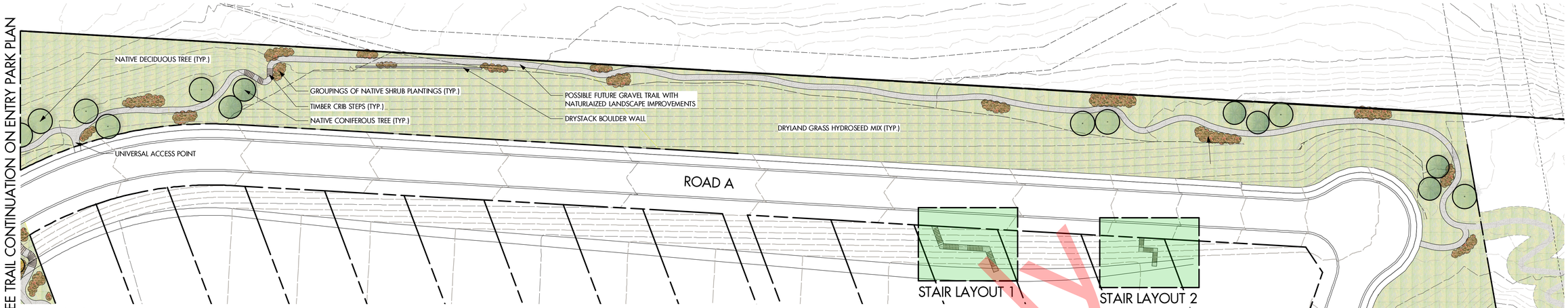
850 Wiltse Boulevard - Penticton, BC



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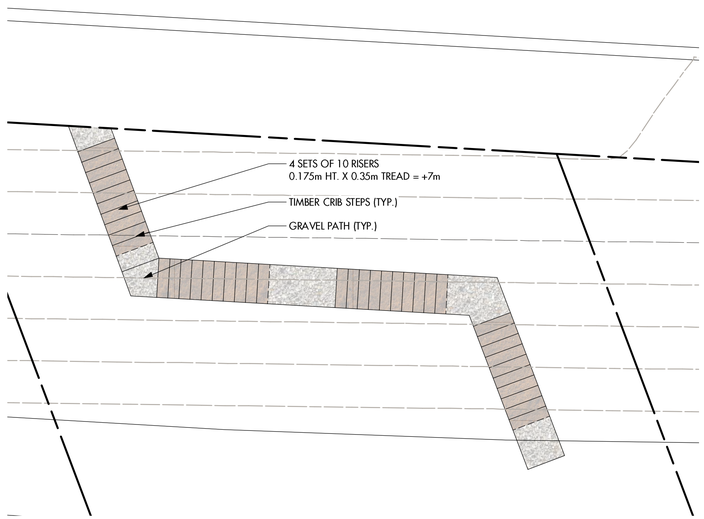

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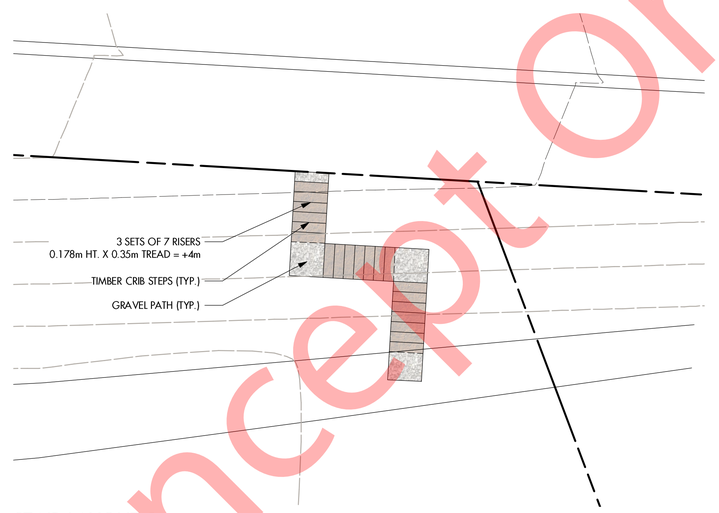

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TRAIL LAYOUT
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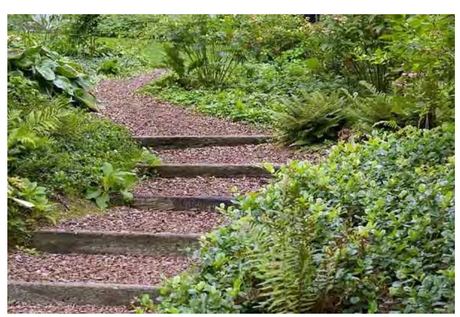

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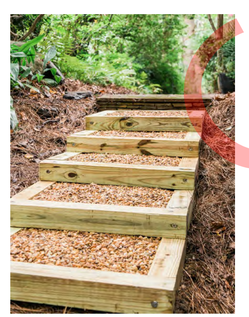

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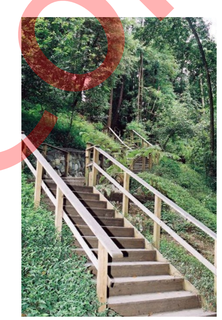

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PRIVATE STAIR ACCESS

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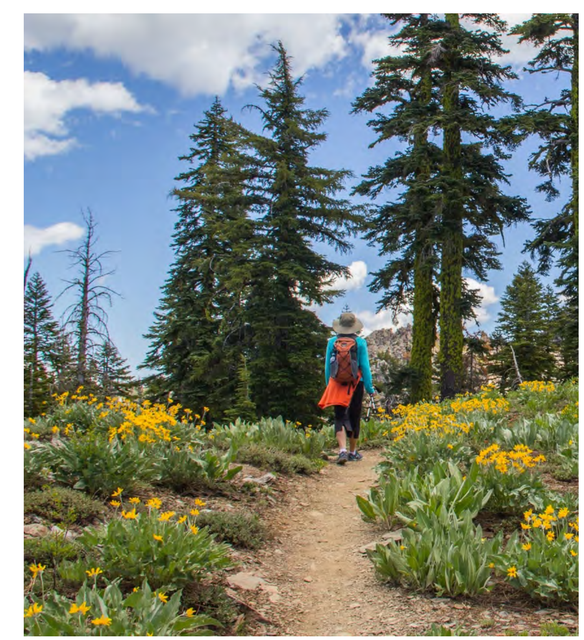

PRECEDENT IMAGERY - TRAIL

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Conceptual Landscape Plan - North Trail
May 27, 2022

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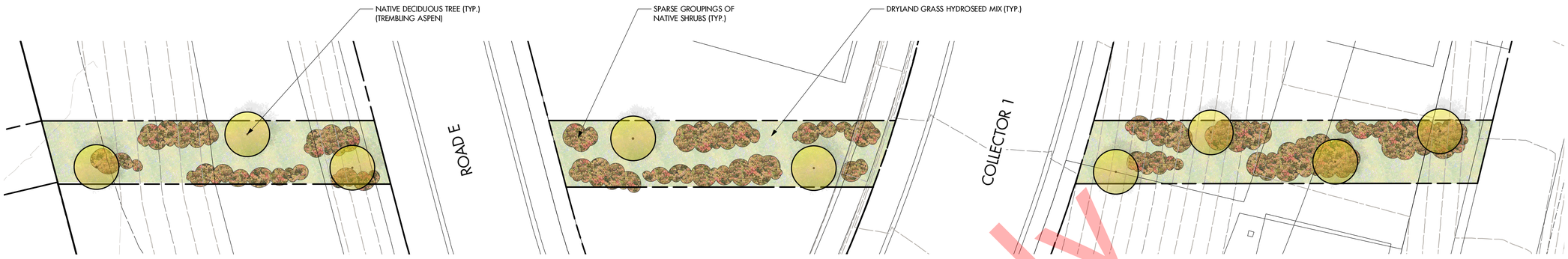
850 Wiltse Boulevard - Penticton, BC



WILDLIFE CORRIDOR PLAN
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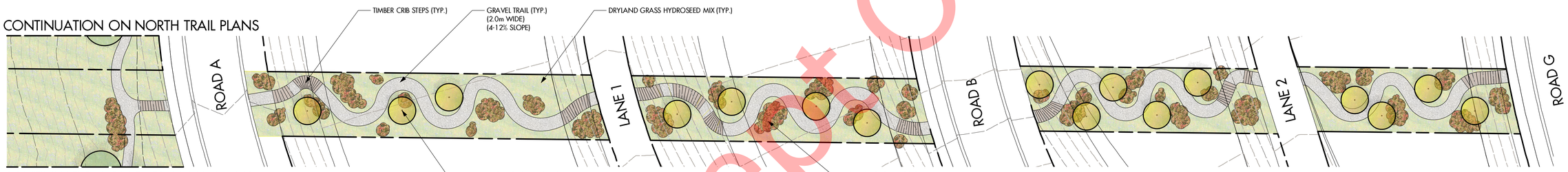
SEE TRAIL CONTINUATION ON NORTH TRAIL PLANS



