



Development Permit

DP23-0141 & DVP23-0243



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

as: **1330, 1340, 1350-1352 Belaire Ave**

and legally known as:

- Lot 31 District Lot 137 ODYD Plan 10011 located at 1330 Belaire Ave, Kelowna, BC,
- Lot 32 District Lot 137 ODYD Plan 10011 located at 1340 Belaire Ave, Kelowna, BC, and,
- Lot 33 District Lot 137 ODYD Plan 10011 located at 1350-1352 Belaire Ave, Kelowna, BC

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

Phase 1 of a three-phased supportive townhouse development

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

Date of Council Approval: June 18, 2024

Development Permit Area: Urban Centre Form and Character

Existing Zone: UC2 – Capri-Landmark Urban Centre

Future Land Use Designation: Urban Centre

This Development Permit is valid for two (2) years from the date of approval, with no opportunity to extend.

This is NOT a Building Permit.

In addition to your Development Permit, a Building Permit may be required prior to any work commencing. For further information, contact the City of Kelowna, Development Services Branch.

NOTICE

This permit does not relieve the owner or the owner's authorized agent from full compliance with the requirements of any federal, provincial or other municipal legislation, or the terms and conditions of any easement, covenant, building scheme or agreement affecting the building or land.

Owner: Resurrection Recovery Resources Society, Inc., No. 50045391

Applicant: Tom Smithwick

Nola Kilmartin
Development Planning Department Manager
Planning & Development Services

Date of Issuance

1. SCOPE OF APPROVAL

This Development Permit applies to and only to those lands within the Municipality as described above, and any and all buildings, structures and other development thereon.

This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this permit, noted in the Terms and Conditions below.

The issuance of a permit limits the permit holder to be in strict compliance with regulations of the Zoning Bylaw and all other Bylaws unless specific variances have been authorized by the Development Permit. No implied variances from bylaw provisions shall be granted by virtue of drawing notations that are inconsistent with bylaw provisions and that may not have been identified as required variances by the applicant or Municipal staff.

2. CONDITIONS OF APPROVAL

THAT Council authorizes the issuance of Development Permit No. DP23-0141 for:

- Lot 31 District Lot 137 ODYD Plan 10011 located at 1330 Belaire Ave, Kelowna, BC,
- Lot 32 District Lot 137 ODYD Plan 10011 located at 1340 Belaire Ave, Kelowna, BC, and,
- Lot 33 District Lot 137 ODYD Plan 10011 located at 1350 and 1352 Belaire Ave, Kelowna, BC

subject to the following:

1. The dimensions and siting of the buildings to be constructed on the land be in accordance with Schedule "A";
2. The exterior design and finish of Phase 1 building to be constructed on the land be in accordance with Schedule "B";

AND THAT Council authorizes the issuance of Development Variance Permit No. DVP23-0243 for

- Lot 31 District Lot 137 ODYD Plan 10011 located at 1330 Belaire Ave, Kelowna, BC,
- Lot 32 District Lot 137 ODYD Plan 10011 located at 1340 Belaire Ave, Kelowna, BC, and,
- Lot 33 District Lot 137 ODYD Plan 10011 located at 1350 and 1352 Belaire Ave, Kelowna, BC

AND THAT variance to the following section of the Zoning Bylaw No. 12375 be granted:

Section 6.4.1 – Setback from Provincial Highways

To vary the required distance to any lot line abutting the highway for all buildings and structures on lots abutting Highway 97 or Highway 33 from 4.5 metres required to 3.0m proposed.

AND FURTHER THAT this Development Permit and Development Variance Permit are valid for two (2) years from the date of Council approval, with no opportunity to extend.

3. PERFORMANCE SECURITY

Landscape Agreement and Performance Securities is not applicable for the Phase 1 townhouse development permit. Landscape Agreement and Securities will be required for future Phase 2 and Phase 3 townhouse development permit applications.

