

ATTACHMENT A
This forms part of application
DP22-0051 DVP22-0052
Planner Initials MT
City of Kelowna
COMMUNITY PLANNING



City of
Kelowna

Development Permit DP22-0051 & Development Variance Permit DVP22-0052

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

540 Osprey Ave

and legally known as

Lot A, Distict Lot 14, ODYD, Plan EPP121585

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

Commercial (Retail & Offices)

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

Date of Council Decision October 4, 2020

Decision By: COUNCIL

Development Permit Area: Form & Character Development Permit

Existing Zone: UC5 – Pandosy Urban Centre

Future Land Use Designation: Urban Centre

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: Simple Pursuits Inc., Inc. No. BC1206854

Applicant: Worman Commercial - Shane Worman

Terry Barton
Development Planning Department Manager
Planning & Development Services

Date of Issuance

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.

and with variances to the following sections fo Zoning Bylaw No. 12375:

Section 14.11: UC5 - Commercial and Urban Centre Zone Development Regulations

To vary the required minimum upper floor setback for a portion of the building above the lesser of 16.0 m or four storeys abutting Osprey Ave from 3.0 m permitted to 1.1 m proposed.

Section 14.11: UC5 - Commercial and Urban Centre Zone Development Regulations

To vary the required minimum front yard setback (Osprey Ave) from 3.0 m required to 1.1 m proposed.

Section 14.11: UC5 - Commercial and Urban Centre Zone Development Regulations

To vary the required minimum flanking side yard setback (McKay Ave) from 3.0 m required to 0.2 m proposed.

Section 14.11: UC5 - Commercial and Urban Centre Zone Development Regulations

To vary the required minimum commercial floor area on a retail street from 90% of the street frontage permitted to 37% proposed.

This Development Permit and Development Variance 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 **\$87,017.50**

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

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.

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

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City of **Kelowna**
COMMUNITY PLANNING



DRAFT

550 Osprey Avenue, Kelowna, BC

PROPERTY DESCRIPTION

CMVC: 550 Osprey Avenue, Kelowna, BC
 LEGAL: Lot 18, PLAN 3769 EXCEPT PLAN KAP91163,
 AND LOT 1, PLAN EPP58904, BOTH OF DL 14, O.D.Y.D.
 (2695 Pandosy Street and 5402 Osprey Avenue, Kelowna, BC).

ZONING CALCULATIONS:

CURRENT: C4 (Urban Centre Commercial)
 NEW ZONING BYLAW: UC5 (Pandosy Urban Centre)

SITE INFORMATION:

	ALLOWED	PROPOSED
GROSS SITE AREA =	11,635 SF (1,080.9 SM)	
ALLOWABLE SITE COVERAGE =	100% (11,635 SF)	80% (9,301 SF)
ALLOWABLE SITE COVERAGE + HARDSCAPING =	100% (11,635 SF)	100% (11,635 SF)
FAR =	2.35 = 27,342 SF	2.34 (27,218 SF)

AREA CALCULATIONS:

UNIT AREA CALCULATIONS			
NAME	LENGTH	WIDTH	AREA
CRU1	127'-0"	58'-3"	4845 SF
CRU2	56'-1"	68'-0"	3656 SF
CRU3	40'-10"	67'-0"	2315 SF
CRU4	56'-1"	68'-0"	3635 SF
CRU5	40'-9"	68'-0"	2579 SF
CRU6	56'-1"	68'-0"	3635 SF
CRU7	40'-9"	68'-0"	2579 SF
CRU8	27'-3"	68'-0"	1820 SF
CRU9	40'-10"	63'-1"	2154 SF
			27218 SF

BUILDING HEIGHT =	ALLOWED 8 Storeys (31m)	PROPOSED 6 storeys (25.2m)
YARD SETBACKS:		
FRONT YARD (OSPREY) -	3m	1.1m
FLANKING SIDE YARD (MACKAY) -	3m	2m
INTERIOR SIDE YARD (PANDOSY) -	0m	1.5m
REAR YARD (LANEWAY) -	0m	2m
SETBACK ABOVE 16m HEIGHT		
OSPREY	3m	1.1m
MACKAY	3m	3.5m
PANDOSY	3m	6.7m
PARKING CALCULATIONS:	REQUIRED	PROPOSED
COMMERCIAL: 2,571m ² / 100x1.3 (33.4)	33	32
ACCESSIBLE STALL (S):	33-5 (long term bicycle storage) = 28*	1
TOTAL:		33
* REDUCTION IN PARKING ALLOWED:		
- Bonus long term bicycle storage provided = minus 5 parking stalls (max allowed)		
Bicycle Storage:	REQUIRED	PROPOSED
Long Term Commercial:	.2/100m ² = 5	6
Bonus Long-Term Commercial:	.4/100m ² = 10	10
50% OF STALLS MUST BE FLOOR MOUNTED		
Short Term (ST-B):	4 (4/entry)	10

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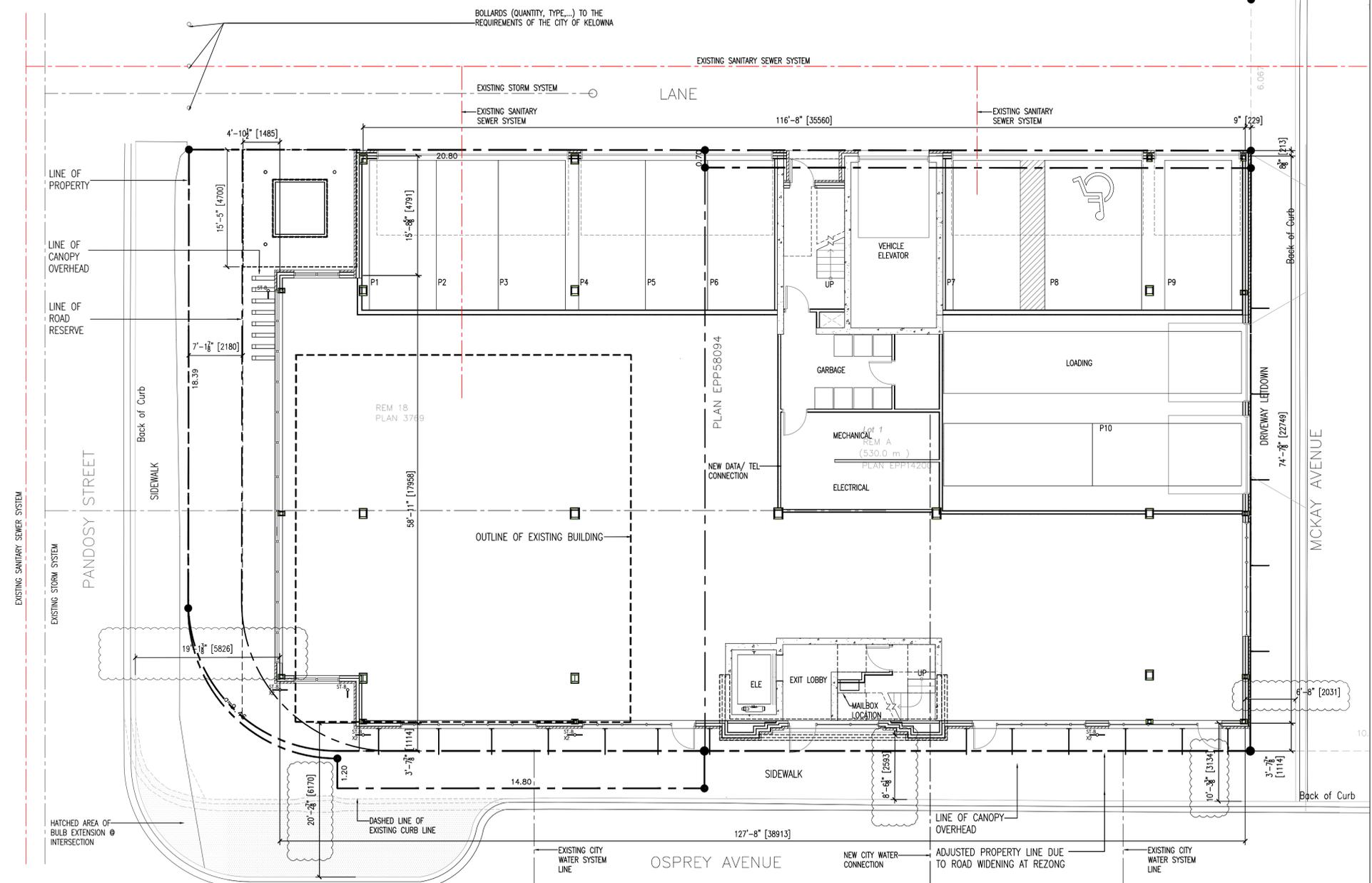


