CITY OF KELOWNA

BYLAW NO. 12588

Heritage Revitalization Agreement Authorization Bylaw HRA22-0001 – 1175-1177 Ellis Street – Kelowna Train Station Inc., Inc.No. BC0847922

WHEREAS a local government may, by bylaw, enter into a heritage revitalization agreement with the Owner of property which Council deems to be of heritage value pursuant to section 610 of the *Local Government Act*;

AND WHEREAS the Municipal Council of the City of Kelowna is desirous of entering into a Heritage Revitalization Agreement with Kelowna Train Station Inc., Inc.No. BC0847922 for the property located at 1175-1177 Ellis Street;

THEREFORE the Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. The Municipal Council of the City of Kelowna hereby authorizes the City of Kelowna to enter into a Heritage Revitalization Agreement with Kelowna Train Station Inc., Inc.No. BC0847922 for the property located at 1175-1177 Ellis Street, Kelowna, B.C., and legally described as:

   Lot A, District Lot 139, ODYD, Plan KAP68238

   In the form of such Agreement attached to and forming part of this bylaw as Schedule "A".

2. The Mayor and City Clerk are hereby authorized to execute the attached agreement, as well as any conveyances, deeds, receipts, and other documents in connection with the attached agreement, and to affix the corporate seal of the City of Kelowna to same.

AND THAT Bylaw No. 10383 being Heritage Revitalization Agreement Authorization Bylaw HRA10-0001 – 1177 Ellis Street – Kelowna Train Station Inc. and all amendments thereto, are hereby repealed.

Read a first time by the Municipal Council this 16th day of October, 2023.

Considered at a Public Hearing this 28th day of November, 2023.

Read a second and third time by the Municipal Council this 28th day of November, 2023.

Amended at third reading and adopted by the Municipal Council of the City of Kelowna this

_____

Mayor

_____

City Clerk

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SCHEDULE "A"
HERITAGE REVITALIZATION AGREEMENT

THIS AGREEMENT dated as of the_____ day of _____, 2023

BETWEEN:

City of Kelowna, a Municipal Corporation having offices at 1435 Water Street, Kelowna, British Columbia V1Y 1J4

(herein called the "CITY")

OF THE FIRST PART

AND: Kelowna Train Station Inc., Inc. No. BC0847922 of
5711 1st Street SE
Calgary, Alberta
T2H 1H9

(herein called the "OWNER")

OF THE SECOND PART

WHEREAS a local government may, by bylaw, enter into a Heritage Revitalization Agreement ("Agreement") with the Owner of property identified as having heritage value, pursuant to Section 610 of the *Local Government Act*;

AND WHEREAS the Owner owns certain real property on which is situated a building of heritage value, known as the "Train Station Pub" a.k.a Heritage Building, pursuant to the City's Heritage Register, which property and building are located at 1175-1177 Ellis Street, Kelowna, BC and legally described as:

Parcel Identifier: 024-929-409
Lot A, District Lot 139, Osoyoos Division Yale District, Plan KAP68238

(herein called the "Subject Property ")

AND WHEREAS the Owner has presented to the City a proposal for the use, development and preservation of the Subject Property and has voluntarily and without any requirement by the City, entered into this Agreement pursuant to Section 610 of the *Local Government Act*;

AND WHEREAS a local government must hold a Public Hearing on the matter before entering into, or amending, a Heritage Revitalization Agreement if the Agreement or amendment would permit a change to the use or density of use that is not otherwise authorized by the applicable zoning of the Subject Property and for these purposes Section 464 through 470 of the *Local Government Act* apply;

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AND WHEREAS within thirty days after entering into, or amending, a Heritage Revitalization Agreement the local government must file a notice in the Land Title Office in accordance with Section 594 of the *Local Government Act* and give notice to the Minister responsible for the *Heritage Conservation Act* in accordance with Section 595 of the *Local Government Act*;

NOW THEREFORE in consideration of the mutual promises contained in this Agreement and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

1.0 Heritage Revitalization Agreement

1.1 The parties agree that the Subject Property located at 1175-1177 Ellis Street have heritage value, deserving of protection and conservation.

1.2 The Owner specifically agrees to maintain, preserve, and protect the heritage character of buildings located on the Subject Property in accordance with Schedule B (Architectural Drawing Set) and Schedule C (Landscape Drawing Set).

1.3 All buildings (existing and proposed) as well as the existing Heritage Garden and Plaza located on the Subject Property, which are referenced within this Agreement, are illustrated in Schedule B - Site Plan, drawing A-101.

1.4 The parties agree that the Subject Property may, notwithstanding Zoning Bylaw No. 12375 including the provisions identified in the UC1 – Downtown Urban Centre zoning, be developed under the following regulations:

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Table 1: HRA22-0001 regulations as per Zoning Bylaw No. 12375

HRA22-0001 Regulations		
CRITERIA		**PARAMETER**
Permitted Uses		
Building A		
Principal Uses		Offices
		Retail
Building B		
Principal Uses		Offices
		Retail
Building C		
Principal Uses		Offices
		Retail
Train Station Pub – Existing Heritage Building		
Principal Uses		Liquor Primary
		Retail
Development Regulations (UC1)		
Permitted		Proposed
Max Height = 6 storeys (22.0m)		Building A = 2 storeys (6.84 m) Building B = 5 storeys (21.0 m) Building C = 1 storey (6.6 m)
Max FAR = 1.0		0.58
Max Site Coverage of all Buildings = 100%		28.8%
Parking Regulations (UC1)		
Permitted		Proposed
Minimum: 0.9 spaces / 100m2 GFA		48 stalls
Maximum: 3.0 spaces / 100m2 GFA		
	Min	Max
Building A	4.7	15.5
Building B	17.7	59.1
Building C	2.0	6.6
Existing Heritage Pub	3.2	10.7
Total	*27.6*	*91.9*

1.5 All other permitted land uses under UC1 – Downtown Urban Centre zone as per Zoning Bylaw No. 12375 may be considered on the Subject Property, pending a change of land use review and analysis which prove out the development regulations associated with the additional land use(s). Any change to land use is pursuant to an amendment to this Agreement.

1.6 The parties agree that, except as varied or supplemented by the provisions of this Agreement, all bylaws and regulations of the City and all laws of any authority having jurisdiction shall apply to the property and commercial business.

1.7 Bylaw No. 12420 Development Cost Charges will not apply to the existing Heritage Building but will apply to new buildings, specifically Building B, Building C, and to the new addition (expansion) to Building A only, permitted through this Agreement.

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2.0 Conservation and Maintenance of Existing Heritage Building (Train Station Pub)

2.1 The existing Heritage Building located on the Subject Property is illustrated on Schedule B - Site Plan, drawing A-101.

2.2 The Heritage Building was designated as a heritage site under a Heritage Designation (HD) bylaw (BL10268) in 2009.

2.3 As per HD bylaw BL10268, the Owner agrees not to alter the exterior through renovation, addition, and/or tenant improvement of the Heritage Building except pursuant to a Heritage Alteration Permit issued by the City.

2.4 The Owner shall maintain the Heritage Building to ensure the integrity and preservation of existing heritage elements as per the original intent (Schedule D) through regular maintenance and repair to prevent deterioration of the Heritage Building.

2.5 The Owner agrees to maintain and/or repair the exterior of the Heritage Building in accordance with the condition assessment report titled "Heritage Element and Structural Visual Assessment" prepared by RJC Engineering, dated December 23, 2022, attached hereto as Attachment A. The interior layout of the heritage buildings will be determined by the Owner, subject to BC Building Code requirements.

2.6 A historical plaque summarizing the heritage value of the Heritage Building and the works completed on the Subject Property shall be installed and maintained at the expense of the applicant, subject to approval by the City of Kelowna.

3.0 Conservation and Maintenance of Existing Heritage Garden and Plaza

3.1 The existing Heritage Garden and Plaza located on the Subject Property is illustrated on Schedule B – Site Plan, drawing A-101.

3.2 The Owner shall maintain the Heritage Garden and Plaza to ensure the integrity and preservation of existing heritage elements as per the original intent (Schedule E) through regular maintenance and repair to prevent deterioration of the Heritage Garden and Plaza.

3.3 The Owner agrees to maintain, replace and/or repair items in accordance with the Heritage Garden and Plaza assessment report titled "Railway Garden and Plaza Heritage Assessment" prepared by VDZ + A, dated February 2023, attached hereto as Attachment B.

4.0 Preservation and Protection of the Ginkgo Tree

4.1 An existing mature Ginkgo tree located on the Subject Property is illustrated on Schedule B – Site Plan, drawing A-101.

4.2 The Owner agrees to preserve and protect the mature Ginkgo tree prior to, during, and post development in accordance with the "Tree Preservation Plan" prepared by Bartlett Tree Experts, dated February 24, 2023, attached hereto as Attachment C.

4.3 The Owner agrees to register a Section 219 Tree Protection Covenant to protect the mature Gingko tree as per the term and conditions of the Covenant.

5.0 Proposed New Development:

5.1 The Owner agrees that the construction of new buildings on the property to allow commercial development as a permitted use, provided that:

i. The use is in conformance with the Heritage Revitalization Agreement Bylaw No. 12588, as outlined in Table 1;

ii. The dimensions and the siting of the new buildings to be constructed on the Subject Property be in general accordance with Schedule B;

iii. The exterior design and finish of the new buildings to be constructed on the Subject Property be in general accordance with Schedule B.

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5.2 The Owner agrees not to alter the exterior through a renovation, addition and/or tenant improvement of the new buildings except pursuant to a Heritage Alteration Permit issued by the City, and in accordance with this Agreement.

5.3 No additional buildings will be permitted between the South façade of the Heritage Building and Clement Avenue, nor between the West façade and Ellis Street.

5.4 The Owner agrees that the site planning and landscaping on the Subject Property, provided that:

i. Surface parking stalls and a designated area for bike racks shall be provided as per Schedule B;

ii. The Owner agrees to install and maintain landscaping on the Subject Property in general accordance with the attached landscape plans, Schedule C;

iii. The Owner agrees to post a Landscape Performance Security bond with the City in the form of a "Letter of Credit" or cash in the amount of 125% of the estimated value of the landscaping, as determined by a professional landscaper, as outlined in Schedule C.

5.5 The Owner agrees to prove and pay for all servicing required by the proposed development of the subject property and to provide required bonding for same, including, but not limited to: domestic water and fire protection, sanitary sewer, storm drainage, road improvements, power and telecommunication services and street lights, as per Development Engineering Memorandum, dated June 15, 2023, Attachment D).

6.0 **Commencement and Completion**

6.1 The Owner agrees to commence the proposed development upon adoption of City of Kelowna Heritage Revitalization Agreement Authorization Bylaw No. 12588 and to commence all such works within two (2) years of the adoption of the Heritage Revitalization Agreement.

6.2 In the event the Owner has not commenced works within the two (2) years of the adoption of the Heritage Revitalization Agreement, then a Heritage Alteration Permit will be required to assess the form and character of any unconstructed building(s).

7.0 **Damage or Destruction**

7.1 In the event that no more than 75% of the Heritage Building is damaged, the parties agree as follows:

a) The Owner may repair the Heritage Building in which event the Owner shall forthwith commence the repair work and complete same within one year of the date of damage;

OR, in the event that the Heritage Building is destroyed,

b) The City may, by bylaw, and after conducting a Public Hearing in the manner prescribed by Sections 464 through 470 of the *Local Government Act,* cancel this Agreement, whereupon all use and occupation of the Subject Property shall thenceforth be in accordance with the zoning bylaws of the City and in accordance with all other bylaws or regulations of the City or any other laws of authority having jurisdiction.

8.0 Breach

8.1 In the event that the Owner is in breach of any term of this Agreement, the City may give the Owner notice in writing of the breach and the Owner shall remedy the breach within 30 days of receipt of the notice. In the event that the Owner fails to remedy the breach within the time allotted by the notice, the City may, by bylaw and after conducting a Public Hearing in the manner prescribed by Sections 464 through 470 of the Local Government Act, cancel this

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Agreement whereupon all use and occupation of the Subject Property shall thenceforth be in accordance with the zoning bylaws of the City and in accordance with all other bylaws or regulations of the City or any other laws of authority having jurisdiction.

9.0 Amendment to the Heritage Revitalization Agreement

9.1 The parties acknowledge and agree that this Agreement may only be amended by one of the following means:

a) By bylaw with the consent of the parties provided that a Public Hearing shall be held if an amendment would permit a change to use or density of use on site or;

b) By Heritage Alteration Permit (HAP), issued pursuant to Section 617 of the *Local Government Act.*

10.0 Representations

10.1 It is mutually understood and agreed upon between the parties that the City has made no representations, covenants, warranties, promises or agreements expressed or implied, other than those expressly contained in this Agreement.

11.0 Statutory Functions

11.1 Except as expressly varied or supplemented herein, this Agreement shall not prejudice or affect the rights and powers of the City in the exercise of its statutory functions and responsibilities including, but not limited to, the Local Government Act and its rights and powers under any enactments, bylaws, order or regulations, all of which, except as expressly varied or supplemented herein, are applicable to the Subject Property.

12.0 Inurement

12.1 This Agreement inures to the benefit of and is binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

13.0 Other Documents

13.1 The Owner agrees at the request of the City, to execute and deliver or cause to be executed and delivered all such further agreements, documents and instruments and to do and perform or cause to be done and performed all such acts and things as may be required in the opinion of the City to give full effect to the intent of this Agreement.

14.0 Notices

14.1 Any notice required to be given pursuant to this Agreement shall be in writing and shall either be delivered mailed by registered mail as follows:

(a) To the City:
City of Kelowna
1435 Water Street
Kelowna, B.C. V1Y 1J4

ATTENTION: City Clerk

(b) To the Owner:
Kelowna Train Station Inc., Inc. No. BC0847922
5711 1st Street SE
Calgary, Alberta
T2H 1H9

Or, to such other address to which a party hereto may from time to time advise in writing.

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15.0 No Partnership or Agency

15.1 The parties agree that nothing contained herein creates a relationship between the parties of partnership, joint venture or agency.

IN WITNESS WHEREOF this Agreement has been executed by the parties hereto on the day and year first above written.

Attachments:

Schedule A: Draft Heritage Revitalization Agreement
Schedule B: Rationale Letter and Architectural Drawing Set
Schedule C: Landscape Drawing Set and Cost Estimate Letter
Schedule D: Heritage Building (Train Station Pub) Original Intent HRA10-0001
Schedule E: Heritage Garden Original Intent HRA10-0001
Attachment A: Heritage Building (Train Station Pub) Assessment Report
Attachment B: Heritage Garden Assessment Report
Attachment C: Tree Preservation Plan
Attachment D: Development Engineering Memorandum
Attachment E: Heritage Consultant Review

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SCHEDULE "A" HRA22-0001

CITY OF KELOWNA
By its authorized signatories

_____
Mayor

_____
City Clerk

Applicant Name: Kelowna Train Station Inc.

Date: 10/10/2023

In the presence of:

DocuSigned by:
Jane Ryan
5319CC0F68C44BC...
Jane Ryan (Authorized signatory)

_____
Witness (print name)

_____
Witness (Signature)

_____
Address

_____
Occupation

SCHEDULE B
This forms part of application
HRA22-0001
Planner Initials BC
City of Kelowna
DEVELOPMENT PLANNING

KASIAN ARCHITECTURE INTERIOR DESIGN AND PLANNING LTD
1011 Ninth Avenue SE,
Suite 450
Calgary, Alberta
Canada
T2G 0H7
t 403 265 2440
f 403 233 0013
www.kasian.com

DON W. KASIAN
Architect AAA, Architect AIBC, MAA, NLAA, NSAA, NWTAA, OAA, SAA, FRAIC, Hon. FAIA

DEAN BENVENUTO
Architect AAA, LEED AP BD + C

AZIZ BOOTWALA
Architect AAA, Architect AIBC, MAA, NWTAA, OAA, SAA, FRAIC, LEED AP

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Architect AAA, Architect AIBC, OAA, SAA, FRAIC, Hon. FAIA

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Architect AAA, Architect AIBC, RIBA Part II

SANJA DJULEPA
LEED AP BD+C, TSA, MRAIC

CRYSTAL GRAHAM
Licensed Interior Designer AAA, ARIDO, RID, IDC, IIDA, LEED AP

KIM GREEN
DID

ABHISHEK GUPTA
MBEM, LEED AP

DANIEL HAWRELUK
Architect AIBC, RAIC

DOUG JOHNSON
Architect AIBC, Sloan Fellow

JUDITH MACDOUGALL
Architect AAA, LEED AP BD + C

DEAN MATSUMOTO
AOCA

SALLY MILLS
AID, RID

ALAN NAKASKA
Architect AAA, Architect AIBC

DOUGLAS NIWA
BID

SCOTT NORWOOD
MAATO

GOLNAZ RAKHSHAN
Architect AIBC, Architect NSAA, LEED AP, MRAIC

JAMES RICE
OAA, NSAA, MRAIC

KATHERINE ROBINSON
Architect AAA, Architect AIBC, NSAA, MRAIC

WARREN SCHMIDT
Architect AAA, Architect AIBC, MRAIC

IAN SINCLAIR
MHA, CHE

Vancouver
Victoria
Calgary
Edmonton
Toronto

Design Rationale Statement – August 8, 2022

Project Overview

The purpose of the application is for a Heritage Revitalization Agreement (HRA) as well as a Development Permit for a site at 520 Clement Avenue whose design has been revised since the original Heritage Revitalization Agreement was made in 2010. The original HRA proposed three commercial buildings located at the perimeter of the property and surrounding the restored CN Station building that received municipal heritage designation in 2009 and serves as a popular pub & restaurant. Since 2010 only one of the proposed buildings was constructed – a single story liquor store at the east side of the site. The current proposal includes an expansion of the liquor store building (Building A) as well as a single-story commercial building (Building C) and a 5 story mixed use building (Building B) to be located on the north side of the site, on either side of the ginkgo tree that is to be protected under the HRA.

Site

The site is located at 520 Clement Avenue just north of downtown Kelowna. It is bounded by Ellis Street on the west, Clement Avenue on the south, and St Paul Street on the east. A liquor store, a railway garden at the south-west corner and a landscaped promenade from Ellis Street to the train station were built in earlier phases of the development when the train station building was restored and converted to a pub style restaurant.

Zoning

As a result of the original HRA, the site was rezoned to C4lp/lrs Urban Centre Commercial (Liquor Primary / Retail Liquor Sales) along with a parking relaxation of 10 stalls.

Context

The site is located just north of the downtown district and east of Okanagan Lake, Waterfront Park, and a large residential complex. To the northeast there is a variety of different industrial properties and athletic facilities, including a small baseball diamond and sport club. To the south there is the Prospera Place arena and access to the downtown along with single-family homes to the southeast. The immediate neighbourhood is changing rapidly with the construction of many high-rise residential developments with great density. The proposed site design supports pedestrian connectivity between buildings, the railway garden, and the ginkgo tree courtyard as well as to the surrounding streets. The architectural design of the new buildings has been carefully considered to create a respectful and harmonious relationship with the historic train station building – further details can be found in the Heritage Professional's report.

Form

Building B is a 5-story building with retail uses proposed at the ground floor and office floors located above. The uppermost level is setback from the lower floors which helps to mitigate the mass of the building. This building has an important role in the transition of height from the other single-story buildings on the site to the nearby high-rise developments in the neighbourhood. The height of building B relates very well to the podium height of the One Water Street development to the west. The new buildings proposed are designed with their front doors facing towards the train station building, contributing to placemaking within the site. The west side of the ground floor of building B consists primarily of a commercial unit with a large extent of glazing facing Ellis Street

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and allowing for sidewalk activation. This commercial use also builds upon the presence of retail across the street at One Water Street. Buildings B and C flank the ginkgo tree and have glazing that opens on to the area surrounding it. This space is designed as an outdoor room or courtyard, a place for patio seating that supports the commercial units on the ground floor of these buildings and enhances pedestrian oriented design within the site.

The buildings have been designed to be compatible with, subordinate to and distinguishable from the historic train station building and they take their cues from the historic place and the industrial character of the area. For more detail, please reference the Heritage Professional's report prepared by ANCE Building Services Co. Inc.

Public Realm & Landscaping

The site currently includes the Train Station Pub and a station promenade that is furnished with benches, trees and bicycle parking and which has become a pickup point for scooters and e-bikes. To the south of the pub is a railway garden surrounding a memorial statue. This provision of outdoor amenities has extended to other areas of the site for this new phase of development. An outdoor room or courtyard has been designed around the ginkgo tree. It consists of planting, decking and seating against an art wall backdrop on its northern edge. Decorative bollards and light standards with hanging baskets line the edge of a flush sidewalk in front of buildings B and C and delineate a pedestrian zone that connects to the courtyard. Building B's western edge has been setback from the curb by 4.5m to allow for a generous public sidewalk with planting and potential bistro seating for the ground floor commercial unit. Both building B and C have a high degree of transparency at the ground floor and have the ability to open up onto the sidewalks and create an engaging streetscape. This approach to connectivity between buildings and landscape supports the outdoor lifestyle that is prevalent in the region.

All site landscaping will be specific to the Okanagan climate, and plant species have been selected based on low maintenance and compatibility with the local environment. The provision of site lighting and clear sight lines create a welcoming and safe public realm and help mitigate CPTED issues. Through a reduction in the number of grade changes, planter beds and other impediments as well as requirements that all entrance be fully accessible, a healthy and walkable streetscape is ensured.

Materials

The proposed building materials have been selected for a timeless and modern palette throughout the development while their unique arrangement gives each building its own character. At the building bases, durable materials such as concrete, brick, and metal in warm tones provide texture, variation and contribute to visual interest for the pedestrian areas in the project. Materials have been chosen for their ability to endure over time. A consistent use of materials and colours at the lobbies and building entries help orient residents and visitors.

CPTED

To support effective crime prevention through environmental design (CPTED) for this project, several approaches have been employed. Strategies include the use of natural surveillance, territorial reinforcement, natural access control and target hardening.

The project faces onto three public streets; Ellis Street, Clement Avenue and St Paul Street. The location of commercial and building entries as well as extensive glazing

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at ground level allows for natural surveillance by having 'eyes' on the street throughout the course of the day. After business hours, street lighting and clear sightlines help to provide safe access to the lobbies and ground floor units. This approach may also help deter vandalism or related activities.

The high level of design and strong focus on a pedestrian oriented environment provides territorial reinforcement and natural access control. Pride of ownership is provided by utilizing durable exterior materials and surfaces. Landscaping provides green areas that require minimal upkeep but provide a natural and welcoming feel. Public areas are clearly identified through distinct retail frontages and signage.

Target hardening measures will be required for the remaining low use areas such as exit stairs, loading areas and service entrances. Security hardware, camera surveillance, and alarm devices will be utilized where necessary.

Accessibility
This project has been designed to support inclusivity for public and tenants alike. Understanding that accessible design should support not only those with impaired mobility but should also support users with other impairments including limited hearing, sight, or other physical abilities. In addition, this project also looks to address common everyday accessibility issues experienced by users carrying large objects, traveling with children, strollers, moving and delivery of goods.

The following is a list of key elements that will support access for all in this project:

- Elevators provide access to the upper floors of building B.
- Barrier free parking stalls have been provided near main entrances to minimize travel distance for the those with limited mobility.
- Materials and their placement in the design help to create a distinction between the different program elements of the project.
- Waste and recycling containers have been provided near building entrances to minimize travel for visitors.

