

REPORT TO COUNCIL



Date: 5/7/2018

RIM No. 0940-00 & 0940-50

To: City Manager

From: Community Planning Department (AC)

Application: DP18-0009 & DVP18-0010 **Owner:** The Armstrong Land Corp. Inc.
No. BC1113050

Address: 1805 Pier Mac Way, 3515 Kel Mac Ct,
& 3525 Kel Mac Ct **Applicant:** Krahn Engineering Ltd. –
Darren Cruikshanks

Subject: Development Permit & Development Variance Permit

OCP Designation: Industrial (IND)

Zone: CD15 – Airport Business Park (IND)

1.0 Recommendation

THAT Council authorize the issuance of Development Permit No. DP18-0009 for:

- Lot 1, Section 14, Township 23, ODYD, Plan EPP56391 located at 1805 Pier Mac Way, Kelowna, BC;
- Lot 2, Section 14, Township 23, ODYD, Plan EPP56391 located at 3515 Kel Mac Ct, Kelowna, BC; &
- Lot 3, Section 14, Township 23, ODYD, Plan EPP56391 located at 3525 Kel Mac Ct, Kelowna, BC.

subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in general accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land be in general accordance with Schedule "B";
3. Landscaping to be provided on the land to be in general accordance with Schedule "C";
4. That the applicant be required to post with the City, a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a professional landscaper;
5. That the applicant consolidates the lots prior to Development Permit issuance and update the legal description of the resulting lot in order for the Development Permit and Development Variance Permit to be registered on the consolidated lot.

AND THAT Council authorize the issuance of Development Variance Permit DVP18-0010 for:

- Lot 1, Section 14, Township 23, ODYD, Plan EPP56391 located at 1805 Pier Mac Way, Kelowna, BC;
- Lot 2, Section 14, Township 23, ODYD, Plan EPP56391 located at 3515 Kel Mac Ct, Kelowna, BC; &
- Lot 3, Section 14, Township 23, ODYD, Plan EPP56391 located at 3525 Kel Mac Ct, Kelowna, BC

AND THAT the variances to the following sections of Zoning Bylaw No. 8000 be granted:

S.8 Table 8.1 Parking Schedule

To vary the minimum number of parking stalls provided from 55 stalls to 20 stalls.

AND THAT the Development Permit and Development Variance Permit is issued subsequent to the outstanding conditions set out in Attachment "A" attached to the Report from the Community Planning Department dated May 7th 2018;

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit and Development Variance Permit application in order for the permit to be issued;

AND FURTHER THAT the Development Permit and Development Variance Permit be valid for two (2) years from the date of Council approval, with no opportunity to extend.

2.0 Purpose

To review the Form & Character Development Permit of a phased self-storage facility, outdoor storage, and fleet services project.

3.0 Community Planning

Staff are recommending support for the proposed Development Permit and associated variance due to the proposal's consistency with the majority of the Official Community Plan's (OCP) urban design guidelines. Overall, the form and character of this self-storage industrial building is above average compared to other existing self-storage buildings in Kelowna. The proposed reduction in parking is in keeping with the operational needs of self-storage businesses.

3.1 Development Permit

The buildings are mainly one storey in height and fit within the massing and height regulations of the CD15 zone. The layout of the various proposed buildings work well with the sloping topography on-site as well as the building orientation facing Hwy 97 and the public realm. The quality of the elevations facing Pier Mac Way and Highway 97 are most important due to their high profile nature. In response, the applicant is proposing site-cast tilt panel construction intended to be durable and substantial in appearance. The building design is in a contemporary modern style with flat roofs. Visual interest and detailing is provided through the stepping nature of the individual units along the sloping grades, variation in roof heights, parapet projects, corner accents and colours, and graphics and surface textures along the principal elevations. Overall, the colours and materials of the development are consistent with other recent developments in the Airport Village area including the commercial development to the south of the site.

The landscape design meets the requirements of the CD15 zone including the minimum 20% coniferous tree species requirement in order to provide seasonal year round interest. The amount of landscaping is increased at the corner of Pier Mac and Kel Mac near the main office building and the primary public entry. As well, significant tree plantings are proposed along the Highway 97 road frontage.

