



# Development Permit & Development Variance Permit DP18-0062/DVP18-0063

This permit relates to land in the City of Kelowna municipally known as  
**905-907 Badke Road, 155 Bryden Road & a part of 970 Hwy 33 W**  
and legally known as

Lot A Section 27 Township 26 ODYD Plan EPP85221

and permits the land to be used for the following development:

## Multiple Dwelling Housing

With variances to the following section of Zoning Bylaw No. 8000

### Section 13.8.6(b): RM5 – Medium Density Multiple Housing, Development Regulations

To vary the maximum height from the lesser of 18.0m or 4.5 storeys, to 20.2m and 6 storeys.

The present owner and any subsequent owner of the above described land must comply with any attached terms and conditions.

Date of Decision: July 16, 2019

Decision By: City Council

Issued Date: June 16, 2019

Development Permit Areas: Comprehensive Development Permit Area; Revitalization Development Permit Area

**This permit will not be valid if development has not commenced by July 16, 2021.**

Existing Zone: RM5 – Medium Density Multiple Housing      Future Land Use Designation: MRM – Multiple Unit Residential  
(Medium Density)

## This is NOT a Building Permit.

In addition to your Development Permit, a Building Permit may be required prior to any work commencing. For further information, contact the City of Kelowna, Development Services Branch.

## NOTICE

This permit does not relieve the owner or the owner's authorized agent from full compliance with the requirements of any federal, provincial or other municipal legislation, or the terms and conditions of any easement, covenant, building scheme or agreement affecting the building or land.

Owner: Kelowna Christian Centre Society

Applicant: New Town Services

\_\_\_\_\_  
Ryan Smith  
Division Director, Planning & Development Services

\_\_\_\_\_  
July 16, 2019

Date

## 1. SCOPE OF APPROVAL

This Development Permit applies to and only to those lands within the Municipality as described above, and any and all buildings, structures and other development thereon.

This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this permit, noted in the Terms and Conditions below.

The issuance of a permit limits the permit holder to be in strict compliance with regulations of the Zoning Bylaw and all other Bylaws unless specific variances have been authorized by the Development Permit. No implied variances from bylaw provisions shall be granted by virtue of drawing notations that are inconsistent with bylaw provisions and that may not have been identified as required Variances by the applicant or Municipal staff.

## **2. CONDITIONS OF APPROVAL**

- a) The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
- b) The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
- c) Landscaping to be provided on the land be in accordance with Schedule "C"; and
- d) 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 Registered Landscape Architect.

This Development Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

## **3. PERFORMANCE SECURITY**

As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Developer and be paid to the Developer or his or her designate if the security is returned. The condition of the posting of the security is that should the Developer fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the Municipality may use enter into an agreement with the property owner of the day to have the work carried out, and any surplus shall be paid over to the property own of the day. Should the Developer carry out the development permitted by this Permit within the time set out above, the security shall be returned to the Developer or his or her designate. There is filed accordingly:

- a) An Irrevocable Letter of Credit in the amount of **\$216,807.50**

Before any bond or security required under this Permit is reduced or released, the Developer will provide the City with a statutory declaration certifying that all labour, material, workers' compensation and other taxes and costs have been paid.

## **4. INDEMNIFICATION**

Upon commencement of the works authorized by this Permit the Developer covenants and agrees to save harmless and effectually indemnify the Municipality against:

- a) All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality said Permit.

