REPORT TO COUNCIL



Date:	July 25, 2016			Kelowna			
RIM No.	1250-30						
То:	City Manager						
From:	Community P	lanning Department (A	C)				
Application:	Z16-0019		Owner:	Al Stober Construction Ltd.			
Address:	1555, 1547 & 1543 Bedford Ave		Applicant:	Meiklejohn Architects Inc.			
Subject:	Rezoning App	lication					
Existing OCP D	esignation:	MRM - Multiple Unit R	esidential (M	edium Density)			
Existing Zone:		RU1 - Large Lot Housing					
Proposed Zone	:	RM5 - Medium Density	Medium Density Multiple Housing				

1.0 Recommendation

THAT Rezoning Application No. Z16-0019 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 9-11, District Lot 141, ODYD, Plan KAP10012, located on 1555, 1547, & 1543 Bedford Ave Kelowna, BC from the RU1 - Large Lot Housing zone to the RM5 - Medium Density Multiple Housing zone, be considered by Council;

AND THAT the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Zone Amending Bylaw be subsequent to the following:

To the outstanding conditions identified in Attachment "A" associated with the report from the Community Planning Department dated July 5th 2016.

To the applicant completing the area wide Traffic Study to the satisfaction of the City's Development Engineering Department.

2.0 Purpose

To rezone the subject properties to the RM5 - Medium Density Multiple Housing zone to facilitate a proposed 63 unit 4 $\frac{1}{2}$ storey multi-family building.

3.0 Community Planning

The Official Community Plan (OCP) Future Land Use Map identifies the area as MRM - Medium Density Multiple Residential. A rezoning to the RM5 zone is consistent with this designation and the proposal for a multi-family building meets many of the OCP's urban infill goals. Adding additional density within an urban centre increases the viability of the nearby commercial area and walkability within the neighbourhood. Residents are only 200 metres from the Landmark area

on Dayton Street. Further, additional density is well supported in this area by nearby parks, outdoor amenities, the Parkinson Recreation Centre, and rapid transit. The location has a Walk Score of 75 out of 100 which means it is very walkable and most errands can be accomplished on foot. Based upon this rationale, Staff are recommending support to Council for the land use.

It should be noted that the details of the proposed development are complex and will require a number of variances that will be brought forth for Council's consideration should Council choose to support the land use. Further, this development proposal involves amending the developer's previously approved Phase 1 plans (located at 1525 Dickson Ave) which is currently under construction. The amendments include moving the shared property line in order to create a single access parking lot to both buildings from Bedford Ave. The parkades from both projects will be accessed through this shared parking lot. There are further variances to Phase 1 in order to reduce the landscaping requirements and the amount of parking.



Overall the proposed multi-family development will require seventeen (17) variances. Three (3) setback variances are related to the shared property line with Phase 1. Six (6) setback variances and one (1) site coverage variance are related to providing a parkade as part of the development. The remaining variances can be classified into three categories: parking, site coverage, & roadway.

- i Parking: Phase 1 will need a 4 vehicle stall reduction (originally when Council approved the development, there was no parking reduction for Phase 1). Phase 2 needs a single vehicle stall eduction and the applicant is also requesting to amend the ratio of vehicle sizes to decrease the proportion of full sized vehicle stalls and to increase the proportion or medium and compact car sized vehicle stalls.
 - ii. Site Coverage: Two (2) site coverage variances are needed in order to provide the parkade and avoid a surface parking lot which is an important design guideline to

consider within the OCP. The applicant is squeezing in as many parking stalls as possible in order to meet their desired unit count.

iii. Roadway: One variance (1) is related to the local roadway (Bedford Road). The applicant is applying to reduce the minimum road right-of-way width by 3.0m to an overall width of 15.0m. This variance is required to the Subdivision Servicing Bylaw as the existing policy requires the same road right-of-way widths for multi-family developments regardless of the type of fronting road (e.g. arterial, collector or local road classification). Staff are aware of this issue and the need for revisions to the policy to create a more context sensitive solution; future updates to the Subdivision Servicing Bylaw will address this issue for future developments.

