ATTACHMENT A
This forms part of application
DP23-0019 & DVP23-0020
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials BC

Development Permit

DP23-0019 & DVP23-0020

City of Kelowna

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

1028-1030 Houghton Road

and legally known as

Lot 1 Section 27 Township 26 ODYD Plan 17089

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

Affordable multi-family 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:	**January 21, 2025**
Development Permit Area:	Form and Character
Existing Zone:	MF2 – Townhouse Housing
Future Land Use Designation:	C-NHD – Core Area Neighbourhood

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:	Helene L. M. Letnick
Applicant:	Lime Architecture Inc.

_____

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. DP23-0019 for Lot 1 Section 27 Township 26 ODYD Plan 17089 located at 1028-1030 Houghton Road, 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";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the amount of 125% of the estimated value of the Landscape Plan, as determined by a Registered Landscape Architect.

AND THAT Council authorizes the issuance of Development Variance Permit No. DVP23-0020 for Lot 1 Section 27 Township 26 ODYD Plan 17089 located at 1028-1030 Houghton Road, Kelowna, BC;

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

Table 7.2 – Tree & Landscaping Planting Requirements
To vary the minimum soft landscaping area from 75% required, to 65% proposed.
Section 8.2.2 – Off-Street Parking Regulations, Parking Setbacks
To allow one parking stall within the landscape area as shown on Schedule "C".
Section 8.3 – Required Off-Street Parking Requirements
To vary the required minimum off-street parking for lots within the Core Area from 29 stalls required to 23 stalls proposed.
Section 13.5 – Multi-Dwelling Zones, Development Regulations
To vary the minimum front yard setback for all building types from 3.0 m required to 2.0 m proposed.
Section 13.5 – Multi-Dwelling Zones, Development Regulations
To vary the total required amenity space from 250 m2, to 167 m2 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

As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Developer and be paid to the Developer or his or her designate if the security is returned. The condition of the posting of the security is that should the Developer fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the Municipality may use enter into an agreement with the property owner of the day to have the work carried out, and any surplus shall be paid over to the property own of the day. Should the Developer carry out the development as per the conditions of this permit, the security shall be returned to the Developer or his or her designate following proof of Substantial Compliance as defined in Bylaw No. 12310. There is filed accordingly:

a) An Irrevocable Letter of Credit **OR** certified cheque **OR** a Surety Bond in the amount of **$ 138,963.75**

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

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.

1028-1030 HOUGHTON ROAD, KELOWNA BC

SCHEDULE A
This forms part of application
DP23-0019 & DVP23-002
Planner Initials BC
City of Kelowna DEVELOPMENT PLANNING

PROPERTY DESCRIPTION:

CIVIC: 1028-1030 HOUGHTON ROAD, KELOWNA BC
LEGAL: PLAN KAP17089, LOT 1, SECTION 27, TOWNSHIP 26

ZONING CALCULATIONS:

CURRENT: CITY OF KELOWNA MF1 ZONING
PROPOSED: MF2 ZONING
CORE AREA NEIGHBOURHOOD

SITE INFORMATION:

GROSS SITE AREA = 18,891.6 SF (1,755.1 m^2)

	ALLOWED/REQUIRED	PROPOSED
SITE COVERAGE =	55% (965.30 m^2)	30% (5,814.7 m^2)
SITE COVERAGE + HARDSCAPING =	80% (1,404.1 m^2)	79.8% (1,400.3 m^2)
FAR =	1.0 (1,755.1 m^2)	0.9 (1,603.8 m^2)

PRIVATE & COMMON AMENITY SPACE:

COMMON =	20 UNITS x 4m^2/UNIT = 80m^2 (861 SF)	1,330.7 SF
PRIVATE: 1 BEDROOM UNITS =	10m^2 - 4m^2 = 6m^2/UNIT (64.6 SF) 6m^2 x 10 UNITS = 60m^2 (645.8 SF)	0-100 SF/UNIT (SEE CHART)
PRIVATE: 2+ BEDROOM UNITS =	15m^2 - 4m^2 = 11m^2/UNIT (118.4 SF) 11m^2 x 10 UNITS = 110m^2 (1,184.0 SF)	0 SF ← VARIANCE REQUIRED
TOTAL AMENITY SPACE=	250m^2 (2,690.8 SF)	166.8m^2 (1,795.7 SF) ← VARIANCE REQUIRED
HEIGHT =	11m (3 STOREYS)	10.4m (3 STOREYS)

YARD SETBACKS:

FRONT YARD =	3.0m	2.0m ← VARIANCE REQUIRED
SIDE YARD =	2.1m	9.5m
FLANKING SIDE YARD (GROUND ORIENTED) =	3.0m	3.0m
REAR YARD =	4.5m	19.5m

PARKING CALCULATIONS:

1 BEDROOM UNITS =	10 UNITS x 1.2 =	12	10
2 BEDROOM UNITS =	6 UNITS x 1.4 =	8 (8.4)	6
3 BEDROOM UNITS =	4 UNITS x 1.6 =	6 (6.4)	4
VISITOR =	20 UNITS x 0.14 =	3 (2.8)	3
TOTAL =		29	23 ← VARIANCE REQUIRED
ACCESSIBLE PARKING =	1 (0 VAN ACCESSIBLE)		1

VARIANCE REQUIRED

LONG-TERM BICYCLE STORAGE:

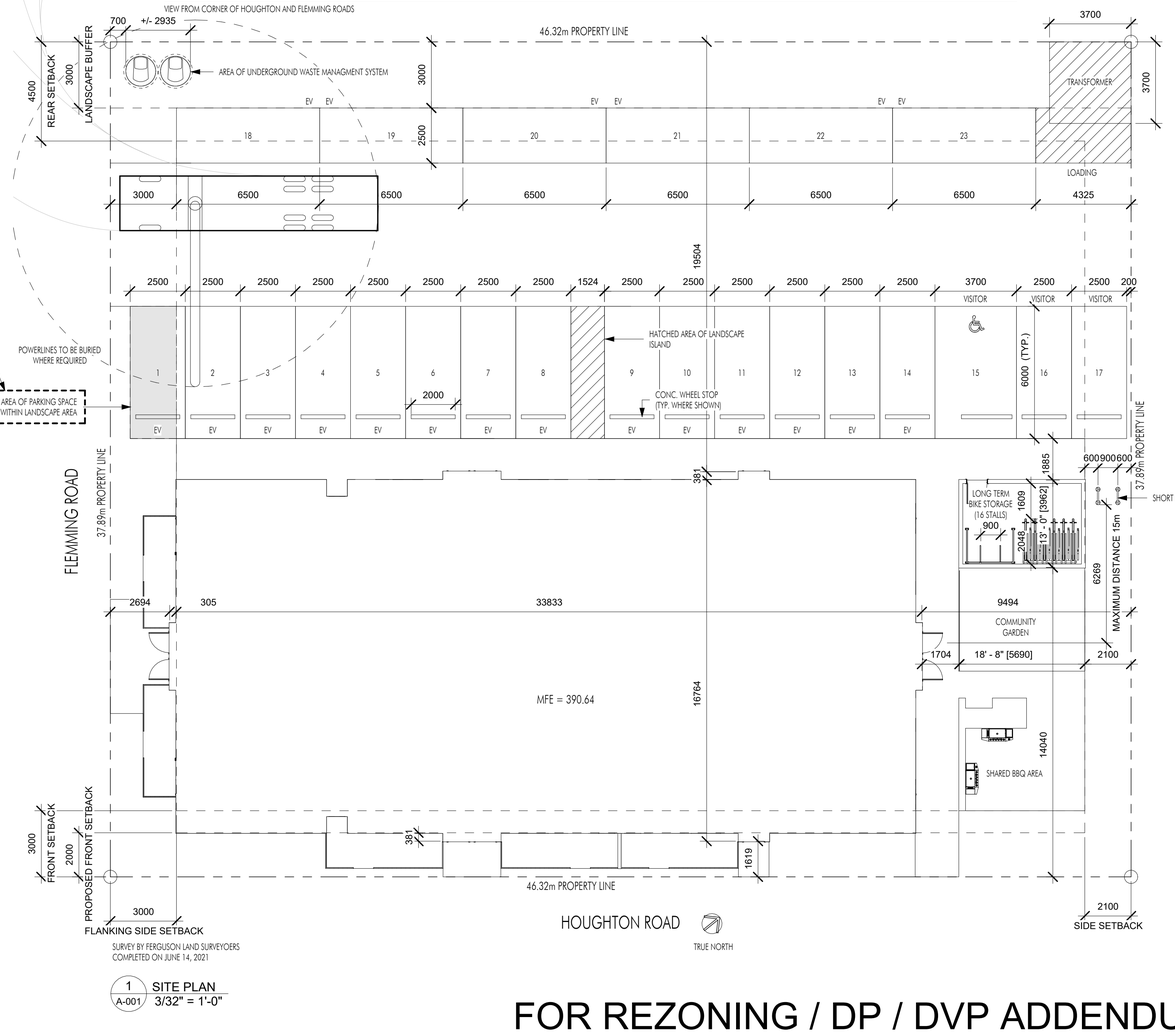
1 & 2 BEDROOM =	16 UNITS x 0.75 =	12
3 BEDROOM =	4 UNITS x 1=	4
TOTAL =		16

