



CITY OF KELOWNA

MEMORANDUM

Date: April 21, 2022
File No.: Z21-0032
To: Planning and Development Officer (AK)
From: Development Engineering Manager (NC) *Revised Comments*
Subject: 1055 Frost Road, Gordon Drive RM3 RM5

The Development Engineering Branch has the following comments and requirements associated with this application to rezone portions of the subject property from A1 – Agriculture and RU1H – Large Lot Housing (Hillside) to RM3 – Low Density Multiple Housing and RM5 – Medium Density Multiple Housing

The Development Engineering Technologist for this application is John Filipenko. AScT

1. GENERAL

- a. The following requirements are valid for two (2) years from the reference date of this memo, or until the application has been closed, whichever occurs first. The City of Kelowna reserves the rights to update/change some or all items in this memo once these time limits have been reached.
- b. This proposed development may require the installation of centralized mail delivery equipment. Please contact Arif Bhatia, Delivery Planning Officer, Canada Post Corporation, 530 Gaston Avenue, Kelowna, BC, V1Y 2K0, (250) 859-0198, arif.bhatia@canadapost.ca to obtain further information and to determine suitable location(s) within the development.
- c. A four lot subdivision of the subject property is proposed. Each created residential lot will be serviced individually.

2. DOMESTIC WATER AND FIRE PROTECTION

- a. The subject property is located within the Southwest Mission service area.
- b. A 300mm diameter water main exists within Frost Road that currently services the property with a 200mm diameter PVC connection.
- c. A 250mm diameter watermain fronts the property within Steele Road.
- d. A 200mm diameter watermain exists on Gordon Drive south of the Clarence Avenue intersection.
- e. The Developer's Consulting Engineer will determine the domestic and fire protection requirements and establish hydrant requirements and service needs. If it is determined that upgrades to any existing water distribution system must be made, additional bonding will be required.



- f. All fire flow calculations are to be shared with the Development Engineering Branch upon submittal of off-site civil engineering drawings.
- g. One service will be permitted for each created lot. The applicant will arrange for the installation of new services and the disconnection and removal of all unutilized services at their cost.
- h. A water meter is mandatory for each service and must be installed inside a building on the water service inlet as required by the City Plumbing Regulation and Water Regulation bylaws. The Developer or Building Contractor must purchase the meter from the City at the time of application for a building permit from the Inspection Services Department and prepare the meter setter at their cost.

3. SANITARY SEWER SYSTEM

- a. The subject property is located within the municipal sewer system collection area.
- b. A 250mm diameter sanitary main exists within Frost Road that currently services the property with a 200mm diameter PVC connection.
- c. A 200mm diameter sanitary main fronts the property within Steele Road.
- d. A 200mm diameter sanitary main fronts the property within Gordon Drive.
- e. The Applicant's Consulting Mechanical Engineer will determine the requirements of the proposed development and establish the service needs.
- f. One service will be permitted for each created lot. The applicant will arrange for the removal and disconnection of the existing unutilized services and the installation of new services at the applicant's cost.

4. STORM DRAINAGE

- a. The property is located within the City of Kelowna drainage service area.
- b. Provide the following drawings:
 - i. A detailed Lot Grading Plan (indicate on the Lot Grading Plan any slopes that are steeper than 30% and areas that have greater than 1.0 m of fill);
 - ii. A detailed Stormwater Management Plan for this development; and an Erosion and Sediment Control Plan is to be prepared by Professional Engineer proficient in the field of erosion and sediment control. The plan is to be prepared as per section 3.14 of Schedule 4 of Bylaw 7900.
- c. On-site detention systems are to be compliant with Bylaw 7900, Schedule 4, Section 3.10.6 *Detention Storage*.
- d. As per Bylaw 7900, Schedule 4, Section 3.1.3 *Climate Change*, the capacity of storm works will include an additional 15 percent (15%) upward adjustment, and applied to the rainfall intensity curve stage (IDF) in Section 3.7.2.
- e. Show details of dedications, rights-of-way, setbacks and non-disturbance areas on the lot Grading Plan.



