Development Permit & Development Variance Permit

DP23-0245 DVP23-0246

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

115 & 165 Kneller Road

and legally known as

Lot B Section 27 Township 26 ODYD Plan EPP137707

Parcel A (Plan B1566) of Lot 4 Section 27 Township 26 ODYD Plan 426 Except Plans 39686 and EPP137707

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

Apartment Housing

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 17, 2025**
Development Permit Area:	Form & Character
Existing Zone:	MF3r – Apartment Housing Rental Only
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:	Okanagan Metis and Aboriginal Housing Society, Inc.No. S21636
Applicant:	Meiklejohn Architects 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. DP23-0245 and Development Variance Permit No. DVP23-0246 for Lot 1 Section 27 Township 26 ODYD Plan EPP63257 located at 165 Kneller Road, Kelowna, BC and Parcel A (Plan B1566) of Lot 4 Section 27 Township 26 ODYD Plan 426 Except Plans 39686 and EPP137707 located at 115 Kneller Road, Kelowna, BC, subject to the following:

a) The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";

b) The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";

c) Landscaping to be provided on the land be in accordance with Schedule "C";

d) 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 variances to the following sections of Zoning Bylaw No. 12375 be granted:

Table 8.2.7.b – Ratio of Parking Space Sizes
To vary the ratio of parking space sizes from a minimum of 50% regular sized stalls permitted to 27% regular sized stalls proposed and a maximum of 50% small size stalls permitted to 73% small size stalls proposed.

Table 8.3 – Required Residential Off-Street Parking Requirements
To vary the minimum number of off-street parking spaces from 62 stalls required to 26 stalls proposed.

Section 13.6 – Multi-Dwelling Zones, Density and Height Development Regulations
To vary the maximum building height from 4 storeys permitted to 5 storeys proposed.

AND FURTHER THAT this Development Permit is 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 owner 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 **$284,514.00**

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.

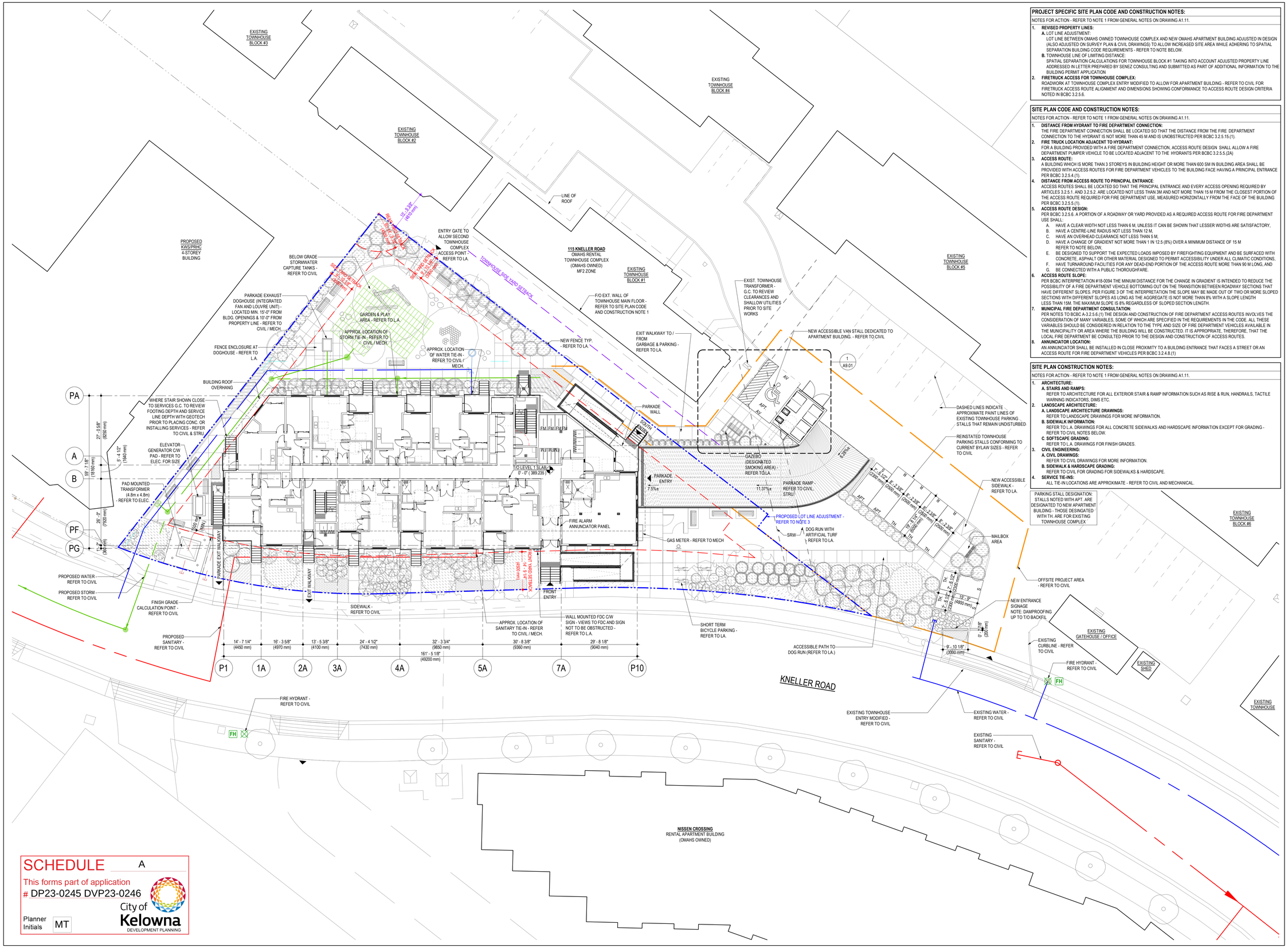
4. INDEMNIFICATION

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.



PROJECT SPECIFIC SITE PLAN CODE AND CONSTRUCTION NOTES:

NOTES FOR ACTION - REFER TO NOTE 1 FROM GENERAL NOTES ON DRAWING A1.11.

1. **REVISED PROPERTY LINES:**
   - **A.** LOT LINE ADJUSTMENT:
     LOT LINE BETWEEN OMAHS OWNED TOWNHOUSE COMPLEX AND NEW OMAHS APARTMENT BUILDING ADJUSTED IN DESIGN (ALSO ADJUSTED ON SURVEY PLAN & CIVIL DRAWINGS) TO ALLOW INCREASED SITE AREA WHILE ADHERING TO SPATIAL SEPARATION BUILDING CODE REQUIREMENTS - REFER TO NOTE BELOW.
   - **B.** TOWNHOUSE LINE OF LIMITING DISTANCE:
     SPATIAL SEPARATION CALCULATIONS FOR TOWNHOUSE BLOCK #1 TAKING INTO ACCOUNT ADJUSTED PROPERTY LINE ADDRESSED IN LETTER PREPARED BY SENEZ CONSULTING AND SUBMITTED AS PART OF ADDITIONAL INFORMATION TO THE BUILDING PERMIT APPLICATION
2. **FIRETRUCK ACCESS FOR TOWNHOUSE COMPLEX:**
   ROADWORK AT TOWNHOUSE COMPLEX ENTRY MODIFIED TO ALLOW FOR APARTMENT BUILDING - REFER TO CIVIL FOR FIRETRUCK ACCESS ROUTE ALIGNMENT AND DIMENSIONS SHOWING CONFORMANCE TO ACCESS ROUTE DESIGN CRITERIA NOTED IN BCBC 3.2.5.6.

