



## Minutes

### Public Hearing

January 20, 2026, 5:00 p.m.  
Council Chambers/Video Conference  
10150 Bottom Wood Lake Road  
Lake Country, British Columbia V4V 2M1

Council Present: Mayor Blair Ireland  
Councillor Tricia Brett  
Councillor Heather Irvine  
Councillor Michael Lewis  
Councillor Todd McKenzie  
Councillor Bib Patel  
Councillor Cara Reed

Staff Present: Paul Gipps, Chief Administrative Officer  
Jeremy Frick, Director of Planning & Development  
Trevor James, CFO, Director of Finance & Administration  
Darren Lee, Fire Chief  
Matthew Salmon, Director of Infrastructure & Development Engineering  
Brad Savoury, Director of Legal Services and Risk Management  
Reyna Seabrook, Director of Corporate Services  
Matt Vader, Director of Parks, Recreation & Culture  
Carie Liefke, Manager of Current Planning  
Shaun Lesowski, Parks and Facilities Manager  
Richard Wagner, Manager of Finance  
Kiel Wilkie, Capital Project Manager  
Brian Zurek, Manager of Long Range Planning  
Makayla Ablitt, Manager of Corporate Administration  
Shara Glenn, Legislative and FOI Coordinator  
Cory Drinkwater, Support Analyst

Others: Youth Councillor Mochinski

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#### 1. Acknowledgement

*We acknowledge that we are conducting our business today on the unceded territory of squilx"/syilx (Okanagan) peoples. As a Council, we recognize the importance of doing our best to build respectful relationships that contribute to stewarding the land and waters in the community with integrity and consideration for future generations.*

#### 2. Public Hearing Statement

The Mayor called the meeting to order at 5:00p.m and read the Public Hearing Statement. There were approximately 75 people in attendance.

**3. Area Structure Plan | ASP00002 | 11470 Bond Rd**

**3.1 Public Hearing Package**

- a. Report(s) to Council
- b. Presentation(s) to Council  
Applicant Stephen Duke presented
- c. Bylaw(s) Proposed
- d. Council Resolution(s)
- e. Public Hearing Notices
- f. Public Input Received

Updated to include correspondence received as of January 20, 2026 at 9:30am.

**3.2 Public Comment**

Bob Horner | Bond Rd

Mr. Horner spoke in opposition to the application. He stated the proposal is incompatible with the area’s rural residential character, inconsistent with existing planning documents, and represents spot zoning that could set a problematic precedent. He expressed concerns about the significant increase in density, lack of appropriate transition from existing RR2 zoning, and the impact on traffic and road safety, noting Bond Road is not designed for higher volumes. He added that taxpayers should not be expected to fund infrastructure upgrades for such development.

Ann Marie Locas | Bond Rd

Ms. Locas spoke in opposition to the application and read a statement that was previously submitted.

Norm Sabourin | Jackson Court

Mr. Sabourin spoke in opposition to the application. He raised concerns about inadequate parking within the proposed development, spillover parking on surrounding streets affecting school pickup areas, road safety, snow clearing, and neighborhood access. He also questioned infrastructure issues, including sewer servicing and potential taxpayer costs. He concluded that he is opposed to the increased density and inclusion of the property within the urban containment boundary.

Dustin | Lake Country

Dustin spoke in support of the application. He stated that Lake Country lacks affordable housing options such as condos and townhomes, especially near schools, and noted strong demand from younger buyers, families, and retirees. He believes the project would fill a significant housing need and expressed confidence that issues such as parking and infrastructure can be addressed.

Rob Geier | Artela Rd

Mr. Geier spoke in opposition to the application. He expressed concerns about the scale of the proposed development in a predominantly agricultural and large-lot area, potential precedent-setting impacts, increasing congestion, and insufficient existing infrastructure such as sidewalks and safe roadways. He stated that the area is not ready for a development of this magnitude and that approving it could trigger further incompatible density in the corridor.

Phil Bakker | Okanagan Centre Rd E

Mr. Bakker spoke in opposition to the application. He expressed concerns about deteriorating road conditions, lack of sidewalks and lighting, and questioned the accuracy of reports suggesting minimal infrastructure impact. He stated he has significant reservations about the project and doubts the District's ability to assess its true effects.

Autumn Rolfe | Lacresta Rd

Ms. Rolfe spoke in opposition to the application. She expressed concern that Davidson Road Elementary is already at or near full capacity and questioned how additional families from a 55-unit development could be accommodated. She noted uncertainty about whether the units would be purchased by families and stated that placing higher-density housing next to an over-capacity school is unwise.

Kristy Reich | Bond Rd.

Ms. Reich spoke in opposition to the application. She expressed concerns about school capacity, construction noise and disruption, unsafe traffic conditions, lack of infrastructure such as sidewalks, and the long-term impacts on nearby students and residents. She stated that the proposal is inappropriate for the location and strongly opposed it.