KELOWNA TRAIN STATION SITE - PHASE 2

1177 ELLIS STREET, KELOWNA, BC, CANADA

SCHEDULE B
This forms part of application
HRA22-0001
Planner Initials BC
City of Kelowna
DEVELOPMENT PLANNING

KASIAN ARCHITECTURE INTERIOR DESIGN AND PLANNING LTD.
KELOWNA TRAIN STATION SITE

PROJECT NUMBER: 230109
ISSUED FOR: ISSUED FOR DP
DATE: 2022.10.20

ARCHITECTURAL	LANDSCAPE	CIVIL	STRUCTURAL	MECHANICAL	ELECTRICAL
kasian	SCATLIFF + MILLER + MURRAY visionary urban design + landscapes	ctq	rjc Creative Thinking Practical Results	REINBOLD engineering group	smp engineering
KASIAN ARCHITECTURE INTERIOR DESIGN & PLANNING LTD. 1011 9 AVE SE, CALGARY, AB, T2G 0H7 403.265.2440	SCATLIFF MILLER MURRAY 815 1 ST SW, CALGARY, AB, T2P 1N3 403.262.9744	CTQ CONSULTANTS LTD. 1334 ST PAUL STREET, KELOWNA, BC V1Y 2E1 250.979. 1221	READ JONES CHRISTOFFERSEN LTD. 1626 RICHTER STREET, SUITE 214 KELOWNA, BC, V1Y 2M3 778.738.1700	REINBOLD ENGINEERING GROUP 301, 1664 RICHTER STREET KELOWNA, BC, V1Y 8N3 250.763. 1049	SMP ENGINEERING 400-601 WEST BROADWAY VANCOUVER, BC V5Z 4C2 778.383.1211

PROPERTY MAP

DRAWING LIST - ARCHITECTURAL	
A000	COVER
A001	PROJECT INFO & DRAWING LIST
A002	ABBREVIATIONS, GENERAL NOTES AND CONSTRUCTION ASSEMBLIES
A100	SITE PLAN
A101	SITE CIRCULATION
A102	SITE DETAILS
A103	BUILDING A - DEMOLITION AND MAIN FLOOR PLAN
A104	BUILDING A - MAIN FLOOR AND MEZZANINE PLAN
A105	BUILDING A - ROOF PLAN
A106	MAIN FLOOR AND ROOF PLAN - BUILDING C
A200	EXTERIOR ELEVATIONS - BUILDING A
A201	EXTERIOR ELEVATIONS - BUILDING C
A300	BUILDING & WALL SECTIONS - BUILDING A
A301	BUILDING & WALL SECTIONS - BUILDING C
A302	WALL SECTIONS - BUILDING C
A400	STAIR SECTIONS - BUILDING A
A401	STAIR DETAILS - BUILDING A
A500	SECTION DETAILS - BUILDING A
A501	SECTION DETAILS - BUILDING C
A502	PLAN DETAILS - BUILDING A
A503	PLAN DETAILS - BUILDING C

SCHEDULE B
This forms part of application
HRA22-0001
Planner Initials BC
City of Kelowna
DEVELOPMENT PLANNING

PROJECT INFORMATION

LEGAL ADDRESS:	LOT A, D.L. 139, ODYD, PLAN KAP 68238
MUNICIPAL ADDRESS:	520 CLEMENT AVE.
ZONING:	UC1 – DOWNTOWN URBAN CENTRE
PROPOSED USES:	COMMERCIAL / OFFICE
PROPOSED HEIGHT:	BUILDING A - 2 STOREY / 8.84m BUILDING B - 5 STOREYS / 21.0m BUILDING C - 1 STOREY / 6.5m
OVERALL SITE AREA:	1.29 acres 5220 sqm (56,166 SQ.FT.)
BUILDING AREA:	**EXISTING KELOWNA TRAIN STATION** EXISTING KTS: 356 SQ.M **EXISTING BUILDING A (LIQUOR STORE)** EXISTING BUIDLING: 321 SQ.M NEW ADDITION: 150 SQ.M MEZZANINE: 47 SQ.M 518 SQ.M **BUILDING B** LEVEL 1 GROSS AREA: 410 SQ.M LEVEL 2 GROSS AREA: 426 SQ.M LEVEL 3 GROSS AREA: 431 SQ.M LEVEL 4 GROSS AREA: 431 SQ.M LEVEL 5 GROSS AREA: 272 SQ.M 1970 SQ.M **BUILDING C** LEVEL 1 GROSS AREA: 220 SQ.M **TOTAL G.F.A = 3064 SQ.M. (32,980 SQ FT)**
F.A.R.	MAX = 1.0 PROPOSED = 0.58
SITE COVERAGE	MAX = 100% PROPOSED = 28.8%
VEHICLE PARKING	0.9 PER 100m² & 3.0 PER 100m² REQUIRED = MIN 28, MAX 92 PROVIDED = 48
BICYCLE PARKING	LONG TERM = 1 STALL PER 500m² OF GFA REQUIRED = 6.12 STALLS (ALL BUILDINGS) PROVIDED = 30 SHORT TERM = 2 STALLS PER ENTRANCE REQUIRED = 18 (ALL BUILDINGS) PROVIDED = 24 +/-
LOADING	REQUIRED= TRAIN STATION: 1 PER 2800 sm GFA 0.13 BUILDING A: 1 PER 2800 sm GFA 0.19 BUILDING B: 1 PER 1900 sm GFA 1.04 BUILDING C: 1 PER 1900 sm GFA 0.12 (ALL BUILDINGS)1.48 PROVIDED = 1 NEW LOADING SPACE + 1 EXISTING LOADING SPACE

BUILDING CODE SUMMARY - BUILDING A & C

1. **DESIGN & CONSTRUCTION TO BE INACCORDANCE WITH:**
   BRITISH COLUMBIA BUILDING CODE 2018
2. **MAJOR USE AND OCCUPANCY**
   BUILDING A (EXPANSION) - GROUP E (MERCANTILE)
   BUILDING C - GROUP E (MERCANTILE)
3. **CODE REFERENCE**
   BUILDING A - 3.2.2.69. GROUP E, UP TO 2 STOREYS, SPRINKLERED
   BUILDING C - 3.2.2.69. GROUP E, UP TO 2 STOREYS, SPRINKLERED
4. **CONSTRUCTION CLASSIFICATION**
   BUILDING A - COMBUSTIBLE OR NON-COMBUSTIBLE
   BUILDING C - COMBUSTIBLE OR NON-COMBUSTIBLE
5. **SPRINKLERING**
   BUILDING A (EXPANSION) - SPRINKLERED
   BUILDING C - SPRINKLERED
6. **STOREY OF BUILDING**
   BUILDING A (EXPANSION) - SINGLE STOREY W/ MEZZANINE
   BUILDING C - SINGLE STOREY
7. **FIRE SEPARATION AND FRR OF ASSEMBLIES**
   BUILDING A (EXPANSION) - 45MIN. FLOOR ASSEMBLY. 45MIN. LOADBEARING WALLS. COLUMNS AND ARCHES SUPPORTING A RATED ASSEMBLY.
   BUILDING C - 45MIN. FLOOR ASSEMBLY, 45MIN. LOADBEARING WALLS, COLUMNS AND ARCHES SUPPORTING A RATED ASSEMBLY.
8. **OCCUPANT LOADS**
   BUILDING A (EXPANSION) - 42 PERSONS
   BUILDING C - 48 PERSONS
9. **EXISTING & EGRESS**
   MAX TRAVEL DISTANCE = 45M
10. **BARRIER FREE REQUIREMENTS**
    AS PER BCBC 3.8.4.5

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1	2022-04-28	ISSUED FOR DEVELOPMENT PERMIT	

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PROJECT
KELOWNA TRAIN STATION SITE
KELOWNA, BC

DRAWING TITLE
PROJECT INFO & DRAWING LIST

DRAWING ISSUE
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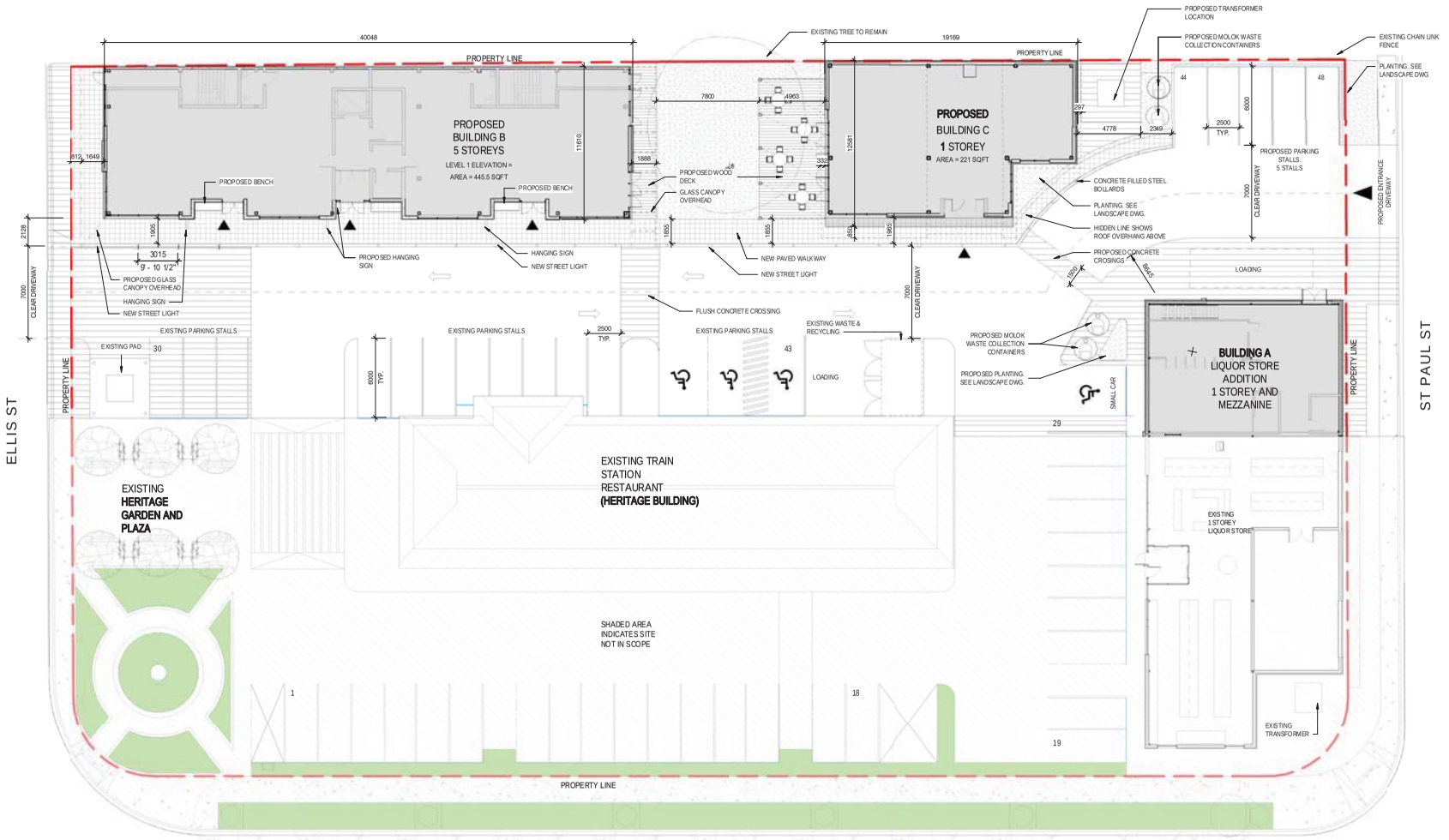
PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE 1 : 50	REVIEWED Checker

DRAWING NO. A001 REVISION 1



1 A-300 SITE PLAN OVER ALL
SCALE: 1 : 150

DENOTES WOOD DECKING (REFER TO LANDSCAPE PLAN)
DENOTES PAVERS (REFER TO LANDSCAPE PLAN)
DENOTES CONCRETE PAVING (REFER TO LANDSCAPE PLAN)
EXTENT OF PROPOSED ASPHALT PAVING (REFER TO LANDSCAPE PLAN)
EXTENT OF NEW BUILDING
DENOTES AREA NOT IN SCOPE
PROPERTY LINE

SITE SYMBOL LEGEND

SCHEDULE B
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PROJECT
KELOWNA TRAIN STATION SITE
KELOWNA, BC

DRAWING TITLE
SITE PLAN

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
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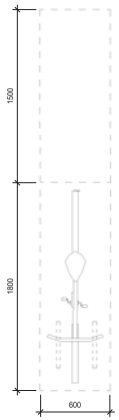
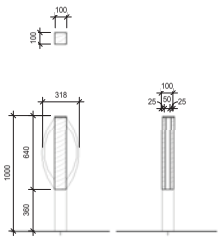
DRAWING NO. A-101
REVISION



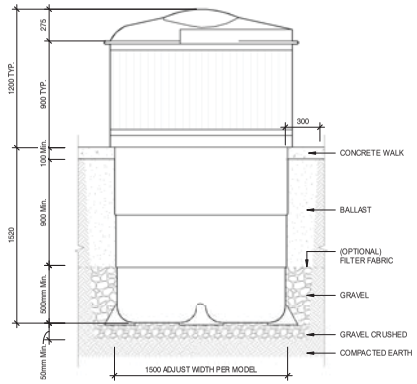
2 TYP. BIKE DIMENSIONS
SCALE: 1 : 20

NOTE:
TO MATCH EXISTING BIKE RACKS

FIXING:
AS PER SUPPLIER INSTRUCTION



1 BIKE RACK DETAIL Copy 1
SCALE: 1 : 20



3 TYP. MOLOK BIN
SCALE: 1 : 20

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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

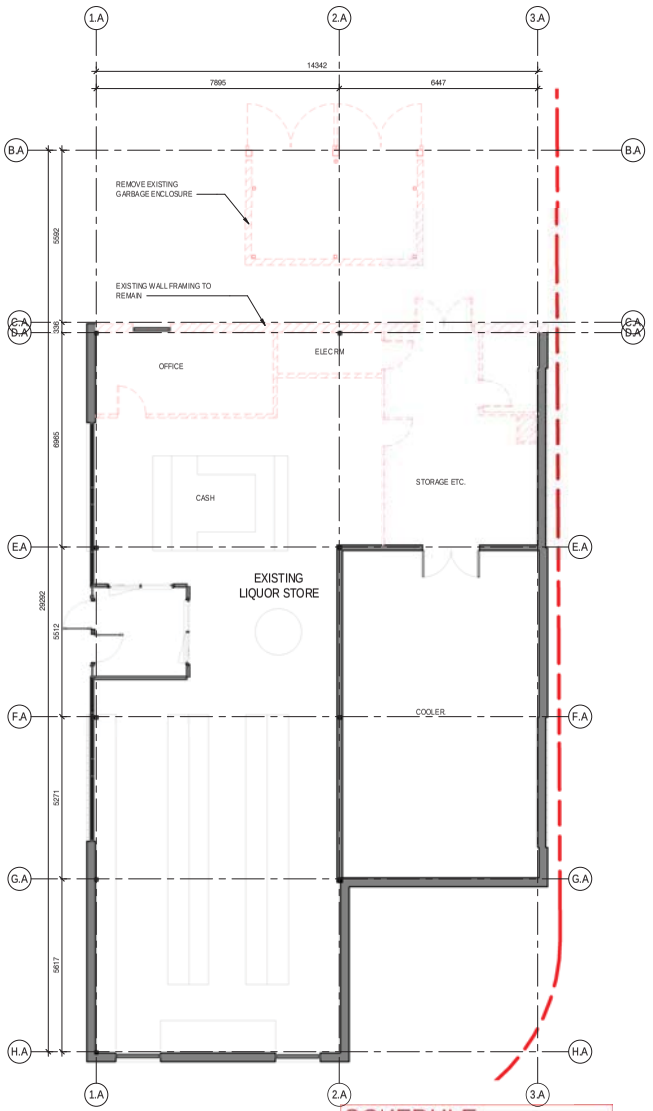
SITE DETAILS

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE 1 : 20	REVIEWED Checker

DRAWING NO. A-103

REVISION



DENOTES WALLS TO BE REMOVED

EXISTING WALLS TO REMAIN

DENOTES AREA NOT IN SCOPE

1 / A-300 LEVEL 1 BUILDING A EXISTING
SCALE: 1 : 75

SCHEDULE B
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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

EXISTING DEMO BUILDING A

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
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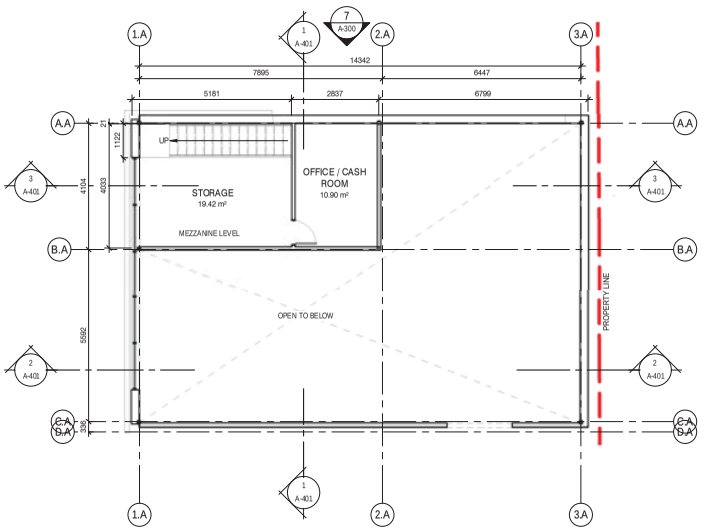
DRAWING NO. A-200

REVISION



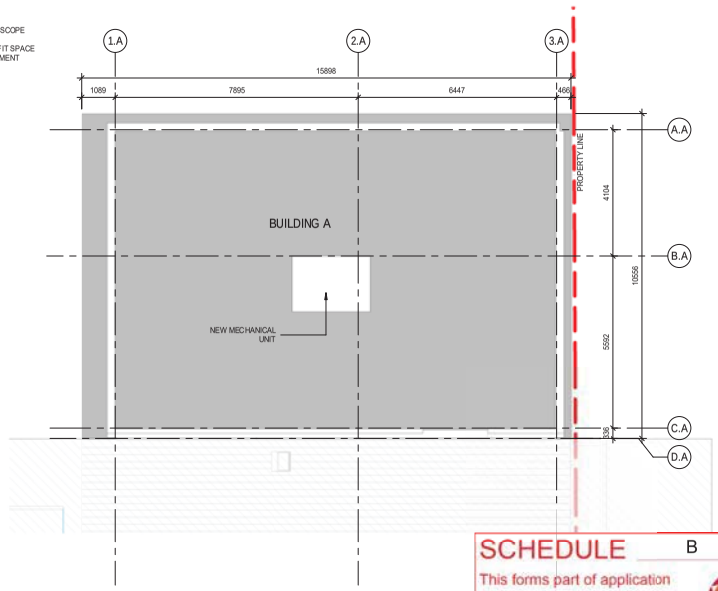
3 A-300 LEVEL 1 BUILDING A MEZZANINE
SCALE: 1 : 75

DENOTES NEW WALLS

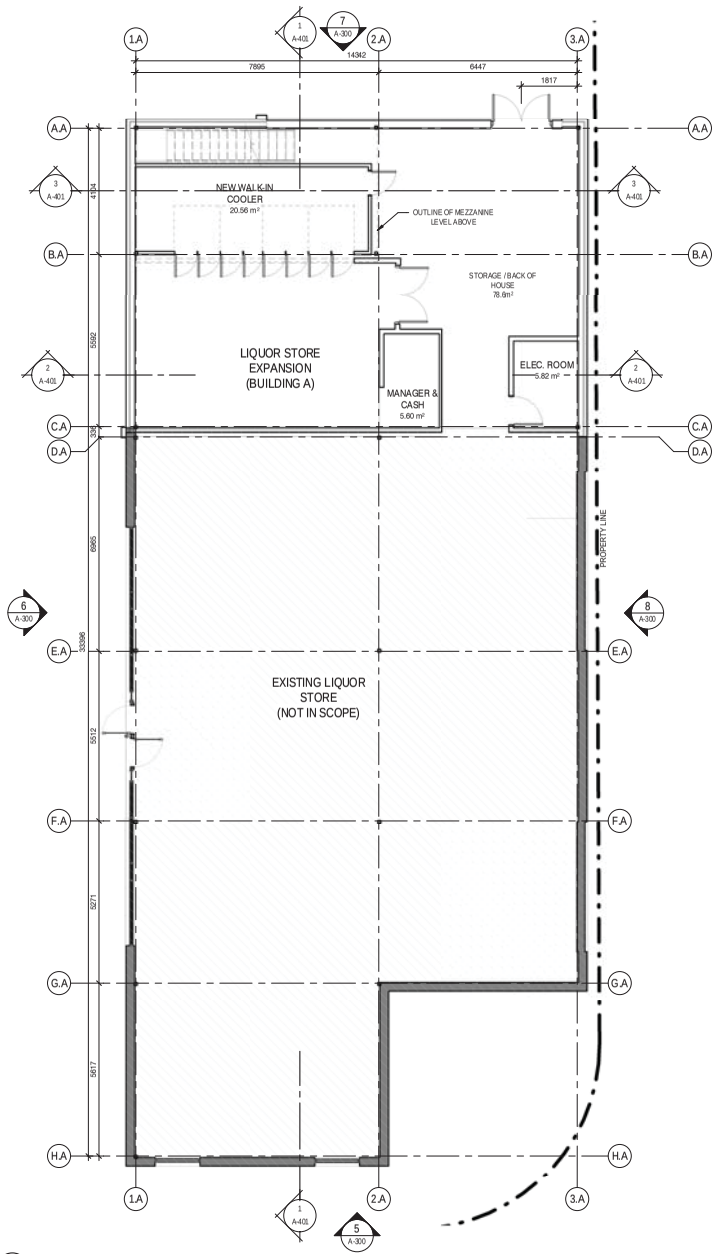
EXISTING WALLS TO REMAIN

DENOTES AREA NOT IN SCOPE

NOTE: TENANT TO OUTFIT SPACE AND REQUIRED EQUIPEMENT



4 A-301 ROOF PLAN - BUILDING A
SCALE: 1 : 75



1 A-300 LEVEL 1 BUILDING A ADDITION
SCALE: 1 : 75

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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

BUILDING A PLAN & ROOF PLAN

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
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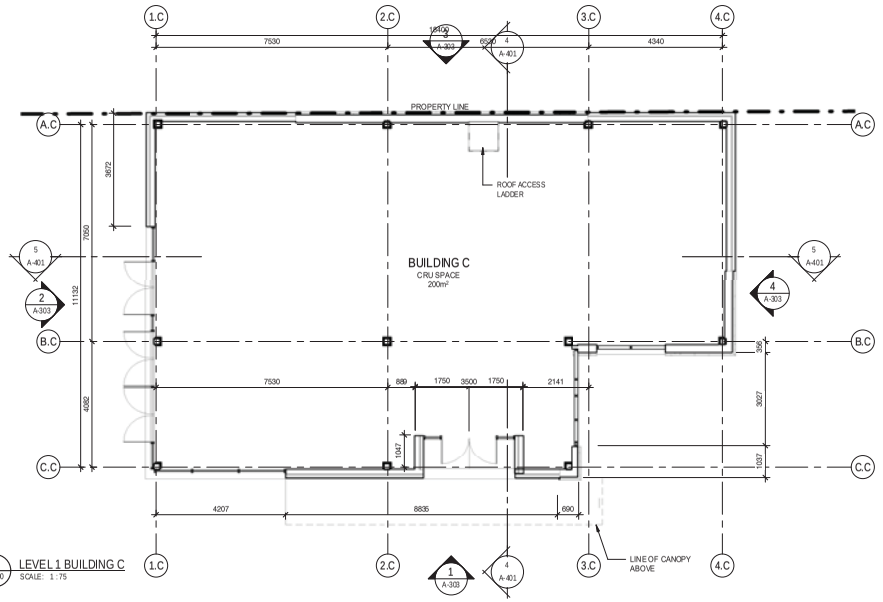
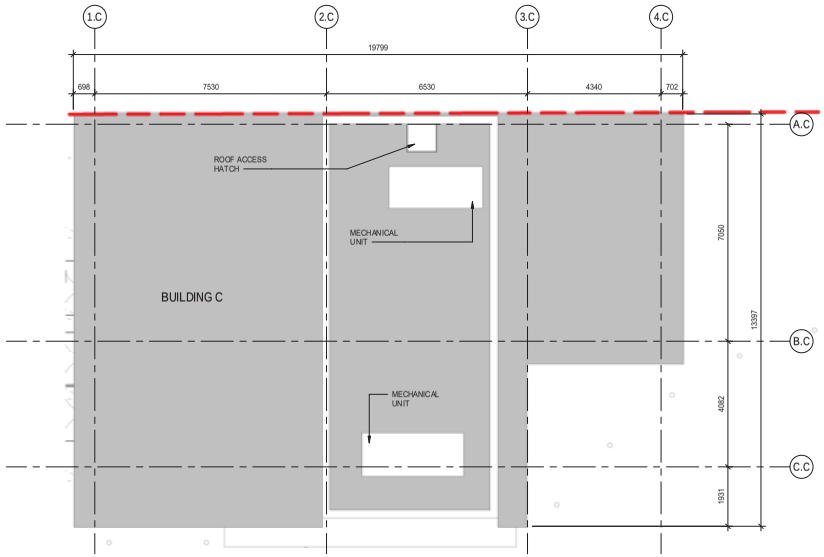
DRAWING NO. A-201

REVISION



1 A-300 LEVEL 1 BUILDING C
SCALE: 1 : 75



2 A-308 ROOF PLAN - BUILDING C
SCALE: 1 : 75

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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

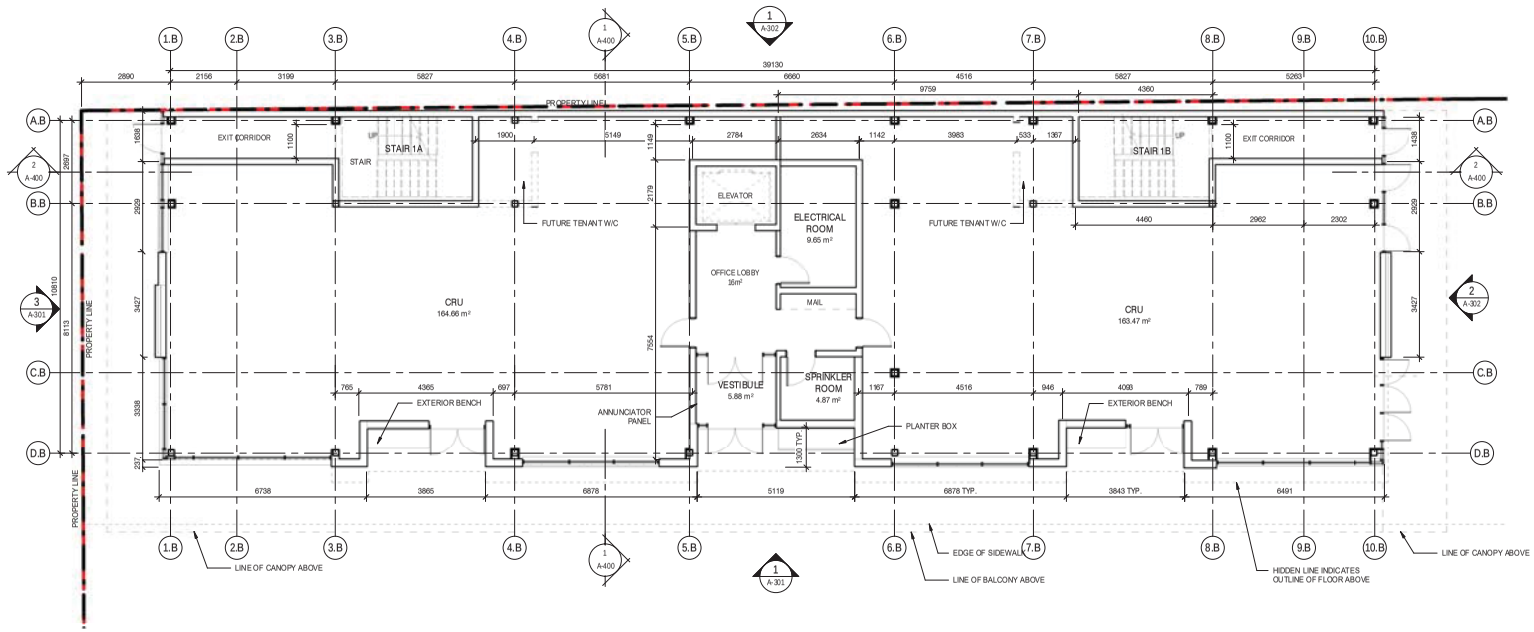
BUILDING C PLAN & ROOF PLAN

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE 1 : 75	REVIEWED Checker

DRAWING NO. A-202

REVISION



1 A-300 LEVEL 1 BUILDING B
SCALE: 1 : 75

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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