3.2 Development Variance Permit:

The intended land use (self-storage) is compliant with the current CD15 zone designation in all regulations except parking which is proposed to be reduced from the required 55 to 20 stalls due to the specific purpose of the development. As is evident with many self-storage facilities across the City, they generate a much lower need for formal parking than the Zoning Bylaw states. The applicant is proposing over-width internal drive isles which provide opportunity for users of the facility to park directly in front of their storage unit for easier transfer of storage items. The 20 parking spaces that are provided on-site will primarily serve the small sales office immediately adjacent to the access frontage, both employees and customers.

4.0 Proposal

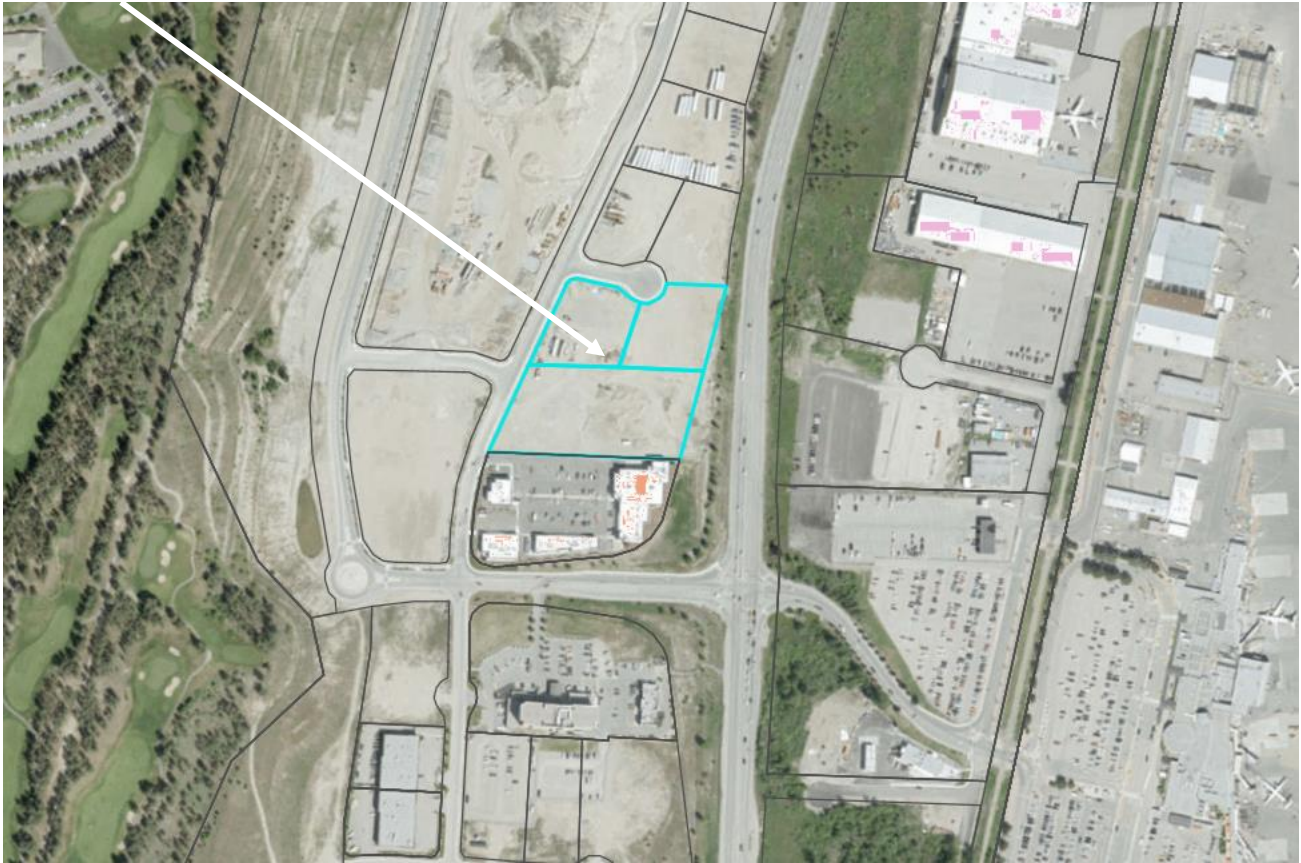
4.1 Project Description

The proposed self-storage facility occupies approximately 2.1 hectares of land. The development consists of ten buildings to be constructed in two phases. The site will be fully secured and access to the storage buildings (with the exception of the office use) will be controlled. Since the south half of the street elevation is designated for phase 2 of the development, the project will provide an enhanced graphic fencing until the entire elevation is unified at the conclusion of phase 2. In the meantime, the phase 2 area will be occupied by outdoor storage and 'The National' car rental fleet. Currently, 'The National' has an office location in the Airport Village commercial area and they will need to relocate once phase 2 of this project occurs as the storage of their vehicles is not permitted in the commercial CD15 zone (i.e. the Airport Village commercial lot).

4.2 Site Context

The subject parcels are located within the Airport Business Park area. The subject property is designated as Industrial (IND) in the OCP and the lot is within the Permanent Growth Boundary. Specifically, the adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	CD15 - Airport Business Park (Industrial)	Vacant / Industrial
East	CD12 Airport	Airport
South	CD15 - Airport Business Park (Commercial)	Airport Village (Strip Mall)
West	CD15 - Airport Business Park (Industrial)	Vacant / Industrial