Nicole Kennedy | Lacresta Rd

Ms. Kennedy spoke in opposition to the application. She questioned the claim that the project would provide "low-cost housing," noting that no pricing information had been provided and expressed concern that the units may still be unaffordable for many residents. She emphasized uncertainty about the actual cost of the units and stated that this undermines the credibility of the project being presented as low-cost housing.

Barb Van Essen | Lake Country

Ms. Van Essen spoke in opposition to the application. She raised concerns about traffic safety, inadequate road and sidewalk infrastructure, uncertainty around rental vs. ownership units, and the rapid escalation of proposed density on the property from the previous application. She expressed doubt about traffic impact assessments and questioned how the development aligns with broader housing and vacancy needs in the community.

Alicia Black | Powley Court

Ms. Black expressed her support for affordable housing in general but does not support this application in this location. She shared personal experience living in a high-density, tandem-garage development and described ongoing parking overflow and congestion issues. She noted similar challenges would likely occur here and stated that while affordable housing is needed, it should be located in areas already designated and properly equipped with the necessary infrastructure, rather than introduced through spot zoning in this neighborhood.

Mark Lafontaine | Bond Rd.

Mark Lafontaine spoke in opposition to the application. He expressed concern about spot rezoning, inconsistency with the recently adopted OCP, and the precedent such a change would set for rural neighbourhoods. He stated that the proposal is out of step with the community's rural character and urged Council to consider the long-term implications for the area.

Melanie Kerr | Lacresta Rd

Ms. Kerr spoke in opposition to the application. She emphasized significant pedestrian-safety concerns at the nearby intersection, noting that steep slopes and challenging topography make it difficult to envision how safe walking routes, particularly for school children, could ever be created. She stated that the physical layout of the area presents inherent risks that would be exacerbated by added density.

Chris Manchulenko | Bond Rd.

Mr. Manchulenko spoke in opposition to the application. He highlighted ongoing school capacity issues, noting children are unable to enroll due to the school already being full. He questioned the accuracy of information provided to Council regarding school consultation, pointing out confusion about which school district had been contacted. He urged Council to verify school-capacity details and ensure that decisions are based on accurate, properly sourced information.

Reanna Bauder | Cemetery Rd

Ms. Bowder spoke in opposition to the application. She expressed concern about school capacity, noting young children and families in the area already struggle to secure placement at the local elementary school. She also referenced deteriorating road conditions and emphasized that the proposal's impacts would directly affect families living nearby.

Archit Goyal | Lake Country

Ms. Goyal spoke in opposition to the application and read a statement that was previously submitted.

Mark Packer | Lake Country

Mark Packer spoke in opposition to the application. He stated that while he supports housing and responsible growth, he believes this proposal represents excessive and inappropriate density. He expressed concerns about traffic, inadequate parking, and what he views as the developer prioritizing profit over community impacts. He stated he is 100% opposed to the development.

Mary Manchulenko | Bond Road

Marie Machlanco spoke in opposition to the application. She noted that discussion has focused heavily on the elementary school but emphasized that students will also need to travel to the middle school, which currently lacks safe walking infrastructure. She stated that both sidewalk and transit capacity are inadequate to support increased density in this location and concluded that the area does not have the infrastructure required for a development of this scale.

Arnie Friesen | Cemetery Rd

Mr. Friesen spoke in opposition to the application and read a statement that was previously submitted.

Lauren Shulte | Bond Rd

Ms. Shulte spoke in opposition to the application. She expressed concern that the applicant's claim about walkable access to nearby schools is misleading given that students are often redirected to schools outside the area due to capacity limits. She also questioned the affordability of the proposed units, stating that infrastructure requirements make true affordability unlikely. She noted the precedent a rezoning would set and expressed worry about increased street parking in front of her home.

Anne Parkins | Davidson Rd

Ms. Parkins spoke in opposition to the application. She highlighted dangerous traffic conditions at Davidson, Cemetery, and Bond Roads, describing high vehicle speeds and a lack of driver caution even near the school. She stated that the development would worsen already unsafe conditions.

Jessica Houghton | Okanagan Centre Rd E

Ms. Houghton spoke in opposition to the application. She stated that despite her profession normally involving collaboration with developers, she strongly disagrees with the rezoning and questioned claims that the project would provide affordable housing without clear pricing or criteria for who could access the units. She also emphasized that Davidson Road Elementary is already at maximum capacity, describing overcrowding challenges such as multiple Christmas concerts and frequent split classes. She expressed concern about the long-term precedent the rezoning would set for surrounding rural properties and urged Council to consider the community's overwhelming opposition.

Dora Attrell | Camp Rd

Ms. Trell spoke in opposition to the application. She stated simply that the community's overall position had been clearly expressed.

Deb Geier | Artella Dr.