Due to sequencing and City procedures, the variance permits will need to be divided into two sets and considered by Council at two different meetings. The first set of variances will be the two variances related to the Subdivision & Servicing Bylaw. In order to proceed to final reading of the Zoning Bylaw, all the engineering conditions must be met which include the Development Engineering requirements. The second set of variances related to the Zoning Bylaw will be considered by Council once the RM5 zone is approved and all the conditions are met.

During the Phase 1 (1525 Dickson Ave) Council approval process, Council requested that any future development in the neighbourhood produce a Traffic Impact Study that reviewed the potential for full build out in the area. The final report (see attachments) determined that the proposed 63 unit development (Phase 2) does not trigger any further requirements due to its anticipated small amount of trip generations even though certain intersections are currently failing. According to the Traffic Study, the failing intersections are due to the surrounding land use and existing neighbourhood. However, the City's Development Engineering group has requested further revisions to the full build-out portion of the traffic study. Staff are recommending that Council add a condition to final reading that the full area wide Traffic Study be completed in order to review the variances and development permit in context.

4.0 Proposal

4.1 <u>Project Description</u>

The three subject properties are currently vacant and will be consolidated. The proposal is for a 63-unit rental apartment building. Out of the proposed 63 units, 20 units are proposed to take the form of micro-studio units with the remainder 43 units built as 1 bedroom units. Micro-studio units are defined as residential units smaller than 29 m². All micro-studio units are Development Cost Charges (DCCs) exempt as per Part 26 Section 933.4 of the *Local Government Act*. The applicant will also have the opportunity to apply to the City's housing grant program for a 10 year tax exemption. This incentive is available to all rental housing projects when the vacancy rate is below 3%.

The proposal has 4 ground-oriented townhouse units which is similar to phase 1 and is encouraged by the City's Urban Design Guidelines. The form and character will be commented on further by Staff when the Development Permit is ready for review.

4.2 <u>Site Context</u>

The site is located within the Landmark Tech Centre neighbourhood. The subject property is designated MRM (Multiple Residential - Medium Density) and the lot is within the Permanent Growth Boundary. Specifically, the adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU1 - Large Lot Housing	Residential
East	RU1 - Large Lot Housing	Residential
South	RM3 - Low Density Multiple Housing	Residential
West	RU6 - Two Dwelling Housing RM3 - Low Density Multiple Housing	Residential

Subject Property Map: 1555, 1547, & 1543 Bedford Ave



4.3 Zoning Analysis Table

Zoning Analysis Table							
CRITERIA	RM5 ZONE REQUIREMENTS	PROPOSAL					
	Development Regulations						
Height	18.0 m / 4.5 storeys	14.3 m / 4.5 storeys					
Front Yard (north)	Min 6.0 m except for 1.5 m for ground oriented housing	2.8 m to parkade ¹ 2.8 m to townhouses 8.4 m to apartments					
Side Yard (east)	4.5 m (up to 2 ½ storeys) 7.0 m (above 2 ½ storeys)	1.5 m to parkade ² 7.0 m to apartments					
Side Yard (west)	ard (west)4.5 m (up to 2 ½ storeys)4.5 m to park7.0 m (above 2 ½ storeys)7.0 m to apart						
Rear Yard (south)	9.0 m	11.9 m to apartments 3.0 m to parkade ³					
Site coverage of buildings	40 %	75.6% <u>4</u>					
Site coverage of buildings, driveways & parking	65 %	85.2 % ⁵					
FAR	1.1 +0.1+0.2 = 1.39 Max	1.06					
	Parking Regulations						
Minimum Parking Requirements	74 parking stalls	63 stalls in parkade <u>+ 10 surface stalls</u> = 73 parking stalls ⁶					
Ratio of Parking Stalls	Full size: 50% Min Medium Size: 40% Max Small Size: 10% Max	Full size: 42.5% (31 stalls) ⁷ Medium Size: 45.2% (33 stalls) ⁸ Small Size: 12.3% (9 stalls) ⁹					
Minimum Drive Aisle Width	7.0 m	7.0 m					
Setback (Parking)	1.5 m	2 stalls affected: <1.5 m ¹⁰					
	Other Regulations						
Minimum Bicycle Parking Requirements	Class 1: 32 bikes Class 2: 7 bikes	Class 1: 32 bikes (wall mounted bike racks in parkade) Class 2: 7 bikes					
Private Open Space	795 m ²	869 m ²					
Landscape Buffer Front yard: 3.0 m Rear yard: 3.0 m		Front yard: 1.5 m ¹¹ Side yard (east): 1.5m ¹² Side yard (west): 0.0m ¹³ Rear yard: 3.0m					
	Subdivision and Servicing Bylaw Reg	ulations					
Minimum Road Width	18.0 m	15.0m ¹⁴					
	Phase 1 Variances (1525 Dickson	Ave)					
Minimum Parking Requirements	See DP14-0197	Reduce from 104 parking stalls to 100 parking stalls ¹⁵					

