



# Lake Country Business Park AREA STRUCTURE PLAN



## **ACKNOWLEDGMENT OF INDIGENOUS TERRITORY**

The District of Lake Country acknowledges that we are conducting our business on the unceded territory of s̓q̓ilx̓/syilx̓ (Okanagan) peoples. The District recognizes 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.

# Lake Country Business Park

## AREA STRUCTURE PLAN

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PREPARED FOR:



PREPARED BY:



TECHNICAL TEAM:



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Fletcher Paine Associates, May 2025

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Ursus Heritage Consulting, November 2024

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Ecoscape Environmental Consultants, February 2026

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Ecoscape Environmental Consultants, February 2026

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Forsite Forest Management Specialists, February 2025

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Placemark Design + Development, February 2026

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Colliers, November 2025

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Placemark Design + Development, February 2026

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Placemark Design + Development, May 2025

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Align Engineering, February 2026

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Placemark Design + Development, February 2026

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Mulholland Parker Land Economists, March 2026



# 1 Executive Summary

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## **1. EXECUTIVE SUMMARY**

With its strategic location adjacent Winfield Town Centre, Jim Bailey industrial area and in proximity to the Kelowna International Airport, the Lake Country Business Park represents a unique opportunity for significant economic development and diversification of the municipal tax and employment base. The Business Park is situated within the southwest portion of the District of Lake Country. More specifically, the area is bordered by existing neighbourhoods to the east, ALR land to the north and southeast, and rural residential lots to the west.

The ASP addresses the complex issues of long-range planning for the District by providing a detailed framework for managing future growth. This framework responds to the long-term needs of the region as identified in the Regional Growth Strategy (RGS), and to the local community as outlined in the Official Community Plan (OCP). Some of the most significant challenges facing Lake Country are the need to accommodate growth and development in a manner that preserves the community's natural environment and character, and the need to diversify the predominantly residential tax base.

Setting the framework for a new economic hub and residential neighbourhood, the ASP provides the detailed framework to structure land use, environment, density, infrastructure and implementation issues, serving as a comprehensive guide for managing future rezoning, subdivision and development permit applications. The ASP provides for the phased development of a regionally significant employment area providing significant industrial expansion, small scale neighbourhood commercial and residential enclaves. These residential areas are structured according to walkable neighbourhoods, supporting a range of housing forms including detached, ground-oriented townhomes and apartment homes.



# 2

## Overview + Context

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## **2. OVERVIEW + CONTEXT**

### **2.1. PLAN AREA AND CONTEXT**

With its strategic location adjacent Winfield Town Centre, Jim Bailey industrial area and in proximity to the Kelowna International Airport, the Lake Country Business Park represents a unique opportunity for significant economic development and diversification of the municipal tax and employment base. Lake Country is one of BC's fastest growing regions, and the Business Park Area Structure Plan (ASP) area would also accommodate a diverse range of homes, near to where people work.

Situated near the southern boundary of the District of Lake Country, the 81 ha (200 ac) Business Park ASP area is bordered by existing neighbourhoods to the east, Agricultural Land Reserve (ALR) land to the north and southeast, and rural residential lots to the west. The plan area is approximately 1km southwest of the Winfield Town Centre on Main Street. (Refer to Figure 1: Context Plan).

While portions of the study area are currently outside the Urban Containment Boundary, the ASP and subsequent amendments to the Official Community Plan and Zoning Bylaw are recommended to include these lands and permit future development. (Refer to Figure 2: Aerial Analysis).

#### **2.1.1. Rationale for the Area Structure Plan**

Identified within the District of Lake Country Official Community Plan (OCP), the Business Park ASP will respond to the need for a more sustainable Central Okanagan Region by growing the local economy, locating jobs close to where people live, and establishing strong active transportation links. Providing the linkage between a future site-specific development proposal and the OCP, the ASP will set the vision, objectives, and land use strategy to achieve the build-out of the future economic hub of Lake Country.

Area Structure Plans provide detailed guidance for new development within a given geographic area, structuring land use and servicing to effectively manage growth towards building a more healthy and complete community. The Business Park ASP was undertaken to realize the vision of a new economic hub composed of a variety of industrial uses, commercial heart, and walkable residential neighbourhoods with a diversity of homes. Following best practices in community design, the ASP was prepared in conjunction with a public planning process and District-led community consultation following a Council-approved ASP Terms of Reference.

## **2.1.2. Framework for Managing Change**

Setting the framework for the phased development of a new economic hub and residential neighbourhood, the ASP provides the detailed framework to structure land use, environment, density, infrastructure and implementation issues, serving as a comprehensive guide for managing future rezoning, subdivision and development permit applications.

To ensure the long-term build-out of the Business Park is in accordance with the overarching community vision, the ASP includes Land Use descriptions, schedules and policies, infrastructure servicing concepts and schedules, implementation policies and recommendations for where existing Development Permit Areas should apply.

In establishing a new comprehensive plan for the Business Park, the ASP will be incorporated into the OCP and align with the goals and objectives of the Regional District of Central Okanagan (RDCO) 2013 Regional Growth Strategy (RGS). The RGS articulates a collective vision for how growth will be managed to support the creation of complete, connected communities and “a sustainable, diversified economy that provides a range of economic opportunities while protecting the natural environment and water resources”.

## **2.1.3. Relationship to the Regional Growth Strategy and the OCP.**

### **Regional Growth Strategy**

The RDCO 2013 RGS was developed to set out direction for the management of “the Region’s future growth that ensures the health and well-being of its residents.” The RGS envisions “a complete healthy region with a sustainable and diversified economy that provides a range of economic opportunities while protecting the natural environment and water resources for today’s and tomorrow’s residents.”

The ASP, along with the OCP, is consistent with the RGS goals to:

- To manage the land base effectively to protect natural resources and limit urban sprawl.
- To develop and enhance a positive business environment in the region to achieve a dynamic, resilient and sustainable economy.
- To contribute to the improvement of community health, safety and social wellbeing.
- To support a regional food system that is healthy, resilient and sustainable.
- To improve the range of housing types and tenures to meet the social and economic needs of the region.
- To minimize regional greenhouse gas emissions and respond to the impacts of climate change.
- Be responsible stewards of natural ecosystems to protect, enhance and restore biodiversity in the region.
- To enhance the regional transportation system to ensure that it is accessible, affordable, and efficient.

The ASP is developed with consideration to the current RDCO Regional Growth Strategy – Regional Issue Areas and Goals.

### **Official Community Plan**

In accordance with and in support of the RGS, the 2018 District of Lake Country OCP contains long-range planning objectives and policies to guide the future development of the community. The ASP has been developed with consideration of the 2018 District of Lake Country OCP – Guiding Principles.

The OCP identified industrial lands in proximity to Glenmore Road, such that these lands have been referred to as the Glenmore Industrial Lands. (Refer to Figure 3: OCP | Future Land Use Designation). Due to the limited amount of industrial land available in Lake Country and the proximity of the community to Kelowna’s YLW international Airport and industrial park, the lands are strategically located to accommodate a significant business campus development.

The Business Park was originally identified as 51 ha (127 acres). The ASP area was expanded to 75 ha (185 acres), and then ultimately to 81 ha (200 acres) in response to technical analysis, site servicing and transportation implications.

### **Area Structure Plan**

Bridging the technical gap between the OCP's Industrial designation for the Glenmore Industrial Lands and future development specific planning, the ASP provides the foundational project vision and direction for future neighbourhood and infrastructure planning in the Business Park.

Guided by Technical Studies, and developed in collaboration with the District of Lake Country, the ASP delivers an updated and refined understanding of the Business Park's development potential, urban structure and natural assets, with comprehensive reporting on the following Business Park-wide planning and infrastructure requirements:

- Biophysical, environmental, geotechnical and archaeological analysis and evaluation;
- Urban planning land use analysis and evaluation with a recommended diversity of uses;
- Transportation analysis and evaluation with a recommended street network and hierarchy;
- Infrastructure servicing analysis and evaluation with a recommended Civic Water, Sanitary and Stormwater Systems;
- Development phasing with a recommended Conceptual Development Phasing Plan;
- Infrastructure costing and development sequencing analysis; and
- Development Permit Areas recommendations.

Through the course of its work, the ASP has completed and advanced many of the requirements for community planning as identified within the Lake Country Business Park Terms of Reference.



# 3 Vision

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### **3. VISION**

#### **3.1. A VISION FOR THE BUSINESS PARK**

The Vision for the Business Park is for a vibrant economic hub, providing local business and employment opportunities as well as a diverse range of housing nearby. (Refer to Figure 4: Development Structure Plan). The vision is underpinned by a commitment to manage future growth sensitively and through principles of sustainability to foster a more complete community and create an enduring legacy for Lake Country.

The ASP provides the framework for the phased development of a regionally significant business district in proximity to Winfield Town Centre and adjacent hillside walkable neighbourhood, supporting a range of housing forms, including detached, ground-oriented townhomes and apartment homes, estimated at 600 units with a projection population of 1,500 – 1,600.

Seeking a successful Business Park implementation that will contribute to the Lake Country tax base, the ASP provides for a variety of industrial uses and parcel sizes, a commercial heart, and diverse residential neighbourhood linked together through a network of public open space and accessed through a multi-modal, pedestrian-friendly network of streets, greenway and trails. (Refer to Figure 5: Illustrative Concept).

#### **3.2. PLANNING PRINCIPLES**

The Area Structure Plan reflects sustainable planning that balances the economic, social and ecological aspects of a community by utilizing planning principles to help guide the vision.

### **3.2.1. ECONOMIC | Supporting Local Lifestyles**

#### **Support an Economically Sound Community**

- Develop a mix of uses within the community to foster local business, provide employment, and diversify the local tax base.
- Design opportunities to live, work and play in the community.
- Create a walkable commercial centre serving as a focal point for social gathering, recreation, education, and retail that supports the surrounding employment.
- Incorporate residential density to support local businesses and community facilities.
- Secure large and medium format industrial parcel sizes to maintain unique offering and competitive advantage.
- Plan compact communities to reduce infrastructure networks and maintenance costs.
- Celebrate local art and culture.

#### **Foster a Vibrant and Diverse Age-mixed Community**

- Provide a variety of housing choices, from apartments and townhomes to compact detached homes.
- Accommodate a range of lifestyles and life-stages.
- Promote a variety of housing tenures (i.e. fee simple and strata ownership).
- Plan for “aging in place” through encouraging the “Universal Access” standards;
- Provide a range of amenities for all age groups through the neighbourhood.
- Provide more affordable housing options for first-time buyers.

#### **Incorporate a Sense of Place**

- Integrate the unique views and vistas, landforms and natural character into the design of the community and its public gathering spaces.
- Integrate and celebrate Indigenous culture.
- Celebrate the public realm – especially streets, parks and plazas through regional design and the use of local materials.
- Nurture community history and memorialize local people, places and events.
- Infuse local art and culture into the public realm, especially streets, parks, plazas, to celebrate civic life.

## **3.2.2. SOCIAL | Living Lightly**

### **Design Compact, Walkable Neighbourhoods**

- Provide a coherent neighbourhood pattern of streets and pathways with a variety of lot and home sizes.
- Create a sense of place within each neighbourhood.
- Design streets for people and ensure an enjoyable pedestrian experience.
- Promote neighbourhood safety by designing homes that address the public realm with “eyes on the street.”

### **Plan for Alternative Transportation**

- Encourage all modes of transport, especially walking, cycling and public transit.
- Provide dedicated neighbourhood bike and pedestrian pathways to link community destinations.
- Establish a transit-friendly street network, with future opportunity for full-service transit.
- Reduce vehicle trips by locating jobs and basic neighbourhood services close to home.
- Explore future alternatives, such as community cars and bicycles, to reduce auto-dependence.

### **Employ Green Infrastructure**

- Utilize innovative best practices for site design, building efficiency, rainwater and stormwater management.
- Design greener streets that minimize the visual, environmental and physical impacts from conventional roads.
- Foster local food systems through farms and markets, greenhouses, community gardening and outdoor educational opportunities.
- Promote native plantings in landscape design with special attention to water conservation.
- Explore alternative energy solutions, such as geo-exchange and passive solar design.

### **3.2.3. ECOLOGICAL | Working With Nature**

#### **Conserve Ecological Integrity**

- Identify and protect both significant and sensitive terrestrial and aquatic habitats.
- Design an interconnected network of wildlife corridors to secure habitat and ensure functional ecology at a landscape scale.
- Minimize future disturbance of natural systems through comprehensive planning.
- Promote stewardship of natural systems through interpretive programs and outdoor educational opportunities in cooperation with local stewardship groups.

#### **Create Networks of Parks + Natural Space**

- Provide public parks and natural spaces that are accessible within a 5-minute walking distance of each home.
- Link neighbourhoods and natural areas with pedestrian and multi-use pathway network.
- Program passive community parks for gatherings and recreation.
- Create a variety of parks and natural spaces to accommodate different activities and age groups.

#### **Celebrate Our Natural Heritage**

- Promote active education and appreciation of Okanagan natural history.
- Recognize local history and culture in public realm design.
- Integrate community uses into the landscape, celebrating the unique views and vistas, landforms and natural character.
- Nurture community history and memorialize local people, places and events.
- Design public spaces that reflect the sense of place through use of native plants and local materials.



# 4 Technical Studies

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## **4. TECHNICAL STUDIES**

The Business Park area presents both unique topography and singular opportunity for future development of an economic hub and supporting neighbourhood. Highly modified landscapes are present due to sand and gravel extraction, while complex landforms with rocky outcrops and forested slopes offer dramatic views that create a distinct landscape within the residential community. The biophysical analysis provides a detailed understanding of the Business Park's complexities and provides the foundation for the technical studies undertaken as part of the ASP.

### **Landform**

Bisected by Okanagan Centre Rd W, the Business Park area includes contrasting landforms. The northeast portion is made up of lower valley lands (470 – 490m) that have been modified for extraction and now contain localized pits and stockpiles, while the southwestern portion rises into a forested plateau of rocky outcrops, culminating at 580m elevation (refer to Figure 6: Landform Analysis)

### **Slope**

The majority of the site is characterized by gentle terrain punctuated with steeper man-made landforms resulting from material extraction and processing. Steep slopes are present on the south side of the existing Okanagan Centre Road W rampart, as well as leading up to the naturally occurring plateau in the south-western portion of the site. Benched lands with gentle and moderate slopes sit atop the plateau (refer to Figure 7: Slope Analysis).

### **Aspect**

The site is situated with predominantly east-facing slopes, with good opportunities for passive solar design considerations. Sunlight availability varies widely between north-facing and south-facing slopes. The areas with northern aspects (predominantly along the western portion of the site) should take special consideration in the design and siting of homes, to ensure they receive adequate sunlight throughout the seasons (refer to Figure 8: Aspect Analysis).

### **Site Constraints**

Due to its history of material extraction and processing, the majority of the site is highly modified with the exception of the plateau in the south-western portion of the site. This plateau features Environmentally Sensitive Areas of varying sensitivities, as well as areas of Moderate (Wildfire) Fuel Hazard. Refer to Figure 9: Site Constraints.

Given the lands historical industrial use of material extraction and processing, a review and confirmation of the absence of site contamination will be required prior to detailed development applications.

## **4.1. GEOTECHNICAL FINDINGS**

*Geotechnical Desktop Review and Site Reconnaissance*

*Fletcher Paine Associates*

*May 2025*

The Geotechnical Assessment presents a desktop and field assessment that identifies anticipated conditions for Business Park. Refer to Appendix A: Geotechnical Review for further details.

### **Soil Conditions**

Based on the available surficial geology mapping, the Business Park is at the interface of four separate surficial soils:

- East half of north side, and east side: Subaerial proglacial outwash fan sediments, consisting of sand, sandy gravel and boulders, overlying older unconsolidated sediments, consisting of sand, silt, gravel and till deposited prior to the last ice age advance.
- West half of north side, and southeast corner: Littoral and sublittoral sediments, consisting of sand, silt, and clayey silt.
- Southwest corner: Bedrock
- Remaining majority of subject site: Ice contact sediments consisting of sand and gravel, boulders and possible diamicton layers.

Based on the desktop review and site reconnaissance, soil conditions on site are expected to be uncontrolled fill materials, disturbed and undisturbed granular soils, and near-surface rock.

### **Groundwater Conditions**

Groundwater was not encountered at many locations during the site reconnaissance, with the exception of the deep depression area on parcel 12 (See Figure 10: Ownership Plan), and seepage along the toe of the slope on the west side of Parcel 1.

### **Geotechnical Recommendations**

As the scope of this report does not include subsurface investigations, or geotechnical hazard, environmental, or hydrogeological studies for the subject sites, it is recommended that additional geotechnical investigations and assessments be carried out as provided in this report once preliminary development design information becomes available.

Based on the geotechnical desktop review and site reconnaissance, several geotechnical areas of interest have been identified on Figure 7090-1 within Appendix A. These areas should be carefully considered during the subsurface geotechnical investigation.

## 4.2. ARCHAEOLOGICAL FINDINGS

*Archaeological Overview Assessment*

*Ursus Heritage Consulting*

*November 2024*

The purpose of the Archaeological Overview Assessment (AOA) is to:

- Identify areas within the Project Area with the potential to contain archaeological sites;
- Prepare predictions regarding archaeological site type, distribution, density, and variability; and
- Provide recommendations for managing potential impacts to archaeological and heritage resources in advance of a provincial permit application.

### **Findings**

- Eight registered archaeology sites are within 2 km of the study area, no registered sites are located within the proposed Project.
- Four expected site types identified which could be found within project area.
- The Project area exhibits characteristics generally associated with the presence of archaeological material.
- Five areas were identified during the desktop AOA and deemed to be of 'high archaeological potential'.

### **Recommendation**

Based upon the archaeological potential in the Project area a Preliminary Field Reconnaissance (PFR) is recommended to ground-truth the results of this report.

Refer to Appendix B: Archaeological Overview Assessment for further details.

### **4.3. ENVIRONMENTAL FINDINGS**

*Environmental Assessment*

*Ecoscape Environmental Consultants*

*February 2026*

The Environmental Assessment provides a summary of environmental fieldwork and science-based recommendations for environmental planning objectives to guide the environmentally responsible development planning for Business Park. Refer to Appendix C: Environmental Assessment for further details.

#### Expanded Area

The Environmental Assessment and fieldwork was completed for the 75 ha (185 acres) Business Park area. With the expansion of the project area to 81 ha (200 acres), a subsequent desktop review was prepared to provide ESA information on the additional southern parcels.

Refer to Appendix D: Environmental Sensitivity Analysis for further details.

#### **Environmentally Sensitive Areas Analysis**

An Environmentally Sensitive Areas (ESA) analysis was conducted to categorize the study area based on its degree of environmental sensitivity, ranging from ESA 1 (High) to ESA 4 (Not Sensitive). Polygons were provided to inform land use planning and to ensure no impact or loss to ESA 1.

The development as currently proposed will result in a total impact to 81% to the project area including no loss of ESA 1 (high sensitivity) area and a relative loss of 54% of ESA 2 (moderate sensitivity) area, 70% of ESA 3 (low sensitivity), and 95% ESA 4 (not sensitive). These calculations are based on the previous 75 ha (185 acres) Business Park area, and the impact calculations of ESA 2, 3 and 4 may vary with the expanded project area of 81 ha (200 acres).

#### **Wildlife Corridors**

Wildlife Corridors are linear vegetated landscape features that provide wildlife with the means for safe movement between habitats. As outlined in the report, “the natural ecosystems of the project area are connected to other similar isolated natural areas, to the North and South, that are surrounded by urban/rural development. Therefore, this ecosystem is valuable in providing a movement corridor and refuge for a variety of large and small wildlife species.” In particular, “maintaining connectivity between [coniferous woodland] ecosystems should be prioritized to avoid habitat fragmentation”.

### **Environmental Recommendations**

The environmental assessment completed for the ASP provides a firm understanding of the relative environmental values within the Business Park. As planning proceeds, attention will be needed to identify specific measures to achieve the objectives prescribed in the EA Report. “Construction Environmental Management Plans (CEMPs), including detailed restoration plans and associated bonding cost estimate will be required prior to application for DPs and prior to implementation of proposed works. These reports will need to consider and incorporate key findings from this initial assessment at a finer scale to better implement Best Management Practices and incorporate DLC’s Terms of Reference requirements”).

#### **4.4. WILDFIRE FINDINGS**

*Wildfire Risk Assessment and Mitigation Plan  
Forsite Forest Management Specialists  
February 2025*

The Wildfire Risk Assessment and Mitigation Plan has been prepared to promote safety and wildfire resiliency, while guiding future developments with FireSmart design, construction and landscaping. The intent of the Wildfire Risk Assessment and Mitigation Plan is to promote safety and wildfire resiliency as land-use changes over time, while guiding future developments with FireSmart design, construction and landscaping.

The site is within and adjacent to fire-prone forest and grassland ecosystems. At the time of the Risk Assessment, focus area does not overlap with any of the OCP designated Wildfire DP Areas.

Field Assessments were completed in November 2024 and included a walkthrough of the full perimeter of the proposed development area, a drone flight over the area and completion of six threat assessment plots with photos.

Fuel hazard varied in forest stands between low to moderate fuel-hazard rating. Variance was primarily due to 2023 fire having already consumed most surface and ladder fuels.

##### **Site Specific Recommendations:**

Developers and business owners are recommended to have emergency preparedness and fire response plans.

Planners and developers are recommended to consider water hydrants or water delivery systems in future developments.

Considering any high-risk activities and fuel-hazard on site, landowners may wish to consider installation of their own water delivery and fire suppression systems.

Refer to Appendix E: Wildfire Risk Assessment for further details.

## **4.5. VISUAL ASSESSMENT**

*Visual Assessment*

*Placemark Design + Development*

*January 2026*

The Visual Assessment documents the re-imagining of a highly altered landscape due to material extraction, as well as the visual character of the forested ridgelines and rocky outcrops. Using LiDAR data, the terrain and existing tree canopy of the ASP area were modeled using Infracore 3D modeling software to generate an accurate representation of existing conditions.

The 3D Visual Assessment illustrates the network of roads and major transportation projects, public open space and development parcels. The indicative scale and location of buildings paint a picture of the potential development patterning and illustrate site-responsive design.

A video flythrough of the 3D Visual Assessment was prepared to support ASP engagement. Snapshots of this video were compiled and included as an appendix (refer to Appendix F: Visual Assessment for further details).

## 4.6. INDUSTRIAL MARKET STUDY FINDINGS

*Industrial Market Study*

*Colliers*

*November 2025*

The market study was prepared to analyze and summarize the current labour force, industrial trends, industrial supply and demand, as well as suggested uses and formats to provide competitive advantage. The study informed land use and parcel sizes and provided guidance on development strategy for a phased business park.

The study highlighted the potential for Lake Country to significantly diversify its industrial tax base. A range of uses can be provided, from large-format build-to-suit opportunities to light industrial with public-facing retail opportunities. Focusing on employment-dense uses will be key to creating and preserving jobs in Lake Country rather than the current outflow to Kelowna.

The study anticipates that the industrial land will take on the following forms:

### **Light Industrial/Retail:**

Smaller unit sizes, roll-up front doors, and ample parking spaces where co-located with commercial uses.

- Commercial Kitchens with Retail Counter
- Brewery
- Tech Repair Services
- Plumbing/Electrical Suppliers (open to public)
- Recreation (i.e. Climbing Gym or Dance Studio)
- Small-Scale Manufacturing
- Boutique Fabrication
- Auto Parts Retailers

### **Medium Format Industrial**

Typical parcel sizes of approximately 5 acres and under. The built form should be flexible and customizable to a wide range of tenants. Requires convenient employee and occasional customer access with less reliance on commercial vehicle access.

- Medium-scale Manufacturing
- Construction and Trades
- Professional, Scientific and Technical Industrial Operators
- Administration and Support of other Industrial Tenants

### **Employment Dense – Large Format Industrial**

Typical parcel sizes of over 5 acres. Well-suited for large-lot, more intensive industrial uses that require more commercial vehicle access and surface parking for employees. The built form here will be highly specified to the final tenant.

Examples of employment-dense industrial uses are included below, noting that the existing material extraction and processing operations will be included in this category.

- Advanced Manufacturing
- Energy Technology Development and Manufacturing
- Data Center
- Logistics, and Transportation
- Food and Beverage Manufacturing (not open to public)
- Produce Processing and Packaging
- Automotive
- Aerospace
- Cold Storage\*
- Industrial Suppliers (not open to public) \*

\* The number of employees will rely heavily on the degree of automation being used (i.e. new and modern facilities use a lot of technology, decreasing employment needs, but traditionally these are large employers).

