

**From:** [Donalda Hunt](#)  
**To:** [Board of Education](#)  
**Subject:** Attention: Lee-Ann Tiede RE:Proposed 401 plus condo unit at 2741 Auburn Road  
**Date:** Monday, August 7, 2023 12:23:14 PM  
**Attachments:** [Bylaw 0265.12.pdf](#)  
[Letter to City Hall Aug 2 2023.docx](#)

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Hello Lee-Ann:

My name is Donalda Hunt, I live in the Terravita condo units across and up the hill from Constable Neil Bruce School.

I am wondering if you and the board are aware of the application for a proposed 401 plus unit condo development planned to be built on the side of the hill across from the play fields at CNB school.

This complex is not allowing for enough parking spaces and that means more cars parking on Auburn and Daimler. These streets are already full.

The increased traffic will have an effect on the traffic flow past the school and the dangerous intersection from the frontages roads to the highway.

Just a few days ago another accident in that area made the news. The safety of the school children will be affected by this development.

They plan to blast portions of the hill out and work will last over a year involving heavy trucks and machinery and noise.

It has gone to 2nd reading but was postponed on 2nd reading due to traffic, density and financial concerns. The next step if 2nd reading is approved is a public hearing.

I am wondering if the board of education for sd23 is looking into this issue and if you will be opposing it if it goes to public review?

I will attach information I have regarding this project for your perusal.

Please advise what is being done from the point of view of the school district and the safety of the kids.

Donalda Hunt

  
West Kelowna, BC

## **Concerns of Terravita Residents concerning proposed 401 to 500-unit complex at 2741 Auburn Road**

We are a number of concerned residents of Terravita. The following is a commutation of concerns being prepared to present to West Kelowna City Hall.

There are several concerns that need to be addressed.

**1. Access in and out of our complex and parked cars on Auburn Road.**

**Auburn Road is our only access and exit from this property;** unless the fire escape access is opened ( and that is not truly an option).

Auburn Road is a dead end and very short and already is completely filled with cars during soccer season or school events.

The information regarding this new project provided so far indicates that there will be a 410 to 500 (however it is reported and by who)unit development with only 575 parking spaces. However, logic says that if there are 490 units there will be at least 200 second cars to these units. The developer is only allowing 85 spaces to cover the second cars and visitors, plus trades people.

All the extra cars will want to park on Auburn Road. BUT... that is a serious issue due to the fact that throughout the school year; at pick up times and after school that portion of Auburn Road is **COMPLETELY** used up by parents and soccer family cars and trucks. It is a serious challenge to get off Auburn Road during these times with cars parked on both sides of the road, or if there are events at school. Lines of sights present a danger when turning onto Auburn Road from our exit or onto Auburn from Daimler. Already, vehicles park in our entrance way to Terravita and cause problems getting through the round about. There is not one space left on the road for additional cars or trucks that would be overflow from the new apartments.

**2. The other issue with Auburn Road having additional traffic and parking issues involves the fact we have a gravel pit and industrial area at end of dead-end street.**

There is only one way in and out for large cement and heavy-duty trucks needing to make a turn on and off Auburn and to get past cars parked on both sides of the narrow road.

**3. The other consideration is the event of an evacuation.** The roads would be clogged, and a good chance people would be injured.

**4. Traffic from Highway past Okanagan Highway frontage road on Daimler**

**INTERSECTION OF FRONTAGE ROAD AND DAIMLER ROAD (one side- Old Okanagan Road and Other side-Byland Road). THIS IS A SERIOUSLY DANGEROUS AREA.**

This a request that council do research to consider ways to make this intersection safer for traffic and children at school even if proposed project does not go through. We have watched sooo many close calls.

My family has been hit as we came from yield on Highway and someone crossed the intersection in front of us from Okanagan Road to Byland Road. It is already a dangerous intersection, which is a bottleneck, and causes traffic delays, and a lot of honking and screaming.

We hold our breath any time we need to pass through the area because you never know when someone will be coming at you from any angle. The mornings and the 3:00pm to 6:00pm time frame are the most frightening. We have a view of the general area from our condo window and we see the congestion and near misses regularly.

If you do approve this new development, Please, understand the effect it will have on this intersection. Even when Shannon Lake Road was closed or work was done causing traffic to increase in this area we noticed an unbearable amount of traffic backing up and causing hazards.