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REFER TO LANDSCAPE PLAN L1 FOR CONCEPTUAL LANDSCAPE PLAN

1 SITE PLAN
 A-101 1/8"=1'-0"

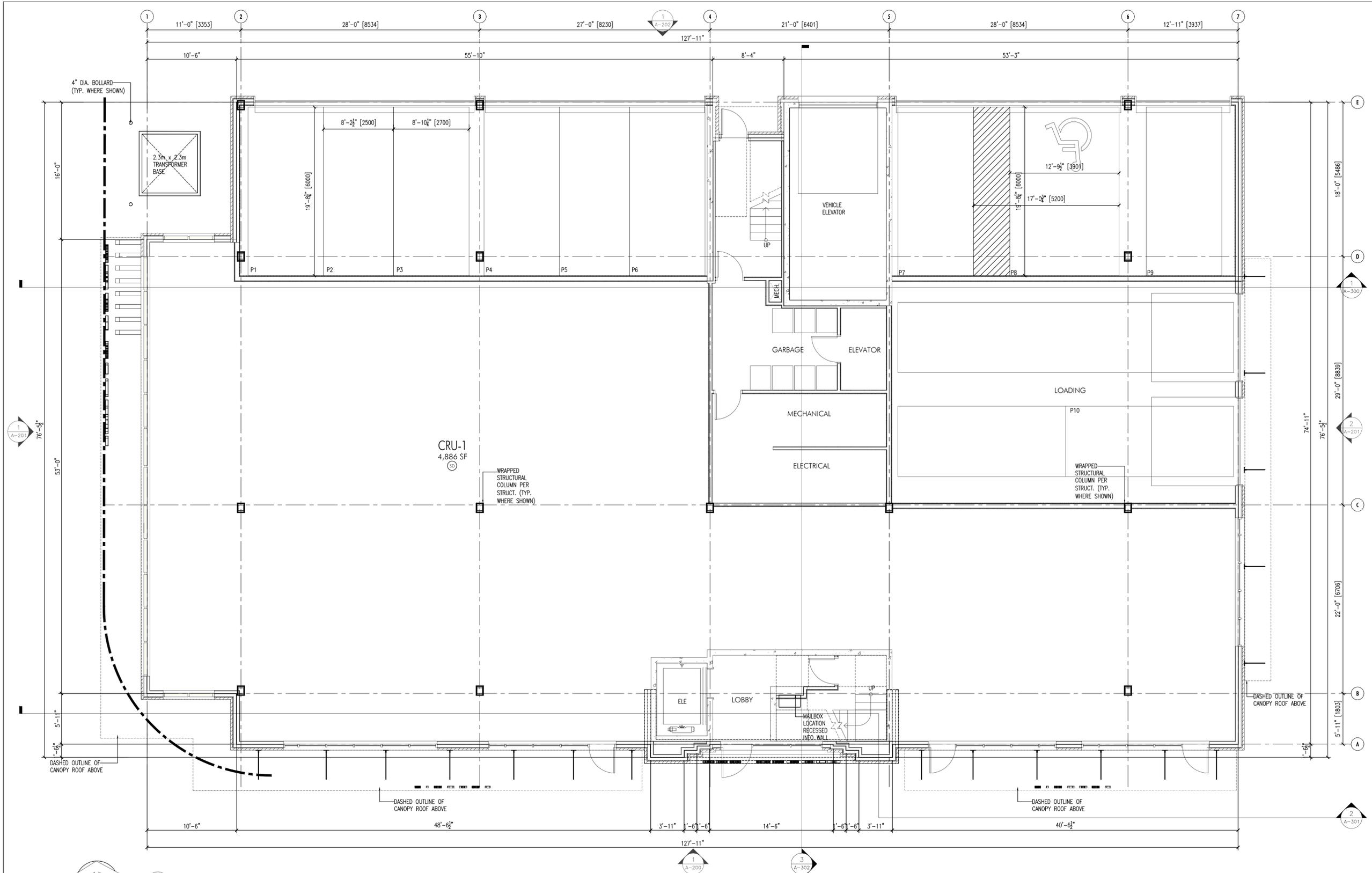
FOR DP/ DVP

Revision No., Date and Description
02.20.20 - FOR DVP
03.18.20 - FOR DISCUSSION
03.19.20 - DVP Addendum #1
05.20.20 - DVP Addendum #2
02.04.22 - DVP Addendum #3
03.09.22 - DVP Addendum #4
04.09.22 - TRS Response
05.13.22 - 50% BP REVIEW
06.07.22 - FOR DISCUSSION
06.08.22 - FOR DISCUSSION
06.13.22 - DVP ADDENDUM #5
06.22.22 - 80% REVIEW
06.23.22 - FOR DISCUSSION
06.24.22 - DVP ADDENDUM #6

