



## 11470 BOND ROAD PUBLIC ENGAGEMENT SUMMARY

Public Information Session December 5<sup>th</sup>, 2024, Winfield Hall 6-8pm

**Total attendance:** approximately 150 persons

**Display Materials:** 12 display boards can be found along with all supporting documentation [HERE](#)  
see page 3-14 below

### **In Attendance on Behalf of the Applicant to Engage with Public:**

Frontside Developments Principal Stephen Duke and two members of his team Justin VanPashaak and Devon Ward, Property Owner Bharat Baratendu and his tenants at two properties within 100m of the subject property; Sales and Marketing Team members Peter Berzins and Callan Power.

### **Highlights of the Survey:**

Of the ~ 150 attendees, 61 registered and completed the survey. The Survey provided 6 Yes or No type Questions related to each of the 3 amendments. Notably, on average 40% of respondents registered affirmative support for the amendments. This is significant given the organized petition to reject the proposed amendments that circulated prior to any information was made Public.

**PowerPoint Summary of Survey Questions and Answers can be found [HERE](#)**

**Survey Registrant data and individual answers can be found [HERE](#)**

### **General Comments:**

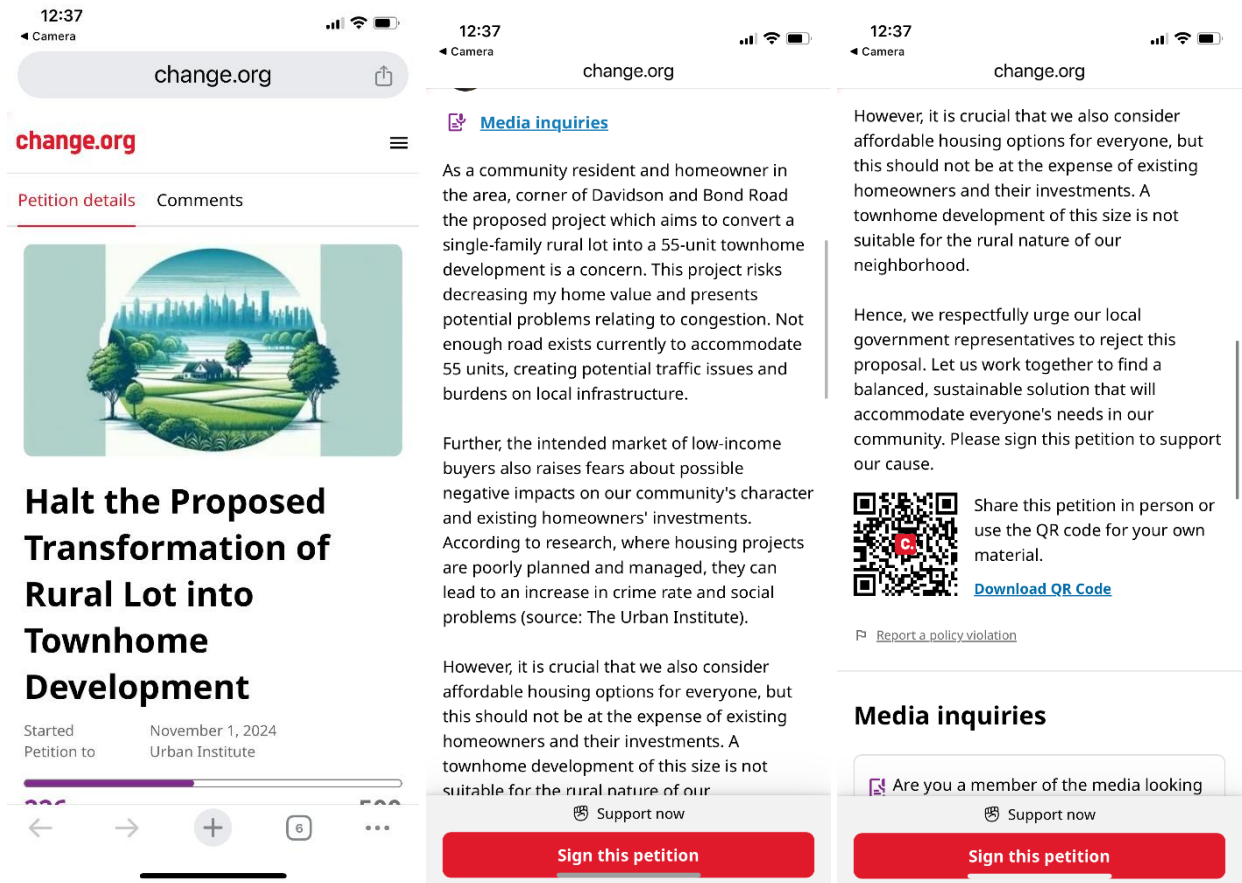
There were many members of the public there who were very engaged and had intelligent questions in attempt to truly understand the application and process. They were delightful.

A large number of the “not in my backyard” “*Petitioners*” were also in attendance, and they made their presence known. They were disruptive, rude, argumentative and followed Principal Stephe Duke wherever he went to engage with other interested members of the Public. The Petitioners made it clear they were disappointed there was not stage or microphone on which they could protest or host inquisition.

The Petitioners were comments made that were racist in tone and when called out, the response what “it is what it is” and “think what you want”. They were not there to learn about the application.

Key terms describing the Petitioner’s issues and rationale were: “Not the right place for this type of housing”, “there’s no infrastructure”, “the school is at capacity”, and “the traffic is already a problem”.

These issues which are well refuted in the body of the application documentation. Anecdotally, the discussion that arose with the Petitioners uncovered “affordable housing” and what they fear it would bring was their biggest issue. In fact, the Petition itself, which was circulate immediately after our “Notice of Public Information Session” was distributed.



**Conclusion:**

It is the intent of the applicant to take advantage of the available infrastructure, inter-modal corridor, and the benefit of location close to an elementary school to provide a solution to the missing middle housing needs in the District of Lake Country – shown below.