1. The School presents traffic concerns along Daimler Rd, Bylands Rd, and Auburn Rd already, without adding construction or additional traffic to the current congestion. Every weekday from 8 am to 9 am and again at 3 pm to 4 pm both sides of Daimler Rd, and Auburn Rd are lined with vehicles of parents dropping off children and picking them up creating single lane traffic during these times. During these times mentioned above, it can take about 15 minutes to get from the intersection of Auburn and Daimler roads, as we have to weave in and out of traffic. School buses simply add more congestion. I cannot imagine the bottleneck and vehicular overcrowding with construction vehicles thrown into this current mess. Along with all of this mess, this section of Daimler Rd is an active bus route.
2. As I am sure you're aware, residents along several streets in West Kelowna that have condo or townhouse complexes tend to park on the streets, clogging the streets. Elliot Road is a prime example. This would be another hindrance for this section of Auburn Road, which again is a dead-end street. Our complex, which I believe has 144 units, would be driving out of our buildings and coming out and sharing this section of Auburn Road with traffic from 500 additional units. I guess it's obvious that the pedestrian traffic (mostly middle school children) will become less safe than it already is with the addition of all these vehicles.

We are sure this intersection has been brought to your attention before. I understand some of the issues, such as the closeness to the highway and whatever provincial rules that may be in place. However, if this development adds more than 500 plus vehicles to Auburn and Daimler and the frontage roads you will see many more accidents and heaven forbid children getting hurt trying to cross frontage road to get to highway or even to cross the road from school to waiting parent cars.

If backups are an issue in considering a circle.... we already have them regularly with cars turning off frontage road either way onto Daimler and from the yield coming off the highway.

One suggestion may be a request to the province be submitted to have turning lights stay on all day for traffic turning left off Daimler; that could help.

If a circle could be established, it may be an answer to the frightening intersection.

**The school and its students are a major concern.** This area is already over crowded and can not accommodate a minimum of 500 more cars and people a day.

- 3. Our complex is beside the proposed site so there will be continual construction noise, blasting, large trucks, and traffic disruptions** down and back along the only entrance/exit to the construction site.
- 4. We would like to see reports of seismic effects of blasting that it may have on our properties.**
- 5. Although the construction traffic may *only* last for a few years,** the permanent addition of 500 more residents will cause ongoing problems – once again, Auburn Rd is a dead end street, so the massive influx of hundreds of additional vehicles seems ridiculous.

**Our Summary of BIG concerns are:**

1. The density of area influencing traffic and school safety. Traffic is already an issue.
2. **The increase in cars parking in area due to lack of parking spaces planned for planned property. During school year Auburn Road is already full on both sides of road morning to night, especially for soccer plus play fields and school events. There is NO MORE ROOM FOR EXTRA CARS.**
3. **The DANGEROUS increase in traffic in area of Highway intersection of Daimler and Hwy 97 plus the close-by intersection of Old Okanagan Road\ Byland Road. This area is a nightmare now without additional traffic. When school gets out at 3pm traffic is ALREADY BACKED UP TO AUBURN ROAD FROM HIWAY.**
4. The blasting effects on the area being close to our existing buildings in area where rock falls are common, and our site has had to take action to protect the property.
5. The safety of the school students going to Constable Neil Bruce School.
6. Lack of visitor parking for proposed building one and two ...only 8 planned.
7. We at Terravita, only have one actual evacuation route out of area. There is a fire route BUT it is solidly locked with a padlock on a gate and has only a one car width into Shannon Lake Road. If Auburn is blocked with traffic we will be trapped in case of fire.
8. There are only two routes out of this area. One is Daimler to Highway or Auburn to Shannon Ridge Drive both require access to Auburn Road.

Please get back to me with any further information regarding the process that is yet to be followed regarding this site.

**Donalda Hunt** [REDACTED]

[REDACTED] [REDACTED]

## **Feb 14 2023 West Kelowna City Hall**

Zoning amendment for 2741 Auburn Road Council gave first reading to Zoning Bylaw Amendment for 2741 Auburn Road to rezone property to accommodate construction of a 401 unit condo development.

## **July 25 2023 West Kelowna City Hall**

### **Zoning Bylaw Amendment for 2741 Auburn Road postponed**

Council postponed second reading of the Zoning Bylaw Amendment for 2741 Auburn Road to rezone the property to accommodate construction of a 401-unit apartment development for further review of offsite traffic improvements, timing and financial implications. The application will be brought back to a future meeting for consideration.

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**CITY OF WEST KELOWNA**

**BYLAW NO. 0265.12**

**A BYLAW TO AMEND "ZONING BYLAW NO. 0265"**

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WHEREAS the Council of the City of West Kelowna desires to amend "CITY OF WEST KELOWNA ZONING BYLAW NO. 0265" under the provisions of the *Local Government Act*.

THEREFORE BE IT RESOLVED that the Council of the City of West Kelowna, in open meeting assembled, hereby enacts as follows:

1. Title

This Bylaw may be cited as "CITY OF WEST KELOWNA ZONING AMENDMENT BYLAW NO. 0265.12, 2023".

2. Amendments

"Zoning Bylaw No. 0265" is hereby amended as follows:

2.1 By adding the attached zoning regulations for the CD 10 – Comprehensive Development Zone (Auburn Road) to Part 14 – Comprehensive Development Zones.

2.2 By adding the zone "Comprehensive Development Zone (Auburn Road)" and zone abbreviation "CD10" to Part 5 – Establishment of Zones, Table 5.1.