Plot Date: 24-Jun-22
 Drawing No.: A-001

PROJECT: 550 OSPREY AVENUE
 DRAWING TITLE: PROJECT INFORMATION





1 ENTRY LEVEL
A-101 3/16"=1'-0"

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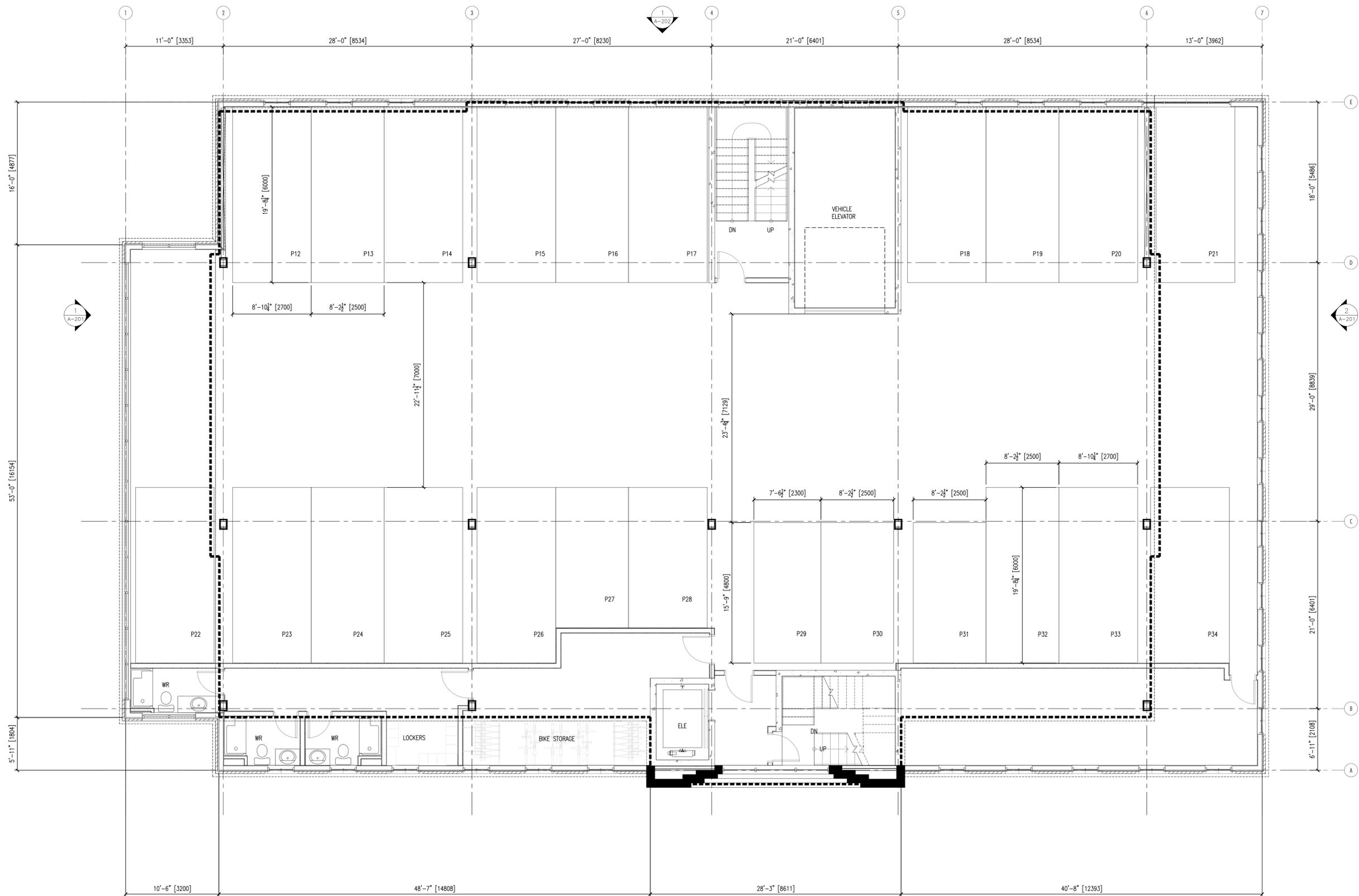
Revision No.	Date	Description
02.20.20	- FOR DVP	
05.20.20	- DVP ADDENDUM #2	
01.19.22	- FOR CLIENT REVIEW	
02.04.22	- DVP ADDENDUM #3	
03.09.22	- DVP ADDENDUM #4	
04.09.22	- TRS RESPONSE	
06.13.22	- DVP ADDENDUM #5	

Plot Date: 13-Jun-22
Drawing No.: A-101

PROJECT: 550 OSPREY AVENUE
DRAWING TITLE: ENTRY LEVEL



FOR DP/ DVP



1 SECOND LEVEL
A-102/3/16"x1'-0"

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Revision No.	Date	Description
02.20.20-FOR DVP		
02.28.20-FOR DVP		
05.20.20-DVP Addendum #2		
01.19.22-FOR CLIENT REVIEW		
02.04.22-DVP Addendum #3		
03.09.22-DVP Addendum #4		
04.09.22-TRS Response		

Plot Date: 9-Apr-22
Drawing No.: A-102

PROJECT
540 OSPREY AVENUE

DRAWING TITLE
SECOND LEVEL



DVP - ADDENDUM #4



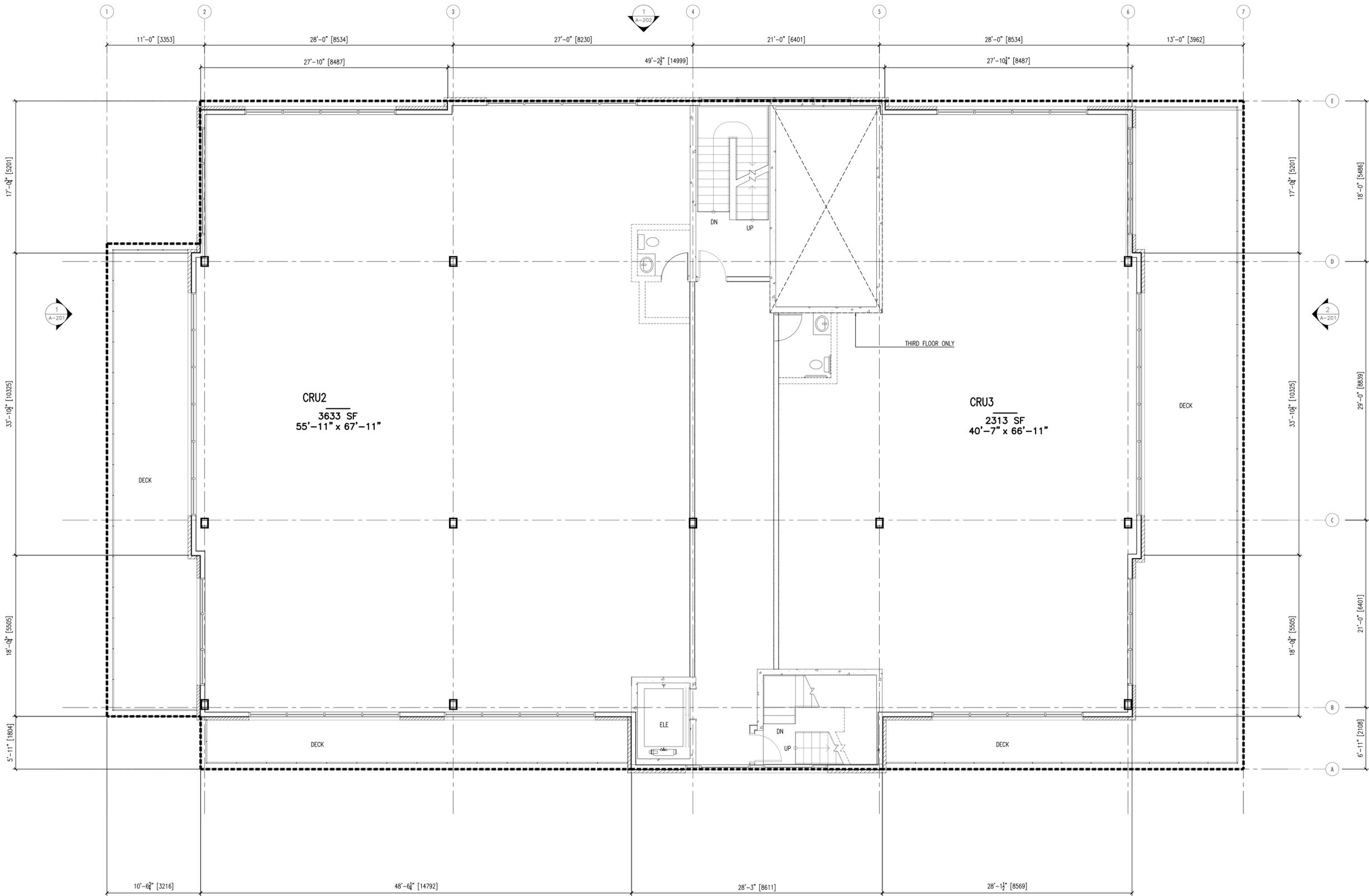
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Revision No.	Date	Description
02.20.20-FOR DVP		
02.28.20-FOR DVP		
05.20.20-DVP Addendum #2		
01.19.22-FOR CLIENT REVIEW		
02.04.22-DVP Addendum #3		
03.09.22-DVP Addendum #4		

Plot Date 9-Mar-22	Drawing No. A-103
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PROJECT 540 OSPREY AVENUE
DRAWING TITLE THIRD LEVEL