Zoning Analysis Table								
CRITERIA	RM5 ZONE REQUIREMENTS	PROPOSAL						
Setback (Parking)	1.5 m	0.0 m for 9 stalls ¹⁶						
Landscape Buffer	Side yard: 3.0m (1.5m provided in Phase 1)	Side yard: 0.0m ¹⁷						
Landscaping	Eliminate three landscape islands proposed in Phase 1. Landscape plan will need to be amended. No variances are necessary.							
 Variance to reduce the front yard Variance to reduce the side yard (Variance to reduce the rear yard s Variance to reduce the site covera Variance to the front yard landsci Variance to the side yard (east) la Variance to the side yard (west) la Variance to reduce the setback fr Variance to reduce the setback fr Variance to the side yard (east) la Variance to reduce the setback fr Variance to the side yard (east) la Variance to reduce the setback fr Variance to the side yard (east) la Main Variances Variance to reduce the site covera Variance to reduce the number of Variance to reduce the proportion 	setback for the parkade from 6.0 m to 2.8 m. east) setback for the parkade from 4.5 m to 1.5 m etback for the parkade from 9.0 m to 3.0 m. ge of buildings from 40% to 75.6%. ape buffer from 3.0 m to 1.5 m. andscape buffer from 3.0 m to 1.5 m. andscape buffer from 3.0 m to 0.0 m. ine om a property line for two parking stalls. om a property line for nine parking stalls. andscape buffer on Phase 1 from 1.5 m to 0.0 m ge of buildings, driveways, & parking from 65% to off-street parking stalls from 74 to 73. of full sized vehicle stalls from 50% to 42.5%.	n. 85.2%.						
 ^a Variance to increase the proportion of medium sized vehicle stalls from 40% to 42.3%. ^a Variance to increase the proportion of compact car sized vehicle stalls from 10% to 12.3%. ¹⁴ Variance to the minimum road right-of-way from 18.0 m to 15.0 m. 								

5.0 Current Development Policies

5.1 <u>Kelowna Official Community Plan (OCP)</u>

Chapter 5: Development Process

Compact Urban Form.¹ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Sensitive Infill.² Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

6.0 Technical Comments

6.1 Building & Permitting Department

¹ City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

² City of Kelowna Official Community Plan, Policy 5.22.6 (Development Process Chapter).