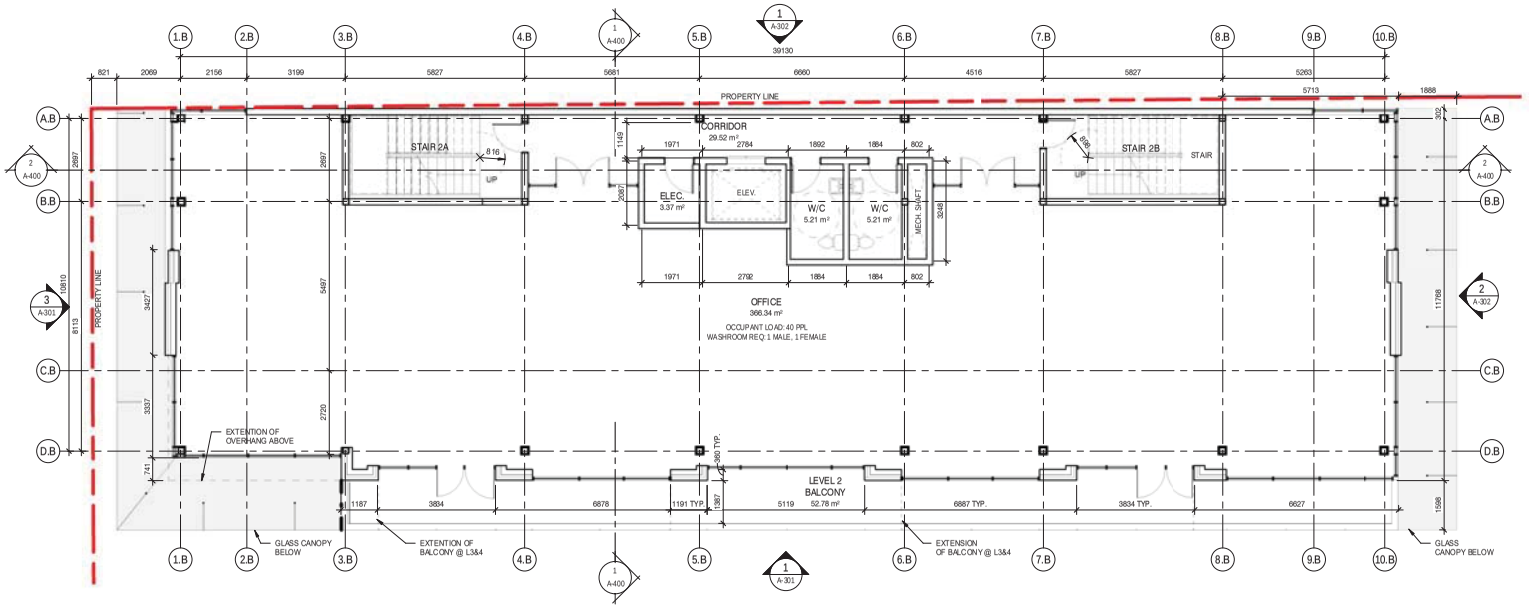
LEVEL 1 PLAN BUILDING B

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE 1 : 75	REVIEWED Checker

DRAWING NO. A-203

REVISION



1 A-300 LEVEL 2 BUILDING B
SCALE: 1 : 75

SCHEDULE B
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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

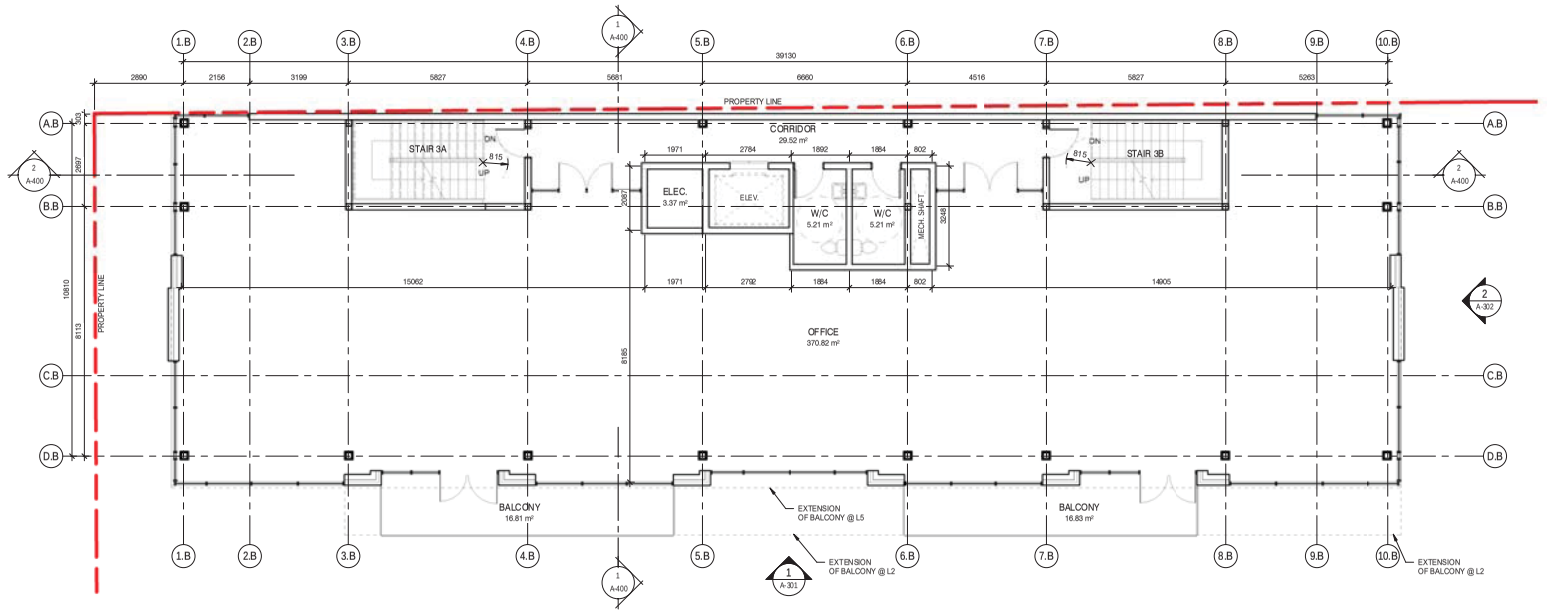
LEVEL 2 PLAN BUILDING B

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE 1 : 75	REVIEWED Checker

DRAWING NO. A-204

REVISION



1 A-300 TYP. LEVEL 3&4 BUILDING B
SCALE: 1 : 75

SCHEDULE B
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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

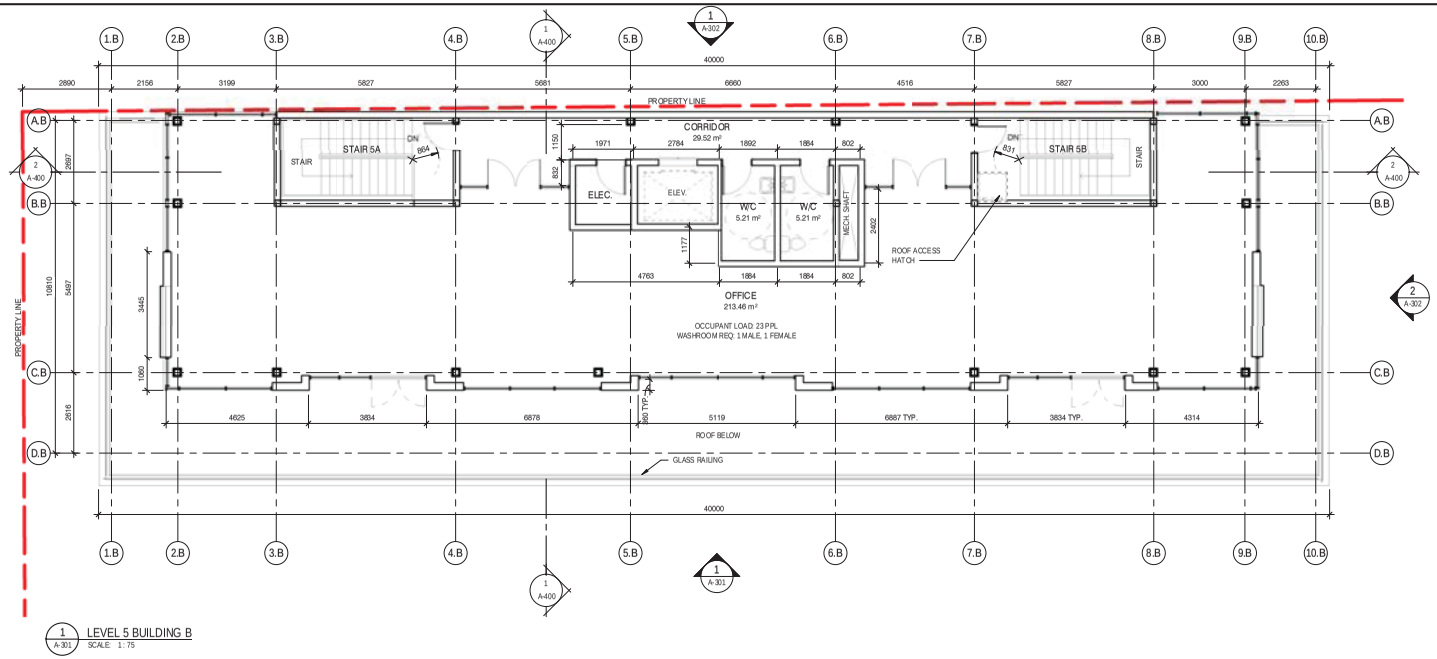
TYP. LEVEL 3&4 PLAN BUILDING B

DRAWING ISSUE

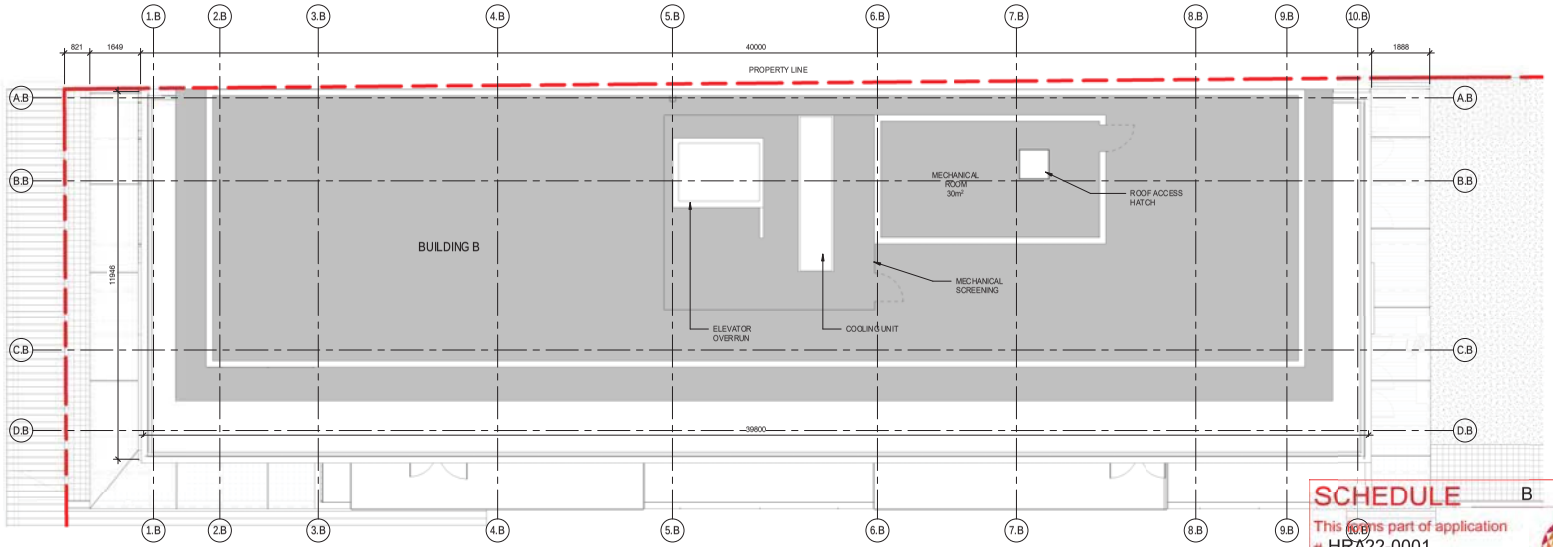
PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE 1 : 75	REVIEWED Checker

DRAWING NO. A-205

REVISION



1 A-301 LEVEL 5 BUILDING B
SCALE 1 : 75



2 A-301 ROOF PLAN - BUILDING B
SCALE 1 : 75

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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

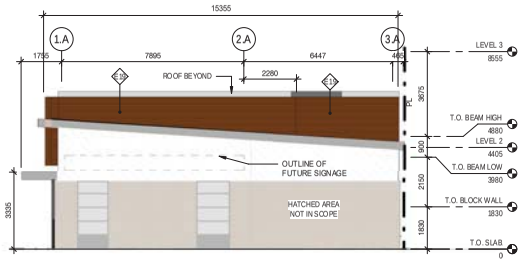
LEVEL 5 PLAN BUILING B

DRAWING ISSUE

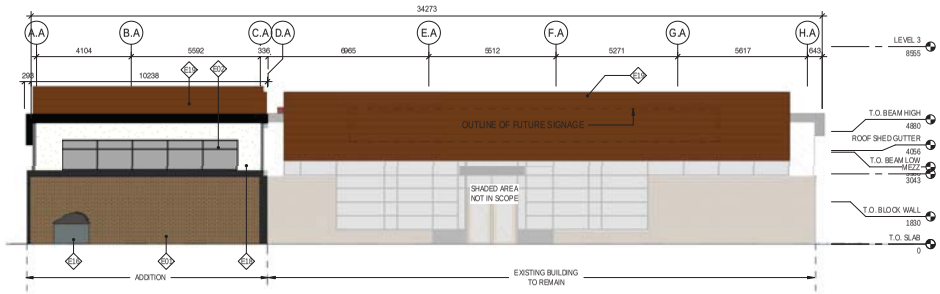
PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE 1 : 75	REVIEWED Checker

DRAWING NO. A-206

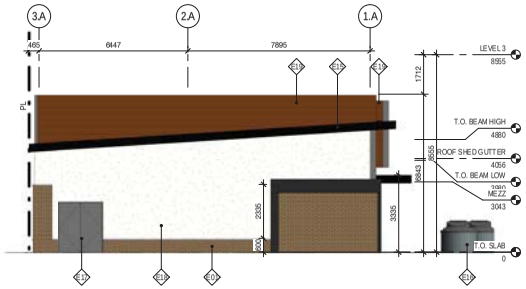
REVISION



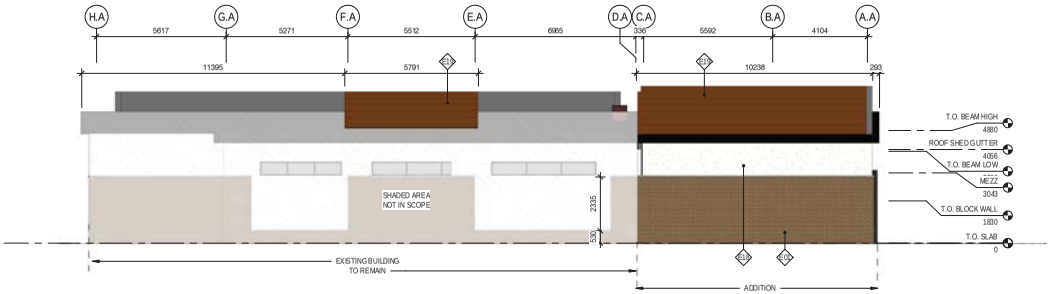
5 A-201 BUILDING A ELEVATION 1
SCALE: 1 : 100



6 A-201 BUILDING A ELEVATION 2
SCALE: 1 : 100



7 A-201 BUILDING A ELEVATION 3
SCALE: 1 : 100



8 A-201 BUILDING A ELEVATION 4
SCALE: 1 : 100

SCHEDULE B
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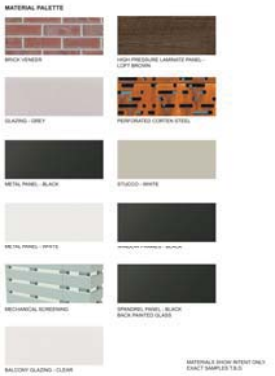

LEGEND	
VALUE	DESCRIPTION
08 81 00.B02	
E01	BRICK VENEER CLADING
E02	GLAZING
E03	SPANDREL PANEL. BLACK PAINTED GLASS
E04	METAL PANEL. COLOUR WHITE
E05	METAL CANOPY
E06	PERFORATD CORTEN STEEL PANEL
E07	GLASS STOREFRONT ENTRY DOOR
E08	HANGING SIGN
E09	CLEAR GLASS RAILING
E10	STREET LIGHT
E11	CONCRETE FILLED STEEL BOLLARDS
E14	MECHANICAL EQUIPMENT
E15	METAL PANEL. COLOUR BLACK
E16	MOLOK WASTE COLLECTION
E17	METAL DOOR
E18	STUCCO FINISH
E19	PHENOLIC PANEL. DARK WALNUT WOOD LOOK
E20	STREET BENCH
E21	MECHANICAL LOUVER
E23	ROOFTOP MECHANICAL SCREEN
E24	SOLID WALL. COLOUR BLACK

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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

EXTERIOR ELEVATIONS BUILDING A

DRAWING ISSUE

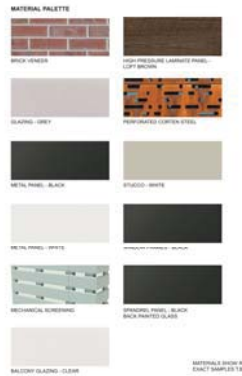
PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE 1 : 100	REVIEWED Checker

DRAWING NO. A-300

REVISION

1 A-203 BUILDING B ELEVATION 1
SCALE: 1 : 100

3 A-203 BUILDING B ELEVATION 2
SCALE: 1 : 100



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VALUE	DESCRIPTION
08 81 00.B02	
E01	BRICK VENEER CLADING
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E20	STREET BECNH
E21	MECHANICAL LOUVER
E23	ROOFTOP MECHANICAL SCREEN
E24	SOLID WALL. COLOUR BLACK

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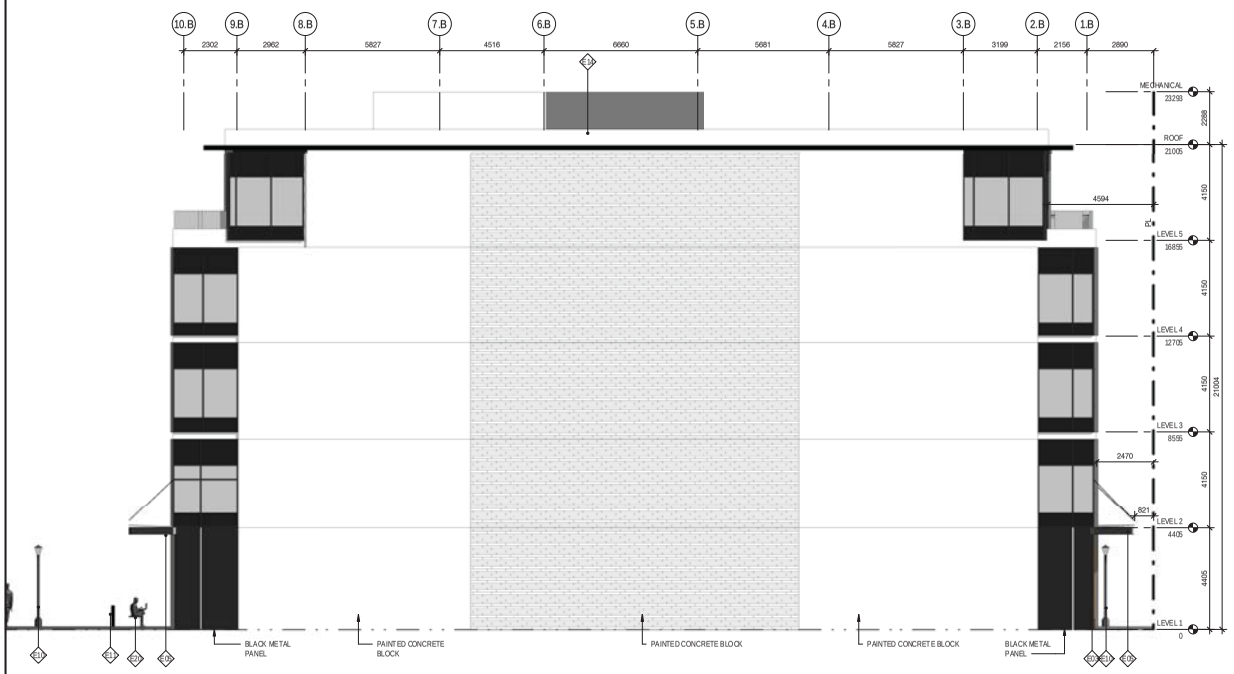
PROJECT
KELOWNA TRAIN STATION SITE
KELOWNA, BC

DRAWING TITLE
EXTERIOR ELEVATIONS BUILDING B

DRAWING ISSUE

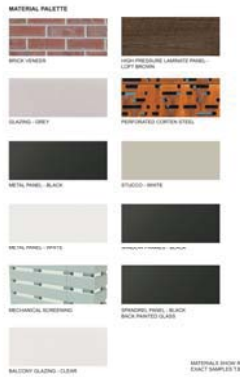
PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE 1 : 100	REVIEWED Checker

DRAWING NO. A-301
REVISION



1 A-203 BUILDING B ELEVATION 3
SCALE: 1 : 100

2 A-303 BUILDING B ELEVATION 4
SCALE: 1 : 100



LEGEND	
VALUE	DESCRIPTION
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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

EXTERIOR ELEVATIONS BUILDING B

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
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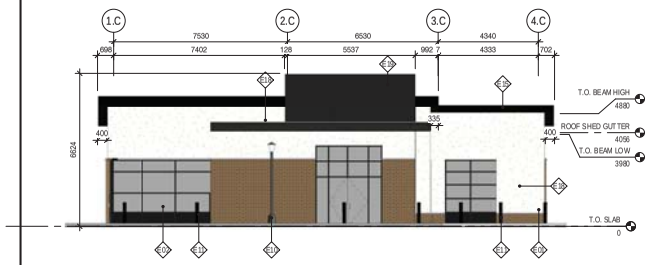
DRAWING NO. A-302

REVISION



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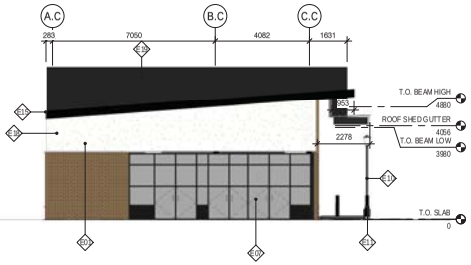
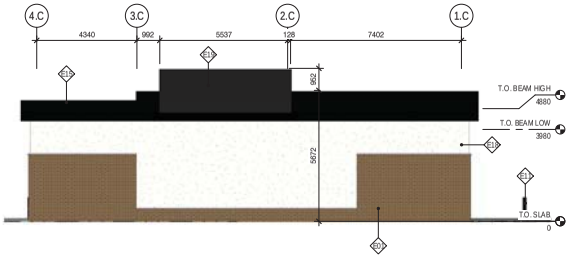
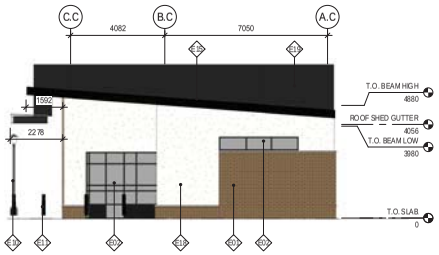
SCALE 1 : 100



2 A-202 BUILDING C ELEVATION 2
SCALE 1 : 100



3 A-202 BUILDING C ELEVATION 3
SCALE 1 : 100



4 A-202 BUILDING C ELEVATION 4
SCALE 1 : 100

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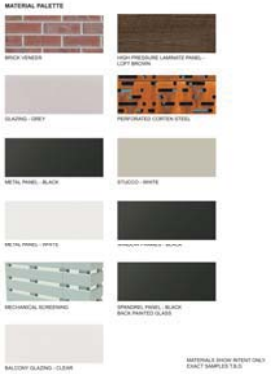

LEGEND	
VALUE	DESCRIPTION
08 81 00.B02	
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E24	SOLID WALL. COLOUR BLACK

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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

EXTERIOR ELEVATIONS BUILDING C

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE 1 : 100	REVIEWED Checker

DRAWING NO. A-303

REVISION

RENDERED VIEW LOOKING NORTH
ABOVE CLEMENT AVE

RENDERED VIEW LOOKING NORTH EAST
FROM ELLIS STREET

SCHEDULE B

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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

EXTERIOR RENDERS - SHEET 1

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE	REVIEWED Checker

DRAWING NO. A-304

REVISION

RENDERED VIEW LOOKING NORTH

RENDERED VIEW LOOKING NORTH WEST

SCHEDULE B

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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

