

Development Permit & Development Variance Permit DP19-0199 & DVP19-0200

ATTACHMENT A	
This forms part of application # DP19-0199 DVP19-0200	
Planner Initials	AT
City of Kelowna COMMUNITY PLANNING	



City of
Kelowna

This permit relates to land in the City of Kelowna municipally known as

105 Adams Road

and legally known as

Lot A Section 2 Township 23 ODYD Plan EPP84870

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

Gas bar and drive-through food service

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

Section 15.2.6(f): I2 – General Industrial, Other Regulations

To vary the requirement prohibiting drive-in food services in the zone.

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

Date of Council Decision April 7, 2020

Decision By: COUNCIL OR COMMUNITY PLANNING DEPARTMENT MANAGER

Development Permit Area: Comprehensive Development Permit Area

Existing Zone: I2 – General Industrial

Future Land Use Designation: IND – Industrial

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: Central Valley Truck Services Ltd. Inc.No. BCo288380

Applicant: Laura Jones; Pacific Land Group

Terry Barton
Development Planning Department Manager

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 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 **OR** certified cheque in the amount of **\$141,710.00**

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.

5. 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.

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

SCHEDULE

A

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GENERAL NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT CONC. CURB RADIUS WHICH ARE NOTED IN METERS.
2. ALL CONSTRUCTION WITHIN THE PROPERTY LINES IS NEW UNLESS NOTED OTHERWISE.
3. DRAWING IS NOT TO BE SCALED.
4. ALL DIMENSIONS TO BE CHECKED & VERIFIED ON THE SITE BY SURVEY. PRIOR TO ANY CONSTRUCTION, ANY DISCREPANCIES ARE TO BE REPORTED TO THE ENGINEER BEFORE PROCEEDING.
5. CONTRACTOR TO ENSURE THAT ALL CONSTRUCTION ON MUNICIPAL PROPERTY IS TO THE LATEST MUNICIPAL STANDARDS.
6. SEE CANOPY/BUILDING ELEVATIONS FOR ROOF PEAK GEOMETRIC.

LEGEND

IRON SURVEY POST FOUND	●	FD/FP
MANHOLE	○	MH
CATCH BASIN	□	CB
FIRE HYDRANT	○	FH
POWER POLE	○	PP
TRAFFIC LIGHT	○	TL
TRAFFIC SIGNAL POST	○	TS
LIGHT STANDARD (S&L)	○	LS
LIGHT STANDARD (DBL)	○	LD
TELEPHONE PEDESTAL	□	TP
EXISTING CONC. CURBS	—	EX
NEW CONC. CURBS	—	EX
PREFIX (EX) = EXISTING		

KEY PLAN



SITE INFORMATION

LEGAL DESCRIPTION
LOT 1A, SECTION 2, TOWNSHIP 23, QVO, PLAN EPP84870

MUNICIPAL ADDRESS
105 ADAMS ROAD
KELOWNA, BC

ZONING
12

LOT AREA
4240.86m² (1.07 ACRES) (0.434 HECTARES)

SITE AREAS:

PROPOSED NEW NET FLOOR AREAS	2230.66m ² (2520 SQ. FT.)
RETAIL/PAVING	111.46m ² (1200 SQ. FT.)
TOTAL	345.60m ² (3700 SQ. FT.)

PROPOSED IMPERMEABLE SURFACE AREAS

ASPHALT	2230.66m ² (24,010 SQ. FT.)
PAVING	111.46m ² (1200 SQ. FT.)
BUILDING GRAF	998.74m ² (10,785 SQ. FT.)

LOT COVERAGE

SETBACKS:

FRONT SETBACK	7.5m
REAR SETBACK	0.0m
REAR SETBACK	6.0m
REAR SETBACK	4.5m

PARKING

GAS BAR
1 PER TWO ON-SITE EMPLOYEES = 1 SPACE REQ.

CONVENIENCE STORE
2 PER 100M² GFA = (24/12/100) x 2 = 4.88 = 5 SPACES REQ.

FOOD PRIMARY ESTABLISHMENT
2.5 PER 100M² GFA, MIN. 5 = 111.46 / 100 = 1.11 = 5 SPACES REQ.

TOTAL PARKING STALLS REQUIRED: 11 PARKING STALLS

VEHICLE PARKING STALLS PROVIDED

TYPE	SIZE	COUNT
REGULAR	2800 x 6000	= 8 STALLS
EV CHARGING @60'	3600 x 6000	= 1 STALLS
EV CHARGING @60'	2800 x 7000	= 3 STALLS
EV CHARGING @60'	3000 x 6000	= 1 STALLS
TOTAL PARKING PROVIDED:		= 13 STALLS

LOADING ZONE
PROVIDED 9.0m x 4.0m, QUANTITY 1

SEXSMITH ROAD

ASSUMED LOCATION OF MEDIAN (NOT SHOWN)

YARD LIGHTING FIXTURE

DESCRIPTION	MANUFACTURER	MODEL
YARD LIGHT	GREE	ARE-ED-44-DX-12-E-L-424-DK CW DARK SKY KIT

PROPOSED SITE PLAN

105 ADAMS ROAD
KELOWNA, BC



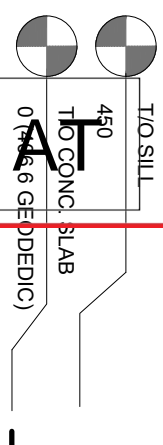
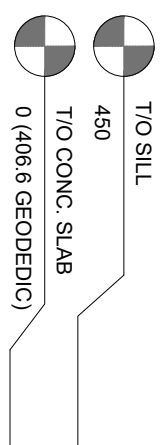
2710, 340 Westview Way SE, Calgary, Alberta, T2X 8P1
TEL: 403-244-0881 • FAX: 403-270-6016 • www.ctmdesign.ca

DRAWINGS ARE OWNED BY PARKLAND FUEL CORP. AND MAY NOT BE DUPLICATED

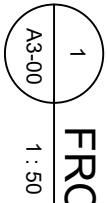
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PROJECT NO: 19144	DATE: 2019-08-06
OUTLET NO: -	SCALE: 1:200
REV/NO:	DRAWN BY: PENNAS