Deb Geier spoke in opposition to the application. She expressed concern about increasingly dangerous traffic conditions on Davidson Road and surrounding intersections, noting fast-moving vehicles, heavy use by cyclists, and poor visibility when entering the roadway from Artella Drive. She stated that adding 55 units would significantly worsen safety risks and congestion, especially near the bottom of Davidson Road where multiple developments are already proceeding. She urged Council to seriously consider the cumulative impact on the neighbourhood and questioned whether such density would be acceptable in Councillors' own neighbourhoods.

The Mayor asked a first and second time if there were any additional comments from the gallery.

Jason Schmidt | Bond Road

Mr. Schmidt spoke in opposition to the application. He stated that he and his family walk the area daily and described current traffic and road safety conditions as already dangerous. He expressed concern that adding significant density would worsen these issues, arguing that the location cannot safely support additional population. While supportive of responsible growth and affordable housing in principle, he stated that this site is not an appropriate or safe place for such development.

The Mayor asked a third time if there were any more comments from the gallery that wished to speak for the first time. No one came forward. The Mayor asked if anyone would like to address Council a second time.

Barb Van Essen | Lake Country

Ms. Van Essen reiterated her opposition to the application. She stated concerns that provincial support for affordable or low-income housing had been reduced and questioned whether the project would truly deliver affordable units or simply transition into costly market housing if grants were not available. She also noted that other areas, such as the land assembly near the Home Hardware corridor, present more suitable locations for development aligned with the community plan. She emphasized the importance of ensuring any future housing is high-quality, genuinely affordable, and appropriately sited, and concluded that the proposed development does not fit the land's characteristics or the community's expressed position.

Anne Marie Locas | Bond Rd.

Ms. Locas reiterated her opposition to the application. She questioned the use of the term *affordable housing*, noting that CMHC provides a specific definition and that no current provincial grants are available to support such housing in B.C. She argued that locating "affordable" units in an area where residents would require two vehicles contradicts the concept of affordability. She also raised concerns about parking overflow on Bond and Davidson Roads, the presence of farm equipment using those routes, and the unsafe topography at the intersection. She urged Council to visit the site, especially at night, to understand the safety issues.

Bob Horner | Bond Rd

Mr. Horner continued his opposition to the application stating development outside the Urban Containment Boundary increases car dependency, congestion, and emissions, and emphasized that parking spillover onto Bond Road is inevitable regardless of studies presented. He noted this would narrow the roadway further and increase safety risks for schoolchildren. The speaker stressed this is not anti-growth but a call for growth in appropriate, well-serviced locations, and argued that the proposal represents over-development of a small rural site without necessary infrastructure, transition planning, or policy justification. He urged Council to reject the rezoning to preserve the OCP, protect rural neighbourhood character, ensure safe conditions, and support sustainable, community-aligned growth.

Ryan McCartney | Bond Rd

Mr. McCartney spoke in opposition to the application. He raised concerns about future parking overflow questioning how enforcement would work if residents of a large development also needed on-street parking. He also expressed worry that significantly increased density could affect neighbourhood safety and potentially lead to increased crime, emphasizing the importance of preserving the safe, family-oriented character of Lake Country.

Arnie Friesen | Cemetery Rd

Ms. Friesen reiterated her opposition to the application urging Council to choose the option to not support the proposal, stating that expanding the Urban Containment Boundary along Bond Road would create a "slippery slope" leading to further high-density development proposals in the area. She emphasized that approving this rezoning would set an undesirable precedent and the only responsible decision is to reject the application.

Kristy Reiche | Bond Rd

Ms. Reiche reiterated opposition to the application and questioned the validity of the developer's traffic and site studies, stating that despite being in the area daily, she has never observed any on-site data collection and doubts whether proper studies were conducted. She requested transparency about how long the studies occurred and what methodology was used, emphasizing that the results appear inaccurate and should not be relied upon when considering the application.

Phil Bakker | Okanagan Centre Rd E

Mr. Bakker reiterated opposition to the application emphasizing that repeated changes to the Official Community Plan erode public trust in Council and noted that residents expect decisions to be grounded in consistent, well-justified planning. He urged Council to perform full due diligence by demanding clear, verifiable data rather than unspecified or unsubstantiated reports before making any decision. He stated that maintaining trust requires careful, evidence-based evaluation of the proposal and concluded by encouraging Council to uphold that responsibility.

Deb Geier | Camp Rd.

Ms. Guyer spoke again in opposition to the application. She urged Council members to personally visit and observe traffic conditions on Bond Road and at nearby intersections, noting poor visibility, narrow roadways, and existing safety concerns when entering or exiting the area. She stated that adding more traffic from the development would further worsen unsafe conditions. She requested that, should the project proceed, Council seriously address intersection upgrades rather than leaving them unchanged as has occurred elsewhere in the neighbourhood.