4. PAYMENT-IN-LIEU OF PARKING BYLAW NO. 8125

N/A

5. PUBLIC AMENITIES AND STREETScape CAPITAL RESERVE FUND

N/A

6. INDEMNIFICATION

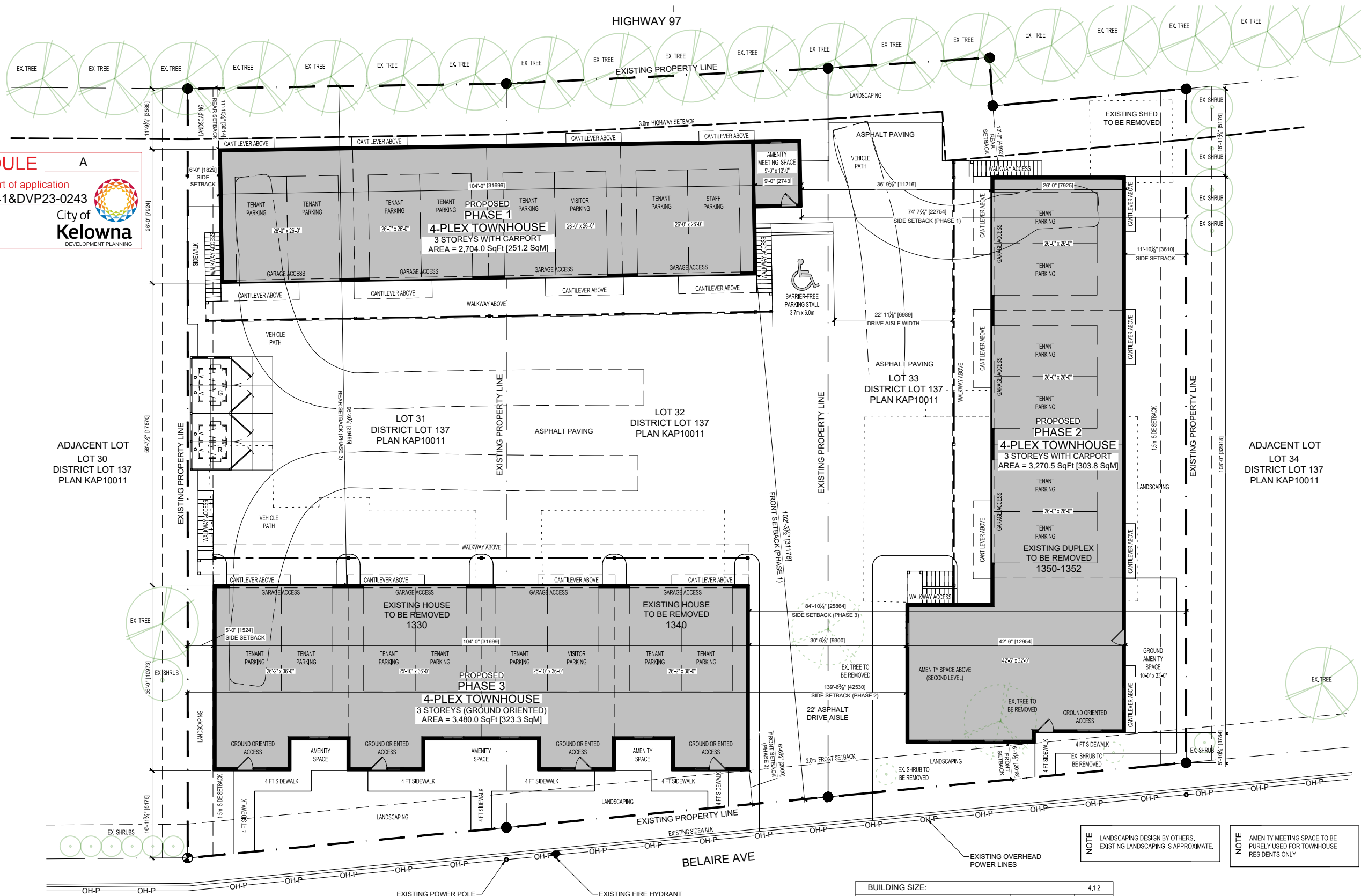
Upon commencement of the works authorized by this Permit the Developer covenants and agrees to save harmless and effectually indemnify the Municipality against:

- a) All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality said Permit.

All costs, expenses, claims that may be incurred by the Municipality where the construction, engineering or other types of works as called for by the Permit results in damages to any property owned in whole or in part by the Municipality or which the Municipality by duty or custom is obliged, directly or indirectly in any way or to any degree, to construct, repair, or maintain.

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

ATTACHMENT		A
This forms part of application		
# DP23-0141&DVP23-0243		
Planner Initials		BC
		 City of Kelowna DEVELOPMENT PLANNING



SCHEDULE A
 This forms part of application
 # DP23-0141&DVP23-0243
 City of Kelowna
 DEVELOPMENT PLANNING
 Planner Initials BC

CONSULTANT:
JARRETT BURZUK DESIGN
 jarrett@jarrettburzukdesign.com
 c. 403.307.2977 | p. 587.849.4553
 Head Office: #4 6841 52 Avenue
 RED DEER | ALBERTA | T4N 4L2

PROJECT: PROPOSED
Townhouse Development
 1340 Belaire Avenue
 Kelowna, BC

CLIENT:
Freedom's Door
 Tom Smithwick
 p: 250.717.0472
 e: tomsmithwick@shaw.ca

STAMP:
PERMIT ONLY
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ISS./REV.	DESCRIPTION	DATE/BY:
D	ISSUED FOR REVIEW	OCTOBER 25 2023 JJB
E	ISSUED FOR DEVELOPMENT PERMIT	NOVEMBER 24 2023 JJB
F	REVISED FOR DEVELOPMENT PERMIT	DECEMBER 14 2023 JJB

DRAWN: JJB CHECKED: JJB

PROJECT NUMBER: **23-201**

SHEET DESCRIPTION:
SITE PLAN

Phase 1 **1** OF 6

SITE PLAN
 1" = 20'-0" SITE AREA: 27,444.3 SqFt (2,549.66 SqM)

BYLAW REVIEW

ZONING INFORMATION:	
MUNICIPALITY:	CITY OF KELOWNA
LAND USE BYLAW:	12375
BUILDING USE:	TOWNHOUSES
LAND ZONING:	UC2 - CAPRI-LANDMARK URBAN CENTRE
PERMITTED USE:	PERMITTED

SITE SIZE AND COVERAGE:			
REQUIREMENT	PROVIDED	RELAX.	
MIN. PARCEL AREA	1,200 SqM	2,549.66 SqM	-
MAX. SITE COVERAGE	90 %	88 %	-
MAX. SITE COVERAGE (BUILDINGS)	85 %	35 %	-

BUILDING LOCATION AND SETBACKS:			
REQUIREMENT	PROVIDED	RELAX.	
MIN. FRONT YARD	3.0 M	31.18 M	-
MIN. REAR YARD (HIGHWAY RESERVE)	4.5 M	3.61 M	Y
MIN. SIDE YARD (W)	1.5 M	1.83 M	-
MIN. SIDE YARD (E)	1.5 M	22.75 M	-

BUILDING SIZE:			
REQUIREMENT	PROVIDED	RELAX.	
MAX. HEIGHT	22.0 M / 72.18 Ft	11.5 M / 37.73 Ft	-
MAX. No. OF STOREYS	6	3	-

- BUILDING SIZE NOTES:
- THE WIDTH OF THE FRONT ATTACHED GARAGE CANNOT BE GREATER THAN 60% OF THE ENTIRE FRONT FACE EXPOSURE OF THE DWELLING UNIT (LIVE AND GARAGE PORTION COMBINED).
 - NOTWITHSTANDING THE PROPORTION NOTED ABOVE, THE WIDTH OF THE FRONT ATTACHED GARAGE MAY BE EXPANDED UP TO 87% OF THE ENTIRE FRONT FACE EXPOSURE OF THE DWELLING UNIT (LIVE AND GARAGE PORTION COMBINED) PROVIDED THE DWELLING INCLUDES DEVELOPED FLOOR SPACE OVER A MINIMUM 40% OF THE FRONT ATTACHED GARAGE FLOOR AREA.
 - GARAGE DOORS SHALL FACE THE STREET AND CONTAIN WINDOW PANELS.
 - THE WIDTH OF THE FRONT DRIVEWAY SHALL NOT EXCEED THE FRONT FACE WIDTH OF THE GARAGE PORTION OF THE DWELLING UNIT.