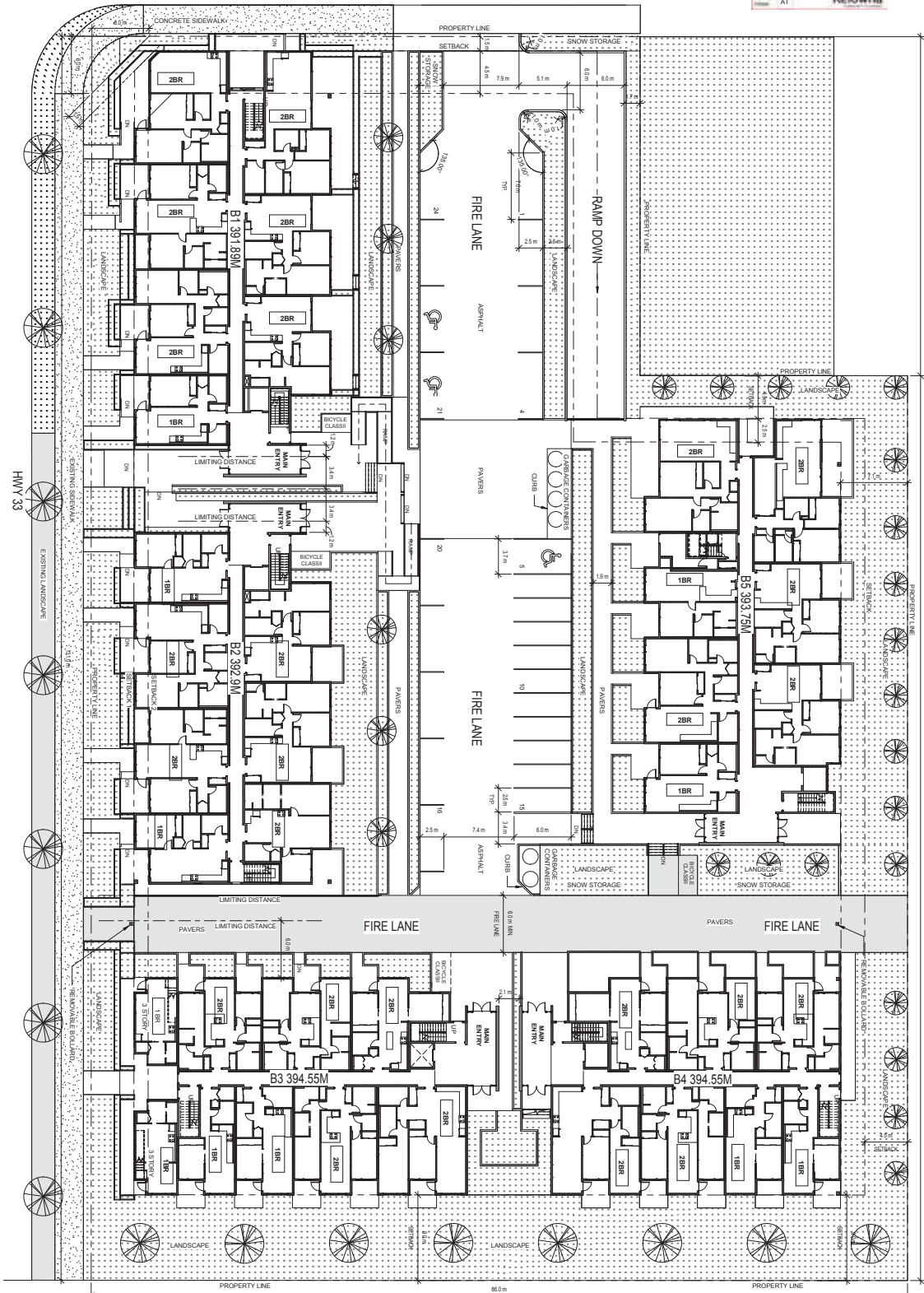
All costs, expenses, claims that may be incurred by the Municipality where the construction, engineering or other types of works as called for by the Permit results in damages to any property owned in whole or in part by the Municipality or which the Municipality by duty or custom is obliged, directly or indirectly in any way or to any degree, to construct, repair, or maintain.

**The PERMIT HOLDER is the CURRENT LAND OWNER.  
Security shall ONLY be returned to the signatory of the  
Landscape Agreement or their designates.**

BRYDEN ROAD



1 SITE PLAN & LEVEL 1  
1:200



NOT FOR CONSTRUCTION

**A2.00**

**SITE & MAIN  
FLOOR PLAN**

PROJECT NO. 970 Highway 39W,  
Kelowna, BC  
DRAWN BY: J. H. 2019

PROJECT NO. 970 Highway 39W,  
Kelowna, BC  
DRAWN BY: J. H. 2019

No	Date	Description
1	FEB 19	Issued for DP
2	JUN 19	Re-issued for
3	MAY 17	Re-issued to DP