SHORT-TERM BICYCLE STORAGE:

TOWNHOUSES =	4	4
TOTAL =	4	4

PARKING	
COUNT	TYPE
1	ACCESSIBLE - 90 deg
16	REGULAR - 90 deg
6	SMALL - PARALLEL

TOTAL SPACES: 23



1 A-001 SITE PLAN 3/32" = 1'-0"

ARCHITECTURAL SHEET LIST

UNIT CALCULATIONS			
UNIT	# OF BEDROOMS	UNIT AREA	PRIVATE AMENITY SPACE
UNIT 1	1	520 SF	83 SF
UNIT 2	1	507 SF	0 SF
UNIT 3	1	516 SF	0 SF
UNIT 4	1	516 SF	0 SF
UNIT 5	1	520 SF	0 SF
UNIT 6	1	520 SF	94 SF
UNIT 7	1	507 SF	100 SF
UNIT 8	1	516 SF	94 SF
UNIT 9	1	516 SF	94 SF
UNIT 10	1	520 SF	0 SF
UNIT 11	3	1126 SF	0 SF
UNIT 12	2	1081 SF	0 SF
UNIT 13	2	1081 SF	0 SF
UNIT 14	2	1090 SF	0 SF
UNIT 15	3	1124 SF	0 SF
UNIT 16	3	1126 SF	0 SF
UNIT 17	2	1082 SF	0 SF
UNIT 18	2	1081 SF	0 SF
UNIT 19	2	1090 SF	0 SF
UNIT 20	3	1124 SF	0 SF
TOTAL UNIT AREAS		16163 SF	

FOR REZONING / DP / DVP ADDENDUM #3

LIME ARCHITECTURE INC.
PHONE:250-448-7801
205-1626 Richter Street, Kelowna, BC V1Y 2M3
www.limearchitecture.com

REVISION NO., DATE AND DESCRIPTION

07.16.24	FOR COORDINATION
08.19.24	ADDENDUM #2
10.28.24	ADDENDUM #3

PLOT DATE
10.28.24

PROJECT
1028-1030 HOUGHTON ROAD

DRAWING TITLE
PROJECT INFORMATION

DRAWING NO.
A-001

REGISTERED ARCHITECT — BRITISH COLUMBIA — 2024-11-05

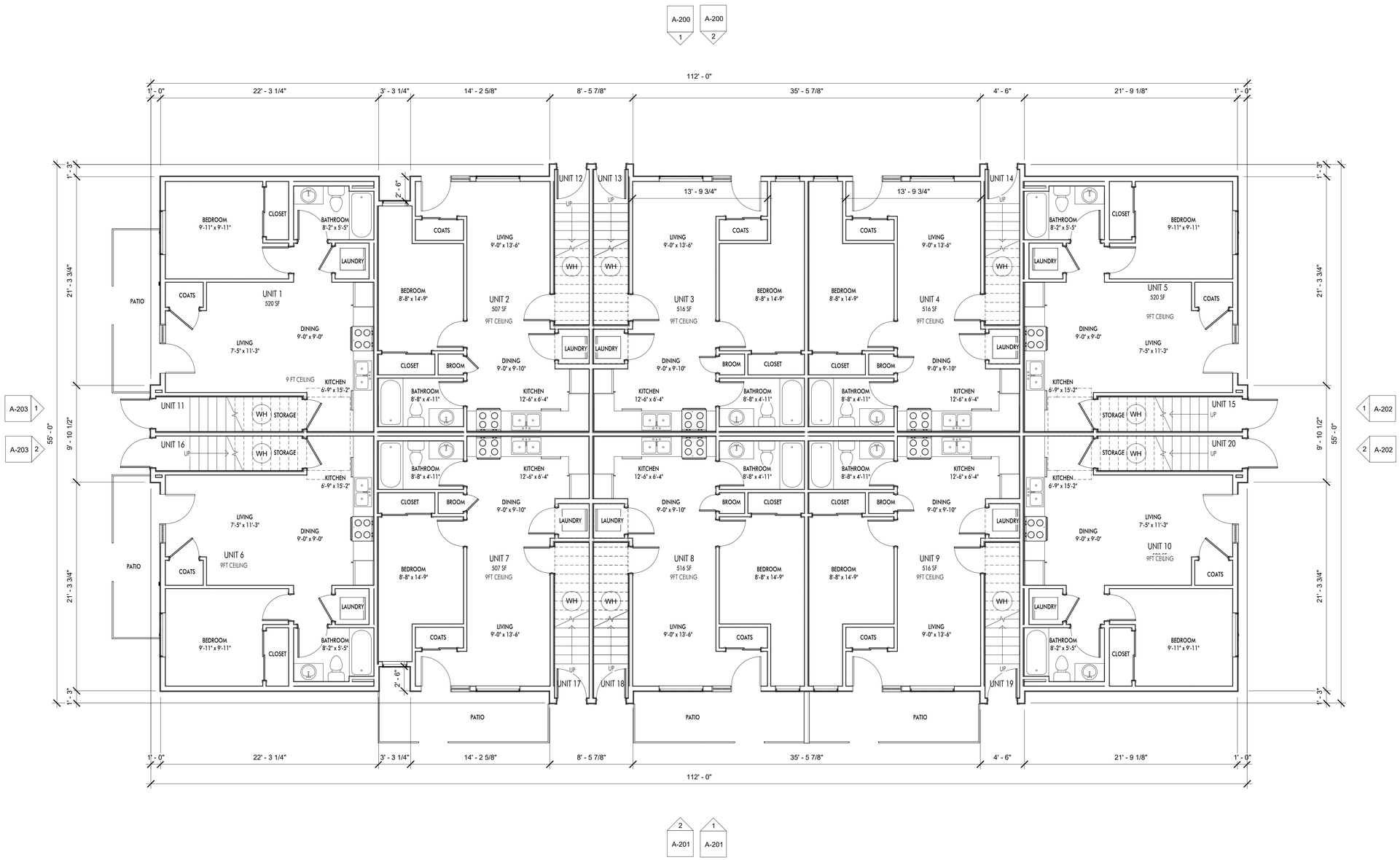
SCHEDULE A

This forms part of application

DP23-0019 & DVP23-002

Planner Initials BC

City of Kelowna
DEVELOPMENT PLANNING



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

FOR REZONING / DP / DVP ADDENDUM #3

LIME ARCHITECTURE INC.
PHONE:250-448-7801
205-1626 Richter Street, Kelowna, BC V1Y 2M3
www.limearchitecture.com

All trades are to execute the work in accordance with the current municipality building by-laws and requirements of other local authorities having jurisdiction as well as the british columbia building code - (most recent edition) including all published revisions and addenda. All trades shall assume full responsibility for the locations and protection of all under and above ground utilities, wires and conduit connections, including (but not limited to) water, sewer, gas, hydro and telephone.