SEE TRAIL CONTINUATION ON ENTRY PARK PLANS

PARK CONNECTOR PLAN
SCALE 1:300

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PRECEDENT IMAGE - TRAIL

PRECEDENT IMAGE - TRAIL SWITCHBACK

PRECEDENT IMAGE - TRAIL

PRECEDENT IMAGE - TRAIL

PRECEDENT IMAGE - NATIVE DECIDUOUS TREE

Concept Only

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Conceptual Landscape Plan - Wildlife Corridor & Park Connector
May 27, 2022

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850 Wiltse Boulevard - Penticton, BC

Concept Only

PRECEDENT IMAGERY - COMMUNITY GARDEN

PRECEDENT IMAGERY - POST AND RAIL FENCE

PRECEDENT IMAGERY - DOG RUN

PRECEDENT IMAGERY - PLAYGROUND

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Conceptual Landscape Plan - Central Community Park
May 27, 2022

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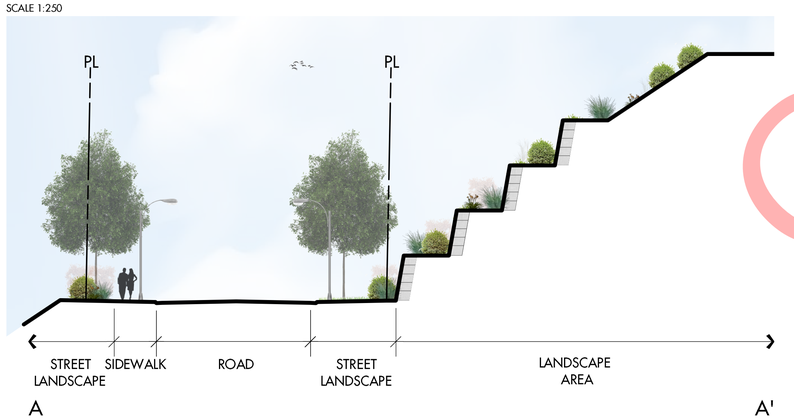
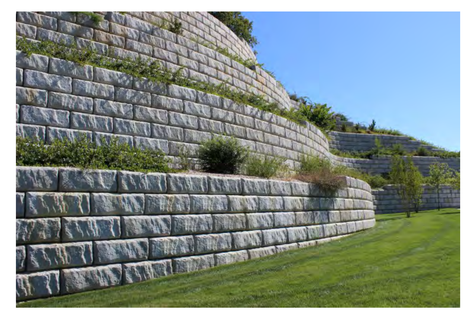
850 Wiltse Boulevard - Penticton, BC

PLAN A - A'
SCALE 1:250



SECTION A - A'
SCALE 1:150

PRECEDENT IMAGE - RETAINING WALL



PRECEDENT IMAGE - RETAINING WALL

PRECEDENT IMAGE - RETAINING WALL

Concept Only

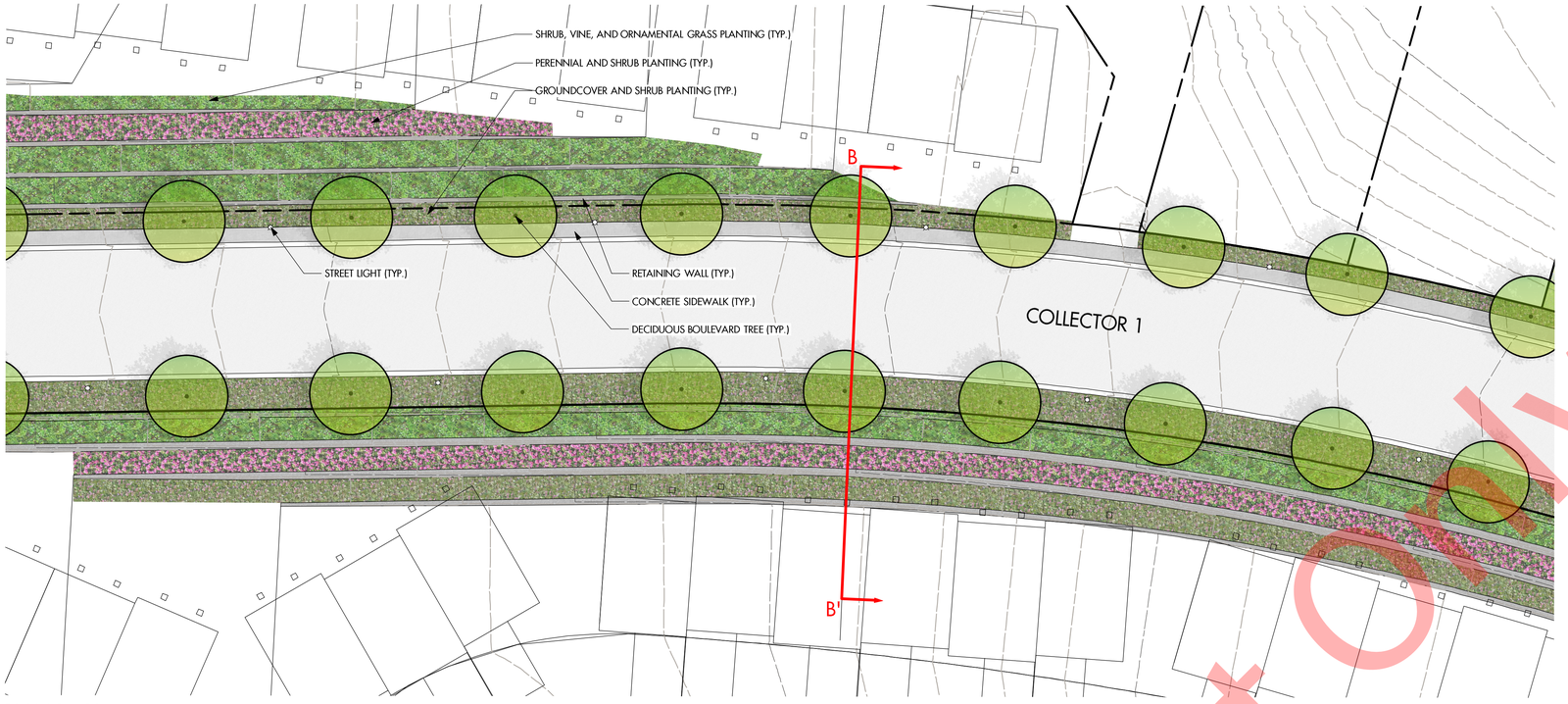
ecora

Conceptual Landscape Plan - Road Profile A
May 27, 2022

N

Scale: AS NOTED
Page Size: 24x36"

