

KELOWNA TRAIN STATION

**PUBLIC HEARING**

NOVEMBER 2023



O k a n a g a n  
COMMERCIAL REALTY



# KELOWNA TRAIN STATION

## SITE LOCATION



Google Earth  
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## SITE PHOTOS



# KELOWNA TRAIN STATION

## PROJECT STATS

	Existing HRA	New HRA																																														
Reference	Bylaw 10383 HRA10-0001	HRA22-0001																																														
Permitted Uses	Principal and secondary uses permitted by Zoning Bylaw 8000, C4Lp/Lrs - Urban Centre Commercial	Principal and secondary uses permitted by Zoning Bylaw 12375, UC1 - Downtown Urban Centre																																														
Required Parking	Varied from 53 to 47 stalls	Minimum 28 stalls																																														
Actual Parking	47 stalls	48 stalls																																														
Bicycle stalls	34 stalls	34 stalls																																														
Gross Floor Areas (sqm)	<table border="0"> <thead> <tr> <th>Station</th> <th>Bld A</th> <th>Bld B</th> <th>Bld C</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Main Floor</td> <td>356</td> <td>313</td> <td>446</td> <td>429</td> <td>1,544</td> </tr> <tr> <td>Above manin floor</td> <td></td> <td></td> <td>504</td> <td>954</td> <td>1,458</td> </tr> <tr> <td>Totals</td> <td>356</td> <td>313</td> <td>950</td> <td>1,383</td> <td>3,002</td> </tr> </tbody> </table>	Station	Bld A	Bld B	Bld C	Total	Main Floor	356	313	446	429	1,544	Above manin floor			504	954	1,458	Totals	356	313	950	1,383	3,002	<table border="0"> <thead> <tr> <th>Station</th> <th>Bld A</th> <th>Bld B</th> <th>Bld C</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td></td> <td>356</td> <td>471</td> <td>410</td> <td>220</td> <td>1,457</td> </tr> <tr> <td></td> <td></td> <td>47</td> <td>1,560</td> <td></td> <td>1,607</td> </tr> <tr> <td>Totals</td> <td>356</td> <td>518</td> <td>1,970</td> <td>220</td> <td>3,064</td> </tr> </tbody> </table>	Station	Bld A	Bld B	Bld C	Total		356	471	410	220	1,457			47	1,560		1,607	Totals	356	518	1,970	220	3,064
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Site Area (Sqm)	5,218	5,218																																														
Maximum FAR Commercial Only (per C4)	1.0	1.0																																														
Actual FAR	0.575	0.587																																														
Maximum Site Coverage (per C4)	75.0%																																															
Maximum Site coverage per UC1		100.0%																																														
Actual Site Coverage	29.6%	27.9%																																														
Maximum Height	Lesser of 15.0M or 4 storeys	Lesser of 22.0 M or 6 storeys																																														
Actual Height	3 storeys	5 storeys																																														
		Additional GFA	62																																													
		Implies additional parking per 100 sqm	0.6																																													
		Additional parking provided	1																																													

