

City of Kelowna

Public Hearing

AGENDA



Tuesday, July 31, 2018
6:00 pm
Council Chamber
City Hall, 1435 Water Street

Pages

1. Call to Order

THE CHAIR WILL CALL THE HEARING TO ORDER:

1. (a) The purpose of this Hearing is to consider certain bylaws which, if adopted, shall amend Kelowna 2030 - Official Community Plan Bylaw No. 10500 and Zoning Bylaw No. 8000.

(b) All persons who believe that their interest in property is affected by the proposed bylaws shall be afforded a reason-able opportunity to be heard or to present written submissions respecting matters contained in the bylaws that are the subject of this hearing. This Hearing is open to the public and all representations to Council form part of the public record. A live audio feed may be broadcast and recorded by Castanet.

(c) All information, correspondence, petitions or reports that have been received concerning the subject bylaws have been made available to the public. The correspondence and petitions received after July 18, 2018 (date of notification) are available for inspection during the course of this hearing and are located on the information table in the foyer of the Council Chamber.

(d) Council debate on the proposed bylaws is scheduled to take place during the Regular Council meeting after the conclusion of this Hearing. It should be noted, however, that for some items a final decision may not be able to be reached tonight.

(e) It must be emphasized that Council will not receive any representation from the applicant or members of the public after conclusion of this Public Hearing.

2. Notification of Meeting

The City Clerk will provide information as to how the Hearing was publicized.

3. Individual Bylaw Submissions

- | | | |
|------------|--|-----------|
| 3.1 | Lakeshore Rd 5165, Z18-0036 (BL11634) - Kenneth & Darlene Therrien | 4 - 18 |
| | To rezone the subject property from RR2 - Rural Residential 2 to RR2c – Rural Residential 2 with Carriage House to facilitate a carriage house. | |
| 3.2 | Francis Ave 615, Z18-0058 (BL11635) - John Thomas Hodges | 19 - 25 |
| | To rezone the subject property to facilitate the development of multiple dwelling housing. | |
| 3.3 | Pacific Ave 1211, 1221-1223, 1237 & 1239 and Pasnak St 1929 & 1933, Z18-0026 (BL11636) - Pacific Pasnak Holdings Ltd., Inc. No. BC1051633 | 26 - 40 |
| | To rezone the subject properties from RU6 – Two Dwelling Housing to RM5 – Medium Density Multiple Housing to facilitate the development of apartment housing. | |
| 3.4 | Badke Rd 905-907, Bryden Rd 155 & Hwy 33 W 970, OCP18-0007 (BL11638), Z18-0027 (BL11639) - Kelowna Christian Centre Society | 41 - 67 |
| | To amend the OCP future land use designations and rezone the subject properties to accommodate a 152-unit multiple residential community located on the corner of Hwy 33 and Bryden Rd. | |
| 3.5 | Hawes Ct 526, Z18-0032 (BL11640) - David Nicholds | 68 - 75 |
| | Rezoning application to rezone portions of the subject property to facilitate a single and two-unit residential subdivision for 526 Hawes Court. | |
| 3.6 | Updating the Official Community Plan's GHG Targets, OCP18-0016 (BL11643) - City of Kelowna | 76 - 80 |
| | To amend the Official Community Plan to update the greenhouse gas (GHG) reduction target policy to be consistent with the targets in the recently endorsed Our Kelowna as We Take Action: Kelowna's Community Climate Action Plan. | |
| 3.7 | Cedar Ave 414 & 420 Z18-0021 (BL11644) - Albert Wisestock | 81 - 134 |
| | To rezone the subject property from the RU1 – Large Lot Housing zone to the C4 – Urban Centre Commercial zone to facilitate the construction of a mixed-use commercial and residential tower development. | |
| 3.8 | St Paul St, 1471, Z18-0002 (BL11646) - Mission Group Holdings Ltd | 135 - 207 |
| | To rezone the subject property from the C4 – Urban Centre Commercial zone to the C7 – Central Business Commercial zone to facilitate the construction of a mixed-use commercial and residential tower building. | |

4. Termination

5. Procedure on each Bylaw Submission

- (a) Brief description of the application by City Staff (Land Use Management);
- (b) The Chair will request that the City Clerk indicate all information, correspondence, petitions or reports received for the record.
- (c) The applicant is requested to make representation to Council regarding the project and is encouraged to limit their presentation to 15 minutes.
- (d) The Chair will call for representation from the public in attendance as follows:
 - (i) The microphone at the public podium has been provided for any person(s) wishing to make representation at the Hearing.
 - (ii) The Chair will recognize ONLY speakers at the podium.
 - (iii) Speakers are encouraged to limit their remarks to 5 minutes, however, if they have additional information they may address Council again after all other members of the public have been heard a first time.
- (e) Once the public has had an opportunity to comment, the applicant is given an opportunity to respond to any questions raised. The applicant is requested to keep the response to a total of 10 minutes maximum.
- (f) Questions by staff by members of Council must be asked before the Public Hearing is closed and not during debate of the bylaw at the Regular Meeting, unless for clarification.
- (g) Final calls for representation (ask three times). Unless Council directs that the Public Hearing on the bylaw in question be held open, the Chair shall state to the gallery that the Public Hearing on the Bylaw is closed.

Note: Any applicant or member of the public may use visual aids (e.g. photographs, sketches, slideshows, etc.) to assist in their presentation or questions. The computer and ELMO document camera at the public podium are available. Please ask staff for assistance prior to your item if required.

REPORT TO COUNCIL



Date: July 16, 2018

RIM No. 1250-30

To: City Manager

From: Community Planning Department (JR)

Application: Z18-0036

Owner: Kenneth & Darlene Therrien

Address: 5165 Lakeshore Road

Applicant: Kenneth & Darlene Therrien

Subject: Rezoning Application

Existing OCP Designation: S2RES – Single / Two Unit Residential

Existing Zone: RR2 – Rural Residential 2

Proposed Zone: RR2c – Rural Residential 2 with Carriage House

1.0 Recommendation

THAT Rezoning Application No. Z18-0036 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 11, Section 23, Township 28, SDYD, Plan 8976, located at 5465 Lakeshore Road, Kelowna, BC from RR2 – Rural Residential 2 zone to the RR2c – Rural Residential 2 with Carriage House zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

2.0 Purpose

To rezone the subject property from RR2 - Rural Residential 2 to RR2c – Rural Residential 2 with Carriage House to facilitate a carriage house.

3.0 Community Planning

Community Planning Staff support the proposed rezoning to facilitate a carriage house on the subject property. The property is located within the Permanent Growth Boundary in the Southwest Mission sector of the City. The parcel is designated as S2RES – Single/Two Unit Residential in the Official Community Plan (OCP) and is relatively large in size at 2914 m². Rezoning the subject property to add the 'c' designation would meet policy objectives including fostering a mix of housing forms and concentrating growth within the Permanent Growth Boundary. The proposed rezoning is consistent with the property's future land use designation and will have urban services (i.e. Sewer).

In accordance with Council Policy No. 367, the applicant submitted a Neighbour Consultation Form outlining that the neighbours within 50m of the subject property were notified of the proposed rezoning application.

4.0 Proposal

4.1 Project Description

The proposed carriage house is 1-storey, is located in the front yard and requires no variances. The design features a flat roof and has similar exterior finishes to the existing home. The carriage house will be set into the natural slope and will ensure that views for the existing house and properties are not obstructed.

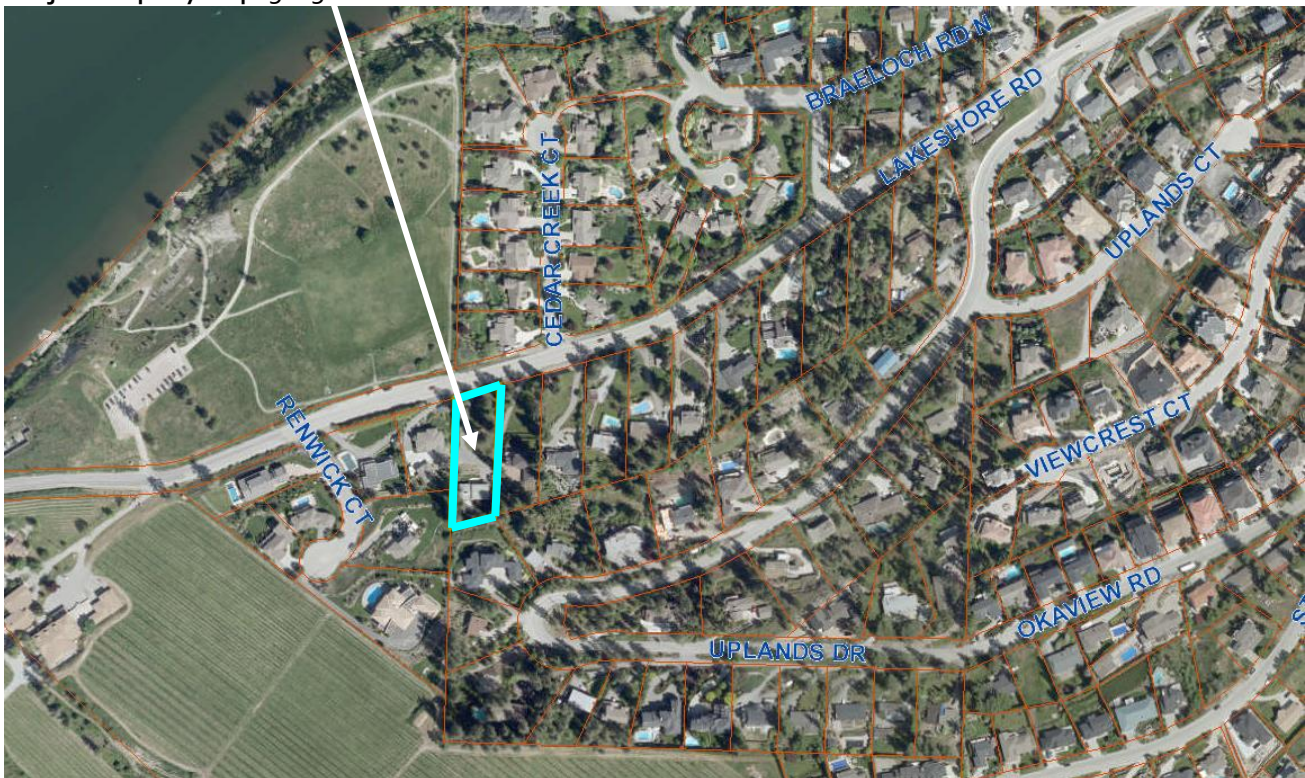
4.2 Site Context

The subject property has a total area of 2914 m² and is located at 5165 Lakeshore Road. The property is designated S2RES – Single / Two Unit Residential in the Official Community Plan and the surrounding area is single family residential.

Specifically, adjacent land uses are as follows:

| Orientation | Zoning | Land Use |
|-------------|---------------------------|---------------------------|
| North | RR3 – Rural Residential 3 | Single Family Residential |
| East | RR2 – Rural Residential 2 | Single Family Residential |
| South | RR2 – Rural Residential 2 | Single Family Residential |
| West | RR3 – Rural Residential 3 | Single Family Residential |

Subject Property Map: 5165 Lakeshore Road



4.3 Zoning Analysis Table

| Zoning Analysis Table | | |
|--|---|--------------------|
| CRITERIA | RR2c ZONE REQUIREMENTS | PROPOSAL |
| Existing Lot/Subdivision Regulations | | |
| Lot Area | m ² | m ² |
| Lot Width | m | m |
| Lot Depth | m | m |
| Carriage House Regulations | | |
| Maximum Accessory Site Coverage | 20% | 4% |
| Maximum Accessory Building Footprint | 100 m ² (carriage house) 50 m ² (accessory buildings) 130m ² (total) | 118 m ² |
| Maximum Net Floor Area | 100 m ² | 100 m ² |
| Maximum Net Floor Area to Principal Building | 75% | 45% |
| Maximum Height (to mid-point) | 4.8 m | 3.2 m |
| Maximum Height (to peak) | Peak of principal dwelling | 4.5 m |
| Front Yard | 12 m | m |
| Side Yard (east) | 1.5 m | 4 m |
| Side Yard (west) | 1.5 m | 9 m |
| Rear Yard | 3.0 m | ~52 m |
| Minimum Distance to Principal Dwelling | 3.0 m | 28 m |
| Other Regulations | | |
| Minimum Parking Requirements | 3 stalls | 4 stalls |
| Private Open Space | 60 m ² | 800 m ² |

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Compact Urban Form.¹ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Sensitive Infill.² Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighborhood with respect to building design, height and siting.

Healthy Communities.³ Through current zoning regulations and development processes, foster healthy, inclusive communities and a diverse mix of housing forms, consistent with the appearance of the surrounding neighbourhood.

¹ City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

² City of Kelowna Official Community Plan, Policy 5.22.6 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Policy 5.22.7 (Development Process Chapter).

Carriage Houses & Accessory Apartments.⁴ Support carriage houses and accessory apartments through appropriate zoning regulations.

6.0 Technical Comments

6.1 Building & Permitting Department

- Full Plan check for Building Code related issues will be done at time of Building Permit applications.

6.2 Development Engineering Department

See Attachment A

7.0 Application Chronology

Date of Application Received: April 20th, 2018

Date Public Consultation Completed: May 27th, 2018

Report prepared by: Jenna Ratzlaff, Planner

Reviewed by: Terry Barton, Urban Planning Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment 'A': Development Engineering Memorandum

Schedule 'A': Rational, Site Plan & Floor Plans

Schedule 'B': Elevations

⁴ City of Kelowna Official Community Plan, Policy 5.22.12 (Development Process Chapter).



CITY OF KELOWNA

MEMORANDUM

Date: April 25, 2018
File No.: Z18-0036
To: Community Planning (JR)
From: Development Engineering Manager
Subject: 5165 Lakeshore Road Lot 11 Plan 8976 RR2 to RR2C

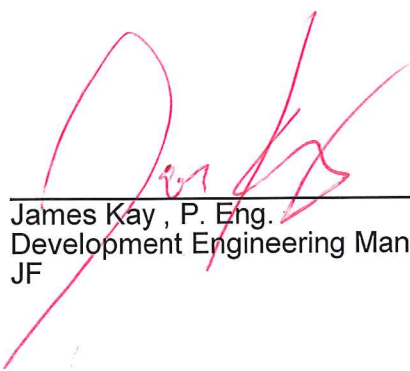
Development Engineering Services have the following requirements associated with this rezoning application;

1. Domestic Water and Fire Protection

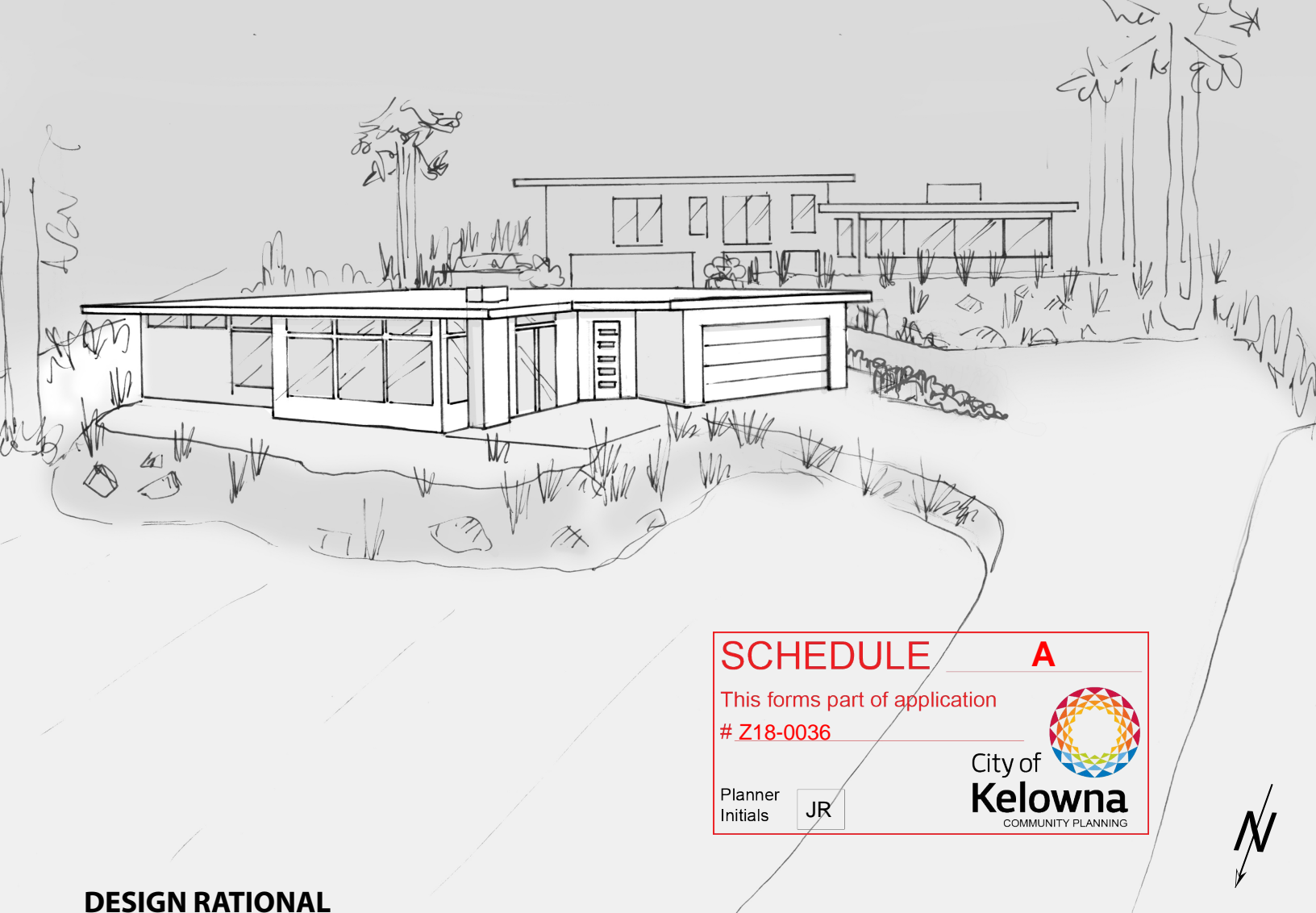
The property is located in South Mission Water ESA 14 CWS-20 The water charge for this property as proposed is an additional 0.5 equivalent dwelling units (EDU). therefore the fee is (0.5 of \$4,029.00) **\$2,014.50** (effective to 2018-09-29)

2. Sanitary Sewer

The property is located in Sewer Connection Area No. 28 (Okaview). The sewer charge for this property as proposed is 0.5 equivalent dwelling units (EDU). Therefore, the fee is (0.5 of \$16,200) **\$8,100.00**.



James Kay, P. Eng.
Development Engineering Manager
JF



DESIGN RATIONAL

We are proposing to build a small, one level, two bedroom home of approximately 100 m sq (1074sq ft) for my elderly parents. The carriage house will be their permanent residence.

The carriage house will be designed to blend with our existing home and feature a low slope/flat roof and similar exterior finish and design. The carriage house will have a two car garage

The carriage house will be positioned between our existing home and Lakeshore Road. The carriage house's one level design, it's low slope roof and it's position on the lot, tucked into the curve of the existing driveway and set into the natural slope will ensure that the lake views of the main house and neighbouring properties are not obstructed.

Construction of the carriage house will require the removal of one, possibly two existing large fir trees from the lower level of our lot. The removal of the tree/s will likely improve the lake views for the neighbouring properties.

A short driveway spur will be added to our existing driveway to provide access to the carriage house's garage. Landscaping around the carriage house will match the rest of the property and will lean towards low maintenance and low water use.

ADDRESS: 5165 Lakeshore Road, Kelowna, BC, V1W 4J1

LEGAL DESCRIPTION: Lot 11 section 23 township 28 Similkameen division Yale district plan 8976

TERRIEN CARRIAGE HOUSE: Ken & Darlene Therrien, 778 477-4549, ken.therrien@ddbkidthink.com

ADDRESS
5165 Lakeshore Road, Kelowna, BC, V1W 4J1

LEGAL DESCRIPTION
Lot 11 section 23 township 28
Similkameen division Yale district plan 8976

THERRIEN CARRIAGE HOUSE
Ken & Darlene Therrien
778 477-4549
ken.therrien@ddbkidthink.com

Proposed landscaping to match existing landscaping on the rest of the property:

Grass lawn, above sloped bank covered with decorative rock/boulders and planted with low water use decorative grasses and junipers.

Short driveway spur connects carriage house garage with existing drive



SCHEDULE

A

This forms part of application

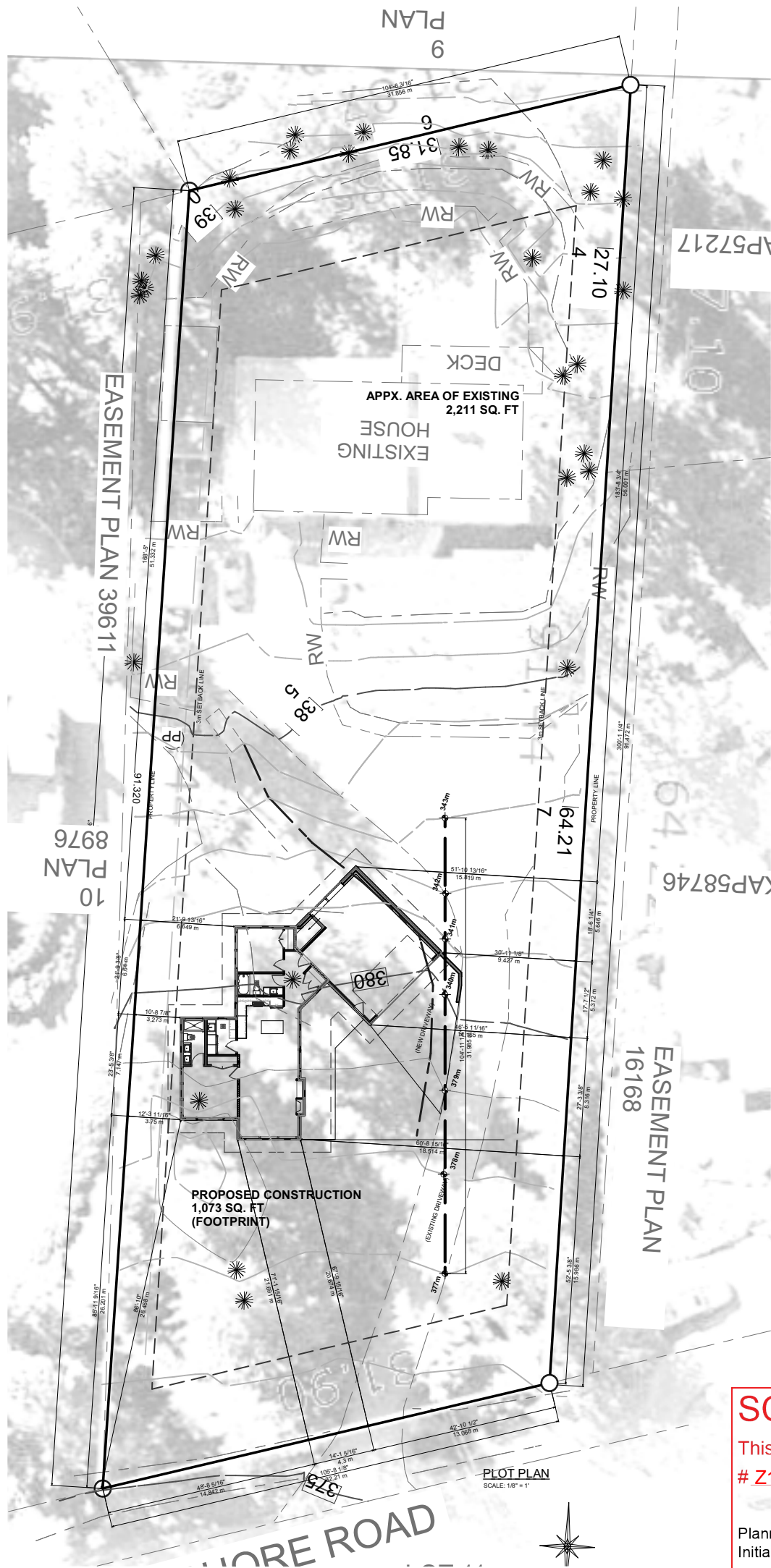
Z18-0036

Planner
Initials

JR



Scale: 1cm = 4m



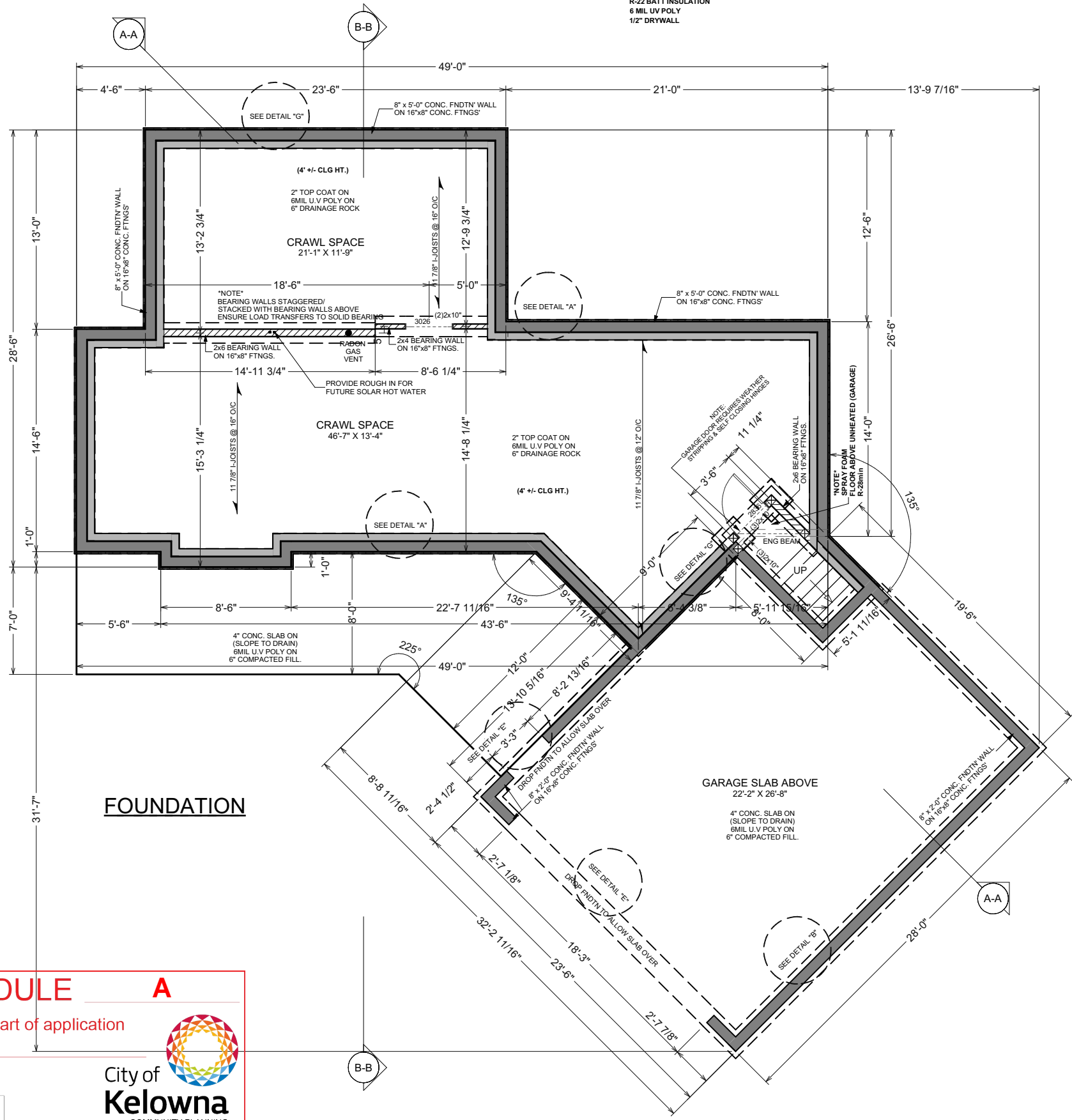
- GENERAL NOTES**
- ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE B.C. BUILDING CODE AND ALL LOCAL LAWS AND BYLAWS.
 - BEFORE CONSTRUCTION COMMENCES IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CHECK ALL DETAILS AND DIMENSIONS TO CONFIRM ACCURACY AND TO ASSURE THERE ARE NO DISCREPANCIES.
 - IT IS THE RESPONSIBILITY OF THE CONTRACTOR FOR THE CORRECT SITING OF THE BUILDING TO CONFORM WITH NECESSARY SETBACKS.
 - ALTHOUGH EVERY EFFORT HAS BEEN MADE TO PROVIDE COMPLETE AND ACCURATE DRAWINGS WE CANNOT ELIMINATE THE POSSIBILITY OF HUMAN ERROR, THEREFORE MULLINS DRAFTING & DESIGN WILL NOT BE LIABLE FOR ANY ERRORS OR OMISSIONS.

****NOTE****
CONTRACTOR TO CONFIRM DIM PRIOR TO CONST.

****NOTE****

PROVIDE PROPER SLOPE TO ALLOW DRAINAGE AWAY FROM RESIDENCE.
****NOTE****
 WINDOW SPEC'S TO BE CONFIRMED BY OWNER/ CONTRACTOR PRIOR TO ORDERING TO ENSURE PROPER VENTING AND EGRESS.

- SPECIFICATIONS**
- ROOF**
 TORCH ON ROOFING
 7/16" ROOF SHEATHING
 ENGINEERED ROOF TRUSSES
 R-50 INSULATION
 6 MIL UV POLY
 5/8" DRYWALL
- SOFFIT & FASCIA**
 6" PARAPET WALL
 2x8 SUB FASCIA
 18" STEPPED FASCIA
 VENTED SOFFIT
- EXT. WALL**
 STUCCO
 7/16" WALL SHEATHING
 2x6 STUDS 24" o/c
 R-22 BATT INSULATION
 6 MIL UV POLY
 1/2" DRYWALL
- INT. WALL**
 2x4 STUDS 16" o/c
 1/2" DRYWALL BOTH SIDES
- FLOOR SYSTEM**
 3/4" T&G SHEETING
 ENGINEERED 1 JOIST
- DECK CONSTRUCTION**
 8" CONC. PEIRS
 2X10 JOISTS @16" o/c
 VINYL DECKING
 POSTS & BEAMS AS REQ.
- STAIR CONSTRUCTION**
 PRE MANUFACTURED
 STAIR SYSTEM
 2X6 @ 16" o/c LANDINGS
- FOUNDATION**
 8" CONC. FOUNDATION
 10MM REBAR
 R12 STYROFOAM INSULATION
 8"x16" CONC. FOOTING
- CONC. SLAB**
 4" CONC. SLAB
 6 MIL UV POLY
 6" DRAINAGE ROCK
- DRAINAGE TILE**
 4" DRAIN TILE
 MINIMUM 6" DRAIN ROCK
 DRY SHEETING PAPER



SCHEDULE A

This forms part of application
Z18-0036

Planner Initials **JR**

City of **Kelowna**
 COMMUNITY PLANNING

MULLINS DRAFTING & DESIGN

UNIT 203 - 1889 SPALL RD.
Kelowna BC V1Y 4R2
 Bus: (250) 717-3415
 Cell: (250) 258-7819
 e-mail: mullinsdrafting@shaw.ca

PROPOSED PROJECT FOR
THERRIEN
5165 LAKESHORE RD.

THE LITTLE HOUSE CONTRACTING CORP.

SHEET NUMBER
2/5

SCALE: 1/4" = 1'

DATE : JUN-14-2018

SCHEDULE A

This forms part of application
Z18-0036



City of
Kelowna
COMMUNITY PLANNING

Planner
Initials **JR**

SHEET NUMBER

3/5

SCALE: 1/4" = 1'

DATE : JUN-14-2018



PROPOSED PROJECT FOR

THERRIEN

5165 LAKESHORE RD.

UNIT 203 - 1889 SPALL RD.

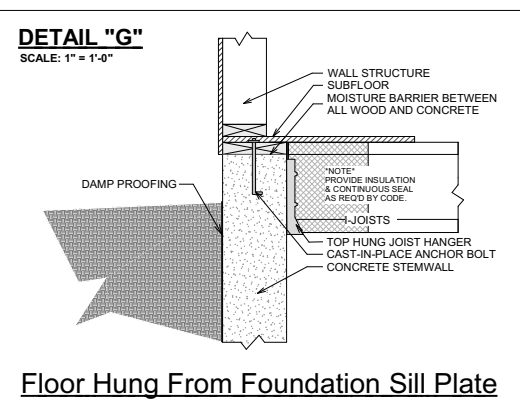
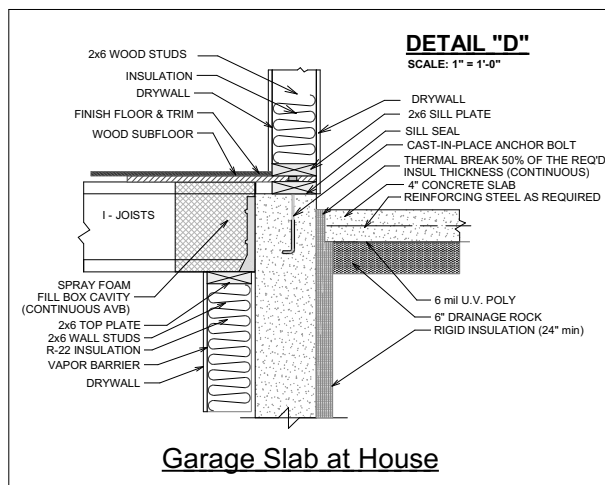
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MULLINS
DRAFTING & DESIGN

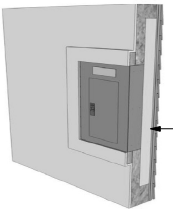


GENERAL NOTES

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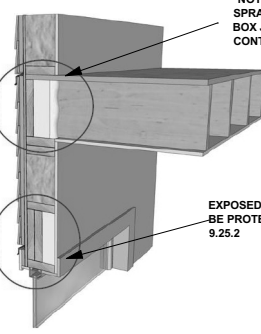
9.36

MECHANICAL, ELECTRICAL, AND PLUMBING COMPONENTS PLACED WITHIN AN EXTERIOR WALL MUST BE INSULATED BEHIND TO THE EFFECTIVE THERMAL RESISTANCE REQUIRED FOR THE ABOVE OR BELOW GRADE WALL ASSEMBLY.



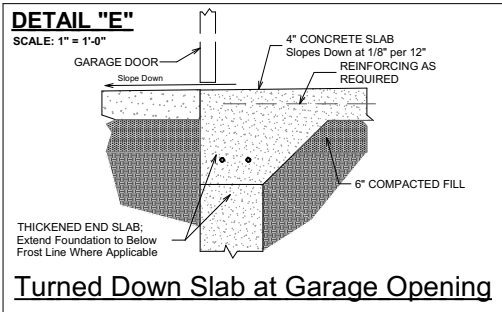
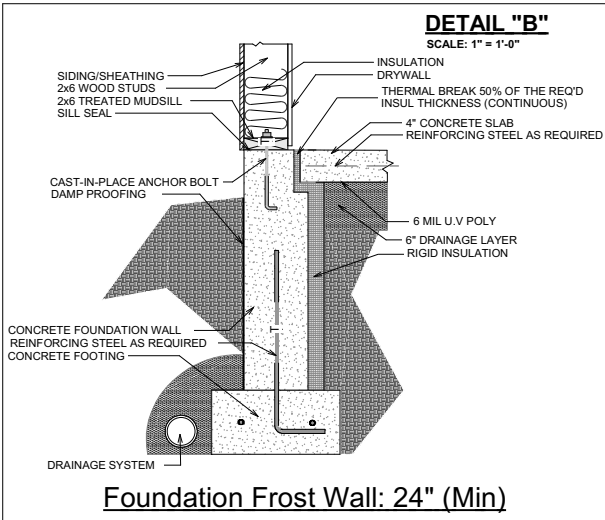
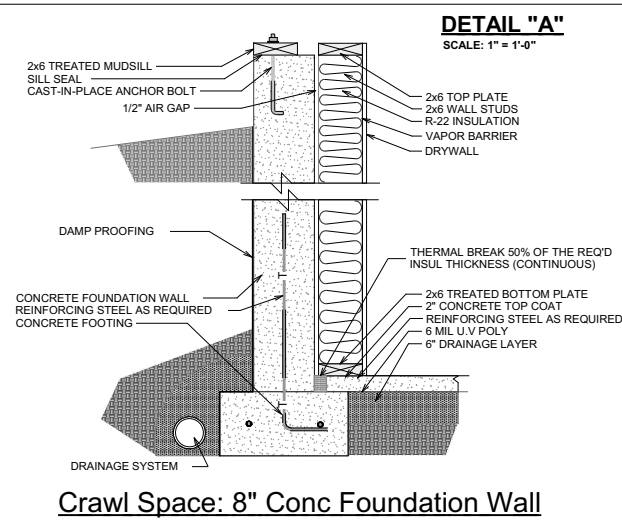
"NOTE"
- PROVIDE MIN RSI VALUE 2.97 OR R-16.86 INSUL.

9.25.2



"NOTE"
SPRAY FOAM REQ'D IN BOX JOIST ENDS, ENSURE CONTINUOUS (AVB)

EXPOSED FOAM PLASTICS TO BE PROTECTED AS PER BCBC 9.25.2

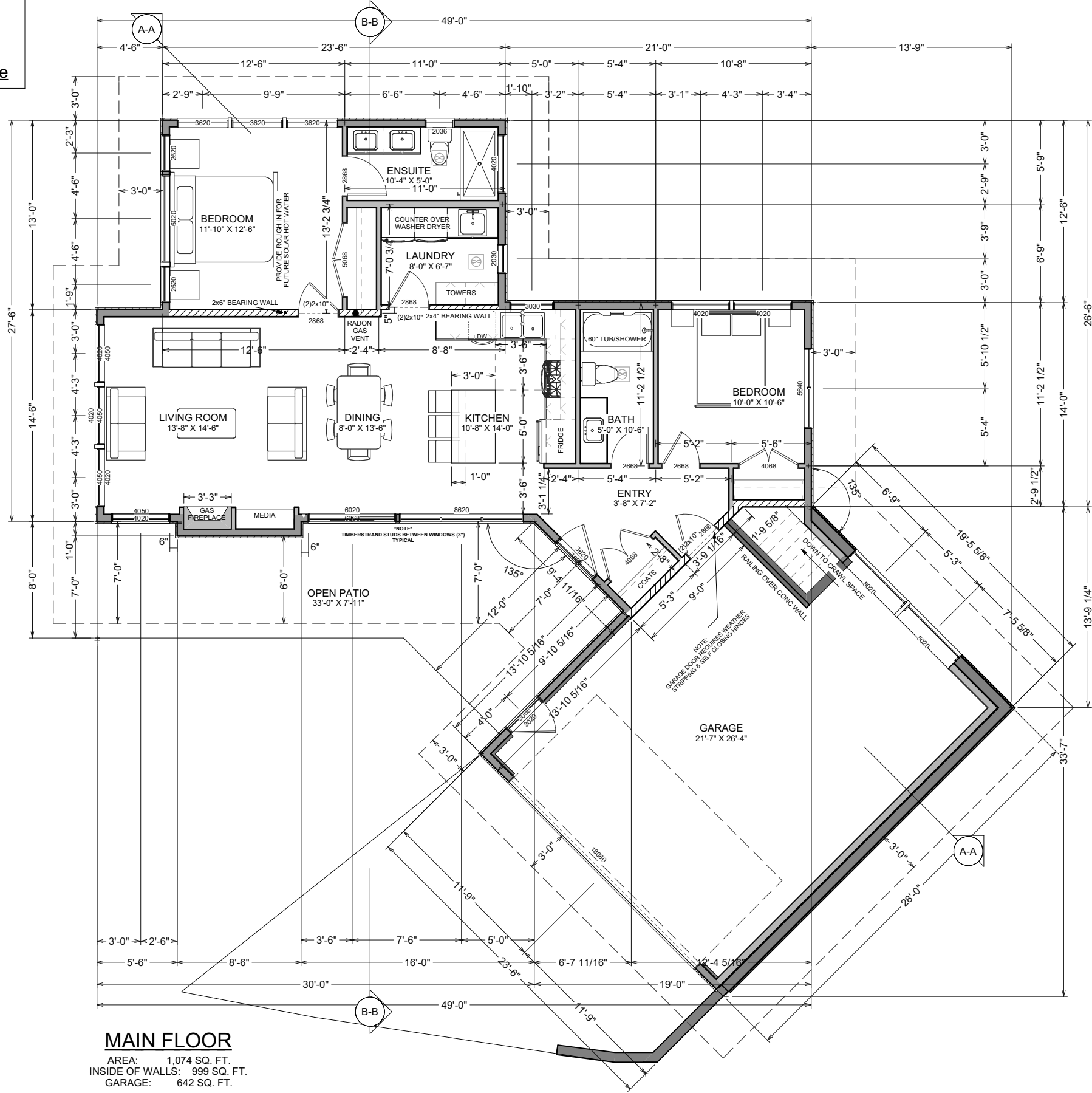
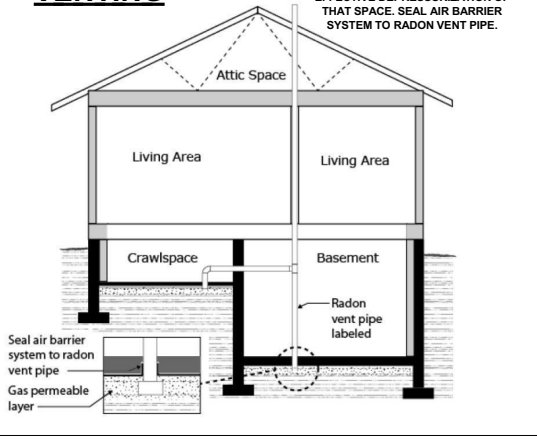


****NOTE****
CONTRACTOR TO CONFIRM DIM PRIOR TO CONST.

****NOTE****
PROVIDE PROPER SLOPE TO ALLOW DRAINAGE AWAY FROM RESIDENCE.

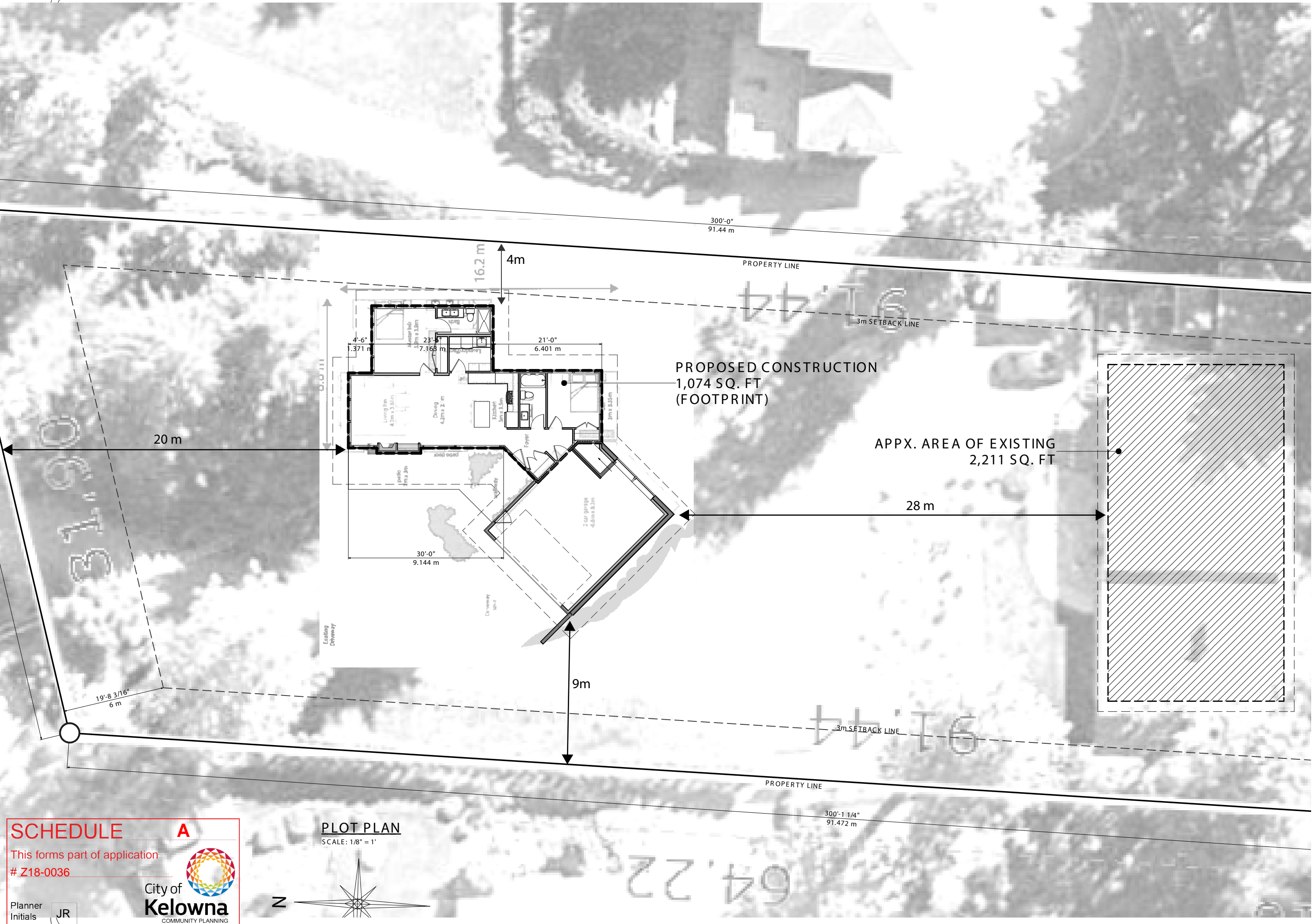
****NOTE****
WINDOW SPECS TO BE CONFIRMED BY OWNER/ CONTRACTOR PRIOR TO ORDERING TO ENSURE PROPER VENTING AND EGRESS.

RADON GAS VENTING



MAIN FLOOR

AREA: 1,074 SQ. FT.
INSIDE OF WALLS: 999 SQ. FT.
GARAGE: 642 SQ. FT.



SCHEDULE

This forms part of application

Z18-0036

Planner Initials

JR

City of Kelowna

COMMUNITY PLANNING

PLOT PLAN

SCALE: 1/8" = 1'

N

SHEET NUMBER

4/6

SCALE: 1/4" = 1'

DATE : APR-04-2018

THE LITTLE HOUSE

CONTRACTING CORP.

PROPOSED PROJECT FOR

TERRIEN

5165 LAKESHORE RD.

UNIT 203 - 1889 SPALL RD.

Kelowna BC V1Y 4R2

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MULLINS

DRAFTING & DESIGN

SCHEDULE

A

This forms part of application

Z18-0036

Planner
Initials

JR



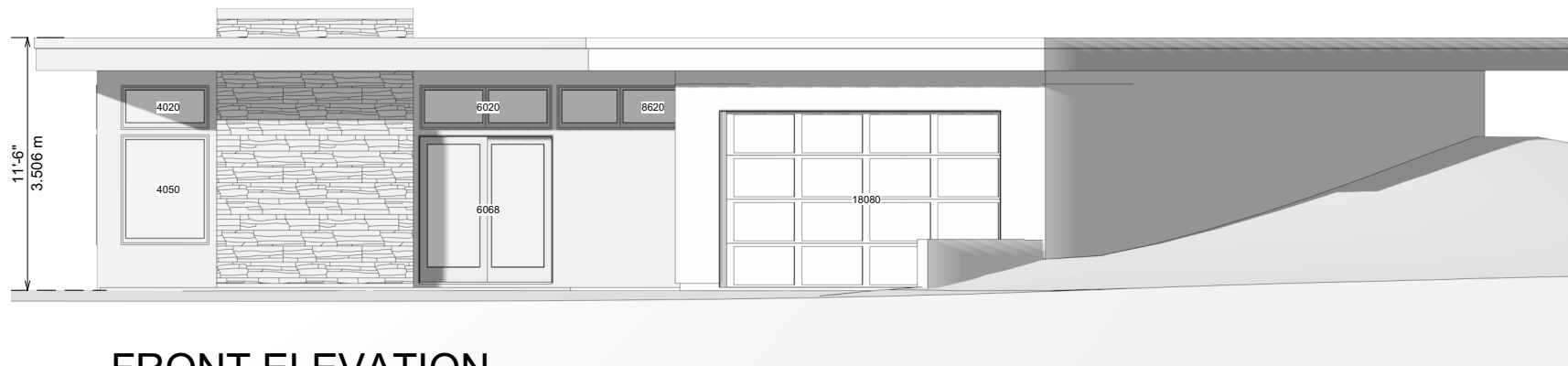
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PROPOSED PROJECT FOR
TERRIEN
5165 LAKESHORE RD.



SCALE: 1/4" = 1'
DATE : APR-04-2018

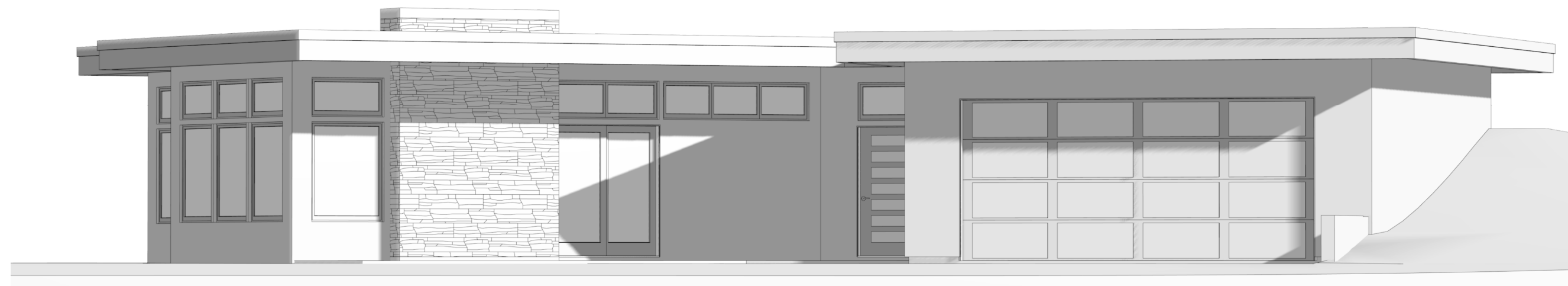
SHEET NUMBER
5/6



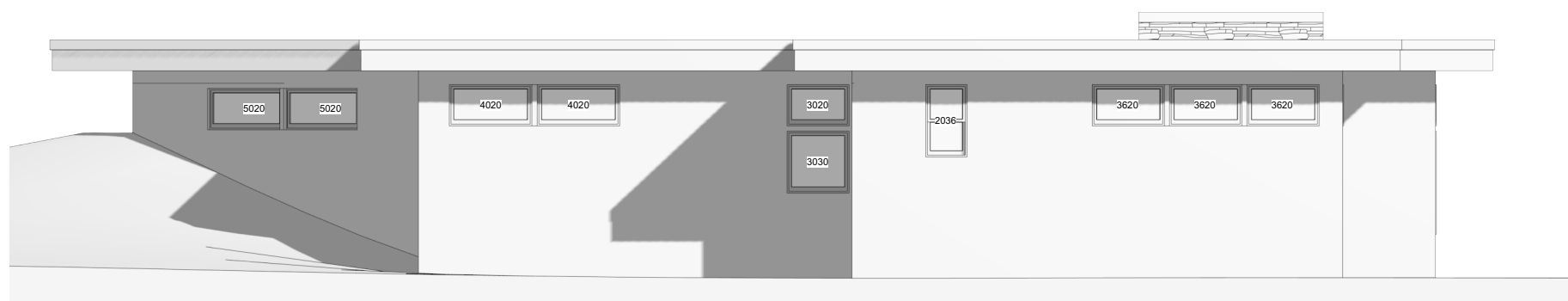
FRONT ELEVATION



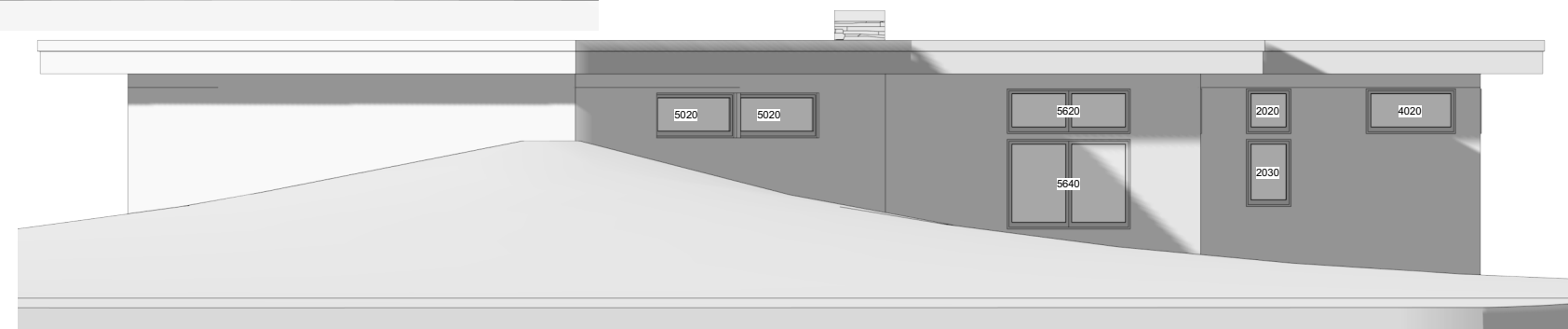
LEFT ELEVATION



FRONT PERSPECTIVE



REAR ELEVATION



RIGHT ELEVATION

SCHEDULE

B

This forms part of application
Z18-0036

Planner
Initials **JR**



SHEET NUMBER

1/6

SCALE: 1/4" = 1'

DATE : APR-04-2018



PROPOSED PROJECT FOR

THERRIEN
5165 LAKESHORE RD.

UNIT 203 - 1889 SPALL RD.

Kelowna BC V1Y 4R2

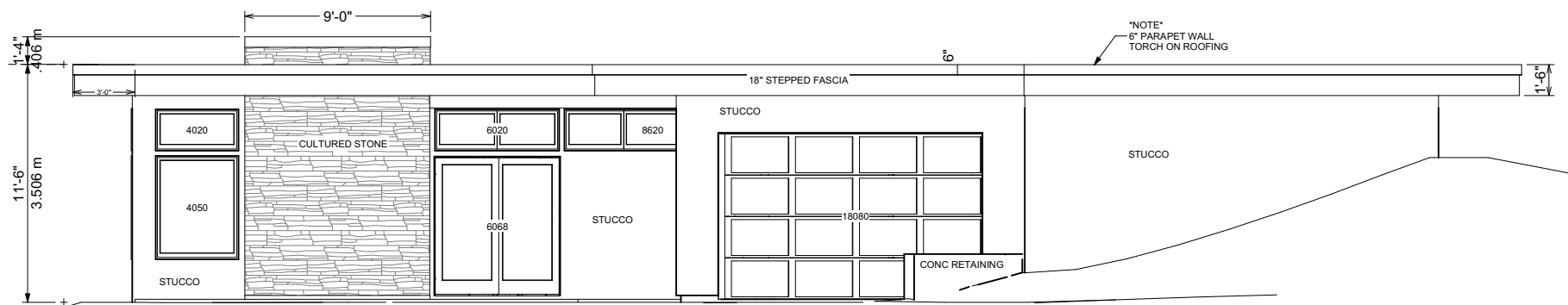
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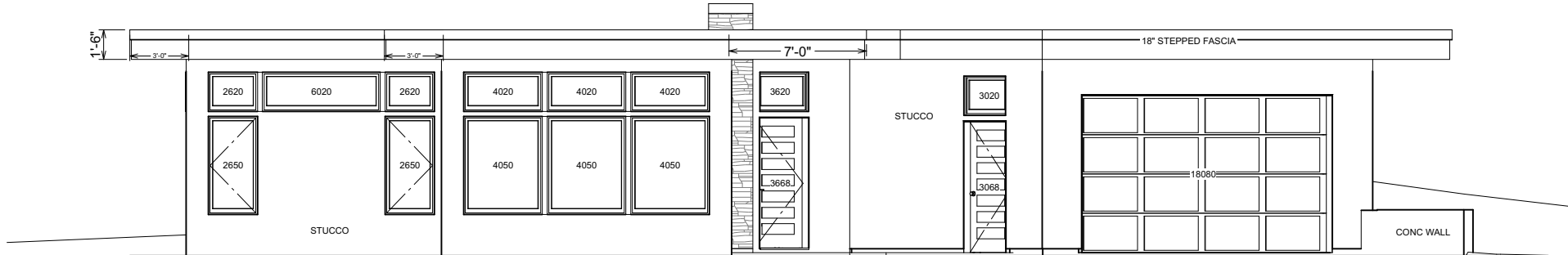
e-mail: mullinsdrafting@shaw.ca

MULLINS
DRAFTING & DESIGN

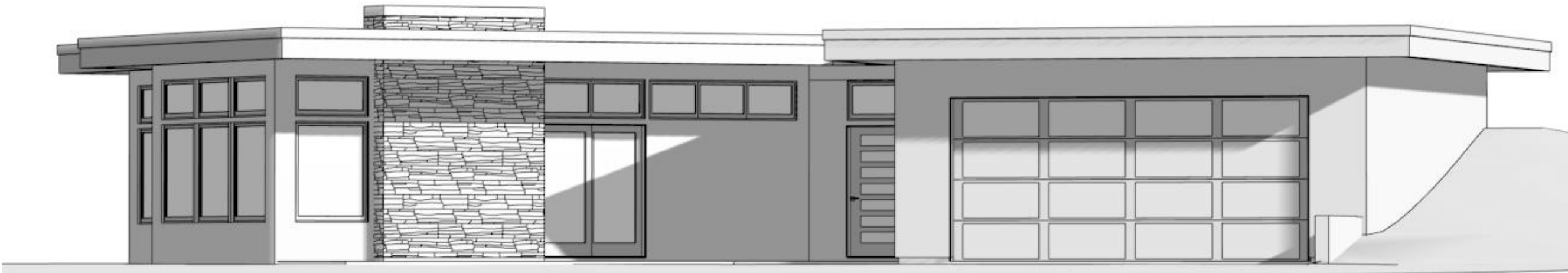




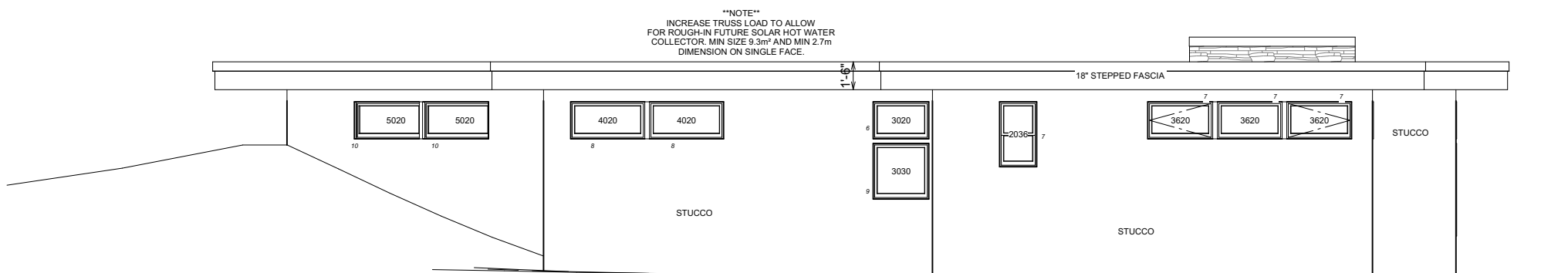
FRONT ELEVATION



LEFT ELEVATION

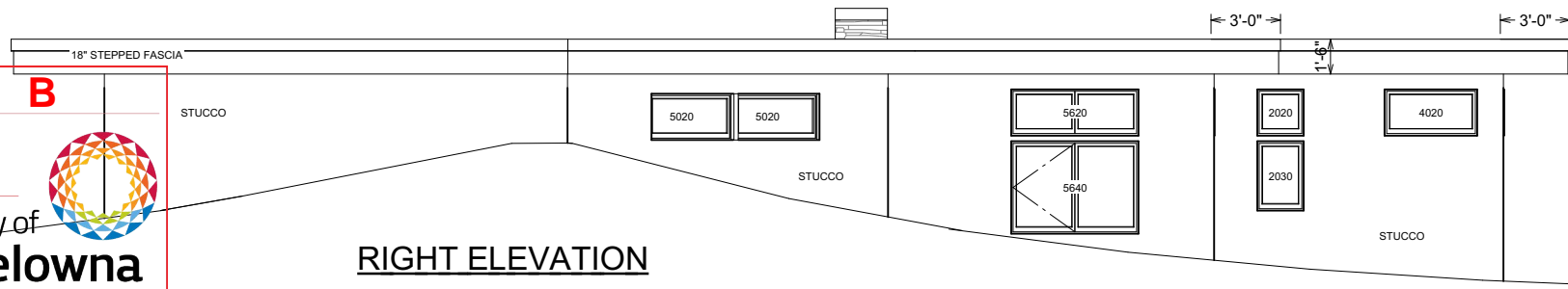


FRONT PERSPECTIVE



REAR ELEVATION

DISTANCE WALL TO PROPERTY: 3.273m
 TOTAL WALL AREA: 576 SQ. FT.
 TOTAL GLASS AREA: 79 SQ. FT.
 TOTAL PERCENTAGE OF GLASS: 13.8 %



RIGHT ELEVATION

GENERAL NOTES

- ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE B.C. BUILDING CODE AND ALL LOCAL LAWS AND BYLAWS.
- BEFORE CONSTRUCTION COMMENCES IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CHECK ALL DETAILS AND DIMENSIONS TO CONFIRM ACCURACY AND TO ASSURE THERE ARE NO DISCREPANCIES.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR FOR THE CORRECT SITING OF THE BUILDING TO CONFORM WITH NECESSARY SETBACKS.
- ALTHOUGH EVERY EFFORT HAS BEEN MADE TO PROVIDE COMPLETE AND ACCURATE DRAWINGS WE CANNOT ELIMINATE THE POSSIBILITY OF HUMAN ERROR, THEREFORE MULLINS DRAFTING & DESIGN WILL NOT BE LIABLE FOR ANY ERRORS OR OMISSIONS.

****NOTE****
 CONTRACTOR TO CONFIRM DIM PRIOR TO CONST.

****NOTE****
 PROVIDE PROPER SLOPE TO ALLOW DRAINAGE AWAY FROM RESIDENCE.

****NOTE****
 WINDOW SPECS TO BE CONFIRMED BY OWNER/ CONTRACTOR PRIOR TO ORDERING TO ENSURE PROPER VENTING AND EGRESS.

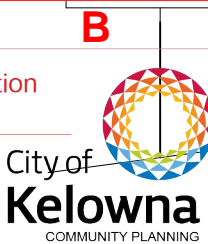
SPECIFICATIONS

| | | |
|--|---|---|
| ROOF TORCH ON ROOFING 7/16" ROOF SHEATHING ENGINEERED ROOF TRUSSES R-50 INSULATION 6 MIL UV POLY 5/8" DRYWALL SOFFIT & FASCIA 6" PARAPET WALL 2x8 SUB FASCIA 18" STEPPED FASCIA VENTED SOFFIT EXT. WALL STUCCO 7/16" WALL SHEATHING 2x6 STUDS 24" o/c R-22 BATT INSULATION 6 MIL UV POLY 1/2" DRYWALL | INT. WALL 2x4 STUDS 16" o/c 1/2" DRYWALL BOTH SIDES FLOOR SYSTEM 3/4" T&G SHEETING ENGINEERED I JOIST DECK CONSTRUCTION 8" CONC. PEIRS 2X10 JOISTS @16" o/c VINYL DECKING POSTS & BEAMS AS REQ. STAIR CONSTRUCTION PRE MANUFACTURED STAIR SYSTEM 2X6 @ 16" o/c LANDINGS | FOUNDATION 8" CONC. FOUNDATION 10MM REBAR R12 STYROFOAM INSULATION 8"x16" CONC. FOOTING CONC. SLAB 4" CONC. SLAB 6 MIL UV POLY 6" DRAINAGE ROCK DRAINAGE TILE 4" DRAIN TILE MINIMUM 6" DRAIN ROCK DRY SHEETING PAPER |
|--|---|---|

SCHEDULE

This forms part of application
 # Z18-0036

Planner Initials JR



SHEET NUMBER
 1/5

SCALE: 1/4" = 1'

DATE : JUN-14-2018

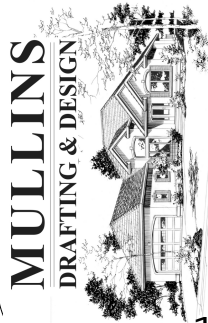


PROPOSED PROJECT FOR

THERRIEN
 5165 LAKESHORE RD.

UNIT 203 - 1889 SPALL RD.
 Kelowna BC V1Y 4R2

Bus: (250) 717-3415
 Cell: (250) 258-7819
 e-mail: mullinsdrafting@shaw.ca



SCHEDULE

B

This forms part of application
Z18-0036

Planner
Initials JR



9.36.2.6

THERMAL CHARACTERISTICS OF ABOVE GROUND OPAQUE ASSEMBLIES

EFFECTIVE RSI-VALUES (WITH HRV)

CLIMATE ZONE (HEATING DEGREE
DAYS DEGREES CELSIUS)

ASSEMBLY

| | (4) | (5) | (6) | (7)A | (7)B |
|----------------------------|--------------|--------------|--------------|--------------|--------------|
| CEILINGS | 6.91 (39.23) | 6.91 (39.23) | 8.67 (49.2) | 8.67 (49.2) | 10.43 (59.2) |
| CATHEDRAL CEILINGS | 4.67 (26.5) | 4.67 (26.5) | 4.67 (26.5) | 5.02 (28.5) | 5.02 (28.5) |
| WALLS (2x6 @ 16") | 2.78 (15.75) | 2.97 (16.86) | 2.97 (16.86) | 2.97 (16.86) | 3.08 (17.48) |
| FLOORS OVER UNHEATED SPACE | 4.67 (26.5) | 4.67 (26.5) | 4.67(26.5) | 5.02 (28.5) | 5.02 (28.5) |

NOTE

MINIMUM REQUIREMENTS.

WALL ASSEMBLY

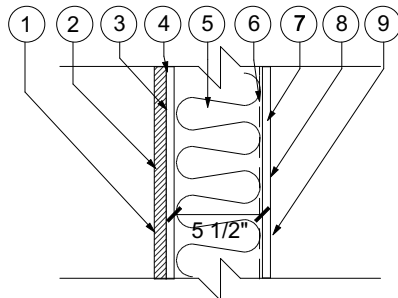
W5

WALL ASSEMBLY

W3

STUCCO CLADDING

| COMPONENTS | RSI | R |
|--|-------|-------|
| 1. EXTERIOR AIR FILM | 0.03 | 0.17 |
| 2. STUCCO CLADDING (15mm) | 0.135 | 0.08 |
| 3. ASPHALT IMPREGNATED PAPER | 0.00 | 0.00 |
| 4. 7/16" (11.1 mm) OSB SHEATHING | 0.11 | 0.62 |
| 5. 2x6 FRAMING FILLED WITH R22 BATT @ 24" O/C | 2.67 | 15.16 |
| 6. POLYETHYLENE | 0.00 | 0.00 |
| 7. 1/2" (12.7mm) GYPSUM BOARD | 0.08 | 0.45 |
| 8. FINISH: 1 COAT LATEX PRIMER AND LATEX PAINT | 0.00 | 0.00 |
| 9. INTERIOR AIR FILM | 0.12 | 0.68 |



ENERGY EFFICIENCY REQUIREMENTS AS PER BCBC 9.36

TO MEET THE MINIMUM (EFFECTIVE) RSI VALUE FOR THE WALL ASSEMBLY OF 2.97 OR R-VALUE OF 16.86 AN HRV MUST BE INCORPORATED INTO THIS DESIGN.

EFFECTIVE RSI / R VALUE OF
ENTIRE ASSEMBLY

3.0235 17.16

WALL ASSEMBLY

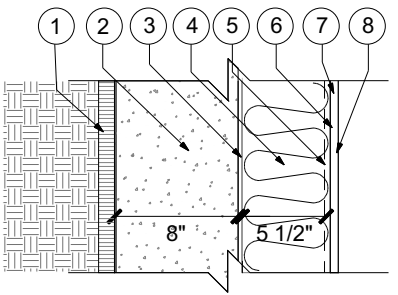
W1

WALL ASSEMBLY

W2

BELOW GRADE
(GARAGE TO HOUSE)

| COMPONENTS | RSI | R |
|--|------|-------|
| 1. 2" RIGID INSULATION (R-10) | 1.76 | 10.0 |
| 2. 8" REINFORCED CONCRETE WALL | 0.08 | 0.45 |
| 3. 1/2" AIR GAP | 0.16 | 0.91 |
| 4. 2x6 FRAMING FILLED WITH R22 BATT @ 24" O/C | 2.67 | 15.16 |
| 5. POLYETHYLENE | 0.00 | 0.00 |
| 6. 1/2" (12.7mm) GYPSUM BOARD | 0.08 | 0.45 |
| 7. FINISH: 1 COAT LATEX PRIMER AND LATEX PAINT | 0.00 | 0.00 |
| 8. INTERIOR AIR FILM | 0.12 | 0.68 |



ENERGY EFFICIENCY REQUIREMENTS AS PER BCBC 9.36

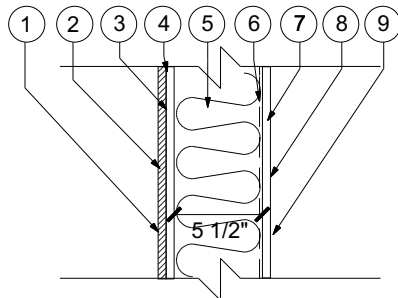
TO MEET THE MINIMUM (EFFECTIVE) RSI VALUE FOR THE WALL ASSEMBLY OF 2.98 OR R-VALUE OF 16.9 AN HRV MUST BE INCORPORATED INTO THIS DESIGN.

EFFECTIVE RSI / R VALUE OF
ENTIRE ASSEMBLY

4.87 27.65

2x6 EXTERIOR
(GARAGE TO HOUSE)

| COMPONENTS | RSI | R |
|--|------|-------|
| 1. EXTERIOR AIR FILM | 0.03 | 0.17 |
| 2. 1/2" (12.7mm) GYPSUM BOARD | 0.08 | 0.45 |
| 3. ASPHALT IMPREGNATED PAPER | 0.00 | 0.00 |
| 4. 7/16" (11.1 mm) OSB SHEATHING | 0.11 | 0.62 |
| 5. 2x6 FRAMING FILLED WITH R22 BATT @ 24" O/C | 2.67 | 15.16 |
| 6. POLYETHYLENE | 0.00 | 0.00 |
| 7. 1/2" (12.7mm) GYPSUM BOARD | 0.08 | 0.45 |
| 8. FINISH: 1 COAT LATEX PRIMER AND LATEX PAINT | 0.00 | 0.00 |
| 9. INTERIOR AIR FILM | 0.12 | 0.68 |



ENERGY EFFICIENCY REQUIREMENTS AS PER BCBC 9.36

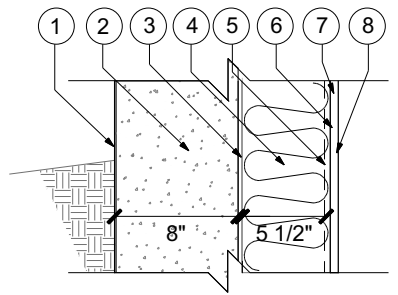
TO MEET THE MINIMUM (EFFECTIVE) RSI VALUE FOR THE WALL ASSEMBLY OF 2.97 OR R-VALUE OF 16.86 AN HRV MUST BE INCORPORATED INTO THIS DESIGN.

EFFECTIVE RSI / R VALUE OF
ENTIRE ASSEMBLY

3.09 17.53

BELOW GRADE

| COMPONENTS | RSI | R |
|--|------|-------|
| 1. DAMP PROOFING | 0.03 | 0.17 |
| 2. 8" REINFORCED CONCRETE WALL | 0.08 | 0.45 |
| 3. 1/2" AIR GAP | 0.16 | 0.91 |
| 4. 2x6 FRAMING FILLED WITH R22 BATT @ 24" O/C | 2.67 | 15.16 |
| 5. POLYETHYLENE | 0.00 | 0.00 |
| 6. 1/2" (12.7mm) GYPSUM BOARD | 0.08 | 0.45 |
| 7. FINISH: 1 COAT LATEX PRIMER AND LATEX PAINT | 0.00 | 0.00 |
| 8. INTERIOR AIR FILM | 0.12 | 0.68 |

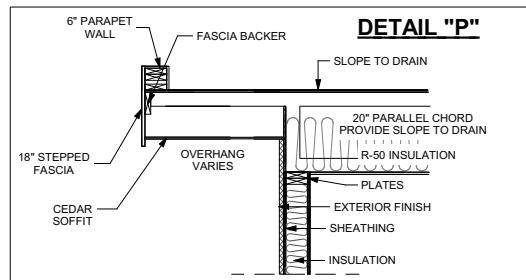
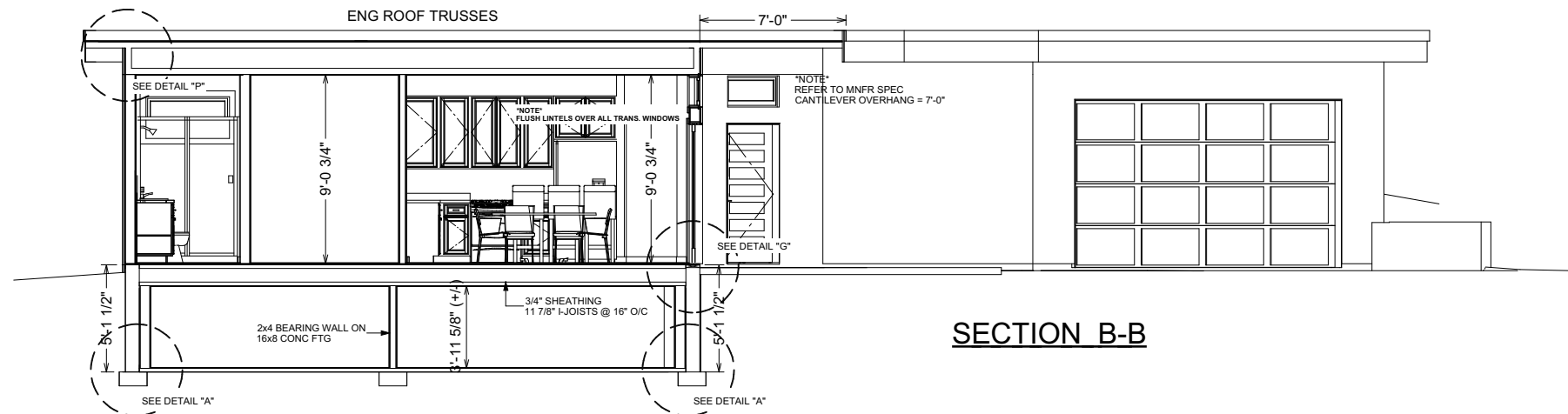
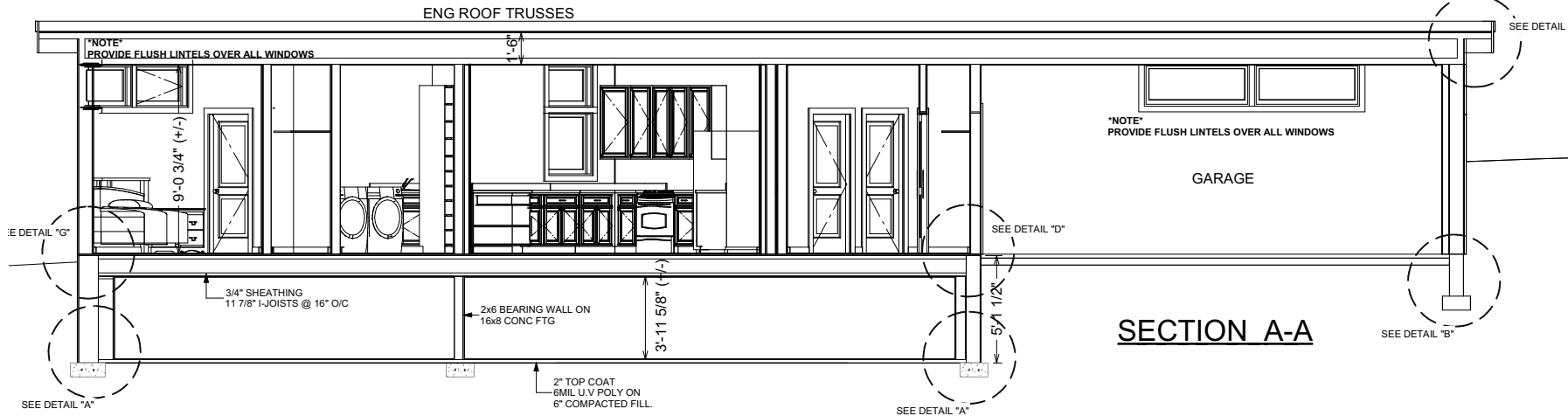


ENERGY EFFICIENCY REQUIREMENTS AS PER BCBC 9.36

TO MEET THE MINIMUM (EFFECTIVE) RSI VALUE FOR THE WALL ASSEMBLY OF 2.98 OR R-VALUE OF 16.9 AN HRV MUST BE INCORPORATED INTO THIS DESIGN.

EFFECTIVE RSI / R VALUE OF
ENTIRE ASSEMBLY

3.14 17.82



GENERAL NOTES

- ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE B.C. BUILDING CODE AND ALL LOCAL LAWS AND BYLAWS.
- BEFORE CONSTRUCTION COMMENCES IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CHECK ALL DETAILS AND DIMENSIONS TO CONFIRM ACCURACY AND TO ASSURE THERE ARE NO DISCREPANCIES.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR FOR THE CORRECT SITING OF THE BUILDING TO CONFORM WITH NECESSARY SETBACKS.
- ALTHOUGH EVERY EFFORT HAS BEEN MADE TO PROVIDE COMPLETE AND ACCURATE DRAWINGS WE CANNOT ELIMINATE THE POSSIBILITY OF HUMAN ERROR, THEREFORE MULLINS DRAFTING & DESIGN WILL NOT BE LIABLE FOR ANY ERRORS OR OMISSIONS.

CODES AND STANDARDS

All workmanship is to be of a standard equal in all respects to good building practice.

At the time of preparation, this plan was drawn in accordance with the current edition of the B.C. Building Code. It is the responsibility of the owner/builder to insure that changes made to the code are complied with and all amendments are incorporated in the construction of this plan. All work shall conform to local building codes and bylaws which may take precedence.

Prior to proceeding with construction, the owner/builder must verify all information, dimensions and specifications of this plan. Written dimensions always take precedence over scale measurements.

Any variance from structural drawings and specifications or from conditions encountered at the job site, shall be resolved by the owner/builder and such solutions shall be their sole responsibility.

CONCRETE & FOOTINGS

All concrete to have a minimum compressive strength of 2,900 PSI (20 MPa) at 28 days.

Concrete footings must be placed on undisturbed or compacted soil to an elevation below frost penetration. Footings shown on these drawings have been designed for soil bearing capacity of 2,500 PSF. If a lesser bearing capacity is encountered, it is the responsibility of the owner/builder to have the footings redesigned by qualified persons to suit existing conditions.

All footings are to have two 1/2" reinforcing bars. The reinforcing bars are to be situated such that one bar is 3" (75 mm) clear of the side and bottom of the footing on both sides of the footing.

Grades shown on elevations are estimated. Adjust on site as required. Retaining walls other than the foundation walls of the residence are beyond the scope of these drawings unless otherwise noted.