2.3 By adding "CD10 – Comprehensive Development Zone (Auburn Road)" to the Table of Contents.

2.4 By changing the zoning of Lot 2 District Lot 2601 Osoyoos Division Yale District Plan KAP77227, as shown on Schedule 'A' attached to and forming part of the bylaw from Low Density Multiple Family (R3) to Comprehensive Development (CD 10) and Parks and Open Space (P1).

2.5 By depicting the change on "Zoning Bylaw No. 0265 Schedule B" (Zoning Bylaw map).

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MAYOR

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CORPORATE OFFICER



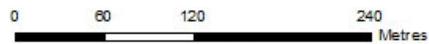
CITY OF  
WEST  
KELOWNA

# SCHEDULE 'A' of BYLAW NO. 0265.12



## Legend

-  R3 to CD10
-  R3 to P1
-  Parcels
-  Zoning Boundary



1:4,000



Date: 2023-02-03

# CD10 – Comprehensive Development Zone (Auburn Road)

## .1 Purpose

To accommodate multiple residential units the Shannon Lake neighbourhood.

## .2 Principal Uses, Buildings and Structures

- (a) Apartment

## .3 Secondary Uses, Buildings and Structures

- (a) Accessory uses, buildings, and structures  
 (b) Home based business, minor

## .4 Regulations Table

SUBDIVISION REGULATIONS		
(a)	Minimum parcel area	48,349 m <sup>2</sup>
(b)	Minimum parcel frontage	291 m
DEVELOPMENT REGULATIONS		
(c)	Maximum density	316,930 ft <sup>2</sup> (29,443 m <sup>2</sup> ) FAR 0.236
(d)	Maximum coverage	98,855 ft <sup>2</sup> (9,184 m <sup>2</sup> ) 7.36%
(e)	<b>Maximum gross floor area and maximum units by building</b>	
.1	Building 1	5,537 m <sup>2</sup> (59,597 ft <sup>2</sup> ) up to 74 Units
	Building 2	5,906 m <sup>2</sup> (63,572 ft <sup>2</sup> ) up to 78 Units
	Building 3	6,000 m <sup>2</sup> (64,587 ft <sup>2</sup> ) up to 83 Units
	Building 4	6,000 m <sup>2</sup> (64,587 ft <sup>2</sup> ) up to 83 Units
	Building 5	6,000 m <sup>2</sup> (64,587 ft <sup>2</sup> ) up to 83 Units
	Total Gross Floor Area and Unit Count	<b>29,443 m<sup>2</sup> (316,930 ft<sup>2</sup>) up to 401 Units</b>
(f)	<b>Maximum building height</b>	
	<ul style="list-style-type: none"> <li>• Building 1. <i>(all floor levels to be considered as nominal 3.15m). (See Schedule B for schematic building sections)</i></li> <li>• Building 2</li> <li>• Building 3</li> <li>• Building 4</li> <li>• Building 5</li> </ul>	<ul style="list-style-type: none"> <li>• 4 storeys (12 m): 2 storeys (6 m) exposed at the west façade; 4 storeys (12 m) exposed at the east street front.</li> <li>• 4 storeys (12 m): 2 storeys (6 m) exposed at the west façade; 4 storeys (12 m) exposed at the east street front.</li> <li>• 4 storeys (12 m): 3 storeys (9 m) exposed on-grade at the west facing internal street, 4 storeys (12 m) exposed at the east façade.</li> <li>• 4-Storeys (12 m): 3 storeys (9 m) exposed on-grade at the north-west facing internal street, 4 storeys (12 m) exposed at the south-east façade.</li> <li>• 4-Storeys (12 m): 3 storeys (9 m) exposed on-grade at the north-west facing internal street, 4 storeys (12 m) exposed at the south-east façade.</li> </ul>

<b>SITING REGULATIONS</b>		
<b>(h)</b>	<b>Buildings and structures shall be sited at least the distance from the feature indicated in the middle column below, that is indicated in the right-hand column opposite that feature:</b>	
.1	Minimum front parcel boundary	4.50m (14'-6" ft)
.2	Rear parcel boundary	32.45m (106'-6")
.3	Interior side parcel boundary	44.50m (146'-0")
.4	Exterior side parcel boundary	4.50m (14'-6" ft)

**.5 Other Regulations:**

<b>AMENITIES</b>		
<b>(j)</b>	<b>The required areas of amenities are as follows:</b> <i>(See Schedule A)</i>	
.1	Outdoor Amenity-1	3,925 ft <sup>2</sup> (365 m <sup>2</sup> )
.2	Outdoor Amenity-2	7,850 ft <sup>2</sup> (729 m <sup>2</sup> )
.3	Indoor Amenity	4,850 ft <sup>2</sup> (451 m <sup>2</sup> )

# Schedule A



# Schedule B