Table 15. Housing Unit Need Estimates by Household Income (2021-2031), District of Lake Country.  
Source: Statistics Canada, 2021 Census, Custom Data Report

UNIT SIZE	Affordability Monthly Housing Cost	Household Income					TOTAL	%
		<\$20,000	\$20,000-\$49,000	\$50,000-\$79,000	\$80,000-\$119,000	>\$120,000		
1-Bedroom	\$500	105	335	110	60	35	645	26%
2-Bedroom	\$1,250	30	280	190	225	300	1,025	41%
3-Bedroom	\$2,000	0	55	50	75	160	340	14%
4-Bedroom	\$3,000	0	30	30	55	215	330	13%
5+Bedroom	>\$3,000	0	0	10	35	120	165	7%
<b>TOTAL</b>		105	700	390	450	830	2,505	100%
<b>%</b>		5%	28%	16%	18%	33%	100%	

#1

# 3 Proposed Land Use Amendments 11470 Bond Road

The subject property is currently in the Rural Area and proposes Council consider an Urban Containment Boundary adjustment to facilitate zoning and OCP amendments. Figure 1. are the proposed land use amendments required to achieve Low Density Multi-family RM4.

Figure 1. Application Details

	Existing	Proposed
1. <b>Urban Containment Boundary Adjustment</b>	Rural	Urban Containment
2. <b>OCP Amendment</b>	Rural Residential	High Density Residential
3. <b>Zoning Amendment</b>	Rural Residential 2	Low Density Multi-family - RM4



Housing Needs Study indicates demand for 430 Dwelling Units per year, but Lake Country is **trending 100 Units Short** each of the last 5 years.”



**Demand is greatest for 2 bedrooms** across all income levels”

—Report to Council Oct. 15, 2024 by Paul Gipps CAO



More than 1-in-5 Lake Country residents are **spending over 30%** of their income on shelter costs.”