### **Timing**

- The proposed developable land of the LCBP would absorb 3-4 years of industrial demand. However, development should be phased over a longer timeframe under the assumption that some demand will be absorbed by the Kelowna Market.
- LCBP could be phased over approximately 15–20 year timeline to respond to demand accordingly

### **Leverage LCBP's unique selling points**

- Proximity to Hwy 97, YLW International Airport and the University of British Columbia - Okanagan (UBCO).
- Opportunity for flexible Comprehensive Development Zoning **Proven municipal support.**
- **Cater the product to the needs of end users.**
- **Sufficient infrastructure access.**

### **Recommendations**

- **Promote Site Preparation:** Meet industrial demand that could be absorbed by mid-2027.
- **A Phased Development Approach:** Allow for a gradual, proactive response to emerging demand.
- **Regional Performance Monitoring:** Identify market trends and gaps and absorption rates across different built forms.
- **Varied Industrial Formats:** Provide a range of formats to accommodate diverse users and promote employment density (storage facilities should be limited to maximize industrial capacity and diversify Lake Country's tax base).
- **Economic Partnerships:** District staff should collaborate with the Central Okanagan Economic Department in the development of strategies/policies, prioritizing dense employment uses.
- **Site Marketing:** Communicate the opportunity that exists + identify potential large employers that would complement the goals of the LCBP

Refer to Appendix G: Industrial Market Study for further details.

## **4.7. GREENHOUSE GAS GUIDANCE**

*GHG Memo*

*Placemark Design + Development*

*February 2025*

The GHG Memo provides guidance to reduce greenhouse gas (GHG) emissions from future development within the Business Park. The intent is to support cost-effective, low-carbon industrial and commercial growth while maintaining development feasibility. The GHG reduction framework includes guidance on categories including, Land Use and Site Planning; Buildings; Transportation and Fleet Transition; Materials, Waste, and Water; and Implementation. Refer to Appendix H: GHG Memo for further details.

The Business Park supports greenhouse gas (GHG) reduction primarily by locating employment opportunities within the Lake Country community.

By bringing jobs closer to where people live, the Business Park:

- Reduces daily commuting distances by locating major employment within Lake Country;
- Offers various modes of commuting with provision of safe active transportation; and
- Decreases transportation-related GHG emissions, which are a major source of emissions in the region.

Supporting local employment is therefore the most significant and immediate GHG benefit associated with the development of the Business Park.



# 5 Community Insights

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## **5. COMMUNITY INSIGHTS**

### **5.1. COMMUNITY FACILITIES INVENTORY**

*Community Facilities Inventory  
Placemark Design + Development  
May 2025*

A Community Facilities Inventory describes the potential need and rationale for civic facilities within the Business Park, including land use areas, distribution, and program requirements. These requirements are rationalized with the Objectives and Policies set out in the District of Lake Country OCP and other relevant municipal documents that support the implementation of civic facilities in Lake Country. The Community Facilities Inventory identifies a comprehensive list of civic facilities and amenities to be considered during land use planning.

The inventory also supports visioning of future ASP facilities by presenting comparable community facility precedents for the facility type, outlining parcel size, and key program features.

Recommendations:

- Provide a multi-use path or urban trail through the Business Park in order to provide an active transport link, as outlined in the OCP, Parks and Recreation Masterplan and Mobility Masterplan.
- Provide a diversity of open spaces within the Business Park, including linear parks/ greenways, neighbourhood parks and natural open space.
- Integrate open spaces into the active transportation network by ensuring connections to direct and safe paths as illustrated within the site-specific cross-sections.

Refer to Appendix I: Community Facilities Inventory for further details.

## **5.2. ENGAGEMENT**

The District of Lake Country (DLC) and Placemark have facilitated engagement throughout the development of the ASP. Business Park engagement has focused on the following three stakeholders:

- Landowners
- General Public
- Council

### **Landowners**

DLC has proactively reached out to landowners with information sharing throughout the ASP process, providing multiple opportunities for feedback. A series of in-person and virtual meetings were also conducted in August 2025, and February–March 2026.

### **Council**

The ASP process involved ongoing engagement with Council through regular updates and presentations.

### **General Public**

Engagement with the public has been provided through DLC’s “Let’s Talk” community website, including access to the Presentations to Council.



# 6

## Land Uses

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## 6. LAND USES

### 6.1. LAND USE DESIGNATIONS

The general land use designations, as illustrated in Schedule A: Land Use Plan, provide form and function to the vision for the Business Park. This Section describes the land use designations, their planning rationale, and associated development policies to guide the development of the Business Park.

The Business Park Land Use Plan consists of eleven land use designations, which provide broad categories of permitted land uses.

A synopsis of the land use designations and areas is presented in Table 1 – Area Structure Plan Land Use Summary.

#### LAND USE

1%	Commercial Retail <i>0.94 ha   2.32 ac</i>
1.5%	Institutional   Healthcare <i>1.17 ha   2.89 ac</i>
9%	Light Industrial <i>7.09 ha   17.52 ac</i>
11%	Medium Format Industrial <i>8.92 ha   22.04 ac</i>
22%	Employment-Dense Large Format Industrial <i>17.92 ha   44.28 ac</i>
2%	Residential   Apartment <i>1.82 ha   4.49 ac</i>
13%	Residential   Ground Oriented <i>10.31 ha   25.48 ac</i>
17%	Natural Park + Open Space <i>13.96 ha   34.50 ac</i>
4.5%	Neighbourhood Parks + Greenway <i>3.53 ha   8.72 ac</i>
1%	Civic Stormwater Infrastructure <i>1.03 ha   2.55 ac</i>
18%	Road ROW <i>14.54 ha   35.93 ac</i>
100%	<i>81.23 ha   200.72 ac</i>

**Table 1 – Area Structure Plan Land Use Summary**

## **6.2. GENERAL LAND USE POLICIES**

### **6.2.1. Policies**

- a. Prepare Business Park-specific Zoning to assist in the successful implementation of the project.
- b. Encourage a Phased Infrastructure Strategy to best utilize available resources.
- c. Encourage the implementation of Business Park-specific Street Cross-sections.
- d. Encourage the preparation of Design Guidelines to ensure a high standard of urban design, form and character, and relationship with the public realm.
- e. Implement Dark Sky Lighting Standards for the Business Park, including photo-sensing and motion sensor activation, to limit ambient light and preserve the night sky with due consideration for public safety.
- f. Sidewalks, multi-use pathways and parking areas are to be designed according to Universal Barrier-free Access Standards.

## **6.3. COMMERCIAL**

### **6.3.1. Description**

The Commercial designation is intended to create attractive, vibrant, pedestrian friendly commercial areas that are responsive to market conditions. To accomplish this commercial land uses include restaurants, retail spaces, cafés, civic gathering spaces, parks, and urban plazas.

The Commercial designation, as shown on Schedule A – Land Use Plan, represents approximately 1% of the Plan area.

The Commercial area is intended to serve as the heart of the community, bringing workers, residents and visitors together in a vibrant social setting. Located at the intersection of Road A and the Read Road Extension the commercial heart is integrated within the neighbourhood pattern through strong vehicular, pedestrian, and cyclist connections via the greenway.

It is envisioned to have a mix of uses that provide local employment and supports the day-to-day needs of local residents and workers, while expanding the City's tax base.

### **6.3.2. Policies**

- a. Provide flexibility regarding building height for commercial buildings to allow for 1-2 storeys, ranging from 6-9m.
- b. Encourage buildings to address the streetscape and plaza spaces as a means of creating a well-defined public realm.
- c. Ensure safe and secure pedestrian connections to Commercial Retail space through use of buffered sidewalks, multi-use pathways, marked street crossings and controlled pedestrian crossings.
- d. Encourage electric vehicle charging stations and suitable parking for electric scooters and e-bikes.
- e. Establish landscape buffers that create a transition between industrial areas and adjacent commercial buildings and parking areas, through landscape design that incorporates layering of shrubs, trees, landscape structures and lower walls, as required.
- f. Parking should be provided behind buildings where possible or screened through landscape design to establish a pedestrian friendly environment and reduce the visual impact of parking areas.
- g. Provide clear, well-defined entry and building arrival.

**Figure 11: Character – Commercial**



## **6.4. INSTITUTIONAL | HEALTHCARE**

### **6.4.1. Description**

The Institutional designation supports institutional and healthcare buildings with medium-sized lots to accommodate circulation and parking. This designation responds to Provincial ownership of the lands and is intended to ensure Lake Country can provide critical employment-generating land for institutional uses and does not support large-format commercial or residential uses.

The Institutional | Healthcare designation, as shown on Schedule A – Land Use Plan, represents approximately 1.5% of the Plan area.

### **6.4.2. Policies**

- a. Provide flexibility regarding building height for institutional buildings to allow for 1-4 storeys, ranging from 12-16m.
- b. Transition building height and massing to lower density neighbouring residential.
- c. Orient buildings to contribute towards a positive public realm experience.
- d. Utilize landscape to screen parking areas larger than a double-loaded lane of parking from view of public streets, while maintaining public safety.
- e. Create a clear distinction between private and public realms along frontages through distinct walkways, fencing, planting, and elevation changes.
- f. Encourage loading areas to be located internally within buildings wherever possible.
- g. Where internal loading is not possible, locate loading bays, outdoor storage, and garbage enclosure areas behind buildings and screened from view from public streets.
- h. Encourage innovative higher density stacked structures comprised of multiple floors of institutional spaces.
- i. Limit off-site impacts, such as noise, heat, odour, dust, vibration, light, or waste impacts that are disruptive to adjacent uses.
- j. Allow limited retail space at-grade.
- k. Establish landscape buffers that create a transition between adjacent industrial areas and commercial buildings and parking areas, through landscape design that incorporates layering of shrubs, trees, landscape structures and lower walls, as required.
- l. Parking should be provided behind buildings where possible or screened through landscape design to establish a pedestrian friendly environment and reduce the visual impact of parking areas.
- m. Provide clear, well-defined entry and building arrival.

Figure 12: Character – Institutional | Healthcare



## **6.5. INDUSTRIAL LAND USE OBJECTIVES**

The Business Park provides a mix of industrial employment from large-scale manufacturing to smaller fabricators, offices, food and beverage manufacturing to standalone commercial land uses. The intention of this designation is to support and promote a more balanced tax base in the city, creating more jobs and economic opportunities for residents of Lake Country. Lands with this designation are primarily focused within the Northeastern Business Park portion of the site.

## **6.6. LIGHT INDUSTRIAL**

### **6.6.1. Description**

Intended as a transitional use adjacent to residential areas, the Light Industrial designation supports smaller format industrial uses, including small-scale manufacturing and bespoke fabrication, suppliers, recreation, and commercial food and beverage manufacturing with retail counters. Lands within this designation are not intended to be developed with residential uses, however in certain circumstances, residential uses located above employment or commercial uses can be considered with performance conditions satisfied through Development Permit Area guidelines.

The Light Industrial designation, as shown on Schedule A – Land Use Plan, represents approximately 9% of the Plan area.

### **6.6.2. Policies**

- a. Provide flexibility regarding building height for light industrial buildings to allow for 1-2 storeys, ranging from 6-9m.
- b. Orient buildings to contribute towards a positive public realm experience.
- c. Encourage innovative higher density stacked structures comprised of multiple floors of industrial spaces.
- d. Utilize landscape to screen parking areas larger than a double-loaded lane of parking from view of public streets, while maintaining public safety.
- e. Locate loading bays, outdoor storage, and garbage enclosure areas behind buildings and screened from view from public streets.
- f. Provide adequate screening of at-grade parking and façade activation in instances where employment uses at-grade are not economical to provide.

- g. Limit off-site impacts, such as noise, heat, odour, dust, vibration, light, or waste impacts that are disruptive to adjacent uses.
- h. Encourage the co-location public fronting retail with food-processing uses such as coffee roasters, breweries, bakeries maker-space enterprises to create localized destinations.
- i. To encourage and expedite development of employment uses, allow for the delegation of variance approvals to District Staff.
- j. Establish landscape buffers that create a transition between industrial areas and adjacent commercial buildings and parking areas, through landscape design that incorporates layering of shrubs, trees, landscape structures and lower walls, as required.
- k. Parking should be provided behind buildings where possible or screened through landscape design to establish a pedestrian friendly environment and reduce the visual impact of parking areas.
- l. Provide clear, well-defined entry and building arrival.

**Figure 13: Character – Light Industrial**



## **6.7. MEDIUM FORMAT INDUSTRIAL**

### **6.7.1. Description**

This designation supports industrial buildings within the Business Park on medium scale lots (approximately 5 acres and under), to ensure adequate building floorplates and space for circulation, parking and storage. The intention of this designation is to support a mix of future industrial uses, including medium-scale manufacturing, construction and trades, professional, scientific and technical industrial operators, and offices for administration.

The Medium Format Industrial designation, as shown on Schedule A – Land Use Plan, represents approximately 11% of the Plan area.

### **6.7.2. Policies**

- a. Provide flexibility regarding building height for medium industrial buildings, to allow for 1-4 storeys, ranging from 9-15m.
- b. Orient buildings to contribute towards a positive public realm experience.
- c. Locate parking areas larger than a double-loaded lane of parking behind or beside buildings, where possible.
- d. Utilize landscape to screen parking areas larger than a double-loaded lane of parking from view of public streets.
- e. Create a clear distinction between private and public realms along frontages through distinct walkways, fencing, planting, and elevation changes.
- f. Require loading areas to be located internally within buildings wherever possible.
- g. Where internal loading is not possible, locate loading bays, outdoor storage, and garbage enclosure areas behind buildings and separated from view from public streets.
- h. Provide adequate screening of at-grade parking and façade activation in instances where employment uses at-grade are not economical to provide.
- i. Allow limited office space at and above-grade.
- j. Allow limited retail space at-grade and above-grade.
- k. Establish landscape buffers that create a transition between industrial and parking areas, and surrounding uses, through landscape design that incorporates layering of shrubs, trees, landscape structures and lower walls, as required.
- l. Parking should be provided behind buildings where possible or screened through landscape design to establish a pedestrian friendly environment and reduce the visual impact of parking areas.
- m. Provide clear, well-defined entry and building arrival.

**Figure 14: Character – Medium Format Industrial**



## **6.8. EMPLOYMENT- DENSE LARGE FORMAT INDUSTRIAL**

### **6.8.1. Description**

This designation supports industrial buildings within the Business Park on large scale lots (over 5 acres), to ensure space for large building floorplates, circulation and loading, parking and storage.

The intention of this designation is to ensure Lake Country grows critical employment-generating lands for future economic growth, by supporting a mix of future uses, including advanced manufacturing, Energy Technology Development and Manufacturing, Data Centers, Logistics and Transportation, Food and Beverage Manufacturing, Produce Processing and Packaging, Automotive and Aerospace. This designation also includes the existing gravel and asphalt processing operations. It does not support large-format commercial or residential uses.

The Employment-Dense Large Format Industrial designation, as shown on Schedule A – Land Use Plan, represents approximately 22% of the Plan area.

## 6.8.2. Policies

- a. Provide flexibility regarding building height for large-format industrial buildings, to allow for 1-4 storeys, ranging from 9-15m.
- b. Orient buildings to contribute towards a positive public realm experience.
- c. Locate parking areas larger than a double-loaded lane of parking behind or beside buildings, where possible.
- d. Utilize landscape to screen parking areas larger than a double-loaded lane of parking from view of public streets.
- e. Create a clear distinction between private and public realms along frontages through distinct walkways, fencing, planting, and elevation changes.
- f. Require loading areas to be located internally within buildings wherever possible.
- g. Where internal loading is not possible, locate loading bays, outdoor storage, and garbage enclosure areas behind buildings and separated from view from public streets.
- h. Provide adequate screening of at-grade parking and façade activation in instances where employment uses at-grade are not economical to provide.
- i. Allow limited office space at and above-grade.
- j. Allow limited retail space at-grade and above-grade.
- k. Establish landscape buffers that create a transition between industrial and parking areas, and surrounding uses, through landscape design that incorporates layering of shrubs, trees, landscape structures and lower walls, as required.
- l. Parking should be provided behind buildings where possible or screened through landscape design to establish a pedestrian friendly environment and reduce the visual impact of parking areas.
- m. Provide clear, well-defined entry and building arrival.

**Figure 15: Character – Employment-Dense Large Format Industrial**



## **6.9. RESIDENTIAL**

### **6.9.1. Description**

The Business Park ASP provides for a wide range of housing forms, from Ground-Oriented to Apartment, to foster the development of a vibrant, socio-economic and age-mixed community.

Nestled in the hillside, Ground-oriented homes establish a positive relationship between built neighbourhoods and provide access to natural areas. Compact housing in key locations reduces infrastructure networks and maintenance costs, while allowing for greater retention of natural character, landscape and ecological systems.

Lake Country's sense-of-place is expressed within the ASP through its walkable neighbourhood scale, connected pedestrian-friendly street pattern, retained conservation areas and featured views, integrated parks and trail network, and emphasis on local materials and native landscape.

The Ground Oriented and Apartment Residential designations, as shown on Schedule A – Land Use Plan, represent approximately 15% of the Plan area:

- Residential – Apartment (2%) \*\*
- Residential – Ground Oriented (13%) \*\*

#### **Residential – Apartment**

The Apartment Residential designation affords a range of low-rise apartment forms (maximum of six storeys in height) in conjunction with services, community facilities and high-quality private realm.

An increase in residential density allows the neighbourhood to support the commercial amenities critical to realizing more complete communities.

Reflective of proposed form and character of attached housing, images shown on Figure 16 – Neighbourhood Character | Residential – Apartments reflect Okanagan sense-of-place.

Permitted densities within the Apartment Residential designation are 100–150 units per hectare | 40-60 units per acre.

**Figure 16: Neighbourhood Character | Residential – Apartments**



### **Residential – Ground Oriented**

The Residential – Ground Oriented designation affords a mix of housing opportunities – including ground-oriented detached, duplex and townhomes - and allows a high level of interconnectivity among residential and park uses. Future development should aim to establish a positive public realm with community-oriented homes that foster support and social interaction between neighbours, including ‘eyes on the street’, with a safe pedestrian and cyclist experience. Concentrated on the western and south-western portion of the ASP, Residential – Ground Oriented neighbourhoods are well connected by off-street walking and cycling routes.

A clustered neighbourhood pattern aims to celebrate natural landscape within the site and to create a balance between ground-oriented residential development and natural open space and recreation.

Neighbourhood safety is made a priority by designing homes that address the public realm with ‘eyes-on-the-street’. Compact housing in strata formats will reduce infrastructure networks and maintenance costs, while allowing for greater diversity of lifestyles and life stages within the community.

Reflective of proposed form and character of attached housing, images shown on Figure 17 – Neighbourhood Character | Residential - Ground Oriented reflect Okanagan sense-of-place.

Permitted densities within the Residential – Ground Oriented designation are 15–50 units per hectare | 6–20 units per acre, with maximum building heights of 3 storeys.

\*\*Note: All land use areas and percentages are approximate, intended for planning purposes only. All designated areas and boundaries are subject to refinement through more detailed site design and engineering at the time of zoning and subdivision.

**Figure 17: Neighbourhood Character | Residential – Ground Oriented**



## 6.9.2. Policies

- a. Encourage a variety of housing forms, lot sizes, and tenures to provide a diversity of residences that can support a range of lifestyles, life stages and incomes.
- b. Encourage compact housing forms, including ground-oriented detached, duplex, townhome, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.
- c. Ensure that built forms respond to the hillside topography and manage the physical, visual and environmental impacts of hillside development.
- d. Permit a maximum density of 100–150 units per hectare | 40-60 units per acre for Residential–Apartments and 15–50 units per hectare | 6-20 units per acre for Residential–Ground Oriented.
- e. Permit a maximum building height of 6 storeys for Residential–Apartments and 3 storeys for Residential–Ground Oriented.
- f. Encourage green building technologies, including but not limited to Air Heat Source Pump Heating Systems, Heat Recovery Ventilators, and Solar Collectors.
- g. Encourage building orientation to benefit from passive climate control as means to reduce energy use.
- h. Seek and identify sustainability features at the time of Development Permit, where appropriate.
- i. Recognize and avoid potential conflicts arising from adjacent land uses and/or housing types in the planning, design and construction of residential neighbourhoods through consideration of appropriate transition areas, landscape buffers, and/or other mitigating built form elements.
- j. Develop and implement residential design guidelines as a means to reinforce Okanagan sense-of-place and character.
- k. Consider the use of Comprehensive Development zones where the scale and complexity of residential designations make it practical.
- l. Existing corresponding zones are provided for residential land use designations as a reference for potential permitted housing forms. Future zoning may be developed to provide greater range and specificity of permitted housing forms.

## **6.10. OPEN SPACE NETWORK: NEIGHBOURHOOD PARKS, NATURAL PARKS AND TRAILS**

### **6.10.1. Description**

The Business Park Open Space Network weaves a series of parks, trails and existing natural systems into the Business Park, locating parks and natural areas within 5 minutes walking distance (400m) of every home.

The Open Space Network designations, as shown on Schedule A – Land Use Plan, represent approximately 21.5% of the Plan area:

- Natural Park and Open Space as retained naturalized areas serving a variety of passive recreational opportunities along with the retention of natural ecology (17%) \*\*;
- Neighbourhood Park and Greenway for opportunities for both passive and active recreation within the neighbourhood parks, and safe walking and cycling along the greenway (4.5%) \*\*.

#### **Natural Park and Open Space**

A robust open space network composed of public park, natural buffers, and linear parks, the Natural Park and Open Space designation provides a variety of recreational and retained habitat a single system.

In addition to providing opportunities for active and passive recreation, the Natural Park and Open Space also serve to retain habitat connectivity between coniferous woodland ecosystems to the north and south.

#### **Neighbourhood Park + Greenway**

Neighbourhood Parks seek to engage a diverse range of community needs, from quiet contemplative spaces for reflection to imaginative playgrounds. Serving as local gathering spaces, Neighbourhood Parks offer opportunities for both active and passive recreation, as well as community gardens, public art and outdoor classrooms, all within an easy walking and cycling distance of neighbourhood homes.

The Greenway offers a key open space connection from the residential areas and the commercial heart, providing a safe walking and cycling route within a landscaped area.

### **6.10.2. Policies:**

- a. Permit use of designated parkland for alternative civic or cultural uses and facilities.
- b. Provide open space and parkland for the recreational use and enjoyment of residents and visitors. Where applicable, parkland will be dedicated to the District of Lake Country.
- c. Ensure an interconnected network of pathways – including walking paths and trails, sidewalks and multi-use pathways – that connect the commercial centre, parks and residential neighbourhoods.
- d. Provide pathway connections to existing neighbourhoods, where feasible.
- e. Incorporate a range of trail and pathway types to provide for a range of recreational uses and to maximize accessibility.
- f. Preserve future opportunities for the provision of public park amenities such as signage (for wayfinding and interpretation), benches, garbage receptacles and bicycle racks in public trailhead/parking areas.
- g. Establish destination points such as areas for sitting, picnicking and informal lookouts.
- h. Preserve future opportunities to establish, maintain and improve appropriate active park programs (i.e. playgrounds, community gardens, off-leash dog parks, skateboards parks, etc.) based on identified community need.
- i. Consider incorporating public art installations and outdoor performance facilities within parks and public spaces.
- j. Retain natural vegetation where possible and encourage the use of native and drought-resistant vegetation for new development.
- k. Implement policies to identify and manage invasive plants in parks.
- l. Provide public streets adjacent to parks to ensure visual and physical access for the public.

### **6.11. CIVIC STORMWATER + INFRASTRUCTURE**

This designation supports civic infrastructure, including stormwater basins and bioswales, as well as existing servicing infrastructure. The ASP designates approximately 1% of the Plan Area for Civic Stormwater + Infrastructure.

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# 7 Infrastructure

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## **7. NEIGHBOURHOOD INFRASTRUCTURE**

The provision of all requisite infrastructure to service the Business Park area is critical to its success from economic, social, and environmental perspectives. In accommodating the functional demand created by the Business Park's workers and the neighbourhood's ultimate population (at build-out), planning of new infrastructure will provide for a range of active mode users and take into account water and energy conservation, as well as associated environmental impacts, including Dark Sky lighting standards.

### **7.1. TRANSPORTATION NETWORK**

#### **7.1.1. Description**

Sharing is central to designing complete streets that serve everyone's needs, from the weekday commuter to the weekend stroller. Complete Streets are streets that are well suited to their purpose of making a place for everyone that is functional, safe and enjoyable. In the spirit of sharing, and to reduce use of fossil fuels, the Area Structure Plan enhances the pedestrian experience, improves bicycle safety and makes for more efficient traffic circulation (Refer to Schedule C: Active Transportation Plan).

Within the transportation network, additional considerations for reduction of Greenhouse Gas Emissions and energy use includes reduced widths of travel lanes, green infrastructure for both lighting and stormwater management, and compact housing.

The pattern of neighbourhood streets is reflected in the Street Hierarchy Plan for the Business Park, with each street tailored to its purpose and connected as a network to allow choice and flexibility in moving through the community. Refer to Schedule B for the Street Hierarchy Plan.

Street design for the Business Park reflects a comprehensive network of pedestrian, cycling and multi-use paths that provides an immediate alternative to auto dependency for local neighbourhood trips.