The Mayor asked a first, second, and third time if there were any additional comments from the gallery. There were none.

#### **4. Closure of Public Hearing**

The Mayor terminated the public hearing at 6:49pm.

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Mayor, Blair Ireland

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Corporate Officer, Reyna Seabrook

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**Fw: Bylaw 1291, 11470 Bond Road ASP 00002**

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From Planning [REDACTED]

Date Tue 1/20/2026 4:14 PM

To [REDACTED]

From: Pippa Dean-Veerman [REDACTED]

Sent: Tuesday, January 20, 2026 12:34 PM

To: Mayor and Council <[REDACTED]>; Land Administration

<[REDACTED]>; Keith Veerman [REDACTED]

Subject: Bylaw 1291, 11470 Bond Road ASP 00002

You don't often get email from [REDACTED] [Learn why this is important](#)  
To Major and Council,

The options the community has been presented with seem to obscure the fact that the purchaser of the land understood the zoning at the time of purchase.

Now the proponents are asking for three fundamental changes to:

- the 2018 OCP
- the current property zoning
- the Urban Containment area

We say three strikes and you're out!

The municipality is **not** obligated to enable the speculation inherent in land development.

High density housing in a rural area with neither adequate public transit nor sufficient on site parking for residents and non-existent safe street parking **should not be allowed**.

The proposed development empties onto Bond Road near the busy intersection of Davidson on a steep decline. Davidson Road has 2 areas of prevalent black ice in the winter, one being the approach to the intersection from the uphill side.

Pedestrians are already underserved. The proposed student drop off and walkway is window dressing in this proposal. A traffic management plan focused on existing traffic issues with the Davidson School pick up and drop off should be independent of this development.

The OCP, UCA and zoning are in the municipality's control.

Lake Country can encourage intelligent planning in appropriate areas. This is not one of these areas.

We recommend that the council of Lake Country vote for option 2, or if not AT LEAST vote for option 4 to defer this matter until the new OCP is completed.

Sincerely,  
Pippa Dean-Veerman and Keith Veerman

gratefully dwelling on the unceded territory of the Sylix peoples

 Cemetary Road

Lake Country

RECEIVED  
JAN 20 2026

TUESDAY at 5:30 p.m. at DLG

**Public Hearing RE: Proposed OCP Bylaw 1290, 2025 and Zoning Bylaw 1291, 2025 on January 20, 2026, specifically regarding the Area Structure Plan ASP00002 for property at 11470 Bond Road, Lake Country.**

Reasons to reject this OCP Bylaw and Zoning amendment application, choosing Staff option 2, are:

1. Expanding the Urban Containment Boundary in this area of Bond Road would effectively negate the future of agriculture in this area. It would also raise expectations for further denser development all along Bond Road.

2. Increased transportation congestion in the area would exacerbate the current farm conflicts on Davidson Road, especially at the 4-Way stop directly adjacent to the property in this application. I have witnessed vehicles blowing through the 4-way stop on a daily basis. The 50 to 55 units proposed would potentially add 150 or more vehicles here, travelling on many daily trips.

3. The current housing in this area for the most part, was permitted before the advent of the ALR in 1972 and before Lake Country was incorporated. Today we have our own Lake Country planners and decision makers who can provide good information, direction and decision making for our community.

4. Water for agriculture will increasingly be under pressure if more intensive development continues in this area, which is served mainly by the Beaver Lake Irrigation System. This year may be one where there are severe water shortages, as climate change continues to create weather extremes. Please be mindful of these potential impacts.

5. Agricultural Land is for local and global food production, not just green space. Conflicts with noise, spray drift, dust and hours of activity can lead to serious conflicts where densification multiplies the number of nearby homeowners, townhouse dwellers or condo residents who are adjacent to farm activities. In this case the properties to the South and Southwest will be directly impacted by the OCP amendment as well as larger blocks of agriculture beyond those lots fronting Bond Road.

6. The Attainable Housing Program is currently on hold, eliminating the potential to provide lower priced housing. Where attainable or more importantly, affordable housing is needed is near the Town Centre, where

services are close and easier to access, not on the outskirts of the urban areas.

7. Real Estate is slow right now in many parts of the country, including the Okanagan, making this a “buyers market”.

8. Lake Country is struggling to keep up with the new infrastructure and old maintenance costs after incredible growth in the past 20 years. Roads, water systems and sewer are big cost items, as are new Police and Public Health facilities, all necessary infrastructure with increased growth. One result of this is the over 17% tax increase that Council approved just 3 years ago.

9. How much housing is currently proposed, zoned or approved for development in Lake Country? Here are some but not all of the future urban areas:

- Summit at Lakestone

- Copper Hill next phase

- 27 acres above Newene Road and the Co-op Gas Station

- SouthWest Winfield, south of OK Centre Road West and west of Glenmore Road, beyond the Industrial area & Chase Road south.

