
CITY OF KELOWNA

MEMORANDUM

Date: October 23, 2018

File No.: Z18-0109

To: Urban Planning Management (TA)

From: Development Engineering Manager (JK)

Subject: 2025 Agassiz Rd. RU1 - RM5

Development Engineering Department have 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 Aaron Sangster

1. Domestic Water and Fire Protection

- (a) The existing lots are serviced with small diameter water services (2). The developer's consulting mechanical engineer will determine the domestic and fire protection requirements of this proposed development and establish hydrant requirements and service needs. The estimated cost of this construction for bonding purposes is **\$10,000.00**
- (b) The applicant, at his cost, will arrange for the removal of the existing services and the installation of one new larger metered water service.
- (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) The existing lots are serviced with 100mm diameter sanitary services (2). The developer's consulting mechanical engineer will determine the requirements of this proposed development and establish the required size and preferred location of the new service. Only one service will be permitted for this development. The applicant, at his cost, will arrange for the removal of all existing small diameter services and the installation of a new larger service. The estimated cost of this construction for bonding purposes is **\$8,000.00**

3. Storm Drainage

- (a) The developer must engage a consulting civil engineer to provide a storm water management plan for these sites 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 plans, minimum basement elevations (MBE), if applicable, and provision of a storm drainage service and recommendations for onsite drainage containment and disposal systems.



- (b) Only one service will be permitted for this development. The applicant, at his cost, will arrange for the installation of one new overflow service. The estimated cost of this construction for bonding purposes is **\$5,000.00**

4. Road Improvements

- (a) Barlee Rd has been upgraded to an urban standard along the full frontage of this proposed development, including curb and gutter, sidewalk and drainage system. A landscaped boulevard complete with street trees is required. The estimated cost of this construction for bonding purposes is **\$1,000.00**.
- (b) Agassiz Rd has been upgraded to an urban standard along the full frontage of this proposed development, including curb and gutter, sidewalk and drainage system. A landscaped boulevard complete with street trees is required. The estimated cost of this construction for bonding purposes is **\$4,000.00**
- (c) Contribute a sum of \$2,254.39 per equivalent development unit as this development's assessed share for future extension of Agassiz Rd. from Kent Rd. thru to Ambrosi Rd. as required in the Ambrosi Area Plan Policy 235.

6. Subdivision

- (a) Grant Statutory Rights of Way if required for utility services.
- (b) Lot consolidation.
- (c) 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.

7. Electric Power and Telecommunication Services

- a) All proposed distribution and service connections are to be installed underground. Existing distribution and service connections, on that portion of a road immediately adjacent to the site, are to be relocated and installed underground as the subject properties are within the "Capri Landmark Urban Centre".
- b) Streetlights must be installed on Agassiz Rd if required.
- c) Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.
- d) Re-locate existing poles and utilities, where necessary. Remove aerial trespass (es).

8. Engineering

Road and utility construction design, construction supervision, and quality control supervision of all off-site and site services including on-site ground recharge drainage collection and disposal systems, must be performed by an approved consulting civil engineer. Designs must be submitted to the city engineering department for review and marked "issued for construction" by the city engineer before construction may begin.

9. 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.

10. Servicing Agreements 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.

11. Geotechnical Report

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:

- (a) Area ground water characteristics.
- (b) Site suitability for development, unstable soils, etc.
- (c) 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.
- (d) List extraordinary requirements that may be required to accommodate construction of roads and underground utilities as well as building foundation designs.

(e) Additional geotechnical survey may be necessary for building foundations, etc.

12. Bonding and Levy Summary

(a) Bonding

Water service upgrades	\$ 10,000
Sanitary sewer service upgrades	\$ 8,000
Storm overflow services	\$ 5,000
Bedford Street frontage improvements	\$ 5,000

Total Bonding

\$28,000.00

NOTE: The bonding amount shown above are comprised of estimated construction costs escalated by 140% to include engineering design and contingency protection and are provided for information purposes only. The owner should engage a consulting civil engineer to provide detailed designs and obtain actual tendered construction costs if he wishes to do so. Bonding for required off-site construction must be provided and may be in the form of cash or an irrevocable letter of credit, in an approved format.

The owner must also enter into a servicing agreement in a form provided by the City.