1 THIRD LEVEL
A-103/3/16"=1'-0"

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DVP - ADDENDUM #4



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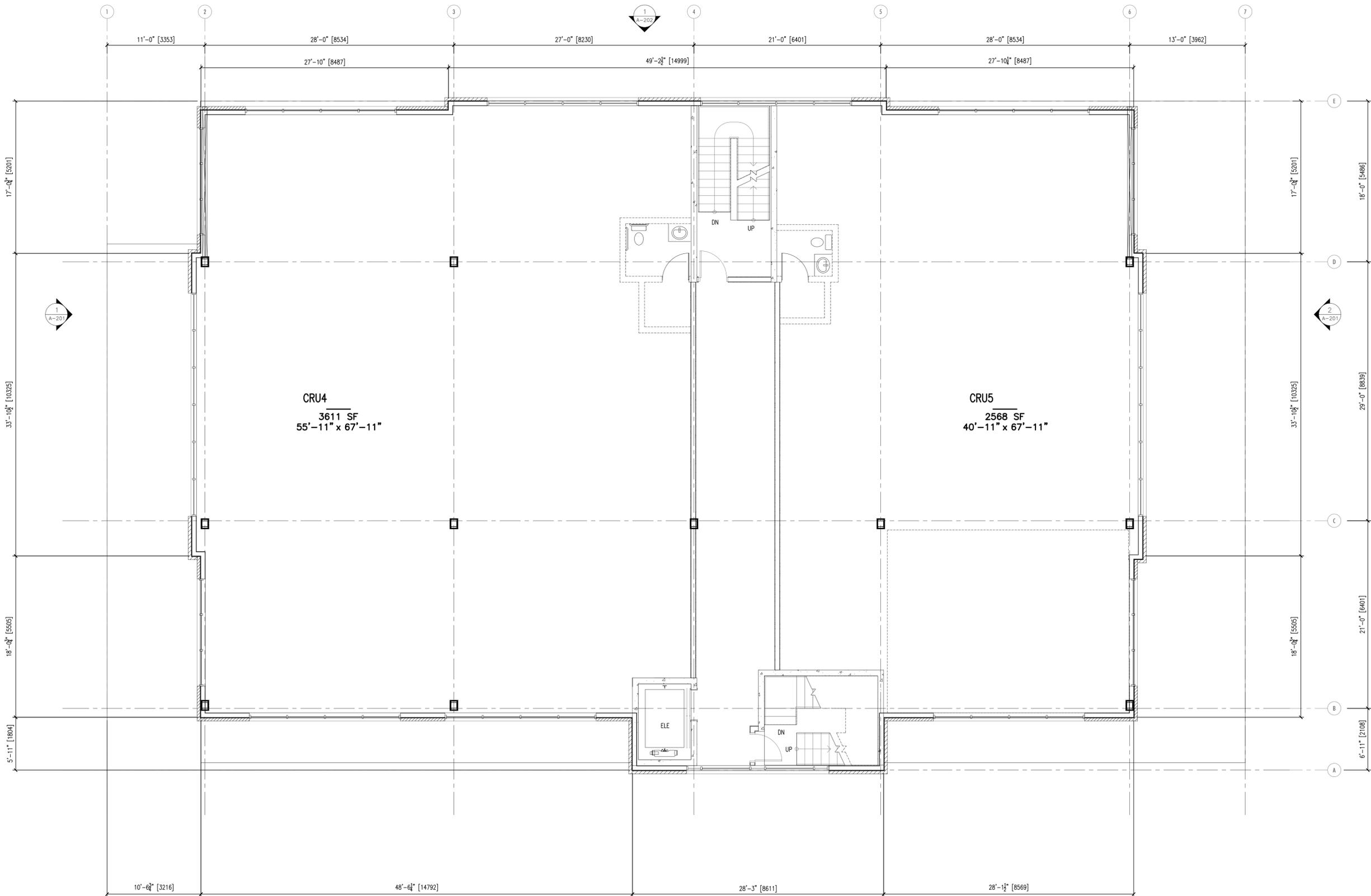
Revision No., Date and Description
02.27.20-FOR DVP
02.28.20-FOR DVP
05.20.20-DVP Addendum #2
02.04.22-DVP Addendum #3
03.09.22-DVP Addendum #4

Plot Date
9-Mar-22

Drawing No.
A-104

PROJECT
540 OSPREY AVENUE

DRAWING TITLE
FOURTH LEVEL



1 FOURTH LEVEL
A-104/3/16"=1'-0"

SCHEDULE A

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DVP - ADDENDUM #4



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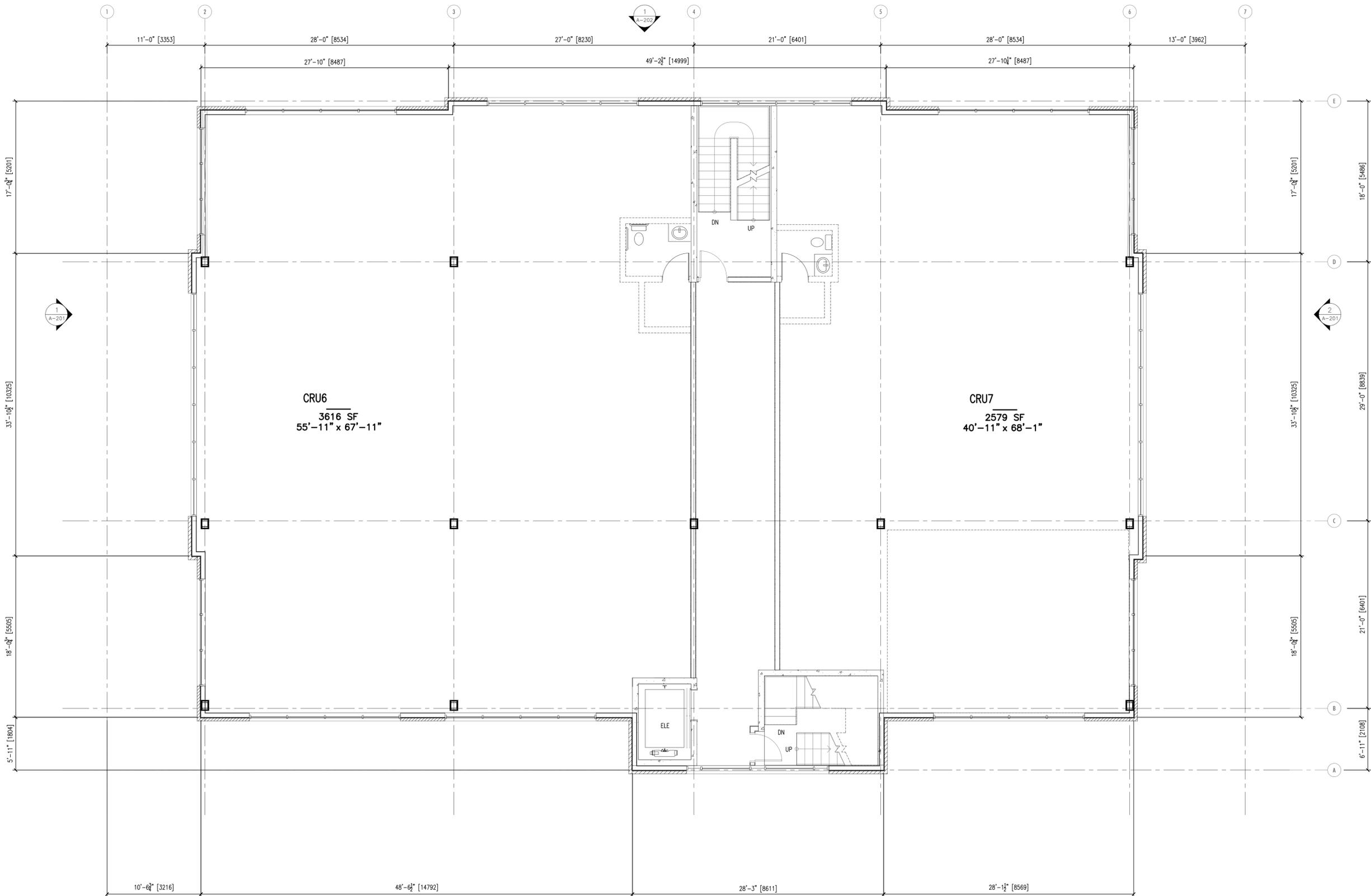
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Revision No., Date and Description
02.27.20 - FOR DVP
02.28.20 - FOR DVP
05.20.20 - DVP Addendum #2
02.04.22 - DVP Addendum #3
03.09.22 - DVP Addendum #4