- f. Register right of ways on private properties for all the storm water infrastructure carrying, conveying, detaining and/or retaining storm water that is generated on the public properties, public road right of ways, and golf course lands.
- g. Where structures are designed or constructed below the proven high groundwater table, permanent groundwater pumping will not be permitted to discharge to the storm system. The City will approve designs that include provisions for eliminating groundwater penetration into the structure, while addressing buoyancy concerns. These design aspects must be reviewed and approved by the City Engineer.
- h. One service will be permitted for each created lot. The applicant will arrange for the removal and disconnection of the existing unutilized services and the installation of new services at the applicant's cost.

5. ROAD IMPROVEMENTS AND ACCESS

- a. Frost Road frontage is fully urbanized including barrier curb and gutter, a separate concrete sidewalk with landscape boulevard complete with street trees, underground irrigation system, and street lights. The existing shared access driveway with adjacent property at 989 Frost Rd will require a registered cross access agreement.
- b. Steele Road frontage is fully urbanized including a barrier curb and gutter, monolithic concrete sidewalk with street lights. The existing driveway access shall be removed and replaced with barrier curb and sidewalk if not utilized.
- c. ***Install pedestrian flashers at south side crosswalk on Steele Rd at Frost intersection (to school)***
- d. Gordon Drive has an ultimate width of 30.0 meters. Stage one construction is complete including a pavement width of 10.45 meters that accommodates 2 travel lanes and 2 bike lanes, full urbanization on the South side including curb, gutter sidewalk and street lights.
- e. A multiuse path is recommended on Gordon Drive (Clarence to Frost) and should be completed in concert with the development of the upper site. If the multiuse path is not constructed, a sidewalk shall be placed at the property line with an extra wide irrigated and treed boulevard between the sidewalk and drainage channel. Appropriate DCC credits will be applicable.
- f. Access to the upper site should be limited to a single access aligning with Clarence Avenue with an emergency access at the north end of the upper site.
- g. ***Construct right turn lane at Steele Road / Gordon Drive intersection on Steel northbound to Gordon eastbound movement***
- h. ***A contribution from the developer for the signalization of the Frost Road and Gordon Drive intersection based on an accepted analysis by the City. Upgrade of the intersection will require an eastbound left turn lane from Frost Road to Gordon Drive.***
- i. Perimeter access must comply with the BC Building Code. Fire Truck access designs and proposed hydrant locations will be reviewed by the Fire Protection Officer.
- j. All Landscape and Irrigation plans require design and inspection by a Qualified Professional registered with the BCSLA and the IABC, are to be included as a line



item in the estimate for the Servicing Agreement performance security. Landscape and irrigation plans require approval by the Development Engineering Branch at the same time as other "issued for construction" drawings.

- k. Streetlights must be installed on all public roads. All streetlighting plans are to include photometric calculations demonstrating Bylaw 7900 requirements are met and approval by the Development Engineering Branch at the same time as other "issued for construction" drawings.

6. POWER AND TELECOMMUNICATION SERVICES

- a. All proposed distribution and service connections are to be installed underground. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services, which would be at the applicant's cost.
- b. 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.
- c. Re-locate existing poles and utilities, where necessary including within lanes. Remove aerial trespass(es).

7. GEOTECHNICAL STUDY

- a. Provide a comprehensive geotechnical report (3 copies), prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below:

NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision.

- b. The Geotechnical reports must be submitted to the Planning and Development Services Department (Planning & Development Officer) for distribution to the Works & Utilities Department and Inspection Services Division prior to submission of Engineering drawings or application for subdivision approval.
 - i. Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
 - ii. Site suitability for development.
 - iii. Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
 - iv. Any special requirements for construction of roads, utilities, and building structures.
 - v. Recommendations for items that should be included in a Restrictive Covenant.

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- vi. Recommendations for roof drains and perimeter drains.
 - vii. Recommendations for erosion and sedimentation controls for wind.
 - viii. Any items required in other sections of this document.
- c. Should any on-site retaining walls surpass the following limits, an Over Height Retaining Wall Permit will be required:

“Retaining walls on all lots, except those required as a condition of subdivision approval, must not exceed a height of 1.2 m measured from natural grade on the lower side, and must be constructed so that any retaining walls are spaced to provide a 1.2 m horizontal separation between tiers. The maximum number of tiers is two with a maximum total height of 2.4 m. Any multi-tier structure more than 2 tiers must be designed and constructed under the direction of a qualified professional engineer.”

