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**CITY OF KELOWNA**  
**MEMORANDUM**

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**Date:** February 18, 2016  
**File No.:** DP15-0316  
**To:** Community Planning (AC)  
**From:** Development Engineering Manager (SM)  
**Subject:** 755 Academy Way Lot 1, Plan EPP45919

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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 Jason Ough

**1. General**

- a) Subdivision requirements have been addressed in the Development Engineering report under file S15-0075. Requirements identified in the subdivision report must be completed prior to the issuance of an occupancy permit.
- b) Provide Right of Way and Easement as may be required.
- c) A Statutory 219 Covenant of No Occupancy Permit is required until such time that Bylaw conforming fireflow and domestic water demand capacity is in place.

**2. Geotechnical Study**

A comprehensive Geotechnical Study is required 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 recommendations for on-site storm water disposal.
- h) Provide specific requirements for footings and foundation construction.

**3. Domestic Water and Fire Protection**

- a) The developer's consulting mechanical engineer will determine the domestic and fire protection requirements of the proposed development and establish hydrant requirements and service needs. Provide confirmation of available capacity.
- b) This development is within the service area of the Glenmore Ellison Improvement District (GEID). The developer is required to make satisfactory arrangements with GEID for these items. All charges for service connection and upgrading costs are to be paid directly to GEID.

**4. Sanitary Sewer**

The developer's consulting mechanical engineer will determine the requirements of the proposed development and establish the service needs. Installation of the required service must be complete prior to the issuance of a plumbing permit and at the expense of the developer. One service will be permitted per lot.

**5. Storm Drainage**

The developer must engage a consulting civil engineer to provide a storm water management plan for the site, which meets the requirements of the Subdivision, Development and Servicing Bylaw No. 7900. The storm water management plan must also include provision of lot grading plan, minimum basement elevation (MBE), if applicable, and provision of a storm drainage service for the development and / or recommendations for onsite drainage containment and disposal systems. All the storm drainage must be dealt with on site.

**6. Road Improvements**

- a) Requirements for road cross sections, dedications, design and construction have been addressed in the Development Engineering report under file S15-0075.
- b) Road improvements will be constructed along the full frontage of this proposed development, including separate sidewalk, landscaped boulevard complete with street trees and irrigation. Relocate or adjust utility appurtenances if required to accommodate construction. All improvements will be at the developer's expense.

**7. 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.

**8. Development Permit and Site Related Issues**

- a) Access and Manoeuvrability
  - (i) An SU-9 standard size vehicle must be able to manoeuvre onto and off the site without requiring a reverse movement onto public roadways. If the development plan intends to accommodate larger vehicles movements should also be illustrated on the site plan.

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Steve Muenz, P. Eng.  
Development Engineering Manager

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**CITY OF KELOWNA**  
**MEMORANDUM**

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**Date:** February 24, 2016  
**File No.:** DVP15-0315  
**To:** Land Use Management (AC)  
**From:** Development Engineering Manager (SM)  
**Subject:** 755 Academy Way Lot 1, Plan EPP45919

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Development Engineering Services comments and requirements pertaining to this Development Permit application, to reduce the parking requirements, are as follows:

- a) Additional information is required to support the proposed parking stall reduction from 146 to 103. A 30% reduction in the minimum parking requirement is excessive. A proposed parking variance in line with Phase 1 approvals can be supported.
- b) Provide a detailed rationale explaining and justifying the proposed parking stall reduction.
- c) Provide a proposed solution to parking related problems as a contingency in case cumulative parking variances fail to meet the needs of the neighborhood as development proceeds.



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Steve Muenz, P.Eng.  
Development Engineering Manager

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**Re: Development Permit Submission  
755 Academy Way, Kelowna**

**December 8th, 2015**

Mission Group Homes is pleased to submit to the City of Kelowna our Development Permit Application regarding 755 Academy Way – which we have named U Three. The U Three site is large enough to accommodate two buildings – U3A – will be a 63 unit rental building and U3B will be a 87 unit condominium building.

Mission Group Homes Ltd. is a multi-family home builder with operations in Kelowna and Vancouver. Mission Group strives to dream beyond the conventional, design with care, and build with a keen eye for detail, while providing exceptional customer service for homeowners. At Mission Group Homes, our mission is to build each home as it were our own, and treat our homeowners like family.

Our newest community called U Three - will be adjacent to UBCO and is located on Academy Way in the vicinity of our completed U One project and U Two– which is currently under construction.