- Current developments in progress on Bottom Wood Lake Road, Jensen Road, the former packing house where approximately 600 units may be built, and the Woodsdale neighbourhood.

- Main Street residential and commercial developments which could provide higher densities close to amenities and good transit, not in the rural areas adjacent to or very near our larger blocks of agriculture in Lake Country.

I urge you to strengthen the current Urban Containment Boundary, not fragment it further.

Respectfully submitted,

Penny Gambell,

██████████ Bond Road, Lake Country, BC

**From:** [REDACTED]  
**To:** [Planning](#)  
**Subject:** Strong Opposition to the proposed development at 11470 Bond Road  
**Date:** Tuesday, January 20, 2026 2:58:26 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

To the Lake Country Planning Department,

As I cannot attend the meeting this evening, I am writing to express my **strong opposition** to the proposed development at 11470 Bond Road, which includes 55 high-density residential units adjacent to Davidson Road Elementary School. This project, together with two nearby developments, will severely strain small, already overburdened side roads and worsen traffic conditions leading onto Okanagan Centre Road. We already have a lot of school and other traffic (parking both sides of the roads, U-turns) coming up from the lake which will become even more difficult to now get out and on the main road. Is there a plan—such as a roundabout or intersection upgrade—to safely manage increased flow onto Okanagan Centre Road?

Residents of this area have been clear and consistent in their opposition since this proposal was first unveiled in November 2024. The property is currently outside Lake Country's Urban Containment Boundary, clearly indicating it was not intended for development of this scale or intensity. Council's November 2025 decision to tentatively include the property within the boundary, amend the Official Community Plan, and rezone the land represents a dramatic and troubling departure from long-established planning principles.

This proposal is fundamentally incompatible with the surrounding neighborhood. Bond Road is a narrow rural road with no sidewalks, limited sightlines, and insufficient infrastructure to safely accommodate the significant increase in traffic this development would generate. Placing a high-density project beside an elementary school on such a roadway raises serious safety concerns for children, pedestrians, cyclists, and residents.

The development would irreversibly alter the rural character of the area. A 55-unit high-density project is wholly out of scale with the existing neighborhood and represents overdevelopment of a property that is simply too small to support it responsibly. Claims that Lake Country requires more multi-family housing do not justify placing this development in an unsuitable location when other areas within the Urban Containment Boundary are far better equipped to support higher density housing.

While the developer claims Lake Country needs more housing, current rental market conditions in the Central Okanagan suggest that demand is not as acute as portrayed. Recent market data show that **rental vacancy rates in the Metro Kelowna area (which includes Lake Country) have risen significantly**, with rates now estimated around **6 %** — well above what is typically considered a tight market. This means there are more units available than people looking for them. As a result of this oversupply, many apartment buildings are offering **one, two, and even three months of free rent and other incentives** to attract tenants — a clear indication that landlords are struggling to lease units rather than facing a shortage of renters. This evidence calls into question the developer's assertion of an urgent need for more multi-family housing, at least in the short term, and suggests that planning decisions should be based on real current demand and community needs rather than projections alone.

This runs counter to the values of livability, safety, and thoughtful growth that Lake Country residents expect from their local government. The widespread distribution of approximately 1,500 flyers urging residents to attend the public hearing is a clear indication of the depth and breadth of community opposition. This is not a case of resistance to growth, but rather a demand for responsible, well-planned development that respects existing neighborhoods, infrastructure limitations, and long-term community planning goals.

I urge the Planning Department and Council to reject this proposal and uphold the integrity of Lake Country's Urban Containment Boundary and

Official Community Plan. Approving this development would set a concerning precedent and undermine public confidence in the planning process.

Thank you for considering the voices of the residents most directly affected by this decision.

Sincerely,

Twila Pattyson  
A Concerned Lake Country Resident



**From:** [Fionna Blackman](#)  
**To:** [Planning](#)  
**Subject:** Written submission for public hearing for Area Structure Plan ASP00002-11470 Bond Road  
**Date:** Tuesday, January 20, 2026 2:51:49 PM  
**Attachments:** [Letter for public hearing.pdf](#)

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You don't often get email from [REDACTED] [Learn why this is important](#)

Good afternoon, I am unable to attend the public hearing tonight, but would like to provide a written submission to council for their consideration.

Thank you in advance for the consideration and your service,  
Fionna Blackman

**January 20, 2026**

**To:** Mayor and Council

**Re:** Written Submission – Public Hearing for Area Structure Plan ASP00002 - 11470 Bond Road

Thank you for the opportunity as a resident of Lake Country, living close to the proposed development, to provide a written submission regarding the proposed amendment to the Official Community Plan (OCP) and rezoning of 11470 Bond Road. I appreciate the work and challenge for Council and staff in balancing growth, housing needs, and long-term community planning.