\*Source: Lake Country Housing Needs Report

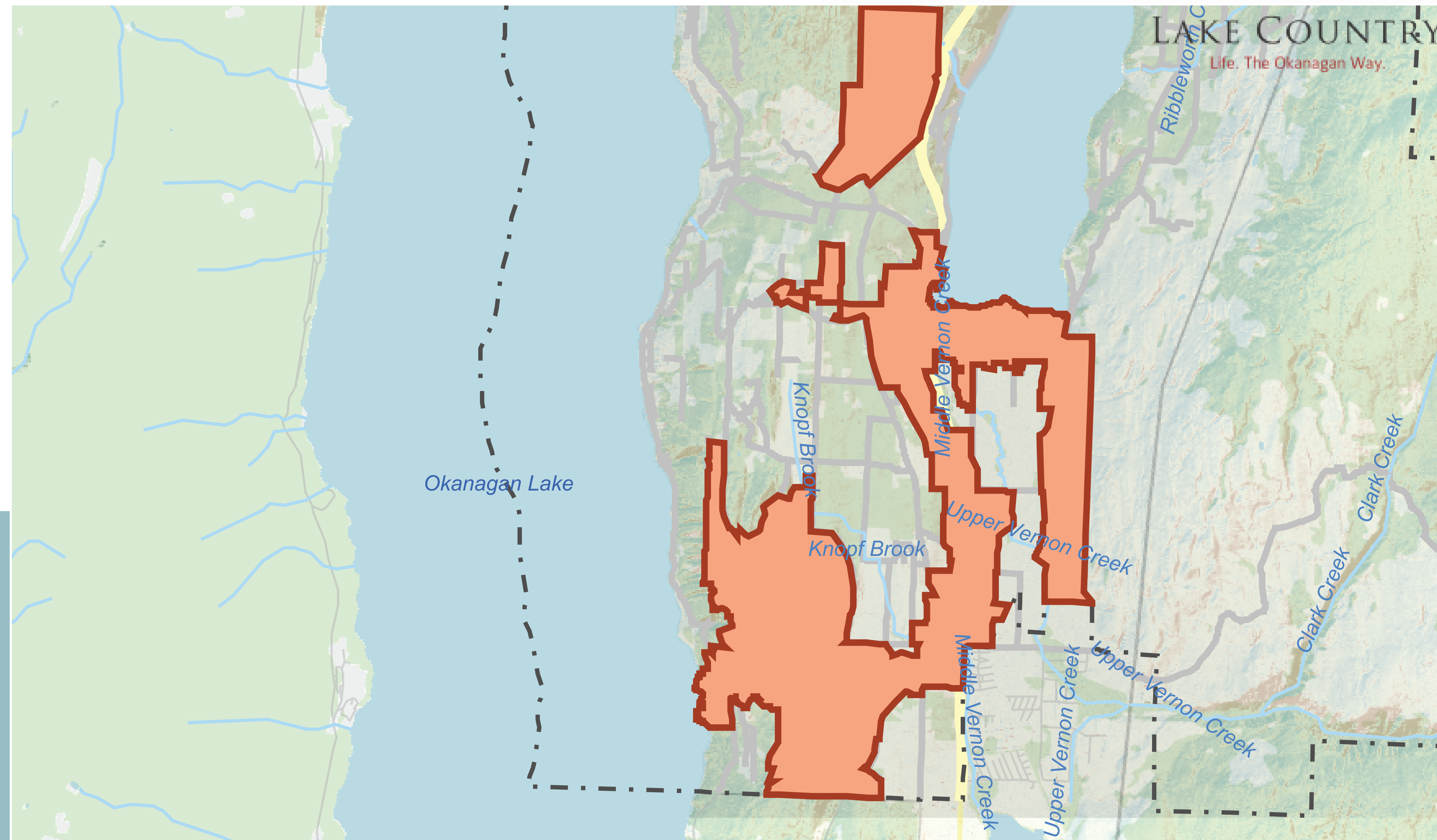


**66%** of housing units being single-detached dwellings, 20% higher than Vernon or Kelowna.”

\*Source: Lake Country Housing Needs Report

#2

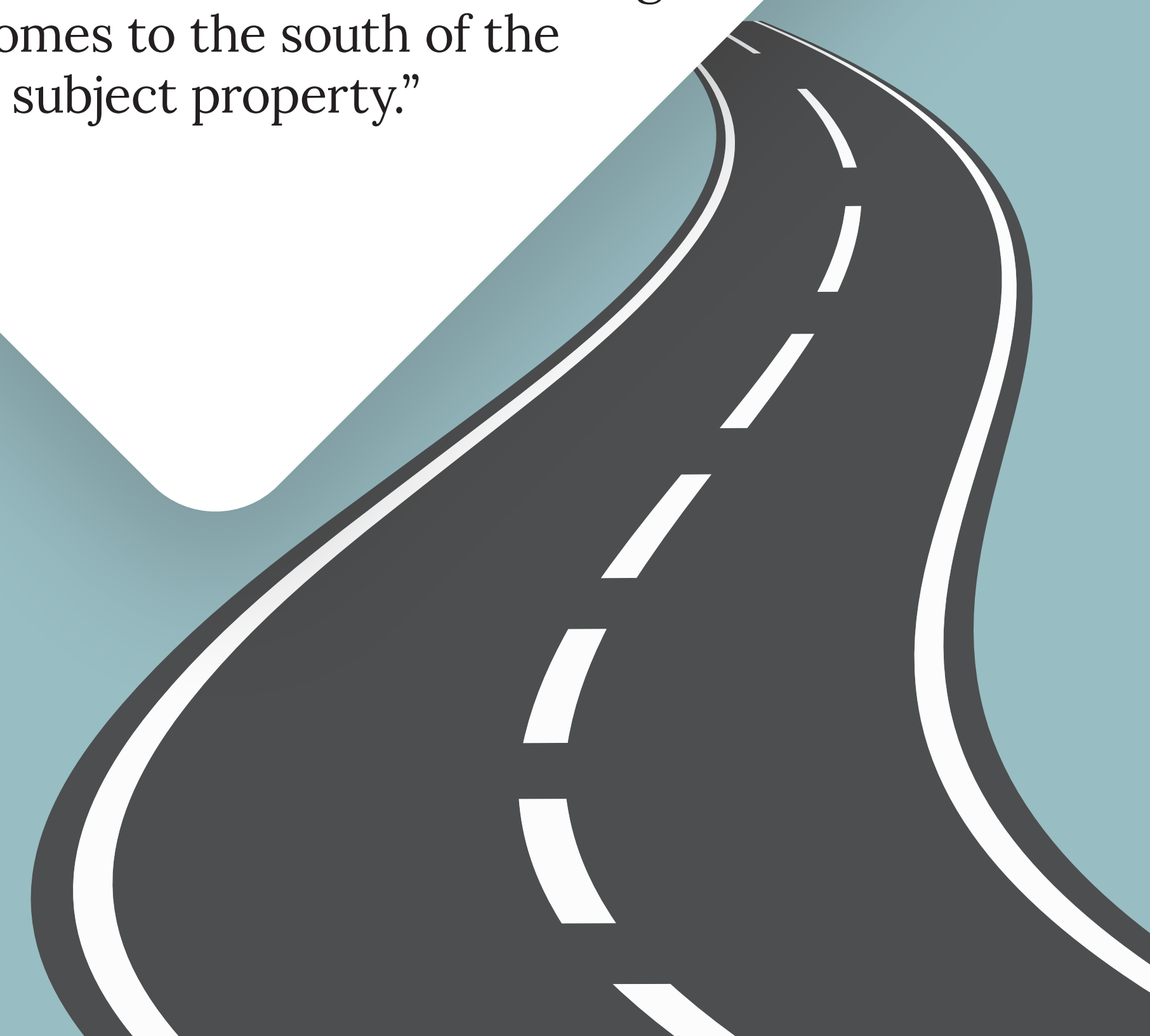
# The Urban Containment Boundary



MAP 3 Urban Containment Boundary

“

Moving the boundary across Davidson Road to include the subject property enables infill opportunities on vacant land with available services. While the boundary attempts to stem urban sprawl and omit ALR lands, eco-sensitive and geo-hazardous terrain, there are many single-family residential neighbourhoods outside of it including the homes to the south of the subject property.”



# What is an Urban Containment Boundary?

THE PROVISION OF THE URBAN CONTAINMENT BOUNDARY PREVENTS URBAN SPRAWL AND ENCOURAGES ORDERLY URBAN DEVELOPMENT, PER THE OFFICIAL COMMUNITY PLAN (OCP) DEFINITION.

## Urban Containment Boundary Policies

**The Policies of Council are as Follows:** Consider the adoption of new areas into the Urban Containment Boundary when a clear or specific market need exists for additional land within the boundary.

In practice, clearly identifying growth nodes creates increased certainty for developers by directing where new infrastructure investments occur and, coupled with zoning and policy tools, channels growth into pre-existing neighbourhoods and areas where density should be maximized.

### ‘Urban Sprawl’ Definition:

The rapid expansion of the geographic extent of cities and towns, often characterized by single-family residential housing, single-use zoning, and increased reliance on the private automobile for transportation.”

## Constraints to Growth

There are several factors to consider when assessing ways in which new urban growth may be appropriately accommodated in Lake County. The diverse physical landscape and the values held within the community have identified several constraints or valued features.

The Core and Nodal Growth Model and the identification of constraints to growth challenges the notion that outward urban growth is able to occur indefinitely. District residents have noted they do not want to grow into areas containing certain features, which has served to inform the Urban Containment Boundary map shown on MAP 3. The following are the principal constraints to growth that have been identified:

## Environmentally Sensitive Areas

Approximately 64% of the District is identified as being environmentally sensitive. Residents have expressed a desire to protect environmentally sensitive areas. Therefore, development should be focused away from environmentally sensitive areas.

## Agricultural Land Reserve

Approximately 40% of the community is within the Agricultural Land Reserve. Agricultural land is located throughout the District and protection of this land base is an important component of supporting local agriculture and is a means to protect the rural character of Lake County.

## Topography

Approximately 50% of the District has a slope over 20%. Steep areas are not well suited to accommodate new development. Growth in these challenging locations poses the potential for access difficulties, unwelcome visual impacts and other hazards.

## Terrain Stability


Approximately 11% of the District is located within an area of hazardous condition or stability concern. These locations may not be suited for uncontrolled development due to subsurface conditions and the risks associated with the development of unsafe lands.

## Servicing Potential

Mapping sets out the maximum hydraulic grade line for water (the highest elevation where community water services will be provided), and the sewer service area boundary.