REVISION NO., DATE AND DESCRIPTION

05.28.24	FOR REVIEW
08.19.24	ADDENDUM #2
10.28.24	ADDENDUM #3

PLOT DATE
10.28.24

PROJECT
1028-1030 HOUGHTON ROAD

DRAWING TITLE
ENTRY LEVEL PLAN

DRAWING NO.
A-101

REGISTERED ARCHITECT
BRITISH COLUMBIA
2021-11-05

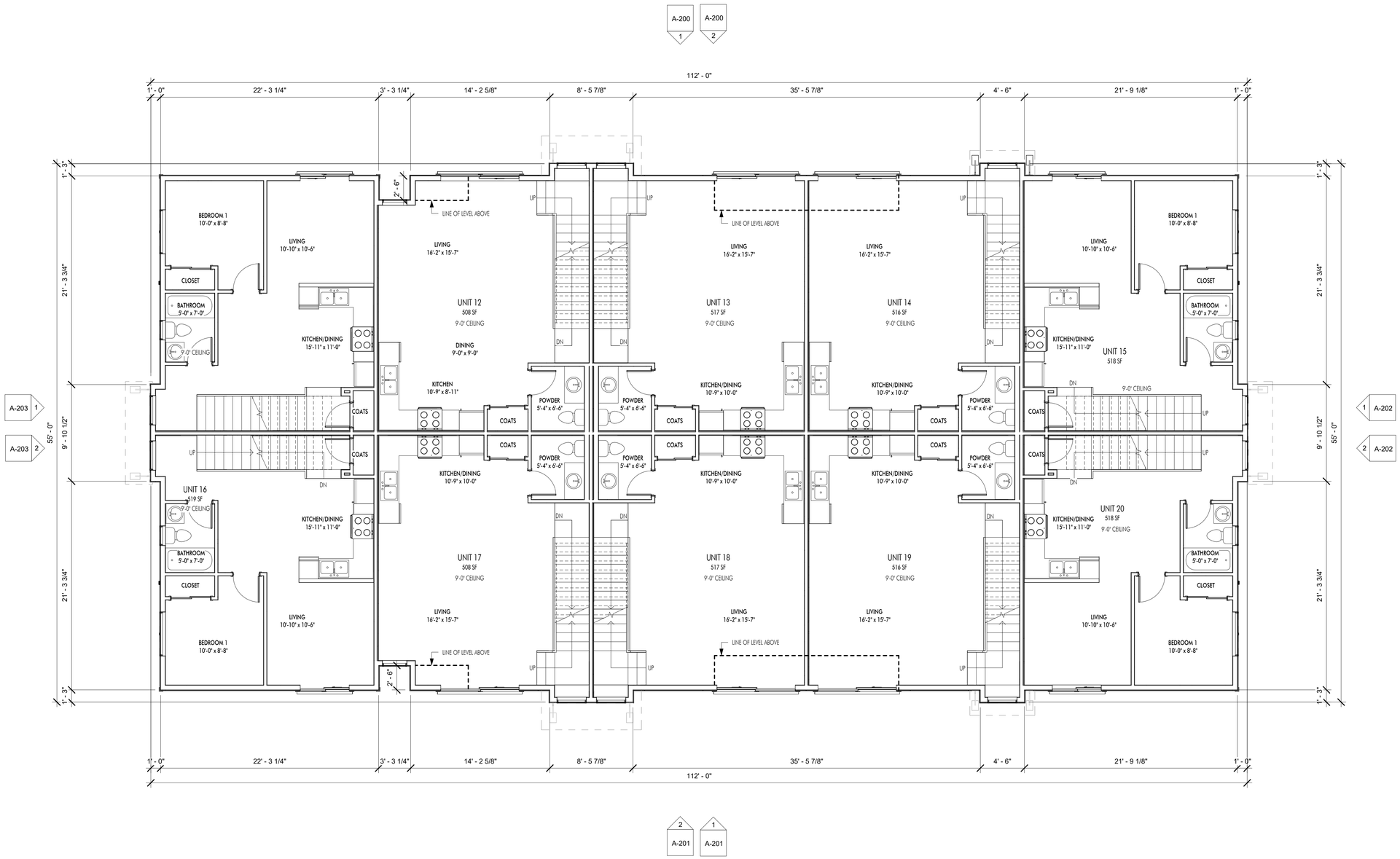
SCHEDULE A

This forms part of application

DP23-0019 & DVP23-002(

City of Kelowna
DEVELOPMENT PLANNING

Planner Initials BC



1 / A-102 LEVEL 2
3/16" = 1'-0"

FOR REZONING / DP / DVP ADDENDUM #3

LIME ARCHITECTURE INC.

PHONE:250-448-7801

205-1626 Richter Street,
Kelowna, BC V1Y 2M3

www.limearchitecture.com

REVISION NO., DATE AND DESCRIPTION

05.28.24	FOR REVIEW
08.19.24	ADDENDUM #2
10.28.24	ADDENDUM #3

PLOT DATE
10.28.24

PROJECT
1028-1030 HOUGHTON ROAD

DRAWING TITLE
LEVEL 2 PLAN

DRAWING NO.
A-102

REGISTERED ARCHITECT
GARY WAYNE LIMA
PROVINCE OF BRITISH COLUMBIA
2021-11-05

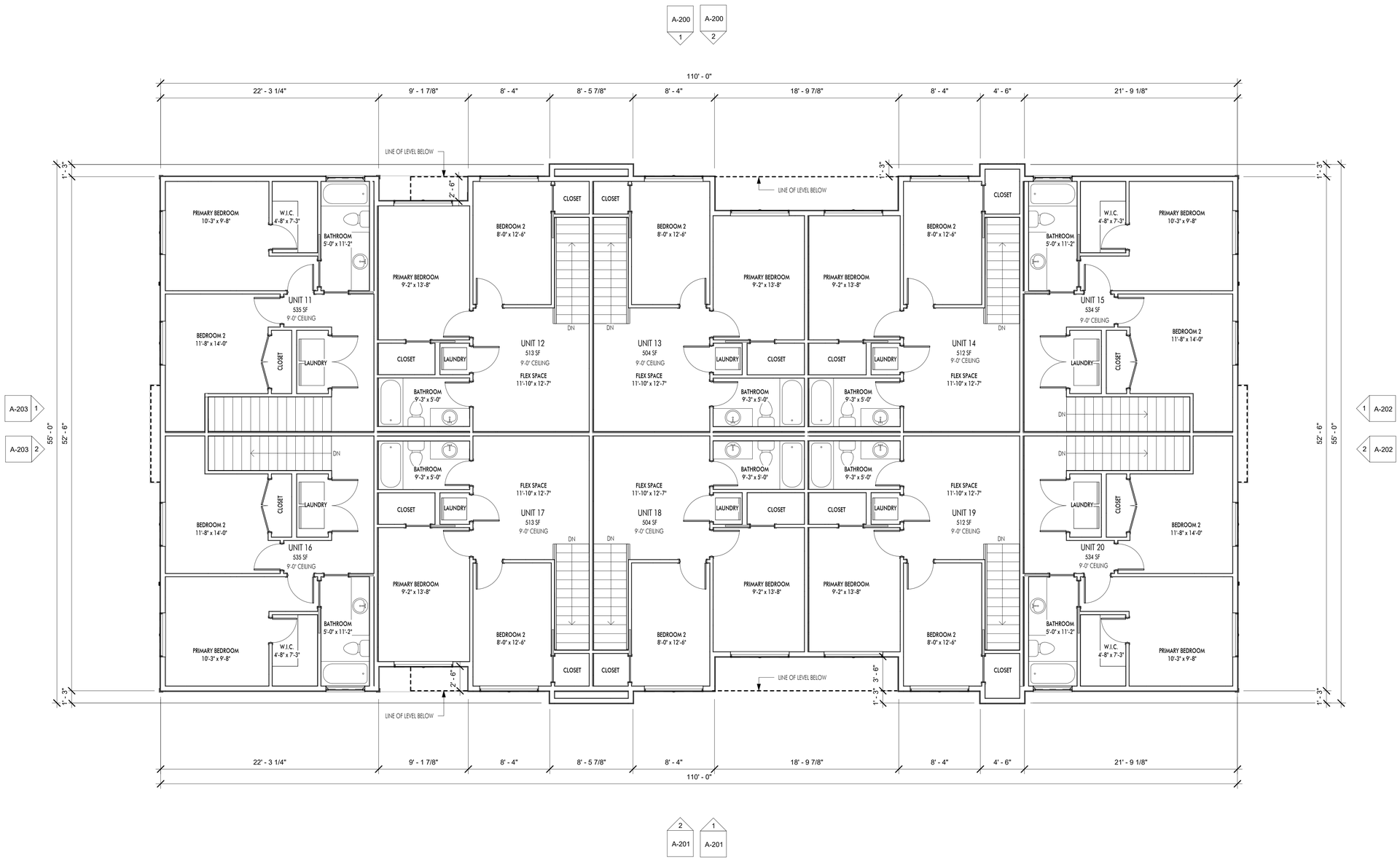
SCHEDULE A

This forms part of application

DP23-0019 & DVP23-002

Planner Initials BC

City of Kelowna
DEVELOPMENT PLANNING



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

FOR REZONING / DP / DVP ADDENDUM #3

LIME ARCHITECTURE INC.

PHONE:250-448-7801

205-1626 Richter Street,
Kelowna, BC V1Y 2M3

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05.28.24	FOR REVIEW
08.19.24	ADDENDUM #2
10.28.24	ADDENDUM #3