Providing primary access to the neighbourhood, Okanagan Centre Road W and Glenmore Rd in the south act as gateways to the Business Park. A third point of entry into Business Park is Seaton Rd in the north, from which Read Rd Extension heads south, forming a central crossroads at the heart of the Business Park.

A Transportation Assessment was undertaken in consultation with the District of Lake Country, to evaluate the Business Park within the overall local and regional transportation network (Refer to Appendix J: Traffic Assessment for further details).

Based on the forecast Total Traffic volumes, the “unmitigated” Total Traffic capacity analysis and the signal warrant analysis in the Traffic Assessment, the following conclusions and suggested mitigation measures are recommended:

- Construct roundabouts at the following locations:
  - Glenmore Road & Road A
  - Okanagan Centre Road W (Road B) & Road A
  - Read Road Extension & Seaton Road
- Provide all-way stop control intersections for:
  - Read Road Extension & Okanagan Centre Road W (Road B) with 15-m eastbound left-turn lane and southbound 15-m channelized right-turn lane.
- Dick Road & Road A with separate northbound left and right turn lanes.
- Reserve sufficient space for roundabouts in the long-term at the following locations:
  - Read Road Extension & Road B.
  - Dick Road & Road A.
- Provide left-turn lanes at:
  - Okanagan Centre Road W & Road C: Westbound approach (30 m storage).
  - Glenmore Road & Access south of Road A: Northbound approach (25 m storage).
- Provide connectivity for Road D and Chase Road W:
  - 200 m south of the Glenmore Road roundabout with the Highway 97 connector and/or
  - To McCoubrey Plateau with a connection to Glenmore Road south of the Lake Country Boundary in Kelowna.

### 7.1.2. Policies:

- a. Where appropriate, Roads Development Cost Charges will be contributed by the developer as outlined in the District of Lake Country Development Cost Charge Bylaw.
- b. Consider and incorporate, where appropriate, the recommendations for traffic management presented in the Business Park Traffic Assessment.
- c. As a way of monitoring transportation impacts, a Transportation Impact Assessment will be undertaken and reviewed on a milestone basis at the discretion of the District Engineer.
- d. Develop and refine Business Park Specific Street Standards to accommodate pedestrian and cycling needs, establish a positive pedestrian realm, and explore alternative lighting and drainage standards, and incorporate the street standards into the District of Lake Country's Subdivision and Development Services Bylaw.
- e. Seek to design neighbourhoods where every home is within a five-minute walk to parks and open space.
- f. Neighbourhoods should be designed so as to make it easy, convenient and comfortable to walk and cycle throughout the community. The road network should be sensitive to topography and have multiple connections with relatively direct routes. With the exception of boulevards, streets should be kept as narrow as possible. Traffic calming should be employed where appropriate and approved by the District of Lake Country.
- g. Accommodate the provision of future transit service through planning for future facilities.
- h. Provide pedestrian connections and emergency connectors (vehicular) for cul-de-sac road lengths greater than 150m in length, where topography allows.
- i. Provide emergency connection between Chase Rd and Road C.
- j. Provide an off-street network to accommodate walking and cycling, including trails network, sidewalks, cycle tracks and multi-use pathways.
- k. Where and when appropriate, incorporate into development permit guidelines end-of-trip facilities for cyclists, including secure bicycle storage and/or bike racks in highly visible locations within the Commercial area.
- l. Create a positive pedestrian realm within LCBP through the provision of pathways, street trees, landscaping, pedestrian scale lighting, street furniture and permeable surface treatment where possible.

- m. Preserve future potential for public pedestrian amenities such as universally accessible pathways, benches, and plantings along new major streets.
- n. Require that sidewalks and parking areas be designed according to barrier free access standards.
- o. The provision of parking will be in accordance with the District of Lake Country Zoning Bylaw requirement, unless supported by a shared-use parking study or other rationale at time of development approval.
- p. The provision of parking for public parks and trail heads shall be in accordance with detailed park design.
- q. Minimize the amount of streetlight to preserve the night-sky views, with due consideration for public safety.
- r. Encourage use of energy efficient streetlights and consider use of adaptive lighting controls during nighttime hours, wherever possible.
- s. Where rear lanes exist, garages should be located in the rear yard and be accessed from the lane.

## **7.2. SERVICING**

### **7.2.1. Description**

The provision of infrastructure at the level of urban servicing is essential to meet the needs of the Business Park. Infrastructure will aim to be cost effective, respect the environment, and conserve water and energy resources.

The Site Servicing Summary is focused on onsite or internal services; there remains significant review of offsite services which are anticipated to be undertaken in subsequent detailed design stages.

Existing infrastructure is available for water supply from the Lake Country water systems, including the Beaver Lake and Okanagan Lake supply. The Beaver Lake water supply is currently understood to be the sole supply source to service the future development - flow rates, storage, and pressure zones will be confirmed at the detailed design stage. The current development will be within the 544m and 600m Pressure Zones. There are multiple connection points to the Lake Country system that will supply water to this development. An ultimate looped water system with connections on Okanagan Centre Road West, Glenmore Road and Seaton Road will serve both the 544m and 600m Pressure Zones with the use of either a Single or Dual Zone Pressure Reducing Valve (PRV). It is anticipated that the existing supply mains and storage facilities have sufficient capacity for Business Park development – confirmation is required at a future detailed design stage.

Sewage collected from the Business Park development will be connected to the District of Lake Country's trunk sewerage system. The proposed development has a potential for approximately 600 residential units and 1.6 million square feet of Industrial and Commercial development. The optimal location of utility tie-ins to the existing system on Glenmore Rd will require review at the time of the detailed design stage to consider site elevations and appropriate phasing.

The stormwater systems will be designed to incorporate flows from the Business Park site as well off-site catchment areas that historically drain into the property, with the understanding that future upstream development will maintain pre-developed flows once developed. The future stormwater collection, pipe design and management criteria must be designed to the District of Lake Country's Engineering Specifications and Best Management Practices.

Other utility service will be provided by BC Hydro (electricity), Telus (communications), Shaw Cable (communications) and Fortis BC (gas). All new utilities will be underground within the development area. Street lighting and pedestrian lighting should be in line with Dark Sky Standards to reduce glare and reflection to the night skies, in consideration of impacts to the surrounding environment.

Onsite infrastructure services that include water distribution, sewage collection and storm water collection and management have not been analyzed in detail or sized for capacity. These will be refined as development plans progress.

Servicing Master Plans for the LCBP Area Structure Plan consist of the following three infrastructure elements:

- Schedule D – Water Conceptual Master Plan;
- Schedule E – Sanitary Conceptual Master Plan; and,
- Schedule F – Stormwater Conceptual Master Plan.

Refer to Appendix K – Site Servicing Summary for a detailed report.

### **7.2.2. Policies:**

- a. Water, Sanitary Sewer and Stormwater Drainage systems shall be designed in accordance with District of Lake County bylaws and regulations, as well as industry Best Management Practices.
- b. Water supply shall be provided in a phased manner in accordance with the District of Lake County bylaws and regulations, as well as industry Best Management Practices.
- c. Encourage residents to employ water conservation measures for indoor and outdoor conservation practices, including use of reduced flow fixtures and appliances.
- d. Encourage the use of best practices in green landscape management including efficient irrigation systems and drought tolerant or native plantings.
- e. Water servicing shall be in general compliance with the Water Conceptual Master Plan on Schedule D.
- f. Sanitary Sewage capacity shall be provisioned and planned for as servicing design progresses.
- g. Sanitary Sewer servicing shall be in general compliance with the Sanitary Conceptual Master Plan as shown on Schedule E.
- h. Prepare a stormwater management plan in general compliance with the Stormwater Conceptual Master Plan as shown on Schedule F.
- i. For each phase a Registered Professional Engineer will be retained to design the stormwater management system.
- j. Ensure stormwater management systems are designed using Best Management Practices as suitable for the development site.
- k. Water quality treatment will be provided through the use of bio-swales (where practical), mechanical oil/grit separators, tanks and sediment ponds.
- l. Employ localized flow attenuation to reduce erosion and limit infiltration to incidental infiltration from bioswales, waterways and green spaces.

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# 8 Implementation

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## **8. IMPLEMENTATION**

### **8.1. IMPLEMENTATION**

#### **8.1.1. Description**

As the blueprint for development of the Business Park, implementation of the ASP requires further steps and development approvals prior to construction, including adoption of Rezoning and Subdivision approval. Background reports contained within Appendix A – Geotechnical Review, Appendix B – Archaeological Overview Assessment, Appendix C – Environmental Assessment, Appendix D – Environmental Sensitivity Analysis, Appendix E – Wildfire Risk Assessment, Appendix F – Visual Assessment, Appendix G – Industrial Market Study, Appendix H – GHG Memo, Appendix I – Community Facilities Inventory, Appendix J– Traffic Assessment, Appendix K - Site Servicing Summary, and Appendix L – Financial Analysis guide neighbourhood design and future approvals.

A key consideration in the implementation of the Business Park is the future site earthworks required to remove the existing Okanagan Centre Rd W rampart. A realigned Okanagan Centre Rd W allows for the removal of the rampart, the conversion of that land to a linear park Greenway, and permits the construction of key north-south collector roads to link parcels in the north and south of the Business Park. Once the removal is complete, the majority of the Business Park will include gentle lands ranging from 470m-490m in elevation and gentle slopes suited for industrial uses. Refer to Figure 18 – Landform Analysis – Post Development, and Figure 19 – Slope Analysis – Post Development

The Conceptual Development Phasing Plan (see Figure 20) indicates the anticipated sequencing of development for the land within the Business Park. As an estimate only, the phasing plan illustrates potential sequencing of parcels, noting they will greatly depend on market conditions. The conceptual phasing has considered the realignment of Okanagan Centre Rd W and subsequent removal of the rampart. Servicing phasing is not detailed on the Conceptual Development Phasing Plan as it requires future analysis and is subject to detailed design.

### 8.1.2. Policies:

- a. Consider implementing a Comprehensive Development Zone to facilitate the development of the Business Park.
- b. Development may occur as generally shown on Figure 20 - Conceptual Development Phasing Plan.
- c. Initiate Detailed Servicing Design and Infrastructure Cost Estimates to ensure an efficient phased development process.
- d. Encourage implementation of Figure 21: Business Park Specific Street Cross-sections.
- e. Applicable Development Permits must be obtained for all Business Park Development in accordance with the District of Lake Country Development Permit Areas and Guidelines.
- f. A Preliminary Field Reconnaissance (PFR) is recommended to ground-truth the results of the Archaeological Overview Assessment report at the time of subdivision or development permit.
- g. A Construction Environmental Management Plan (CEMP), including detailed restoration plans and associated bonding cost estimate, will be required prior to application for DPs and prior to implementation of proposed works. These reports will need to consider and incorporate key findings from the initial Environmental Assessment at a finer scale to better implement Best Management Practices and incorporate DLC's Terms of Reference requirements).
- h. Allow for a phased development approach to provide a gradual, proactive supply of industrial formats to meet emerging regional demand.
- i. Provide regional performance monitoring to identify market trends and gaps and absorption rates across the various built forms.
- j. Provide a range of industrial formats to accommodate diverse users and promote employment density.
- k. Promote economic partnerships between the District and Central Okanagan Economic Department with regards to the development of strategies and policies, prioritizing dense employment uses.
- l. Provide site marketing to communicate the opportunity that exists and identify potential large employers that would complement the goals of the Business Park.

## **8.2. FINANCIAL ANALYSIS**

*Financial Analysis*

*Mulholland Parker Land Economists*

*February 2025*

Land Economists, Mullholland Parker, completed a Financial Analysis to determine the likely impact of the ASP on Lake Country's overall expense burden, tax base, and therefore tax burden. The analysis indicated that with tax fluctuations averaged over time, the Business Park will tend to decrease the District's residential property tax burden over the full build-out of the project.

The District of Lake Country will use the Development Metrics and Infrastructure Cost Estimates to inform appropriate rates for any future changes to municipal Development Cost Charges, ensuring that development can support the costs of the required servicing infrastructure and development and minimize the burden to existing District taxpayers. Right sizing the Ring Rd: Financial Impacts

Preliminary masterplans for the Business Park were developed on the basis of DLC's Ring Road Concept, which had been in design for a number of years prior to the ASP process. While the Ring Road Concept provided an effective mobility solution it also required high upfront costs due to the earthworks associated with constructing Chase Rd. As part of the ASP process, a subsequent Modified Ring Road Concept was envisioned to lower anticipated overall road costs, and reduce Phase 1 costs.

### **Ring Road Comparison**

- Ring Road:
  - The previous road plan was estimated to cost \$57.983 million and DCC revenues were anticipated to amount to \$52.405 million leaving \$5.577 million in costs for the District would need to cover, 9.6% of the total costs.
  - Phase 1 estimated road costs: \$16.22 million
  - Phase 1 estimated DCCs: \$12 million
- Modified Ring Road:
  - The cost for development of the roads is estimated at \$52.153 million. This indicates that the District would need to cover off approximately \$1.412 million of the costs for road development if DCCs were unchanged. This represents a Municipal assist factor of 2.71% of the total costs.
  - Phase 1 estimated road costs: \$8.65 million
  - Phase 1 estimated DCCs: \$13.1 million

The changes to the road plan have resulted in a more balanced phasing plan that should insulate the District from having to invest heavily up front and wait before recouping costs from development through DCCs.

Ultimately MPLE believes that the cash flow indicates that there is strong potential for the development of the ASP to pay for itself and generate significant ongoing tax revenue and employment for the District of Lake Country

Refer to Appendix K – Financial Analysis



# 9

## Development Permit Areas

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## **9. DEVELOPMENT PERMIT AREAS AND GUIDELINES**

In accordance with the OCP, the ASP includes recommendations for where the existing DLC Development Permit Areas (DPA) should be applied. Development within DPAs will require submission of a Development Permit Application to the District of Lake Country with application requirements specific to each DPA. As not all applications warrant the same level of detail, a Pre-Application Meeting with the District will be required to determine the application requirements.

The Development Permit Guidelines for the ASP are consistent with those outlined in the OCP.

Refer to Schedule G: Development Permit Areas.

### **9.1. MULTIPLE-UNIT RESIDENTIAL**

The Multiple-Unit Residential DPA is applicable to all properties in the Business Park ASP that may be developed to multiple-unit residential densities. This DPA is designated to establish guidelines for the form and character of multiple-unit residential development to achieve a higher standard of building design, housing alternatives, site compatibility and site aesthetics that are consistent with a vibrant residential neighbourhood.

Development Permit Area Guidelines for the Multiple-Unit Residential DPA are described in the OCP.

### **9.2. COMMERCIAL**

The Commercial DPA is applicable to all properties in the ASP that may be developed for commercial use. This DPA is designated to establish guidelines for the form and character of developments that include commercial uses to achieve a higher standard of building design, site compatibility and site aesthetics that are consistent with vibrant community nodes and commercial areas.

Development Permit Guidelines for the Commercial DPA are described in the OCP.

### **9.3. INDUSTRIAL**

The Industrial DPA is applicable to all properties in the ASP that may be developed for industrial uses. This DPA is designated to establish guidelines for the form and character of developments that include industrial uses to achieve a higher standard of building design, site compatibility and site aesthetics that are consistent with a comprehensively planned Industrial Business Park.

Development Permit Guidelines for the Commercial DPA are described in the OCP.

### **9.4. NATURAL ENVIRONMENT**

The Natural Environment DPA is applicable to all areas in the Business Park designated as Natural Park and Open Space. This DPA is designed to establish guidelines for the protection of the natural environment, its ecosystems and biodiversity, and to promote practices that will limit negative impacts on these areas.

The intent of this DPA is to guide development to avoid negative effects on environmentally sensitive and significant areas, habitat, water quality, biodiversity, air quality, greenhouse gas emissions, watercourse maintenance and dredging costs, outdoor recreation opportunities, food production, and many other tangible and intangible benefits of natural areas.

Development Permit Guidelines for Natural Environment DPA are described in the OCP.



# 10 Figures

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**Figure 1**  
**BUSINESS PARK**  
**CONTEXT PLAN**

LEGEND MARCH 2026

-  Study Area
-  Municipal Boundary
-  Major Economic + Employment Lands
-  Regional + City Parks
-  Major Road Network
-  Future Commonwealth Connection
-  Town Centre

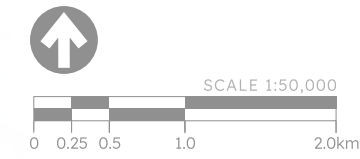
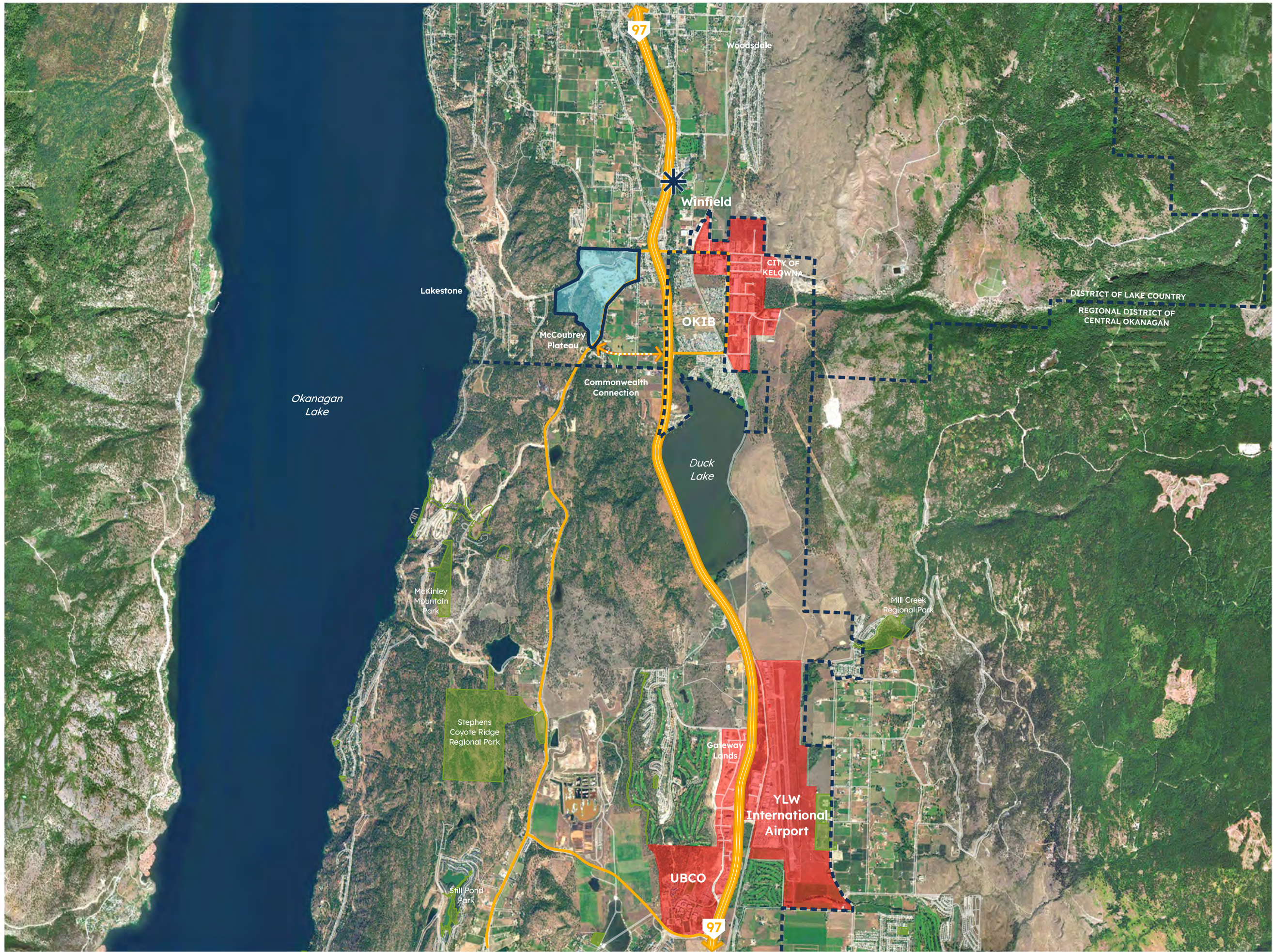
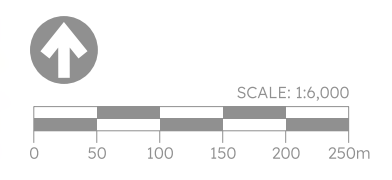
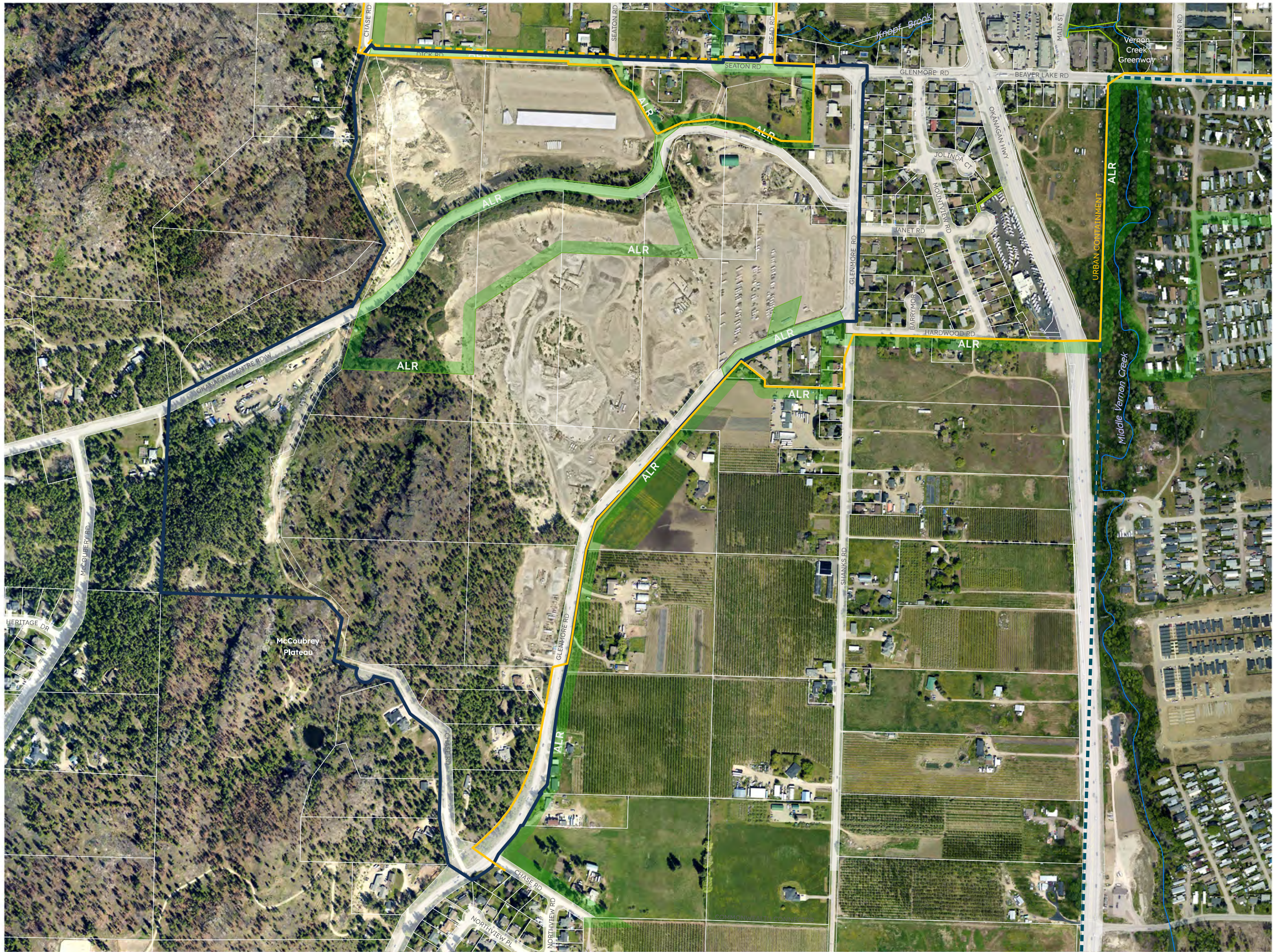


Figure 2  
AERIAL ANALYSIS





LEGEND MARCH 2026

- Study Area
- Municipal Boundary
- Property Line
- ALR
- Existing Urban Containment Boundary
- Proposed Urban Containment Boundary