(b) Levies

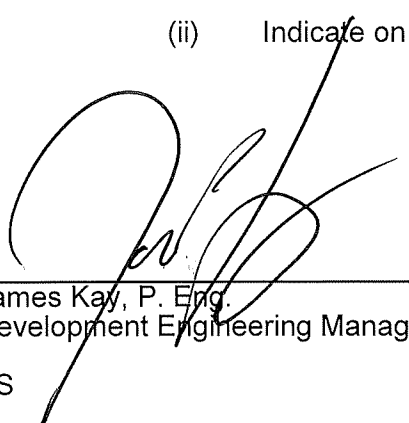
Ambrosi Area Plan Policy 235 assessment:

52 unit's x 0.7 = 36.4 EDU @ \$2,254.39 = **\$ 82,059.80**

12. Development Permit and Site Related Issues

Access and Manoeuvrability

- (i) Access to the site will be permitted from Barlee Rd.
- (ii) Indicate on the site, the locations of the garbage and recycle bins.


James Kay, P. Eng.
Development Engineering Manager

AS

REZONING APPLICATION / DESIGN RATIONALE

ATTACHMENT **A**

This forms part of application

Z18-0109

Planner
Initials

TA



A18-34 Agassiz Road Housing Project

Kelowna, B.C.

October 22, 2018

Prepared by:

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ATTACHMENT **A**

This forms part of application

Z18-0109

Planner
Initials

TA

City of
Kelowna
COMMUNITY PLANNING



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1.0 OVERVIEW

The purpose of the application is to rezone the subject property from *RU1 – Large Lot Housing*, to *RM5 – Medium Density Multiple Housing*, to facilitate the development of 52 studio homes in a four-storey, medium density, permanent supportive housing building. The proposal meets all City of Kelowna *Zoning Bylaw* requirements of the *RM5* zone and will not require any variance to the *Bylaw*.

The proposal is consistent with the *Multiple Unit Residential Medium Density (MRM) Official Community Plan (OCP) Future Land Use Designation*, and is located within the City's *Permanent Growth Boundary* and the *Midtown Urban Centre* (one of the five Urban Centres planned to accommodate 44% of Kelowna's future growth).

2.0 PROJECT DESCRIPTION

The application proposes 52 studio homes, in a four-storey apartment building including eight accessible homes and six homes with the potential to accommodate couples. The property is located directly west of the Orchard Plaza Shopping Centre, and fronts onto three roads (Agassiz Road, Barlee Road, Vasile Road). It shares a property boundary with the Ukrainian Orthodox Church and the Orchard Haven Housing Society to the south.

Many of the neighbouring properties are also zoned *RM5 – Medium Density Multiple Housing* and are developed with multifamily densities. The broader area includes a mix of property zones, including several *Single Family*, *Multiple Unit Residential*, *Public and Institutional*, and *Commercial*.

North - *RU1* and *RM5* (Single and Multi-Family Residential)
East - *C4LR* - Commercial Shopping Centre
South - *RM4* – Church and Multi-Family Residential
West - *RM5* – Multi-Family Residential

The proposed site plan is aligned with the requirements of the proposed zone, the operational, functional technical needs of the proposed supportive housing use and the needs and quality of life for future residents. The proposed site plans also pays particular attention to promoting a context sensitive design to proactively address the needs and interests of neighbouring residents. See Figure 1 (attached).

3.0 PROJECT RATIONALE

Although the *Midtown Urban Centre* has the lowest population density of the five Urban Centres, the proposal is consistent with *OCP* policies on *Compact Urban Form* and is in an appropriate location to increase residential densities. The proposed massing and four-storey build height are compatible the surrounding multi-unit residential buildings (i.e., between three and nine storeys) and the proposed density and land use is well supported by nearby (and walkable) community amenities, public transit and commercial, retail, health and personal services.¹ Increasing residential densities in this walkable, mixed-use urban centre through the low vehicle dependent land use proposed (i.e., supportive

¹ The property is within approximately 500 m of two Rapid Bus Stops (Harvey Avenue) and 200 m of Frequent Transit Network Stops (Springfield Road).

housing), coupled with BC Housing's voluntary commitment to the BC Energy Step Code 3 standard, directly support the implementation of the City's *Community Climate Action Plan*.

The proposed height and site layout are also consistent with the *OCP Sensitive Infill Policy*; and the proposal is well positioned to fulfill the *OCP* guidelines for urban form and character. The proposal is committed addressing the *OCP Multi Unit Design Guidelines*, the *OCP Revitalization Design Guidelines*, the City's *Crime Prevention Through Environmental Design Guidelines (CPTED)* and the City's *Guidelines for Accessibility*. Should City Council support the rezoning, the BC Housing will submit a *Form and Character Development Permit* aligned with these *OCP Guidelines*.