The design of all retaining walls is to conform with Engineer & Geoscientists British Columbia’s Professional Practice Guidelines for Retaining Wall Design. Submission requirements for the Over Height Retaining Wall Permit include Engineer of Record documents (Appendix A of Retaining Wall Design Guideline) and any necessary independent reviews (as per EGBC’s Documented Independent Review of Structural Designs).

- d. Any modified slopes having a finished slope greater than 2H:V1 (50%) and an elevation change greater than 1.2 m must be installed under the direction of a qualified professional engineer.
- e. Any exposed natural rock surface on a lot that has the potential for materials to displace causing a hazardous condition, must be reviewed by a qualified professional engineer with the appropriate and measures undertaken as prescribed by the engineer. For adequate Rockfall Protection adjacent to walls and rock cuts, please consider BC MoTI Supplement to TAC Geometric Design Guide 440, page 440-8, which outlines a ditch bottom width depending on wall height. Sidewalks and utilities should be kept out of this protection area. Additional ROW may be required.

Where walls are on the high side, the City’s preference is that the walls remain setback and on private property. Where the walls hold up a public road, the City’s preference is that additional dedication be provided, and the walls be owned by the City. Please design any geogrids or tie-backs so that they do not encroach into the required road ROW.

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.

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- 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 Development Engineering 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 AGREEMENT FOR WORKS AND SERVICES

- a. A Servicing Agreement is required for all offsite 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. CHARGES AND FEES

- a. Development Cost Charges (DCC’s) are payable.
- b. Fees per the “Development Application Fees Bylaw” include:
 - i. Street Marking/Traffic Sign Fees: at cost (to be determined after detailed design completed).
 - ii. Engineering and Inspection Fee: 3.5% of construction value (plus GST).
 - iii. Water Extended Service Area Latecomers

ESA#	Frontender	Component	Anniversary (rates increase)	*Rate/unit \$
15	No. 21	Watermain	Dec. 19, 2031	689.14

*(these fees are to be confirmed at time of development)



 Nelson Chapman P.Eng
 Development Engineering Manager

ATTACHMENT

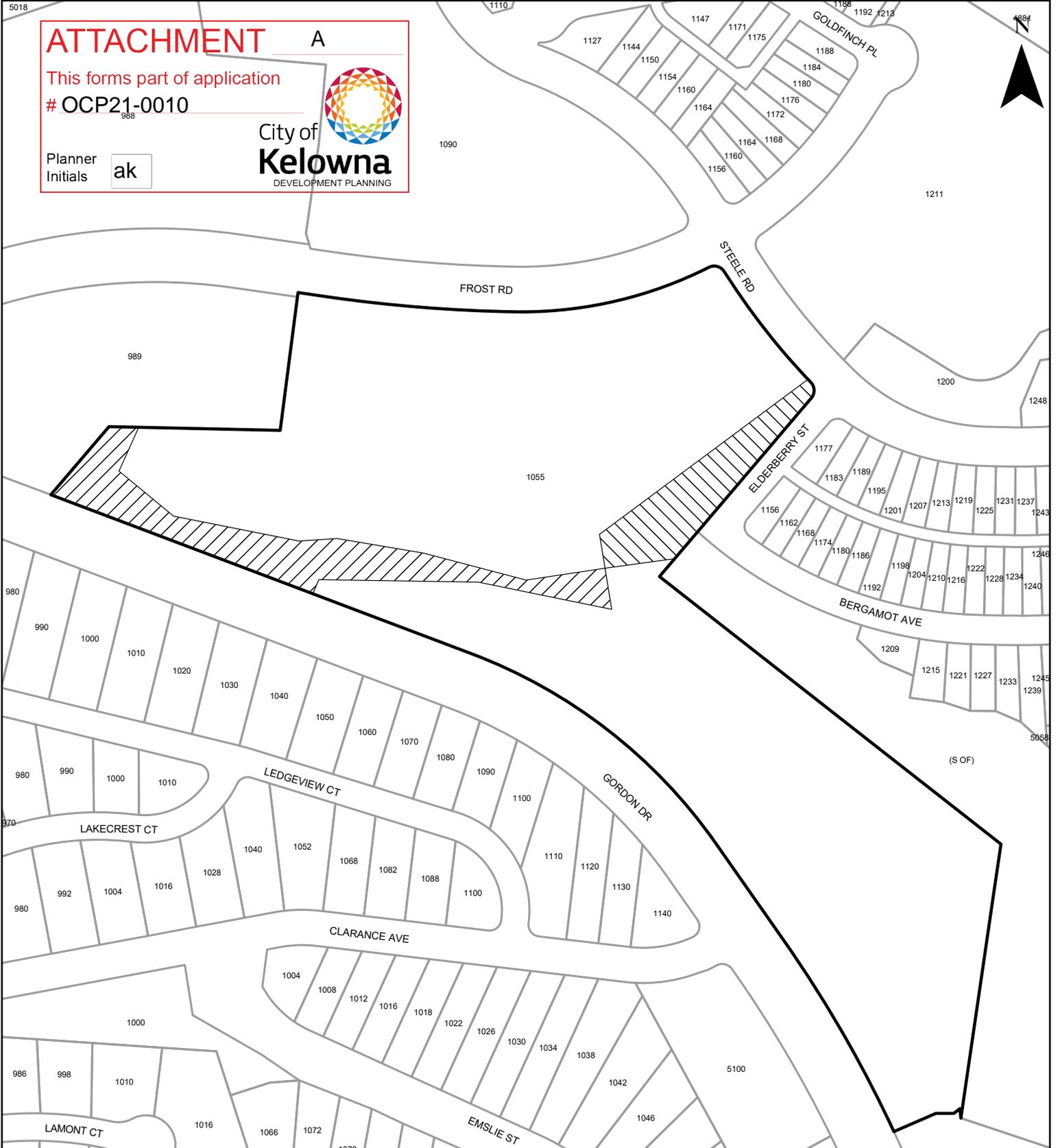
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MAP "A" OCP AMENDMENT OCP21-0010