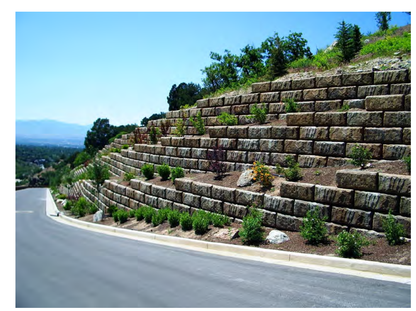
850 Wiltse Boulevard - Penticton, BC



PLAN B - B'
SCALE 1:250

SECTION B - B'
SCALE 1:150

PRECEDENT IMAGE - RETAINING WALL


PRECEDENT IMAGE - RETAINING WALL

PRECEDENT IMAGE - RETAINING WALL

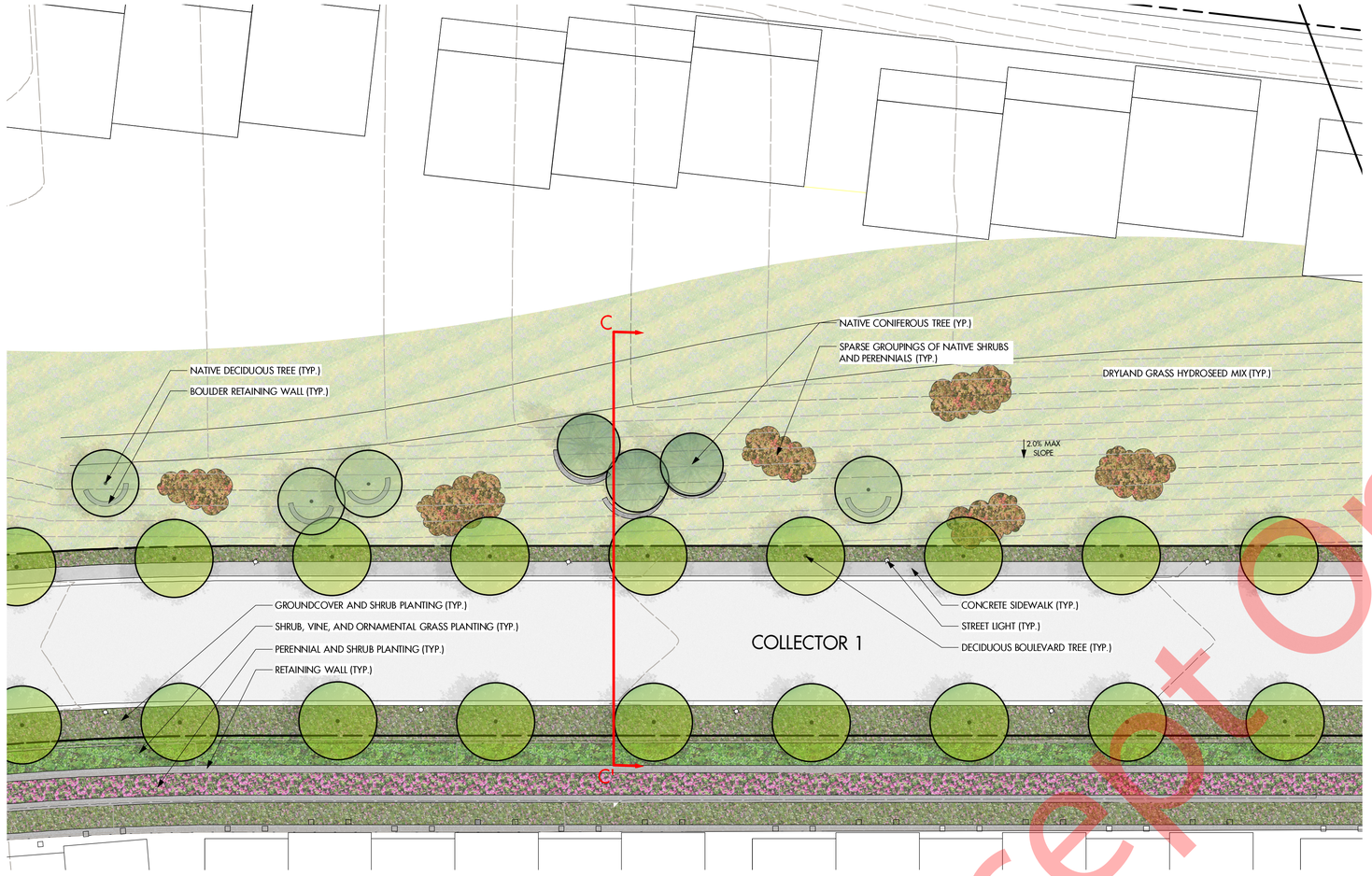
Concept Only

ecora

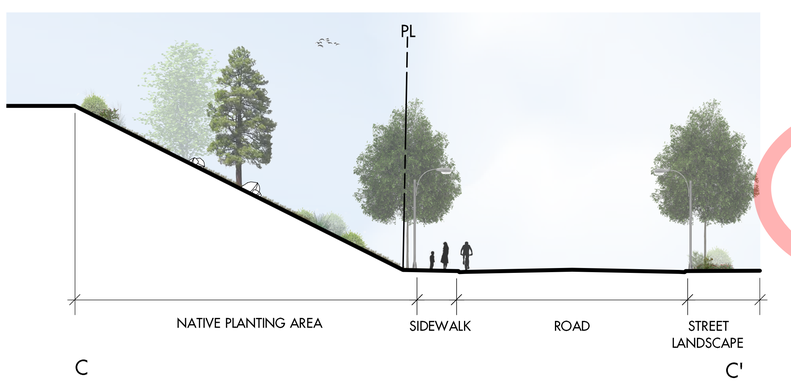
Conceptual Landscape Plan - Road Profile B
May 27, 2022

N
Scale: AS NOTED
Page Size: 24x36"

850 Wiltse Boulevard - Penticton, BC



PLAN C - C'
SCALE 1:250



SECTION C - C'
SCALE 1:150

PRECEDENT IMAGE - NATURALIZED SLOPE WITH BOULDER RETAINING WALL

PRECEDENT IMAGE NATURALIZED SLOPE

PRECEDENT IMAGE NATURALIZED SLOPE

PRECEDENT IMAGE - RETAINING WALL

Concept Only

ecora

Conceptual Landscape Plan - Road Profile C
May 27, 2022

N
Scale: AS NOTED
Page Size: 24x36"