EXTERIOR RENDERS - SHEET 2

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE	REVIEWED Checker

DRAWING NO. A-305

REVISION

RENDERED VIEW LOOKING NORTH WEST

RENDERED VIEW LOOKING NORTH
FROM CLEMENT AVE

SCHEDULE B
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PROJECT

KELOWNA TRAIN STATION SITE

KELOWNA, BC

DRAWING TITLE

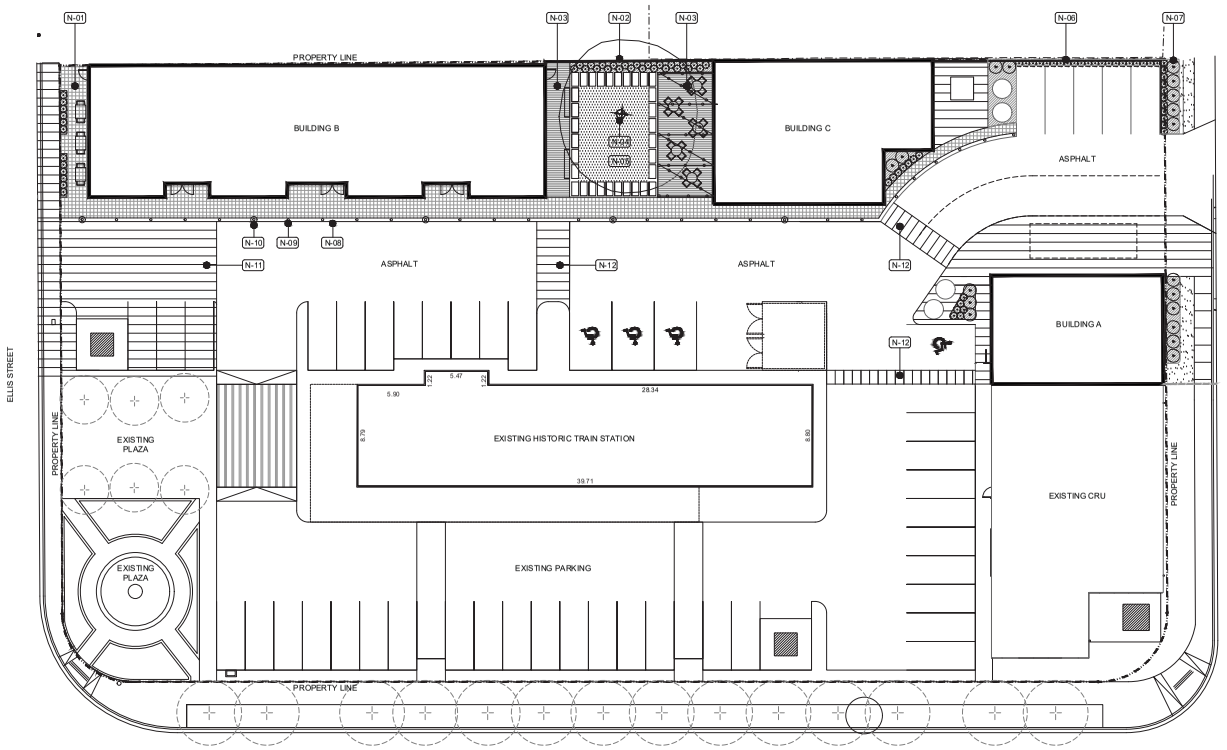
EXTERIOR RENDERS - SHEET 3

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE	REVIEWED Checker

DRAWING NO. A-306

REVISION



1 DPL1 **LANDSCAPE PLAN**
Scale 1:200

LEGEND

SYMBOL

- MEADOW — EAGLE LAKE NATURES TURF MATS
- SOD — MANDERLEY LESS WATER SOD ON 150mm DEPTH TOPSOIL
- MULCH — SHREDDED BARK MULCH
- WOOD DECKING — YELLOW BALAU
- PERMEABLE PAVERS
- PRECAST PAVER SLABS
- CONCRETE TO MATCH EXISTING TRAIN STATION CROSSINGS/ PLAZA
- TYPICAL BENCH
- TIVOLI CATENARY LIGHTS
- EXISTING TREES

SITE ELEMENTS

N-01 ENTRY PLAZA W/ BISTRO TABLES
N-02 ART WALL
N-03 WOOD PATIO DECK ON SLEEPERS TO MINIMIZE ROOT DISTURBANCE
N-04 EXISTING GINKO TREE TO BE PROTECTED
N-05 MEADOW W/ CONCRETE PAVER SLAB STEPPING STONES
N-06 LIGHT SCREEN FENCE W/ GRASS HEDGE
N-07 BOULEVARD PLANTING AREA
N-08 FLUSH CONCRETE CURB
N-09 TYPICAL DECORATIVE BOLLARDS TO DEFINE ROAD EDGE
N-10 DECORATIVE PEDESTRIAN LIGHT FIXTURE W/ HANGING BASKETS + SPEAKERS
N-11 ENLARGED CONCRETE CROSSING TO CONTINUE PLAZA WIDTH ACROSS ENTRY
N-12 FLUSH CONCRETE CROSSINGS TO MATCH EXISTING TRAIN STATION FINISH

PLANT LIST

Deciduous Trees		Common Name	Planting Size	Qty
Symbol	Scientific Name			
Pte	Populus tremuloides 'Erecta'	Swedish Columnar Aspen	75mm CAL. B&B, Min. 900mm WD X 600mm Depth Root Ball.	11

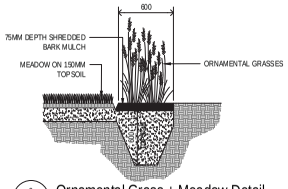
Grasses		Common Name	Planting Size	Qty
Symbol	Scientific Name			
kf	Calamagrotis acutifolia 'Karl Foerster'	Karl Foerster Feather Reed Grass	15cm , #2 pot	84

Note:
In case of discrepancy between planting plan and plant list quantities shown on plant list shall take precedence.

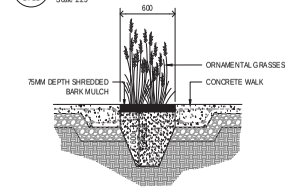
GENERAL NOTES

- ALL LANDSCAPE CONSTRUCTION, INCLUDING ALL HARD AND SOFT LANDSCAPING, TO BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT CITY OF KELOWNA SPECIFICATIONS OR AS NOTED ON THE DRAWINGS
- ALL TREES AND SHRUBS TO BE RETAINED SHALL BE PROTECTED DURING ALL PHASES OF CONSTRUCTION
- ALL PLANT MATERIAL SHALL MEET THE STANDARDS OF THE CANADIAN NURSERY TRADES ASSOCIATION AND BE TRUE TO TYPE AND SPECIES ALL PLANT MATERIAL SHALL BE LOCALLY GROWN ALBERTA NURSERY STOCK
- ALL PLANT MATERIAL TO BE LOCATED WITHIN MULCHED PLANTING BEDS OR INDIVIDUAL MULCHED TREE WELLS
- ALL PLANTING BEDS TO HAVE A MIN. 75mm DEPTH BARK MULCH
- ALL LANDSCAPE AREAS TO BE EQUIPPED WITH AN AUTOMATIC LOW-WATER HIGH EFFICIENCY IRRIGATION SYSTEM.

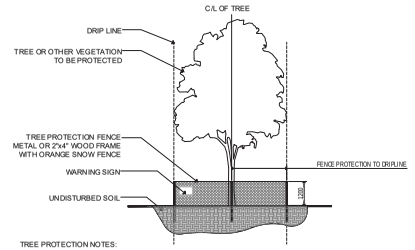
2 DPL1 **Design Precedents + Material Language**
Scale 1:25



3 DPL1 **Ornamental Grass + Meadow Detail**
Scale 1:25



4 DPL1 **Ornamental Grass Planter**
Scale 1:25



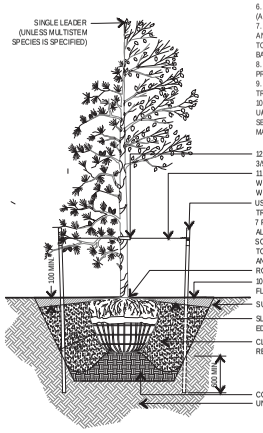
TREE PROTECTION NOTES:

1. THE FENCING OR BARRIER MATERIAL SHALL BE DURABLE, AND A BRIGHT, CONTRASTING COLOUR.
2. FENCE POSTS SHALL BE COMPARABLE TO METAL T-POSTS OR HEAVIER.
3. FENCE WILL BE MAINTAINED IN AN UPRIGHT POSITION THROUGHOUT THE DURATION OF THE PROJECT.
4. A WARNING SIGN WILL BE DISPLAYED ON EACH FENCE OR BARRIER.
5. THE WARNING SIGN SHALL BE A MINIMUM OF 30.5 X 40.5 AND CLEARLY STATE "WARNING - TREE PROTECTION ZONE."
6. STORAGE OF BUILDING MATERIALS AND SOIL IS PROHIBITED IN THE TREE PROTECTION ZONE.
7. CONSTRUCTION DISTURBANCE NOT TO OCCUR WITHIN 4 METERS OF TREE TRUNK AND TO A SOIL DEPTH OF 1.5 METERS. THE TREE CANOPY IS PROTECTED TO THE DRIPLINE.
8. ALL TREES TO BE RETAINED SHALL BE PROTECTED DURING ALL PHASES OF CONSTRUCTION.

5 DPL1 **Tree Protection Detail**
NTS

TREE STAKING PLAN

CONIFEROUS DECIDUOUS
Less than 3.0m height 40mm-100mm Caliper
Spade Hole Preparation for Basket or Ball & Burlap Trees



6 DPL1 **Typical Tree Planting Detail**
1:25

NOTES:

1. ALL WORK COMPONENTS AND WORKMANSHIP TO CONFORM TO SPECIFICATION SECTION 02930 TREES, SHRUBS AND GROUNDCOVERS AS WELL AS THE RELATED SECTIONS.
2. DO NOT ALLOW AIR POCKETS TO FORM WHEN BACK FILLING.
3. STAKE BEYOND EDGE OF ROOT BALL. IF MINIMUM SETBACKS PERMIT POSITION TREE STAKES INTO DIRECTION OF PREVAILING WINDS OR IF IN THE BOULEVARD THE STAKES SHOULD BE IN LINE WITH THE DIRECTION OF TRAFFIC.
4. ALL TREE STAKES TO MAINTAIN MIN. 1.0m CLEARANCE FROM ALL U/G POWER, TELEPHONE AND GAS ALIGNMENTS.
5. TREE SHOULD BE PLANTED 75mm-100mm BELOW GROUND LEVEL.
6. T-BARS SHOULD BE HAMMERED DOWN INTO SOLID FOOTING (AT LEAST 400mm INTO SUB-SOIL BASE).
7. IF TREE IS IN WIRE BASKET, CUT AND REMOVE STRAPPING AND THE HORIZONTAL/ VERTICAL WIRES OF THE WIRE BASKET TO A MINIMUM DEPTH OF 300mm FROM THE TOP OF THE ROOT BALL. PULL BACK BURLAP TO THIS SAME MINIMUM DEPTH.
8. USE RUBBER STRAPS AT ENDS OF ALL GUY WIRES TO PROTECT THE TREE AT POINT OF CONTACT.
9. PRUNE DEAD BRANCHES TO MAINTAIN NATURAL FORM OF TREE.
10. DIG ALL ROOT HOLES BY HAND WHEN CLOSER THAN 1.0m TO U/G POWER, TELEPHONE AND GAS ALIGNMENTS (REFER TO SECTION 7.6.2 AND 7.6.3 WHEN CLEARANCE CANNOT BE MAINTAINED FOR ANY EXCAVATIONS).

kasian
Kasian Architecture Interior Design and Planning Ltd
500 West Georgia Street, Suite 1685
Vancouver, BC Canada V6G 2Z6
T 604 683 4145 F 604 683 2827
www.kasian.com

SCHEDULE C
This forms part of application
HRA22-0001
Planner Initials BC
City of Kelowna DEVELOPMENT PLANNING

REV.	YYYY-MM-DD	REVISION / DRAWING ISSUE	REVIEW
1	2022.10.18	ISSUED FOR DP	

CONSULTANT

PERMIT STAMP

SEAL
REGISTERED MEMBER DEPON MILLER 704 LANDSCAPE ARCHITECT
OCT 18 2022

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PROJECT
KELOWNA TRAIN STATION
KELOWNA, BC

DRAWING TITLE
LANDSCAPE PLAN

DRAWING ISSUE
ISSUED FOR DP

PROJECT NO.	PLOT DATE	DRAWN
230109	2022-04-28	Author
	SCALE	REVIEWED Checker

DRAWING NO. DPL-1
REVISION 1

[SMM]

SCHEDULE C
This forms part of application
HRA22-0001
Planner Initials BC
City of Kelowna
DEVELOPMENT PLANNING

Kelowna Train Station 1175+1177 Ellis Street | Budget Cost Estimate: On Site Landscape Works

Date: September 25, 2023
Project Name: Kelowna Train Station
Prepared by: Scatliff+ Miller+ Murray inc. [SMM]

1.0 Softscape

Item	Description	Qty	Unit	Unit Cost	Total Estimated Cost
1.1	Deciduous Trees - 75mm caliper	11	ea	$700.00	$7,700.00
1.2	Ornamental Grasses	84	ea	$25.00	$2,100.00
1.3	Sod	24	m2	$9.00	$216.00
1.4	Meadow	52	m2	$90.00	$4,680.00
1.5	Wood Bark Mulch	66	m2	$35.00	$2,310.00
1.6	Topsoil	40	m3	$50.00	$2,000.00
1.7	Irrigation	1	ls	$25000.00	$25,000.00
	Softscape Sub-total:				**$44,006.00**

2.0 Hardscape

Item	Description	Qty	Unit	Unit Cost	Total Estimated Cost
2.1	Wood Decking	79	m2	$300.00	$23,700.00
2.2	Precast Pavers	32	ea	$150.00	$4,800.00
2.3	Permeable Pavers	166	m2	$235.00	$39,010.00
	Hardscape Sub-total:				**$67,510.00**

3.0 Site Furnishings

Item	Description	Qty	Unit	Unit Cost	Total Estimated Cost
3.1	Benches	2	ea	$3000.00	$6,000.00
3.2	Bike Racks	3	ea	$1500.00	$4,500.00
3.3	Landscape Lighting	1	ls	$15000.00	$15,000.00
	Site Furnishings Sub-total:				**$25,500.00**

TOTAL ON SITE LANDSCAPE WORKS:	**$137,016.00**
25% of total value	$34,254.00

GRAND TOTAL ON SITE LANDSCAPE WORKS: $171,270.00

[SMM]

SCHEDULE C
This forms part of application
HRA22-0001
Planner Initials BC
City of Kelowna
DEVELOPMENT PLANNING

We trust you will find the above in order.

Sincerely,

SCATLIFF+MILLER+MURRAY landscape architects

Deron Miller Principal BES MLArch BCSLA AALA CSLA

KELOWNA HERITAGE TRAIN STATION

R **ROOF:**
- R1 - ASPHALT SHINGLES to be replaced with a synthetic cedar shake tile. (ie. Ecostar - Seneca Cedar Shake Tiles)
  - COLOUR to be red
- R2 - GABLES on the hipped roof to be rehabilitated.
- R3 - CHIMNEY is generally intact. The top exposed row of brick to be repointed.
  - STUCCO to be repainted colour to match existing.
- R4 - SWEPT EYEBROW WINDOWS to have the boarding removed and the sash & frames rehabilitated.

S **STUCCO:**
- S1 - Minor repairs required
  - REPAINTED with breathable masonry paint to match existing for reasons of consistency
- S2 - SOFFIT to be rehabilitated. Finish to match S1.

B **BRICK:**
- B1 - PAINT to be removed to expose the original brick surface. (initial testing is required to review feasibility)
  or
  - REPAINTED with breathable masonry paint to match existing for reasons of consistency

F **FIELD STONE:**
- F1 - PAINT to be removed to expose the original stone surface.

SC **STONE COPING:**
- SC1 - PAINT to be removed to expose the original stone surface.

W **WINDOWS:**
- W1 - Where window sashes have been previously removed/replaced; in these locations the pattern of the original sash (ie. Double hung window with transom above) will be re-established, but with a modern window which would include a clear sealed glazing unit; this will provide the thermal performance desired.
- W2 - Existing original wood windows at the 'bump out' on the north side, all of the west side, and, a few along the south side. At these locations the wood frames and sash are to be rehabilitated, and, a clear sealed unit be installed on the interior face. The cavity between the old single glazing and the new sealed unit will be vented in order to create a rain screen; install two drilled screens/vents on the top and bottom rails.

RE **REINSTATED**
- RE - Window and/or Doors

D **DOORS:**
- D1 - Original wood doors appear to be in reasonable condition. Doors are to be stripped, refinished and reused. Hardware will likely need to be replaced.

ML **MECHANICAL LOUVERS:**
- ML - Potential locations of mechanical louvers. (Intake & Backdraft)

G **GUTTERS/EAVESTROUGH:**
- G - New gutter/eavestrough system to be installed

PATIO SCREEN (Design and Installation by tenant, approval by landlord)

1 WROUGHT IRON SCREENING FENCE

2 CULTURED STONE

3 PATIO HEATER

SCHEDULE D
This forms part of application
HRA22-0001
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials BC

kasian	PROJECT: KELOWNA HERITAGE TRAIN STATION - PHASE I	ISSUED FOR: HERITAGE ALTERATION PERMIT SUBMISSION	PROJECT NO. 9635 / DWG REF N/A
	DWG TITLE: BUILDING ASSESSMENT NOTES		ISSUE DATE 09-10-01 / SCALE N/A / DRAWN AC / REVIEW GG / DWG NO. A4-01.1

SCHEDULE D
This forms part of application
HRA22-0001
Planner Initials BC
City of Kelowna
DEVELOPMENT PLANNING

DEVELOPMENT INFORMATION:

1) HERITAGE ALTERATION PERMIT #
- TBD (THE CITY OF KELOWNA)

2) HERITAGE ALTERATION PERMIT SUBMISSION IS IN ACCORDANCE WITH THE FOLLOWING DOCUMENTS AS PROVIDED BY THE CITY OF KELOWNA:
- PRE-APPLICATION MEETINGS WITH THE CITY OF KELOWNA
- HERITAGE REVITALIZATION AGREEMENT
- NORTH AREA STRUCTURE PLAN
- CITY OF KELOWNA CONSOLIDATED ZONING BYLAW NO. 8000

3) LEGAL ADDRESS:
- LOT A, D.L. 139, ODYD, PLAN KAP 68238

4) MUNICIPAL ADDRESS:
- 520 CLEMENT AVENUE, KELOWNA, B.C.

5) ZONING:
- I-2 GENERAL INDUSTRIAL
(TBD - REZONING TO C4lp TOWN CENTRE COMMERCIAL)

6) OVERALL SITE AREA
- 5,218 SQ.M. (56,166 SQ.FT.) OR 1.29 ACRES

7) PHASE I - DEVELOPED SITE AREA
- 1.29 ACRES

8) TOTAL EXISTING TREES ON SITE
- 1 (HERITAGE TREE)

BUILDING CODE SUMMARY:

1) DESIGN & CONSTRUCTION TO BE IN ACCORDANCE WITH:
- BRITISH COLUMBIA BUILDING CODE 2006
- DIVISION A (APPENDIX A - HERITAGE BUILDINGS)

2) USE AND OCCUPANCY:
- SINGLE OCCUPANCY
- GROUP A (ASSEMBLY)
- DIVISION 2

3) OCCUPANT LOAD:

- 130 PERSONS (DINNING & BEVERAGE)

4) FULLY SPRINKLERED:
- REFER TO DIVISION A (APPENDIX A - HERITAGE BUILDINGS)

5) ONE STOREY BUILDING:

6) BASIC CONSTRUCTION REQUIREMENTS
- NONCOMBUSTIBLE CONSTRUCTION
- ROOF MAY BE OF COMBUSTIBLE CONSTRUCTION
(PROVIDED THE BUILDING IS SPRINKLERED)

7) FIRE SEPARATIONS:
- 1HR FIRE SEPARATION IS ACCEPTABLE
(PROVIDED THE BUILDING IS SPRINKLERED)

8) EXITING & EGRESS:
- MAXIMUM TRAVEL DISTANCE TO EXIT - 45M
(PROVIDED THE BUILDING IS SPRINKLERED)

9) BARRIER FREE REQUIREMENTS:
- AS PER BCBC 3.8.4.5.

DRAWING LIST:

ARCHITECTURAL:

LANDSCAPE:

Kasian	PROJECT: KELOWNA HERITAGE TRAIN STATION - PHASE I	ISSUED FOR: HERITAGE ALTERATION PERMIT SUBMISSION	PROJECT NO. 9635 / ISSUE DATE 09-10-01 / SCALE N/A / DRAWN AC / REVIEW GG
	DWG TITLE: PROJECT DATA		DWG REF N/A / DWG NO. A0-01

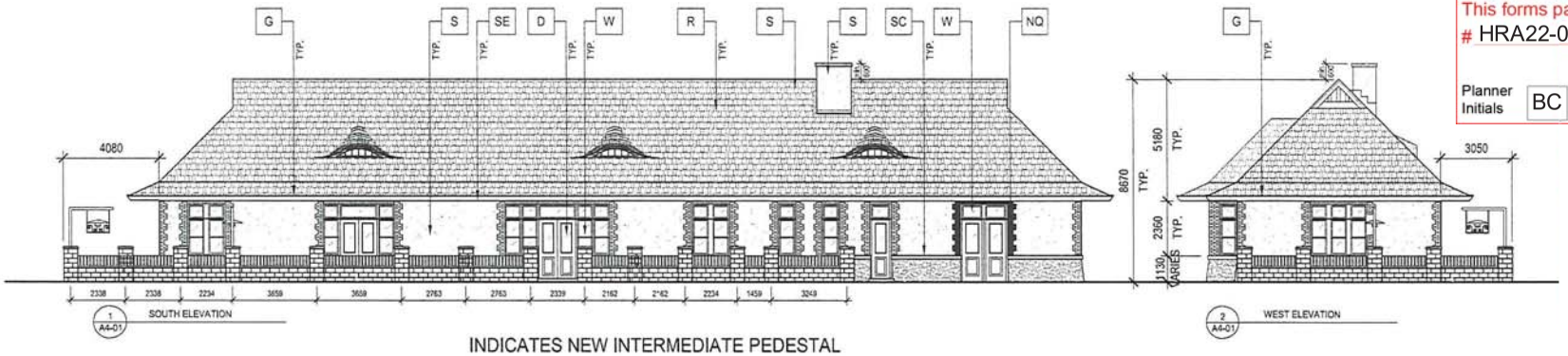
SCHEDULE D

This forms part of application

HRA22-0001

Planner Initials BC

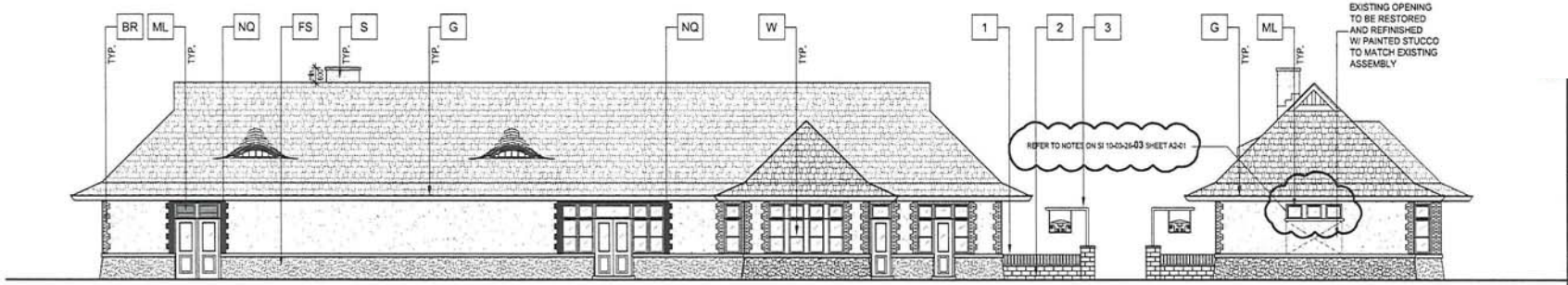
City of Kelowna
DEVELOPMENT PLANNING



1 A4-01 SOUTH ELEVATION

2 A4-01 WEST ELEVATION

INDICATES NEW INTERMEDIATE PEDESTAL



3 A4-01 NORTH ELEVATION

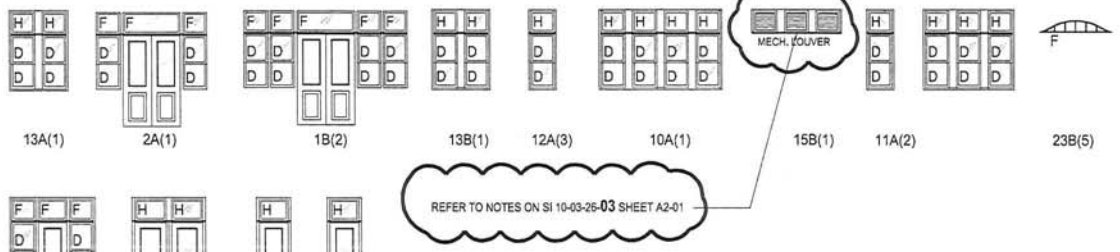
4 A4-01 EAST ELEVATION

LEGEND

- R EXISTING ASPHALT SHINGLES TO BE REMOVED & REPLACED WITH NEW SYNTHETIC ROOF TILES
- S STUCCO
- SE STUCCO AT SOFFIT
- BR BRICK
- FS FIELD STONE
- SC STONE COPING
- W WINDOWS (REFER TO WINDOW & DOOR SCHEDULE)
- D DOORS (REFER TO WINDOW & DOOR SCHEDULE)
- ML MECHANICAL LOUVERS
- G GUTTERS EAVESTROUGH & FASCIA
- NQ NEW BRICK QUOINING

