

DEVELOPMENT PERMIT



APPROVED ISSUANCE OF DEVELOPMENT PERMIT NO. DP16-0069

Issued To: Coastal Hollypark Properties Ltd
Site Address: 1580 Highway 33 West, Kelowna, BC
Legal Description: Lot 1, DL 125, ODYD Plan 8791 Except Plans 39705 and KAP 79377
Zoning Classification: C9 - Tourist Commercial
Development Permit Area: Comprehensive Form and Character

SCOPE OF APPROVAL

This 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 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 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.

1. TERMS AND CONDITIONS

THAT Development Permit No. DP16-0069 for Lot 1, DL 125, ODYD Plan 8791 Except Plans 39705 and KAP 79377, located at 1580 Highway 33 West Kelowna, BC to allow the construction of two hotel buildings be approved subject to the following:

- 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";
- 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;

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

2. 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 Permit Holder and be paid to the Permit Holder if the security is returned. The condition of the posting of the security is that should the Permit Holder 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 the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Permit Holder, or should the Permit Holder carry out the development permitted by this Permit within the time set out above, the security shall be returned to the Permit Holder. There is filed accordingly:

- a) Cash in the amount of \$ _____ OR
- b) A Certified Cheque in the amount of \$ _____ OR
- c) An Irrevocable Letter of Credit in the amount of \$ _____ .

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.

3. DEVELOPMENT

The land described herein shall be developed strictly in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit that shall form a part hereof.

If the Permit Holder does not commence the development permitted by this Permit within two years of the date of this Permit, this Permit shall lapse.

This Permit IS NOT a Building Permit.

4. APPLICANT'S AGREEMENT

I hereby declare that all of the above statements and the information contained in the material submitted in support of this Permit are to the best of my belief, true and correct in all respects. Upon issuance of the Permit for me by the Municipality, then in such case, I covenant and agree 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 granting to me the said Permit.
- b) All costs, expenses, claims that may be incurred by the Municipality if the construction by me of 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.

I further covenant and agree that should I be granted a Development Permit and/or Development Variance Permit, the Municipality may withhold the granting of any Occupancy Permit for the occupancy and / or use of any building or part thereof constructed upon the hereinbefore referred to land until all of the engineering works or other works called for by the Permit have been completed to the satisfaction of the Municipal Engineer and Divisional Director of Community Planning & Real Estate.

Should there be any change in ownership or legal description of the property, I undertake to notify the Community Planning Department immediately to avoid any unnecessary delay in processing the application.

DEVELOPMENT PERMIT GUIDELINES

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

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

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

COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
• Meet the requirements for Landscape Water Budget calculations for the landscaped area?	X		
• Indicate how the development complies with or varies from the Landscape Water Conservation Guidelines?	X		
<i>Landscape Water Conservation Guidelines</i>			
Are plants grouped into “hydro-zones” of high, medium and low or unirrigated / unwatered areas?	X		
Does at least 25% of the total landscaped area require no irrigation / watering?	X		
Does at least 25% of the total landscaped area require low water use?	X		
Does at most 50% of the total landscaped area require medium or high water use?	X		
Is mulch cover provided for shrubs and groundcover to reduce soil evaporation?	X		
Do water features such as pools and fountains use recirculated water systems?	X		
Do landscape installation standards meet the requirements of the BC Landscape Standard and / or the Master Municipal Construction Document?	X		
Are the required written declarations signed by a qualified Landscape Architect?	X		
<i>Irrigation System Guidelines</i>			
Is the Irrigation Plan prepared by a Qualified Professional?	X		
Are irrigation circuits grouped into “hydro-zones” of high, medium and low or unirrigated / unwatered areas consistent with the landscaping plan?	X		
Is drip or low volume irrigation used?	X		
Are the required written declarations signed by a qualified Certified Irrigation Designer?	X		
Crime prevention			
Are CPTED practices as related to landscaping, siting, form and exterior design included in the design?	X		
Are building materials vandalism resistant?	X		
Universal Accessible Design			
Is access for persons with disabilities integrated into the overall site plan and clearly visible from the principal entrance?	X		
Are the site layout, services and amenities easy to understand and navigate?		X	
Lakeside Development			
Are lakeside open spaces provided or enhanced?			X
Are lake views protected?			X
Does lakeside development act as a transition between the lake and inland development?			X
Signs			

COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
Do signs contribute to the overall quality and character of the development?	X		
Is signage design consistent with the appearance and scale of the building?	X		
Are signs located and scaled to be easily read by pedestrians?		X	
For culturally significant buildings, is the signage inspired by historical influences?			X
Lighting			
Does lighting enhance public safety?	X		
Is "light trespass" onto adjacent residential areas minimized?			X
Does lighting consider the effect on the façade, neighbouring buildings and open spaces?	X		
Is suitably scaled pedestrian lighting provided?		X	
Does exterior street lighting follow the International Dark Sky Model to limit light pollution?		X	

CITY OF KELOWNA
MEMORANDUM

Date: May 5, 2016
File No.: DP16-0069
To: Community Planning (RR)
From: Development Engineering Manager (SM)
Subject: 1580 Hwy 33 West Two new hotels

Development Engineering has the following comments and requirements associated with this application for the form and character of two new hotels that are proposed.

The Development Engineering Technologist for this project is Jason Ough

1. General

- a) These are Development Engineering comments/requirements and are subject to the review and requirements from the Ministry of Transportation (MOTI) Infrastructure Branch.
- b) This proposed subdivision may require the installation of centralized mail delivery equipment. Please contact Rick Ould, Delivery Planning Officer, Canada Post Corporation, 530 Gaston Avenue, Kelowna, BC, V1Y 2K0 (250-763-3558 ext. 2008) to obtain further information and to determine suitable location(s) within the development.
- c) Where there is a possibility of a high water table or surcharging of storm drains during major storm events, non-basement homes may be required. This must be determined by the engineer and detailed on the Lot Grading Plan required in the drainage section.

2. Domestic Water and Fire Protection

- a) The property is located within the Rutland Water District (RWD) service area. The water system must be capable of supplying domestic and fire flow demands of the project in accordance with the Subdivision, Development & Servicing Bylaw. The developer is responsible, if necessary, to arrange with RWD staff for any service improvements and the decommissioning of existing services.
- b) Boulevard landscape irrigation system, must be integrated with the on-site irrigation system.

3. Sanitary Sewer

- a) Our records indicate the proposed development lot is connected with 150mm diameter sewer service. The developer's consulting mechanical engineer will determine the development requirements of this proposed development and establish the service needs. Only one service will be permitted for this development property and must tie into a manhole. The applicant, at his cost, will arrange for the removal and disconnection of the existing services and the installation of one new larger service.

4. 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 Subdivision Development and Servicing Bylaw 7900. 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) On site storm drainage systems and overflow service(s) for the site will be reviewed and approved by Engineering when a site servicing design is submitted.

5. Road Improvements

- a) Access configuration to this development property will be determined by the results of a Traffic Impact Assessment that is currently underway by the applicant's consulting engineer.
- b) Required improvements to public fronting roadways will determined through consultation with the MOTI and based on the results of the Traffic Impact Assessment.
- c) There will be no access permitted to 1520 Highway 33 from the existing from the existing shared access to 1580 from Highway 33.
- d) Any gaps in the existing boulevard irrigation system must be address as part of this application.

6. Subdivision Requirements

- a) If any road dedication or closer affects lands encumbered by a Utility right-of-way (such as Gas, 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 or closer must be incorporated in the construction drawings submitted to the City's Development Manager.
- b) Provide all necessary Statutory Rights-of-Way for any utility corridors required, including those on proposed or existing City Lands.

7. Electric Power and Telecommunication Services

- a) All proposed distribution and service connections are to be installed underground.
- b) Streetlights must be installed on all roads.

- 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 utilities, where necessary.

8. 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.

9. 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.

10. Geotechnical Report

As a requirement of this application and building permit approval the applicant must provide a comprehensive geotechnical report prepared by a Professional Engineer qualified in the field of hydro-geotechnical survey to address the following:

- a) Area ground water characteristics, including water sources on the site.
- b) Site suitability for development; i.e. unstable soils, foundation requirements 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.