The *RM5 – Medium Density Multiple Housing* zone is proposed to provide for “supportive housing” as a principle land use, as permitted by the *RM5* zone. It is important to note that the land use proposed – i.e., supportive housing – is compatible with a variety of neighbourhood densities and demographics, including the neighbourhood characteristics that surround the subject property, provided the area includes walkable mix of use and provides good access to transit. The proposed site plan promotes a context sensitive design to proactively address the needs and interests of neighbouring residents; and key operational strategies ensure the supportive housing is positioned to make a positive contribution to the neighbourhood. *Figure 1: Neighbourhood Fit* provides examples of the design features and operational measures that will help to ensure a context sensitive development.

The proposed supportive housing directly supports the implementation the City's *OCP Housing Availability Policy* **“to support the provision of housing for all members of the community, including those in core housing need or requiring special needs housing (transitional, age in place, emergency or shelter)”** and the City's vision established by the *Healthy Housing Strategy* – i.e., to ensure that **“housing needs of all Kelowna residents are met through affordable, accessible and diverse housing options.”**

The proposed supportive housing also directly supports implementation of the City's *Imagine Kelowna* community vision. *Imagine Kelowna's Principle 2 (Smarter)* is grounded in the goal to **“build healthy neighbourhoods that support a variety of households, income levels and life stages. Everyone in our community should have the ability to find stable and appropriate housing.”**

Most significantly, the proposal for supportive housing directly implements the community's voice and collective vision set by *Kelowna's Journey Home Strategy* - the five-year plan to address homelessness. *Journey Home* was endorsed by City Council in June 2018 and included key principles focused on *Housing First* (Principle 3)² and on *Joint Leadership and Collaboration* (Principle 4). The principle of *Joint Leadership and Collaboration* underscores the need for **“everyone to do their part”**, including “all levels of government, including Indigenous government, non-profit providers, private sector, academia, living/lived experience and Kelowna residents.”

In October 2018, BC Housing's supportive housing registry included approximately 500

² The *Housing First* approach to ending homelessness, centers on quickly moving people experiencing homelessness into independent and permanent housing, followed by provision of additional supports and services as needed.

Kelowna residents seeking supportive housing. The 2018 Point in Time Count in Kelowna identified 286 homeless people, and the Journey Homes Strategy notes that homelessness in Kelowna has increased 20% over the last two years. ***“The Journey Home message is clear: the time to act is now.”***

The proposed supportive housing will provide homes for between 52 and 58 people who are homeless or at risk of homeless – making clear strides to reaching the *Journey Home Strategy* goal to “end chronic and episodic homelessness.”

4.0 SITE AND PARKING ACCESS

The required parking is located onsite in a secure area, accessed from Vasilie Road South. There are 21 parking spots provided, included parking for visitors and staff. The parking is secured, and accessed by a key fob.

Careful attention has been paid to the on-site parking, including accessible parking near the front entrance. This area has been artfully located to provide screening using carefully created landscape features and focus points. This does not take away from safety, which has been carefully considered in the overall layout of the project itself. The design and width has been considered to accommodate all types of emergency and delivery vehicles, maintenance vehicles, garbage trucks and snow removal vehicles which will be necessary from time to time. Any potential water table issues will be addressed using concrete add mixtures, perimeter drainage and vertical drainage planes.

A low retaining wall will be constructed as necessary in the SE corner of the site to adjust existing grade, and to provide firm anchoring of the fence along the South property line.

5.0 VARIANCES

There are no variances requested for this project.

6.0 URBAN CONNECTIVITY AND SUSTAINABILITY

The design team has reviewed the *Sustainability Checklist* in preparation of the project and has included as many options as possible for consideration at this time (please see figure 1). Many existing amenities are within walking distance. This unique four storey building with a mix of studio and couples units, will add to the diversity of housing options available within the community, as previously discussed.

This properly designed and detailed building will reduce heating and cooling loads, increase air quality, and reduce energy consumption. Envelope details that prevent water and moisture ingress, yet still allow the assemblies to dry, will prevent mould growth. Reducing thermal bridging combined with appropriate thermal insulation will reduce heating and cooling loads. Providing windows in all of the occupied spaces allows natural day lighting, and reducing energy consumption required for illumination. Operable windows also allow for natural ventilation, thus reducing the need for mechanical ventilation to provide fresh air, and adding “liveability”. It is our intent to meet Step 3 of the Energy Step Code.

Extensive use of materials from natural sources is used to the largest extent possible, and thereby reduces the carbon foot print accordingly. A properly designed and detailed building will also reduce heating and cooling loads, increase air quality, and reduce energy consumption.

There are a number of retail opportunities in the immediate area which are easily accessed by foot, bicycle, bus, taxi or other, depending on the individual's mobility status. The property is within 500 meters of two rapid bus stops (Harvey Ave) and 200m of frequent Transit Stops (Springfield Road).