PARKING:			
REQUIREMENT	PROVIDED	RELAX.	PART 8.3
TENANT PARKING (CARPORTS) 2.5 M x 6.0 M MIN. 1.0 / MAX. 1.5 PS per UNIT	12	19	-
VISITOR PARKING 2.5 M x 6.0 M MIN. 0.14 / MAX. 0.2 PS per UNIT	2	2	-
STAFF PARKING 2.5 M x 6.0 M	1	1	-
BARRIER-FREE STALLS 3.7 M (W) x 6.0 M (L) AS PER 8.2.17	1	1	-
TOTAL PARKING STALLS	16	23	-

NOTE: LANDSCAPING DESIGN BY OTHERS, EXISTING LANDSCAPING IS APPROXIMATE.

NOTE: AMENITY MEETING SPACE TO BE PURELY USED FOR TOWNHOUSE RESIDENTS ONLY.

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SCHEDULE A

This forms part of application
DP23-0141&DVP23-0243

Planner Initials **BC**

City of **Kelowna**
DEVELOPMENT PLANNING

CONSULTANT:

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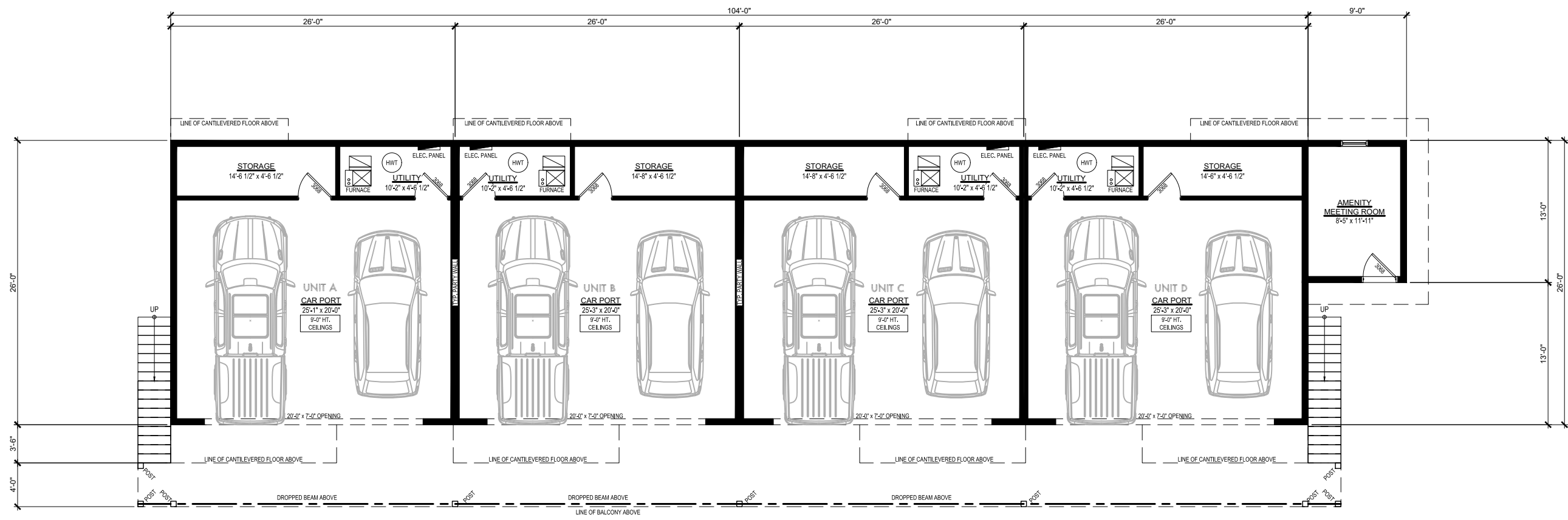
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PROJECT NUMBER: **23-201**

SHEET DESCRIPTION:
GROUND FLOOR PLAN

Phase 1 **4** OF 6



GROUND FLOOR PLAN
3/32" = 1'-0"

FLOOR AREA - UNIT A: 142 SqFt
CARPORT AREA - UNIT A: 533 SqFt
FLOOR AREA - UNIT B: 141 SqFt
CARPORT AREA - UNIT B: 532 SqFt
FLOOR AREA - UNIT C: 141 SqFt
CARPORT AREA - UNIT C: 532 SqFt
FLOOR AREA - UNIT D: 142 SqFt
CARPORT AREA - UNIT D: 533 SqFt

DRAWINGS ARE TO BE READ, NOT SCALED. CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION, REPORT ANY ERRORS OR DISCREPANCIES IMMEDIATELY.