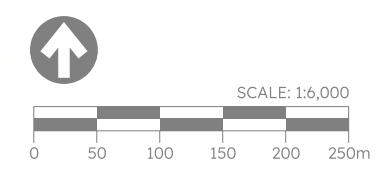
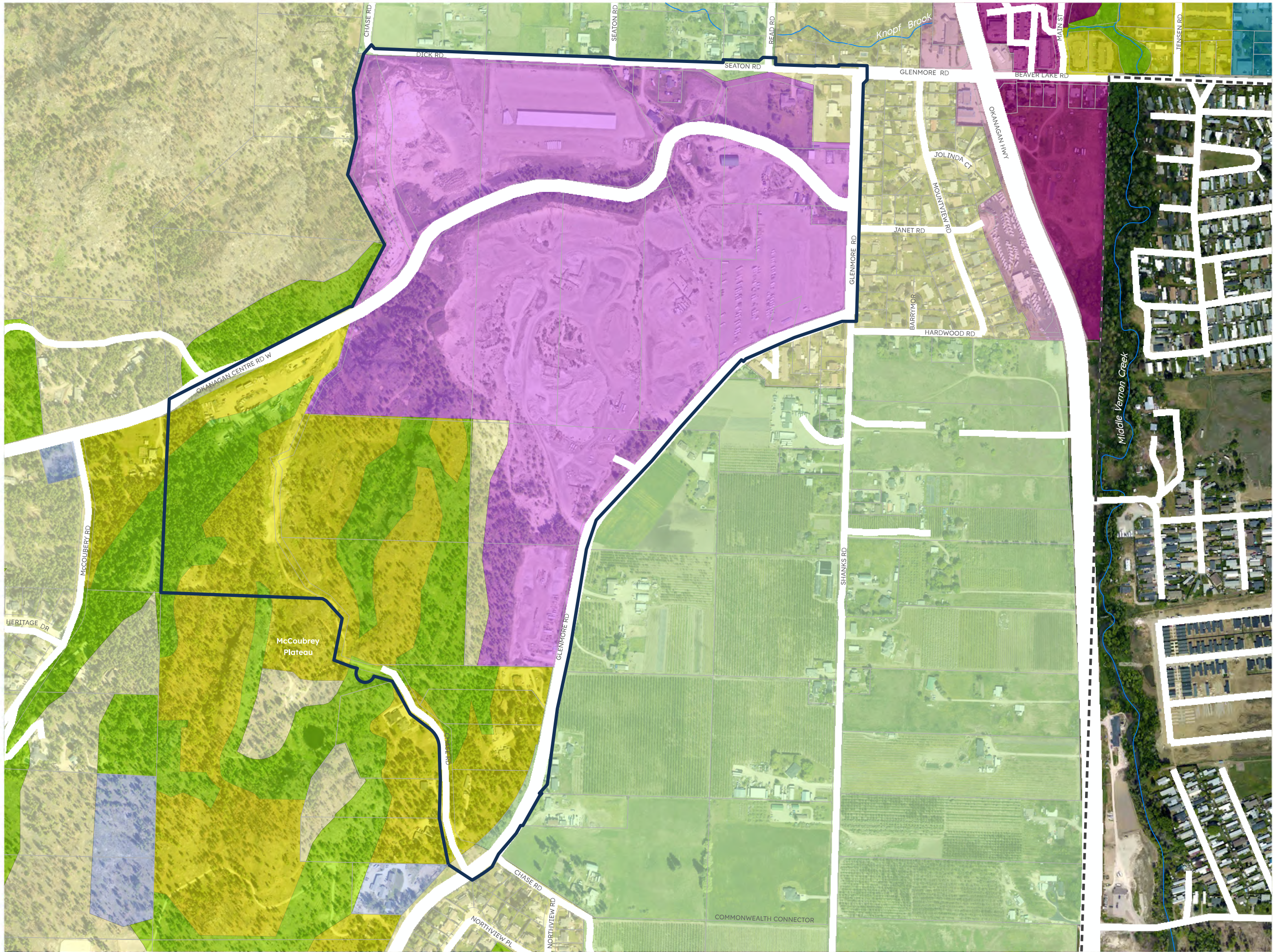
**Figure 3**  
**OCP FUTURE LAND USE DESIGNATIONS**

LEGEND MARCH 2026

-  Study Area
-  Municipal Boundary
-  Property Line
-  Watercourse






**OCP FUTURE LAND USE DESIGNATION**

-  Agricultural
-  High Density Residential
-  Highway Commercial
-  Industrial
-  Institutional
-  Mixed Use Commercial
-  Parkland and Conservation
-  Rural
-  Rural Residential
-  Service Commercial
-  Tourist Commercial
-  Urban Residential



**Figure 4**  
**DEVELOPMENT**  
**STRUCTURE PLAN**

LEGEND MARCH 2026

-  Study Area
-  Municipal Boundary
-  Property Line
-  Watercourse
-  Existing Building

- SITE STRUCTURE**
-  Arterial
  -  Major Collector
  -  Internal Collector
  -  Local
  -  Residential Neighbourhood
  -  Industry + Employment
  -  Multi-Use Trail Connection
  -  Neighbourhood Parks
  -  Community Park
  -  Light Industrial
  -  Medium Format Industrial
  -  Employment Dense  
Large Format Industrial
  -  Commercial Retail
  -  Institutional Healthcare

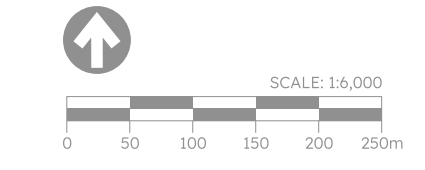


Figure 5  
ILLUSTRATIVE  
CONCEPT PLAN

LEGEND MARCH 2026  
Study Area

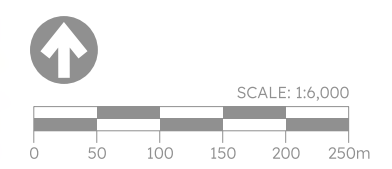


Figure 6  
LANDFORM ANALYSIS

MARCH 2026

LEGEND

- Study Area
- Municipal Boundary
- Property Line
- 5m Contour
- Watercourse
- Existing Building

LANDFORM ANALYSIS

- 620m - 630m
- 610m - 620m
- 600m - 610m
- 590m - 600m
- 580m - 590m
- 570m - 580m
- 560m - 570m
- 550m - 560m
- 540m - 550m
- 530m - 540m
- 520m - 530m
- 510m - 520m
- 500m - 510m
- 490m - 500m
- 480m - 490m
- 470m - 480m
- 460m - 470m
- 450m - 460m
- 440m - 450m
- 430m - 440m
- 420m - 430m
- 410m - 420m

Study Area



SCALE: 1:6,000

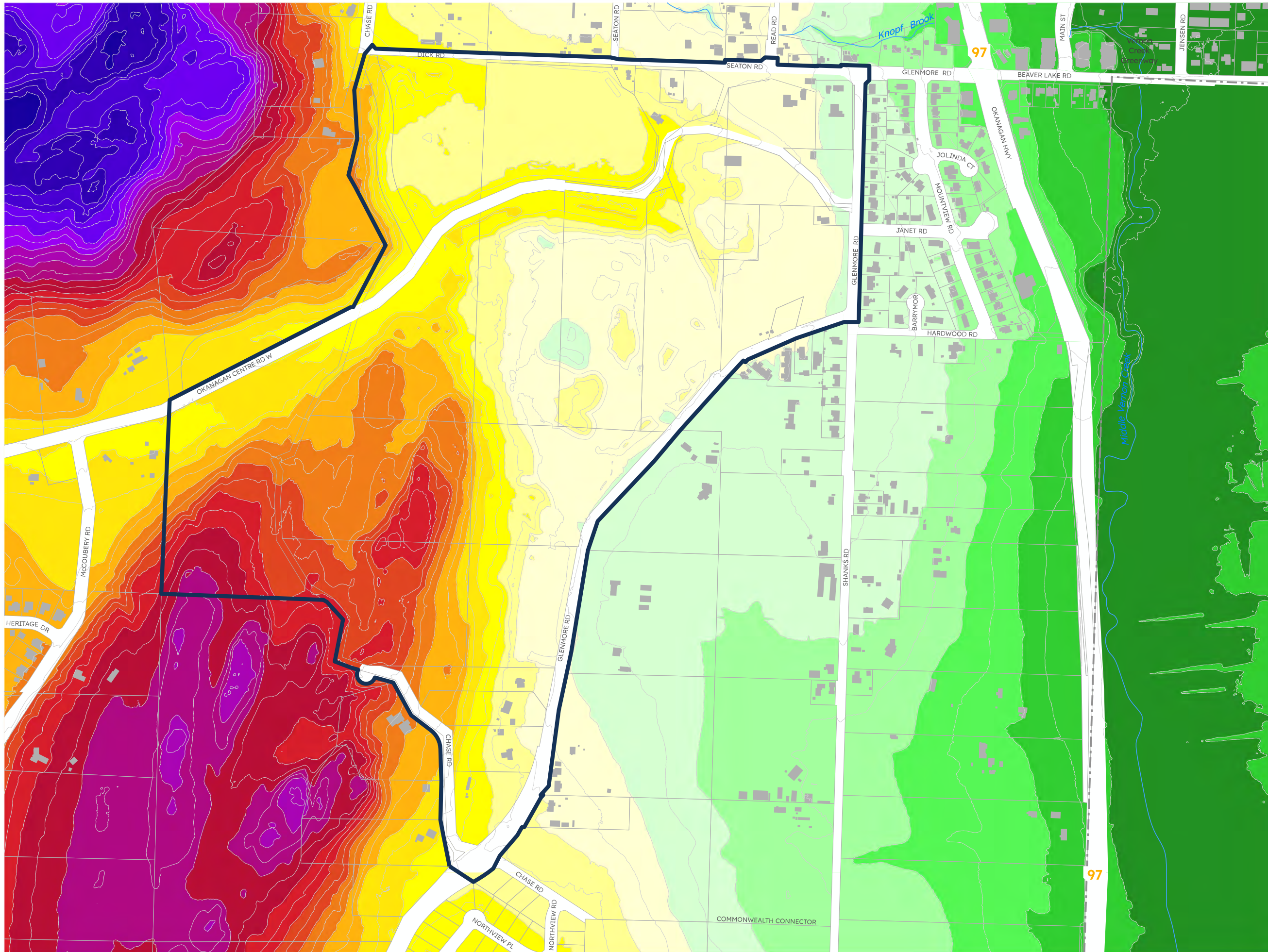


Figure 7  
SLOPE ANALYSIS

MARCH 2026



- LEGEND**
- Study Area
  - Municipal Boundary
  - Property Line
  - 5m Contour
  - Watercourse
  - Existing Building

- SLOPE ANALYSIS**
- 0-10% Slope — Gentle
  - 10-20% Slope — Moderate
  - 20-30% Slope — Hillside
  - 30-40% Slope — Steep
  - +40% Slope — Extreme

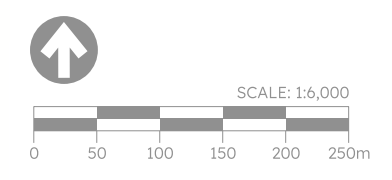


Figure 8  
ASPECT ANALYSIS

MARCH 2026

- LEGEND**
- Study Area
  - Municipal Boundary
  - Property Line
  - 5m Contour
  - Watercourse
  - Existing Building

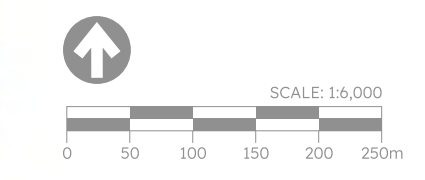
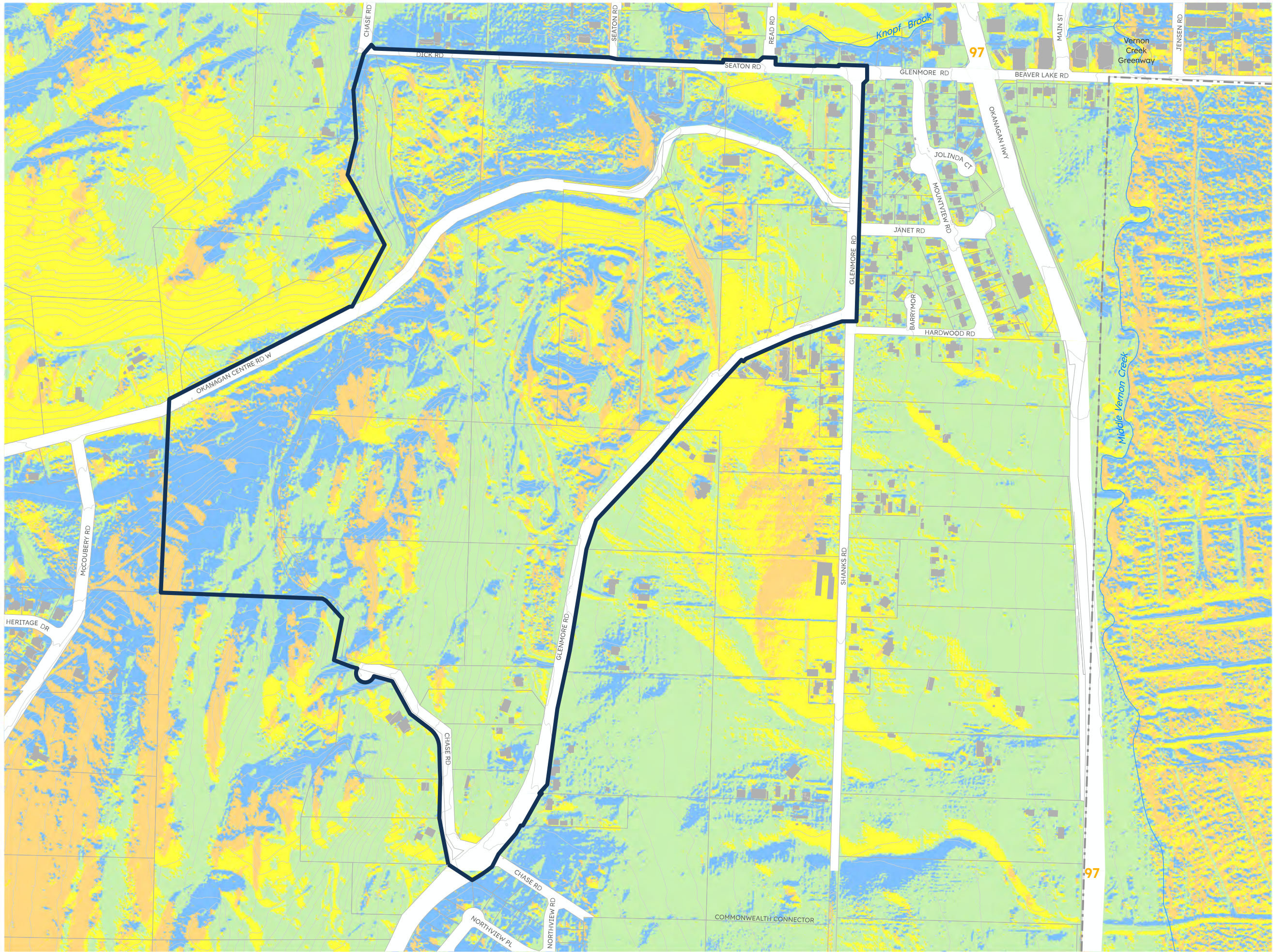
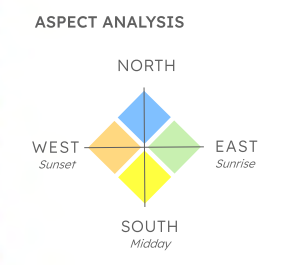
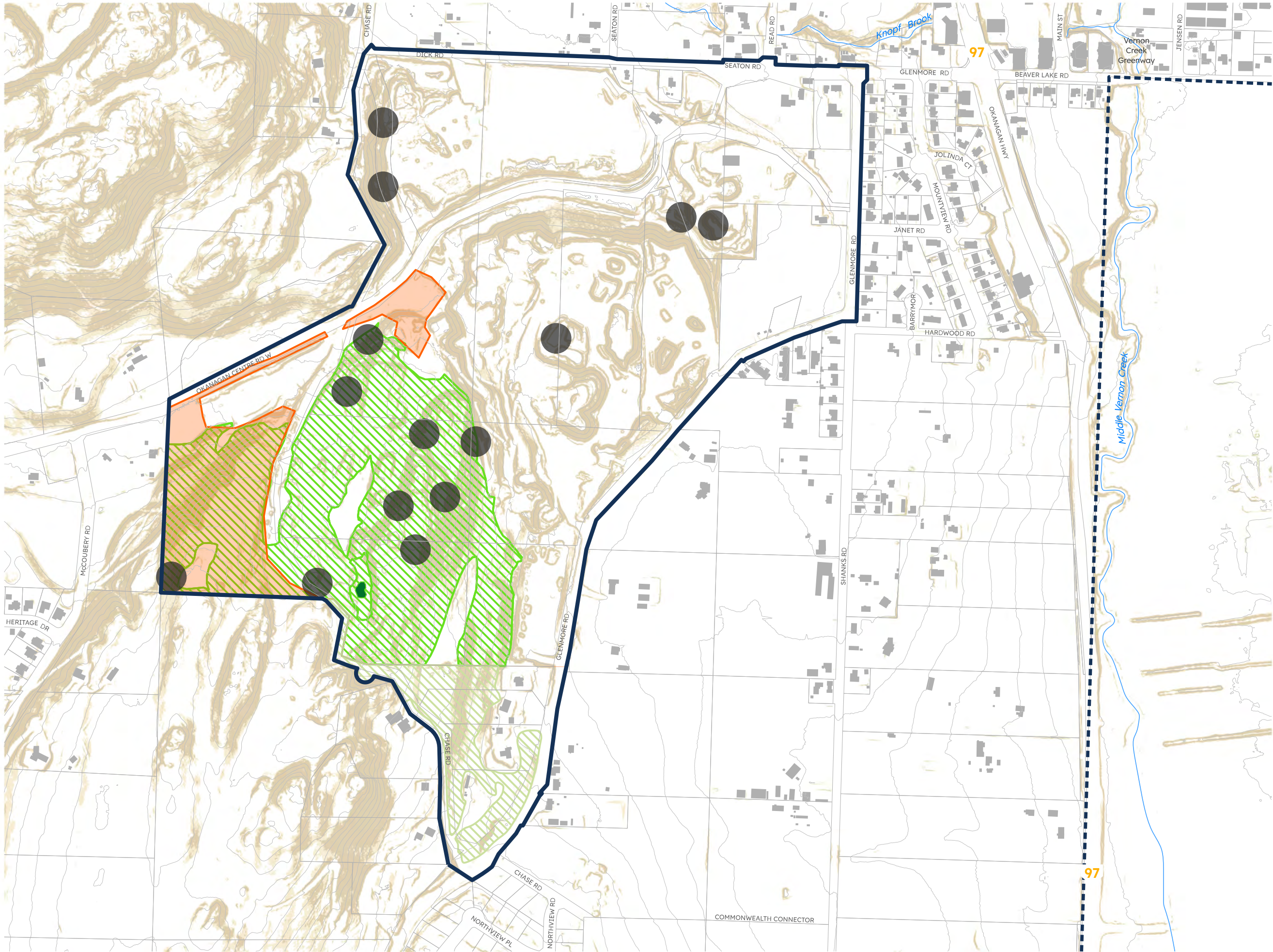


Figure 9  
SITE CONSTRAINTS

MARCH 2026



**LEGEND**

- Study Area
- Municipal Boundary
- 5m Contour
- Watercourse
- Existing Building

**SLOPE ANALYSIS**

- 30-40% Slope | Steep
- +40% Slope | Extreme

**GEOTECHNICAL ANALYSIS**

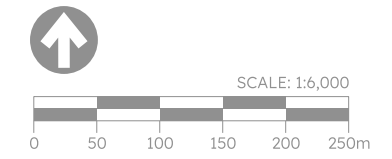
- Geotechnical Area of Interest

**ENVIRONMENTAL ANALYSIS**

- ESA 1 | High
- ESA 2 | Moderate
- ESA 2/3 | High/Moderate  
*Desktop Review that will need confirmation with Field Studies*






**WILDFIRE RISK ASSESSMENT**

- Moderate Fuel Hazard



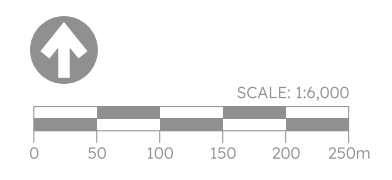
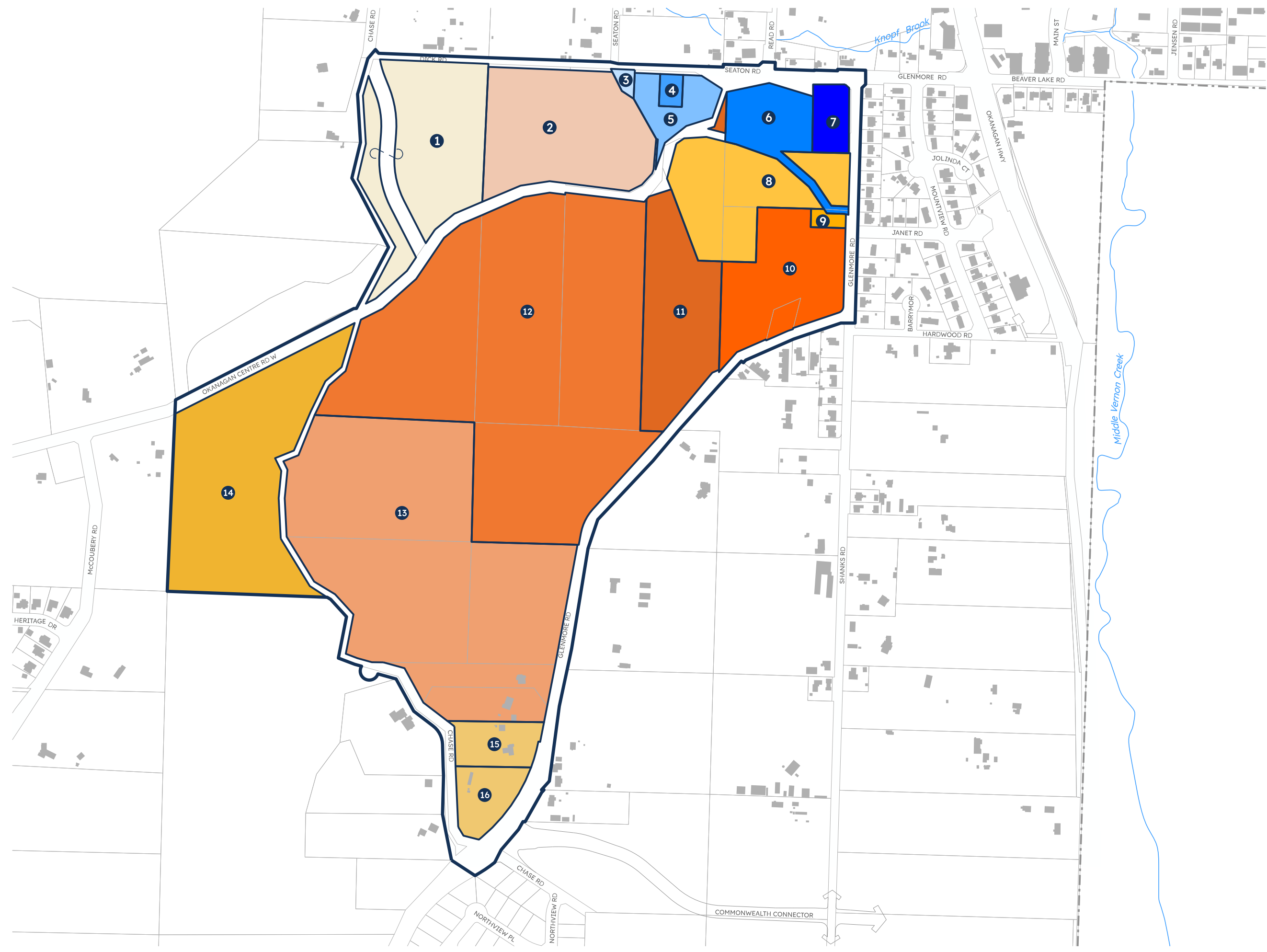
**Figure 10**  
**OWNERSHIP PLAN**

LEGEND MARCH 2026

-  Study Area
-  Municipal Boundary
-  Property Line
-  Watercourse
-  Existing Building

**OWNERSHIP**

1	Private Ownership 4.92 ha   12.16 ac
2	Private Ownership 5.06 ha   12.50 ac
3	Private Ownership 0.12 ha   0.30 ac
4	Private Ownership 0.20 ha   0.49 ac
5	Private Ownership 0.99 ha   2.45 ac
6	Private Ownership 1.67 ha   4.13 ac
7	Private Ownership 0.68 ha   1.68 ac
8	MOTT 3.77 ha   9.32 ac
9	Private Ownership 0.15 ha   0.37 ac
10	Private Ownership 3.59 ha   8.87 ac
11	Private Ownership 3.93 ha   9.71 ac
12	Private Ownership 20.29 ha   50.14 ac
13	Private Ownership 16.02 ha   39.59 ac
14	Private Ownership 7.65 ha   18.90 ac
15	Private Ownership 1.04 ha   2.57 ac
16	Private Ownership 1.04 ha   2.57 ac
17	District of Lake Country (Road ROW) 10.11 ha   24.98 ac
<b>81.23 ha   200.72 ac</b>	