The distance that a proposed development project is located from required municipal services will sometimes constrain the viability of a project by either physical or financial means. When developers prematurely extend sewer, water and other services to areas outside of the Urban Containment Boundary, it places an unnecessary maintenance burden on municipal resources and disrupts the otherwise orderly advancement of growth away from the Urban Containment Boundary.

# Decision Criteria for Boundary Amendment

REQUIRED CONSIDERATIONS BY OCP		PROVIDED BY DEVELOPER	DOCUMENTS
1.	Overview of the proposed development concept.	Contained within this Application Rationale.	 SCAN ME
2.	Inventory of all land uses proposed for the project.	Figure 2. Conceptual Site Plan: "RM4" Townhomes. Also See EXHIBIT: CONCEPTUAL SITE PLAN.	
3.	List of the total residential and other unit mix proposed.	Figure 2. Conceptual Site Plan: Total 55 dwelling units broken down into various sizes as show in the key plan.	
4.	Infrastructure proximity and capacity review.	The subject property has community services conveniently located at the property line. See Exhibit A: CTQ Capacity Assessment.	
5.	Overview of the proposed development concept.	The property is close to Highway 97, commercial amenities, the Town Centre, and the 23 Bus Route on Okanagan Centre Road.	
6.	Sensitive Ecosystem Inventory assessment for the site.	No environmentally sensitive areas found. See Exhibit B: TerraWest Environmental Assessment. Also, Figure 6. Nearest Sensitive Ecosystem.	
7.	Preliminary stability and erosion assessment for the site.	No hazards or stability issues found. See Exhibit C: Interior Testing Geotechnical Report.	
8.	Plan ensuring the protection of growth constraints: (a, b, c, d, e)	The Proposed Land Use protects the growth constraints per Items (a, b, c, d, e)	
a.	Environmentally Sensitive Areas	There are no ESAs within the subject property. See Exhibit B: TerraWest Environmental Assessment.	
b.	Agricultural Land Reserve	The property is outside the ALR and does not affect nearby ALR lands (see Exhibit B and Figure 7).	
c.	Topography (Slopes)	See Exhibit D: Topographic Survey	
d.	Terrain Stability (Hazards)	There are no Stability Hazards noted in the District mapping nor identified by Exhibit C: Interior Testing Geotechnical Report.	
e.	Servicing Potential	Community Services are available at the subject property line. See Exhibit A: CTQ Capacity Assessment.	
14.	Project phasing and anticipated absorption plan.	The project will likely be constructed in two or three phases based on market absorption at the time of pre-sale and construction.	
15.	Identification of any amenity contributions proposed.	The project includes a pedestrian path from Bond Road to Davidson Elementary, with plans for greenspace amenities like a garden, play area, and gym in the development application. Dropoff/pickup lane, sidewalk, on Davidson, as well as bike lanes for and crosswalks for Davidson and Bond Roads.	
16.	Plan showing park sites and trail connections.	See Figure 5. Park and Trail Context Map.	
17.	An analysis of current market demand and a review of existing District land supply.	Lake Country currently lacks housing for young families and single family homes are unaffordable. This proposal's higher density enables more competitive market pricing.	

# Eco-Sensitive Systems

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Note the nearest eco-sensitive area already impacted by single family housing development and none found on subject property.”

“

Note proposed improvements to Davidson Road align with the Davidson Road Trail Corridor, and improvements to Bond Road include sidewalk and Bicycle lane aligned with the future Active Transportation Corridor along Bond Road.”

“

Note ALR lands to the north are not impacted by proposed development.”