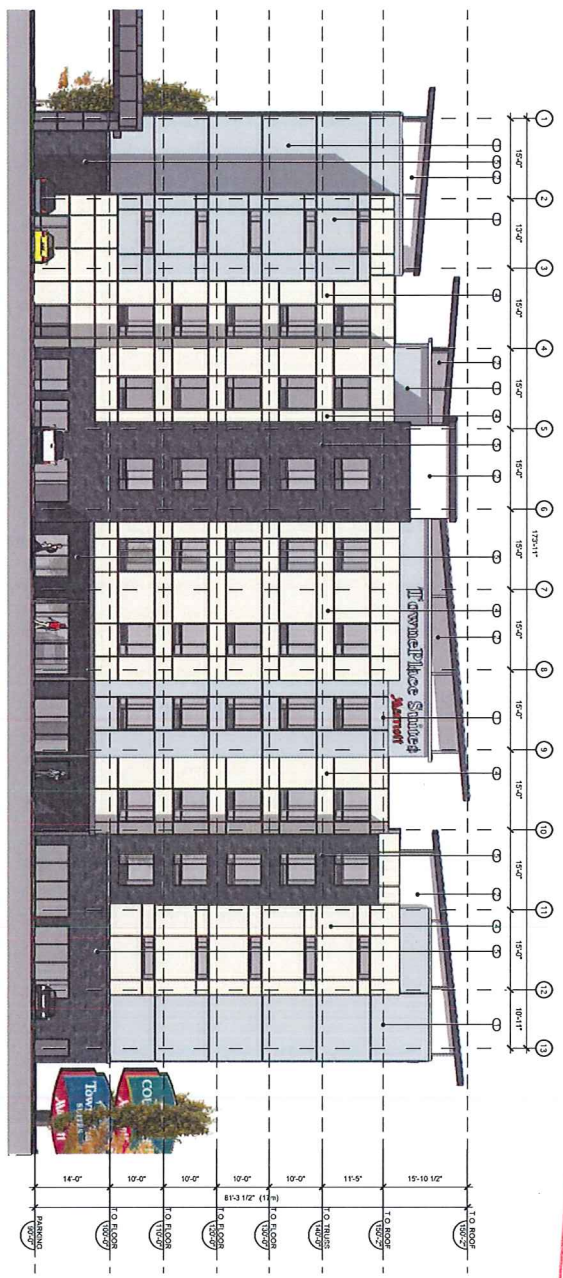
11. Development Permit and Site Related Issues

Access and Manoeuvrability:

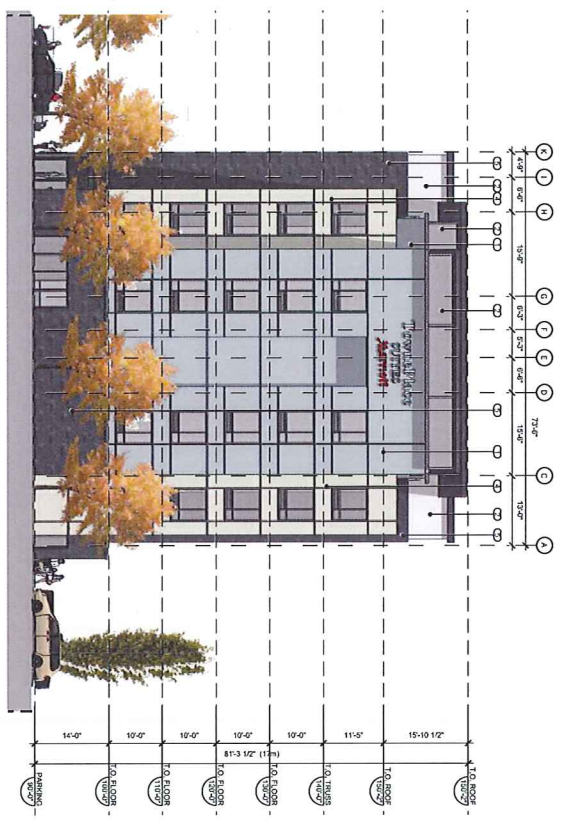
- (i) Access configuration to this development property will be determined by the results of a Traffic Impact Assessment that is currently underway by the applicant's consulting engineer.
- (ii) An MSU standard size vehicle must be able to manoeuvre onto and off the site without requiring a reverse movement onto public roadways.
- (iii) Indicate on the site, the locations of loading bays as well as the garbage and recycle bins.