**Figure 11: Character – Commercial**



Figure 12: Character – Institutional | Healthcare



**Figure 13: Character – Light Industrial**



Figure 14: Character – Medium Format Industrial



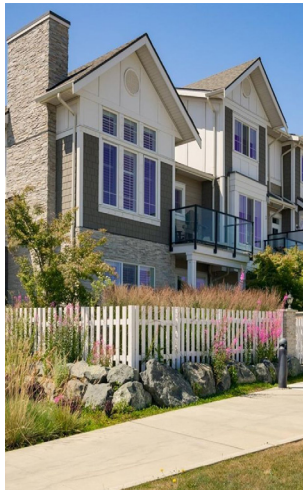
**Figure 15: Character – Employment-Dense Large Format Industrial**



**Figure 16: Neighbourhood Character | Residential – Apartments**



**Figure 17: Neighbourhood Character | Residential – Ground Oriented**



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**Figure 18**  
**LANDFORM ANALYSIS**  
**POST DEVELOPMENT**

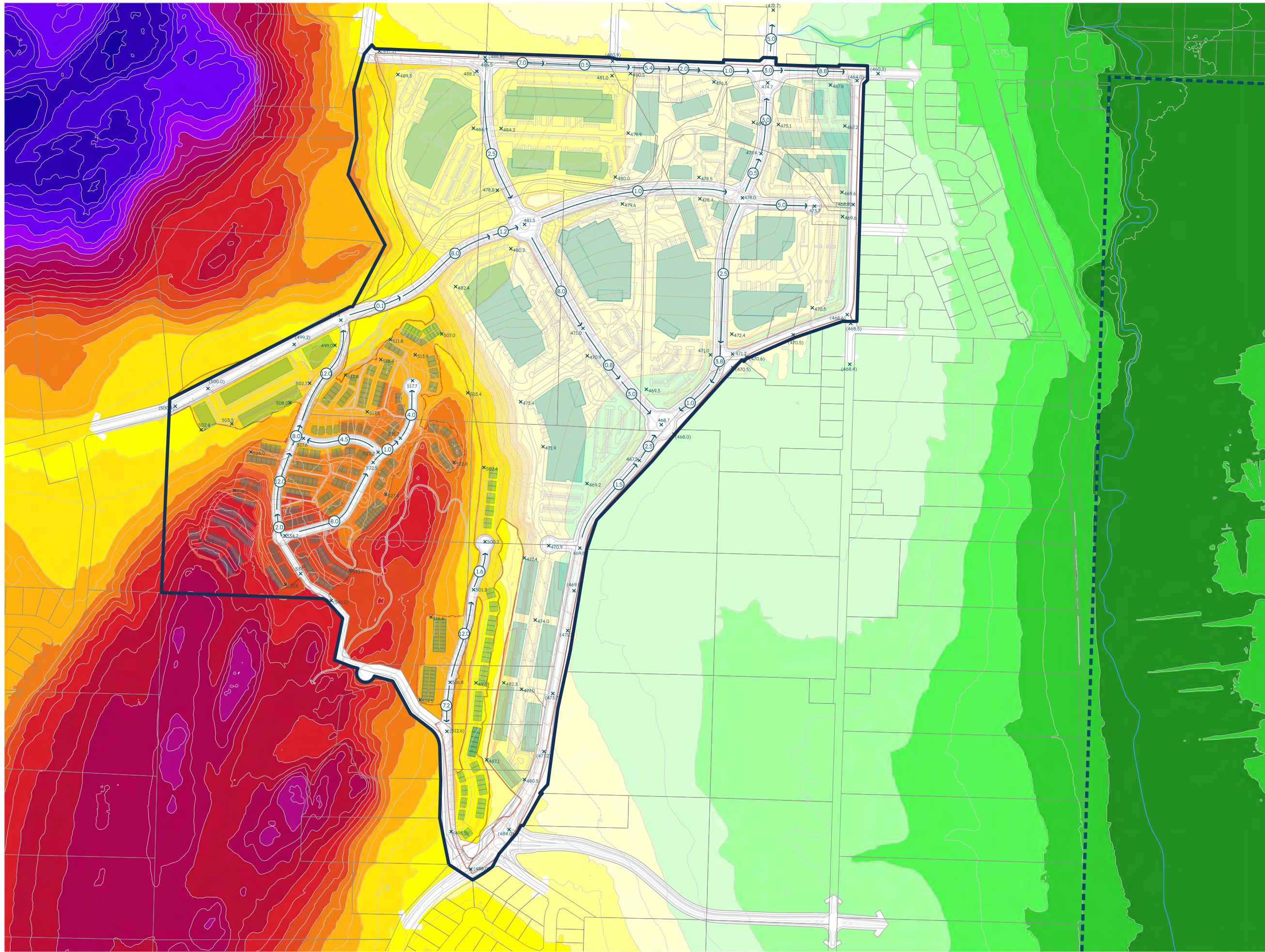
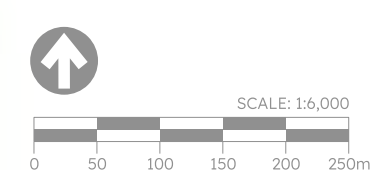
LEGEND MARCH 2026

- Study Area
- Municipal Boundary
- Property Line
- 5m Contour | Existing
- Watercourse
- Edge of Road Pavement | Existing
- Spot Elevation | Existing

- CONCEPTUAL GRADING**
- Grading Extent
  - 5m Contour | Proposed
  - 1m Contour | Proposed
  - Proposed Road Grade
  - Proposed Spot Elevation

- LANDFORM ANALYSIS**
- 620m - 630m
  - 610m - 620m
  - 600m - 610m
  - 590m - 600m
  - 580m - 590m
  - 570m - 580m
  - 560m - 570m
  - 550m - 560m
  - 540m - 550m
  - 530m - 540m
  - 520m - 530m
  - 510m - 520m
  - 500m - 510m
  - 490m - 500m
  - 480m - 490m
  - 470m - 480m
  - 460m - 470m
  - 450m - 460m
  - 440m - 450m
  - 430m - 440m
  - 420m - 430m
  - 410m - 420m

Study Area



**Figure 19**  
**SLOPE ANALYSIS**  
**POST DEVELOPMENT**

LEGEND MARCH 2026

- Study Area
- Municipal Boundary
- Property Line
- 5m Contour | Existing
- Watercourse
- Edge of Road Pavement | Existing
- Spot Elevation | Existing

- CONCEPTUAL GRADING**
- Grading Extent
  - 5m Contour | Proposed
  - 1m Contour | Proposed
  - Proposed Road Grade
  - Proposed Spot Elevation

- SLOPE ANALYSIS**
- |  |              |  |          |
|--|--------------|--|----------|
|  | 0-10% Slope  |  | Gentle   |
|  | 10-20% Slope |  | Moderate |
|  | 20-30% Slope |  | Hillside |
|  | 30-40% Slope |  | Steep    |
|  | +40% Slope   |  | Extreme  |

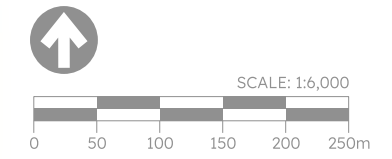
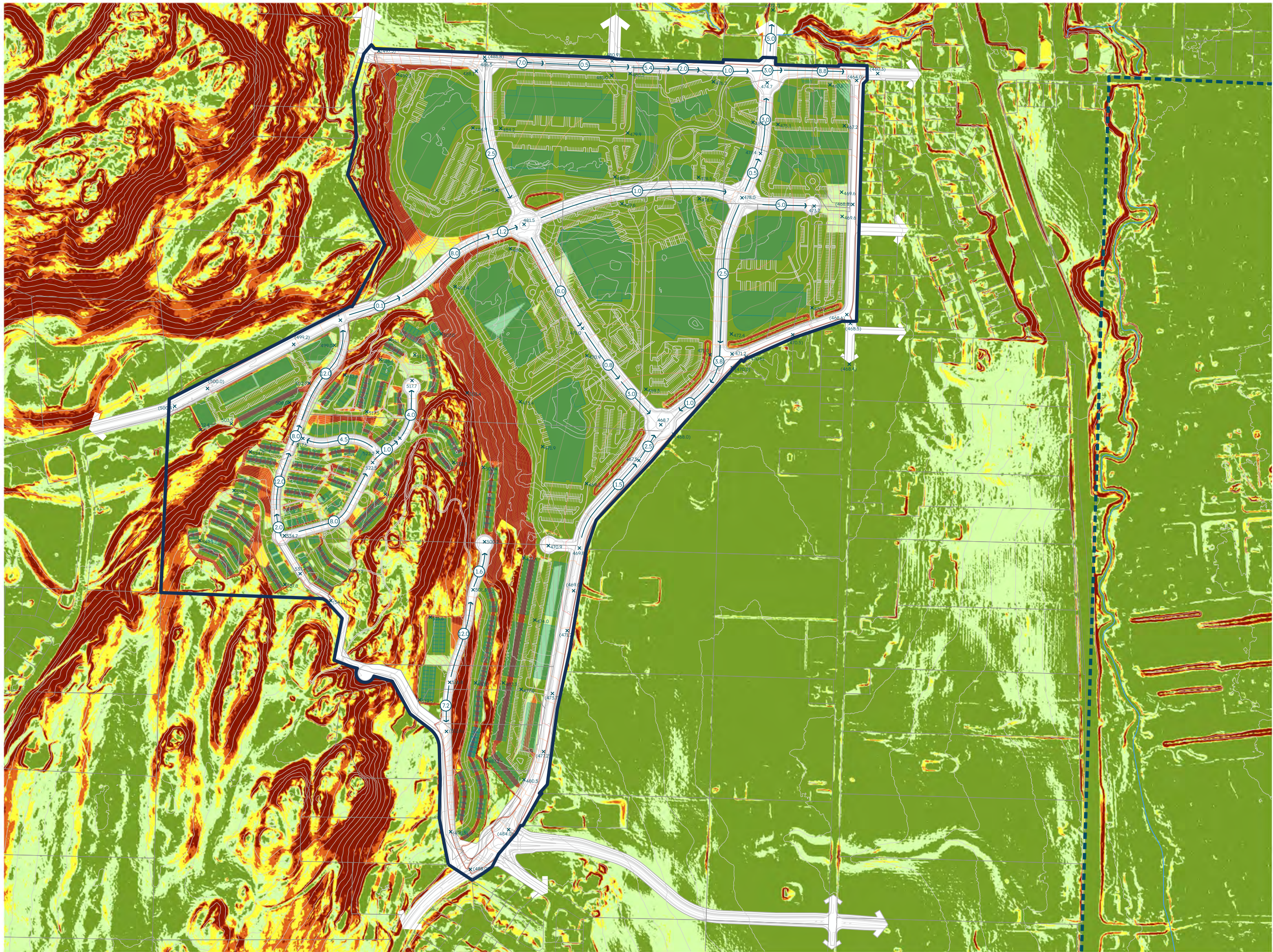
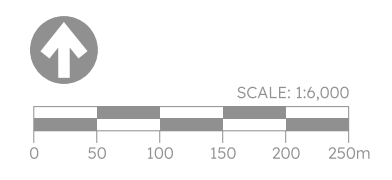
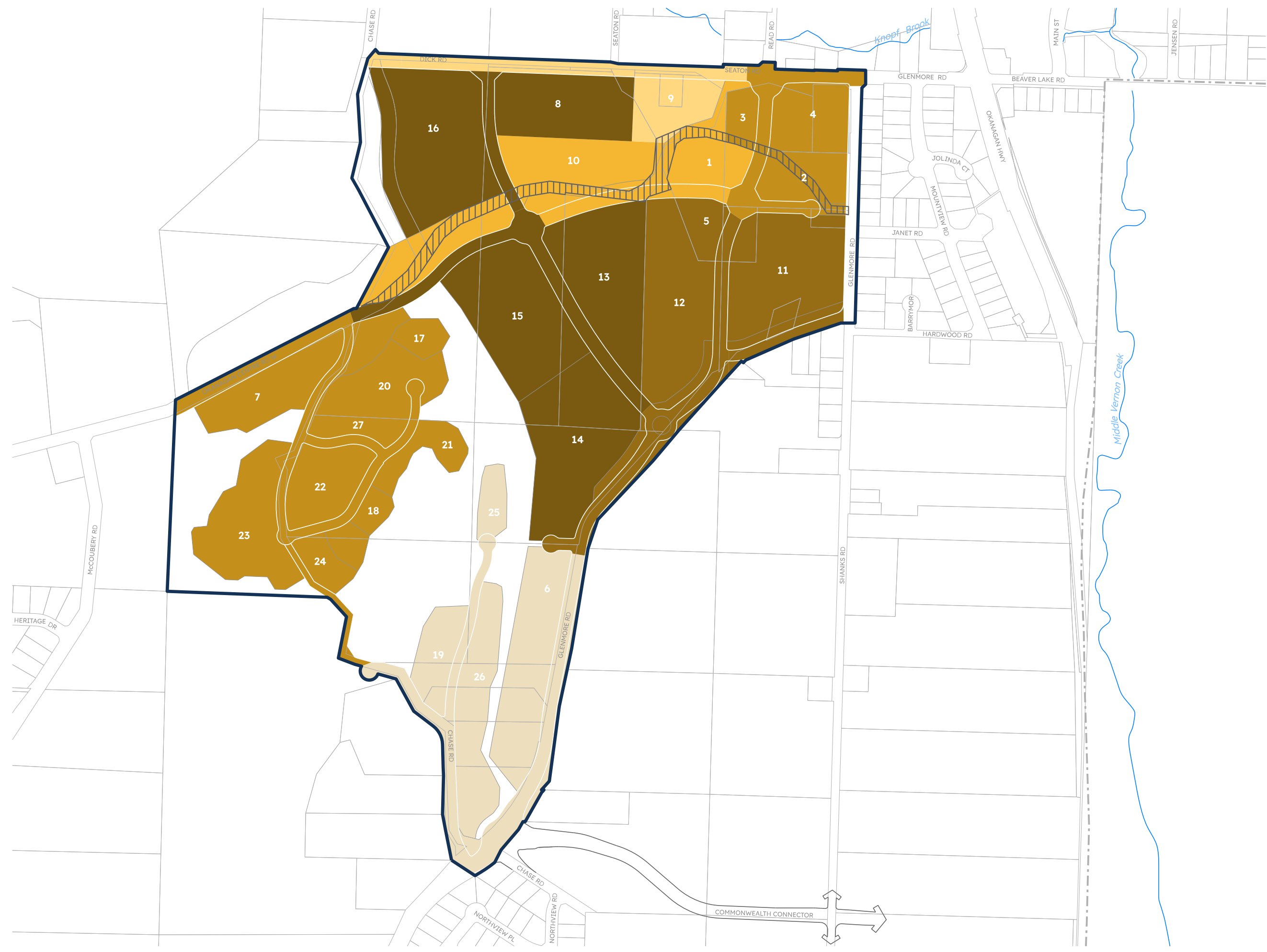


Figure 20  
CONCEPTUAL  
DEVELOPMENT  
PHASING PLAN

MARCH 2026

- LEGEND**
- Study Area
  - Municipal Boundary
  - Property Line
  - Watercourse

- DEVELOPMENT PHASING**
- Phase 1
  - Phase 2A
  - Phase 2B
  - Phase 3
  - Phase 4
  - Phase 5
  - Phase 6



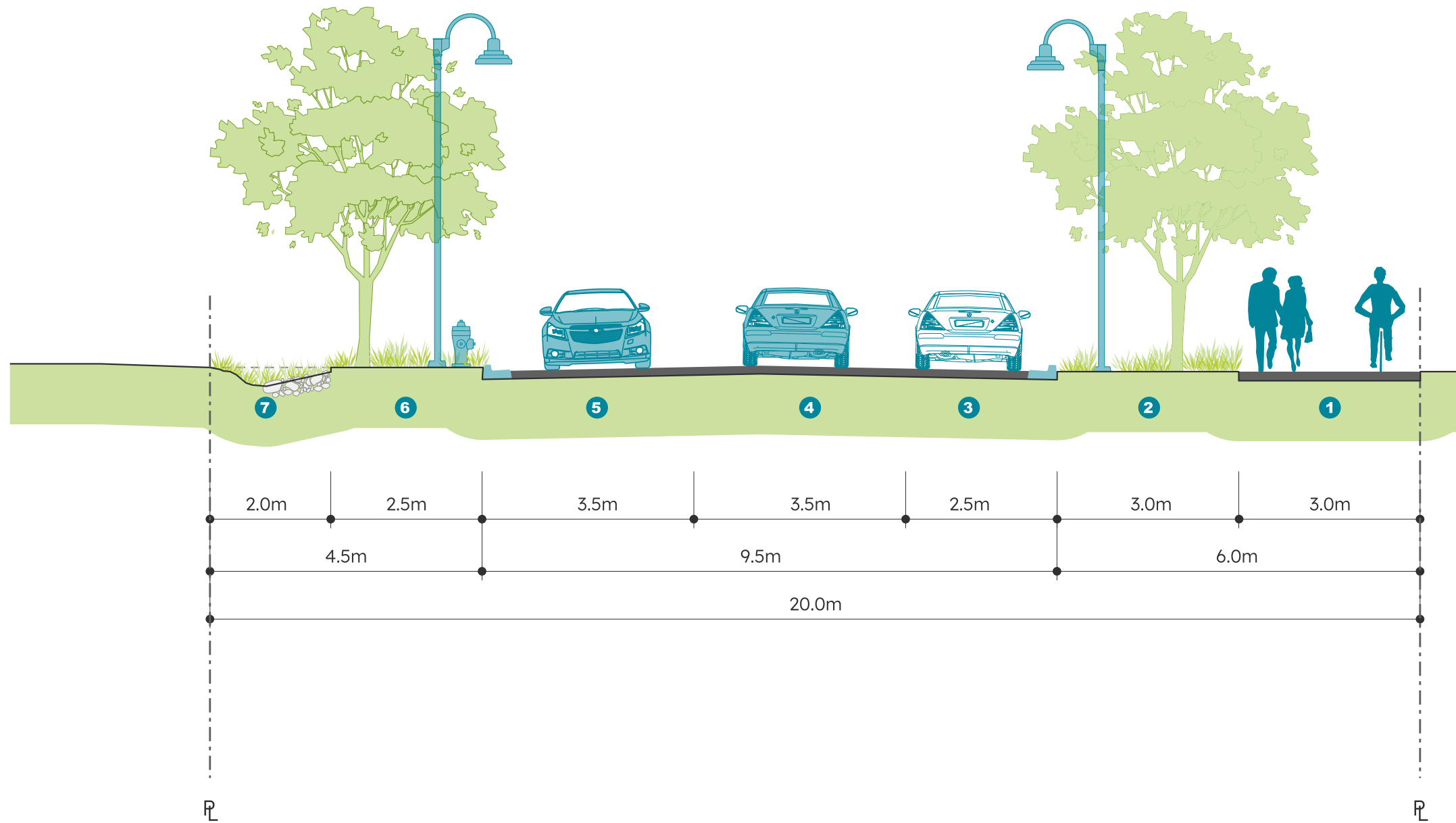
# Figure 21: Business Park-Specific Street Cross-Sections

### 20M DICK | SEATON RD CROSS SECTION A

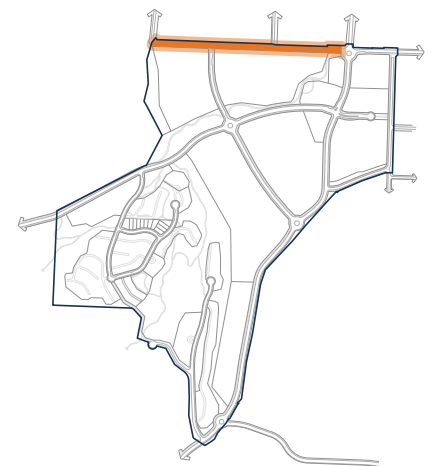
LEGEND JANUARY 2026

#### RING ROAD FEATURES

- 1 3.0m Multi-Use Path
- 2 3.0m Planted Boulevard
- 3 3.0m Parking Lane
- 4 3.5m Drive Lane
- 5 3.5m Drive Lane
- 6 2.5m Planted Boulevard
- 7 2.0m Ditch



#### KEY PLAN

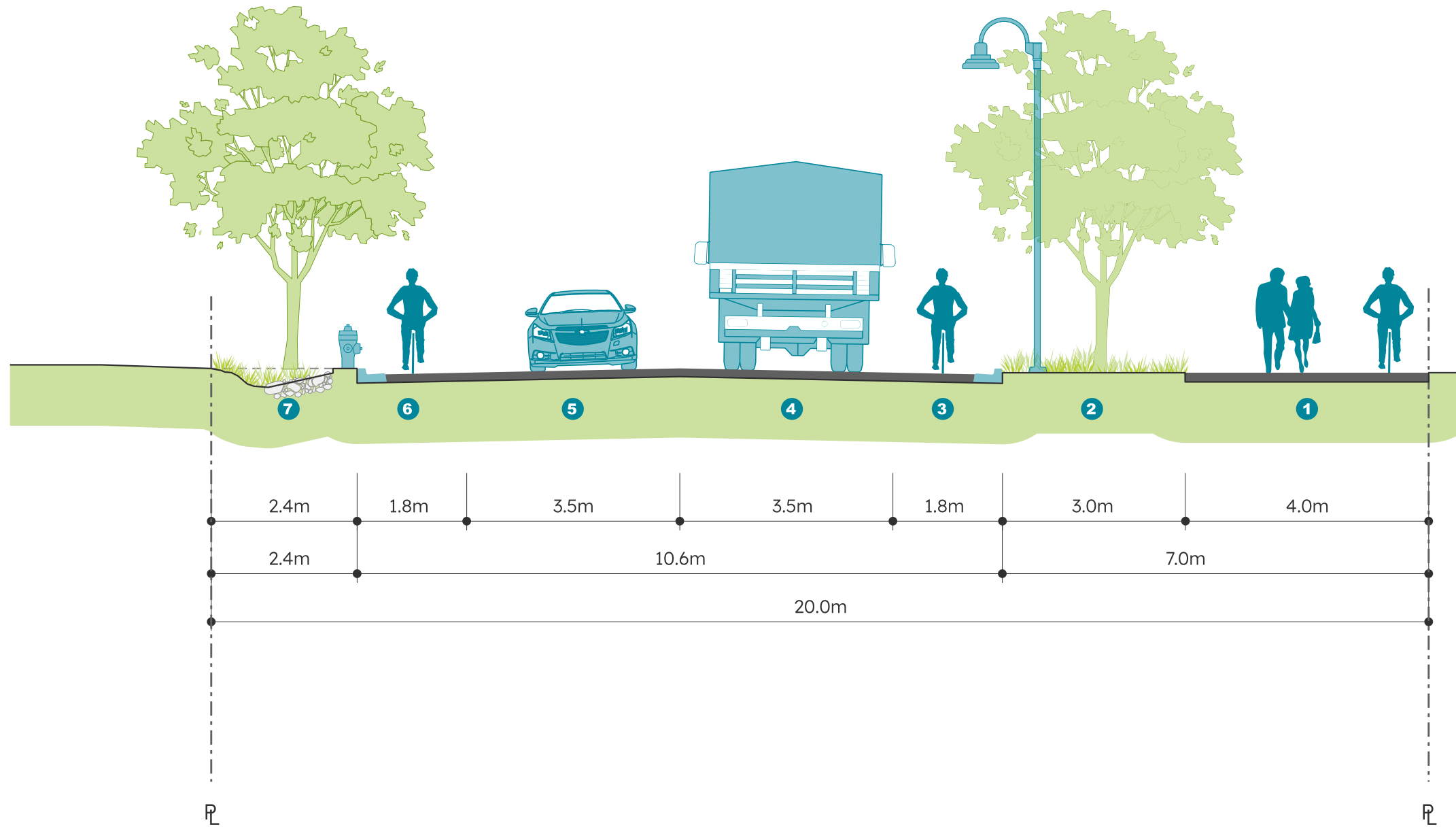


### 20M DICK | SEATON RD CROSS SECTION B

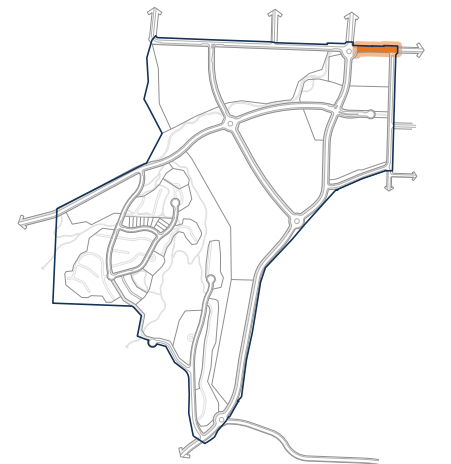
LEGEND JANUARY 2026

#### RING ROAD FEATURES

- 1 4.0m Multi-Use Path
- 2 3.0m Planted Boulevard
- 3 1.8m Bike Permitted Shoulder
- 4 3.5m Drive Lane
- 5 3.5m Drive Lane
- 6 1.8m Bike Permitted Shoulder
- 7 2.4m Planted Boulevard | Ditch