Plot Date 9-Mar-22	Drawing No. A-105
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PROJECT 540 OSPREY AVENUE
DRAWING TITLE FIFTH LEVEL



1 FIFTH LEVEL
A-105/3/16"=1'-0"

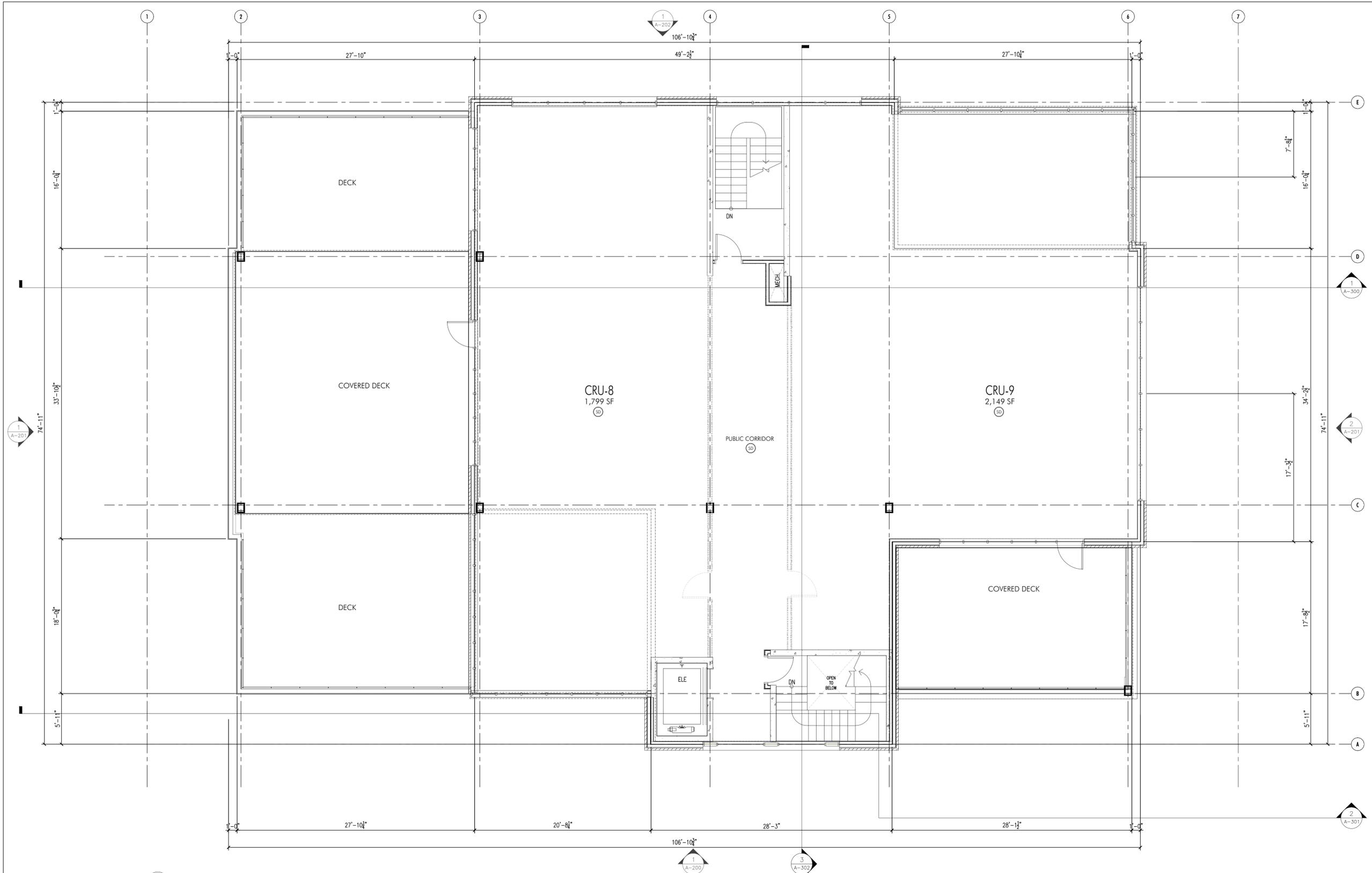
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City of Kelowna
COMMUNITY PLANNING

DVP - ADDENDUM #4



1 SIXTH LEVEL
A-106/3/16=1'-0"

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Revision No.	Date and Description
02.27.20	- FOR DVP
02.28.20	- FOR DVP
05.20.20	- DVP Addendum #2
01.19.22	- FOR CLIENT REVIEW
02.04.22	- DVP ADDENDUM #3
03.09.22	- DVP ADDENDUM #4
04.09.22	- TRS RESPONSE
06.13.22	- DVP ADDENDUM #5

Plot Date	Drawing No.
13-Jun-22	A-106

PROJECT
550 OSPREY AVENUE
....

DRAWING TITLE
SIXTH LEVEL



FOR DP/ DVP



1 SOUTH ELEVATION
A-200 3/32"=1'-0"



SCHEDULE B

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DP22-0051 DP22-0052

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Revision No.	Date	Description
02.20.27-FOR DVP		
05.20.20-DVP Addendum #2		
01.22.21-REVISIONS REVIEW		
01.19.21-FOR CLIENT REVIEW		
02.04.22-DVP Addendum #3		
03.08.22-DVP Addendum #4		

Plot Date: 8-Mar-22
Drawing No.: A-200

PROJECT: 540 OSPREY AVENUE
DRAWING TITLE: ELEVATIONS



Revision No.	Date	Description
02.20.27-FOR DVP		
05.20.20-DVP Addendum #2		
01.19.22-FOR CLIENT REVIEW		
02.04.22-DVP Addendum #3		
03.08.22-DVP Addendum #4		