ABOVE GRADE MASONRY

All above grade masonry is to conform to the BC Building Code.

If brick veneer is to be installed, counter flashing shall be installed up to 8" (200 mm) behind the building felt and below the bottom course with vertical joints raked clean. Weep holes 24" (600 mm) o.c.

CARPENTRY

Framing lumber shall be number two (2) or better Spruce unless otherwise specified on the plan. All beam and lintel sizes shown on the drawings to be reviewed & confirmed by truss manufacturer and contractor. Any beam or lintel sizes provided by truss/floor manufacturer take precedence.

Joists are to be doubled under parallel partitions.

Joists shall be placed to accommodate plumbing, in the event of a discrepancy please contact floor supplier before any alterations or cuts are made.

Wood in contact with concrete shall be damp proofed with 45 lb. felt or a sill plate gasket and pressure treated with a waterborne preservative or other approved method on exterior walls.

Plates are to be anchored to concrete with 1/2" anchor bolts, maximum 6 ft. o.c. or other approved method.

Flush framed wood members shall be anchored with 200 lb. joist hangers unless otherwise specified.

SPECIFICATIONS

ROOF

TORCH ON ROOFING
7/16" ROOF SHEATHING
ENGINEERED ROOF TRUSSES
R-50 INSULATION
6 MIL UV POLY
5/8" DRYWALL

SOFFIT & FASCIA

6" PARAPET WALL
2x8 SUB FASCIA
18" STEPPED FASCIA
VENTED SOFFIT

EXT. WALL

STUCCO
7/16" WALL SHEATHING
2x6 STUDS 24" o/c
R-22 BATT INSULATION
6 MIL UV POLY
1/2" DRYWALL

INT. WALL

2x4 STUDS 16" o/c
1/2" DRYWALL BOTH SIDES
FLOOR SYSTEM
3/4" T&O SHEETING
ENGINEERED JOIST

DECK CONSTRUCTION

8" CONC. PEIRS
2X10 JOISTS @16" o/c
VINYL DECKING
POSTS & BEAMS AS REQ.

STAIR CONSTRUCTION

PRE MANUFACTURED
STAIR SYSTEM
2X6 @ 16" o/c LANDINGS

FOUNDATION

8" CONC. FOUNDATION
10MM REBAR
R12 STYROFOAM INSULATION
8"x16" CONC. FOOTING

CONC. SLAB

4" CONC. SLAB
6 MIL UV POLY
6" DRAINAGE ROCK
DRAINAGE TILE

DRAINAGE TILE

4" DRAIN TILE
MINIMUM 6" DRAIN ROCK
DRY SHEETING PAPER

INSULATION / VENTILATION

Minimum insulation requirements:

Roof/Ceiling - R 50
Walls - 2 x 6 - R 22
Garage Ceiling - R 32

Ceiling insulation may be loose fill type or batt type. Wall and floor insulation must be batt type.

Walls and ceilings between residence and attached garage shall be insulated.

Insulation requirements may vary with heating systems and with local conditions.

All roof spaces shall be ventilated with soffit, roof or gable vents or a combination of these, equally distributed between the top of the roof space and soffits.

MISCELLANEOUS

Caulk over and around all exterior openings using non-hardening caulking compound.

Flash all changes of materials on exterior walls.

Flash over all exterior openings.

All siding or stucco to be a minimum of 8" (200 mm) above finished grade.

All balcony railings to be 3'6" (1070 mm) in height. Maximum spacing between vertical members is 4" (100 mm). Minimum distance between horizontal rails to be 32" (800 mm). Top rail to sustain outward load of 40 lbs. per lineal foot.

Coat and clothes closets shall have at least one rod and shelf with minimum depth of 24" unless otherwise stated. Linen closet shall have 5 adjustable shelves wherever possible. Broom closets shall have one shelf.

SHEET NUMBER

4/5

SCALE: 1/4" = 1'

DATE : JUN-14-2018



PROPOSED PROJECT FOR

THERRIEN

5165 LAKESHORE RD.

UNIT 203 - 1889 SPALL RD.

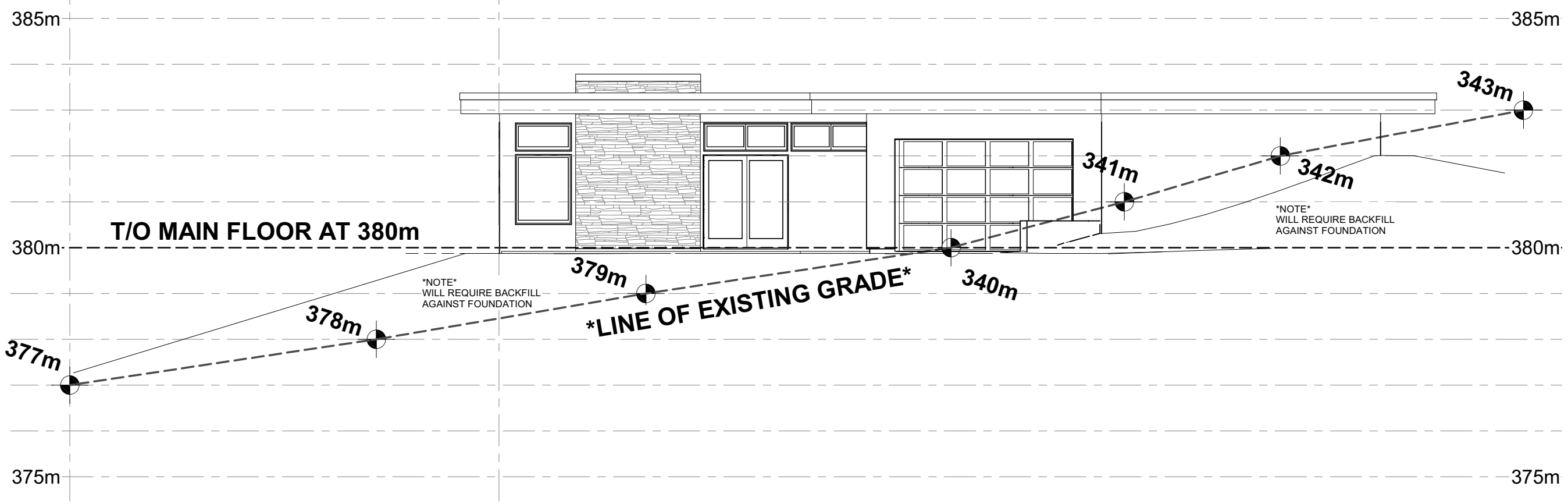
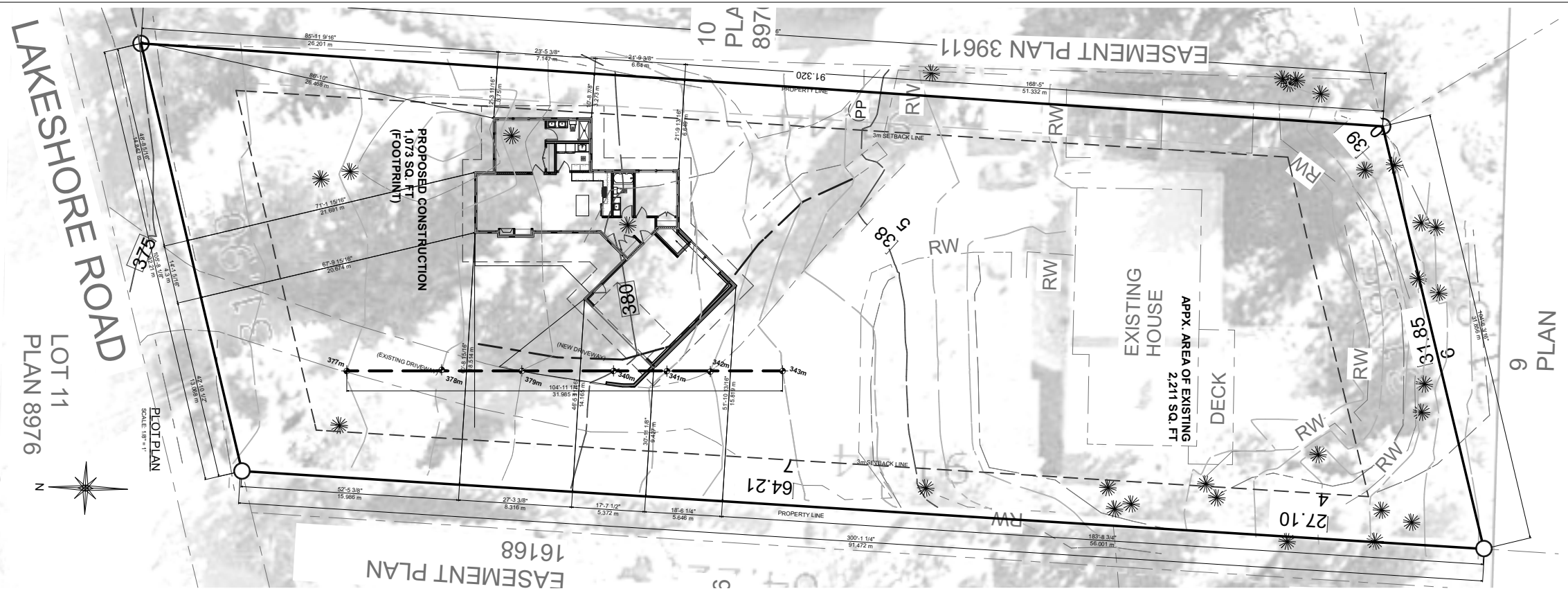
Kelowna BC V1Y 4R2

Bus: (250) 717-3415

Cell: (250) 258-7819

e-mail: mullinsdrafting@shaw.ca

MULLINS
DRAFTING & DESIGN



SCHEDULE B

This forms part of application
Z18-0036

Planner Initials **JR**

City of Kelowna
COMMUNITY PLANNING

MULLINS
DRAFTING & DESIGN

UNIT 203 - 1889 SPALL RD.
Kelowna BC V1Y 4R2
Bus: (250) 717-3415
Cell: (250) 258-7819
e-mail: mullinsdrafting@shaw.ca

THE LITTLE HOUSE
CONTRACTING CORP.

PROPOSED PROJECT FOR
THERRIEN
5165 LAKESHORE RD.

SHEET NUMBER
5/5

SCALE: 1/4" = 1'

DATE : JUN-14-2018

REPORT TO COUNCIL



Date: July 16, 2018

RIM No. 1250-30

To: City Manager

From: Community Planning Department (KB)

Application: Z18-0058

Owner: John Thomas Hodges

Address: 615 Francis Avenue

Applicant: Urban Options Planning & Permits

Subject: Rezoning Application

Existing OCP Designation: MRL – Multiple Unit Residential (Low Density)

Existing Zone: RU6 – Two Dwelling Housing

Proposed Zone: RM₃ – Low Density Multiple Housing

1.0 Recommendation

THAT Rezoning Application No. Z18-0058 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 15 District Lot 14 Osoyoos Division Yale District Plan 1141, located at 615 Francis Avenue, Kelowna, BC from the RU6 – Two Dwelling Housing zone to the RM₃ – Low Density Multiple Housing zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated July 16, 2018;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered in conjunction with Council's consideration of a Development Permit for the subject property.

2.0 Purpose

To rezone the subject property to facilitate the development of multiple dwelling housing.

3.0 Community Planning

Community Planning Staff support the rezoning application from the RU6 – Two Dwelling Housing zone to the RM₃ – Low Density Multiple Housing zone. The RM₃ zone meets the form and density objectives of the

Official Community Plan (OCP) MRL - Multiple Unit Residential (Low Density) designation. The additional residential density will be supported by local amenities such as a number of local parks, the shops and services of South Pandosy and transit stops along Pandosy St. The proposed development would result in three dwelling units, configured in a stacked row housing form, on a single mid-block property on Francis Ave. Further, the application addresses several objectives of the OCP, notably:

- **Housing Mix.** Support a greater mix of housing unit size, form and tenure in new multi-unit residential.
- **Family Housing.** Support housing alternatives for families when single detached housing is too costly, including features that are important to families such as: outdoor space, direct access to grade, larger units, safe design, and neighbourhood characteristics (e.g. location and amenities).
- **Ground-Oriented Housing.** Encourage all multiple-unit residential buildings in neighbourhoods with schools and parks to contain ground-oriented units with 2 or more bedrooms so as to provide a family housing choice within the multi-unit rental or ownership markets, especially where such can be provided on non-arterial and non-collector streets.

To fulfil Council Policy No. 367, the applicant submitted a Neighbour Consultation Summary Form to staff documenting that neighbours within 50 m of the subject property were notified.

4.0 Proposal

4.1 Project Description

The application is to rezone the subject property from the RU6 – Two Dwelling Housing zone to the RM3 – Low Density Multiple Housing zone to allow for a multiple dwelling development in the form of stacked row housing.

Should Council support this rezoning, Staff will bring forward a Development Permit for Council consideration. The development is proposed to be three storeys in height and have three two-bedroom units. All vehicular access for the development is proposed to come from a rear laneway on the south side of the property. A draft site plan is attached as Schedule "B".

4.2 Site Context

The subject property is located on the south side of Francis Avenue, between Pandosy Street and Richter Street. It is in close proximity to the South Pandosy Urban Centre Area, Kelowna General Hospital, and nearby parks, including Cameron Park, Osprey Park and Kinsmen Park. It is within the City's Permanent Growth Boundary, and the walk score is 73, which means the site is very walkable and more errands can be accomplished on foot.

Specifically, adjacent land uses are as follows:

| Orientation | Zoning | Land Use |
|-------------|----------------------------|---------------------------------|
| North | RU6 – Two Dwelling Housing | Single and Two Dwelling Housing |
| East | RU6 – Two Dwelling Housing | Single and Two Dwelling Housing |
| South | RU6 – Two Dwelling Housing | Single and Two Dwelling Housing |
| West | RU6 – Two Dwelling Housing | Single and Two Dwelling Housing |

Map 1 – Subject Property



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 5 - Development Process

Objective 5.3 - Focus development to designated growth areas

Policy .2 - Compact Urban Form. Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Objective 5.22 - Ensure context sensitive housing development

Policy .6 - Sensitive Infill. Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

Policy .7 - Healthy Communities. Through current zoning regulations and development processes, foster healthy, inclusive communities and a diverse mix of housing forms, consistent with the appearance of the surrounding neighbourhood.

Policy .13 - Family Housing. Support housing alternatives for families when single detached housing is too costly, including features that are important to families such as: outdoor space, direct access to grade, workshop space, larger units, safe design, and neighbourhood characteristics (e.g.: location and amenities).

Objective 5.23 - Address the needs of families with children through the provision of appropriate family-oriented housing

Policy .1 - Ground-Oriented Housing. Encourage all multiple-unit residential buildings in neighbourhoods with schools and parks to contain ground-oriented units with 2 or more bedrooms so as to provide a family housing choice within the multi-unit rental or ownership markets. High density residential projects in the Downtown area are encouraged to include a ground-oriented housing component, especially where such can be provided on non-arterial and non-collector streets.

6.0 Technical Comments

6.1 Development Engineering Department

See Schedule "A" City of Kelowna Memorandum

7.0 Application Chronology

Date of Application Received: May 9, 2018
Date Public Notification Received: June 17, 2018

Report prepared by: Kimberly Brunet, Planner
Approved for Inclusion: Terry Barton, Urban Planning Manager

Attachments:

Schedule "A" – City of Kelowna Memorandum
Schedule "B" – Draft Site Plan

CITY OF KELOWNA

MEMORANDUM

Date: May 29, 2018
File No.: Z18-0058
To: Community Planning (KB)
From: Development Engineering Manager (JK)
Subject: 615 Francis Ave RU6 to RM3

Development Engineering Department have the following comments and requirements associated with this application. The road and utility upgrading requirements outlined in this report will be a requirement of this development. The Development Engineering Technologist for this project is Jason Angus.

1. General

- a. Where there is a possibility of a high water table or surcharging of storm drains during major storm events, non-basement buildings may be required. This must be determined by the engineer and detailed on the Lot Grading Plan required in the drainage section.
- b. Provide easements as may be required.
- c. This proposed subdivision may require the installation of centralized mail delivery equipment. Please contact Rick Ould, Delivery Planning Officer, Canada Post Corporation, 530 Gaston Avenue, Kelowna, BC V1Y 2K0 to obtain further information and to determine suitable location(s) within the development.

2. Water

- a. This property is currently serviced with a 19mm-diameter water service. The disconnection of the existing small diameter water services and the tie-in of a larger new 50mm service c/w two curb stops can be provided by City forces at the developer's expense. The applicant will be required to sign a Third Party Work Order for the cost of the water service upgrades. For estimate inquiry's please contact Jason Angus, by email jangus@kelowna.ca or phone, 250-469-8783.
- b. An approved backflow protection device must also be installed on site as required by the City Plumbing Regulation and Water Regulation bylaws.
- c. A water meter is mandatory for this development and must be installed inside a building on the water service inlet as required by the City Plumbing Regulation and Water Regulation bylaws. The developer or building contractor must purchase the meter from the City at the time of application for a building permit from the Inspection Services Department, and prepare the meter setter at his cost

3. Sanitary Sewer

- a. Our records indicate that this property is currently serviced with a 100mm-diameter sanitary sewer service. An inspection chamber (IC) complete with brooks box must be installed on the service at the owner's cost. Service upgrades can be provided by the City at the applicant's cost. The applicant will be required to sign a Third Party Work Order for the cost of the service upgrade. For estimate inquiry's please contact Jason Angus, by email jangus@kelowna.ca or phone, 250-469-8783

4. Roads

- a. Francis Ave must be upgraded to an collector standard along the full frontage of this proposed development, including sidewalk, pavement removal and replacement, boulevard landscaping, street lighting and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction.
- b. A one-time cash payment in lieu of construction must be collected from the applicant for future construction by the City. The cash-in-lieu amount is determined to be **\$24,911.25** not including utility service cost.

5. Power and Telecommunication Services and Street Lights

- a. The electrical and telecommunication services to this building must be installed in an underground duct system, and the building must be connected by an underground service. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services, which would be at the applicant's cost.

6. Development Permit and Site Related Issues

- a. Direct the roof drains into on-site rock pits or splash pads
- b. Access to the property will be lane access only

7. Bonding and Levy Summary

(a) Levies

- | | |
|---------------------------------------|--------------------|
| 1. Francis Ave. frontage improvements | \$24,911.25 |
|---------------------------------------|--------------------|

(b) Bonding

- | | |
|---------------------|-------------------------|
| 1. Service upgrades | To be determined |
|---------------------|-------------------------|



James Kay, P.Eng.
Development Engineering Manager

JA

SCHEDULE B

This forms part of application
Z18-0058

Planner
Initials KB



BUILDING CODE REVIEW

THE FOLLOWING NOTES PROVIDE INFORMATION HIGHLIGHTING BUILDING DESIGN CRITERIA. IT IS NOT INTENDED TO DESCRIBE ALL DESIGN AND CONSTRUCTION REQUIREMENTS.

ALL CONSTRUCTION SHALL CONFORM TO ALL APPLICABLE SECTIONS OF THE BUILDING CODE:

- TOWNHOUSE BUILDING CONSTRUCTED UNDER PART 9 OF THE BRITISH COLUMBIA BUILDING CODE 2012, 1.3.3.3 MAX 3 STOREYS, BUILDING AREA NOT EXCEEDING 600m², MAJOR OCCUPANCY GROUP C
- MAJOR OCCUPANCIES:
TOWNHOUSE BUILDING: GROUP C - RESIDENTIAL (TABLE 3.1.2.1.)
- BUILDING HEIGHT:
3 STOREYS ABOVE GRADE
- OCCUPANCY LOAD:
2 PER SLEEPING ROOM
2 X 2 = 4 PER DWELLING UNIT
- FIRE SEPARATIONS:
9.10.9.14 (1) 45 min.
- HEADROOM CLEARANCES:
STAIRS & LANDINGS: 1950mm
ROOM CEILING HEIGHTS: 2100mm
UNFINISHED BASEMENTS: 2000mm
MINIMUM AREAS OF MINIMUM CEILING HEIGHTS TO CONFORM TO TABLE 9.5.3.1.
- MINIMUM SOUND TRANSMISSION CLASS RATING
9.11.2.1 (1) STC 50

PARKING CALCULATIONS

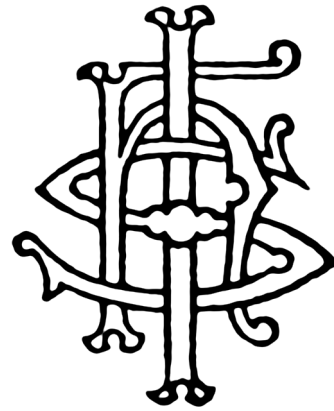
| | | | |
|------------------------|------------------------------|---------------------|----------|
| REQUIRED PARKING | 3 - 2 BEDROOM DWELLING UNITS | 1.5 STALLS PER UNIT | 5 STALLS |
| VISITOR PARKING | N/A | | 0 STALLS |
| MEDIUM CAR PARKING | 50% OF REQUIRED | | 2 STALLS |
| TOTAL REQUIRED PARKING | | | 5 STALLS |

PROPOSED PARKING

| | |
|------------------------|----------|
| FULL SIZED STALLS | 3 STALLS |
| MEDIUM SIZED STALLS | 2 STALLS |
| TOTAL PROPOSED PARKING | 5 STALLS |

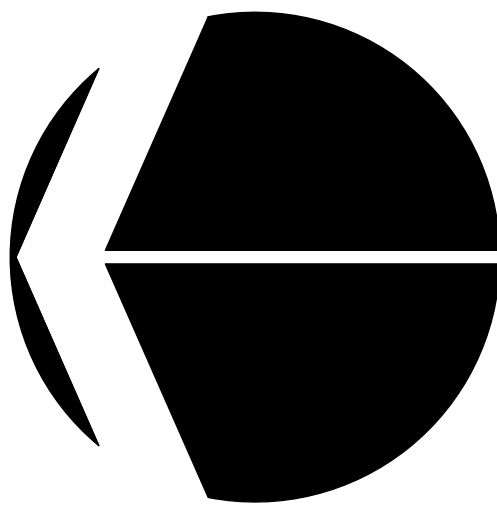
ZONING INFORMATION

| RM-3 - LOW DENSITY MULTIPLE HOUSING | PERMITTED | PROPOSED |
|--|-----------------|------------------|
| SITE AREA | 900.00m2 | 623.38m2 |
| BUILDING FOOTPRINT AT GRADE | | 277.63m2 |
| PROPOSED DRIVEWAY AREA | | 30.39m2 |
| PROPOSED WALKWAY & PATIO AREA | | 97.37m2 |
| SITE COVERAGE (PRIVATE OPEN SPACE BONUS) | 50.0% | 44.5% |
| SITE COVERAGE W/ DRIVEWAY (PERMEABLE SURFACES) | 65.0% | 65.0% |
| BUILDING HEIGHT | 10.0m/3 STOREYS | 9.843m/3 STOREYS |
| FLOOR AREAS | | |
| MAIN FLOOR FINISHED FLOOR AREA/UNIT | | 94.22m2 |
| SECOND FLOOR FINISHED FLOOR AREA/UNIT | | 76.09m2 |
| THIRD FLOOR FINISHED FLOOR AREA/UNIT | | 127.66m2 |
| F.A.R. | 0.75 | 0.75 |
| FRONT (NORTH) YARD SETBACK | | |
| FRONT (NORTH) YARD SETBACK | 1.500m | 1.500m |
| REAR (SOUTH) YARD SETBACK (FROM PUBLIC LANE) | 3.000m | 3.021m |
| SIDE (EAST) YARD SETBACK | 4.000m | 4.013m |
| SIDE (WEST) YARD SETBACK | 4.000m | 4.013m |
| PRIVATE OPEN SPACE | | |
| PRIVATE OPEN SPACE UNIT 1 | 25.00m2 | 56.99m2 |
| PRIVATE OPEN SPACE UNIT 2 | 25.00m2 | 42.57m2 |
| PRIVATE OPEN SPACE UNIT 3 (THIRD FLOOR DECK) | 25.00m2 | 28.08m2 |
| OCP DEFINED URBAN CENTRE | | N/A |



IHS DESIGN
1392 MINE HILL DRIVE
KELOWNA, BC V1P 1S5
www.ihsdesign.com
(250) 212-7938

THESE DRAWINGS ARE THE EXCLUSIVE PROPERTY OF IHS DESIGN AND MAY NOT BE REPRODUCED OR USED WITHOUT EXPRESSED WRITTEN PERMISSION FROM THE SAME.



PROJECT NORTH

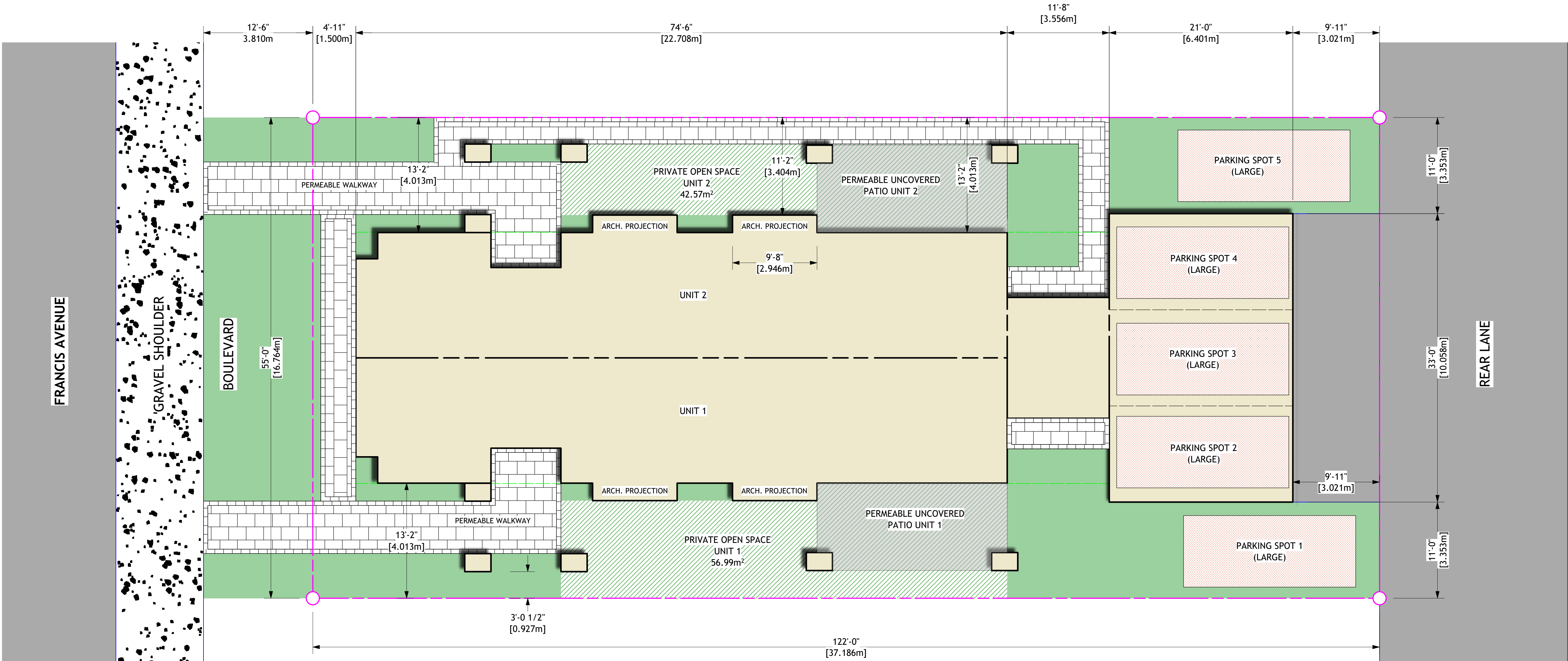
| REVISION | DATE | DISCRIPTION |
|----------|----------|-------------------------------|
| A | 4MAY2018 | ISSUED FOR DEVELOPMENT PERMIT |

PROJECT
MULTIFAMILY DEVELOPMENT
615 FRANCIS AVENUE
KELOWNA, BC V1Y 5G4
LOT 15 PLAN KAP1141

DRAWING TITLE
SITE PLAN

DATE
APRIL 10, 2018

DRAWING NUMBER
8 of 8



1 SITE PLAN
Scale: 1:75



REPORT TO COUNCIL



Date: July 16, 2018

RIM No. 1250-30

To: City Manager

From: Community Planning Department (LK)

Application: Z18-0026

Owner: Pacific Pasnak Holdings Ltd.,
Inc. No. BC1051633

Address: 1211, 1221-1223, 1237 & 1239 Pacific
Avenue; 1929 & 1933 Pasnak Street

Applicant: New Town Services Inc.

Subject: Rezoning Application

Existing OCP Designation: MRM – Multiple Use Residential (Medium Density)

Existing Zone: RU6 – Two Dwelling Housing

Proposed Zone: RM5 – Medium Density Multiple Housing

1.0 Recommendation

THAT Rezoning Application No. Z18-0026 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of

1. Lot 1 Block 2 District Lot 137, ODYD Plan 5042, located at 1211 Pacific Avenue, Kelowna, BC
2. Lot 2 Block 2 District Lot 137, ODYD Plan 5042, located at 1223 Pacific Avenue, Kelowna, BC
3. Lot A District Lot 137, ODYD Plan 23294, located at 1237 Pacific Avenue, Kelowna, BC
4. Lot B District Lot 137, ODYD Plan 23294, located at 1239 Pacific Avenue, Kelowna, BC
5. Lot 3 Block 2 District Lot 137, ODYD Plan 5042, located at 1929 Pasnak Street, Kelowna, BC
6. Lot 4, Block 2 District Lot 137, ODYD Plan 5042, located at 1933 Pasnak Street, Kelowna, BC

from the RU6 – Two Dwelling Housing zone to the RM5 – Medium Density Multiple Housing zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule “A” attached to the Report from the Community Planning Department dated March 15, 2018;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered in conjunction with Council's consideration of a Development Permit and Development Variance Permit for the subject property.

2.0 Purpose

To Rezone the subject properties from RU6 – Two Dwelling Housing to RM5 – Medium Density Multiple Housing to facilitate the development of apartment housing.

3.0 Community Planning

The subject properties are located within the 'Capri Landmark' Urban Centre at the intersection of Pacific Avenue and Pasnak Street. The parcels are one block south of Sutherland Avenue, between Gordon Drive and Burtch Road. The subject properties, which will be consolidated, are well served by nearby amenities including parks, restaurants, and shops as well as employment and transportation options. The properties are in close proximity to the future Sutherland Ave multi-use corridor with good connectivity to downtown and the Ethel St multi-use corridor. The properties' Walk Score is 75 (Very Walkable – most errands can be accomplished on foot) and the Transit Score is 44 (Some Transit – a few nearby public transportation options). Pacific Avenue is a neighbourhood in transition with two other multiple dwelling housing projects in the application stage and a number of older large apartment buildings.

Staff is supportive of the applicant's request to rezone to RM5 – Medium Density Multiple Housing in order to construct three apartment buildings with a proposed FAR of 1.37. The maximum achievable floor area ratio achievable under the RM5 zone is 1.4. This is consistent with the properties current MRM - Multiple Use Residential (Medium Density) future land use designation.

Council Policy No. 367 with respect to public consultation was undertaken by the applicant and all neighbours within 50 m radius of the subject parcel. The applicant also hosted a public information session on Thursday, June 7 from 6 – 7:30 pm at the Coast Capri Hotel.

4.0 Proposal

4.1 Background

The project consists of six parcels with a total area of 0.57 ha (5696.8m²). Over the years, the existing homes have become run down with numerous bylaw complaints in regards to unsightly premises due to an accumulation of garbage. The site has resulted in safety concerns from the surrounding neighbours.

In preparation for the consolidation of the lots, the existing homes have been demolished with the exception of one building at the southwest corner of the site. This building will be used as a temporary project office and will be demolished as construction requires it. While the site still has some remnant construction materials, it has been completely fenced off from the general public.

4.2 Project Description

The applicant is proposing to construct three apartment buildings on a partially buried two-level parking podium. The development consists of 110 strata units that range in size from studios up to three-bedroom units. Each building has a main entry lobby facing onto either Pacific or Pasnak along with ground-oriented units with main doors directly facing onto the street.

Vehicular site access to the two level parkade is from Pasnak Street. The development has been designed with a centralized parking structure with outward facing dwelling units. This provides maximum screening of parking and a pedestrian friendly streetscape with individual landscaped patios along the street frontages.

The proposed development is supported by OCP Policies for Ground-Oriented Housing, Healthy Communities and Housing Mix which encourages a diversity of housing types, tenure, and size. The applicant has provided a strategy to meet the Stormwater Management Policies to manage water flow and runoff volumes due to the parcels location within the Mill Creek Flood Plain.

Should Council support the proposed rezoning, a Development Permit and Development Variance Permit would come before Council to evaluate the form and character and proposed variances in more detail.

4.3 Site Context

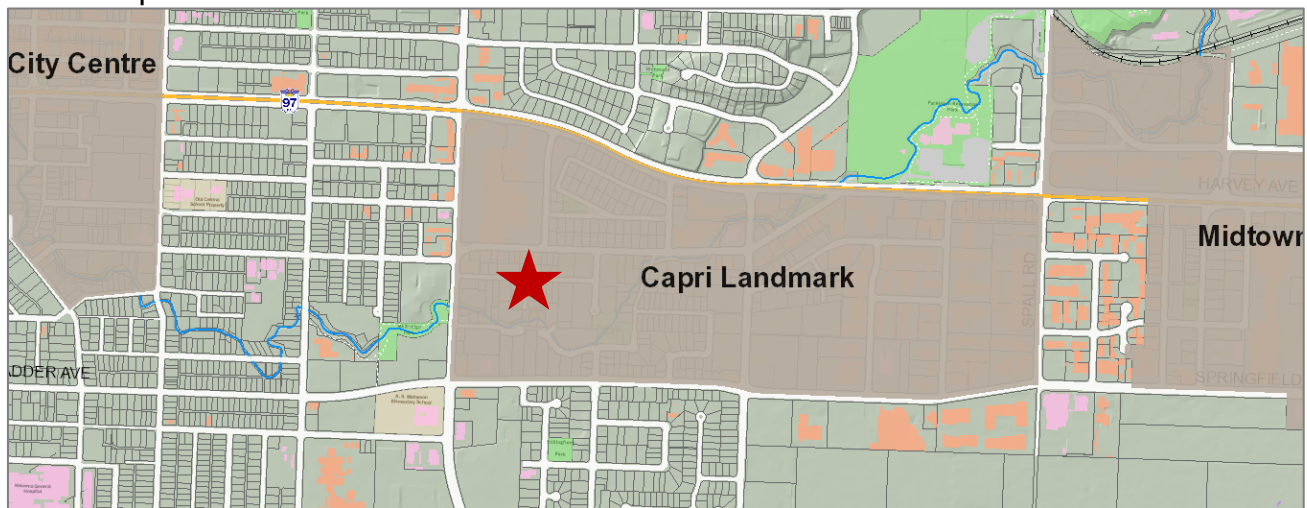
The six subject properties are located within the 'Capri Landmark' Urban Centre, south of Sutherland Avenue between Gordon Drive and Burtch Road. Currently, the general character of Pacific Avenue is single family homes with existing multi-family developments to the east of the project site. The OCP proposes for the area to develop into much higher densities with MRM – Multiple Unit Residential (Medium Density) along the south side of Pacific Avenue and MXR- Mixed Use (Residential/ Commercial) on the north side.

The properties are connected to urban services and are located within the Permanent Growth Boundary. The urban centre is identified as an area prioritized for growth and revitalization.

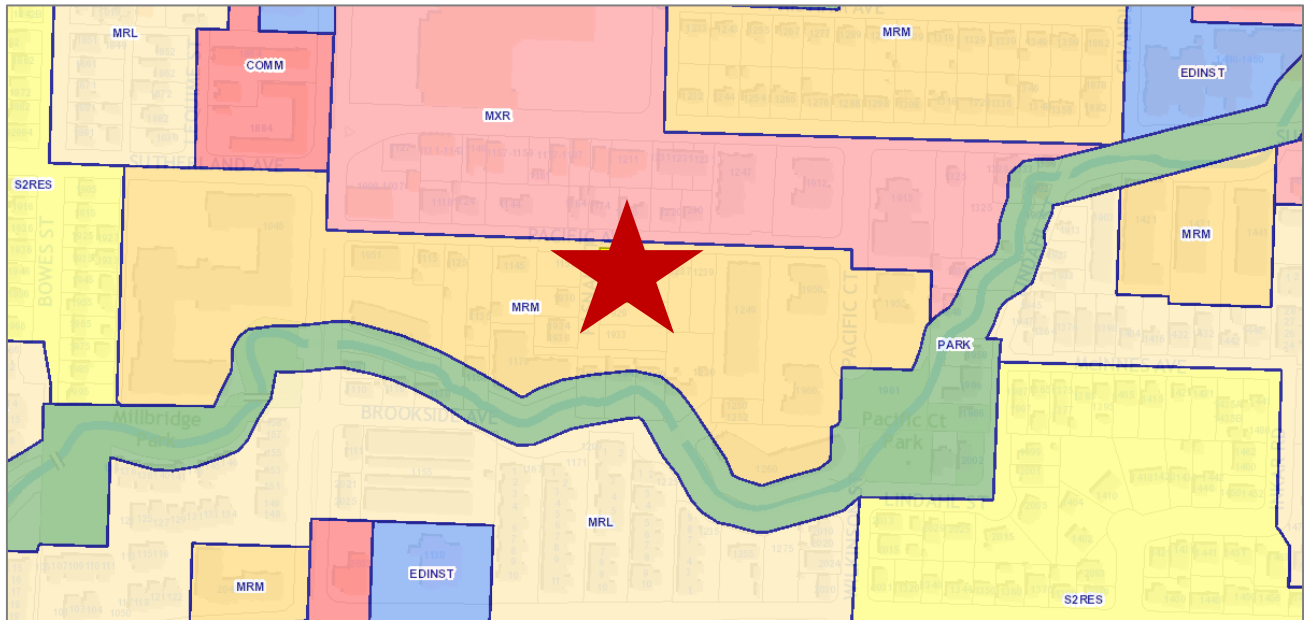
Specifically, adjacent land uses are as follows:

| Orientation | Zoning | Land Use |
|-------------|---|---|
| North | RU6 – Two Dwelling Housing | Single Detached Dwelling |
| East | RM5 – Medium Density Multiple Housing | Apartment Housing |
| South | RU6 – Two Dwelling Housing | Single Detached Dwelling |
| West | RU6 – Two Dwelling Housing RM1 – Four Dwelling Housing | Single Detached Dwelling Four-plex Housing |

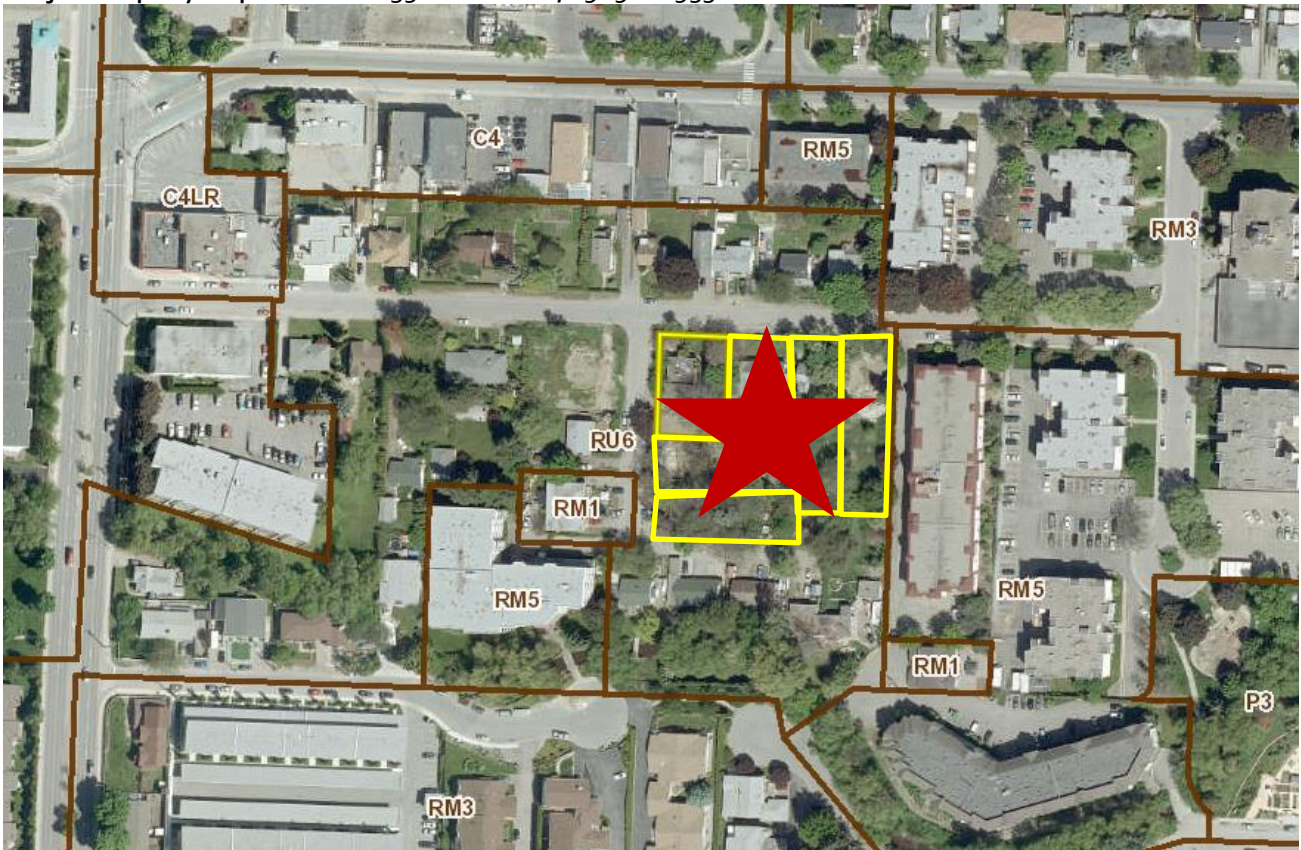
Context Map:



Future Land Use:



Subject Property Map: 1211- 1239 Pacific Ave, 1929 & 1933 Pasnak St



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Goals for A Sustainable Future

Contain Urban Growth.¹ Reduce greenfield urban sprawl and focus growth in compact, connected and mixed-use (residential and commercial) urban and village centres.

Development Process

Compact Urban Form.² Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Healthy Communities.³ Through current zoning regulations and development processes, foster healthy, inclusive communities and a diverse mix of housing forms, consistent with the appearance of the surrounding neighbourhood.

Housing Mix.⁴ Support a greater mix of housing unit size, form and tenure in new multi-unit residential and mixed use developments.

Run-off Volumes.⁵ Manage runoff volumes generated by urban development to minimize changes in water flow and impacts to watershed health.

6.0 Technical Comments

6.1 Building & Permitting Department

- Full Plan check for Building Code related issues will be done at time of Building Permit applications.

6.2 Development Engineering Department

- Refer to Schedule 'A' dated March 15, 2018.

¹ City of Kelowna Official Community Plan, Goal 1.3.1 (Introduction Chapter).

² City of Kelowna Official Community Plan, Policy 5.3.2 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Policy 5.27.7 (Development Process Chapter).

⁴ City of Kelowna Official Community Plan, Policy 5.27.11 (Development Process Chapter).

⁵ City of Kelowna Official Community Plan, Policy 7.23.2 (Infrastructure Chapter).

6.3 Bylaw Services

- There have been a number of complaints over the years with the existing use of the property in regards to unsightly premises, transients loitering, and safety concerns for neighbours.

7.0 **Application Chronology**

Date of Application Received: March 14, 2018

Date Public Consultation Completed: June 8, 2018

Report prepared by: Lydia Korolchuk, Planner

Reviewed by: Terry Barton, Urban Planning Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Schedule A: Development Engineering Memorandum

Schedule B: Storm Water Management Strategy

Attachment A: Site Plan

Attachment B: Conceptual Renderings

CITY OF KELOWNA

MEMORANDUM

SCHEDULE A

This forms part of application

Z18-0026



City of
Kelowna
COMMUNITY PLANNING

Planner
Initials

LK

Date: March 15, 2018

File No.: Z18-0026

To: Community Planning (LK)

From: Development Engineering Manager (JK)

Subject: 1929-1933 Pasnak St. & 1211-1237 Pacific Ave

RU6 to RM5

The Development Engineering Department has the following comments and requirements associated with this rezoning application. The road and utility upgrading requirements outlined in this report will be a requirement of this development. The Development Engineering Technologist for this project is Jason Angus

1. Domestic Water and Fire Protection

- a. These properties are currently serviced with a 13mm-diameter water service. The developer's consulting mechanical engineer will determine the domestic, fire protection requirements of this proposed development and establish hydrant requirements and service needs. The applicant will arrange for the removal and disconnection of the existing service and the installation of one new larger service at the applicants cost.
- b. A water meter is mandatory for this development and must be installed inside the building on the water service inlet as required by the City Plumbing Regulation and Water Regulation bylaws. The developer or building contractor must purchase the meter from the City at the time of application for a building permit from the Inspection Services Department, and prepare the meter setter at his cost. Boulevard landscaping, complete with underground irrigation system, must be integrated with the on-site irrigation system
- c. The developer must obtain the necessary permits and have all existing utility services disconnected prior to removing or demolishing the existing structures. The City of Kelowna water meter contractor must salvage existing water meters, prior to building demolition. If water meters are not salvaged, the developer will be invoiced for the meters.

2. Sanitary Sewer

- a. Our records indicate that these properties are currently serviced with a 100mm-diameter sanitary sewer service. The applicant's consulting mechanical engineer will determine the requirements of the proposed development and establish the service needs. Only one service will be permitted for this development. If required, the applicant will arrange for the removal and disconnection of the existing service and the installation of one new larger service at the applicants cost.

3. Storm Drainage

- a. The developer must engage a consulting civil engineer to provide a storm water management plan for this site which meets the requirements of the City Subdivision Development and Servicing Bylaw 7900. The storm water management plan must also include provision of lot grading plans, minimum basement elevations (MBE), if applicable, and provision of a storm drainage service and recommendations for onsite drainage containment and disposal systems

4. Road Improvements

- a. Pacific Ave must be upgraded to an urban standard along the full frontage of this proposed development, including curb and gutter, street lights, 1.5m sidewalk, drainage system including catch basins, manholes and pavement removal and replacement and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. Road cross section to be used is a SS-R5
- b. Paskin Street must be upgraded to an urban standard along the full frontage of this proposed development, including curb and gutter, 1.5m sidewalk, drainage system including catch basins, manholes and pavement removal and replacement and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction.

5. Road Dedication and Subdivision Requirements

- a. Grant Statutory Rights of Way if required for utility services.
- b. If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, Telus, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager.
- c. Provide 6m corner rounding at intersection of Pacific Ave and Paskin Street.
- d. Provide curb extensions at the intersection of Pacific Ave and Paskin Street
- e. Dedicate 2.5m width along the full frontage of Pacific Ave.
- f. If any road dedication affects lands encumbered by a Utility right-of-way (such as BC Hydro Gas, etc.) please obtain the approval of the utility prior to application for final subdivision approval. Any works required by the utility as a consequence of the road dedication must be incorporated in the construction drawings submitted to the City's Development Manager

6. Development Permit and Site Related Issues

- a. Direct the roof drains into on-site rock pits or splash pads.
- b. The vehicle access to this site must be from Paskin Street.

7. Electric Power and Telecommunication Services

- a. The electrical and telecommunication services to this building must be installed in an underground duct system, and the building must be connected by an underground service. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission

companies to arrange for these services, which would be at the applicant's cost.

- b. Street lights along Pacific Ave and Pasnak Street must be installed.

8. Design and Construction

- a. Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- b. Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c. Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- d. A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e. Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Works & Utilities Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

9. Servicing Agreement for Works and Services

- a. A Servicing Agreement is required for all works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b. Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

10. Administration Charge

- a. An administration charge will be assessed for processing of this application, review and approval of engineering designs and construction inspection. The administration charge is calculated as (3.5% of Total Off-Site Construction Cost plus GST).

11. Survey, Monument and Iron Pins

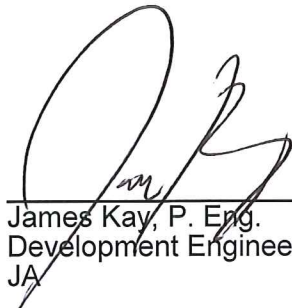
- a. If any legal survey monuments or property iron pins are removed or disturbed during construction, the developer will be invoiced a flat sum of \$1,200.00 per incident to cover the cost of replacement and legal registration. Security bonding will not be released until restitution is made.

12. Geotechnical Report

- a. As a requirement of this application the owner must provide a geotechnical report prepared by a Professional Engineer qualified in the field of hydro-geotechnical

survey to address the following:

- b. Area ground water characteristics.
- c. Site suitability for development, unstable soils, etc.
- d. Drill and / or excavate test holes on the site and install piezometers if necessary. Log test hole data to identify soil characteristics, identify areas of fill if any. Identify unacceptable fill material, analyse soil sulphate content, identify unsuitable underlying soils such as peat, etc. and make recommendations for remediation if necessary.
- e. List extraordinary requirements that may be required to accommodate construction of roads and underground utilities as well as building foundation designs.
- f. Additional geotechnical survey may be necessary for building foundations, etc.



James Kay, P. Eng.
Development Engineering Manager
JA



| | | |
|--------------------------------|----|---|
| SCHEDULE | | B |
| This forms part of application | | |
| # Z18-0026 | | |
| Planner Initials | LK |  City of Kelowna COMMUNITY PLANNING |

January 15, 2018

City of Kelowna
1435 Water Street
Kelowna BC V1Y 1J4

To Whom It May Concern:

Re: Stormwater Management Strategy
Proposed Residential Development
1211, 1221-1223, 1237, 1239 Pacific Avenue and 1929, 1933 Pasmak Street
Kelowna BC

New Town Architecture & Engineering Inc. submits this report to you for your consideration. We have reviewed and assessed the proposed development site and have outlined the stormwater management strategy. The strategy is based on the proposed site design as well as site conditions including a geotechnical assessment performed by Interior Testing Services Ltd.

It is our intent to utilize a wide range of Best Management Practices pertaining to stormwater management. These will focus on the three areas of practice; peak flow attenuation, volume reduction, and storm water quality. Based on our understanding of the soils and groundwater in the region, as well as preferences regarding ownership and maintenance of various practices, it is proposed that the storm water management strategy include:

- Communal detention facility/facilities to provide peak flow attenuation for the protection of downstream watercourse and surrounding storm water catchment areas. Communal facility/facilities allow for efficient use of land, access, inspection, maintenance, and operation by private or municipal crews.
- Lot-level retention and detention on each lot through cisterns, underground chambers, bio swales, drywell lawn basins etc. may be most valuable at attenuating peak flows and returning the water back to the ground. These will be owned and maintained privately.
- Water quality will be a priority, both through aggressive erosion and sediment controls during construction, and permanent measures post construction. These may include oil/grit separators, bio swales, rain gardens, or other settling and filtering measures. As per the bylaw all flows up to 50% of the 2-year (1hr duration) post development flow will be treated for total suspended solids and floatables.

Based on the requirements contained within the bylaw, that peak runoff must be limited to pre-development flows, it is reasonable to suggest that the downstream drainage systems will not be impacted by the development of this property.

The road infrastructure fronting the development property (Pacific Avenue & Pasnak Street) does not contain storm water infrastructure. Storm water infrastructure for this site will be dealt with on-site through the strategies discussed above and will adhere to the City of Kelowna Subdivision, Development & Servicing Bylaw No.7900 as well as best engineering practices.

Interior Testing Services Ltd (ITSL) have carried out a geotechnical investigation for the proposed residential project. Groundwater was observed at 3.0 to 3.7 m below surrounding grade within the test holes. ITSL suggests that the standard roof and perimeter drainage should be provided for the proposed building and be directed to rock pits set within permeable natural soils well away and below the foundation elevation. Roof drainage is to be directed to splash pads or drywells away from the building for gradual dissipation to the ground.

The strategy outlined above reflects best engineering practices and aligns with Schedule 4 of Bylaw 7900 City of Kelowna Design Standards. If there are any questions, comments, or concerns regarding the strategy outlined above please feel free to contact me at your convenience.

Yours truly,

NEW TOWN ARCHITECTURE & ENGINEERING INC.

Jacob Paul

Jacob Paul, EIT
Project Coordinator/Design Engineer



ALL CONTRACTORS ARE REQUIRED TO PERFORM THEIR WORK AND SUPPLY THEIR PRODUCTS IN COMPLIANCE WITH ALL BUILDING CODES AND LAWS OF THE PROVINCE OF BRITISH COLUMBIA

This drawing is an instrument of service and the property of New Town Services. The use of this drawing shall be restricted to the original site for which it was prepared and publication thereof is expressly limited to such use.

This drawing must not be scaled.

Verify all dimensions and datums prior to commencement of work.

Report all errors and omissions to the Architect.

NEW TOWN
ARCHITECTURE
URBAN PLANNING
CIVIL ENGINEERING
www.newtownservices.ca

ATTACHMENT A
This forms part of application
Z18-0026

Planner Initials **LK**

City of **Kelowna**
COMMUNITY PLANNING

SEAL

| Revisions | | |
|-----------|-----------|------------------|
| No | Date | Description |
| 1 | JAN 15/18 | Issued for DP |
| 2 | FEB 15/18 | Re-issued for DP |
| 3 | MAR 29/18 | Re-Issued for DP |
| | | |
| | | |
| | | |
| | | |

project title
PACIFIC AVE CONDO COMPLEX

project address
Pacific Ave, Kelowna, BC

project no. 4006

file no.

drawing title
SITE PLAN

| designed | scale |
|-------------|---------------|
| R.Y. / J.K. | 1/16" = 1'-0" |
| drawn | J.K. |
| checked | R.Y. |
| drawing no. | A2.00 |
| plotted | OCT 26, 2017 |



STREET VIEW - (PACIFIC)



STREET VIEW (PACIFIC)



VIEW FROM PACIFIC LOOKING WEST ALONG PACIFIC



OVERALL VIEW - PARKADE ENTRANCE (PASNAK)



VIEW UPPER PARKADE ENTRANCE



VIEW FROM PASNAK LOOKING NORTH ALONG PASNAK

ALL CONTRACTORS ARE REQUIRED TO PERFORM THEIR WORK AND SUPPLY THEIR PRODUCTS IN COMPLIANCE WITH ALL BUILDING CODES AND LAWS OF THE PROVINCE OF BRITISH COLUMBIA

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URBAN PLANNING
CIVIL ENGINEERING
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ATTACHMENT B
This forms part of application
Z18-0026

Planner Initials



SEAL

| Revisions | | |
|-----------|-----------|------------------|
| No | Date | Description |
| 1 | JAN 15/18 | Issued for DP |
| 2 | FEB 15/18 | Re-issued for DP |
| 3 | MAR 29/18 | Re-Issued for DP |
| | | |
| | | |
| | | |
| | | |

project title

PACIFIC AVE CONDO COMPLEX

project address

Pacific Ave, Kelowna, BC

project no. 4006

file no.

drawing title

IMAGES

| | | |
|-------------|--------------|-------|
| designed | R.Y. / JK | scale |
| drawn | JK | |
| checked | R.Y. | |
| drawing no. | A0.02 | |
| plotted | OCT 26, 2017 | |

NOT FOR CONSTRUCTION



3D OVERHEAD VIEW LOOKING NOTHWEST (back lane)



3D OVERHEAD VIEW LOOKING SOUTHWEST (Pacific)



3D OVERHEAD VIEW LOOKING SOUTHEAST (corner Pacific / Paznak)



3D OVERHEAD VIEW LOOKING NOTHEAST (Paznak)

ALL CONTRACTORS ARE REQUIRED TO PERFORM THEIR WORK AND SUPPLY THEIR PRODUCTS IN COMPLIANCE WITH ALL BUILDING CODES AND LAWS OF THE PROVINCE OF BRITISH COLUMBIA

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ARCHITECTURE
URBAN PLANNING
CIVIL ENGINEERING
www.newtownservices.ca

ATTACHMENT B
This forms part of application
Z18-0026

Planner Initials **LK**


City of Kelowna
COMMUNITY PLANNING

SEAL

| Revisions | | |
|-----------|-----------|------------------|
| No | Date | Description |
| 1 | JAN 15/18 | Issued for DP |
| 2 | FEB 15/18 | Re-issued for DP |
| 3 | MAR 29/18 | Re-Issued for DP |
| | | |
| | | |
| | | |
| | | |

project title
PACIFIC AVE CONDO COMPLEX

project address
Pacific Ave, Kelowna, BC

project no. 4006

file no.

drawing title
CONCEPTUAL 3D

| | | |
|-------------|--------------|-------|
| designed | R.Y. / J.K. | scale |
| drawn | J.K. | |
| checked | R.Y. | |
| drawing no. | A0.04 | |
| plotted | OCT 26, 2017 | |

NOT FOR CONSTRUCTION

REPORT TO COUNCIL



Date: July 16, 2018

RIM No. 1250-30

To: City Manager

From: Community Planning Department (AW)

Application: Z18-0027 & OCP18-0007

Owner: Kelowna Christian Centre Society

Address: 905-907 Badke Road, 155 Bryden
Road & 970 Hwy 33 West

Applicant: New Town Services

Subject: Rezoning and Official Community Plan Amendment Applications

Existing OCP Designation: Multiple Unit Residential (Low Density) & Educational / Major Institutional

Proposed OCP Designation: Multiple Unit Residential (Medium Density)

Existing Zone: RU1 – Large Lot Housing & P2 – Education and Minor Institutional

Proposed Zone: RM5 – Medium Density Multiple Housing

1.0 Recommendation

THAT Official Community Plan Amendment Application No. OCP18-0007 to amend the City of Kelowna Official Community Plan (2030) by changing the future land use designations of Lot B Section 27 Township 26 ODYD Plan 38076, located at 155 Bryden Road and Lot 18 Section 27 Township 26 ODYD Plan 11286 Except Plan 39705 located at 970 Hwy 33 W, Kelowna, BC from Multiple Unit Residential (Low Density) to Multiple Unit Residential (Medium Density) and a portion of Lot 1 Section 27 Township 26 ODYD Plan KAP55260, located at 905-907 Badke Road from Educational / Major Institutional to Multiple Unit Residential (Medium Density) as shown on Map "A" attached to the Report from the Community Planning Department dated July 16, 2018, be considered by Council;

THAT Rezoning Application No. Z18-0027 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classifications of Lot B Section 27 Township 26 ODYD Plan 38076, located at 155 Bryden Road and Lot 18 Section 27 Township 26 ODYD Plan 11286 Except Plan 39705 located at 970 Hwy 33 W, Kelowna, BC from RU1 – Large Lot Housing to RM5 – Medium Density Multiple Housing and a portion of Lot 1 Section 27 Township 26 ODYD Plan KAP55260, located at 905-907 Badke Road from P2 – Education and Minor Institutional to RM5 – Medium Density Multiple Housing as shown on Map "B" attached to the Report from the Community Planning Department dated July 16, 2018, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the OCP & Zone Amending Bylaws be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated July 16, 2018;

AND THAT final adoption of the OCP & Zone Amending Bylaws be considered subsequent to final registration of the proposed lot consolidation and subdivision and submission of delayed Demolition Permits for the two residences.

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered in conjunction with Council's consideration of a Development Permit and Development Variance Permit for the subject property.

2.0 Purpose

To amend the OCP future land use designations and rezone the subject properties to accommodate a 152-unit multiple residential community located on the corner of Hwy 33 and Bryden Rd.

3.0 Community Planning

Community Planning Staff are supportive of the proposed OCP and rezoning amendments required to accommodate the project that includes 152 residential units spread over 5 apartment buildings. It is seen to meet the objectives and supporting policies of the Official Community Plan (OCP). While an OCP amendment is required to accommodate the proposed RM5 – Medium Density Multiple Housing zone, apartment housing is an allowable use in the P2 zone associated with the church and staff have always anticipated a significant amount of residential development from this property. A majority of the subject properties are located within the Rutland Urban Centre along Hwy 33 West, they are adjacent to bus routes and within walking distance to the commercial core. The properties' Walk Score is 67 (Somewhat Walkable – some errands can be accomplished on foot).

The surrounding area has long been designated for a townhouse for of development with pockets of apartment housing. To fulfill Council Policy No. 367, the applicant hosted a Public Information Session on June 4th, 2018.

Staff are currently tracking height variances associated with three of the five apartment buildings, with two of those proposed for 5 storeys and one 6 storey building. A Development Permit & Development Variance Permit will be forwarded to Council at a later date should the zoning be supported.

4.0 Proposal

4.1 Project Description

The applicant is proposing to develop a total of 5 apartment buildings on site with heights ranging from 4-6 storeys. This project focuses the 4 storey buildings along each road frontage to minimize the massing on the street and transitions to the larger 5 and 6 storey buildings in the centre of the property. A majority of the onsite parking will be located in underground parkades, with a small amount of surface parking in the centre of the project.

The buildings are contemporary and include high quality building materials include fiber cement panels, concrete, aluminum, and glass. The upper storeys for each building step back to help reduce the massing and impact of the proposed development. Roof projections add visual articulation and interest to the roofline while the grade level units are ground oriented where possible to animate the street and internal

courtyard areas. All vehicular access to the site is focused on the northernmost point of the Bryden Rd frontage to maximize the distance from the Hwy 33 intersection and screen the access point from view along the Hwy pedestrian corridor.

4.2 Site Context

The properties, owned by the Kelowna Christian Centre Society, are located on the outer edge of the Rutland Urban Centre along Hwy 33 West.

Specifically, adjacent land uses are as follows:

| Orientation | Zoning | Land Use |
|-------------|--|-------------------------------------|
| North | RU1 – Large Lot Housing & P2 – Education and Minor Institutional | Residential & Church |
| East | RM3 – Low Density Multiple Housing | Residential |
| South | Hwy 33 / P1 & RM5 | Hwy 33 / Church & Apartment Housing |
| West | RU1 – Large Lot Housing | Residential |

Subject Property Map: 905-907 Badke Road, 155 Bryden Road & portion of 970 Hwy 33 W.



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Goals for A Sustainable Future

Contain Urban Growth.¹ Reduce greenfield urban sprawl and focus growth in compact, connected and mixed-use (residential and commercial) urban and village centres.

Development Process

Compact Urban Form.² Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

6.0 Technical Comments

6.1 Building & Permitting Department

- Demolition Permits required for existing structures
- Comments for the Building will be provided at time of DP application.

6.2 Development Engineering Department

See attached.

6.3 Fire Department

Approved Construction fire safety plan required prior to construction and updated as required.

6.4 Ministry of Transportation

See Attached.

6.5 Black Mountain Irrigation District

See attached.

¹ Goal 1. (Introduction Chapter 1).

² City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

7.0 Application Chronology

Date of Application Received: March 20, 2018

Date Public Consultation Completed: June 4, 2018

Report prepared by: Alec Warrender, Property Officer Specialist

Reviewed by: Terry Barton, Urban Planning Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

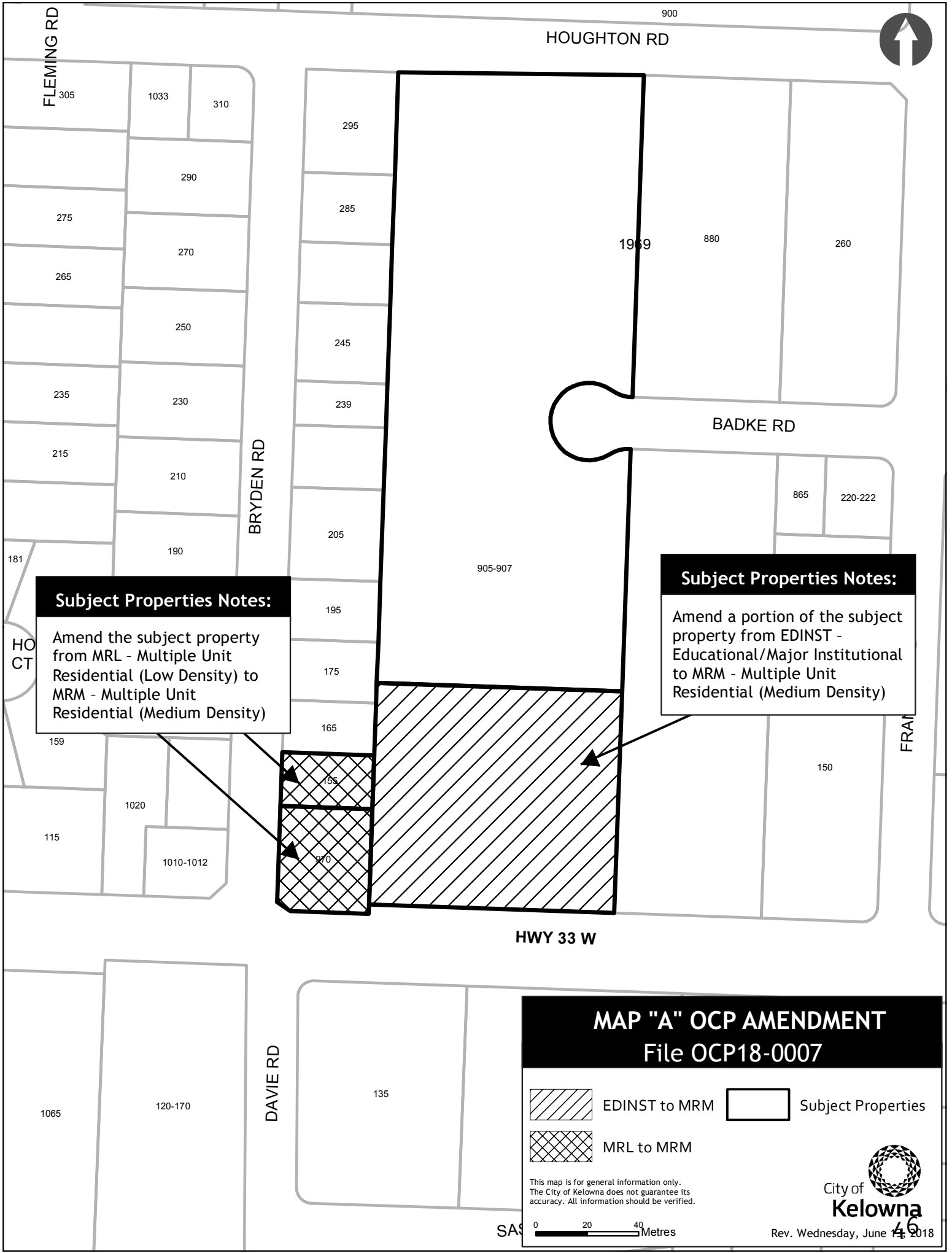
Map 'A' – Proposed OCP Amendment

Map 'B' – Proposed Rezoning Amendment

Schedule 'A' – Development Engineering, MoT and BMID requirements

Applicant Letter of Rationale

Site Plan and Conceptual Renderings





CITY OF KELOWNA

MEMORANDUM

SCHEDULE **A**

This forms part of application
Z18-0027 & Z18-0007



City of
Kelowna
COMMUNITY PLANNING

Planner
Initials **AW**

Date: March 27, 2018
File No.: Z18-0027
To: Real Estate Services (AW)
From: Development Engineer Manager (JK)
Subject: 155 Bryden Rd 970 Hwy 33 W 905-907 Badke Rd P2 RU1 to RM5

The Development Engineering Department has the following comments and requirements associated with this application. The road and utility upgrading requirements outlined in this report will be a requirement of this development. The Development Engineering Technologist for this project is Andy Marshall.

These are Dev. Eng. initial comments and they may be subject to MOTI requirements

1. Subdivision

- a) Provide easements as may be required.
- b) Consolidate the lots.
- c) Dedicate approximately 3.7m along the Hwy 33 frontage of 970 Hwy 33 to achieve an ultimate 30.0 m. road right of way.
- d) Dedicate a truncation at the SW corner of 970 Hwy 333 W to match the west side of Bryden Rd..
- e) Discharge sanitary service SRW on 907 Hwy 33 W.
- f) The building on 905 Badke RD will require a new service before the existing service on Bryden is abandoned.

2. Geotechnical Study.

A comprehensive Geotechnical Study is required, which is to be prepared by a Professional Engineer competent in the field of geotechnical engineering, the study is to address the following:

- a) Overall site suitability for development.
- b) Presence of ground water and/or springs.
- c) Presence of fill areas.
- d) Presence of swelling clays.
- e) Presence of sulfates.
- f) Potential site erosion.
- g) Provide specific requirements for footings and foundation construction.
- h) Provide specific construction design sections for roads and utilities over and above the City's current construction standards.

3. Domestic water and fire protection.

This development is within the service area of the Black Mountain Irrigation District (BMID). The developer is required to make satisfactory arrangements with the BMID for these items. All charges for service connection and upgrading costs are to be paid directly to the BMID. The developer is required to provide a confirmation that the district is capable of supplying fire flow in accordance with current requirements for the zone currently applied for under this application.

4. Sanitary Sewer.

- a) The subject property is serviced by the Municipal wastewater collection system and is located within Specified Area #1. This application does not trigger any Specified Area charges.
- b) The three properties are all currently serviced by sanitary sewer. A new sanitary service, sized and conveniently located to accommodate the proposed development will be required. All the existing services must be permanently disconnected. The cost of disconnecting the old services and installing a new service will be determined when an application for the new service is received by the City Inspection Services Department.

5. Drainage.

A comprehensive site drainage management plan and design to comply with the City's drainage design and policy manual, is a requirement of this application. The drainage study should indicate the size and location of the ground recharge system. This plan can become part of the geotechnical study to identify possible ground recharge/detention areas.

6. Power and Telecommunication Services.

The subject property is located within the Rutland Town Centre. The services to this development and adjacent overhead distribution are to be installed underground. It is the developer's responsibility to make a servicing application to the respective utility companies. The utility companies are then required to obtain the city's approval before commencing their works.

7. Road improvements.

a) Bryden Rd

The applicant is responsible for the upgrade of Bryden Road to a paved urban major local standard (SS-R3) modified to a 20.0m ROW. The construction consists of curb, gutter and sidewalk, fillet paving, storm drainage works, boulevard landscaping and lighting, removal and/or relocation of utilities as may be required, etc.

b) Hwy 33

The applicant is responsible for the upgrade of Hwy 33 frontage. The works fronting 970 Hwy 33 W will conform to the existing frontage of 905 Badke – separate sidewalk and boulevard.

8. Design and Construction

- (a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer and MOTI for the work on Hwy 33. Drawings must conform to City standards and requirements.
- (b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- (c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- (d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- (e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Development Engineering Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

9. Servicing Agreements for Works and Services

- (a) A Servicing Agreement is required for all offsite works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- (b) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

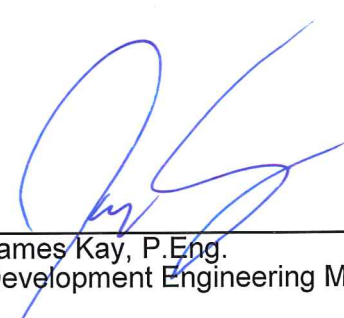
10. Other Engineering Comments

- (a) Provide all necessary Statutory Rights-of-Way for any utility corridors required, including those on proposed or existing City Lands.
- (b) If any road dedication affects lands encumbered by a Utility right-of-way (such as Terasen, etc.) please obtain the approval of the utility prior to application for final subdivision approval. Any works required by the utility as a consequence of the road dedication must be incorporated in the construction drawings submitted to the City's Development Manager.

1. Charges and Fees

Development Cost Charges (DCC's) are payable

- (a) Fees per the "Development Application Fees Bylaw" include:
- i) Survey Monument Fee: **\$50.00** per newly created lot (GST exempt).
 - ii) Survey Monument, Replacement Fee: **\$1,200.00** (GST exempt) – only if disturbed.
 - iii) Engineering and Inspection Fee: 3.5% of construction value (plus GST).
- (b) A hydrant levy charge of **\$250.00** per lot (not required if developer installs a fire protection system – mains and hydrants).



James Kay, P.Eng.
Development Engineering Manager
agm



City of Kelowna
Community Planning
1005 Water Street
Kelowna, British Columbia V1Y 1Y1
Canada

Attention: Community Planning

Re: Proposed Bylaw 8000 for:
905 Badke Road, Kelowna
970 Highway 101, Kelowna
155 Bryden Road, Kelowna

Our File #: 18-0027
OCP18-0007
DP18-0062
DPP18-0061
eDAS File #: 2018-01007
Date: June 6, 2018



Hello Alec Warrender,

The Ministry has completed its review of the proposed zoning changes for the above noted property.

We understand the following:

Development Scope:

- 152 units over 5 buildings ranging from 1 to 6 storeys
- Access is exclusively served by Bryden Road
- Development Site is spread over 10 parcels.
- All parking is contained on-site.
- Two of three parcels front Highway 101.

Transportation:

Roads:

- Highway 101 is a provincially owned Controlled Access highway with a functional class of Arterial.
- Highway 101 is fully urbanized 5 lane cross section with curb/gutter and sidewalk and dedicated left turn lanes into Bryden Road and Franklin Road with no pedestrian crossings.
- Gerstmar and Hollywood Roads both serve the nearby road network with fully signalized intersections with dedicated left turn lanes and at-grade pedestrian crossings.
- Bryden Road will serve access to the development, is two lanes with open shoulder and no sidewalk.
- Bryden Road serves a local road connection between Broughton Road and Highway 101.

| Local District Address |
|---|
| <p>Kelowna Area Office 100-158 St. Paul Street Kelowna, BC V1Y 2E1 Canada Phone: (250) 712-6660 Fax: (250) 712-6669</p> |

- Bryden Road runs North and South which intersects with Highway 1 as a four legged intersection.

Alternate Transportation:

- BC Transit stops are well within reasonable walking distance.
- Houghton Road: Active Transportation Corridor.

Coning:

Given the above understanding we feel the site is very well serviced by the local road network, transit and alternate modes of transportation. While this development will generate more traffic load on the immediate Bryden Road and Highway 1 intersection, we feel the site is well situated to take advantage of alternate routes and modes of transportation which should reasonably reduce the impact on the arterial Highway 1. Further, based on the proposed 152 units when calculated for trip generation, we find the proposed development falls below the threshold for triggering traffic impact study on provincially owned highways (Highway 1).

Subdivision:

We also understand the development is proposed to occur over three separate parcels. Should the parcels be consolidated through municipal subdivision, the Ministry, pursuant to Section 80 of the *Land Title Act*, will require dedication of lands fronting arterial Highway 1, 15.2 metres from highway centre-line along the entire frontage and 6 metres by 6 metres corner cut-off.

Conclusion:

Based on our above findings, the Ministry has no objections to the proposed land use changes provided:

- 1) No direct access to Highway 1 is maintained.
- 2) Any existing access to Highway 1 be physically removed and restored with Ministry standard, non-mountable high-back curb.

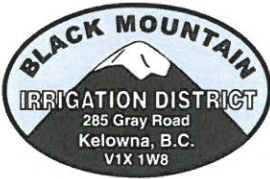
Once this bylaw has achieved Third Ready by Council, please provide the final Bylaw for approval.

If you have any questions please feel free to call Kelowna Development Approvals at (250) 712-6660.

Sincerely,



Blaine Garrison
District Development Technician



Office: (250) 765-5169
Fax: (250) 765-0277
www.bmid.ca

BMID File No.: 2018.15

April 25, 2018

Alec Warrender
City of Kelowna Planning
(250) 469-8776
awarrender@kelowna.ca

SCHEDULE A

This forms part of application
Z18-0027 & Z18-0007

Planner
Initials **AW**


City of
Kelowna
COMMUNITY PLANNING

Dear Mr. Warrender:

Re: Z18-0027, DVP18-0063, OCP18-0007, DP18-0062 referral to BMID for water servicing considerations

Please be advised our preliminary review of the above referenced application to develop 152 multi-family units on the subject properties has been reviewed by our consulting engineer for water servicing comment. I have attached a copy of that review for your information.

The property is within the service area of the Black Mountain Irrigation District and water services are available for the project, subject to compliance with district bylaws and the payment of applicable fees. The developer or their representatives are encouraged to contact the district directly to discuss the specific requirements needed for water servicing this project.

Please feel free to contact me if you have questions.

Sincerely,
BLACK MOUNTAIN IRRIGATION DISTRICT

Toby Pike,
Administrator

Enclosure.

Proposal for Development Permit, Rezoning, OCP Amendment and Development Variance Permit

970 Hwy 33 W, 155 Bryden Rd, & Part of 905-907 Badke Rd

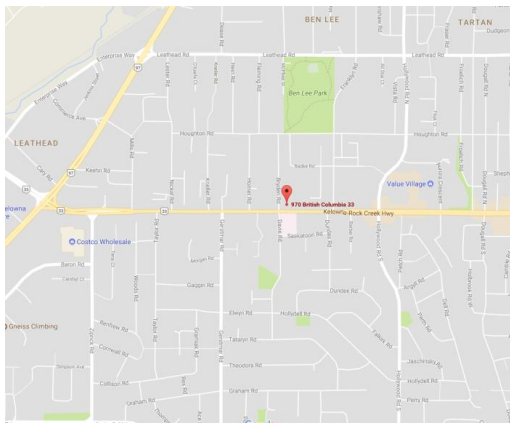
Introduction

This application is for a Rezoning, OCP Amendment, Development Permit, and Development Variance Permit to facilitate the construction of a 152 unit multiple residential community located on the corner of Hwy 33 and Bryden Rd.

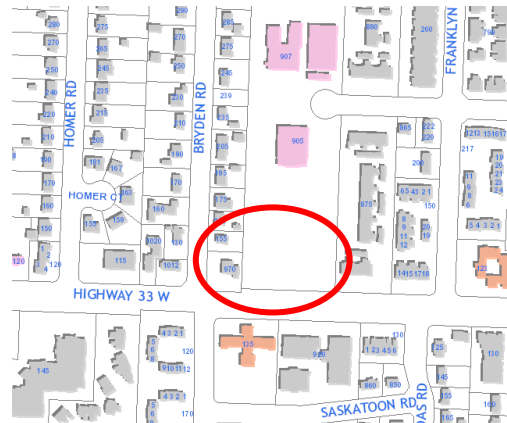


Site Context and Land Use

The subject site consists of 3 parcels. The property at 905 Badke Rd is zoned P2, while 970 Hwy 33 and 155 Bryden Rd are zoned RU1 with single family homes on each. The OCP Land Use Designation is a mix between Low Density Multiple Residential and Educational/Institutional.



Site Location
Source: Google Map



Site Context
Source: City of Kelowna

Proposal Overview

The applicant would like to construct a series of five 4-6 storey multiple residential buildings under the RM5 zoning designation. This project aims to focus the smaller scale (4 storey) buildings along each road frontage to minimize the massing impact on the pedestrian scale. To achieve the density goals under the RM5 zone, the buildings along the East and North boundary are 5 and 6 storeys in height respectfully. Most of the onsite parking is provided underneath the buildings in an underground parkade, with minimal parking on the surface slab near the centre of the site.

The buildings themselves are contemporary and modern in nature. High quality building materials include fiber cement panels, concrete, aluminum, and glass. Great care has been exercised in the design of the upper storeys for each building to step back the mass from the lower floors. Multiple roof projections add visual articulation and interest to the overall roofline. On the lower floors, units are ground oriented where possible and exit out onto each street frontage. All vehicular access to the site is focused on the northernmost point of the Bryden Rd frontage to maximize the distance from the Hwy 33 intersection and screen the access point from view along the Hwy pedestrian corridor.

Landscaping for this site will be robust. Terraced perennial planting beds will be provided along each frontage to completely screen the foundation wall of the parkade. Dense trees, shrubs and ornamental grasses will create a visual barrier to separate residential uses to the East and West. While the applicant will retain ownership of the property to the North, a planted berm with trees and shrubs will be constructed along this boundary to clearly delineate the edge of the site. On top of the parking slab a mixture of deciduous trees, shrubs, grasses and perennials will add a variety of textures to the urban landscape.