- 1) Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permit(s).
- 2) Placement permits are required for any sales or construction trailers that will be on site. The location(s) of these are to be shown at time of development permit application.
- 3) A Hoarding permit is required and protection of the public from the staging area and the new building area during construction. Location of the staging area and location of any cranes should be established at time of DP.
- 4) A Building Code analysis is required for the structure at time of building permit applications, but the following items may affect the form and character of the building(s):
 - a. Any security system that limits access to exiting needs to be addressed in the code analysis by the architect.
 - b. Spatial calculation should be provided for the building face adjacent to the existing parking lot.
- 5) A Geotechnical report is required to address the sub soil conditions and site drainage at time of building permit application. This property falls within the Mill Creek flood plain bylaw area and compliance is required. Minimum building elevations are required to be established prior to the release of the Development Permit. This minimum Geodetic elevation is required for all habitable spaces including parking garages. This building may be designed to low, which may affect the form and character of the building.
- 6) We strongly recommend that the developer have his professional consultants review and prepare solutions for potential impact of this development on adjacent properties. Any damage to adjacent properties is a civil action which does not involve the city directly. The items of potential damage claims by adjacent properties are items like settlement of foundations (preload), damage to the structure during construction, additional snow drift on neighbour roofs, excessive noise from mechanical units, vibration damage during foundation preparation work etc.
- 7) Fire resistance ratings are required for storage, janitor and/or garbage enclosure room(s). The drawings submitted for building permit is to clearly identify how this rating will be achieved and where these area(s) are located.
- 8) An exit analysis is required as part of the code analysis at time of building permit application. The exit analysis is to address travel distances within the units, number of required exits per area, door swing direction, handrails on each side of exit stairs, width of exits etc.
- 9) Size and location of all signage to be clearly defined as part of the development permit. This should include the signage required for the building addressing to be defined on the drawings per the bylaws on the permit application drawings.
- 10) Mechanical Ventilation inlet and exhausts vents are not clearly defined in these drawings for the enclosed parking storey. The location and noise from these units should be addressed at time of Development Permit.
- 11) Full Plan check for Building Code related issues will be done at time of Building Permit applications. Please indicate how the requirements of Radon mitigation and NAFS are being applied to this structure at time of permit application.
- 6.2 <u>Development Engineering Department</u>

• See Memo (Attachment 'A') dated July 5th 2016

6.3 <u>Fire Department</u>

- 1) Construction fire safety plan is required to be submitted and reviewed prior to construction and updated as required.
- 2) Engineered Fire Flow calculations are required to determine Fire Hydrant requirements as per the City of Kelowna Subdivsion Bylaw #7900. Should a hydrant be required on this property it shall be operational prior to the start of construction and shall be deemed a private hydrant
- 3) This building shall be addressed off of the street it is accessed from. A visible address must be posted on this street as per City of Kelowna By-Laws.
- 4) Sprinkler drawings are to be submitted to the Fire Dept. for review when available.
- 5) A fire safety plan as per section 2.8 BCFC is required at occupancy. The fire safety plan and floor plans are to be submitted for approval in AutoCAD Drawing format on a CD.
- 6) Fire Department access is to be met as per BCBC 3.2.5. -
- 7) Approved Fire Department steel lock box acceptable to the fire dept. is required by the fire dept. entrance and shall be flush mounted
- 8) All requirements of the City of Kelowna Fire and Life Safety Bylaw 10760 shall be met.
- 9) Fire alarm system is to be monitored by an agency meeting the CAN/ULC S561 Standard.
- 10) Contact Fire Prevention Branch for fire extinguisher requirements and placement.
- 11) Fire department connection is to be within 45M of a fire hydrant unobstructed.
- 12) Ensure FD connection is clearly marked and visible from the street.
- 13) Standpipes to be located on intermediate landings.
- 14) Sprinkler zone valves shall be accessible as per fire prevention bylaw.
- 15) Dumpster/refuse container must be 3 meters from structures or overhangs or in a rated room in the parking garage.
- 16) Do not issue BP unless all life safety issues are confirmed.

7.0 Application Chronology

Date of Application Received (incomplete):	December 24 th 2015
Date Terms of Reference for Traffic Study received:	January 25 th 2016
Date Terms of Reference deemed incomplete:	February 3 rd 2016
Date revised Terms of Reference submitted:	February 18 th 2016
Date Terms of Reference approved:	February 25 th 2016
Date Traffic Study submitted:	March 4 th 2016
Date Application deemed complete and circulated:	March 17 th 2016
Date Public Consultation:	June 29 th 2016

Report prepared by:

Adam Cseke

Reviewed by:	Terry Barton, Urban Planning Manager
Approved for:	Ryan Smith, Community Planning Department Manager

Attachments:

Attachment A - Development Engineering Memo Schedule A - Applicant's Conceptual Renderings Schedule B - Overall Site Plan Traffic Impact Analysis

CITY OF KELOWNA

MEMORANDUM

Date:July 5, 2016
Z16-0019To:Community Planning (AC)From:Development Engineering Manager(SM)Subject:1543, 1547, 1555 Bedford Ave RevisedRU1 - RM5

Development Engineering Department have the following comments and requirements associated with this rezoning application. The road and utility upgrading requirements outlined in this report will be a requirement of this development.