## Eco-Sensitive Parks & ALR Mapping

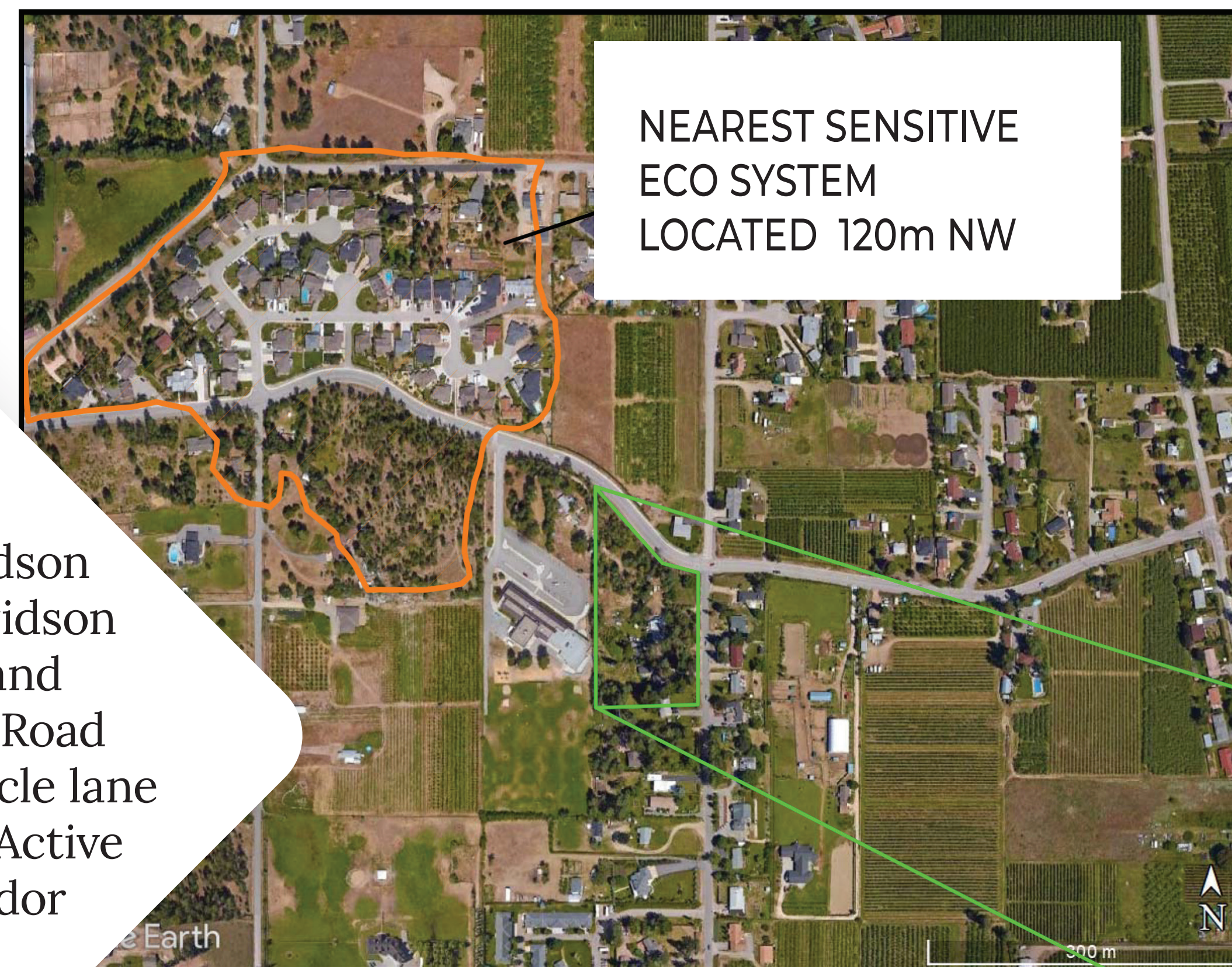


Figure 6. Nearest Sensitive Ecosystem

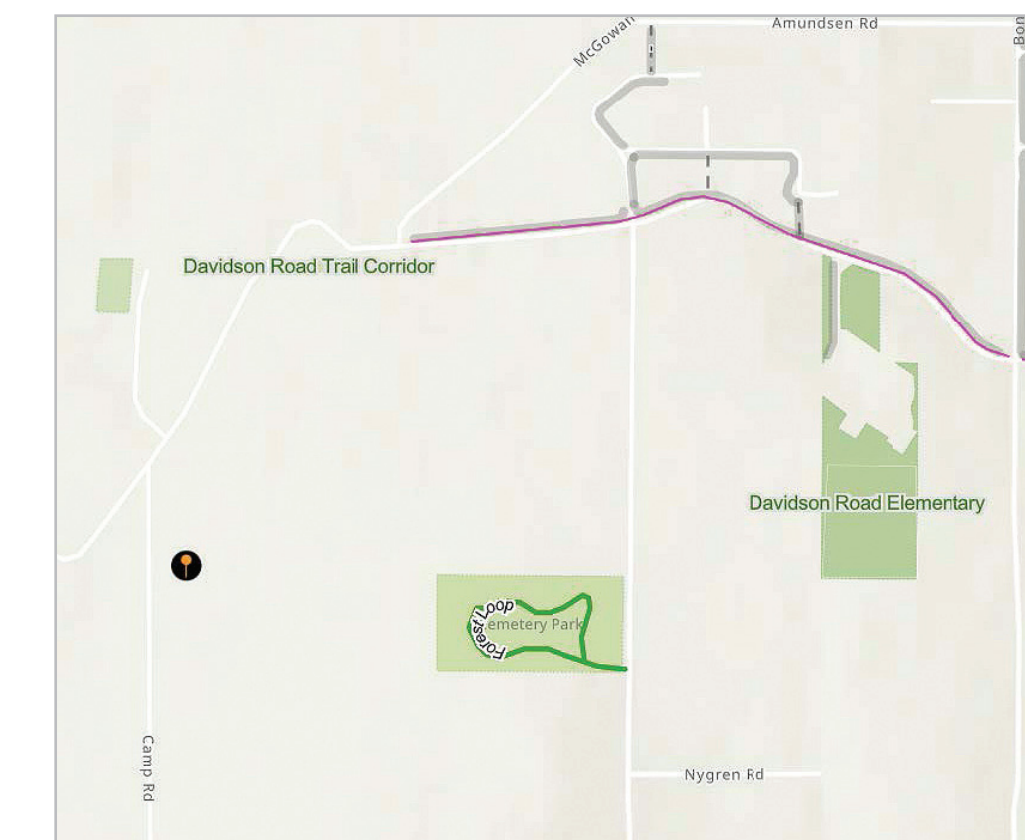


Figure 5. Park and Trail Context Map

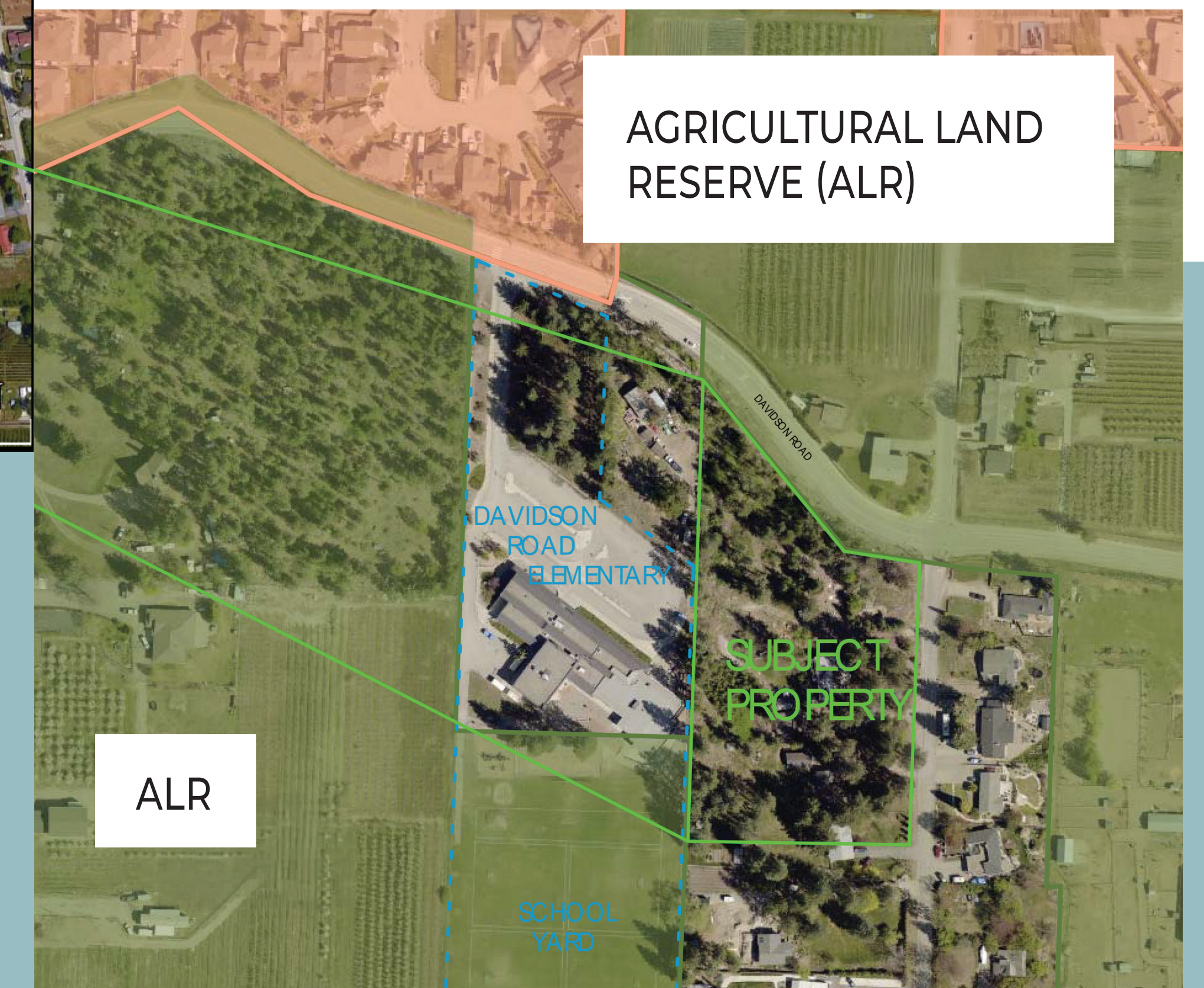


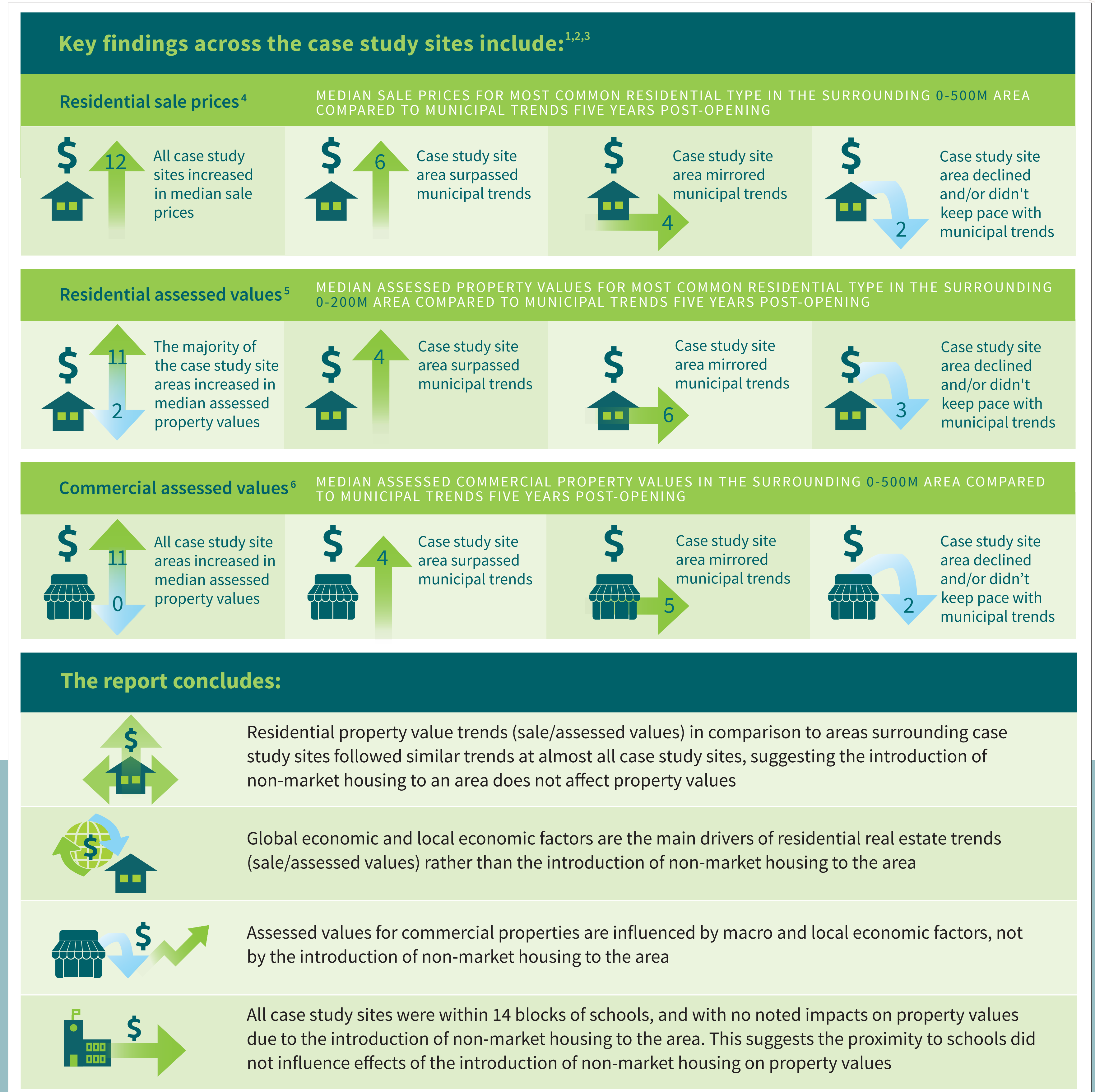
Figure 7. Urban Containment Boundary & ALR Context

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# Will multi-family housing hurt the value of my home?

## What Does the Research Actually Say?

BC Housing Report Concludes Non-Market Housing within 14 blocks of schools has positive impact on neighboring residential home values.



