REPORT TO COUNCIL

Date:	April 5th, 2016		
RIM No.	0940-40		
To:	City Manager		
From:	Community Planning (AC)		
Application:	DP16-0027 & DVP16-0028	**Owner:**	Watermark Developments Ltd., Inc. No. BC0642787
Address:	800 Academy Way	**Applicant:**	EIDOS Architecture Inc.
Title:	Development Permit and Development Variance Permit		
Existing OCP Designation:	MRM – Multiple Unit Residential (Medium Density)		
Existing Zone:	RM5 – Medium Density Multiple Housing		

1.0 Recommendation

THAT Council authorizes the issuance of Development Permit No. DP16-0027 for Lot 1, Sections 3 & 10, Township 23, ODYD, Plan EPP45918, located on 800 Academy Way, 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 be in general accordance with Schedule "C";
4. Prior to issuance of the Building Permit, the requirements of the Development Engineering Branch must be satisfied as described in the report's "Attachments";
5. 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;

AND THAT Council authorize the issuance of Development Variance Permit No. DVP16-0028, Lot 1, Sections 3 & 10, Township 23, ODYD, Plan EPP45918, located on 800 Academy Way, Kelowna, BC.

AND THAT the variance to the following section Zoning Bylaw No. 8000 be granted:

Section 8.1 – Parking Schedule

Vary the parking requirements from 316 parking stalls required to 174 parking stalls proposed.

2.0 Purpose

To consider a form and character Development Permit and a Development Variance Permit application for a 316 micro-unit 4 ½ storey apartment development.

3.0 Community Planning

3.1 Development Variance Permit

Staff support the proposed Development Variance Permit for a reduction to parking on-site. This is a purpose built project for students and essentially represents a dormitory style development. As with Veda Phase 1 the applicant will also be providing a car-share for the students to utilize in this development. Table 1 outlines comparable parking requirements for student dormitory style housing in the Province.

Table 1: Comparison of Parking Ratios[1]

	Student Housing (# of parking stalls per dorm unit)
UBC (Regulations)	0.32
Vancouver (Regulations)	0.5
Burnaby (Regulations)	0.5
Richmond (Regulations)	0.33
SFU (Regulations)	0.33-0.5
BCIT (Regulations)	0.35
Veda Phase 1(Project)	0.58
Veda Phase 2 (Project)	0.55

[1] UBC Parking Review (June 1998)

Further, the applicant has designed the site with the topography and has maximized the number of underground parking stalls and provided minimal surface parking stalls in keeping with the design guidelines. This approach has helped to protect the natural features including the two knolls on-site. This rationalized site planning with careful consideration of the natural features, slope, solar orientation, and building locations exceeds design guidelines expectations and should be replicated with other hillside developments. The previous parking variances on Academy Way are:

Table 2: Comparison of previous parking variances on Academy Way

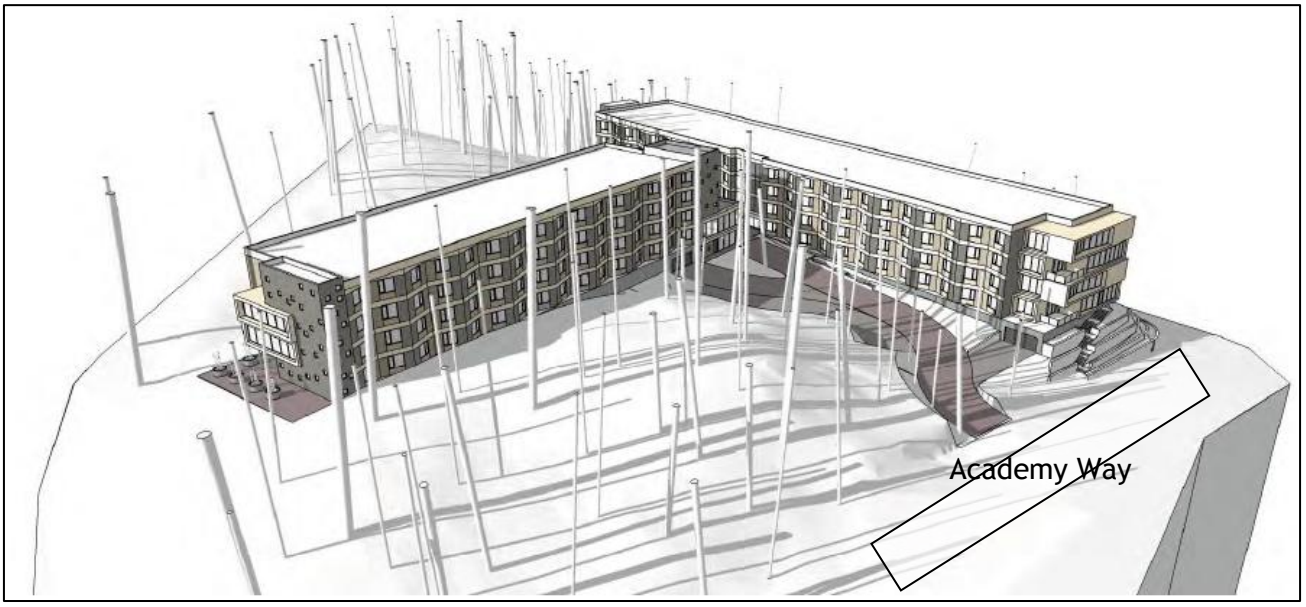
Project	Number of Units	Number of Parking Stalls per unit	Parking Variance
Academy Hill	78	1.49	0%
U1	66	1.41	7%
U2	112	1.38	7%
Veda (Micro Suites)	251	0.58	42%
U3a	63	1.10	26%
U3b	87	1.18	33%
Veda 2 (Micro suites)	316	0.55	45%