7.0 CRIME PREVENTION

The intentions of CPTED have been addressed in the following ways: well maintained entrances and frontages are intended to promote pride in occupancy. This will discourage vandalism, encourage surveillance and will improve overall maintenance of the site. The walk-up, pedestrian friendly and ground oriented entrance has been provided to reinforce this principle.

The design of the building and landscaping promote both natural and camera surveillance, and as such does not provide opportunistic hiding spaces. The entrances are clearly visible from the street and well lit sidewalks surround the building.

The position of the entrance and social lifestyle of the site will help promote further surveillance and territorial reinforcement. Separation of private, semi-private and public spaces will be achieved with opaque and semi-opaque fences. The overall landscaping and finish materials will separate and add comfort to the residents and visitors. Large windows and patios help to provide eyes to the street and surrounding areas. To support interaction and familiarity amongst the residents and users, an abundance of common outdoor space and amenities have been provided.

Site lighting to the streetscape and pathways will be clearly lit, designed to illuminate the faces of users, and provide illumination levels that do not create high contrast areas that could potentially conceal offenders.

Trees will be planted in the front and side yards to make the space more desirable and promote resident usage. Plantings that inhibit access will be located below grade level windows. Changes in materials will define the transition from public common space to tenant common space, and fences will clearly define the boundary between the common and private outdoor space, and for pedestrian safety at the parking interface.

8.0 LANDSCAPE

The Developer has selected Outland Landscape Design to create an interesting and articulate landscape solution which responds to the architectural style of the project. This will also compliment the governing character which has been previously established in the surrounding neighborhood. A number of the shrubs, both annual and perennial have been selected with these elements in mind. They appear as border plantings, plantings in pots and in shrub beds throughout the site and on the patios in special groupings to accentuate calmness, and to create focus points for the residents, visitors and medical staff.

Carefully selected landscaping material will help reduce the projects use of water. This will prove an attractive, colorful and interesting variety of grass, shrubs and large trees for shade, privacy and path definition.

While trees will be somewhat restricted to the perimeter, efforts have been made to visually join to it by attention to the building shape and orientation.

The design team has gone to great lengths to create an abundance of open space for use by the residents and visitors. Landscape features, places of repose, and other vantage spots for resting and meditation, are easily accessed from the building.

This unique and attractive project will endure due to its sense of community, and the fact that it presents a prominent streetscape and connection to the surrounding neighborhood.

9.0 SUMMARY

BC Housing and the design team feel that the combination of a quality design coupled with leading edge technology, pedestrian-friendly landscape features, and modern building materials will provide for a very functional and highly desired residential use neighbourhood project.

It is also our desire that this project will be one to be built in an area critical to the continued sustainability and growth of our City internationally.

We look forward to your enthusiastic support and recognition for all the project brings to our community.

10.0 APPENDIX AND ATTACHMENTS

- Figure '1': "A Neighbourhood Fit"
- Letter of Agency
- Rezoning Application Documents
- Topographic survey (in architectural drawings set)
- State of Title Certificate
- Small and large scale drawings
- USB drive and /or CD contain all submission documents