#### KEY PLAN

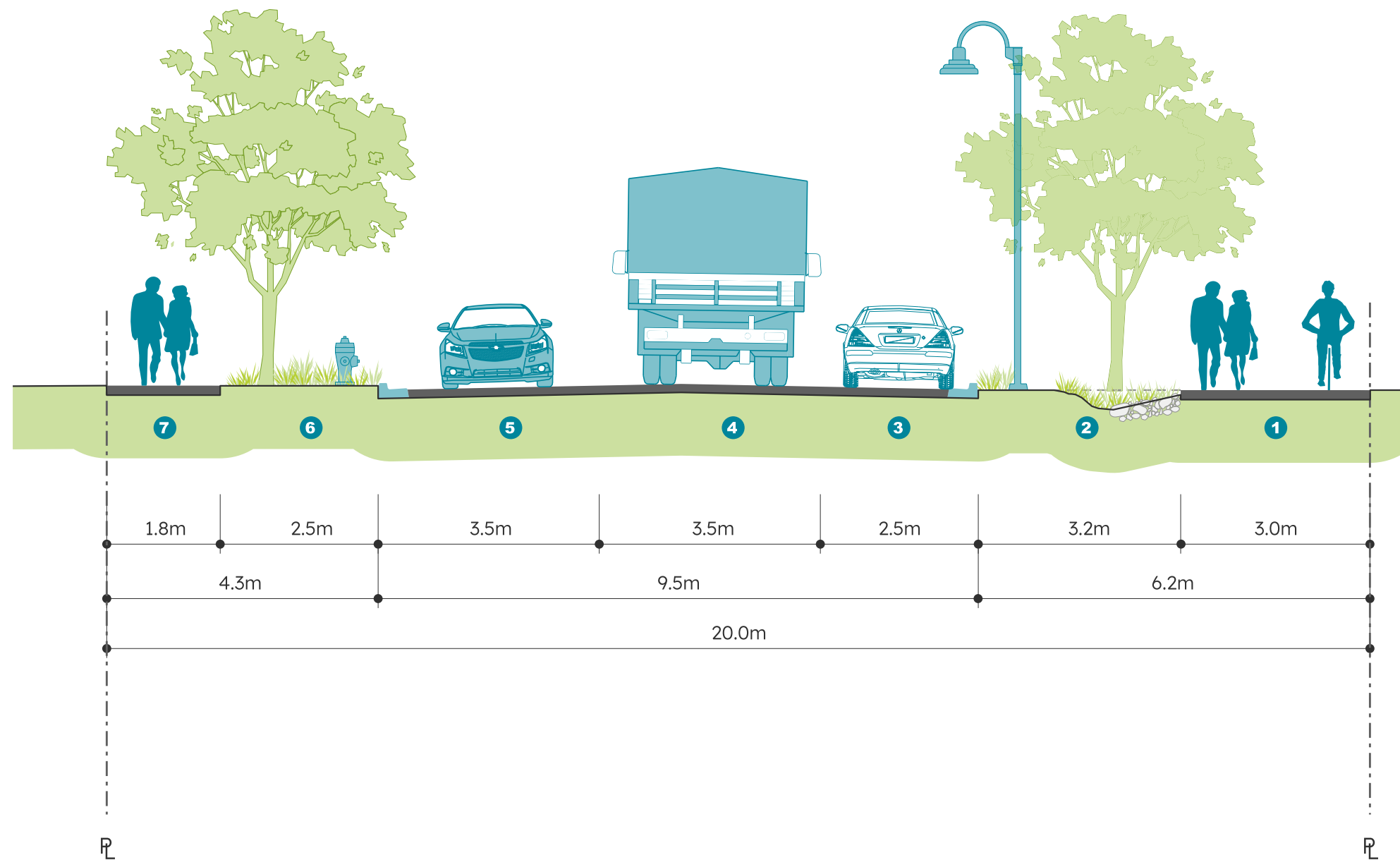


## 20M ROAD A - NORTH CROSS SECTION

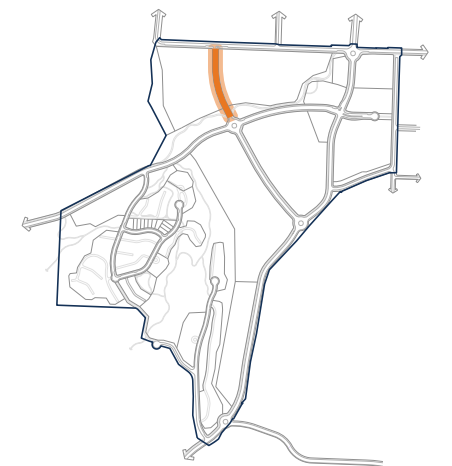
LEGEND JANUARY 2026

### ROAD FEATURES

- 1 3.0m Multi-Use Path
- 2 3.2m Planted Boulevard | Bioswale
- 3 2.5m Parking Lane
- 4 3.5m Drive Lane
- 5 3.5m Drive Lane
- 6 2.5m Planted Boulevard
- 7 1.8m Sidewalk



### KEY PLAN

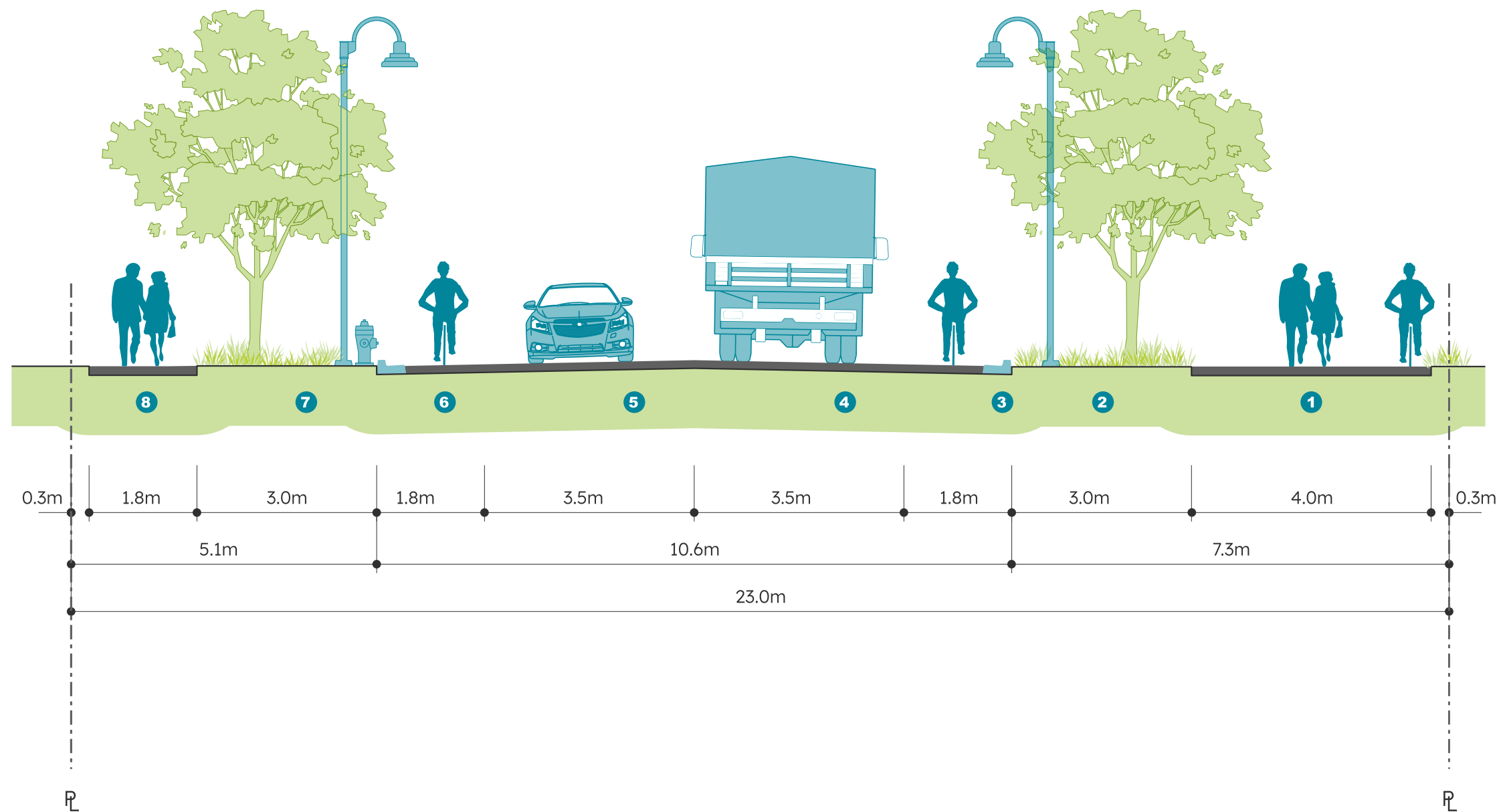


## 23M ROAD A - SOUTH CROSS SECTION

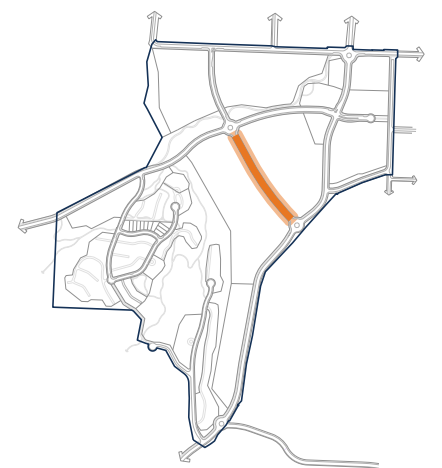
LEGEND JANUARY 2026

### ROAD FEATURES

- 1 4.0m Multi-Use Path
- 2 3.0m Planted Boulevard
- 3 1.8m Bike Permitted Shoulder
- 4 3.5m Drive Lane
- 5 3.5m Drive Lane
- 6 1.8m Bike Permitted Shoulder
- 7 3.0m Planted Boulevard
- 8 1.8m Sidewalk



### KEY PLAN

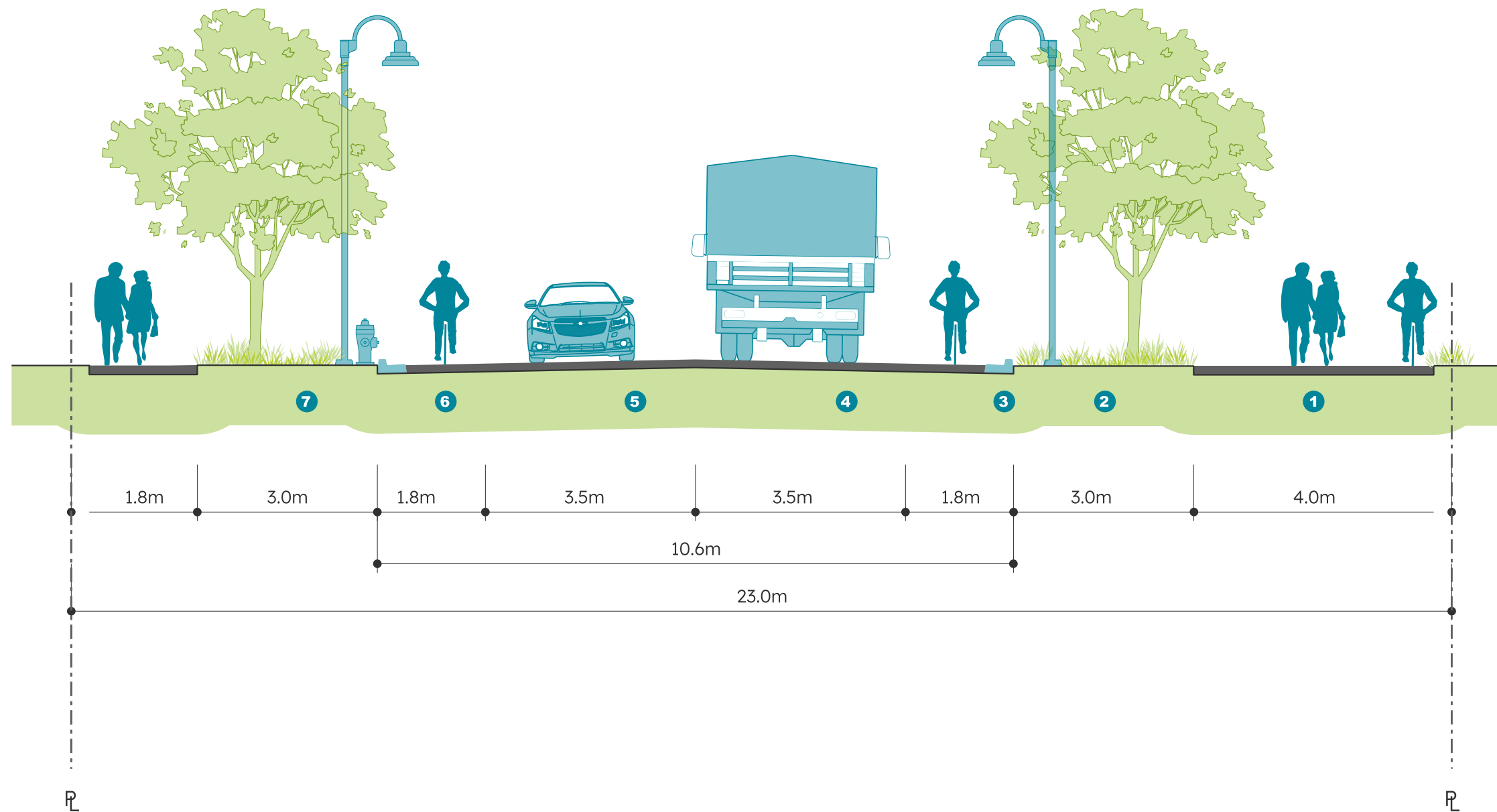


## 23M ROAD B1 CROSS SECTION

LEGEND JANUARY 2026

### ROAD FEATURES

- 1 4.0m Multi-Use Path
- 2 3.0m Planted Boulevard
- 3 1.8m Bike Permitted Shoulder
- 4 3.5m Drive Lane
- 5 3.5m Drive Lane
- 6 1.8m Bike Permitted Shoulder
- 7 3.0m Planted Boulevard
- 8 1.8m Sidewalk



### KEY PLAN

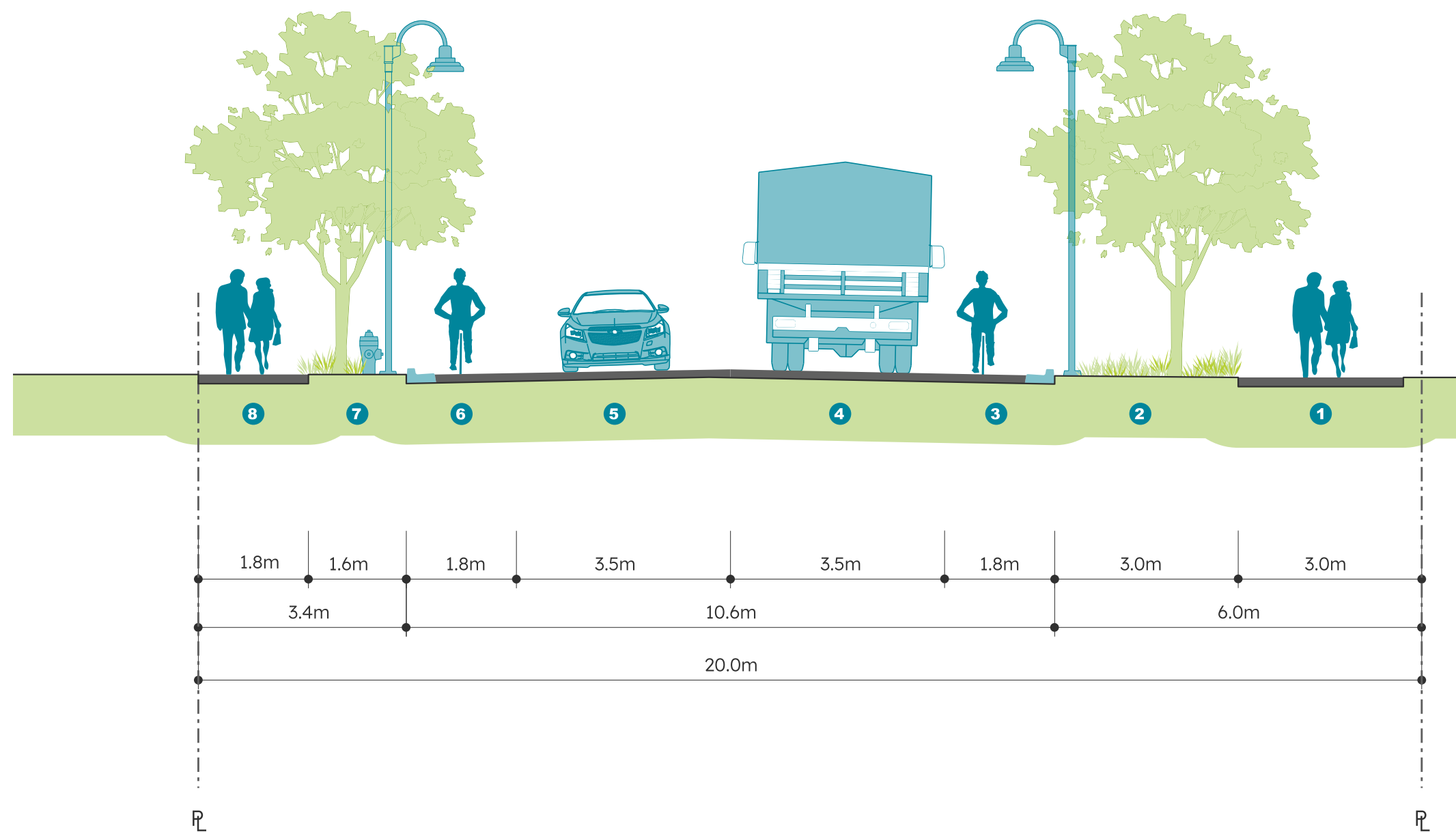


## 20M ROAD B2 CROSS SECTION

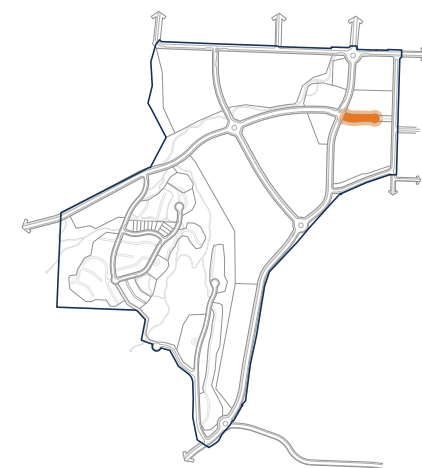
LEGEND JANUARY 2026

### RING ROAD FEATURES

- 1 3.0m Sidewalk
- 2 3.0m Planted Boulevard
- 3 1.8m Bike Permitted Shoulder
- 4 3.5m Drive Lane
- 5 3.5m Drive Lane
- 6 1.8m Bike Permitted Shoulder
- 7 1.6m Planted Boulevard
- 8 1.8m Sidewalk



KEY PLAN

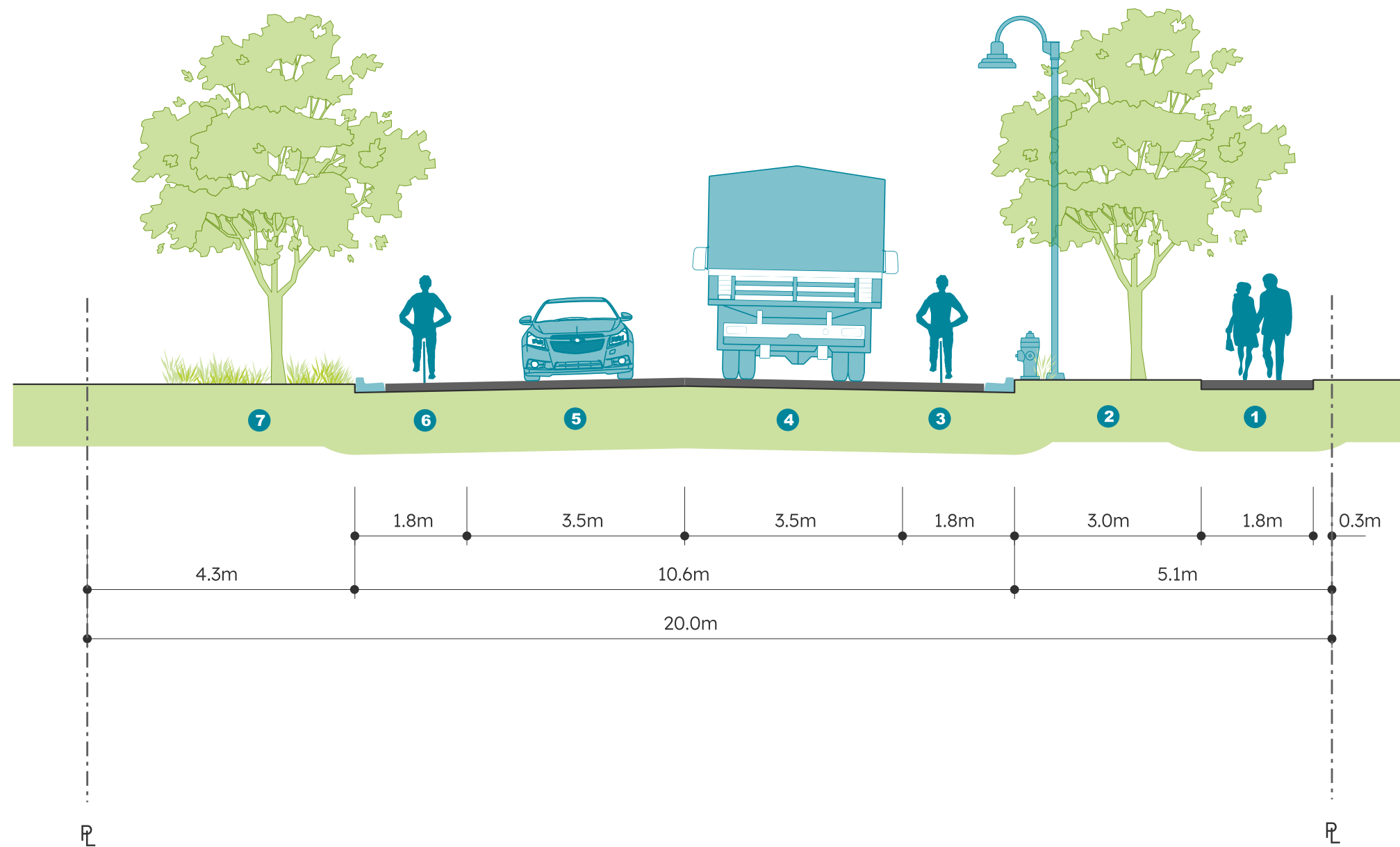


## 20M RING RD OKANAGAN CENTRE CROSS SECTION

LEGEND JANUARY 2026

### RING ROAD FEATURES

- 1 1.8m Sidewalk
- 2 3.0m Planted Boulevard
- 3 1.8m Bike Permitted Shoulder
- 4 3.5m Drive Lane
- 5 3.5m Drive Lane
- 6 1.8m Bike Permitted Shoulder
- 7 4.3m Planted Boulevard