R03 A1-00

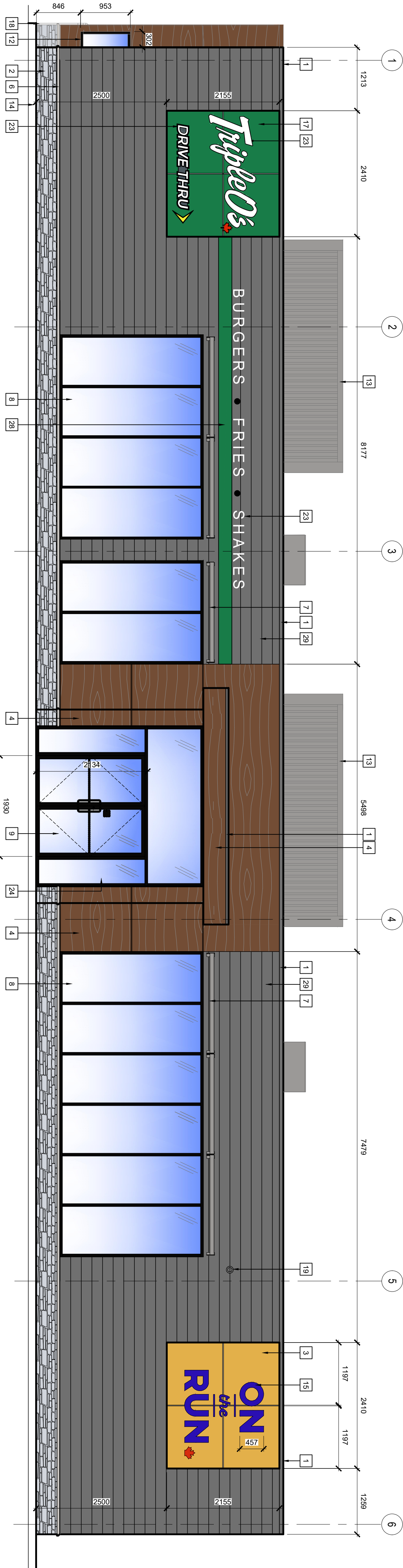
This forms part of application
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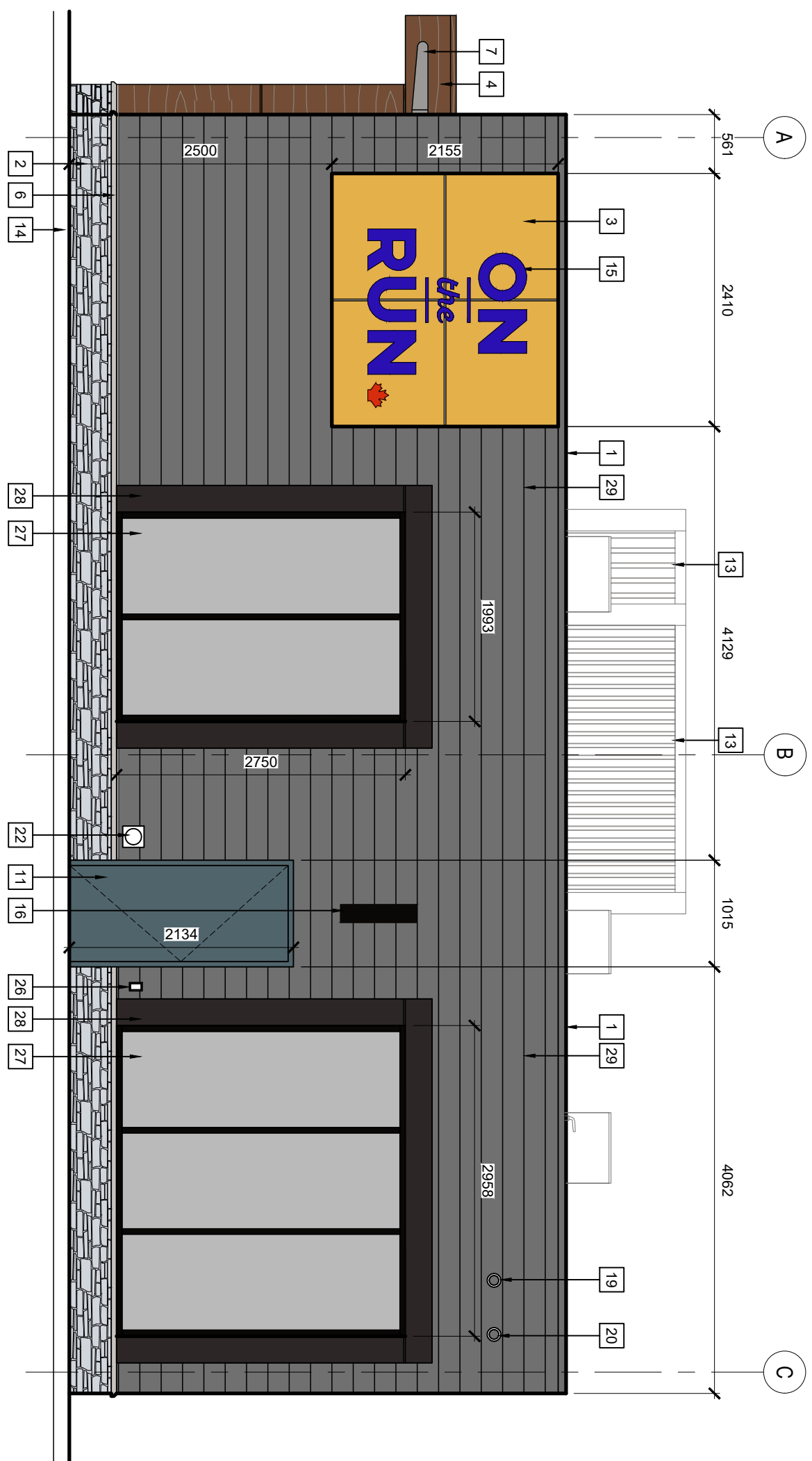
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A3-00