END

**11.0 FIGURE 1: “NEIGHBOURHOOD FIT”****– A Context Sensitive Site Design and Operational Approach**

DESIGN “FIT” ELEMENTS	
All Zoning Bylaw Requirements Fulfilled	<ul style="list-style-type: none"> No Development Variance Permits are required.
Balances Impact of Building Height and Massing	<ul style="list-style-type: none"> The site plan locates the building toward the west side of the property, across from the vacant lot, approximately an equal distance from each of the neighbouring residential buildings to the north, south and east.
Generous Setbacks to Adjacent Residential Buildings	<ul style="list-style-type: none"> The setback to the adjacent building to the north exceeds 34.5 metres (113 feet) and the setback to the building to the east exceeds 44.5 metres (146 feet). The distance to the Orchard Haven residents to the southeast exceeds 31 metres (100 feet).
Modest Building Height	<ul style="list-style-type: none"> The building is proposed at a four-storey height, equal or lower than the three closest multi-unit buildings.
Exceeds Required Parking	<ul style="list-style-type: none"> The number of on-site parking stalls exceeds the RM5 zone requirements to ensure all parking needs of the housing can be accommodated on-site.
Mitigates Impact of Traffic and all Vehicle Headlights	<ul style="list-style-type: none"> Vehicle access is planned from the west (i.e., Vasile Road) to avoid traffic impacts on Barlee Road and Agassiz Road and to ensure there are no impacts from vehicle headlights into neighbouring properties.
Natural Surveillance at Vasile Road	<ul style="list-style-type: none"> Site access from Vasile Road to the property will introduce legitimate vehicle and pedestrian activity and natural surveillance of the east side of the property.
New Sidewalk and Pedestrian Lighting on Vasile Road	<ul style="list-style-type: none"> Off-site improvements on Vasile Road will include a new sidewalk and lighting to support and define pedestrian access for residents of the building and Orchard Haven residents.
Noise Management of Activity Areas	<ul style="list-style-type: none"> Outside activities and gathering areas such as the residents’ gazebo are located at the west side of the property, away from the shared boundary with Orchard Haven to the south.
Noise Management from Building	<ul style="list-style-type: none"> Studio housing units will not have balconies, which will mitigate noise and minimizes clutter that can be associated with balconies.
Generous Landscape Buffers and Off-Site Street Trees	<ul style="list-style-type: none"> Fencing, a retaining wall and a generous 7 metre landscape buffer are planned adjacent to the Orchard Haven residents in the southwest corner of the site to provide a buffer between the two properties. A generous landscape buffer is planned on-site adjacent to Agassiz and Barlee Roads, as well as off-site street trees along these boulevards.
Maximizing Natural Surveillance	<ul style="list-style-type: none"> Activity areas within the building and building windows are planned to provide for natural surveillance of public sidewalks, pedestrian areas and parking lots.
Crime Prevention Through Environmental Design (CPTED)	<ul style="list-style-type: none"> Landscaping, fencing, gates, lighting, and other site design features will support other operational safety and security measures to support and reinforce Crime Prevention Through Environmental Design (CPTED).
Reduced Construction Impacts and Timelines	<ul style="list-style-type: none"> Modular construction reduces construction impacts (i.e., noise, dust, timelines) on adjacent neighbours.



Figure 1: "Neighbourhood Fit" cont.

Operational Fit Elements	
Good Neighbour Commitment -	<ul style="list-style-type: none"> Both BC Housing and the John Howard Society of the Central and South Okanagan (JHSCSO) have made a commitment to being good neighbours.
Experienced Non-Profit Operator –	<ul style="list-style-type: none"> The JHSCSO is an experienced non-profit housing operator with over 60 years of experience and committed to engaging with the neighbourhood in proactively manner.
Minimum of Two 24/7 on site staff –	<ul style="list-style-type: none"> A minimum of two staff will be on-site 24 hours a day, seven days a week. Additional staff would include an operations manager, as well as cooks, property maintenance and support workers, and any additional programming staff.
Rigorous and Balanced Resident Selection –	<ul style="list-style-type: none"> A rigorous resident selection process will be undertaken by BC Housing and the JHSCSO to balance the needs of residents with the operational capacity to support residents. Potential tenants are assessed to determine a fit with the housing through a Vulnerability Assessment, prior to securing housing.
Resident Program Agreement Commitment –	<ul style="list-style-type: none"> Each resident will sign Program Agreement to establish a commitment to being a good neighbour, both within the housing and in neighbourhood.
Resident Case Planning –	<ul style="list-style-type: none"> All residents receive individual case planning to further their life and social skills. Skills training may include employment planning and programs to managing the transition to independence and recovery.
Timely Resolution of Issues –	<ul style="list-style-type: none"> The housing operations fall outside the limitation of the Residential Tenancy Act, which allow for timely action to resolve situations where residents are not a good fit and where residents need to be relocated to more appropriate housing.
Community Advisory Committee -	<ul style="list-style-type: none"> The JHSCSO would also lead the development of a Community Advisory Committee to discuss opportunities for collaboration in building a safer and healthier community. Representation may include BC Housing, Interior Health, the City of Kelowna, local RCMP, local service providers, local supportive housing residents and community members at large.

AGASSIZ ROAD RESIDENCES KELOWNA
BC . FOR BC. HOUSING
2025 AGASSIZ ROAD, KELOWNA, BC

3D VIEW



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LIST OF DRAWINGS:

GTA ARCHITECTURAL LIST		
SHEET NUMBER		SHEET NAME
A0.00		COVER SHEET
A0.01		SITE PHOTOS
A0.02		PERSPECTIVES
A1.03		SITE PLAN
A2.01		UPPER FLOOR PLANS
A4.01		BUILDING SECTIONS

SYMBOL LEGEND:

	GRID LINE:		ASSEMBLY TYPE		DOOR NO.		DOOR TYPE REFERENCE
	DRAWING NUMBER		STRUCTURAL MATERIAL		ROOM NAME		ROOM FINISH REFERENCE
	SHEET NUMBER		DRAWING NUMBER		FINISH TYPE		ROOM REFERENCE
	SHEET TITLE		BUILDING SECTION MARKER		WALL ORIENTATION		ROOM NUMBER
	DRAWING NUMBER		WALL SECTION MARKER		ROOM NAME		ROOM REFERENCE
	SHEET TITLE (BACK REFERENCE)		DRAWING NUMBER		ROOM NUMBER		ROOM REFERENCE
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Notes:
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ISSUED FOR
REZONING
APPLICATION