### KEY PLAN

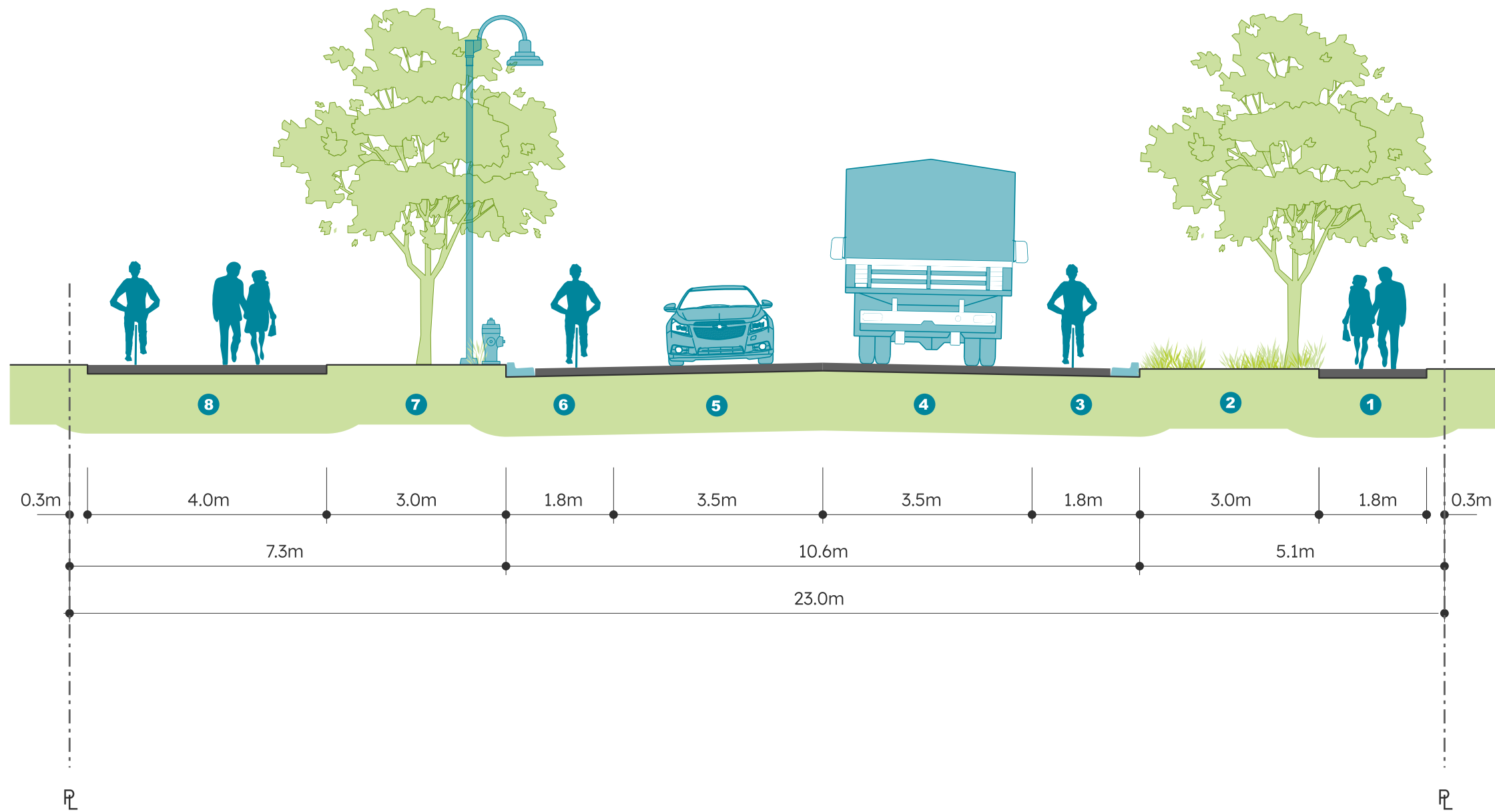


### 23M RING RD OKANAGAN CENTRE CROSS SECTION

LEGEND JANUARY 2026

#### RING ROAD FEATURES

- 1 1.8m Sidewalk
- 2 3.0m Planted Boulevard
- 3 1.8m Bike Permitted Shoulder
- 4 3.5m Drive Lane
- 5 3.5m Drive Lane
- 6 1.8m Bike Permitted Shoulder
- 7 3.0m Planted Boulevard
- 8 4.0m Multi-Use Path



#### KEY PLAN

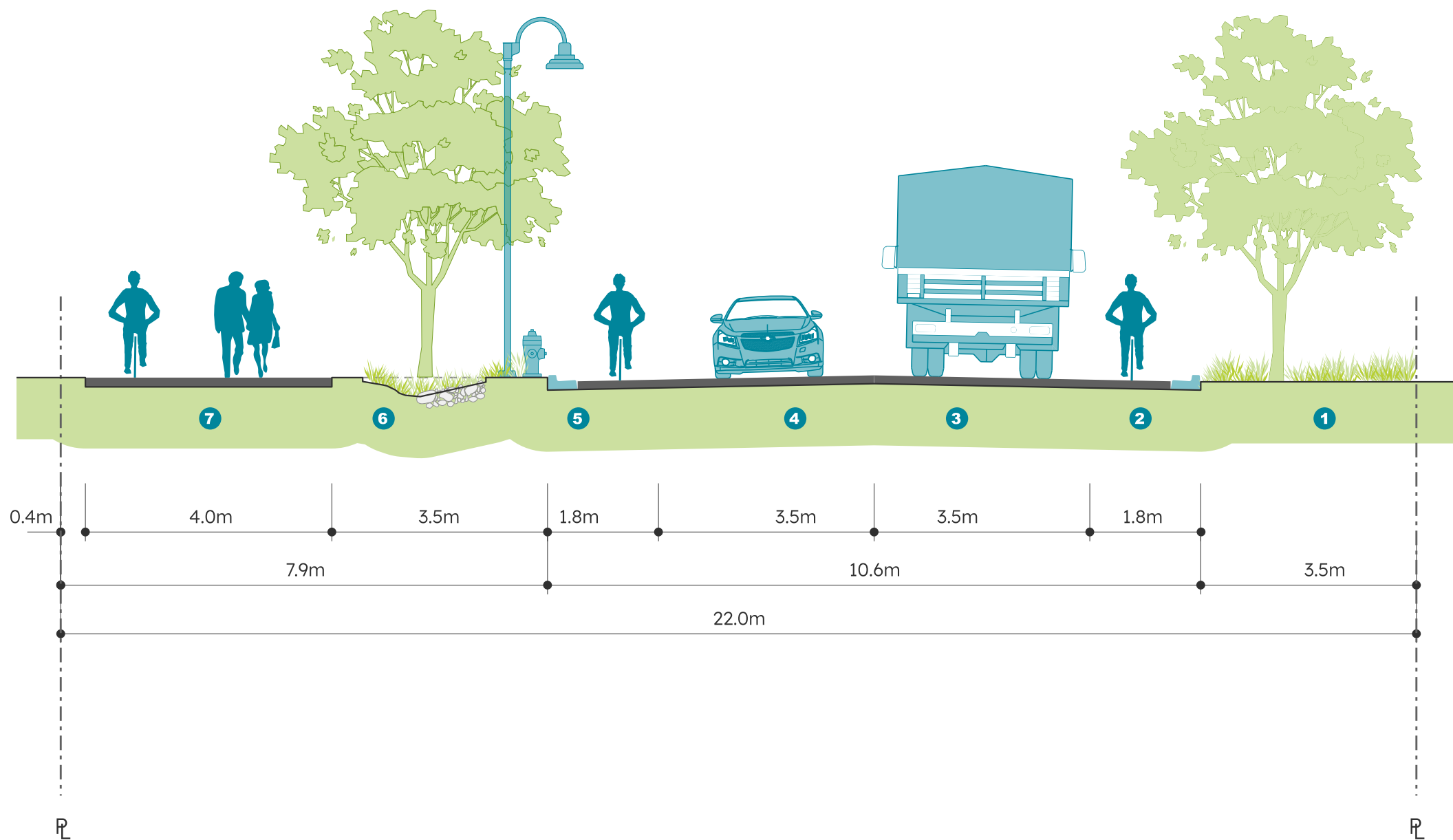


## 22M RING RD GLENMORE CROSS SECTION

LEGEND JANUARY 2026

### RING ROAD FEATURES

- 1 3.5m Planted Boulevard
- 2 1.8m Bike Permitted Shoulder
- 3 3.5m Drive Lane
- 4 3.5m Drive Lane
- 5 1.8m Bike Permitted Shoulder
- 6 3.5m Planted Boulevard | Bioswale
- 7 4.0m Multi-Use Path



### KEY PLAN

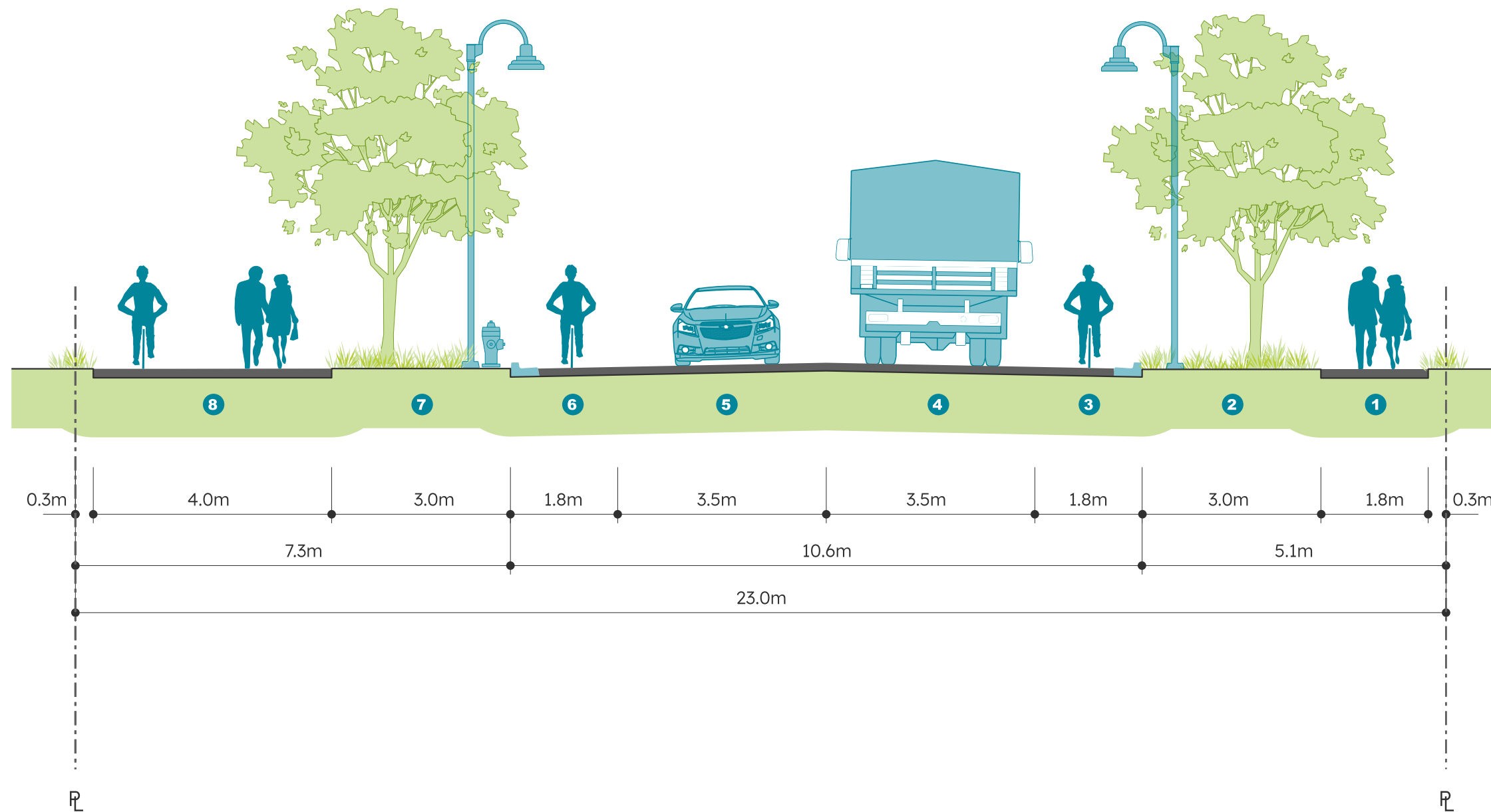


### 23M READ ROAD EXTENSION CROSS SECTION

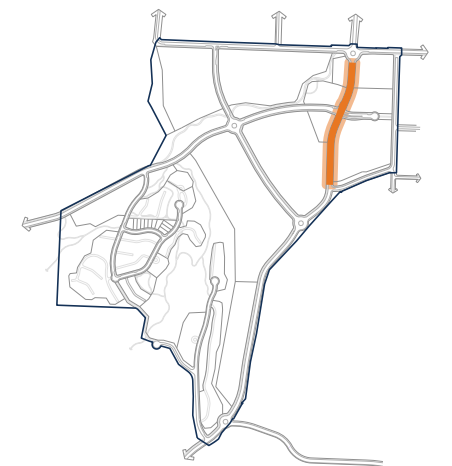
LEGEND JANUARY 2026

#### ROAD FEATURES

- 1 1.8m Sidewalk
- 2 3.0m Planted Boulevard
- 3 1.8m Bike Permitted Shoulder
- 4 3.5m Drive Lane
- 5 3.5m Drive Lane
- 6 1.8m Bike Permitted Shoulder
- 7 3.0m Planted Boulevard
- 8 4.0m Multi-Use Path



#### KEY PLAN

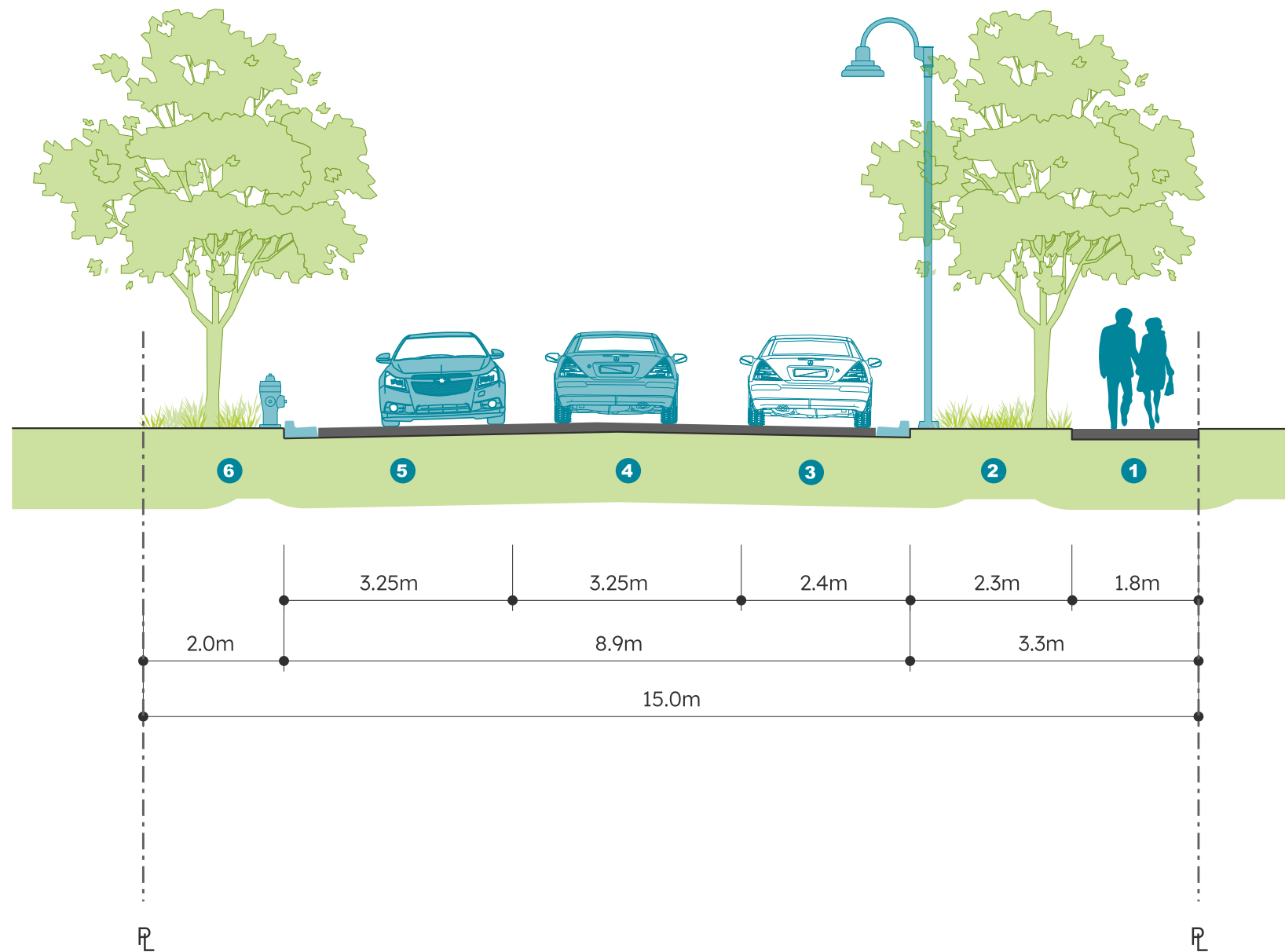


### 15M LOCAL RESIDENTIAL ONE SIDED STREET CROSS SECTION

LEGEND JANUARY 2026

#### LOCAL STREET FEATURES

- 1 1.8m Sidewalk
- 2 2.3m Planted Boulevard
- 3 2.4m Parking Lane
- 4 3.25m Drive Lane
- 5 3.25m Drive Lane
- 6 2.0m Planted Boulevard



KEY PLAN

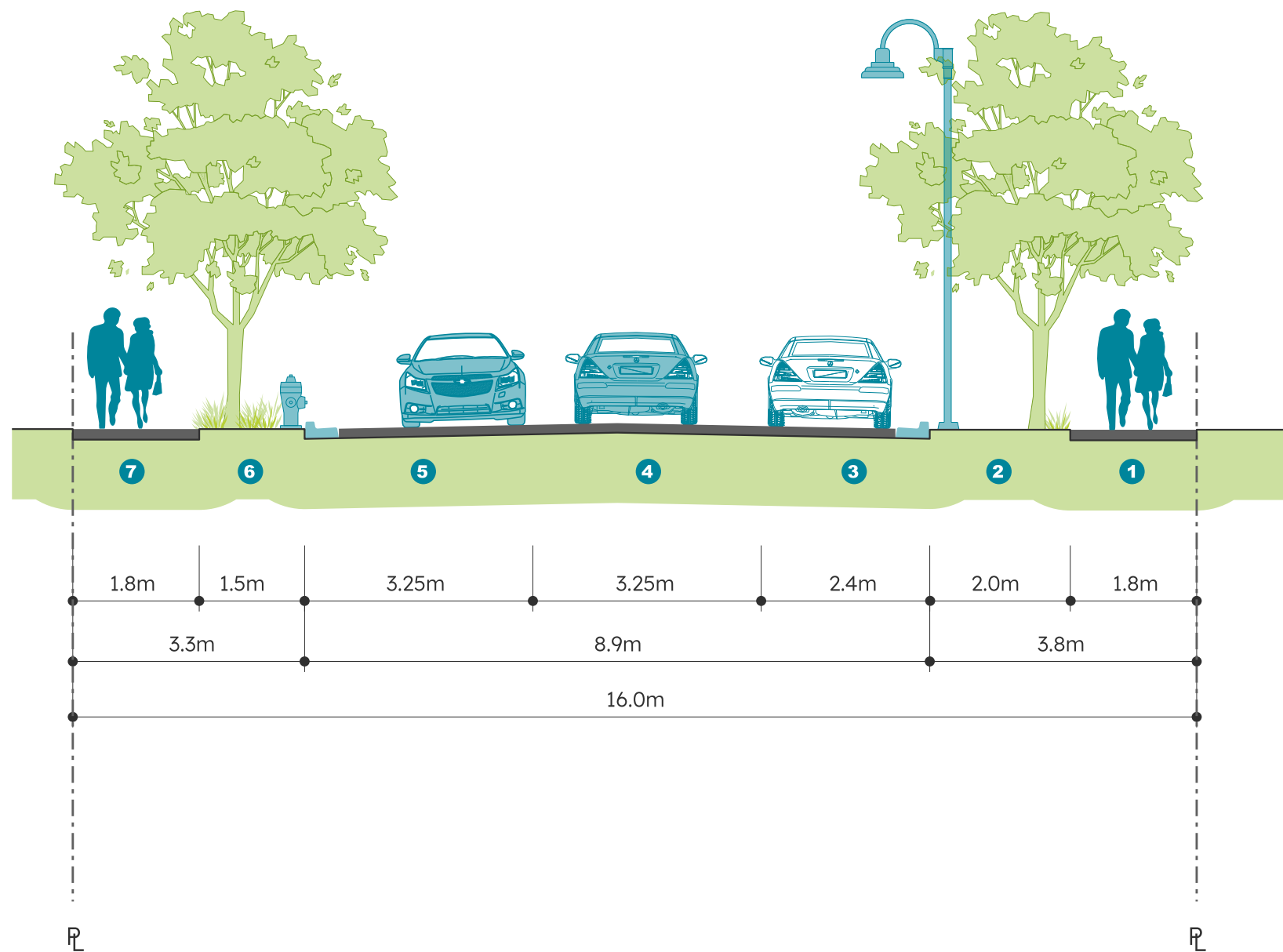


### 16M LOCAL RESIDENTIAL TWO SIDED STREET CROSS SECTION

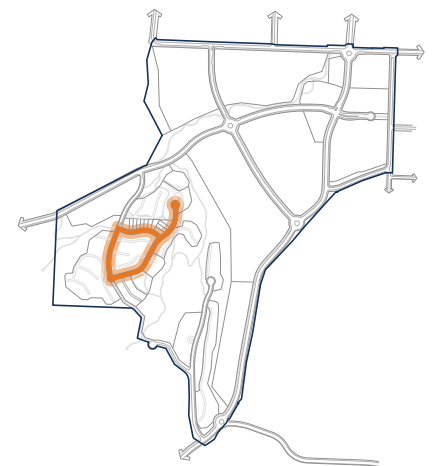
LEGEND JANUARY 2026

#### LOCAL STREET FEATURES

- 1 1.8m Sidewalk
- 2 2.0m Planted Boulevard
- 3 2.4m Parking Lane
- 4 3.25m Drive Lane
- 5 3.25m Drive Lane
- 6 1.5m Planted Boulevard
- 7 1.8m Sidewalk



#### KEY PLAN









# 11 Schedules

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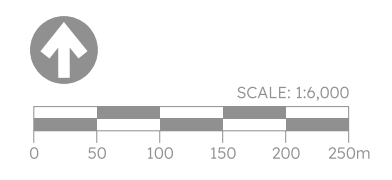
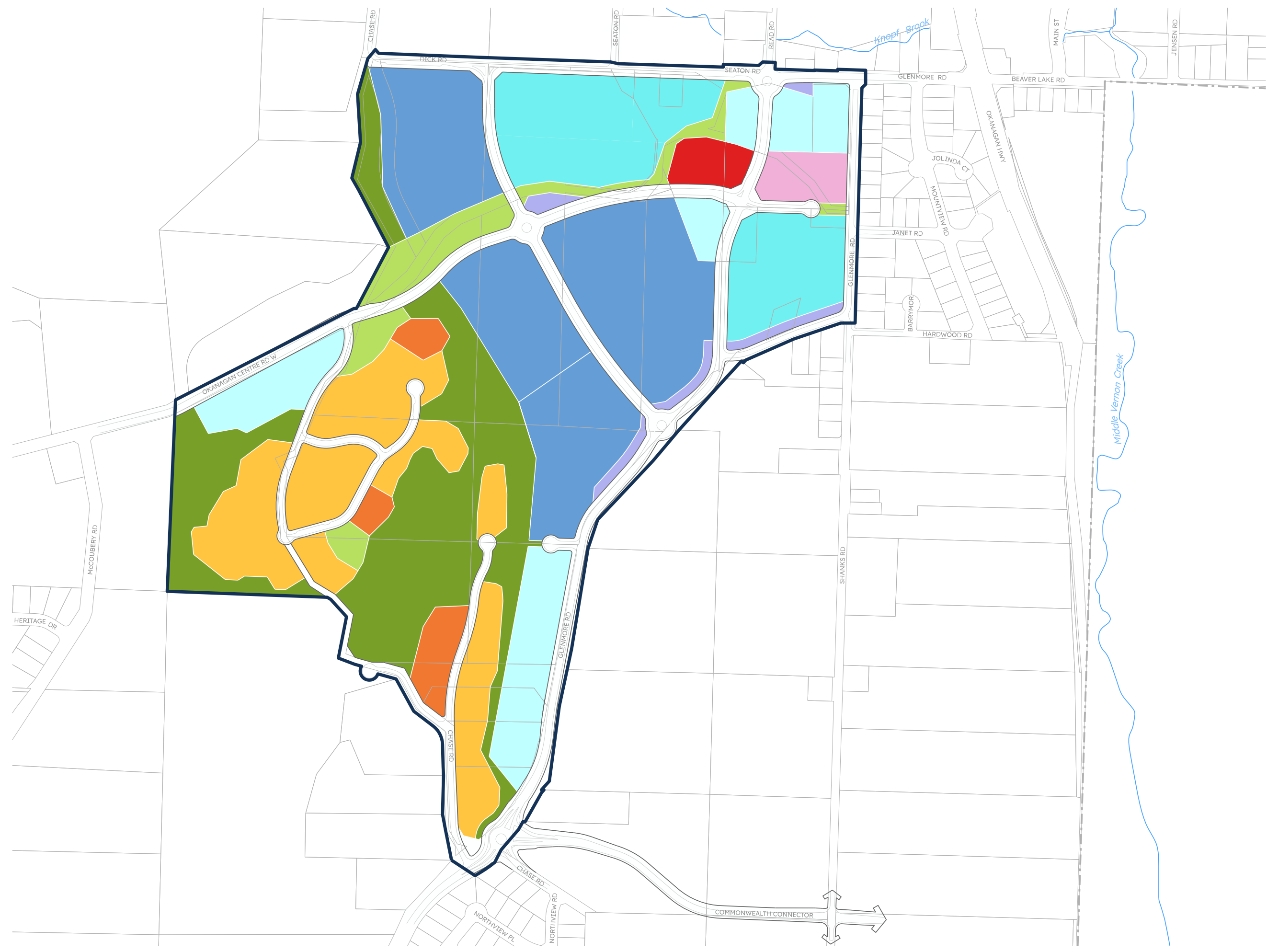
**Schedule A  
LAND USE PLAN**