After reviewing the materials made available on the District website, I respectfully state that I do not support the proposed amendment to the Official Community Plan or the associated rezoning at this time.

My concerns fall into four key areas:

1. the reduced and uncertain community benefit resulting from changes to the affordable housing component
2. Process and legislative intent, given the timing of this application during an active OCP review
3. traffic, parking, and safety impacts near an already congested school access and intersection
4. the capacity of existing infrastructure to support the proposed scale of development.

### **1. Community Benefit and Affordable Housing**

I acknowledge that there are aspects of this application that warrant consideration. The property's proximity to the urban containment boundary and existing services, combined with the need for additional housing, particularly affordable housing, make it clear why this proposal would be considered. I support Council's efforts to increase housing supply in a responsible and well-planned manner.

However, my lack of support is rooted in concerns about how the affordable housing component has evolved. Earlier versions of the proposal included a more robust program that applied across the entire development, encouraged longer-term ownership, and provided stronger affordability outcomes. That earlier approach represented a clearer and more compelling community benefit.

By contrast, the currently proposed Applicant Buyer Assistance Program is limited in scope and duration. In my view, this significantly weakens the public benefit being relied upon to justify an amendment to the OCP. As currently proposed, the amendment feels premature and insufficiently supported by long-term affordability outcomes for the broader community.

## **2. Process and Legislative Intent of the OCP**

Under the Local Government Act, an Official Community Plan is intended to provide a long-term vision and policy framework to guide land use, development, and infrastructure decisions. OCPs are meant to be developed and amended through comprehensive, transparent, and community-informed processes, and they provide important clarity and predictability for residents, landowners, and Council.

Given that the District's OCP is currently under review and appears to be nearing completion, it would be prudent to address potential land use changes through that broader process rather than through a site-specific amendment at this late stage. Waiting for the updated OCP would allow Council to consider this proposal within a holistic framework for growth, infrastructure, transportation, and community character.

## **3. Traffic, Parking, and Safety Impacts**

The subject property is located adjacent to a narrow, two lane road that provides the only access to Davidson Road Elementary School, a school with around 400 students. As a parent at this school, I regularly observe significant congestion during drop-off and pick-up times, with traffic backing up along Davidson Road to Bond Road and, at times, beyond.

Introducing even 50–55 additional residential units is likely to add a substantial number of vehicles to an already constrained road network. While a transit stop exists within walking distance, local transit service is limited, and it is reasonable to expect that most households would rely on at least one vehicle. Additional traffic along Bond Road would also contribute to existing and likely known safety concerns as Bond Road does not have sidewalks, despite being used by residents (including school children).

I was unable to locate detailed traffic or safety mitigation plans associated with the proposed zoning, and though this may exist, it leaves questions about whether the impacts of a development of this size have can be adequately addressed. Should Council choose to proceed with the application, I respectfully request that thorough traffic and parking analysis be undertaken and that meaningful road safety and congestion mitigation measures be required and funded by the development.

## **4. Infrastructure Capacity**

While I trust that District staff will assess infrastructure impacts as part of their review, a development of this scale would represent a significant increase in demand on local infrastructure. Depending on final size of the development, it could be equivalent to 20–50 of the existing lots along Bond Road (assuming there are secondary suites in some of the single family homes).

Given this potential increase, I would request some indication in any approval of the application about the state of existing infrastructure and that capacity has been carefully evaluated.

In summary, while I understand the rationale for considering this application and share Council's concern for addressing housing needs, I do not support amending the Official Community Plan or rezoning this property at this time. I respectfully request that Council wait for an improved approach to make this development affordable and/or the completion of the new OCP, as well as further consider how infrastructure, traffic, and community impacts will be managed (either through that broader planning process or by pursuing a smaller-scale development more consistent with existing conditions).

Thank you for your time, thoughtful consideration, and continued service to our community.

Respectfully submitted,

Fionna Blackman

**From:** [Amorie Zanotto](#)  
**To:** [Planning](#)  
**Cc:** [Shara Glenn](#)  
**Subject:** FW: Support for Development at 11470 Bond Road  
**Date:** Tuesday, January 20, 2026 2:18:22 PM  
**Attachments:** [image001.png](#)

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FYI

**Amorie Zanotto**

Executive Assistant – Mayor and CAO  
District of Lake Country



t: 778-738-2722 | [lakecountry.bc.ca](http://lakecountry.bc.ca)

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**From:** Blair Ireland <[ireland@lakecountry.bc.ca](mailto:ireland@lakecountry.bc.ca)>  
**Sent:** Tuesday, January 20, 2026 2:17 PM  
**To:** Amorie Zanotto <[azanotto@lakecountry.bc.ca](mailto:azanotto@lakecountry.bc.ca)>  
**Subject:** FW: Support for Development at 11470 Bond Road