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SCHEDULE A

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DP23-0141&DVP23-0243

Planner Initials **BC**

City of **Kelowna**
DEVELOPMENT PLANNING

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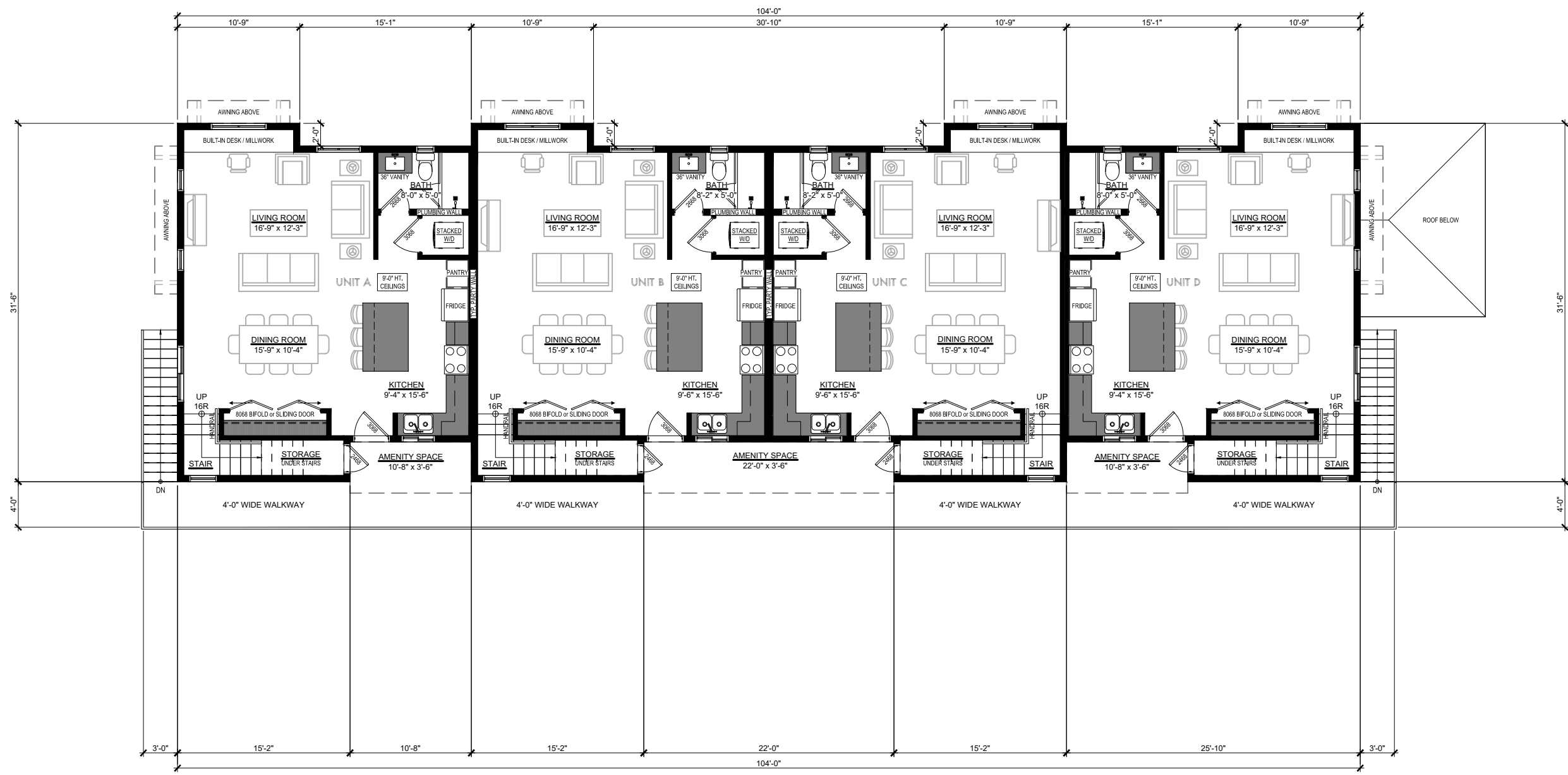
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PROJECT NUMBER: **23-201**

SHEET DESCRIPTION:
MAIN FLOOR PLAN




Phase 1 **5**
OF 6



MAIN FLOOR PLAN
3/32" = 1'-0"
FLOOR AREA - UNIT A: 749 SqFt
FLOOR AREA - UNIT B: 748 SqFt
FLOOR AREA - UNIT C: 748 SqFt
FLOOR AREA - UNIT D: 749 SqFt

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PROJECT NUMBER: **23-201**

SHEET DESCRIPTION:
UPPER FLOOR PLAN

Phase 1 **6**
 OF 6



UPPER FLOOR PLAN
 3/32" = 1'-0"
 FLOOR AREA - UNIT A: 685 SqFt
 FLOOR AREA - UNIT B: 700 SqFt
 FLOOR AREA - UNIT C: 700 SqFt
 FLOOR AREA - UNIT D: 685 SqFt

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SCHEDULE B

This forms part of application
DP23-0141&DVP23-0243

Planner Initials **BC**



City of
Kelowna
DEVELOPMENT PLANNING



SOUTH ELEVATION (FRONT)
1" = 10'-0"




NORTH ELEVATION (REAR)
1" = 10'-0"

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PROJECT NUMBER: **23-201**

SHEET DESCRIPTION:
FRONT AND REAR BUILDING ELEVATIONS

Phase 1 **2** OF 6

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EAST PERSPECTIVE

N.T.S.



WEST PERSPECTIVE

N.T.S.



EAST ELEVATION (RIGHT)

1" = 10'-0"



WEST ELEVATION (LEFT)

1" = 10'-0"

SCHEDULE B

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DP23-0141&DVP23-0243

Planner Initials **BC**

City of **Kelowna**
DEVELOPMENT PLANNING

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DRAWN: JJB CHECKED: JJB

PROJECT NUMBER: **23-201**

SHEET DESCRIPTION:
LEFT AND RIGHT BUILDING ELEVATIONS

Phase 1 **3** OF 6

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FORM & CHARACTER – DEVELOPMENT PERMIT GUIDELINES

Chapter 2 - The Design Foundations: apply to all projects and provide the overarching principles for supporting creativity, innovation and design excellence in Kelowna.