PLOT DATE
10.28.24

PROJECT
1028-1030 HOUGHTON ROAD

DRAWING TITLE
LEVEL 3 PLAN

DRAWING NO.
A-103

REGISTERED ARCHITECT
MARY WATSON
PROVINCE OF BRITISH COLUMBIA
2021-11-05

1 A-200 NORTH ELEVATION
3/16" = 1'-0"

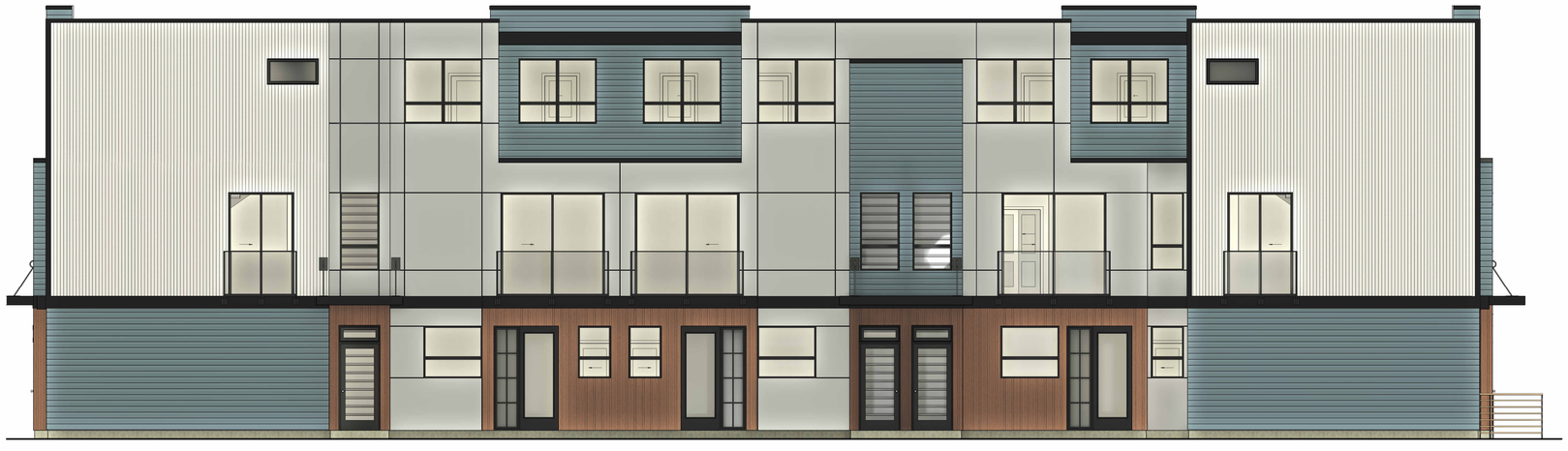
SCHEDULE B

This forms part of application
DP23-0019 & DVP23-0021

Planner Initials BC

City of Kelowna
DEVELOPMENT PLANNING

EXTERIOR FINISHES		
#	IMAGE	MATERIAL
1		TORCH ON: CHARCOAL GREY TORCHFLEX BY IKO
2		COMPOSITE PANEL @ BUILD-OUTS, FASCIA, DECK FASCIA: PAINT MATCH WROUGHT IRON 2124-10, BENJAMIN MOORE
3		COMPOSITE PANEL: PAINT MATCH METRO GREY OC-1459, BENJAMIN MOORE
4		WINDOWS & DOORS, GUARDRAILS, DRIP FLASHING, DECK COLUMNS: BLACK
5		BOARD + BATTEN: WOODTONE RUSTIC SERIES - JAMES HARDIE MOUNTAIN CEDAR
6		VERTICAL CORRUGATED METAL: POLAR WHITE, WESTFORM METALS
7		HORIZONTAL LAP CLADDING: BOOTHBAY BLUE, HARDIPLANK



2 A-200 NORTH ELEVATION - COLOUR
3/16" = 1'-0"

FOR REZONING / DP / DVP ADDENDUM #3

LIME ARCHITECTURE INC.
PHONE:250-448-7801
205-1626 Richter Street, Kelowna, BC V1Y 2M3
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REVISION NO., DATE AND DESCRIPTION

05.28.24	FOR REVIEW
08.19.24	ADDENDUM #2
10.28.24	ADDENDUM #3

PLOT DATE
10.28.24

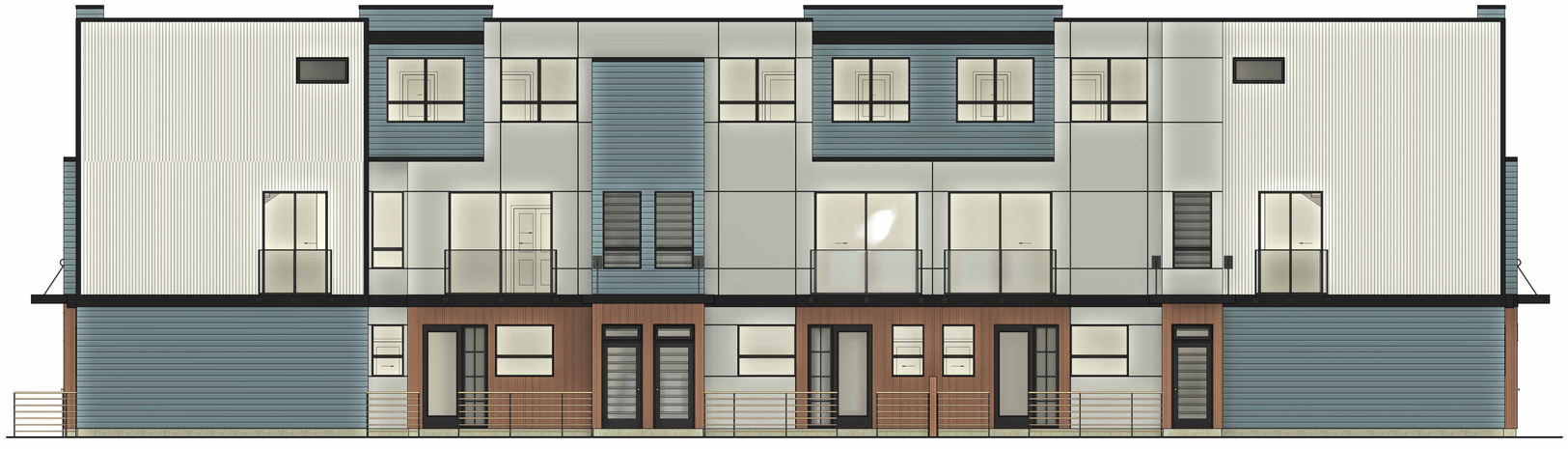
PROJECT
1028-1030 HOUGHTON ROAD

DRAWING TITLE
NORTH ELEVATIONS

DRAWING NO.
A-200

REGISTERED ARCHITECT
BRITISH COLUMBIA
2024.11.05

1 A-201 SOUTH ELEVATION
3/16" = 1'-0"



2 A-201 SOUTH ELEVATION - COLOUR
3/16" = 1'-0"

EXTERIOR FINISHES		
#	IMAGE	MATERIAL
1		TORCH ON: CHARCOAL GREY TORCHFLEX BY IKO
2		COMPOSITE PANEL @ BUILD-OUTS, FASCIA, DECK FASCIA: PAINT MATCH WROUGHT IRON 2124-10, BENJAMIN MOORE
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5		BOARD + BATTEN: WOODTONE RUSTIC SERIES - JAMES HARDIE MOUNTAIN CEDAR
6		VERTICAL CORRUGATED METAL: POLAR WHITE, WESTFORM METALS
7		HORIZONTAL LAP CLADDING: BOOTHBAY BLUE, HARDIPLANK

FOR REZONING / DP / DVP ADDENDUM #3

SCHEDULE B
This forms part of application
DP23-0019 & DVP23-002
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials BC

LIME ARCHITECTURE INC.
PHONE:250-448-7801
205-1626 Richter Street,
Kelowna, BC V1Y 2M3
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REVISION NO., DATE AND DESCRIPTION

05.28.24	FOR REVIEW
08.19.24	ADDENDUM #2
10.28.24	ADDENDUM #3

PLOT DATE
10.28.24

PROJECT
1028-1030 HOUGHTON ROAD

DRAWING TITLE
SOUTH ELEVATIONS

DRAWING NO.
A-201

REGISTERED ARCHITECT
PROVINCE OF BRITISH COLUMBIA
2024-11-05

SCHEDULE B

This forms part of application

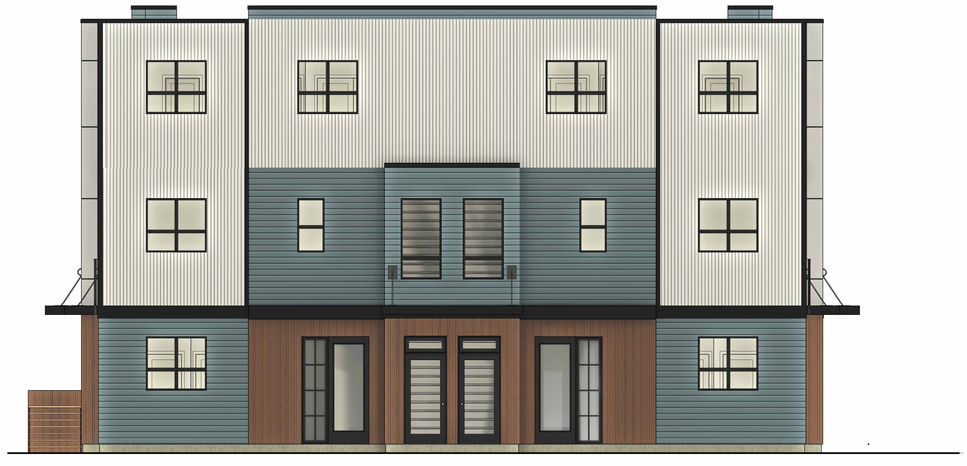
DP23-0019 & DVP23-002

Planner Initials BC

City of Kelowna
DEVELOPMENT PLANNING

1 A-202 EAST ELEVATION
3/16" = 1'-0"

EXTERIOR FINISHES		
#	IMAGE	MATERIAL
1		TORCH ON: CHARCOAL GREY TORCHFLEX BY IKO
2		COMPOSITE PANEL @ BUILD-OUTS, FASCIA, DECK FASCIA: PAINT MATCH WROUGHT IRON 2124-10, BENJAMIN MOORE
3		COMPOSITE PANEL: PAINT MATCH METRO GREY OC-1459, BENJAMIN MOORE
4		WINDOWS & DOORS, GUARDRAILS, DRIP FLASHING, DECK COLUMNS: BLACK
5		BOARD + BATTEN: WOODTONE RUSTIC SERIES - JAMES HARDIE MOUNTAIN CEDAR
6		VERTICAL CORRUGATED METAL: POLAR WHITE, WESTFORM METALS
7		HORIZONTAL LAP CLADDING: BOOTHBAY BLUE, HARDIPLANK