PATIO SCREEN
(Design and Installation by tenant, approval by landlord)

- 1 WROUGHT IRON SCREENING FENCE
- 2 CULTURED STONE
- 3 PATIO HEATER



WINDOW ASSEMBLY AND DOOR SCHEDULE

LEGEND

F= FIXED
H= HOPPER
D= DOUBLE HUNG
A= ORIGINAL FRAME TO BE REUSED
B= NEW FRAMING TO BE PROVIDED

ISSUE | DRAWN | REVISION

PERMIT STAMP

SEAL

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PROJECT
KELOWNA HERITAGE TRAIN STATION

PHASE 1-B

DRAWING TITLE
ELEVATIONS

DRAWING ISSUED
KHTS 1b SI 10-03-26-03

PROJECT NO. 9635
PLOT DATE 2010-03-26
SCALE 1:100

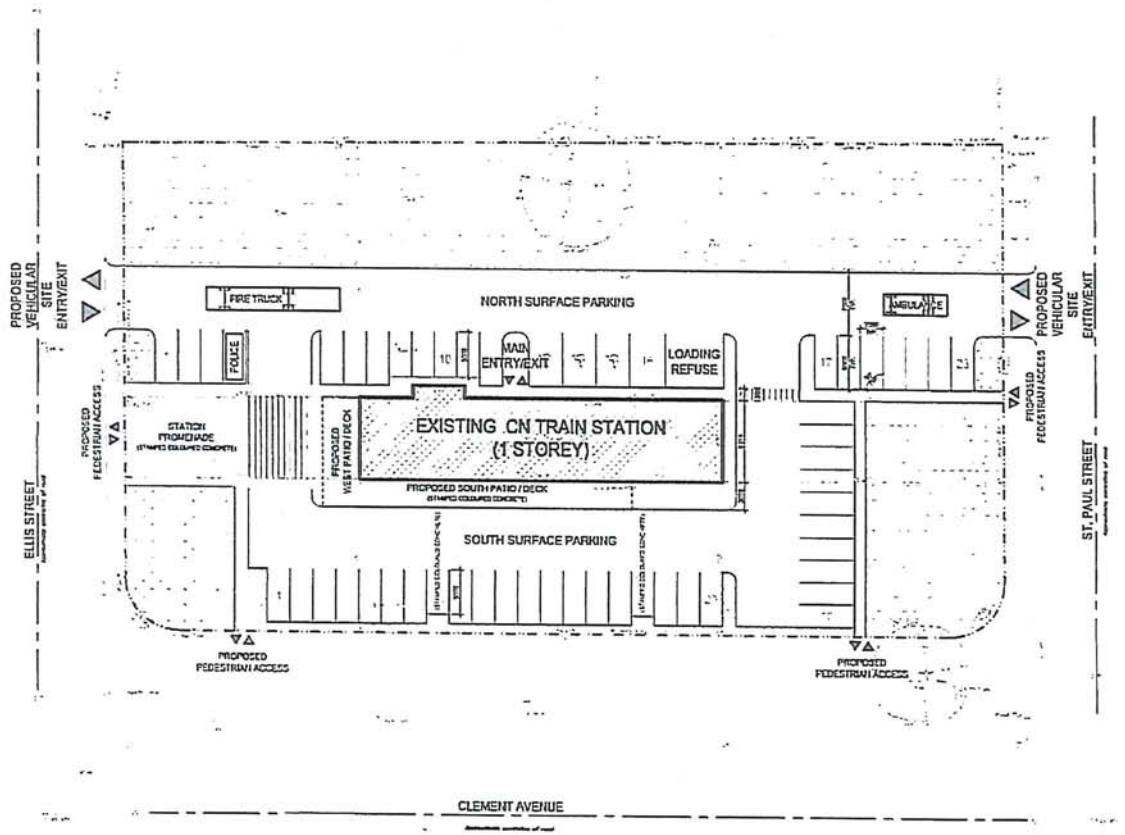
DRAWING NO. A4-01
REVISION

SCHEDULE D

This forms part of application
HRA22-0001

Planner Initials BC

City of Kelowna
DEVELOPMENT PLANNING



LEGEND

SITE AREA
APPROXIMATELY 5,218 SQ.M. (56,166 SQ.FT.) OR 1.29 ACRES

CITY OF KELOWNA
CONSOLIDATED ZONING BYLAW NO. 8000

GENERAL NOTES:
(REFER TO DOCUMENT FOR DETAILS/EXCEPTIONS)

C4lp - URBAN CENTRE COMMERCIAL

F.A.R. = 1.0 (COMMERCIAL DEVELOPMENT ONLY)
F.A.R. = 1.3 (MIXED-USED DEVELOPMENT) = 6,783 SQ.M.

MAXIMUM SITE COVERAGE = 75%
MAXIMUM HEIGHT = LESSER OF 15.0M OR 4 STOREYS

PARKING = 1.75 PARKING STALLS / 100 SQ.M. GFA
= 4 PARKING STALLS REQUIRED

SUMMARY (AS REFLECTED IN THIS CONCEPT SKETCH)
TOTAL G.F.A. = 356.0 SQ.M. (3,832 SQ.FT.)
F.A.R. = .068
SITE COVERAGE 6.8%

PARKING & LOADING
SURFACE
24 STALLS (NORTH)
03 STALLS DISABLED (NORTH)
26 STALLS (SOUTH)
53 STALLS TOTAL

EXISTING CN TRAIN STATION FOOTPRINT 356.0 SQ.M. (3,832 SQ.FT)

RESERVED FOR HERITAGE GARDEN (REFER TO LANDSCAPE DRAWINGS)

LANDSCAPED AREAS (REFER TO LANDSCAPE DRAWINGS)

0 8 20 40

ALL DIMENSIONS TO BE CONFIRMED ON SITE

Kasian

PROJECT: KELOWNA HERITAGE TRAIN STATION - PHASE I

DWG TITLE: SITE PLAN

ISSUED FOR: HERITAGE ALTERATION PERMIT SUBMISSION

PROJECT NO.	9635
ISSUE DATE	09-10-01
SCALE	1:500
DRAWN	AC
REVIEW	GG

DWG REF: N/A

DWG NO: A1-01

SCHEDULE D

This forms part of application

HRA22-0001

City of Kelowna
DEVELOPMENT PLANNING

Planner Initials BC

kasian	PROJECT: KELOWNA HERITAGE TRAIN STATION - PHASE I	ISSUED FOR: HERITAGE ALTERATION PERMIT SUBMISSION	PROJECT NO. 9635	DWG REF N/A
	DWG TITLE: VIEW OF SOUTHWEST CORNER VIGNETTE - HERITAGE GARDEN AND TRAIN STATION		ISSUE DATE 09-11-03	
			SCALE N/A	DWG NO. AR-05
			DRAWN AC	
			REVIEW GG	

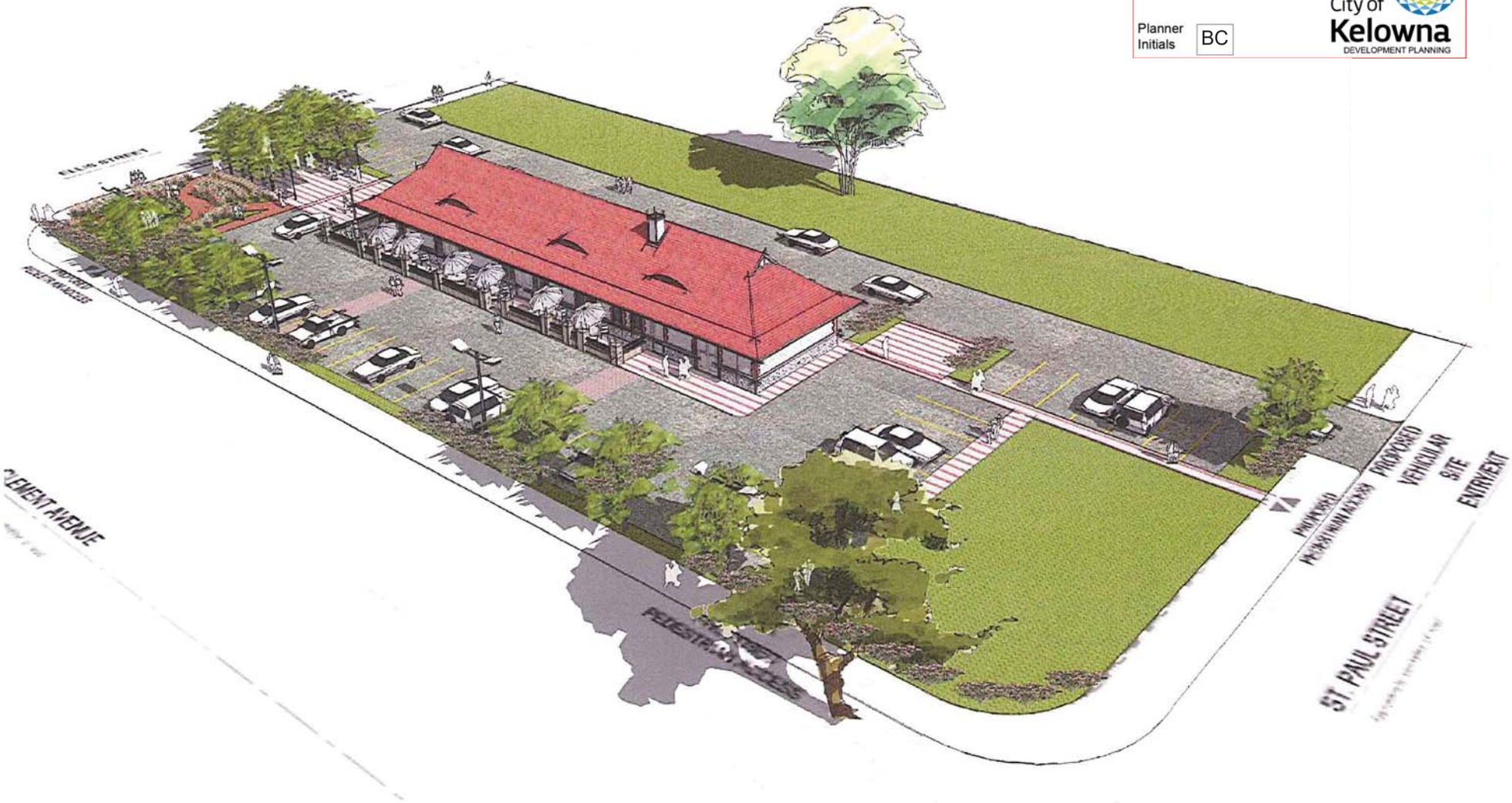
SCHEDULE D

This forms part of application

HRA22-0001

Planner Initials BC

City of Kelowna
DEVELOPMENT PLANNING



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	DWG TITLE: VIEW OF SOUTHEAST CORNER		ISSUE DATE 09-11-03	
			SCALE N/A	DWG NO. AR-02
			DRAWN AC	
			REVIEW GG	

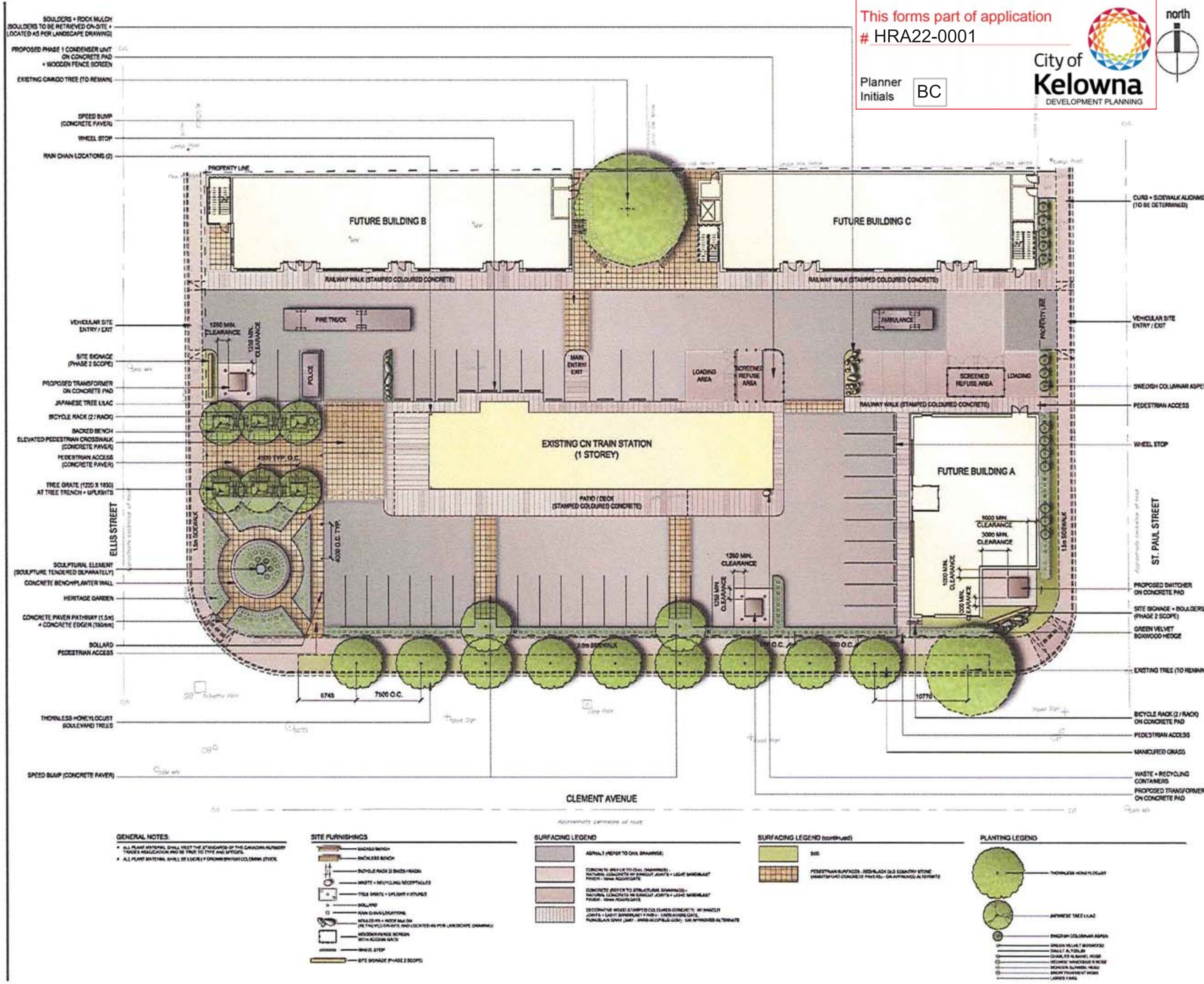
SCHEDULE E

This forms part of application

HRA22-0001

Planner Initials BC

City of Kelowna
DEVELOPMENT PLANNING



Kasian

REV	DATE	REVISION / DRAWING ISSUE	DRAWN	REVIEW
3	10-07-01	HRA RE-SUBMISSION #1	MB	MB
2	10-04-02	HRA SUBMISSION REVISION #1	MB	MB
1	10-02-12	ISSUED FOR DP	MB	MB

CONSULTANT

SCATLIFF + MILLER + MURRAY landscape architects

PERMIT STAMP

SEAL

PROJECT

KELOWNA HERITAGE TRAIN STATION

PHASE 2-A

DRAWING TITLE

LANDSCAPE RENDERING

DRAWING ISSUED

HERITAGE REVITILIZATION AGREEMENT SUBMISSION REVISION #1

PROJECT NO. 9636

PLOT DATE 2010-02-12

SCALE 1:200

DRAWING NO. L-2

REVISION

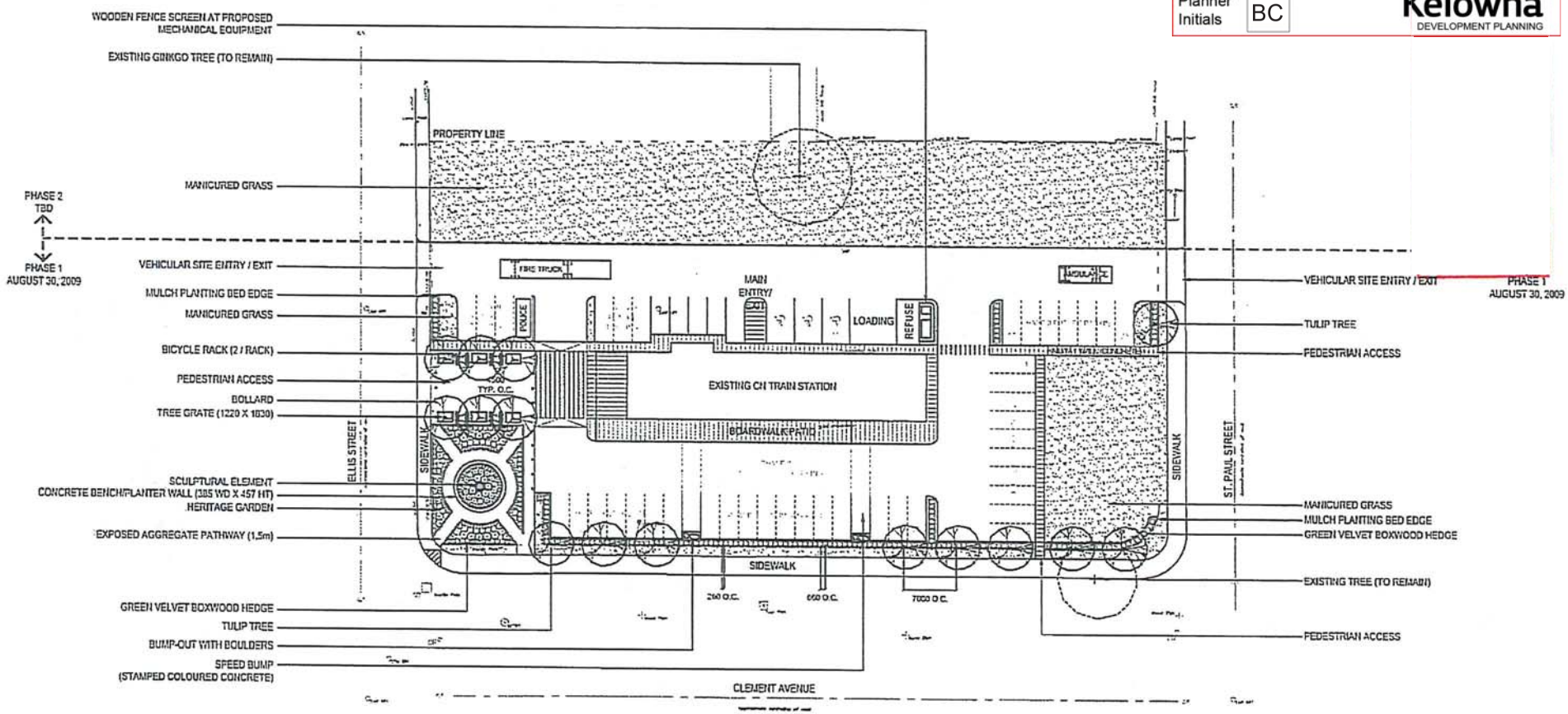
SCHEDULE E

This forms part of application

HRA22-0001

City of Kelowna
DEVELOPMENT PLANNING

Planner Initials BC

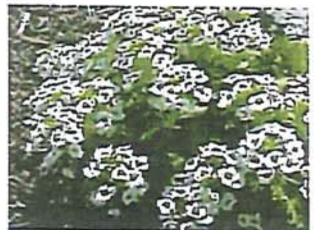


kasian	PROJECT: KELOWNA HERITAGE TRAIN STATION - PHASE 1	ISSUED FOR: HERITAGE ALTERATION PERMIT SUBMISSION	PROJECT NO. C396	DWG REF N/A
	DWG TITLE: LANDSCAPE CONCEPT		ISSUE DATE 11/13/2009	
			SCALE 1:500	DWG NO. L1
			DRAWN MCQ	
			REVIEW —	

SCHEDULE E
This forms part of application
HRA22-0001
Planner Initials BC
City of Kelowna
DEVELOPMENT PLANNING

1 / L2 GREEN VELVET BOXWOOD
(Buxus 'Green Velvet')
NTS

2 / L2 TULIP TREE
(Liriodendron tulipifera)
NTS



3 / L2 SWEET ALYSSUM
(Lobularia maritima)
NTS

4 / L2 CHARLES ALBANEL ROSE
(Rosa 'Charles Albanel')
NTS

5 / L2 GEORGE VANCOUVER ROSE
(Rosa 'George Vancouver')
NTS

6 / L2 MORDEN SUNRISE ROSE
(Rosa 'Morden Sunrise')
NTS

7 / L2 SNOW PAVEMENT ROSE
(Rosa 'Schneekoppe')
NTS

8 / L2 LAMB'S EARS
(Stachys byzantina)
NTS

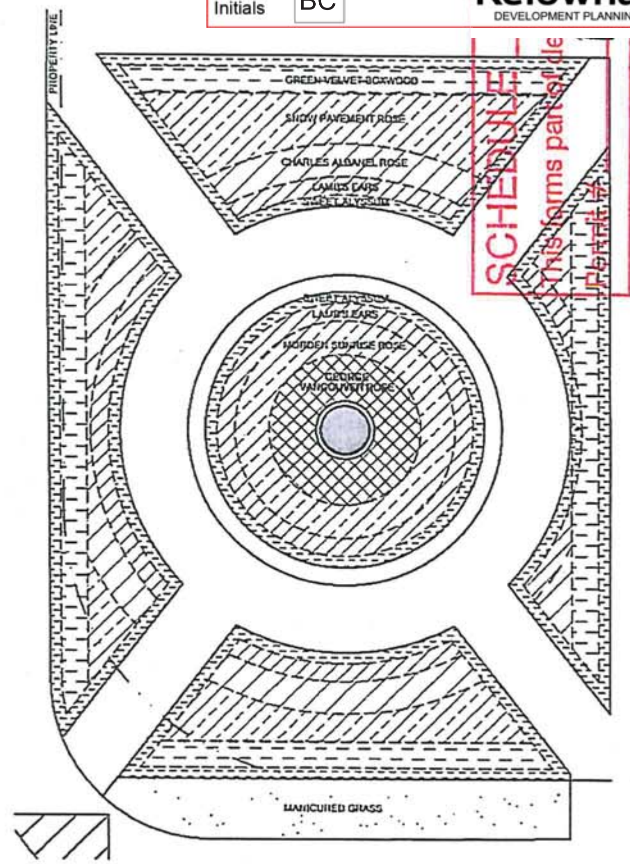
PLANT LIST

Deciduous Trees

Key	Scientific Name	Common Name	Planting Size	Mature Size, Approx.	Qty.
[illegible]	[illegible]	Tulip Tree	[illegible]	[illegible]	[illegible]

Deciduous Shrubs

Key	Scientific Name	Common Name	Planting Size	Mature Size, Approx.	Qty.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Sweet Alyssum	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Snow Pavement Rose	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Lamb's Ears	[illegible]	[illegible]	[illegible]



9 / L2 CONCEPTUAL HERITAGE GARDEN LAYOUT WITH CENTRAL SCULPTURAL ELEMENT
1:100

north

Kasian	PROJECT: KELOWNA HERITAGE TRAIN STATION - PHASE 1 DWG TITLE: HERITAGE GARDEN	ISSUED FOR: HERITAGE ALTERATION PERMIT SUBMISSION	PROJECT NO. C396 ISSUE DATE 11/13/2009 SCALE NTS DRAWN MCQ REVIEW — DWG REF N/A DWG NO. L2

ATTACHMENT A
This forms part of application
HRA22-0001
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials BC

rjc Engineers

December 23, 2022

Perry Freeman
Kelowna Train Station Inc.
c/o INC. NO. BC 0847922
5711 1st Street SE
Calgary, AB T2H 1H9
perry@commercialrealty.ca

Dear Perry Freeman,

RE: Heritage Element and Structural Visual Assessment **RJC No. KEL.104377.0006**
Kelowna Train Station Pub
1177 Ellis Street, Kelowna, BC

Introduction

RJC has been commissioned by Kelowna Train Station Inc. as part of a City of Kelowna request to complete a condition assessment of the building structure and select heritage components of the Train Station Pub located at 1177 Ellis St in Kelowna, BC. The purpose of our work is to assess the building to form an opinion of the general condition of the various building components included in the scope of work, evaluate the associated level of maintenance and identify items of concern or factors which may affect building systems maintenance and renewal budgets. RJC's scope of work consisted of the following:

- Review the available building drawings and reports.
- Attend the site to complete a visual review of the building. RJC's site visit was completed by Bret Depner and Michael Blackman on December 13, 2022.
- Discuss the site conditions and any existing areas of concern with the site staff.
- Prepare a condition assessment report detailing observations, conclusions and recommendations.

General photos and observations have been included in Appendix A. Limits of Commission regarding our scope is provided in Appendix B.

Building History

The Train Station Pub is a one-storey, wood-frame building on a concrete foundation located in the downtown core of Kelowna, BC (Photo 1 and 2). The original date of construction is circa 1926. Wall superstructure is

ATTACHMENT A
This forms part of application
HRA22-0001
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials BC

understood to be conventional wood framing. The main floor over the crawl space is wood-framed with steel upgrade elements. The roof consists of a timber truss system with members of unknown size and configuration. The structure is supported on concrete perimeter stem walls and interior concrete columns, which are presumed to bear on strip and pad footings.

Exterior cladding includes stucco upper walls and stone lower walls with brick features at corners and doors. The roof is covered with shingles.

The building has heritage designation. The heritage items are identified in the Heritage Character and Elements report provided to RJC and are labelled as follows for this letter:

- Roof
- Windows and Doors
- Façade (including stucco, brick masonry and stone veneers)
- Landscape (not in RJCs review scope)

The City also requested a review of the subject building with regard to heritage values and past significance of the site and existing buildings but this is outside of our current scope of engagement.

From discussions with staff on site, there was a recent roof leak from a fastener penetration. RJC has been advised by staff on site that this has been repaired by a local contractor.