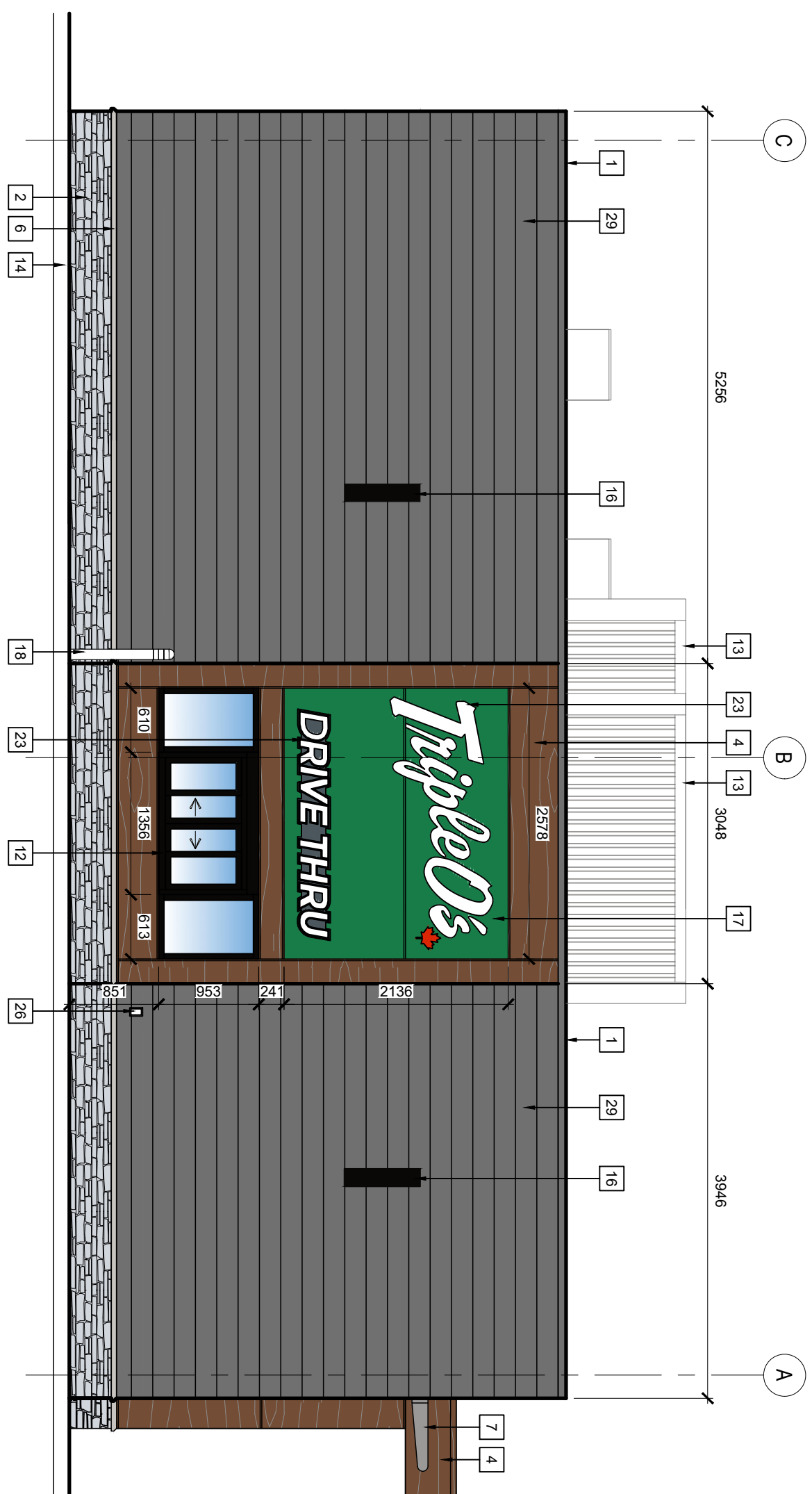
FRONT ELEVATION



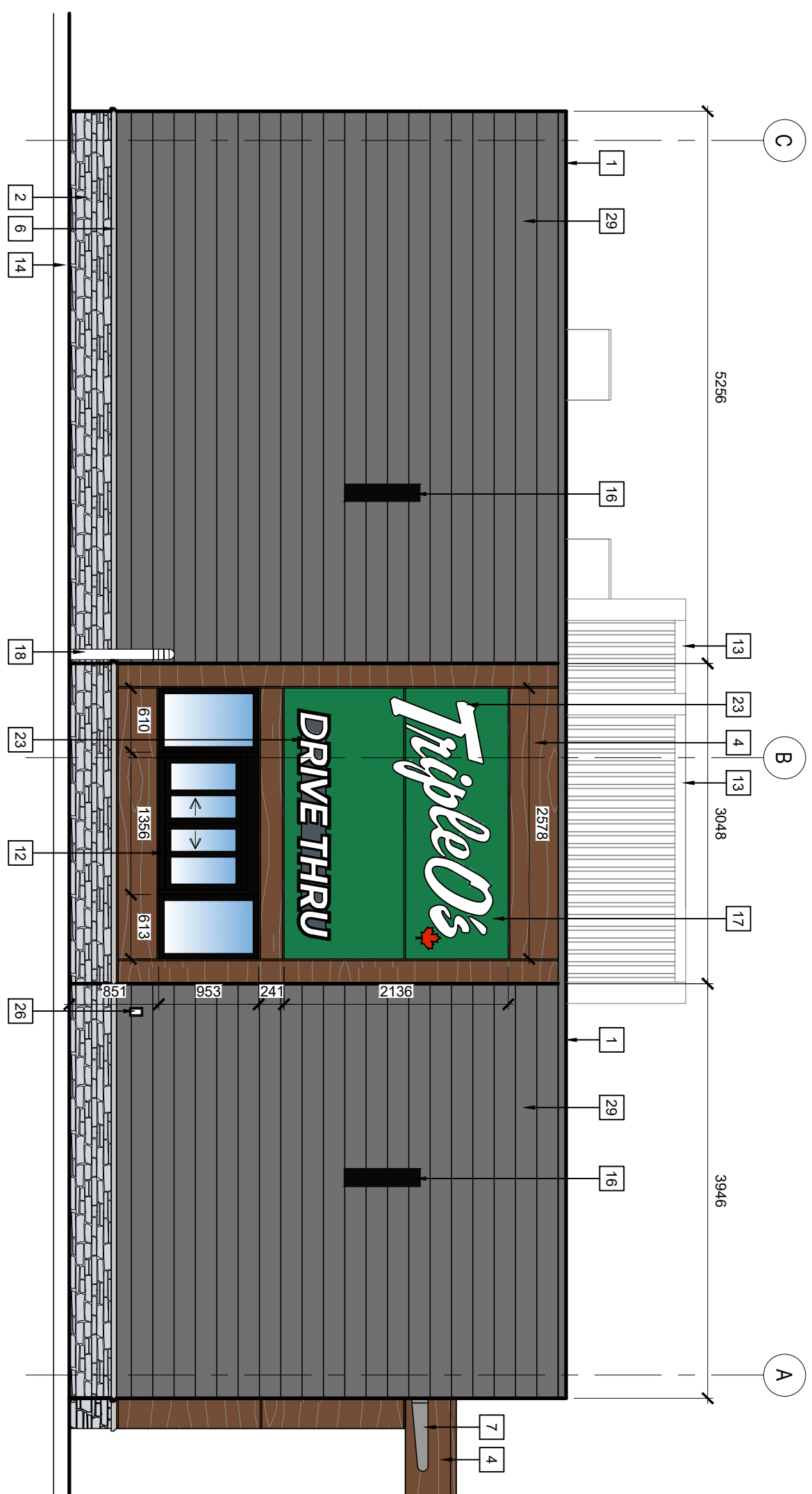
REAR EL
1:50



REAR EL
1:50



REAR EL
1:50



	MATERIAL ITEM LEGEND
ITEM	DESCRIPTION
1	PREFINISHED METAL FLASHING, COLOUR TO MATCH SIDING
2	PANGLOSS THIMSTONE (WEATHER BY CANADIAN STONE), LEDGESTONE (CO. CAMBRIA) (SANDSTONE)
3	AOM METAL PANEL BY ALPOLC, COLOUR: OLUSTON PAINTING
4	AOM METAL PANEL BY ALPOLC, COLOUR: OLUSTON PAINTING SPACE REFER TO SUPPLY, GC TO COORDINATE PICK-UP & INSTALL
5	AOM METAL PANEL BY ALPOLC, TIMBER SERIES COLOUR: TEAK
6	NOT USED
7	PRE-CAST CONCRETE SLAB, CULTURED STONE COLOUR GRAY/GREEN OR APPROVED ALTERNATIVE GC TO SUBMIT SHOP DRAWINGS FOR APPROVAL PRIOR TO ORDERING.
8	WINDOW SYSTEM BLACK COLOUR FRAME BY MAXXI, INSTALLED BY GC.
9	STORMDOOR DOOR COM BLACK COLOUR FRAME
10	EMERGENCY STOP FOR GAS BAR, GC TO CONFIRM APPROPRIATE JURISDICTION, WIRE FOR FUTURE USE & PROVIDE COVER PLATE IF NOT REQUIRED.
11	METAL DOOR TO BE FRAMED AND PAINTED COLOUR BENJAMIN PAINTED TO MATCH GATED (19-55-10) PROFILE TO BE DEFINED AND INSTALLED
12	DRIVE THRU WINDOW, FRAME COLOUR: TRIPLE OS GREEN
13	SPRINKLER TTY ROOF SCREEN, COLOUR GREY
14	CONCRETE SIDEWALK CURB
15	ON THE SUN SIGN, PACQUI WITH 30 CHANNEL, LETTERS BY SIG VENDOR, REFER TO DVG A-3.19 FOR MOUNTING & SPEC.
16	EXTENSION LIGHT REFER TO COORDINATE DIMENSIONS WITH ELECTRICAL ENGINEER
17	SIGNAGE SUPPLIER TO SUPPLY, GC TO COORDINATE PICKUP & INSTALL
18	10mm BOLLARD, REFER TO UNSC, YARD DETAILS S DRAWING
19	SECURITY CAMERA, REFER TO ELECTRICAL SECURITY DRGS
20	NORTH SIDE OF BUILDING, REFER TO ELECTRICAL DRAWINGS.