- NAT - Natural Areas to VC - Village Centre
- VC - Village Centre to NAT - Natural Areas

This map is for general information only.
The City of Kelowna does not guarantee its
accuracy. All information should be verified.

0 5 10 20 30 40
Metres

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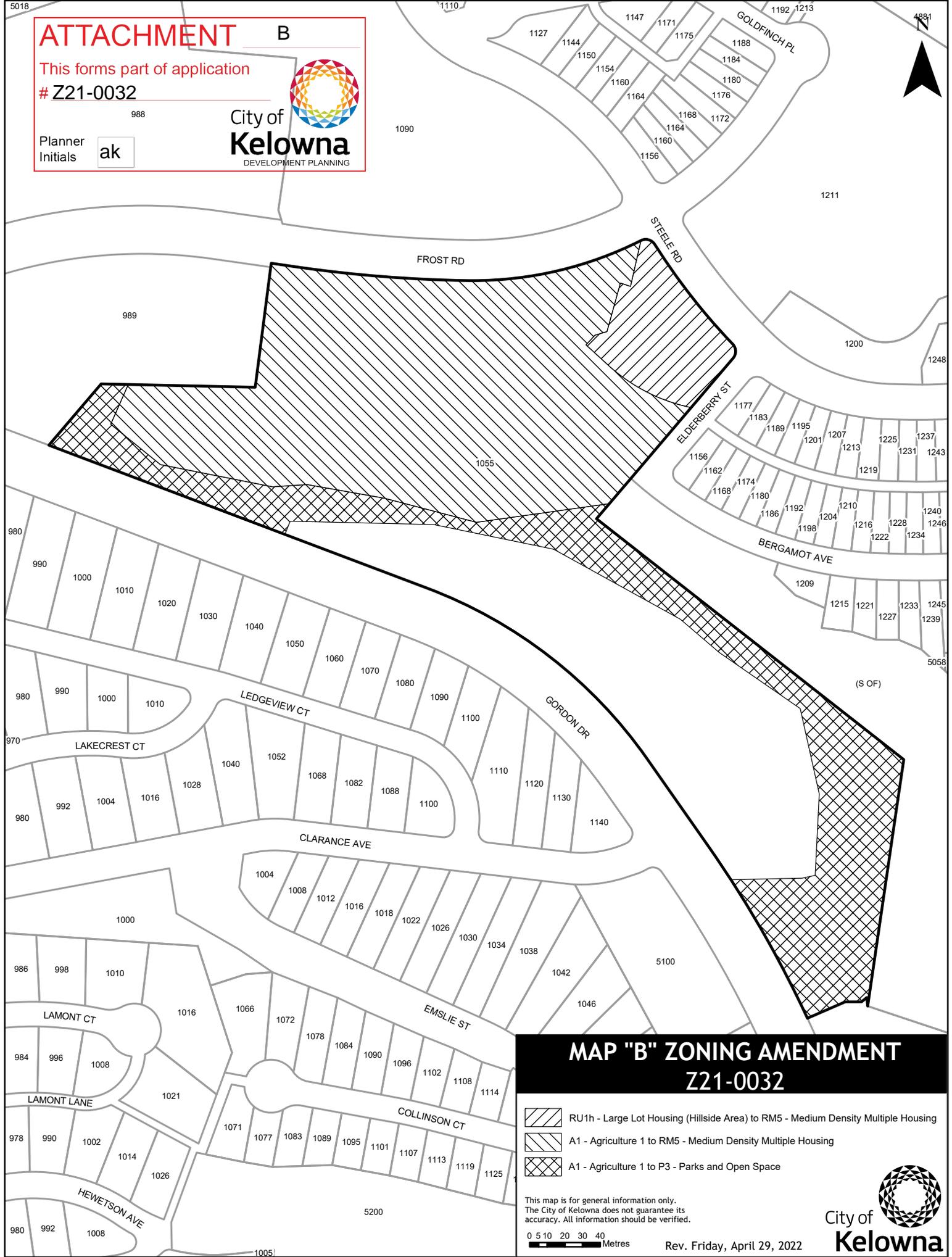
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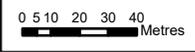
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MAP "B" ZONING AMENDMENT Z21-0032