SITE PLAN CODE AND CONSTRUCTION NOTES:

NOTES FOR ACTION - REFER TO NOTE 1 FROM GENERAL NOTES ON DRAWING A1.11.

1. **DISTANCE FROM HYDRANT TO FIRE DEPARTMENT CONNECTION:**
   THE FIRE DEPARTMENT CONNECTION SHALL BE LOCATED SO THAT THE DISTANCE FROM THE FIRE DEPARTMENT CONNECTION TO THE HYDRANT IS NOT MORE THAN 45 M AND IS UNOBSTRUCTED PER BCBC 3.2.5.15.(1).
2. **FIRE TRUCK LOCATION ADJACENT TO HYDRANT:**
   FOR A BUILDING PROVIDED WITH A FIRE DEPARTMENT CONNECTION, ACCESS ROUTE DESIGN SHALL ALLOW A FIRE DEPARTMENT PUMPER VEHICLE TO BE LOCATED ADJACENT TO THE HYDRANTS PER BCBC 3.2.5.5.(2A)
3. **ACCESS ROUTE:**
   A BUILDING WHICH IS MORE THAN 3 STOREYS IN BUILDING HEIGHT OR MORE THAN 600 SM IN BUILDING AREA SHALL BE PROVIDED WITH ACCESS ROUTES FOR FIRE DEPARTMENT VEHICLES TO THE BUILDING FACE HAVING A PRINCIPAL ENTRANCE PER BCBC 3.2.5.4.(1).
4. **DISTANCE FROM ACCESS ROUTE TO PRINCIPAL ENTRANCE:**
   ACCESS ROUTES SHALL BE LOCATED SO THAT THE PRINCIPAL ENTRANCE AND EVERY ACCESS OPENING REQUIRED BY ARTICLES 3.2.5.1. AND 3.2.5.2. ARE LOCATED NOT LESS THAN 3M AND NOT MORE THAN 15 M FROM THE CLOSEST PORTION OF THE ACCESS ROUTE REQUIRED FOR FIRE DEPARTMENT USE, MEASURED HORIZONTALLY FROM THE FACE OF THE BUILDING PER BCBC 3.2.5.5.(1).
5. **ACCESS ROUTE DESIGN:**
   PER BCBC 3.2.5.6. A PORTION OF A ROADWAY OR YARD PROVIDED AS A REQUIRED ACCESS ROUTE FOR FIRE DEPARTMENT USE SHALL:
   - A. HAVE A CLEAR WIDTH NOT LESS THAN 6 M, UNLESS IT CAN BE SHOWN THAT LESSER WIDTHS ARE SATISFACTORY,
   - B. HAVE A CENTRE-LINE RADIUS NOT LESS THAN 12 M,
   - C. HAVE AN OVERHEAD CLEARANCE NOT LESS THAN 5 M,
   - D. HAVE A CHANGE OF GRADIENT NOT MORE THAN 1 IN 12.5 (8%) OVER A MINIMUM DISTANCE OF 15 M REFER TO NOTE BELOW,
   - E. BE DESIGNED TO SUPPORT THE EXPECTED LOADS IMPOSED BY FIREFIGHTING EQUIPMENT AND BE SURFACED WITH CONCRETE, ASPHALT OR OTHER MATERIAL DESIGNED TO PERMIT ACCESSIBILITY UNDER ALL CLIMATIC CONDITIONS,
   - F. HAVE TURNAROUND FACILITIES FOR ANY DEAD-END PORTION OF THE ACCESS ROUTE MORE THAN 90 M LONG, AND
   - G. BE CONNECTED WITH A PUBLIC THOROUGHFARE.
6. **ACCESS ROUTE SLOPE:**
   PER BCBC INTERPRETATION #18-0094 THE MINIMUM DISTANCE FOR THE CHANGE IN GRADIENT IS INTENDED TO REDUCE THE POSSIBILITY OF A FIRE DEPARTMENT VEHICLE BOTTOMING OUT ON THE TRANSITION BETWEEN ROADWAY SECTIONS THAT HAVE DIFFERENT SLOPES. PER FIGURE 3 OF THE INTERPRETATION THE SLOPE MAY BE MADE OUT OF TWO OR MORE SLOPED SECTIONS WITH DIFFERENT SLOPES AS LONG AS THE AGGREGATE IS NOT MORE THAN 8% WITH A SLOPE LENGTH LESS THAN 15M. THE MAXIMUM SLOPE IS 8% REGARDLESS OF SLOPED SECTION LENGTH.
7. **MUNICIPAL FIRE DEPARTMENT CONSULTATION:**
   PER NOTES TO BCBC A-3.2.5.6.(1) THE DESIGN AND CONSTRUCTION OF FIRE DEPARTMENT ACCESS ROUTES INVOLVES THE CONSIDERATION OF MANY VARIABLES, SOME OF WHICH ARE SPECIFIED IN THE REQUIREMENTS IN THE CODE. ALL THESE VARIABLES SHOULD BE CONSIDERED IN RELATION TO THE TYPE AND SIZE OF FIRE DEPARTMENT VEHICLES AVAILABLE IN THE MUNICIPALITY OR AREA WHERE THE BUILDING WILL BE CONSTRUCTED. IT IS APPROPRIATE, THEREFORE, THAT THE LOCAL FIRE DEPARTMENT BE CONSULTED PRIOR TO THE DESIGN AND CONSTRUCTION OF ACCESS ROUTES.
8. **ANNUNCIATOR LOCATION:**
   AN ANNUNCIATOR SHALL BE INSTALLED IN CLOSE PROXIMITY TO A BUILDING ENTRANCE THAT FACES A STREET OR AN ACCESS ROUTE FOR FIRE DEPARTMENT VEHICLES PER BCBC 3.2.4.8.(1)

SITE PLAN CONSTRUCTION NOTES:

NOTES FOR ACTION - REFER TO NOTE 1 FROM GENERAL NOTES ON DRAWING A1.11.

1. **ARCHITECTURE:**
   - **A. STAIRS AND RAMPS:**
     REFER TO ARCHITECTURE FOR ALL EXTERIOR STAIR & RAMP INFORMATION SUCH AS RISE & RUN, HANDRAILS, TACTILE WARNING INDICATORS, DIMS ETC.
2. **LANDSCAPE ARCHITECTURE:**
   - **A. LANDSCAPE ARCHITECTURE DRAWINGS:**
     REFER TO LANDSCAPE DRAWINGS FOR MORE INFORMATION.
   - **B. SIDEWALK INFORMATION:**
     REFER TO L.A. DRAWINGS FOR ALL CONCRETE SIDEWALKS AND HARDSCAPE INFORMATION EXCEPT FOR GRADING - REFER TO CIVIL NOTES BELOW.
   - **C. SOFTSCAPE GRADING:**
     REFER TO L.A. DRAWINGS FOR FINISH GRADES.
3. **CIVIL ENGINEERING:**
   - **A. CIVIL DRAWINGS:**
     REFER TO CIVIL DRAWINGS FOR MORE INFORMATION.
   - **B. SIDEWALK & HARDSCAPE GRADING:**
     REFER TO CIVIL FOR GRADING FOR SIDEWALKS & HARDSCAPE.
4. **SERVICE TIE-INS:**
   ALL TIE-IN LOCATIONS ARE APPROXIMATE - REFER TO CIVIL AND MECHANICAL.