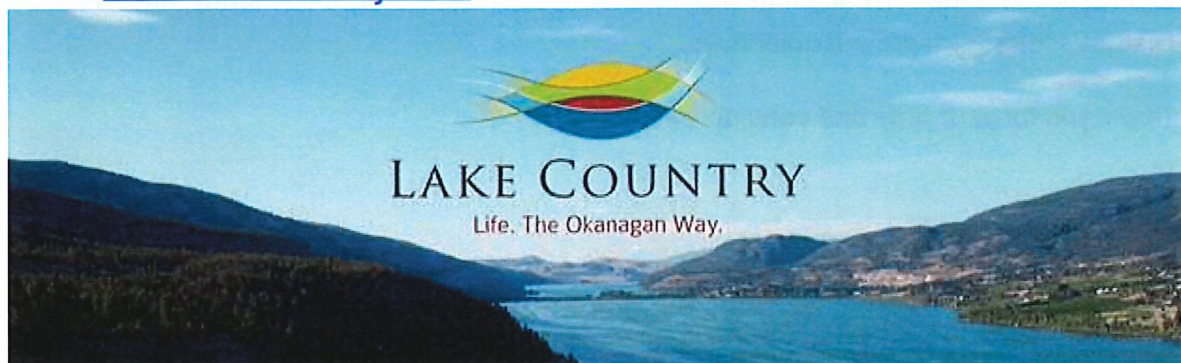
**Blair Ireland (He/Him)**

**Mayor**

District of Lake Country

Office: 250.766.6672 | [lakecountry.bc.ca](http://lakecountry.bc.ca)

██████████  
Email: [ireland@lakecountry.bc.ca](mailto:ireland@lakecountry.bc.ca)



*“We acknowledge that we are conducting our business today on the unceded territory of squilx”/syilx (Okanagan) peoples. As a Community, we recognize the importance of doing our best to build respectful relationships that contribute to stewarding the land and waters in the community with integrity and consideration for future generations.”*

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**From:** Nick Clements <[REDACTED]>  
**Sent:** Tuesday, January 20, 2026 1:43 PM  
**To:** Blair Ireland <[ireland@lakecountry.bc.ca](mailto:ireland@lakecountry.bc.ca)>  
**Subject:** Support for Development at 11470 Bond Road

Dear Mayor and Members of Council,

I am writing to express my support for the proposed development at **11470 Bond Road**.

This site is exceptionally well-suited for residential development, particularly for young families. Its close proximity to nearby schools makes it an ideal location for family-oriented housing and helps strengthen existing neighbourhoods.

Importantly, this location also reduces the need for busing students to and from schools. Allowing families to live within walking or short commuting distance supports sustainability goals, eases transportation demands, and contributes to safer, more connected communities.

From an infrastructure perspective, the site aligns well with the District’s growth and servicing requirements. The property benefits from straightforward access to existing sewer and water connections, making it a logical and efficient location for development without placing undue strain on municipal infrastructure.

For these reasons, I believe the development at 11470 Bond Road represents a thoughtful and responsible opportunity that supports families, infrastructure efficiency, and the District’s long-term growth objectives.

Thank you for your time and consideration.

Sincerely,  
Nick

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**Nick Clements**

The Brand Department Inc.



[thebranddepartment.ca](http://thebranddepartment.ca)

[LinkedIn](#)



**From:** Anne Marie [REDACTED]  
**To:** Planning  
**Subject:** 11470 Bond File # ASP00002  
**Date:** Tuesday, January 20, 2026 1:20:31 PM  
**Attachments:** [File ASP00002 11470 Bond Rd.pdf](#)

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Please see attached letter to Council.

Respectfully,  
Anne Marie Locas  
[REDACTED] Drive, Lake Country

Mayor and Council,

Thank you for the opportunity to write to you regarding the proposed change to re-designate the Bond Road property from Rural to High-Density Residential.

Lake Country is growing quickly. Between 2016 and 2021, our population was one of the fastest growing in British Columbia. Growth is not the issue. The issue is where and how that growth happens.

This site is in a rural, agricultural area with limited infrastructure. There are no continuous sidewalks, no safe pedestrian crossings, and limited transit service. The closest full grocery store, and commercial services are 6 to 7 kilometres away. This is not a walkable location for daily needs.

In Lake Country, 86% of residents rely on driving as their primary mode of transportation. Only about 1% use transit, and roughly 4% walk. Rezoning rural land to high-density urban will not change this reality. It will simply add more traffic to roads that were designed for rural use, not urban-level density. These roads are also actively used by local farmers. Tractors, farm equipment, and slow-moving agricultural vehicles regularly travel along Bond Road and surrounding routes. Introducing high-density housing will increase traffic conflicts, reduce safety for both residents and farmers, and make it harder for agricultural operations to function efficiently.

I would also like to highlight an environmental and public-health consideration that has not received much attention.