- RU1h - Large Lot Housing (Hillside Area) to RM5 - Medium Density Multiple Housing
- A1 - Agriculture 1 to RM5 - Medium Density Multiple Housing
- A1 - Agriculture 1 to P3 - Parks and Open Space

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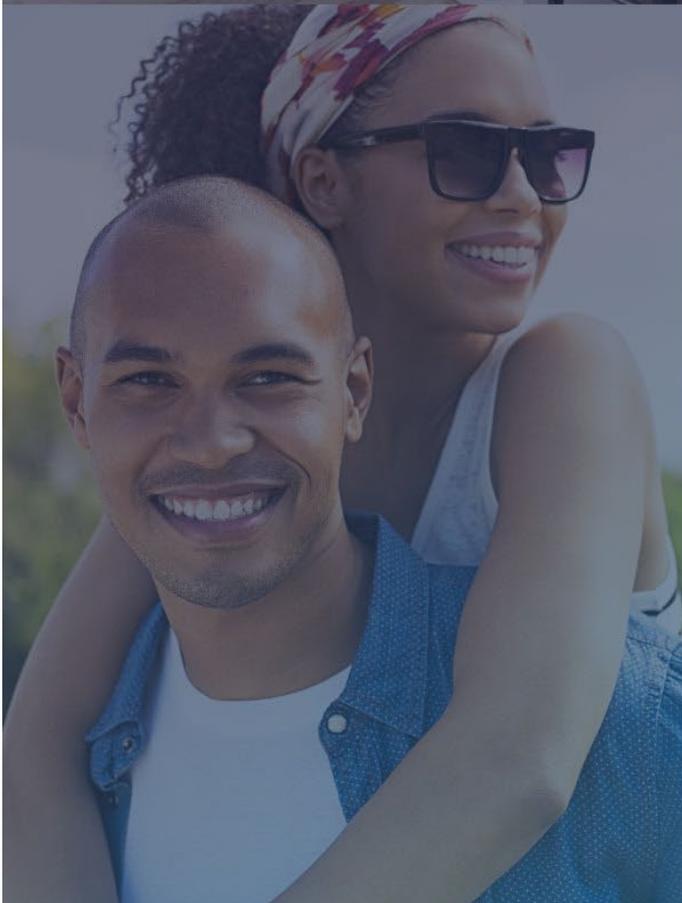
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ASCENT

DEVELOPMENT PERMIT RATIONALE

1055 FROST ROAD
KELOWNA, BC.

Introduction

Highstreet is a Kelowna-based developer, builder, and operator of sustainable multifamily housing. We responsibly develop condos, townhomes, and rentals in areas of BC that are seeking to reduce energy usage and improve quality of life for their citizens.