- Facilitate Active Mobility
- Use Placemaking to Strengthen Neighbourhood Identity
- Create Lively and Attractive Streets & Public Spaces
- Design Buildings to the Human Scale
- Strive for Design Excellence

The General Residential and Mixed Use Guidelines: provide the key guidelines that all residential and mixed use projects should strive to achieve to support the Design Foundations.

- The General Guidelines are supplemented by typology-specific guidelines (e.g., Townhouses & Infill on page 18-19, High-Rise Residential and Mixed-Use on page 18-42), which provide additional guidance about form and character.

Chapter 2 - Design Foundations

Apply To All Projects

Page 18-8

Section 2.1 - General Residential and Mixed Use Design Guidelines

Page 18-9

Section 2.2 - Achieving High Performance

Page 18-17

Chapter 3
Townhouses & Infill

Page 18-19

Chapter 4
Low & Mid-Rise
Residential &
Mixed Use

Page 18-34

Chapter 5
High-Rise
Residential &
Mixed Use

Page 18-42

*Note: Refer to the Design Foundations and the Guidelines associated with the specific building typology.

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

SECTION 2.0: GENERAL RESIDENTIAL AND MIXED USE						
RATE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE <i>(1 is least complying & 5 is highly complying)</i>	N/A	1	2	3	4	5
2.1 General residential & mixed use guidelines						
2.1.1 Relationship to the Street	N/A	1	2	3	4	5
a. Orient primary building facades and entries to the fronting street or open space to create street edge definition and activity.					✓	
b. On corner sites, orient building facades and entries to both fronting streets.	✓					
c. Minimize the distance between the building and the sidewalk to create street definition and a sense of enclosure.					✓	
d. Locate and design windows, balconies, and street-level uses to create active frontages and 'eyes on the street', with additional glazing and articulation on primary building facades.				✓		
e. Ensure main building entries are clearly visible with direct sight lines from the fronting street.					✓	
f. Avoid blank, windowless walls along streets or other public open spaces.				✓		
g. Avoid the use of roll down panels and/or window bars on retail and commercial frontages that face streets or other public open spaces.	✓					
h. In general, establish a street wall along public street frontages to create a building height to street width ratio of 1:2, with a minimum ratio of 11:3 and a maximum ratio of 1:1.75. <ul style="list-style-type: none"> • Wider streets (e.g. transit corridors) can support greater streetwall heights compared to narrower streets (e.g. local streets); • The street wall does not include upper storeys that are setback from the primary frontage; and • A 1:1 building height to street width ratio is appropriate for a lane of mid-block connection condition provided the street wall height is no greater than 3 storeys. 	✓					
2.1.2 Scale and Massing	N/A	1	2	3	4	5
a. Provide a transition in building height from taller to shorter buildings both within and adjacent to the site with consideration for future land use direction.	✓					
b. Break up the perceived mass of large buildings by incorporating visual breaks in facades.					✓	
c. Step back the upper storeys of buildings and arrange the massing and siting of buildings to: <ul style="list-style-type: none"> • Minimize the shadowing on adjacent buildings as well as public and open spaces such as sidewalks, plazas, and courtyards; and • Allow for sunlight onto outdoor spaces of the majority of ground floor units during the winter solstice. 	✓					



2.1.3 Site Planning	N/A	1	2	3	4	5
a. Site and design buildings to respond to unique site conditions and opportunities, such as oddly shaped lots, location at prominent intersections, framing of important open spaces, corner lots, sites with buildings that terminate a street end view, and views of natural features.	✓					
b. Use Crime Prevention through Environmental Design (CPTED) principles to better ensure public safety through the use of appropriate lighting, visible entrances, opportunities for natural surveillance, and clear sight lines for pedestrians.			✓			
c. Limit the maximum grades on development sites to 30% (3:1)	✓					
d. Design buildings for 'up-slope' and 'down-slope' conditions relative to the street by using strategies such as: <ul style="list-style-type: none"> • Stepping buildings along the slope, and locating building entrances at each step and away from parking access where possible; • Incorporating terracing to create usable open spaces around the building • Using the slope for under-building parking and to screen service and utility areas; • Design buildings to access key views; and • Minimizing large retaining walls (retaining walls higher than 1 m should be stepped and landscaped). 	✓					
e. Design internal circulation patterns (street, sidewalks, pathways) to be integrated with and connected to the existing and planned future public street, bicycle, and/or pedestrian network.	✓					
f. Incorporate easy-to-maintain traffic calming features, such as on-street parking bays and curb extensions, textured materials, and crosswalks.	✓					
g. Apply universal accessibility principles to primary building entries, sidewalks, plazas, mid-block connections, lanes, and courtyards through appropriate selection of materials, stairs, and ramps as necessary, and the provision of wayfinding and lighting elements.			✓			
2.1.4 Site Servicing, Access, and Parking	N/A	1	2	3	4	5
a. Locate off-street parking and other 'back-of-house' uses (such as loading, garbage collection, utilities, and parking access) away from public view.					✓	
b. Ensure utility areas are clearly identified at the development permit stage and are located to not unnecessarily impact public or common open spaces.			✓			
c. Avoid locating off-street parking between the front façade of a building and the fronting public street.						✓
d. In general, accommodate off-street parking in one of the following ways, in order of preference: <ul style="list-style-type: none"> • Underground (where the high water table allows) • Parking in a half-storey (where it is able to be accommodated to not negatively impact the street frontage); 						✓