Subject Property Map: 1805 Pier Mac Way, 3515 Kel Mac Ct, & 3525 Kel Mac Ct4.3 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	CD15 ZONE REQUIREMENTS	PROPOSAL
Development Regulations		
Height	18.0 m / 4 storeys	6.62 m / 1 storey
Front Yard (Pier Mac Way)	6.0m	6.0m
Side Yard (north)	0.0 m	4.55m
Side Yard (south)	0.0 m	0.0m
Rear Setback (Hwy 97)	Min 7.0m Max 10.0m	7.0m
Site coverage of buildings	n/a	43.64%
FAR	1.5 Max	0.44
Parking Regulations		
Minimum Parking Requirements	55 stalls	20 stalls ①
Minimum Loading spaces	2 spaces	2 spaces

Zoning Analysis Table		
CRITERIA	CD15 ZONE REQUIREMENTS	PROPOSAL
Ratio of Parking Stalls	Full size: 50% Min Medium Size: 40% Max Small Size: 10% Max	Full size: 100% (6 stalls) Medium Size: 0% (0 stalls) Small Size: 0% (0 stalls)
Minimum Drive Aisle Width	7.0 m	7.0 m
Setback (Parking) from a property line abutting a street	2.0 m	3.05m
Other Regulations		
Landscape Buffer	3.0 m	>3.0 m
Minimum Percentage of coniferous trees	20%	20%
Primary Building Facades	Min 30% glazing or other relief	>30% glazing or other relief
❶ Variance requested to reduce the number of parking stalls.		

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

DEVELOPMENT PERMIT GUIDELINES

Consideration has been given to the following guidelines as identified in Section 14.A. of the City of Kelowna Official Community Plan relating to Comprehensive Development Permit Areas:

COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
Authenticity and Regional Expression			
Do landscaping and building form convey a character that is distinct to Kelowna and the Central Okanagan?	x		
Are materials in keeping with the character of the region?	x		
Are colours used common in the region's natural landscape?	x		
Does the design provide for a transition between the indoors and outdoors?	x		
Context			
Does the proposal maintain the established or envisioned architectural character of the neighbourhood?	x		
Does interim development consider neighbouring properties designated for more intensive development?	x		
Are façade treatments facing residential areas attractive and context sensitive?			x
Are architectural elements aligned from one building to the next?	x		
For exterior changes, is the original character of the building respected and enhanced?			x

COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
Is the design unique without visually dominating neighbouring buildings?	x		
For developments with multiple buildings, is there a sense of architectural unity and cohesiveness?	x		
Relationship to the Street			
Do buildings create the desired streetscape rhythm?	x		
Are parkade entrances located at grade?			x
For buildings with multiple street frontages, is equal emphasis given to each frontage?	x		
Massing and Height			
Does the design mitigate the actual and perceived mass of buildings?	x		
Does the height consider shading and view impacts for neighbouring properties and transition to less intensive areas?	x		
Human Scale			
Are architectural elements scaled for pedestrians?	x		
Are façades articulated with indentations and projections?	x		
Are top, middle and bottom building elements distinguished?			X
Do proposed buildings have an identifiable base, middle and top?			X
Are building facades designed with a balance of vertical and horizontal proportions?	x		
Are horizontal glazed areas divided into vertically proportioned windows separated by mullions or building structures?	x		
Does the design incorporate roof overhangs and the use of awnings, louvers, canopies and other window screening techniques?	x		x
Is the visual impact of enclosed elevator shafts reduced through architectural treatments?			X
Exterior Elevations and Materials			
Are buildings finished with materials that are natural, local, durable and appropriate to the character of the development?	X		
Are entrances visually prominent, accessible and recognizable?	X		
Are higher quality materials continued around building corners or edges that are visible to the public?	x		
Are a variety of materials used to create contrast, enhance the pedestrian environment and reduce the apparent mass of a building?	x		
Are elements other than colour used as the dominant feature of a building?	X		
Public and Private Open Space			
Does public open space promote interaction and movement through the site?	X		

COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
Are public and private open spaces oriented to take advantage of and protect from the elements?	X		
Is there an appropriate transition between public and private open spaces?	X		
Are amenities such as benches, garbage receptacles, bicycle stands and community notice boards included on site?			x
Site Access			
Is the safe and convenient movement of pedestrians prioritized?			x
Are alternative and active modes of transportation supported through the site design?			x
Are identifiable and well-lit pathways provided to front entrances?	X		
Do paved surfaces provide visual interest?	x		
Is parking located behind or inside buildings, or below grade?	x		
Are large expanses of parking separated by landscaping or buildings?	x		
Are vehicle and service accesses from lower order roads or lanes?	x		
Do vehicle and service accesses have minimal impact on the streetscape and public views?	X		
Is visible and secure bicycle parking provided in new parking structures and parking lots?			X
Environmental Design and Green Building			
Does the proposal consider solar gain and exposure?			X
Are green walls or shade trees incorporated in the design?			X
Does the site layout minimize stormwater runoff?			x
Are sustainable construction methods and materials used in the project?	unknown		
Are green building strategies incorporated into the design?		x	
Decks, Balconies, Rooftops and Common Outdoor Amenity Space			
Are decks, balconies or common outdoor amenity spaces provided?			x
Does hard and soft landscaping enhance the usability of decks, balconies and outdoor amenity spaces?			x
Are large flat expanses of roof enhanced with texture, colour or landscaping where they are visible from above or adjacent properties?			X
Amenities, Ancillary Services and Utilities			
Are loading, garage, storage, utility and other ancillary services located away from public view?	x		
Are vents, mechanical rooms / equipment and elevator penthouses integrated with the roof or screened with finishes compatible with the building's design?			X

COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
Crime prevention			
Are CPTED practices as related to landscaping, siting, form and exterior design included in the design?			x
Are building materials vandalism resistant?	unknown		
Universal Accessible Design			
Is access for persons with disabilities integrated into the overall site plan and clearly visible from the principal entrance?	x		
Are the site layout, services and amenities easy to understand and navigate?	x		
Signs			
Do signs contribute to the overall quality and character of the development?	x		
Is signage design consistent with the appearance and scale of the building?	x		
Are signs located and scaled to be easily read by pedestrians?	x		
For culturally significant buildings, is the signage inspired by historical influences?			x
Lighting			
Does lighting enhance public safety?	x		
Is "light trespass" onto adjacent residential areas minimized?			X
Does lighting consider the effect on the façade, neighbouring buildings and open spaces?			X
Is suitably scaled pedestrian lighting provided?			x
Does exterior street lighting follow the International Dark Sky Model to limit light pollution?	x		