2 A-202 EAST ELEVATION - COLOUR
3/16" = 1'-0"

FOR REZONING / DP / DVP ADDENDUM #3

LIME ARCHITECTURE INC.
PHONE:250-448-7801
205-1626 Richter Street, Kelowna, BC V1Y 2M3
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REVISION NO., DATE AND DESCRIPTION

05.28.24	FOR REVIEW
08.19.24	ADDENDUM #2
10.28.24	ADDENDUM #3

PLOT DATE
10.28.24

PROJECT
1028-1030 HOUGHTON ROAD

DRAWING TITLE
EAST ELEVATIONS

DRAWING NO.
A-202

REGISTERED ARCHITECT
BRITISH COLUMBIA
2024-11-05

1 A-203 WEST ELEVATION
3/16" = 1'-0"

EXTERIOR FINISHES		
#	IMAGE	MATERIAL
1		TORCH ON: CHARCOAL GREY TORCHFLEX BY IKO
2		COMPOSITE PANEL @ BUILD-OUTS, FASCIA, DECK FASCIA: PAINT MATCH WROUGHT IRON 2124-10, BENJAMIN MOORE
3		COMPOSITE PANEL: PAINT MATCH METRO GREY OC-1459, BENJAMIN MOORE
4		WINDOWS & DOORS, GUARDRAILS, DRIP FLASHING, DECK COLUMNS: BLACK
5		BOARD + BATTEN: WOODTONE RUSTIC SERIES - JAMES HARDIE MOUNTAIN CEDAR
6		VERTICAL CORRUGATED METAL: POLAR WHITE, WESTFORM METALS
7		HORIZONTAL LAP CLADDING: BOOTHBAY BLUE, HARDIPLANK

2 A-203 WEST ELEVATION - COLOUR
3/16" = 1'-0"

FOR REZONING / DP / DVP ADDENDUM #3

SCHEDULE B

This forms part of application
DP23-0019 & DVP23-002

City of Kelowna
DEVELOPMENT PLANNING

Planner Initials BC

LIME ARCHITECTURE INC.
PHONE:250-448-7801
205-1626 Richter Street, Kelowna, BC V1Y 2M3
www.limearchitecture.com

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REVISION NO., DATE AND DESCRIPTION

05.28.24	FOR REVIEW
08.19.24	ADDENDUM #2
10.28.24	ADDENDUM #3

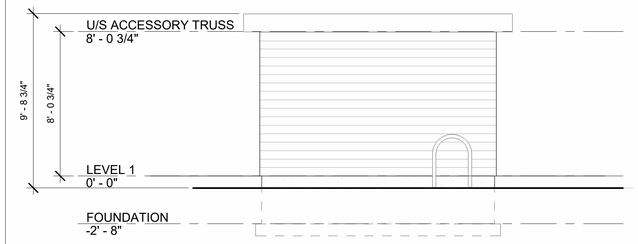
PLOT DATE
10.28.24

PROJECT
1028-1030 HOUGHTON ROAD

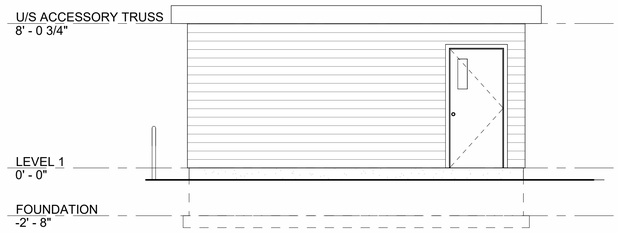
DRAWING TITLE
WEST ELEVATIONS

DRAWING NO.
A-203

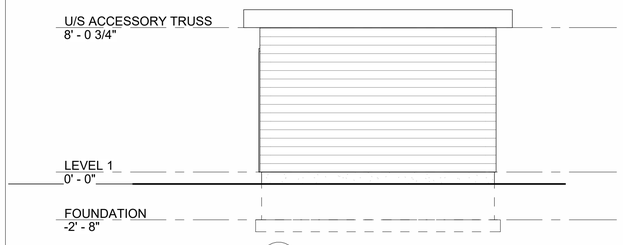
REGISTERED ARCHITECT
BRANDON NESBITT
BRITISH COLUMBIA
2024-11-05



1 A-204 ACCESSORY ELEVATION - EAST
1/4" = 1'-0"



2 A-204 ACCESSORY ELEVATION - NORTH
1/4" = 1'-0"



3 A-204 ACCESSORY ELEVATION - WEST
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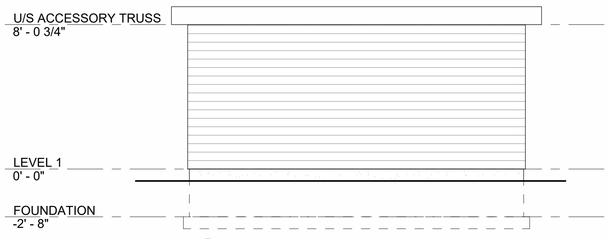


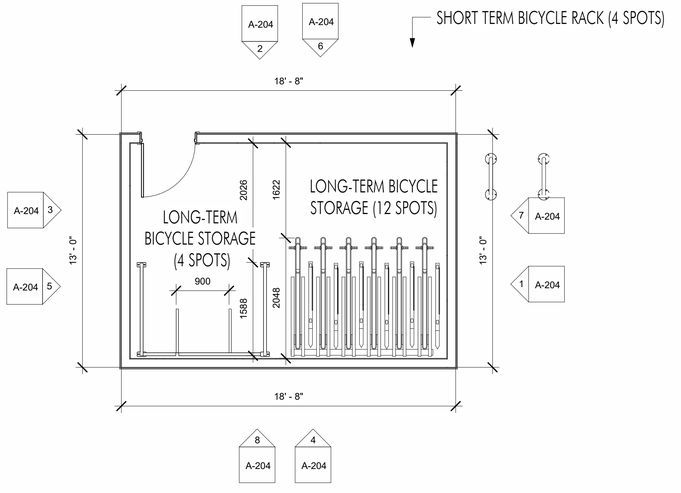
4 A-204 ACCESSORY ELEVATION - SOUTH
1/4" = 1'-0"

5 A-204 ACCESSORY COLOUR ELEVATION - EAST
1/4" = 1'-0"

6 A-204 ACCESSORY COLOUR ELEVATION - NORTH
1/4" = 1'-0"

7 A-204 ACCESSORY COLOUR ELEVATION - WEST
1/4" = 1'-0"

8 A-204 ACCESSORY COLOUR ELEVATION - SOUTH
1/4" = 1'-0"



9 A-204 ACCESSORY BUILDING
1/4" = 1'-0"

FOR REZONING / DP / DVP ADDENDUM #3

SCHEDULE B

This forms part of application
DP23-0019 & DVP23-002

City of Kelowna
DEVELOPMENT PLANNING

Planner Initials BC

LIME ARCHITECTURE INC.
PHONE:250-448-7801
205-1626 Richter Street,
Kelowna, BC V1Y 2M3
www.limearchitecture.com

All trades are to execute the work in accordance with the current municipality building by-laws and requirements of other local authorities having jurisdiction as well as the british columbia building code - (most recent edition) including all published revisions and addenda. All trades shall assume full responsibility for the locations and protection of all under and above ground utilities, wires and conduit connections, including (but not limited to) water, sewer, gas, hydro and telephone.