Steve Muenz, P. Eng.
Development Engineering Manager
jo

SCHEDULE B
 This forms part of development
 Permit # **DP16-0069**

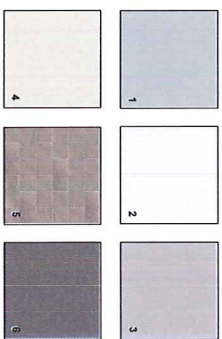


1 WEST ELEVATION
 A4.1 SIZE=1'-0"



2 SOUTH ELEVATION
 A4.1 SIZE=1'-0"

- MATERIAL LEGEND:**
- 1 STUCCO COLOUR 1 - Benjamin Moore (1627 MANOR BLUE)
 - 2 STUCCO COLOUR 2 - Benjamin Moore (00-61 WHITE DIAMOND)
 - 3 STUCCO COLOUR 3 - Benjamin Moore (2112-50 STORMY MONDAY)
 - 4 STUCCO COLOUR 4 - Benjamin Moore (2142-60 NOVEMBER RAIN)
 - 5 BRICK
 - 6 BRICK
 - 7 BRICK
 - 8 BRICK
 - 9 BRICK



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PRELIMINARY NOT FOR CONSTRUCTION

DATE: 02/12/2016
 TIME: 10:00 AM
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Name]

gta
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THE HOSPITALITY ORGANIZATION
 TOWNEPLACE SUITES BUILDING ELEVATIONS

DATE: FEB 23, 2016 FILE: A4.4.1

Courtyard Hotel & TownePlace Suites by Marriott

1580 HWY 33 West, Kelowna, BC

DESIGN RATIONALE



Prepared by:

GTA Architecture Ltd.
#243 - 1889 Springfield Road
Kelowna, BC V1Y 5V5
Tel: 250.979.1668
Website: www.gtarch.ca

File: A14-31

Date: 18/02/16

Prepared for:

The Hollypark Organization
PO Box 1025 Stn Main
Vernon, BC V1T 6N2
Tel: 778.475.8063
sam.dhillon@hollypark.org





1.0 OVERVIEW

The proposed building site is located on one of the most prominent intersections within our city, Highways 97 and 33, and has for sometime been in operation as the "Okanagan Seasons Resort", a one storey Motel. The proposed Courtyard Hotel and TownePlace Suites by Marriott consists of two stand alone six storey buildings developed by The Hollypark Organization. These will bring conveniently accessible business and family orientated Hotels and Suites to the physical center of Kelowna. The Hollypark Organization, together with GTA Architecture and Outland Design Landscape Architecture propose to create a distinctive Architectural landmark within the city. This will have unique design quality features with very functional and extensive site upgrades. The proposed is consistent with the future land use designation of *Commercial* in the "Official Community Plan".

2.0 THE PROJECT

This design fully meets all of the permitted uses and regulations of the Zoning Bylaw No. 8000. In developing the project at the edge of the Midtown Urban Centre, the aspects of elegance and walk-ability to the urban centre were key factors to the buildings layouts. The revitalization throughout a typical urban centre, and especially of this intersection, can be inspirational for other future developments.

GTA has reviewed the *Sustainability Checklist* in preparation of the project and has included as many options as possible for consideration at this time. More will be considered during the Building Permit Drawings stage. The location within the urban centre's edge reduces the dependency of the automobile, as many existing amenities are within walking distance. This project is designed and detailed building to reduce heating and cooling loads, increase air quality, and reduce energy consumption.

Building envelope details that prevent water and moisture ingress, yet still allow the building assemblies to dry, will prevent mould growth are incorporated throughout. Reducing thermal bridging combined with appropriate thermal insulation will reduce heating and cooling loads. Providing windows in all of the occupied spaces allows for natural day lighting, and reduces 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". They also control noise which is a major request of Marriot. We have worked with the developer recently on a project in Vernon, and can attest that the developer is committed to ensuring curb appeal and the site's



functionality, as the hotel industry relies on these areas of concern to create a successful venture.

With respect to the Site layout we had reviewed your comment and those of the design panel late last year as you eluded to and brought to our attention earlier. In consideration of that, we along with our clients, attempted to design and develop a Site Layout of parking and buildings meeting requests and concerns from all parties. We started with design development for this site with the Buildings adjacent each highway. See attached preliminary Site Layout dated August, 2014.