21	GAS METER LOCATION TBD
22	GAS BB REFER TO MECH DWGS.
23	GAS SHOCKS BY GC OTHERS PROVIDE A WINDOW BACKING
24	BARRIER REAR FLOOR OPERATOR, REFER TO GENERAL NOTES
25	SPANDREL PANEL FULL WINDOW WITH OPACITE FILM
26	GP RECEIPT PAGE, REFER TO ELECTRICAL DRAWINGS
27	AOM METAL PANEL BY ALPOLC, COLOUR: TBK GC TO SUPPLY & INSTALL
28	Illuminated Green Panel by ALPOLC, COLOR: TBK MAIN SRC
29	CABLE CHAIN SIDDING BY WOODPOINT, MUSIC STRIPS COLOUR: FOSHE, CLIENT'S 9'x20 BOARD WIDTH, GC TO SUPPLY & INSTALL

NO	DATE	DESCRIPTION OF ISSUE OR REVISION	BY
02	2020-01-22	REVISED AS PER CITY OF KELOWNA COMMENTS	MAS
01	2019-12-19	RE-ISSUED FOR DEVELOPMENT PERMIT	MAS
01	2019-10-28	REVISED AS PER 2020 STANDARDS	MAS
	2019-08-30	ISSUED FOR DEVELOPMENT PERMIT	LG



ACM METAL PANEL BY ALPOLIC,
TIMBER SERIES COLOUR: TEAK

WOODTONE, RUSTIC SERIES
COLOUR: COASTAL GREY

PANGAEA THINSTONE VENEER BY
CANADIAN STONE, LEDGESTONE
COLOUR: CAMBRIAN (SANDSTONE)

ctm
Design Services Ltd

210, 340 Midpark Way SE, Calgary, T2X 1P1
TEL. 403.640.0990 • Fax 403.259.6506 • www.cfmdesign.ca



105 ADAMS ROAD
KELOWNA, BC

DRAWINGS ARE OWNED BY PARKLAND FUEL CORP. AND MAY NOT BE DUPLICATED

EXTERIOR ELEVATIONS

FILE: 19144_A3-01.DWG			
PROJECT NO.	19144	DATE:	2019-08-02
OUTLET NO.	-	SCALE:	1:50
REV. NO.		CHECKED BY:	SM
		DRAWN BY:	NAS

R02

A3-01



303 - 590 KLO Road
Kelowna, BC V1Y 7S2
T (250) 868-9270
www.outlanddesign.ca

PROJECT TITLE

Kelowna, BC

DRAWING TITLE

CONCEPTUAL LANDSCAPE PLAN

ISSUED FOR / REVISION		
1	19.08.26	Development Permit
2	19.08.29	Development Permit
3	20.01.30	Development Permit
4	20.02.11	Development Permit
5		