Plot Date	Drawing No.
9-Mar-22	A-201

PROJECT
 540 OSPREY AVENUE

DRAWING TITLE
 ELEVATIONS



1 WEST ELEVATION
 A-201 1/8"=1'-0"



2 EAST ELEVATION
 A-201 1/8"=1'-0"



SCHEDULE B

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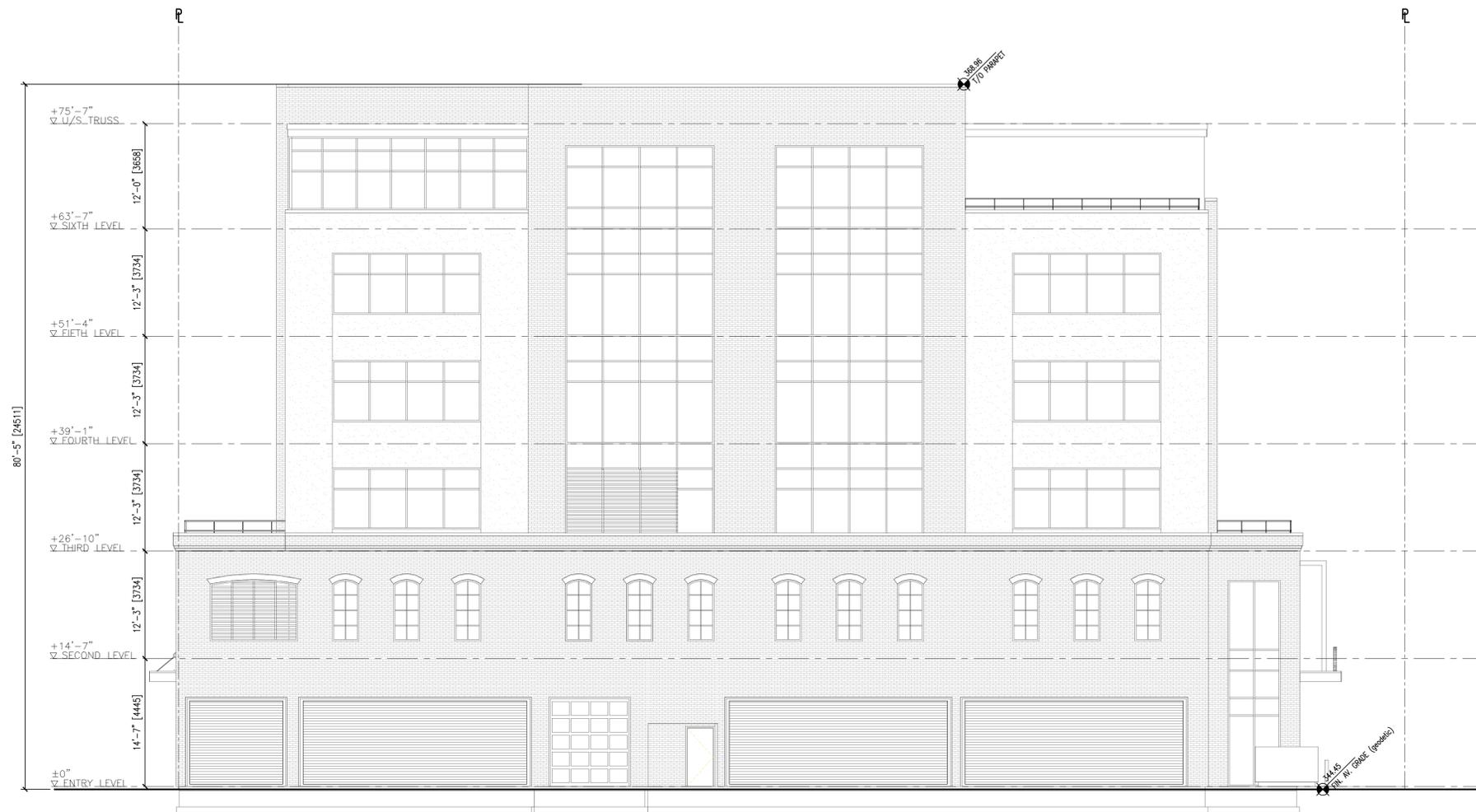
Revision No.	Date	Description
02.20.20-FOR DVP		
05.20.20-DVP Addendum #2		
01.19.22-FOR CLIENT REVIEW		
02.04.22-DVP Addendum #3		
03.08.22-DVP Addendum #4		

Plot Date
8-Mar-22

Drawing No.
A-202

PROJECT
540 OSPREY AVENUE

DRAWING TITLE
ELEVATIONS



1 NORTH ELEVATION
 A-202 1/8"=1'-0"



DVP - ADDENDUM #4



PROJECT TITLE

2659 PANDOSY STREET & 540 OSPREY AVENUE

Kelowna, BC

DRAWING TITLE

CONCEPTUAL LANDSCAPE PLAN

ISSUED FOR / REVISION

NO.	DATE	DESCRIPTION
3	20.05.15	Development Permit
4	22.01.26	Development Permit
5	22.02.01	Development Permit
6	22.05.18	Development Permit
7	22.06.17	Development Permit

PROJECT NO. 20-009

DESIGN BY KM

DRAWN BY TR

CHECKED BY FB

DATE JUN. 17, 2022

SCALE 1:75

PAGE SIZE 24"x36"

SEAL



DRAWING NUMBER

L1/2

ISSUED FOR REVIEW ONLY

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SCHEDULE C

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DP22-0051 DVP22-0052

Planner Initials **MT**



PLANT LIST

BOTANICAL NAME	COMMON NAME	QTY	SIZE/SPACING & REMARKS	BOTANICAL NAME	COMMON NAME	QTY	SIZE/SPACING & REMARKS
TREES				PERENNIALS, GRASSES & GROUNDCOVERS			
FRAXINUS AMERICANA 'CALYPSO'	CALYPSO WHITE ASH	5	6cm CAL.	HAKONE GRASS	HAKONE GRASS	9	#01 CONT. /0.6M O.C. SPACING
SHRUBS				HIDECOTE ENGLISH LAVENDER	HIDECOTE ENGLISH LAVENDER	19	#01 CONT. /0.75M O.C. SPACING
CORNUS ALBA 'KESSLERINGII'	KESSLERINGII	5	#02 CONT. /2.0M O.C. SPACING	FOUNTAIN GRASS	FOUNTAIN GRASS	18	#01 CONT. /1.0M O.C. SPACING
PINUS SYLVESTRIS 'GLAUCO NANA'	DWARF BLUE SCOTCH PINE	2	#02 CONT. /1.8M O.C. SPACING	SEDUM 'FIRECRACKER'	FIRECRACKER STONECROP	50	#01 CONT. /0.6M O.C. SPACING
SAMBUCUS NIGRA 'EVA'	BLACK LACE ELDERBERRY	2	#02 CONT. /1.8M O.C. SPACING	YUCCA FILAMENTOSA	ADAM'S NEEDLE	5	#01 CONT. /0.9M O.C. SPACING
SYRINGA MEYER 'PAUBIN'	DWARF KOREAN LLAC	15	GRAFTED/TREE FORM /1.5M O.C. SPACING				

NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED CSLA STANDARDS & ALL OFFSITE LANDSCAPE IMPROVEMENTS TO MEET CITY OF KELOWNA BYLAW 7900 REQUIREMENTS.
2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.
3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm DOUGLAS RED FIR MULCH AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.
4. TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT.
5. TREE PITS SHALL RECEIVE A MINIMUM OF 1.0m DEPTH AS SHOWN IN THE DRAWINGS. STRATA VAULTS OR SIMILAR TECHNOLOGY WILL BE REQUIRED FOR STREET TREES TO ACHIEVE A MINIMUM OF 9m³ OF GROWING MEDIUM.
6. SITE GRADING AND DRAINAGE WILL ENSURE THAT ALL STRUCTURES HAVE POSITIVE DRAINAGE AND THAT NO WATER OR LOOSE IMPEDIMENTS WILL BE DISCHARGED FROM THE LOT ONTO ADJACENT PUBLIC, COMMON, OR PRIVATE PROPERTIES.



WORMAN
WORMAN HOMES | WORMAN COMMERCIAL

ATTACHMENT B

This forms part of application

DP22-0051 DVP22-0052

Planner
Initials

MT



February 16, 2022

Re: 2695 Pandosy Street and 540 Osprey Avenue
Development and Variance Rationale Letter

Dear City Staff and Council,

The attached application for 2695 Pandosy and 540 Osprey Avenue is a 6-storey mixed use development. The building consists of retail space at grade, parking on the second floor, 3 floors of offices, and a penthouse level with one residential unit and an additional office unit. All parking is hidden from view with all guest parking accessed at grade off the lane and all tenant parking provided on the second floor accessible via an elevator.

The design rationale for this building was straightforward, we simply followed the example of the other buildings around it that we have completed over the last several years! There were many times we began to move away from our heritage-based architecture, but each time we came back knowing that it would compliment our other buildings and the surrounding neighbourhood. The balance of modern elements based in a traditional framework has a timeless appeal.

The innovative element of this building is the use of an elevator to access reserved, tenant parking on the second floor. Functionally by having these stalls reserved and used by the tenants in the building we are able to allow the elevator use only by those approved and familiar with the relatively new way to access parking. Fob controls access and allows for 24/7 use of these private stalls. In the case of a power outage the building will be equipped with a backup generator to keep the system running. All customer parking is at grade, tucked under the building. This makes it easy for customers who come and go on a more frequent basis.

Our proposal meets all the requirements under the C4 zone with two exceptions: height and sight coverage.

The building's design, at 6 storeys is a balance between the 4 currently allowed under today's zoning bylaw and the 8 signaled under the new OCP. In order to ensure we reached the City's broad goal of maximizing density in our urban centers, we designed the building to reach the maximum density under the zoning bylaw, which led to a 6 storey height. To soften the impact of the height we have stepped the building back at the second floor to create a more human scale from grade as well as wrapping most of the building in canopies at the one storey above grade height.