<ul style="list-style-type: none"> Garages or at-grade parking integrated into the building (located at the rear of the building); and Surface parking at the rear, with access from the lane or secondary street wherever possible. 						
e. Design parking areas to maximize rainwater infiltration through the use of permeable materials such as paving blocks, permeable concrete, or driveway planting strips.			✓			
f. In cases where publicly visible parking is unavoidable, screen using strategies such as: <ul style="list-style-type: none"> Landscaping; Trellises; Grillwork with climbing vines; or Other attractive screening with some visual permeability. 	✓					
g. Provide bicycle parking at accessible locations on site, including: <ul style="list-style-type: none"> Covered short-term parking in highly visible locations, such as near primary building entrances; and Secure long-term parking within the building or vehicular parking area. 				✓		
h. Provide clear lines of site at access points to parking, site servicing, and utility areas to enable casual surveillance and safety.				✓		
i. Consolidate driveway and laneway access points to minimize curb cuts and impacts on the pedestrian realm or common open spaces.	✓					
j. Minimize negative impacts of parking ramps and entrances through treatments such as enclosure, screening, high quality finishes, sensitive lighting and landscaping.	✓					
2.1.5 Streetscapes, Landscapes, and Public Realm Design	N/A	1	2	3	4	5
a. Site buildings to protect mature trees, significant vegetation, and ecological features.	✓					
b. Locate underground parkades, infrastructure, and other services to maximize soil volumes for in-ground plantings.	✓					
c. Site trees, shrubs, and other landscaping appropriately to maintain sight lines and circulation.					✓	
d. Design attractive, engaging, and functional on-site open spaces with high quality, durable, and contemporary materials, colors, lighting, furniture, and signage.					✓	
e. Ensure site planning and design achieves favourable microclimate outcomes through strategies such as: <ul style="list-style-type: none"> Locating outdoor spaces where they will receive ample sunlight throughout the year; Using materials and colors that minimize heat absorption; Planting both evergreen and deciduous trees to provide a balance of shading in the summer and solar access in the winter; and Using building mass, trees and planting to buffer wind. 			✓			
f. Use landscaping materials that soften development and enhance the public realm.				✓		

g. Plant native and/or drought tolerant trees and plants suitable for the local climate.			✓			
h. Select trees for long-term durability, climate and soil suitability, and compatibility with the site's specific urban conditions.			✓			
i. Design sites and landscapes to maintain the pre-development flows through capture, infiltration, and filtration strategies, such as the use of rain gardens and permeable surfacing.	✓					
j. Design sites to minimize water use for irrigation by using strategies such as: <ul style="list-style-type: none"> • Designing planting areas and tree pits to passively capture rainwater and stormwater run-off; and • Using recycled water irrigation systems. 	✓					
k. Create multi-functional landscape elements wherever possible, such as planting areas that also capture and filter stormwater or landscape features that users can interact with.	✓					
l. Select materials and furnishings that reduce maintenance requirements and use materials and site furnishings that are sustainably sourced, re-purposed or 100% recycled.	✓					
m. Use exterior lighting to complement the building and landscape design, while: <ul style="list-style-type: none"> • Minimizing light trespass onto adjacent properties; • Using full cut-off lighting fixtures to minimize light pollution; and • Maintaining lighting levels necessary for safety and visibility. 			✓			
n. Employ on-site wayfinding strategies that create attractive and appropriate signage for pedestrians, cyclists, and motorists using a 'family' of similar elements.	✓					
2.1.6 Building Articulation, Features and Materials	N/A	1	2	3	4	5
a. Express a unified architectural concept that incorporates variation in façade treatments. Strategies for achieving this include: <ul style="list-style-type: none"> • Articulating facades by stepping back or extending forward a portion of the façade to create a series of intervals or breaks; • Repeating window patterns on each step-back and extension interval; • Providing a porch, patio, or deck, covered entry, balcony and/or bay window for each interval; and • Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce each interval. 			✓			
b. Incorporate a range of architectural features and details into building facades to create visual interest, especially when approached by pedestrians. Include architectural features such as: bay windows and balconies; corner feature accents, such as turrets or cupolas; variations in roof height, shape and detailing; building entries; and canopies and overhangs. Include architectural details such as: Masonry such as tiles, brick, and stone; siding including score lines and varied materials to distinguish between floors; articulation of columns and pilasters;			✓			

ornamental features and art work; architectural lighting; grills and railings; substantial trim details and moldings / cornices; and trellises, pergolas, and arbors.						
c. Design buildings to ensure that adjacent residential properties have sufficient visual privacy (e.g. by locating windows to minimize overlook and direct sight lines into adjacent units), as well as protection from light trespass and noise.						✓
d. Design buildings such that their form and architectural character reflect the buildings internal function and use.				✓		
e. Incorporate substantial, natural building materials such as masonry, stone, and wood into building facades.		✓				
f. Provide weather protection such as awnings and canopies at primary building entries.			✓			
g. Place weather protection to reflect the building's architecture.			✓			
h. Limit signage in number, location, and size to reduce visual clutter and make individual signs easier to see.	✓					
i. Provide visible signage identifying building addresses at all entrances.					✓	

SECTION 4.0: TOWNHOUSES & INFILL						
RATE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE <i>(1 is least complying & 5 is highly complying)</i>	N/A	1	2	3	4	5
3.1 Townhouses & Infill						
3.1.1 Relationship to the Street	N/A	1	2	3	4	5
a. Design primary unit entrances to provide: <ul style="list-style-type: none"> • A clearly visible front door directly accessible from a public street or publicly accessible pathway via a walkway, porch and/or stoop; • Architectural entrance features such as stoops, porches, shared landings, patios, recessed entries, and canopies; • A sense of transition from the public to the private realm by utilizing strategies such as changes in grade, decorative railings, and planters; and • Punctuation, articulation, and rhythm along the street 					v	
b. A maximum 1.2 m height (e.g. 5-6 steps) is desired for front entryways or stoops. Exceptions can be made in cases where the water table requires this to be higher.						✓
c. In the case of shared landings that provide access to multiple units, avoid having more than two doors in a row facing outward.						✓
d. For buildings oriented perpendicularly to the street (e.g. shotgun townhomes), ensure that the end unit facing the street is a custom street-oriented unit with primary entry directly accessible from the fronting street and primary living space at grade.						✓
e. For large townhouse projects (e.g. master planned communities with internal circulation pattern), Guidelines 3.1.1.a-d apply for	✓					