SCHEDULE A
This forms part of application
DP23-0245 DVP23-0246
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials MT

233 BERNARD AVENUE
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DIMENSIONS
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DO NOT SCALE DRAWINGS

m+m MEIKLEJOHN ARCHITECTS INC.

REGISTERED ARCHITECT STOKE TONNE BRITISH COLUMBIA

2025-02-25

PROJECT NORTH | TRUE NORTH

ISSUED

No.	Date	Issued For
1	2023-12-04	DEVELOPMENT PERMIT APPLICATION
2	2024-01-16	BC HOUSING 50% REVIEW
3	2024-03-05	FOUNDATION PERMIT APPLICATION
4	2024-05-06	DEVELOPMENT PERMIT REVISIONS
5	2024-07-23	BUILDING PERMIT APPLICATION
6	2024-08-30	BC HOUSING 95% REVIEW
7	2025-02-13	TENDER

REVISION

No.	Date	Revision

Project Title

BC HOUSING & OMAHS, KNELLER ROAD RENTAL APARTMENT PROJECT

165 KNELLER ROAD, KELOWNA, BC, V1X 4C2
PARCEL A (PLAN B1566) OF LOT 4 SECTION 27 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 426

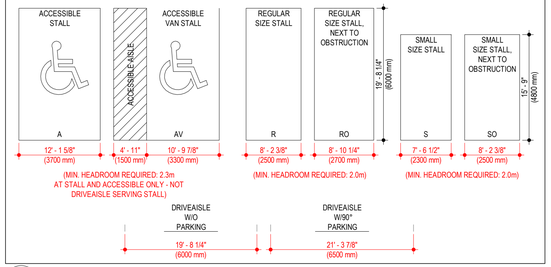
Drawing Number: A2.03
Revision:

Drawing Title

SITE PLAN

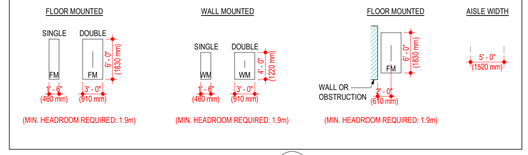
Job No.	m+m 23-1973
Scale	1/16" = 1'-0"
Drawn	A.M.
Checked	S.T.

CITY OF KELOWNA PARKING STALL & DRIVEAISLE SIZE TABLE: MINIMUM SIZES SHOWN - REFER TO CONSTRUCTION NOTE 1



2 A3.01 CITY OF KELOWNA PARKING STALL & DRIVEAISLE SIZE TABLE 3/32" = 1'-0"

CITY OF KELOWNA BICYCLE STALL & AISLE SIZE TABLE: MINIMUM SIZES SHOWN - REFER TO CONSTRUCTION NOTE 1



2 A3.01 CITY OF KELOWNA BICYCLE STALL & AISLE SIZE TABLE 3/32" = 1'-0"

PARKADE / STORAGE GARAGE - CONSTRUCTION NOTES

NOTES FOR ACTION – REFER TO NOTE 1 FROM GENERAL NOTES ON DRAWING A1.11.

1. **PARKING STALL SIZES:** MINIMUM PARKING STALL SIZES SHOWN FROM CITY OF KELOWNA BYLAW REFERENCED ON ZONING SUMMARY SHEET. PARKING STALLS SHALL NOT BE SMALLER THAN MIN. SIZE SHOWN. CONTRACTOR TO REVIEW MIN. STALL SIZES AND ALL FORMWORK DIMENSIONS BETWEEN CONCRETE WALLS AND COLUMNS PRIOR TO PLACING TO VERIFY THAT MIN. STALL SIZES ARE MET. CONTRACTOR TO ADVISE ARCHITECT OF DISCREPANCIES AND/OR REQUEST ADDITIONAL INFORMATION IF REQUIRED PRIOR TO PLACING CONCRETE.
2. **SPRAY INSULATION CLEARANCE:** WHERE SPRAY INSULATION IS SHOWN ON UNDERSIDE OF PARKADE SLAB ALL MECHANICAL AND ELECTRICAL FIXTURES ARE TO BE SUSPENDED BELOW THE UNDERSIDE OF SLAB BY A DIMENSION CLOSE TO OR THAT OF THE THICKNESS OF INSULATION AS TO ALLOW FOR A CONTINUOUS / UNIFORM THERMAL RESISTANCE RATING TO BE ACHIEVED AT ALL LOCATIONS.
3. **FIRE EXTINGUISHERS:** REFER TO MECHANICAL AND/OR FIRE PROTECTION FOR LOCATION AND HEIGHTS OF FIRE EXTINGUISHERS.
4. **GUARDS AT CONDUIT, PIPES AND DUCTS:** REFER TO MECHANICAL AND ELECTRICAL FOR PLATE GUARDS REQUIRED FOR ALL PIPES / DUCTS / CONDUITS EXPOSED TO DAMAGE BY VEHICLES. IF NO INFO PRESENT ON MECHANICAL OR ELECTRICAL CONTRACTOR TO INSTALL 3" X 3" X 1/4" STEEL ANGLES / OR BENT STEEL PLATE GUARDS FLOOR LEVEL UP TO 5'-0" FROM FLOOR LEVEL - STEEL TO BE PAINTED YELLOW. CONFIRM LOCATIONS WITH ARCHITECT IN SHOP DRAWINGS.
5. **PAINTING:** STALL NUMBERS, STALL TYPE AND HANDICAPPED SYMBOLS: TO HAVE 4" WIDE PAINTED LINES. DIRECTIONAL ARROWS: TO HAVE 12" PAINTED LINES. CROSSWALKS: TO BE SOLID PAINTED 7'-0" X 2'-0" RECTANGLES SPACED 1'-0" APART. ACCESS ZONES: TO BE ON ANGLE AS PER DRAWINGS AND TO HAVE 4" WIDE PAINTED LINES 1'-0" APART. REFER TO SPECIFICATION FOR PAINT SYSTEM.
6. **DRAINAGE SLOPES:** DRAINAGE SLOPES PER CSA S413 PARKING STRUCTURES SECTION 7.5.1 - REFER TO SLAB PLANS.
7. **HEADROOM COORDINATION:** VERTICAL HEADROOM CLEARANCE IN PARKADE TO BE MAINTAINED AS HIGH AS POSSIBLE BY ALL TRADES AND BE NO LOWER THAN 6'-8" (LEAVING APPROX. 1" TO CODE MINIMUM OF 2M). CONTRACTOR TO ORGANIZE SUB TRADE MEETING(S) PRIOR TO THE INSTALLATION OF ANY FIXTURES, PLUMBING PIPING, DUCTWORK, SPRINKLER LINES TO REVIEW HOW BEST TO ENSURE ALL ELEMENTS ARE INSTALLED AS TIGHT AS POSSIBLE TO CEILING WITHOUT INTERRUPTING CONTINUOUS SPRAY FIBRE-GLASS INSULATION. CROSS OVERS OF PIPING AND SPRINKLER LINES TO BE IDENTIFIED AT MEETING(S) IN ADVANCE SO THAT PIPING CAN BE AS HIGH AS POSSIBLE AT CROSS-OVER LOCATIONS. PER CITY, BYLAW ENSURE NO PROJECTIONS AND/OR EQUIPMENT LOWER THAN 2.3M AT ACCESSIBLE PARKING STALL.