UBCO currently has a population of approximately 8,500 students and is experiencing a shortage of accommodation on Campus – with housing for only 1,700 students in a variety of dorm room types. As a new Development Plan for Campus was recently approved –the UBCO campus is expected to grow over the next few years.

In response to this housing shortage, Academy Hill - a 78 unit – 2 phase project - was completed in 2014- with 100% of the units sold.

U One – our first project in this area which is a 66 unit condominium project was completed in August of this year with all units sold.

U Two – our second project in the area – consists of two 56 unit buildings. The first building is 100% sold and will be ready for occupancy in August of 2016. The second building of 56 units is currently 50% sold and will be ready for occupancy in December of 2016.

In addition, Beaumont Timber is also constructing a 250 unit rental building – that is scheduled for completion in the fall of 2016.

The amount of construction in this area is indicative of the extreme need for student housing in the City of Kelowna.

For U Three, Mission Group Homes has retained Micklejohn Architects of Kelowna to design this exciting new project. As they have designed the two phases of the Academy Hill project, Aberdeen Hall expansion and our U One and U Two projects – they are extremely familiar with site and development issues within the University Heights master plan area.

## **Design Rationale**

U Three, will be located on the start of the south facing slope (Lot 4 of the University Village Master Plan area.) The project will consist of two buildings – U3A being a 63 unit – 4 storey rental project – and U3B – which will be a 87 unit condominium project over an enclosed parking structure.

### **U Three A**

With a total of 63 units – U3A will be a 4 storey wood frame building that will have only surface parking. As a rental building – 1 parking stall will be provided for each unit in addition to 6 visitor parking spaces. We have found that this is an adequate amount of parking for a student residential building in this location. Similar to other projects in the area, – we will be requesting a parking variance with our Development Permit application.

U3A – will be located at the front of the site and will be the closest building to Academy Way. As the site has been cleared and graded by the land developer – the building location did not provide the challenges of previous sites in the area.

In regards to site design, the building has been located to;

- fit within the natural contours of the site
- maximize views
- preserve existing steep slope areas
- connect to existing and proposed trail systems
- be developed with minimal use of retaining walls.

A Wildfire Report has been completed on the site and contains recommendations in regards to tree removal and future landscaping and building material – however it is not applicable to this section of the site – as all natural vegetation has been removed.

Trail systems and pathways will connect the building site to the main pedestrian pathway along Academy Way to the west as well as the regional trail system that exists along the eastern boundary of the site. These trail connections will provide appropriate site circulation for pedestrians through a system of trails and pathways that will provide easy connections to both UBCO to the north and to future projects to the south. On site viewpoint nodes have been incorporated into the landscape design.

The main vehicle access to the site will be from Academy Way - which will allow for an easy transition from street level to the building site. This entry location will allow for a project signage element to be created and present a welcoming vista into the site.

The orientation of the building respects the University Village Master Plan concept, with the long articulated building form following the site contours and the shorter building façade facing Academy Way.

### **U Three B**

With a total of 87 units – U3B will be a 4 storey wood frame building that will be built on top of an enclosed parkade. This building will be built on the east side of the site and be sited to run parallel to the top of the steep slope area – allowing for view opportunities for all eastern facing units.

As a condominium building – 1 enclosed parking stall will be provided for each unit. As the parkade only accommodate 55 cars, an additional 32 cars will be provided in covered parking spaces in front of the building. This is the same concept we used for U2 – and will present a consistent design theme/element along the street.

In addition to the 87 enclosed parking spaces, an additional 19 visitor parking spaces will be provided in the surface parking lot in front of the building. Again, we have found that this is an adequate amount of parking for a student residential building in this location. For this parking reduction – we will be requesting a parking variance with our Development Permit application.

U3B – will be located at the "Back" of the site and will be the furthest building from Academy Way. An access road along the south property line - will lead to the building and parkade entry. As the site has been cleared and graded by the land developer – the building location did not provide the challenges of previous sites in the area.

In regards to site design, this building has also been located to;

- fit within the natural contours of the site
- maximize views
- preserve existing steep slope areas
- connect to existing and proposed trail systems
- be developed with minimal use of retaining walls.

A Wildfire Report has been completed on the site and contains recommendations in regards to tree removal and future landscaping and building material – however it is not applicable to this section of the site – as all natural vegetation is contained within the steep slope covenant area at the east of the site.