Observation of the Structure

RJC was granted access to the crawlspace to review the foundation and floor structural assembly. The majority of the superstructure, including wall and roof framing, is covered by finishes and cannot be directly observed. Following are RJC's observations from the accessible areas of the building foundation and superstructure:

- Foundation
  - The building foundation wall consists of concrete of unknown thickness with a 2x6 wood build out on the interior side of the wall. The build out is located at the east end of the crawlspace and is not continuous around the entire foundation wall (Photo 3).
  - There is a mud slab of unknown thickness in the crawlspace. The crawlspace mud slab contained minor cracks (Photo 4). RJC is of the opinion that these cracks are not structurally significant.

ATTACHMENT A
This forms part of application
HRA22-0001
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials BC

- Main Floor
  - The floor system consists of 2x10 floor joists spaced at 16" o/c. Some floor joists were sistered with additional 2x10 joists (Photo 5), presumably during prior renovation work. The floor joists are embedded into the concrete foundation wall at one end and are bearing on 8" wide x 11" deep rough-sawn timber beams at the other end. The beams are bearing on concrete columns (Photo 6).
  - Structural steel C-channels have been fastened to most of the timber beams supporting the floor. It appears that these have been installed after original construction to increase the load capacity of these members (Photo 7).
  - There are localized signs of moisture staining and deterioration on the joists and beams below the bathroom at the north end of the building (Photo 8) and the bar (Photo 9). There is a vent and a drain located at the bar and bathroom, respectively. Floor framing at both locations does not appear to be deteriorated to a point of structural concern. Plans should be developed to monitor and maintain these locations.
- Superstructure
  - Visible portions of the existing roof trusses appeared to be in good condition (Photo 10).
  - The wall systems appeared to consist of 2x studs at unknown spacing. No exploratory recesses were performed to confirm the size or spacing of the studs, however the wall appeared to be in good condition.
  - Based on review of interior and exterior finishes RJC found no indication of structural distress or deterioration in the existing building superstructure.

Observations of the Heritage Items

As noted above the reviewed heritage items consisted of the roof, window and doors, and the facade (stucco, brick, stone veneer). A summary of our findings are below:

- The roof appeared to be in good condition other than minor curling of the shingles (Photo 11).
- The windows and doors appeared to be in good condition other than chips and peeling of the paint on the units and the trim (Photo 12). Trim had become detached at one window in the room that accesses the crawlspace (Photo 13). These are maintenance items and should be included in future maintenance plans.
- The exterior stucco is generally in good condition other than minor marks and staining (Photo 14).

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Recommendations

As noted in our observations, RJC found no indications of distress in the existing base-building structure. In general, recommendations are for maintenance purposes and are summarized as follows:

- Periodic monitoring of the progression of the water damage in the crawlspace below the bar vent and the north bathroom drain.
- Paint touch-ups and/or trim repairs at multiple doors and windows.
- Replacement of curling roof shingles.
- General cleaning of the stucco to remove the dirt and stains.

Closing

This report was prepared for Kelowna Train Station Inc. It is not for the use or benefit of, nor may it be relied upon, by any other person or entity, without written permission of RJC. Refer to Appendix B for additional Limits of Commission.

We trust the information contained within this report satisfies your current requirements. Should you have any comments, questions or concerns, please contact the undersigned. We remain available to review and discuss findings and future action.

Yours truly,

READ JONES CHRISTOFFERSEN LTD.

2022-12-23

Bret Depner, EIT
Design Engineer

EGBC Permit to Practice number: 1002503
Michael Blackman, BASc, P.Eng., LEED® AP BD+C, FEC
Principal

BJD/vml

Appendix A – Photos and Observations
Appendix B – Limits of Commission

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APPENDIX A

PHOTOS AND OBSERVATIONS

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PHOTOS	
Description	**Photo**
December 13, 2022 General overview of western end of the north elevation.	 Photo 1
December 13, 2022 General overview of eastern end of the north elevation.	 Photo 2

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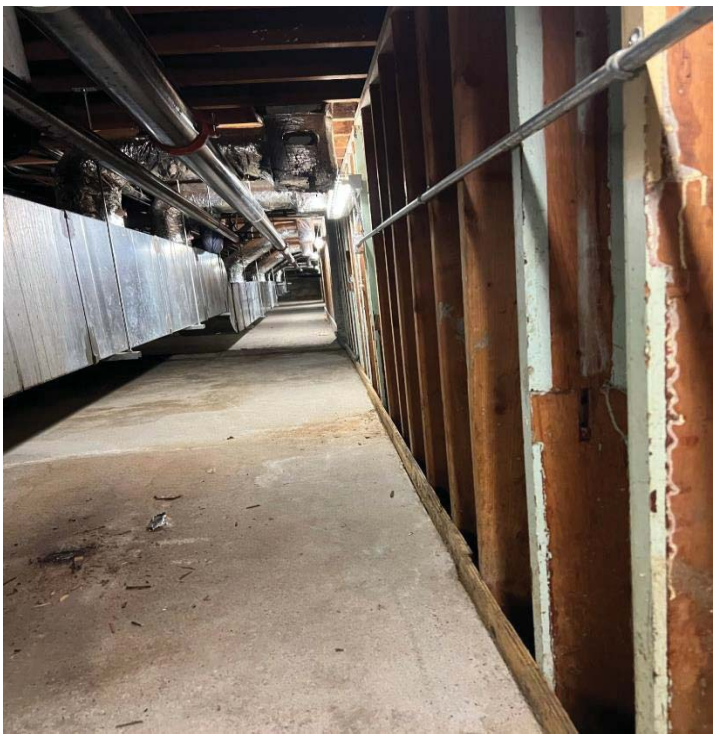
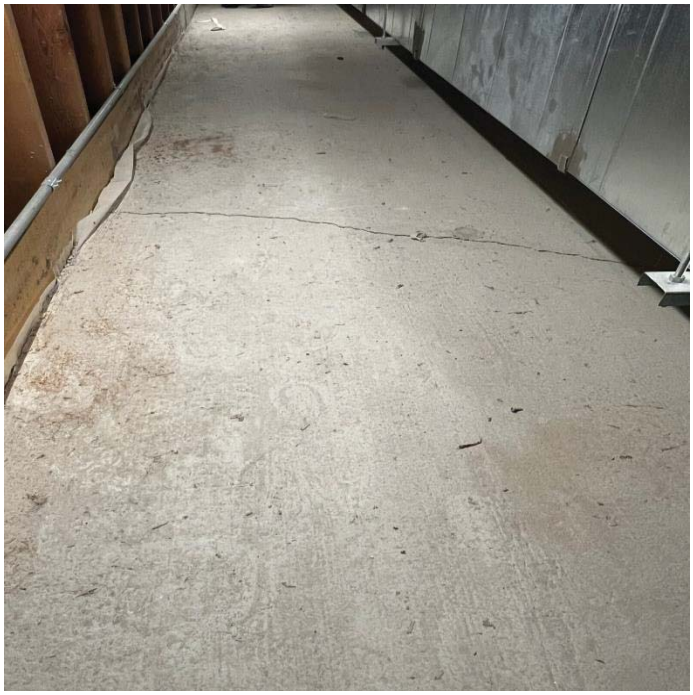
December 13, 2022 2x6 stud wall build out on the interior of the concrete foundation wall.	 Photo 3
December 13, 2022 Crack in the mud slab.	 Photo 4

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December 13, 2022 Overview of the original 2x10 joists sistered with additional 2x10 joists.	 Photo 5
December 13, 2022 Overview of the beams bearing on concrete columns.	 Photo 6

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December 13, 2022 Metal C-channel installed after original construction.	 Photo 7
December 13, 2022 Moisture staining in floor joists below washroom. Concrete cut-out in original foundation wall.	 Photo 8

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December 13, 2022 Moisture staining in joists and floorboard near vent location below the bar.	 Photo 9
December 13, 2022 Overview of exposed roof trusses.	 Photo 10

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December 13, 2022 Curling shingles on the east end of the south elevation.	 Photo 11
December 13, 2022 Peeling of paint and chips in the door on the south elevation.	 Photo 12

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December 13, 2022 Detachment of the window trim on the interior of the window in the room that accesses the crawlspace.	 Photo 13
December 13, 2022 Dirt and staining on the stucco.	 Photo 14

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APPENDIX B

LIMITS OF COMMISSION

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Kelowna Trains Station Inc. recognizes that special risks occur whenever engineering or related disciplines are applied to identify hidden elements or portions of a building. Even a comprehensive sampling and testing program, implemented with the appropriate equipment and experienced personnel under the direction of a trained professional who functions in accordance with a professional standard of practice may fail to detect certain conditions, because they are hidden and therefore cannot be considered in development of a repair program. For similar reasons actual conditions that the design professional properly inferred to exist between examined conditions may differ significantly from those that actually exist.

Kelowna Trains Station Inc. realizes that nothing can be done to eliminate these risks altogether. As a result, we cannot guarantee the accuracy of opinions of probable cost and shall assume no liability where the probable costs are exceeded.

Kelowna Trains Station Inc. recognizes that RJC does not have expertise in the identification of, or health risks associated with, mould, mildew or other fungi and therefore cannot provide an opinion as to the extent to which these substances exist in the building or the associated potential health risks to building occupants. Neither RJC, nor any company with which it is affiliated, nor any of their respective directors, employees, agents, servants or representatives shall in any way be liable for any claim, whether in contract or in tort including negligence, arising out of or relating in any way to mould, mildew or other fungus, or other hazardous materials, including the actual, alleged or threatened existence, effects, ingestion, inhalation, abatement, testing, monitoring, remediation, enclosure, decontamination, repair, or removal, or the actual or alleged failure to detect mould, mildew or other fungus, or other hazardous materials.

This report has been prepared in accordance with generally accepted engineering practices. No other warranties, expressed or implied, are made as to the professional services provided under the terms of our contract and included in this report. A detailed review of the structural system, including seismic restraint, was not included in the scope of work.

Review of mechanical, electrical, and fire safety systems, and means of egress were also beyond RJC's scope of work.

Services performed and outlined in this report were based, in part, upon visual observations of the site and attendant structure. Our opinion cannot be extended to portions of the site that were not reviewed or situations reasonably beyond the control of RJC. If unexpected conditions are encountered at the site, RJC must be notified in order that we may determine if modifications to the conclusions presented her are necessary. Any conclusions, recommendations, or opinions of probable cost presented in this report were determined from the limited information available from random testing and visual inspections.

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RJC prepared this report for the use of Kelowna Trains Station Inc. who will share the report with City of Kelowna. The material in it reflects RJC's judgement in light of information available to RJC at the time of preparation. Any use that a third party makes of this report, or any reliance or decisions to be based on it, is the responsibility of such third party as a result of decisions made or actions based on this report.

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Canadian National Railways Station

Railway Garden and Plaza Heritage Assessment

1177 Ellis Street, Kelowna BC

February 2023

Cover Photo courtesy of Team Construction Management Limited

Prepared by:

VDZ + A
Landscape Architecture | Civil Engineering | Urban Forestry

Vancouver | Fort Langley | Kelowna

302- 1150 Sunset Drive
Kelowna, BC V1Y 9Z5

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INTRODUCTION & HISTORY

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Introduction

The purpose of this report is to document the existing condition of the landscape heritage assets at the Canadian National Railways Station property, located at 1177 Ellis Street in Kelowna, BC. This report, alongside a report for the existing heritage building (Train Station Pub, formerly CN Station) and a Gingko Tree, record the condition of the heritage assets of this site. This will be included with a Development Permit submission for the redevelopment of the site.

This report will include a brief description of the history of the Station, garden and plaza; photographically document the current condition of the landscape elements, and provide recommendations for repair and protection during the course of construction.

History

The Canadian National Railways Station (CN Station) represents the first and only rail link that integrated Kelowna into the provincial and national rail transportation networks. It is one of only two buildings from the original Canadian Pacific rail yards that remains today.

The station was built in 1926 of stucco and fieldstone and was a key element in the switch from Kelowna 's economy being through water-based to land-based access.

In 2012, the station was renovated and revitalized, turning into the popular Train Station Pub. At this time, a small garden and public plaza was built at the Southwest corner of the site, which included a sculpture named The Conductor, by Ken Curley, to commemorate the role of the railway in the economic development of Kelowna.

The garden includes evergreen, decorative shrub and perennial plantings, centered around a raised planter with the sculpture. The plaza includes seating with small tree plantings and bicycle racks, incorporating stamped concrete paving emulating the brick utilized on the building itself.

Aerial photograph of the rail yards in 1957. The CN station can be seen at the right side of the image, near the bottom, courtesy of Jim and Jeremy Spurway via okanagan.net

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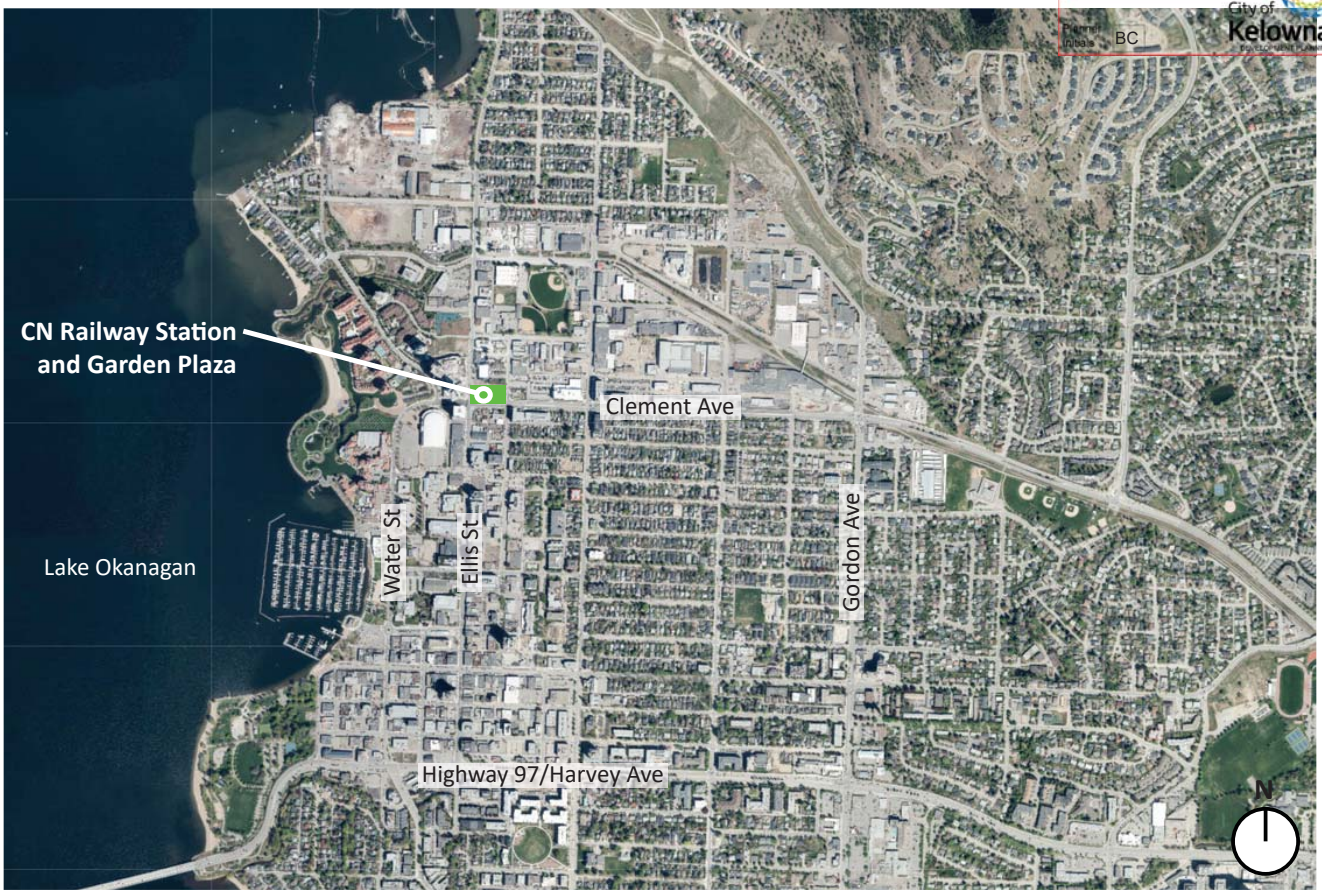
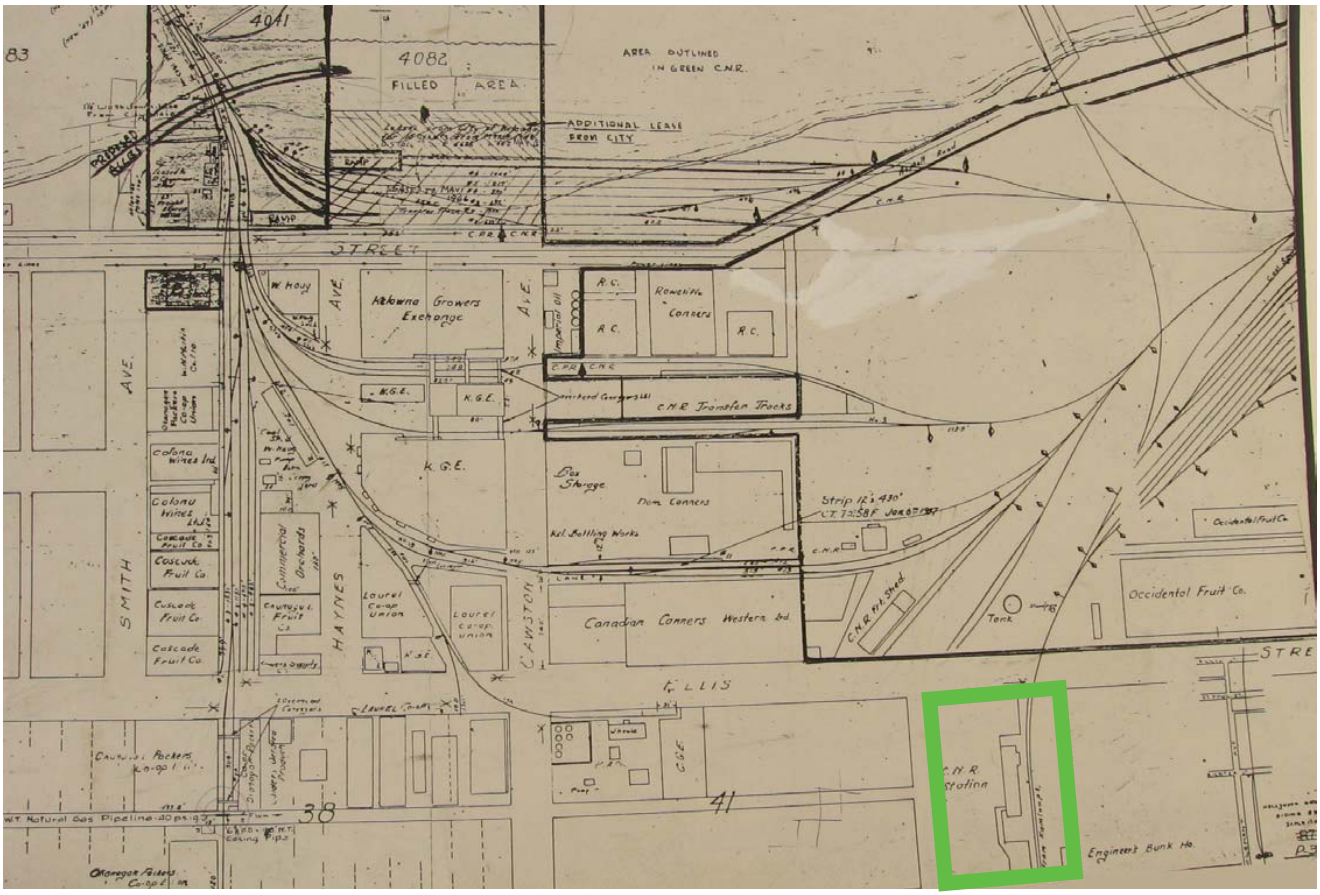


Context and Location Map, aerial courtesy of City of Kelowna



Map of the Canadian Pacific Rail Yard in 1960 with CN Railway Station at bottom right, courtesy of Jim and Jeremy Spurway via okanagan.net

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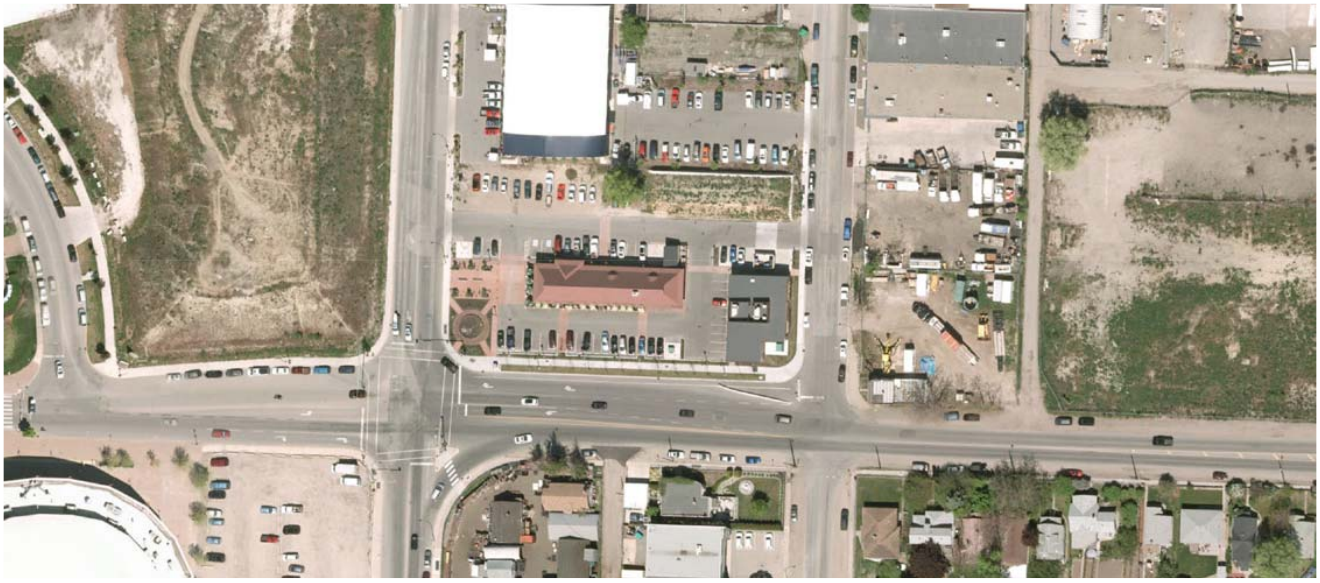
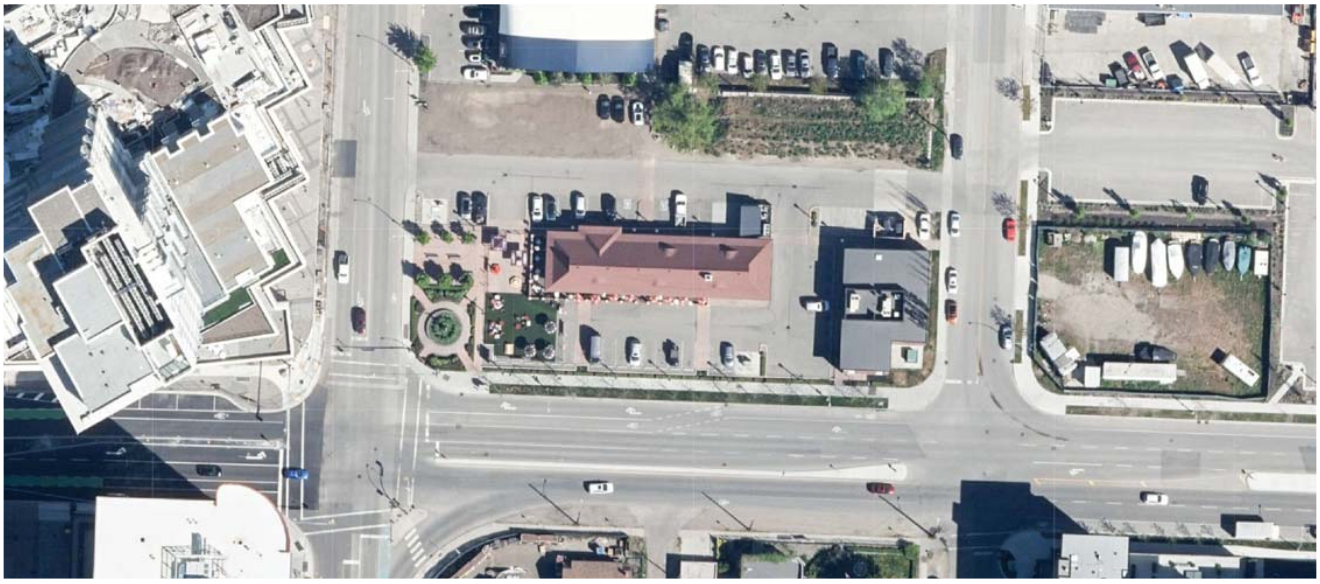
Aerial photograph of the site in 2000, courtesy of City of Kelowna



Aerial photograph of the site in 2012, courtesy of City of Kelowna



Aerial photograph of the site in 2021, courtesy of City of Kelowna

ASSESSMENT & IMAGERY OF THE GARDEN

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Assessment

The garden sits at the corner of Clement Avenue and Ellis Street (figure 1) and includes perennial and shrub plantings, feature boulders, a circular raised concrete planter with a sculpture feature of The Conductor (figure 2), four stamped concrete access walkways, and a textured concrete circular path. There are feature boulders within the planting areas and uplights for the sculpture.

Generally, the garden appears to be in good condition. At the time of the site visit (mid-February, 2023), some foliage was visible on the perennial Lamb's Ear plantings (figure 5), and decorative rose hips were visible on both types of roses (figure 3). The boxwood looked green and healthy (figure 3). Plant density appeared good, with only a few small gaps in the boxwood hedge along the perimeter (figure 4 & 6).