The Development Engineering Technologist for this project is Sergio Sartori.

- 1. <u>Domestic Water and Fire Protection</u>
 - (a) The existing lots are serviced with small diameter water services (3). The developer's consulting mechanical engineer will determine the domestic and fire protection requirements of this proposed development and establish hydrant requirements and service needs. The estimated cost of this construction for bonding purposes is **\$10,000.00**
 - (b) The applicant, at his cost, will arrange for the removal of the existing services and the installation of one new larger metered water service.
 - (c) The developer must obtain the necessary permits and have all existing utility services disconnected prior to removing or demolishing the existing structures. The City of Kelowna water meter contractor must salvage existing water meters, prior to building demolition. If water meters are not salvaged, the developer will be invoiced for the meters.
- 2. <u>Sanitary Sewer</u>
 - (a) The existing lots are serviced with 100mm diameter sanitary services (3). The developer's consulting mechanical engineer will determine the requirements of this proposed development and establish the required size and preferred location of the new service. Only one service will be permitted for this development. The applicant, at his cost, will arrange for the removal of all existing small diameter services and the installation of a new larger service. The estimated cost of this construction for bonding purposes is **\$8,000.00**
- 3. <u>Storm Drainage</u>
 - (a) The developer must engage a consulting civil engineer to provide a storm water management plan for these sites which meets the requirements of the City Storm Water Management Policy and Design Manual. The storm water management plan must also include provision of lot grading plans, minimum basement elevations (MBE), if applicable, and provision of a storm drainage service and recommendations for onsite drainage containment and disposal systems.

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This forms part of Permit #	of development 716-0019	City of
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- (b) Only one service will be permitted for this development. The applicant, at his cost, will arrange for the installation of one new overflow service. The estimated cost of this construction for bonding purposes is **\$5,000.00**
- 4. <u>Road Improvements</u>
 - (a) Bedford Ave must be upgraded to an urban standard(SS-R5) along the full frontage of this proposed development, including curb and gutter, sidewalk, landscaped boulevard complete with street trees drainage system including catch basins, manholes and pavement removal and replacement, street lighting and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. The estimated cost of this construction for bonding purposes is \$42,000.00
- 5. <u>Transportation</u>
 - a) The proposed development does not trigger further requirements based on the traffic impact assessment (TIA).
 - b) The Landmark Traffic Study does require revisions for City Transportation & Mobility approval.

6. <u>Subdivision</u>

- (a) Grant Statutory Rights of Way if required for utility services.
- (b) Dedicate 2.5m width along the full frontage of Bedford Avenue subject to Council approval of the Development Variance Permit.
- (c) Provide a 4.5m Statutory Right of Way (SROW) along the full frontage of Ritchie Brooke subject to Council approval of the Development Variance Permit.
- (d) Lot consolidation.
- (e) If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, Telus, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager.
- 7. <u>Electric Power and Telecommunication Services</u>
 - a) All proposed distribution and service connections are to be installed underground. Existing distribution and service connections, on that portion of a road immediately adjacent to the site, are to be relocated and installed underground as the subject properties are within the "Capri Landmark Urban Centre".
 - b) Streetlights must be installed on Dickson Ave & Bedford Street.
 - c) Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.
 - d) Re-locate existing poles and utilities, where necessary. Remove aerial trespass(es).

8. Engineering

a) Road and utility construction design, construction supervision, and quality control supervision of all off-site and site services including on-site ground recharge drainage collection and disposal

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systems, must be performed by an approved consulting civil engineer. Designs must be submitted to the city engineering department for review and marked "issued for construction" by the city engineer before construction may begin.

9. <u>Design and Construction</u>

- (a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- (b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- (c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- (d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- (e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Works & Utilities Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

10. Servicing Agreements for Works and Services

- (a) A Servicing Agreement is required for all works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- (b) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

11. <u>Geotechnical Report</u>

As a requirement of this application the owner must provide a geotechnical report prepared by a Professional Engineer qualified in the field of hydro-geotechnical survey to address the following:

- (a) Area ground water characteristics.
- (b) Site suitability for development, unstable soils, etc.
- (c) Drill and / or excavate test holes on the site and install pisometers 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.