Trail systems and pathways will connect the building site to the main pedestrian pathway along Academy Way to the west as well as the regional trail system that exists along the eastern boundary of the site. These trail connections will provide appropriate site circulation for pedestrians through a system of trails and pathways that will provide easy connections to both UBCO to the north and to future projects to the south. On site viewpoint nodes have been incorporated into the landscape design.



The main vehicle access to the site will be from Academy Way - which will allow for an easy transition from street level to the building site. This entry location will allow for a project signage element to be created and present a welcoming vista into the site.

The orientation of the building respects the University Village Master Plan concept, with the long articulated building form following the site contours and the shorter building façade facing Academy Way.

The steep slope area on the eastern portion of the site results in approximately 28% of the site area being not suitable for development and will be protected through a non disturbance agreement with the City.

### **Design Rationale**

#### **Form, Massing and Building Character**

In regards to architectural form and character, It is envisioned that this project will be designed in a "campus modern" style, in a four storey building form that will reflect the character and form of recently constructed buildings at UBCO and on Academy Way.

As a two building project – each building will have its own unique design features – however they will compliment each other in form, image and colour. Common landscape elements will contribute towards a consistent image amongst the two building sites.

Both building will use a combination of Hardie Panel, Hardie Siding and stucco and as a result will compliment campus building materials as well as those that we have used in other building in this district.

Particular attention has been paid to the Academy Way - west facing streetscape. Design considerations of this façade will include articulated corner details to create a welcoming building vista from Academy Way with appropriate landscape features and walls, building signage, and an articulated building façade that will provide interest to those approaching the site and building.

This design will create;

- a welcoming building vista from Academy Way with appropriate landscape features and walls
- visible building signage will connect both pedestrians and vehicles to the street and towards the main entry of the building
- by creating a balcony frame / roof element that will be consistent in both buildings – and adding some subtle colour variations to finishes, we are able to give this site a slightly different architectural feel from the previous projects on Academy Way – yet still fit into the "campus" style of architecture that has been

created in the area. This articulated building façade will provide visual interest to those approaching the site and building.

- the street presence of the building has been emphasized with a building design that has been "grounded" to the site as well as designed landscaped areas including a pedestrian friendly environment from the street to the building area that provides for a visually interesting walkway that is safe and easy for all to access.
- A view point area will be incorporated into the landscaped area at the south east corner of the site – where the natural vegetation has been maintained.
- A modern design element at the entry to each building - has been designed with interest to visually bring people to the entry area of the building. This bold architectural element brings balance and a human scale to this area.
- On U3B – a sensitively designed carport will be created in front of the building and add visual interest to this area of the site.
- Surrounding landscape has been designed to incorporate visually interesting shade trees and shrubs and create a "berming" effect around the building entry and surface parking areas. Sensitively located trees will also screen much of the parking in front of the U3B building.
- To create a safer pedestrian environment, the building entry is located well away from the parkade entrance.
- Pedestrian site circulation has been carefully reviewed. Both buildings will be linked to Academy Way by low slope sidewalk adjacent to the entry road, and without steps. This trail will lead pedestrians to future commercial developments adjacent to this project or down the hill to the campus.  
This will be considered the main pedestrian access to the site.

To access the trail systems adjacent to the site – we will connect – at the top of the steep slope bank - to the trail provided along the eastern edge of the project. This trail will lead down to the regional trail system at the bottom of the bank. This will eliminate disturbance through the steep slope area of the site.

In conclusion we believe that the building design for this project will be sensitive to and compliment adjacent developments, respect its immediate landscape area and be sensitive to existing site conditions.

The Mission Group continues to be a proud part of the exciting Campus District developing around the UBCO campus.





Adam Cseke  
Planner II, Urban Planning  
City of Kelowna  
1435 Water Street  
Kelowna BC V1Y 1J4

January 12, 2016

**RE: U Three "A" & U Three "B" - Proposed Parking Variances**

Dear Adam,

We are excited to move ahead with our next residential buildings in the University Heights neighbourhood. As per our previously submitted Development Permit, "U Three" will include both a condominium building (U Three "B") and a purpose-built rental building (U Three "A"). We are requesting a parking variance for both buildings. Below is a summary of our rationale for these proposed relaxations:

**U-Three "A"**

Notably, U-Three "A" will be our first purpose-built rental (non-stratified) building in this area, as U One and U Two are both stratified buildings. Mission Group intends to hold and maintain this building within our property portfolio. Accordingly, we have designed this building to create the highest value for prospective renters.