REVISION NO., DATE AND DESCRIPTION

05.28.24	FOR REVIEW
08.19.24	ADDENDUM #2
10.28.24	ADDENDUM #3

PLOT DATE
10.28.24

PROJECT
1028-1030 HOUGHTON ROAD

DRAWING TITLE
BIKE STORAGE PLANS

DRAWING NO.
A-204

REGISTERED ARCHITECT
BRITISH COLUMBIA
2024-11-05

YEYE HOUSING CORPORATION

YEYE HOUSING - MULTI HOUSING DEVELOPMENT

KELOWNA, BC

LANDSCAPE PLAN (DEVELOPMENT PERMIT)

OCTOBER 30, 2024

LIST OF DRAWINGS

ZONING ANALYSIS TABLE

PROJECT NAME: YeYe Housing Development, 1028-1030 Houghton Road		
Landscape Bylaw 12375 (Table 7.2)	**Required: MF2 Zone (1 Tree/10 lin.m.)**	**Proposed**
Min. tree amount	Landscape lin.m setback = 130 l.m/10 13 (min.) trees in Landscape Area setback	15 Trees[1]
Min. deciduous tree caliper:	Large: 5cm Medium: 4cm Small:3cm	All deciduous trees = 6cm Caliper
Min. coniferous tree height:	250cm	N/A
Min. ratio between tree size:	Large (L): Min. 50% Medium (M): No min. or max. Small (S): Max. 25%	(L) 7 trees = 54% (M) 3 trees = 23% (S) 3 trees = 23%
Min. growing medium (planted) area	Min. planted area 300m2 x 75% = 225m2	Total planted area = 158.31m2 (53%)[2]
Min. growing medium volumes per tree:	(L) Tree: Single: 30cu.m, Pair: 20cu.m, shared: 15cu.m (M) Tree: Single: 20cu.m, Pair: 15cu.m, shared: 12cu.m (S) Tree: Single: 15cu.m, Pair: 12cu.m, shared: 10cu.m	(L) Tree: 7 trees @ 15cu.m/tree, shared (M) Tree: 3 trees @ 12cu.m/tree, shared (S) Tree: 3 trees @ 15cu.m, single
Landscape graded areas (7.2.7):	Lawn: 33% max. Shrubs/groundcover: 50% max Cross slope: 2% min.	Lawn: 33% max. Shrubs/groundcover: 50% max Cross slope: 2% min.
Fence height:	2.0m max.	1.8m max.
Riparian management area:	Y/N	N
Retention of trees on site:	Y/N	N
Surface parking lot (7.2.10):	Y/N	Y[2]
Refuse & recycle bin screened:	Y/N	Molok bins proposed
Other:	N/A	N/A
NOTES:	1. (10) Trees located within the Landscape Area setback (3) Medium trees located outside Landscape Area setback in adjacent property line for amenity privacy screening (1) Additional small tree located in amenity area (1) Medium Tree within parking island 2. Parking/Loading variance is required for encroachment into Landscape Area, reduced Growing Medum area	

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LEGEND

- PROPOSED TREES
- PROPERTY LINE
- CONCRETE PAVING (REFER CIVIL)
- ASPHALT (REFER CIVIL)
- COMPACTED GRAVEL SURFACING
- UNIT PAVERS
- COMPOSTED BARK MULCH
- SOD
- SHRUB PLANTING
- PERENNIAL/ORNAMENTAL GRASS PLANTING
- 1.2m ORNAMENTAL FENCE W/ GATE
- 1.8m FENCE
- BIKE RACK
- MOLOK

NOTES:

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6. ALL LANDSCAPE AREAS ARE TO BE IRRIGATED WITH AN EFFICIENT AUTOMATIC IRRIGATION SYSTEM.
7. PLANTING SOIL DEPTHS TO BE :
   SOD AREAS 150 mm MINIMUM
   SHRUB AREAS 450mm MINIMUM
   TREE AREAS 900mm MINIMUM

TOTAL COMBINED ON SITE PLANT LIST - PLANTING AREA

BOTANICAL NAME	COMMON NAME	SIZE	ROOT	Mature Plant Size (Ht.xWd.)	SPACING
Trees					
Acer palmatum 'Wolff'	Emperor 1 Japanese Maple	6cm Cal	B&B	5.5 x 5m	5m o/c
Acer sacharrum 'Astis'	Steeple Maple	6cm Cal	B&B	16 x 9m	9m o/c
Cercidiphyllum japonicum	Katsura Tree	6cm Cal	B&B	15 x 13m	7m o/c
Magnolia x Loebneri 'Leonard Messel'	Messel Magnolia	6cm Cal	B&B	6 x 4.5m	4.5m o/c
Tilia cordata 'Greenspire'	Greenspire Linden	6cm Cal	B&B	12 x 9m	9m o/c
Shrubs					
Berberis thunbergi 'Monbomb'	Monbomb Barberry	#02	Potted	0.9 x 0.9m	0.9m o/c
Buxus 'Green Gem'	Green Gem Boxwood	#02	Potted	1.2 x 0.9m	0.9m o/c
Lavandula angustifolia 'Munstead'	Munstead Lavender	#02	Potted	0.6 x 0.75m	0.75m o/c
Geranium sanguineum	Dwarf Pink Geranium	#02	Potted	0.3 x 0.6m	0.3m o/c
Rosa 'Morden Blush'	Morden Blush Rose	#02	Potted	0.9 x 0.9m	0.9m o/c
Sambucus nigra 'Black Lace'	Black Lace Elderberry	#02	Potted	1.8 x 1.8m	1.8m o/c
Syringa meyeri 'Miss Kim'	Miss Kim Lilac	#02	Potted	1.8 x 1.5m	1.5m o/c
Spiraea japonica 'Gold Mound'	Gold mound Spirea	#02	Potted	0.9 x 1.2m	1.2m o/c
Taxus media 'Tauntonii'	Tauntonii Yew	#02	Potted	1.2 x 1.5m	1.5m o/c
Ornamental Grasses					
Pennisetum alopecuroides 'Little Bunny'	'Little Nunny' Miniature Fountain Grass	#01	Potted	0.5 x 0.6m	0.6m o/c
Perennials and Vines					
Hydrangea paniculata 'Dharma'	Dharma Pee Gee Hydrangea	#01	Potted	2.4 x 2.4m	2.4m o/c
Parthenocissus tricuspidata. 'Veitchii'	Boston Ivy	#01	Potted	0.15 x 3m	3m o/c

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URBAN PLANNING

YEYE HOUSING

YEYE HOUSING CORPORATION

SCHEDULE C
This forms part of application
DP23-0019 & DVP23-002(
Planner Initials BC
City of Kelowna
DEVELOPMENT PLANNING

SEAL

NORTH

SCALE : 1 : 100

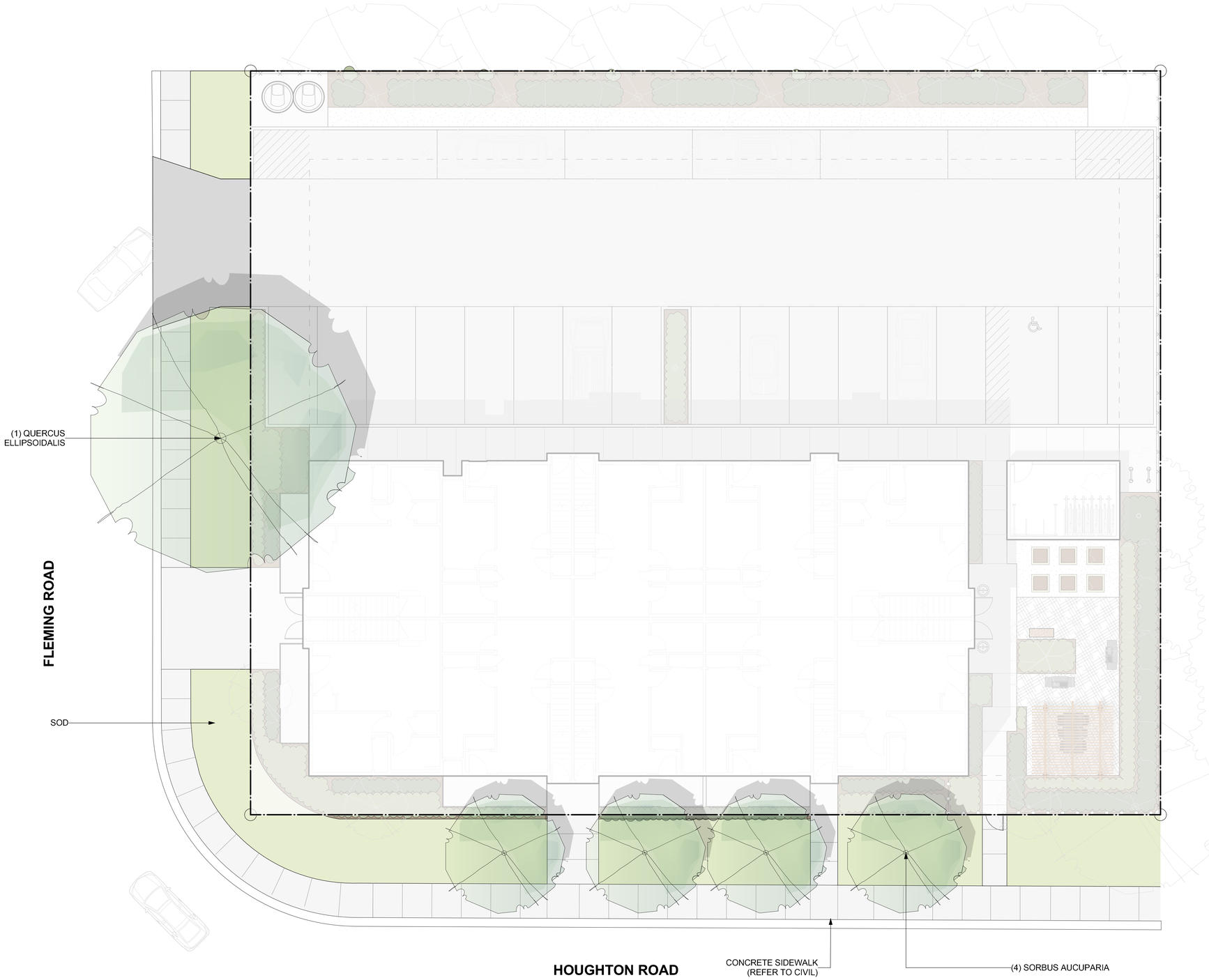
ISSUED FOR:

NO.	DESCRIPTION	DATE
3	REISSUED FOR DEVELOPMENT PERMIT	2024-10-30
2	REISSUED FOR DEVELOPMENT PERMIT	2024-08-16
1	REISSUED FOR DEVELOPMENT PERMIT	2023-03-14
0	ISSUED FOR DEVELOPMENT PERMIT	2022-09-21

LANDSCAPE PLAN - ON SITE

LDP1.0

PROJECT NO. : 21005 DATE :2024-10-30



LEGEND

- PROPOSED TREES
- PROPERTY LINE
- CONCRETE PAVING (REFER CIVIL)
- ASPHALT (REFER CIVIL)
- COMPACTED GRAVEL SURFACING
- UNIT PAVERS
- COMPOSTED BARK MULCH
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- SHRUB PLANTING
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   SHRUB AREAS 450mm MINIMUM
   TREE AREAS 900mm MINIMUM

TOTAL COMBINED OFF SITE PLANT LIST - PLANTING AREA

BOTANICAL NAME	COMMON NAME	SIZE	ROOT	Mature Plant Size (Ht.xWd.)	SPACING
Trees					
Sorbus aucuparia	European Mountain Ash	6cm Cal	B&B	12 x 7.5m	7.5m o/c
Quercus ellipsoidalis	Northern Pin Oak	6cm Cal	B&B	22 x 22m	7.5m o/c

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URBAN PLANNING

YEYE HOUSING

YEYE HOUSING CORPORATION

SCHEDULE C
This forms part of application
DP23-0019 & DVP23-0020
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials BC

SEAL
BRITISH COLUMBIA SOCIETY OF LANDSCAPE ARCHITECTS
DAVID JAMES
419
LANDSCAPE ARCHITECTS

NORTH

SCALE : 1 : 100

ISSUED FOR:

NO.	DESCRIPTION	DATE
3	REISSUED FOR DEVELOPMENT PERMIT	2024-10-30
2	REISSUED FOR DEVELOPMENT PERMIT	2024-08-16
1	REISSUED FOR DEVELOPMENT PERMIT	2023-03-14
0	ISSUED FOR DEVELOPMENT PERMIT	2022-09-21

LANDSCAPE PLAN - OFF SITE

LDP2.0

PROJECT NO. : 21005 DATE :2024-10-30

LEGEND:

MEDIUM WATER REQUIREMENTS

HIGH WATER REQUIREMENTS

NOTES:

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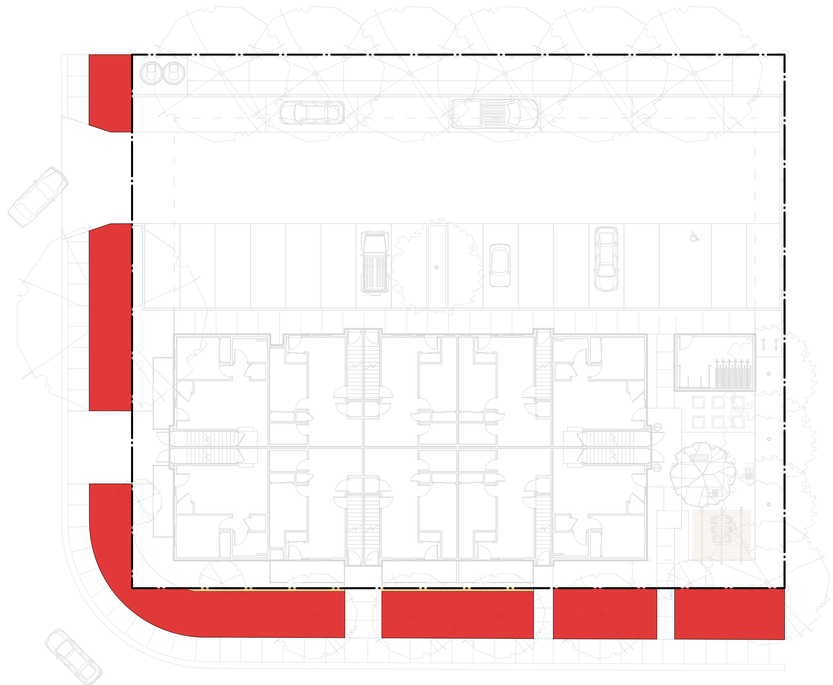
ON SITE



OFF SITE

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URBAN PLANNING

YEYE HOUSING

YEYE HOUSING CORPORATION

SCHEDULE C
This forms part of application
DP23-0019 & DVP23-002
Planner Initials BC
City of Kelowna
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DAVID JAMES
419

NORTH

SCALE : 1 : 200

ISSUED FOR:		
3	REISSUED FOR DEVELOPMENT PERMIT	2024-10-30
2	REISSUED FOR DEVELOPMENT PERMIT	2024-08-16
1	REISSUED FOR DEVELOPMENT PERMIT	2023-03-14
0	ISSUED FOR DEVELOPMENT PERMIT	2022-09-21
NO.	DESCRIPTION	DATE

LANDSCAPE PLAN - WATER CONSERVATION

LDP3.0

PROJECT NO. : 21005 DATE :2024-10-30

ENGINEERING ▪ LANDSCAPE ARCHITECTURE ▪ URBAN PLANNING

October 30, 2024

City of Kelowna Development Services
City Hall
1435 Water Street
Kelowna, BC V1Y 1J4

Attention: Development Services

Re: YeYe Housing – Multi-Family Development, Development Permit

As per our client's request, CTQ Consultants Ltd., estimates a landscape development cost of On-Site Improvements to be **$111,171.00,** excluding applicable taxes for the above noted property. This price includes landscape materials and installation (tree planting, shrub and perennial planting, growing medium, composted bark mulch, compacted gravel surfacing, benches, elevated self-watering planting boxes, privacy fence and gate, and irrigation systems).

Per City of Kelowna - Development Permit Requirements, the bonding amount is **125%** of the cost estimate. The bond amount for this is **$138,963.75**.

Should you require any explanation of this letter, please contact the undersigned.

Sincerely,
CTQ CONSULTANTS LTD.

David James, BCSLA CSLA

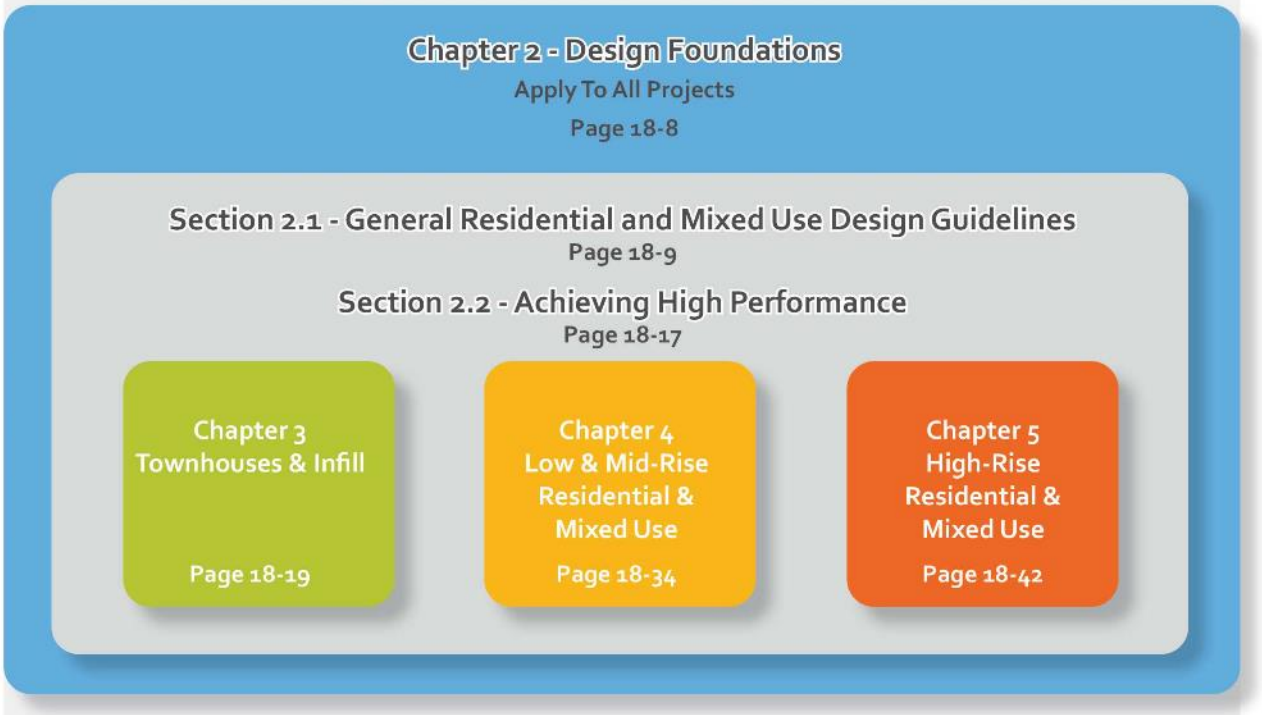
FORM & CHARACTER – DEVELOPMENT PERMIT GUIDELINES

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 supplement 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.