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12. <u>Bonding and Levy Summary</u>

(a) <u>Bonding</u>

Water service upgrades	\$ 10,000
Sanitary sewer service upgrades	\$ 8,000
Storm overflow services	\$ 5,000
Bedford Street frontage improvements	\$ 42,000

Total Bonding

\$65,000.00

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

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

12. <u>Development Permit and Site Related Issues</u>

Access and Manoeuvrability

- (i) Access to the site will be permitted from Bedford Ave.
- (ii) Indicate on the site, the locations of loading bays as well as the garbage and recycle bins.

Steve Muenz, P. Eng. Development Engineering Manager SS

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existing houses next to new building



4.site development along dickson ave



1.corner of burtch rd & dickson ave





ZONING SUMMARY								. Цынт	1			FIRE PRO
4 STOREY APARTMENT @ BEDFORD AVE	STOREY APARTMENT @ BEDFORD AVE		- ·	JNIT TYPES	GFA ±sf	NFA ±sf	NFA ±sm	count	total NFA ±sf	total NFA ±sm	BALCONY AREAS ±sf (incl. townhouse patios)	LOCATION OF HY
	Lot 9 10 & 11 Plan 10012	, ALLOWIN, BO	A	MICRO-STUDIO	312	290	27	20	5,800	539	1,500	STANDPIPE/HOS
			В	1 BED/DEN	675	630	59	24	15,120	1,405	1,368	SPRINKI ERED
	RU6		c	1 BED	475	445	41	9	4,005	372	360	FIRE ALARM SYS
PROPROSED ZONING		OUSING	C1	1 BED	494	460	43	3	1,380	128	120	EXIT LIGHTS
EXISTING LEGAL LISE	SINGLE FAMILY/ DUPLEX HOUSING	000110	D	1 BED	464	430	40	3	1,290	120	40	EMERGENCYLIC
GRADES	LEVEL		Т	1 BED/DEN	764	715	66	3	2,145	199	210	EMEROENCTER
	1		T1	1 BED/DEN	784	730	68	1	730	68	70	
			TOTAL					63	30,470	2,831	3,668	
CRITERIA FOR	RM5 MEDIUM DENSITY MU	ILTIPLE HOUSING										PARKADE LEVEL
	ZONING STANDARD	PROPOSAL				(COMMON / F	PRIVATE O	PEN SPACE:	+sf	+sm	DESID I EVEL 1.
SITE AREA (sm)	1,400 sm	±2,660 sm	1 ├──					R	ALCONIES	3.668	341	
						AM	ENITY AREA	@ PARK	ADE ROOF	5,310	493	
SITE WIDTH (m)	30.0m	±61m	1 ├──			/ 141	LEVE		ION ROOM	380	35	RESID LEVELS 2
SITE DEPTH (m)	35.0m	±42m	1					2100111	TOTAL	9 358	869	REGID. LEVELS 2
OFF-STREET PARKING	74 stalls min. (see parking calculations)	63 stalls in parkade	1						TOTAL	0,000	000	L
		19 visitor stalls (phase 1 & 2)		GEA +sf	GEA	+sm	Res GEA	+sf	Res GFA +sm	NFA +	sf NFA +sm	
			PARKA	DE 18.573	1.7	26	1100. 0171		100.017120			EXIT FAC
RIVATE OPEN SPACE 7.5 sm / bachelor x 20 = 150 sm	±869 sm	1ST LEV	VEL			11.012		1.024	8.105	752	REQUIRED EXITS	
	15.0 sm / 1 bed x <u>43</u> = 645 sm total = 795 sm min. 63 units	(see building areas calculations)	2ND LE	VEL			9,400		873	7,455	693	
HEIGHT OF BUILDING (S)/# OF STOREYS	18.0m / 4.5 storeys	±14.3m / 4.5 storeys	3RD LE	VEL			9,400		873	7,455	693	