# Amending the Official Community Plan

## What is the proposed Ammendment?

Changing designated land use from Rural Residential to High Density Residential which permits us to then amend the zone to Low Density Multiple Housing.

### Key Considerations

1. Infill development
2. Maintaining rural character
3. Densification



ARTIST'S RENDERING ONLY  
SUBJECT TO CHANGE.



The site has the necessary infrastructure already in place, and there are no costs to the District to improve parking along Davidson for pickup/dropoff”



Locating density next to Davidson Elementary ensures the development of modest housing in the center of the ‘Missing Middle’ housing demand.”



Infill Definition: In urban planning, infill, or in-fill, is the rededication of land in an urban environment, usually vacant, to new construction.”

# The Missing Middle

## Housing Unit Need Estimates by Household Income, District of Lake Country.

- There is a shortage of attainably-priced housing options for families in Lake Country.
- Young families with moderate incomes cannot afford to purchase single-detached homes in Lake Country and there are very few suitable market or rental options.
- Businesses experience difficulties recruiting and retaining workers in Lake Country due to the lack of housing options available. There is a need for more affordable housing for workers.
- A range of affordable housing options are needed to address the growing gap between what residents can afford and the available housing.

Table 15. Housing Unit Need Estimates by Household Income (2021-2031), District of Lake Country.

Source: Statistics Canada, 2021 Census, Custom Data Report

		Household Income					TOTAL	%
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		Affordability Monthly Housing Cost						
		\$500	\$1,250	\$2,000	\$3,000	>\$3,000		
- UNIT SIZE -	1-Bedroom	105	335	110	60	35	645	26%
	2-Bedroom	30	280	190	225	300	1,025	41%
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	4-Bedroom	0	30	30	55	215	330	13%
	5+Bedroom	0	0	10	35	120	165	7%
	TOTAL		105	700	390	450	830	2,505
		%	5%	28%	16%	18%	33%	100%

# Zoning Amendment

## Ammending RR2 to RM4

### 15.6. RM4 – Low Density Multiple Housing

#### 15.6.1. Purpose

The purpose is to provide a zone primarily for low rise low density apartment housing with urban services as a transition between low and medium density development.

#### 15.6.2. Principal Uses

- (a) boarding or lodging houses
- (b) congregate housing
- (c) group home, major
- (d) multiple dwelling housing
- (e) two dwelling housing

#### 15.6.3. Secondary Uses

- (a) care centres, major
- (b) home occupation
- (c) utility services, minor impact

#### 15.6.4. Buildings and Structures Permitted

- (a) apartment housing
- (b) duplex housing
- (c) row housing
- (d) semi-detached housing
- (e) stacked row housing
- (f) accessory buildings or structures.

#### 15.6.5. Subdivision Regulations

- (a) WIDTH  
The minimum lot width is 30.0 m.
- (b) DEPTH  
The minimum lot depth is 30.0 m.
- (c) AREA  
The minimum lot area is 900 m<sup>2</sup>.

#### 15.6.6. Development Regulations

##### (a) FLOOR AREA RATIO

The maximum floor area ratio is 0.65, except it is 0.75 with a housing agreement pursuant to the provisions of Section 7.10. Where parking spaces are provided totally beneath habitable space of a principal building or beneath usable common amenity areas providing that in all cases, the parking spaces are screened from view, an amount may be added to the floor area ratio equal to 0.20 multiplied by the ratio of such parking spaces to the total required parking spaces, but in no case shall this amount exceed 0.20.

##### (b) SITE COVERAGE

The maximum site coverage is 45%, provided that the maximum site coverage of buildings, driveways, and parking areas is 60%.

##### (c) HEIGHT

The maximum height is the lesser of 12.4 m or 3 storeys, except it is 4.5 m for accessory buildings and structures.

##### (d) FRONT YARD

The minimum site front yard is 6.0 m.

##### (e) SIDE YARD

The minimum site side yard is 2.3 m for a building not over 2 storeys or an accessory building or structure, and 4.5 m for any part of a building over 2 storeys, except it is 4.5 m from a flanking street.

##### (f) REAR YARD

The minimum site rear yard is 7.5 m and 1.5 m for accessory buildings.

##### (g) PRINCIPAL BUILDINGS

No principal building shall be closer than 3.0 m to another principal building.

##### (h) SETBACK FOR ACCESSORY BUILDINGS

The setback requirements for an accessory building containing recreational amenities for the use of all residents shall conform to the setback requirements for principal buildings.

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# Frontage Improvements

The Developer also proposes to add crosswalks to the west side of Davidson Road and the north side of Bond Road at the intersection, allowing for safe connection to the existing pedestrian routes in the area. **Proposed Infrastructure + Traffic Related Improvements:**

## DAVIDSON ROAD

### Upgrade to DLC R6 - Urban-Collector includes:

- Removal of the ditch
- Addition of street lighting
- 1.5 meter wide bike lane
- 2.4 meter wide dropoff/pickup lane (approx 100m length) “reduces traffic turning in/out of Davidson driveway”
- Sidewalk
- Addition of two catch basins
- Boulevard improvement