5	2018.10.19	FF	ISSUED FOR REZONING
NO.	DATE	BY	DESCRIPTION
DESIGN CONSULTANT			

SEAL

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GTA ARCHITECTURE LTD.
243 1889 SPRINGFIELD ROAD
Kelowna, British Columbia
V1Y 6V5
TELEPHONE: (250)979-1668
www.gtarch.ca

DEVELOPED BY:

PROJECT
AGASSIZ ROAD RESIDENCES
KELOWNA BC . FOR BC. HOUSING

2025 AGASSIZ ROAD, KELOWNA, BC

SHEET TITLE

SITE PHOTOS

DRAWN BY:	FF	DRAWING NO.	A0.01
DESIGNED BY:	GTA		
SCALE:	12" = 1'-0"		
DATE:	10/19/18	FILE:	A18-34



VIEW FROM AGASSIZ ROAD A



VIEW FROM AGASSIZ ROAD B



VIEW FROM AGASSIZ ROAD C



VIEW FROM VASILE RD

ATTACHMENT B

This forms part of application
Z18-0109

Planner
Initials TA



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5 2018.10.19 FF ISSUED FOR REZONING

NO.	DATE	BY	DESCRIPTION
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AGASSIZ ROAD RESIDENCES
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SHEET TITLE

PERSPECTIVES

DRAWN BY: Author

DRAWING NO.

DESIGNED BY: GTA

A0.02

SCALE: 12" = 1'-0"

DATE: 10/19/18

FILE: A18-34



PERSPECTIVE - BUILDING NORTH



PERSPECTIVE - BUILDING NORTHWEST



PERSPECTIVE - WEST



PERSPECTIVE - EAST

ATTACHMENT B

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ISSUED FOR
CLIENT REVIEW

5	2018.10.19	FF	ISSUED FOR REZONING
4	2018.10.09	FF	ISSUED FOR REVIEW
3	2018.09.06	FF	ISSUED FOR REVIEW
2	2018.08.15	FF	ISSUED FOR REVIEW
1	2018.08.10	FF	ISSUED FOR REVIEW

NO.	DATE	BY	DESCRIPTION
			DESIGN CONSULTANT

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SHEET TITLE

SITE PLAN

DRAWN BY:	FF	DRAWING NO.	
DESIGNED BY:	GTA		A1.03
SCALE:	As indicated		
DATE:	08/10/18	FILE:	A18-34

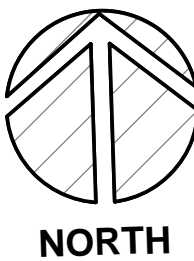


SITE AREA: 34,038 ft²
BUILDING AREA: 8,973 ft²
PARKING AREA+ DRIVEWAY: 8,220 ft²
SITE COVERAGE: 26.3%(MAX 40%)
SITE COVERAGE(W/ PARKING): 50.5%(MAX 65%)
F.A.R: 0.56(MAX 1.1)