units facing strata roads as well as those units fronting onto public streets.						
3.1.2 Scale and Massing	N/A	1	2	3	4	5
a. Wherever possible, reflect the positive attributes of adjacent housing while integrating new higher density forms of housing as envisioned in the OCP.				✓		
b. Scale and site buildings to establish consistent rhythm along the street by, for example, articulating individual units through integration of recessed entries, balconies, a change in materials and slight projection/recess in the façade.					✓	
c. Limit the number of connected townhouse units to a maximum of 6 units before splitting into multiple buildings. <ul style="list-style-type: none"> In larger townhouse developments (e.g., master planned communities with internal circulation pattern), integrate a large proportion of 4 unit townhouse buildings to create a finer gran of development and limit visual impacts. 						✓
3.1.3 Site Planning	N/A	1	2	3	4	5
a. Gated or walled communities are not supported.						✓
b. For large townhouse projects, consider including communal amenity buildings.	✓					
Connectivity						
c. Provide pedestrian pathways on site to connect: <ul style="list-style-type: none"> Main building entrances to public sidewalks and open spaces; Visitor parking areas to building entrances; From the site to adjacent pedestrian/trail/cycling networks (where applicable). 				✓		
d. When pedestrian connections are provided on site, frame them with an active edge – with entrances and windows facing the path or lane.	✓					
e. For large townhouse projects (e.g. master planned communities with internal circulation pattern): <ul style="list-style-type: none"> Design the internal circulation pattern to be integrated with and connected to the existing and planned public street network. 	✓					
Facing Distances and Setbacks						
f. Locate and design buildings to maintain access to sunlight, and reduce overlook between buildings and neighbouring properties.				✓		
g. Separate facing buildings on site a minimum of 10 – 12 m to provide ample spatial separation and access to sunlight.						✓
h. Limit building element projections, such as balconies, into setback areas, streets, and amenity areas to protect solar access.						✓
i. Front yard setbacks on internal roads should respond to the height of townhouses, with taller townhouses (e.g. 3 storeys) having greater setbacks to improve liveability and solar access.	✓					
3.1.4 Open Spaces						
a. Design all units to have easy access to useable private or semi-private outdoor amenity space.				✓		

b. Design front yards to include a path from the fronting street to the primary entry, landscaping, and semi-private outdoor amenity space.					✓	
c. Avoid a 'rear yard' condition with undeveloped frontages along streets and open spaces.						✓
d. Design private outdoor amenity spaces to: <ul style="list-style-type: none"> • Have access to sunlight; • Have railing and/or fencing to help increase privacy; and • Have landscaped areas to soften the interface with the street or open spaces/ 					✓	
e. Design front patios to: <ul style="list-style-type: none"> • Provide an entrance to the unit; and • Be raised a minimum of 0.6 m and a maximum of 1.2 m to create a semi-private transition zone. 	✓					
f. Design rooftop patios to: <ul style="list-style-type: none"> • Have parapets with railings; • Minimize direct sight lines into nearby units; and • Have access away from primary facades. 	✓					
g. Design balconies to be inset or partially inset to offer privacy and shelter, reduce building bulk, and minimize shadowing. <ul style="list-style-type: none"> • Consider using balcony strategies to reduce the significant potential for heat loss through thermal bridge connections which could impact energy performance. 	✓					
h. Provide a minimum of 10% of the total site area to common outdoor amenity spaces that: <ul style="list-style-type: none"> • Incorporate landscaping, seating, play space, and other elements that encourage gathering or recreation; and • Avoid isolated, irregularly shaped areas or areas impacted by parking, mechanical equipment, or servicing areas. 					✓	
i. For large townhouse projects, provide generous shared outdoor amenity spaces integrating play spaces, gardening, storm water and other ecological features, pedestrian circulation, communal amenity buildings, and other communal uses.	✓					
j. Design internal roadways to serve as additional shared space (e.g. vehicle access, pedestrian access, open space) using strategies such as: <ul style="list-style-type: none"> • High quality pavement materials (e.g. permeable pavers); and • Providing useable spaces for sitting, gathering and playing. 		✓				
3.1.5 Site Servicing, Access, and Parking	N/A	1	2	3	4	5
a. Provide landscaping in strategic locations throughout to frame building entrances, soften edges, screen parking garages, and break up long facades.				✓		
Site Servicing						
b. Exceptions for locating waste collection out of public view can be made for well-designed waste collection systems such as Molok bins.	✓					
Parking						



c. Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets.						✓
d. Centralized parking areas that eliminate the need to integrate parking into individual units are supported.	✓					
e. Front garages and driveway parking are acceptable in townhouses facing internal strata roads, with the following considerations: <ul style="list-style-type: none"> Architecturally integrate the parking into the building and provide weather protection to building entries; and Design garage doors to limit visual impact, using strategies such as recessing the garage from the rest of the façade. 	✓					
f. Provide visitor parking in accessible locations throughout the site and provide pedestrian connections from visitor parking to townhouse units. Acceptable locations include: <ul style="list-style-type: none"> Distributed through the site adjacent to townhouse blocks; and Centralized parking, including integration with shared outdoor amenity space 					✓	
Access						
g. Ensure that internal circulation for vehicles is designed to accommodate necessary turning radii and provides for logical and safe access and egress.					✓	
h. For large townhouse projects (e.g. master planned communities with internal circulation pattern), a minimum of two access/egress points to the site is desired.	✓					
i. Locate access points to minimize impacts of headlights on building interiors.			✓			
j. Design the internal circulation pattern and pedestrian open space network to be integrated with and connected to the existing and planned public street and open space network.	✓					
3.1.6 Building Articulation, Features, and Materials	N/A	1	2	3	4	5
a. Design facades to articulate the individual units while reflecting positive attributes of neighbourhood character. Strategies for achieving this include: <ul style="list-style-type: none"> Recessing or projecting facades to highlight the identity of individual units; and Using entrance features, roofline features, or other architectural elements. 				✓		
b. To maximize integration with the existing neighbourhood, design infill townhouses to: <ul style="list-style-type: none"> Incorporate design elements, proportions, and other characteristics found within the neighbourhood; and Use durable, quality materials similar or complementary to those found within the neighbourhood. 				✓		
c. Maintain privacy of units on site and on adjacent properties by minimizing overlook and direct sight lines from the building using strategies such as:					✓	