SITE COVERAGE OF BUILDING(S) (%)	40% max.	Variance requested: Level 0 Footprint	4TH LE	VEL		57 12	9,400		873	7,455	693	
		21,650 sf or 2,011 sm (±75.6%)	TOTAL	RESIDENTAL GFA	λ		39,212		3,643			
SITE COVERAGE INCLUDING BUILDINGS, DRIVEWAYS AND PARKING (%)	65% MAX.	Variance requested: 2,011+255 = 2,266sm (±85.2%)	TOTAL	TOTAL NET AREA FOR F.A.R.		EA FOR F.A.R. 30,470 2,831						
ADDITIONAL REQUIREMENTS FOR	BM5 MEDIUM DENSITY MI	II TIPI E HOUSING		VERAGE AREAS					+1.0	24 em /11 01	2 ef)	PARKADE LEVEL
COMMERCIAL, INDUSTRIAL AND			PARKADE LEVEL EVOLUTION AREA INCL. PARKING @ GRADE +2.264 cm (24.375 cf)									RESIDENTIAL LE
RESIDENTIAL APPLICATIONS:	ZONING STANDARD	PROPOSAL						GRADE	12,2	04 5111 (24,57	5 51/	LEVEL 1 (doors)
NUMBER OF BICYCLE PARKING SPACES	Class I: 0.5 per dwelling unit x 63 units	Class I: 32 bike racks within parkade										
	Total = 32 Dikes min.				JDE F		vv					LEVEL 1 (stairs)
	Class II: 0.1 per dwelling unit x 63 units Total = 7 bikes min	Class II: 7 stall bike rack (see site plan)	4 STOREY APARTMENT @ BEDFORD AVE									
	N/A	N/A		PANCY		GROUP C			GROUP F3			LEVEL 2, 3 & 4 (d
	7.0m	7.0m		STOREYS				A				
SETBACKS TO PARKING (m):				NO. OF STOREYS		4 LEVELS ABOVE PARKADE		4		3		
NORTH (FRONT)	N/A	N/A	MAY P			- 1800 sm	3995	0 (1)	2 3600 cm 3 3 3 6 60 (4))	DECIDENTIAL
SOUTH (REAR)	3.0m min (Environmental Setheck)	+ 3.05m			CONSIDER	ED AS A SE	PARATE PU		ACCORDANCE	WITH 3 2 1	2	
WEST (SIDE)	N/A	N/A	CONIGT		JONOIDER							
FAST (SIDE)	N/A	N/A	SPRIM	KIERED		YES (NEP	A 13R)			~		
	+ 3 684 sm max net area	+ 2 831 sm	ASSEM	BLY RATINGS								MAY TRAVEL DI
	1.1 ± 0.1 perfine here x (62 / 74) ±	1.00	FLOOR)		1 hr /2 h	r. RATING A	BOVE PAR				
FLOOR AREA RATIO (E A P.)		Inter bonus = 1.39 max FAR		WALLS / BEARING STRUCTURE 1 br. (2 br. RATING FOR PARKADE)							•	
FLOOR AREA RATIO (F.A.R.)	0.2 urban centre bonus = 1.39 max FAR	1.00	WALLS	S / BEARING STRUE	CTURE	1 hr. (2 h	r. RATING F	OR PARKA	DE)			STAIR SHAFTS





SCHEDULE	A	
This forms part o Permit #	f development Z16-0019	





SCHEDULE	А	
This forms part o Permit #	f development Z16-0019	City of
		Kelowna



SCHEDUL	E A	
This forms part of development		City of
Permit #	Z16-0019	Kolowpa
		Relowing



SCHEDULE	А	
This forms part of Permit #	of development 716-0019	City of
	210-0017	Kelowna



SCHEDUL	E A	
This forms pa	rt of development Z16-0019	City of
-		Kelowna





SCHEDULE	Α	
This forms part of development		City of
Permit #	Z16-0019	
		<u> </u>



SCHEDULE	A	
This forms part Permit #	of development Z16-0019	City of
		Kelowna



SCHEDULE	В	
This forms part on Permit #	of dev <mark>elopment</mark> Z16-0019	City of
		Kelowna