PROJECT NO	19082
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DRAWN BY

CHECKED BY _____

DATE FEB. 11, 2020

SCALE

PAGE SIZE 24"x36"

SEAL



DRAWING NUMBER

5/4

ISSUED FOR REVIEW ONLY

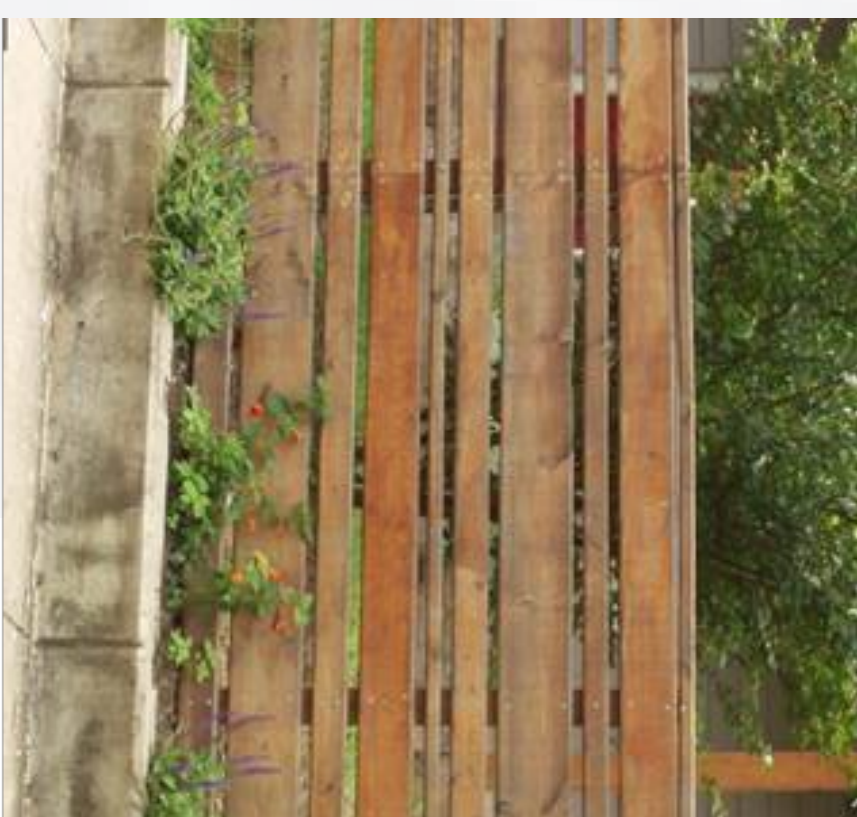
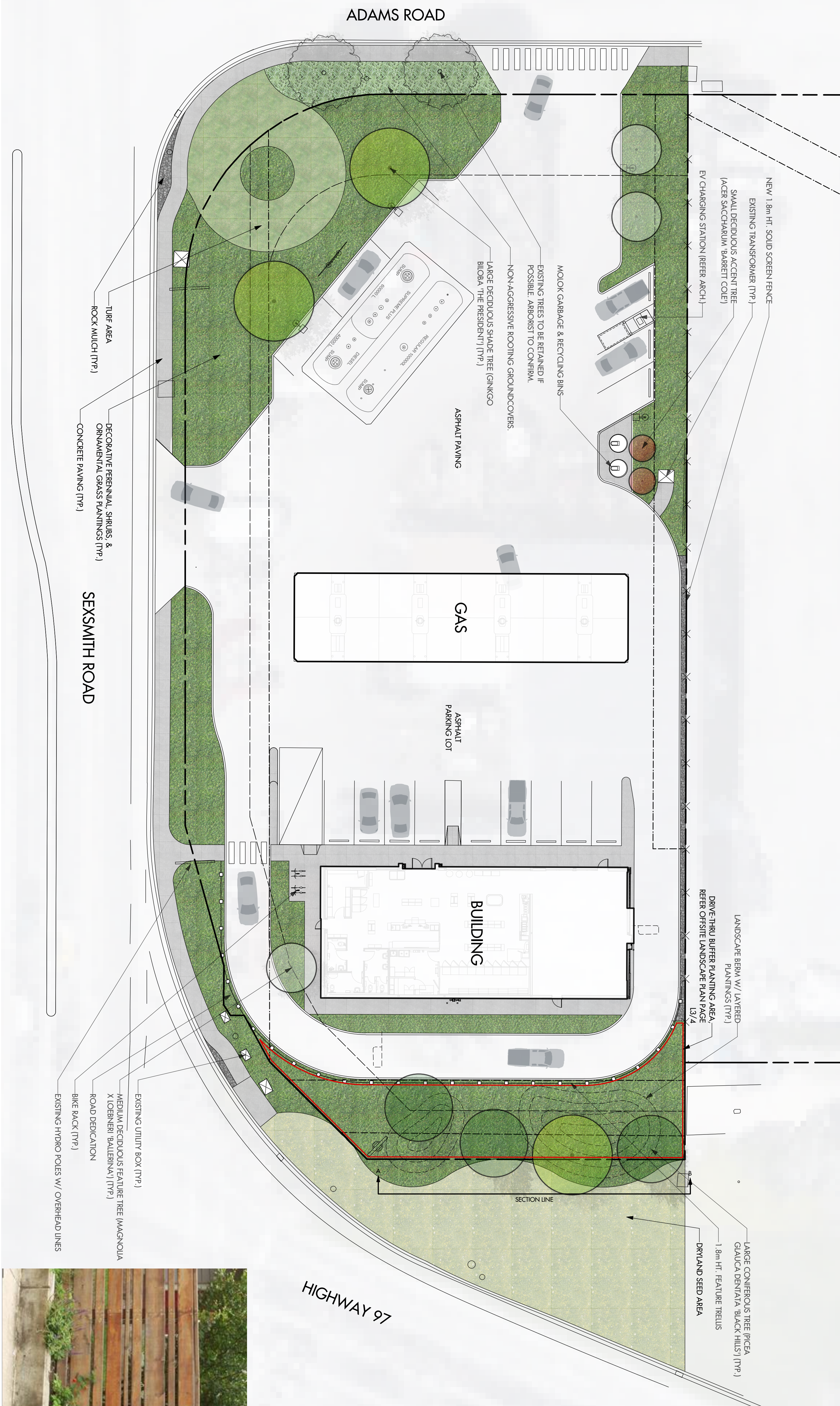
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C