Figure 1: Aerial rendering of the site.

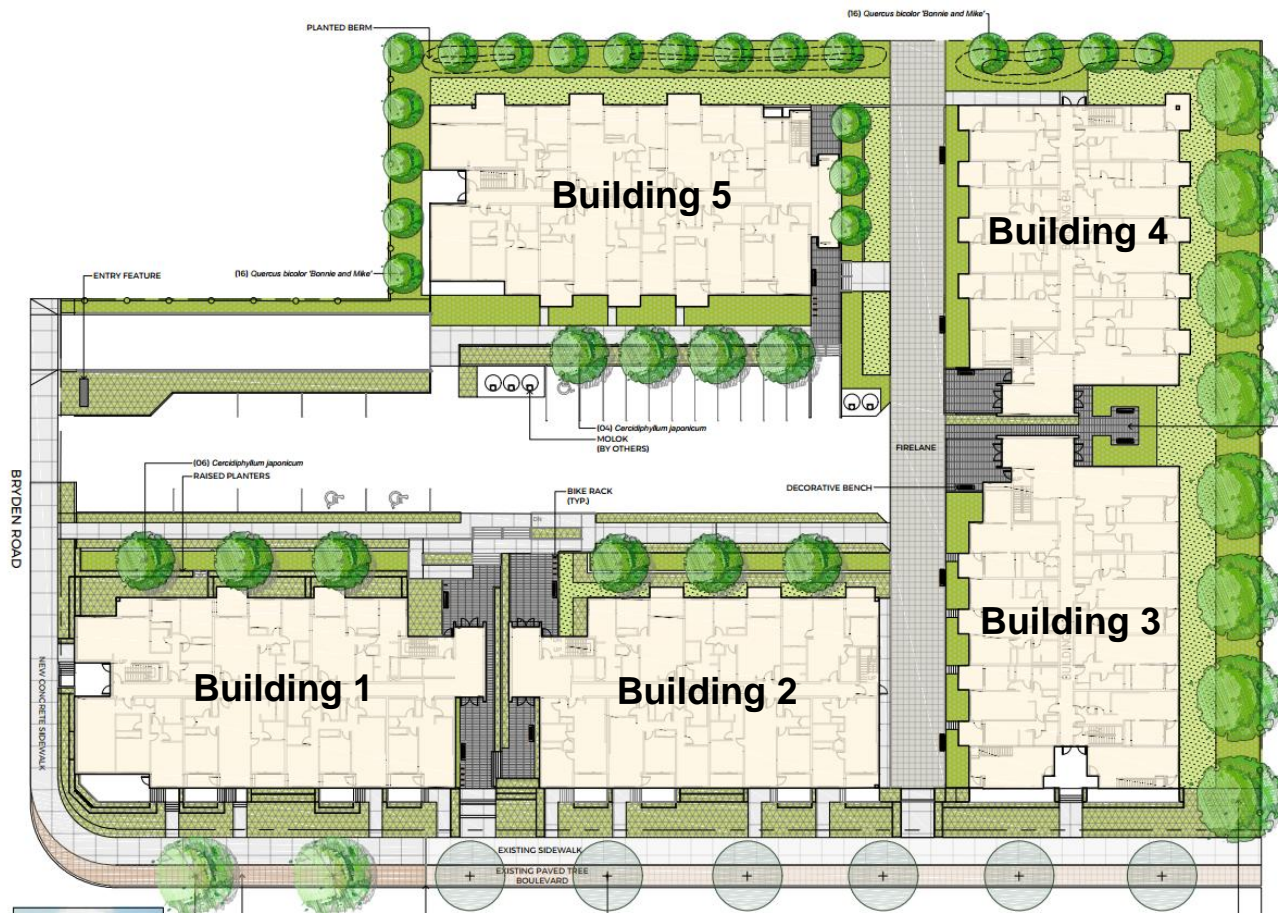


Figure 2: Landscaped site plan of the project

A quick breakdown of the bylaw changes that need to be made to facilitate approval of this project:

OCP Amendment:

- Both 155 Bryden and 970 Hwy 33 W need their Future Land Use Designation Changed from "Low Density Multiple Residential" to "Medium Density Multiple Residential".
- 905-907 Badke Rd Requires a partial change of its Future land Use Designation from "Educational/Institutional" to "Medium Density Multiple Residential"

Re-zoning:

- Full site needs to be rezoned from RU1/P2 to RM5 Medium Density Multiple Housing.

Development Permit:

- The site is within the Natural Environment & Urban Design DP areas so it will require Council approval of a Development Permit prior to proceeding.

Development Variance Permit:

- Buildings 3, 4 & 5 are all over the 4.5 storey maximum height prescribed in the RM5 zone, so a height variance will need to be granted for these buildings.

This project meets several of the goals put forth by the City of Kelowna OCP:

Objective 5.2 Policy 4 Complete Communities. *Support the development of complete communities with a minimum intensity of approximately 35 - 40 people and/or jobs per hectare to support basic transit service - a bus every 30 minutes.*

This site is roughly 1ha in size and has 152 residential units, which well exceeds the goals of this policy. There are 3 bus stops within 100m and it is on a major bus route already. Furthermore, it is also located in the Rutland Urban Centre which reduces the proximity to jobs and amenities.

Revitalization Design Guideline 4.13 *Finish buildings with exterior building materials that are natural, indigenous, durable and appropriate to the character of the development. Recommended building materials include brick, stone, wood and heavy timber, clear glass, metal, composite cement board, and finished in-situ concrete and modular concrete;*

As discussed above, this project will utilize fiber cement panels, concrete, and aluminum framed windows/door. This dedication to quality materials will ensure the durability and visual appearance of the building for years to come.

Revitalization Design Guideline 6.5 *Uses associated with motor vehicles, including truck loading and waste storage and removal, should be screened from public view and should not be situated where they would conflict with pedestrian movement patterns;*

All vehicular access to the site is provided on the north end of the Bryden Rd frontage, away from most pedestrian movements and sightlines. Waste storage is provided in the centre of the site, which is not visible from the public streets. In an effort to provide a less intrusive waste management system, the development will utilize Molok style waste containers which sit predominantly below grade. An example of this system is shown below.



Figure 3: Molok Waste Containers.

Variance Requested

On projects of this size, variances can be common. While the applicant made a strong effort to conform to the Zoning Bylaw as well as possible, a single variance is still required. Buildings 3-5 will require a minor height variance as they are all above the 4.5 storey maximum under the RM5 zone. A summary of each building height is shown in the table below:

| | Height (m) | # Storeys |
|-------------------|------------|-----------|
| Building 1 | 15.8 | 4 |
| Building 2 | 14.8 | 4 |
| Building 3 | 18.0 | 5 |
| Building 4 | 17.2 | 5 |
| Building 5 | 20.2 | 6 |

 = Height parameter consistent with Zoning Bylaw.

 = Height parameter requiring variance.

As is evident in the table above, building 3 & 4 only require a variance with respect to the number of storeys in the building. They fully conform to the overall Zoning height requirement of 18m. Overall height should be the preferred method of measuring building height as it gives the best indication of visual impact. We do not expect building 3 or 4 to be higher or more intrusive than any other RM5 building in the City; it simply has one more storey built into it. Building 5 will require a height variance with respect to overall height and the number of storeys. The overall height difference is minor in nature, at 2.2m over the Zoning maximum of 18m. This is less than the height of a conventional storey. It is also worth noting that all of the buildings have top floors which are stepped back from the lower floors to reduce visual impact on the pedestrian scale. Dense landscaping along property lines also screens these taller buildings from view.

Conclusion

This is a large project that can bring a great deal of benefit to the Rutland Urban Centre. It would add 152 units of critical mass to bolster local businesses and transit routes. The revitalization of Rutland has been repeatedly identified as a priority by the City of Kelowna. The redevelopment of this underutilized site speaks to that goal by adding many new homes for young professionals, retirees, small families and anyone looking for an affordable home close to urban amenities. The applicant kindly seeks support from Staff and Council for this application.

CHRISTIAN CENTRE CONDO

970 HIGHWAY 33 W, KELOWNA BC



ARCHITECTURAL

NEW TOWN ARCHITECTURE & ENGINEERING INC.
1464 St. Paul Street, Kelowna B.C., V1Y 2E6
Roman Yanchshikov, Architect AICB
ph: 250 860 8185, fax: 250 860 0985
roman@newtownservices.net

| | |
|-------|-------------------------------|
| A0.00 | COVERPAGE AND DWG LIST |
| A0.01 | ZONING & BUILDING CODE REVIEW |
| A0.02 | SITE AREAS |
| A0.03 | SURVEY PLAN |
| A2.00 | SITE & MAIN FLOOR PLAN |
| A3.00 | PARKADE OVERALL PLAN |
| A3.01 | LEVEL 1 OVERALL PLAN |
| A3.02 | LEVEL 2 OVERALL PLAN |
| A3.03 | LEVEL 3 OVERALL PLAN |
| A3.04 | LEVEL 4 OVERALL PLAN |
| A3.05 | LEVEL 5 OVERALL PLAN |
| A3.06 | LEVEL 6 OVERALL PLAN |
| A3.07 | LEVEL 7 OVERALL ROOF PLAN |
| A3.11 | SOUTH WEST ISOMETRIC VIEW |
| A3.12 | NORTH EAST ISOMETRIC VIEW |
| A4.00 | ELEVATIONS |
| A4.01 | ELEVATIONS |
| A5.00 | SECTIONS |
| A5.01 | SECTIONS |
| A5.02 | SECTIONS |

CIVIL

NEW TOWN ARCHITECTURE & ENGINEERING INC.
1464 St. Paul Street, Kelowna B.C., V1Y 2E6
ph: 250 860 8185, fax: 250 860 0985

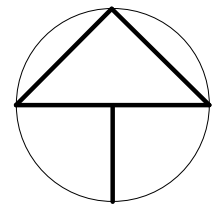
| | |
|-----|----------------|
| 101 | SERVICING PLAN |
| 102 | GRADING PLAN |

LANDSCAPE

WSP
540 Leon Avenue, Kelowna, B.C., V1Y 6J6
ph: 250 869 1334, fax: 250 862 4849

| | |
|-------|----------------|
| LDP-1 | SITE PLAN |
| LDP-2 | HYDROZONE PLAN |

TRUE NORTH



KEYPLAN: 970 HIGHWAY 33

ALL CONTRACTORS ARE REQUIRED TO PERFORM THEIR WORK AND SUPPLY THEIR PRODUCTS IN COMPLIANCE WITH ALL BUILDING CODES AND LAWS OF THE PROVINCE OF BRITISH COLUMBIA

This drawing is an instrument of service and the property of New Town Services. The use of this drawing shall be restricted to the original site for which it was prepared and publication thereof is expressly limited to such use.

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Revisions

| No | Date | Description |
|----|--------------|---------------|
| 1 | FEB. 19 2018 | Issued for DP |
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| | | |

project title

CHRISTIAN CENTRE
CONDO

project address

970 Highway 33W,
Kelowna, BC

project no.

4023

file no.

drawing title

**COVERPAGE
AND DWG LIST**

designed

R.Y./R.B.

scale

drawn

R.B.

checked

R.Y.

drawing no.

A0.00

plotted FEB. 19, 2017

NOT FOR CONSTRUCTION

ZONING ANALYSIS:

| EXISTING | PROPOSED |
|----------|----------|
| ZONING: | |
| P2 & RU1 | RM5 |

RM5 ZONING REQUIREMENTS:

| ALLOWED | PROPOSED |
|---------|----------|
|---------|----------|

| | |
|--|---|
| FAR: | |
| 1.1 (1.2 IF PARKING STALLS ARE UNDER OCCUPIED SPACE) | 1.2 (100% OF PARKING STALLS ARE UNDER OCCUPIED SPACE) |

| | |
|--------------------------|--|
| SITE AREA: | |
| 10242.35m (110,247.76sf) | |

| | |
|-----------------------------|------------|
| NET BUILDING AREA: | |
| 132,296 SF BASED ON 1.2 FAR | 132,296 SF |

| | |
|----------------------------------|-----|
| MAX SITE COVERAGE FOR BUILDINGS: | |
| 40% | 40% |

| | |
|---|-----|
| MAX SITE COVERAGE INCL PARKING & DRIVEWAYS: | |
| 65% | 55% |

| | |
|--------------------|--------------------|
| BUILDING HEIGHT: | |
| 4.5 STOREYS OR 18m | 4.5 STOREYS OR 18m |

| |
|-----------------------|
| BUILDING B1 |
| NUMBER OF STOREYS: 4 |
| AVERAGE HEIGHT: 15.8m |

| |
|-----------------------|
| BUILDING B2 |
| NUMBER OF STOREYS: 4 |
| AVERAGE HEIGHT: 14.8m |

| |
|-----------------------|
| BUILDING B3 |
| NUMBER OF STOREYS: 5 |
| AVERAGE HEIGHT: 18.0m |
| VARIANCE REQUIRED |

| |
|-----------------------|
| BUILDING B4 |
| NUMBER OF STOREYS: 5 |
| AVERAGE HEIGHT: 17.2m |
| VARIANCE REQUIRED |

| |
|-----------------------|
| BUILDING B5 |
| NUMBER OF STOREYS: 6 |
| AVERAGE HEIGHT: 20.2m |
| VARIANCE REQUIRED |

| | |
|-----------|--|
| SETBACKS: | |
| FRONT: | 1.5m FOR FIRST 2.5 STOREYS 6.0m FOR UPPER 2 STOREYS |
| SIDE: | 4.5m FOR FIRST 2.5 STOREYS 7.0m FOR UPPER 2 STOREYS |
| REAR: | 9.0m |

| | |
|---------------------|--|
| PRIVATE OPEN SPACE: | |
| REQUIRED: 3323m2 | BALCONIES/ PATIOS: 2022 m2 OPEN PRIVATE SPACE AT GROUND LEVEL: 3050 m2 TOTAL PROVIDED: 5072 m2 |

| | |
|-------------------------------------|---------------|
| PARKING AND LOADING: | PROVIDED: 242 |
| 1 STUDIO: 2 x 1 = 2 STALL | PARKADE 218 |
| 1 BEDROOM: 45 x 1.25 = 56.25 STALLS | SURFACE 24 |
| 2 BEDROOM: 105 x 1.5 = 157.5 STALLS | |
| TOTAL: 152 216 STALLS | |

| | |
|----------------------------|---------------|
| BICYCLE STORAGE: | PROVIDED: 100 |
| 152 x 0.5 (Class I) = 76 | |
| 152 x 0.1 (Class I) = 15.2 | |
| TOTAL REQUIRED = 92 | |

BUILDING STATISTICS:

UNIT TYPOLOGY & COUNT:

| | |
|-------------|----|
| BUILDING B1 | |
| 1 BEDROOM: | 5 |
| 2 BEDROOM: | 20 |
| TOTAL: | 25 |

NUMBER OF STOREYS: 4

| | |
|-------------|----|
| BUILDING B2 | |
| 1 BEDROOM: | 6 |
| 2 BEDROOM: | 19 |
| TOTAL: | 25 |

NUMBER OF STOREYS: 4

| | |
|-------------|----|
| BUILDING B3 | |
| 1 BEDROOM: | 13 |
| 2 BEDROOM: | 21 |
| TOTAL: | 34 |

NUMBER OF STOREYS: 5

| | |
|-------------|----|
| BUILDING B4 | |
| STUDIO | 2 |
| 1 BEDROOM: | 9 |
| 2 BEDROOM: | 21 |
| TOTAL: | 32 |

NUMBER OF STOREYS: 5

| | |
|-------------|----|
| BUILDING B5 | |
| 1 BEDROOM: | 12 |
| 2 BEDROOM: | 24 |
| TOTAL: | 36 |

NUMBER OF STOREYS: 6

TOTAL NUMBER OF UNITS: 152

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project title
CHRISTIAN CENTRE
CONDO

project address
970 Highway 33W,
Kelowna, BC

project no. 4023

file no.

drawing title
ZONING &
BUILDING
CODE REVIEW

designed R.Y./R.B. scale

drawn R.B.

checked R.Y.

drawing no.

A0.01

plotted FEB. 19, 2017

NOT FOR CONSTRUCTION

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project title

CHRISTIAN CENTRE
CONDO

project address

970 Highway 33W,
Kelowna, BC

project no.

4023

file no.

drawing title

SITE AREAS

designed

scale

1/16" = 1'-0"

drawn

J.F.

checked

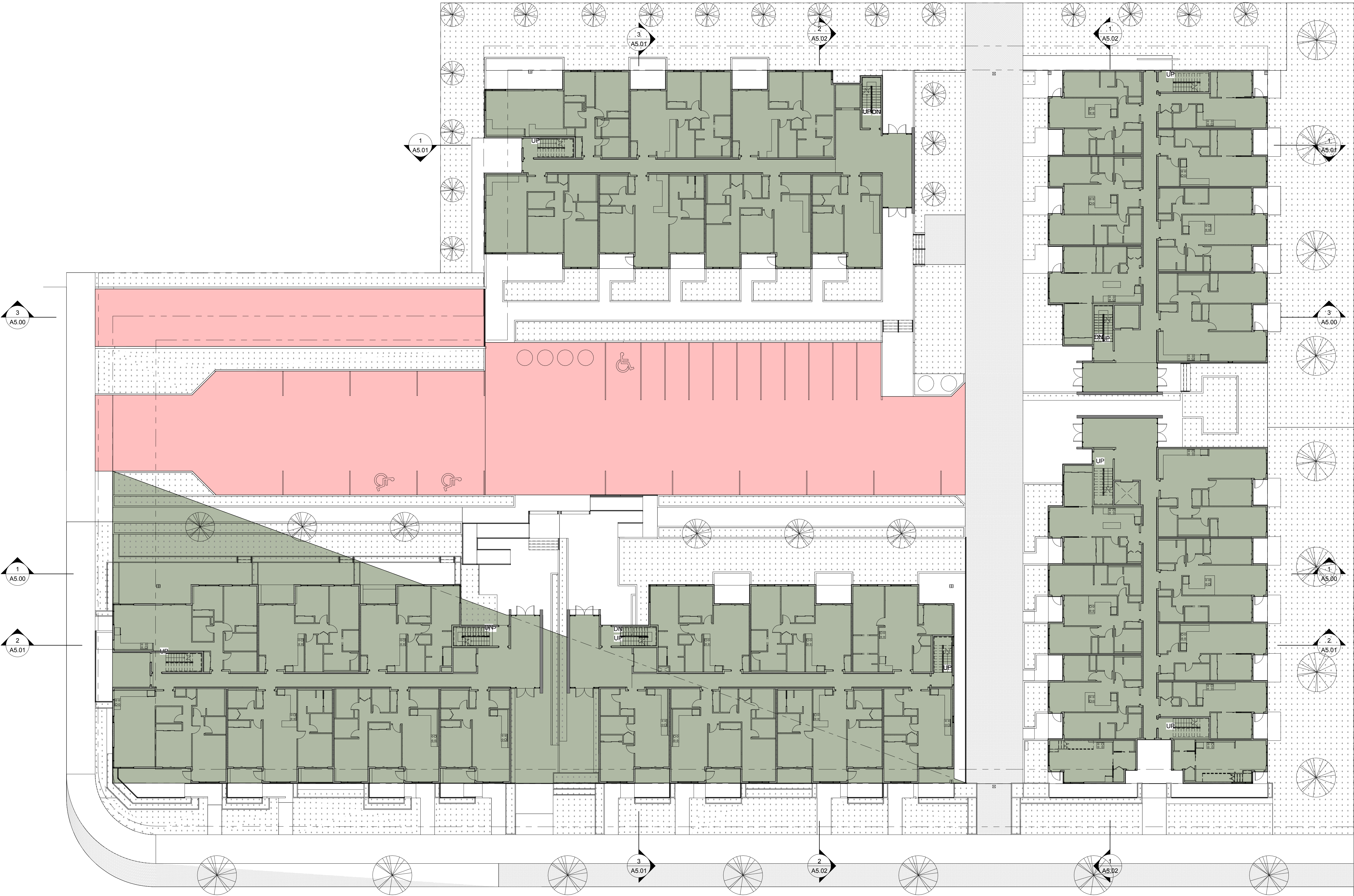
R.Y.

drawing no.

A0.02

plotted FEB. 19, 2017

NOT FOR CONSTRUCTION



| AREAS: | |
|--------------------------|--|
| 1461 m2 (15,726.13 sf) | |
| 4152.3 m2 (44,694.9 sf) | |
| TOTAL: | |
| 5613.3 m2 (60,421.03 sf) | |

1 SITE AREAS
1/16" = 1'-0"



1 ISOMETRIC VIEW W/ EXIST TERRAIN

NOT FOR CONSTRUCTION

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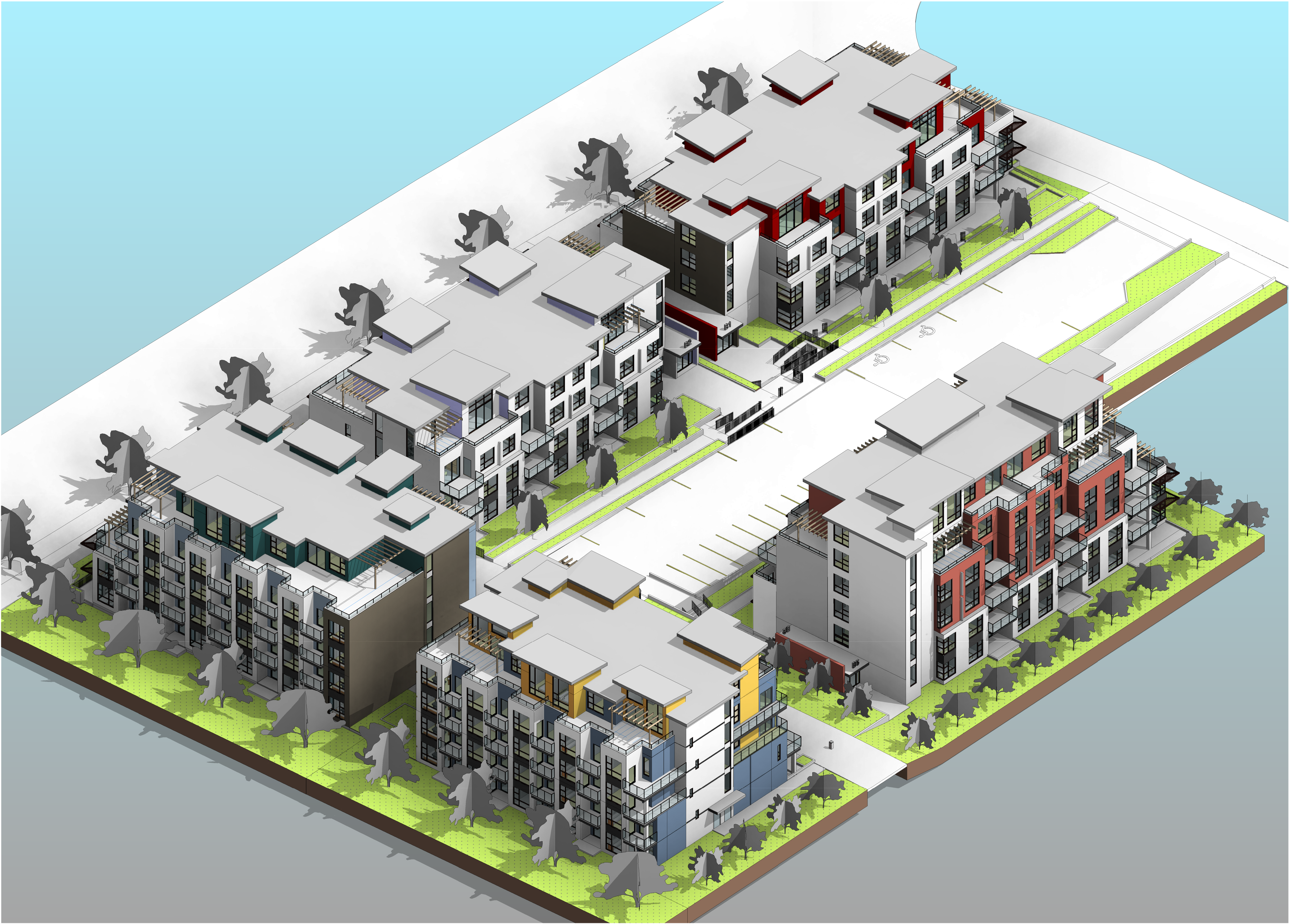
project title
CHRISTIAN CENTRE CONDO

project address
970 Highway 33W,
Kelowna, BC
project no. 4023

file no.
drawing title
SOUTH WEST ISOMETRIC VIEW

| | | |
|-------------|-----------|-------|
| designed | R.Y./R.B. | scale |
| drawn | R.B. | |
| checked | R.Y. | |
| drawing no. | A3.11 | |

plotted FEB. 19, 2017



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| | | |

project title

CHRISTIAN CENTRE CONDO

project address

970 Highway 33W,
Kelowna, BC

project no.

4023

file no.

drawing title

**NORTH EAST
ISOMETRIC
VIEW**

designed

R.Y./R.B.

scale

drawn

R.B.

checked

R.Y.

drawing no.

A3.12

plotted

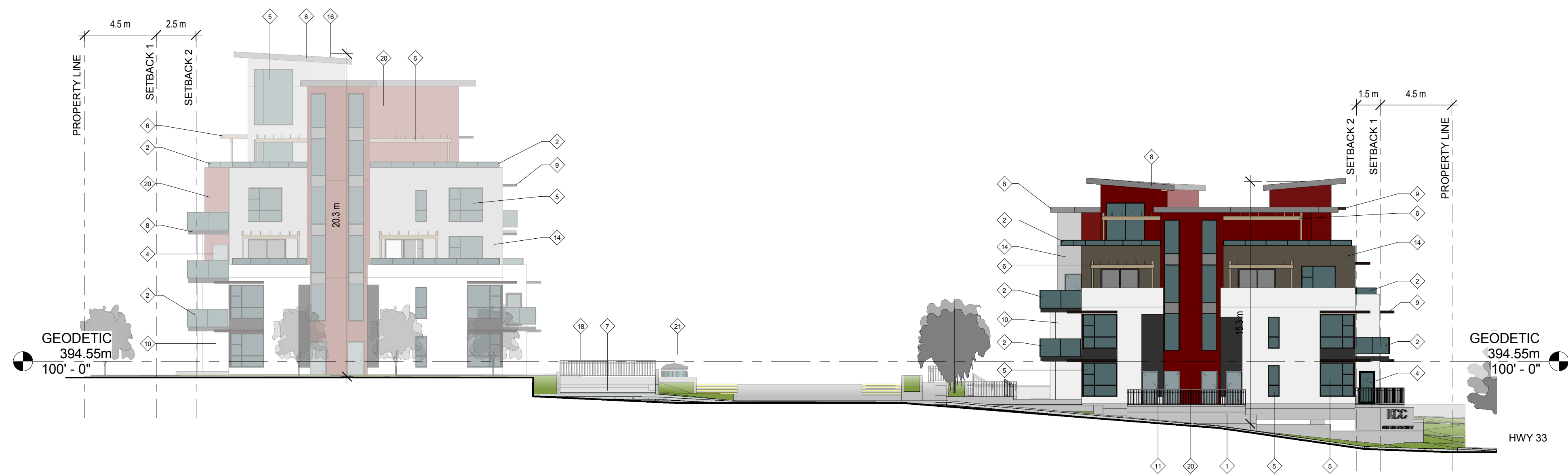
FEB. 19, 2017

1 ISOMETRIC VIEW NE/ EXIST TERRAIN

NOT FOR CONSTRUCTION



1 SOUTH ELEVATION (HWY 33)
1/16" = 1'-0"



2 WEST ELEVATION (BRYDEN ROAD)
1/16" = 1'-0"

| EXTERIOR MATERIAL LEGEND | |
|--------------------------|---|
| 1. | ARCHITECTURAL CONCRETE |
| 2. | ALUMINUM/GLASS RAILINGS - PAINTED BLACK |
| 3. | ALUMINUM CURTAIN WALL |
| 4. | EXTERIOR ALUMINUM ENTRY DOORS - PAINTED BLACK |
| 5. | EXTERIOR ALUMINUM WINDOWS - PAINTED BLACK |
| 6. | PERGOLA - STAINED CEDAR WITH CAP FLASHING |
| 7. | METAL OVERHEAD GARAGE DOOR - INSULATED |
| 8. | METAL CAP-FLASHING - PAINTED |
| 9. | ALUMINUM SUN SCREEN - PAINTED BLACK |
| 10. | HARDI PANEL - WHITE |
| 11. | HARDI PANEL - DARK BROWN |
| 12. | HARDI PANEL - GRAY-BLUE |
| 13. | HARDI PANEL - BLACK |
| 14. | HARDI PANEL - GREY |
| 15. | CONCRETE WALL - PAINTED |
| 16. | SEAMED METAL ROOFING |
| 17. | ALUMINUM SLIDING DOOR - PAINTED BLACK |
| 18. | ALUMINUM RAILINGS - PAINTED BLACK |
| 19. | BOLLARD - REMOVABLE |
| 20. | HARDI PANEL - DARK RED |
| 21. | MOLOK GARBAGE CONTAINERS |
| 22. | HARDI PANEL - DARK YELLOW |
| 23. | HARDI PANEL - DARK GREEN |

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project title
CHRISTIAN CENTRE CONDO

project address
970 Highway 33W,
Kelowna, BC

project no. 4023

file no.

drawing title
ELEVATIONS

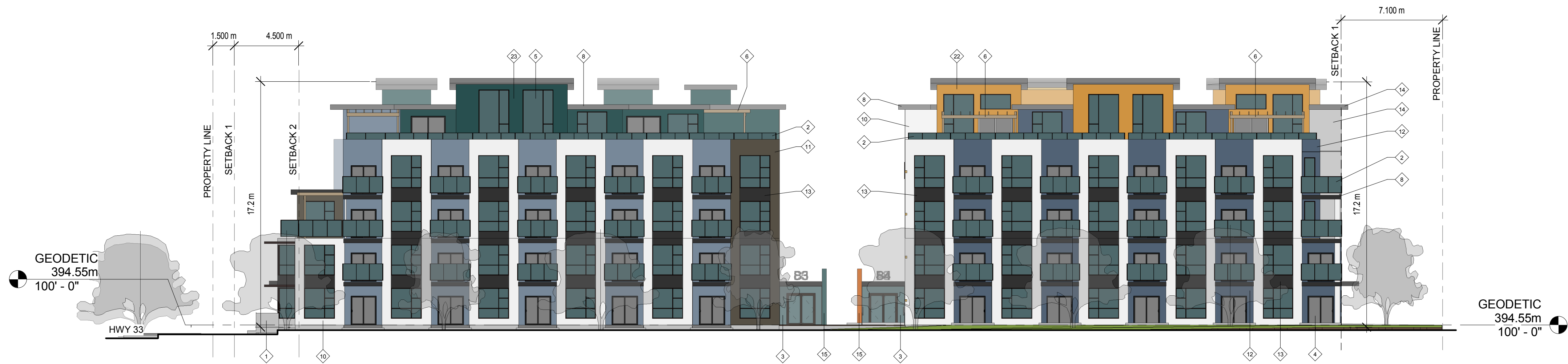
| | | | |
|-------------|-----------|-------|--------------|
| designed | R.Y./R.B. | scale | As indicated |
| drawn | | | R.B. |
| checked | | | R.Y. |
| drawing no. | | | |

A4.00

plotted FEB. 19, 2017



1 NORTH ELEVATION
1/16" = 1'-0"



2 EAST ELEVATION
1/16" = 1'-0"

EXTERIOR MATERIAL LEGEND

1. ARCHITECTURAL CONCRETE
2. ALUMINUM/GLASS RAILINGS - PAINTED BLACK
3. ALUMINUM CURTAIN WALL
4. EXTERIOR ALUMINUM ENTRY DOORS - PAINTED BLACK
5. EXTERIOR ALUMINUM WINDOWS - PAINTED BLACK
6. PERGOLA - STAINED CEDAR WITH CAP FLASHING
7. METAL OVERHEAD GARAGE DOOR - INSULATED
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17. ALUMINUM SLIDING DOOR - PAINTED BLACK
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20. HARDI PANEL - DARK RED
21. MOLOK GARBAGE CONTAINERS
22. HARDI PANEL - DARK YELLOW
23. HARDI PANEL - DARK GREEN

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project title
CHRISTION CENTRE
CONDO

project address
970 Highway 33W,
Kelowna, BC

project no. 4023

file no.

drawing title
ELEVATIONS

designed R.Y./R.B. scale As indicated

drawn R.B.

checked R.Y.

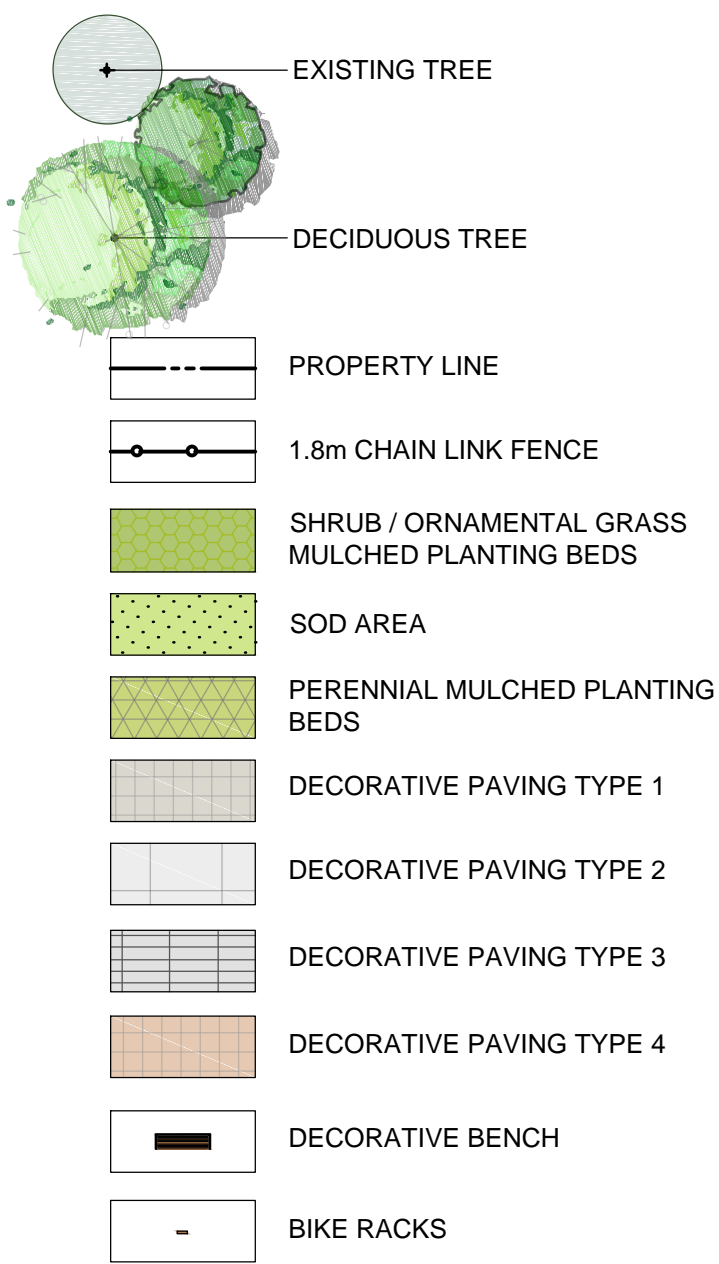
drawing no. **A4.01**

plotted FEB. 19, 2017

PLAN - 02 - INTERIOR VIEWS 17M-01569-00 KELWNA CHRISTIAN CENTRE V01 - PRODUCTION DRAWINGS V01 - CURRENT 17M-01569-00.DWG



SITE PLAN LEGEND:



LANDSCAPE DEVELOPMENT DATA:

1. PLANT MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO MINIMUM STANDARDS ESTABLISHED IN THE CANADIAN LANDSCAPE STANDARD (CURRENT EDITION).
2. THE LANDSCAPE DESIGN DESIGNATED HEREIN IS CONCEPTUAL BUT REFLECTS THE MINIMUM ACCEPTABLE QUALITY AND SIZE.
3. PLANT MATERIAL SELECTIONS ARE CONCEPTUAL ONLY. FINAL PLANTING SELECTIONS MAY VARY DEPENDING UPON AVAILABILITY.
4. ALL PLANTING BEDS SHALL HAVE APPROVED MULCH.
5. ALL LANDSCAPE AREAS TO BE IRRIGATED WITH AN EFFICIENT AUTOMATIC IRRIGATION SYSTEM.
6. THIS DRAWING DEPICTS FORM AND CHARACTER AND IS TO BE USED FOR DEVELOPMENT PERMIT SUBMISSION ONLY. IT IS NOT INTENDED FOR USE AS A CONSTRUCTION DOCUMENT.

REPRESENTATIVE PLANT LIST

| BOTANICAL NAME | COMMON NAME | SIZE | ROOT | Mature Plant Size (Ht.xWd.) |
|---|-------------------------------|---------|--------|-----------------------------|
| Trees Deciduous | | | | |
| <i>Cercidiphyllum japonicum</i> | Katsura Tree | 4cm Cal | B&B | 12.0m x 6.0m |
| <i>Fraxinus americana</i> | Prairie Spire Green Ash | 6cm Cal | B&B | 12.0m x 6.0m |
| <i>Liriodendron tulipifera</i> | Tulip Tree | 6cm Cal | B&B | 15.0m x 8.0m |
| <i>Quercus bicolor 'Bonnie and Mike'</i> | Beacon Oak | 4cm Cal | B&B | 12.0m x 4.5m |
| Shrubs | | | | |
| <i>Cornus alba 'Bailhalo'</i> | Ivory Halo Dogwood | #01 | Potted | 1.50m x 1.50m |
| <i>Rhus aromatica 'Grow-Low'</i> | Grow-Low Fragrant Sumac | #01 | Potted | 0.9m x 1.8m |
| <i>Buxus 'Green Gem'</i> | Green Gem Boxwood | #01 | Potted | 1.0m x 1.0m |
| Grasses | | | | |
| <i>Calamagrostis x acutiflora 'Karl Foerster'</i> | Karl Foerster Reed Grass | #01 | Potted | 1.25m x 0.75m |
| <i>Pennisetum alopecuroides 'Red Head'</i> | Fountain Grass | #01 | Potted | 1.2m x 1.0m |
| <i>Deschampsia cespitosa 'Goldtau'</i> | Bronze Veil Tufted Hair Grass | #01 | Potted | 0.8m x 0.6m |
| Perennials | | | | |
| <i>Achillea filipendulina 'Cloth of Gold'</i> | Cloth of Gold Yarrow | #01 | Potted | 1.0m x 0.75m |
| <i>Allium sphaerocephalon</i> | Drumstick allium | | bulb | |
| <i>Bergenia cordifolia</i> | Pigsqueak | #01 | Potted | 0.5m x 0.5m |
| <i>Echinacea purpurea 'Magnus'</i> | Magnus Coneflower | #01 | Potted | 1.0m x 0.75m |
| <i>Heuchera micrantha</i> | Coral Bells | #01 | Potted | 0.6m x 0.5m |
| <i>Nepeta x fassenii 'Walker's Low'</i> | Walker's Low Catmint | #01 | Potted | 0.90m x 0.90m |
| <i>Perovskia atriplicifolia</i> | Russian Sage | #01 | Potted | 1.25m x 0.90m |
| <i>Rudbeckia fulgida 'Goldsturm'</i> | Goldsturm Coneflower | #01 | Potted | 0.75m x 0.6m |



Cercidiphyllum japonicum



Cornus alba 'Bailhalo'



Rudbeckia fulgida 'Goldsturm' with Pennisetum alopecuroides 'Little Bunny'



Echinacea purpurea 'Magnus'



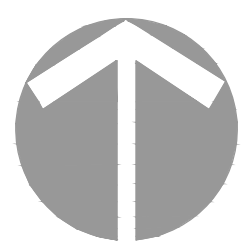
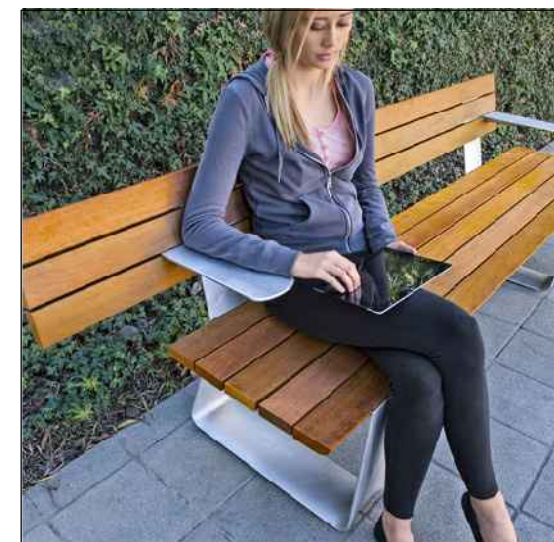
Calamagrostis x acutiflora 'Karl Foerster'



Nepeta x fassenii 'Walker's Low'



Eupatorium maculatum 'Gateway'



| REVISIONS / ISSUED | | |
|--------------------|-----------|---------------|
| NO. | DATE | DESCRIPTION |
| 1 | AUG 08/24 | ISSUED FOR DP |

PROJECT
970 HWY 33W - CHRISTIAN CENTRE CONDO

CLIENT
KELOWNA CHRISTIAN CENTER SOCIETY Inc.

LOCATION
KELOWNA, B.C.



540 Leon Avenue, Kelowna, BC V1Y6J6
t. 250.869.1334, f. 250.862.4849, www.wsp.com

| | | |
|------------|-------|--------------|
| DESIGN BY | BD | SITE PLAN |
| DRAWN BY | YY | |
| CHECKED BY | RF | SHEET NO. |
| SCALE | 1:250 | |
| | | LDP-1 |

REPORT TO COUNCIL



Date: June 15, 2018

RIM No. 1250-30

To: City Manager

From: Community Planning Department (SS)

Application: Z18-0032 **Owner:** David Nicholds

Address: 526 Hawes Court **Applicant:** Protech Consulting 2012

Subject: Rezoning Application

Existing OCP Designation: S2RES – Single /Two Unit Residential

Existing Zone: RR1 – Rural Residential 1
RU1h – Large Lot Housing (Hillside Area)
RU2h – Medium Lot Housing (Hillside Area)

Proposed Zone: RR1 – Rural Residential 1
RU1h – Large Lot Housing (Hillside Area)
RU6 – Two Dwelling Housing

1.0 Recommendation

THAT Rezoning Application No. Z18-0032 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of portions of *Lot 2 Section 24, Township 28 SDYD Plan 33972 except Plan 35765, EPP25048 and EPP23906* located at 526 Hawes Court, Kelowna, BC from the RU1H – Large Lot Housing (Hillside Area) zone to the RU6 Two Dwelling Housing zone; and the RU2H – Medium Lot Housing (Hillside Area) zone to the RU6 Two Dwelling Housing zone as shown on Map "A" attached to the Report from the Community Planning Department dated June 15, 2018 be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the issuance of a Preliminary Layout Review Letter by the Approving Officer;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the Development Engineering Manager's approval.

2.0 Purpose

Rezoning application to rezone portions of the subject property to facilitate a single and two-unit residential subdivision for 526 Hawes Court.

3.0 Community Planning

Community Planning supports the proposed zone amendments. Staff have worked with the applicants to better accommodate the subdivision grading and drainage patterns within the development. Key components to the amendments are:

- Improve the balance of Single / Two Unit Residential(S2RES) within the development.
- Remove the proposed private access road thereby reducing impervious surface and reduce drainage flows.

4.0 Proposal

4.1 Background

The current OCP designates the subject property as single and two-unit residential. The current applicant has worked with staff to establish a revised concept plan, having duplexes on 3 lots with a party wall agreement, that respects the natural environment and hillside conditions, including grading and drainage patterns. The zone amendment responds to improve a previous concept plan of a single unit residential subdivision.

The subject property slopes from the Powerline Linear Park boundary in the south down to an existing residential subdivision. A subdivision application (S18-0028) is currently under staff review.

4.2 Project Description

The subject parcel is approximately 1.20 hectares (2.98 acres) in size. The development proposes 8 single and two unit residential lots. The main vehicle access is via extension of existing Hawes Court.

4.3 Site Context

The subject property is located: within the Okanagan Mission Sector of the City; within the Permanent Growth Boundary; is located at the end of Hawes Court off Quartz Crescent adjacent to Powerline Linear Park.

The proposed subdivision will be serviced by City water main within proposed Hawes Court extension and sanitary & storm mains within the proposed Hawes Court extension and a SROW thru the west side of the subject property.

Specifically, adjacent land uses are as follows:

| Orientation | Zoning | Land Use |
|-------------|--------------------------------|-----------------------------|
| North | RU1 – Large Lot Housing | Developed |
| East | RU1 – Large Lot Housing | Developed |
| South | P3 – Parks and Open Space Zone | Powerline Linear Park |
| West | RR1 – Rural Residential 1 | Residential and undeveloped |

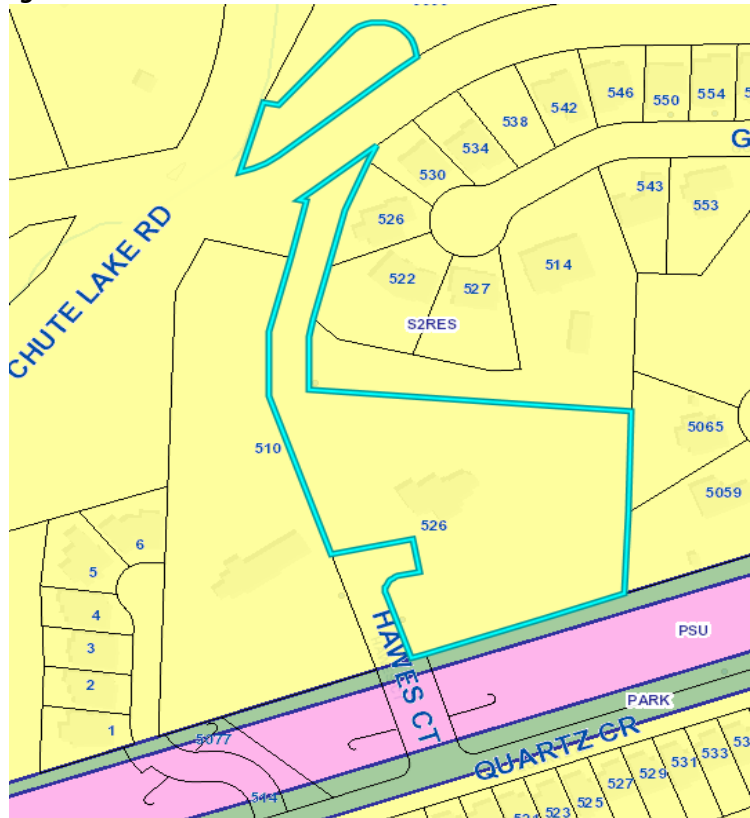
¹ City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

² City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

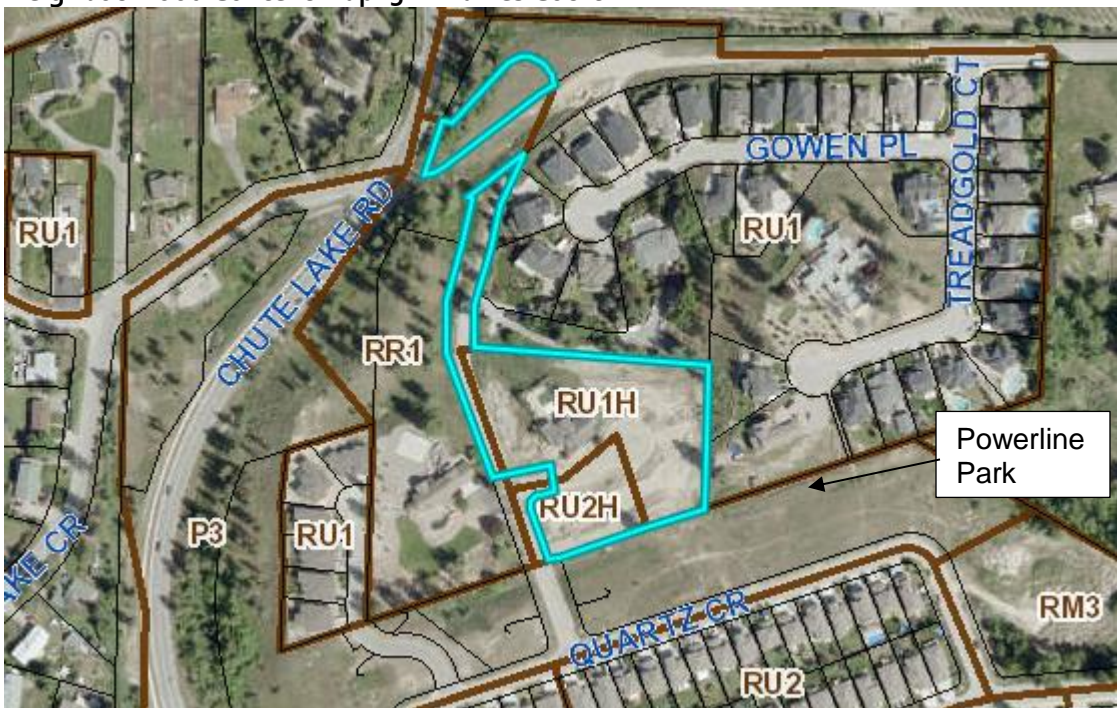
³ City of Kelowna Official Community Plan, Policy 5.15.3 (Development Process Chapter).

⁴ City of Kelowna Hillside Development Guidelines, October 2009

Future Land Use Map: 526 Hawes Court



Neighbourhood Context Map: 526 Hawes Court



¹ City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

² City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Policy 5.15.3 (Development Process Chapter).

⁴ City of Kelowna Hillside Development Guidelines, October 2009

Subject Property Map:**5.0 Public Notification**

The applicant has undertaken public notification in accordance with Council Policy #367. This has included delivery by courier as well as hand delivering a letter to those properties with residents, including a map of the proposed zone amendments to the residents and neighboring property owners within 50 metres of the subject property.

6.0 Current Development Policies**6.1 Kelowna Official Community Plan (OCP)****Development Process**

Steep Slopes.¹ Prohibit development on steep slopes (+30% or greater for a minimum distance of 10 metres) except where provided for in ASPs adopted or subdivisions approved prior to adoption of OCP Bylaw 10500.

Design for People and Nature.² Structure new neighbourhoods around parks, pedestrian and bike routes, open spaces, and environmental areas, rather than around roadways and cars.

Environmentally Sensitive Area Linkages.³ Ensure that development activity does not compromise the ecological function of environmentally sensitive areas and maintains the integrity of plant and wildlife corridors.

¹ City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

² City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Policy 5.15.3 (Development Process Chapter).

⁴ City of Kelowna Hillside Development Guidelines, October 2009

6.2 Hillside Development Guidelines⁴

Vision: Hillside developments will be environmentally sensitive, functionally appropriate, aesthetically pleasing and economically feasible.

Principles for hillside development:

- Damage to the environment and natural features should be avoided;
- Suitable density and diversity of housing type mitigates impacts;
- All users are accommodated on neighbourhood streets;
- Views are preserved for resident and visitors;
- Locally appropriate drought tolerant plants are used; and
- Building sites are safe.

Visual Objectives:

- Significant natural features and landforms, including ridgelines, are retained or enhanced.

Grading / Retaining Objectives:

- Site grading and retaining walls respect existing terrain; that is, large cuts / fills are not used to create “build-able lots” or flat yards. Driveway grades follow the natural terrain, large single level building platforms are avoided, final lot grades mimic the natural slope and slopes are promptly re-vegetated;
- Significant natural scenic features, such as gullies, rock outcrops and knolls are at a minimum retained and preferably enhanced; and
- Retaining structures integrate well with the onsite architectural character and natural environment.

Housing Diversity and Design Objectives:

- Cluster housing is used to retain significant natural areas or avoid / mitigate development impacts.

7.0 Technical Comments

7.1 Development Engineering Department

Development Engineering defers comments to the Suburban and Rural Planning Department. Requirements for servicing are addressed under File S18-0028, (see Memorandum dated April 10, 2018, attached).

¹ City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

² City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Policy 5.15.3 (Development Process Chapter).

⁴ City of Kelowna Hillside Development Guidelines, October 2009

8.o Application Chronology

Date of Application Received: March 28, 2018

Date Public Consultation Completed: June 18, 2018

Report prepared by: Sergio Sartori, Development Technician

Reviewed by: Dean Strachan, Suburban and Rural Planning Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Development Engineering Services Memorandum (s18-0028, April 10, 2018)

Map A – Proposed Zoning Amendment Site Plan

¹ City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

² City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Policy 5.15.3 (Development Process Chapter).

⁴ City of Kelowna Hillside Development Guidelines, October 2009

CITY OF KELOWNA
MEMORANDUM

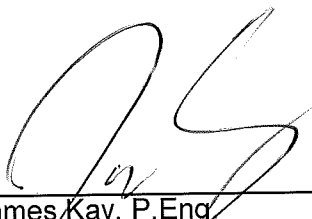
Date: April 10, 2018
File No.: Z18-0032
To: Land Use Management Department (RS)
From: Development Engineering Manager
Subject: Rezoning Application –

| | | |
|------------|--------------------------|-----------|
| LOCATION: | 526 Hawes Court | RU1 & RU6 |
| APPLICANT: | Protech Consultants Ltd. | |
| LEGAL: | Lot 2 Plan 33972 | |

The Development Engineering Branch comments and requirements regarding this application to rezone a portion of the property from RU1H and RU2H to RU6 Lots are as follows:

The Development Engineering Technologist for this project John Filipenko AScT

All servicing requirements associated with the proposed rezoning has been addressed in the subdivision application under file S18-0028.



James Kay, P.Eng
Development Engineering Manager
JF

543 553



ATTACHMENT B

This forms part of application

Z18-0032

5050 City of

Kelowna
COMMUNITY PLANNING



Planner
Initials SS

Subject Properties Notes:

Rezone a portion of the subject property from RU2H - Medium Lot Housing (Hillside Area) to RU6 - Two Dwelling Housing

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HAINES CT

Subject Properties Notes:

Rezone a portion of the subject property from RU1H - Large Lot Housing (Hillside Area) to RU6 - Two Dwelling Housing

QUARTZ CR

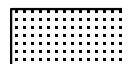
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MAP "A" PROPOSED ZONING File Z18-0032



RU1H to RU6



RU2H to RU6

This map is for general information only.
The City of Kelowna does not guarantee its
accuracy. All information should be verified.

0 12.5 25 Metres

City of
Kelowna
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Rev. Tuesday, June 12, 2018

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Report to Council



Date: July 16, 2018
File: 1250-20
To: City Manager
From: Tracy Guidi, Sustainability Coordinator
Subject: Updating the Official Community Plan's GHG Targets, OCP18-0016

Recommendation:

THAT Official Community Plan Text Amendment Application No. OCP18-0016 to amend Kelowna 2030 – Official Community Plan Bylaw No. 15000 as outlined in Schedule A attached to the report from the Sustainability Coordinator, dated July 16, 2018, be considered by Council;

AND THAT Council considers the public process outlined in the report from the Sustainability Coordinator, dated July 16, 2018, to be appropriate consultation for the purpose of Section 475(1) and (3) of the Local Government Act;

AND FURTHER THAT the Official Community Plan Text Amending Bylaw be forwarded to a Public Hearing for further consideration.

Purpose:

To amend the Official Community Plan to update the greenhouse gas (GHG) reduction target policy to be consistent with the targets in the recently endorsed *Our Kelowna as We Take Action: Kelowna's Community Climate Action Plan*.

Background:

On June 25, 2018, Council endorsed an updated plan to mitigate community greenhouse gas emissions. *Our Kelowna as We Take Action: Kelowna's Community Climate Action Plan* puts Kelowna on the path to celebrate successes and build momentum by presenting 51 actions that when implemented will help achieve an absolute reduction in greenhouse gas (GHG) emissions.

The Community Climate Action Plan recommends three GHG reduction targets to replace the 2020 target currently in the Official Community Plan as outlined in Schedule A. The three targets work towards reducing absolute community GHG emissions by:

1. **4 per cent below 2007 levels by 2023 (equivalent to 27 per cent per capita reduction).** This pragmatic target is based on the results of the Community Energy Association's QuickStart model, that assessed the emission reductions that can be achieved by implementing the Plan's actions over the next five years.
2. **25 per cent below 2007 levels by 2033 (equivalent to 50 per cent per capita reduction).** This target is based on the incremental progress needed to achieve the long term target. It is anticipated that significant technological advances will help to accelerate progress.
3. **80 per cent below 2007 levels by 2050 (equivalent to 90 per cent per capita reduction).** This target shows bold leadership and is aligned with the Provincial Climate Leadership Plan target

The Community Climate Action Plan identifies actions to help the community achieve the 2023 target. Beyond that, the Plan provides the foundation to shift how the community lives, works and moves, so that continual incremental progress can be achieved as the Plan is revisited and new actions are identified every five years to reach the 2050 target.

Climate change affects everyone and everyone must do their part. To achieve the targets, everyone needs to work together: senior governments; local residents; businesses; non-government organizations; external agencies and utility providers. Achieving the targets requires both City leadership and community commitment to ensure Kelowna works towards becoming an energy efficient, livable, responsible and sustainable community.

Legal/Statutory Authority:

Local Government Act, Part 14, Division 4 – Official Community Plans, section 473 (3) requires that "An official community plan must include targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions of the local government proposed with respect to achieving those targets."

Legal/Statutory Procedural Requirements:

Local Government Act Part 14, Division 4, Section 475 specifies that a local government must, during the development, repeal or amendment of an official community plan, provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected. This consultation is in addition to a required public hearing.

Existing Policy:

OCP Objective 6.2 Improve energy efficiency and reduce community greenhouse gas emissions.

OCP Policy 6.2.1 **GHG Reduction Target and Actions.** The City of Kelowna will, in partnership with: senior governments; local residents and businesses; NGOs; external agencies; and utility providers, work towards reducing community greenhouse gas emissions by 33% (from 2007 levels) by 2020.

The City of Kelowna's efforts will be focussed on creating more mixeduse neighbourhoods (as identified on the OCP Future Land Use map) and on ensuring that residents can conveniently and safely travel by bus or by foot, bicycle and other forms of active transportation to get to major community destinations while ensuring the efficient movement of goods and services.

The City will support the reduced use of fossil fuels in buildings by encouraging renewable energy supplies, district energy systems and energy efficient

technologies in new and existing buildings. By working with senior government partners, regulated utilities and others, the City will lead through example and strive to meet the BC Climate Action Charter targets for the reduction of GHG emissions from municipal infrastructure.

External Agency/Public Comments:

Engagement for *Our Kelowna as We Take Action: Kelowna's Community Climate Action Plan*, was based on input from the Imagine Kelowna process, stakeholder engagement, staff and best practices. Consultation on the targets identified in the Plan happened during:

- **Stakeholder Workshop** – November 30, 2017:
Fourteen people representing 13 organizations attended a stakeholder workshop to discuss the draft target and actions. Organizations included Canadian Mortgage and Housing Corporation, Canadian Homebuilders Association, Urban Development Institute, Total Home Solutions, UBC Okanagan, Interior Health, Okanagan College, Nido Design, Flip Side Sustainability, Okanagan Basin Water Board, Ogo Car Share, and Urban Systems. There were mixed reviews on the short term target, as some participants felt it was realistic, while others felt bolder moves should be undertaken. Participants felt that the community should be working to achieve the 2050 target, even if the longer actions to get there are unpopular.
- **Online Engagement** – February 6 – 22, 2018:
Citizens' opinions were gathered relating to the actions and proposed targets for the Community Climate Action Plan. The Get Involved project page was promoted through many channels including City of Kelowna website, Facebook and Twitter. There were a total of 440 unique visits to the project page, 38 engaged visitors, 137 informed visitors and 359 aware visitors. As with the stakeholder workshop, the targets were met with mixed reviews, particularly for the short-term target. Some felt the short-term target was achievable goal, and others felt that the target should be more progressive and massive change is needed in the short-term.

Submitted by:

T. Guidi, Sustainability Coordinator

Approved for inclusion:



Danielle Noble-Brandt, Policy and Planning Dept. Manager

cc:

Acting Divisional Director, Community Planning and Strategic Investments
Divisional Director, Corporate Strategic Services
Integrated Transportation Department Manager
Infrastructure Operations Department Manager
Development Services Director
Community Planning Department Manager

Utility Services Manager
Energy Program Manager
Infrastructure Engineering Manager
Communications Advisor

Amendments to Bylaw No. 10500 based on Community Climate Action Plan

| No. | Section | Existing | Proposed | Explanation |
|-----|---|---|--|---|
| 1 | Chapter 6 – Environment Replace OCP Policy 6.2.1 | <p>GHG Reduction Target and Actions. The City of Kelowna will, in partnership with: senior governments; local residents and businesses; NGOs; external agencies; and utility providers, work towards reducing community greenhouse gas emissions by 33% (from 2007 levels) by 2020.</p> <p>The City of Kelowna's efforts will be focussed on creating more mixeduse neighbourhoods (as identified on the OCP Future Land Use map) and on ensuring that residents can conveniently and safely travel by bus or by foot, bicycle and other forms of active transportation to get to major community destinations while ensuring the efficient movement of goods and services.</p> <p>The City will support the reduced use of fossil fuels in buildings by encouraging renewable energy supplies, district energy systems and energy efficient technologies in new and existing buildings. By working with senior government partners, regulated utilities and others, the City will lead through example and strive to meet the BC Climate Action Charter targets for the reduction of GHG emissions from municipal infrastructure.</p> | <p>GHG Reduction Target and Actions. The City of Kelowna will, in partnership with: senior governments; local residents and businesses; NGOs; external agencies; and utility providers, work towards reducing absolute community greenhouse gas emissions by:</p> <ul style="list-style-type: none"> • 4% below 2007 levels by 2023; • 25% below 2007 levels by 2033; and • 80% below 2007 levels by 2050. <p>The City of Kelowna's efforts will be focussed on creating a dynamic community that embraces sustainable transportation options, energy efficient buildings and vibrant urban centres.</p> <p>The City will support the reduced use of fossil fuels in buildings by encouraging renewable energy supplies, and energy efficient technologies in new and existing buildings.</p> <p>The City will lead through example and strive to meet the BC Climate Action Charter targets for the reduction of GHG emissions from municipal infrastructure.</p> | <p><i>Our Kelowna As We Take Action: Kelowna's Community Climate Action Plan</i>, which was endorsed by Council June 25, 2018, identifies GHG reduction targets that differ from those in the Official Community Plan. In addition to providing a short term 2023 target, the Plan also provides targets for 2033 and 2050.</p> <p>In addition, Part 14, Division 4 of the Local Government Act, section 473(3) requires that "An official community plan must include targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions of the local government proposed with respect to achieving those targets."</p> |

REPORT TO COUNCIL



Date: July 16th 2018

RIM No. 1250-30

To: City Manager

From: Community Planning Department (AC)

Application: Z18-0021

Owner: Albert Wisestock

Address: 414 & 420 Cedar Ave

Applicant: New Town Services –
Jesse Alexander

Subject: Rezoning Application

Existing Zone: RU1 – Large Lot Housing

Proposed Zone: C4 – Urban Central Commercial

1.0 Recommendation

THAT Rezoning Application No. Z18-0021 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 2 & 3, District Lot 14, ODYD, Plan 4743, located at 414 & 420 Cedar Ave, Kelowna, BC from the RU1 – Large Lot Housing zone to the C4 – Urban Centre Commercial zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Community Planning Department dated July 16th, 2018;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the final lot consolidation with the closure and sale of the adjacent laneway to the applicant.

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered in conjunction with Council's consideration of a Development Permit for the subject property.

2.0 Purpose

To rezone the subject property from the RU1 – Large Lot Housing zone to the C4 – Urban Centre Commercial zone to facilitate the construction of a mixed-use commercial and residential tower development.

3.0 Community Planning

Staff are supportive of the rezoning application. The walkscore of the subject property is 82 indicating this site is very walkable and the OCP encourages this type of mixed land uses. There are commercial shops, services, employment, transit, and cultural amenities all within a 5-minute walking radius. The City's plans over the next decade to develop Cedar Ave Park, located to the west of the subject property along the waterfront, will help to support the density and further improve the livability of the neighbourhood.

The scale and density of this proposed development does not trigger a Traffic Impact Assessment (TIA). Overall, the proposed development is consistent with the City's goal for increasing urban centre living and providing a mix of land uses with ground floor commercial at the lower levels and residential units above. The proposal exceeds the existing height policy for the area of a maximum of seven storeys. Within an upcoming Development Variance Permit, Staff will provide an assessment on the appropriateness of towers in South Pandosy and the contextual fit of the proposal to the surrounding urban centre.

As a condition of final reading, the applicant will need to consolidate the two lots plus the area of Newsome lane.

4.0 Proposal

4.1 Project Description

Each subject property currently contains a single family dwelling. The applicant is seeking to rezone the subject properties to C4, Urban Centre Commercial and to undertake a Development Permit to facilitate the construction of 34 units of multi-residential within a 15 storey low-rise tower. The Cedar Avenue and Newsom Lane frontages host retail and café uses at grade along with the principal residential entrance. The second level of commercial fronts Cedar Avenue and will offer additional commercial or office uses. Structured parking, waste management, and utility services are accessed from the back lane. Development parking is consistent with the Zoning Bylaw requirements and is fully enclosed within an above-ground parkade. The owner is in the process to acquire roughly 7.5m of Newsom Lane from the City of Kelowna and either lease or grant a long term easement over the land to ensure the existing public parking is maintained.

The applicant has applied for a Development Variance Permit to increase the height from 7 storeys maximum to 15 storeys. This is the only variance Staff is tracking at this time.

Should Council support the Rezoning bylaw, staff will bring forward a detailed report evaluating the design guidelines for the Development Permit and the overall merits of the Development Variance Permit for Council's consideration.

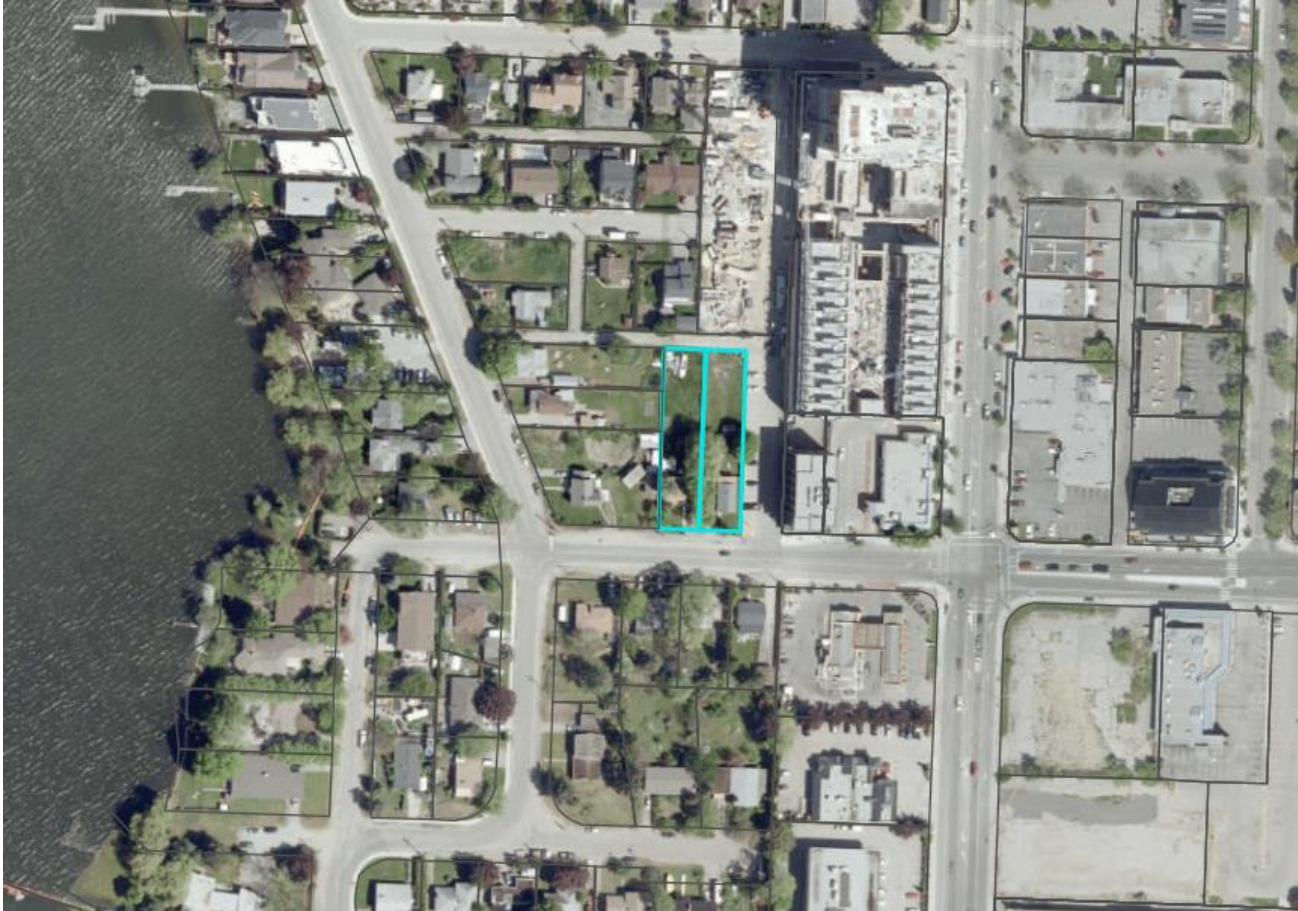
4.2 Site Context

The subject property is located in the South Pandosy Urban Centre. The two lots have a combined area of 2,023 m² in a neighbourhood with a high density of urban amenities and employment. The properties are connected to urban services and are located within the Permanent Growth Boundary.

Specifically, adjacent land uses are as follows:

| Orientation | Zoning | Land Use |
|-------------|---|---------------------------|
| North | C4 – Urban Centre Commercial RU1 – Large Lot Housing | Commercial Residential |
| East | C4 – Urban Centre Commercial | Commercial |
| South | RU1 – Large Lot Housing | Residential |
| West | RU1 – Large Lot Housing | Residential |

Subject Properties Map: 414 & 420 Cedar Ave



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Goals for A Sustainable Future

Contain Urban Growth.¹ Reduce greenfield urban sprawl and focus growth in compact, connected and mixed-use (residential and commercial) urban and village centres.

¹ Goal 1. (Introduction Chapter 1).

Development Process

Compact Urban Form.³ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Ensure opportunities are available for greater use of active transportation and transit to: to improve community health; reduce greenhouse gas emissions; and increase resilience in the face of higher energy prices.⁴

7.0 Technical Comments

7.1 Building & Permitting Department

No comment on the rezoning application.

7.2 Development Engineering Department

See Attachment 'A', memorandum dated March 7, 2018

7.3 Fire Department

No Comment on the rezoning application.

8.0 Application Chronology

Date of Application Received: February 27th 2018

Date Public Consultation Completed: June 28th 2018

Report Prepared by: Adam Cseke, Planner Specialist

Reviewed by: Terry Barton, Urban Planning Department Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment 'A' Development Engineering Memo March 7, 2018

Attachment 'B' Applicant Rationale

Attachment 'C' Initial Drawings of proposed 'Jenga' Tower

² Policy 5.2.4 (Development Process Chapter 5).


³ Policy 5.3.2 (Development Process Chapter 5).

⁴ Objective 5.10 (Development Process Chapter 5).

CITY OF KELOWNA

MEMORANDUM

Date: March 07, 2018
File No.: Z18-0021
To: Community Planning (AC)
From: Development Engineering Manager (JK)
Subject: 414 - 420 Cedar Ave

| | |
|--|---|
| ATTACHMENT A | |
| This forms part of application # <u>Z18-0021</u> | |
| Planner Initials | <div style="border: 1px solid black; padding: 2px; display: inline-block;">AC</div> |
|  City of Kelowna <small>COMMUNITY PLANNING</small> | |

RU1 to C4

The Development Engineering Department has the following comments and requirements associated with this rezoning application. The road and utility upgrading requirements outlined in this report will be a requirement of this development.

The Development Engineering Technologist for this project is Jason Angus

1. General

- a. Where there is a possibility of a high water table or surcharging of storm drains during major storm events, non-basement homes may be required. This must be determined by the engineer and detailed on the Lot Grading Plan required in the drainage section.
- b. The Fire Department and Environment Division requirements and comments are addressed separately by them.

2. Domestic Water and Fire Protection

- a. The subject properties are currently serviced by 19mm-diameter water services. The developer's consulting mechanical engineer will determine the domestic and fire protection requirements of this proposed development. The applicant, at his cost, will arrange for the installation of a new service to this development as well as the decommissioning of the existing services at the main.
- b. It is apparent that the existing 150mm diameter water main within Cedar Avenue is substandard and will not support this development. The applicant, at his cost, will arrange for upgrading ~113m of watermain, confirm if the installation of a fire hydrant is needed, and install a new larger water service.

3. Sanitary Sewer

- a. The subject properties are currently serviced with 100mm-diameter sanitary service. The developer's consulting mechanical engineer will determine the development requirements of this proposed development and establish the service needs. Only one service will be permitted for this development. The applicant, at his cost, will arrange for the removal and disconnection of the existing services and the installation of one new larger service.

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| ATTACHMENT A | |
| This forms part of application # Z18-0021 | |
| Planner Initials | AC |
|  City of Kelowna COMMUNITY PLANNING | |

4. Storm Drainage

- a. The developer must engage a consulting civil engineer to provide a storm water management plan for the site, which meets the requirements of the City Storm Water Management Policy and Design Manual. The storm water management plan must also include provision of lot grading plan, minimum basement elevation (MBE) if applicable, and recommendations for onsite drainage containment and disposal systems.
- b. On site storm drainage systems for the site will be reviewed and approved by Engineering when a site servicing design is submitted.
- c. There is a possibility of a high water table or surcharging of storm drains during major storm events. This should be considered in the design of the onsite system.

5. Road Improvements

- a. Cedar Ave. must be upgraded to an urban standard along the full frontage of this proposed development, including curb and gutter, sidewalk, and pavement removal and replacement, street lighting, laneway let down, re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction.

6. Road Dedication and Subdivision Requirements

- a. By Registered plan to provide the following
 - i. Ensure a 7.6m laneway width along the North-South full lane frontage
 - ii. Dedicate 1.6m width along the West-East full lane frontage
 - iii. Grant statutory rights-of-way if required for utility services
 - iv. Lot consolidation is required

7. Electric Power and Telecommunication Services

- a. All proposed service connections are to be installed underground. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services, which would be at the applicant's cost
- b. Re-locate existing utilities, where necessary

8. Design and Construction

- a. Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- b. Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c. Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- d. A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.

| | |
|---|----|
| ATTACHMENT A | |
| This forms part of application # Z18-0021 | |
| Planner Initials | AC |
|  City of Kelowna COMMUNITY PLANNING | |

- e. Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Development Engineering Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs

9. Servicing Agreements for Works and Services

- a. A Servicing Agreement is required for all offsite works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b. Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

10. Other Engineering Comments

- a. Provide all necessary Statutory Rights-of-Way for any utility corridors as required.
- b. If any road dedication affects lands encumbered by a Utility right-of-way (such as Terasen, etc.) please obtain the approval of the utility prior to application for final subdivision approval. Any works required by the utility as a consequence of the road dedication must be incorporated in the construction drawings submitted to the City's Development Manager

11. Development Permit and Site Related Issues

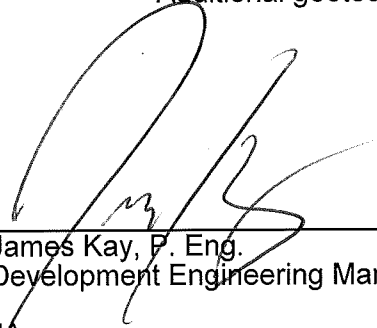
- a. Provide all necessary Statutory Rights-of-Way for any utility corridors as required.
- b. If any road dedication affects lands encumbered by a Utility right-of-way (such as Terasen, etc.) please obtain the approval of the utility prior to application for final subdivision approval. Any works required by the utility as a consequence of the road dedication must be incorporated in the construction drawings submitted to the City's Development Manager.
- c. Access to the development will be from the lane only.

12. Geotechnical Study

- (a) Provide a geotechnical report prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below: NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision. The Geotechnical reports must be submitted to the Development Services Department for distribution to the Development Engineering Branch and Inspection Services Division prior to submission of Engineering drawings or application for subdivision approval:
 - i. Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
 - ii. Site suitability for development.

- iii. Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
- iv. Any special requirements for construction of roads, utilities and building structures.
- v. Recommendations for items that should be included in a Restrictive Covenant.
- vi. Recommendations for roof drains, perimeter drains and septic tank effluent on the site.
- vii. Any items required in other sections of this document.

Additional geotechnical survey may be necessary for building foundations, etc


James Kay, P. Eng.
Development Engineering Manager

JA

| | | |
|--------------------------------|----|---|
| ATTACHMENT | | A |
| This forms part of application | | |
| # Z18-0021 | | |
| Planner Initials | AC |  City of Kelowna COMMUNITY PLANNING |

Proposal for Rezoning & Development Permit 414 & 420 Cedar Avenue

| | |
|--|----|
| ATTACHMENT B | |
| This forms part of application # Z18-0021 | |
| Planner Initials | AC |
|  City of Kelowna <small>COMMUNITY PLANNING</small> | |

Introduction

We are proud to present this exceptional mixed use Jenga inspired midrise that will define the gateway to the South Pandosy Urban Centre and inspire a vibrant and populated urban core. Elegance and sustainability achieved through re-zoning and re-development, with an emphasis on quality and a vibrant urban interface, will be the cornerstones of this OCP compliant application.

This C4 re-zoning and development permit proposal is to accommodate a skinny, low-rise tower of 15 storeys, on a two story podium fronted with blend of retail and commercial. The street level boasts plazas, café seating and an outdoor galleria.



View from Cedar Avenue

South Pandosy Urban Centre Context

The subject site fronts on Cedar Avenue and Newsom Lane. Located near the cross roads of the heart of the South Pandosy Urban Centre, the proposed development will help direct attention toward Lake Okanagan and the future Pandosy Beach Park.

The two existing lots are presently occupied by single detached homes that will be demolished to prepare the land for re-development.



Site Context Source: Kelowna City Map

ATTACHMENT B

This forms part of application
Z18-0021

Planner Initials

AC


City of Kelowna
COMMUNITY PLANNING

Overview

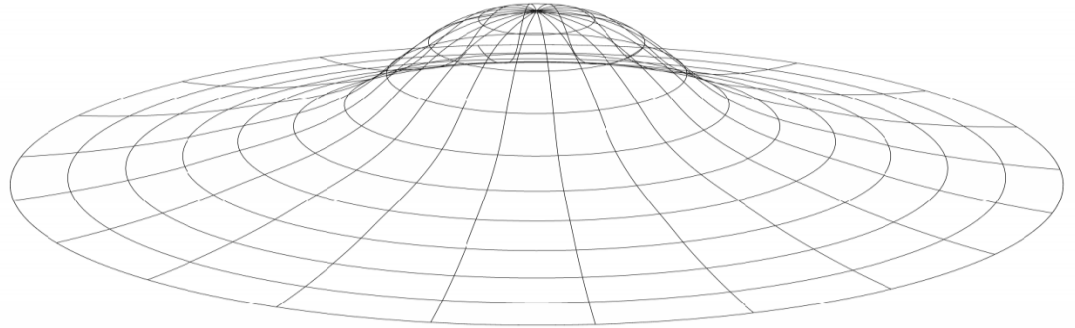
The applicant seeks to rezone the property to C₄, Urban Centre Commercial, and undertake a Development Permit to facilitate the construction of 34 units of multi-residential within a 15 storey low-rise tower. The Cedar Avenue and Newsom Lane frontages host retail and café uses at grade along with the principal residential entrance. The second level of commercial fronts Cedar Avenue and will offer additional commercial or office uses. Structured parking, waste management, and utility services are accessed from the back lane. Development parking is in accord with Bylaw requirements and is fully enclosed within an above-ground parkade. The site is prone to high watertable conditions and underground parking is unsuitable for this property. In order to achieve the density targets for this site, the owner will need to acquire roughly 7.5m of Newsom Lane from the City of Kelowna and either lease or grant a long term easement over the land to ensure the existing public parking is maintained.