Some irrigation lines were visible, exposed above the soil, and there appeared to be no mulch remaining within the planting beds (figure 8 & 9). A few of the irrigation valve boxes were missing lids and a substantial amount of garbage was noted within the planting beds at the time of inspection (figure 10).

The circular raised planter was in fair condition, with some minor cracking, scratches, and cone tie holes from normal aging of the plaza (figures 11-13). Some graffiti was noticeable on the edges of the planter (figure 14).

The sculpture appeared to be good condition with uplights visible and working in the early morning.

The stamped concrete paving has a red brick finish to complement that found on the station building. Only a couple tiny cracks were visible, likely from expansion and contraction of the material through the winter seasons, but do not pose structural or public safety hazards (figures 14 & 15). Some salt damage was visible at the East side of the garden, where a pathways connects North-South from Clement Avenue to the Train Station pub, next to an asphalt parking area (figure 16). Some fading of the red colour has occurred over the years due to sun exposure.

The textured circular concrete path around the raised planter/sculpture feature appeared in excellent condition, with a single surface crack visible.

Comparison with Original Plans

The constructed plaza is very similar to the original plans.

There are a few changes, noted below:

- Some plantings appear to be missing, notably the perennial groundcover plantings of Sweet Alyssum.
- There are two types of stamped, coloured concrete paving in the garden, where the plans showed only a single type.
- Feature boulders have been incorporated into the garden space, where none were shown on the plans.

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Context Map

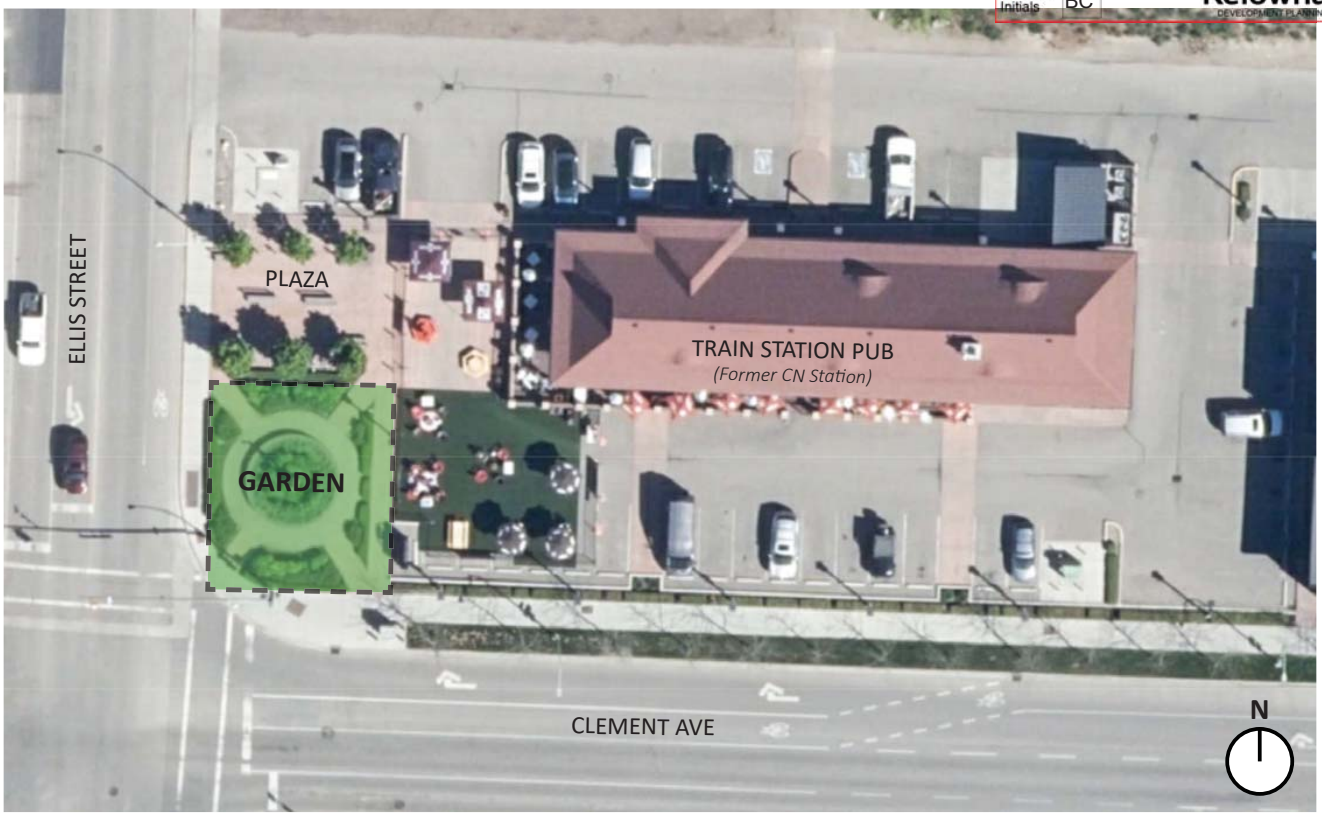

Figure 1: Aerial View of Garden space, courtesy of City of Kelowna

Imagery

Figure 2: View of the garden area from the corner entrance at the intersection of Clement Avenue & Ellis Street

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Figure 3: Decorative rose hips visible on rose plantings

Figure 4: Healthy green boxwood hedge and dense rose plantings

Figure 5: Dense cover of perennial Lamb's Ear plantings at base of roses in raised planter feature

Figure 6: Small gaps in Boxwood hedge at eastern edge of garden

Figure 7: Feature boulder in landscape bed.

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Figure 8: Exposed irrigation lines visible in planting bed at Northwest corner.

Figure 9: Exposed irrigation line visible in raised planter near uplight.

Figure 10: Irrigation valve box missing lid and garbage behind roses in North planting bed.
Another valve box was missing a lid in the southwest planting bed.

Figure 11: Cracking and scratches along top edge of raised planter

Figure 12: Holes in wall of raised planter

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Figure 13: Additional cracking along wall of raised planter

Figure 14: Graffiti on raised planter

Figure 15: Cracking of stamped concrete paving along edge of municipal sidewalk at Southeast corner of garden, off Clement Avenue

Figure 16: Small crack in surface of stamped concrete paving

Figure 17: Salt damage along East pathway bordering asphalt parking area

ASSESSMENT & IMAGERY OF THE PLAZA

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Assessment

Site Inspection Summary

The plaza is sited North of the garden along the West side of the property and connects Ellis Street to the Train Station building (figure 18). It includes a variety of site furnishings, light standards, bicycle racks, benches, bollards, a waste receptacle, and tree plantings with tree grates. The surface is constructed of the same stamped red brick concrete paving as the garden, with a timber boardwalk stamp along the far North end of the plaza, along the parking stalls (figure 19).

Generally, the plaza appears to be in good condition. At the time of the site visit (mid-February, 2023), no foliage was visible on the tree plantings. Some moss was visible on the tree trunk, but the trees appeared healthy with no visible broken or cracked branches. The tree grates were in excellent condition.

The site furnishings were in good condition and were firmly bolted to the concrete surfacing. There were some signs of wear and damage on the timber slats of the benches, such as small chips in the wood and minor checking (figure 20 - 22).

The bicycle racks and bollards had some signs of weathering of the recycled plastic components. There were some minor scuffs and other aesthetic impurities, but otherwise were in good condition (figure 23 & 24).

Light standards were all in good condition and working at the time of inspection.

The waste receptacle has some chipping of the powdercoat surfacing along the inner rim and top surface, from normal use. It was otherwise in good condition (figure 25).

The stamped red brick concrete paving was in good condition, with some fade in colour over the years due to weather and sun exposure, similar to that of the garden area. There still appeared to be positive drainage across the plaza, with no visible low spots (figure 26). There was some additional wear of the surface near the Northeast most tree planting, where the surface was darkened (figure 27). Minor cracks were visible in a few places, but do not pose structural or public safety hazards (figure 28).

The stamped timber boardwalk concrete paving was in good condition.

Comparison with Original Plans

The constructed plaza is very similar to the original plans.

There are a few changes, noted below:

- Additional bicycle racks from what was shown in the plans; sixteen installed compared to eight on the plans
- The benches are in a slightly different layout, with two located in the centre of the plaza, but the overall quantity is the same
- The stamped concrete was noted on the plans to be a grey tone, but is red. The installed colour matches nicely with the materials of the building.
- The bollards along the east side of the plaza are in a slightly different layout than the plans, which may have been a result of revised barrier curb locations.

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Context Map

Figure 18: Aerial View of Plaza space, courtesy of City of Kelowna

Imagery

Figure 19: View of the plaza area from Ellis Street

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Figure 20: Chip damage on timber backrest top slat of bench

Figure 21: Chip damage on front of timber bench slat

Figure 22: Timber checking on rear bench slat

Figure 23: Scuffing and wear on bike rack posts

Figure 24: Chipping of powdercoat along rim of waste receptacle

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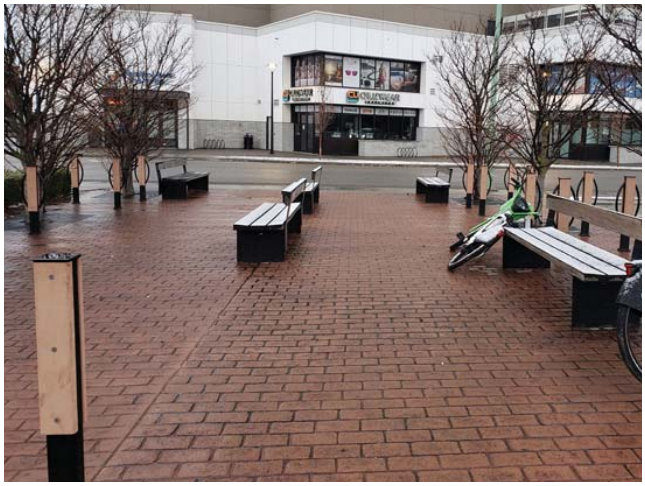

Figure 25: Positive drainage on plaza surface with no visible low points

Figure 26: Darkening on stamped concrete paving

Figure 27: Small crack in surface of stamped concrete paving

Figure 28: Salt damage along East side of plaza

Figure 29: Plaza tree plantings which appear to be in good condition

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RECOMMENDATIONS

Recommendations for Repair and/or Replacement

Soft Landscape Elements

Based on a review of the original plans for the garden, some plant material, most specifically the Sweet Alyssum plantings appear to be missing. While there are noticeable empty areas in the planting beds along the perimeter of hardscapes, the existing shrubbery may grow into this space in the summer months. Additional groundcover plantings could be incorporated, however, these may compete with the existing rose plantings. It is recommended that at a minimum, all planting beds be cleaned up through a top dressing of 25-50mm depth of wood mulch.

Exposed irrigation lines should be re-buried and additional stakes added to hold these in place. Mulch, as noted above, should then be added to the planting areas. Locking lids should be replaced for the two irrigation valve boxes which do not these. Consider adding lockable lids for remaining valve boxes, as required.

General site cleanup, such as removal of garbage and leaf debris should occur prior to additional wood mulch being placed.

Raised Planter

The visible linear cracking within the walls of the raised planter may be a result of the rebar spacing and lack of control joints installed during construction. There is little that can likely be done to fix this.

Regarding the various cracking and/or holes where cone ties were used in construction of the planter, there are two possible recommendations for the treatment of these. The first would be to remove cracked concrete and patch with new concrete. It is likely that patches may result in similar cracking in the future. Another option would be to break out all concrete from the cone ties locations and re-finish the entire planter wall with a sand blast. This will create a consistent look across the planter, but may come with a higher cost. Either option would be an acceptable sand blast the entire planter wall.

Graffiti on the raised planter walls should be removed. Consider applying an anti-graffiti stain to the wall.

Hardscape Elements

The cracking of the stamped brick finish concrete paving is superficial and does not require attention.

The fading of the stamped brick finish concrete paving is a normal result of weathering and could be considered to reflect the rustic and heritage style of the property. If desired, a stain or acid wash, with a top could be applied to the surface to renew the colour.

It is recommended that the entire stamped plaza and garden pathway system be pressure washed to remove dirt and darkened spots and restore consistency in the colour. This should occur in Spring once there is less sand and salt around.

Regarding the salt damage or spalling, a densifying sealer could be applied to preserve the stamped surface and increase longevity. A contractor would need to be hired to specify and apply an appropriate sealer for this particular application.

Site Furnishings

All items of note for the site furnishings are a result of normal wear and tear in this type of public application. These are aesthetic items only which do not affect the function or structure of the furnishings.

Recommendations are listed below:

- An overcoat or pain could be applied to the waste receptacle where powdercoating has chipped. A paint contractor would need to be hired to specify and apply the appropriate product for re-coating.
- Bench boards could be replaced with an IPE wood, which may grey to a similar colour over time.
- Pressure washing or general cleaning of the bicycle racks could remove scuffs and other stains.

Protection During Construction

All elements of the garden and plaza should be protected during the course of construction of any new developments on the site. Temporary construction fencing should be installed along the perimeter of the heritage assets along the interface of construction. No construction materials should be stored within these areas.

If any existing site elements are damaged during construction, these should be repaired to their condition prior to the start of construction.

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Tree Preservation Plan

Site:

The Train Station Pub
1177 Ellis Street
Kelowna, BC V1Y 1Z5

Prepared for:

Okanagan Commercial Realty Corp.
106-546 Leon Avenue
Kelowna, BC V1Y 6J6

Prepared by:

Adela Parlesak
Associate Consulting Arborist
ISA Board Certified Master Arborist #PN-8202BT
ISA Tree Risk Assessment Qualified
ISA Certified Tree Worker Specialist

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604-322-1375
www.bartlett.com

Submitted on February 24, 2023

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Background

In December 2022, Okanagan Commercial Realty Corp (OCRC) contacted Bartlett Tree Experts (Bartlett or BTE) regarding the condition of a heritage tree and the measures required to protect the tree during a proposed redevelopment project. The proposed scope of work includes the following:

- Construction of a new building 'A' to the north of the existing Metro Liquor Train station building
- Construction of a new building 'B' at the northwest corner of the lot, west of the heritage tree
- Construction of a new building 'C' at the north side of the lot, east of the heritage tree
- Installation of 'wood patio deck of sleepers'
- Installation of an art wall to the north of the tree
- Installation of a 'meadow with concrete paver slab stepping stones' within the drip line of the tree
- Resurfacing of the existing parking lot

The City of Kelowna (City or COK) requires the contractor to consult with an arborist in order to carry out the necessary development. Arborist Representative Mike Parsons visited the site on February 01, 2023 to assess the tree. Associate Consulting Arborist Adela Parlesak prepared this report.

Purpose

The intended purpose of this report is to provide information on the condition of the tree, its suitability for retention and the measures required to protect any retained trees during the proposed construction project.

Limits of the Assignment

Information regarding the trees included in this report was obtained from:

- the physical inventory conducted by BTE
- an email from OCRC:
    - KTS DP DRAWING SET-LANDSCAPE SET.pdf

A visual inspection was performed of the single heritage tree identified as tee #1.

Data collected in the field included species, diameter at breast height (DBH measured at 1.4m), approximate height, canopy radius, and the overall tree condition. The Critical Root Zone (CRZ) radii was determined using the *Best Management Practices* and the Tree Protection Distance Table in Appendix IV.

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The weather conditions were overcast with a light dusting of snow at the time of the assessment. This tree inventory was not a tree risk assessment. As such, no trees were assessed for risk in accordance with industry standards, nor are there any tree risk ratings or risk mitigation recommendations provided within this preservation plan.

All recommendations made in this report are based on our interpretation of the plans provided and our email communication with the client. **A review of the project and the management recommendations of the trees may need to be modified if the scope of work and/or project details are revised.**

Tree Protection and Management

A single heritage gingko (*Gingko biloba*) tree located at the north side of the property was included in this inventory. The tree is to be protected during the proposed construction project. Overall the tree is in good condition. There are some structural issues which can be addressed through pruning, such as removing stubs from previously failed limbs, and reducing end weight of over-extended branches.

The species has a relatively good tolerance to construction activities. The City of Kelowna establishes a critical root zone as diameter at breast height (DBH) divided by 166. This would be 660mm / 166 = 3.98m. The *Best Management Practices* guidelines recommend a Tree Protection Zone (TPZ) multiplication factor of 8 for a mature tree, with high tolerance. This would work out to 66cm x 8 = 528cm or 5.28m.

The minimum required protection distance is 3.98m, while the recommended protection distance is 5.28m from the centre of stem radially to minimize negative impacts which can be incurred during the proposed construction project.

Effects of construction on trees

Tree root systems are generally confined to the uppermost meter of the soil profile. Construction activities can cause profound changes to the area surrounding a tree's root system. Access traffic, storage of materials, grading, and trenching can result in soil compaction, crushing or severing of roots, injury to aboveground portions (trunk and branches), and drainage changes.

Cutting of roots reduces a tree's ability to supply itself with water and nutrients necessary to produce the sugars and carbohydrates necessary for sustaining life. Compaction of the soil reduces air pockets in the soil and makes it more difficult for roots to grow through it. It also slows or even prevents drainage of irrigation or storm water, which can result in excessively wet conditions, leading to root rot. Breakage and injury to a tree's trunk and

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branches reduce its aesthetic value, but more importantly, can leave entry points for pests and diseases.

The issues above often do not appear immediately after the area surrounding a tree has been disturbed. It can be years after the project has been completed that stress signs become apparent. Reduced growth, changes in color or leaf size, branch dieback, or even tree death can follow large disturbances.

Recommendations

1. Implement a preconstruction soil care regimen to optimize soil condition and help mitigate negative impacts.

2. Prune to reduce end weight of over-extended branches as necessary to avoid breakage

3. Any clearance pruning required to accommodate the new development, and/or during construction shall be conducted by an ISA Certified Arborist (or equivalent) not construction personnel.

4. Coordinate the pruning schedule to take place within a month of the project start date. This will ensure enough clearance is provided prior to tree canopy regrowth.

5. Establish the tree protection fence prior to the start of any construction activities.

6. Any disturbance within the CRZ/TPZ/TPF including but not limited to demolition, construction, grading, trenching, and/or landscaping is to be conducted under ISA Certified Arborist (or equivalent) to monitor the impacts within the critical root zone, and potential root damage.

7. Maintain all scopes of work and construction activities, including landscaping outside of the established critical root zone/ tree protection zone.

8. Implement a post construction soil care such as a root invigoration program to help decompact soil, supplement nutrients, and improve soil porosity to promote root growth.

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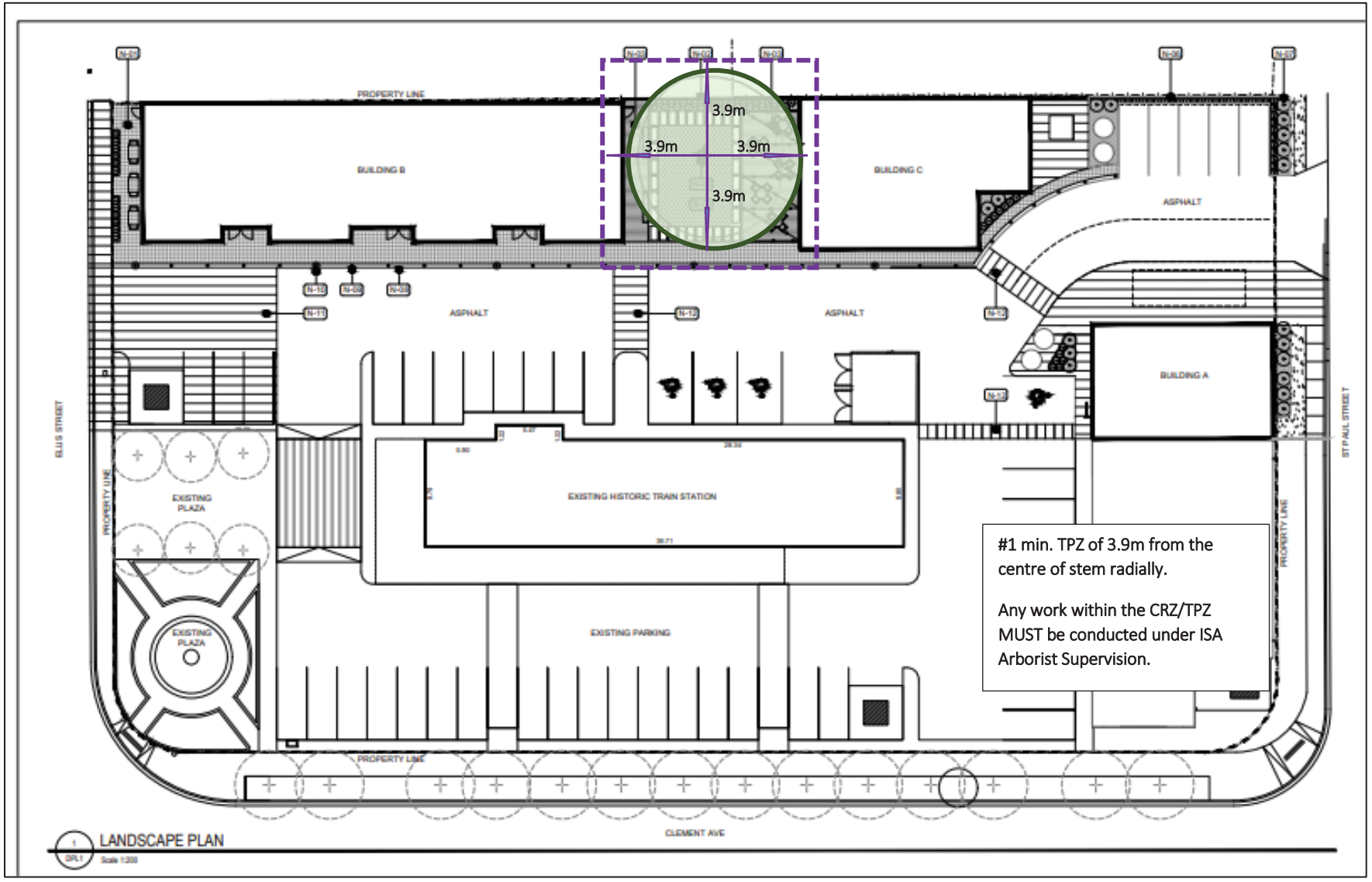
Appendix I – Site Plans



Proposed scope of work area, approximate tree location, and TPF layout (not to scale)

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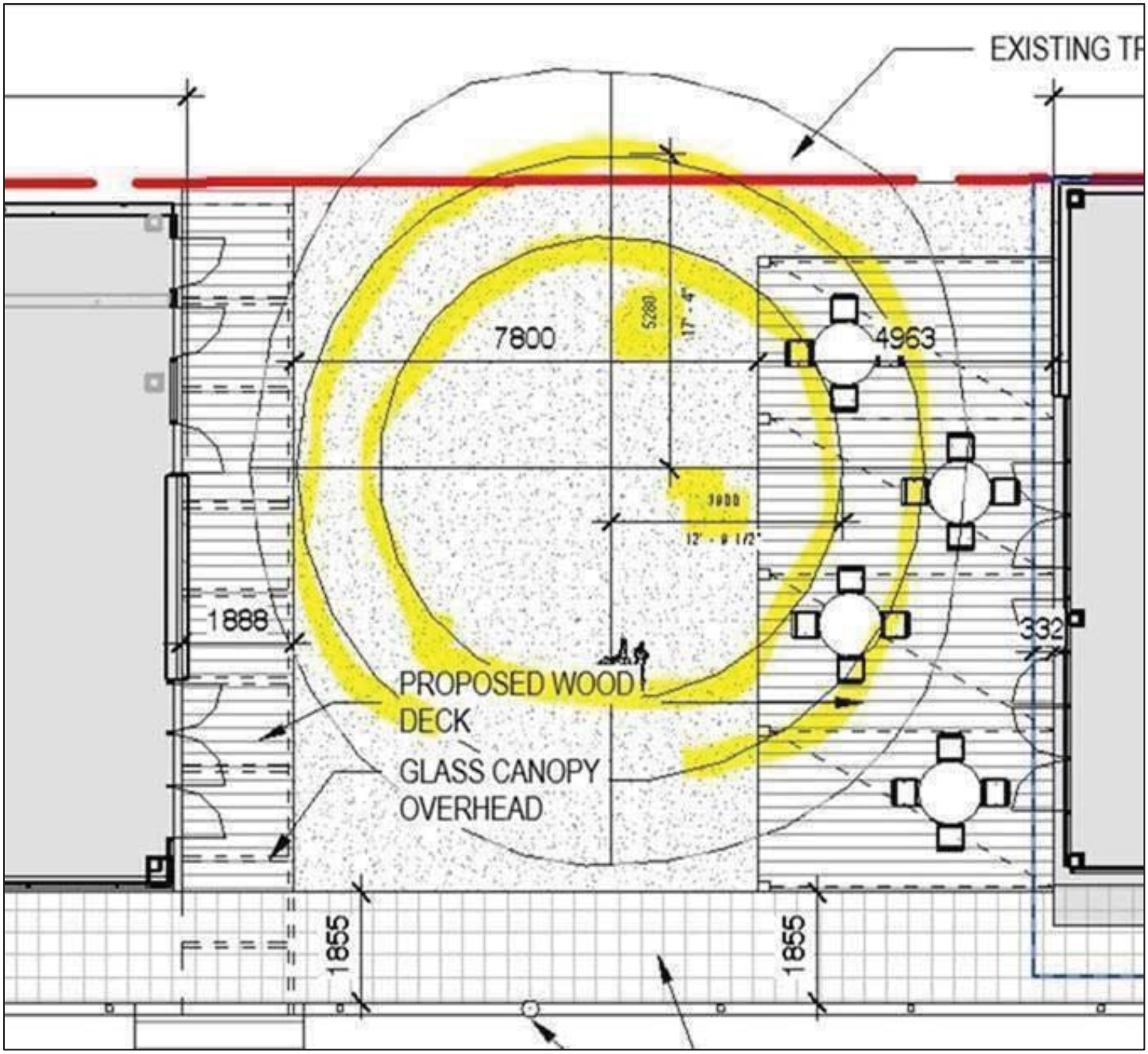

TPZ layout to scale.