LEGEND MARCH 2026

-  Study Area
-  Municipal Boundary
-  Property Line
-  Watercourse

**LAND USE**

1%	Commercial Retail	0.94 ha   2.32 ac
1.5%	Institutional   Healthcare	1.17 ha   2.89 ac
9%	Light Industrial	7.09 ha   17.52 ac
11%	Medium Format Industrial	8.92 ha   22.04 ac
22%	Employment-Dense Large Format Industrial	17.92 ha   44.28 ac
2%	Residential   Apartment	1.82 ha   4.49 ac
13%	Residential   Ground Oriented	10.31 ha   25.48 ac
17%	Natural Park + Open Space	13.96 ha   34.50 ac
4.5%	Neighbourhood Parks + Greenway	3.53 ha   8.72 ac
1%	Civic Stormwater Infrastructure	1.03 ha   2.55 ac
18%	Road ROW	14.54 ha   35.93 ac
<b>100%</b>		<b>81.23 ha   200.72 ac</b>

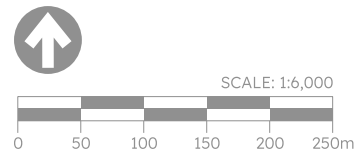
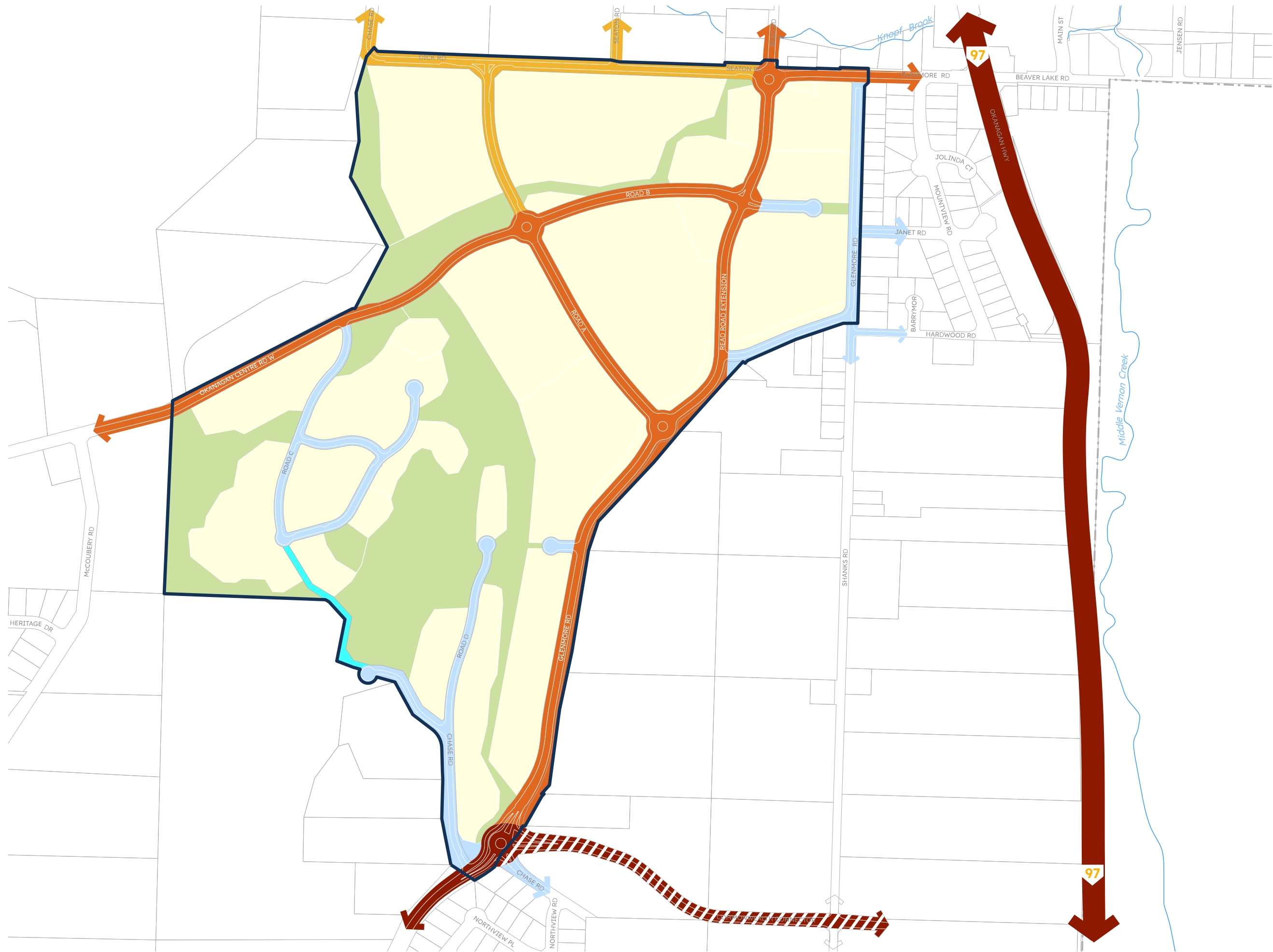


### Schedule B STREET HIERARCHY PLAN

LEGEND MARCH 2026









-  Study Area
-  Municipal Boundary
-  Property Line
-  Watercourse
-  Development Areas
-  Parks + Greenways + Natural Area







- STREET HIERARCHY**
-  Arterial
  -  Major Collector
  -  Minor Collector
  -  Local
  -  Emergency Access
  -  Future Connection

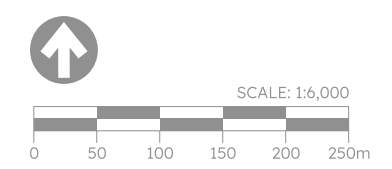
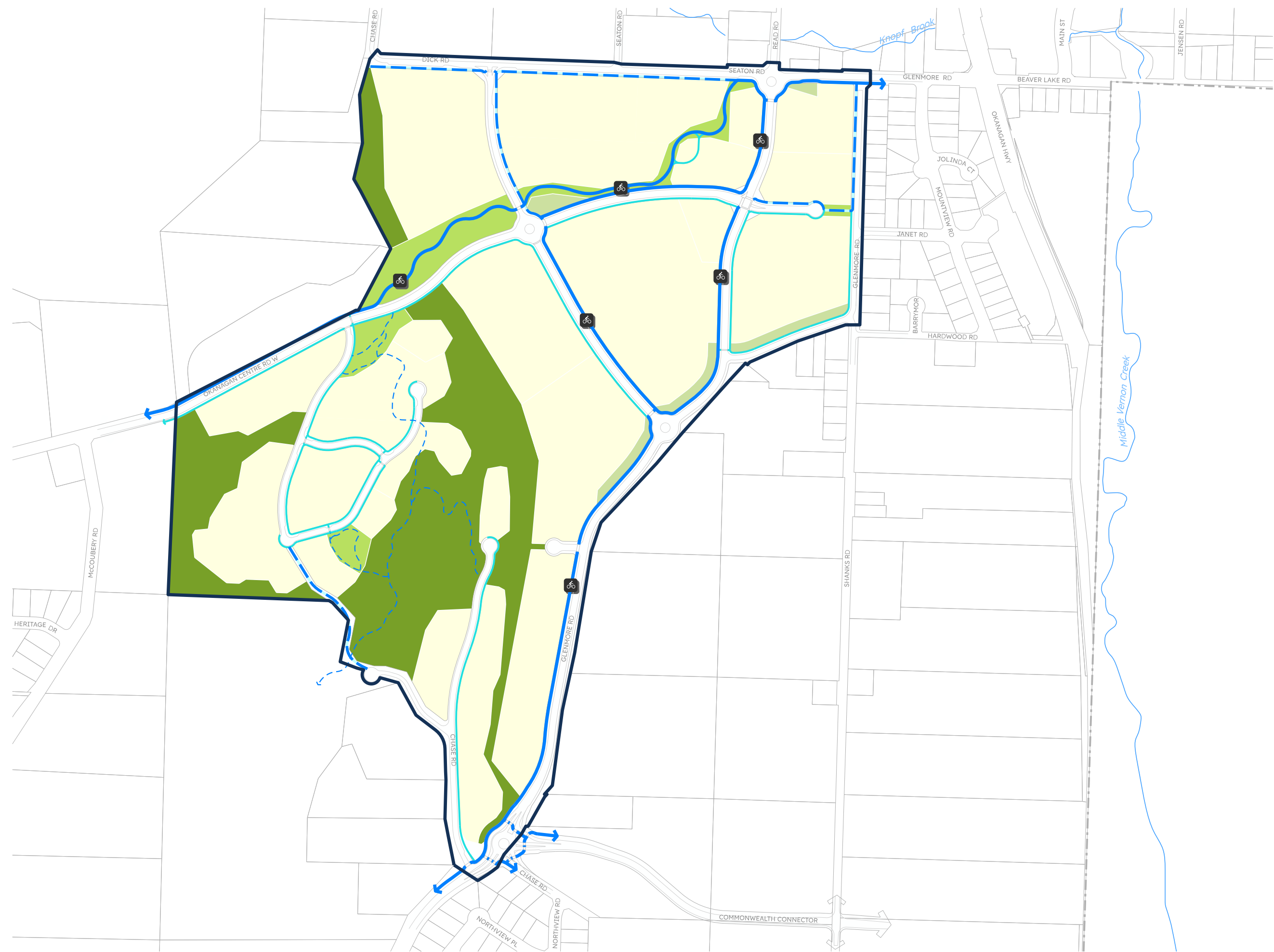


### Schedule C ACTIVE TRANSPORTATION PLAN

LEGEND MARCH 2026





-  Study Area
-  Municipal Boundary
-  Property Line
-  Watercourse
-  Development Areas
-  Natural Park + Open Space
-  Neighbourhood Parks + Greenway
-  Civic Stormwater Infrastructure










- #### ACTIVE TRANSPORTATION
-  4.0m | Multi-Use Pathway
  -  3.0m | Multi-Use Pathway
  -  1.8m | Sidewalk
  -  1.0m | Walking Path
  -  Bicycle Route
  -  Pedestrian Crossing



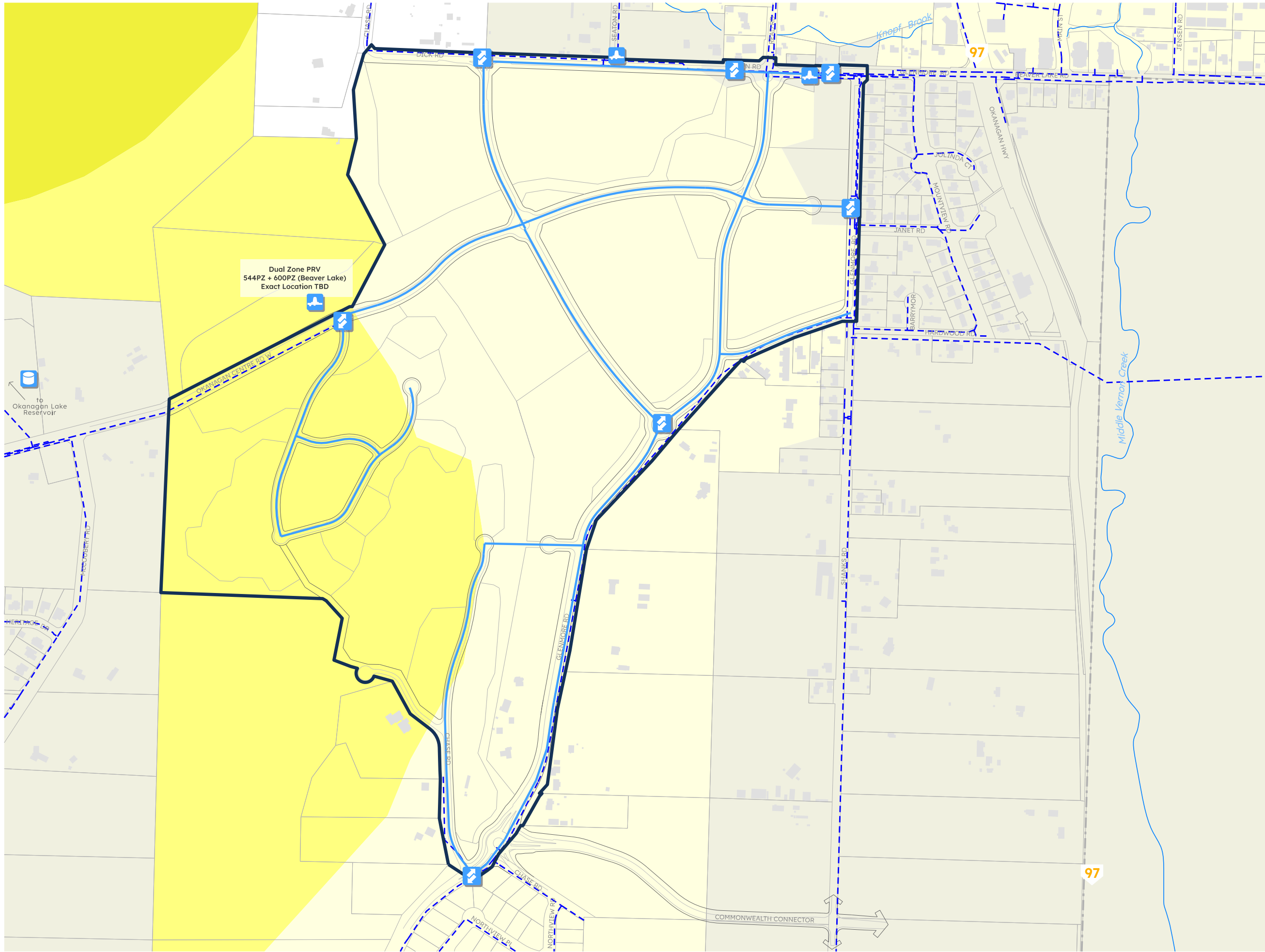
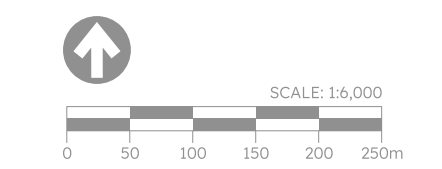
**Schedule D  
WATER CONCEPTUAL  
MASTERPLAN**

LEGEND MARCH 2026

-  Study Area
-  Municipal Boundary
-  Property Line
-  Watercourse

- PRESSURE ZONES**
-  PZ 660m | Lakestone Summit
  -  PZ 600m | Mc Coubrey
  -  PZ 544m | Lake Country Business Park
  -  PZ 536m | Okanagan Reservoir
  -  Proposed Distribution Main
  -  Existing Distribution Main
  -  Proposed Tie-in Point
  -  Pressure Reducing Valve
  -  Reservoir





*Note: The servicing design is conceptual and subject to change through detailed design*



**Schedule E  
SANITARY CONCEPTUAL  
MASTERPLAN**

MARCH 2026

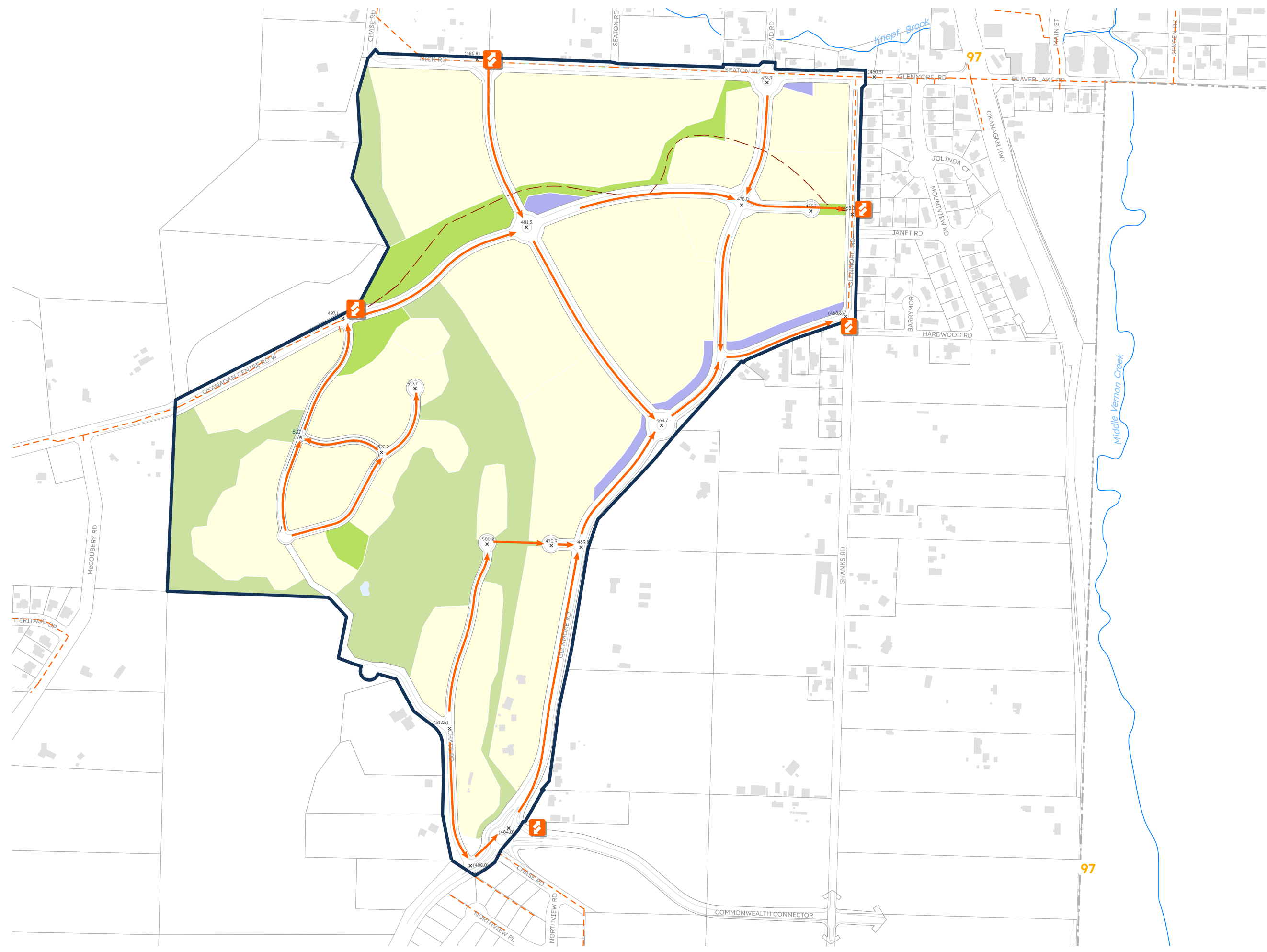
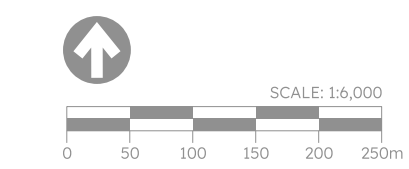
**LEGEND**

-  Study Area
-  Municipal Boundary
-  Property Line
-  Watercourse

**FUTURE SANITY SERVICING**

-  Neighbourhood Development Area
-  Neighbourhood & Community Park
-  Protected Natural Park
-  Civic Infrastructure
-  Existing Sewer Main
-  Existing Sewer Main to be Removed
-  Proposed Sanitary Main
-  Proposed Tie-in Point





*Note: The servicing design is conceptual and subject to change through detailed design*









# Schedule F STORMWATER CONCEPTUAL MASTERPLAN

MARCH 2026

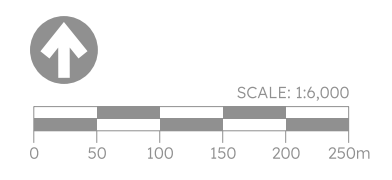
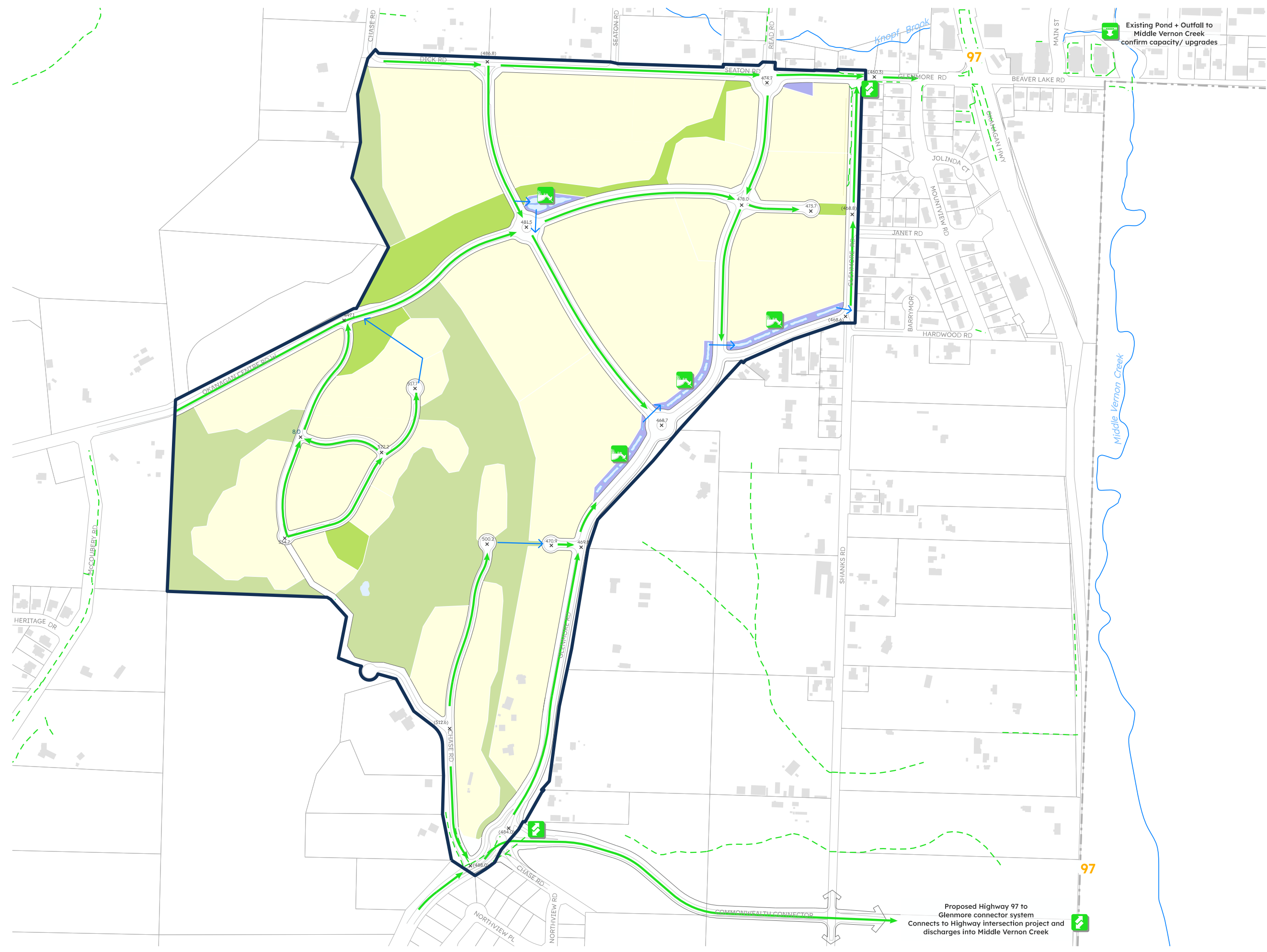
**LEGEND**

-  Study Area
-  Municipal Boundary
-  Property Line
-  Watercourse

**FUTURE DRAINAGE SERVICING**

-  Neighbourhood Development Area
-  Neighbourhood & Community Park
-  Protected Natural Park
-  Civic Infrastructure
-  Existing Drainage
-  Proposed Drainage Main
-  Proposed Culvert
-  Proposed Tie-in Point
-  Proposed Controlled Storage
-  Controlled Outfall





Note: The servicing design is conceptual and subject to change through detailed design







Proposed Highway 97 to  
Glenmore connector system  
Connects to Highway intersection project and  
discharges into Middle Vernon Creek

### Schedule G DEVELOPMENT PERMIT AREAS

LEGEND MARCH 2026

-  Study Area
-  Municipal Boundary
-  Property Line
-  Watercourse

- DEVELOPMENT PERMIT AREAS**
-  Industrial DPA
  -  Commercial DPA
  -  Multiple Unit DPA
  -  Natural Environment DPA