The Building "forward layout" (adjacent to highways) resulted in major issues that we outlined to the developer, as did the franchise company, Marriott International. These concerns include:

- Noise pollution - while the building structures can generally be designed to somewhat dampen sound, there are some concerns that cannot be overcome. One, guests will undoubtedly open their hotel room windows and be faced with highway noise. Second, hotels rely on PTAC heating and cooling units to service each room. These allow sound to travel into the room without any remedy possible should the buildings be located closer to the highways.
- Light pollution - hotel guestrooms would be affected by headlights and street lights from vehicle traffic and highways.
- Level of Air Quality.
- Functionality of the site for Hotel guests.
- Guest views.
- Marriott International would not support the project with hotel guestrooms directly facing the highways.

Consequently, we developed a Building "back layout" based on the above concerns.

Also, we aim to provide a strong landscaping program to alleviate the concerns you've mentioned, although, would also like to note that the two 6-storey structures will certainly be the dominant feature of the site, and not the parking. The renderings that will follow will illustrate our vision.

When this project is submitted for DP, we expect it to meet all bylaws. We do not anticipate requesting any variances. This type of "back layout" development is not uncommon, as seen throughout the City including car dealerships, shopping centers, grocery stores, other hotels / motels etc.. Of note, the new



Ford car dealership holds an excess of 400 stalls in front and adjacent of the structure which fronts highway 97. While their business relies on visibility for the sale of vehicles, our project relies on the comfort of guests to the City of Kelowna, which can only be achieved with the proper setbacks as proposed.

3.0 SITE AND PARKING ACCESS

The Architectural design utilizes conventionally shaped six storey buildings which are back set away from the highways. Primary site access is designed off both Highway 97 and 33 utilizing existing site accesses. The required parking stalls are placed around each hotel with extensive landscaping islands and trees specifically placed throughout the site and parking areas. Landscape buffers along each highway will provide a privacy and noise buffer for both the hotel users and general public.

4.0 THE BUILDINGS

The two hotel buildings, the Courtyard and the Towne Place are of the newest generation of Marriot Designs. While the room layouts of the courtyard and styles are similar to other similar Marriot Hotels, the Towne Place rooms are designed for longer stays and more versatility.

Both the Courtyard and the Towne Place will have an enclosed pool and waterslide or hot tub. Both buildings will incorporate state of the art business centres, breakfast areas, lounges, and meeting areas. One will be slightly more corporate oriented while the other more family oriented, but both will generally accommodate a wide variety of guests in elegance and luxury.

The combination of materials and colours is selected to give the building a corporate feeling, as well as a modern urban quality throughout the development. Both textured stucco and metal cladding and trim throughout will add to the unique modern characteristics. Colours and materials were selected from and in keeping with the standard Marriot brand appearance.

The proposed exterior contains "manor blue", "white diamond" and "stormy Monday" stucco colours accented with "November rain" trim detailing and segmental brick veneer. The ground level of the building is to be delineated with simplistic black railing, concrete columns and landscaping planters to outline the property and create a delineation of public versus private space.

Additional visual interest is provided by incorporating decorative accents to the roofline. There will be no other hotels in Kelowna, BC which will match the refreshing, modern look starting construction in 2016.



5.0 LANDSCAPING

The proposed landscape plan incorporates a vegetative buffer to distinguish between the complex and adjacent properties.

Landscaping throughout the site also integrates the use of local and natural vegetation which will compliment the developments overall form and character. This has been carefully orchestrated by Outland Landscape Design. This buffer contains a mixed variety of ornamental plantings to add visual interest; act as a house shield, and soften the transition of the building to the street level.

6.0 CRIME PREVENTATION

The intentions of CPTED have been addressed in the following ways. The design of the buildings and landscaping promote surveillance and do not provide opportunistic hiding spaces. The entrances are clearly visible from the street, parking areas and lobbies. Points of entry 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.

Site lighting will be generous for safety and parking, but not over bearing. It will incorporate a "dark skies" mentality, so as not to be offensive or intrusive of the

7.0 SUMMARY

The Developers and design team felt that the combination of a high class design coupled with leading edge technology and modern building materials will provide for a solid building project. As a group, we feel that this will be a catalyst for other urban developments in this area and will be a gateway project to both Rutland and Downtown Kelowna. It is also our hope that the project will become a timeless icon, setting the standards in an area critical to the continued sustainability and growth of our City.

As such we offer this project for consideration by Staff and Council for Development Permit and collateral approvals believing it to be and meeting the High Standards deserving of our fine city.



MARRIOTT, 1580 Hwy 33 West – KELOWNA, BC
DESIGN RATIONALE

February 18, 2016

END