***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 *(1 is least complying & 5 is highly complying)*	**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 ration of 1:2, with a minimum ration of 11:3 and a maximum ration of 1:1.75. • 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 ration 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: • 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: • 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 planed 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: • 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);					✓	

• 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: • Landscaping; • Trellises; • Grillwork with climbing vines; or • Other attractive screening with some visual permeability.				✓		
g. Provide bicycle parking at accessible locations on site, including: • 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: • 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: • 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: • 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: • 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 *(1 is least complying & 5 is highly complying)*	**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: • 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					✓	
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, avid 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. • 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: • 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): • Design the internal circulation pattern to be integrated with and connected t 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: • 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: • 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: • 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. • 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: • 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) suing strategies such as: • 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: • 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 stie and provide pedestrian connections from visitor parking to townhouse units. Acceptable locations include: • 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: • 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: • Incorporate design elements, proportions, and other characteristics found within the neighbourhood; and • Use durable, quality materials similar or complementary to those fond 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:					✓	

• 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.						
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.	✓					

LIME
ARCHITECTURE INC.

Transmittal

To: Planning Department — City of Kelowna
CC: Norm Letnick — nletnick@gmail.com

October 28, 2024

Re: **Design Rationale for the Proposed Development of 1028-1030 Houghton Road, Kelowna, BC (The Site)**

Dear City of Kelowna Planning Department,

Further to the submitted information as it pertains to the Rezoning, and DVP associated with the proposed re-development of 1028-1030 Houghton Road in Kelowna BC, we offer the following Design Rationale for the project:

Located north-east of the Hollywood Road North and Highway 33 West intersection, 1028-1030 Houghton Road is ideally located in an area experiencing rapid redevelopment and is well-suited for multi-family projects. The property is located a short distance to public amenity spaces (Ben Lee Park), restaurants (Starbucks, A&W), and personal services. With the main arterial roadways of Highway 97 N and Highway 33W nearby, the property is ideally located with direct access to schools and grocery shopping. The property is located directly across from the Houghton Road Recreation Corridor and a short distance from mass transit stops along Highway 33 W, thus the property's location offers opportunities to reduce reliance on automotive transport allowing the area to diversify while creating healthy community practices and reducing residents carbon footprint. The proposed MF2 zone paired with a Future Land Use designation of Core Neighbourhood ensure the proposed development is in full alignment with the City's goal of responsible yet effective infill development while aligning with the needs of Kelowna.

With a proposed zoning of MF2, the building design includes clearly defined entries for each residential unit at ground level with great care given to ensure easy access to residents and guests alike. These access points connect to a proposed sidewalk that will extend across the Houghton and Flemming Road frontages. To ensure minimal impact to the surrounding neighbourhood, a surface parking area is located along the north side of the property with solid privacy fencing provided along the north and east property lines to ensure all parking is screened and any light pollution cannot impact the neighbouring properties. The drive aisle access has been relocated to Flemming Road to ensure minimal impact to traffic flow along Houghton Road. The unit breakdown includes a total of 20 units (1-bed: 10, 2-bed: 6, 3-bed: 4) split over three levels. The design concept for the building includes four (4) purpose-built wheelchair accessible units and four (4) 3-bedroom, family-oriented units as these demographics are typically overlooked. With a total of ten (10) units that vary between two and three bedrooms, the development aims to

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provide the community with needed family-oriented units. Additionally, the concept for the building includes a healthy mixture of private outdoor and shared amenity spaces. The shared amenity spaces include: a community garden, play area, and shared barbeque space with lounge. The central property location influenced an overall design that includes the required amount of secured, long-term bicycle storage with the added benefit of bike racks located on the private patio space provided to some of the ground floor units. The reduction in automotive reliance in conjunction with the higher density infill development of the property contribute to a more sustainable approach to building design that aligns with the City of Kelowna's planning initiatives.

The building form takes inspiration from the property shape while utilizing modern elements, assembled forms, and alternating cladding patterning. Energy efficiency and building usage was carefully considered, thus, the amount of large, glazed openings has been reduced or relocated to facades where solar heat gain during summer months would be minimized. This reduces the mechanical cooling demand and, in turn, residents' utility bills. Additionally, the glazing placement ensures a transparent connection between interior and exterior habitable spaces. The human scale at street level is inviting with clearly defined unit entries and unique architectural awnings to create visual interest along Houghton and Flemming Roads. These items work in conjunction to reduce the impact of the building massing while creating visual connection and anchoring the building to the existing neighbourhood.

The proposed development is unique in its overall approach to securing land and creating much needed affordable housing. This project has been designed with affordability in mind with prices being estimated at 25% below market value. To aid in reducing the costs of a project of this scale, materials and framing methodology was carefully considered during the initial phases of the project development. For this project, surface parking is being proposed as the costs associated with underground parking would be detrimental to the affordability for prospective owners.

The priority to densify precious, developable land within an existing community while respecting neighbouring properties resulted in a building that is below the 10m (9.8m) height allowed by the proposed MF2 zoning. From a location and sustainability standpoint, achieving 20 residences on the property while being sensitive to the surrounding neighbourhood is important. The integration of a new development into an established neighbourhood results in an attractive infill project that provides much needed, affordable units in a highly desirable area that addresses the human scale while being sensitively designed to reduce impact on neighbouring properties. The integration of the required bicycle storage and surface parking in a discrete manner was regarded as an

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important aspect of this project and we believe that these aspects align with the City of Kelowna's vision and our own when it comes to healthy, interactive community living.

While the proposed development requires variances, we feel they are integral to the overall functionality and affordability of the project. There are five (5) variances being proposed:

i. Number of parking stalls being provided (29 required, 23 proposed)
ii. Private amenity space (1,829.8 sf reduced to 465 sf)
iii. Front setback reduction from 3.0m to 2.0m
iv. Inclusion of Parking stalls within setbacks/landscape buffers
v. Amount of required soil-based landscaping reduced from 75% to 65%

As designed, the development is affordable housing geared towards first-time home buyers. Therefore, we are proposing a variance to the required number of parking stalls due to the likelihood that each owner will have a single vehicle or no vehicle, however, we are ensuring that a minimum of one stall is provided to each unit. To illustrate this approach would have minimal impact to residents, supporting documentation gathered from surveying interested families has been included as part of this rationale. While underground parking may eliminate the proposed variance, the costs associated with this approach would eliminate the affordability aspect of this project. Alternatively, unit type could be adjusted to achieve the available parking, however, this would mean fewer families would benefit from this opportunity.

A variance to the amount of private amenity space is also being proposed. The reduction (1,829.8 sf reduced to 465 sf) considers the provided common amenity space and encourages the residents to spend time utilizing the shared features of this site. Additionally, given the proximity to municipal greenspace (Ben Lee Park), we felt this proposed variance would not greatly impact residents but would encourage the use of Ben Lee Park. The two remaining variances (reducing front setback from 3.0m to 2.0m, and inclusion of parking stalls within the setbacks/ landscape buffers) are proposed to ensure the maximum amount of parking stalls can be achieved while maintaining the functionality of the development and the Bylaw's stall size and drive aisle width requirement.

The distribution of required trees on site will be compliant with zoning regulations although 3 medium trees will be sited outside of the landscape area due to the amount of space available. We are also seeking a variance on the amount of soil-based landscaping from 75% to 65%.

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In summary, the rationale for this project is as follows:

i. Provide a thoughtful and sustainable infill housing solution to a property located within an existing neighbourhood in Kelowna that is well suited for multi-family redevelopment.
ii. Provide 20 affordable residential units that provide a healthy mixture of private and shared common amenity space with various uses.
iii. We are requesting five (5) variances: number of parking stalls, private outdoor amenity space, reduction in front setback, amount of soil-based landscaping, and parking located within a setback or landscape buffer.
iv. The proposed development results in a building design that is attractive, inviting, and addresses the human scale at ground level. Additionally, the development is sensitive to the neighbourhood in the way it has been designed and massed on the site.

This proposed development recognizes the City of Kelowna's strategic approach to overall growth including better use of precious developable land in accordance with the District's OCP/Future Land Use, and planning initiatives.

We look forward to your supportive comments in response to this Development Variance Permit application.

Please do not hesitate to contact our office if you have any questions or require additional information in these matters.

Sincerely:

Matt Johnston Architect AIBC, LEED AP
LIME Architecture Inc.