SITE PLAN LEGEND

--- PROPERTY LINE	■ S.O.D
--- SETBACK LINE	■ ASPHALT GROUND
	■ EXTERIOR PRIVATE OPEN SPACE

1
A1.03 01.SITE PLAN
1/16" = 1'-0"



ATTACHMENT B

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Initials TA



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CLIENT REVIEW

5 | 2018.10.19 | FF | ISSUED FOR REZONING

NO.	DATE	BY	DESCRIPTION
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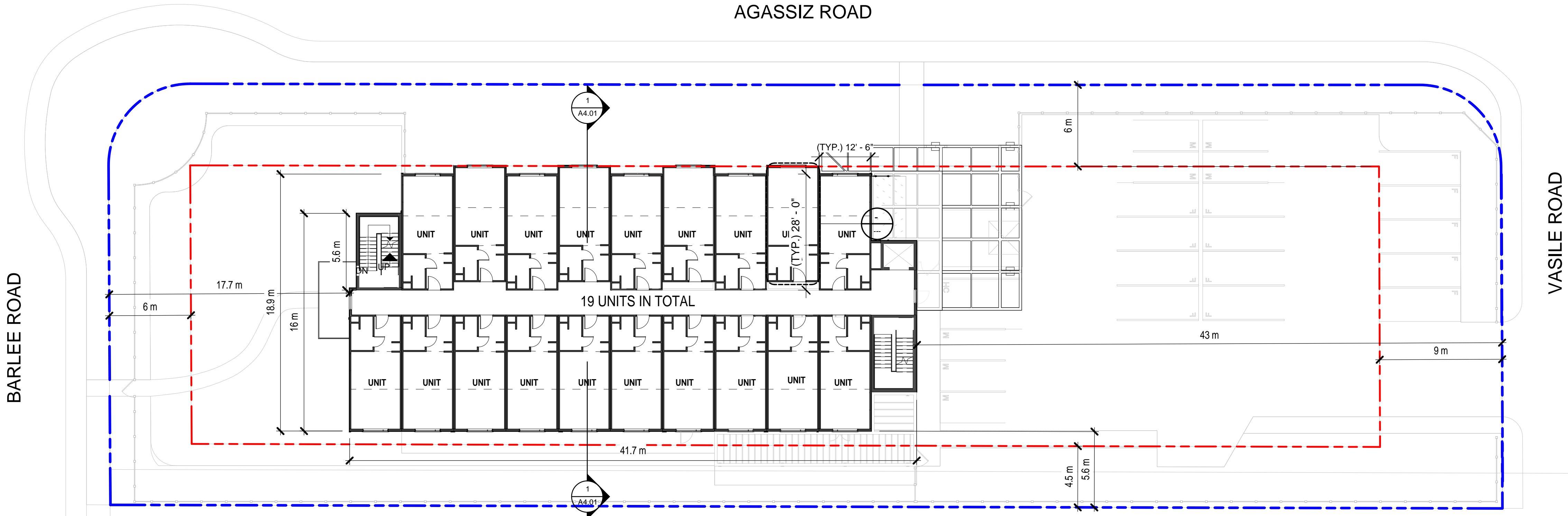
PROJECT
AGASSIZ ROAD RESIDENCES
KELOWNA BC . FOR BC. HOUSING

2025 AGASSIZ ROAD, KELOWNA, BC

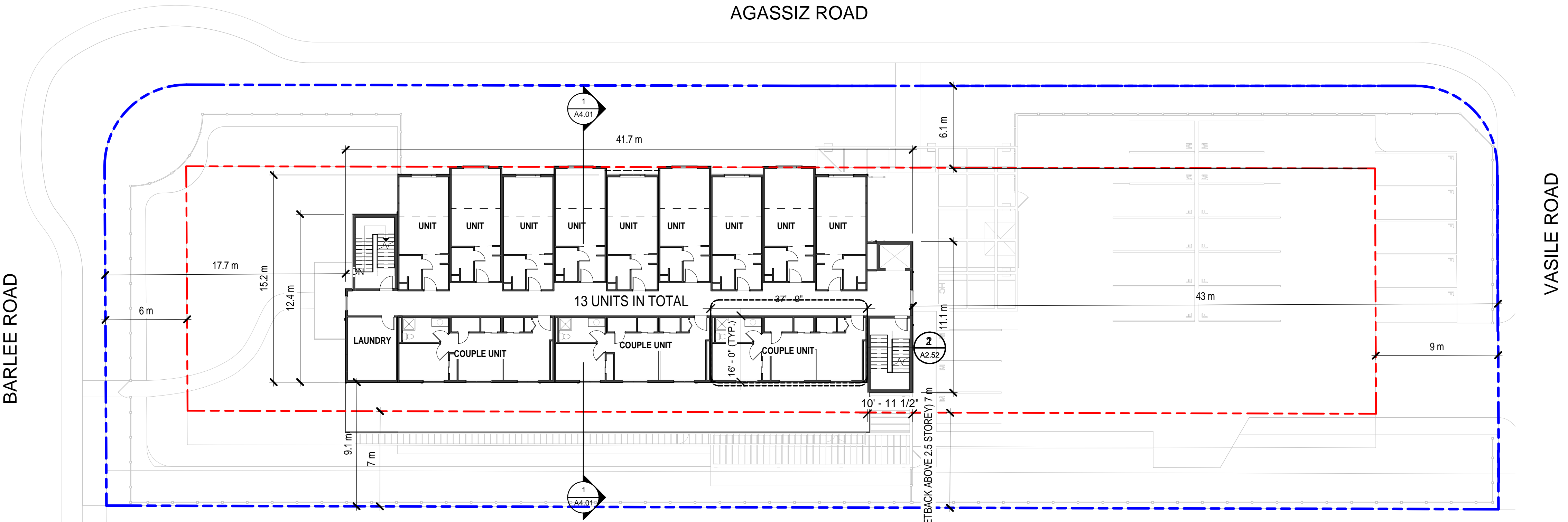
SHEET TITLE

UPPER FLOOR
PLANS

DRAWN BY:	FF	DRAWING NO.	A2.01
DESIGNED BY:	GTA		
SCALE:	1/16" = 1'-0"		
DATE:	09/12/18	FILE:	