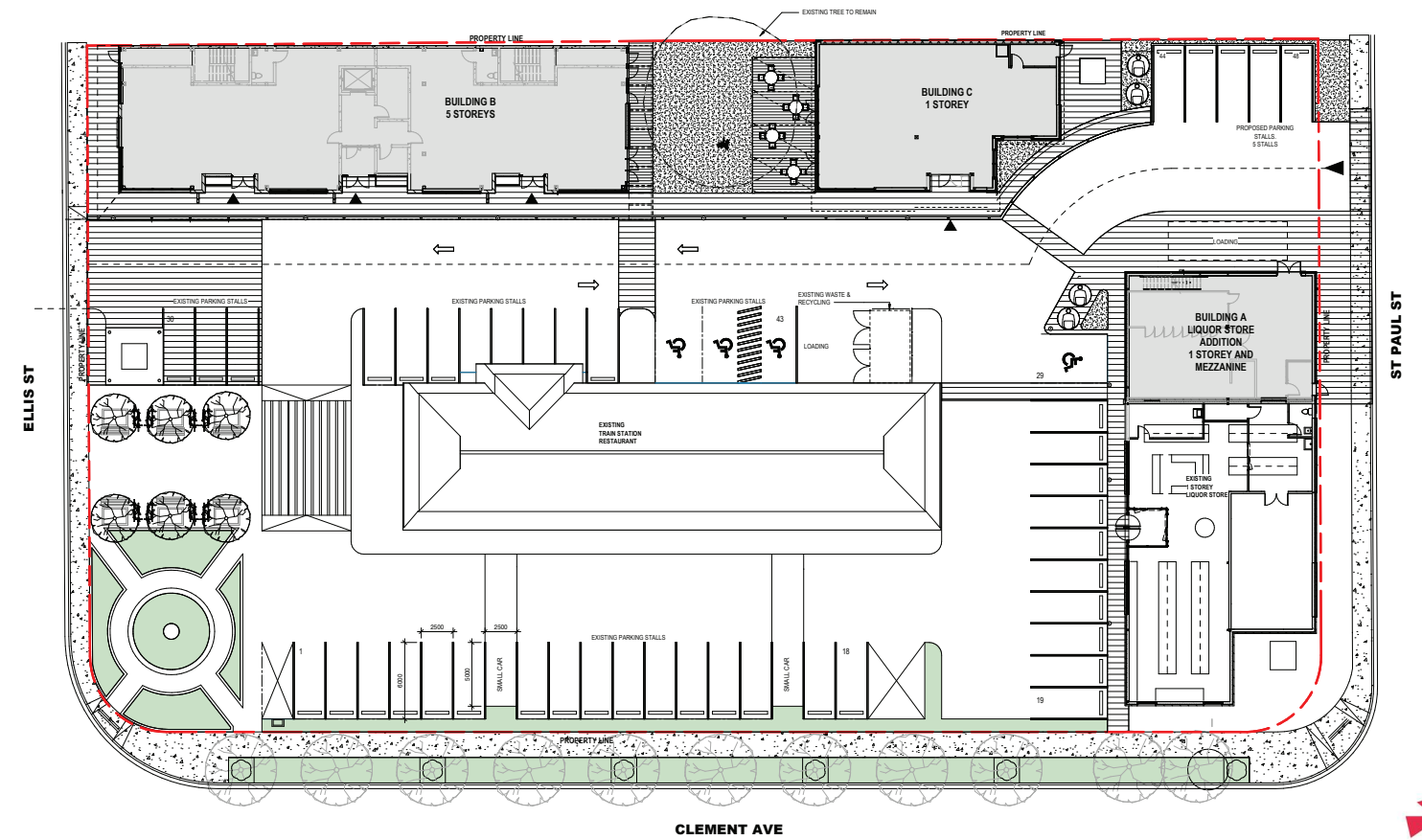
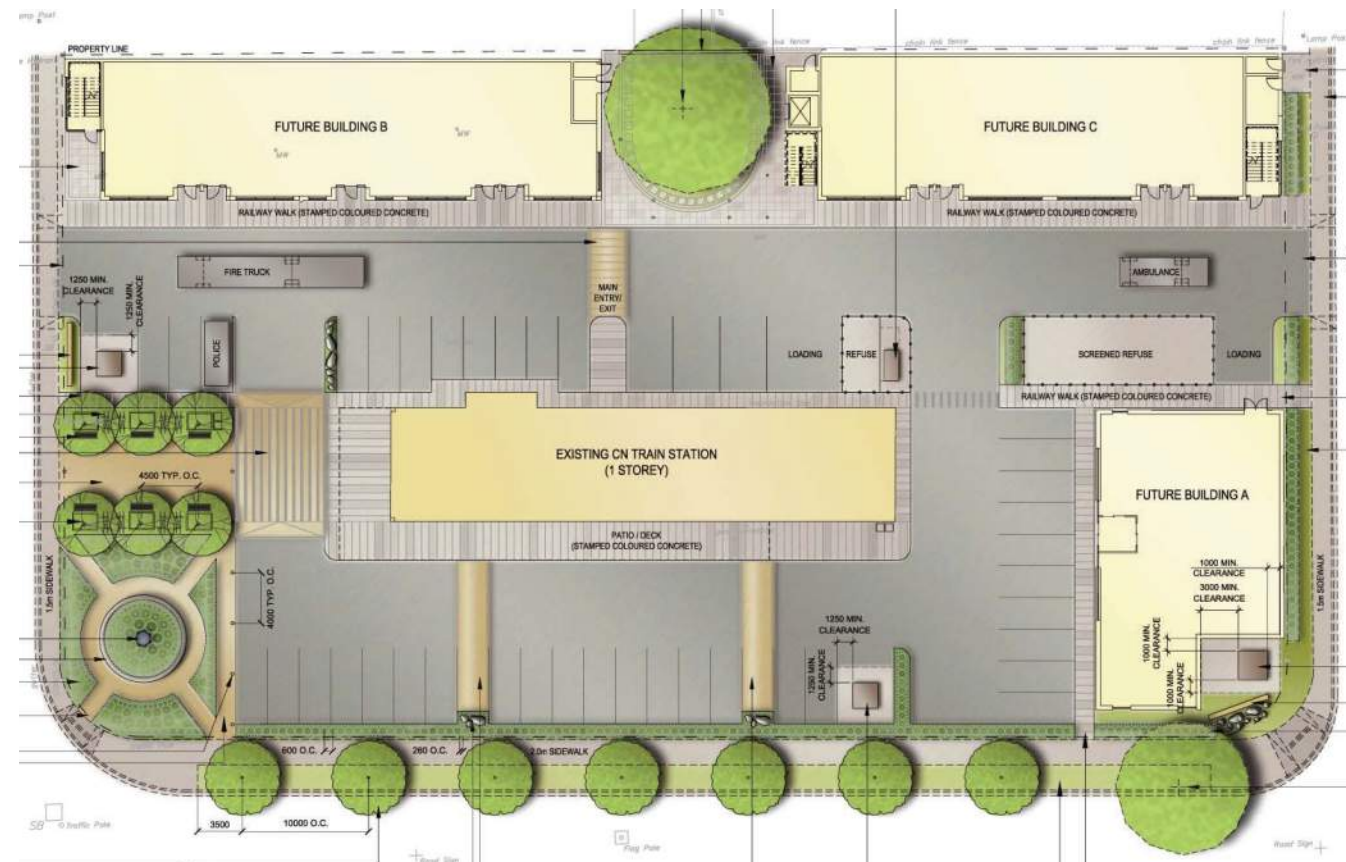
# KELOWNA TRAIN STATION