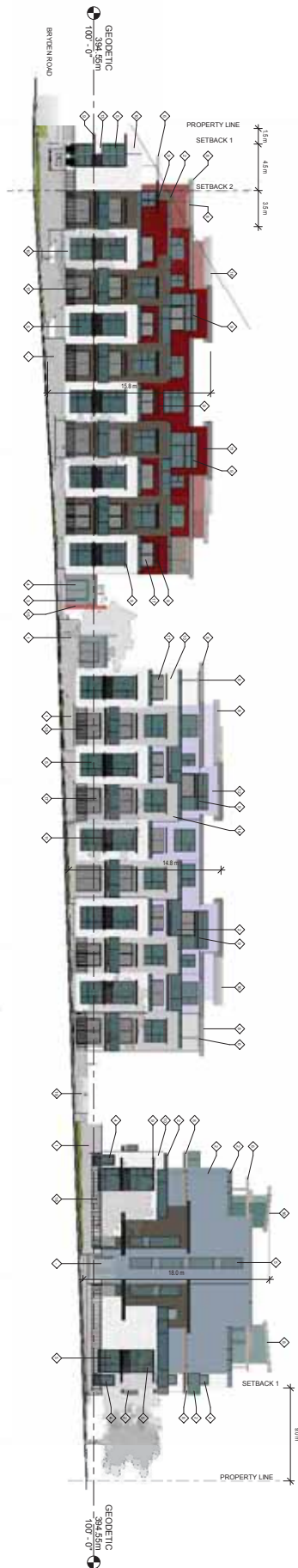
SEAL



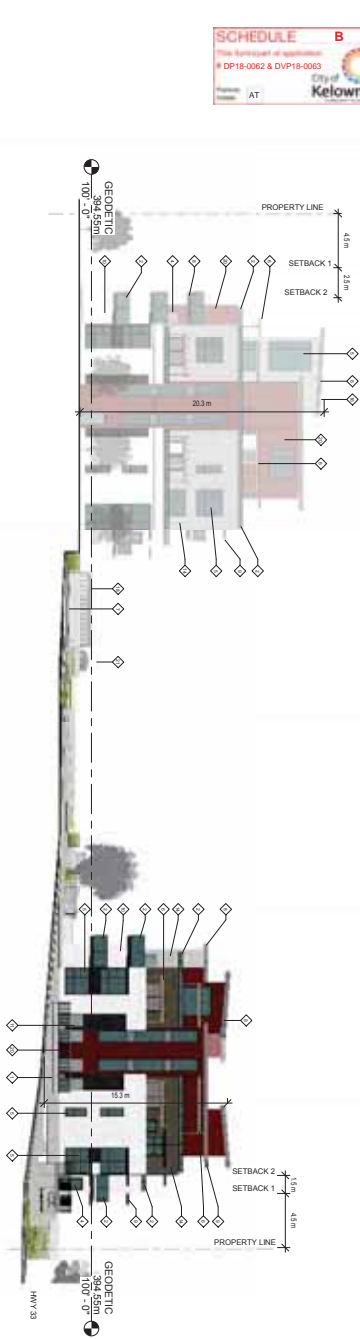
**NEW TOWN**  
ARCHITECTURE  
CIVIL ENGINEERING  
www.newtownarchitects.ca



ALL CONSTRUCTION AND REVISIONS TO BE MADE IN ACCORDANCE WITH THE BC BUILDING ACT AND THE BC BUILDING CODE. THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. THE USER OF THIS PLAN IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT. THE USER OF THIS PLAN IS ALSO RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE COVERAGE. THE USER OF THIS PLAN IS ADVISED THAT THE DESIGNER DOES NOT WARRANT THE ACCURACY OF THE INFORMATION PROVIDED HEREIN.



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



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

EXTERIOR MATERIAL LEGEND	
1	ARCHITECTURAL CONCRETE
2	ALUMINUM GLASS PANELS - PAINTED BLACK
3	ALUMINUM CLIP/PA WALL
4	EXTERIOR ALUMINUM ENTRY DOORS - PAINTED BLACK
5	EXTERIOR ALUMINUM WINDOWS - PAINTED BLACK
6	PERGOA - STAINED CEDAR WITH CAP FLASHING
7	METAL OVERHEAD GARAGE DOOR - INSULATED
8	METAL CAP FLASHING - PAINTED
9	ALUMINUM SUN SCREEN - PAINTED BLACK
10	HARDY PANEL - WHITE
11	HARDY PANEL - DARK BROWN
12	HARDY PANEL - GRAY BLUE
13	HARDY PANEL - BLACK
14	HARDY PANEL - GREY
15	CONCRETE TYPAL - PAINTED
16	SEAMED METAL ROOFING
17	ALUMINUM SLIDING DOOR - PAINTED BLACK
18	ALUMINUM PANELS - PAINTED BLACK
19	BOULDER - REMOVABLE
20	HARDY PANEL - DARK RED
21	MUCK GARAGE CONTAINERS
22	HARDY PANEL - DARK YELLOW
23	HARDY PANEL - DARK GREEN

NOT FOR CONSTRUCTION

ALL CONSTRUCTION AND REPAIRS TO BE COMPLETED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT.

**NEW TOWN**  
ARCHITECTURE  
CIVIL ENGINEERING  
www.newtownarchitecture.ca

No	Date	Description
1	FEB. 19 2018	Issued for DP
2	JUN. 31 2018	Re-issued for DP
3	MAY 17 2019	Re-issued to DP