850 Wiltse Boulevard - Penticton, BC

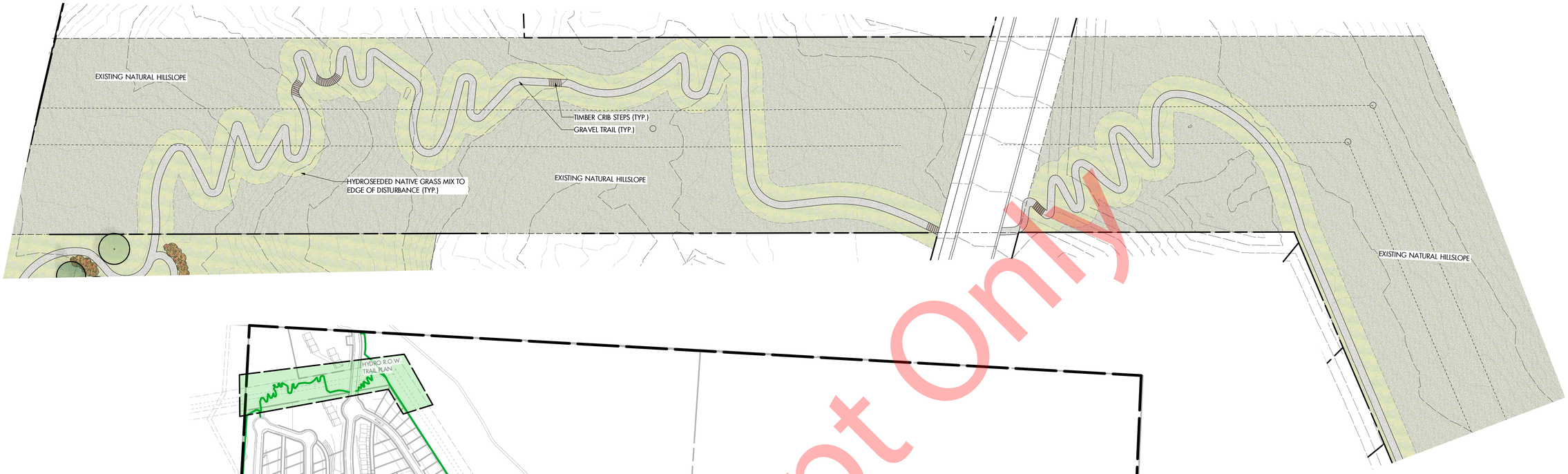
ecora

Conceptual Landscape Plan - South City Park
May 27, 2022

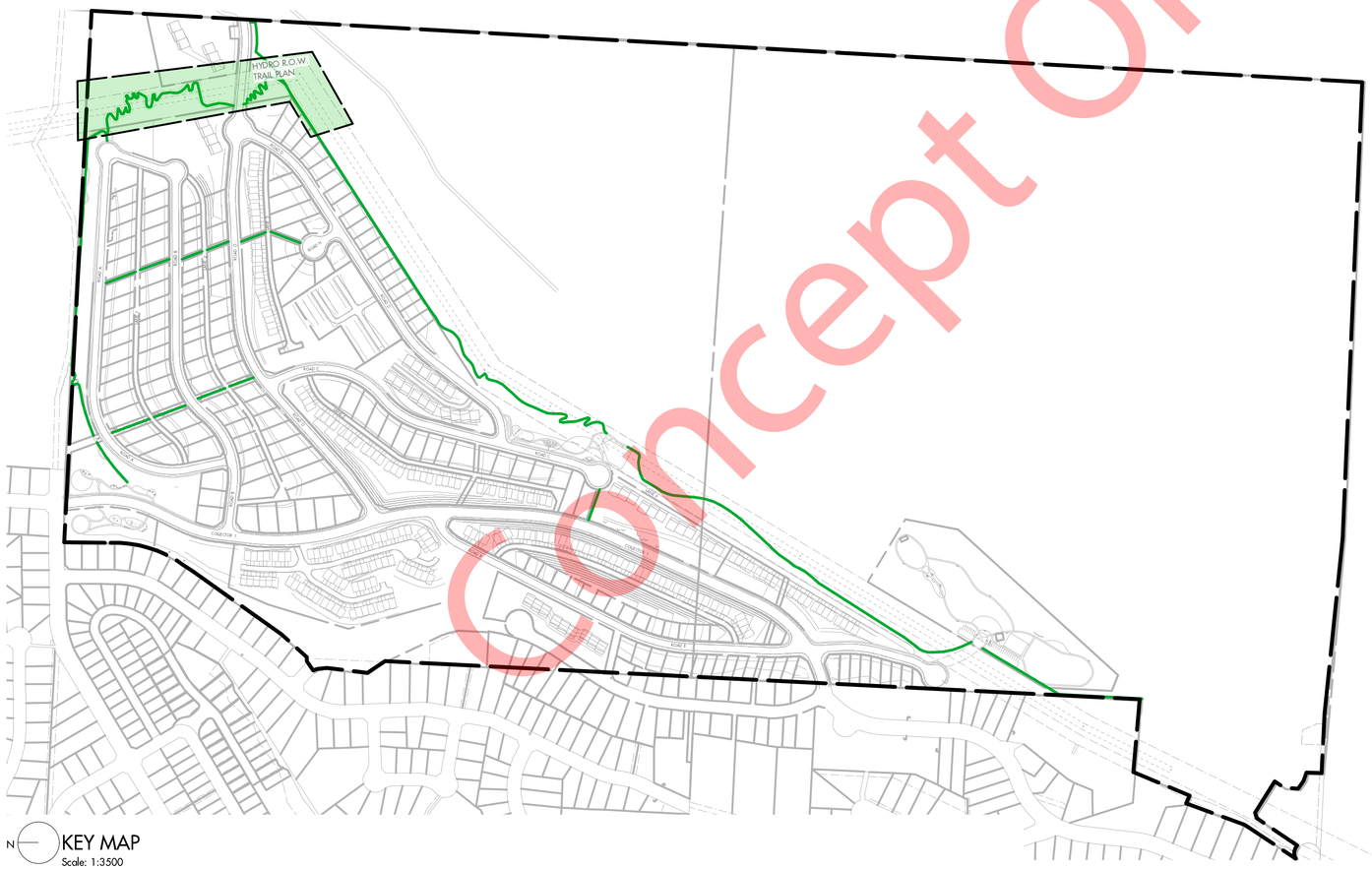
N

Scale: 1:400
Page Size: 24x36"

850 Wiltse Boulevard - Penticton, BC



PARTIAL TRAIL LAYOUT
Scale: 1:400



N KEY MAP
Scale: 1:3500

Concept Only

ecora

Conceptual Landscape Plan - Hydro ROW Trail
May 27, 2022

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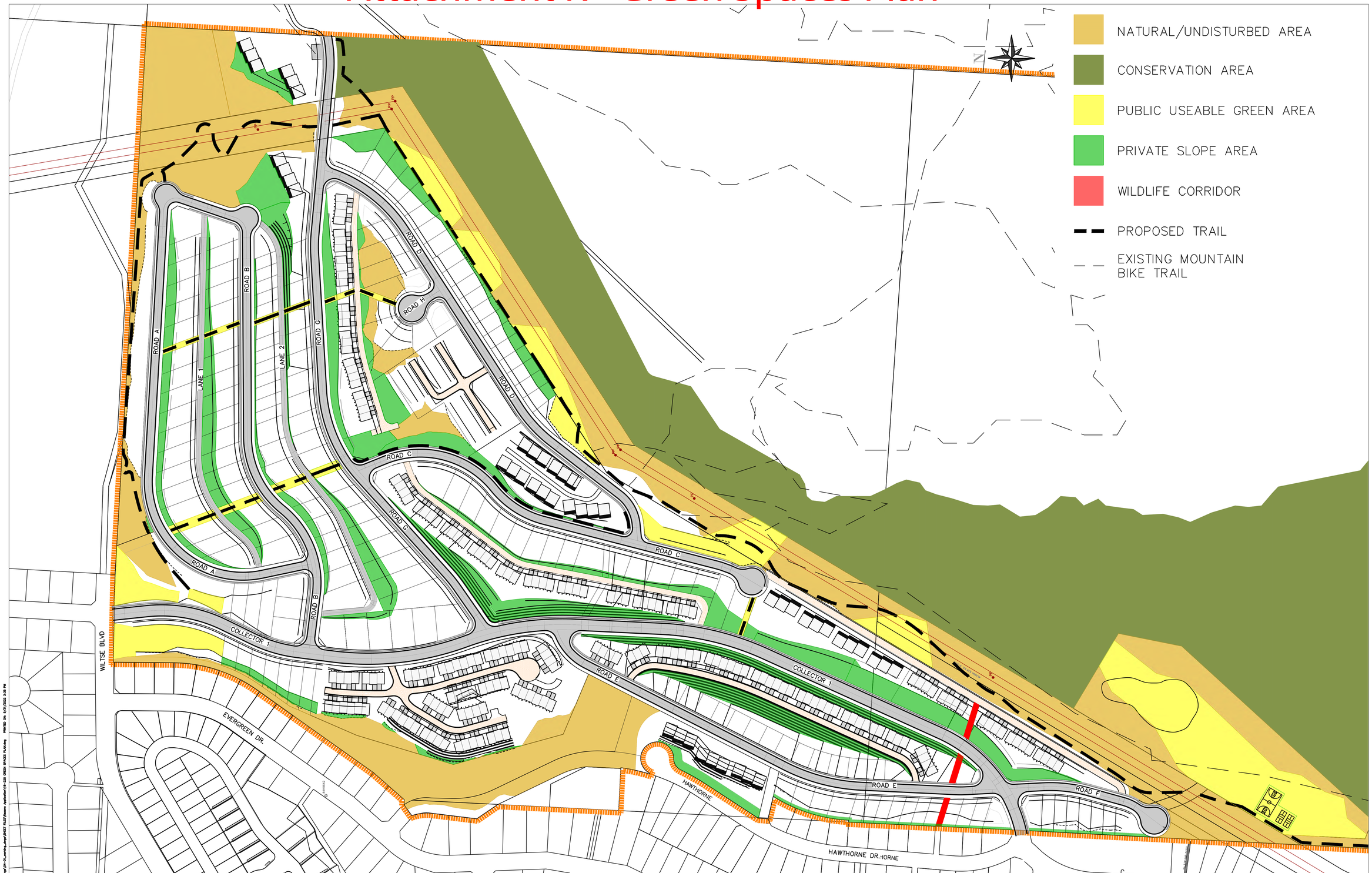
Scale: AS NOTED
Page Size: 24x36"

850 Wiltse Boulevard - Penticton, BC

Attachment K - Green Spaces Plan



NO.	DATE (YY/MM/DD)	DRN	REVISION	CH'KD
D	22/05/30	BD	FOR REVIEW	RT
C	22/03/14	RT	FOR REVIEW	KM
B	22/02/25	RT	FOR REVIEW	MDY
A	21/11/09	RT	PRELIMINARY DESIGN – FOR REVIEW	SB

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APPROVED FOR CONSTRUCTION		DATE
PUBLIC WORKS Mgr.		
ELECTRICAL DIV. Eng.		
PARKS DIVISION Super.		
CITY ENGINEER		
AS–BUILT APPROVAL		