EXISTING VS NEW

## EXISTING HRA



## NEW HRA



# KELOWNA TRAIN STATION

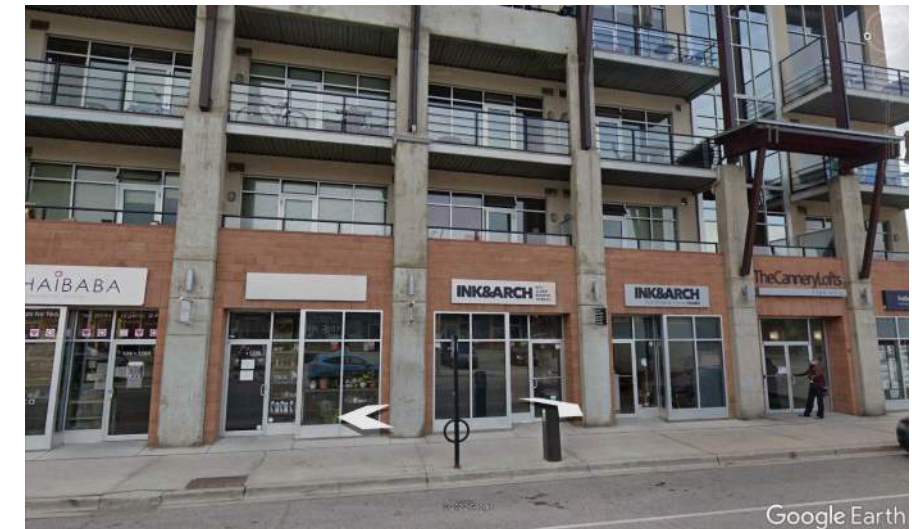
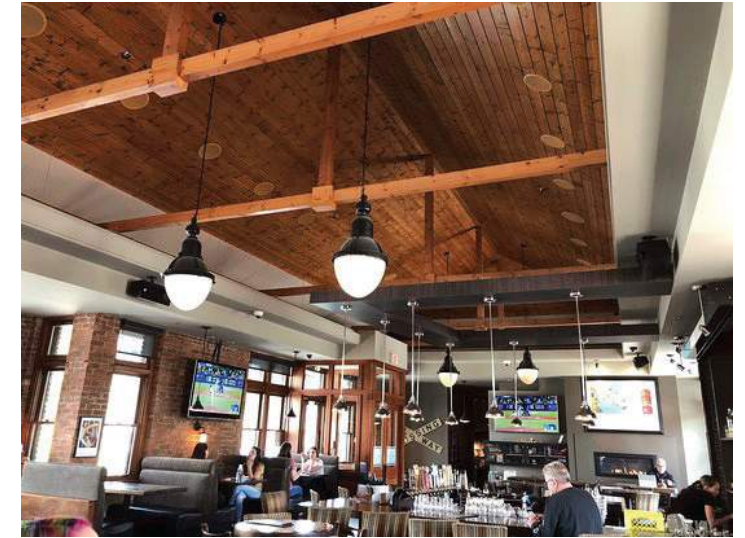
EXISTING HRA VIEWS