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Appendix II – Tree Details

Tree ID	Species	DBH[1] cm	Height m	Canopy Radius m	Condition Class[2]	Relative Tolerance	Observations/ Comments	CRZ/ TPF[3] m	Recommendations
1	Gingko (*Gingko biloba*)	66	13.3	4	Good	Good-Moderate	Co-dominant stems with an included bark union Wounds from previously failed limbs	3.9	Retain and Protect Prune-clearance Extend the TPF to 5.28m to increase the protection zone. Have an ISA Certified Arborist supervise all work within the CRZ/TPF

[1] DBH- Diameter at Breast Height measured at 1.4m above ground.
[2] Condition Class:
Dead
Poor- Most of the canopy displays dieback and undesirable leaf colour, inappropriate leaf size or inadequate new growth.
Fair- Parts of the canopy display undesirable leaf colour, inappropriate leaf size, or inadequate new growth.
Good- Tree health and condition are acceptable.
[3] CRZ/TPZ-critical root zone/tree protection zone-tree protection fence distance from the centre of the stem, measurements are based on the *Best Management Practices* and *ANSI A300 Part 5* standards for managing trees during constructions, calculated at 6 to 18 times the DBH relative to species tolerance to construction and maturity.

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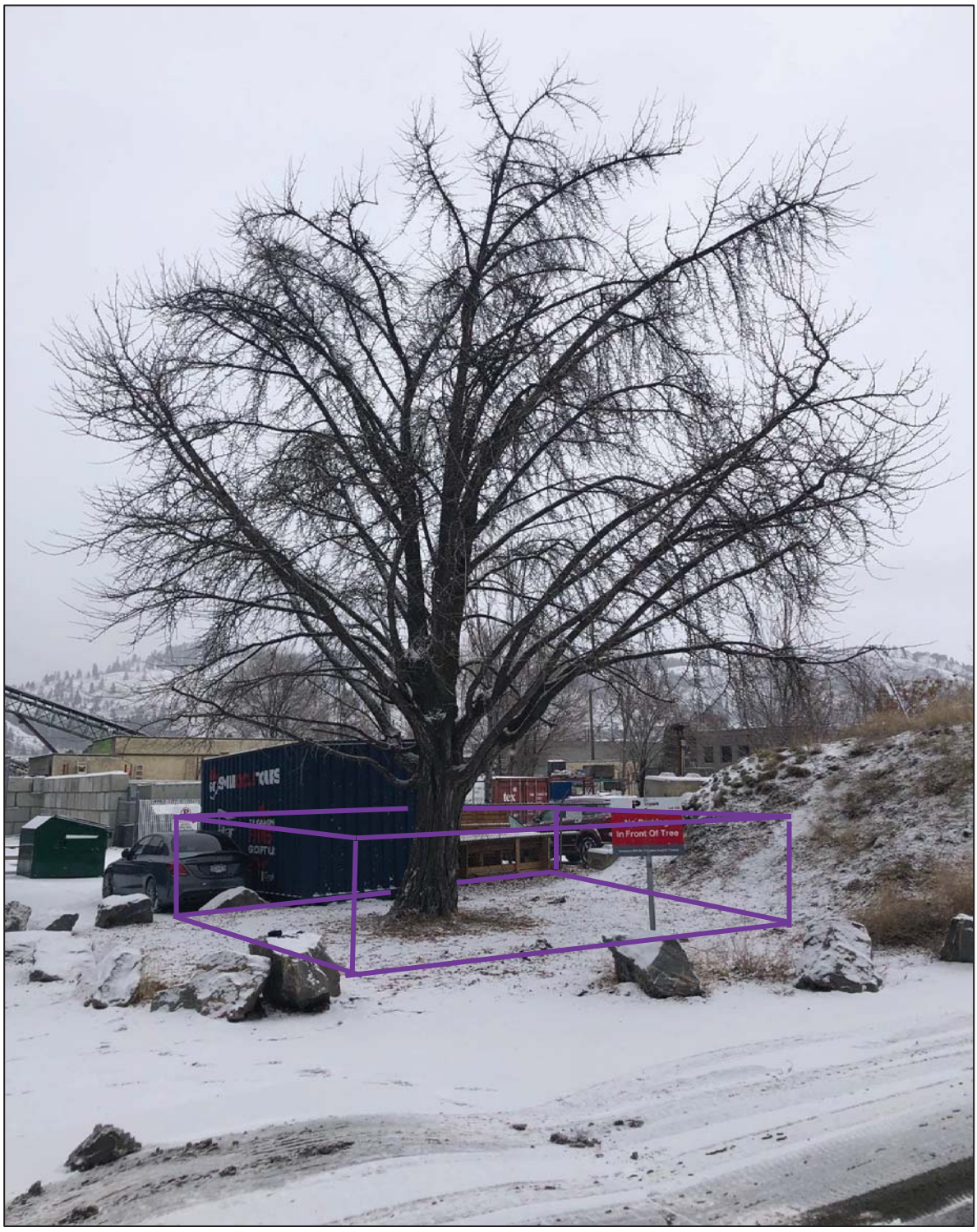
Appendix III – Photographs



Tree #1 heritage gingko to be protected. Approximate layout of the TPF (not to scale), min. 3.9m (5.28m recommended) from the centre of stem radially.

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Canopy view, showing stubs from previously failed limbs

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Appendix IV – City of Kelowna Tree Protection Bylaw

Bylaw No. 8041

Schedule A SCHEDULE A Tree Protection Zone Installation Standards

PURPOSE
Tree Protection Zones involve barriers placed around trees for the prevention of damage to tree trunks, branches, and roots by any construction activities/operations.

REQUIREMENTS
1. Barriers are to be installed prior to any demolition, excavation, or construction on site.

2. Barriers must remain upright and in place throughout the entire construction process.

3. No incursions inside or against the Tree Protection Zone are to occur, including, but not limited to: garbage/debris storage, material or equipment storage, porta-potties, soil piling, fill or grade changes, surface treatments or excavations of any kind, equipment fueling or chemical mixing, etc.

SPECIFICATIONS FOR CONSTRUCTION

- Barriers should be a maximum of 1.2 m (~4') in height.
- At minimum, 2"x 4" construction lumber to be used for vertical posts, top and bottom rails and cross bracing (in an "X"); round, un-treated vertical posts may be used with a minimum diameter of 9 cm.
- Spacing between vertical posts to be no further apart than 3.7 m (12') on center.
- Structure must be sturdy with vertical posts driven firmly into the ground. • Barrier must be continuous mesh screening (e.g. orange snow fencing).
- The distance of the barrier from the tree trunk must be determined by a qualified person (arborist) based on the drip line and tree diameter, using table below:

Trunk Diameter (DBH measured in mm or inches)	Critical Root Zone (minimum distance of fence from trunk)
200 mm / 7.9"	1.2 m
250 mm / 9.8"	1.5 m
300 mm / 11.8"	1.8m
350 mm / 13.8"	2.1m
400 mm / 15.7"	2.4m
450 mm / 17.7"	2.7m
500 mm / 19.7"	3.0m
550 mm / 21.7"	3.3m
600 mm / 23.6"	3.6m
750 mm / 29.5"	4.5m
900 mm / 35.4"	5.4m
1000 mm / 39.4"	6.0m
Minimum Critical Root Zone Calculation: divide DBH (mm) by 166 Example: 800 mm divided by 166 = 4.8 m minimum distance from trunk	

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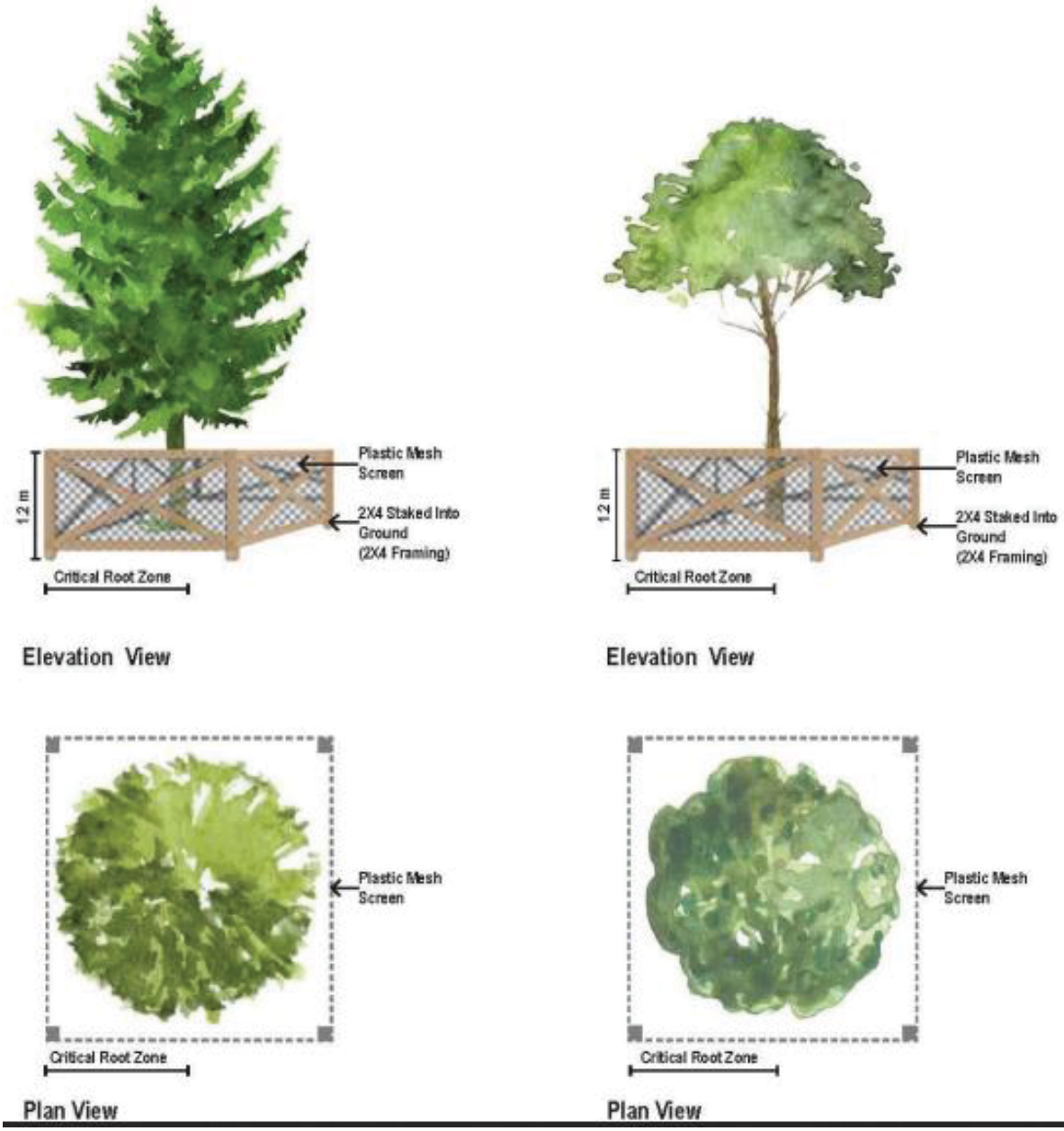
- Visible signage must be posted advising that encroachment inside the protected area is forbidden. Signage to be posted on at least two sides (weather-proof, 11"x17" minimum size). Sign must read:

NO ENTRY
Tree Protection Zone
If barrier has fallen over report immediately for repair
Phone: (xxx) xxx-xxxx

Figure 1 – Standard Tree Protection Zone Barrier Examples



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Appendix V - Assumptions and Limiting Conditions

Any legal description provided to the consultant is assumed to be correct. Any titles and ownership to any property are assumed to be good and marketable. No responsibility is assumed for matters legal in character. Any and all property is evaluated as though free and clear, under responsible ownership and competent management.

Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant can neither guarantee nor be responsible for the accuracy of information provided by others.

The consultant shall not be required to give testimony or attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.

Loss or alteration of any part of this report invalidates the entire report.

Possession of this report or a copy thereof does not imply right of publication of use for any purpose by any other than the persons to whom it is addressed, without the prior expressed written or verbal consent of the consultant.

This report, or any copy thereof, shall not be conveyed, in whole or in part, by anyone, including the client, to the public via any media type or outlet, without the prior expressed consent of the consultant specifically as to value conclusions, identity of the consultant, or any reference to any professional society or institute or to any initialed designation conferred upon the consultant as stated in his qualification.

This report and values expressed herein represent the opinion of the consultant, and the consultant's fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.

Illustrations, diagrams, graphs, and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys.

Information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspection. There is no warranty or guarantee, expressed or implied, that problems of deficiencies of the plans or property in question may not arise in the future.

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Appendix VI - Certificate of Performance

I, Adela Parlesak, certify that:

I have no current or prospective interest in the trees on the property, and have no personal interest or bias with respect to the parties involved;

The analysis, opinions and conclusions stated herein are my own and are based on current scientific procedures and facts;

My analysis, opinions, and conclusions were developed and this report has been prepared according to commonly accepted arboricultural practices;

No one provided significant professional assistance to me, except as indicated within this report;

My compensation is not contingent upon the reporting of a predetermined conclusion that factors the cause of the client or any other party, nor upon the results of the assessment, the attainment of stipulated results, or the occurrence of any subsequent events.

I further certify that I am an International Society of Arboriculture Board Certified Master Arborist # PN-8202BT, and am tree risk assessment qualified. I am a member in good standing of the International Society of Arboriculture. I have been involved in the field of Arboriculture in a fulltime capacity for a period of nine years.

Signed: _____ Date: February 24, 2023

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CITY OF KELOWNA

MEMORANDUM

Date: June 15, 2023

File No.: HRA22-0001 R1

To: Urban Planning Management (BC)

From: Development Engineering Manager (NC)

Subject: 1175-1177 Ellis St Heritage Revitalization

The Development Engineering Branch has the following comments and requirements associated with this Heritage Revitalization Agreement to develop three commercial buildings located along the perimeter of the subject property, which surrounds the restored and heritage designated CN Train Station building. All requirements will be applicable at time of Building Permit. The Development Engineering Technician for this project will be Sarah Kelly (skelly@kelowna.ca).

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 right to update/change some or all items in this memo once these time limits have been reached.

b. This property is located within an area identified by the City of Kelowna as possibly suited for groundwater recharge, increasing the site coverage will require consideration of increased storage capacity for onsite drainage system.

2. Domestic Water and Fire Protection

a. The subject lot is located within the City of Kelowna water supply area. The existing lot is serviced with a 150mm diameter water service. Only one service is permitted per legal lot. If necessary to service new commercial buildings, the Applicant, will arrange for the removal of the existing service and replacement with one larger, metered, service.

b. The Bylaw requirement for minimum available fireflow to commercial lots is 150 L/s. If it is determined that upgrades to any existing water distribution system must be made to achieve the necessary fire flows, the applicant must upgrade the existing system at their cost. Please contact the development technician for this file to arrange for formal modelling analysis to be completed.

c. The Developer's Consulting Engineer will determine the domestic and fire protection requirements of this proposed development and establish hydrant requirements and service needs. The applicant must demonstrate that both the calculated FUS fireflow demand and the internal building sprinkler demand of the proposed development does not exceed 150 L/s.

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3. Sanitary Sewer System

a. City records indicate that the subject lot is currently serviced with a 150mm diameter sanitary sewer service. The Applicant's Consulting Mechanical Engineer will determine the requirements of the proposed development and establish the service needs. Only one service will be permitted for each legal lot.

4. Storm Drainage

a. The property is located within an area identified by the City of Kelowna as possibly suited for groundwater recharge. For consideration of on-site disposal of drainage water, safe use of infiltration is to be confirmed with submission of a geotechnical report provided by a Professional Engineer competent in the field of hydro-geotechnical engineering. The Lot Grading Plan must show the design and location of this system.

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 Stormwater Management Plan for the localized area of the site being developed; and,

iii. An Erosion and Sediment Control Plan is to be prepared by a 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. If a line item for ESC is not included in the Engineer's cost estimate for off-site work, then an additional 3% will be added to the performance security based on the total off-site construction estimate.

c. On-site detention systems are to be compliant with Bylaw 7900, Schedule 4, Section 3.11.1 Detention Storage. SWMP is required to address increase in the site coverage and resulting increased storage capacity necessary for onsite drainage system.

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. City records records indicate that the subject lot is currently serviced with a 150mm diameter storm service. The Applicant's Consulting Engineer will determine the requirements of the proposed development and establish the service needs. Only one service will be permitted for each legal lot.

f. 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.

5. Road Improvements

a. Relocation of existing driveway access off St Paul St will require removal of existing concrete letdown, depressed curb, and driveway asphalt. New driveway location must be formalized with a concrete letdown, maximum 6m in width. Boulevard to be restored with landscape and irrigation which meets requirements of Bylaw 7900, Schedule 4.

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b. Public sidewalk on Ellis St to remain as concrete sidewalk to match City standard details, replacement with stamped concrete to match onsite Train Station crossings not permitted.

c. All Landscape and Irrigation plans require design and inspection by a Qualified Professional registered with the BCSLA and the IIABC, 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.

6. Electric Power and Telecommunication Services

a. The electrical and telecommunication services to this building/property must be installed in an underground duct system, and the building must be connected by an underground service. 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. Provide all necessary Statutory Rights-of-Way for any utility corridors as required.

7. Geotechnical Report

a. Provide a comprehensive geotechnical report, 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 report must be submitted 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.

vi. Recommendations for roof drains and perimeter drains.

vii. Recommendations for erosion and sedimentation controls for water and wind.

viii. Any items required in other sections of this document.

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.

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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 (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 Agreements 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. Survey Monument, Replacement Fee: $1,200.00 (GST exempt) – only if disturbed.

ii. Engineering and Inspection Fee: 3.5% of offsite construction value (plus GST).

Nelson Chapman P.Eng.
Development Engineering Manager

SK

ANCE Building Services Co. Inc.
739 Campbell Ave. Vancouver BC V6A 3K7

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

Sep 7, 2022

To whomever it may concern,

RE: Kasian Architecture Infill Proposal at 520 Clement Ave. (aka 1177 Clement St.) - Kelowna

This report is to comment on the appropriateness of two new proposed infill buildings and an extension to the existing liquor store, at the corner of Clement Avenue and Ellis Street, the site of the CN Station, a listed property on the Kelowna Heritage Register which received municipal heritage designation (bylaw 10268) in 2009. The below observations consider the proposal's alignment with *additions to historic places* in the Standards & Guidelines for the Conservation of Historic Places in Canada and with Kelowna's Heritage Objectives as outlined in Chapter 11 of the OCP.

Render of the proposed Building B on the CN Station site. source: Kasian Architecture.

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I have worked with the architects to create a site proposal that positively contributes to the evolution of this intersection, and that preserves and celebrates the special character and quality both of the CN Station and the North End industrial district. The overall proposed development does not negatively impact the heritage value of the historic place nor its character defining elements, but rather enhances it. This development proposal represents a thoughtful evolution of what is currently an under-built site (with an unsightly area at the northeast corner) to include higher density, new, relevant and ongoing uses and the further enhancement of the CN Station building. I see this proposal as a general improvement of the site to become a cohesive, complete complex, inspired by and centred around the heritage asset - the CN Station building.

The proposed drawing set in the Kasian Architecture application is a result of our collaboration.

Heritage status

Before the City of Kelowna protected the building with a municipal heritage designation by-law in 2009, the building had already been identified by the Historic Sites and Monuments Board of Canada in the early 1990s as one of over 100 Heritage Railway Station across Canada, protected through the Federal Heritage Railway Stations Protection Act.

Evaluating heritage values and significance

The CN train station's historic heritage value is extremely high. It not only represents the final stage in the transformation of Kelowna's economy from water-based to land-based access, connecting Kelowna directly to a national rail system, but also the significant economic growth for Kelowna and the entire Okanagan region sparked by the arrival of the CNR. The new railway connection created the impetus for the construction of packing houses, canneries and numerous other industrial facilities in the in the North End in late 1920s, shifting Kelowna's main industrial district from the waterfront to this northeast section of the city.

Its architectural value lies in its representation of an example of the CNR Architectural Division's modest interwar station designs. Its practical scale and simple design reflect the small population (approximately 3000 residents) and estimated cargo activity of Kelowna in the mid-1920s. Notwithstanding its modest scale, the combination of masonry materials (stone, brick and stucco), brick quoined corners and trim, elegant wood doors and windows, prominent roof with eyebrow dormers and deep overhang, give it a harmonious and handsome appearance.

Its conversion into a restaurant has returned what was a relatively underused building with limited public access to being a well-loved gathering place, as perhaps it was perceived when it still served as a passenger train station in its first 4 decades. Its social and historic value have been acknowledged through both federal and municipal protection and through its popularity today as the Train Station Pub.

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Identification of the character defining elements of the property

The Kelowna Heritage Register Statement of Significance lists the following CDEs:

- Good example of an historic train station, unique in Kelowna
- Characteristic many CN railway stations built between the wars
- Large roof proportions in relation to the building mass
- Steeply pitched hipped roof with small gables cut into the ends, and with deep, bellcast eaves and six eyebrow dormers
- Long, thin building form
- Projecting bay window for the operator on the north side
- Loading doors at the east end
- Red brick quoins at the corners
- Fieldstone lower walls, with battered (tapered) elevation, capped by a string course
- Stucco walls (painted cream) above the fieldstone / string course
- Wood, double-hung one-over-one window sash, brick framed

Given the heritage values articulated in the previous section, it would be appropriate to also to include its original corner location on Clement and Ellis, the gateway to the 'new' North End industrial area, as a character defining element, and well as its high visibility and status as a landmark. I'd also clarify the character of the original windows which are mostly large, commercial/industrial assemblies spanning from just below the roof eaves to the stone foundation (the most visible window on the Ellis elevation is a triple assembly). The railway garden and large Ginkgo tree are also considered contributors to the heritage value of the site.

Recommendations and strategies to inform the design of the new development

Thanks to the arrival of the CN Railway in 1926, Kelowna began to grow so rapidly, that the scenario of a lone train station building lasted only a few years, as the initial cohort of late 1920s industrial buildings grew around it, and even more so with the subsequent mid-century buildings added after the loop expansion of the rail lines in 1948. Today, Kelowna's status as the largest city in the Okanagan and the fastest growing in the province, is bringing consistent and rapid change to the built environment, mostly reflected in increases in density and height. The immediate area around the CN train station has been rezoned for higher density and two of the four corners of the subject intersection now house high-rise towers, directly across the street from the CN station.

The proposed infill buildings, Buildings B, C and the extension to Building A, all need to respond to the above mentioned context - that the CN Station is an incredibly significant regional, municipal and local (North End) landmark located at an intersection that may be the fastest and most dramatically transforming intersection in BC. Working with Kasian Architecture we used the following principles to finalize the development proposal:

- The CN Station visibility must not be disrupted

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- Its modest scale and design cannot be overshadowed
- The infill buildings represent a transition in height and density between the low and sparsely built industrial area and the high-rise towers
- The infill buildings' design should not be generic, but should take cues from the historic place and the industrial character of the area.

The proposed development incorporates these guidelines through:

- The siting of the new buildings leave ample space around the CN Station building to be visible and remain the feature of the site.
- The largest and most visible of the new buildings, Building B, takes direct cues from the CN Station building by applying a unique treatment to its ground floor and a simplified design and colour scheme for the upper levels, so as to keep passerby's eyes at the street level and on the relationship between Building B and the historic train station, especially on the two prominent elevations - the west and south elevations.
- The infill buildings range from one to five storeys, offering that middle range transition height to higher developments nearby.
- The infill buildings feature references to the historic train station through:

◉ Building A and C's modest scale, single storey height, stucco cladding and brick details
◉ Building B's unique ground floor design and colour treatment including the use of brick detailing on this first floor only
◉ Building B's ground floor Ellis elevation composition mirrors the train station's Ellis elevation by featuring a solid centre with windows on the ends while the train station features a glazed centre with solid ends.
◉ All building's industrial-inspired window assemblies with compositions similar to those of the train station's (use of multi assemblies with transoms)

The Standards & Guidelines standard 11 - 'additions to historic places', requires additions to be "physically and visually compatible with, subordinate to and distinguishable from the historic place[1]."

Distinguishability - The infill buildings all read as a clearly contemporary structures, which is both honest (it doesn't create confusion about what is historic and what is new) and traditional (architects in the past never imitated traditional design but applied the trending designs of their time, which allows us to easily read and interpret historic and mixed-era streetscapes).

Compatibility - Buildings A and C are compatible with the CN Station in height, scale and the use of stucco and brick cladding. 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

[1] Standards and Guidelines for the Conservation of Historic Places in Canada - page 23

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that emulate the angle of the station hip roof. All the infill building have industrial-inspired window assemblies with compositions similar to those of the train station's. All three buildings read as industrial/commercial buildings as fitting to the historic character of the North End industrial district.

Subordinate - Additions can be large, but they must not 'steal the show' from the historic place. All three infill buildings lack the traditional ornamentation of the CN Station as expressed in its brick quoins and in curved architectural details such as the bellcast roof and eyebrow dormers. These three more simply-finished buildings leave the CN Station as the central, most intricate feature on site. The additional 3.5 storeys on Building B are downplayed through a muted colour scheme and simplified finishes keeping the focus on the ground floor and that level's relationship with the CN Station.

Finally, as the railway garden and large Ginkgo tree are also considered contributors to the heritage value of the site, the developments' retention and highlighting of these two assets as focal points, and the development's overall pedestrian-focused approach, help to improve public engagement and animation of this important historic place.

Summary

It is my professional opinion that 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.

Yours Truly,

Elana Zysblat, BCAHP
heritage consultant