SEAL

DESIGN: RT
DRAWN: RT
CHECKED: -
DATE: 2021/11/08
SCALE: 1:2000

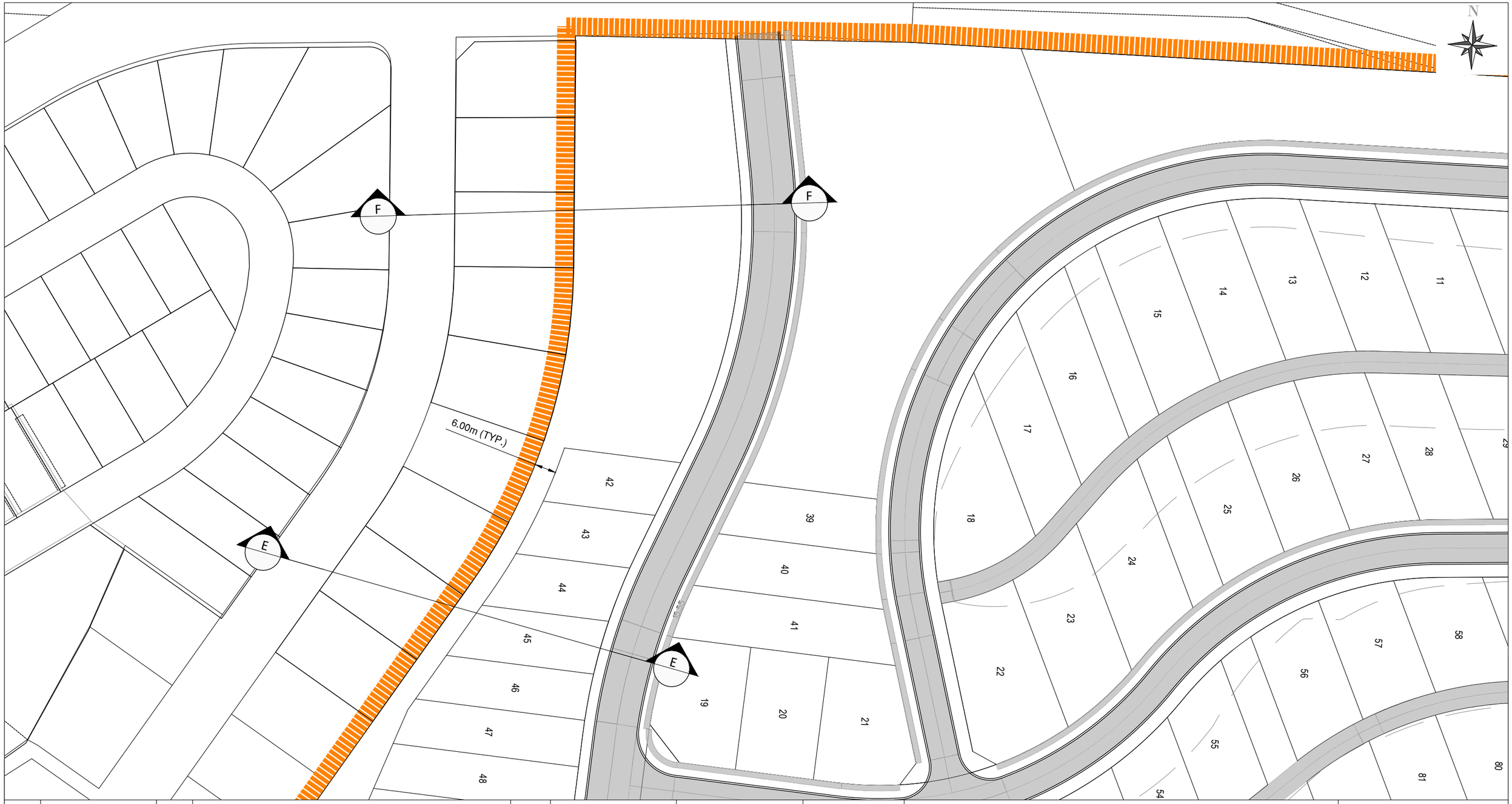
CITY OF PENTICTON

850 WILTSE BOULEVARD
WILTSE HOLDINGS LTD.
GREEN AND NATURAL AREAS PLAN

THE CITY OF Penticton

Drawing No. 18-225-C109.0

Rev.No D



NO.	DATE (YY/MM/DD)	DRN	REVISION	CH'KD
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A	22/05/11	BD	FOR REVIEW	RT

PERMIT TO PRACTICE

SEAL

DESIGN: RT
DRAWN: BD
CHECKED: RT
DATE: 22/05/11
SCALE: 1:1000

PENTICTON

850 WILTSE BOULEVARD
WILTSE HOLDINGS LTD.

KEY PLAN - NORTH

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PHONE: 250-492-2227
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DRAWING NO. 18-225-SK14

REV B

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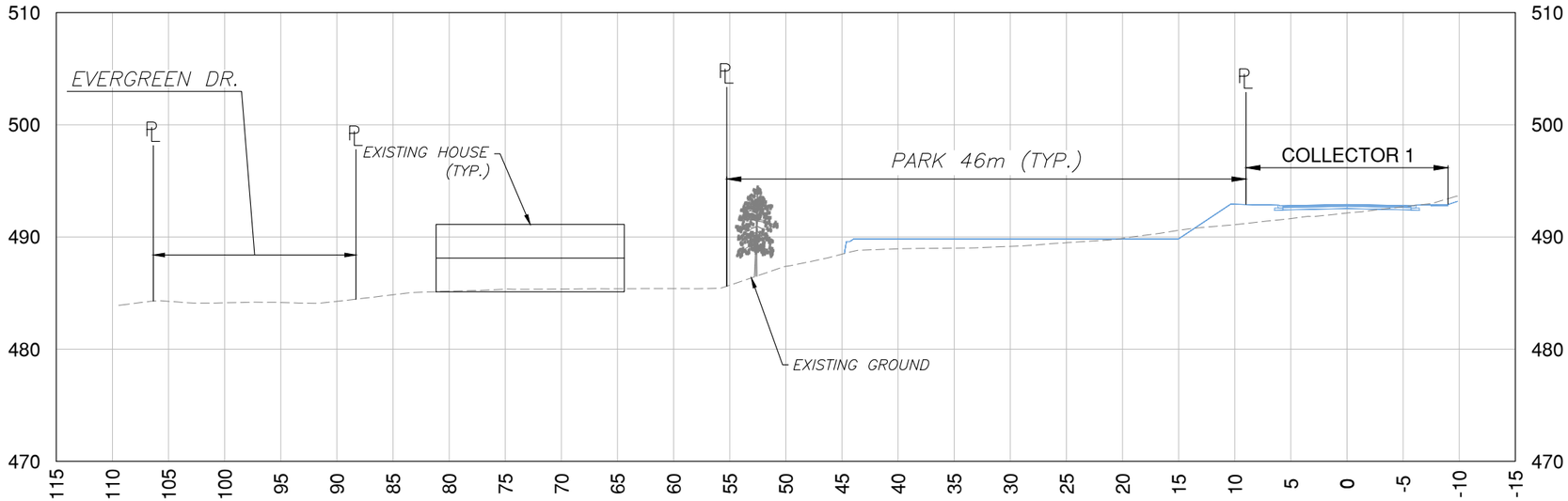
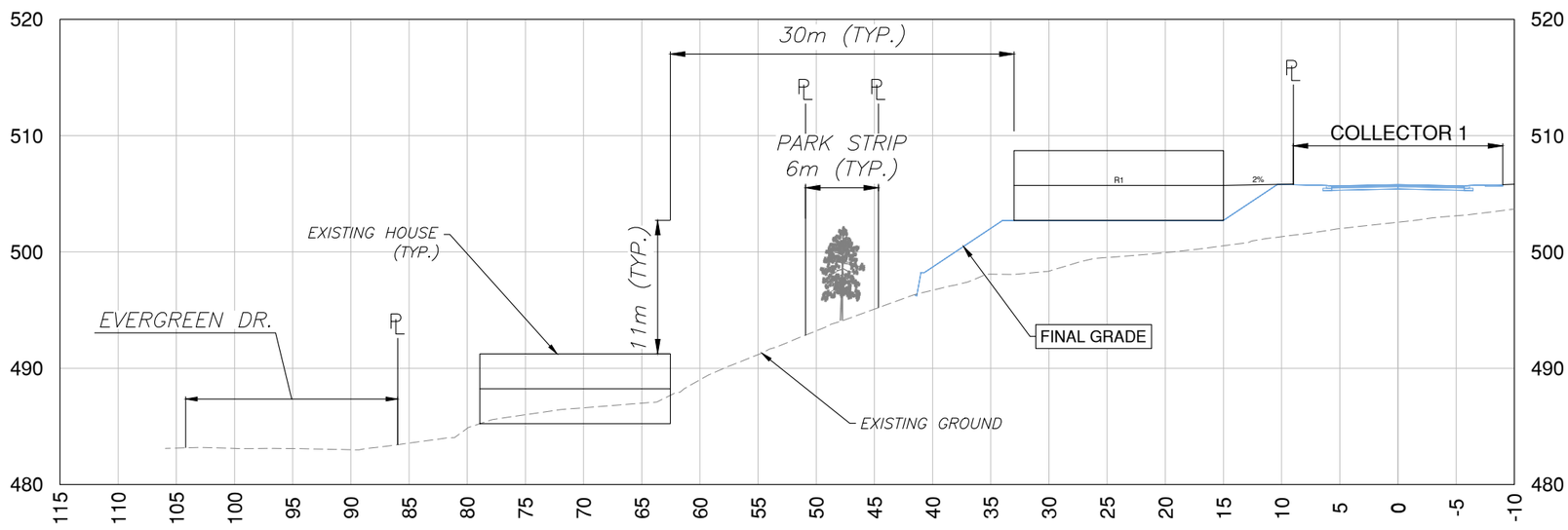
Attachment L - Evergreen Dr and Hawthorn Dr Interface Cross Sections