6.0 Technical Comments

6.1 Building & Permitting Department

- a) Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permit(s).
- b) Placement permits are required for any sales or construction trailers that will be on site. The location(s) of these are to be shown at time of development permit application.
- c) A Hoarding permit is required and protection of the public from the staging area and the new building area during construction.
- d) A Building Code analysis is required for the structure at time of building permit applications, but the following items may affect the form and character of the building(s):
 - o Any alternative solution must be accepted by the Chief Building Inspector prior to the release of the Building Permit.
 - o Location, Heights, Colours of mechanical systems and the required screening are to be determined at time of DP

- Any security system that limits access to exiting needs to be addressed in the code analysis by the architect.
 - Access to the roofs are required per NFPA and guard rails may be required and should be reflected in the plans if required.
 - Additional man doors are required to meet exiting requirements
 - Building setbacks may be affected once code analysis is provided which may affect the ability to issue a permit and may require amendment to the DP. We have tried for over two weeks to contact the architect of record. If the Architect is attempting to use the Alberta Standata for mini storages as the basis of alternative solution discussions should occur since changes may be required to the layouts.
 - This property falls outside of the 10-minute response time outlined in BCBC for the fire department which will affect setbacks and spatial allowances
- e) A Geotechnical report is required to address the sub soil conditions and site drainage at time of building permit application. Minimum building elevations are required to be established prior to the release of the Development Permit. If a soil removal or deposit permit is required, this must be provided at time of Development Permit application.
- f) We strongly recommend that the developer have his professional consultants review and prepare solutions for potential impact of this development on adjacent properties. Any damage to adjacent properties is a civil action which does not involve the city directly. The items of potential damage claims by adjacent properties are items like settlement of foundations (preload), damage to the structure during construction, undermining & underpinning of existing foundation, additional snow drift on neighbour roofs, excessive noise from mechanical units, vibration damage during foundation preparation work, water infiltration systems, etc.
- g) Full Plan check for Building Code related issues will be done at time of Building Permit applications. Please indicate how the requirements of Radon mitigation and NAFS are being applied to this complex at time of permit application.

6.2 Development Engineering

- See attached Memo dated January 12th 2018.

6.3 Fire Department

- a) Construction fire safety plan is required to be submitted and reviewed prior to construction and updated as required.
- b) The building shall be addressed off of road it is accessed from -Kel Mac Ct appears to be main access.
- c) Ensure appropriate travel distance to exit doors (not overhead doors) is met and that those exit doors swing in the direction of travel.
- d) Fire Department access is to be met as per BCBC 3.2.5. and accommodate the largest apparatus. - ensure that the appropriate travel distance to the centre of the 1 story buildings is met.
- e) A fire safety plan as per section 2.8 BCFC is required at occupancy. The fire safety plan and floor plans are to be submitted for approval in AutoCAD Drawing format on a CD as well as a fire pre-plan as per bylaw 10760.
- f) Approved Fire Department steel lock box (Knoxbox) acceptable to the fire dept. is required by the fire dept.
- g) All requirements of the City of Kelowna Fire and Life Safety Bylaw 10760 shall be met.
- h) The fire alarm system is to be monitored by an agency meeting the CAN/ULC S561 Standard
- i) Fire department connection is to be within 45M of a fire hydrant - unobstructed.
- j) Ensure FD connection is clearly marked and visible from the street.

- k) Upon completion an owners certificate and copy of NFPA 25 shall be provided for the sprinkler system.
- l) Upon completion, a certificate is required to verify CANULC 561 Compliance.
- m) Dumpster/refuse container must be 3 meters from structures or overhangs or in a rated room in parkade.

7.0 Application Chronology

Date of Application Received: Jan 9th 2018
Date of Public consultation: n/a

Report Prepared by: Adam Cseke, Urban Planner
Reviewed by: Terry Barton, Urban Planning Manager
Approved by: Ryan Smith, Community Planning Manager

Attachments:

Applicant Rationale
Development Engineering Comments dated January 12th 2018 (Attachment 'A')
Development Permit & Development Variance Permit (Schedule A, B, & C)