CONCRETE FINISHING SCHEDULE

AREA & LOCATION	SURFACE / PREPARATION	COATING / FINISH
PARKADE		
INTERIOR FACE OF CONCRETE WALLS	NONE	SEALER IF NOT PAINTED
TOP OF SLAB	NONE	SEALER
BICYCLE WASH AREA	NONE	WATER REPELLENT SEALANT
ALL FACES OF COLUMN	NONE	SEALER, YELLOW PAINT FROM BASE UP TO 48" HT.
PARKADE RAMP		
EXPOSED FACE OF CONCRETE WALLS ON PARKADE RAMP	SACKRUB	WATER-REPELLENT SEALER
TOP OF RAMP SLAB	NONE	WATER-REPELLENT SEALER
SERVICE & BIKE STORAGE ROOMS		
INTERIOR FACE OF CONCRETE WALLS	NONE	SEALER IF NOT PAINTED
TOP OF SLAB	NONE	SEALER
VESTIBULE & STAIRS		
INTERIOR FACE OF EXPOSED CONCRETE WALLS	SACKRUB	SEALER IF NOT PAINTED
TOP OF SLAB	NONE	SEALER
GARBAGE ENCLOSURE		
EXPOSED FACES OF GARBAGE ENCLOSURE WALLS	SACKRUB	ANTI-GRAFFITI COATING
TOP OF SLAB	NONE	SEALER
EXTERIOR STAIRS & RAMPS		
EXPOSED FACES OF CONCRETE WALLS	NONE	NONE

NOTES:
1. REFER TO ARCH SPECIFICATION FOR SEALER INFORMATION
2. REFER TO I.D. FOR PAINT LOCATIONS AND INFORMATION
3. WATER-PROOFING ON ALL EXTERIOR FACES OF PARKADE WALLS AND FOOTINGS - REFER TO DETAILS & ASSEMBLIES
4. DAMP-PROOFING ON ALL BELOW GRADE FACES OF CONCRETE WALLS AT PARKADE RAMP, PATIOS, ENTRY STAIRS, RAMPS & GARBAGE ENCLOSURE - REFER TO DETAILS/NOTES.

SCHEDULE A
This forms part of application
DP23-0245 DVP23-0246
Planner Initials MT
City of Kelowna
DEVELOPMENT PLANNING

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DIMENSIONS
The Contractor shall verify all dimensions, and immediately report any errors and/or omissions to Meiklejohn Architects DO NOT SCALE DRAWINGS

m+m MEIKLEJOHN ARCHITECTS INC.

REGISTERED ARCHITECT STOKE TONNE BRITISH COLUMBIA
2025-02-25

PROJECT NORTH
TRUE NORTH

ISSUED

No.	Date	Issued For
1	2023-12-04	DEVELOPMENT PERMIT APPLICATION
2	2024-01-16	BC HOUSING 50% REVIEW
3	2024-03-05	FOUNDATION PERMIT APPLICATION
4	2024-05-06	DEVELOPMENT PERMIT REVISIONS
5	2024-07-23	BUILDING PERMIT APPLICATION
6	2024-08-30	BC HOUSING 95% REVIEW
7	2025-02-13	TENDER

REVISION

No.	Date	Revision

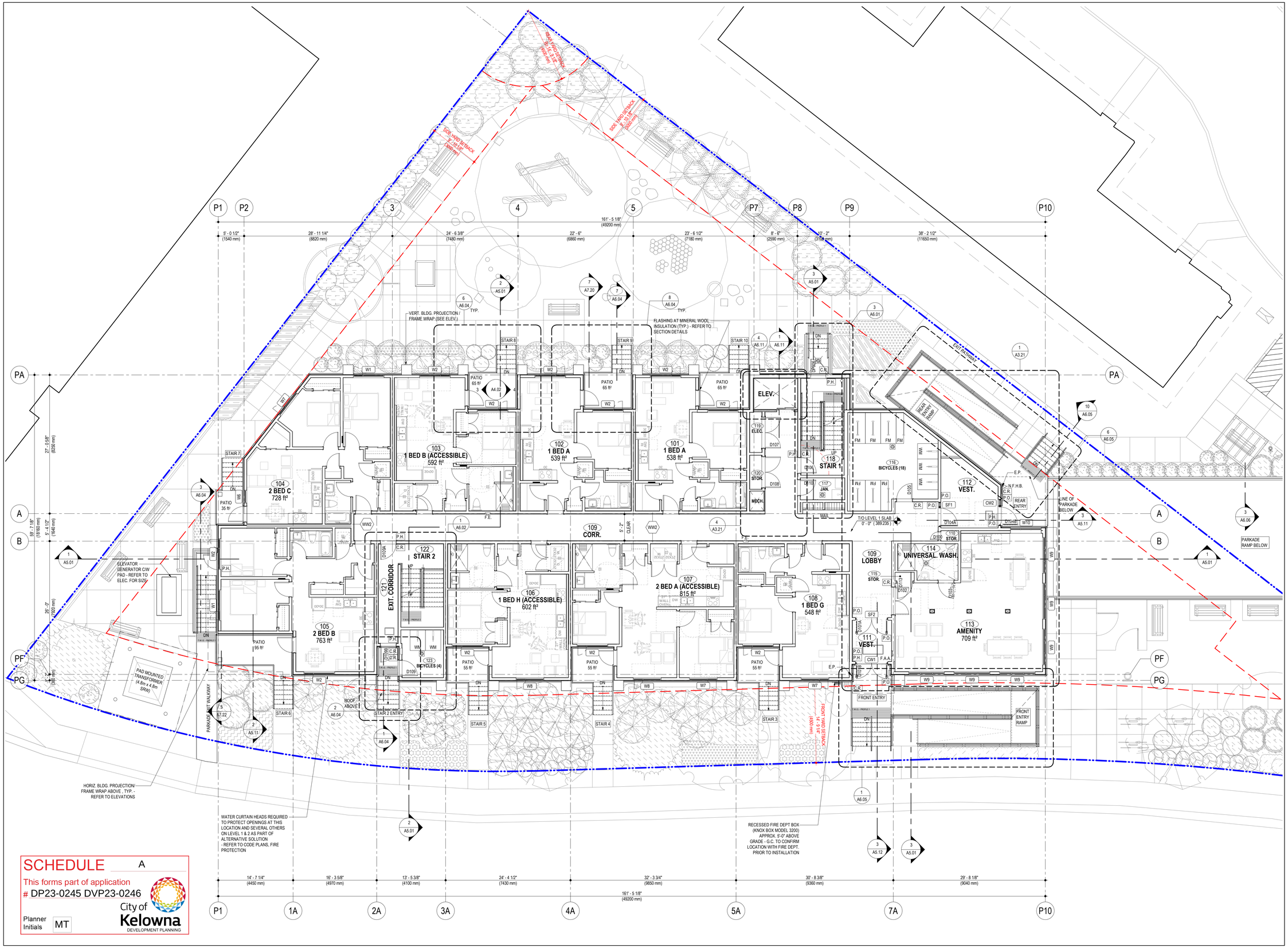
Project Title
BC HOUSING & OMAHS, KNELLER ROAD RENTAL APARTMENT PROJECT

165 KNELLER ROAD, KELOWNA, BC, V1X 4C2
PARCEL A (PLAN B1566) OF LOT 4 SECTION 27 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 426

Drawing Number A3.01
Revision

Drawing Title
LEVEL P1 FLOOR PLAN

Job No.	m+m 23-1973
Scale	1/8" = 1'-0"
Drawn	A.M.
Checked	S.T.