<ul style="list-style-type: none"> • Off-setting the location of windows in facing walls and locating doors and patios to minimize privacy concerns from direct sight lines; • Use of clerestory windows; • Use of landscaping or screening; and • Use of setbacks and articulation of the building. 						
<p>d. In larger townhouse developments (e.g. master planned communities with internal circulation pattern), provide modest variation between different blocks of townhouse units, such as change in colour, materiality, building, and roof form.</p>	✓					

March 29, 2023

City of Kelowna
Water Street
Kelowna, B.C.

Att: Planning Department

Re: DP 1330, 1340, 1350-1352 Belaire Ave

Dear Sir/Madame,

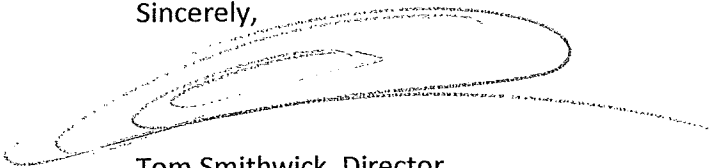
This letter is to advise you of our desire to make a Development Permit application to construct townhomes along the rear yard of 1330, 1340 and 1350-1352 Belaire Avenue.

Our goal is to create affordable, low income, transition housing for the residents of Freedom's Door who have completed the initial recovery program. These men will be a part of our Next Step Program. This means that they have been sober for a lengthy period and are in the life skills and employment training section. The homes and residents will be managed by our staff.

We wish to build, in phases, as money is available. We do not wish to build an apartment building on this site as there are three homes that currently house 26 of our residents. If we tear down these homes at the outset the residents will have no safe housing into which they can move. The existing homes will be removed, one at a time, once the townhomes in the rear yard are constructed and available for the men in the front homes to move in.

We trust that this gives you a concept of our planning strategy. Feel free to contact us with any questions.

Sincerely,



Tom Smithwick, Director

From: Henry, Audrie L MOTI:EX
To: [Barbara Crawford](#)
Subject: RE: 1330-1352 Belaire Ave Landscaping
Date: Monday, January 22, 2024 2:28:27 PM



CAUTION: External email - Check before you click!

Good afternoon Barbara, Happy New Year to you also!

The Ministry does not have a legislative approval for a DVP, so there is nothing here that requires Ministry approval. If there was a rezoning application then yes we would be required to sign a bylaw after 3rd reading.

I hope this helps but please feel free to reach out if you have any questions.

Have a great rest of your Monday!

Regards,

Audrie Henry, Development Officer
Ministry of Transportation and Infrastructure
#300-1358 St. Paul Street
Kelowna, BC V1W 4T8
Phone: 236-766-7193 (UC) / 778-214-1666 (cell)
Fax: 250-712-3669

From: Barbara Crawford <BCrawford@kelowna.ca>
Sent: Wednesday, January 17, 2024 9:40 AM
To: Henry, Audrie L MOTI:EX <Audrie.Henry@gov.bc.ca>
Subject: RE: 1330-1352 Belaire Ave Landscaping

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning Audrie and Happy New Year!

A quick follow up to Lesley's email from earlier this month. I understand that there are no permits needed to be issues by MOTI.

Lesley mentioned that she closed the file, however I wanted to verify that MOTI will still need to send notification of final approval following Council consideration and approval, correct? In my recommendations to Council I will state that the DVP be considered subsequent to approval of the MOTI. Just want to make sure I have it right
Feel free to call if needed.

Cheers,

Barbara Crawford, PGeo

Planner II | City of Kelowna

250-469-8586 | bcrawford@kelowna.ca

Connect with the City | kelowna.ca

Kelowna is located on the traditional, ancestral, unceded territory of the syilx/Okanagan people

From: Goon, Lesley MOTI:EX <Lesley.Goon@gov.bc.ca>
Sent: Thursday, January 4, 2024 12:12 PM
To: Barbara Crawford <BCrawford@kelowna.ca>
Cc: Planning Info <planninginfo@kelowna.ca>
Subject: RE: 1330-1352 Belaire Ave Landscaping

CAUTION: External email - Check before you click!

Hi Barbara,

We have received a DP permit request (MOTI: 2023-05959). I have looked over the revised site plan and we have no concerns. The only thing I wanted to remind the property owner of is to make sure there is no overhang into the 3 m setback. I'm unsure from the design.

MoTI doesn't have a DP variance permit application (I believe this is City of Kelowna processes) and there are no permits that need to be issued here. The 4.5 m to 3.0 m doesn't require a permit because of no access to the highway. Landscaping also will not require a permit because it isn't extending into our right of way. Due to these reasons, I will upload the design and close this file. As noted, no concerns for this project on the latest design.

As I had mentioned, I will be going on maternity leave after next week. Please email us at da.kelowna@gov.bc.ca or give Audrie a call if you'd like to discuss any upcoming applications!

All the best,

Lesley Goon, BSc.
Development Officer
Ministry of Transportation and Infrastructure
#300 - 1358 St. Paul St, Kelowna BC V1Y 2E1
Phone: (778) 475-9209

From: Goon, Lesley MOTI:EX
Sent: Friday, November 17, 2023 10:29 AM
To: 'Barbara Crawford' <BCrawford@kelowna.ca>
Cc: 'Henry, Audrie L MOTI:EX' <Audrie.Henry@gov.bc.ca>
Subject: RE: 1330-1352 Belaire Ave Landscaping

Hi Barbara,