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AT



FEATURE TRELLIS REFERENCE IMAGE

NOTES

- [illegible]

PLANT LIST

[illegible]

**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?	✓		
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?			✓
Context			
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?			✓
Relationship to the Street			
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?	✓		
Massing and Height			
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?	✓		
Human Scale			
Are architectural elements scaled for pedestrians?		✓	
Are façades articulated with indentations and projections?	✓		



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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?			✓
Exterior Elevations and Materials			
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?	✓		
Public and Private Open Space			
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?	✓		
Site Access			
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?	✓		



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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?		✓		
Environmental Design and Green Building				
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?			✓	
Decks, Balconies, Rooftops and Common Outdoor Amenity Space				
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?		✓		
Amenities, Ancillary Services and Utilities				
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?		✓		
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? 		✓		
<ul style="list-style-type: none"> Maintain the dominant pattern of landscaping along the street and surrounding properties? 				✓
<ul style="list-style-type: none"> Enhance the pedestrian environment and the sense of personal safety? 		✓		
<ul style="list-style-type: none"> Screen parking areas, mechanical functions, and garbage and recycling areas? 		✓		
<ul style="list-style-type: none"> Respect required sightlines from roadways and enhance public views? 		✓		
<ul style="list-style-type: none"> Retain existing healthy mature trees and vegetation? 				✓
<ul style="list-style-type: none"> Use native plants that are drought tolerant? 		✓		
<ul style="list-style-type: none"> Define distinct private outdoor space for all ground-level dwellings? 				✓
Do any fences and retaining walls create visual interest and enhance the pedestrian environment?		✓		

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COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
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">Meet the requirements for Landscape Water Budget calculations for the landscaped area?	✓		
<ul style="list-style-type: none">Indicate how the development complies with or varies from the Landscape Water Conservation Guidelines?	✓		
<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?	✓		
Crime prevention			
Are CPTED practices as related to landscaping, siting, form and exterior design included in the design?	✓		
Are building materials vandalism resistant?	✓		
Universal Accessible Design			
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?	✓		
Signs			
Do signs contribute to the overall quality and character of the development?	✓		

COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
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?			✓

ATTACHMENT B	
This forms part of application	
# DP19-0199 DVP19-0200	
Planner Initials	<div>AT</div>
 City of Kelowna <small>COMMUNITY PLANNING</small>	

February 13, 2020

PLG File: 19-1900

Kelowna File: DP-0199 & DVP19-0200

Aaron Thibeault
Planning Department
City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4



Vancouver Office
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Canada, V7Y1C6

Surrey Office
Suite 212 – 12992 76 Avenue
Surrey, British Columbia
Canada, V3W 2V6

Tel: 604-501-1624
Fax: 604-501-1625

www.pacificlandgroup.ca
info@pacificlandgroup.ca

RE: Rationale Letter outlining updates in support of a Development Permit and Development Variance Permit at 105 Adams Road, Kelowna BC

Pacific Land Resource Group Inc. ("PLG") has prepared the following planning rationale to detail updates to the development proposal at 105 Adams Road, Kelowna ("Subject Property"). The purpose of this resubmission package is to address comments received from the Technical Review Summary, follow-up meetings with City of Kelowna Planning Staff, and from feedback received during the neighbour consultation process.

Site Context

The Subject Property consists of one legal parcel approximately 4,338 square metres (1.072 acres) in size. The site is located at the northwest corner of the Highway 97 intersection at Sexsmith Road. The property has frontages along Highway 97, Sexsmith Road, and Adams Road. The site is currently occupied by a heavy-duty mechanic operation that provides servicing and maintenance for industrial transportation vehicles. Adjacent uses include: a gas station, drive-through restaurant, and mechanic to the south; general industrial uses to the west and north; and general industrial uses, car sales, and a drive-through restaurant to the east.

The Subject Property is currently designated "Industrial" in the City of Kelowna's Official Community Plan (OCP) and zoned "General Industrial (I2)" in the Zoning Bylaw. The OCP identifies the property as being located in a General Industrial Development Permit Area.

PLG and Parkland Fuel Corporation conducted a pre-application meeting with Andrew Ferguson and Jocelyn Black of the Planning Department on July 17, 2019 to discuss the proposed development and required applications. Subsequently, a development application was submitted in August 2019 for a development permit and a development variance permit. Following the application submission, a Technical Review Summary was issued by City of Kelowna Staff on December 3, 2019 which included a series of comments to address. A follow-up meeting was held between PLG and Kelowna Planning Staff on January 16, 2020 to clarify a number of comments received in the Technical Review Summary. Additionally, neighbour consultation was undertaken in December 2019 and January 2020 to solicit feedback from neighbouring properties and business operators. The updated proposal reflects feedback received from City Staff and the owners and businesses of the neighbouring properties.



Development Proposal

The applicant is seeking to redevelop the Subject Property into a gasoline service station with an accessory convenience store and drive-through restaurant. The following changes are proposed for the redevelopment of the site:

- The existing building will be demolished.
- An eight-vehicle pump island with an overhead canopy will be established in the central portion of the site.
- Two underground tanks will be installed to store gasoline and diesel. These tanks are double-walled fiberglass with an interstitial space. The tanks, sumps, and fuel lines are continuously monitored with automatic shutoffs. If there is a spill at the pumps or refueling tank area, all contaminated run off is design to discharge into an oil interceptor.

Chevron staff have strict safety protocols to ensure site staff and fuel truck operators are familiar with the location of emergency shut-off valves, as well all required procedures to contain the contaminated run off onsite.

- A new 345.60 m² building would be constructed for the purpose of the convenience store and drive-through restaurant use.

The purpose of this application is to:

- Obtain a General Industrial Development Permit; and
- Obtain a Development Variance Permit.

Development Variance

A development variance permit is being sought as part of this proposal to allow for a drive-through restaurant to be established. The existing I2 Zone includes a provision to exclude drive-through restaurants as a permitted form of development in this zone. Similar applications have addressed this prohibition through a development variance application, including the recently constructed McDonald's restaurant along Old Vernon Road. A similar approach is being applied to permit the drive-through development form on the Subject Property.

City of Kelowna OCP & Zoning

The Subject Property is designated "Industrial" in the City's OCP and is located within the Reid's Corner Industrial Area which includes a central commercial area surrounded by a mix of industrial uses.