SCHEDULE A

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DP23-0245 DVP23-0246

City of Kelowna
DEVELOPMENT PLANNING

Planner Initials MT

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BC HOUSING & OMAHS, KNELLER ROAD RENTAL APARTMENT PROJECT

165 KNELLER ROAD, KELOWNA, BC, V1X 4C2
PARCEL A (PLAN B1566) OF LOT 4 SECTION 27 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 426

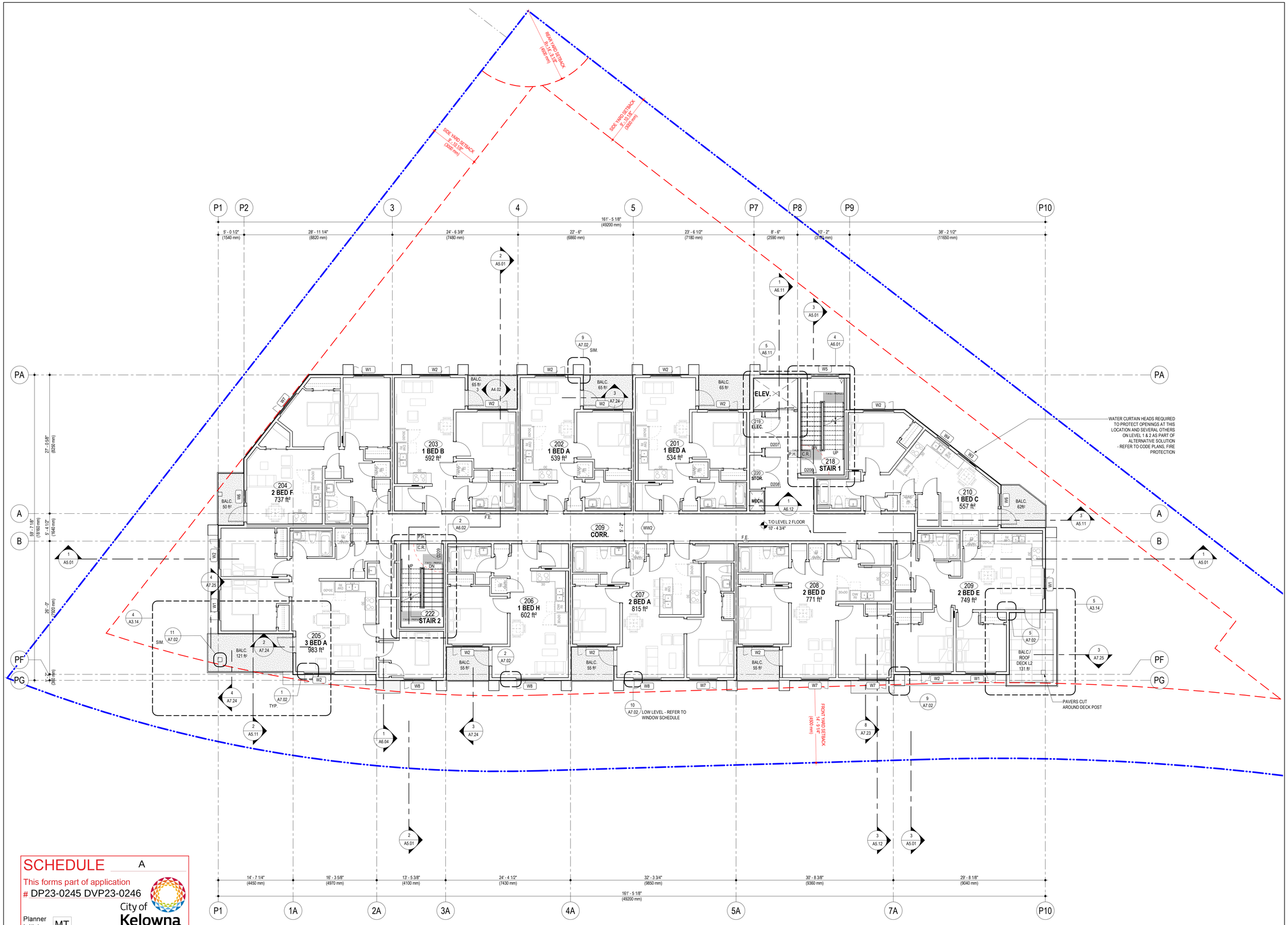
Drawing Number: A3.02

Revision:

Drawing Title

LEVEL 1 FLOOR PLAN

Job No.	m+m 23-1973
Scale	1/8" = 1'-0"
Drawn	A.M.
Checked	S.T.



SCHEDULE A

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DP23-0245 DVP23-0246

Planner Initials MT

City of Kelowna
DEVELOPMENT PLANNING

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BC HOUSING & OMAHS, KNELLER ROAD RENTAL APARTMENT PROJECT

165 KNELLER ROAD, KELOWNA, BC, V1X 4C2
PARCEL A (PLAN B1566) OF LOT 4 SECTION 27 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 426