Since 2016, we have been building energy efficient homes, starting with building to Built Green Gold and Platinum standards. In 2019, we broke ground on our first net-zero energy ready building in Kelowna which went on to win the CleanBC Net-Zero Energy Ready Challenge for high performing Part 3 residential buildings. Since then, we have built the majority of our projects to BC Energy Step Code 4. You can see plenty of our environmentally advanced communities under construction in Comox, Nanaimo, Langford, and West Kelowna.

We are passionate about making a real impact, both on the environment and on the people who live in our homes. In addition to quality finishes and sustainable building practices, we believe in doing the right thing. Whether we are selling or operating rentals, we promise to do the right thing and take the high road. If something wasn't built right, we will make it right.

Our proposed project on Frost Road is no different. Our residential buildings are designed to comply with Step 4 of the BC Energy Step Code. We want to be a part of the Kelowna community, and therefore want to support the community plan and overall growth and development strategy for the area.

Building environmentally responsible real estate is important to us and is reflected in our company goal to complete 10,000 net zero ready homes by the end of 2031. With well over 2 million Watts of solar installed to date and nearly 1000 Net-Zero Energy Ready homes in our portfolio we are well on target to meeting our goals. Our properties have been developed in forward-thinking cities across British Columbia, Alberta, and Ontario.

Application Rationale

Highstreet Ventures is undergoing an application to rezone and obtain a development permit on 1055 Frost Road, Kelowna, BC. A detailed rationale has been provided below as part of the Development Permit Application.

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 602 - 1708 DOLPHIN AVE, KELOWNA, BC, V1Y 9S4  HIGHSTREETVENTURES.CA
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Development Details

Project Overview

Highstreet seeks to provide Net-Zero Energy Ready multi-family residential housing to the community of Kelowna with a local commitment to sustainable development. We are proposing 4 - five-storey multi-family buildings totaling 298 dwelling units comprised of 66 one bedrooms, 151 two bedrooms, 47 three bedrooms, and 34 bachelor suites with parking provided in both underground and surface parking areas. The proposed development will have a community building on site with amenity space for the residents, as well as a large community garden. The proposed project will be adjacent to future commercial mixed-use developments creating a sustainable community Village Centre, as well as meeting the community objective of allocating higher density development to areas nearby local schools. Concept drawings have been developed which show the proposed architectural character of the buildings and landscape design.

Site and Architectural Design

Our design is deeply committed to being sensitive to the site conditions, cohesive with the current and future neighbourhood architecture, and meeting Step 4 sustainability and efficiency goals of the BC Energy Step Code compliance pathway for Part 3 buildings. The site has been designed in response to the existing topography, avoiding retaining walls where possible and maintaining the relationship to grade. Strategies including stepping of buildings, incorporating terracing, and using the natural terrain for under building parking and screening have all been utilized and incorporated into the project designs.

To capitalize on the medium to long range views in this hillside development, we have focused on allowing the natural topography of the site to dictate building positioning, orientation, and form. This maximizes environmental protection and sun penetration to the site while also achieving improved land use ensuring consistent enjoyment and livability of all suites regardless of location.

The buildings and landscape of this development will reflect the identity and aspirations of the community and will be engaging and welcoming to the current and future residents of the Ponds Village Centre. Our design intent is to create spaces which are distinct, optimum, flexible, and comfortable all while embracing sustainable construction strategies on site.

The façade architecture will integrate with the adjacent newly proposed developments in the vernacular theme. Horizontal and vertical articulations are simple and practical. Units at grade will marry with the public realm by having direct access to the street where possible, emphasizing street definition, enclosure, and urban feel. Primary building facades and entries are oriented to fronting streets with windows and balconies located to create active frontages, all ensuring clear visibility with direct lines of sight from fronting streets and open spaces. Main floor suites have been designed to establish a street wall along Frost Rd. to maintain a height to street width ratio within acceptable limitations as outlined in the 2040 OCP.

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Species selection, location of plantings, and landscape site design have leveraged the steep topography and required earthworks to partially conceal structures from the view of neighbouring properties and roadways. Soft landscaping will provide screening to parking areas and soften the hardscaping.

Along Frost Road, the development of 5-storey buildings at the foot of the hill reduces negative impacts to the coveted lakeview. Significant landscaping areas and plantings will soften the development edges and aid in creating an exceptional and vibrant pedestrian scale streetscape complementing the complete community vision.

A new public trail connection will be provided from the existing Hill Spring Trail to Gordon Drive. This will provide pedestrians an alternate walking path to walking along Gordon Drive. The existing Hill Spring Trail will be maintained as it currently is with a re-alignment to connect at the intersection of Elderberry Street and Bergamot Avenue, enhancing the existing condition.