Newsom Lane: Café Commercial Fronting Parkade

Project Massing & Shadow Profile

This narrow low-rise tower is less than half the width of the residential tower at nearby Sopa Square, and 6.7m (22') taller in building height. The narrow structure will complement the policy intent for increased density and spatial separation between tall buildings and will help to 'landmark' the core area as the hub of the Pandosy Urban Centre. The massing of the urban centre focuses the larger buildings in the Pandosy Urban Centre to the core area around the intersection of Pandosy/ Cedar / Lakeshore and KLO roads.



Urban Centre – Theoretical Massing Model

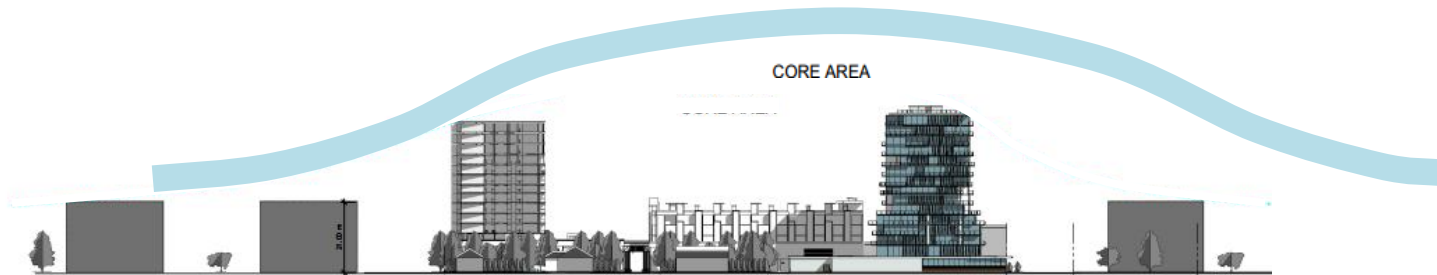
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COMMUNITY PLANNING

South Pandosy Urban Centre – West to East Cross Section



South Pandosy Urban Centre – North to South Cross Section

Clustering the largest massing to the core area establishes a matrix of form and population density at the core area of the South Pandosy Urban Centre.

Slender low rise towers sustain good sky views from grade and shadow fewer neighbouring properties, for a shorter duration, than any of the existing taller structures in the area. The proposed Cedar Avenue project is more than 120m (400') from the Sopa Residential Tower. This open relationship between the larger buildings will sustain a strong skyline from grade level.

Neighborhood shadowing is minimized by the narrow building profile. The following images show the shadows of each solstice and equinox period of the year.



Winter Solstice – December 21 – noon



Summer Solstice – June 21 - noon



Autumn Equinox – September 21 – noon



Spring Solstice – March 21 - noon

The public plaza, galleria and the café outdoor seating are located for sunny enjoyment in the morning and early afternoon and offer shaded spaces in the late afternoon and evening. All public spaces are design with public safety and comfort in mind.



On-Site Parking

Parking is provided in accord with the bylaw requirements and is located within the northern part of the podium. All onsite parking is accessed by a ramp off the north side laneway and is screened from view of the street and neighbouring properties. The required parking of one stall per residential unit and 1.75 stalls per 100m² of commercial use results in a bylaw obligation of 51 required stalls. This proposal offers 52 stalls, and will include a co-op or car sharing program for the use of residents.

One loading bay is accessed from the back lane and is sheltered within the podium. Several parking stalls will have electric car charging stations. Bike parking is provided in excess of the Zoning Bylaw requirements and consists of outdoor bike racks for 10 bikes and an indoor locked room for 22 bikes.



Parkade Parking & Loading Access from Back Lane



Non-motorized transit options are very likely for residents within the South Pandosy Urban Centre. Jobs, schools, services, Okanagan College and recreation opportunities are within easy cycling or walking distance. This project is very suitable for non-motorized access with a walkable score of 82 and a transit score of 38.

Height Variance in Storeys

The project seeks to create a mid rise tower of 15 storeys. The requested height exceeds the C4 bylaw, which limits structures to 7 storeys. The desire to build a slender taller structure is preferred over the alternative of a bulky building of half the proposed height and more than twice its girth. A shorter, plumper building would further obscure the skyline and limit the amount of sunlight penetration to grade. The smaller floorplate of the narrow mid-rise tower proposed allows the setbacks of the upper storeys from each property boundary to sustain a pedestrian scale and increases the amount of sunlight access to grade.

Height Variance in Metres

The proposed building is higher than the C4 designation of 25m from grade. This building is 53.9m tall.

Site Coverage

The building covers 63.8% of the site and is well below the maximum bylaw allowance of 75% coverage. The remaining 36.2% of the site, nearly 10,000ft², is used for the plaza, galleria and café seating.

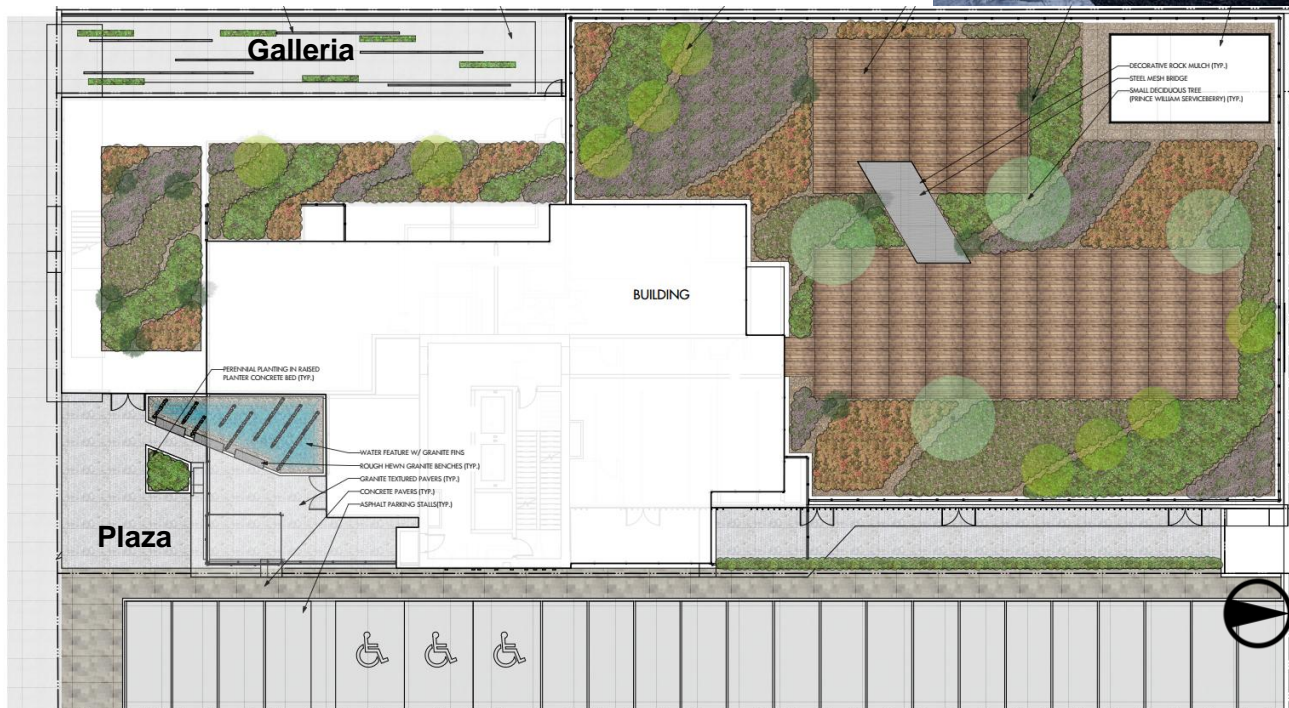
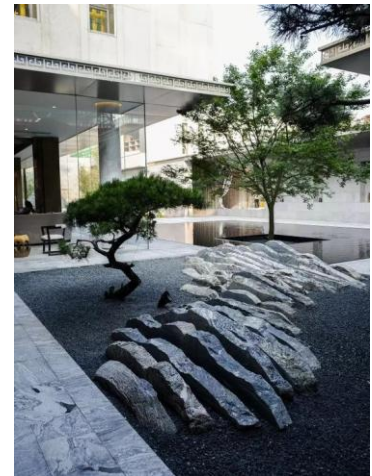


West Side Yard Variance

The C₄ zone states that the side yard setback shall be the greater of 4.5m or ½ building height where a site abuts RU₁, as this site does along the West boundary. This setback is simply not feasible and would result in a setback of nearly 27m, larger than any other setback in the City of Kelowna's Zoning Bylaw. In preliminary discussions with staff, it was communicated that there is also a Zoning/DP application being assembled for the properties immediately West of the site which may result in a multifamily or commercial zone. Based on this information, it can be inferred that the long term side yard against this boundary will be between 0-2.0m. For reference, the building sits at a 0.0m setback for roughly half the site, and 4.5m for the portion adjacent to the Galleria.

Landscape Treatment

The proposed landscaping is multi-layered. At grade, the south-easterly corner of the property opens to a large public plaza with a rock garden feature. The plaza is linked to the corner of Pandosy and Cedar by enhanced pedestrian walkway that traverses Newsom Lane. The Galleria is an open air public space for artistic presentations and exhibitions. This space is an 'outdoor room' with a direct connection to the public walk on Cedar Avenue. Completing the on-grade public space is a large café seating area skirting along Newsom Lane.



Green Roof and Podium Landscaping

A green roof is located above the second storey over the commercial uses fronting on Cedar Avenue. This space offers outdoor room for residents and a special area for their pets. A second and much larger green roof functions as passive parkland above the third floor of the parkade. This space is especially outstanding with ornamental plantings and more significant trees.

Summary

The proposed development is consistent with the City's goal for increasing urban centre living and providing a mix of uses hosting vibrant commercial spaces at the lower levels and housing above.

Although this proposal exceeds the forecast height for the area, the slender mid-rise tower form is more pleasing than a larger squat building with greater sky-blocking mass. The undulating deck forms and the extensive attention to shadow play make the overall structure appear delicate and visually interesting. In the evening, strategic architecture lighting enhances the building's orchestration and characterizes the east façade along the elevator alignment.

The applicant is dedicated to the South Pandosy Urban Centre and offers this application as a demonstration of that commitment.



Cedar Avenue Mixed Use/ Mid Rise

CEDAR AVE. MIXED-USE DEVELOPMENT



ARCHITECTURAL

NEW TOWN ARCHITECTURE & ENGINEERING
200-1464 ST. PAUL STREET
KELOWNA, BC V1Y 2E6
ROMAN YAMCHSHIKOV
ROMAN@NEWTOWNSERVICES.NET

T. (250) 860 8185
F. (250) 860 0985

DRAWING LIST:

| | | | |
|-----|--------------------------------|-----|--------------------------|
| A0 | COVER SHEET & DRAWING LIST | A21 | T14 FLOOR PLAN |
| A1 | CONTEXT PLAN & ZONING ANALYSIS | A22 | NORTH & SOUTH ELEVATIONS |
| A2 | SURVEY PLAN | A23 | EAST ELEVATION |
| A3 | SITE PLAN | A24 | WEST ELEVATION |
| A4 | GROUND LEVEL PLAN | A25 | BUILDING SECTION |
| A5 | T1 - PARKADE LOWER LEVEL | A26 | BUILDING SECTION |
| A6 | T1 FLOOR PLAN | A27 | BUILDING SECTION |
| A7 | T1 - PARKADE UPPER LEVEL | A28 | BUILDING SECTIONS |
| A8 | T2 - PARKADE LOWER LEVEL | A29 | BUILDING SECTIONS |
| A9 | T2 - FLOOR PLAN | A30 | RENDERINGS (1 of 2) |
| A10 | T3 - FLOOR PLAN | A32 | RENDERINGS (2 of 2) |
| A11 | T4 FLOOR PLAN | | |
| A12 | T5 FLOOR PLAN | | |
| A13 | T6 FLOOR PLAN | | |
| A14 | T7 FLOOR PLAN | | |
| A15 | T8 FLOOR PLAN | | |
| A16 | T9 FLOOR PLAN | | |
| A17 | T10 FLOOR PLAN | | |
| A18 | T11 FLOOR PLAN | | |
| A19 | T12 FLOOR PLAN | | |
| A20 | T13 FLOOR PLAN | | |

CIVIL

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JACOB PAUL
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LANDSCAPE

OUTLAND DESIGN
206-1889 SPALL ROAD,
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FIONA BARTON
FIONA@OUTLANDDESIGN.CA

T: 250.868.9270

DRAWING LIST:

ATTACHMENT C

This forms part of application
Z18-0021

Planner
Initials AC



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project title
CEDAR AVE. MIXED-USE
DEVELOPMENT

project address
414 & 420 Cedar Avenue,
Kelowna, BC

project no. 4024

the no.

drawing title

COVER SHEET
& DRAWING
LIST

designed by R.Y. (R.S.)

drawn by R.S. (R.S.)

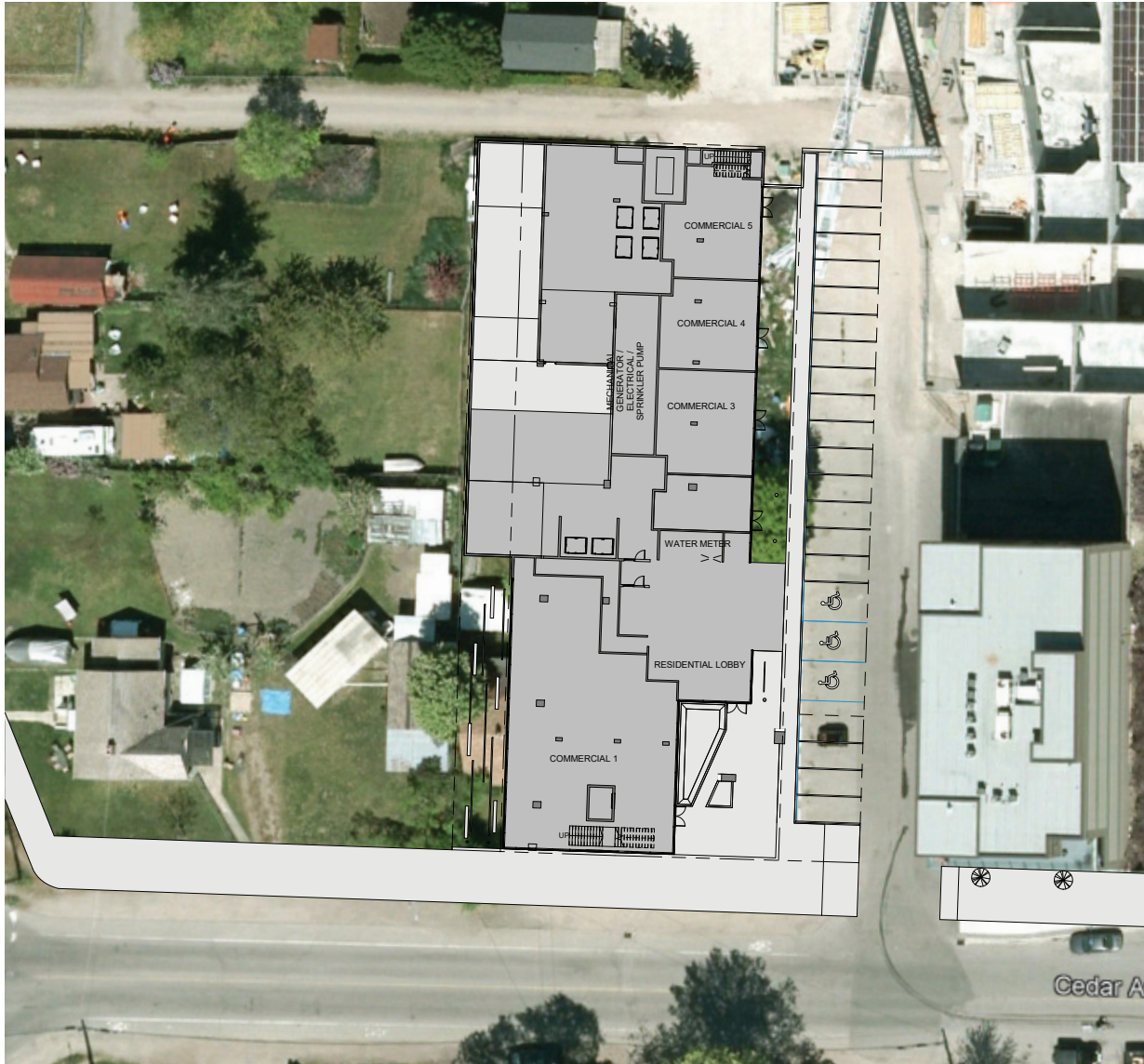
checked by R.Y. (R.S.)

drawing no.

A0

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NOT FOR
CONSTRUCTION



1 MASTER SITE PLAN
A0.1 1:200

ZONING ANALYSIS:

ADDRESS: 414 & 420 CEDAR AVE., KELOWNA B.C.
 LEGAL DESCRIPTION: LOT 2 BLOCK 2 DISTRICT LOT 14 OSOYOOS
 DIVISION YALE DISTRICT PLAN 4743
 LOT 3 BLOCK 2 DISTRICT LOT 14 OSOYOOS
 DIVISION YALE DISTRICT PLAN 4743

| EXISTING | PROPOSED |
|----------------|----------|
| ZONING: RU1 | C4 |

C4 ZONING REQUIREMENTS:

| ALLOWED | PROPOSED |
|---------|----------|
|---------|----------|

| | |
|---|--|
| FAR: 1.3 (2.35 IF ALL ALLOWED BONUSES APPLY) | 2.35 (ALL BONUSES APPLY) |
| SITE AREA: 480m ² | 2507.328m ² |
| NET BUILDING AREA: 5892.22m ² BASED ON 2.35 FAR | COMMERCIAL 968.5m ² RESIDENTIAL 4900.9m ² TOTAL 5869.4m ² |
| MAX SITE COVERAGE FOR BUILDINGS: 75% | 63.8% |
| BUILDING HEIGHT: 7 STOREYS OR 25m | BUILDING HEIGHT: 15 STOREYS OR 53.9m |
| SETBACKS: FRONT: 0.0m | 0.0m |
| SIDE - EAST: 0.0m SIDE - WEST: 26.95m | SIDE - EAST: 0.0m SIDE - WEST: 0.0m |
| REAR: 0.0m | 0.0m |
| PRIVATE OPEN SPACE: REQUIRED: 495m ² | BALCONIES/ PATIOS: 1949.6m ² OPEN PRIVATE SPACE AT GROUND LEVEL: 0.0m ² TOTAL PROVIDED: 1949.6m ² |
| PARKING AND LOADING: 1 STALL PER UNIT 1.75 STALL / 100m ² TOTAL: 51 STALLS | PROVIDED: 52 STALLS 1 x 34 UNITS = 34 STALLS 968.5m ² / 100m ² x 1.75 = 17 STALLS 51 STALLS |
| BICYCLE STORAGE: RESIDENTIAL 34 x 0.5 (Class I) = 17.0 34 x 0.1 (Class II) = 3.4 TOTAL 21.0 | COMMERCIAL 968.5m ² / 100m ² x 0.2 = 2 968.5m ² / 100m ² x 0.8 = 8 TOTAL 10 |

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
414 & 420 Cedar Avenue,
Kelowna, BC
project no. 4034

drawing title
CONTEXT PLAN & ZONING ANALYSIS

designed R.Y. 1:200
 drawn R.Y. (R.S.)
 checked R.Y.
 drawing no.

A1

project JAN. 25, 2018 2/6/2018 9:40:14 AM



1 SURVEY PLAN
1:200



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NOTE:
SITE SURVEY BASED ON INFORMATION PROVIDED BY:
FINAL LAYOUT, GRADE ELEVATIONS AND FINAL MAIN FLOOR ELEVATION TO BE DETERMINED BY SURVEYOR & CIVIL ENGINEER IN CONSULTATION WITH CONTRACTOR & OWNER.
ARCHITECTURAL SITE PLAN TO BE READ IN CONJUNCTION WITH CIVIL SITE PLAN.
ARCHITECTURAL SITE PLAN TO BE READ IN CONJUNCTION WITH LANDSCAPE PLAN.

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
414 & 420 Cedar Avenue, Kelowna, BC
project no. **4034**

drawing title
SURVEY PLAN

| | | | |
|-------------|------|---------|--------------|
| designed | R.Y. | drawn | As indicated |
| checked | R.Y. | checked | R.Y. |
| drawing no. | A2 | | |

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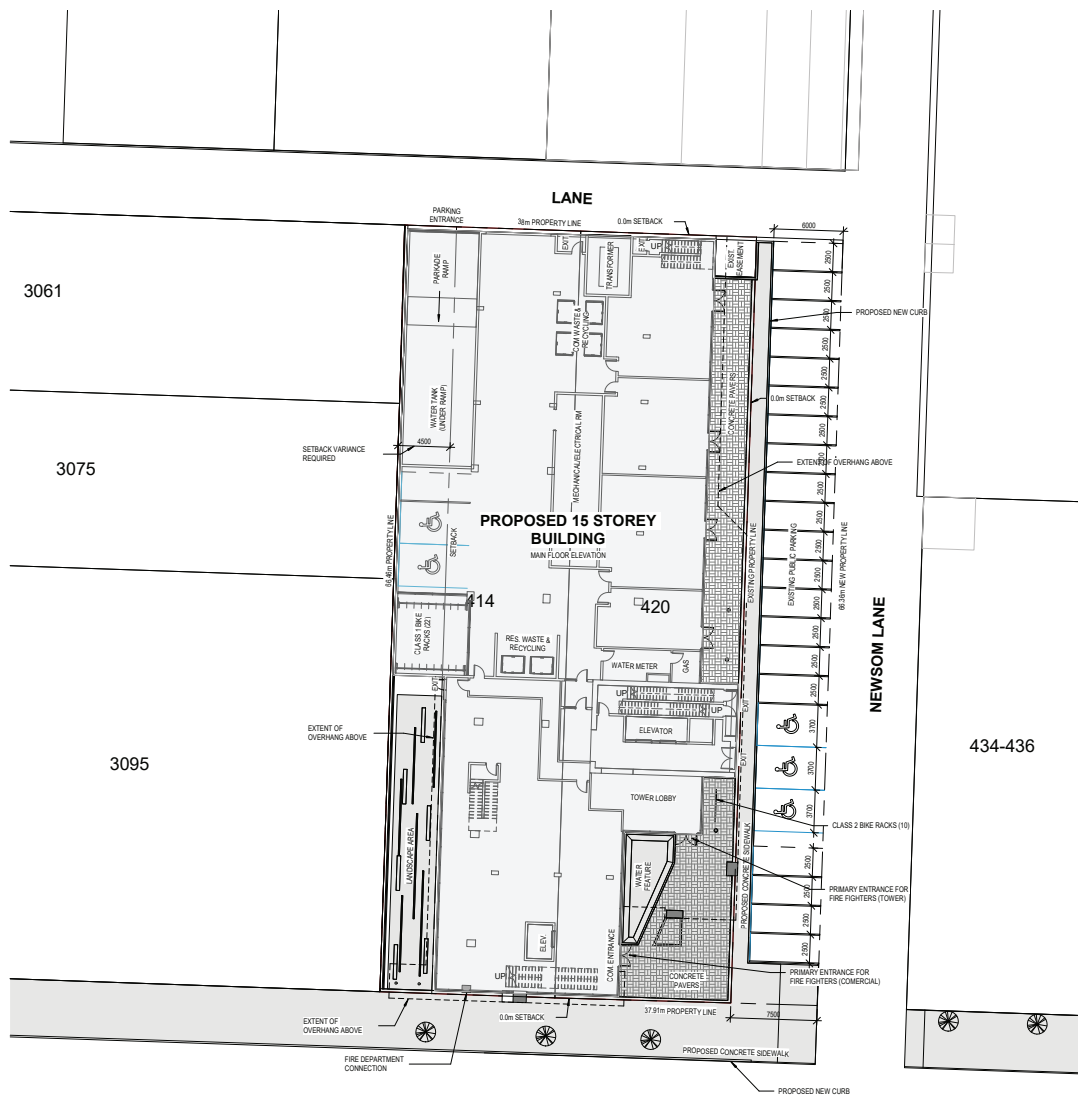
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1 BUILDING - SITE PLAN
1 : 200

CEDAR AVE.

NEWSOM LANE

project title
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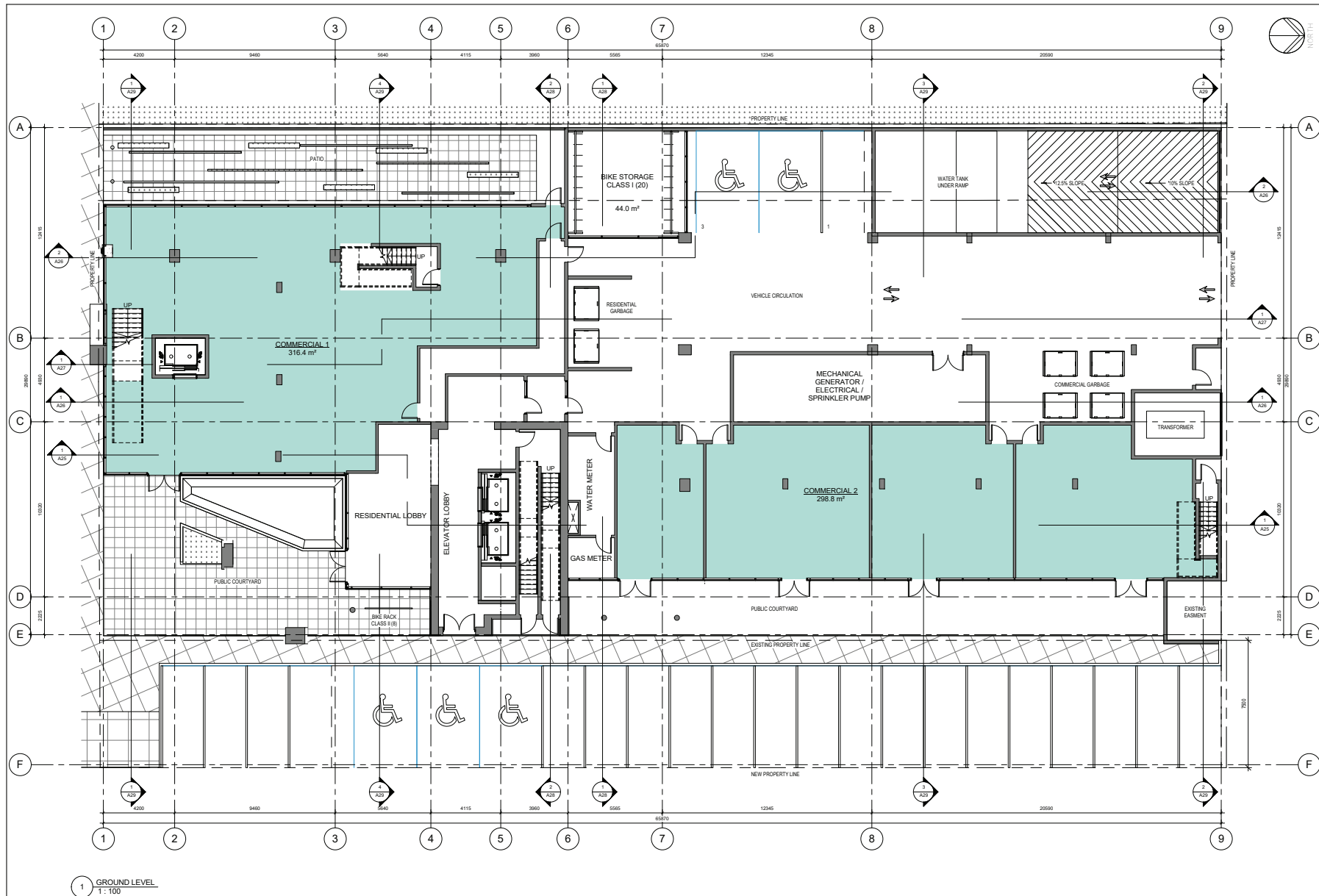
project address
**414 & 420 Cedar Avenue,
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project no. **4034**

drawing title
SITE PLAN

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| Drawing no. | | |

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
414 & 420 Cedar Avenue, Kelowna, BC

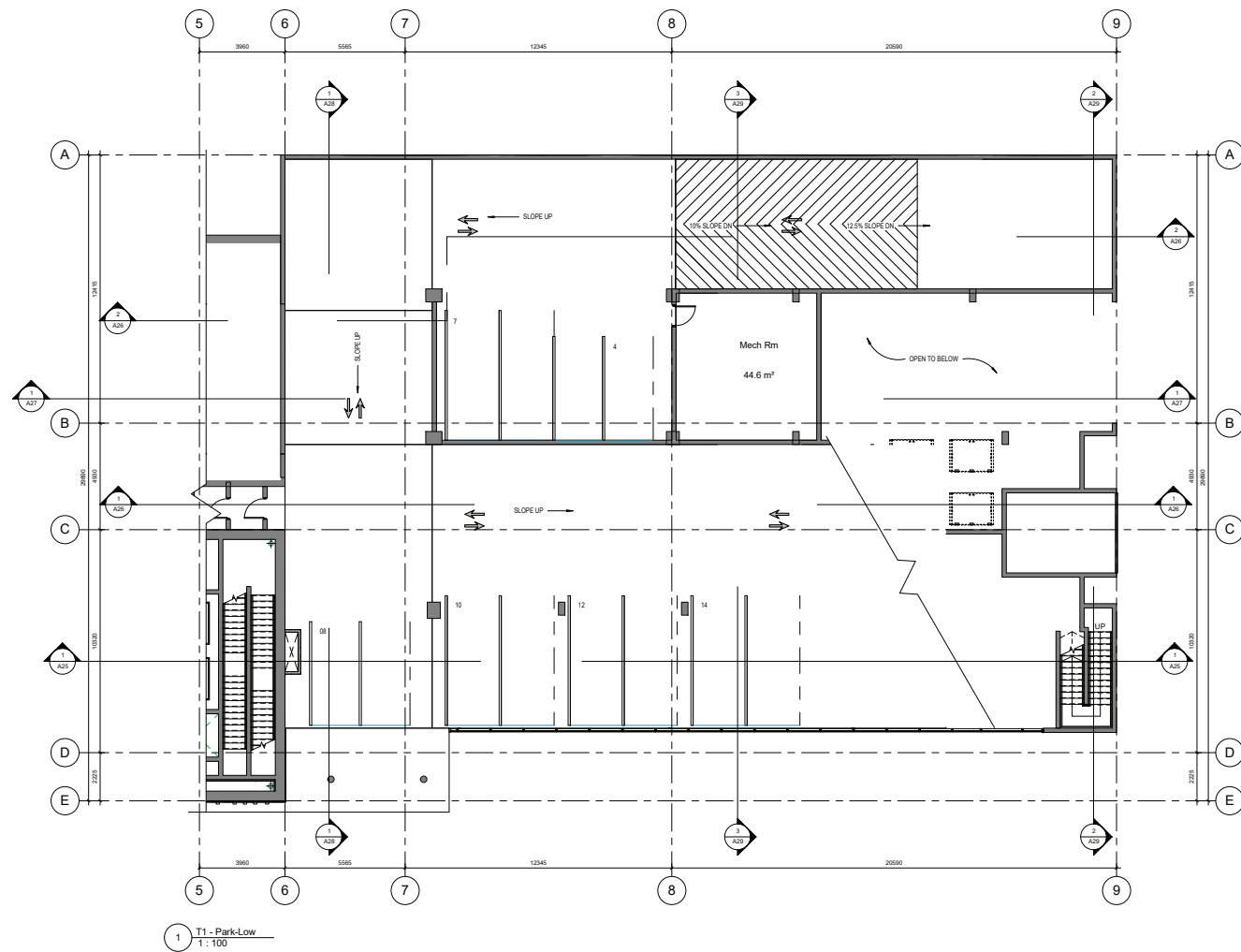
project no. **4034**

drawing title
GROUND LEVEL PLAN

designed by **R.Y.** scale **1:100**
drawn by **R.Y./J.B.**
checked by **R.Y.**
drawing no.

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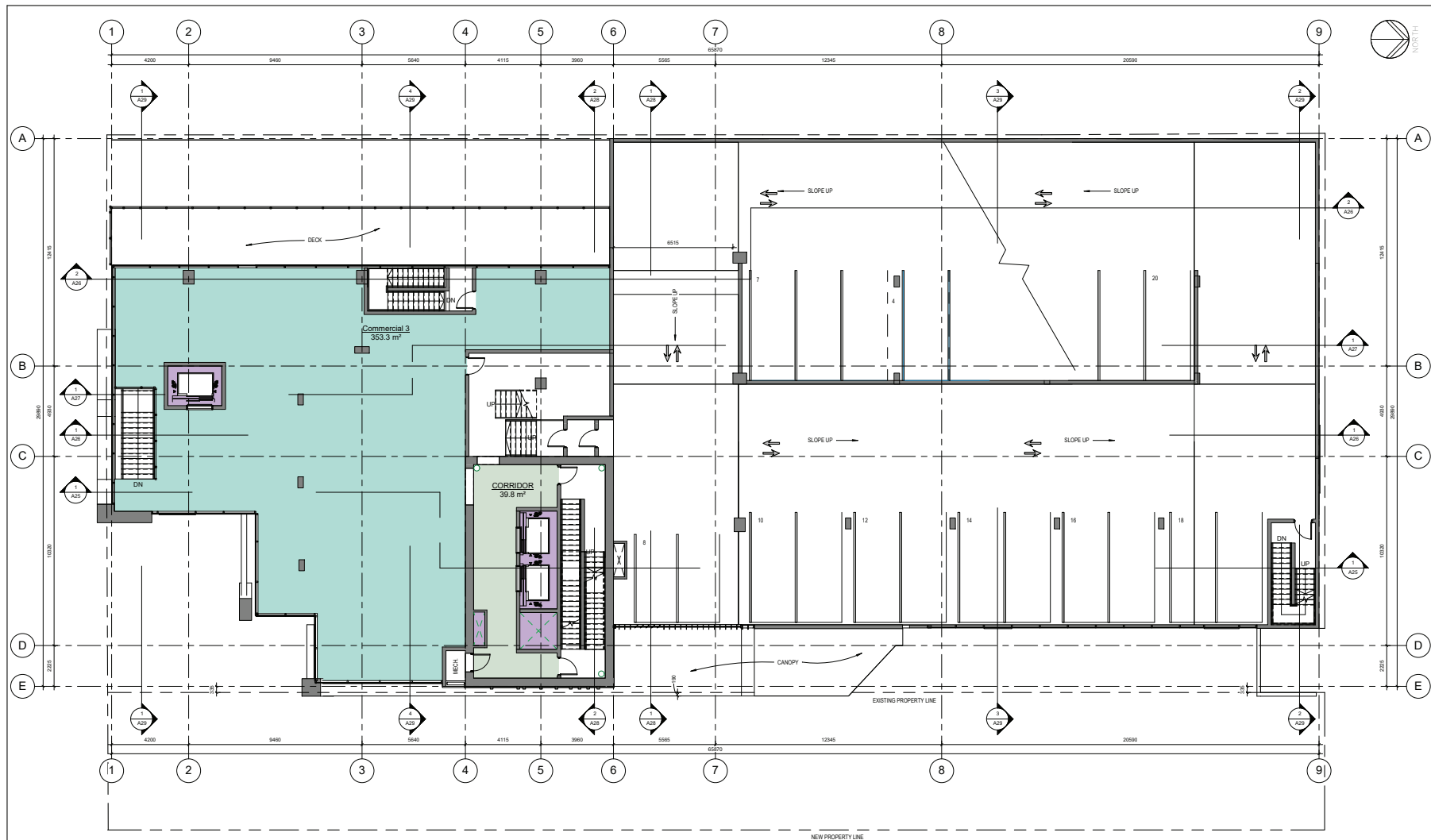
project no. **4034**

drawing title
T1 - PARKADE LOWER LEVEL

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| drawn | by | 1 : 100 |
| checked | by | |
| drawing no. | | |

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project title
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project address
414 & 420 Cedar Avenue, Kelowna, BC

project no. **4034**

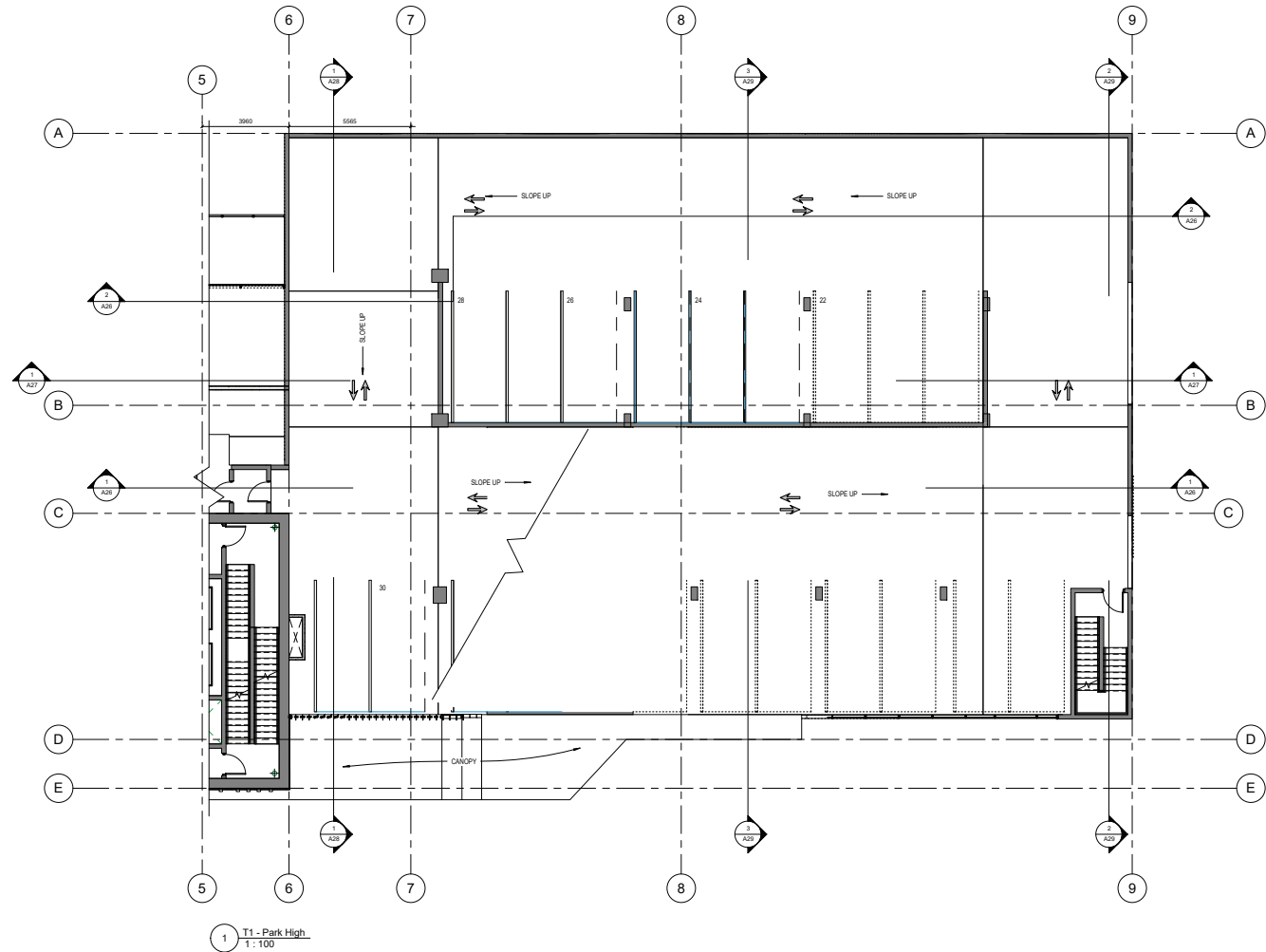
drawing title
T1 FLOOR PLAN

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1 T1
1 : 100



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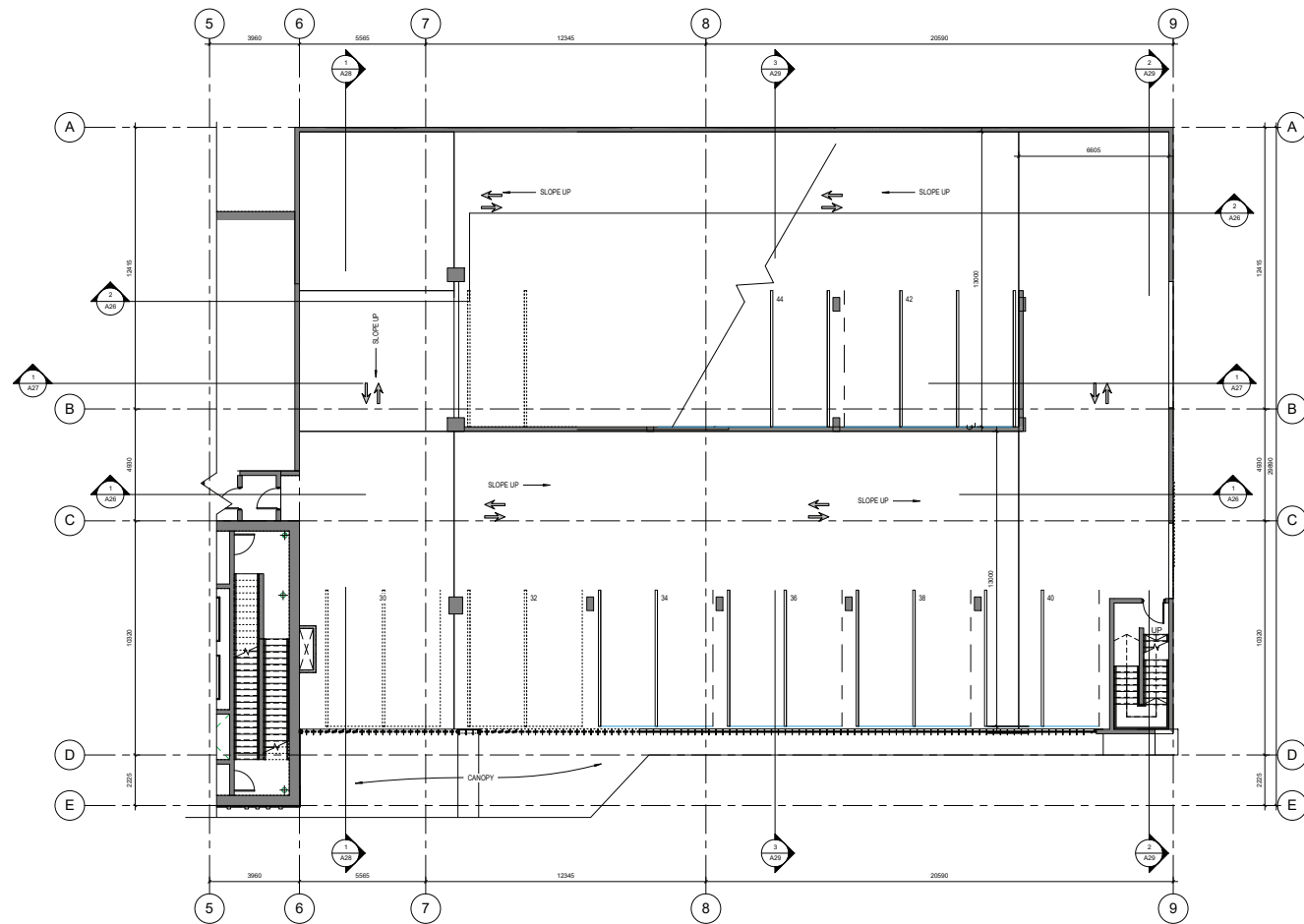
project address
414 & 420 Cedar Avenue, Kelowna, BC
project no. **4034**

drawing title
T1 - PARKADE UPPER LEVEL

designed R.Y. made 1:100
drawn R.Y./J.B.
checked R.Y.
drawing no.

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1 T2 - Park Low
1:100

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project address
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Kelowna, BC**

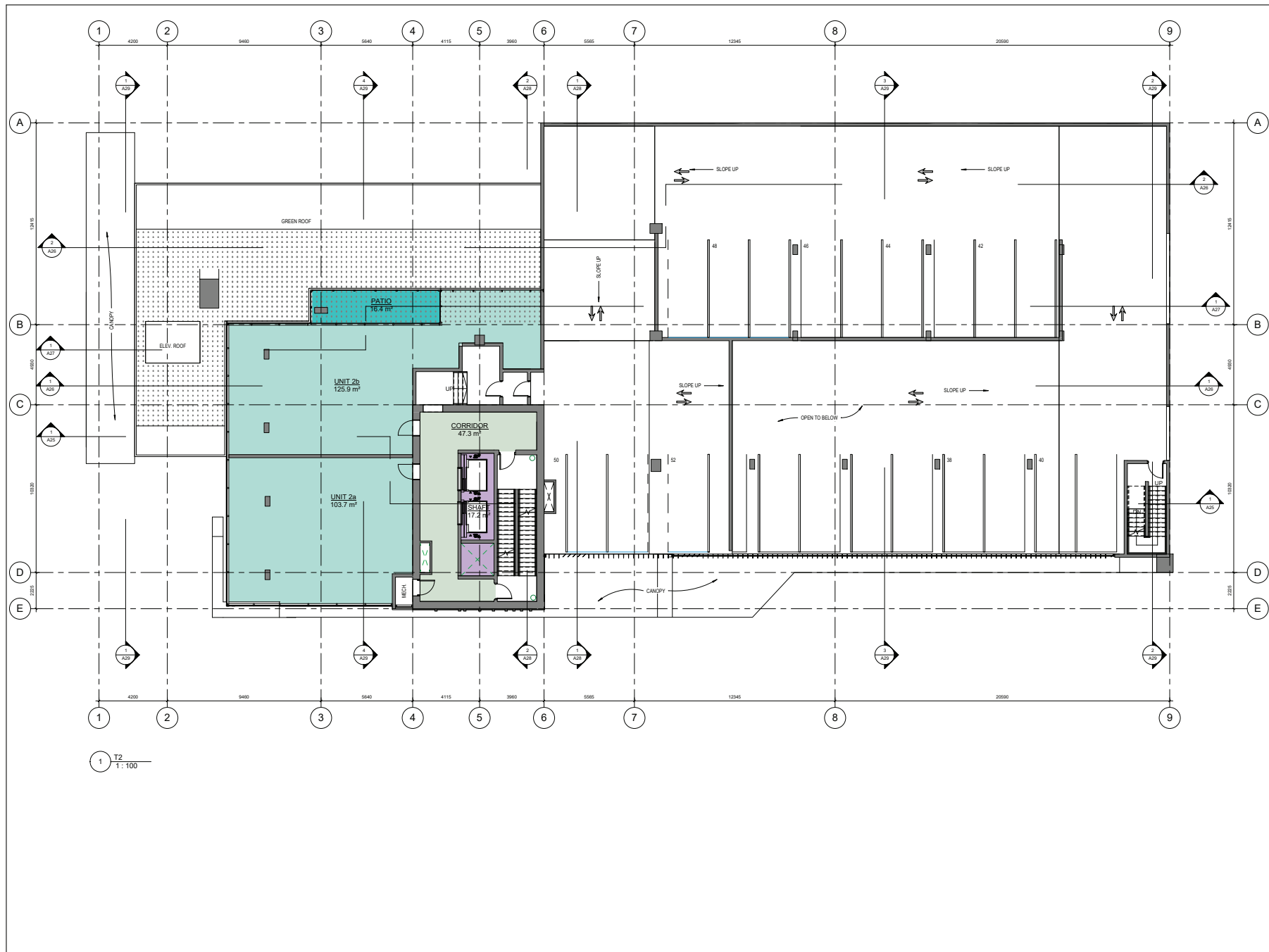
project no. **4034**

drawing title
T2 - PARKADE LOWER LEVEL

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| Drawn | By | 1:100 |
| Checked | By | |
| Drawing no. | By | |

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

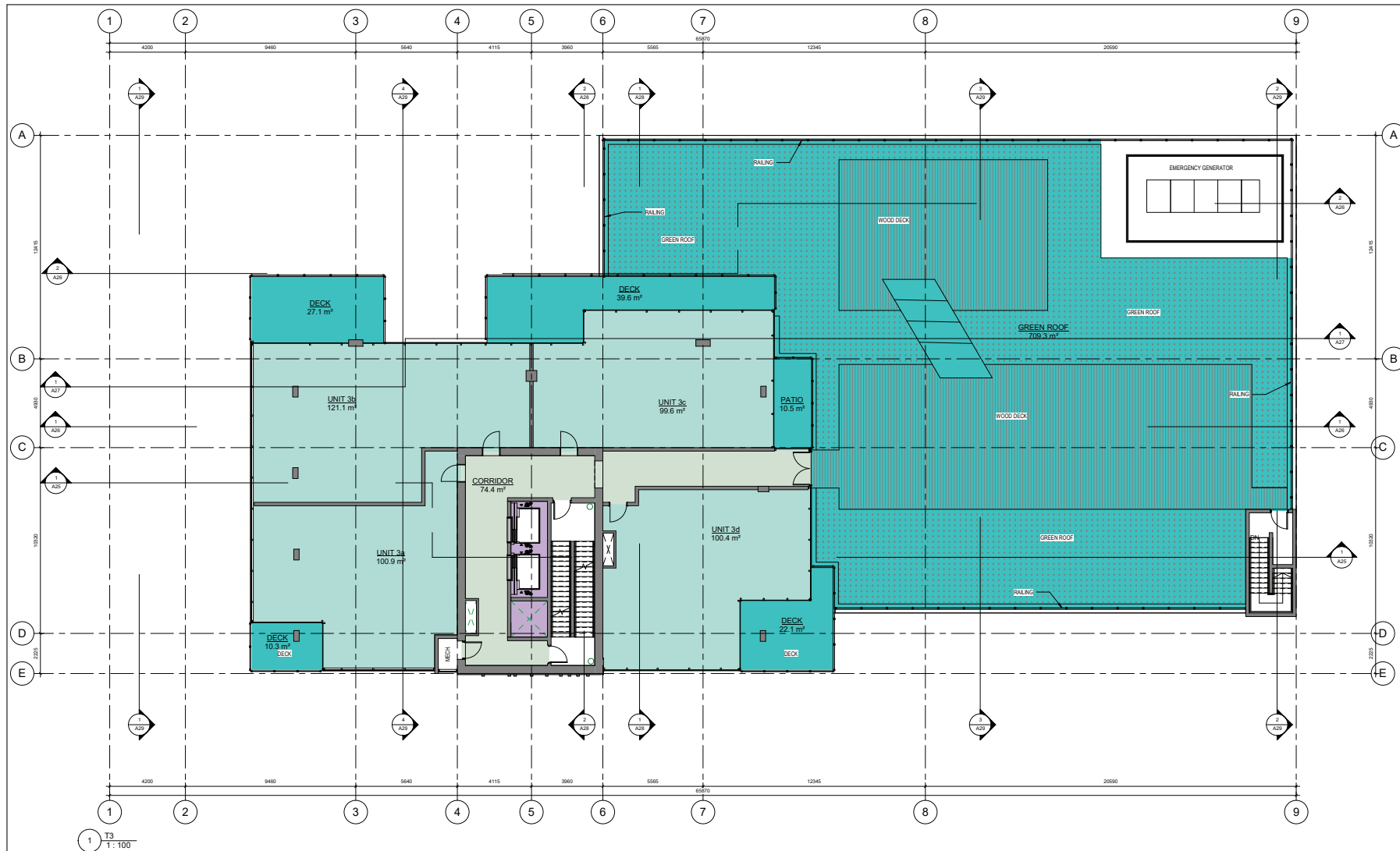
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**414 & 420 Cedar Avenue,
Kelowna, BC**
project no. **4034**

drawing title
T2 - FLOOR PLAN

designed R.Y. scale 1:100
drawn R.Y./B.B.
checked R.Y.
drawing no.

A9

printed JAN. 25, 2018 2/5/2018 9:40:25 AM



1 T3
1:100

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
**414 & 420 Cedar Avenue,
Kelowna, BC**

project no. **4034**

drawing title
T3 - FLOOR PLAN

designed R.Y. made 1:100
drawn R.Y./J.B.
checked R.Y.
drawing no.

A10

printed JAN. 25, 2018 2/5/2018 9:40:27 AM



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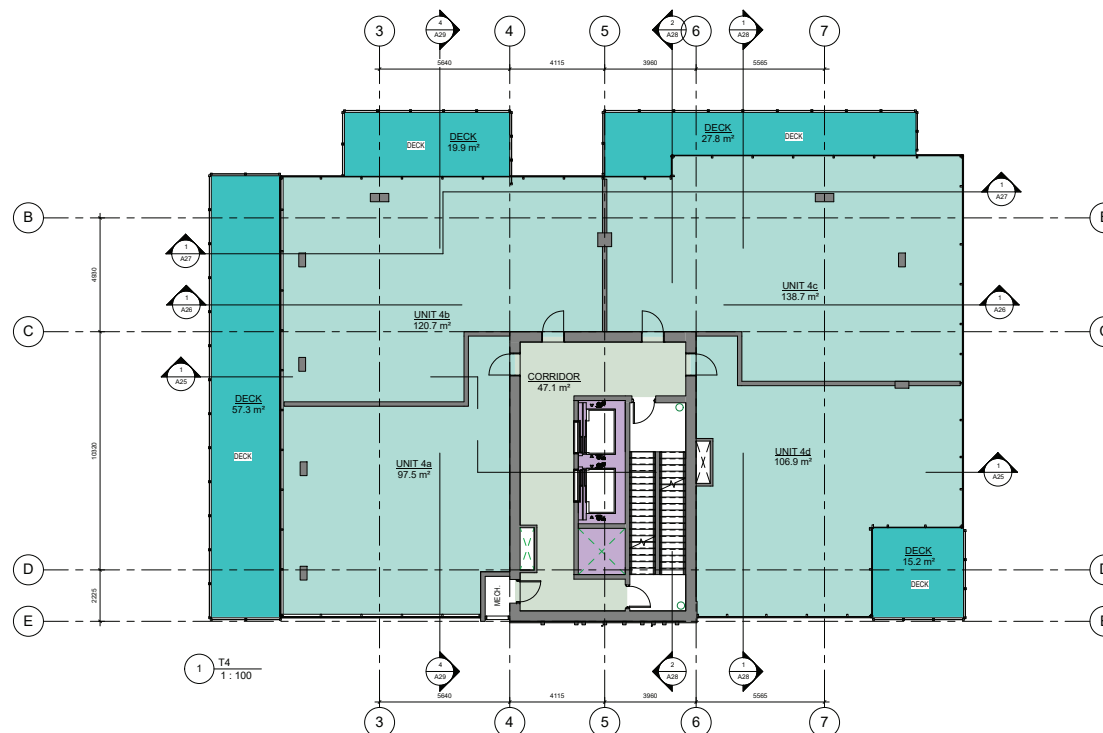


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project title

CEDAR AVE. MIXED-USE DEVELOPMENT

project address

**414 & 420 Cedar Avenue,
Kelowna, BC**

project no.

4034

drawing title

**T4 FLOOR
PLAN**

designed R.Y. scale 1:100

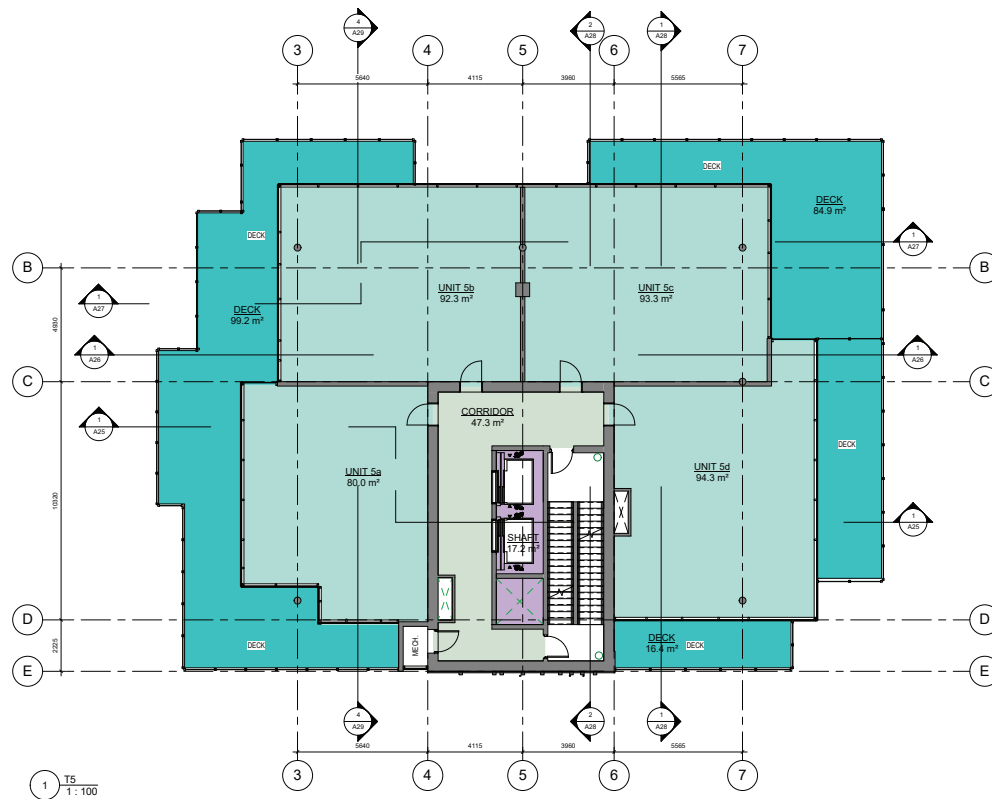
drawn R.Y. (R.S.)

checked R.Y.

drawing no.

A11

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
**414 & 420 Cedar Avenue,
Kelowna, BC**

project no. **4034**

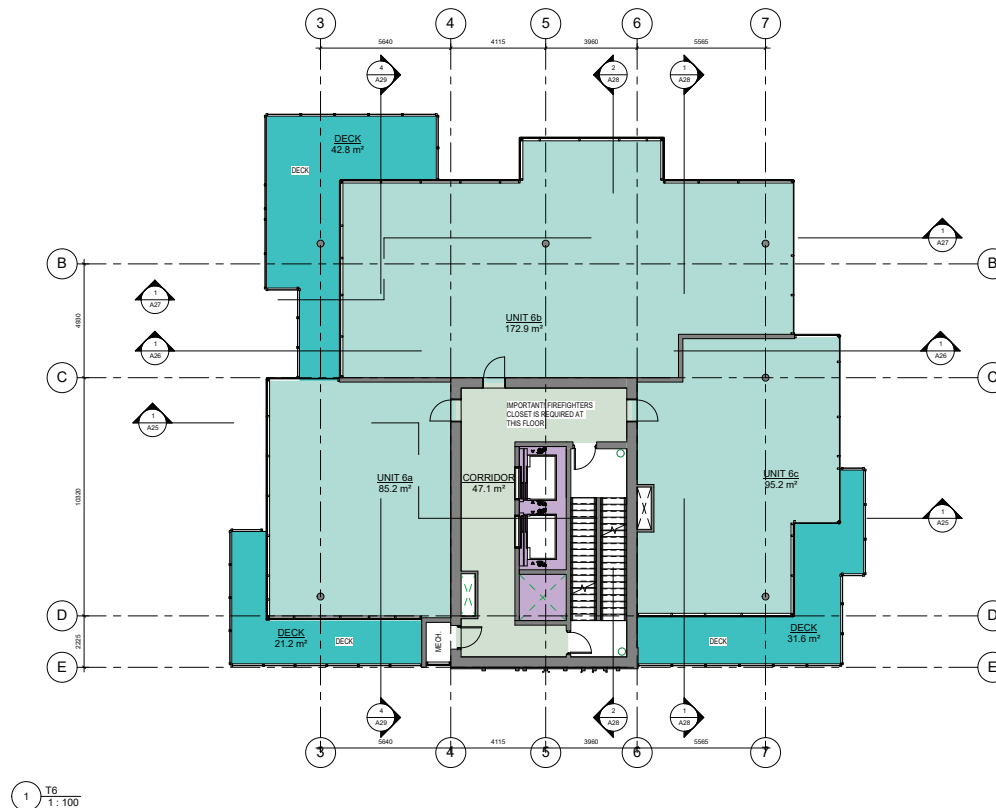
sheet

drawing title
T5 FLOOR PLAN

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|-------------|-------------|-------|-------|
| designed | R.Y. | scale | 1:100 |
| drawn | R.Y. (R.S.) | | |
| checked | R.Y. | | |
| drawing no. | | | |

A12

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
414 & 420 Cedar Avenue, Kelowna, BC

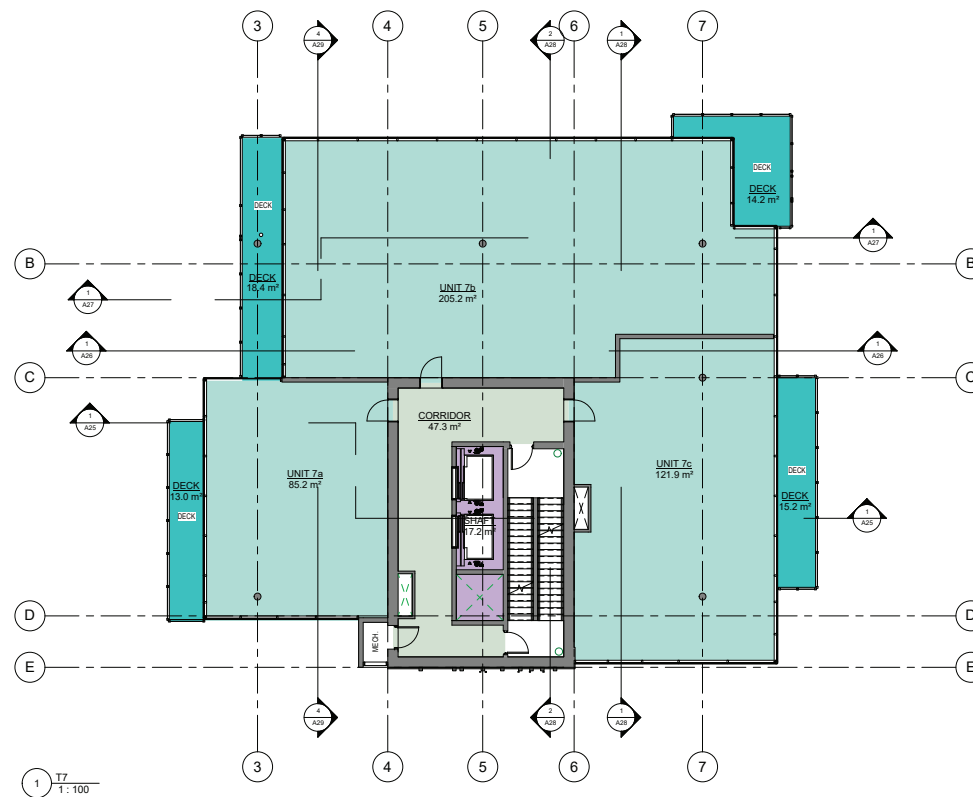
project no. **4034**

drawing title
T6 FLOOR PLAN

designed R.Y. made 1:100
drawn R.Y./J.B.
checked R.Y.
drawing no.

A13

printed JAN. 25, 2018 2/6/2018 9:40:31 AM



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project title

CEDAR AVE. MIXED-USE DEVELOPMENT

project address

414 & 420 Cedar Avenue, Kelowna, BC

project no.

4034

sheet title

T7 FLOOR PLAN

designed R.Y. made 1:100

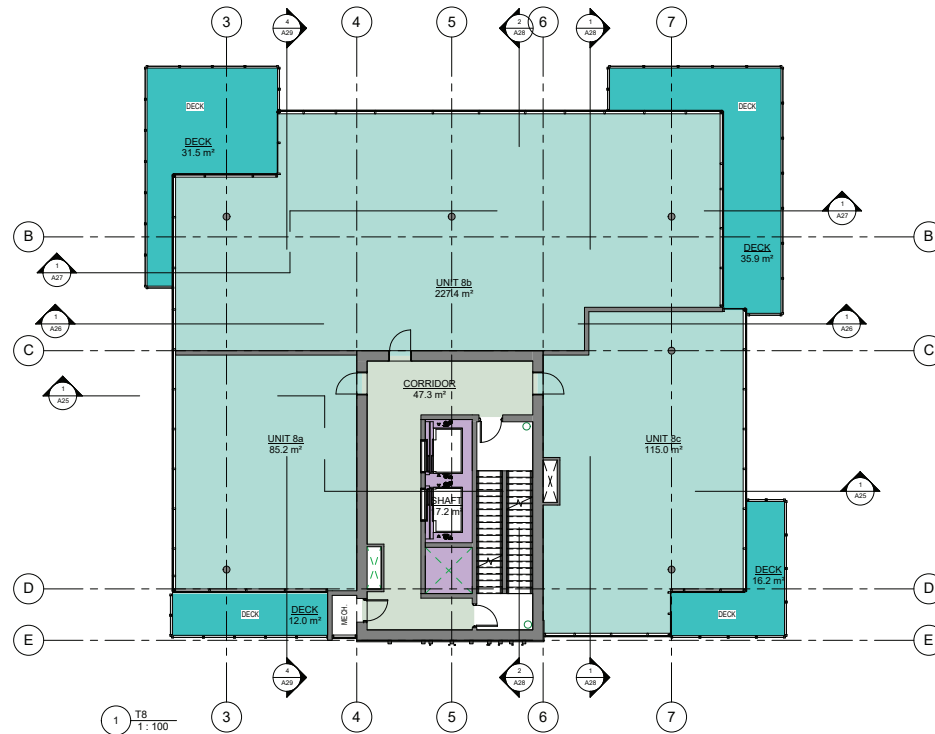
drawn R.Y. (R.Y.)

checked R.Y.

drawing no.

A14

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
**414 & 420 Cedar Avenue,
Kelowna, BC**

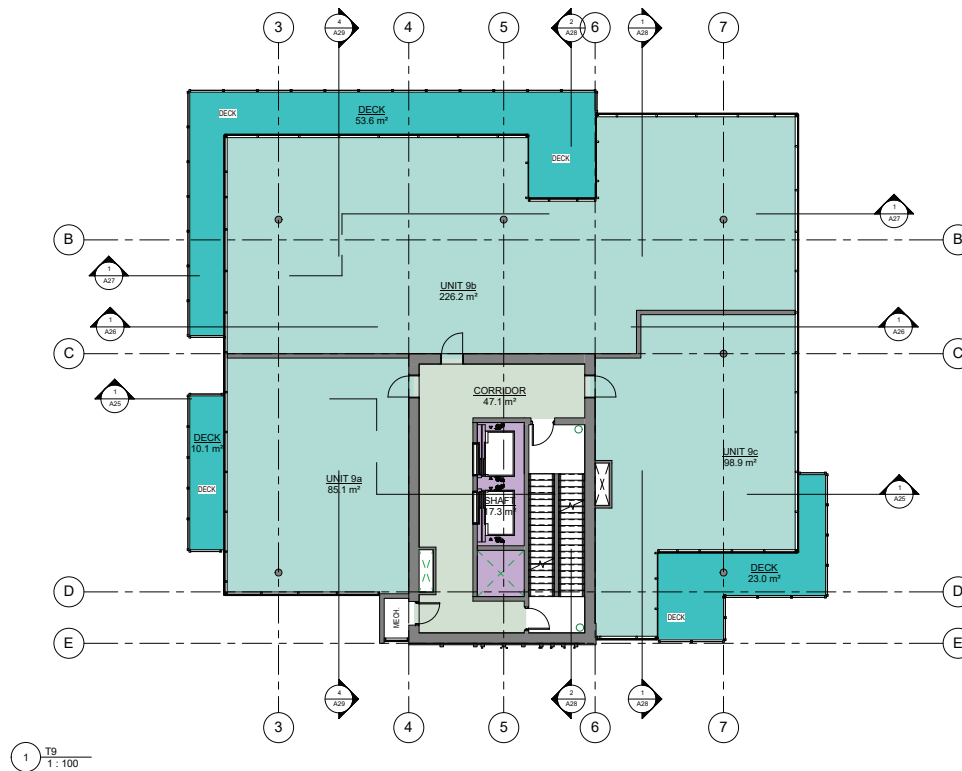
project no. **4034**

drawing title
T8 FLOOR PLAN

designed R.Y. made 1:100
drawn R.Y. (R.S.)
checked R.Y.
drawing no.

A15

printed JAN. 25, 2018 2/5/2018 9:40:34 AM



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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
**414 & 420 Cedar Avenue,
Kelowna, BC**

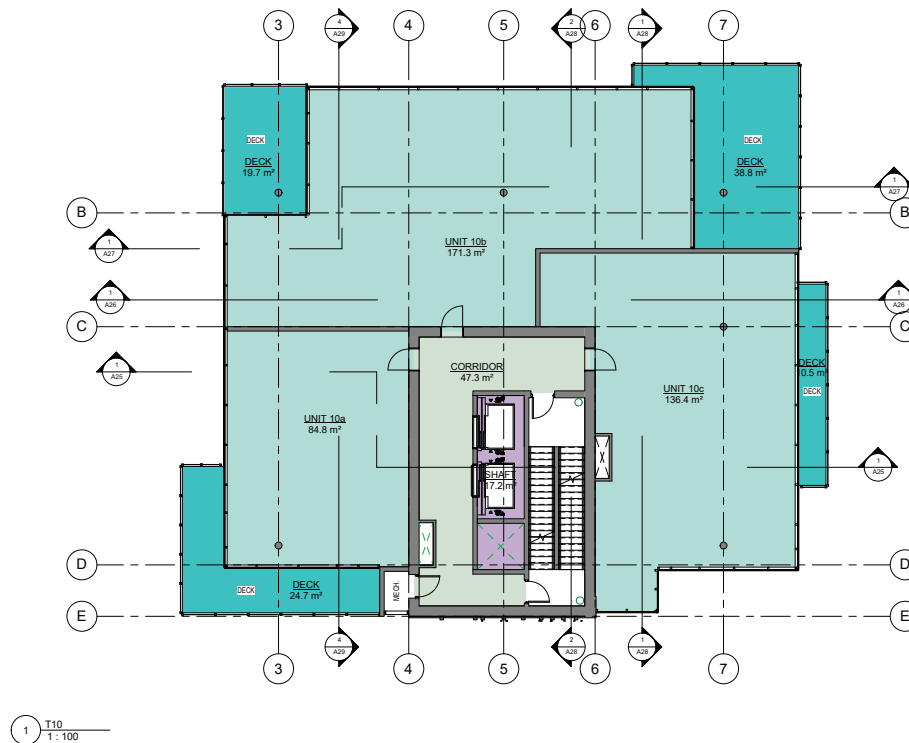
project no. **4034**

drawing title
T9 FLOOR PLAN

designed R.Y. scale 1: 100
drawn R.Y. (R.S.)
checked R.Y.
drawing no.

A16

printed JAN. 25, 2018 2/5/2018 9:40:35 AM



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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
414 & 420 Cedar Avenue, Kelowna, BC

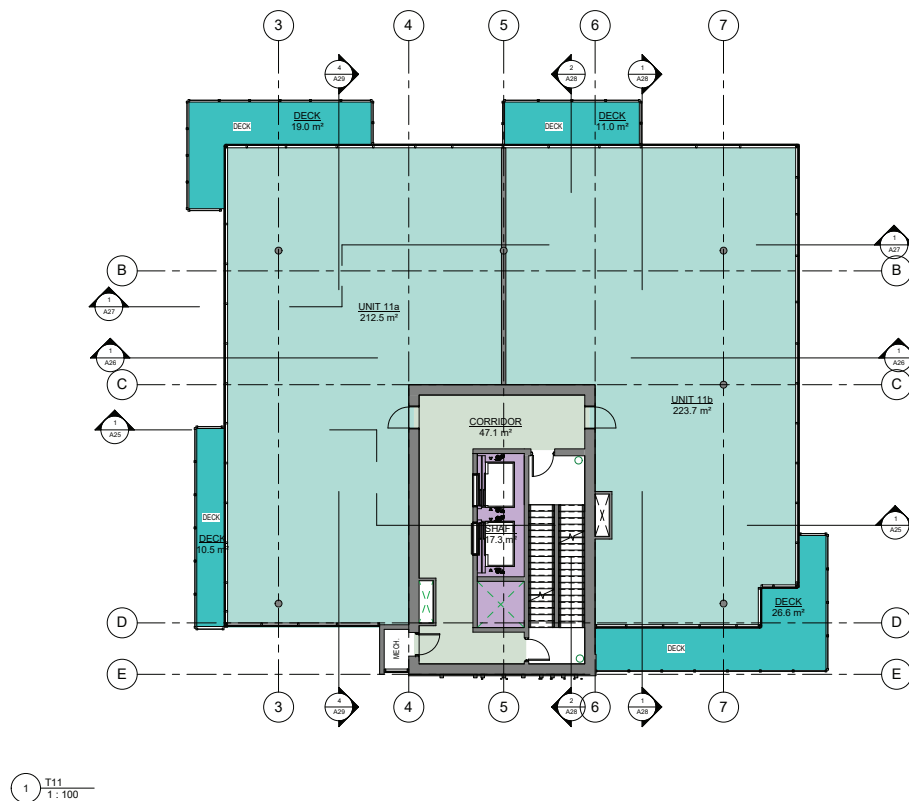
project no. **4034**

sheet no. **1**

drawing title
T10 FLOOR PLAN

| | | | |
|-------------|-------------|-------|-------|
| designed | R.Y. | scale | 1:100 |
| drawn | R.Y. (R.S.) | | |
| checked | R.Y. | | |
| drawing no. | A17 | | |

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
414 & 420 Cedar Avenue, Kelowna, BC

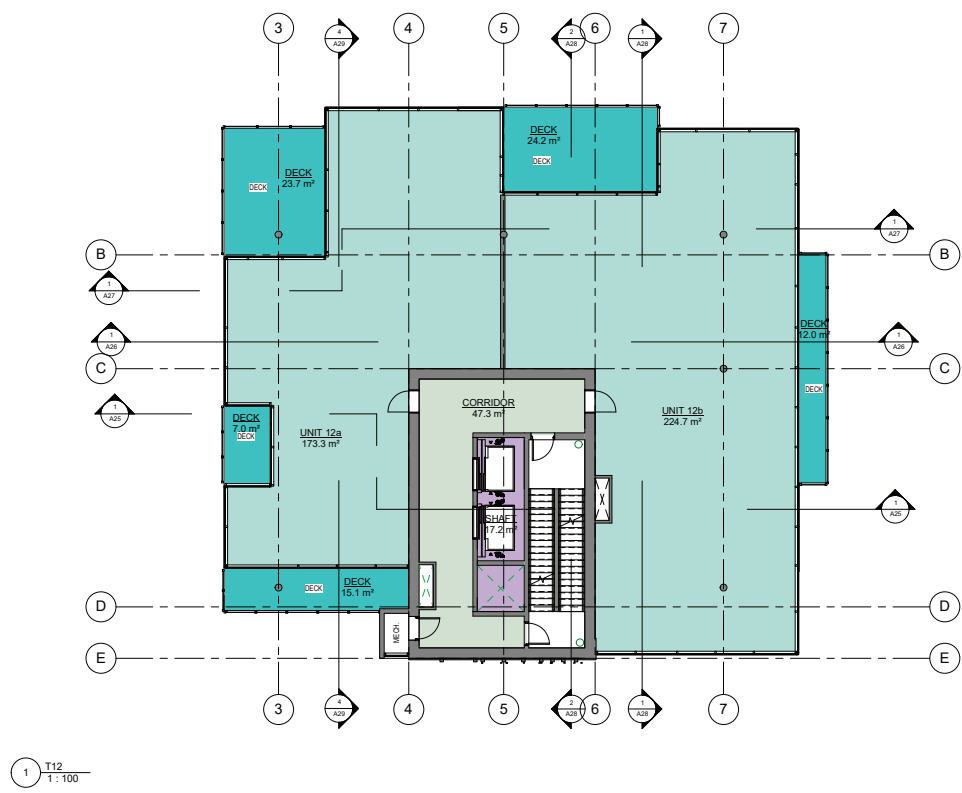
project no. **4034**

drawing title
T11 FLOOR PLAN

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| designed | by | scale |
| drawn | by | 1 : 100 |
| checked | by | |
| drawing no. | | |

A18

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
414 & 420 Cedar Avenue, Kelowna, BC

project no. **4034**

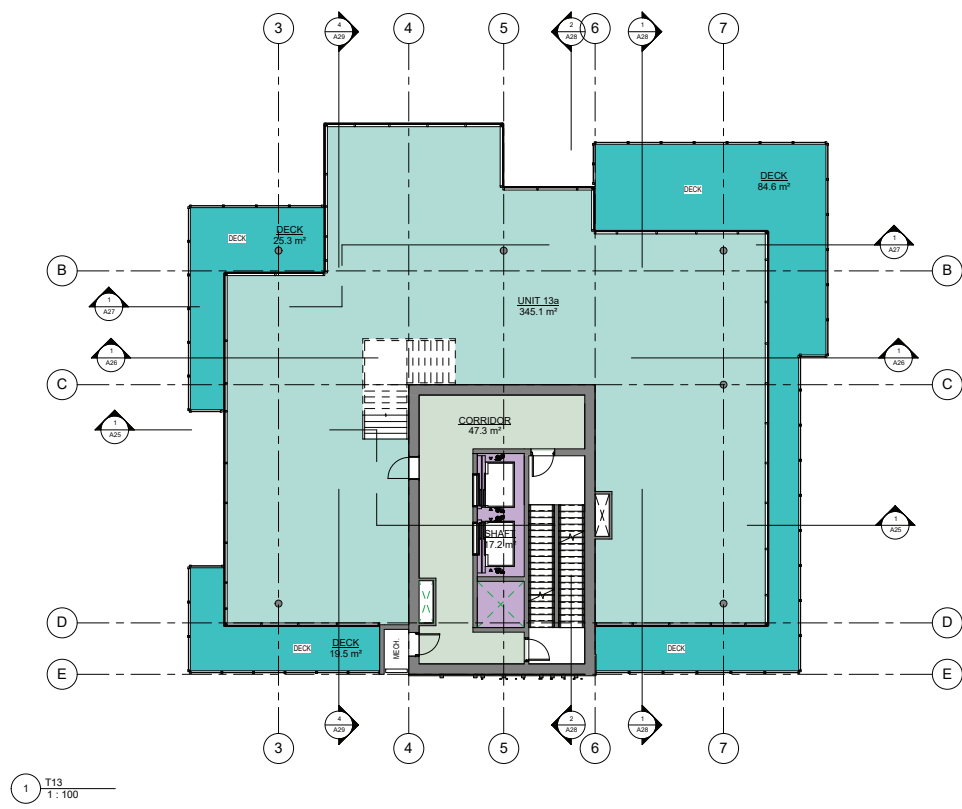
sheet no. **1**

drawing title
T12 FLOOR PLAN

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|-------------|-------------|-------|-------|
| designed | R.Y. | scale | 1:100 |
| drawn | R.Y. (R.S.) | | |
| checked | R.Y. | | |
| drawing no. | | | |

A19

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1 T13
1:100

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project title

CEDAR AVE. MIXED-USE DEVELOPMENT

project address

414 & 420 Cedar Avenue, Kelowna, BC

project no.

4034

sheet no.