Drawing Number

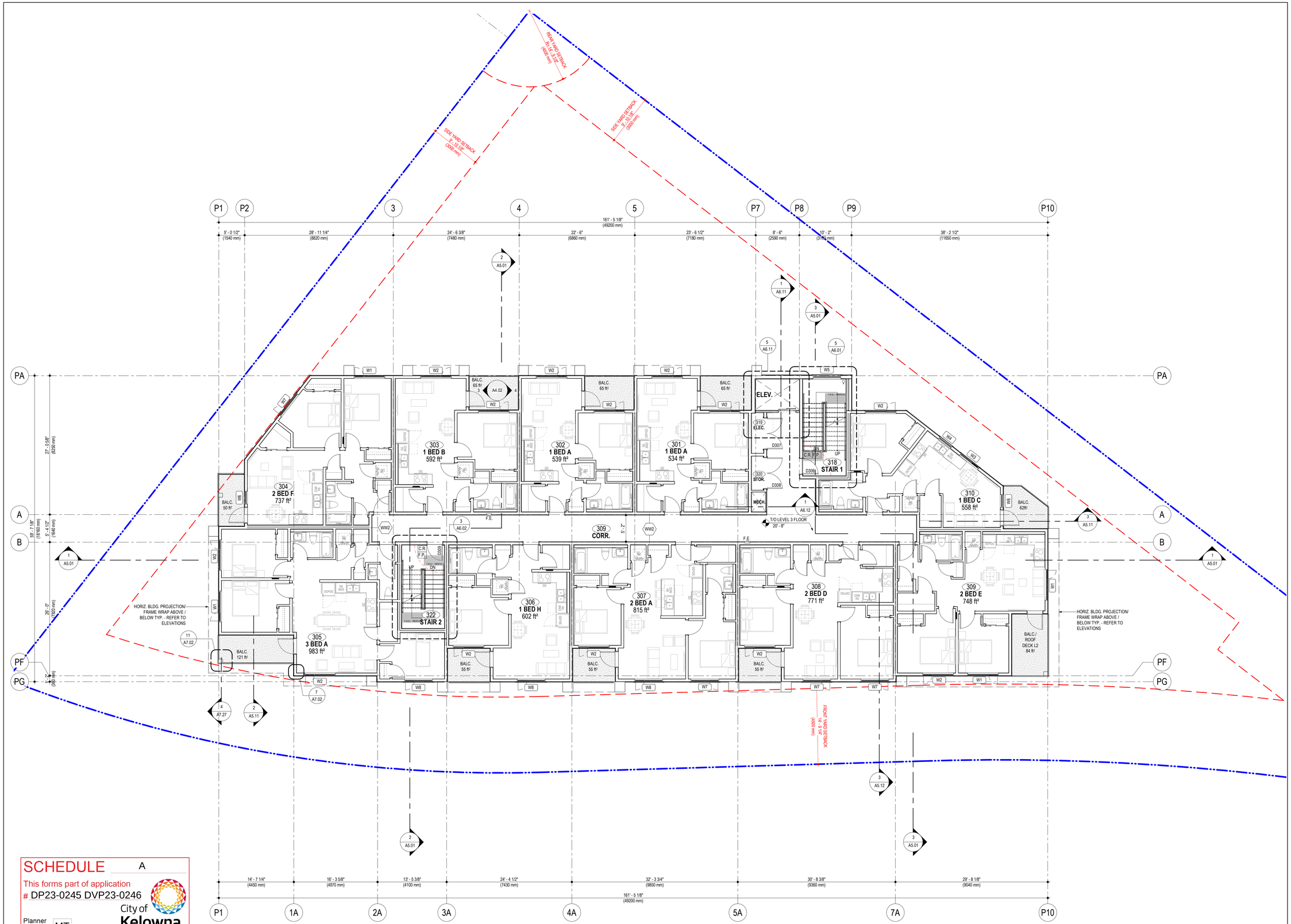
A3.03

Revision

Drawing Title

LEVEL 2 FLOOR PLAN

Job No.	m+m 23-1973
Scale	1/8" = 1'-0"
Drawn	A.M.
Checked	S.T.



SCHEDULE A

This forms part of application
DP23-0245 DVP23-0246

City of Kelowna
DEVELOPMENT PLANNING

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m+m MEIKLEJOHN ARCHITECTS INC.

REGISTERED ARCHITECT STOKE TONNE BRITISH COLUMBIA

2025-02-25

PROJECT NORTH

TRUE NORTH

ISSUED

No.	Date	Issued For
1	2023-12-04	DEVELOPMENT PERMIT APPLICATION
2	2024-01-16	BC HOUSING 50% REVIEW
3	2024-03-05	FOUNDATION PERMIT APPLICATION
4	2024-05-06	DEVELOPMENT PERMIT REVISIONS
5	2024-07-23	BUILDING PERMIT APPLICATION
6	2024-08-30	BC HOUSING 95% REVIEW
7	2025-02-13	TENDER

REVISION

No.	Date	Revision

Project Title

BC HOUSING & OMAHS, KNELLER ROAD RENTAL APARTMENT PROJECT

165 KNELLER ROAD, KELOWNA, BC, V1X 4C2
PARCEL A (PLAN B1566) OF LOT 4 SECTION 27 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 426

Drawing Number

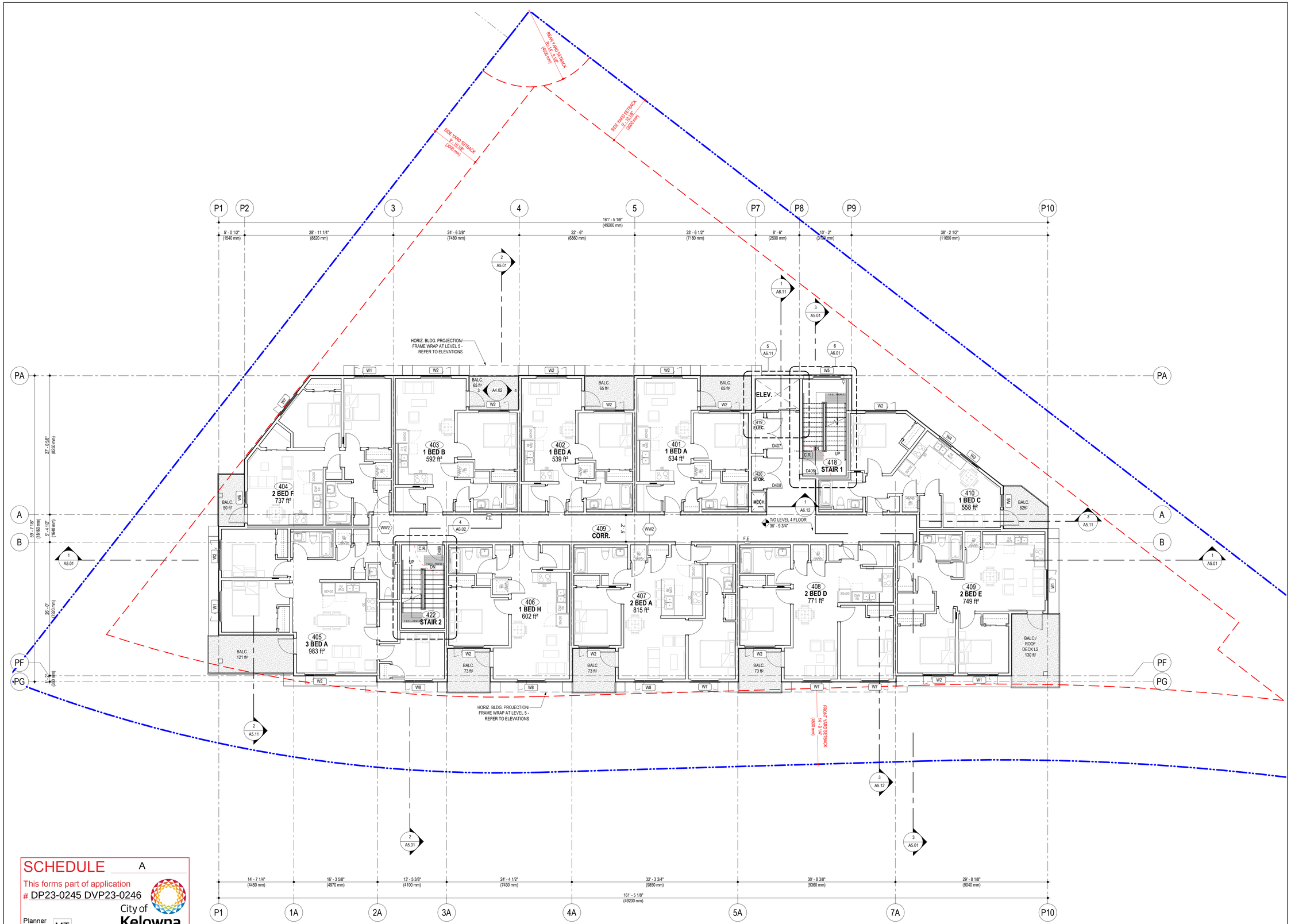
A3.04

Revision

Drawing Title

LEVEL 3 FLOOR PLAN

Job No.	m+m 23-1973
Scale	1/8" = 1'-0"
Drawn	A.M.
Checked	S.T.