The surrounding orchards and vineyards naturally attract rodents. This is part of a normal agricultural ecosystem. However, rodent populations are currently kept in balance by predators such as great horned owls, hawks and eagles which rely on the mature trees and hillside habitat in this area for nesting and hunting. If this treed land is cleared for high-density housing, we disrupt that natural balance. When predator habitat is removed, rodent populations often increase and move closer to homes, playgrounds, and school grounds. This can lead to higher risks of property damage, sanitation concerns, and potential public-health issues.

In other words, this land is not just “open space” — it plays an important ecological role that benefits both agriculture and the surrounding community.

Lake Country has a long-standing commitment to protecting its agricultural lands and rural character. These lands are not just scenic — they support local food production, the regional economy, and the community’s identity. Once farmland is lost to urban development, it is gone forever.

I also want to highlight a concerning precedent this change could set. Directly across the street from this site is a property designated Agricultural that is currently for sale (11524 Bond). The very first line of the listing refers to its “future potential.” This suggests landowners and speculators are already anticipating zoning changes in this area.

If Council approves this re-designation, it sends a strong signal that rural and agricultural lands in this corridor are open for urban conversion. This creates pressure on neighbouring farms to sell, threatens long-term agricultural viability, and accelerates the loss of productive farmland.

I'd also like to speak to the **planning process itself**.

District staff and this community invested significant time and effort into developing the **Official Community Plan**. There were open houses, surveys, workshops, and extensive public engagement. Residents participated in good faith, trusting that the plan would guide future decisions in a consistent, strategic way. The OCP clearly directs higher-density development to **serviced urban areas** near town centres, transit, and amenities, while protecting rural and agricultural lands from scattered urban expansion.

When Council moves away from a strategy it has already endorsed, especially without a compelling, long-term rationale, it creates the impression that decisions are being made **reactively rather than strategically**.

If we are not going to follow the Official Community Plan, then residents have to ask:  
Why did we invest all that time, money, and community input into creating it?

Planning should provide certainty, not confusion. It should be proactive, not driven by short-term development pressure. High-density development belongs in serviced urban areas — near town centres, transit, and commercial hubs. As mentioned, this direction is outlined in Lake Country's Official Community Plan, which emphasizes concentrating growth in established nodes and protecting rural and agricultural lands from scattered urban expansion.

There are currently no nearby parks, community centres, or public amenities within walking distance of this site. About the Davidson Elementary...School District 23 limits public access to school grounds during school hours for safety reasons, and even after hours, use is conditional and restricted. School properties are not a substitute for properly planned community parks and recreation spaces, especially as population density increases. When high-density housing is added to rural or semi-rural areas, a nearby school often becomes the default recreation spaces for new residents. This increases pressure on playgrounds, fields, and ground maintenance, creating safety and access concerns for young children. Elementary school grounds are designed for students, not as community parks, and relying on them to meet broader recreational needs places unnecessary strain on school resources. New growth should be matched with proper, dedicated amenities to protect both student safety and school operations.

Housing is important — and Lake Country does need more of it. But growth should happen in the right locations, where infrastructure already exists and where development does not undermine farmland, safety, environmental balance, or rural character.

In closing, I respectfully ask Council to reconsider this re-designation and instead protect this area's agricultural function, ecological role, and road safety by directing high-density development to locations that already have: transit access, walkable amenities, urban-scale infrastructure and community services. Thank you for your time and for considering the long-term impacts of this decision.

Anne Marie Locas, [REDACTED] Drive, Lake County, submitted by email to [planning@lakecountry.bc.ca](mailto:planning@lakecountry.bc.ca)  
Jan 20, 2026.



**From:** Arnold F [REDACTED]  
**To:** Planning  
**Subject:** Property at 11470 Bond Rd, rezoning application  
**Date:** Tuesday, January 20, 2026 11:43:19 AM

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To the Mayor, Lake Country Council, and Planning Department staff,

I am opposed to this application in its present form.

This developer is asking for a lot of significant changes to the UCB and the OCP.

This property is not adjacent to an urban containment boundary, which if it was would make it seem somewhat reasonable to consider.

Changing the zoning from RR3 to high density urban is a very big change for the area.

Proposing 55 units here would have a huge impact on traffic. Most households have 2 vehicles which would mean over 100 more cars in a small area.

Your ingress/egress options are limited to ONE spot, and if you look at the area even that spot is poor. The potential for accidents is high. It is just below the crest of a small hill, which reduces visibility. It is very close to a busy four way stop intersection. If you have been to Davidson Rd during pick up and drop off times for the school you will see how busy that area is. If you add the cars from a 55 unit housing development you would wonder who approved this?

This development proposal does not fit this area, I think that should be clear to all decision makers.

Respectfully  
Arnie Friesen  
[REDACTED] Cemetery Rd