The Subject Property is directly adjacent to Highway 97 which acts as the primary transportation route for those travelling between Kelowna and Vernon and for those commuting to the Kelowna International Airport or UBCO campus.

The current I2 Zone permits the proposed use. A comprehensive zoning analysis is included as part of this application. The proposal is consistent with the I2 Zone regulations.

Zoning Table – I2 Zone Requirements

Site Details:	Zone Requirement	Proposed
Site Area (m ²)	4000 m ² minimum	~4,338 m ²
Site Width (m)	40.0 m minimum	~ 89 m
Site Depth (m)	35.0 m minimum	~38 m
Site Coverage of Building(s) (%)	60%	7.9%
Site Coverage of Buildings, Driveways, and Parking (%)	n/a	n/a

Development Regulations:	Zone Requirement	Proposed
Total Number and Types of Units		Gasoline Service Station, Convenience Store, & Drive-through Restaurant
Floor Area (gross/net)		
Floor Area Ratio (FAR)	1.5 FAR Max	0.0796
Building Height (stories/metres)	14.0 metres	4.73 metres
Building Setbacks (m)		
Front (west)	7.5 metres	+40.0 metres
Side (north)	0.0 metres (abuts industrial zone)	+4.0 metres
Side (south)	6.0 metres (flanking street)	+6.0 metres
Rear (east)	0.0 metres	+10.0 metres
Hwy 97 Setback	4.5 metres	+10.0 metres
Number of Parking Stalls	Restaurant = 2.5 per 100m ² GFA (5) Convenience Store = 2 per 100m ² GFA (5) Service Station = 1 per two onsite employees (1)	12 Standard Parking Stalls 1 Accessible Parking Stall 2 EV-Charging Stalls 11 required, 15 provided
Loading Spaces	Restaurant = 1 per 2,800m ² GFA (0.03) Convenience Store = 1 per 1,900m ² GFA (0.12)	1 Loading Space

Form and Character

The proposed building represents a contemporary development form containing a series of exterior finishing materials to establish pleasing accents. Finishing materials includes a stone veneer base around the perimeter of the building, a coastal grey fibre cement siding used as the predominant siding, a secondary teak metal panel siding to create accents at entrances, large feature glass windows along the main entrance, and tertiary metal siding to delineate the restaurant and convenience store uses. The proposed materials are visually present in Figure 1.



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MATERIAL ITEM LEGEND

- 1 FIBRE CEMENT SIDING BY WOODTONE, RUSTIC SERIES, COLOUR: COASTAL GREY, 9.25" BOARD WIDTH.
- 2 ACM METAL PANEL BY ALPOLIC, TIMBER SERIES COLOUR: TEAK 4-QBB-30 LRV N/A.
- 3 PANGAEA THINSTONE VENEER BY CANADIAN STONE, LEDGESTONE, COLOUR: CAMBRIAN (SANDSTONE) OR APPROVED SIMILAR.
- 4 ACM METAL PANEL BY ALPOLIC, COLOUR: BRONZE 4-JBR-30 OR APPROVED SIMILAR.
- 5 ACM METAL PANEL BY ALPOLIC, COLOUR: CUSTOM PANTONE P-130C WITH PRISMATIC FINISH COLOUR (YELLOW).
- 6 ACM METAL PANEL BY ALPOLIC, COLOUR: TRIPLE O'S GREEN, (APPROXIMATE REPRESENTATION ILLUSTRATED)

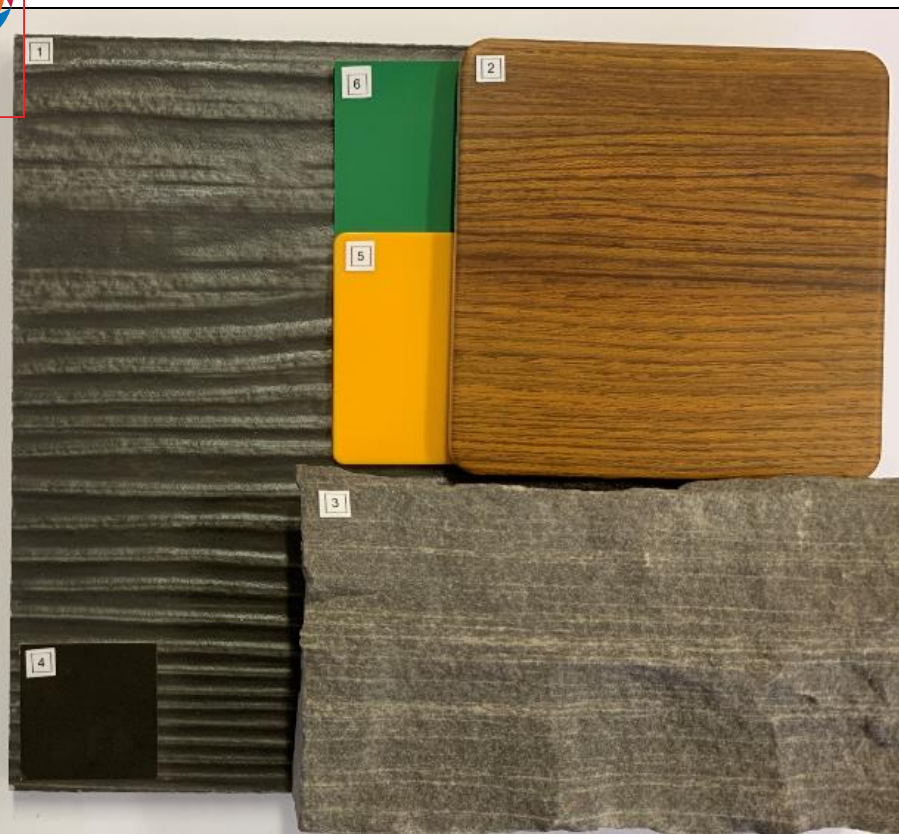


Figure 1 - Proposed Building Materials

The awning provided at the main entrance along with the varying siding materials provides a visually interesting variation in the built form. The rooftop venting will be located toward the middle of the structure and will be further screened by a Spinnaker Roof Screen to reduce visibility of the equipment. Overall, the building materials and accents establish a building form that adds vibrancy to the industrial neighbourhood which is otherwise dominated by large brick buildings with beige and earth tone exteriors.