Staff supported a 42% parking variance on the applicant's first project (Veda Phase 1).

3.2 Development Permit

Staff support the issuance of the proposed Development Permit and Development Variance Permit.

Figure 1: Concept Rendering



The overall site layout and design respects the natural contours with the building located between two naturally occurring knolls. A significant portion of outdoor amenity space is retained onsite and the project has similar yet different features from the previous project (Veda Phase 1).

The design guidelines within the OCP and the University Village Master Plan that Veda phase 2 are consistent with are:

3.6 Plazas and courtyards[1] **-** In keeping with the village character, plazas, and courtyards are encouraged to both private and public realms.

- The site design has prioritized outdoor amenity space and has created a plaza which is in keeping with this guideline.

3.7 Parks, Open Space and Trails[1] **-** A key principle of the Master Plan is to feature a relatively compact and densely populated neighbourhood that has easy and immediate access to parks, trails, and open space/natural areas. These areas and facilities will encourage outdoor recreation and exercise, hiking, cycling, nature walk, and socialization. A trail system will be integrated through the site, with connections to major open space systems and the neighbourhood park. A wildlife corridor will run through the site, with connections to major open space systems and the neighbourhood park.

3.8 Design (Parking Structures)[1] **-** All multiple family residential and mixed use buildings will contain understructure (beneath habitable or commercial space) in keeping with zoning

[1] Part 2 University Master Plan (October 2009) – Watermark

requirements. Parking structures should be screened from views/wrapped by other uses, and entrances must be located to avoid pedestrian-vehicle conflicts.

5.5 Integration of Development with Parking, Roads, Open Space, and Trails (Parking)[1] – Parking spaces for automobiles for the entire Village will be largely limited to understructure/structured facilities, with minor surface parking especially in the residential lots. Entrances/exits for one or more buildings (including shared arrangements) will be encouraged to be "hidden" on sides or rear of buildings and especially away from plazas or courtyards where pedestrian movement prevails. Various design applications should attempt to minimize impact of any surface parking where it is required, including breaking up the mass into smaller lots, heavy landscaping/naturalization, buffering, stepping smaller lots, and metered or posted to allow turn-over of users.

- The project has designed the majority of the parking underground (94%) with surface parking for designated for visitors and drop-offs. Further, the development has been designed with the topography maximizing the out outdoor amenity features. These features meet and exceed the design guidelines.

4.3 Sustainability and University Village (Site Landscaping)[1] – Use native plants on a substantial part of the site and use no invasive plants on any part of the site. Design around the existing Ponderosa Pine forest (with components of Douglas Fir and Spruce).

- The portions of the site requiring a more intensively landscaped finish are minimized, using a mass planting style of indigenous and drought tolerant plant choices that are evocative of the natural context. Trail connections are provided on site and a landscaped area is provided towards the central plaza and entrance. Details can be read in the applicant's rationale.

3.3 Public Notification

In fulfillment of Council Policy No. 367 respecting public consultation, the applicant undertook neighbour consultation by individually contacting the neighbours. No major issues were identified during the initial consultation with neighbouring parcels.

4.0 Proposal

4.1 Project Description

The residences are divided into two four storey rectangular buildings connected by a common, below grade parkade. Building 'C' aligned along the northern property line, will house 188 single occupancy 'micro' units. Building 'D', located mid-site perpendicular to Building 'C', will house 128 units, the operations offices, and amenity centre. Approaching the site from the north, Building 'C' presents a cantilevered solid and glass form that hosts six of the project's study rooms along with two levels of roof top decks. The main entrance is located at the centre of the site and has an extensively glazed two-storey common amenity space. This amenity space includes a Club Lounge, Games Room, Fitness Centre and Study Rooms

A methodical articulated rhythm is presented in the façades of both buildings. The solid surfaces consist of fiber cement siding in a wood tone that contrast with the earth tone fiber cement panels. The materials chosen will provide a low maintenance cladding and is consistent with the wildfire covenant registered on title.