PROJECT NAME  
**CHRISTIAN CENTRE CONDO**

PROJECT ADDRESS  
**970 Highway 33W, Kelowna, BC**

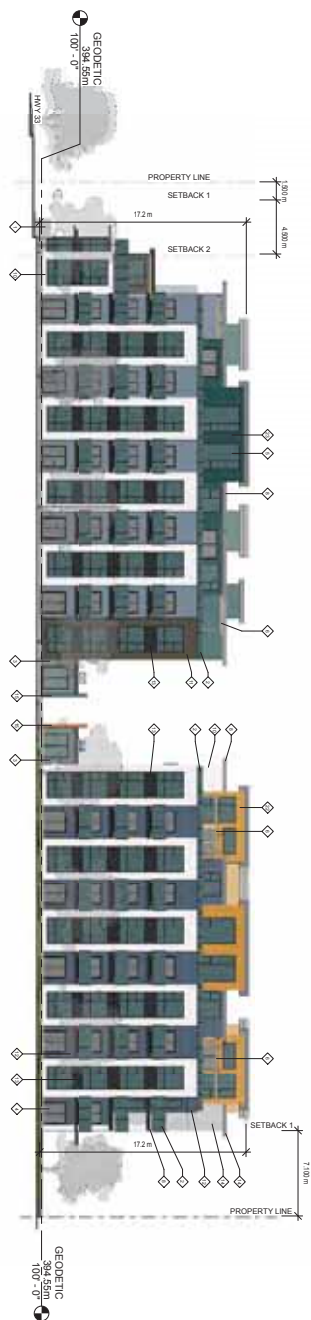
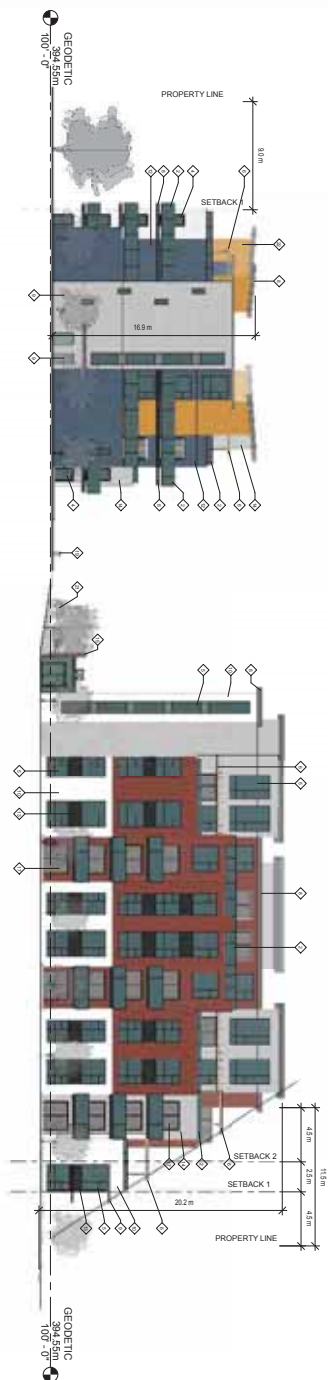
PROJECT NO.  
**4233**

DRAWING NO.  
**ELEVATIONS**

DATE  
**June 16, 2019**

**A4.00**





## EXTERIOR MATERIAL LEGEND

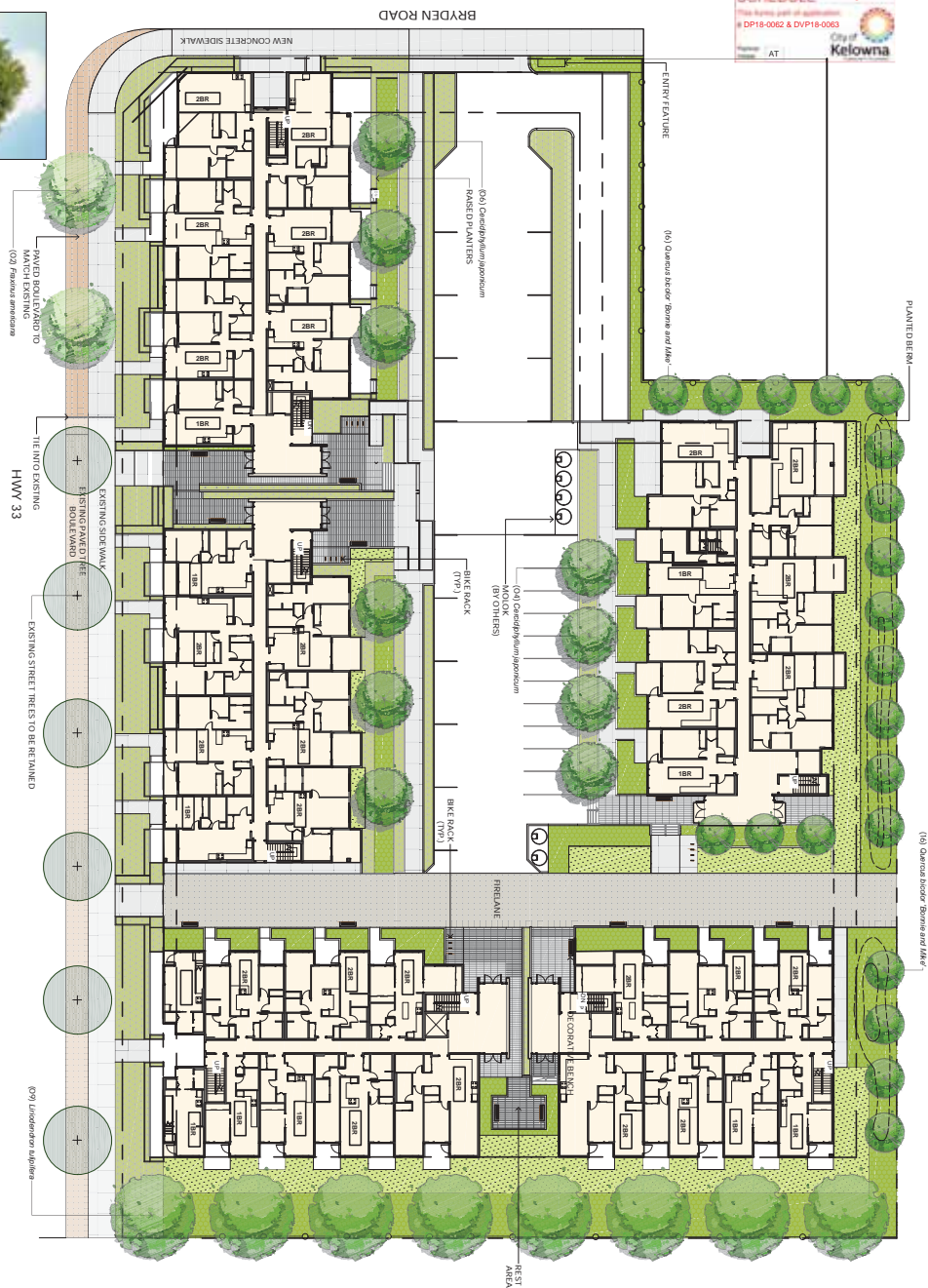
1.	ARCHITECTURAL CONCRETE
2.	ALUMINUM SLAT WALLS - PAINTED BLACK
3.	ALUMINUM CORNICE WALL
4.	EXTERIOR ALUMINUM ENTRY DOORS - PAINTED BLACK
5.	EXTERIOR ALUMINUM WINDOWS - PAINTED BLACK
6.	PERGOLA - STAINED CEDAR WITH CAP FLASHING
7.	NETLA OVERHEAD GARAGE DOOR - INSULATED
8.	NETLA CAP FLASHING - PAINTED
9.	ALUMINUM SUN SCREEN - PAINTED BLACK
10.	HARDI PANEL - WHITE
11.	HARDI PANEL - DARK BROWN
12.	HARDI PANEL - GRAY BLUE
13.	HARDI PANEL - BLACK
14.	HARDI PANEL - GREY
15.	CONCRETE TYPAL - PAINTED
16.	STAINED NETLA ROOFING
17.	ALUMINUM SLIDING DOOR - PAINTED BLACK
18.	ALUMINUM TRAILERS - PAINTED BLACK
19.	BOLLARD - REMOVABLE
20.	HARDI PANEL - DARK RED
21.	MOCK GARAGE CONTAINERS
22.	HARDI PANEL - DARK YELLOW
23.	HARDI PANEL - DARK GREEN