Parking

All parking will be located within the site and will generally not be visible from public roadways. This will be achieved by a mix of underground parking and surface parking separated from Frost Road by buildings and landscape treatments. The proposed buildings for future subdivision parcel have met the parking requirements of the City of Kelowna.

Secure long-term bike storage will be provided in the parkades with additional bike parking options at main building entrances around the site for short-term bike storage. The intention of this site design is to promote alternative transportation for both building residents and their visiting parties.

Additionally, with electric vehicles and e-bikes becoming more popular, EV ready stalls will be provided to accommodate one EV ready stall per home supporting the City of Kelowna's sustainable transportation vision as outlined in the 2040 OCP. Additional charging infrastructure will be provided in the secure storage areas for e-bikes.



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Development Features

Building Like the Future Depends on It

Sustainability is at the core of who we are and what we do. It is more than just a business goal, it's a way of life and a fundamental understanding of integrity. We recognize that the business model must be identifiably sustainable, satisfying the ecological, economical, and societal challenges we face both today and tomorrow. Prioritizing locally and sustainably sourced building materials, occupant comfort, operating costs, and eliminating greenhouse gas emissions by constructing 100% electric buildings are just a few ways Highstreet Ventures differs from the average developer.

Recognizing our residents are our greatest asset, Highstreet has taken significant precautions to ensure our communities complement and enhance occupant health and well-being through clean filtered air, water, light, comfort, and mind. This is accomplished with high-quality mechanical systems providing enhanced-filtration, heat-recovery, and fresh air 24/7, all while performing as much as 70% better than base energy code requirements. Our building envelopes are robust and airtight leading to further increased occupant comfort, air quality, and reduced energy demand.

Additional sustainability items, to name a few, include:

- Water saving fixtures, reducing water use by 35% or more within all buildings
- Low-VOC paints and adhesives on all interior surfaces
- Energy Star appliances
- Triple pane windows
- Solar panels
- EV Chargers
- High efficiency Energy Recovery Ventilators in every dwelling unit
- Low impact site design
- Native and drought tolerant plant species used in landscape design
- Comprehensive stormwater detention systems
- LED lighting



Solar

Our communities are 100% electric and largely powered by on-site solar photovoltaics. Highstreet buildings often have arrays as large as 99 kilowatts on each building, enough to power approximately 10 single-family homes per building.

Alternative Transportation

In addition to amenities Highstreet is providing on-site, the neighborhood hosts existing amenities that would lend themselves well to providing opportunity for a pedestrian community. The proximity to the future commercial node, parks, schools, public transit, and

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greenspace provides an opportunity for design centered around alternative transportation. The proposed site design orients the building towards the street, screening parking from neighbors and encouraging neighborly interaction among passersby.

Highstreet strongly encourages alternative transportation and provides walking pathways and bicycle parking throughout the site. Our communities in warmer climates have become hubs for people that choose to forego vehicles and instead opt for cycling and walking, and Highstreet designs to suit. Highstreet typically provides a commercial grade pump for bicycle tires and an accompanying work stand so that the community can ensure their bikes are always operating safely and minimize trips offsite by vehicle for maintenance.

Community Gardens

The provision of amenities like communal gardens provide residents with a sense of community and well-being. Our community gardens have been very well received in recent years, with members of the community coming together to plant and maintain the beds. On weekends the gardens are a thriving space filled with community members creating a sense of pride in residents.



Figure 4: A thriving community garden at Highstreet's Kamloops Community

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Construction Waste Management

Throughout construction, Highstreet Ventures hires a 3rd party waste management group to take waste from site, weighing and measuring landfill diversion rates on every project. Highstreet targets 80% waste diversion on all properties, requiring teams on site to control the flow of all waste materials, minimizing the amount of waste in landfills.

Waste System

We plan to use Earth Bins as our waste system, which we have successfully implemented in other communities. This system is animal proof, low height, clean and is aesthetically superior to traditional waste bins. The waste material sits below grade controlling odours and access. These bins look modern, clean, and avoid the need for screening. From an operational standpoint, we find that removing the screens allows the bin areas to stay clean and monitored to help keep our residents safe.