1
A2.01
04. SECOND FLOOR
1/16" = 1'-0"



2
A2.01
05. THIRD FLOOR
1/16" = 1'-0"



ATTACHMENT B

This forms part of application
Z18-0109

Planner
Initials TA



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ISSUED FOR
BUILDING
PERMIT

5	2018.10.19	FF	ISSUED FOR REZONING
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NO.	DATE	BY	DESCRIPTION
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DESIGN CONSULTANT

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PROJECT

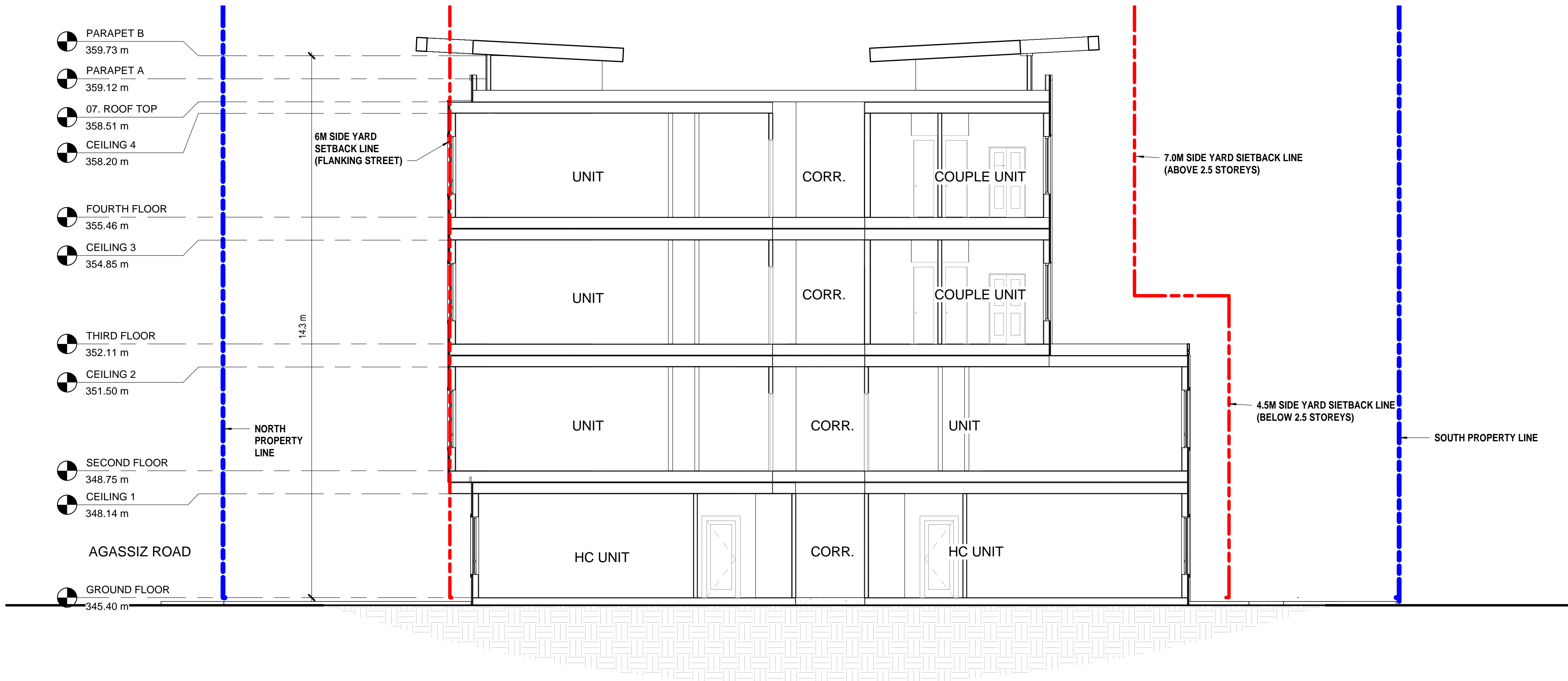
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KELOWNA BC . FOR BC. HOUSING

2025 AGASSIZ ROAD, KELOWNA, BC

SHEET TITLE

BUILDING SECTIONS

DRAWN BY:	FF	DRAWING NO.
DESIGNED BY:	GTA	A4.01
SCALE:	3/16" = 1'-0"	
DATE:	06/18/18	FILE: A18-34



1
A4.01 N-S SECTION
3/16" = 1'-0"