With this in mind, we have decided to not include under-building parking in the community design for U Three "A". We understand that this may be viewed as an under-utilization of the site. However, there are several reasons for this decision:

- **Affordability.** Firstly, we are attempting to create affordable rental housing adjacent to UBC Okanagan campus. Not providing under-building parking reduces building costs, which translates to more affordable rents for students. Prospective renters would now have the choice to rent at a building that does not have under-building parking, if this is not an important consideration for them. Notably, of the 1,676 student housing beds provided on-campus by UBC Okanagan, none have under-building parking.
- **Constructability.** Under-building parking for U3A is geotechnically problematic, as this would require costly blasting or rock hammering near already occupied homes and the adjacent high-pressure Fortis gas line.
- **Non-stratified.** When purchasing a stratified condominium, a buyer expects to have a dedicated, under-building parking stall included in their purchase. For a non-stratified rental building, this is not the case.

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- **Design.** Eliminating under-building parking creates a more favorable interface for the ground level homes, as the building slab will be positioned closer to the surrounding landscaping grades.
- **Parking Pool Efficiency:** In addition, it is important to note the parking efficiencies related to a comprehensively-managed parking pool. In a stratified building with dedicated parking stalls, if the occupant of a particular unit does not use a vehicle, their stall is left vacant and not used. As a rental building is managed as a single parking "pool", the parking usage is much more efficient. This will create greater capacity and parking efficiency.

Regarding the parking relaxation being requested, all recent housing developments in this location have received a parking variance. U Three "A" compares to these previously-approved developments as follows:

<b>Building</b>	<b>Parking Required</b>	<b>Parking Provided</b>	<b>% of required</b>
U One:	100 stalls	93 stalls	93%
U Two:	168 stalls	155 stalls	92%
Veda:	251 stalls	148 stalls	59%
<b>U Three (A):</b>	<b>93 stalls</b>	<b>69 stalls</b>	<b>74%</b>

While the variance requested is greater than the previous applications in Mission Group's "U" district, it is smaller compared to the "Veda" rentals on the other side of Academy Way. Since the completion and occupancy of U-One (August 2015), the property manager has noted that parking usage has been below capacity. This parking usage trend has also been experienced at the "Academy Hill" development, as noted by CTQ Consultants Ltd's review (per attached letter dated December 18, 2014). Furthermore, the suite sizes at U-Three are smaller than the stratified residences at Academy Hill, U One and U Two, which should translate into a lower car ownership percentage.

#### **U-Three "B"**

For the condominium building – U Three "B" – we have completely maximized the potential parking on the site, including both under-building and surface stalls. Topographically, there is no additional area to add stalls. In the design, all 87 units will have one covered parking space, and in addition, 16 visitor stalls are provided. As mentioned above, this would be more than adequate to meet parking demand.

The unit mix (proportion of studio, one, two and three-bedroom unit plans) for U-Three "B" is very similar to that of U One and U Two. However, since the approval of the parking variance at U-Two, the City's interpretation of U Three's internal "dens" has changed as it relates to parking requirements. These internal dens are now considered as "bedrooms" for the purposes of calculating the number of parking stalls required. *This interpretation has artificially increased our required parking (making our variance appear larger than previous requests), but the demand on a per unit basis is still the same as the previous buildings.*

A breakdown of this interpretation change is shown below:

<b>Building</b>	<b>Parking Required</b>	<b>Parking Provided</b>	<b>% of required</b>
U One:	100 stalls	93 stalls	93%
U Two:	168 stalls	155 stalls	92%
Veda:	251 stalls	148 stalls	59%
<b>U Three "B":</b>	<b>146 stalls</b>	<b>103 stalls</b>	<b>72%* (dens counted as bedrooms)</b>
<b>U Three "B":</b>	<b>122 stalls</b>	<b>103 stalls</b>	<b>84%* (dens not counted as bedrooms)</b>

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In short, we believe that there is more than adequate parking for our proposed housing at U Three. By not including under-building parking at U-Three "A", we have minimized unnecessary building costs, and will provide the greatest value to potential renters. Site parking at U-Three "B" has been maximized and would be more than adequate to service the community. One of the key reasons for the recent success of this area is its proximity to UBCO and the fact that students can walk to class – without the need for a car.

We trust that this provides enough information for your review and look forward to receiving your feedback. Should any further clarification be required, please do not hesitate to contact us.

Regards,

Mission Group Homes Ltd.

Attachments:

- Letter from CTQ Consultants dated December 18, 2014 re: "Academy Hill"