T13

FLOOR PLAN

designed R.Y. scale 1:100

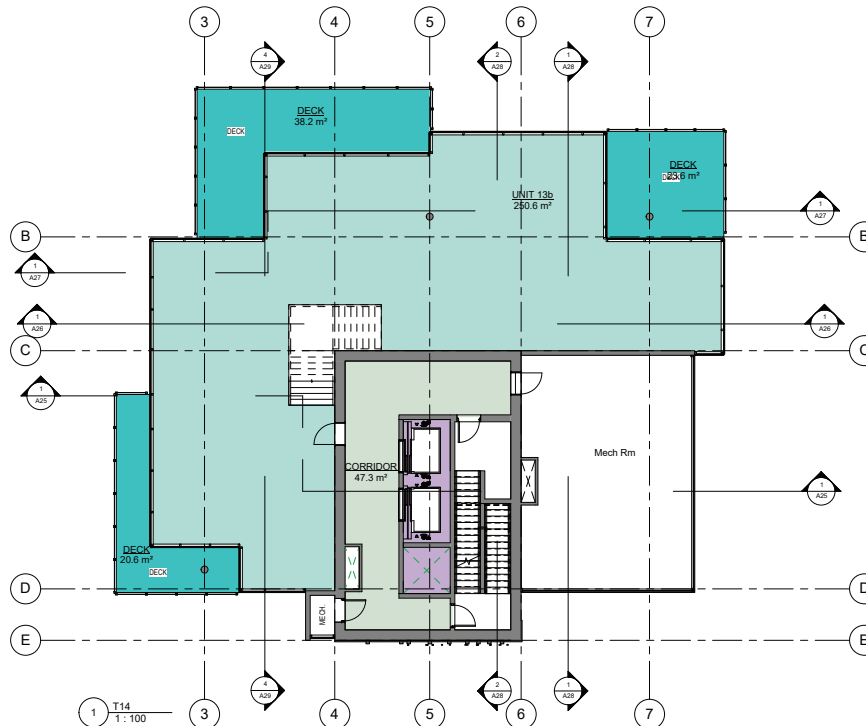
drawn R.Y. (R.S.)

checked R.Y.

drawing no.

A20

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
**414 & 420 Cedar Avenue,
Kelowna, BC**

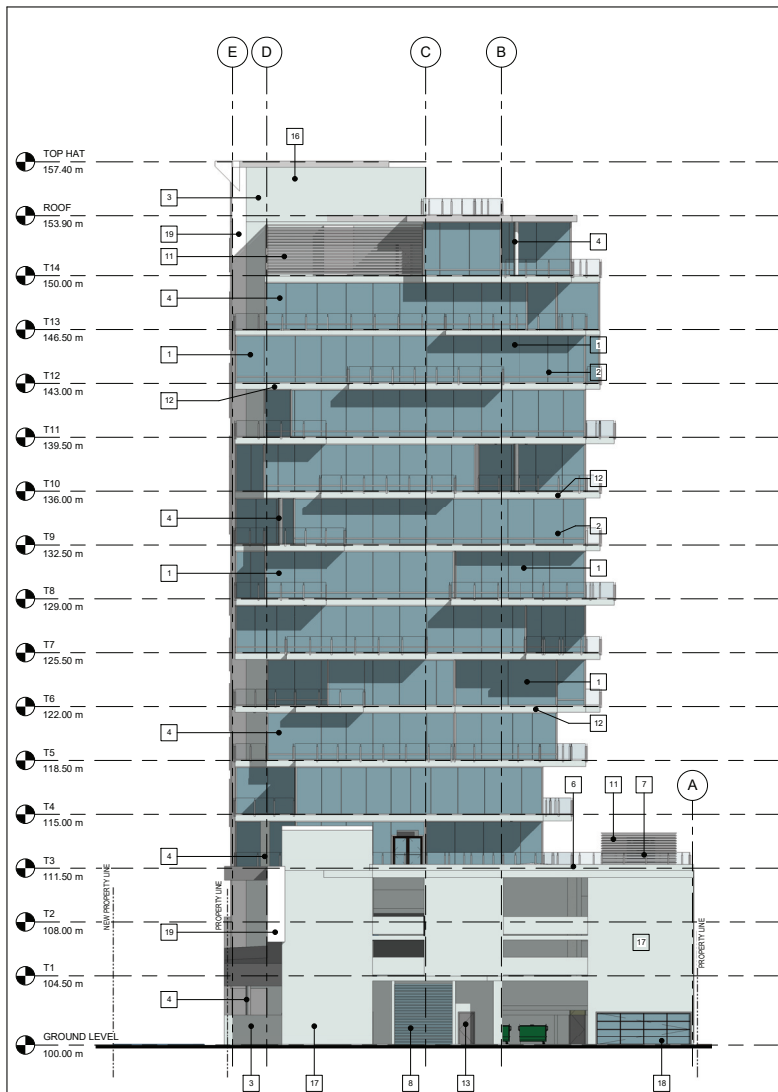
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drawing title
T14 FLOOR PLAN

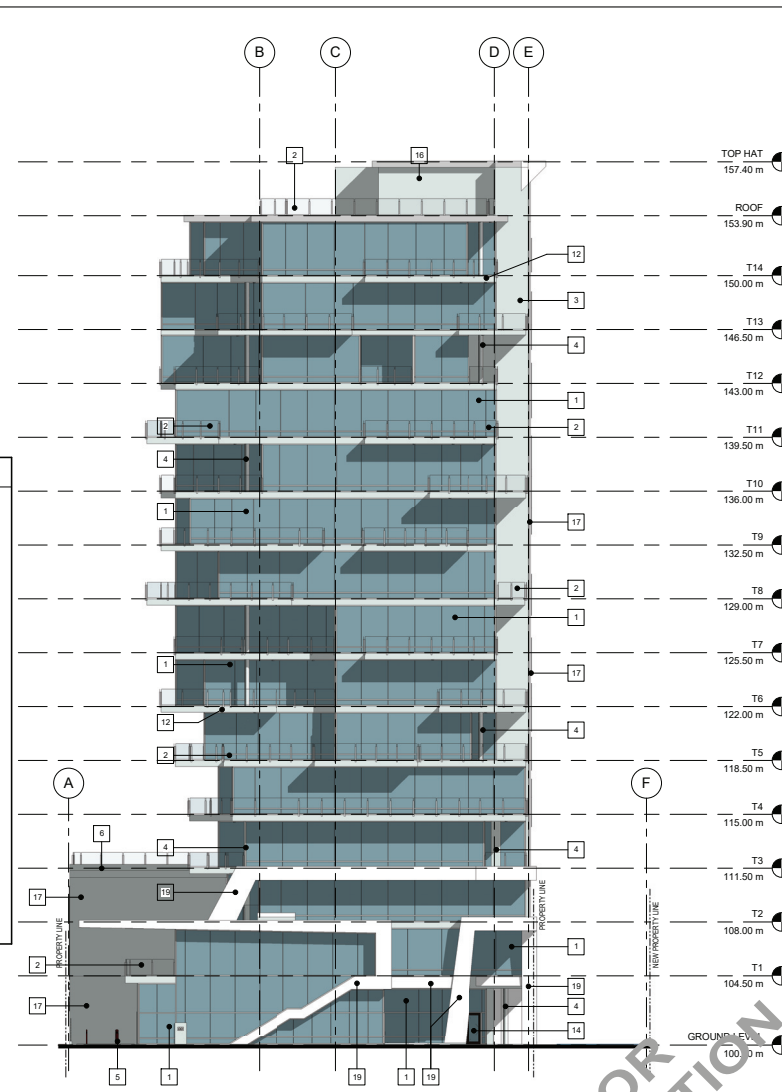
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| drawn | by | 1 : 100 |
| checked | by | |
| drawing no. | | |

A21

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| MATERIAL KEYNOTE LEGEND | |
|-------------------------|-------------------------------------|
| 1. | CURTAIN WALL - DOUBLE GLAZED TINTED |
| 2. | GLAZED RAIL SYSTEM |
| 3. | CIP CONCRETE WALL |
| 4. | STRUCTURAL COLUMN |
| 5. | BOLLARD |
| 6. | GREEN ROOF |
| 7. | MECHANICAL UNIT |
| 8. | SECURITY FENCE |
| 9. | PRIVACY SCREEN |
| 10. | SUN SHADE |
| 11. | METAL SCREEN (MECHANICAL) |
| 12. | CIP CONCRETE DECK |
| 13. | METAL DOOR |
| 14. | GLASS DOOR |
| 15. | ROOF (FRONT ENTRANCE) - GREEN ROOF |
| 16. | ROOF (TOWER) - GREEN ROOF |
| 17. | CONCRETE WALL ARTISTIC REVEALS |
| 18. | GARAGE DOOR |
| 19. | ALUMINUM CLADDING (ALUCABOND) |



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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
414 & 420 Cedar Avenue, Kelowna, BC

project no.
4034

drawing title
NORTH & SOUTH ELEVATIONS

designed by R.Y. B.S. As Indicated

drawn by R.Y. B.S.

checked by R.Y.

drawing no.
A22

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
**414 & 420 Cedar Avenue,
Kelowna, BC**
project no. **4034**

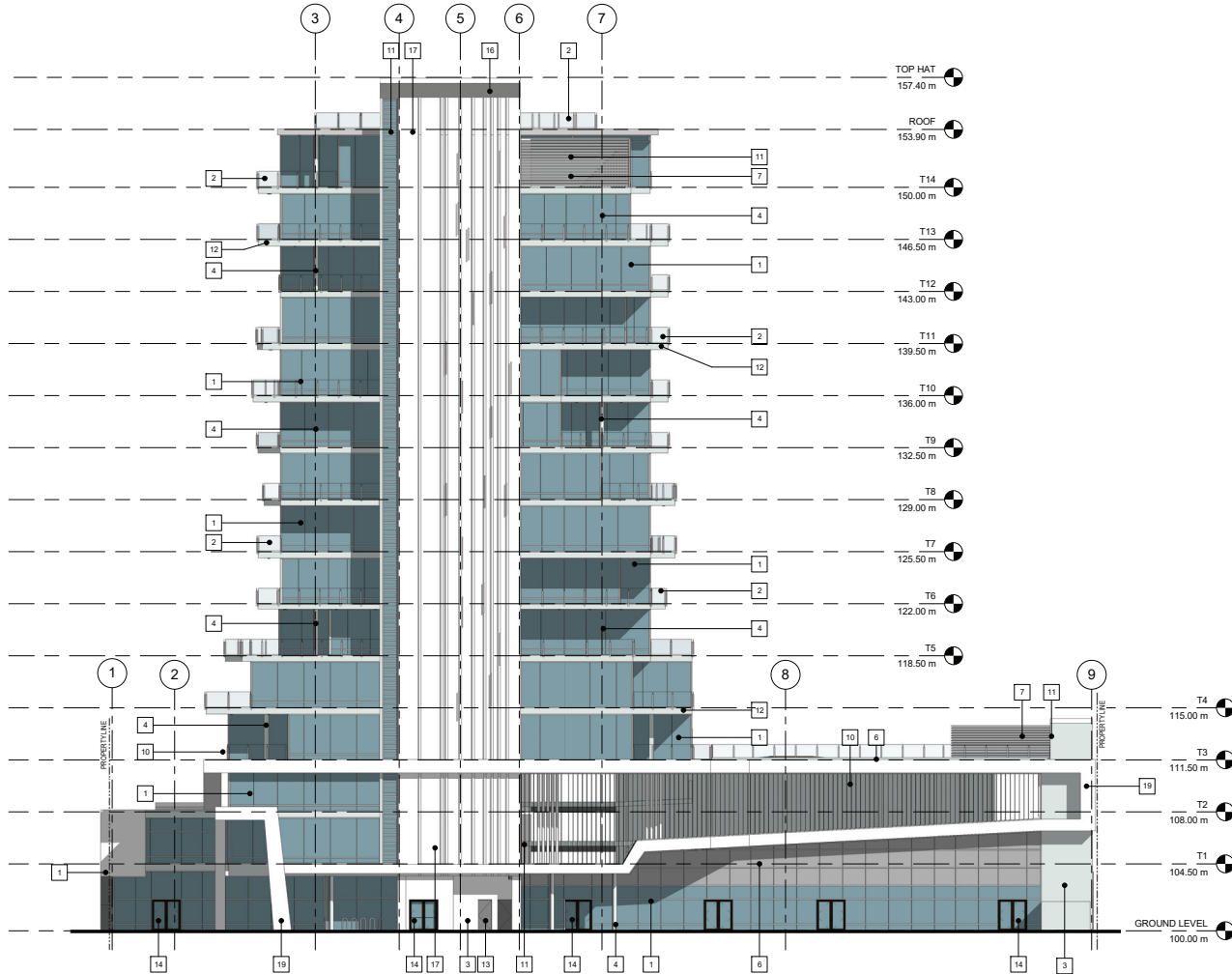
drawing title
EAST ELEVATION

Designed: [] Date: []
Drawn: [] Date: []
Checked: [] Date: []
Drawing no. **A23**

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MATERIAL KEYNOTE LEGEND

- CURTAIN WALL - DOUBLE GLAZED TINTED
- GLAZED RAIL SYSTEM
- CIP CONCRETE WALL
- STRUCTURAL COLUMN
- BOLLARD
- GREEN ROOF
- MECHANICAL UNIT
- SECURITY FENCE
- PRIVACY SCREEN
- SUN SHADE
- METAL SCREEN (MECHANICAL)
- CIP CONCRETE DECK
- METAL DOOR
- GLASS DOOR
- ROOF (FRONT ENTRANCE) - GREEN ROOF
- ROOF (TOWER) - GREEN ROOF
- CONCRETE WALL ARTISTIC REVEALS
- GARAGE DOOR
- ALUMINUM CLADDING (ALUCABOND)



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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

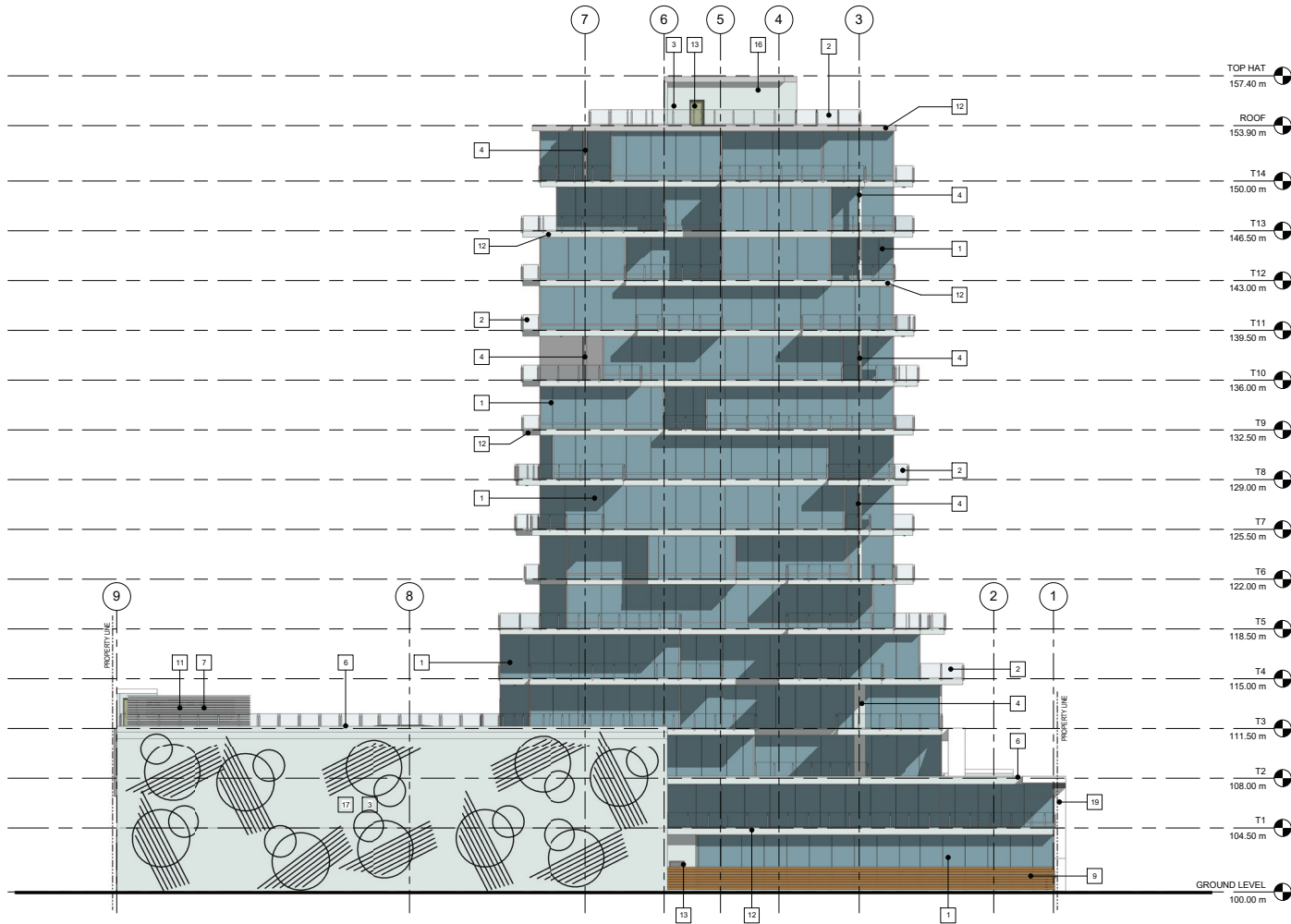
project address
**414 & 420 Cedar Avenue,
Kelowna, BC**
project no. **4034**

drawing title
WEST ELEVATION

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| Designed | By | Drawn | As indicated |
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| Checked | By | | |
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A24

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MATERIAL KEYNOTE LEGEND

1. CURTAIN WALL - DOUBLE GLAZED TINTED
2. GLAZED RAIL SYSTEM
3. CIP CONCRETE WALL
4. STRUCTURAL COLUMN
5. BOLLARD
6. GREEN ROOF
7. MECHANICAL UNIT
8. SECURITY FENCE
9. PRIVACY SCREEN
10. SUN SHADE
11. METAL SCREEN (MECHANICAL)
12. CIP CONCRETE DECK
13. METAL DOOR
14. GLASS DOOR
15. ROOF (FRONT ENTRANCE) - GREEN ROOF
16. ROOF (TOWER) - GREEN ROOF
17. CONCRETE WALL ARTISTIC REVEALS
18. GARAGE DOOR
19. ALUMINUM CLADDING (ALUCABOND)

1 WEST ELEVATION
1:150

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

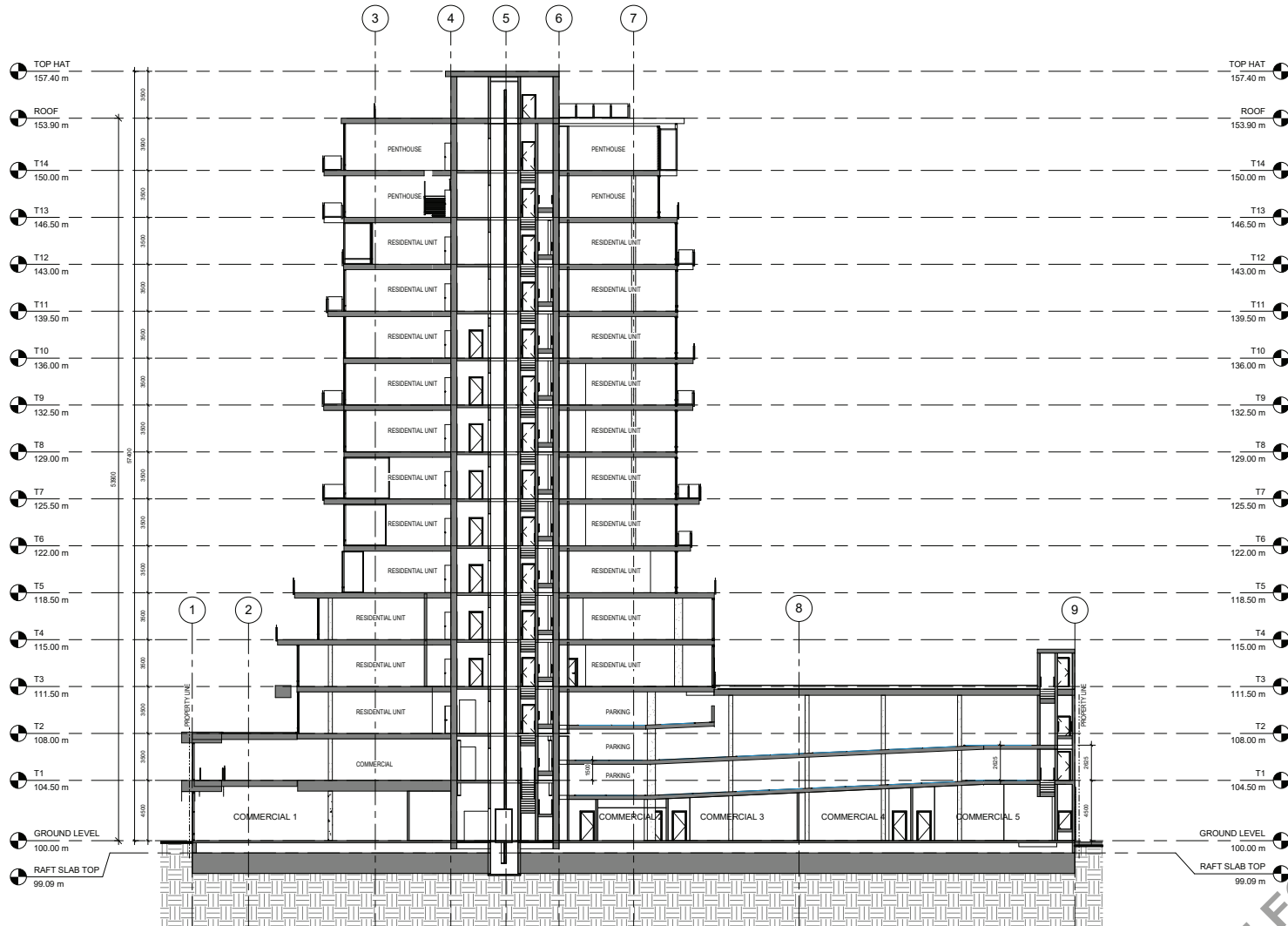
project address
**414 & 420 Cedar Avenue,
Kelowna, BC**
project no. **4034**

drawing title
BUILDING SECTION

designed R.Y. msk As indicated
drawn R.Y. (R.S.)
checked R.Y.
drawing no.

A25

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1 Section 1
1:150

FIRE SEPARATION

1HR FRR

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CONSTRUCTION

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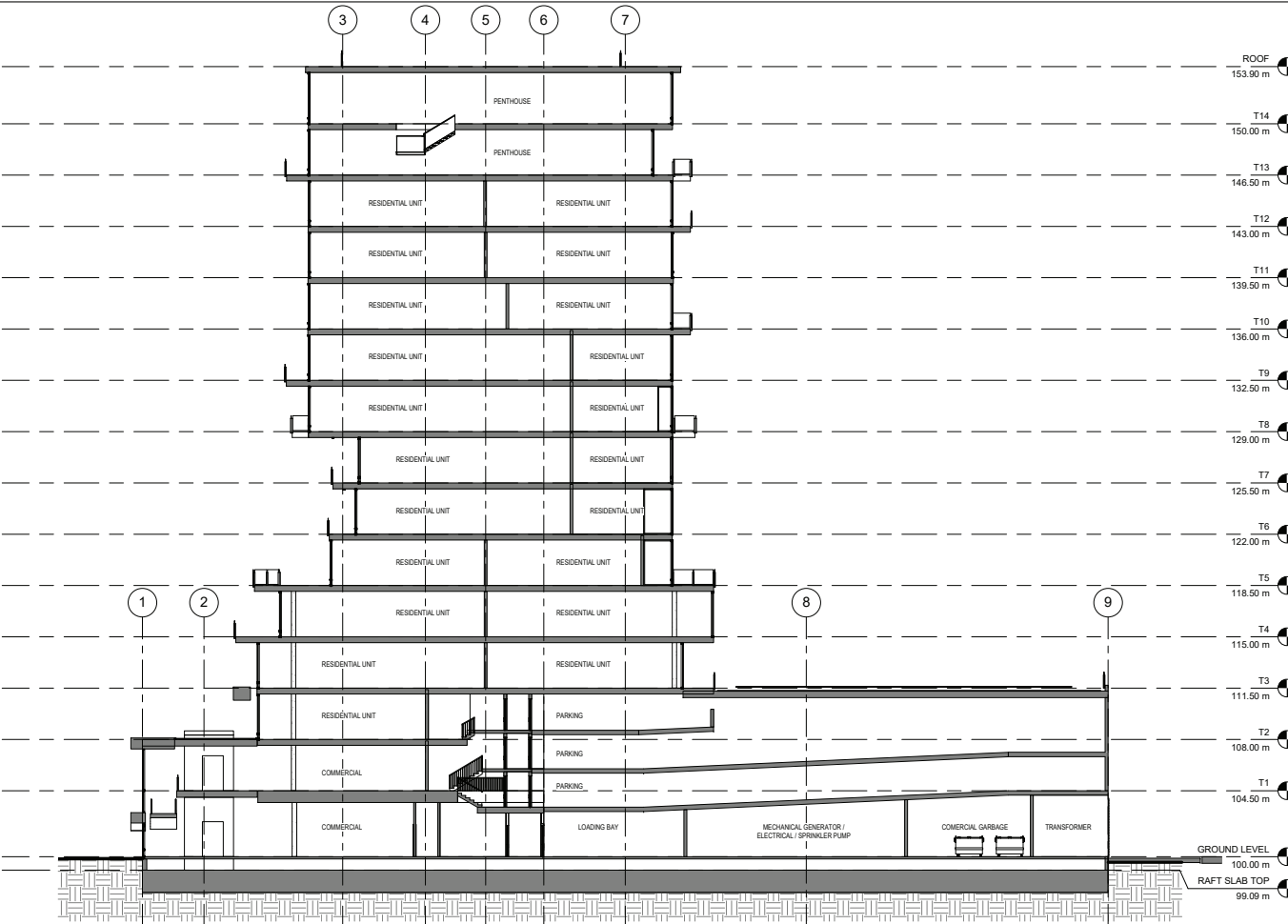
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Revision

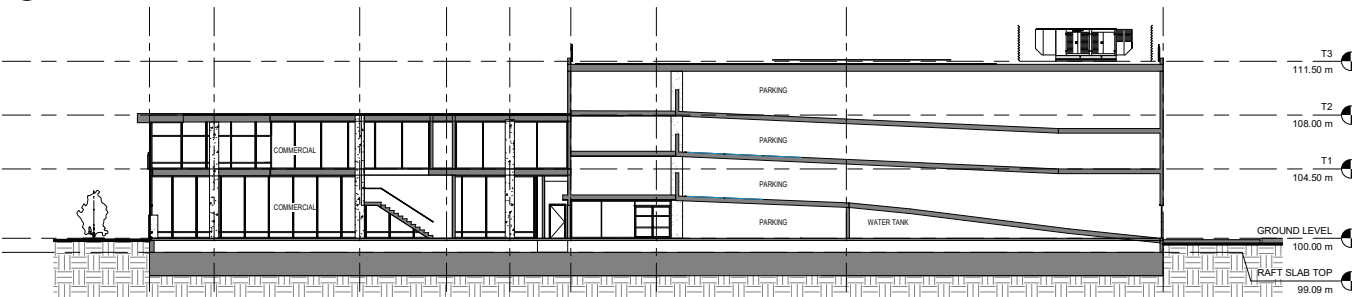
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MATERIAL KEYNOTE LEGEND

- CURTAIN WALL - DOUBLE GLAZED TINTED
- GLAZED RAIL SYSTEM
- CIP CONCRETE WALL
- STRUCTURAL COLUMN
- BOLLARD
- GREEN ROOF
- MECHANICAL UNIT
- SECURITY FENCE
- PRIVACY SCREEN
- SUN SHADE
- METAL SCREEN (MECHANICAL)
- CIP CONCRETE DECK
- METAL DOOR
- GLASS DOOR
- ROOF (FRONT ENTRANCE) - GREEN ROOF
- ROOF (TOWER) - GREEN ROOF
- CONCRETE WALL ARTISTIC REVEALS
- GARAGE DOOR
- ALUMINUM CLADDING (ALUCABOND)



1 Section 2
1:150



2 Section 3
1:150

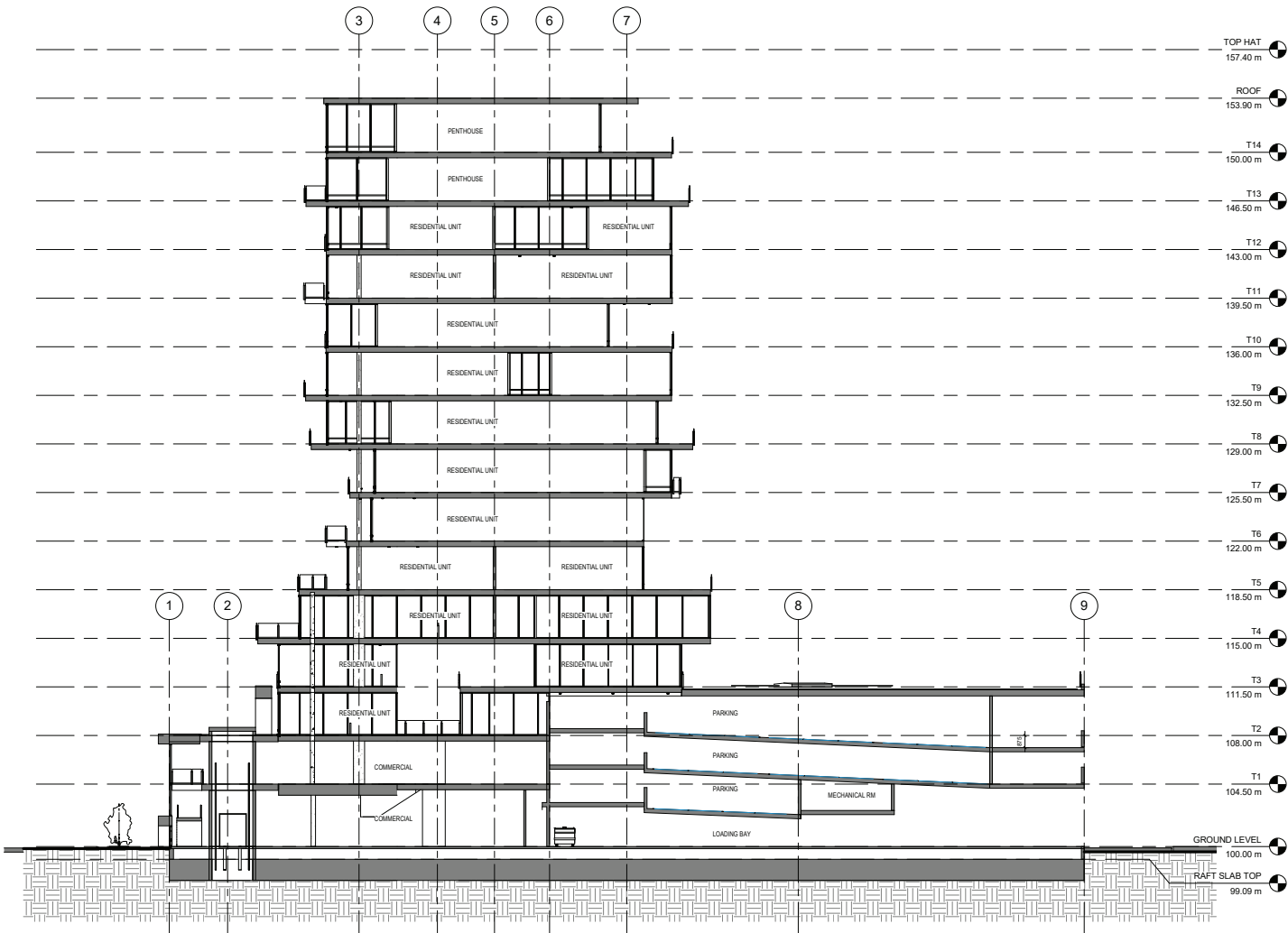
project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
**414 & 420 Cedar Avenue,
Kelowna, BC**
project no. **4034**

drawing title
BUILDING SECTION

designed: R.Y. msk. As indicated
drawn: R.Y./R.S.
checked: R.Y.
drawing no. **A26**

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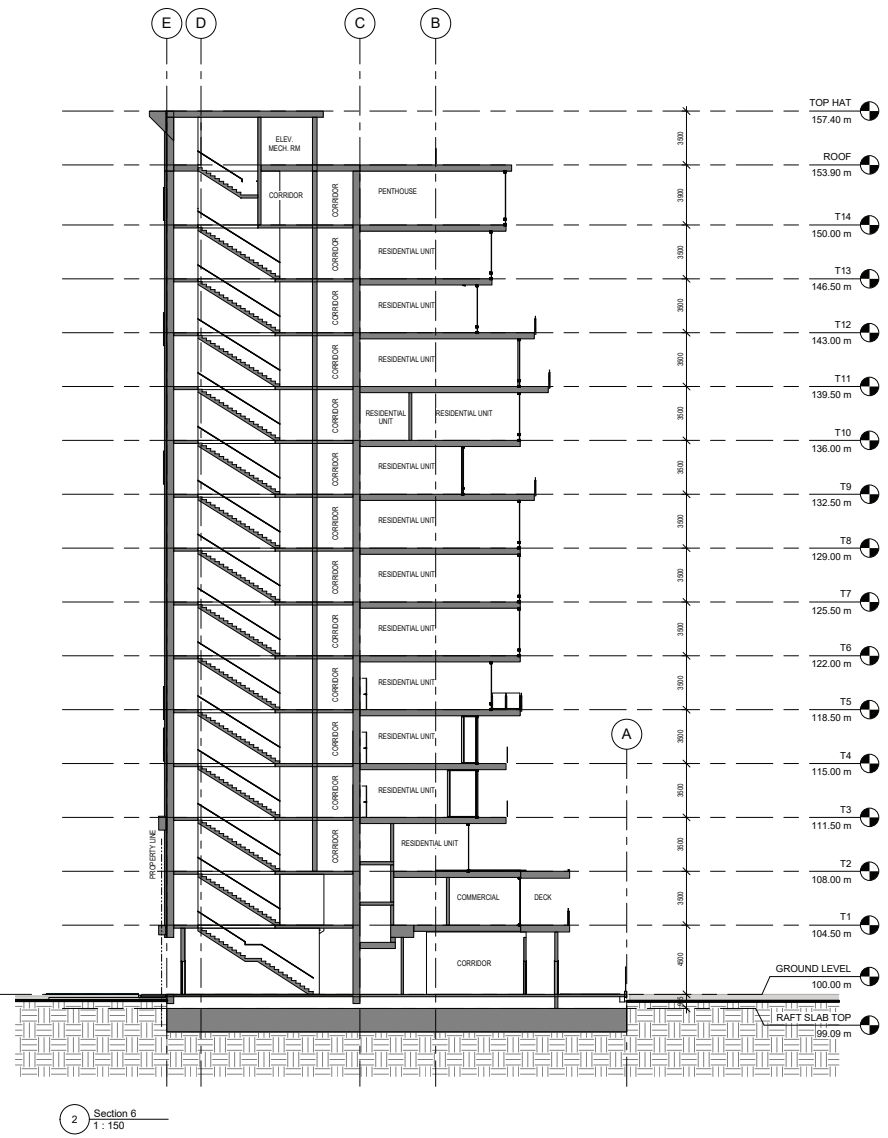
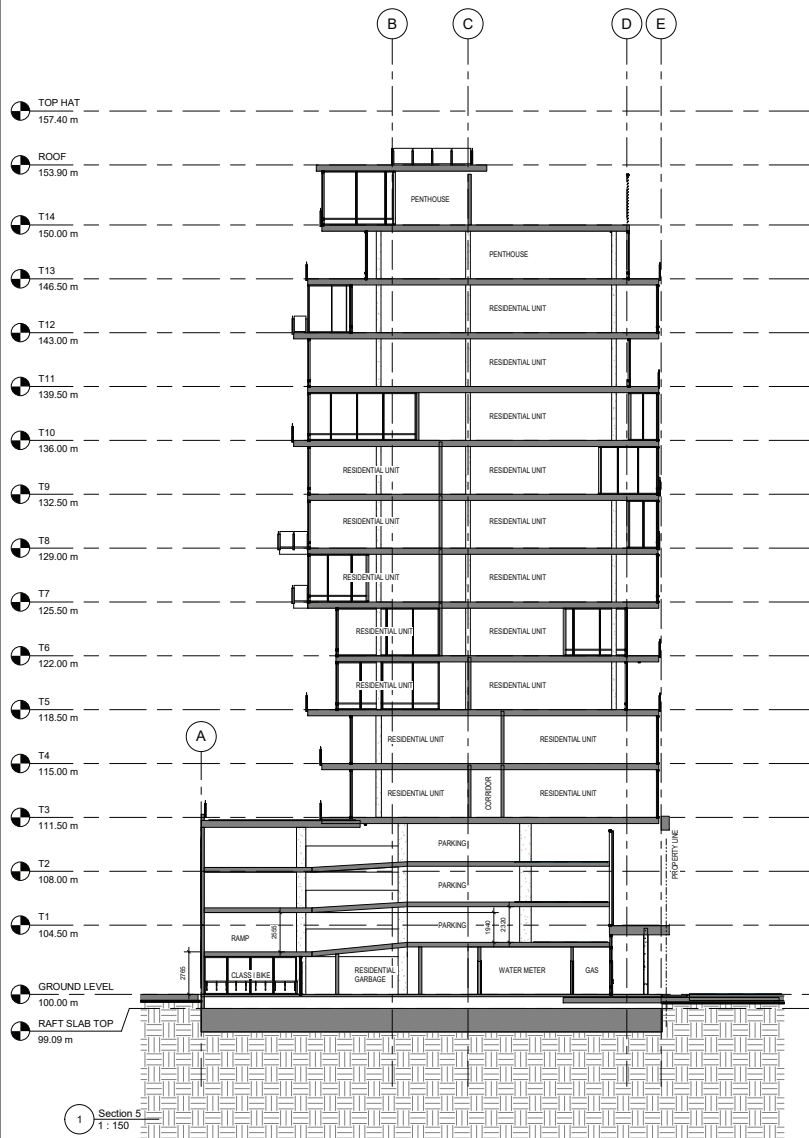
project address
**414 & 420 Cedar Avenue,
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 project no. **4034**

drawing title
BUILDING SECTION

| | | |
|-------------|----|-------|
| Designed | By | Scale |
| Drawn | By | 1:150 |
| Checked | By | |
| Drawing no. | By | |

A27

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project title
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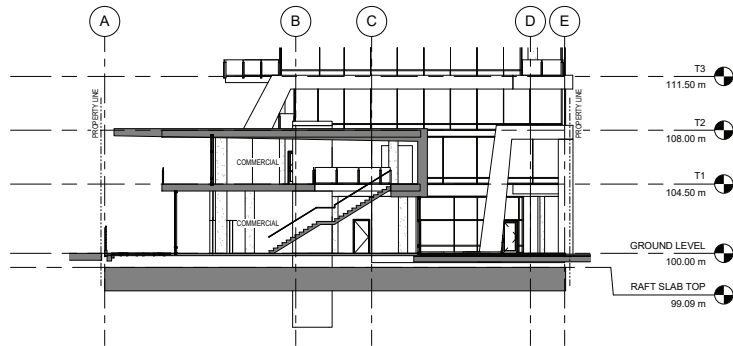
project address
414 & 420 Cedar Avenue, Kelowna, BC
project no. **4034**

drawing title
BUILDING SECTIONS

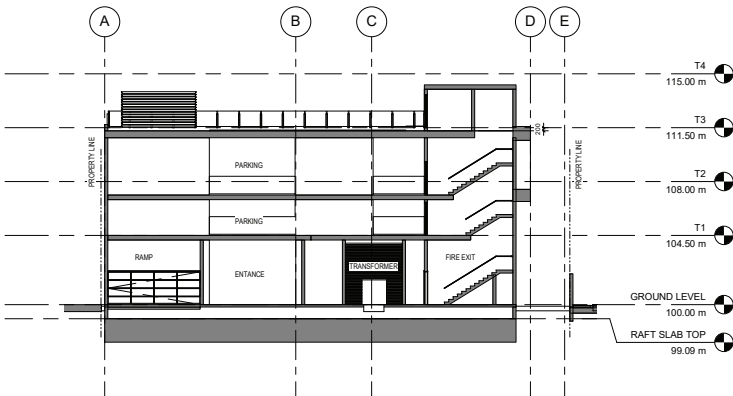
designed R.Y. made 1:150
drawn R.Y./J.S.
checked R.Y.
drawing no.

A28

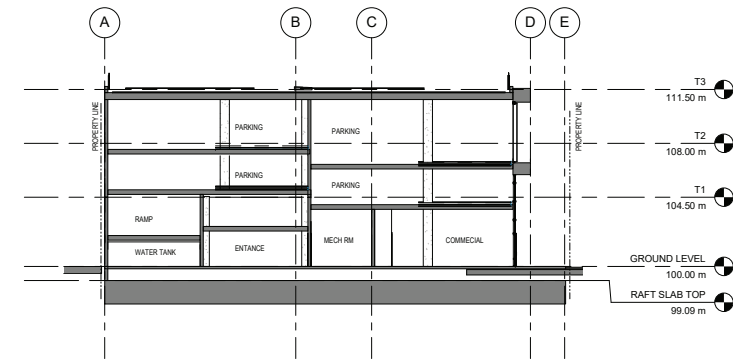
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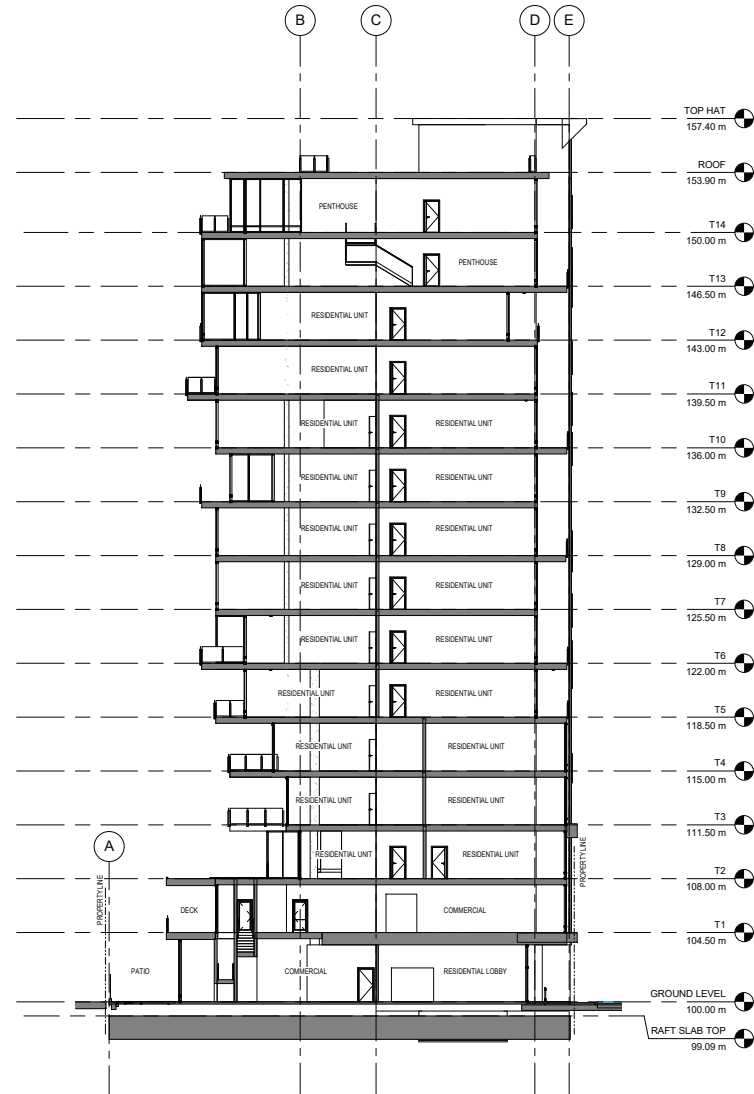
1 Section 7
1:150



2 Section 8
1:150



3 Section 9
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4 Section 10
1:150

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project title
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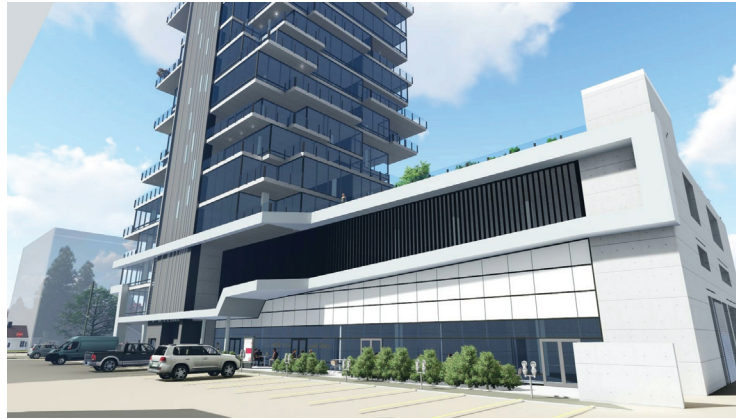
project address
**414 & 420 Cedar Avenue,
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project no. **4034**

drawing title
BUILDING SECTIONS

designed R.Y. scale 1:150
drawn R.Y./J.B.
checked R.Y.
drawing no.

A29

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project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
**414 & 420 Cedar Avenue,
Kelowna, BC**
project no. **4034**

drawing title
**RENDERINGS
(1 of 2)**

designed **R.Y.** made **R.Y.**
drawn **R.Y./R.B.**
checked **R.Y.**
drawing no. **A30**

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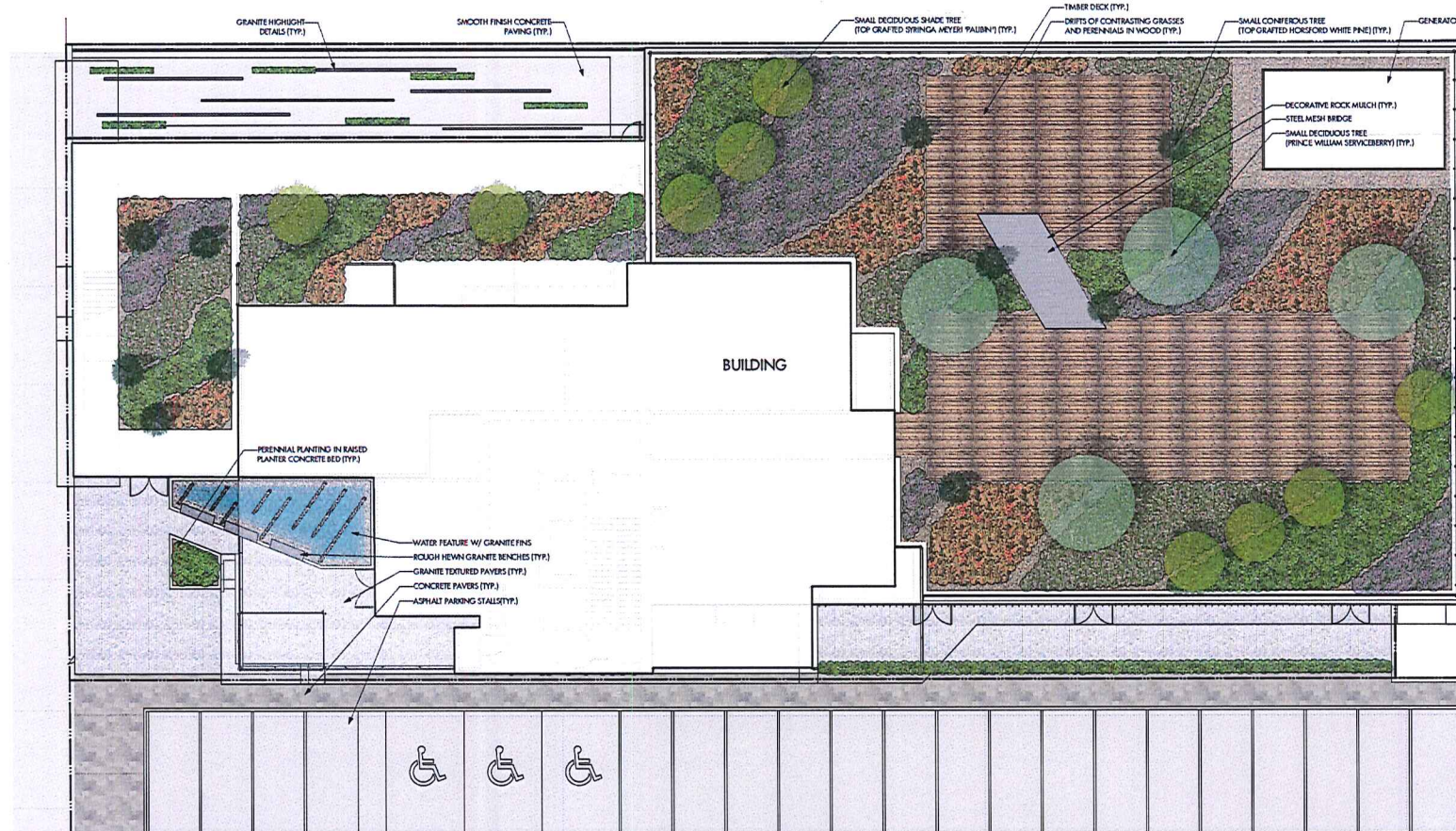
project title
CEDAR AVE. MIXED-USE DEVELOPMENT

project address
**414 & 420 Cedar Avenue,
Kelowna, BC**
project no. **4034**

drawing title
**RENDERINGS
(2 of 2)**

designed by **R.Y.** scale
drawn by **R.Y./B.B.**
checked by **R.Y.**
drawing no. **A32**

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PLANT LIST

| BOTANICAL NAME | COMMON NAME | QTY | SIZE/SPACING & REMARKS |
|---|----------------------------------|-----|--------------------------------|
| TREES | | | |
| AMERICAN CANADIAN PRINCE WILLIAM | PRINCE WILLIAM SERVICEBERRY | 4 | 4cm CAL |
| PRINCE WILLIAM HORSEFOOT | TOP GRAFTED HORSEFOOT WHITE PINE | 10 | 75cm HT. |
| SYRINGA MEYER PAULIN | TOP GRAFTED DWARF KOREAN LILAC | 9 | 4cm CAL |
| SHRUBS, PERENNIALS, GRASSES & GROUNDCOVERS | | | |
| ACHILLEA TERRESTRIS | PATRICIA COMMON YARROW | 73 | #01 CONT. / 0.75M O.C. SPACING |
| ACHILLEA TERRESTRIS | TERRESTRIS COMMON YARROW | 73 | #01 CONT. / 0.75M O.C. SPACING |
| AGASTACHE DESERT SUNRISE | DESERT SUNRISE HUMMINGBIRD MINT | 73 | #01 CONT. / 0.75M O.C. SPACING |
| ARCTOSTAPHYLOS UVA URSI | BRUNNENICE | 123 | #01 CONT. / 0.4M O.C. SPACING |
| ASCLIPAS TUBEROSA | BUTTERFLY WILD | 163 | #01 CONT. / 0.5M O.C. SPACING |
| CAREX PANSA | CALIFORNIA MEADOW SEDGE | 163 | #01 CONT. / 0.5M O.C. SPACING |
| ECIRACIA RAINBOW MARCELLA | RAINBOW MARCELLA CORNFLOWER | 113 | #01 CONT. / 0.4M O.C. SPACING |
| LAVANDULA ANGUSTIFOLIA 'MUNSTEAD' | MUNSTEAD ENGLISH LAVENDER | 73 | #01 CONT. / 0.75M O.C. SPACING |
| PANICUM 'SHINANDON' | SHINANDON SWITCH GRASS | 93 | #01 CONT. / 0.75M O.C. SPACING |
| PONSETTUM ALORCUCURIDES 'HAMEIN' | DWARF FOUNTAIN GRASS | 73 | #01 CONT. / 0.75M O.C. SPACING |
| RODRIGIA HITA 'CHERRY BRANDY' | CHERRY BRANDY GEORGINA DASH | 163 | #01 CONT. / 0.5M O.C. SPACING |
| SAVIA HUMEROSA 'YUKONIA' | MEADOW SAGE | 163 | #01 CONT. / 0.5M O.C. SPACING |
| SEDUM SPURUM 'FLEDA GUT' | BRONZE DRAGON'S BLOOD SEDUM | 73 | #01 CONT. / 0.75M O.C. SPACING |
| THYMUS CITRICORUS | LEMON THYME | 254 | #01 CONT. / 0.4M O.C. SPACING |

NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED THE CANADIAN LANDSCAPE STANDARD.
2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.
3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 50mm DOUGLAS RED FIR MURCH. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.
4. TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT AT GRADE & 100-150mm TOPSOIL ON ROOF AREAS.



OUTLAND DESIGN
LANDSCAPE ARCHITECTURE

205 - 1880 Spall Road
Kelowna, BC V1Y 4R2
T (250) 868-9270
www.outlanddesign.ca



PROJECT TITLE

4034 CEDAR AVENUE

Kelowna, BC

DRAWING TITLE

CONCEPTUAL
LANDSCAPE PLAN

REVISION / REMARK

| NO. | DATE | REVISION |
|-----|----------|----------|
| 1 | 18.02.02 | Revise |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |

| | |
|-------------|--------------|
| PROJECT NO. | 17-107 |
| DESIGNED BY | SL |
| DRAWN BY | JAC |
| CHECKED BY | IB |
| DATE | FEB. 2, 2018 |
| SCALE | 1:100 |

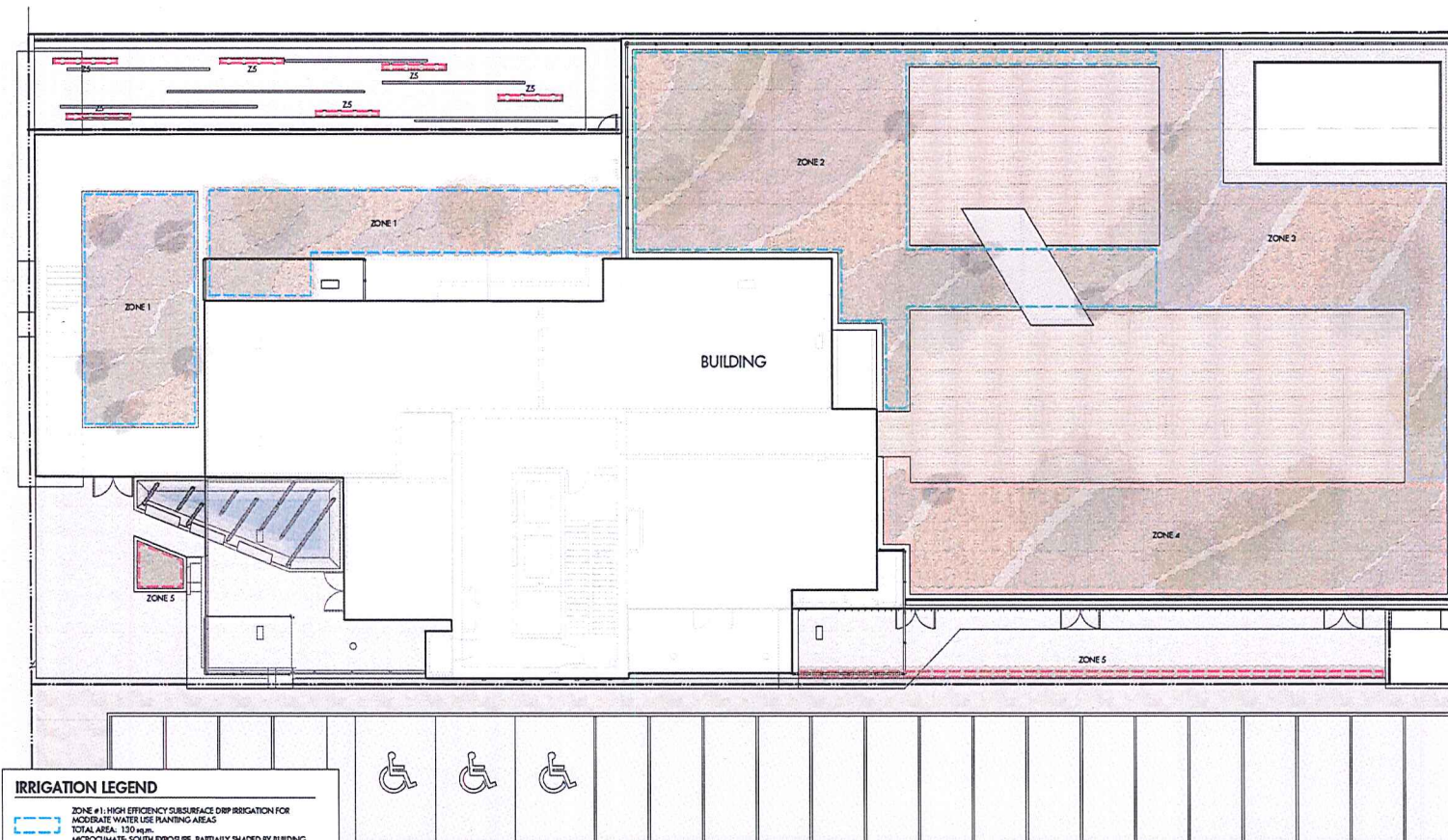
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DRAWING NUMBER

L1/2

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IRRIGATION LEGEND

- ZONE #1: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 120 sq.m.
MICROCLIMATE: SOUTH EXPOSURE, PARTIALLY SHADED BY BUILDING
ESTIMATED ANNUAL WATER USE: 72 cu.m.
- ZONE #2: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 182 sq.m.
MICROCLIMATE: SOUTH WEST EXPOSURE, PARTIALLY SHADED BY BUILDING
ESTIMATED ANNUAL WATER USE: 101 cu.m.
- ZONE #3: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 113 sq.m.
MICROCLIMATE: SOUTH WEST EXPOSURE, FULL SUN
ESTIMATED ANNUAL WATER USE: 63 cu.m.
- ZONE #4: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 126 sq.m.
MICROCLIMATE: EAST EXPOSURE, PARTIALLY SHADED BY BUILDING
ESTIMATED ANNUAL WATER USE: 78 cu.m.
- ZONE #5: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 19 sq.m.
MICROCLIMATE: SOUTH EAST EXPOSURE, PARTIALLY SHADED BY BUILDING
ESTIMATED ANNUAL WATER USE: 11 cu.m.

IRRIGATION NOTES

1. IRRIGATION PRODUCTS AND INSTALLATION METHODS SHALL MEET OR EXCEED THE REQUIREMENTS OF THE WATER USE REGULATION BYLAW NO. 10480 AND THE SUPPLEMENTARY SPECIFICATIONS IN THE CITY OF KELLOWNA BYLAW 7900 (PART 6, SCHEDULE 5).
2. THE IRRIGATION SYSTEM SHALL MEET THE REQUIREMENTS, REGULATIONS, AND BYLAWS OF THE WATER PURVEYOR.
3. THE IRRIGATION SYSTEM SHALL BE EQUIPPED WITH AN APPROVED BACKFLOW PREVENTION DEVICE, WATER METER, AND SHUT OFF VALVE LOCATED OUTSIDE THE BUILDING ACCESSIBLE TO THE CITY.
4. AN APPROVED SMART CONTROLLER SHALL BE INSTALLED. THE IRRIGATION SCHEDULING TIMES SHALL UTILIZE A MAXIMUM ET VALUE OF 7" / MONTH (KELLOWNA JULY ET), TAKING INTO CONSIDERATION SOIL TYPE, SLOPE, AND MICROCLIMATE.
5. DRIP LINE AND EMITTERS SHALL INCORPORATE TECHNOLOGY TO LIMIT ROOT INTRUSION.
6. IRRIGATION SIEVES SHALL BE INSTALLED TO ROUTE IRRIGATION LINES UNDER HARD SURFACES AND FEATURES.
7. IRRIGATION PIPE SHALL BE SIZED TO ALLOW FOR A MAXIMUM FLOW OF 1.5m / SEC.
8. A FLOW SENSOR AND MASTER VALVE SHALL BE CONNECTED TO THE CONTROLLER AND PROGRAMMED TO STOP FLOW TO THE SYSTEM IN CASE OF AN IRRIGATION WATER LEAK.

WATER CONSERVATION CALCULATIONS

LANDSCAPE MAXIMUM WATER BUDGET (WB) = 906 cu.m. / year
ESTIMATED LANDSCAPE WATER USE (EWU) = 348 cu.m. / year
WATER BALANCE = 558 cu.m. / year
*REFER ATTACHED IRRIGATION APPLICATION FOR DETAILED CALCULATIONS



OUTLAND DESIGN
LANDSCAPE ARCHITECTURE

206 - 1880 Spall Road
Kelowna, BC V1Y 4R2
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PROJECT TITLE
4034 CEDAR AVENUE

Kelowna, BC

DRAWING TITLE
**WATER CONSERVATION
AND IRRIGATION PLAN**

| ISSUED FOR / REVISION | |
|-----------------------|-----------------|
| 1 | 18-02-02 Review |
| 2 | |
| 3 | |
| 4 | |
| 5 | |

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| PROJECT NO. | L2/107 |
| DESIGN BY | DF |
| DRAWN BY | MC |
| CHECKED BY | BE |
| DATE | FEB 2, 2018 |
| SCALE | 1:100 |

SEA



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February 2, 2018

4034 Cedar Avenue

New Town Servies
1464 St. Paul St, Kelowna BC
C/o Roman Yamchshikov
Via email to: roman@newtownservices.net

Re: 4034 Cedar Avenue – Preliminary Cost Estimate for Bonding

Dear Roman:

Please be advised of the following preliminary cost estimate for bonding of the proposed landscape works shown in the 4034 Cedar Avenue conceptual landscape plan dated 18.02.02;

- 578 square metres (6,222 square feet) of improvements = \$61,958.00

This preliminary cost estimate is inclusive of trees, shrubs, mulch, topsoil & irrigation.

You will be required to submit a performance bond to the City of Kelowna in the amount of 125% of the preliminary cost estimate. Please do not hesitate to contact me with any questions about the landscape plan.

Best regards,

Fiona Barton, MBCSLA, CSLA
as per
Outland Design Landscape Architecture

APPLICATION IDENTIFICATION

| | | | | |
|----------------------|---------------------------------------|------------------|--|----------------------|
| Owner: | New Town Services | Subject Address: | 4034 Cedar Avenue | |
| Agent if applicable: | Fiona Barton | Telephone: | 250-868-9270 | |
| Title: | Landscape Architect | Fax No: | | |
| Company: | Outland Design Landscape Architecture | Email: | fiona@outlanddesign.ca | |
| City: | Kelowna, BC | Mailing Address: | 206-1889 Spall Road, Kelowna | |
| | | Province: | BC | Postal Code: V1Y 4R2 |

LANDSCAPE WATER CONSERVATION CHECKLIST

Note: all boxes are to be checked - see instruction page

- ☒ Install Backflow prevention devices to meet City of Kelowna standards to isolate the outdoor irrigation system from the potable water system.
- ☒ Group planting into 'hydrozones' of high, medium and low water-use plants or unirrigated/unwatered areas.
- ☒ Minimize mown turf areas that are high water use areas - ideally to 50% of the landscape area or less - substitute with areas of lower water use treatments like unwatered native woods or meadow, mulch, spaced wood deck, pervious paving.
- ☒ Provide adequate topsoil or growing medium of depth and quality to meet the BC Landscape Standard, published by the BC Society of Landscape Architects and the BC Landscape and Nursery Association. General minimum depths over poor subsoils are 150mm for lawn and 300mm for shrubs groundcover.
- ☒ Group irrigation circuits/zones into 'hydrozones' of high, medium, and low or unirrigated areas consistent with the landscape planting plan. Provide a separate irrigation valve for each irrigated hydrozone.
- ☒ Minimize use of high-volume spray heads, and employ drip or low volume irrigation where practical.
- ☒ When spray or rotor irrigation is used, design and install head to head coverage in accordance with manufacturer's specifications, and avoid overspray outside landscape areas.
- ☒ Ensure matched precipitation rates within all irrigation circuits.
- ☒ Design and install pipe and head layout so flow velocity does not exceed 1.5 m/s, and to minimize elevation change or pressure variation in circuits. Provide check valves to stop low head drainage.
- ☒ Ensure irrigation mainlines are proved leak-free with hydrostatic tests.
- ☒ Provide pressure regulating devices to ensure irrigation outlets are operating at the manufacturer's optimum pressure range.
- ☒ Install - and program to minimize water use - 'Smart Controllers' to meet standards of the City of Kelowna Water Regulation Bylaw.
- ☒ Install an irrigation master shut-off valve (isolation valve) located outside the building in a location accessible to the City that when closed shall stop the supply of water from the potable water supply to the outdoor irrigation system and shall be capable of being closed and locked off by the City.

Applicant Notes on the Landscape Water Conservation Checklist:

LANDSCAPE WATER CONSERVATION TABLE

| | |
|-------------------------------------|-----------------------------------|
| Applicant: New Town Services | Address: 4034 Cedar Avenue |
|-------------------------------------|-----------------------------------|

Step 1: Measure Total Landscape Area (LA)

Area of site that will absorb water:

906 sq.m.

Note: INCLUDE BOULEVARD, and proposed lawn, plants, mulch, PERVIOUS decks or paving. Do not include building areas, driveways, patios, decks or walks unless pervious.

| Step 2: Divide Into Landscape Treatments* | | Plant Factor | Irrig Efficiency | Hydrozone Area | % of Total LA | Estimated Water |
|---|-------------------------|--------------|------------------|----------------|---------------|-----------------|
| Note: each of the areas below are a 'HYDROZONE' | | (PF) | (IE) | (HA) | | (WU) |
| Unwatered Pervious Areas (not impervious paving) | | | | | | |
| Mulch (Stone, bark or sand) | | N/A | N/A | 23 | 3% | N/A |
| Pervious deck (Spaced wood deck) | | N/A | N/A | 278 | 31% | N/A |
| Pervious paving (AquaPave, Rima Pave) | | N/A | N/A | | 0% | N/A |
| Naturalized meadow (wildflowers) | | N/A | N/A | | 0% | N/A |
| Naturalized area (Existing natural area) | | N/A | N/A | | 0% | N/A |
| Other: | | N/A | N/A | | 0% | N/A |
| Swimming or ornamental pool | | 1 | 1 | 27 | 3% | 27 |
| Watered Planting Beds (shrubs or groundcover) | | | | | | |
| <i>Planting Type</i> | <i>Irrig Efficiency</i> | | | | | |
| Low water use plants | High (Drip or Bubbler) | 0.3 | 0.9 | | 0% | 0 |
| Low water use plants | Low (Spray or Rotor) | 0.3 | 0.7 | | 0% | 0 |
| Moderate water use plants | High (Drip or Bubbler) | 0.5 | 0.9 | 578 | 64% | 321 |
| Moderate water use plants | Low (Spray or Rotor) | 0.5 | 0.7 | | 0% | 0 |
| High water use plants | High (Drip or Bubbler) | 0.7 | 0.9 | | 0% | 0 |
| High water use plants | Low (Spray or Rotor) | 0.7 | 0.7 | | 0% | 0 |
| Watered Mown Lawn Areas | | | | | | |
| Low | | 1 | 0.7 | 0 | 0% | 0 |
| Special Landscape Areas (SLA) | | | | | | |
| Vegetable Garden | High (Drip or Bubbler) | 1 | 0.9 | | 0% | 0 |
| Vegetable Garden | Low (Spray or Rotor) | 1 | 0.7 | | 0% | 0 |
| Sports Lawn | Low (Spray or Rotor) | 1 | 0.7 | | 0% | 0 |
| Rainwater or Recycled Water Use | | 0.3 | 1 | | 0% | 0 |
| Totals | | | | 906 | 100% | 348 |
| Special Landscape Area (SLA) Sub total | | | | 0 | | |

*If proposed design conditions are not shown on the form please contact the City at 250 469-8502

CALCULATE & COMPARE WATER BUDGET TO ESTIMATED WATER USE

| | | |
|--|-----------|-----------|
| Note: For Evapotranspiration (ET _o) in Kelowna use 1000m | Amount | Units |
| Total Landscape Area | 906 | sq.m. |
| Landscape Maximum Water Budget (WB) | 906 | cu.m./yr. |
| Estimated Landscape Water Use (WU) | 348 | cu.m./yr. |
| Under (-OVER) Budget (Must be under Water Budget WB) | 558 OK | cu.m./yr. |

I have identified and confirmed, by completing the attached 'Landscape Water Conservation Checklist' above, that the project will conform to current landscape and irrigation water conservation practices listed in the checklist. I also acknowledge that the landscape treatments of the project will conform to the Hydrozone areas identified by me in the 'Landscape Water Conservation Calculation Table' above.

Signature of Applicant

Date: _____

FOR CITY OF KELOWNA OFFICE USE ONLY

The Irrigation Application and calculations above satisfy the requirements of the Water Regulation Bylaw 10480 Section 4.4.2 and 4.4.3. and is hereby APPROVED with the signature of the Water Manager or designate.

Signature of Kelowna Water Smart designate
For Water Manager

Date: _____

Print Name

NOTE: Post Signed and approved application at Smart Controller for future reference

REPORT TO COUNCIL



Date: July 16th 2018

RIM No. 1250-30

To: City Manager

From: Community Planning Department (AC)

Application: Z18-0002

Owner: Mission Group Holdings
Ltd. Inc. No. BC0993483

Address: 1471 St. Paul Street

Applicant: Mission Group – Luke
Turri

Subject: Rezoning Application

Existing Zone: C4 – Urban Centre Commercial

Proposed Zone: C7 – Central Business Commercial

1.0 Recommendation

THAT Rezoning Application No. Z18-0002 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A, District Lot 139, ODYD, Plan 81417, located at 1471 St. Paul Street, Kelowna, BC from the C4 – Urban Centre Commercial zone to the C7 – Central Business Commercial zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Community Planning Department dated July 16th, 2018;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the registration of a highway reservation covenant along 0.8m on the lane side of 560 Bernard Ave, 590-592 Bernard Ave, and 594 Bernard Ave;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered in conjunction with Council's consideration of a Development Permit for the subject property.

2.0 Purpose

To rezone the subject property from the C4 – Urban Centre Commercial zone to the C7 – Central Business Commercial zone to facilitate the construction of a mixed-use commercial and residential tower building.

3.0 Community Planning

Staff are supportive of the rezoning application. Most properties are zoned C7 in the downtown and Staff considered this as an obvious C7 site for redevelopment potential due to its central location and close proximity to Bernard Avenue. The walkscore of the subject property is 98 indicating this site is a 'walker's paradise' and this is exactly where the OCP encourages density to be located. There are commercial shops, services, employment, transit, parks, and cultural amenities all within a 5-minute walking radius.

Usually downtown developments do not have an associated Traffic Impact Assessment (TIA) due to the predominant C7 downtown zoning and the infrastructure capacity and capabilities within the downtown. However, due to scale and magnitude of this development and that the subject property requires a rezoning, a TIA was completed by Bunt & Associates on behalf of the applicant. The TIA is attached to this report and the results do not require any off-site improvements.

The last rezoning condition recommended by Staff is to register a highway reservation covenant along 0.8m on the lane side of 560 Bernard Ave, 590-592 Bernard Ave, and 594 Bernard Ave. The reason for this is to eventually achieve a 7.6m wide rear lane when future development occurs on the remainder of the 'Bernard Block'. This is the appropriate time to add such a condition as the future development phases have the appropriate C7 zone and do not require a rezoning application.

4.0 Proposal

4.1 Project Description

The subject properties consist of 3 lots that will be consolidated into one parcel for development. The site is currently a surface parking lot and will be the first development in a series the applicant is marketing as the 'Bernard Block'. The applicant also owns the old 'Bargain Bargain Bargain' shop along Bernard Ave although the planning for that site is not part of this application and will occur sometime in the future. The applicant's initial proposal on the St. Paul St. site is to construct 178 residential units within a 25 storey tower with ground floor commercial. The project's proposed floor area ratio of 6.0 is consistent with the Official Community Plan's future land use designation of MXR – Mixed Use (residential / Commercial).

While the floor area ratio is suitable for the project, the maximum height identified within the Downtown Buildings Height Plan and within the C7 zone is 58 m or 19 storeys. The applicant has applied for a Development Variance Permit to increase the height to 75 m & 25 storeys. This is the only variance Staff is tracking at this time.

The required number of parking stalls is 208 and the applicant is proposing to provide that number.

Should Council support the Rezoning bylaw, staff will bring forward a detailed report evaluating the design guidelines for the Development Permit and the overall merits of the Development Variance Permit for Council's consideration.

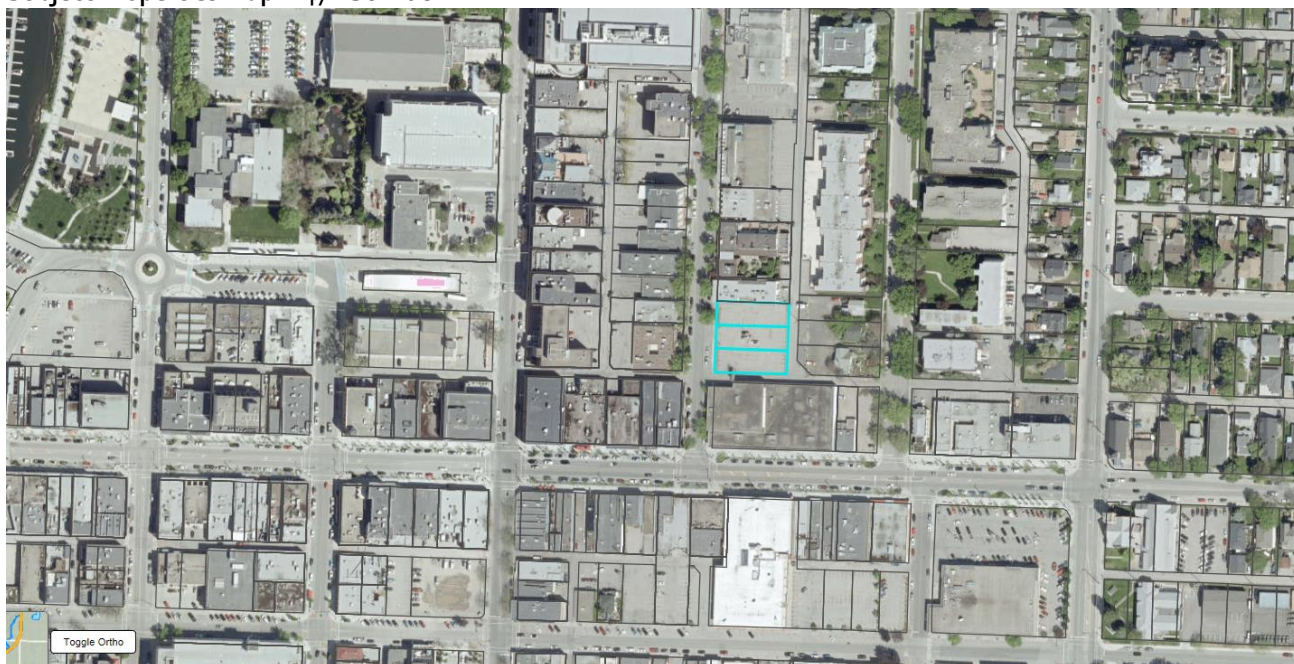
4.2 Site Context

The subject property is located downtown on north side of Bernard Ave. The three lots have a combined area of 1,956 m² in a neighbourhood with a high density of urban amenities and employment. The properties are connected to urban services and are located within the Permanent Growth Boundary.

Specifically, adjacent land uses are as follows:

| Orientation | Zoning | Land Use |
|-------------|---|---------------------------|
| North | C7 – Central Business Commercial | Commercial & Residential |
| East | C7 – Central Business Commercial RM5 – Medium Density Multiple Housing | Commercial Residential |
| South | C7 – Central Business Commercial | Commercial |
| West | C7 – Central Business Commercial | Commercial |

Subject Properties Map: 1471 St. Paul



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Goals for A Sustainable Future

Contain Urban Growth.¹ Reduce greenfield urban sprawl and focus growth in compact, connected and mixed-use (residential and commercial) urban and village centres.

Development Process

Compact Urban Form.³ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and

¹ Goal 1. (Introduction Chapter 1).

² Policy 5.2.4 (Development Process Chapter 5).

³ Policy 5.3.2 (Development Process Chapter 5).

re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Ensure opportunities are available for greater use of active transportation and transit to: to improve community health; reduce greenhouse gas emissions; and increase resilience in the face of higher energy prices.⁴

7.0 Technical Comments

7.1 Building & Permitting Department

No comment on the rezoning application.

7.2 Development Engineering Department

See Attachment 'A', memorandum dated January 15, 2018

7.3 Ministry of Transportation & Infrastructure

Preliminary Approval is granted for the rezoning for one year pursuant to Section 52(3)(a) of the Transportation Act.

7.4 Fire Department

No Comment on the rezoning application.

8.0 Application Chronology

| | |
|-------------------------------------|---------------------------|
| Date of Application Received: | Jan 9 th 2018 |
| Date Public Consultation Completed: | July 3 rd 2018 |

Report Prepared by: Adam Cseke, Planner Specialist

Reviewed by: Terry Barton, Urban Planning Department Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment 'A' Development Engineering Memo January 15, 2018

Attachment 'B' Initial Drawings of proposed 'The Brooklyn' Tower

Attachment 'C' 1471 St. Paul Street Tower Transportation Impact Assessment

⁴ Objective 5.10 (Development Process Chapter 5).

CITY OF KELOWNA
MEMORANDUM

ATTACHMENT A

This forms part of application

Z18-0002

Planner
Initials

AC



Date: January 15, 2018
File No.: Z18-0002
To: Community Planning (AC)
From: Development Engineering Manager (JK)
Subject: 1471 St. Paul St.,

C4 to C7

The Development Engineering Department has the following comments and requirements associated with this rezoning application. The road and utility upgrading requirements outlined in this report will be a requirement of this development.

The Development Engineering Technologist for this project is Jason Angus

1. General

- a. The proposed Development triggers a traffic impact assessment. The applicant's transportation engineer shall contact the City's Transportation & Mobility group who will determine the terms of reference for the study. Recommendations from the Traffic Impact Analysis (TIA) will become requirements of rezoning.

2. Domestic Water and Fire Protection

- a. The subject property is not currently serviced. The developer's consulting mechanical engineer will determine the domestic and fire protection requirements of this proposed development. The applicant, at his cost, will arrange for the installation of a new service to this development.

3. Sanitary Sewer

- a. City of Kelowna's records indicate that this property is not currently serviced. The developer's consulting mechanical engineer will determine the development requirements of this proposed development and establish the service needs. Only one service will be permitted for this development. The applicant, at his cost, will arrange for the installation of one new larger service to this development.

4. Storm Drainage

- a. The developer must engage a consulting civil engineer to provide a storm water management plan for the site, which meets the requirements of the City Storm Water Management Policy and Design Manual. The storm water management plan must also include provision of lot grading plan, minimum basement elevation (MBE), if applicable, and recommendations for onsite drainage containment and disposal systems.
- b. On site storm drainage systems for the site will be reviewed and approved by Engineering when a site servicing design is submitted.

- c. There is a possibility of a high water table or surcharging of storm drains during major storm events. This should be considered in the design of the onsite system.

5. Road Improvements

- a. St. Paul St. fronting this development site is urbanized but the existing curb and sidewalk are in a deteriorated state. The existing driveway letdown will need to be removed and replaced with barrier curb and gutter and sidewalk. The upgrades to St. Paul St. that are required are curb, gutter, boulevard street trees, driveway letdown and sidewalk removal and reconstruction, as well as the re-location or adjustment of any existing utility appurtenances if required to accommodate the upgrading construction.
- b. The laneways fronting this development have already been upgraded to an asphalt standard therefore, the only upgrades that are required is the pavement widening and a storm drainage system.