The canopy constructed over the gasoline pumping stations will be developed with similar materials from the building to ensure aesthetic continuity throughout the site. This will include the application of a timber series metal panel along the canopy's columns along with a stone veneer at the base.

The landscaping, detailed below, further builds on the aesthetic of the site by introducing vegetated buffers and focal points throughout the site. The landscaping design breaks up the building façade fronting Highway 97 and incorporates local species to transform the site from its current storage yard appearance into an attractive location for the travelling public to stop, refuel, and grab convenience items to support the remainder of their trip.

This application satisfies a number of the objectives included in the development permit area through the following:



- Promoting high urban design standard by introducing natural finishes to the building facade and a west coast aesthetic;
- Promoting interesting pedestrian friendly streetscape and pedestrian linkages through the removal of the current security fencing along sidewalks and introduction of landscaped frontages;
- Restoring urban ecology by redeveloping the site from its current gravel/asphalt works yard into a development that reintroduces local vegetation and establishes considerable areas of permeable surfaces; and
- Moderating urban water demand and reducing outdoor water usage by introducing drought-resistant landscaping throughout the site.

Landscaping

Outland Design Landscape Architecture completed the landscape plan for the Subject Property. Their proposed landscaping improvements include:

- Reinstating a vegetation buffer along Highway 97;
- Developing a landscaped island in the southeast corner of the property; and
- Other landscaping improvements along property edge and building.

The Landscape Architect has included two main landscaping areas on the Subject Property. The large landscaped area along the eastern portion of the site bleeds into the Highway 97 right-of-way. This area was previously planted but recent work by the Ministry of Transportation to expand Highway 97 resulted in this area being completely stripped to widen the road. This application will seek the replanting of the area that remains available post-road improvements and establish a raised landscape berm vegetated with decorative perennial, shrubs, ornamental grasses, and a series of large deciduous and coniferous tree species to buffer the site from Highway 97. A trellis-style fence has also been proposed along the western portion of this landscaped area to establish further visual buffering of the drive-through lane from Highway 97. A cross-section and detailed planting plan have been provided to detail the extent of this landscaping intervention.

The second large landscaped area has been proposed for the southwest corner of the site. Two existing off-site deciduous trees are proposed to be retained along Adams Road. A sidewalk is proposed along Adams Road and Sexsmith Road to meet the municipal standard. The landscaped island feature is dominated by decorative perennial, shrubs, and ornamental grass plantings. Two large deciduous shade trees are also proposed to be planted in this section of the site to provide shade to smaller plants and the adjacent parking stalls.

The landscaped area directly adjacent to Sexsmith Road is proposed to include low-lying drought-resistant vegetation that will be predominant through most of the site. Typically, this area would include the provision of street trees however a Fortis Right-of-Way prevents trees from being planted in this specific instance.



The remaining areas include a strip along the northern property line where a series of parking stalls are located along with the garbage and recycling receptacles. This area is impacted by underground utilities which restrict soil disturbances to no deeper than ten inches.

As such, the area is proposed to be planted mainly with low-lying shrubs with four small trees being planted outside of the area impacted by underground utilities. This portion of the site also contains in-ground garbage receptacles that are largely unobservable. These in-ground receptacles are visually appealing, have a reduced footprint and are animal-proof. The weight of the top layer compacts the waste below thus increasing capacity. A solid screen fence is also proposed along the entirety of the north property line to screen the adjacent outdoor storage area.

Parking & Loading

The proposed development includes fifteen parking stalls with one of these stalls being allocated as accessible parking. Nine of these stalls are located along the western side of the building and provide immediate access to the building. Of these nine stalls, two have been identified to serve special orders for the restaurant such as delivery services and waiting areas for drive-through users. An accessibility isle and ramp has been accounted for directly adjacent to the accessible parking stall to ensure adequate access to the building. Three stalls have been allocated in the southeast section of the site to address staff parking requirements. Additionally, three stalls have been provided in the northeast section of the site. Two of these stalls are proposed to be served by an EV charging station to provide alternative energy options.

A single loading space is provided to the south of the primary customer parking area with convenient access to the building to facilitate shipments to the restaurant and convenience store.

A bike rack has also been allocated along the southern portion of the building to ensure alternative transportation options are accommodated on the site.

Truck Turning Radius

Fuel trucks will access the site by exiting Highway 97 onto Sexsmith Road before turning onto Adams Road and entering into the site along the Adams Road frontage. Once the trucks have fully entered the site, they will stop and unload fuel in the southwestern quadrant of the site. After unloading, the trucks will exit the site by turning right onto Sexsmith Road.

Technical Review Summary

The Technical Review Summary was reviewed and considered as part of this updated development proposal. The Technical Review Summary is attached along with feedback regarding how individual comments were addressed. Significant changes being adopted through the Technical Review Summary include:

- Updated landscaping to address visual buffer concerns with Highway 97;
- Updated landscaping to address the Fortis Right-of-Way and sidewalk;

- Introduction of two EV charging stalls to offset concerns regarding the vehicles idling in the drive-through lane;
- Updated elevations to introduce new elements into the canopy design; and
- Updated elevations to revise signage, screening, and other architectural features in the building design.

The Technical Review Summary also referenced staff concerns regarding allowing a drive-through at this site given Kelowna's climate change policy and the visibility of the drive-through from Highway 97. In response to the concern regarding visibility of the drive-through from the highway, the applicant has prepared an updated landscaping intervention between the highway and the drive-through that substantially buffers visibility through the incorporation of a trellis-style fence, trees, two small berms, and a series of other small plantings along the frontage. This intervention will not only provide a significant visual buffer but it will also establish a pleasant visual aesthetic in an area that is otherwise currently occupied by an unsightly parking and storage area. A cross-section of this intervention has been included in the updated landscaping plans. To address staff concerns regarding Kelowna's climate change policy, the applicant has further amended their proposal to include an electric vehicle charging station which services two parking stalls in the northern portion of the property to promote alternative energy transportation modes. We believe these two amendments respectfully respond to staff concerns and establish a strong precedent for future development in this neighbourhood.

We trust this summary clarifies the intent of the development proposal and the most recent updates to address the comments provided within the Technical Review Summary. Should you have questions or require further clarification, please do not hesitate to contact the undersigned at 604-501-1624.

Sincere Regards,

Pacific Land Resource Group Inc.

Laura Jones, MCIP, RPP
Senior Development Planner