SCHEDULE A

This forms part of application
DP23-0245 DVP23-0246

City of Kelowna
DEVELOPMENT PLANNING

Planner Initials MT

233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
TEL: 250.762.3004
FAX: 250.762.8707
EMAIL: kel-mail@shaw.ca

DIMENSIONS
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2025-02-25

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REVISION

No.	Date	Revision

Project Title

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165 KNELLER ROAD, KELOWNA, BC, V1X 4C2
PARCEL A (PLAN B1566) OF LOT 4 SECTION 27 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 426

Drawing Number

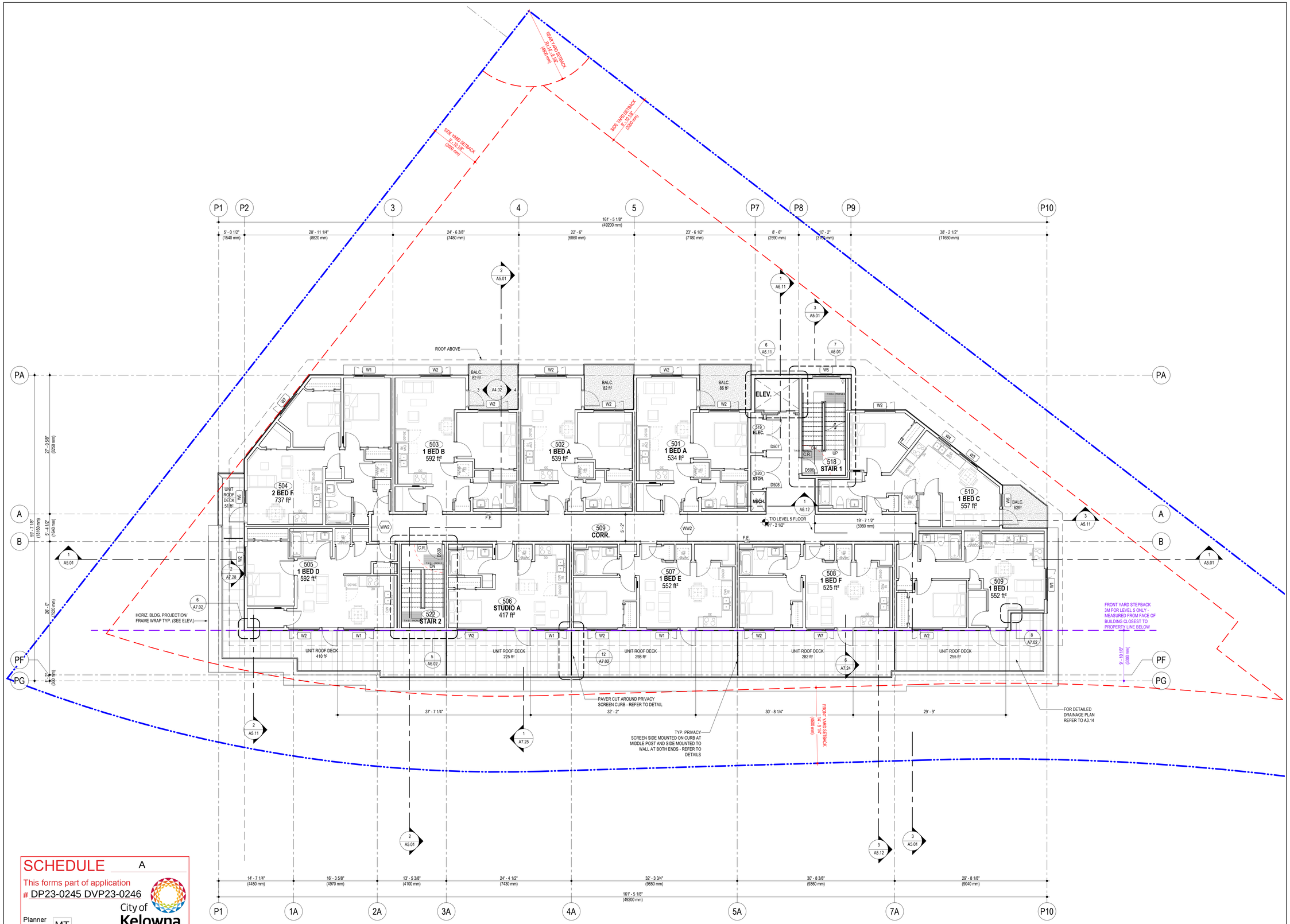
A3.05

Revision

Drawing Title

LEVEL 4 FLOOR PLAN

Job No.	m+m 23-1973
Scale	1/8" = 1'-0"
Drawn	A.M.
Checked	S.T.



SCHEDULE A

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Planner Initials MT

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2025-02-25

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REVISION

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Project Title

BC HOUSING & OMAHS, KNELLER ROAD RENTAL APARTMENT PROJECT

165 KNELLER ROAD, KELOWNA, BC, V1X 4C2
PARCEL A (PLAN B1566) OF LOT 4 SECTION 27 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 426