F TYPICAL SECTION

Scale: 1:500



E TYPICAL SECTION

Scale: 1:500

NO.	DATE (YY/MM/DD)	DRN	REVISION	CH'KD
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A	22/05/11	BD	FOR REVIEW	RT

PERMIT TO PRACTICE

SEAL

DESIGN: RT
DRAWN: BD
CHECKED: RT
DATE: 22/05/11
SCALE: 1:500

PENTICTON

850 WILTSE BOULEVARD
WILTSE HOLDINGS LTD.

TYPICAL SECTIONS F & E

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DRAWING NO. 18-225-SK15

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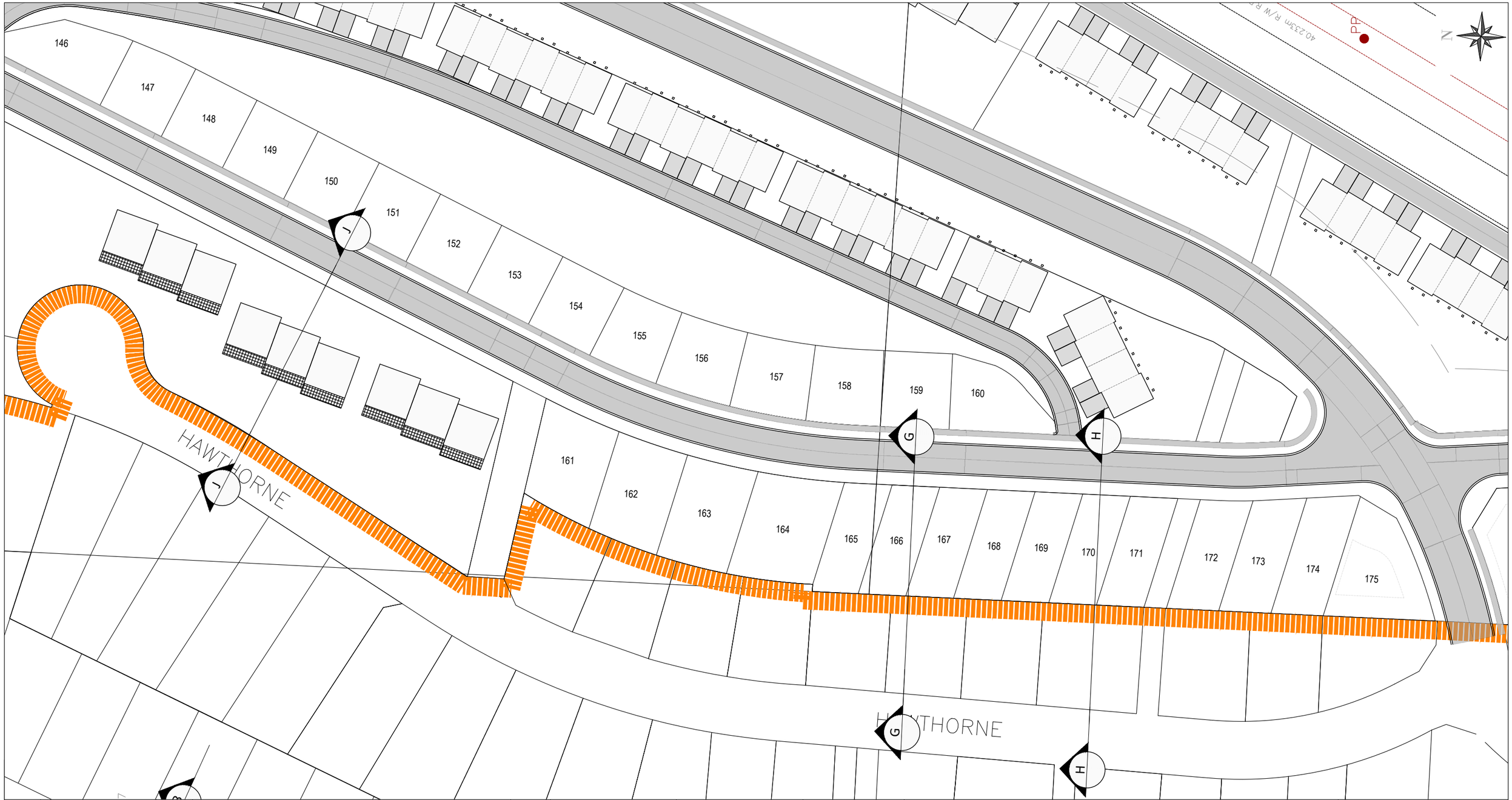

NO.	DATE (YY/MM/DD)	DRN	REVISION	CH'KD
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A	22/05/11	BD	FOR REVIEW	RT

PERMIT TO PRACTICE

SEAL

DESIGN: RT
DRAWN: BD
CHECKED: RT
DATE: 22/05/11
SCALE: 1:1000

PENTICTON

850 WILTSE BOULEVARD
WILTSE HOLDINGS LTD.

KEY PLAN - SOUTH

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PHONE: 250-492-2227
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DRAWING NO. 18-225-SK16

REV B

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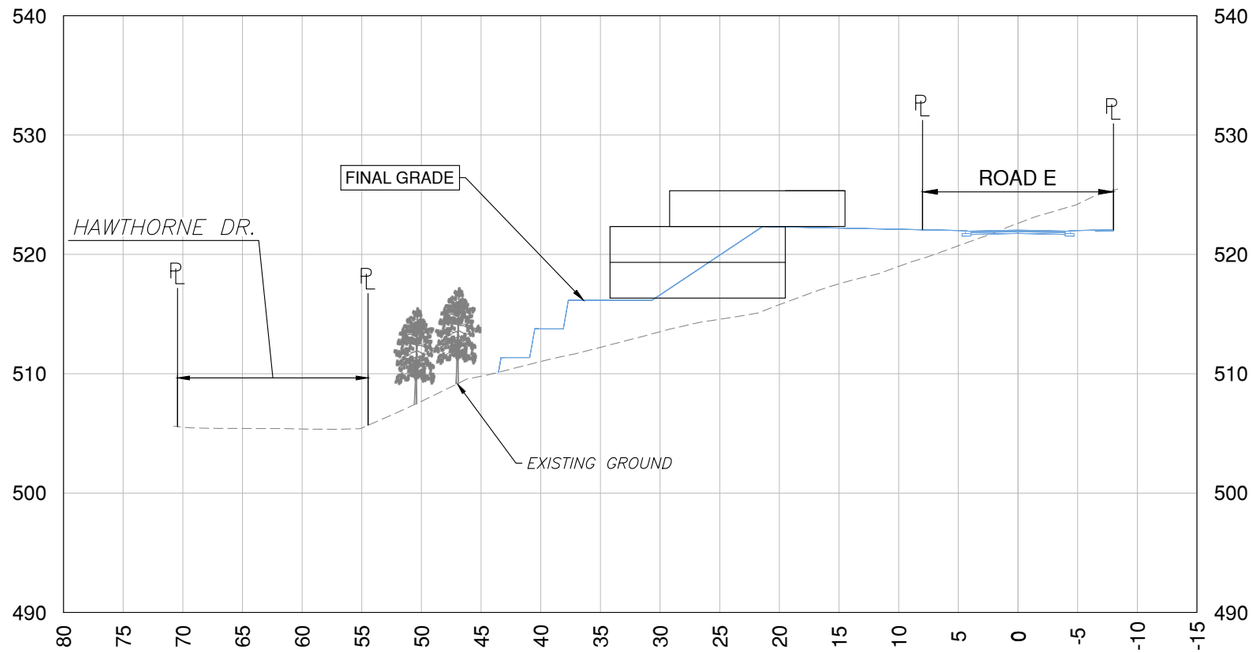

J TYPICAL SECTION

Scale: 1:500

NO.	DATE (YY/MM/DD)	DRN	REVISION	CH'KD
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A	22/05/11	BD	FOR REVIEW	RT

PERMIT TO PRACTICE

SEAL

DESIGN: RT
DRAWN: BD
CHECKED: RT
DATE: 22/05/11
SCALE: 1:500

PENTICTON

850 WILTSE BOULEVARD
WILTSE HOLDINGS LTD.

TYPICAL SECTION - J

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PHONE: 250-492-2227
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DRAWING NO. 18-225-SK17