6. Road Dedication and Subdivision Requirements

- a. By Registered plan to provide the following
 - i. Dedicate 0.8m width along the North-South full lane frontage
 - ii. Dedicate 1.6m width along the West-East full lane frontage
 - iii. Dedication of a south east corner cut to match the East side of the laneway is required unless proven truck movements show otherwise
 - iv. Grant statutory rights-of-way if required for utility services
 - v. Lot consolidation is required

7. Electric Power and Telecommunication Services

- a. All proposed service connections are to be installed underground. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services, which would be at the applicant's cost
- b. Re-locate existing utilities, where necessary

8. Design and Construction

- a. Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- b. Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c. Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- d. A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e. Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Development Engineering Department. The design drawings must first be "Issued for Construction" by the City Engineer. On

examination of design drawings, it may be determined that rights-of-way are required for current or future needs

9. Servicing Agreements for Works and Services

- a. A Servicing Agreement is required for all offsite works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b. Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

10. Other Engineering Comments

- a. Provide all necessary Statutory Rights-of-Way for any utility corridors as required.
- b. If any road dedication affects lands encumbered by a Utility right-of-way (such as Terasen, etc.) please obtain the approval of the utility prior to application for final subdivision approval. Any works required by the utility as a consequence of the road dedication must be incorporated in the construction drawings submitted to the City's Development Manager

11. Development Permit and Site Related Issues

- a. Provide all necessary Statutory Rights-of-Way for any utility corridors as required.
- b. If any road dedication affects lands encumbered by a Utility right-of-way (such as Terasen, etc.) please obtain the approval of the utility prior to application for final subdivision approval. Any works required by the utility as a consequence of the road dedication must be incorporated in the construction drawings submitted to the City's Development Manager.
- c. Access to the development will be from the lane only.

12. Geotechnical Study

- (a) Provide a geotechnical report prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below: NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision. The Geotechnical reports must be submitted to the Development Services Department for distribution to the Development Engineering Branch and Inspection Services Division prior to submission of Engineering drawings or application for subdivision approval:
 - i. Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
 - ii. Site suitability for development.
 - iii. Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
 - iv. Any special requirements for construction of roads, utilities and building structures.

- v. Recommendations for items that should be included in a Restrictive Covenant.
- vi. Recommendations for roof drains, perimeter drains and septic tank effluent on the site.
- vii. Any items required in other sections of this document.

Additional geotechnical survey may be necessary for building foundations, etc


James Kay, P. Eng.
Development Engineering Manager

JA

| | | |
|--------------------------------|----|--|
| ATTACHMENT | | A |
| This forms part of application | | |
| # Z18-0002 | | |
| Planner Initials | AC |  City of Kelowna COMMUNITY PLANNING |

THE BROOKLYN - 1471 St. PAUL STREET - CONDOMINIUM DEVELOPMENT

MISSION GROUP DEVELOPMENT

Consultants



Date
2018 04 05

Issue / Revisions
DP Application

Revisions



View From St. Paul Street

Project Statistics

| | | |
|--------------------|--|--------|
| STREET ADDRESS: | 1471 St. Paul Street, Kelowna, B.C. | |
| LEGAL DESCRIPTION: | LOTS 27 TO 29, PLAN 800; LOT A, PLAN 18789; AND LOTS 2 AND 3, PLAN 2127; ALL OF DISTRICT LOT 139, O.D.Y.D. | |
| ZONING: | C7 | |
| SITE AREA: | 1955.50 sm | |
| SITE COVERAGE: | | |
| BUILDING HEIGHT: | 74.9m (Top of Storage Level 25) | |
| SETBACKS | BASE | TOWER |
| WEST (FRONT) | 0.0m | 3.07m |
| SOUTH (LANE) | 0.8m | 10.05m |
| EAST (LANE) | 0.8m | 13.38m |
| NORTH | 0.0m | 5.88m |

| | | | |
|-------------------------------|------------|-----------|--|
| FSR CALCULATIONS | | | |
| Net Floor Area | | | |
| Residential L6-21 (16 floors) | 613.9x16 = | 9822.4sm | |
| Residential L22-24 (3floors) | 554.6x03 = | 1663.8sm | |
| Commercial L1 | 257.4 = | 257.4sm | |
| Total | | 11743.6sm | |

| | |
|-----|-----|
| FAR | 6.0 |
|-----|-----|

Unit Statistics

| | |
|---------------|-----|
| 1 Bedroom | 64 |
| 1 Bedroom/Den | 32 |
| 2 Bedroom | 73 |
| 2 Bedroom/Den | 09 |
| Total | 178 |

Parking

| | Required | Provided |
|-------------|------------|------------|
| Commercial | 1.3x3=3.9 | 4 Stalls |
| Residential | 178x1 | 178 Stalls |
| Visitor | 178/7=25.4 | 26 Stalls |
| Total | | 208 Stalls |

Bicycle Parking

| | Required | Provided |
|-------------|------------------------|----------|
| Residential | Class 1 178x0.5=89 | 96 |
| | Class 2 178x.01=18 | |
| Commercial | Class 1 0.2/100ms=0.51 | 1 |
| | Class 2 0.6/100ms=1.54 | 3 |

ATTACHMENT B

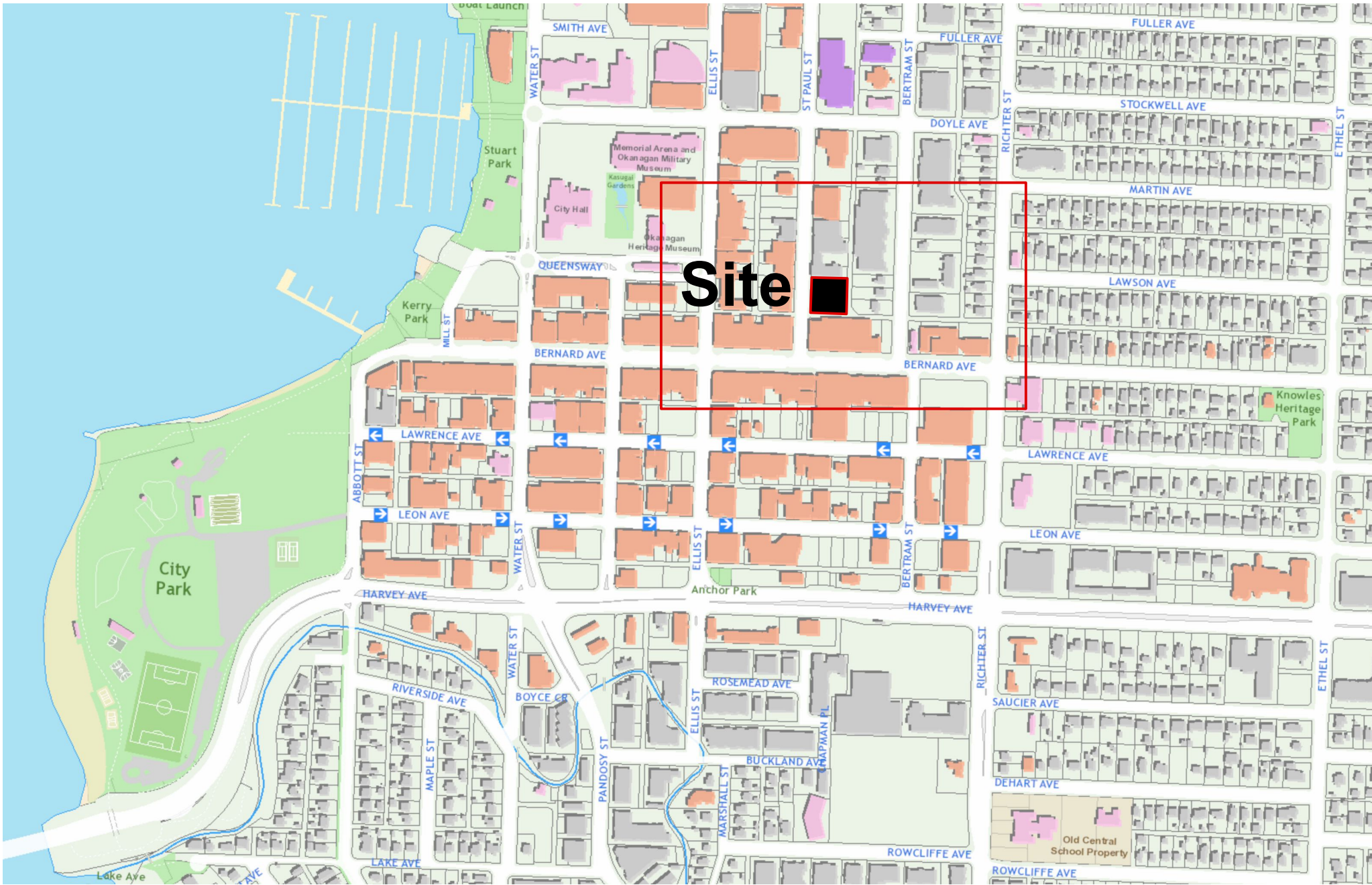
This forms part of application

Z18-0002

Planner Initials AC

City of Kelowna COMMUNITY PLANNING

Seal



Overall Context



Neighbourhood Context

Project Team

| | | | | | | | |
|--|---|---|---|--|---|---|---|
| Civil Aplin Martin 454 Leon Ave. Kelowna BC, V1Y 6J3 (250) 215-9425 | Structural Glottman Simpson 1661 West 5th Ave Vancouver BC, V6J 1N5 (604) 734-8822 | Mechanical Reinbold Engineering 201 – 1965 West 4th Ave Vancouver BC, V6J 1MB | Electrical Gager Electrical 20689 56th Ave Langley, BC, V3A 3Y9 (778) 277-2225 | Geotechnical Tetra Tech 150-1715 Dickson Ave. Kelowna, BC, V1Y 9G5 (250) 862-4832 | Landscape PLW Partnership Landscape Architects Inc. 5th Floor, East Asiatic House 1201 West Pender St. V6E 2V2 (604) 688- 6111 | LEED / Energy Modeling Reinbold Engineering 301-1664 Richter Street Kelowna BC, V1Y 8N3 (250) 763-1049 | ED / Energy Modeling Reinbold Engineering 301-1664 Richter Street Kelowna BC, V1Y 8N3 (250) 763-1049 |
| Drawing List | | | | | | | |
| A-001 Data & Context | | | | | | | |
| A-002 Survey | | | | | | | |
| A-101 Site, Level 1, Level 2 | | | | | | | |
| A-102 Level 3, Level 4 | | | | | | | |
| A-103 Level 5, Level 6 | | | | | | | |
| A-104 Levels 7- Roof | | | | | | | |
| A-201 Section | | | | | | | |
| A-202 Elevations | | | | | | | |
| A-203 Elevations | | | | | | | |
| A-301 Sketches | | | | | | | |
| L1.00 Cover Sheet | | | | | | | |
| L0.01 Tree Management Plan | | | | | | | |
| L1.00 Notes and Legends | | | | | | | |
| L1.01 All Levels Materials, Layout and Grading Plan | | | | | | | |
| L1.02 All Levels Planting Plan | | | | | | | |
| L1.03 All Levels Irrigation Plan | | | | | | | |
| L1.04 All Levels Water Conservation Plan | | | | | | | |



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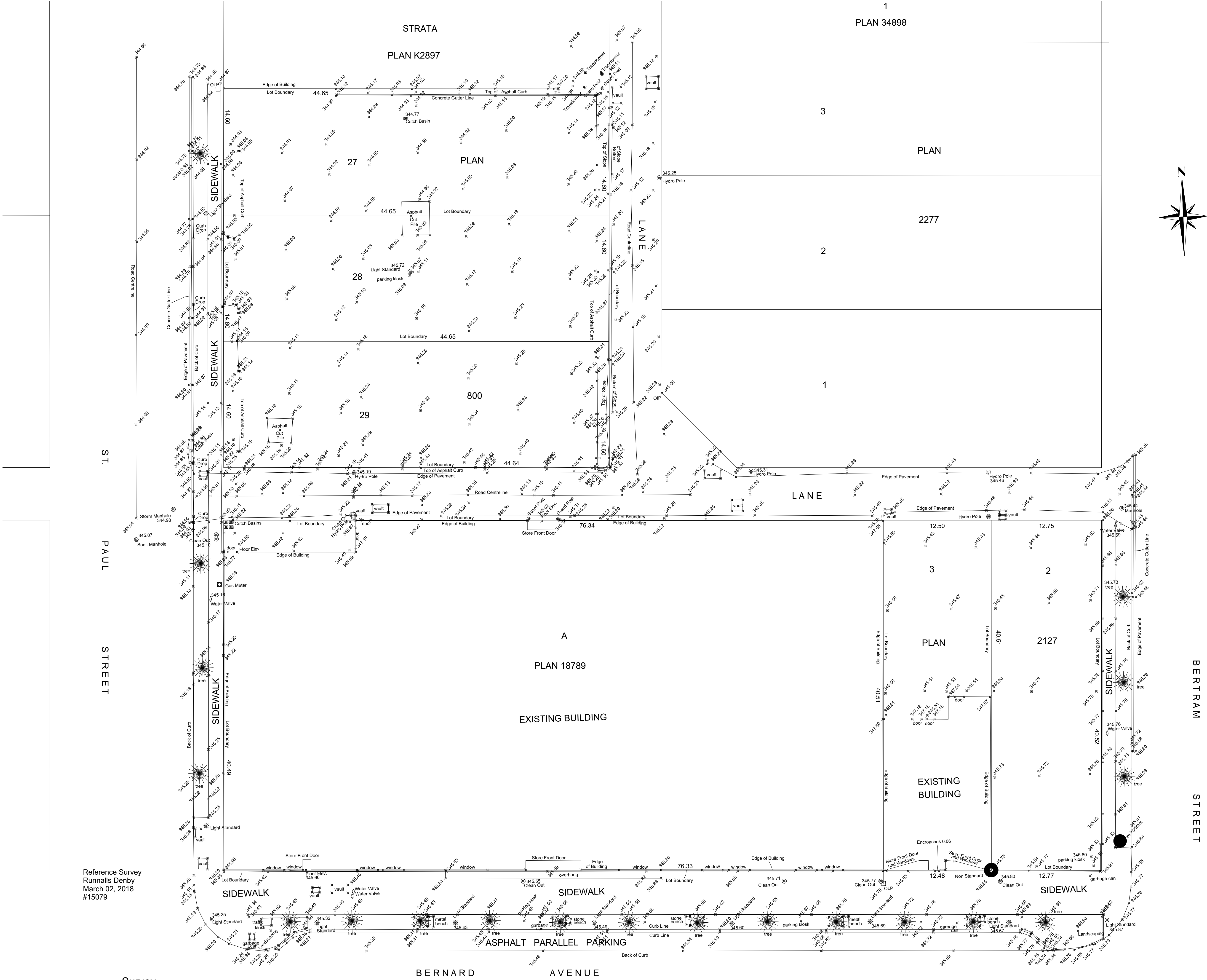
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St. Paul St Tower
1471 St Paul Street
Kelowna, B.C.

Sheet Title
36x24 Data Cover

Project Number
18004

Scale

Sheet Number
A-001



Reference Survey
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March 02, 2018
#15079

Survey
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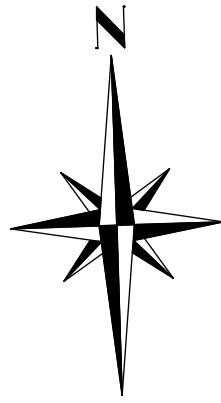
Consultants



Date
2018 04 05

Issue / Revisions
DP Submission

Revisions



Seal

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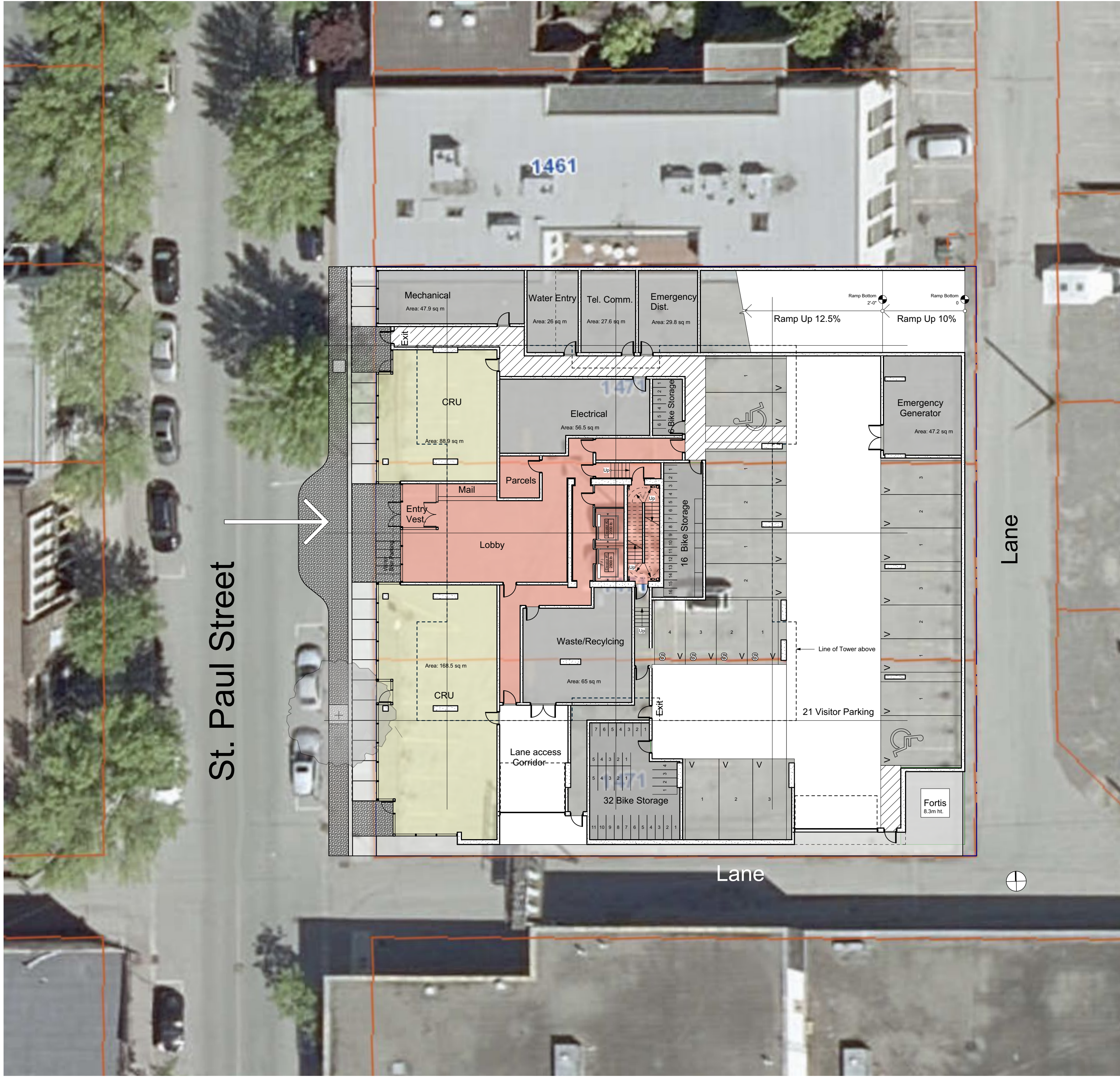
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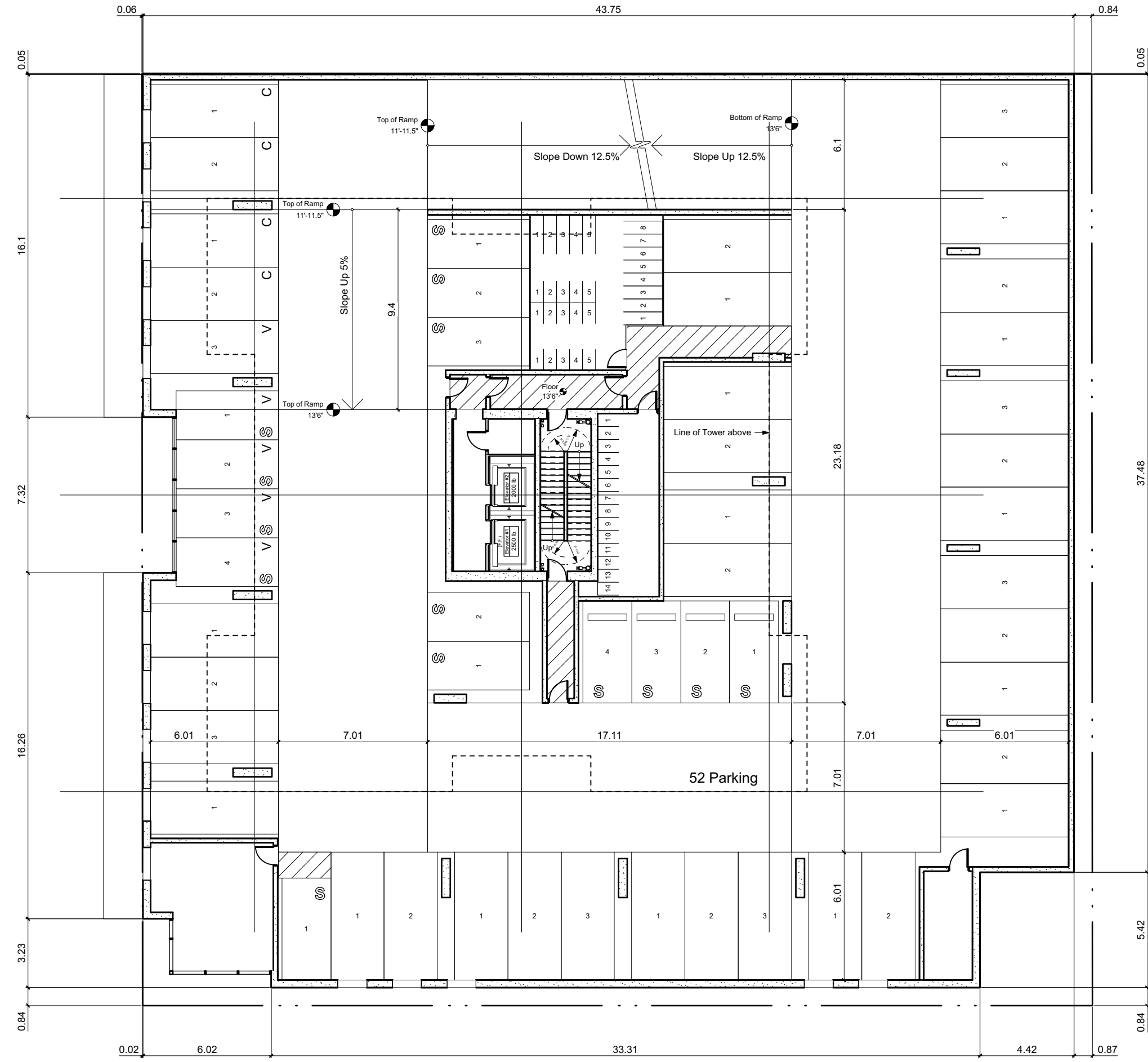
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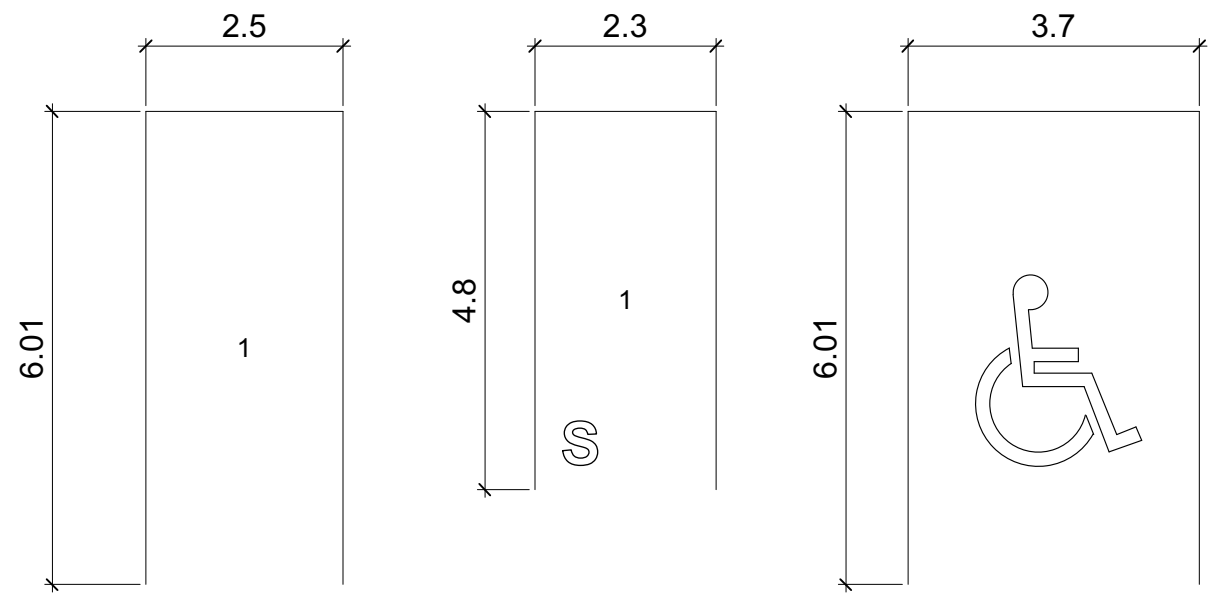
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Site & Level 1 Plan
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Level 2
Scale: 1:200



Typical Parking Stalls
Scale: 1:96

Consultants



Date
2018 04 05

Issue / Revisions
DP Submission

Revisions

Seal

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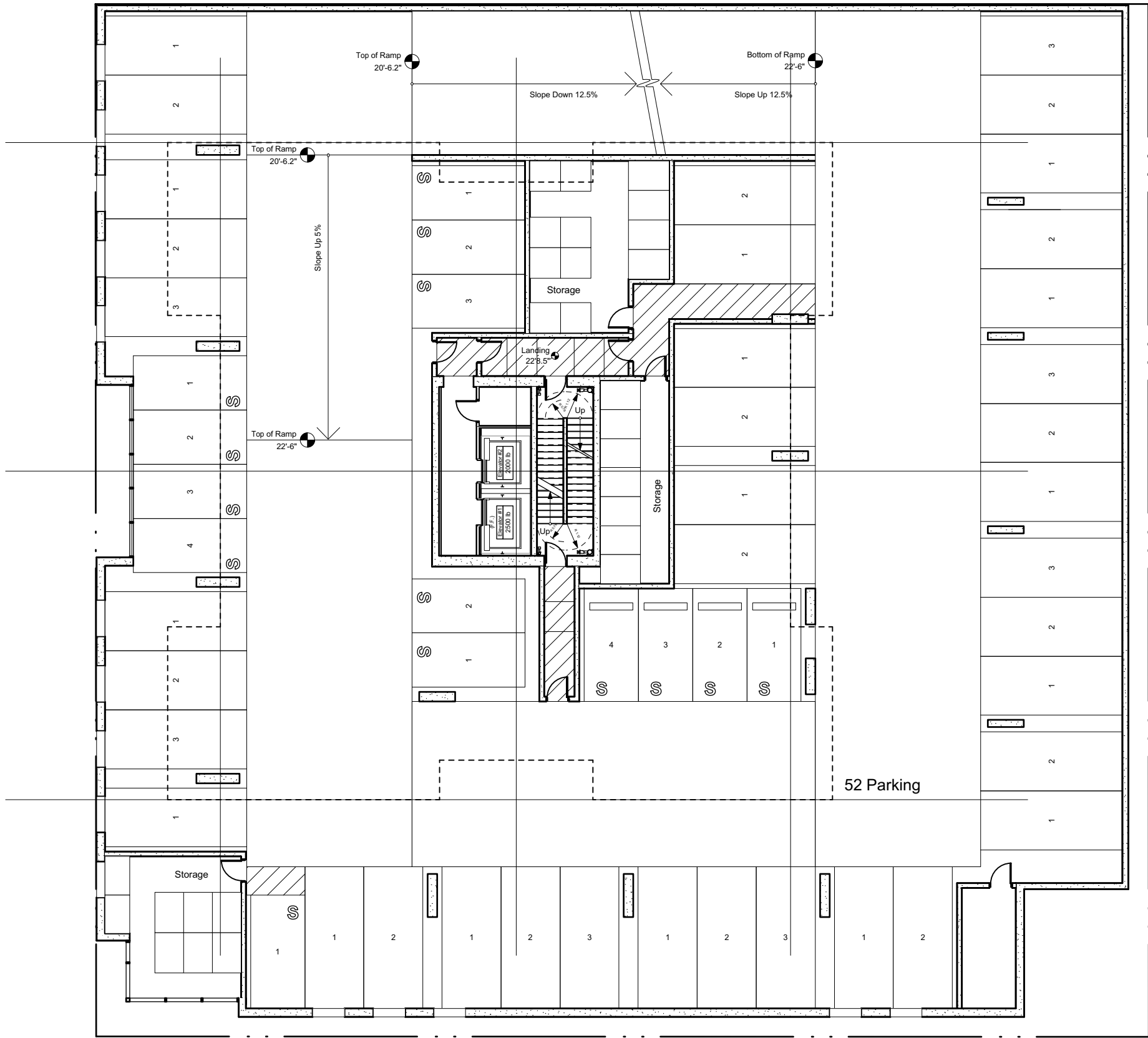
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Project
St. Paul St Tower
1471 St Paul Street
Kelowna, B.C.

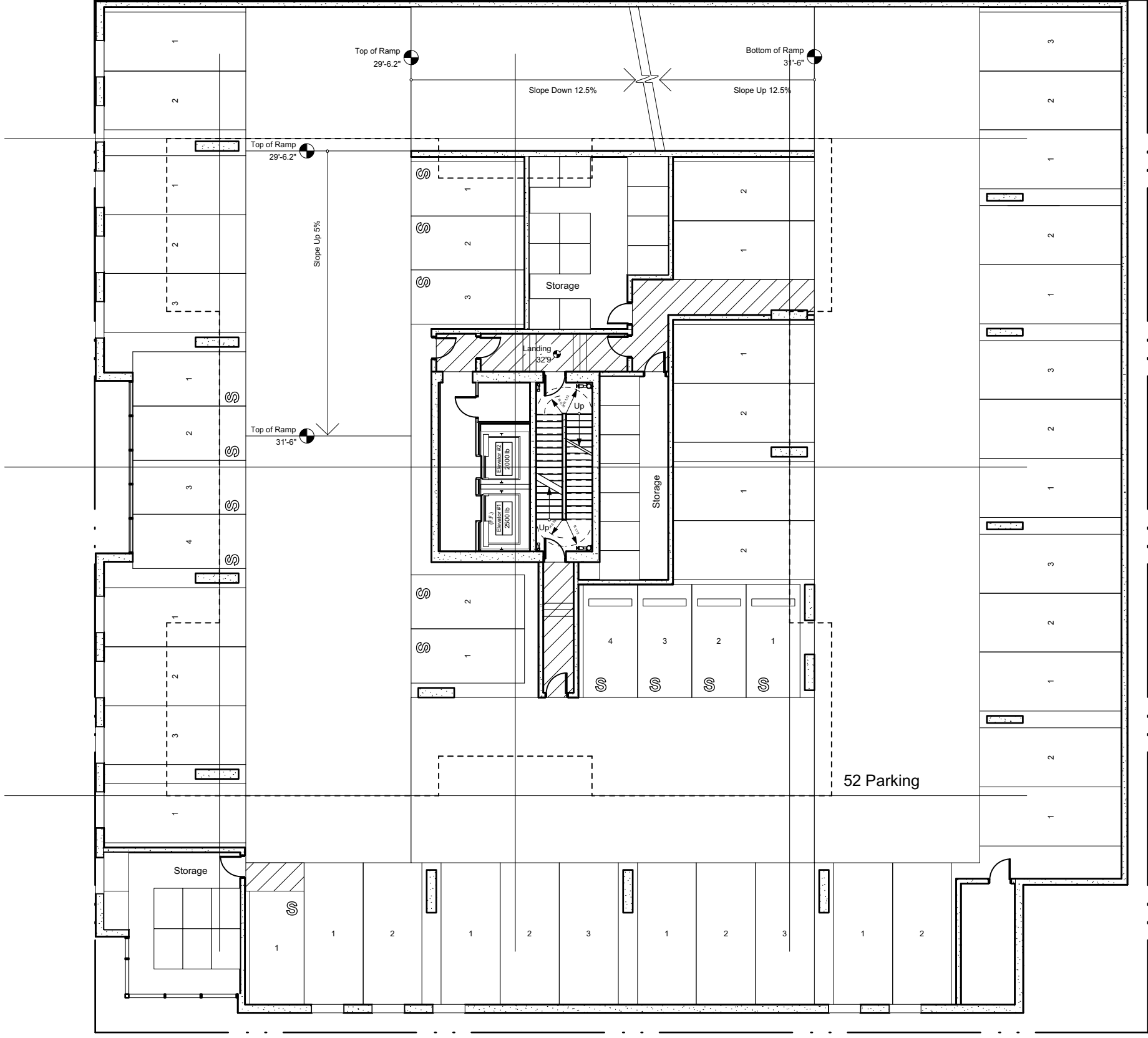
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Project Number
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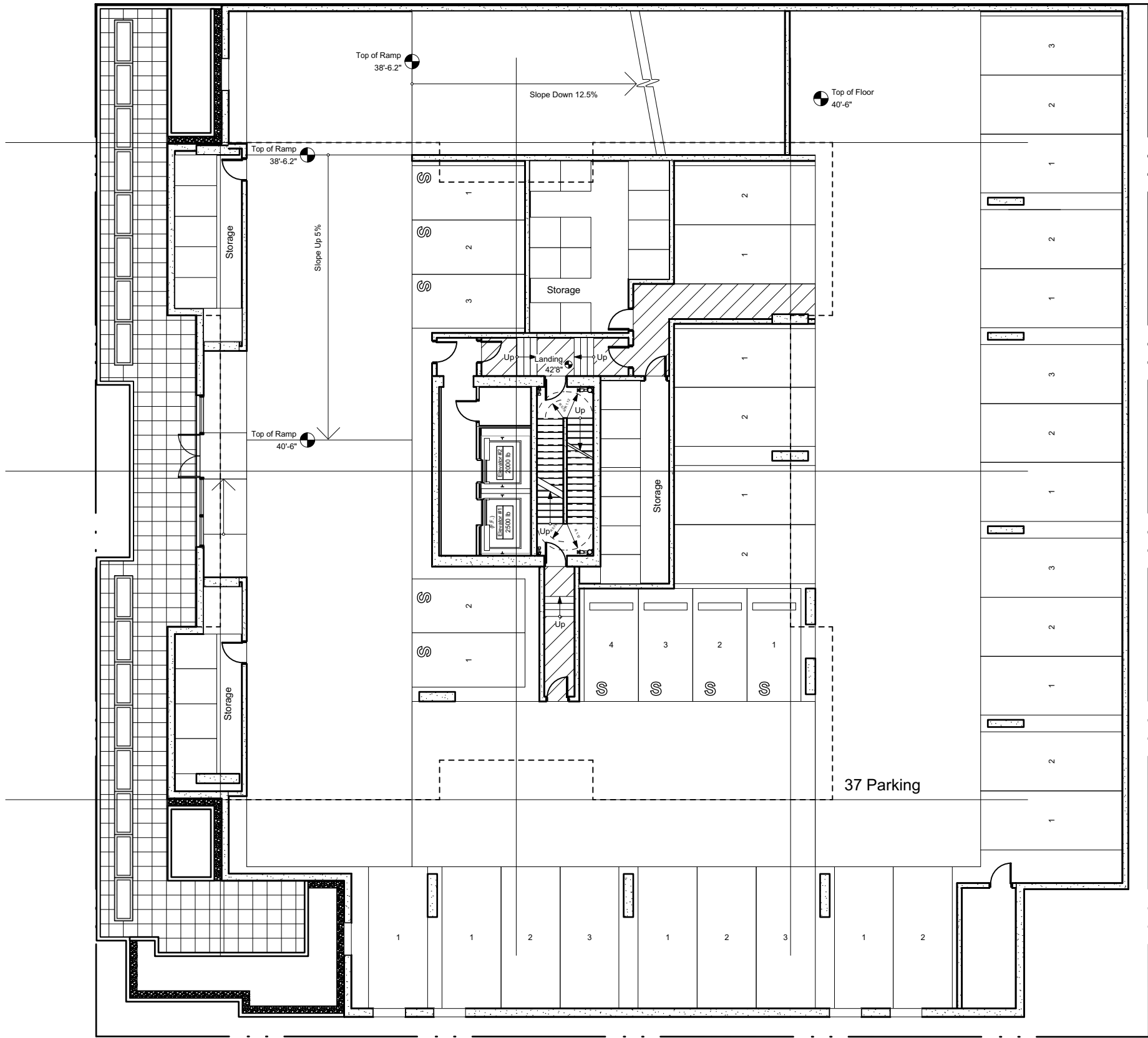
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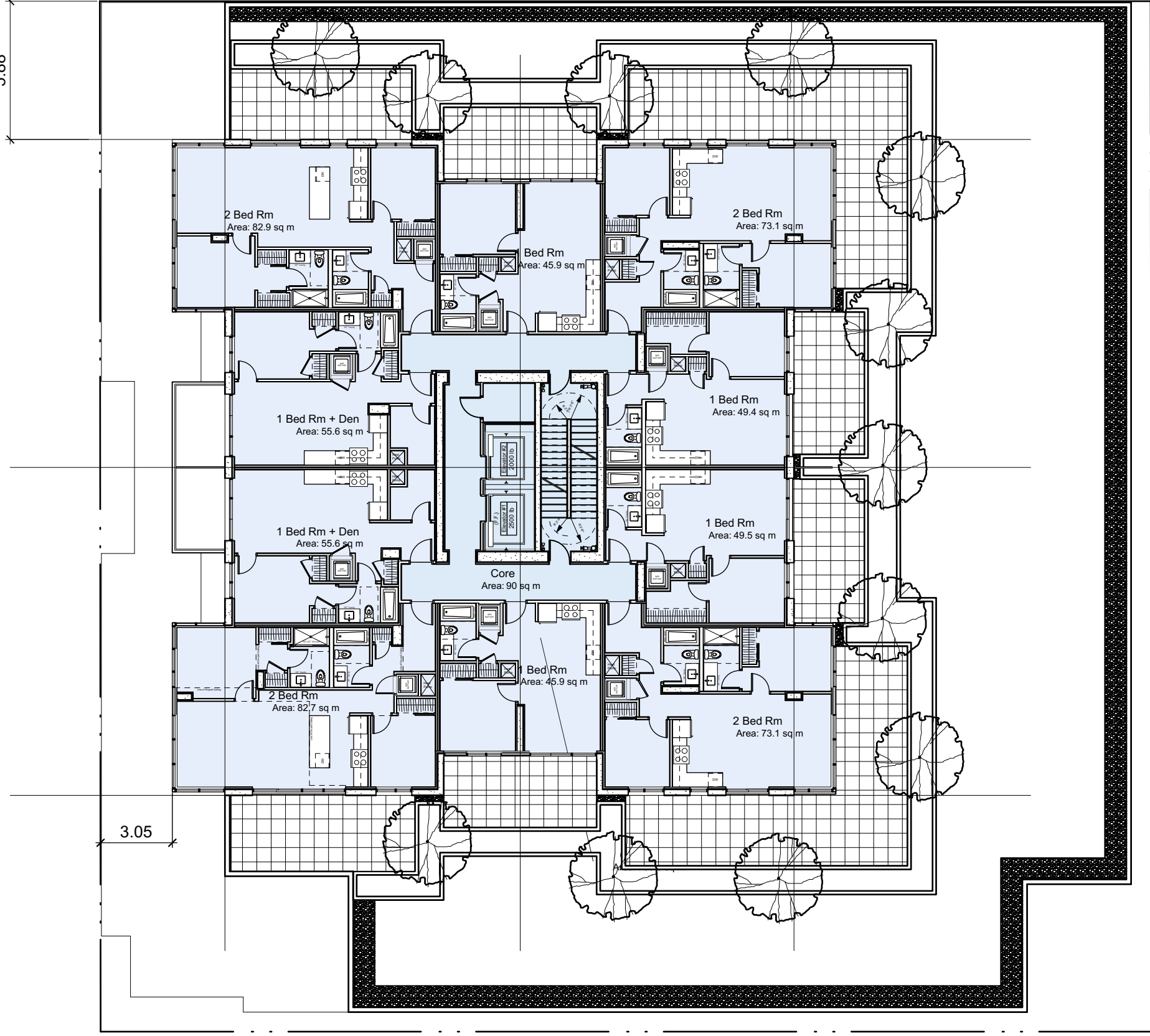
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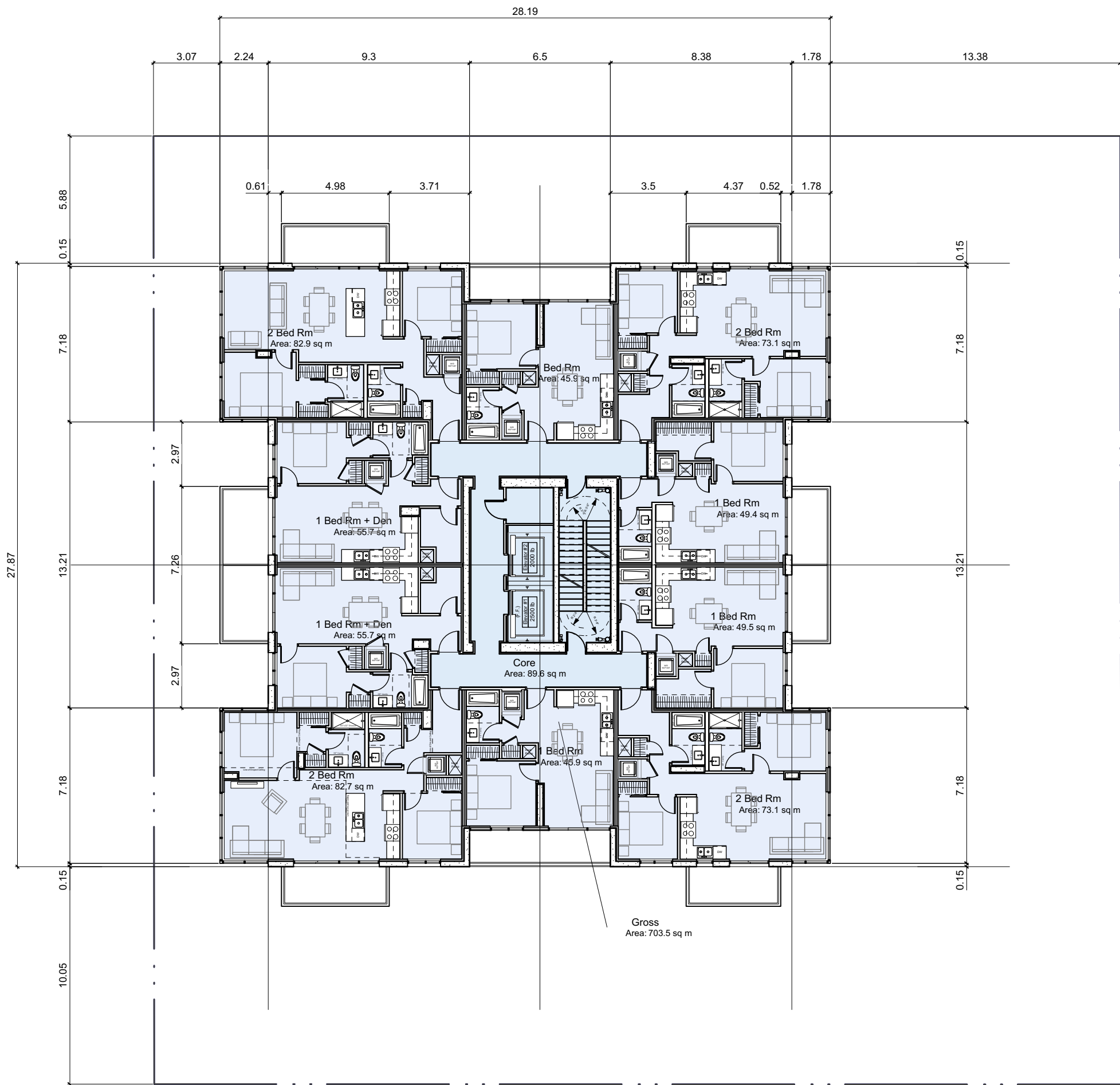
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Level 5
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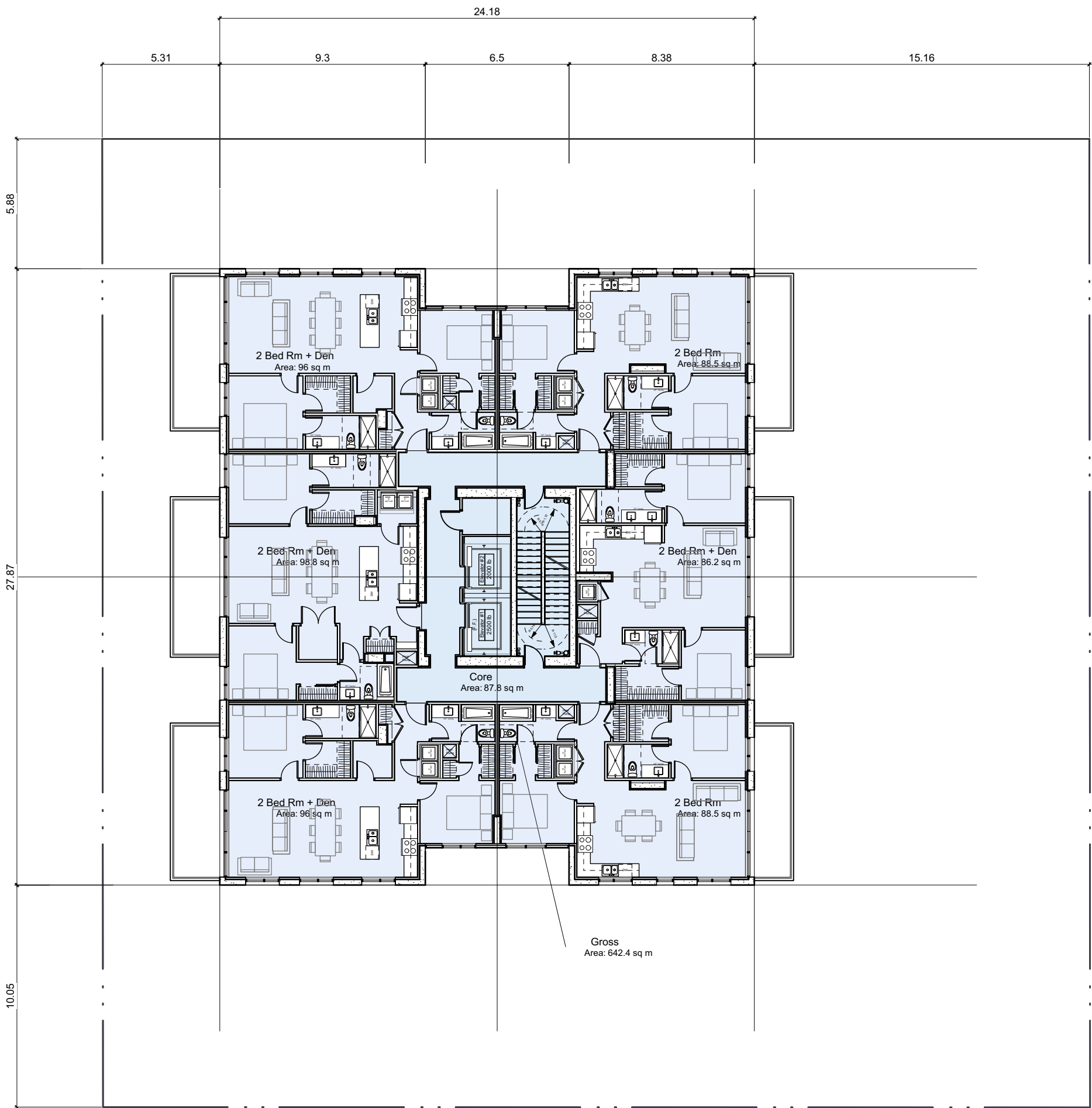


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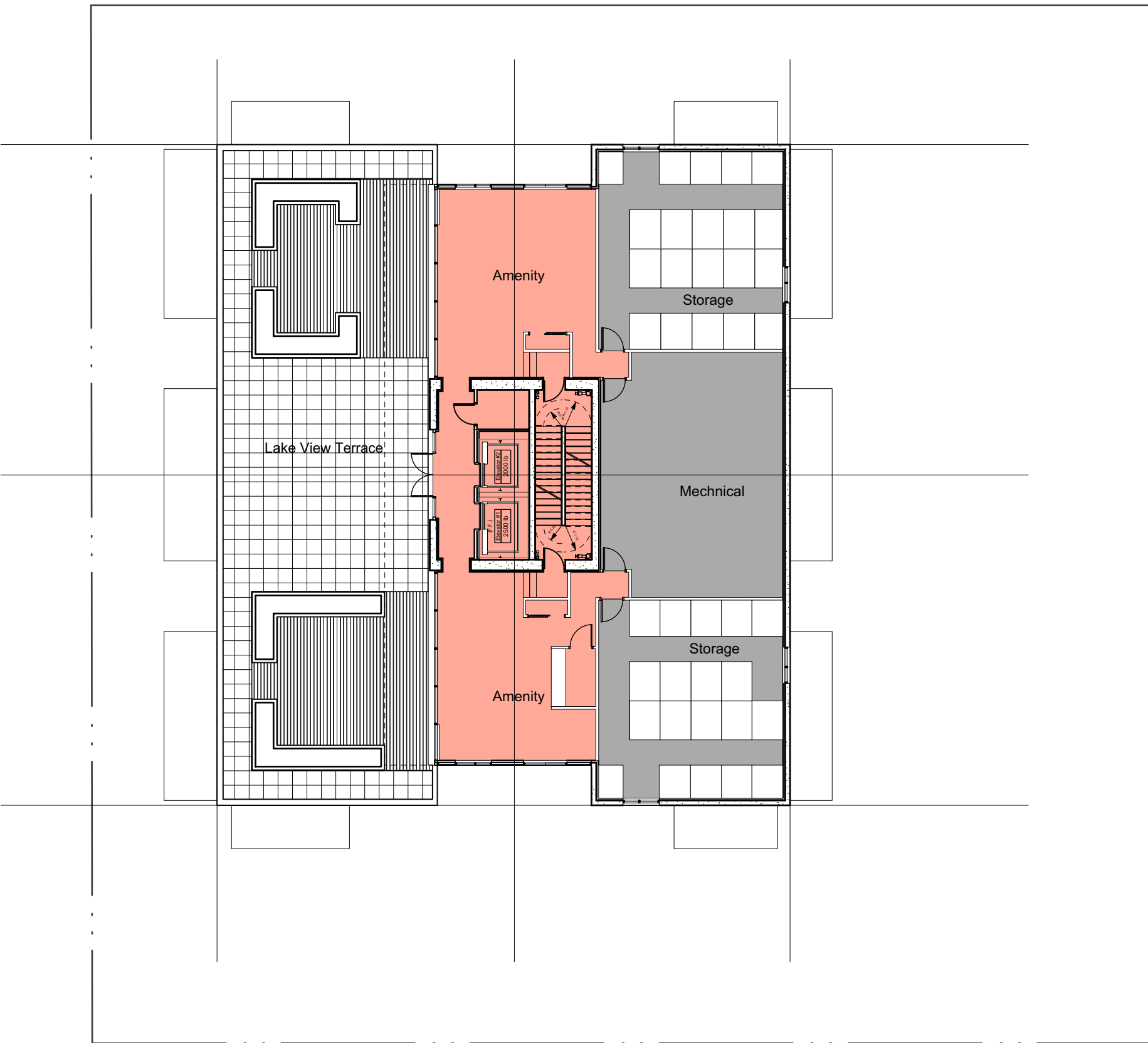
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Lane



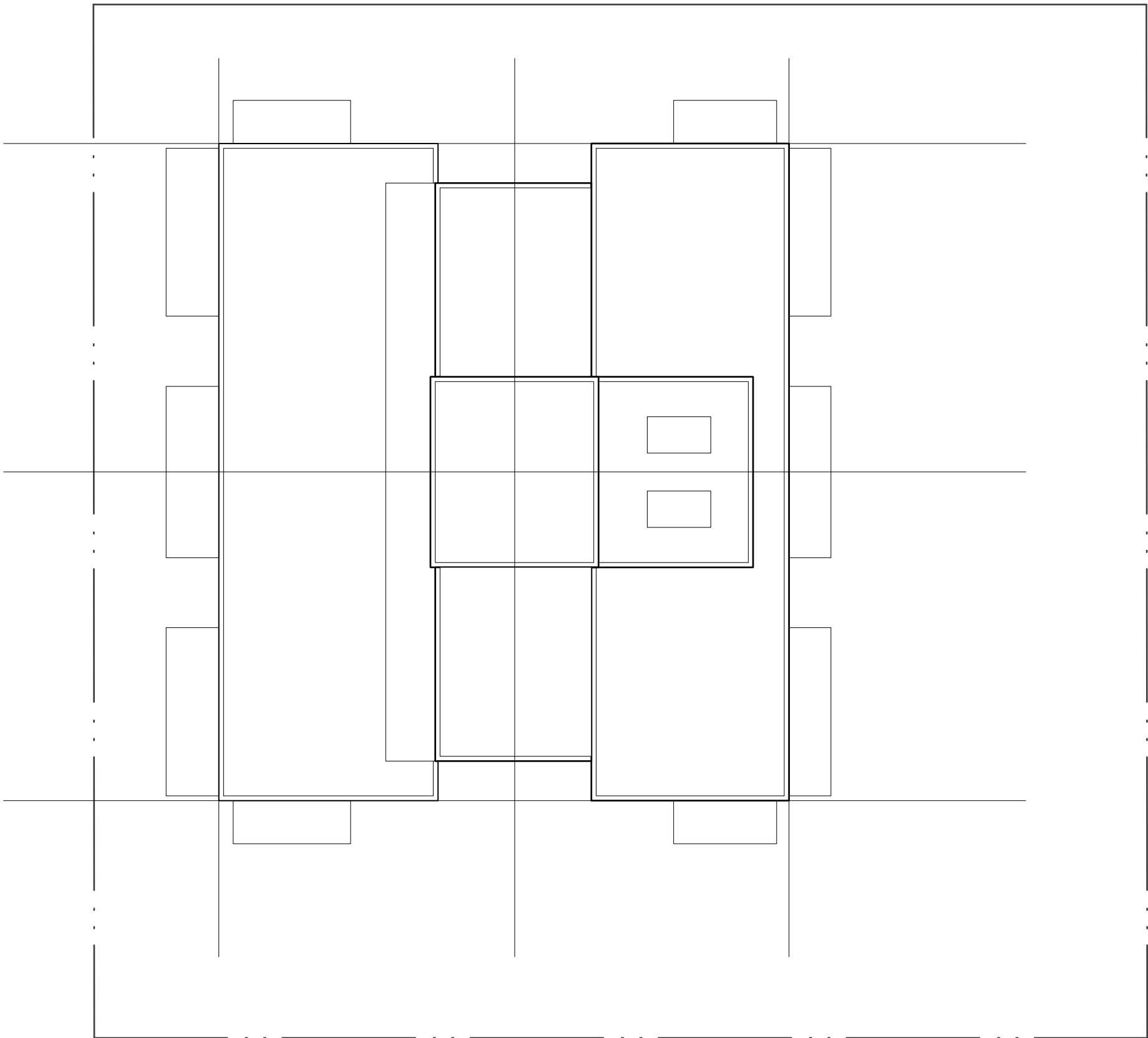
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Lane



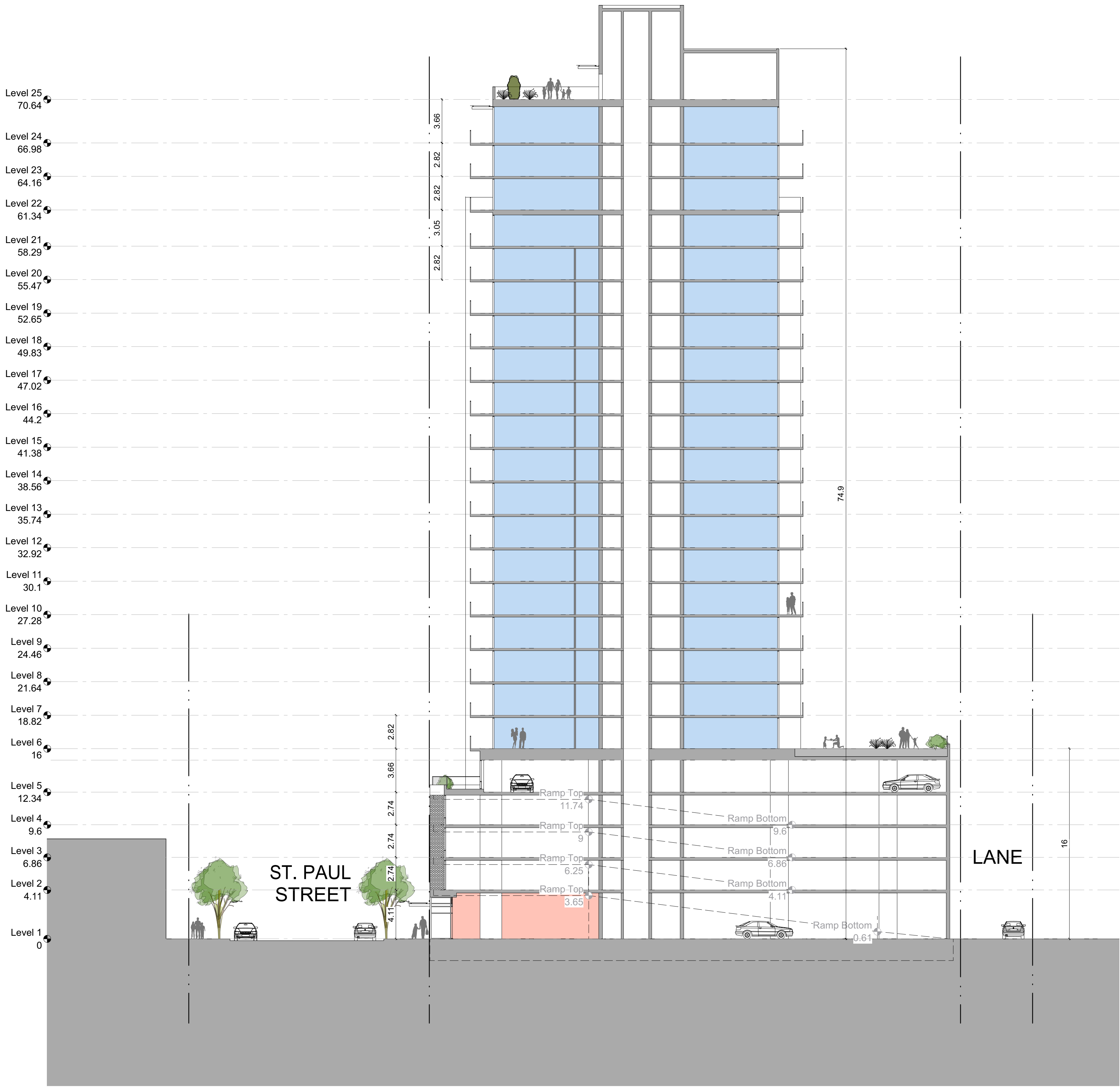
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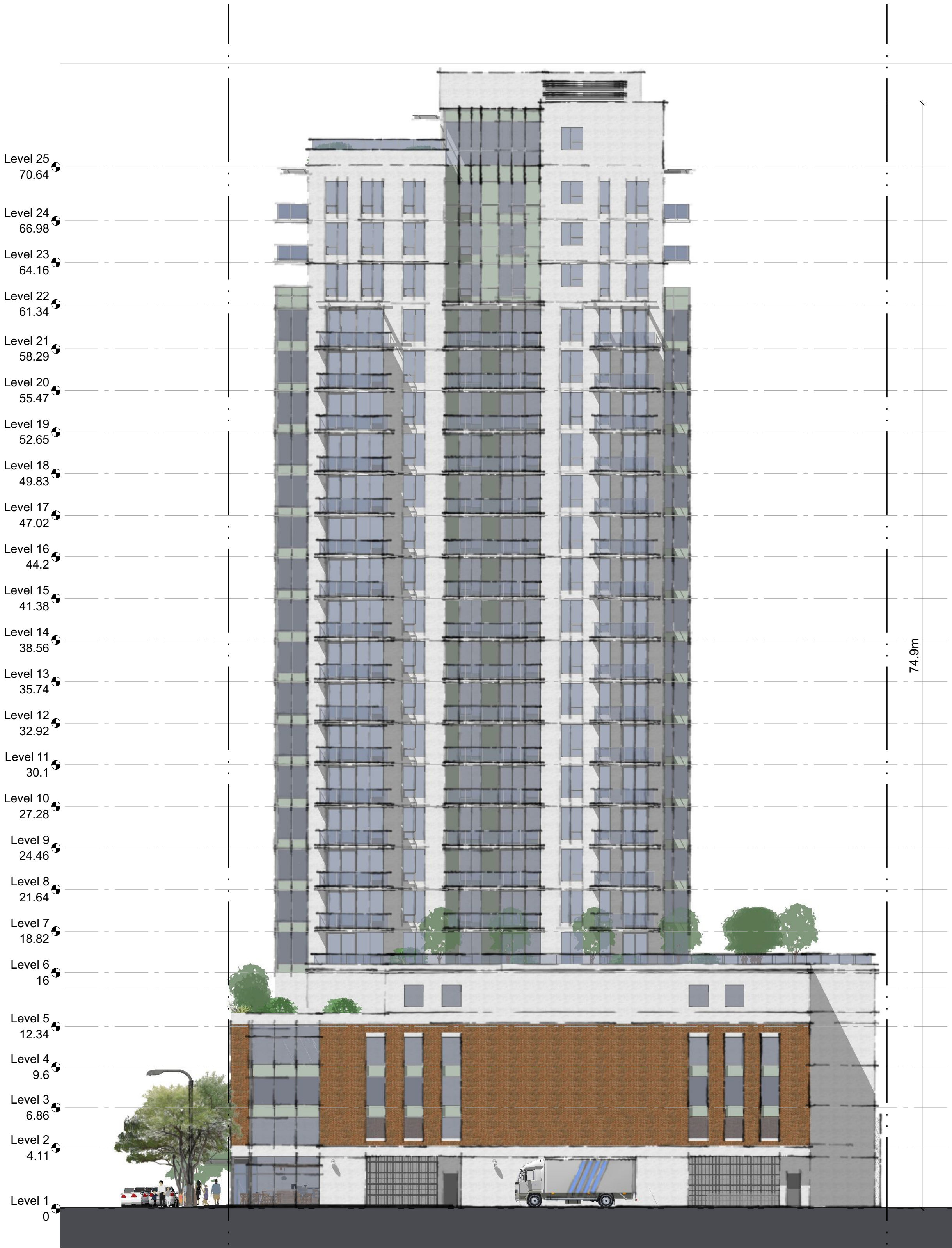
Lane



Roof Plan
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Lane

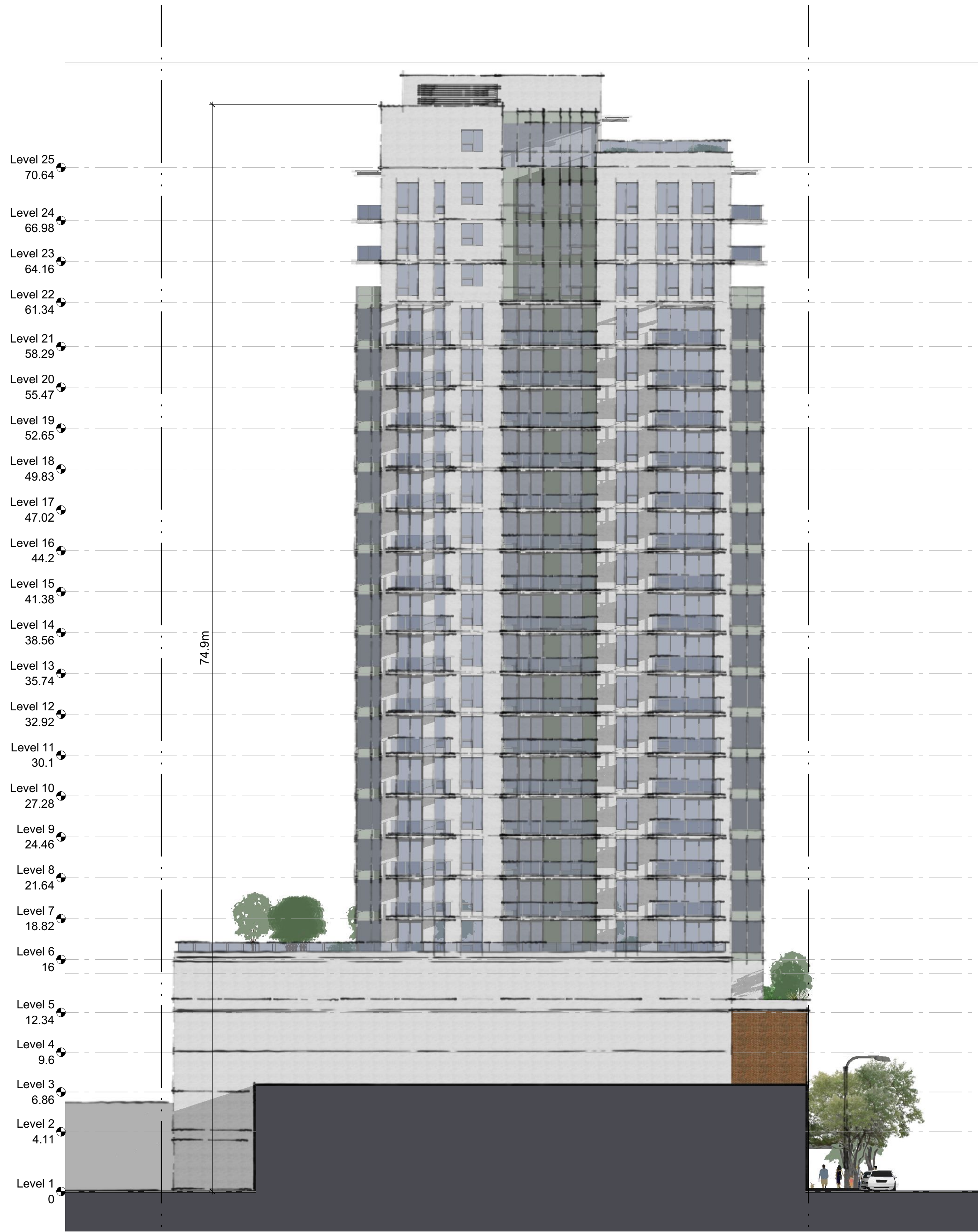




South (Lane) Elevation
Scale: 1:200



West (Street) Elevation
Scale: 1:200



North (Left) Elevation
Scale: 1:200



East (Lane) Elevation
Scale: 1:200



View From St. Paul Street Looking North



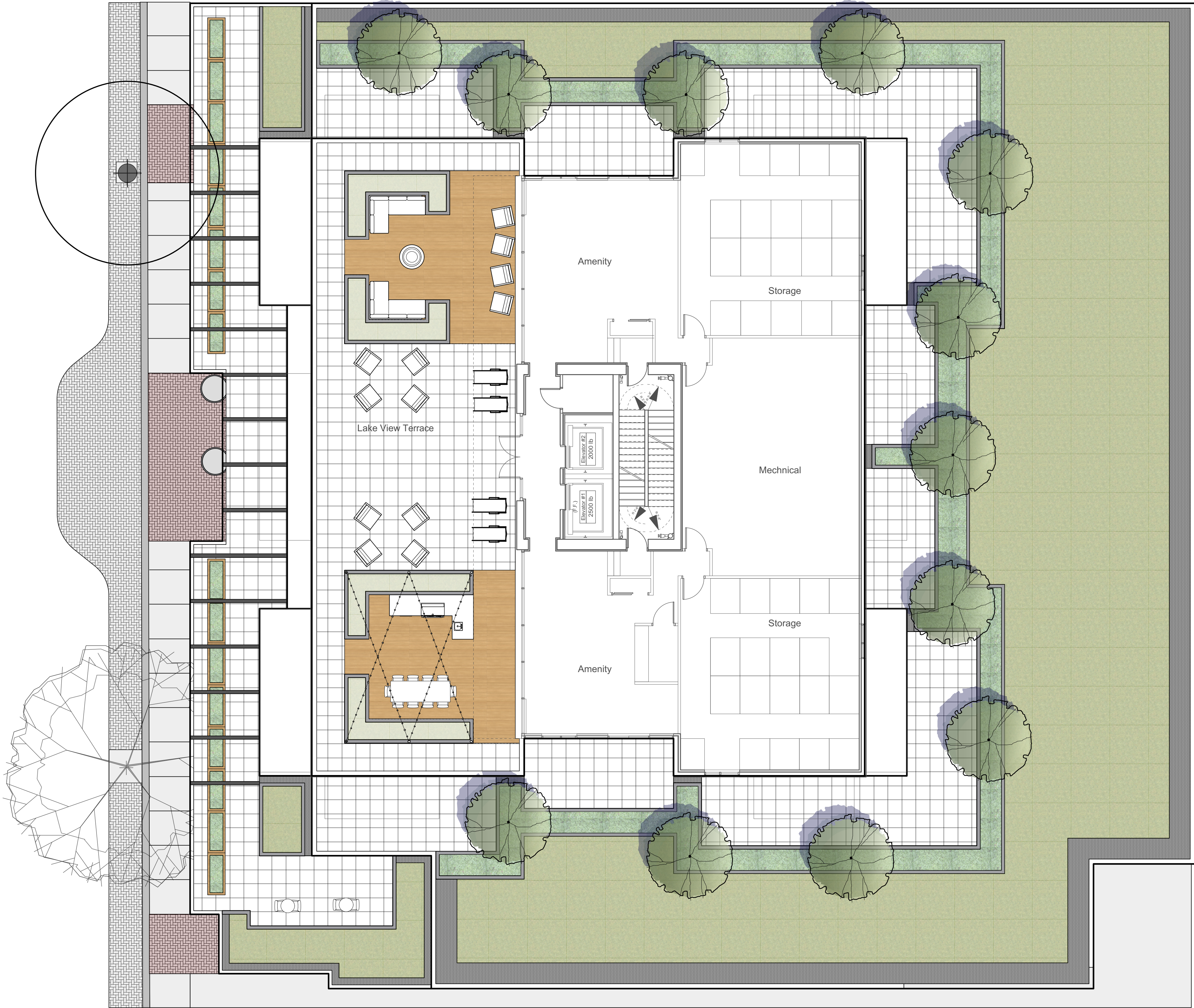
View Looking North East



View Looking North East



View Looking North East



PROJECT NAME
ST PAUL STREET TOWER

CIVIC ADDRESS
1471 St Paul Street

DRAWING CONTENTS

| | | |
|-------|----------------------|------------------------------------|
| L1.00 | COVER SHEET | |
| L0.01 | TREE MANAGEMENT PLAN | |
| L1.00 | NOTES AND LEGENDS | |
| L1.01 | ALL LEVELS | MATERIALS, LAYOUT AND GRADING PLAN |
| L2.01 | ALL LEVELS | PLANTING PLAN |
| L3.01 | ALL LEVELS | IRRIGATION PLAN |
| L4.01 | ALL LEVELS | WATER CONSERVATION PLAN |

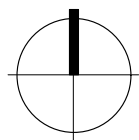
| REVISIONS AND ISSUES | | |
|----------------------|------------|---------------|
| NO. | DATE | DESCRIPTION |
| 1 | 2018.04.04 | Issued for DP |

BROOKLYN
ST. PAUL STREET TOWER

ADDRESS
1471 ST. PAUL STREET
KELOWNA, B.C.

DRAWING TITLE
COVER SHEET

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SCALE
1/8" = 1'0"

| | |
|-------------|----------------|
| PROJECT NO. | |
| DATE | 22 MARCH 2018 |
| FILE NAME | 18033 PLAN.vwx |
| PLOTTED | 18-4-4 |
| DRAWN | TL/PL |
| REVIEWED | |

DRAWING

L1.00

| REVISIONS AND ISSUES | | |
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PROJECT
**BROOKLYN
ST. PAUL STREET TOWER**

ADDRESS
1471 ST. PAUL STREET
KELOWNA, B.C.

DRAWING TITLE
TREE MANAGEMENT PLAN

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| FILE NAME | 18033 PLAN.vwx |
| PLOTTED | 18-4-4 |
| DRAWN | TL/PL |
| REVIEWED | |

L0.01

TREE TO BE RETAINED SUBJECT TO ARBORIST AND
CONSTRUCTION REVIEW

TREE PROTECTION GENERAL NOTES

A. EXCAVATION AROUND TREES

- EXCAVATION WITHIN DRIP LINE OF TREES ONLY WHERE INDICATED ON PLANS AND AS DIRECTED BY THE CONSULTANT.
- DURING ANY EXCAVATION WITHIN THE DRIP LINE OF A TREE THE CONTRACTOR SHALL EXCAVATE AROUND TREE ROOTS AS DIRECTED BY THE CONSULTANT. DO NOT CUT TREE ROOTS UNLESS DIRECTED BY THE CONSULTANT.
- TREES AND OTHER DESIRABLE VEGETATION TO BE TOTALLY FENCED BY 1.8M (6'-0") HIGH SEMI-PERMANENT CHAIN-LINK FENCING. FENCING TO BE MAINTAINED FOR THE DURATION OF THE PROJECT.

B. EXCAVATION FOR NEW CONSTRUCTION WITHIN THE DRIP LINES OF TREES

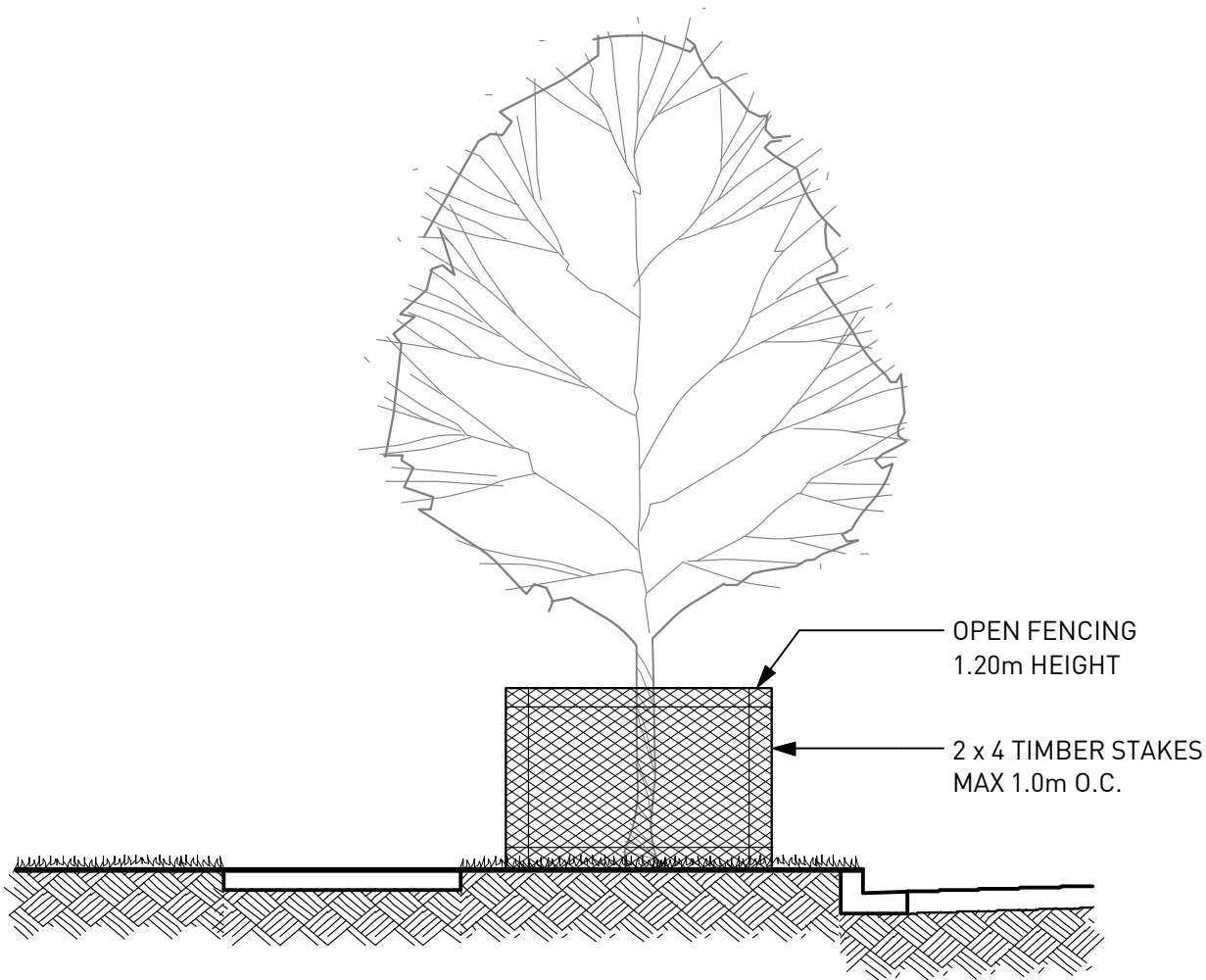
- HAND EXCAVATE TO MINIMIZE DAMAGE TO ROOT SYSTEMS.
- USE NARROW TINE SPADING FORKS TO PROBE AND COMB SOIL TO EXPOSE ROOTS.
- RELOCATE ROOTS INTO BACKFILL AREAS WHENEVER POSSIBLE. IF LARGE MAIN LATERAL ROOTS ARE ENCOUNTERED, EXPOSE BEYOND EXCAVATION LIMITS AS REQUIRED TO BEND AND RELOCATE WITHOUT BREAKING.

C. UTILITY TRENCHING WITHIN THE DRIP LINES OF TREES

- TUNNEL UNDER AND AROUND ROOTS BY HAND DIGGING.
- DO NOT CUT MAIN LATERAL ROOTS.
- CUTTING OF SMALLER ROOTS THAT INTERFERE WITH INSTALLATION OF NEW WORK SHALL BE DONE WITH CLEAN SHARP TREE PRUNING TOOLS.
- ROOTS THAT ARE ENCOUNTERED IMMEDIATELY ADJACENT TO THE LOCATION OF NEW CONSTRUCTION AND ARE TOO DIFFICULT TO RELOCATE SHALL BE CUT 15cm (6") BACK FROM NEW CONSTRUCTION. USE CLEAN SHARP TREE PRUNING TOOLS.