NOT FOR CONSTRUCTION

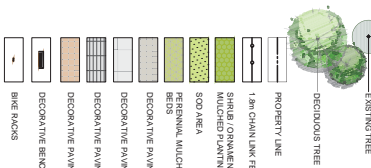
[illegible]

Revisions		Description
No	Date	
1	FEB. 19 2018	Issued for DP
2	July 31 2018	Re-Issued for DP
3	May 17, 2019	Re-Issued to DP

[illegible]



**SITE PLAN LEGEND:**



## LANDSCAPE DEVELOPMENT DATA:

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

## REPRESENTATIVE PLANT LIST

[illegible]*Cercidiphyllum japonicum*

*Cornus alba* 'Baibuto'

*Rudbeckia hysida* 'Goldsamm' with *Penstemon speciosoides* 'Lutea' in

*Echinacea purpurea* 'Magnus'

*Calamagrostis x acutiflora* 'Karl Foerster'*Nepeta x fassenii* Walker's Low

Eupatorium maculatum Gateway



REVISION 8 / RESULT	
2	RE-TESTED FOR OP
1	ISSUED FOR OP
NO.	DATE
DESCRIPTION	

PROJECT  
970 HWY 33W - CHRISTIAN CENTRE CONDO

KELOWNA CHRISTIAN CENTER SOCIETY INC.

KELOVNA, B.C.



5410 Leon Avenue, Kelowna, BC V1Y 5E5  
t 250.869.1304, f 250.862.4849, [www.asp.ca](http://www.asp.ca)

DESIGN BY	NO	SHEET TITLE
DRAWN BY	YY	SITE PLAN
CHECKED BY	PP	
PROJECT NO.	TBA-09949	
SCALE	1:250	SHEET NO.

LDP-1

1 OF 1

## SITE PLAN

1 OF 2

## DEVELOPMENT PERMIT GUIDELINES CHECKLIST

### Comprehensive Development Permit Area

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
<b>Authenticity and Regional Expression</b>			
Do landscaping and building form convey a character that is distinct to Kelowna and the Central Okanagan?	✓		
Are materials in keeping with the character of the region?	✓		
Are colours used common in the region's natural landscape?		✓	
Does the design provide for a transition between the indoors and outdoors?	✓		
<b>Context</b>			
Does the proposal maintain the established or envisioned architectural character of the neighbourhood?	✓		
Does interim development consider neighbouring properties designated for more intensive development?	✓		
Are façade treatments facing residential areas attractive and context sensitive?	✓		
Are architectural elements aligned from one building to the next?	✓		
For exterior changes, is the original character of the building respected and enhanced?			✓
Is the design unique without visually dominating neighbouring buildings?	✓		
For developments with multiple buildings, is there a sense of architectural unity and cohesiveness?	✓		
<b>Relationship to the Street</b>			
Do buildings create the desired streetscape rhythm?	✓		
Are parkade entrances located at grade?		✓	
For buildings with multiple street frontages, is equal emphasis given to each frontage?	✓		
<b>Massing and Height</b>			
Does the design mitigate the actual and perceived mass of buildings?	✓		
Does the height consider shading and view impacts for neighbouring properties and transition to less intensive areas?	✓		
<b>Human Scale</b>			
Are architectural elements scaled for pedestrians?	✓		
Are façades articulated with indentations and projections?	✓		

COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
Are top, middle and bottom building elements distinguished?	✓		
Do proposed buildings have an identifiable base, middle and top?	✓		
Are building facades designed with a balance of vertical and horizontal proportions?	✓		
Are horizontal glazed areas divided into vertically proportioned windows separated by mullions or building structures?	✓		
Does the design incorporate roof overhangs and the use of awnings, louvers, canopies and other window screening techniques?	✓		
Is the visual impact of enclosed elevator shafts reduced through architectural treatments?	✓		
<b>Exterior Elevations and Materials</b>			
Are buildings finished with materials that are natural, local, durable and appropriate to the character of the development?	✓		
Are entrances visually prominent, accessible and recognizable?	✓		
Are higher quality materials continued around building corners or edges that are visible to the public?	✓		
Are a variety of materials used to create contrast, enhance the pedestrian environment and reduce the apparent mass of a building?	✓		
Are elements other than colour used as the dominant feature of a building?	✓		
<b>Public and Private Open Space</b>			
Does public open space promote interaction and movement through the site?	✓		
Are public and private open spaces oriented to take advantage of and protect from the elements?	✓		
Is there an appropriate transition between public and private open spaces?	✓		
Are amenities such as benches, garbage receptacles, bicycle stands and community notice boards included on site?	✓		
<b>Site Access</b>			
Is the safe and convenient movement of pedestrians prioritized?	✓		
Are alternative and active modes of transportation supported through the site design?	✓		
Are identifiable and well-lit pathways provided to front entrances?	✓		
Do paved surfaces provide visual interest?	✓		
Is parking located behind or inside buildings, or below grade?	✓		
Are large expanses of parking separated by landscaping or buildings?	✓		
Are vehicle and service accesses from lower order roads or lanes?	✓		

COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
Do vehicle and service accesses have minimal impact on the streetscape and public views?	✓		
Is visible and secure bicycle parking provided in new parking structures and parking lots?	✓		
<b>Environmental Design and Green Building</b>			
Does the proposal consider solar gain and exposure?		✓	
Are green walls or shade trees incorporated in the design?	✓		
Does the site layout minimize stormwater runoff?	✓		
Are sustainable construction methods and materials used in the project?		✓	
Are green building strategies incorporated into the design?		✓	
<b>Decks, Balconies, Rooftops and Common Outdoor Amenity Space</b>			
Are decks, balconies or common outdoor amenity spaces provided?	✓		
Does hard and soft landscaping enhance the usability of decks, balconies and outdoor amenity spaces?	✓		
Are large flat expanses of roof enhanced with texture, colour or landscaping where they are visible from above or adjacent properties?	✓		
<b>Amenities, Ancillary Services and Utilities</b>			
Are loading, garage, storage, utility and other ancillary services located away from public view?	✓		
Are vents, mechanical rooms / equipment and elevator penthouses integrated with the roof or screened with finishes compatible with the building's design?	✓		
<b>Landscape Development and Irrigation Water Conservation</b>			
Does landscaping:	-	-	-
<ul style="list-style-type: none"> <li>Compliment and soften the building's architectural features and mitigate undesirable elements?</li> </ul>	✓		
<ul style="list-style-type: none"> <li>Maintain the dominant pattern of landscaping along the street and surrounding properties?</li> </ul>	✓		
<ul style="list-style-type: none"> <li>Enhance the pedestrian environment and the sense of personal safety?</li> </ul>	✓		
<ul style="list-style-type: none"> <li>Screen parking areas, mechanical functions, and garbage and recycling areas?</li> </ul>		✓	
<ul style="list-style-type: none"> <li>Respect required sightlines from roadways and enhance public views?</li> </ul>	✓		
<ul style="list-style-type: none"> <li>Retain existing healthy mature trees and vegetation?</li> </ul>	✓		
<ul style="list-style-type: none"> <li>Use native plants that are drought tolerant?</li> </ul>		✓	
<ul style="list-style-type: none"> <li>Define distinct private outdoor space for all ground-level dwellings?</li> </ul>	✓		



COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
Do any fences and retaining walls create visual interest and enhance the pedestrian environment?	✓		
Do parking lots have one shade tree per four parking stalls?	✓		
Does the Landscape Architect's Landscape Water Conservation Report:	-	-	-
<ul style="list-style-type: none"> <li>Meet the requirements for Landscape Water Budget calculations for the landscaped area?</li> </ul>	✓		
<ul style="list-style-type: none"> <li>Indicate how the development complies with or varies from the Landscape Water Conservation Guidelines?</li> </ul>	✓		
<i>Landscape Water Conservation Guidelines</i>			
Are plants grouped into "hydro-zones" of high, medium and low or unirrigated / unwatered areas?	✓		
Does at least 25% of the total landscaped area require no irrigation / watering?		✓	
Does at least 25% of the total landscaped area require low water use?	✓		
Does at most 50% of the total landscaped area require medium or high water use?	✓		
Is mulch cover provided for shrubs and groundcover to reduce soil evaporation?	✓		
Do water features such as pools and fountains use recirculated water systems?			✓
Do landscape installation standards meet the requirements of the BC Landscape Standard and / or the Master Municipal Construction Document?	✓		
Are the required written declarations signed by a qualified Landscape Architect?	✓		
<i>Irrigation System Guidelines</i>			
Is the Irrigation Plan prepared by a Qualified Professional?	✓		
Are irrigation circuits grouped into "hydro-zones" of high, medium and low or unirrigated / unwatered areas consistent with the landscaping plan?	✓		
Is drip or low volume irrigation used?	✓		
Are the required written declarations signed by a qualified Certified Irrigation Designer?	✓		
<b>Crime prevention</b>			
Are CPTED practices as related to landscaping, siting, form and exterior design included in the design?	✓		
Are building materials vandalism resistant?		✓	
<b>Universal Accessible Design</b>			
Is access for persons with disabilities integrated into the overall site plan and clearly visible from the principal entrance?	✓		
Are the site layout, services and amenities easy to understand and navigate?	✓		

COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
<b>Lakeside Development</b>			
Are lakeside open spaces provided or enhanced?			✓
Are lake views protected?			✓
Does lakeside development act as a transition between the lake and inland development?			✓
<b>Signs</b>			
Do signs contribute to the overall quality and character of the development?	✓		
Is signage design consistent with the appearance and scale of the building?	✓		
Are signs located and scaled to be easily read by pedestrians?	✓		
For culturally significant buildings, is the signage inspired by historical influences?			✓

Revitalization Development Permit Area

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

REVITALIZATION DEVELOPMENT PERMIT AREA	YES	NO	N/A
<b>Relationship to the Neighbourhood and Street</b>			
Does the proposal maintain the established or envisioned architectural character of the neighbourhood?			✓
Do developments adjacent to non-revitalization areas create an appropriate transition?	✓		
Are spaces for pedestrian friendly amenities, such as street furniture, included on site?	✓		
Is the ratio of streetwall height to street width less than 0.75:1?	✓		
Does the building frontage occupy the entire length of the street, without drive aisles or other dead zones?	✓		
<b>Building Design</b>			
Are architectural elements aligned from one building to the next?	✓		
Are the effects of shadowing on public areas mitigated?	✓		
Are doors or windows incorporated into at least 75% of street frontage?	✓		
Do proposed buildings have an identifiable base, middle and top?	✓		
Are windows, entrances, balconies and other building elements oriented towards surrounding points of interest and activity?	✓		
Are architectural elements such as atriums, grand entries and large ground-level windows used to reveal active interior spaces?	✓		

REVITALIZATION DEVELOPMENT PERMIT AREA	YES	NO	N/A
Are buildings designed with individual entrances leading to streets and pathways rather than with mall style entrances and internal connections?	✓		
For multiple unit residential projects, is ground level access for first storey units provided?	✓		
Are buildings finished with materials that are natural, local, durable and appropriate to the character of the development?	✓		
Are prohibited materials such as vinyl siding, reflective or non-vision glass, plastic, unpainted or unstained wood, and concrete block not used in the design?	✓		
Are stucco and stucco-like finishes omitted as a principal exterior wall material?	✓		
Are vents, mechanical rooms/equipment and elevator penthouses integrated with the roof or screened with finishes compatible with the building's design?	✓		
<b>View Corridors</b>			
Are existing views preserved and enhanced?	✓		
<b>Vehicular Access and Parking</b>			
Are at-grade and above-grade parking levels concealed with façade treatments?	✓		
Are garage doors integrated into the overall building design?	✓		
Are pedestrian entrances more prominent features than garage doors and vehicle entrances?	✓		
Is surface parking located to the rear of the building or interior of the block?	✓		
Are truck loading zones and waste storage areas screened from public view?	✓		
Do parking lots have one shade tree per four parking stalls?	✓		
Are pedestrian connections provided within and between parking lots?	✓		
Are driving, parking, pedestrian and cycling areas distinguished through changes in colour or pattern of paving materials?	✓		
<b>Signage</b>			
Is signage design consistent with the appearance and scale of the building?	✓		
Are corporate logos on signs complimentary to the overall building character?			✓
Is signage lighting minimized?			✓
<b>Public Art</b>			
Is public art incorporated into the project?		✓	
<b>Tower Design (Building Greater than Six Stories)</b>			
Do towers enhance views to and through the skyline?			✓

REVITALIZATION DEVELOPMENT PERMIT AREA	YES	NO	N/A
Are tower forms and the upper portions of buildings at once cohesive yet distinct from the overall design?			✓
Does the building design emphasize height rather than width?			✓
Does building design take into account micro-climates, shading and wind tunneling effects?			✓
Are new developments integrated into the established urban pattern through siting and building design?			✓
Are large flat expanses of roof enhanced with texture, colour or landscaping where they are visible from above or adjacent properties?			✓
Do elements such as gazebos, trellises, and pergolas provide visual interest and enhance usability of rooftop spaces?			✓
Are balconies recessed a minimum depth of 1 m within the adjoining building face?			✓
Are podiums designed to provide an animated pedestrian environment?			✓
<b>Downtown Considerations</b>			
Does the proposal maintain and extend the traditional block pattern?			✓
Is the street façade articulated in a vertical rhythm that is consistent with the traditional street pattern?			✓
Are windows set back from the building face and do they include headers and sills?			✓
Are windows at street level kept low for displays of retail goods and for high visibility into interior spaces?			✓
Is the height of upper floor windows at least 1.5 times their width?			✓
Are building materials and colours consistent with other prominent Downtown buildings, preferably brick or cut stone?			✓
Is signage appropriate to the neighborhood and not internally lit or neon?			✓