For sight coverage we felt it more appropriate to enclose the main floor parking so that it was hidden from view. This led to 81% site coverage, rather than the 75% allowed. In an urban core, and in such a prominent location on Pandosy, we felt this was an appropriate trade off.

This application maintains our design philosophy of creative solutions for density on smaller lots and we believe it will be an asset to this area. We look forward to the application's approval.

Sincerely,

Shane Worman
Worman Homes/ Worman Commercial

P. 250.762.0040

F. 250.762.0550

Project No.: 22051

April 20, 2022

Worman Resources Inc.
401 – 590 KLO Road
Kelowna, BC V1Y 7S2

Attention: Shane Worman

Re: 550 Osprey Avenue, Kelowna BC
Transportation and Parking Review

COST

TIME

QUALITY

PROJECT DESCRIPTION

The subject property is situated at 550 Osprey Avenue in Kelowna. The proposed plan is to develop a mixed use commercial and residential six story building under the current C4 (Urban Centre Commercial) zoning.

This proposal is to provide eight commercial units (with an average size of 3,150 ft²) and 1 residential unit. The total amount of parking required is 27 stalls. The development plan has 37 stalls combined with 18 long term bicycle stalls and 6 short term bicycle stalls. 10 parking stalls will be on the main floor with entry from the lane to the north, 4 parking stalls (tandem stalls) will be on the main floor with entry from McKay Avenue. 23 parking stalls are proposed on the second level with access to the vehicle elevator from the lane to the north.

City Technical Review Summary

The City of Kelowna completed a Technical Review Summary (TRS) of the proposed development plan April 7th, 2022 and included the following comments under Section 1.3 Parking & Loading:

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Planner Initials	MT
 City of Kelowna COMMUNITY PLANNING	

1.3. Parking & Loading:

1.3.1. Staff have concerns about the use of a car elevator as an alternative to parkade ramps:

- Elevators are prone to break downs and require frequent maintenance. Where they are used for people, stairs provide an alternative means of access to a building. There is no alternative for cars.
- Office uses are prone to people leaving & arriving at similar times (eg: 8 AM to 9 AM & 4 PM to 5 PM). If it takes ~1 minute to ride the elevator in one direction, it could take up to 44 minutes to let all 22 cars leave the second storey at the end of the day. While everyone leaving at once is unlikely, there could be significant delays if multiple people are trying to arrive or leave at the same time.
- There is no queuing space provided for cars waiting for the elevator. Any waiting vehicle will be forced to queue in the public lane. This may interfere with access to other surface level parking stalls proposed along the lane, access to the adjacent building on the other side of the lane, use of the lane by service vehicles, and if enough cars are queuing (ex: at peak hours), it may lead to vehicles backing up onto McKay Ave and impact the City's road network.
- OCP Policy discourages land uses and activities that require idling. Unlike a parkade ramp, a car elevator will encourage queuing vehicles to idle in the street while waiting for the elevator.
 - OCP Policy 14.1.1 Motor Vehicle Use and Air Quality: Promote land uses that reduce reliance on motor vehicles. Restrict land uses and activities that require idling such as new drive through developments.

In order for staff to properly evaluate the proposed car elevator, additional information about the operations and maintenance of the car elevator should be provided. At a minimum, a Report and Operational Plan for the proposed car elevator should be provided that provides details on how the above-noted concerns would be mitigated. It would help if a traffic engineer provided an analysis based on the expected number of vehicle movements at peak hours and the potential impact on the road network. Turning movements to key parking stalls from the car elevator on the second storey should also be provided to demonstrate that they are practical. If these concerns cannot be adequately addressed, staff may not be supportive of a car elevator.

- 1.3.2. The required van-accessible parking stall is located outside of the property boundaries. Required parking must be located entirely on-site.
- 1.3.3. Tandem parking is not permitted for commercial uses or apartment housing (Zoning Bylaw Section No. 8.2.6). Tandem stalls cannot count towards meeting the parking requirements.
- 1.3.4. If required parking stalls cannot be provided, payment in lieu of parking (Bylaw No. 8125) is an alternative for projects located within an Urban Centre.
- 1.3.5. Commercial uses require 1 off-street loading space per 1900 m² of Gross Floor Area (Zoning Bylaw Table 8.4). As commercial Gross Floor Area exceeds 1900 m², one off-street loading space is required.
- 1.3.6. Short-term bicycle parking stalls are located outside of property boundaries within an area required to be dedicated as road. All required short-term bicycle parking must be located entirely on-site.

City TRS Section 1.3 Parking & Loading

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In response to the City TRS comments on Parking & Loading we provide the following:

In the Kelowna 2040 Official Community Plan the following objectives are identified:

- **Objective 4.6.** Support infill and redevelopment to promote housing diversity and enhanced services and amenities in the Pandosy Urban Centre;
- **Objectives 4.20., 5.20. and 6.17.** Adapt and respond to emerging transportation technologies;
- **Objective 5.1.** Encourage Village Centres as Kelowna's secondary hubs of activity: and
- **Chapter 18 Form and Character Design Foundations - Strive for design excellence.** Development projects should look beyond current trends and consider best practices and innovation for issues such as parking, energy efficiency, and building design to create a positive and lasting legacy.

In the TRS there is a general concern expressed related to the use of a Parking Elevator for the access to the second level. Parking is one of the largest single land uses in our municipal footprints. This is a debilitating force on downtown areas that threaten economic potential and vibrancy. Parking Elevators allow for a reduction in the area dedicated to parking as the ramps are eliminated and smaller sites can then provide the community planners the ability to build a smarter city. Leveraging elevators for upper-level parking on compact sites reduces the necessary ramp footprint and eliminates the need to add additional floors to meet the parking requirements.

The use of a car elevator is a huge innovation as it opens the main floor to the highest quality commercial at grade and allows the small site to maximize the density for areas other than parking ramps.

Parkade ramps are problematic on small sites. Using a 7 m wide ramp not only sterilizes the main floor but also the floor above. And with only 23 m width on the site, that one ramp means only a 1-sided parking deck which is very inefficient and would require an additional floor of ramps and parking. This results in the area dedicated to the parking ramps and additional drive isles to be almost equivalent to the area required for the parking stalls.

Average trip generations rates from the Institute of Transportation Engineers (ITE) Trip Generation Rates Manual for General Office, Business Park, and Office Park complexes with 23 parking stalls dedicated to employees are as follows:

- AM Peak Hour – 10 vehicles arriving and 1 vehicle departing;
- PM Peak Hour – 2 vehicles arriving and 12 vehicles departing.

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Comments for each specific item within the TRS Section 1.3 Parking & Loading are as follows:

1.3 Parking & loading

- 1.3.1 - While stairs for a car do not provide an alternative way down for vehicles, neither do stairs for a handicapped person in a normal elevator. So although there is not an alternative to get one's car out of the parkade, it is also not crucial should their car be stuck. There are other transportation options available to them. Parking elevators are based on a digital platform software-enabled service, that provide greater system transparency and predictability, enabling advanced monitoring, big-data analytics and predictive maintenance to identify and address potential issues – sometimes before they happen. Systems provide proactive communication with real time notifications, ongoing status updates and 24/7 proactive communication monitors. Informed repairs, service requests are closed sooner with automatic alerts that provide mechanic accurate fault information and, in many cases, armed with the parts needed before they arrive at your building. Any problems should be able to be rectified in relatively short order. As the parking will be for dedicated employees there will be in-cab display that connects passengers with video chat to provide greater peace of mind during an entrapment. To promote business continuity, mechanic visits are planned based on predictive maintenance algorithms so that in some cases, the problems can be fixed before they cause a shutdown. The elevator system monitors equipment health and performance in real time, 24/7. The information is collected and analyzed against foundational data to predict and solve issues and avoid unexpected downtime. With new technology elevator systems, the occurrence of unexpected shutdown is minimized.
- Typical travel speeds for vehicle elevators are in the range of 150 ft /min and a single floor up and down cycle is expected to be in the range of 30 seconds. That would allow for all 23 vehicles to clear the upper level in 12 minutes in the unlikely event that all employees had a desire to depart at the same time. The anticipated ITE Trip Generation Rates have an average combined arrival and departure of 12 vehicles during the AM and PM peak hour. With a very conservative Peak Hour Factor of 0.50, this would equate to an average of 6 vehicles arriving or departing during the busiest 15 minutes of both the AM and PM Peak Hour.
 - Typically employees have more random arrivals in the am, and the potential for vehicle queuing is minimal. The lot on the other side of the lane is accessible off McKay and off the lane, so the prospect of any one anyone being impeded by someone waiting in the lane is negligible.
 - As described above the arrival and departure occurrences will result in minimal delay and potential for idling.
 - The turn radius is anticipated to be equivalent to normal parking stalls due to the provision of a 7m wide drive isle.
- 1.3.2 The site plan will be modified to address the intrusion into the public right of way.
- 1.3.3 The 2 stalls included as tandem parking are not required to meet the minimum parking requirement of 27 stalls for the site.
- 1.3.4 As per 1.3.3 above, the site has more than the required 27 stalls.

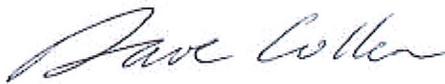


- 1.3.5 The garage bays will be revised to provide for a loading space at the eastern end of the lane.
- 1.3.6 The site plan will be modified to address the intrusion into the public right of way.

We trust the above address the comments from the City in the TRS for the parking and loading requirements related to the site and the proposed use of the vehicle elevator.

Sincerely,

CTQ CONSULTANTS LTD.



David D. Cullen, P.Eng.
Transportation Engineer

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550 OSPREY



550 OSPREY

SPRINGER





FORM & CHARACTER – DEVELOPMENT PERMIT GUIDELINES

Consideration has been given to the following guidelines as identified in Chapter 18 of the City of Kelowna 2040 Official Community Plan:

SECTION 6.o: RETAIL, COMMERCIAL AND INDUSTRIAL						
RATE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE <i>(1 is least complying & 5 is highly complying)</i>	N/A	1	2	3	4	5
6.1 General Guidelines						
6.1.1 Relationship to the Street	N/A	1	2	3	4	5
a. Orient the long side of each building to be parallel to the public street.						X
b. Locate entries to be visible and directly accessible from the public street.						X
c. For buildings fronting highways, entries can be located away from the street, as long as there is a direct pedestrian connection to the site.	X					
d. Avoid blank walls adjacent to the highway, streets, walkways, parks, or other amenity spaces.				X		
6.1.2 Site Planning and Landscaping	N/A	1	2	3	4	5
a. Locate buildings to ensure good sight lines for vehicular and pedestrian traffic.						X
b. Provide direct, safe, continuous, and clearly defined pedestrian access from public sidewalks, parking areas, and transit stops to building entrances.						X
c. Use large canopy trees to define the public realm (e.g. at the sidewalk and property edge facing the street)	X					
d. Distribute trees and landscaping throughout the site in order to: <ul style="list-style-type: none"> • Soften property edges facing the street; • Define internal roads, pedestrian routes, and open spaces; • Create pleasant pedestrian conditions; • Screen parking, loading, service, and utility areas; • Manage stormwater on-site; and • Break up large rows of parking by substituting a parking stall with a canopy tree in planter every 8-10 parking stalls; 				X		
e. Provide on-site bio-retention facilities (e.g. bioswales, rain gardens) to collect, store and filter stormwater from parking areas.	X					
f. Use permeable materials such as paving blocks or permeable concrete in parking areas to maximize rainwater infiltration.	X					
g. Pedestrian pathways should provide clear sight lines and connect the following: <ul style="list-style-type: none"> • Parking areas to building entrances; • Main building entrances to public sidewalks (where applicable); • Main building entrances to transit stopes (where applicable); • Between buildings on adjacent lots. 						X

h. Provide separation between vehicular routes (especially truck access/loading) and pedestrian routes on-site to avoid conflict and distinguish pedestrian routes from driving surfaces by using varied paving treatments and/or raising walkways to curb level.				X		
i. Base new development on an internal circulation pattern that allows logical movement throughout the site and that will accommodate, and not preclude, intensification over time.						
6.1.3 Site Servicing, Access, and Parking	N/A	1	2	3	4	5
a. Design site accesses to provide the potential for future shared access with neighbours and to minimize curb cuts.	X					
b. Where practical, link access drives and parking lots of adjacent properties in order to allow for circulation of vehicles between sites.	X					
c. The preferred location for main parking areas is at the rear and/or side of the building. Avoid locating large parking areas between the building and the street.						X
d. Where parking areas are visible from the street, screen them using strategies such as tree planting, berming, low walls, decorative fencing and/or hedging.	X					
e. Break parking areas into smaller blocks defined by landscaping in order to minimize the amount of paved areas.	X					
f. Locate loading, utilities, mechanical equipment and garbage collection areas away from public view by: <ul style="list-style-type: none"> Integrating these facilities into the footprint of the building; or Screening using fencing, walls, and/or landscaping 			X			
g. Provide areas for temporary snow storage that do not conflict with site circulation, landscaping, and access to utility boxes. For example, by providing access via a lane away from public view.	X					
6.1.4 Building Articulation, Features, and Materials	N/A	1	2	3	4	5
a. Avoid facing unarticulated facades to the street and use projections, recesses, arcades, awnings, color, and texture to improve the pedestrian experience						X
b. Design primary entrances to face the street, exhibit design emphasis, and provide weather protection by means of canopy or recessed entry.						X
c. Design buildings such that their form and architectural character reflect the building's internal function and use (e.g. an industrial building, a large format retail mall).						X
d. Design signage as an integral element of the building's façade and to be compatible in scale and design with the design, color and material of the building.						X
e. Allow for brand identification where there are multiple buildings and uses on a site, but avoid individual corporate image, color, and signage back-lit signs from dominating the site.						X
f. Locate, size and design ground-mounted signs to be oriented to pedestrians as opposed to vehicles.			X			

g. Provide shielded, down lighting to provide security and ambient lighting while minimizing light pollution and spill over lighting into adjacent properties.	X					
h. Provide weather protection at building entrances close to transit stops, and in areas with pedestrian amenities.						X
i. Incorporate substantial, natural building materials such as masonry, stone, and wood into building facades.						X
j. Use an integrated, consistent range of materials and colors and provide variety by, for example, using accent colors.						X
6.2 Boutique Retail						
6.2.1 Relationship to the Street	N/A	1	2	3	4	5
a. Buildings on a corner parcel should orient frontages towards both streets is possible and included distinct architectural features, such as: <ul style="list-style-type: none"> • Special or decorative canopies; or • Bay windows, balconies, turrets, or articulated roof line features; or • A corner entrance. 						X
b. Avoid blank walls adjacent to the highway, streets, lanes, walkways, parks, or other amenity spaces.			X			
6.2.2 Site Planning and Landscaping	N/A	1	2	3	4	5
a. Provide site furnishings, such as seating, bike racks, and shelters at building entrances and amenity areas.						X
6.2.2 Site Planning and Landscaping	N/A	1	2	3	4	5
a. Provide sheltered bicycle parking in visible and well-lit locations near building entrance and pedestrian walkways.						X
6.2.4 Building Articulation, Features, and Materials	N/A	1	2	3	4	5
a. Design the façade of buildings with multiple storefronts so that each is defined through individual signage, entrances, canopies and/or materiality.						X
b. Create transparent retail frontages with visual access to the interior of retail stores, and avoid the use of: <ul style="list-style-type: none"> • Materials such as black out advertising panels; • Dark and/or reflective glass 						X