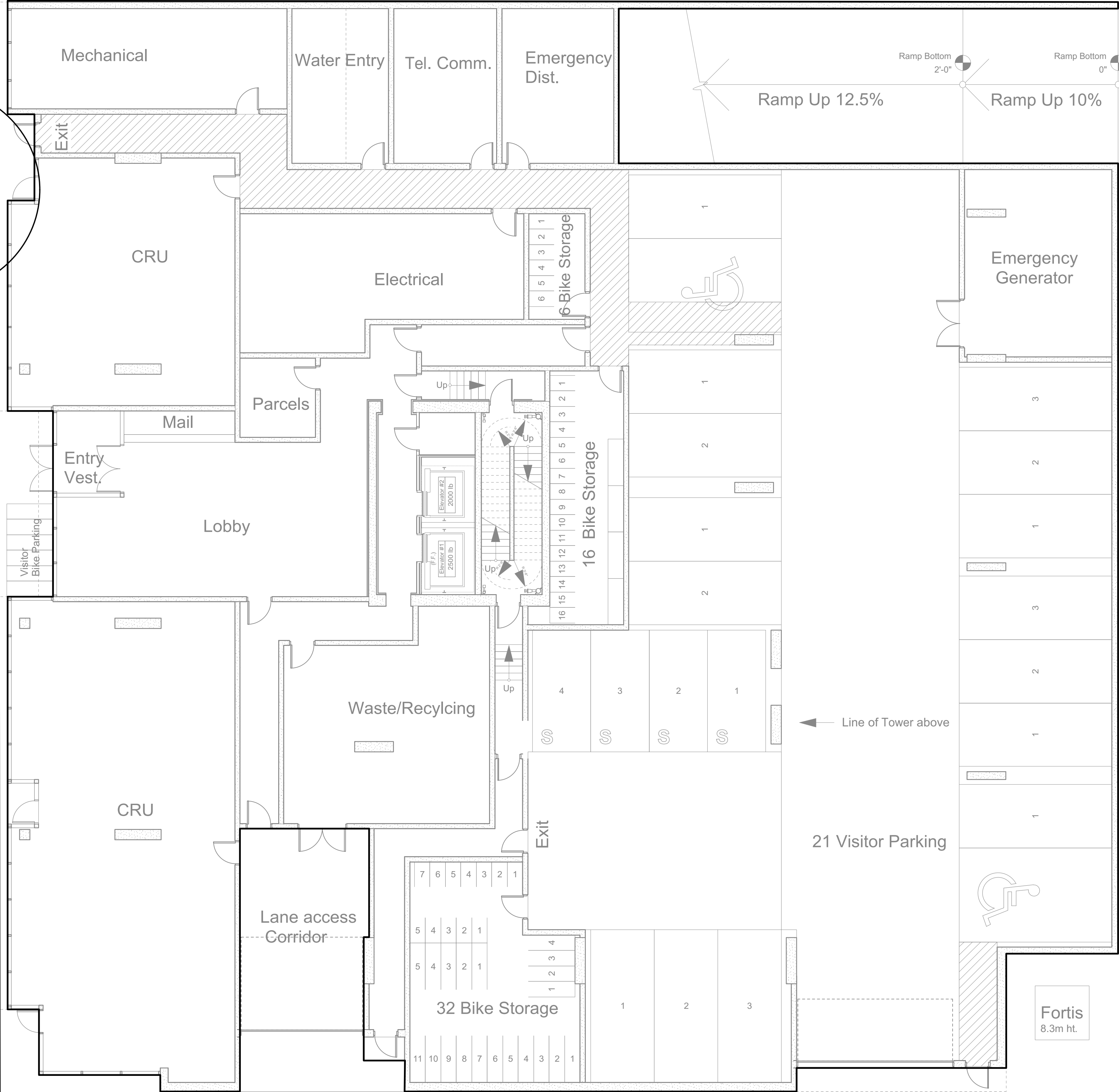
D. PROTECTION OF EXPOSED ROOTS

- DO NOT ALLOW EXPOSED ROOTS TO DRY OUT PRIOR TO PLACEMENT OF PERMANENT COVER. PROVIDE ONE OF THE FOLLOWING TEMPORARY REMEDIAL MEASURES:
 - PROVIDE TEMPORARY EARTH COVER. MAINTAIN MOISTURE.
 - PACK WITH WET PEAT MOSS. MAINTAIN MOISTURE.
 - PACK WITH FOUR LAYERS OF WET UNTREATED BURLAP. MAINTAIN MOISTURE.
- TEMPORARILY SUPPORT AND PROTECT EXPOSED ROOTS FROM DAMAGE UNTIL PERMANENTLY RELOCATED AND COVERED WITH BACKFILL.
- WATER PUDDLE BACKFILL AROUND ROOTS TO ELIMINATE VOIDS AND AIR POCKETS.



1 TREE PROTECTION BARRIER FENCING DETAIL

NTS



LAYOUT AND MATERIALS GENERAL NOTES



1. DO NOT SCALE DRAWING. LAYOUT AS PER DIMENSIONS NOTED ON LANDSCAPE PLANS. REPORT ANY DISCREPANCIES TO CONSULTANT FOR REVIEW AND RESPONSE.
2. LANDSCAPE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ARCHITECTURAL AND ENGINEERING DRAWINGS. REPORT ANY DISCREPANCIES TO CONSULTANT FOR REVIEW AND RESPONSE.
3. VERIFY ALL DIMENSIONS WITH FIELD CONDITIONS. REPORT ANY DISCREPANCIES TO CONSULTANT FOR REVIEW AND RESPONSE.
4. REFERENCE CIVIL ENGINEER'S DRAWINGS FOR LAYOUT OF ROAD CURBS AND GUTTERS.



PLANTING GENERAL NOTES

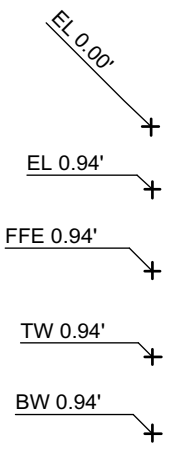
1. ALL PLANTS ARE TO CONFORM TO THE STANDARD SPECIFIED IN THE LATEST EDITION OF THE BC LANDSCAPE STANDARD. THE STANDARD IS PUBLISHED BY THE BC SOCIETY OF LANDSCAPE ARCHITECTS AND BC LANDSCAPE AND NURSERY ASSOCIATION.
2. SEARCH AREA FOR PLANT MATERIAL IS TO INCLUDE ALL OF WESTERN NORTH AMERICA.
3. PLANT MATERIAL SIZES SPECIFIED IN THE PLANT LIST ARE THE MINIMUM ACCEPTABLE SIZES FOR MATERIAL SUPPLIED FOR THIS PROJECT.
4. PLANTS WILL BE WELL ESTABLISHED AND UNIFORM IN SHAPE.
5. PLANTS WILL BE NUSERY GROWN UNLESS NOTED OTHERWISE.
6. THE CONTRACTOR SHALL PROVIDE A GROWING MEDIUM ANALYSIS FOR REVIEW BY THE CONSULTANT AS PER SPECIFICATIONS PRIOR TO THE START OF CONSTRUCTION. GROWING MEDIUM SUPPLIED TO THE SITE OR PLACED ON SITE PRIOR TO REVIEW BY THE CONSULTANT WILL BE REJECTED.
7. CONTRACTOR TO CONFIRM PLANT QUANTITIES ON DRAWING CORRESPOND TO THOSE INDICATED ON THE PLANT LIST. REPORT ANY DISCREPANCIES TO CONSULTANT FOR REVIEW AND RESPONSE.
8. PLANT LIST IS TO BE READ IN CONJUNCTION WITH SPECIFICATIONS.
9. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR IS TO CONFIRM THE AVAILABILITY OF PLANT MATERIAL AS PER SPECIFICATIONS. PLANT SUBSTITUTIONS NOT CONFIRMED WITH THE CONSULTANT WILL BE REJECTED.

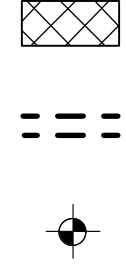
DESIGN BUILD IRRIGATION SYSTEM
GENERAL NOTES

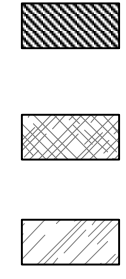
1. DESIGN BUILD IRRIGATION DRAWINGS TO BE READ IN CONJUNCTION WITH PLANTING PLANS.
2. AUTOMATIC IRRIGATION SYSTEM TO BE PROVIDED AS "DESIGN BUILD". REFER TO SPECIFICATIONS FOR DESIGN AND SUBMISSION REQUIREMENTS.
3. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR TO PROVIDE IRRIGATION DESIGN DRAWINGS FOR CONSULTANT REVIEW AS PER SPECIFICATIONS. IRRIGATION INSTALLED PRIOR TO THE REVIEW OF DESIGN BUILD DRAWINGS BY THE CONSULTANT WILL BE REJECTED.
4. LOCATION OF IRRIGATION SLEEVES NOTED ON LANDSCAPE DRAWINGS ARE SCHEMATIC. PRIOR TO THE START OF PROJECT CONSTRUCTION CONTRACTOR TO COORDINATE IRRIGATION SLEEVES UNDER PAVED AREAS AND THROUGH WALLS WITH GENERAL CONTRACTOR. REPORT ANY DISCREPANCIES TO CONSULTANT FOR REVIEW AND RESPONSE. FINAL SLEEVE LOCATIONS ARE TO BE RECORDED ON THE AS-BUILT IRRIGATION DRAWINGS BY THE CONTRACTOR AS PER SPECIFICATIONS.
5. PRIOR TO THE START OF PROJECT CONSTRUCTION CONTRACTOR TO COORDINATE CONDUIT RUNS, SLEEVING AND MOUNTING LOCATION FOR RAIN SENSOR AS PER SPECIFICATIONS WITH GENERAL CONTRACTOR. REPORT ANY DISCREPANCIES TO CONSULTANT FOR REVIEW AND RESPONSE. FINAL RAIN SENSOR LOCATION IS TO BE RECORDED ON THE AS-BUILT IRRIGATION DRAWINGS BY THE CONTRACTOR AS PER SPECIFICATIONS.
6. IRRIGATION STUB-OUT LOCATIONS NOTED ON LANDSCAPE DRAWINGS ARE SCHEMATIC AND FOR REFERENCE ONLY. CONTRACTOR TO COORDINATE CONNECTION TO WATER SUPPLY WITH THE MECHANICAL CONTRACTOR.
7. UNLESS OTHERWISE INDICATED THE IRRIGATION CONTROLLER TO BE LOCATED IN BUILDING MECHANICAL ROOM AS PER SPECIFICATIONS. FOR CONTROLLER LOCATION IN MECHANICAL ROOM, .
8. CONTRACTOR TO COORDINATE CONTROLLER CONNECTION TO ELECTRICAL SUPPLY WITH ELECTRICAL CONTRACTOR. .








| HARDSCAPE LEGEND | |
|---|------------------------------------|
| KEY | DESCRIPTION |
|  | CIP Concrete Curb As per Civil. |
|  | Landscape Wall Planter |







| LIGHTING LEGEND | |
|---|-------------------|
| KEY | DESCRIPTION |
|  | Wall Light |
|  | Catenary Lighting |

| GRADING LEGEND | |
|---|---|
|  | Existing Elevation Proposed Elevation Finished Floor Elevation Proposed Top of Wall Elevation Proposed Bottom of Wall Elevation |
| NOTE: CONFIRM DRAIN LOCATIONS WITH MECHANICAL, CIVIL AND ARCH DRAWINGS. REPORT ANY DISCREPANCIES. | |

| IRRIGATION LEGEND | |
|---|--|
|  | Drip Irrigation Sleeves Water Stub Outs, schematic only. |

| WATER CONSERVATION LEGEND | |
|---|---|
|  | High Hydrozone Medium Hydrozone Low Hydrozone |

| SITE FURNISHING LEGEND | |
|---|---------------------|
| KEY | DESCRIPTION |
|  | Metal Planter Boxes |
|  | Outdoor Furniture |
|  | Fire Pit |
|  | BBQ |
|  | Harvest Table |
|  | Moveable Planters |
|  | Steel Arbour |

| PAVING LEGEND | |
|---|----------------------------|
| KEY | DESCRIPTION |
|  | Concrete Paving |
|  | Special Unit Pavers |
|  | Unit Pavers |
|  | Concrete Aggregate |
|  | Hydrapressed Patio Paver |
|  | Granular Maintenance Strip |
|  | Composite Wood Decking |

| Plant List | | | | | | |
|----------------------------------|------|----------------------------------|-------------------------|--|----------------------|--|
| 18033 Brooklyn - St. Paul Street | | | | | | |
| ID | Qty | Botanical Name | Common Name | Scheduled Size | Spacing | Remarks |
| Trees | | | | | | |
| Apla | 1 | Acer platanoides | Norway Maple | 3.0 m ht. [9'-0" ht.] 8 cm cal. [3" cal.] | As Shown As Shown | B&B, Multi-stemmed, dense tree, nursery grown. B&B, Specimens |
| AAL | 7 | Amelanchier alnifolia | Saskatoon Serviceberry | | | |
| FPC | 1 | Fraxinus pennsylvanica 'Cimmzon' | Cimmzon Green Ash | | | |
| Slvo | 5 | Syringa reticulata 'Ivory Silk' | Ivory Silk Tree Lilac | | | |
| Shrubs | | | | | | |
| TXM | 56 | Taxus x media 'H.M.Eddie' | H.M.Eddie Yew | 1.2m | 40 cm [16"] | Well established, dense hedging plant / B & B |
| YFL | 4294 | Yucca filamentosa | Adam's Needle | #1 pot | 75cm [30"] | Well established |
| Ground Cover | | | | | | |
| Perennials | | | | | | |
| APP | 4294 | Artemesia ponitca 'Powis Castle' | Wormwood 'Powis Castle' | #1 pot | 30 cm [12"] | Well established, nursery grown |
| LAA | 213 | Lavandula angustifolia | True Lavender | #1 pot | 45 cm [18"] | Well established |
| LOF | 4294 | Lavandula officinalis | Lavender | #1 pot | 30cm [12"] | Well established |
| PAT | 4294 | Perovskia atriplicifolia | Russian Sage | #1 pot | 45 cm [18"] | Well established |
| SAO | 4294 | Salvia officinalis | Garden Sage | #1 pot | 30cm [12"] | Well established |
| SSR | 220 | Sedum spurium | Stonecrop | #1 pot | 38 cm [15"] | Well established |
| Ornamental Grasses | | | | | | |
| FOG | 4542 | Festuca glauca 'Elijah Blue' | Elijah's Blue Fescue | #1 pot | 38 cm [15"] | Well established |
| Vines | | | | | | |
| VLC | 160 | Vitis labrusca 'Concord' | Concord Grape | #2 pot | As Shown | Staked, full development |
| Aquatic Plants | | | | | | |
| Ferns | | | | | | |
| Bulbs | | | | | | |

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PROJECT

BROOKLYN
ST. PAUL STREET TOWER

ADDRESS

1471 ST. PAUL STREET
KELOWNA, B.C

DRAWING TITLE

NOTES AND LEGENDS

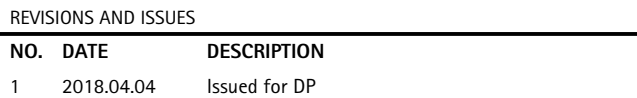
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PROJECT

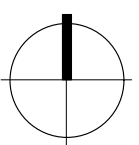
**BROOKLYN
ST. PAUL STREET TOWER**

1471 ST. PAUL STREET
KELOWNA, B.C.

DRAWING TITLE

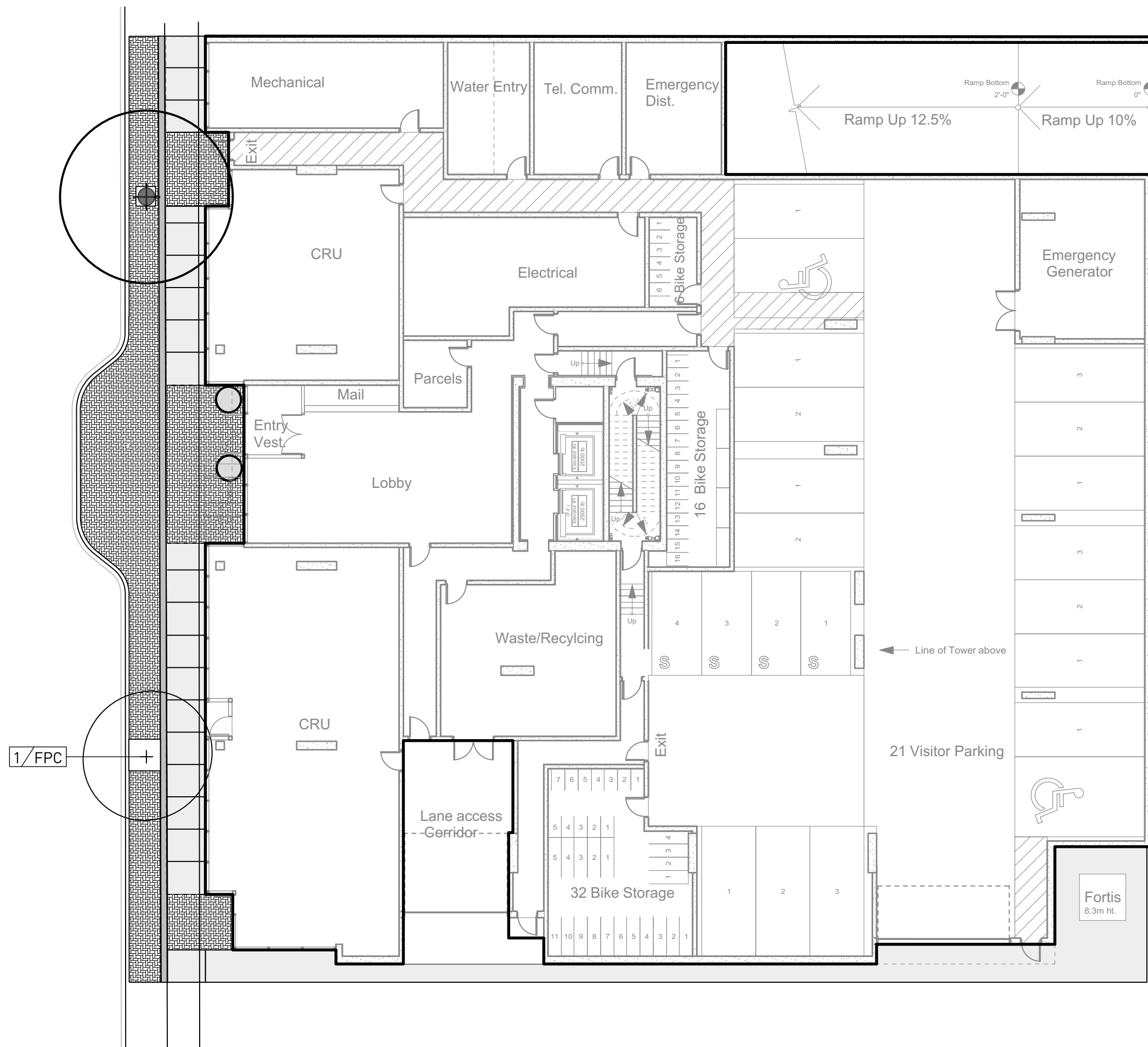
ALL LEVELS
MATERIALS, LAYOUT AND
GRADING PLAN

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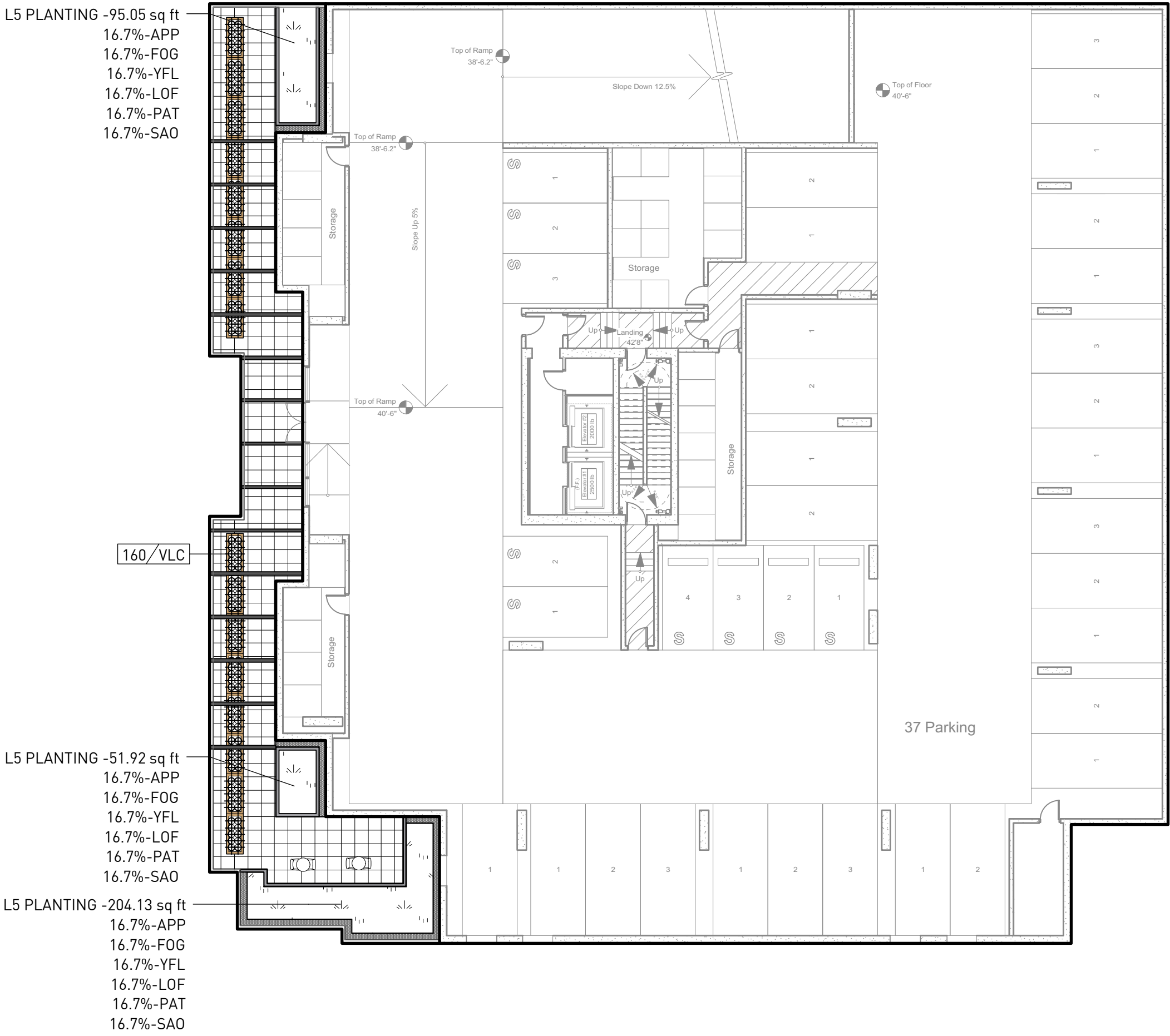

$$1/16'' = 1'0''$$

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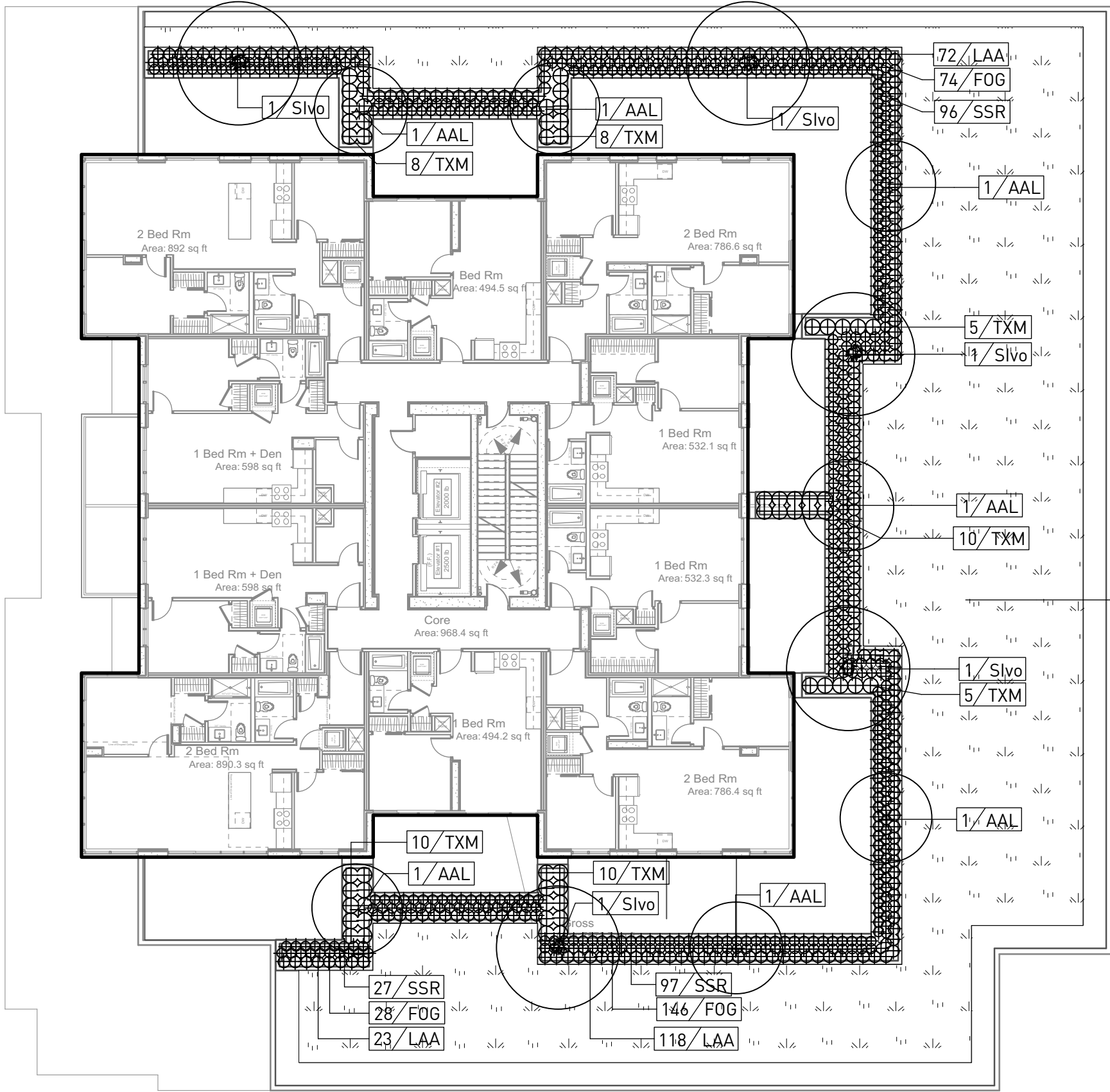
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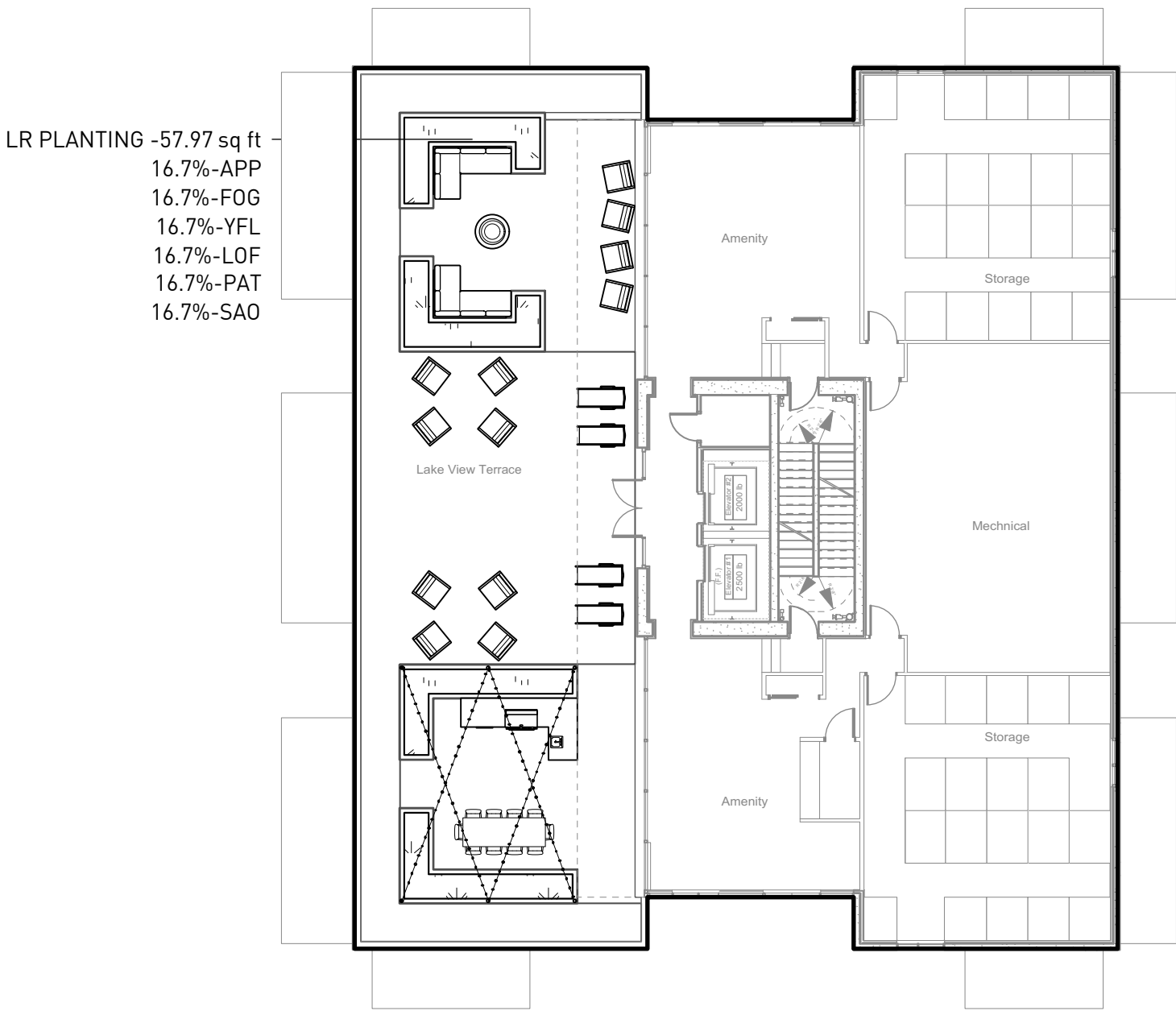
GROUND LEVEL



LEVEL 5



LEVEL 6



ROOF LEVEL

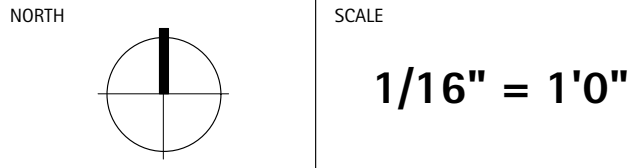
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**BROOKLYN
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ADDRESS
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**DRAWING TITLE
ALL LEVELS
PLANTING PLAN**

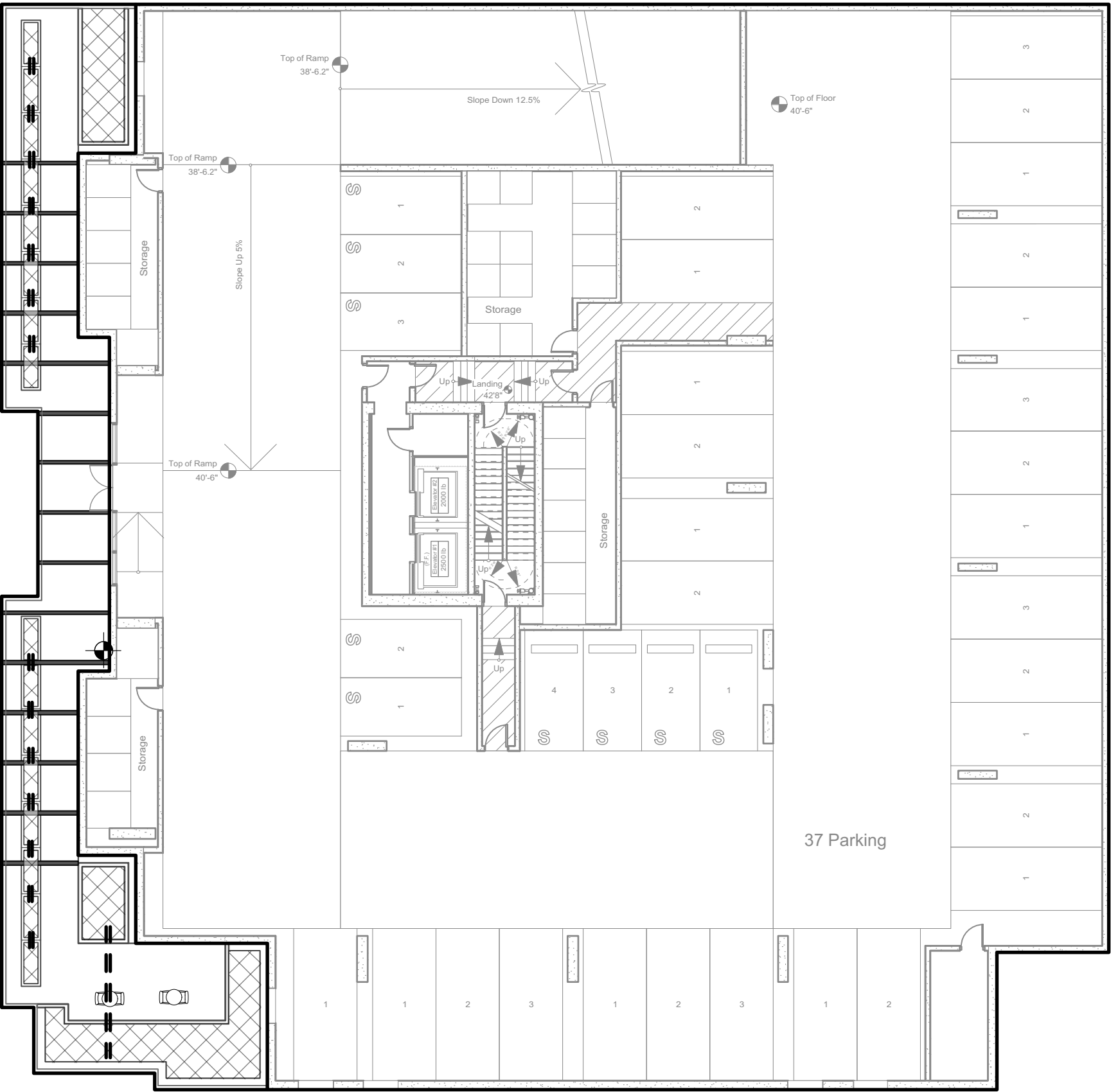
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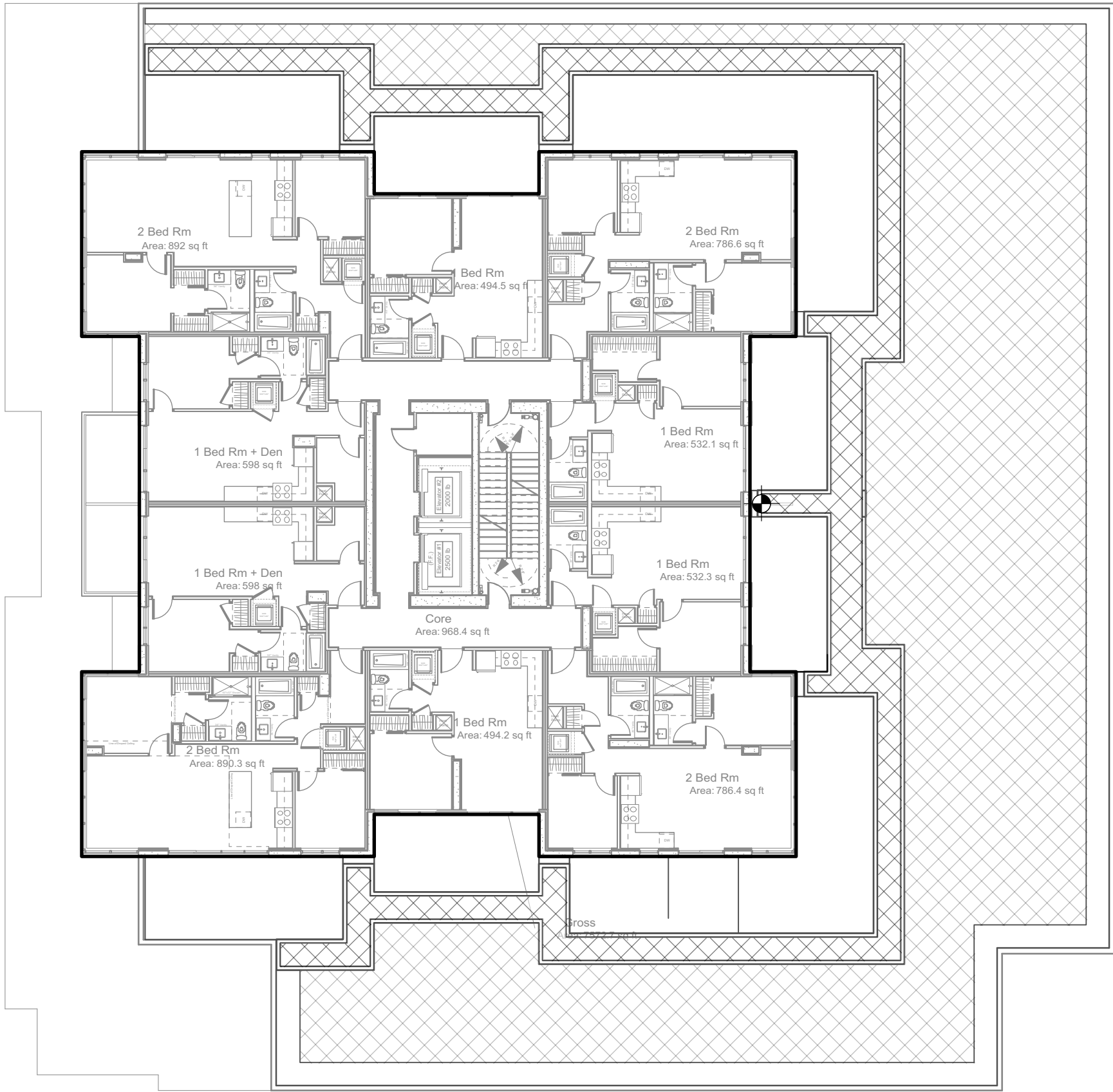
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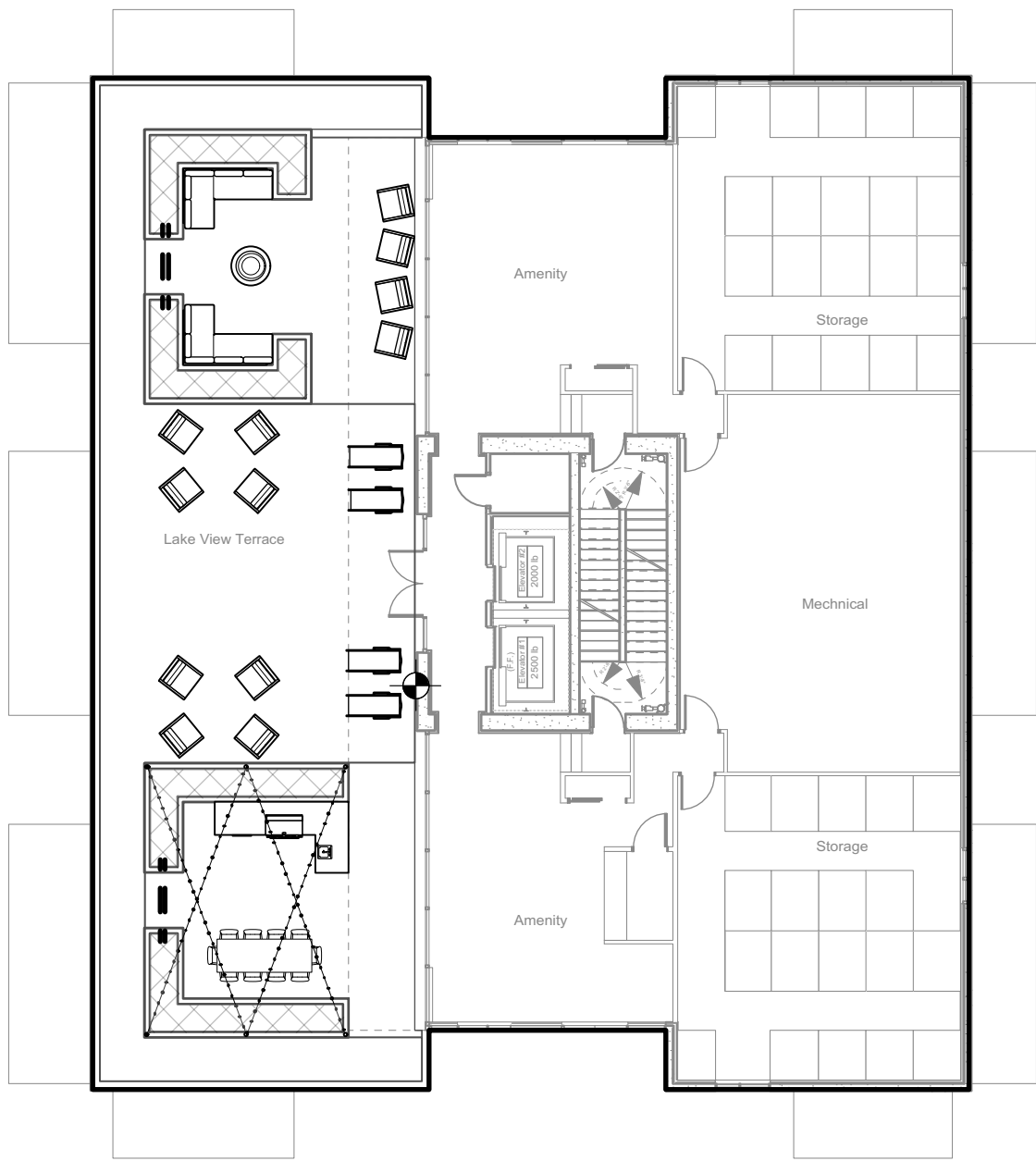
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LEVEL 5



LEVEL 6



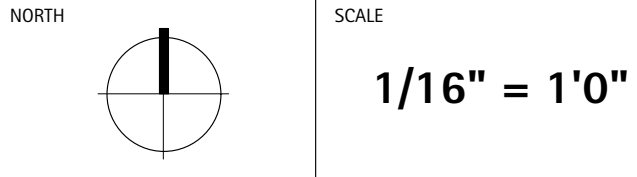
ROOF LEVEL

PROJECT
**BROOKLYN
ST. PAUL STREET TOWER**

ADDRESS
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KELOWNA, B.C.

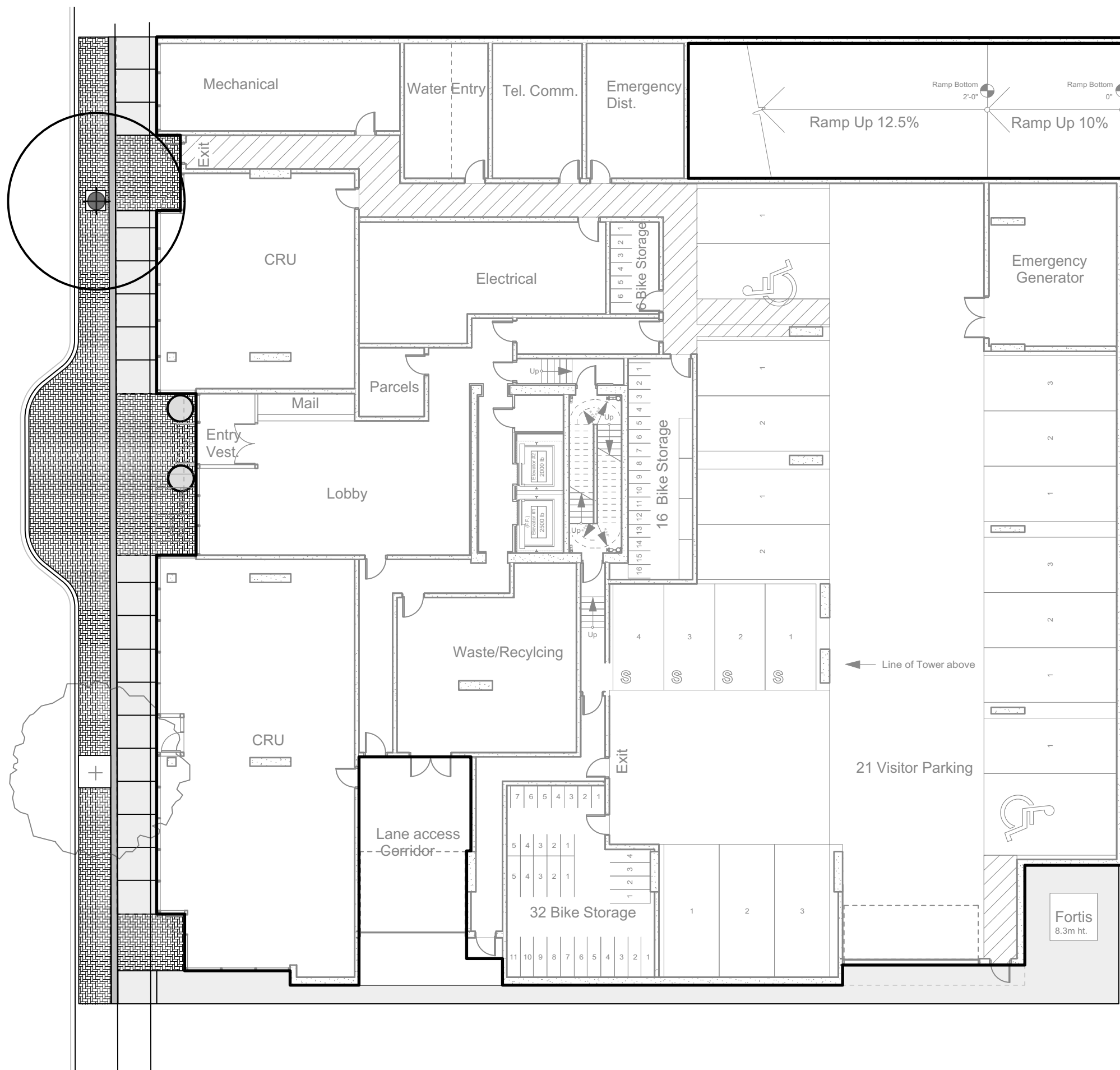
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**ALL LEVELS
IRRIGATION PLAN**

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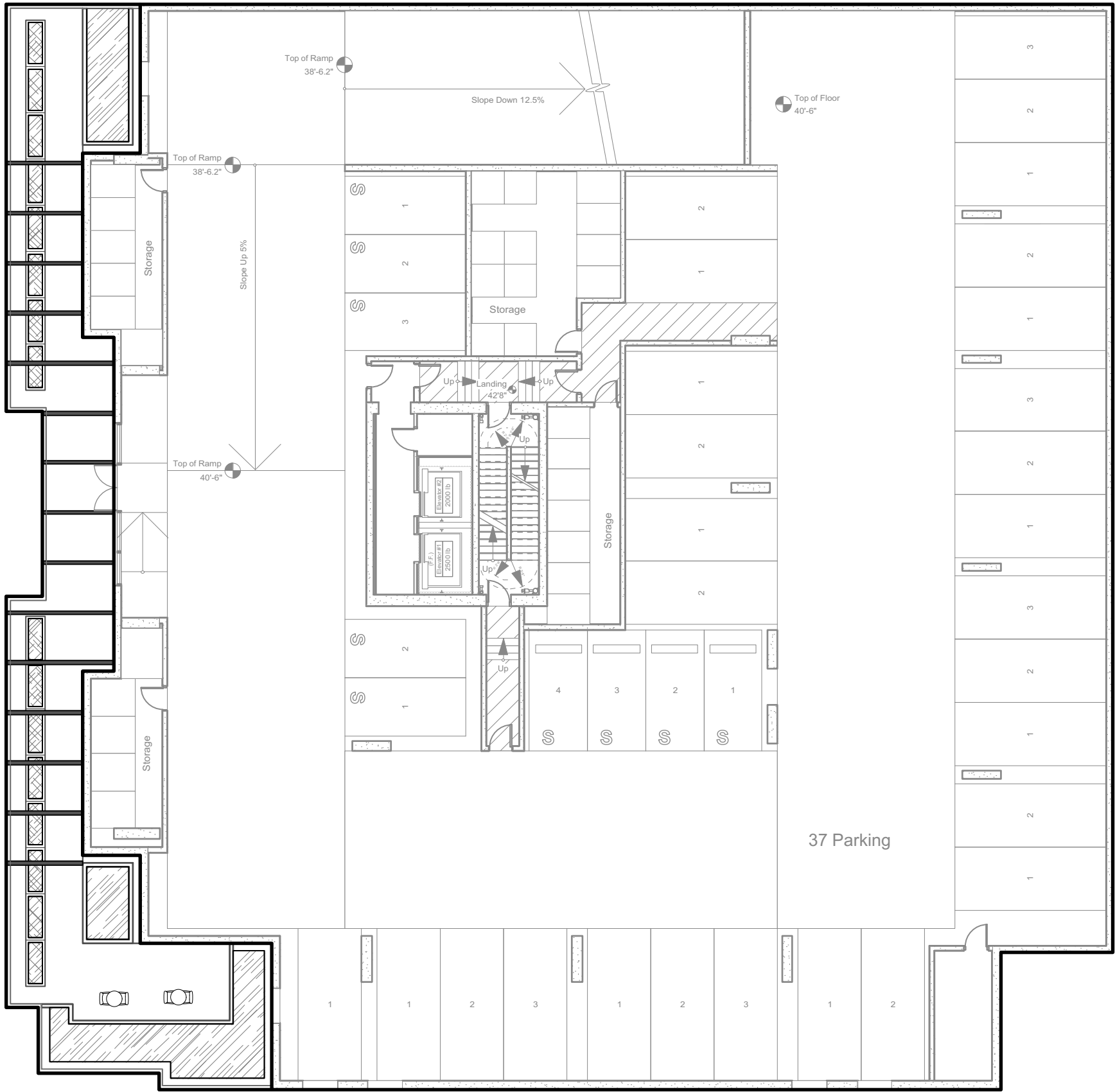


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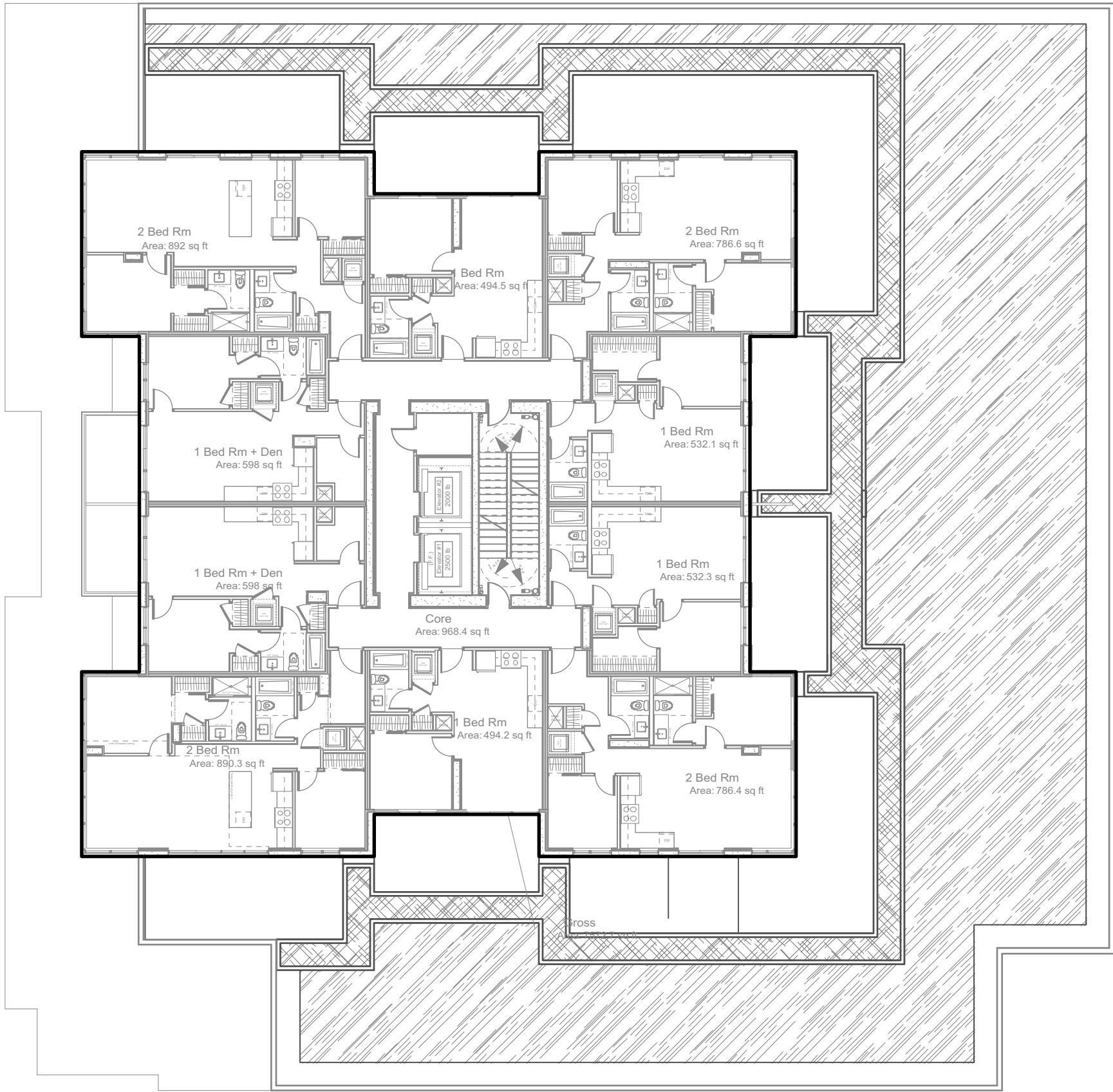
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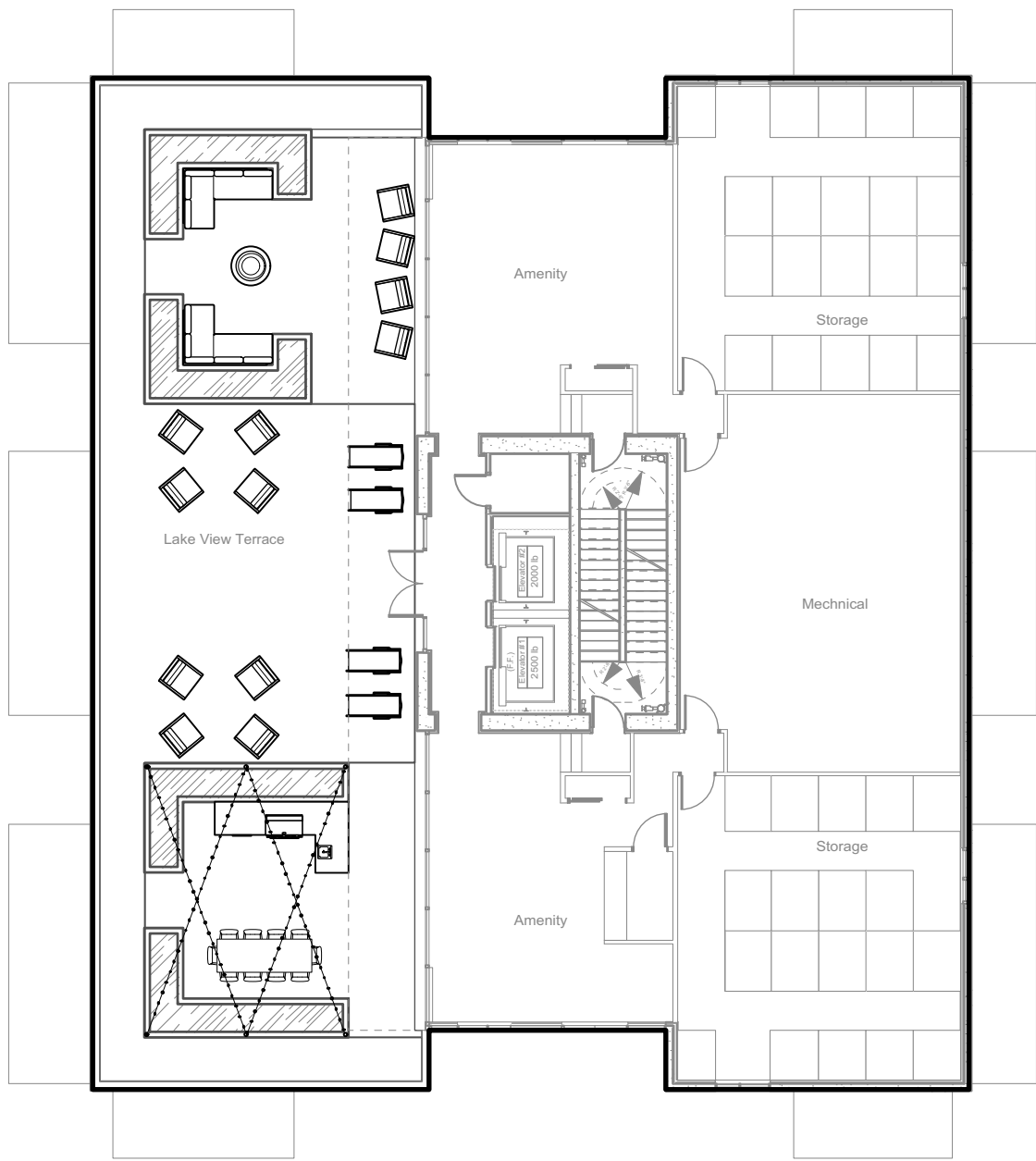
GROUND LEVEL



LEVEL 5



LEVEL 6



ROOF LEVEL

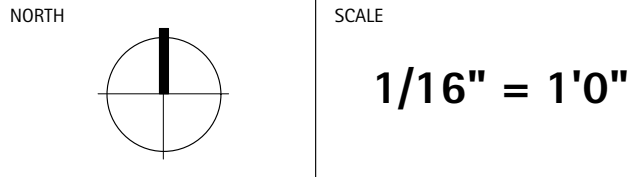
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**BROOKLYN
ST. PAUL STREET TOWER**

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**ALL LEVELS
WATER CONSERVATION
PLAN**

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L4.01

| | |
|---|---------------|
| ATTACHMENT C | |
| This forms part of application # Z18-0002 | |
| Planner Initials | <div>AC</div> |
|  City of Kelowna COMMUNITY PLANNING | |

1471 St. Paul Street Tower – The Brooklyn Transportation Impact Assessment

Draft Report V04

Prepared for
Mission Group

Date
June 19, 2018

Project No.
04-18-0079

June 19, 2018
04-18-0079

Luke Turri
Vice-President, Development
Mission Group
1000,1631 Dickson Avenue
Kelowna, BC
V1Y 0B5

Dear Luke:

**Re: 1471 St. Paul Street Tower, Transportation Impact Assessment
Draft Report V02**

Bunt & Associates Engineering Ltd. (Bunt) has completed our Transportation Impact Assessment for the proposed residential and commercial development at 1471 St. Paul Street, Kelowna, BC. Our Draft Report is provided herewith, it addresses the potential transportation impacts related to the proposed development.

We trust that our input with this TIA report will be of assistance. Please do not hesitate to contact me should you have any questions.

Yours truly,
Bunt & Associates



Peter Joyce, P.Eng.
Principal

CORPORATE AUTHORIZATION

Prepared By: Jason Potter, PTP
Professional Transportation
Planner

Bunt & Associates Engineering Ltd.
Suite 530, 645 Fort Street
Victoria, BC V8W 1G2
Canada

Reviewed By: Peter Joyce, P.Eng
Principal

Telephone: +1 250 592 6122

Date: June 19, 2018

Project No. 04-18-0079

Status: Draft

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EXECUTIVE SUMMARY

Mission Group proposes the development of a 25 storey, 178 residential unit building with 257 m² of ground level commercial space at 1471 St. Paul Street, Kelowna.

The site is currently occupied with a 43 space surface parking lot.

Existing conditions traffic analysis using the Synchro traffic model indicates that the surrounding study area intersections currently operate within operational capacity thresholds during weekday AM and PM peak hour periods.

The proposed development is could potentially generate up to approximately 90 vehicle trips (inbound and outbound combined) during the weekday morning peak hour periods, and up to 110 vehicle trips during the weekday afternoon peak hour period but more likely about one-half to two-thirds of this traffic given its downtown location with shops and services within walking and cycling distance and good transit access.

Our analysis indicates that the proposed development will have minimal impact to the adjacent road network. Most vehicle trips generated by the development will travel through signalized intersections that are currently operating well within operational capacity thresholds.

Supplemental analysis regarding the future half signal at the Doyle Avenue and Richter Street intersection and potential Bernard Avenue signal coordination were observed to have little impact on existing and future operations.

The two adjacent lanes will experience increased traffic volume as vehicles access the site from the adjacent north/south and east/west rear laneways. The introduction of a stop sign should be considered on the east/west lane at its approach to Bertram Street.

The proposed supply of 208 parking spaces meets the City of Kelowna Zoning Bylaw requirements and is considered appropriate for this development.

The development proposes 97 Class I bicycle spaces which is greater than required by the Zoning Bylaw. It is currently short on short term (Class II) spaces; however Mission Group has expressed intent to meet Bylaw requirements for Class II spaces. It is Bunt's opinion that the proposed supply of one 6-space Class II bicycle rack located near the building's front entrance and lobby area is appropriate for the proposed use.

To accommodate passenger pick-up/drop-off and loading activity, Bunt recommends that the City consider establishing a curbside loading zone (12 metres for up to two cars or a Medium Single Unit – MSU truck) on St. Paul Street fronting the site.

The proposed higher-density residential tower in the downtown area is a progressive step toward the use of more sustainable transportation modes. Residents living downtown in close proximity to amenities and services typically make more trips by walking, cycling and transit than residents living in suburban or lower density areas.

Mission Group will provide to all new residents of the building a local area Transportation Information package identifying area bike routes, transit routes and stops, car share vehicles and other material designed to encourage residents to consider travel modes other than private vehicle trips.

Mission Group is also encouraged to provide electric charging abilities to a portion of the development's vehicle parking spaces as well as providing electric charging abilities to the proposed bicycle storage rooms.

1. INTRODUCTION

1.1 Study Purpose & Objectives

Mission Group is proposing the development of a residential high-rise building in downtown Kelowna at 1471 St. Paul Street. The 25 storey building project will feature 178 residential condominium units with neighbourhood serving, ground floor commercial space.

Bunt & Associates was retained by Mission Group to assess the traffic and parking implications of the proposed development. This Transportation Impact Assessment (TIA) study will accompany Mission Group's rezoning application. The purpose of this study is to:

- Evaluate the transportation impacts of the proposed development on the adjacent road network;
- Review the development's parking strategy;
- Evaluate the proposed site plan, its proposed access and internal vehicle circulation; and,
- Present Transportation Demand Management (TDM) strategies for lowering the site's traffic and parking demands.

The location of the proposed development is illustrated in **Exhibit 1.1**.

1.2 Proposed Development

The proposed development is summarized in **Table 1.1**.

Table 1.1: Proposed Land Uses

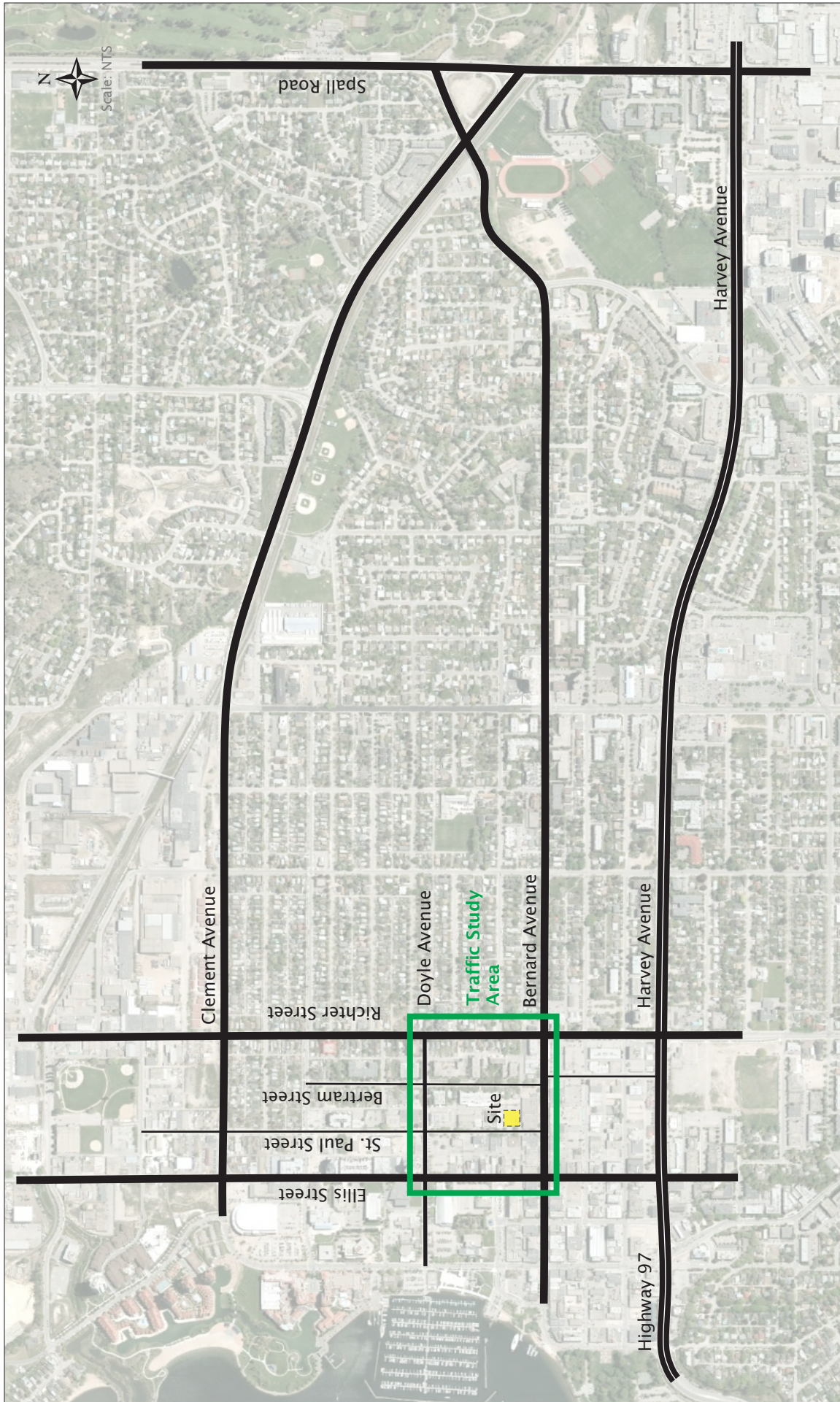
| LAND USE | DENSITY/ UNITS |
|------------|----------------------|
| Apartment | 178 units |
| Commercial | 257.3 m ² |

The site plan (level 1) is shown in **Exhibit 1.2**.

The development will be supported with 208 parking spaces located in a five level above ground parkade, including 187 spaces in the parkade (178 for residents and 9 for residential visitors) and 21 spaces for residential visitors and employee/customer use for the street front commercial units.

As proposed, the project will be accessed from two driveways, one from the north/ south adjacent lane and the other from the east/west lane located to the south of the site.

The site is currently zoned as C4 (Urban Centre Commercial). The proposed rezoning is from C4 to C7 (Central Business District).



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Exhibit 1.1 Site Location

1471 St. Paul Street
April 2018

04-18-0079

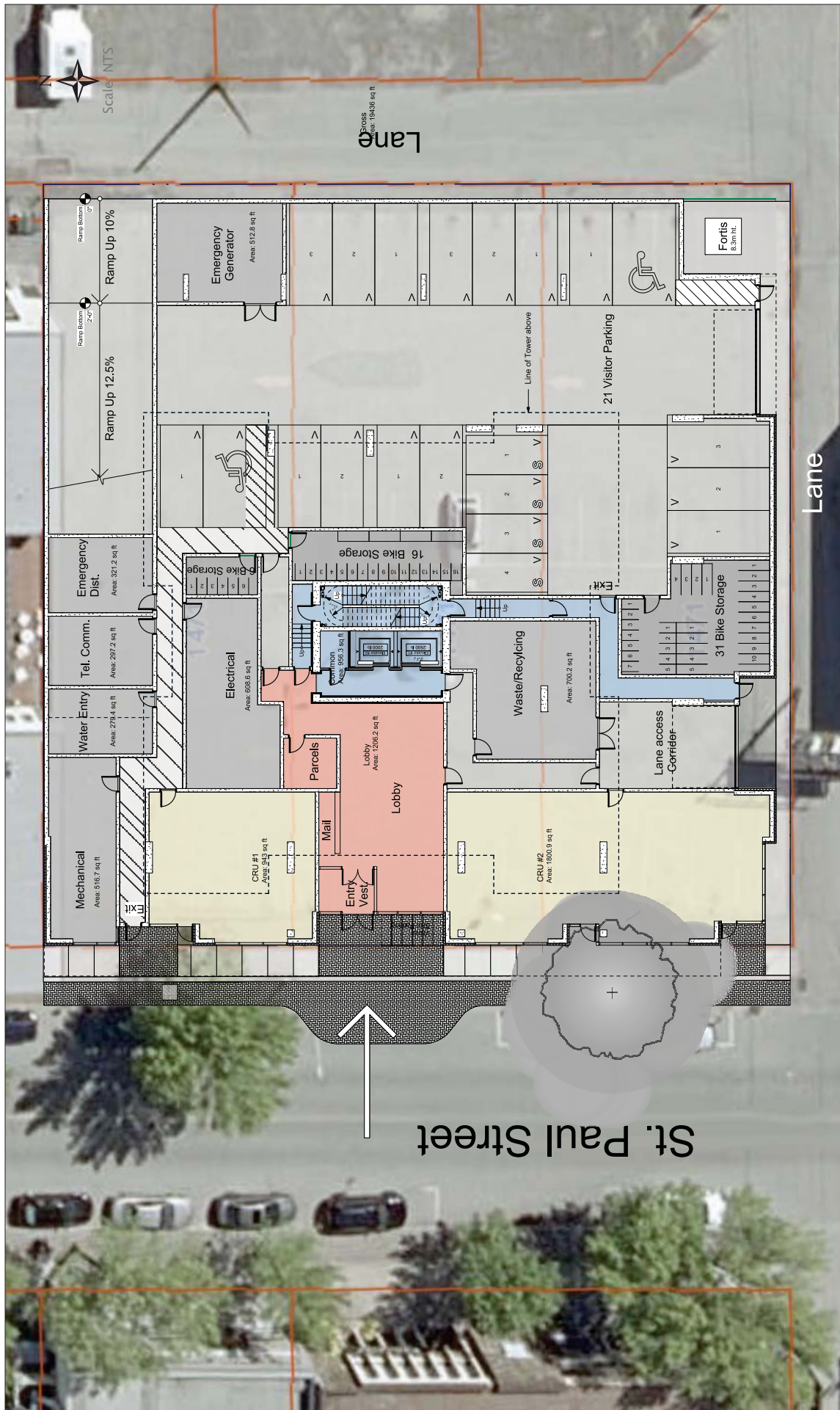


Exhibit 1.2 Site Plan

1471 St. Paul Street
May 2018

04-18-0079

2. EXISTING CONDITIONS

2.1 Land Use

The 1471 St. Paul Street site is currently occupied with a 43 space parking lot operated by Impark. Thirteen (13) of the spaces are reserved while 30 are available for transient (hourly/daily) use. The parking lot is accessed from one driveway connecting to St. Paul Street and two driveways connecting to the east/west lane that is along the south edge of the site.

2.2 Existing Transportation Network

2.2.1 Road Network

The site is located within Kelowna's downtown area. The study area, the adjacent road network and its laning configuration are illustrated in **Exhibit 2.1** as confirmed in consultation with City of Kelowna Engineering Department (Transportation) Staff.

The east/ west lane that is located south of the site operates as a one-way eastbound lane. It does not have stop or yield signs on its approach to Bertram Street, nor does it have yield or stop signs at its intersection with the north/ south lane.

The intersection of Bertram Street with Bernard Avenue is configured so as to not permit southbound to eastbound left turn movements. This is achieved through regulatory signage and raised median channelization on Bernard Avenue.

2.2.2 Transit Network

The site is well serviced by public transit. The downtown Queensway Transit Exchange is located only two blocks away. The area transit network is presented in **Exhibit 2.2**.

2.2.3 Cycling & Pedestrian Networks

The site is located in Kelowna's downtown core area. It is well connected to both walking and cycling networks. It is connected to Kelowna's regional cycling network through Doyle Street's bicycle lanes, located one block to the north and Bernard Street to the south which is a shared roadway with bicycle sharrow pavement markings. Richter Street to the east of the site has bicycle lanes that provide regional connections to routes both south and north of the site.

All streets surrounding the development site have sidewalks as well as controlled pedestrian crossings at major intersections.

The location is within a walking distance of nearly all typical amenities and services. The location receives a 98 out of 100 Walk Score, placing it in Walk Score's "walker's paradise" category. Walk Score is an on-line tool that assesses the walkability of a location based on distances to a wide variety of amenities and services.

2.3 Data Collection

2.3.1 Traffic Data Collection Program

Traffic spot counts were conducted by Bunt on Tuesday April 10 and Wednesday April 11, 2018. These volumes were used to confirm and augment previous dataset assembled by Bunt for our 2016 Ellis Street parkade TIA report. Intersection traffic count data for the intersections of Doyle Avenue and Richter Street and Bernard Avenue and Richter Street were provided by the City of Kelowna. The Doyle/Richter traffic data was collected in October 2016 and the Bernard/Richter data in November 2017.

The weekday AM and weekday PM peak hour traffic volumes obtained through this assembly of intersection traffic count data are presented in **Exhibit 2.3**.

2.3.2 Existing Site Vehicle Trip and Parking Generation

The existing site is currently occupied with a 43 space parking lot managed by Impark. Thirteen (13) of these spaces are reserved and the remaining 30 are available for transient (hourly/daily) use. Spot counts at the parking lot observed the following occupancies:

- 33/38 at 3:30 PM on Tuesday April 10th 2018;
- 34/38 at 9:20 AM on Wednesday April 11th 2018; and,
- 34/38 at 11:30 AM on Wednesday April 11th 2018.

The parking lot currently does not generate a significant quantity of traffic. Spot counts observed volumes of generally less than five vehicles per peak hour therefore hourly turn movement volumes at the site accesses and adjacent laneways was set at a minimal value of five vehicles per hour in our Synchro traffic model of existing weekday AM and PM peak hour traffic conditions.

2.3.3 Displaced Existing Parking

Existing parking activity that will be displaced by the proposed development can be accommodated by vacancies in nearby public parking lots. The Library Parkade at 1380 Ellis Street was observed to have the following number of vacant spaces:

- 140 vacant spaces at 2:00 PM on Tuesday April 10th 2018;
- 279 vacant spaces at 4:20 PM on Tuesday April 10th 2018;
- 172 vacant spaces at 9:30 AM on Wednesday April 11th 2018; and,
- 135 vacant spaces at 10:45 AM on Wednesday April 11th 2018.

2.4 Existing Traffic Operations

2.4.1 Performance Thresholds

The existing operations of study area intersections and access points were assessed using the methods outlined in the 2010 Highway Capacity Manual (HCM), using the Synchro 9 analysis software. The traffic operations were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (V/C) ratio.

The LOS rating is based on average vehicle delay and ranges from “A” to “F” based on the quality of operation at the intersection. LOS “A” represents optimal, minimal delay conditions while a LOS “F” represents an over-capacity condition with considerable congestion and/or delay. Delay is calculated in seconds and is based on the average intersection delay per vehicle.

Table 2.1 below summarizes the LOS thresholds for the five Levels of Service, for both signalized and unsignalized intersections.

Table 2.1: Intersection Level of Service Thresholds

| LEVEL OF SERVICE | AVERAGE CONTROL DELAY PER VEHICLE (SECONDS) | |
|------------------|---|--------------|
| | SIGNALIZED | UNSIGNALIZED |
| A | ≤10 | ≤10 |
| B | >10 and ≤20 | >10 and ≤15 |
| C | >20 and ≤35 | >15 and ≤25 |
| D | >35 and ≤55 | >25 and ≤35 |
| E | >55 and ≤80 | >35 and ≤50 |
| F | >80 | >50 |

Source: Highway Capacity Manual

The volume to capacity (V/C) ratio of an intersection represents the ratio between the demand volume and the available capacity. A V/C ratio less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A V/C value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a V/C ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A V/C ratio over 1.0 indicates a very congested intersection where drivers may have to wait through several signal cycles. In downtown and Town Centre contexts, during peak demand periods, V/C ratios over 0.90 and even 1.0 are not uncommon.

The performance thresholds that were used to trigger consideration of roadway or traffic control improvements to support roadway or traffic control improvements employed in this study are listed below:

Signalized Intersections:

- Overall intersection Level of Service = LOS D or better;
- Individual movement Level of Service = LOS E or better; and,
- Individual movement V/C ratio = 0.90 or less.

Unsignalized Intersections:

- Individual movement Level of Service = LOS E or better, unless the volume is very low in which case LOS F is acceptable.

In interpreting of the analysis results, note that the HCM methodology reports performance differently for various types of intersection traffic control. In this report, the performance reporting convention is as follows:

- For signalized intersections: HCM 2010 output for overall LOS as well as individual movement LOS and V/C is reported; and,
- For unsignalized two-way stop controlled intersections: HCM 2010 LOS and V/C output is reported just for individual lanes as the HCM methodology does not report overall performance.

The performance reporting conventions noted above have been consistently applied throughout this document.

All signalized intersections were coded with signal timings provided by the City. Unsignalized intersections where rear lane intersects with St. Paul Street and Bertram Street were coded as minor leg stop controls. This is considered to give an adequate assessment of the intersections due to the higher volume of vehicles on St. Paul Street and Bertram Street. The intersection of the two lanes was coded as a stop control for the north/ south lane. With the low vehicle volumes on both lanes, the intersection will operate similar to the existing unsignalized intersection.

For existing scenarios, the splits have been optimized for all signalized intersections except for the pedestrian controlled intersection.

2.4.2 Existing Operational Analysis Results

As shown in **Exhibits 2.4** and **2.5** all intersections currently operate within described operational thresholds for both the weekday AM and PM peak hour periods. Detailed Synchro reports are provided in **Appendix A** and a summary of 95th percentile queues is provided in **Appendix B**.