## BOND ROAD

### Upgrade to DLC R6 - Urban-Collector includes:

- Sidewalk
- Addition of two catch basins
- Boulevard improvement

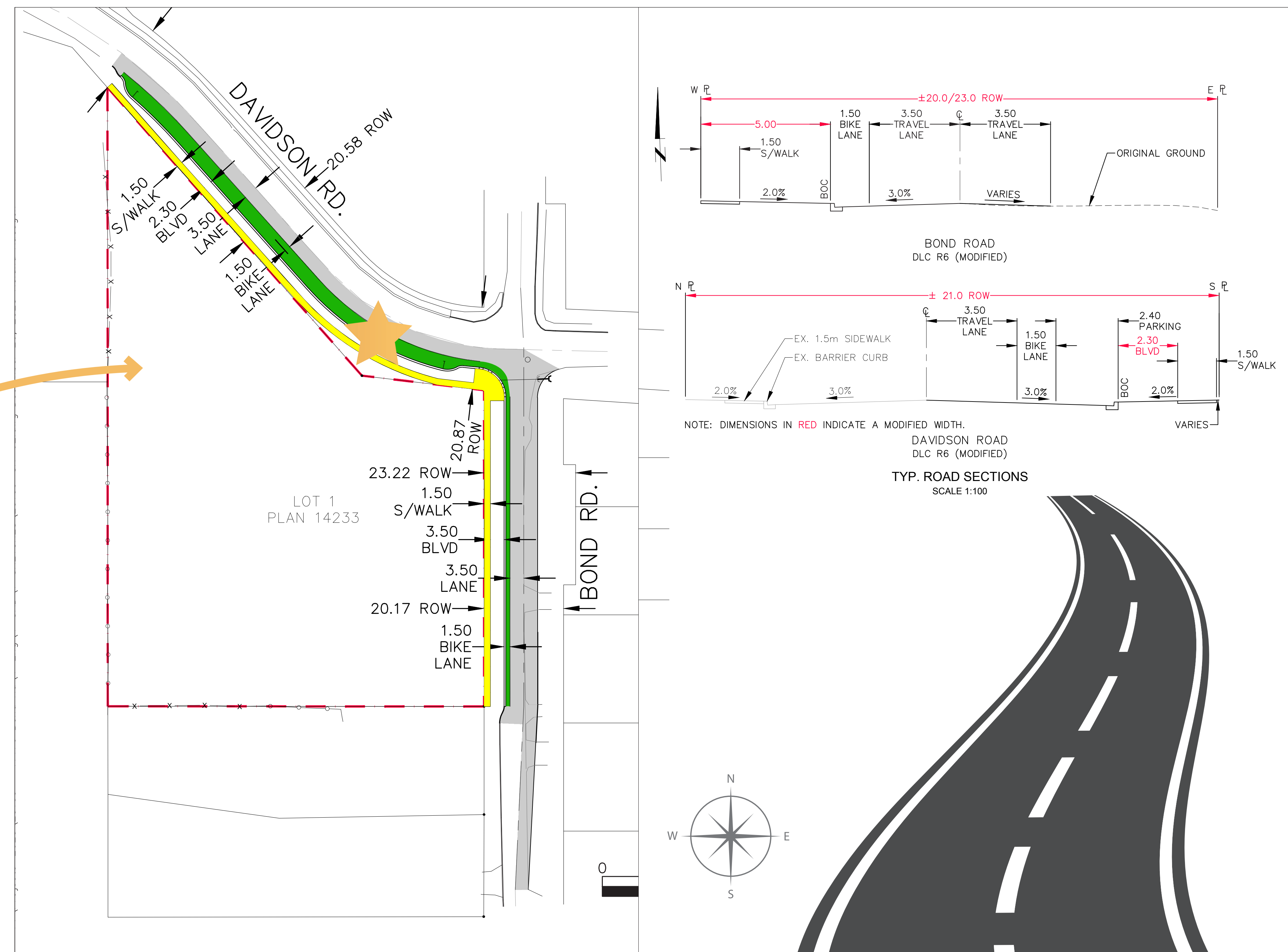


Figure 2. Conceptual Site Plan

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# Land Use Benefits

Why should you support housing for young families next to Davidson Elementary?

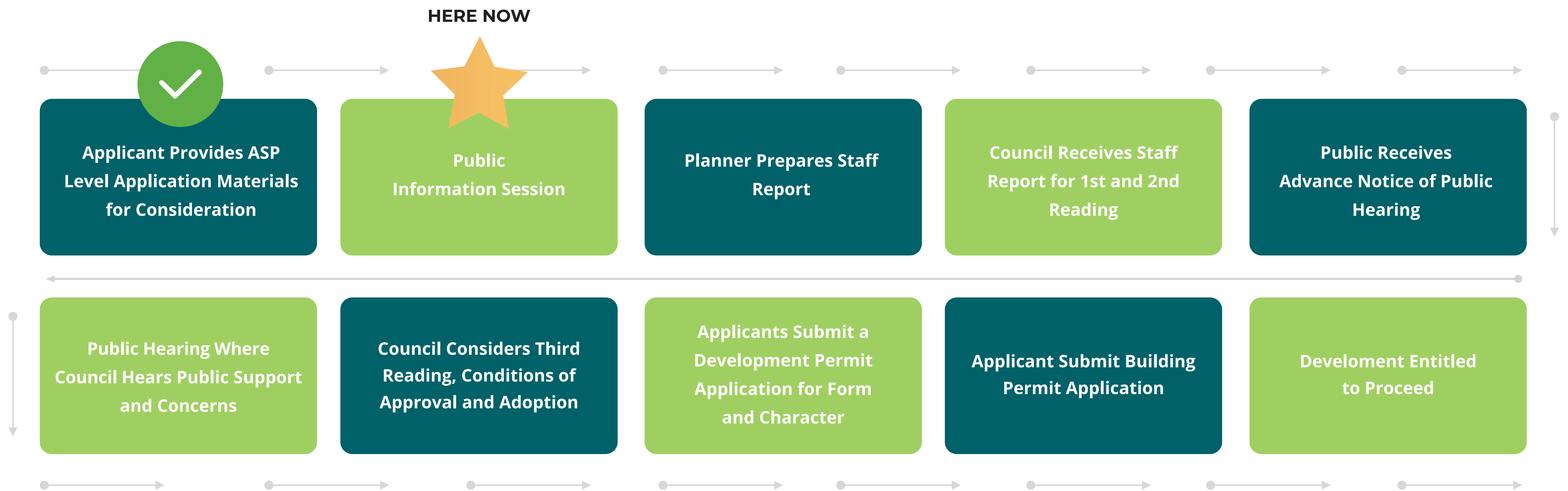


1. Provides Much Needed Housing for Young Families Next to an Elementary School
2. Generates Development Cost Charges to District: ~\$2,000,000
3. Increases Tax Base: Keeps Your Taxes Stabilized
4. Proposes a Drop-Off and Pickup Lane on Davidson Rd.
5. Improves Pedestrian Safety with Sidewalks Between Crosswalks
6. Introduces Sidewalk and Bike Lane on Bond Rd.
7. Ensures a Diverse Range of Housing Options Close to Davidson Elementary
8. Promotes Walking To School



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# Where are We Now? Next Steps



Now please take the survey and share your feedback



SCAN ME