# KELOWNA TRAIN STATION

SITE CONTEXT AND INSPIRATION



Google Earth

# KELOWNA TRAIN STATION

SITE CONTEXT AND INSPIRATION



# KELOWNA TRAIN STATION

NEW AERIAL VIEW



“THE INFILL BUILDINGS ALL READ AS A CLEARLY CONTEMPORARY STRUCTURES, WHICH IS BOTH HONEST AND TRADITIONAL”

# KELOWNA TRAIN STATION

NEW NORTH EAST VIEW/FROM ELLIS STREET



“THE THREE BUILDINGS ARE SIMPLY-FINISHED AND LEAVE THE CN STATION AS THE CENTRAL, MOST INTRICATE FEATURE ON SITE.”

# KELOWNA TRAIN STATION

NEW NORTH WEST VIEW



“**BUILDING B** PAYS HOMAGE TO THE TRAIN STATION THROUGH A DESIGN EMPHASIS ON THE GROUND FLOOR WITH REFERENCES TO THE TRAIN STATION DESIGN AND COMPOSITION INCLUDING A SIMILAR GROUND FLOOR HEIGHT, VERTICAL BRICK COLUMNS, AND SOUTHWEST CANOPY CABLES THAT EMULATE THE ANGLE OF THE STATION HIP ROOF”

# KELOWNA TRAIN STATION

NEW NORTH/NORTH WEST VIEW



“**BUILDINGS A & C** ARE COMPATIBLE WITH THE CN STATION IN HEIGHT, SCALE AND THE USE OF STUCCO AND BRICK CLADDING.”

“THE DEVELOPMENT PROPOSED HERE BY KASIAN ARCHITECTURE IS A GOOD MODEL OF **CONSERVATION** AND **EVOLUTION** FOR A HISTORIC SITE. HERITAGE CONSERVATION IS A TOOL FOR MANAGING CHANGE IN HISTORIC PLACES. HISTORIC PROPERTIES SHOULD BE ABLE TO THOUGHTFULLY CHANGE AND EVOLVE, ESPECIALLY WHEN THESE CHANGES INCLUDE RELEVANT AND SUSTAINABLE USES. IN THIS CASE, THE PROTECTED BUILDING IS NOT BEING ALTERED IN ANY WAY, AND AMPLE SPACE IS BEING LEFT BETWEEN IT AND THE INFILL BUILDINGS. THIS PROPOSED COHESIVE DEVELOPMENT OF THE SITE COMPLETES A REVITALIZATION INTENT INITIATED IN 2010 AND REPRESENTS THOUGHTFUL, SENSITIVE CHANGE AT A HIGH VISIBILITY INTERSECTION IN KELOWNA WITH HIGH HERITAGE VALUE. THE PROPOSAL AS A WHOLE **RESPECTS** AND **REFLECTS** THE HERITAGE VALUES OF THE PROPERTY, FOLLOWS THE NATIONAL STANDARDS FOR ADDITIONS TO HISTORIC PLACES, AND MEETS THE OBJECTIVES ARTICULATED IN KELOWNA’S OCP CHAPTER 11 - HERITAGE.”