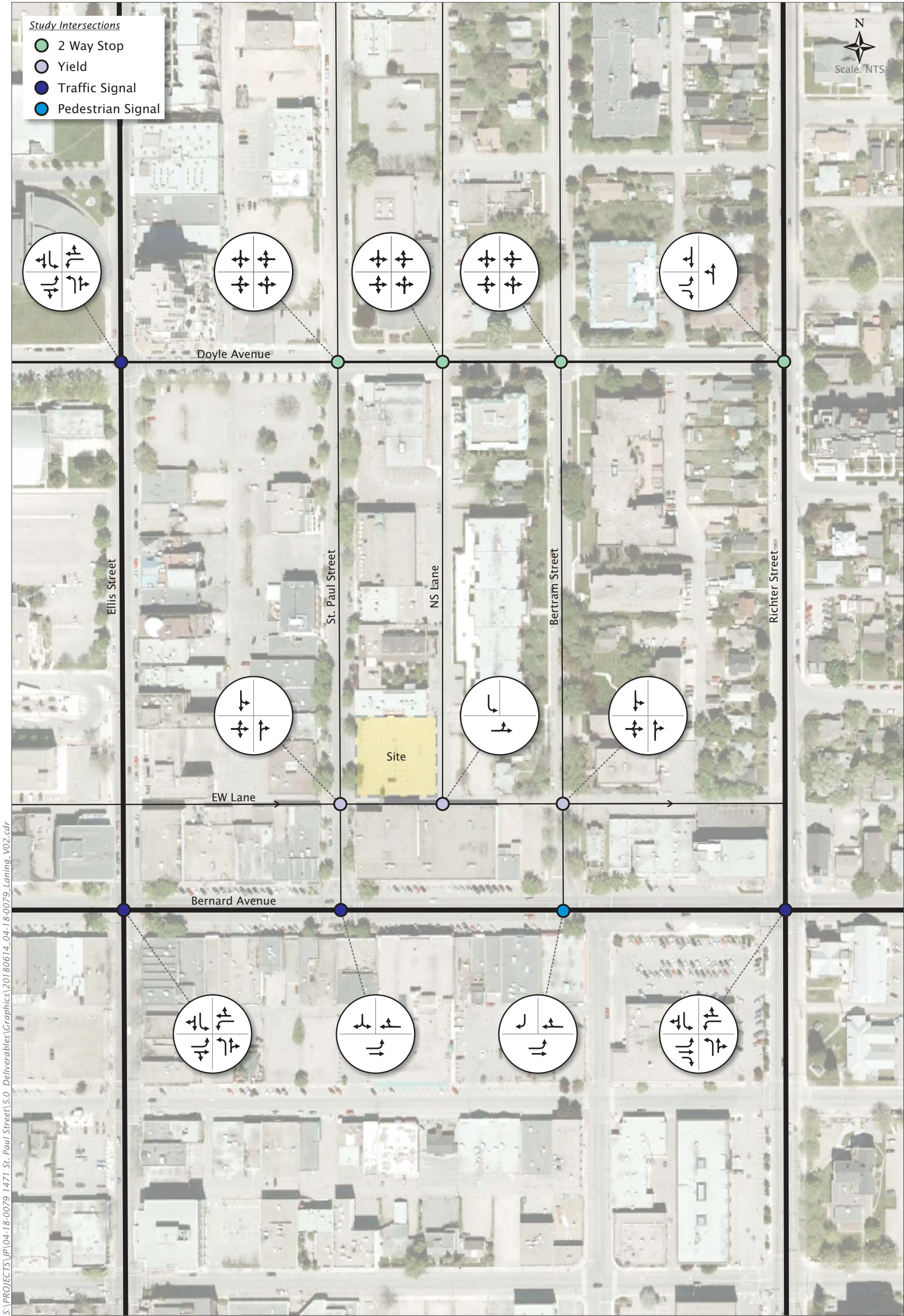


Exhibit 2.1
Existing Laning & Traffic Control

04-18-0079 1471 St. Paul Street
June 2018

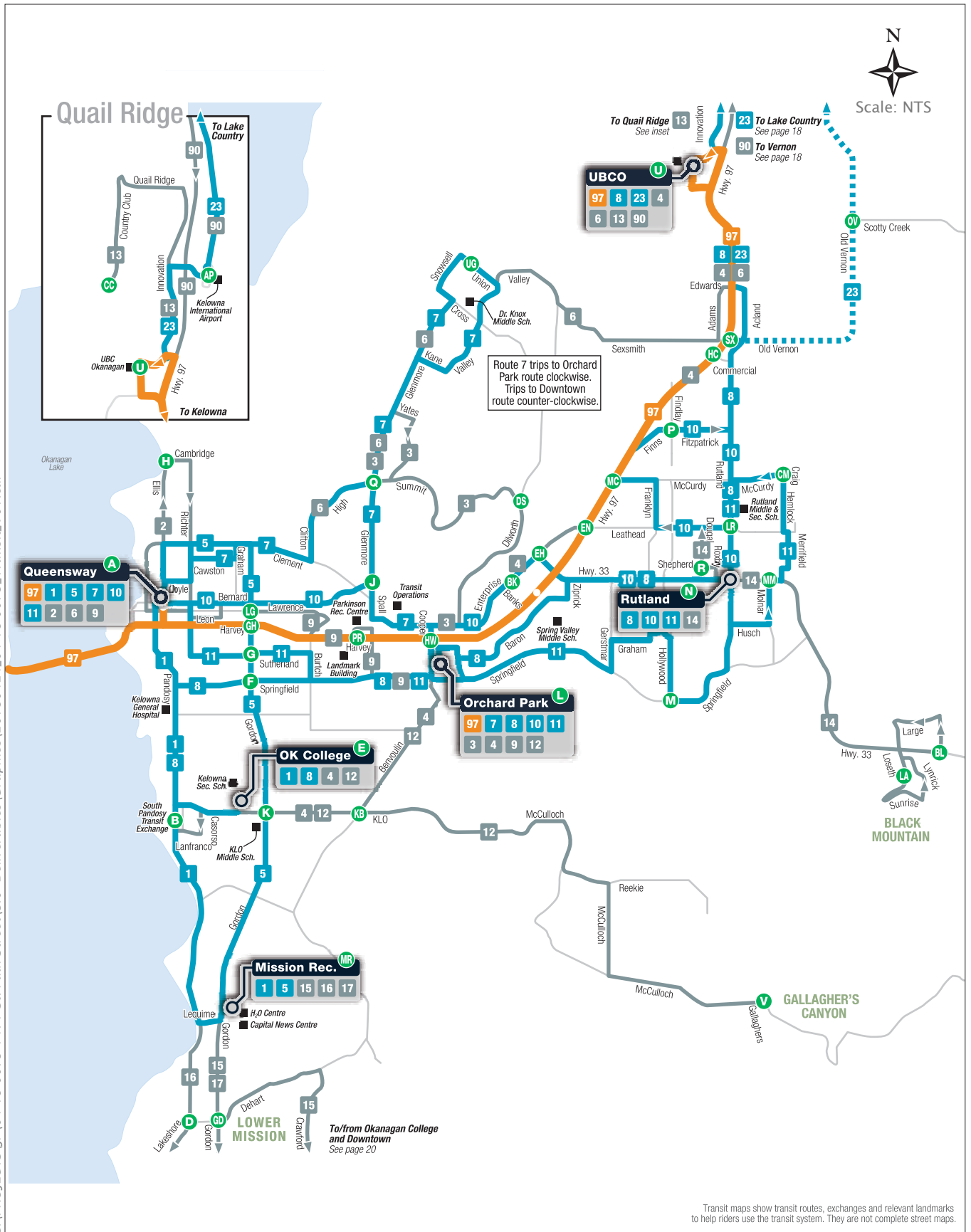
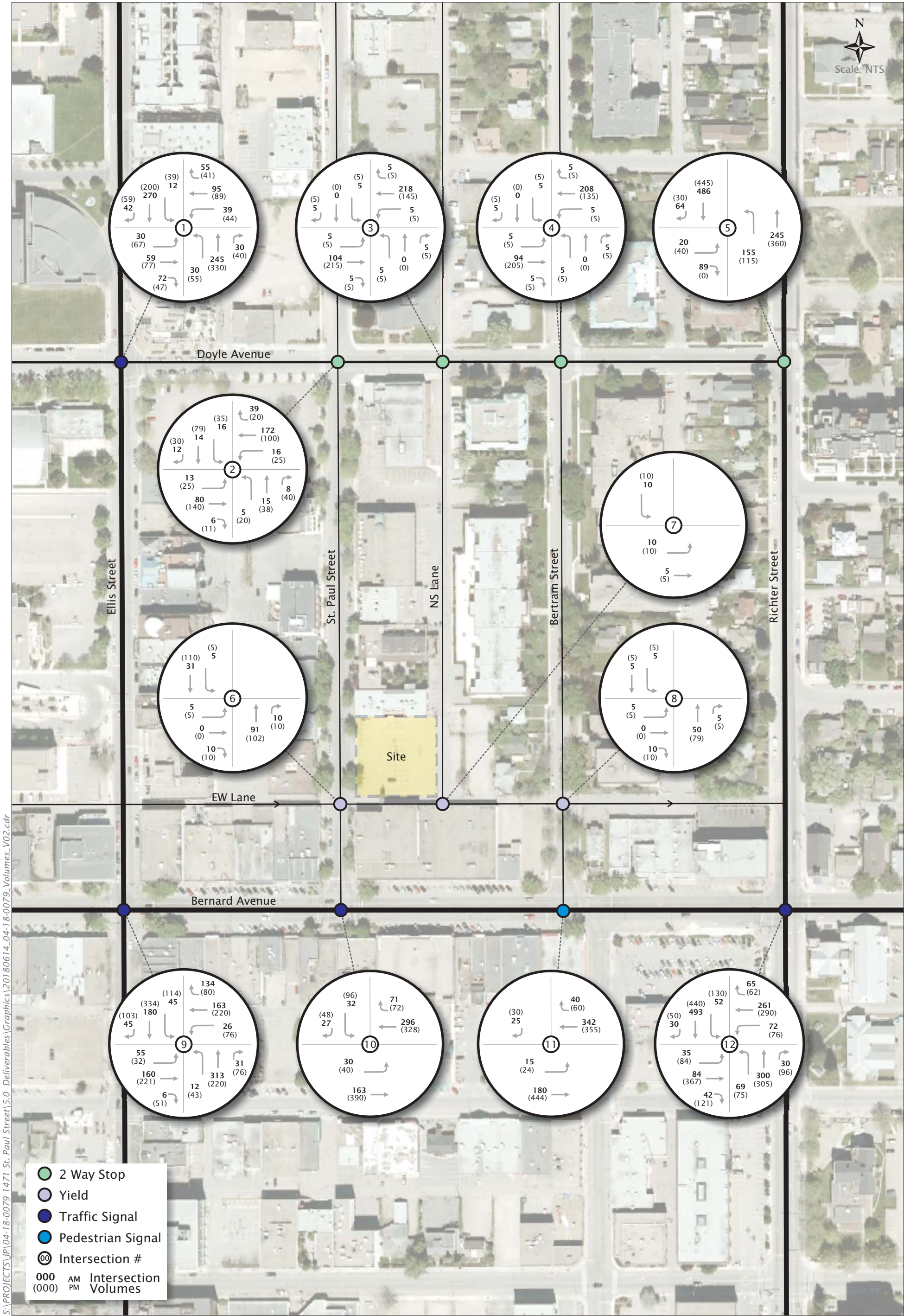


Exhibit 2.2 Transit Routes & Stops

04-18-0079

1471 St. Paul Street
April 2018



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Exhibit 2.3 Existing Peak Hour Vehicle Traffic Volumes

04-18-0079 1471 St. Paul Street
June 2018

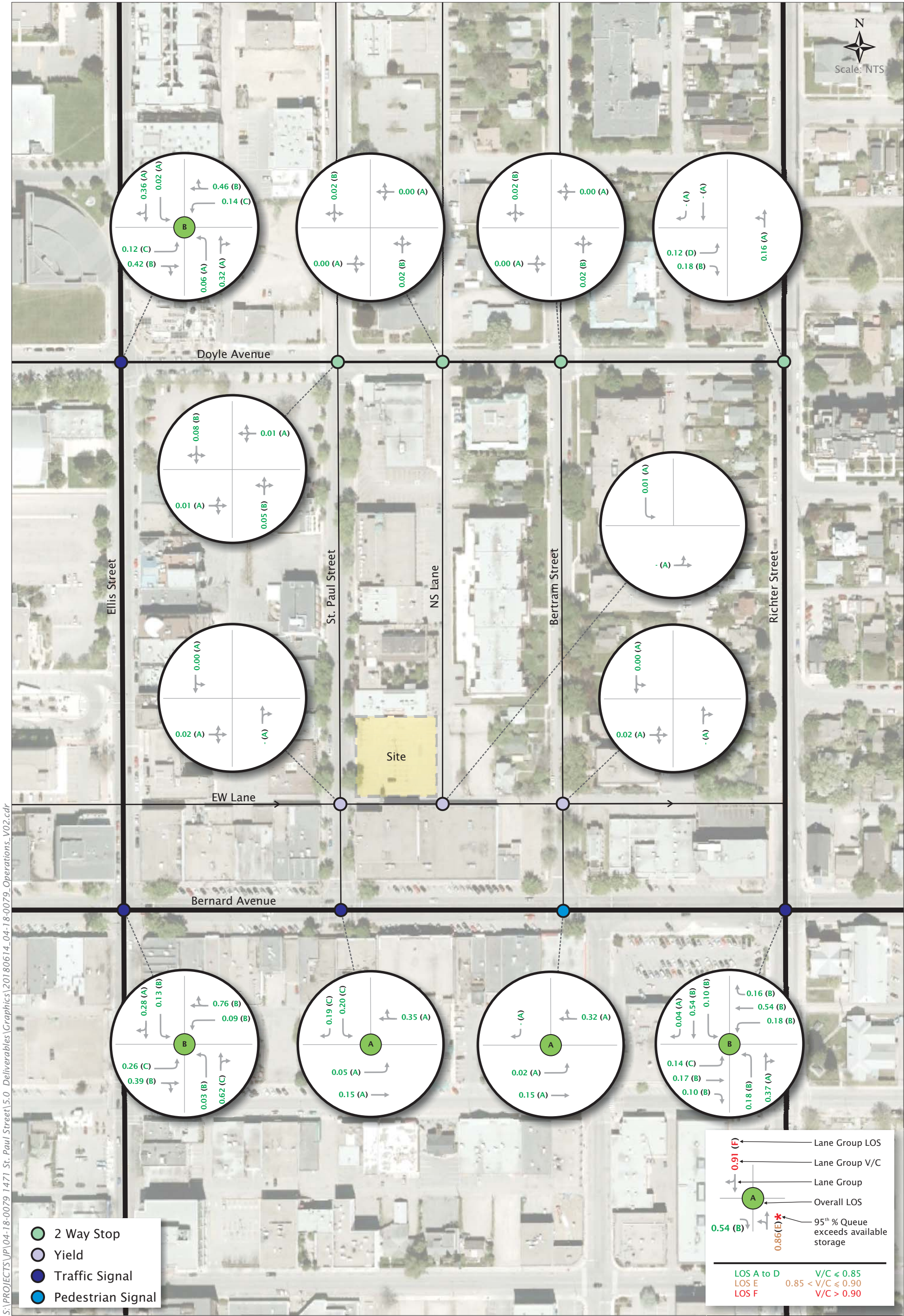


Exhibit 2.4
Existing AM Peak Hour Operations

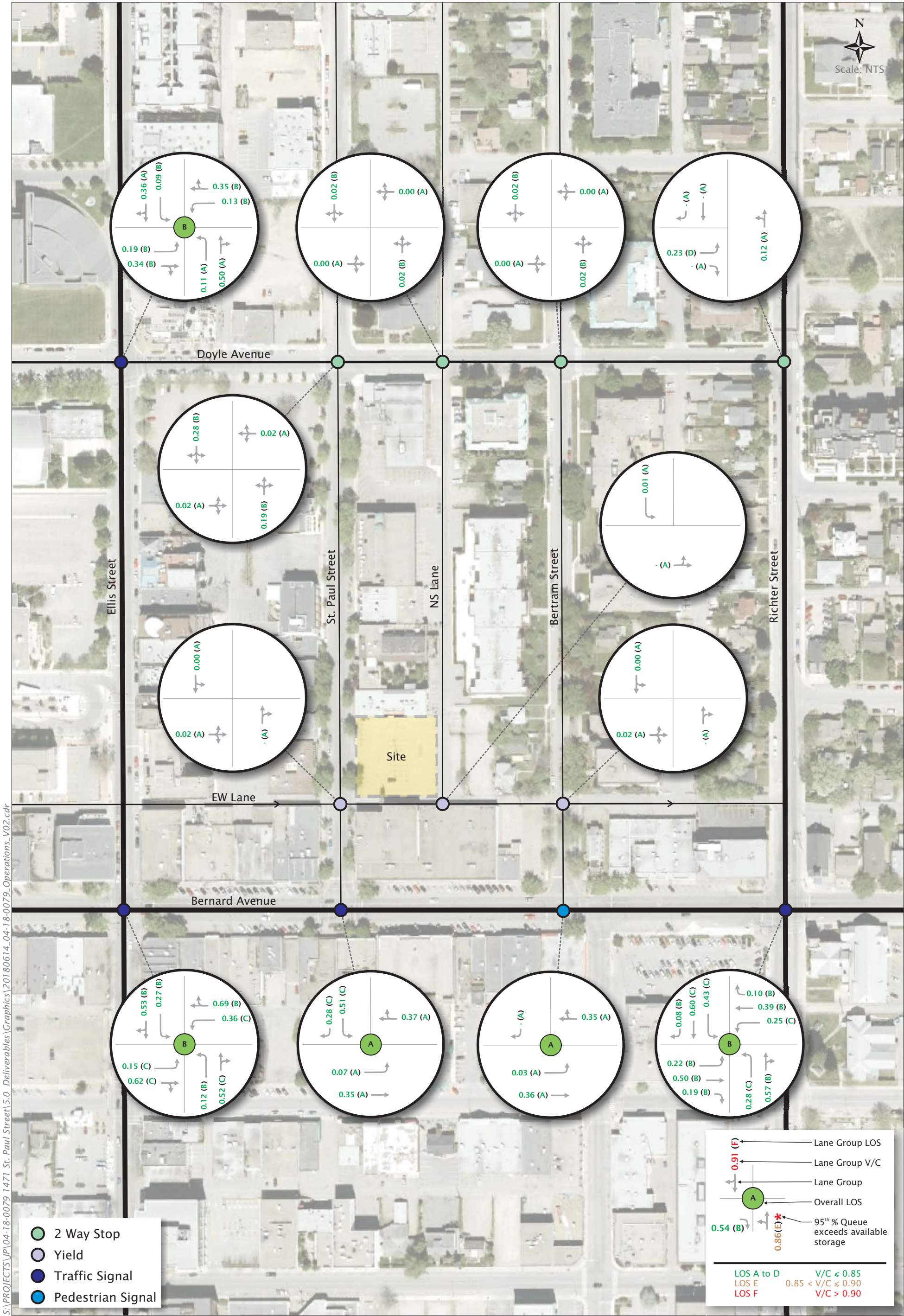


Exhibit 2.5
Existing PM Peak Hour Operations

3. FUTURE TRAFFIC CONDITIONS

3.1 Traffic Forecasts

3.1.1 Background Traffic Forecasts

Background traffic represents the traffic that would be present on the road network if the site did not redevelop. Future background scenarios are forecasted by adding a growth factor to existing traffic volumes. Future volumes were calculated by applying a 1.4% per year growth rate to existing volumes. The 1.4% yearly rate is consistent with previous Bunt TIA project work in downtown Kelowna, including notably the Interior Health Office (505 Doyle) and Ellis Street Parkade (1430 Ellis Street) and Library Parkade (1380 Ellis Street) Transportation Impact Assessment in 2014.

A Background Opening Day + 10 years scenario, illustrated in **Exhibit 3.1** was developed to compare with future total (with development) conditions.

3.1.2 Site Traffic

Trip Generation

As confirmed with City of Kelowna Staff, the vehicle trip generation calculation for the proposed development has been based on trip rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, for Land Use Code 220 “Apartment”. The ground floor commercial space is anticipated to be primarily neighbourhood serving with a high proportion of walk in customer traffic.

As the observed traffic associated with the existing surface parking lot has not been subtracted out of Bunt’s future traffic forecasts, the future traffic generation associated with the small commercial component of the 1471 St. Paul Street development has been assumed to be approximately accounted for by the traffic kept in the analysis with the surface parking lot even though this parking lot will be eliminated to make way for the proposed development.

For the 178 unit residential component of the project, the vehicle trip generation analysis is summarized in **Table 3.1** below:

Table 3.1: Trip Generation Estimate – High-Rise Residential

| TIME PERIOD | SIZE (SF OR UNITS) | RATE (PER 1K SF OR UNIT) | SOURCE | % IN | % OUT | TRIPS IN | TRIPS OUT | TOTAL TRIPS |
|-------------|--------------------|--------------------------|---------|------|-------|----------|-----------|-----------------|
| Weekday AM | 178 | 0.51 | ITE 220 | 20% | 80% | 18 | 73 | 91 vehicles/hr |
| Weekday PM | 178 | 0.62 | ITE 220 | 65% | 35% | 72 | 38 | 110 vehicles/hr |

It is noted that the ITE Trip Generation Manual (9th Edition) for Land Use Code 220 (Apartments) represents traffic volume data observed for a broad grouping of apartment land use, from ground oriented, to low rise, to high rise from urban and suburban locations in the United States and Canada over the past 40 years.

For more urban context locations with residential and commercial uses within convenient walking and cycling distance and good public transit access, our experience at Bunt has been that the proportion of vehicle trips is reduced in favour of increase walking/cycling and transit trips. As mentioned previously, the 1471 St. Paul Street site in Downtown Kelowna achieves a Walk Score of 98 “Walker’s Paradise” rating. As such, it is our opinion that ITE Land Use Code 220 trip rates quite likely overstate the volume of vehicle traffic likely to be generated by the proposed development; the actual vehicle trip generation could well be only one-half to two-thirds the trip rates reported.

However, as a conservative measure for the traffic impact assessment of the project, no downward adjustment has been applied to the vehicle trip estimates set out in Table 3.1; these figures have been applied directly to the traffic impact analysis.

Opening day of the proposed development is assumed to occur in 2020.

Trip Distribution & Assignment

Trips generated by the proposed development were assigned to the study area based largely on existing travel patterns observed for the area. Access to the site will come from the north/south lane located to the east of the building and the east/west lane located south of the site. The distribution of site traffic is influenced by the east/west lane to the south of the site being a one-way (eastbound) lane. The assumed site traffic distribution on the area lane and street system is presented in **Table 3.2** and illustrated in **Exhibit 3.2**.

Table 3.2: Assumed Trip Distribution

| ROUTE | % OF TRIPS |
|------------------------------|------------|
| Ellis Street to/from North | 5% |
| Richter Street to/from North | 10% |
| Bernard Avenue to/from East | 25% |
| Richter Street to/from South | 35% |
| Ellis Street to/from South | 10% |
| Bernard Avenue to/from West | 10% |
| Doyle Avenue to/from West | 5% |
| Total | 100% |

3.1.3 Total Traffic

Total future traffic consists of the proposed development's net new site-generated traffic volumes added to the forecasted background traffic volumes.

Exhibit 3.3 presents the forecasted future traffic volumes for the Total Opening Day 2020 weekday AM and PM peak hour time periods. The Total Opening Day + 10 years 2030 weekday AM and PM scenarios are shown in **Exhibit 3.4**.

3.2 Future Traffic Operations

3.2.1 Future Background Traffic Operations

Future background AM and PM traffic operations during the opening day and opening day + 10 years scenarios (2030) are shown in **Exhibits 3.5** and **3.6**. The background 2020 scenario represents relatively little change from existing 2018 volumes and therefore no operational analysis is reported here.

As shown in Exhibits 3.5 and 3.6 all intersections for the longer term Background 2030 scenario model operate within the acceptable operational thresholds outlined in Section 2.4.1, for both the weekday AM and PM peak hour periods.

3.2.2 Future Total Traffic Operations

Future total traffic operations examine the background future volumes with the addition of the proposed development's site trips. **Exhibits 3.7 – 3.10** illustrate the forecasted Total Weekday AM and Weekday PM peak hour operations for the 2020 and 2030 horizon years respectively. The Total 2030 scenario can be compared with the Background 2030 operations (i.e. without the proposed development) to assess the predicted net impact of the proposed development.

As illustrated in Exhibits 3.7 to 3.10 all intersections in the Total 2020 and 2030 scenarios operate within the operational thresholds described in Section 2.4.1 for both the weekday AM and PM peak hour periods. The Ellis Street northbound through movement 95th percentile queue at Bernard Avenue occasionally extends slightly beyond Lawrence Avenue. This could be improved by updating signal timing plans and/ or coordinating the signal timing plan with the intersection to the south, however due to the rarity of this event occurring it is not seen as a significant issue.

3.2.3 Summary of Traffic Impacts & Recommended Mitigations

Our analysis indicates that the proposed development of 178 residential units and ground level commercial at 1471 St. Paul Street will have near negligible impact to the adjacent road network. The proposed development is a relatively low volume vehicle traffic generator in part due to its downtown location. Most vehicle trips generated by the development will travel through signalized intersections that are currently operating well within operational capacity thresholds.

The two adjacent lanes will experience more traffic as vehicles access the site from the adjacent north/south and east/west rear laneways. It is recommended that a stop sign be introduced at the east/west lane and Bertram Street intersection for east/ west lane vehicles as they approach Bertram Street.

The City plans to introduce a half signal to the Richter Street and Doyle Avenue intersection in 2018. The Total 2030 scenario was reanalysed with this consideration, and the operations are illustrated in **Exhibits 3.11** and **3.12**. The half signal improves the overall operations of the intersection by reducing the delays for eastbound vehicles and slightly increasing delays for northbound and southbound vehicles.

Bunt also analysed the fully signalized intersections on Bernard Avenue (Ellis Street, St. Paul Street and Richter Street) to identify an optimum traffic signal timing strategy for the Total 2030 traffic scenarios. For this analysis, the existing cycle lengths were retained, but the intersection offsets and splits were optimized. The existing cycle lengths were retained as these intersections may be coordinated within a larger coordinated system and the City would like to keep the cycle lengths as low as possible to increase the number of pedestrian crossing opportunities. These optimizations had minimal effect on the traffic operations as the split lengths are primarily based on the pedestrian phases and the short cycle lengths.

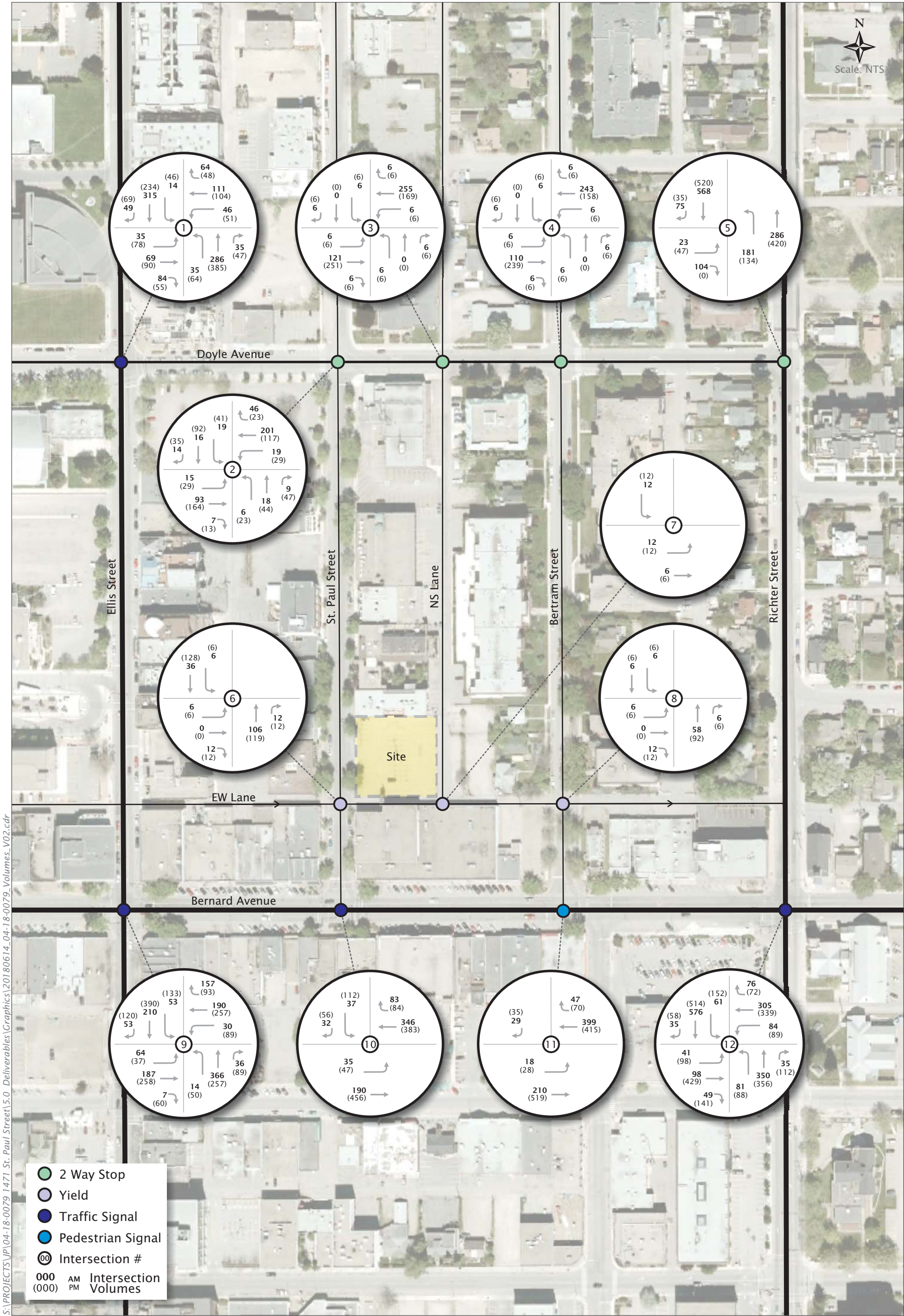
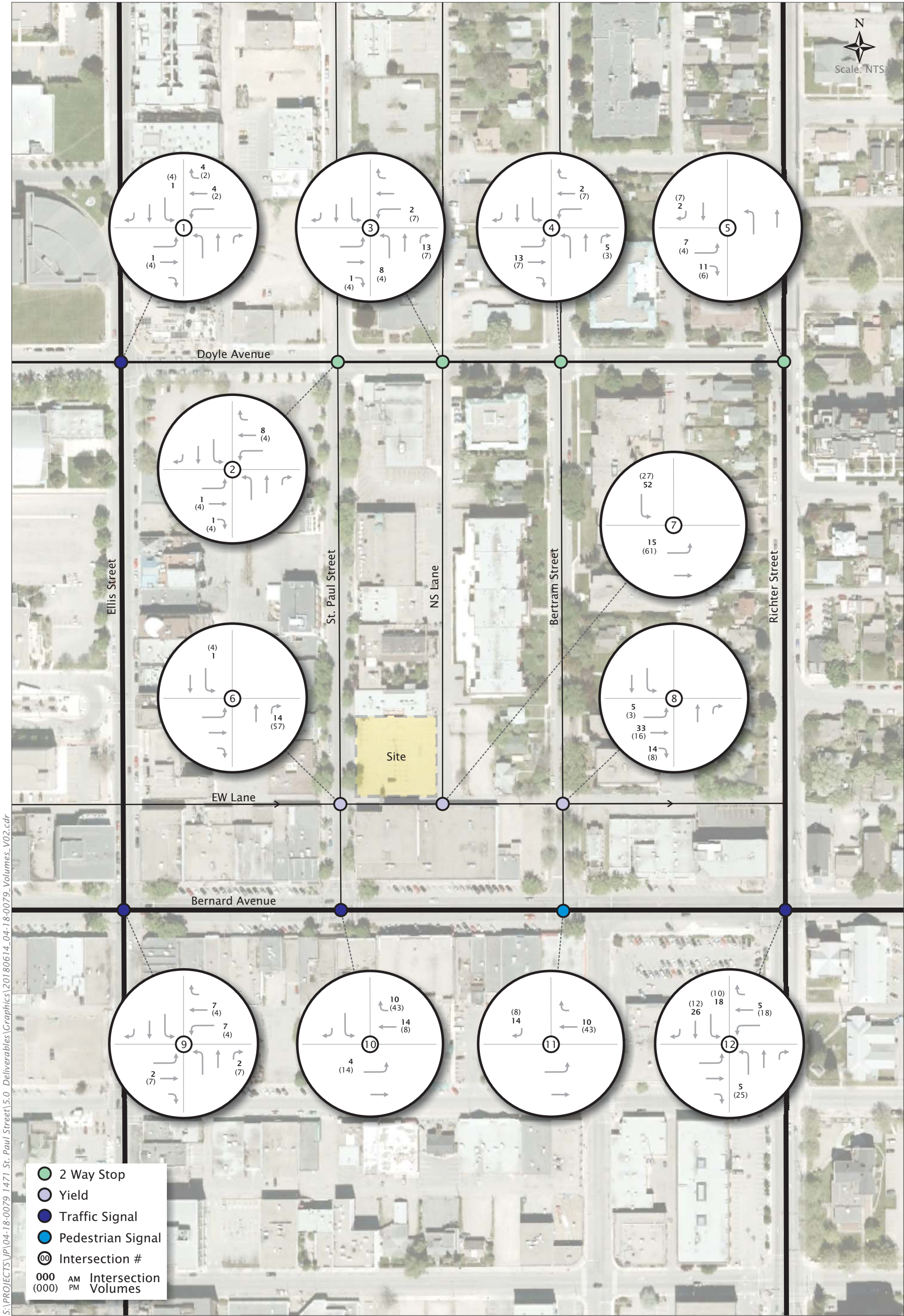


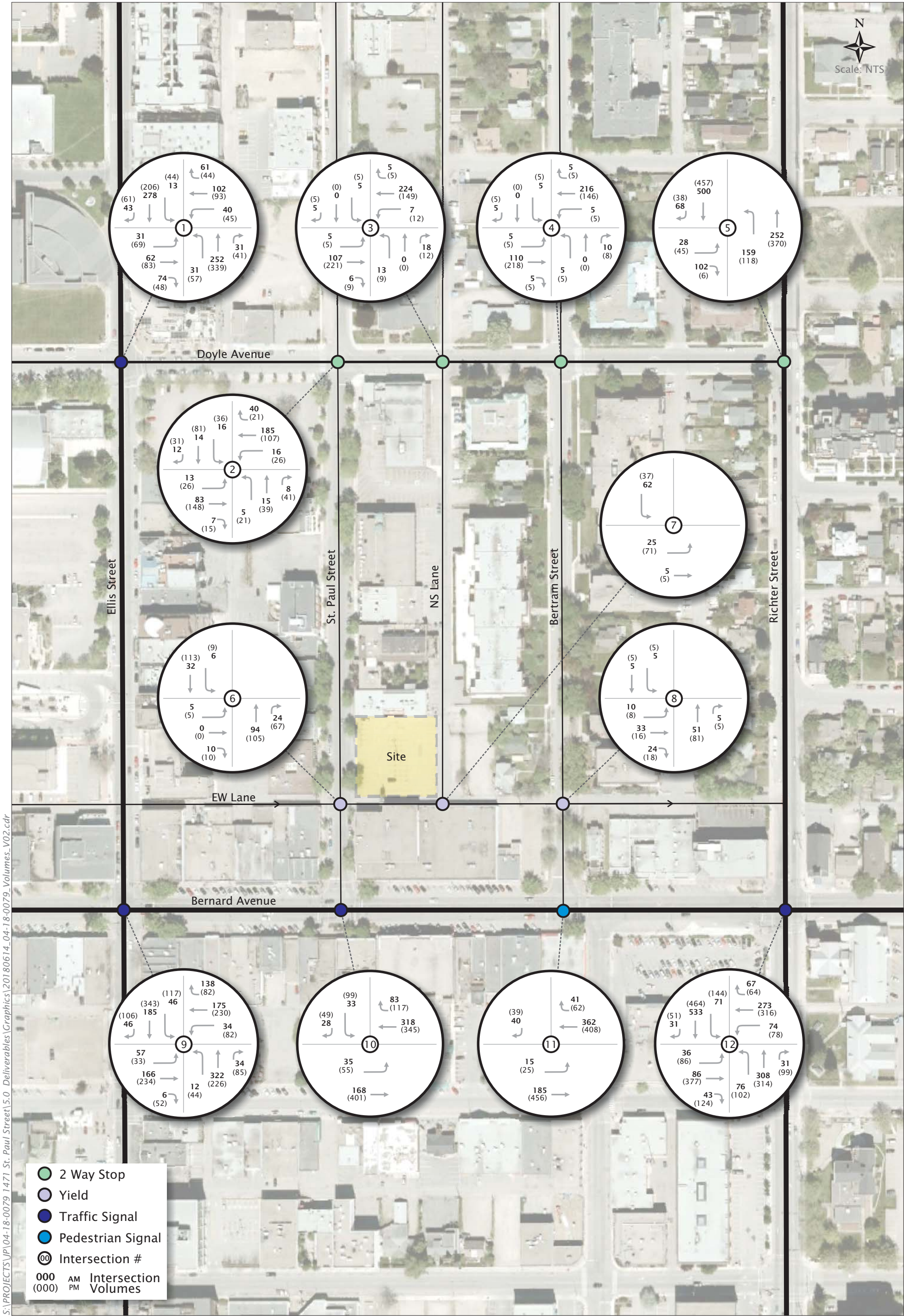
Exhibit 3.1
Background Opening Day + 10 Years Traffic Forecasts



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Exhibit 3.2 Site Traffic Forecasts

04-18-0079 1471 St. Paul Street
June 2018



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Exhibit 3.3 Total Opening Day Traffic Forecasts

04-18-0079 1471 St. Paul Street
June 2018

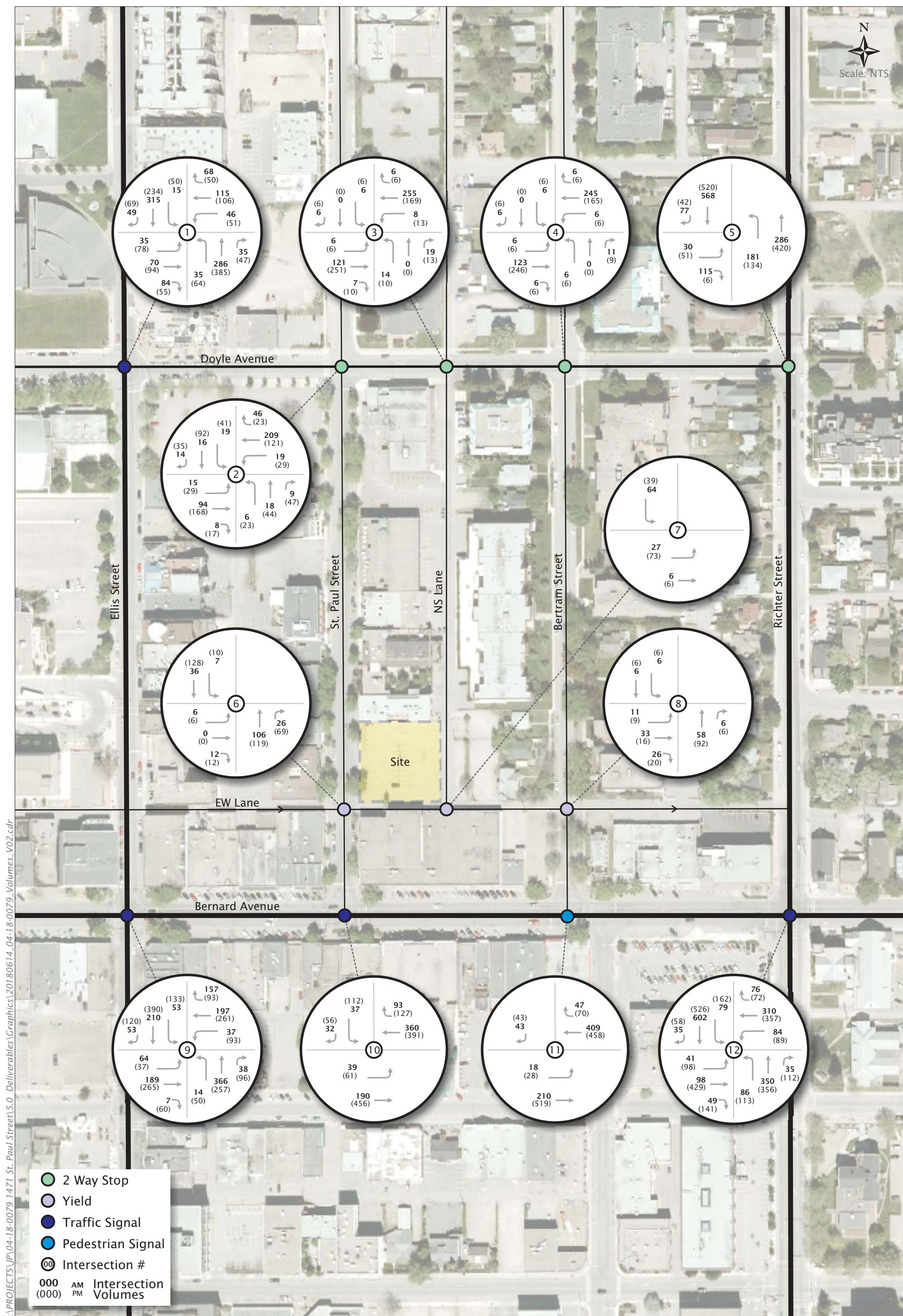


Exhibit 3.4

Total Opening Day + 10 Years Traffic Forecasts

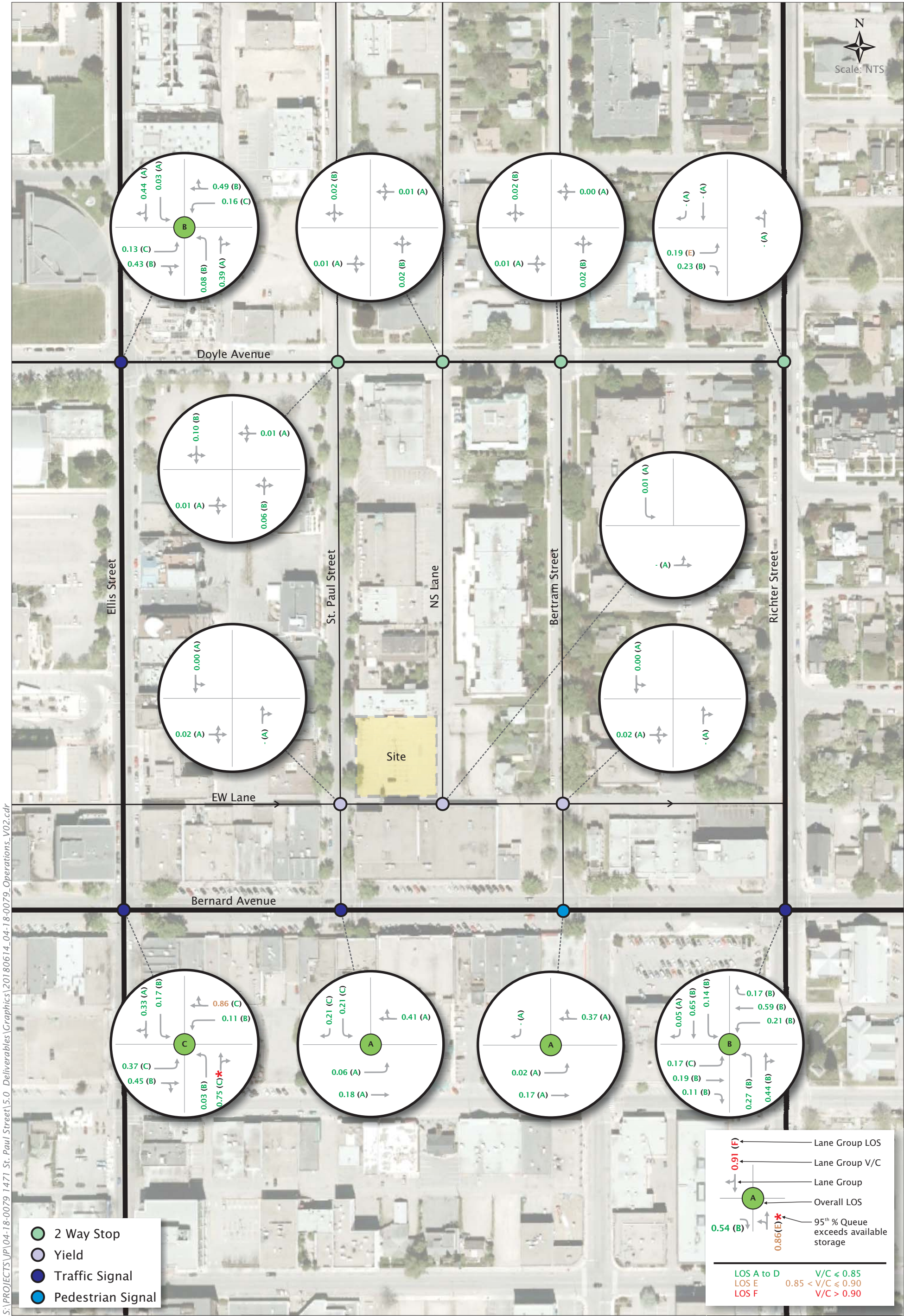


Exhibit 3.5
Background Opening Day + 10 Years AM Peak Hour Operations

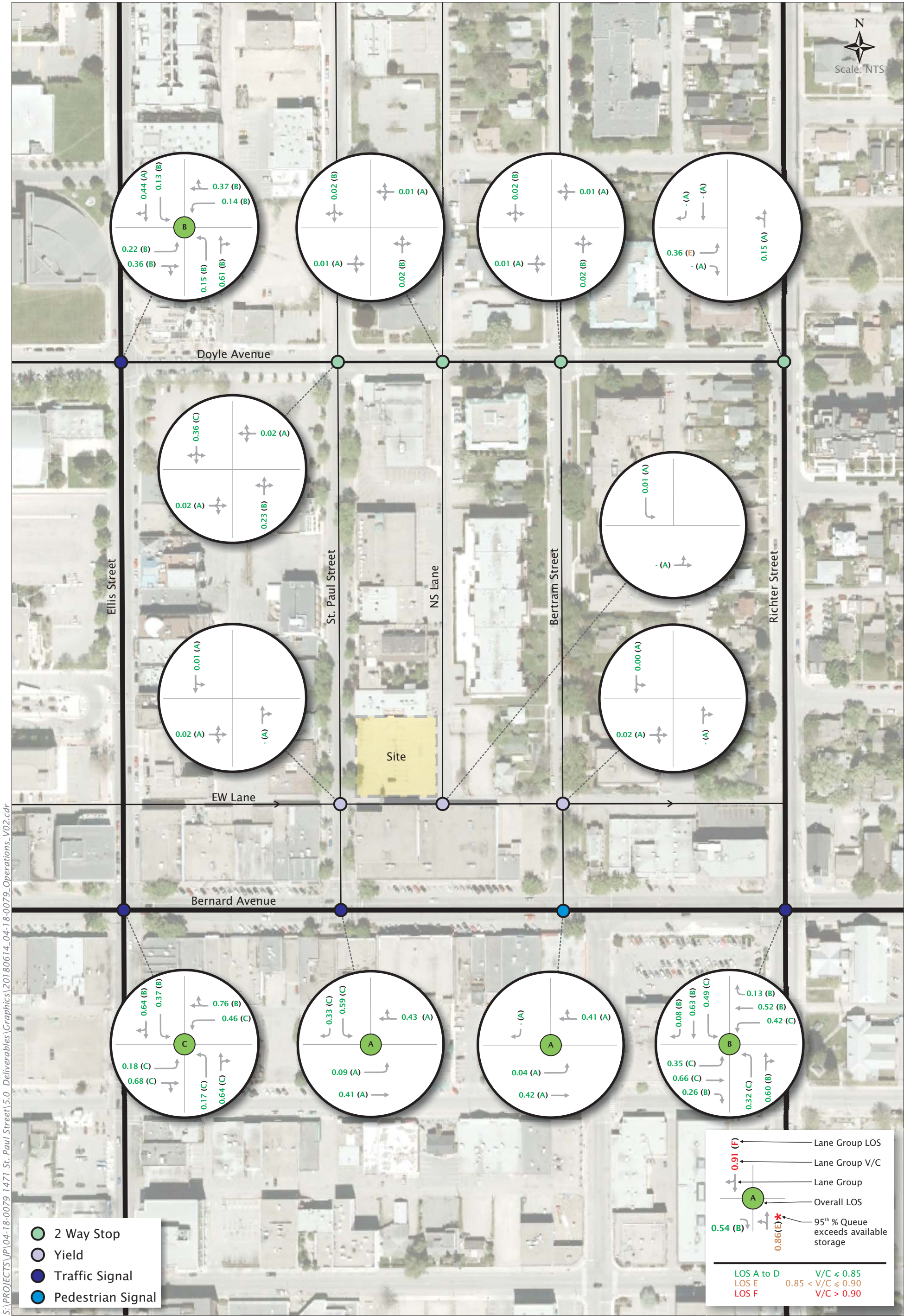


Exhibit 3.6
Background Opening Day + 10 Years PM Peak Hour Operations

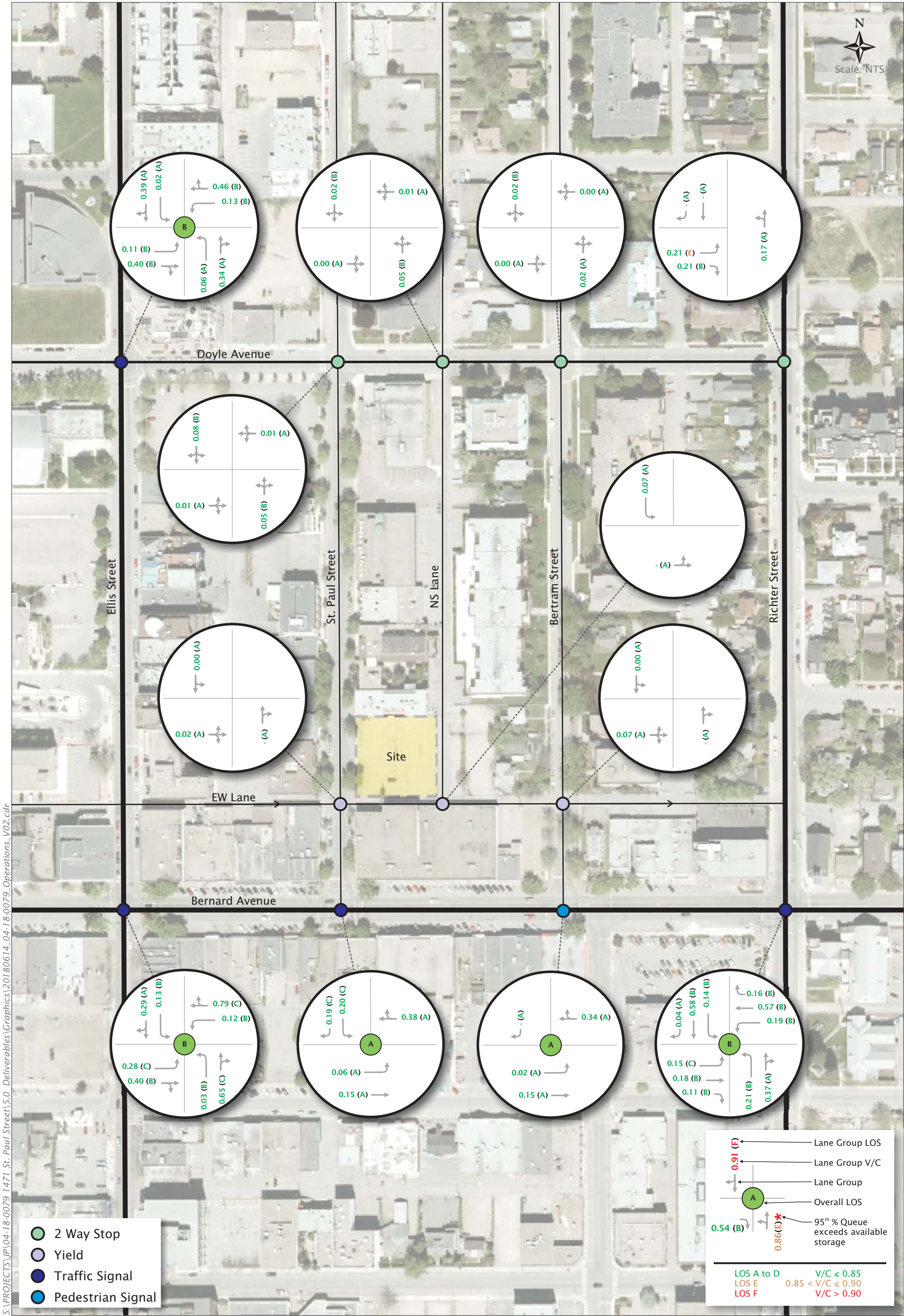


Exhibit 3.7
Total Opening Day AM Peak Hour Operations

04-18-0079

1471 St. Paul Street
June 2018

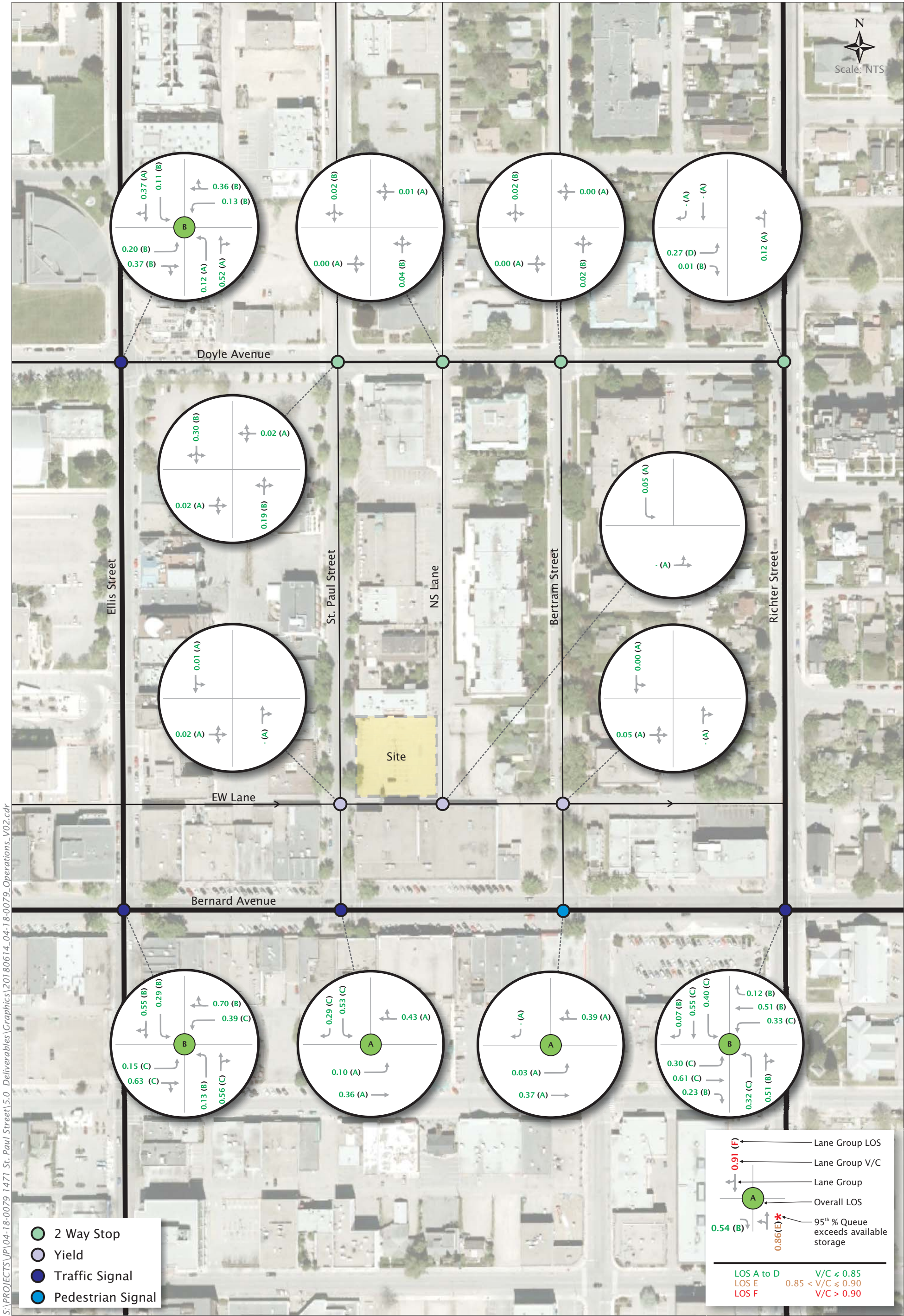


Exhibit 3.8
Total Opening Day PM Peak Hour Operations

04-18-0079

1471 St. Paul Street
June 2018

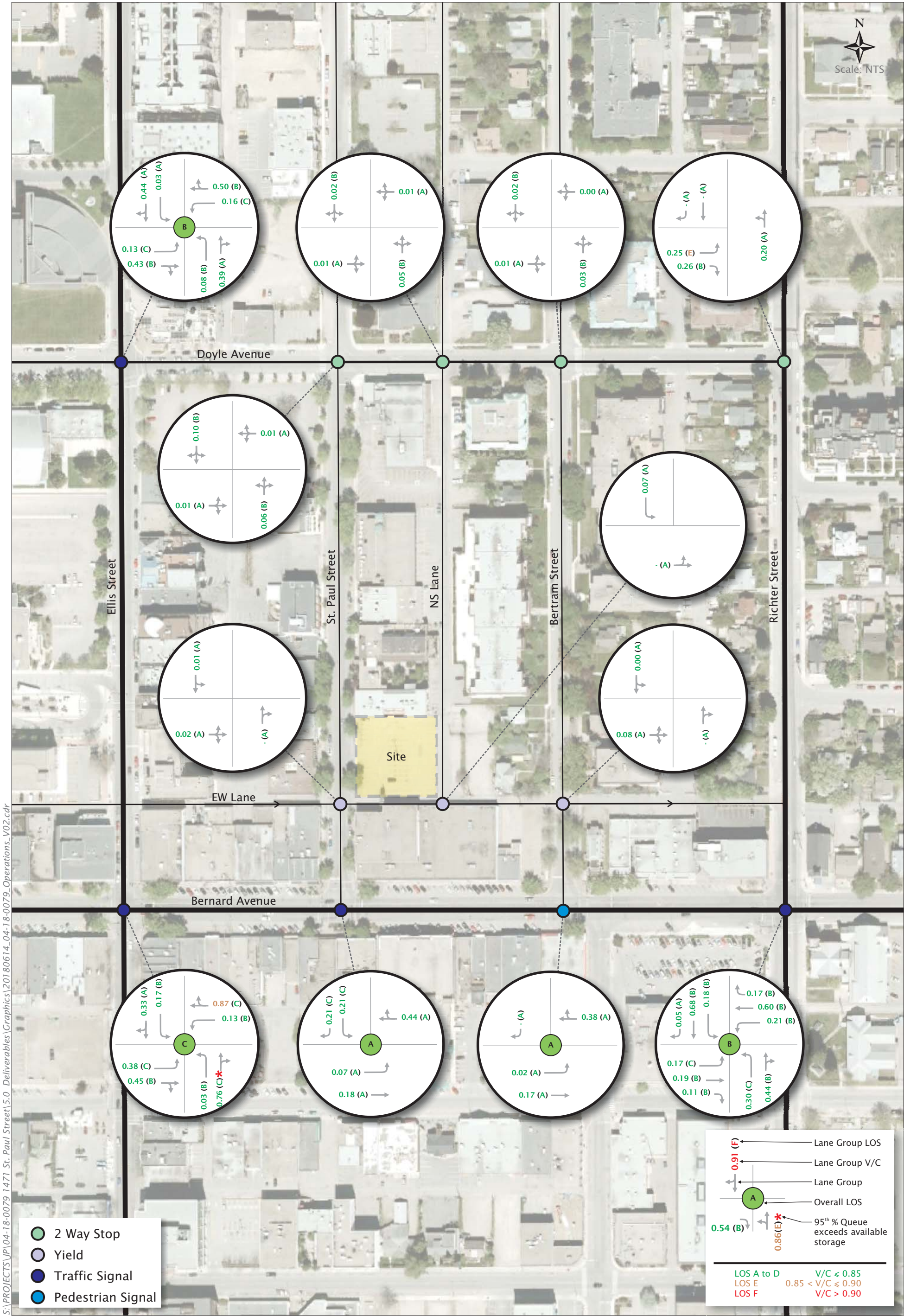


Exhibit 3.9
Total Opening Day + 10 Years AM Peak Hour Operations

04-18-0079

1471 St. Paul Street
June 2018

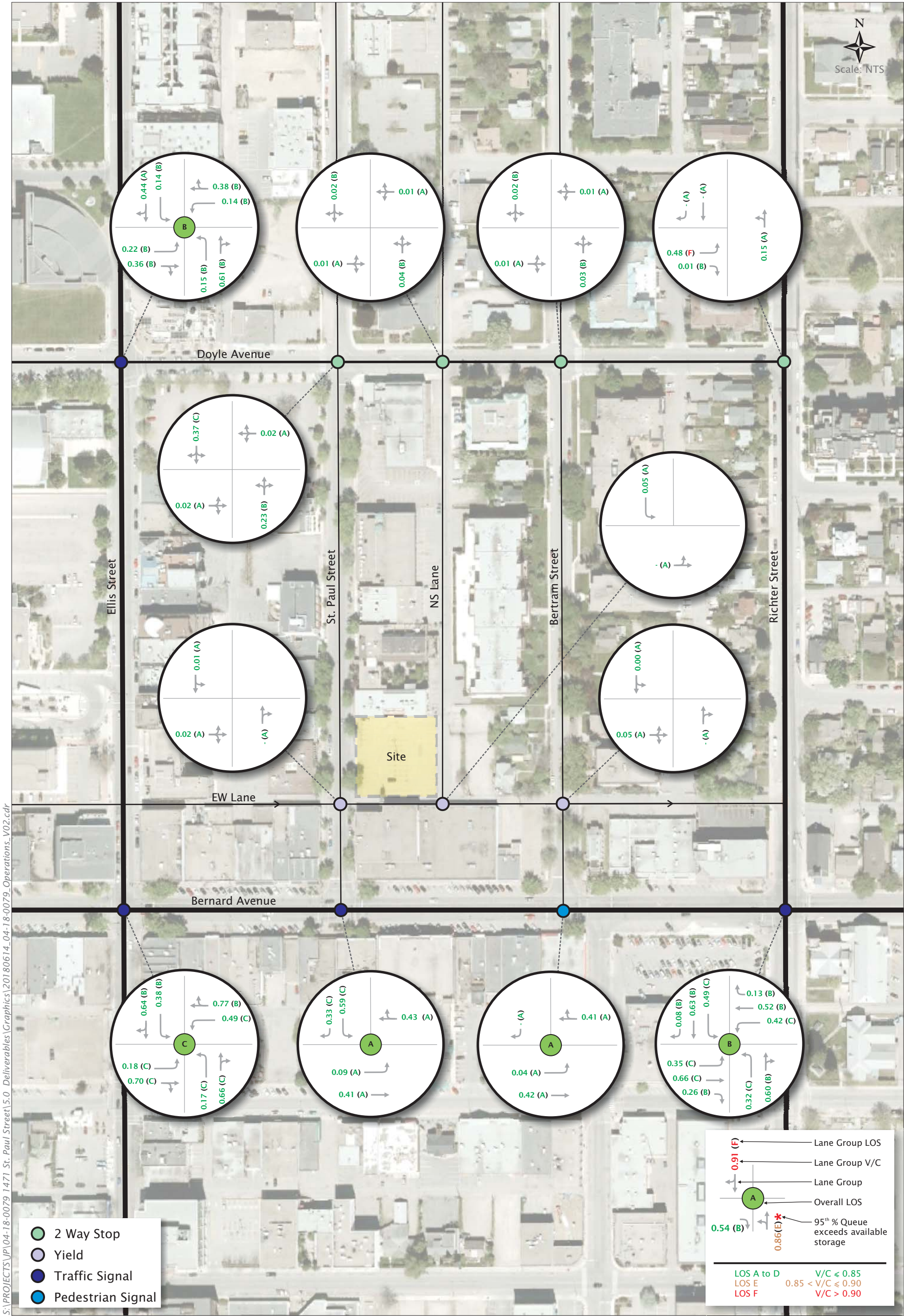


Exhibit 3.10
Total Opening Day + 10 Years PM Peak Hour Operations

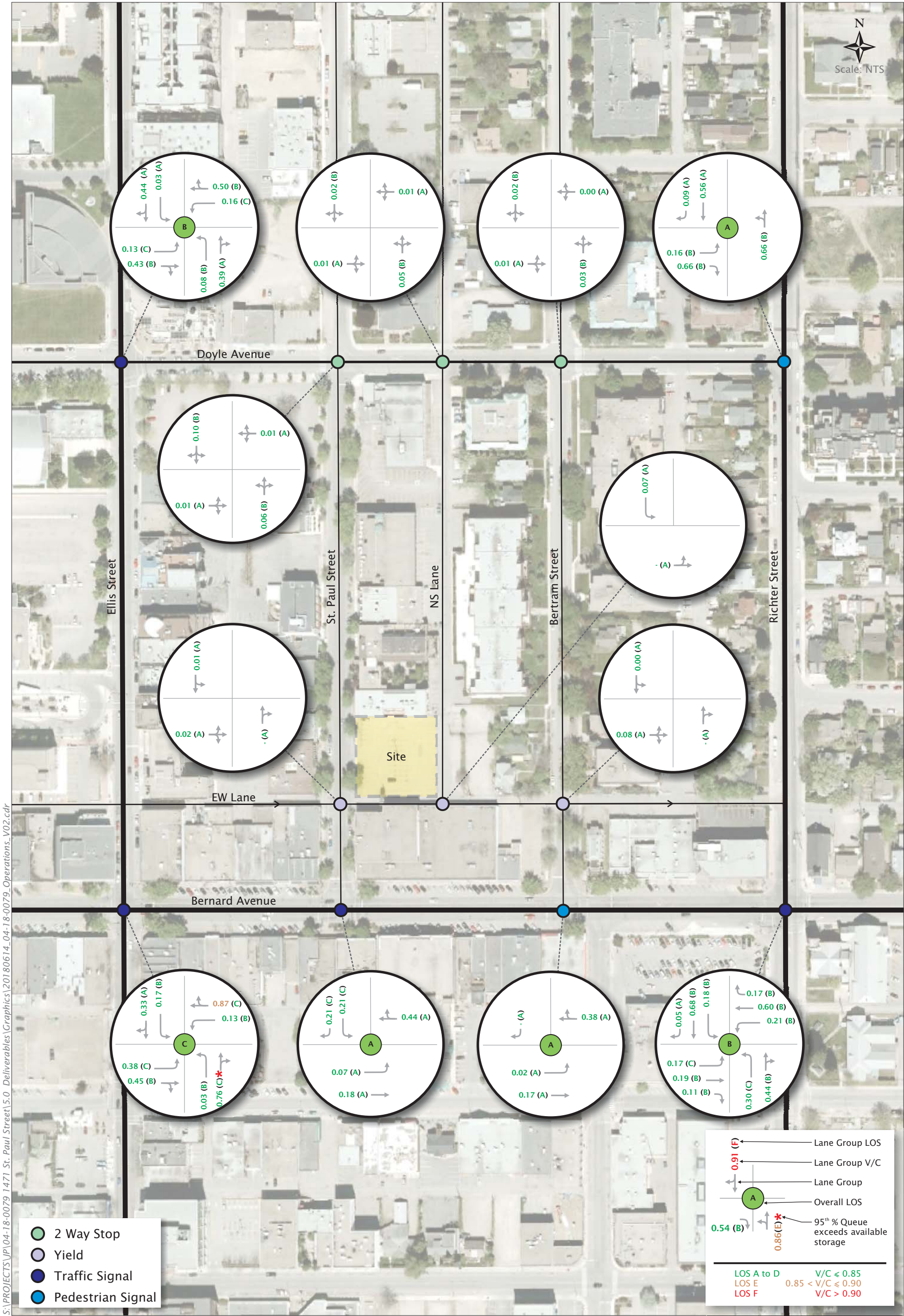


Exhibit 3.11
Total Opening Day + 10 Years AM Peak Hour Operations
Half Signal at Richter & Doyle Intersection

1471 St. Paul Street
June 2018

04-18-0079

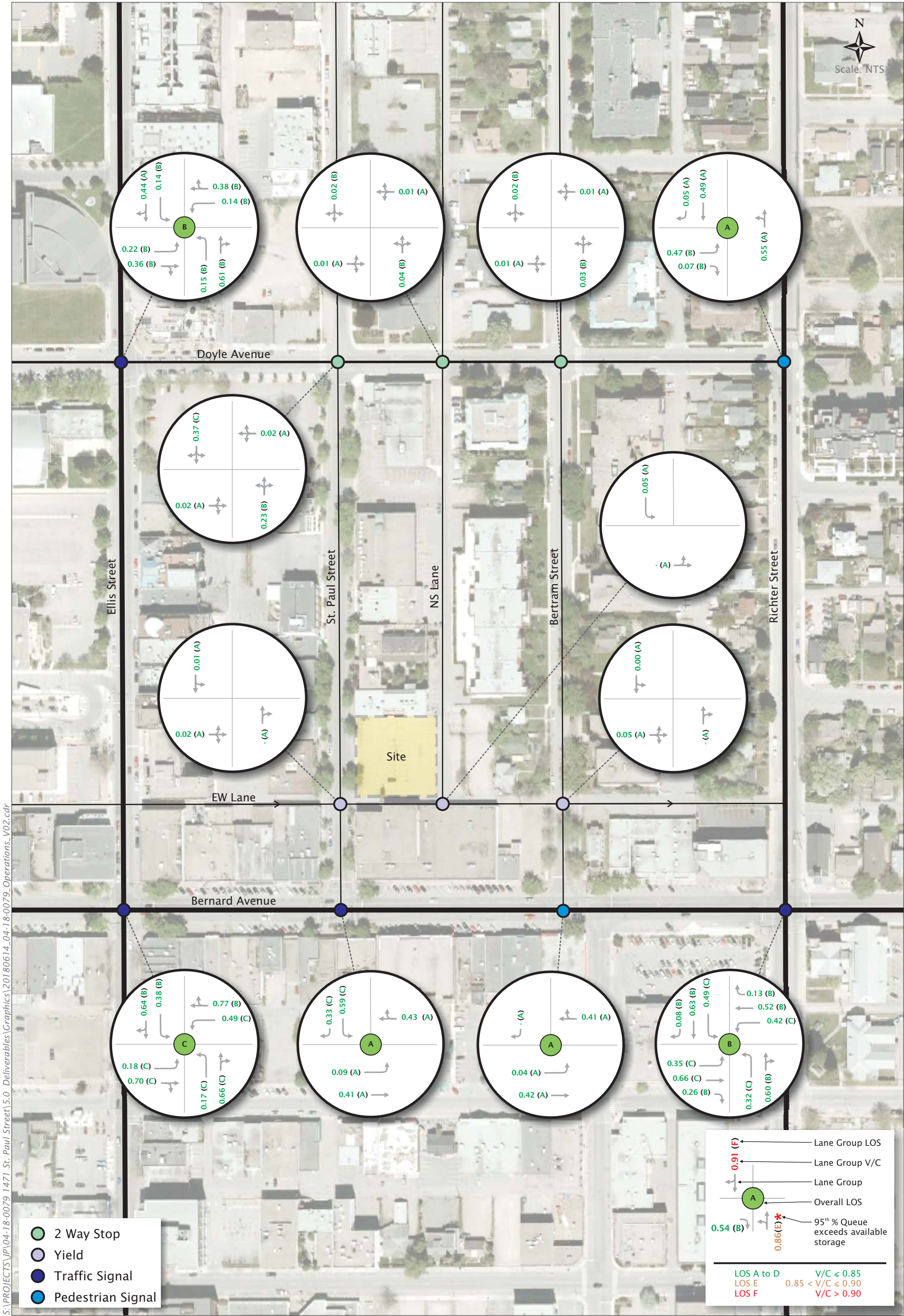


Exhibit 3.12
Total Opening Day + 10 Years PM Peak Hour Operations
Half Signal at Richter & Doyle Intersection

1471 St. Paul Street
June 2018

04-18-0079

4. SITE PLAN DESIGN REVIEW

4.1 Site Access Design

The proposed development will have two vehicle access points, one from the east/west (leading into the 21 stall visitor parking area) and the other from the north/south lane leading to the resident parking above.

4.2 Parking Supply

4.2.1 Vehicle Parking

The site is being rezoned from C4 to C7 zoning. As per C7 (Urban Centre Commercial) zoning requirements (Zoning Bylaw No. 8000, Section 8 – Parking and Loading) the residential component of the development must provide a minimum of one resident parking space per residential unit. In addition, the development must provide 1 residential visitor parking space per 7 units. The Bylaw rate for commercial land use in the C7 zone is 1.3 spaces per 100m² GFA.

Bylaw requirements are summarized in **Table 4.1**.

Table 4.1: Vehicle Parking Supply Requirement & Provision

| LAND USE | DENSITY | BYLAW RATE | BYLAW SUPPLY REQUIREMENT | PROVIDED | DIFFERENCE |
|------------|----------------------|------------------------------------|---|------------|------------|
| Apartment | 178 units | 1 per unit + 1 visitor per 7 units | 178 resident and 26 visitor = 204 total | 204 | - |
| Commercial | 257.3 m ² | 1.3 per 100m ² GLA | 4 | 4 | - |
| | | | 208 | 208 | - |

As shown in Table 4.1, the proposed total parking supply of 208 spaces is compliant with Bylaw requirements.

It is recommended to take advantage of the resident visitor and commercial land uses having different peak demand times by sharing parking spaces.

All resident parking spaces will be provided within a 187 space above ground parkade. In addition to the parkade spaces there are 21 spaces located at ground level outside of parkade gates. The 21 ground level spaces plus nine spaces within the parkade will be reserved for visitors.

4.2.2 Vehicle Space Size

According to Bylaw a minimum of 50% of the apartment and commercial spaces must be full sized stalls (6m length, 2.5m width and 2m height). Up to 40% can be medium sized stalls (4.8m length, 2.3m width and 2m height) and up to 10% can be compact car/ motorcycle stalls (3.4m length, 2m width and 2m height). The proposed development provides 60 medium sized spaces which is compliant with Bylaw.

4.2.3 Bicycle Parking

Well managed, secure, accessible and covered bicycle parking will be provided as part of the development plan. The site plan indicates a total of 97 Class I bicycle spaces spread between five bicycle storage rooms. The development will also supply electric outlets for a portion of the bicycle parking spaces. In addition, one 6 space Class II bicycle rack will be provided near the building's main St. Paul Street entry in a well lit and highly visible area.

Current City of Kelowna Bylaw requirements are provided in **Table 4.2**.

Table 4.2: Bicycle Parking Supply Requirement & Provision

| LAND USE | DENSITY | BYLAW RATE | BYLAW SUPPLY REQUIREMENT | PROVIDED | DIFFERENCE |
|--------------|----------------------|---|-----------------------------------|----------------------------------|------------------------------------|
| Apartment | 178 | Class I: 0.5 per unit Class II: 0.1 per unit | 89 Class I 18 Class II | - | - |
| Commercial | 257.3 m ² | Class I: 0.2 per 100m ² Class II: 0.6 per 100m ² | 1 Class I 2 Class II | - | - |
| TOTAL | | | 90 CLASS I 20 CLASS II | 97 CLASS I 6 CLASS II | +7 CLASS I -14 CLASS II |

The proposed development provides 97 Class I bicycle spaces which is greater than that required by the Zoning Bylaw by 9 spaces.

The proposed 6 Class II bike parking spaces is short from Bylaw by 14 spaces. While this supply of 6 Class II spaces is considered by Bunt to be suitable for the scale and mix of uses planned for the development, Mission Group has expressed intent on adding Class II spaces in order to meet Bylaw requirements.

4.3 Service Vehicle Operations

The City of Kelowna Zoning Bylaw does not stipulate a requirement for off-street loading for residential land use. Loading activity for the proposed 178 unit residential units would likely involve trucks no larger than a 5-10 tonne single unit vehicle, e.g., (Transportation Association of Canada MSU design vehicle). At 10m in length, a MSU design vehicle could be accommodated in a passenger/loading zone located on the St. Paul Street curbside fronting the new development.

The ground floor commercial space at 257 square metres is relatively small and is not anticipated to require loading by vehicles larger than a Medium Single Unit (Transportation Association of Canada MSU design vehicle). The Zoning Bylaw requires that an off street loading space be provided at the rate of one space per 1,900 square metres of commercial area; the proposed commercial space is less than 15% of this area. A two vehicle (12 metre) passenger/loading zone on St. Paul Street would function quite effectively for this dual function purpose, along with the residential loading activity described in the previous paragraph.

An area labeled “Lane access corridor” that connects to the east/west lane to the south of the site will be used for garbage and recycling collection.

5. TDM & ACTIVE MODES

5.1 Transportation Demand Management

Transportation Demand Management (TDM) is defined as the “application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time”¹. A successful TDM program can influence travel behaviour away from Single Occupant Vehicle (SOV) travel during peak periods towards more sustainable modes such as High Occupancy Vehicle (HOV) travel, transit, cycling or walking. The responsibility for implementation of TDM measures can range across many groups, including regional and municipal governments, transit agencies, private developers, residents/resident associations or employers.

5.2 Recommended TDM Measures for Site

5.2.1 Marketing Materials & Transportation Information

Travel patterns are most pliable when residents move from one location to another. New developments can assist in influencing travel behaviours, through distribution of marketing materials to potential buyers/renters and through provision of information packages to new residents that emphasize the attractiveness and ease of alternative travel modes. In marketing materials to prospective new residents, clear and simple messages such as cost savings and health benefits (within the context of life style choice and urban living), along with practical information about local transit services, walking and cycle routes to key locations would help attract residents who want to live a car-free lifestyle.

For residents who are moving in, a Transportation Information Package should be provided on move-in day. The package should include:

- Map showing local cycling routes (can be obtained from City of Kelowna website);
- Map showing local transit routes (can be obtained from City of Kelowna website or BC Transit website);
- Map showing amenities within a typical walking catchment of 800m (can be obtained from Walk Score website: www.walkscore.com); and
- Information pertaining to on-site vehicle and bicycle parking space supply and management.

The developer will provide a commitment to develop such a Transportation Information package and provide to all new residential of the building.

¹ <http://ops.fhwa.dot.gov/tdm/index.htm> FHWA Travel Demand Management home page

5.2.2 Specialized Parking

The developer is encouraged to provide electric charging abilities to a portion of the development's parking spaces.

5.2.3 Bicycle Parking

The City of Kelowna's Zoning Bylaw requires the development to provide 0.5 Class I and 0.1 Class II bicycle parking spaces per unit.

The development will be providing 97 Class I bicycle parking spaces. This exceeds bylaw requirements by 7 spaces. The development will provide one Class II bicycle spaces to meet Bylaw requirements, including a bicycle rack near the building's main entry on St. Paul Street.

6. CONCLUSIONS & RECOMMENDATIONS

6.1 Conclusions

1. The proposed development at 1471 St. Paul Street consists of 178 residential apartments and approximately 257 square metres of ground level commercial space.
2. The 1471 St. Paul Street site is currently occupied with a 43 space parking lot. The parking lot was observed to be well used. The parking needs of these vehicles are anticipated to be adequately accommodated by nearby parking lots (such as the Library Parkade on Ellis Street) which were observed by Bunt to have considerable reserve capacity (particularly the Library Parkade) during the weekday mid-day peak parking period.
3. All intersections currently operate within capacity and acceptable level of service thresholds during both the weekday AM and PM peak hour periods.
4. The proposed development could potentially generate up approximately 90 vehicle trips in the weekday AM peak hour and approximately 110 vehicle trips in the weekday PM peak hour. Because the development is located in the Downtown Kelowna area within convenient walking and cycling distance of employment, shops and services and good transit access, the vehicle trip generation for the project may well be substantially lower at between one-half to two-thirds of the volumes noted above.
5. Our analysis indicates that the proposed development of 178 residential units and ground level commercial at 1471 St. Paul Street will have minimal impact to the adjacent road network. Most vehicle trips generated by the development will travel through signalized intersections that are currently operating well within operational capacity thresholds.
6. The future half signal at the Doyle Avenue and Richter Street intersection and potential Bernard Avenue signal coordination were observed to have little impact on existing and future traffic operations.
7. The proposed development will be accessed from two driveways, one from the north/ south adjacent lane located to the east of the site and the other from the east/west lane that is located south of the site.
8. The development will be supported with 208 parking spaces located in a five level above ground parkade. This vehicle parking supply meets Bylaw requirements.
9. The proposed development provides 97 Class I bicycle spaces which is greater than required through Kelowna Bylaw. The proposed 6 Class II bike parking spaces are short from Bylaw by 14 spaces. While this supply of 6 Class II spaces is considered by Bunt to be suitable for the scale and mix of uses

planned for the development, Mission Group has expressed intent on adding Class II spaces in order to meet Bylaw requirements.

10. The site location and high-rise design is in itself a progressive step toward more sustainable transport modes. Residents living downtown in close proximity to amenities and services are anticipated to take more trips by walking, cycling and transit than residents living in suburban or lower density areas.

6.2 Recommendations

1. It is recommended that the City establish a two space parking length (12 m) on St. Paul Street in front of the proposed building for short term (5 minutes) parking and loading activity.
2. It is recommended that the City consider introducing a stop sign for the east/west lane at its approach to Bertram Street.
3. It is recommended that Mission Group provide a commitment to design a local area Transportation Information package and provide to all residential units.
4. It is recommended that Mission Group provide electric charging abilities to a portion of the development's vehicle parking spaces as well as providing electric charging abilities to the Class I bicycle storage rooms.