REV B

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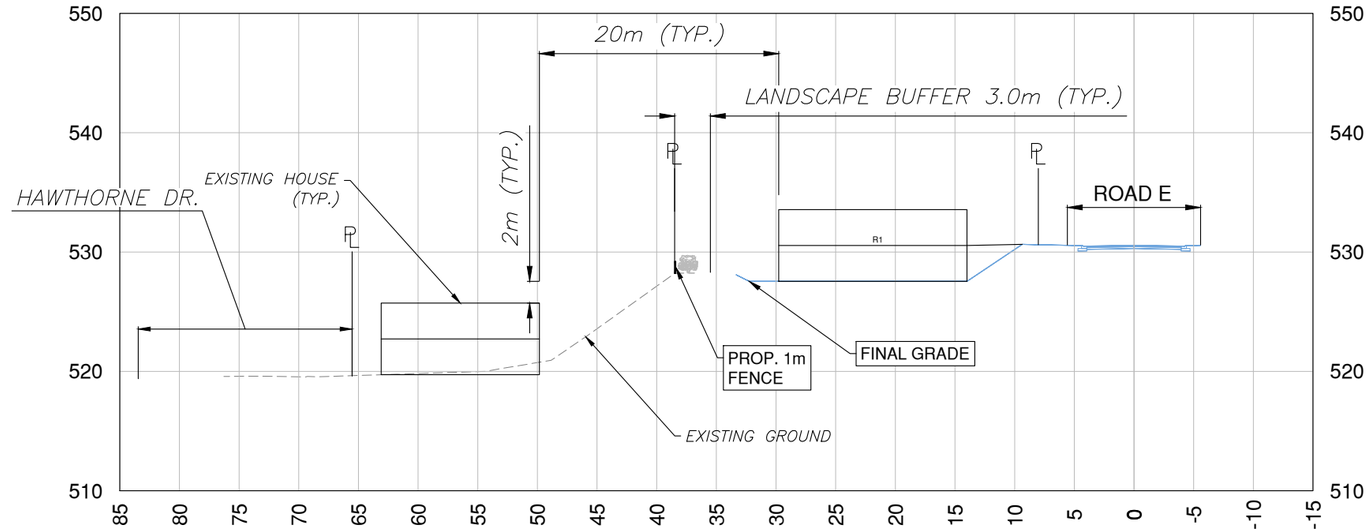
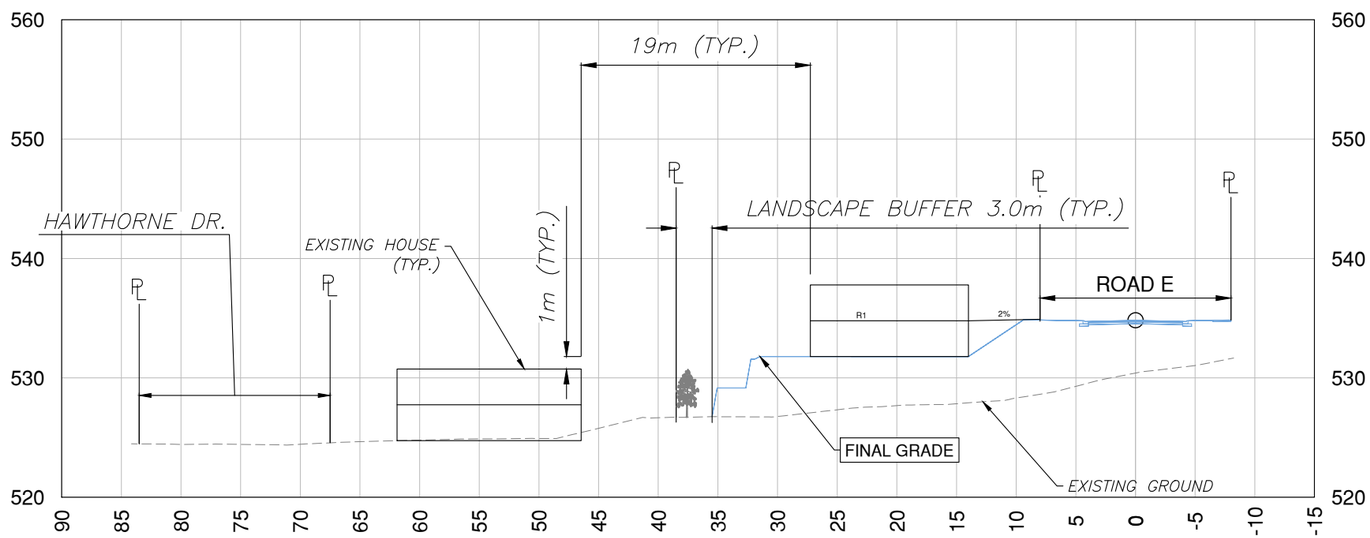


G TYPICAL SECTION

Scale: 1:500



H TYPICAL SECTION

Scale: 1:500

NO.	DATE (YY/MM/DD)	DRN	REVISION	CH'KD
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A	22/05/11	BD	FOR REVIEW	RT

PERMIT TO PRACTICE

SEAL

DESIGN: RT
DRAWN: BD
CHECKED: RT
DATE: 22/05/11
SCALE: 1:500

PENTICTON

850 WILTSE BOULEVARD
WILTSE HOLDINGS LTD.

TYPICAL SECTIONS G - H

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DRAWING NO. 18-225-SK18

REV B

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Attachment M - Phasing Plan

- PHASE 1 (138 DOORS)
- PHASE 2 (235 DOORS)
- PHASE 3 (178 DOORS)
- PHASE 4 (117 DOORS)
- PHASE 5 (18 DOORS)

N

ROAD A
ROAD B
ROAD C
ROAD D
ROAD E
ROAD F
ROAD G
ROAD H
LANE 1
LANE 2
COLLECTOR 1
WILTSE BLVD
EVERGREEN DR.
HAWTHORNE DR.

NO.	DATE (YY/MM/DD)	DRN	REVISION	CH'KD
D	22/05/20	BD	FOR REVIEW	RT
C	22/03/14	RT	FOR REVIEW	KM
B	22/02/25	RT	FOR REVIEW	MDY
A	21/11/09	RT	PRELIMINARY DESIGN – FOR REVIEW	SB

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APPROVED FOR CONSTRUCTION		DATE
PUBLIC WORKS Mgr.		
ELECTRICAL DIV. Eng.		
PARKS DIVISION Super.		
CITY ENGINEER		
AS–BUILT APPROVAL		

SEAL

DESIGN: TJR
DRAWN: RT
CHECKED: -
DATE: 2021/07/09
SCALE: 1:2500

CITY OF PENTICTON

850 WILTSE BOULEVARD
WILTSE HOLDINGS LTD.
PHASING PLAN

THE CITY OF Penticton

Drawing No. 18-225-C111.0

Rev.No D

FILE LOCATION: Y:\- 2018\18-225-WHT\04_drawings\04-01_working_dwgs\SHEET FILES\Rezone Application\18-225 PHASING LAYOUT.dwg PRINTED ON: 5/19/2022 2:44 PM

The Corporation of the City of Penticton

Bylaw No. 2022-29

A Bylaw to Amend Official Community Plan Bylaw No. 2019-08

WHEREAS the Council of the City of Penticton has adopted an Official Community Plan Bylaw pursuant to the *Local Government Act*;

AND WHEREAS the Council of the City of Penticton wishes to amend "Official Community Bylaw No. 2019-08";

NOW THEREFORE BE IT RESOLVED that the Municipal Council of the City of Penticton, in open meeting assembled, hereby ENACTS AS FOLLOWS:

1. **Title:**

This bylaw may be cited for all purposes as "Official Community Plan Amendment Bylaw No. 2022-29."

2. **Amendment:**

"Official Community Plan Bylaw No. 2019-08" is hereby amended as follows:

2.1 To change the following designations as follows:

Amend Map 1: Future Land Use, to adjust the mapping of existing 'Ground Oriented Residential', 'Detached Residential' and 'Parks' future land use designations and to add the 'Urban Residential' future land use designation for Lot B District Lot 2710 Similkameen Division Yale District Plan 43260 Except Plans KAP72732 and EPP74771 and Lot A District Lot 2710 Similkameen Division Yale District Plan KAP70035, located at 850 Wiltse Boulevard and 160 Crow Place as shown in detail on Schedule 'A'.

2.2 Schedule 'A' attached hereto forms part of this bylaw.

READ A FIRST time this	day of	, 2022
A PUBLIC HEARING was held this	day of	, 2022
READ A SECOND time this	day of	, 2022
READ A THIRD time this	day of	, 2022
ADOPTED this	day of	, 2022

Notice of intention to proceed with this bylaw was published on the __ day of ____, 2022 and the __ day of ____, 2022 in the Penticton newspaper, pursuant to Section 94 of the *Community Charter*.