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Highstreet typically provides a central community space, proposed on this site adjacent to Building C. The spaces host exercise rooms/gyms, as well as a community lounge that people can use as a study, co-working space or rent out for birthday parties and events. A kitchen and multi-purpose space is provided to host events and group activities.



Figure 5: A Typical Highstreet Community Lounge

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Security

Security cameras will be provided throughout the site, including hallways for added security. This is currently a standard on all our builds. Building orientations are complimentary to reduce any difficult to see areas. All outdoor amenities will have high visibility and multiple point entrance and egress at regular intervals.

Alignment with the Development Permit Area Guidelines

The following outlines how the proposed development will meet the goals of the proposed multi-unit residential buildings:

1. Convey a strong sense of authenticity through urban design that is distinctive for Kelowna.

The planned community will embrace a simpler form to meet with the City of Kelowna's ongoing high performance sustainability goals of the current and future OCP while aligning to future village center and setting the standard for future commercial of the adjacent developments.

2. Promote a high urban design standard and quality of construction for future development that is coordinated with existing structures.

Highstreet focuses on sustainable quality construction. Some design compromises are required to simplify the form (as noted in the highly sustainable buildings of the 2040 OCP) but will not impact the overall aesthetic. The final product will fit in beautifully with the surrounding landscape and complement the area by providing a buffer between the commercial and adjacent single-family dwellings.

3. Integrate new development with existing site conditions and preserve the character amenities of the surrounding area.

The new buildings will be integrated into the challenging site grades through careful consideration of the best site and grading options enhancing existing park areas with new trails.

4. Promote interesting, pedestrian friendly streetscape design and pedestrian linkages.

The buildings adjacent to the street frontage will have direct street access to the ground floor units and entrance. Where the grade begins to drop steeply by Steele, a pocket park-like area will provide continuity of the pedestrian realm and visual interest as well as providing a buffer between the well-traveled school route and adjacent neighbours.

5. Protect and restore the urban ecology (i.e. architectural and site consideration with respect to the ecological impact on urban design).

Urban ecology will be supported through preserving the existing path through the site, creating additional park space, and creating trail links to connect Gordon with the Regional Trail.

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6. Moderate urban water demand in the City so that adequate water supply is reserved for agriculture and for natural ecosystem processes.

Through the emulation of native flora we are applying urban ecological principals to re-naturalize and vegetate the majority of the site.

7. Reduce outdoor water use in new or renovated landscape areas in the City by a target of 30%, when compared to 2007.

The majority of the landscape will be naturalized landscaping that will require temporary irrigation until it is established.

Our Values

Highstreet is a Kelowna-based real estate development company that primarily develops, builds, sells, and operates condo-quality apartments. We take sustainability very seriously and are passionate about developing smarter real estate that makes a real impact by providing top-rated sound attenuation measures, quality finishes, energy efficiency, and environmental sustainability enabling our properties to stand alone in the marketplace. With massive investment in solar energy and green building initiatives in our communities, our vision is to successfully complete 10,000 Net-Zero Energy Ready homes by the end of 2031.

Taking The High Rd

Our Mission is to elevate everyone who works with us and share in the success of responsibly creating smarter, more sustainable real estate and we do that by living our company values. Should you wish to know more about our company, we invite you to visit our website at highstreetventures.ca or contact us directly.

VALUES

- H** HUMILITY GRANTS US INSIGHT FROM OTHERS
- I** INQUISITIVE & LEARNING CONTINUOUSLY
- G** GUIDED BY ALWAYS DOING WHAT IS RIGHT
- H** HONEST, OPEN, AND TIMELY WITH COMMUNICATION
- R** RESPONSIBLE & ACCOUNTABLE FOR OUR ACTIONS & DECISIONS
- D** DETERMINED TO PERSEVERE, GET RESULTS, AND "WIN".

VISION

EVERYONE IN HIGHSTREET'S COMMUNITY WILL WANT THEIR FRIENDS TO WORK WITH US, LIVE WITH US, AND INVEST WITH US.

MISSION

TO ELEVATE EVERYONE WHO WORKS WITH US AND SHARE IN THE SUCCESS OF RESPONSIBLY CREATING SMARTER, MORE SUSTAINABLE REAL ESTATE.

THREE UNIQUES

OUR PEOPLE
SHARED FINANCIAL SUCCESS
SUSTAINABILITY

TARGET MARKET

MILLENNIALS
RETIREES