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

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

## Introduction

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



## Site Context and Land Use

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



**Site Location**

Source: Google Map



**Site Context**

Source: City of Kelowna



## Proposal Overview

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

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

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



Figure 1: Aerial rendering of the site.

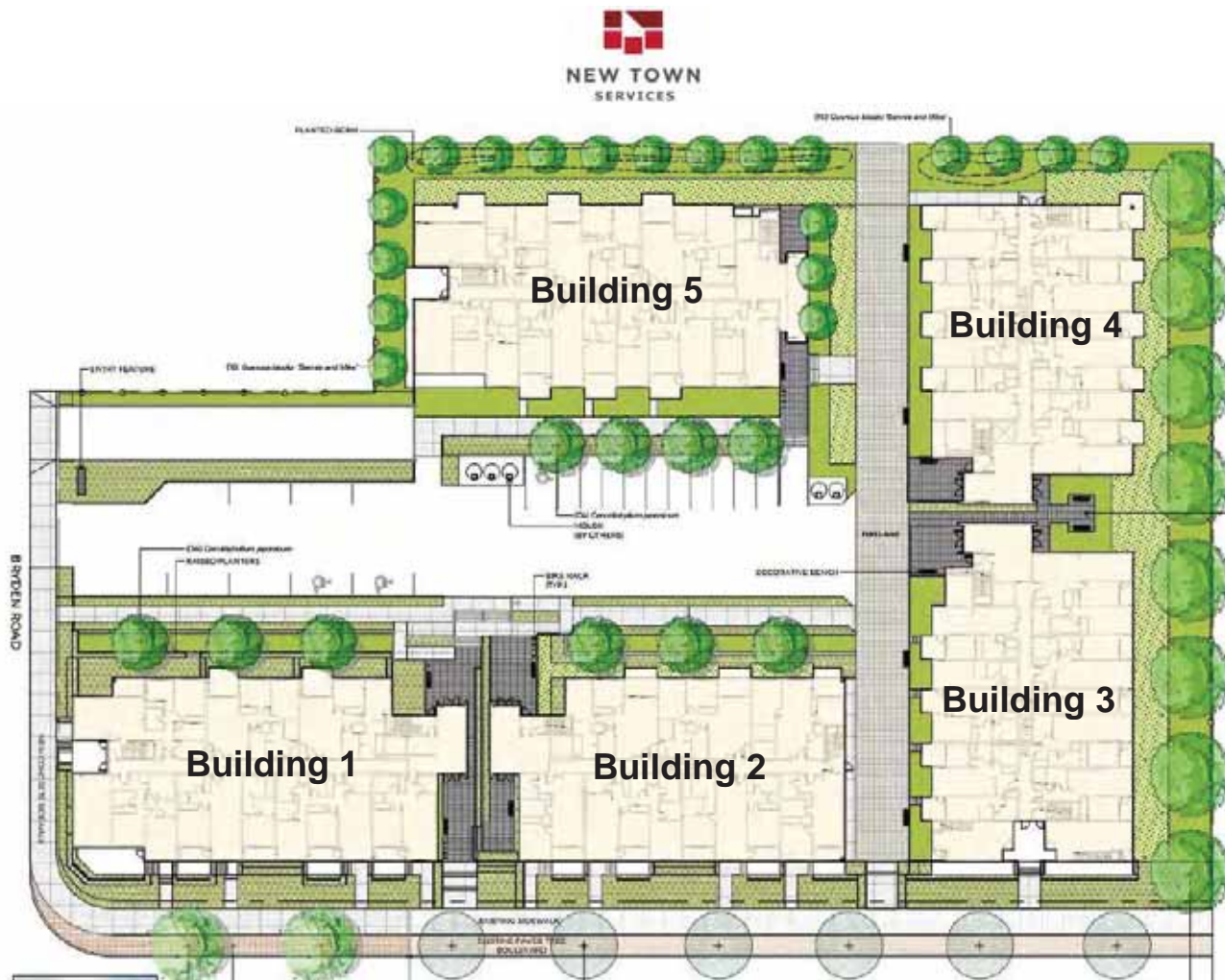


Figure 2: Landscaped site plan of the project

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

OCP Amendment:

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

Re-zoning:

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

Development Permit:

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

Development Variance Permit:

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

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

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

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

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

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

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

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




**Figure 3: Molok Waste Containers.**



## Variance Requested

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

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

 = Height parameter consistent with Zoning Bylaw.

 = Height parameter requiring variance.

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

## Conclusion

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