4.2 Site Context

The Veda 2 development project is located on the north slope adjacent to Academy Way. The property has a Future Land Use designation of MRM – Multiple Unit Residential (Medium Density) in the Official Community Plan and is within the Permanent Growth Boundary.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
East	C3 – Neighbourhood Commercial RM5 – Medium Density Multiple Housing	Vacant Vacant – Multi-family application
North	RM5 – Medium Density Multiple Housing	Micro-suite Apartments
South	A1 – Agricultural	Vacant – single family subdivision application
West	P2 – Education and Minor Institutional A1 – Agricultural	Vacant – micro suite application Vacant

Subject Property Map: 800 Academy Way

4.3 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	**RM5 ZONE REQUIREMENTS**	**PROPOSAL**
Development Regulations		
Site Coverage (buildings)	40 %	24 %
Site Coverage (buildings, driveways, and parking)	65 %	31 %
FAR	1.2	0.62
Height	18.0 m and 4 ½ storeys	15.2 m and 4 storeys
Front Yard (east)	6.0 m	6.0 m
Side Yard (north)	7.0 m	7.0 m

Side Yard (south)	7.0 m	7.0 m
Rear Yard (west)	9.0 m	>9.0 m
Other Regulations		
Private Open Space	2,370 m^2	2,378 m^2
Parking Stalls	316	174 ❶
Bicycle Spaces	158 Class 1 spaces 32 Class 2 spaces	158 Class 1 spaces 32 Class 2 spaces
❶ Indicates a requested variance to reduce the minimum number of parking stalls by 45%.		

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

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.

Sensitive Infill.[3] 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.

Parking Relaxations.[4] Consider parking requirement relaxations, in areas that are not part of a cash-in-lieu program, where an approved TDM strategy indicates a lower use of vehicles and the City is satisfied that parking relaxations would not create parking spill-over problems on adjoining neighbourhood streets. Parking relaxations will not be considered in hillside areas (as defined on Map 4.1 - Future Land Use).

6.0 Technical Comments

6.1 Building & Permitting Department

- Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permit(s)
- 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.
- 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):
    - Spatial calculations required to support the amount of glazing between Building D and C or an alternative solution accepted by the Chief Building Inspector in lieu prior to the release of the DP
    - Fire prevention department to provide comment of access to the building
    - Hard surfaced paths leading from the egress stairwells to be clearly defined as part of the DP
    - Any security system that limits access to exiting needs to be addressed in the code analysis by the architect.

[2] City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).
[3] City of Kelowna Official Community Plan, Policy 5.22.6 (Development Process Chapter).
[4] City of Kelowna Official Community Plan, Policy 5.11.1 (Development Process Chapter).

  - Access to the roof is required per NFPA and guard rails may be required and should be reflected in the plans if required.
- Mechanical Ventilation inlet and exhausts vents are not clearly defined in these drawings for the enclosed parking stories. The location and noise from these units should be addressed at time of Development Permit.
- A Geotechnical report is required to address the sub soil conditions and site drainage at time of building permit application.
- Fire resistance ratings are required for storage, janitor and/or garbage enclosure room(s). The drawings submitted for building permit is to clearly identify how this rating will be achieved and where these area(s) are located.
- An exit analysis is required as part of the code analysis at time of building permit application. The exit analysis is to address travel distances within the units, number of required exits per area
- Full Plan check for Building Code related issues will be done at time of Building Permit applications.

6.2 Fire Department

- Construction fire safety plan is required to be submitted and reviewed prior to construction and updated as required. Template available online at Kelowna.ca
- Engineered Fire Flow calculations are required to determine Fire Hydrant requirements as per the City of Kelowna Subdivision Bylaw #7900. Should another hydrant be required on this property it shall be deemed private and shall be operational at the start of construction.
- Fire department connection is to be within 45M of a fire hydrant and the FD connection shall be clearly marked and visible from the street.
- Sprinkler drawings are to be submitted to the Fire Dept. for review when available.
- Sprinkler isolation valves shall be no higher than 7 feet from the ground so as to be accessible.
- 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.
- Fire Department access is to be met as per BCBC 3.2.5. -
- Approved Fire Department steel lock box or key tube acceptable to the fire dept. is required by the fire dept. entrance.
- All requirements of the City of Kelowna Fire and Life Safety Bylaw 10760 shall be met.
- Fire alarm system is to be monitored by an agency meeting the CAN/ULC S561 Standard.
- Contact Fire Prevention Branch for fire extinguisher requirements and placement.
- A visible address must be posted on Academy Way as per City of Kelowna By-Laws
- Dumpster/refuse container must be 3 meters from structures and overhangs or if in the parking garage, it shall be in a rated room.
- Do not issue BP unless all life safety issues are confirmed

6.3 Development Engineering Department

- See attached memorandum.

7.0 Application Chronology

Date of Application Received: December 17th, 2015
Date of Public Consultation: February 19th, 2016

Report prepared by:

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Adam Cseke, Planner

Reviewed by: ☐ Terry Barton, Urban Planning Manager

Approved for Inclusion: ☐ Ryan Smith, Community Planning Manager

Attachments:

Development Engineering Memorandum
Applicant Rationale
Draft Development Permit / Development Variance Permit

- Schedule 'A'
  - Site Plan
  - Floor Plan
- Schedule 'B'
  - Elevations
- Schedule 'C'
  - Landscape Plan