John Vassilaki, Mayor

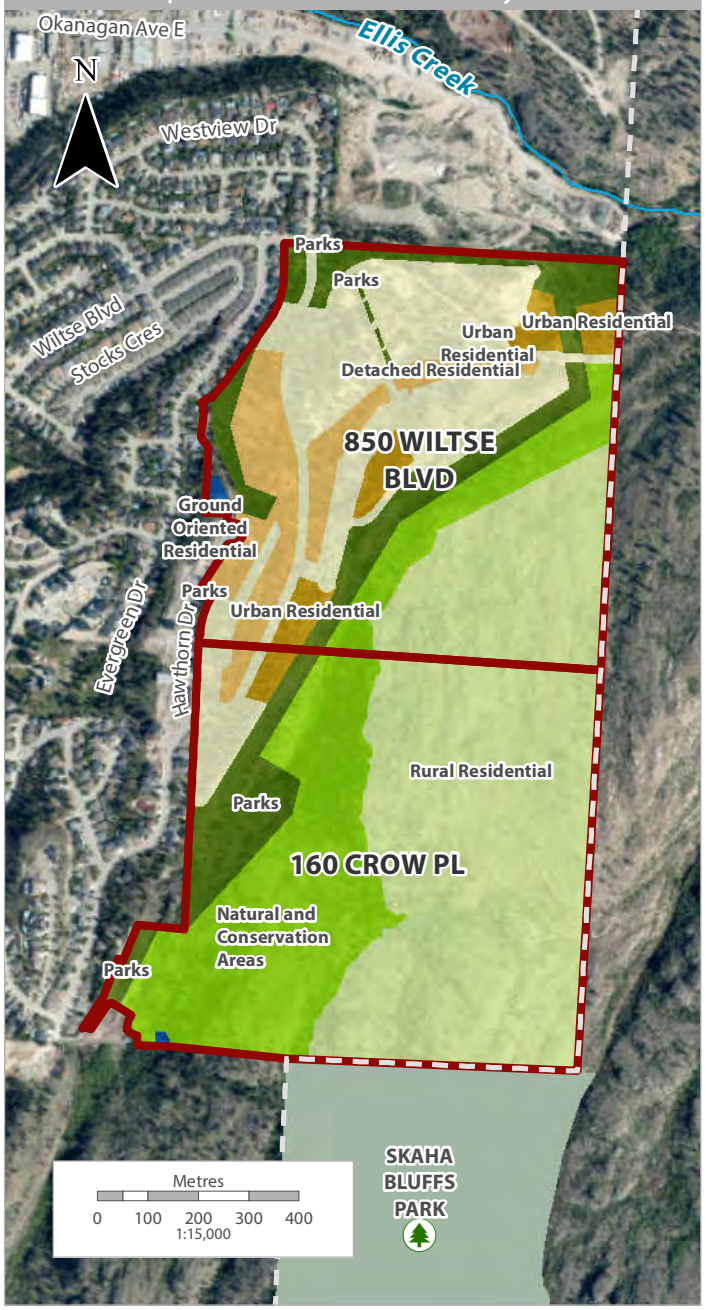
Angie Collison, Corporate Officer

City of Penticton - Schedule 'A'

OCP Amendment Bylaw No. 2022-29
850 Wiltse Blvd & 160 Crow Pl

Current Official Community Plan

Proposed Official Community Plan



Legend	From	To
Subject Parcel	Detached Residential	Detached Residential
	Natural and Conservation Areas	Natural and Conservation Areas
	Ground Oriented Residential	Ground Oriented Residential
	Institutional and Civic	Institutional and Civic
	Rural Residential	Rural Residential
	Parks	Urban Residential
		Parks

Date: _____

Corporate Officer: _____

The Corporation of the City of Penticton

Bylaw No. 2022-30

A Bylaw to Amend Zoning Bylaw 2021-01

WHEREAS the Council of the City of Penticton has adopted a Zoning Bylaw pursuant the *Local Government Act*;

AND WHEREAS the Council of the City of Penticton wishes to amend Zoning Bylaw No. 2021-01;

NOW THEREFORE BE IT RESOLVED that the Municipal Council of the City of Penticton, in open meeting assembled, hereby ENACTS AS FOLLOWS:

1. **Title:**

This bylaw may be cited for all purposes as "Zoning Amendment Bylaw No. 2022-30".

2. **Amendment:**

Zoning Bylaw No. 2021-01 is hereby amended as follows:

2.1 Rezone Lot B District Lot 2710 Similkameen Division Yale District Plan 43260 Except Plans KAP72732 and EP74771 and Lot A District Lot 2710 Similkameen Division Yale District Plan KAP70035, located at 850 Wiltse Boulevard and 160 Crow Place from A (Agriculture) to R1 (Large Lot Residential), R2 (Small Lot Residential), RD2 (Duplex Housing: Lane), RM1 (Bareland Strata Housing), RM2 (Low Density Multiple Housing), RM3 (Medium Density Multiple Housing), P1 (Public Assembly), P2 (Parks and Recreation) and A (Agriculture) as shown on Schedule 'A'.

2.2 Add the following to 10.8.3 SITE SPECIFIC PROVISIONS:
.3 "In the case of Lot B District Lot 2710 Similkameen Division Yale District Plan 43260 Except Plans KAP72732 and EP74771 and Lot A District Lot 2710 Similkameen Division Yale District Plan KAP70035, located at 850 Wiltse Boulevard and 160 Crow Place, townhouses and duplexes shall not be permitted, and the maximum building height for principal buildings shall be 10.5m.

2.3 Add the following to 10.9.4 SITE SPECIFIC PROVISIONS:
.6 "In the case of Lot B District Lot 2710 Similkameen Division Yale District Plan 43260 Except Plans KAP72732 and EP74771 and Lot A District Lot 2710 Similkameen Division Yale District Plan KAP70035, located at 850 Wiltse Boulevard and 160 Crow Place (adjacent to Hawthorn Drive cul-de-sac), apartments shall not be permitted, and principal building height is limited to three (3) storeys.

2.4 Schedule 'A' attached hereto forms part of this bylaw.

READ A FIRST time this	day of	, 2022
A PUBLIC HEARING was held this	day of	, 2022
READ A SECOND time this	day of	, 2022
READ A THIRD time this	day of	, 2022
ADOPTED this	day of	, 2022

Notice of intention to proceed with this bylaw was published on the __ day of _____, 2022 and the __ day of _____, 2022 in the Penticton newspaper, pursuant to Section 94 of the *Community Charter*.

_____
John Vassilaki, Mayor

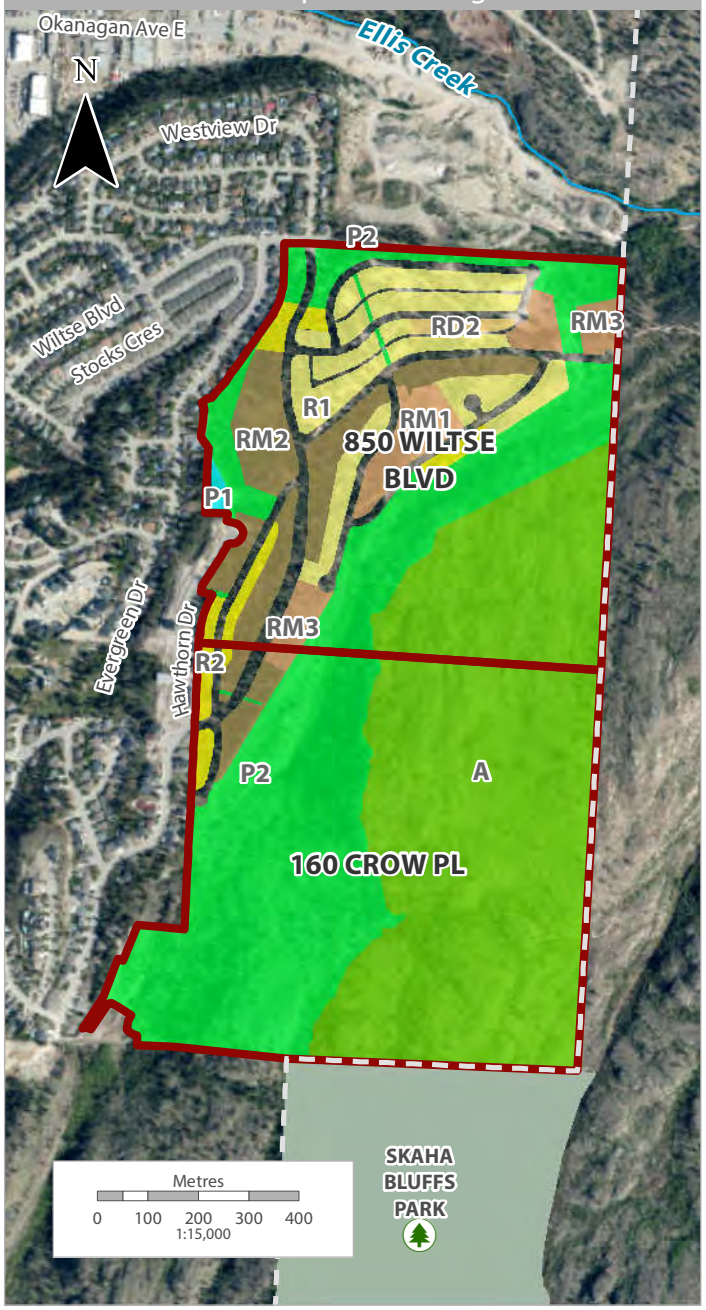
_____
Angie Collison, Corporate Officer

City of Penticton - Schedule 'A'

Zoning Amendment Bylaw No. 2022-30
850 Wiltse Blvd & 160 Crow Pl

Current Zoning

Proposed Zoning



Legend

- Subject Parcel

From

- A - Agriculture
- P1 - Public Assembly

To

- A - Agriculture
- R1 - Large Lot Residential
- R2 - Small Lot Residential
- RD2 - Duplex Housing: Lane
- RM1 - Bareland Strata Housing
- RM2 - Low Density Multiple Housing
- RM3 - Medium Density Multiple Housing
- P1 - Public Assembly
- P2 - Parks and Recreation

Date: _____

Corporate Officer: _____