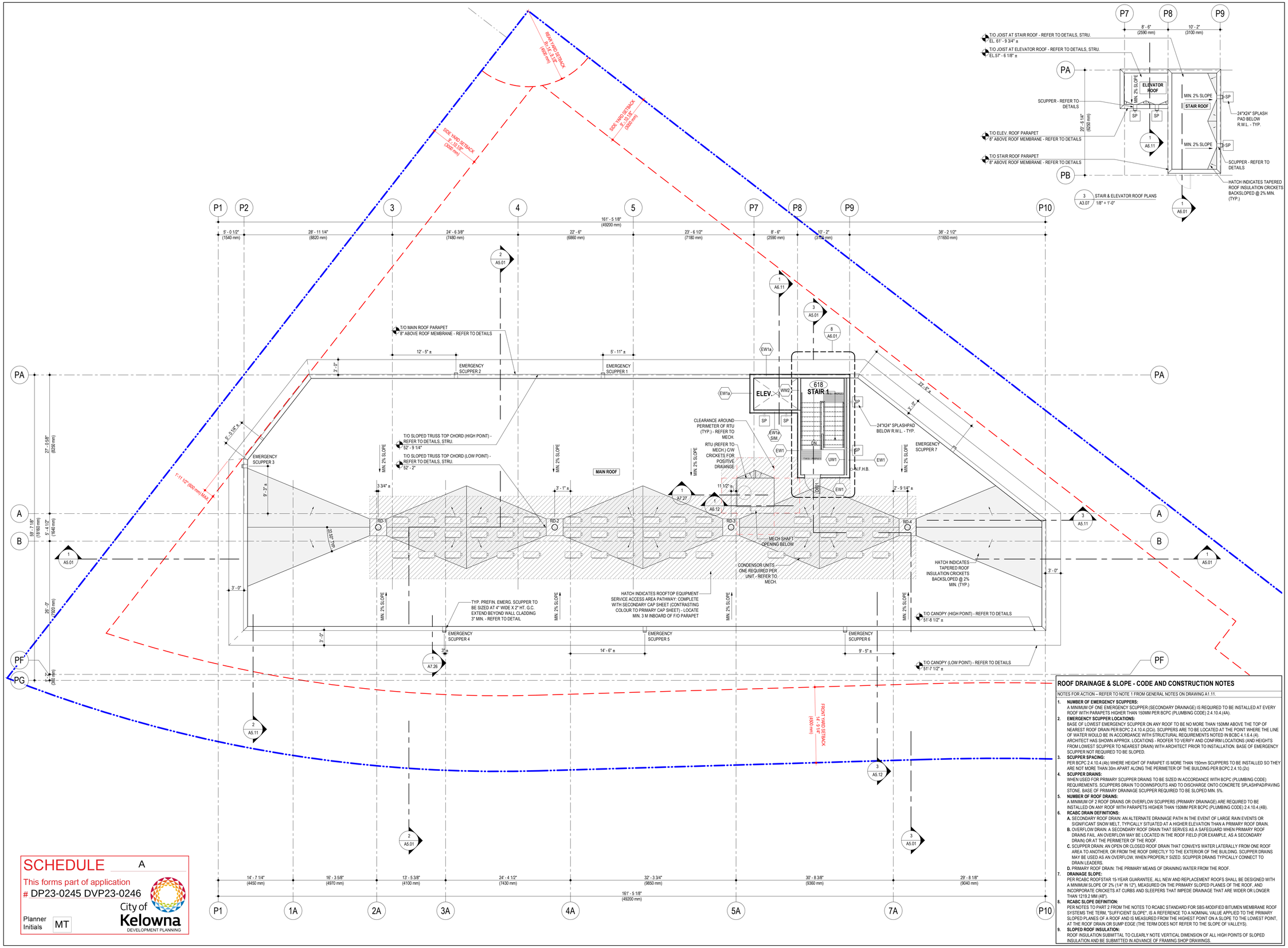
Drawing Number | Revision

A3.06

Drawing Title

LEVEL 5 FLOOR PLAN

Job No.	m+m 23-1973
Scale	1/8" = 1'-0"
Drawn	A.M.
Checked	S.T.



ROOF DRAINAGE & SLOPE - CODE AND CONSTRUCTION NOTES

NOTES FOR ACTION – REFER TO NOTE 1 FROM GENERAL NOTES ON DRAWING A1.11.

1. **NUMBER OF EMERGENCY SCUPPERS:**
   A MINIMUM OF ONE EMERGENCY SCUPPER (SECONDARY DRAINAGE) IS REQUIRED TO BE INSTALLED AT EVERY ROOF WITH PARAPETS HIGHER THAN 150MM PER BCPC (PLUMBING CODE) 2.4.10.4.(4A).
2. **EMERGENCY SCUPPER LOCATIONS:**
   BASE OF LOWEST EMERGENCY SCUPPER ON ANY ROOF TO BE NO MORE THAN 150MM ABOVE THE TOP OF NEAREST ROOF DRAIN PER BCPC 2.4.10.4.(2Ci). SCUPPERS ARE TO BE LOCATED AT THE POINT WHERE THE LINE OF WATER WOULD BE IN ACCORDANCE WITH STRUCTURAL REQUIREMENTS NOTED IN BCBC 4.1.6.4.(4). ARCHITECT HAS SHOWN APPROX. LOCATIONS - ROOFER TO VERIFY AND CONFIRM LOCATIONS (AND HEIGHTS FROM LOWEST SCUPPER TO NEAREST DRAIN) WITH ARCHITECT PRIOR TO INSTALLATION. BASE OF EMERGENCY SCUPPER NOT REQUIRED TO BE SLOPED.
3. **SCUPPER SPACING:**
   PER BCPC 2.4.10.4.(4b) WHERE HEIGHT OF PARAPET IS MORE THAN 150mm SCUPPERS TO BE INSTALLED SO THEY ARE NOT MORE THAN 30m APART ALONG THE PERIMETER OF THE BUILDING PER BCPC 2.4.10.(2c)
4. **SCUPPER DRAINS:**
   WHEN USED FOR PRIMARY SCUPPER DRAINS TO BE SIZED IN ACCORDANCE WITH BCPC (PLUMBING CODE) REQUIREMENTS. SCUPPERS DRAIN TO DOWNSPOUTS AND TO DISCHARGE ONTO CONCRETE SPLASHPAD/PAVING STONE. BASE OF PRIMARY DRAINAGE SCUPPER REQUIRED TO BE SLOPED MIN. 5%.
5. **NUMBER OF ROOF DRAINS:**
   A MINIMUM OF 2 ROOF DRAINS OR OVERFLOW SCUPPERS (PRIMARY DRAINAGE) ARE REQUIRED TO BE INSTALLED ON ANY ROOF WITH PARAPETS HIGHER THAN 150MM PER BCPC (PLUMBING CODE) 2.4.10.4.(4B).
6. **RCABC DRAIN DEFINITIONS:**
   - **A.** SECONDARY ROOF DRAIN: AN ALTERNATE DRAINAGE PATH IN THE EVENT OF LARGE RAIN EVENTS OR SIGNIFICANT SNOW MELT, TYPICALLY SITUATED AT A HIGHER ELEVATION THAN A PRIMARY ROOF DRAIN.
   - **B.** OVERFLOW DRAIN: A SECONDARY ROOF DRAIN THAT SERVES AS A SAFEGUARD WHEN PRIMARY ROOF DRAINS FAIL. AN OVERFLOW MAY BE LOCATED IN THE ROOF FIELD (FOR EXAMPLE, AS A SECONDARY DRAIN) OR AT THE PERIMETER OF THE ROOF.
   - **C.** SCUPPER DRAIN: AN OPEN OR CLOSED ROOF DRAIN THAT CONVEYS WATER LATERALLY FROM ONE ROOF AREA TO ANOTHER, OR FROM THE ROOF DIRECTLY TO THE EXTERIOR OF THE BUILDING. SCUPPER DRAINS MAY BE USED AS AN OVERFLOW, WHEN PROPERLY SIZED. SCUPPER DRAINS TYPICALLY CONNECT TO DRAIN LEADERS.
   - **D.** PRIMARY ROOF DRAIN: THE PRIMARY MEANS OF DRAINING WATER FROM THE ROOF.
7. **DRAINAGE SLOPE:**
   PER RCABC ROOFSTAR 15-YEAR GUARANTEE, ALL NEW AND REPLACEMENT ROOFS SHALL BE DESIGNED WITH A MINIMUM SLOPE OF 2% (1/4" IN 12"), MEASURED ON THE PRIMARY SLOPED PLANES OF THE ROOF, AND INCORPORATE CRICKETS AT CURBS AND SLEEPERS THAT IMPEDE DRAINAGE THAT ARE WIDER OR LONGER THAN 1219.2 MM (48").
8. **RCABC SLOPE DEFINITION:**
   PER NOTES TO PART 2 FROM THE NOTES TO RCABC STANDARD FOR SBS-MODIFIED BITUMEN MEMBRANE ROOF SYSTEMS THE TERM, "SUFFICIENT SLOPE", IS A REFERENCE TO A NOMINAL VALUE APPLIED TO THE PRIMARY SLOPED PLANES OF A ROOF AND IS MEASURED FROM THE HIGHEST POINT ON A SLOPE TO THE LOWEST POINT, AT THE ROOF DRAIN OR SUMP EDGE (THE TERM DOES NOT REFER TO THE SLOPE OF VALLEYS).
9. **SLOPED ROOF INSULATION:**
   ROOF INSULATION SUBMITTAL TO CLEARLY NOTE VERTICAL DIMENSION OF ALL HIGH POINTS OF SLOPED INSULATION AND BE SUBMITTED IN ADVANCE OF FRAMING SHOP DRAWINGS.

SCHEDULE A

This forms part of application
DP23-0245 DVP23-0246

City of Kelowna
DEVELOPMENT PLANNING

Planner Initials MT

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2025-02-25

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REVISION

No.	Date	Revision

Project Title

BC HOUSING & OMAHS, KNELLER ROAD RENTAL APARTMENT PROJECT

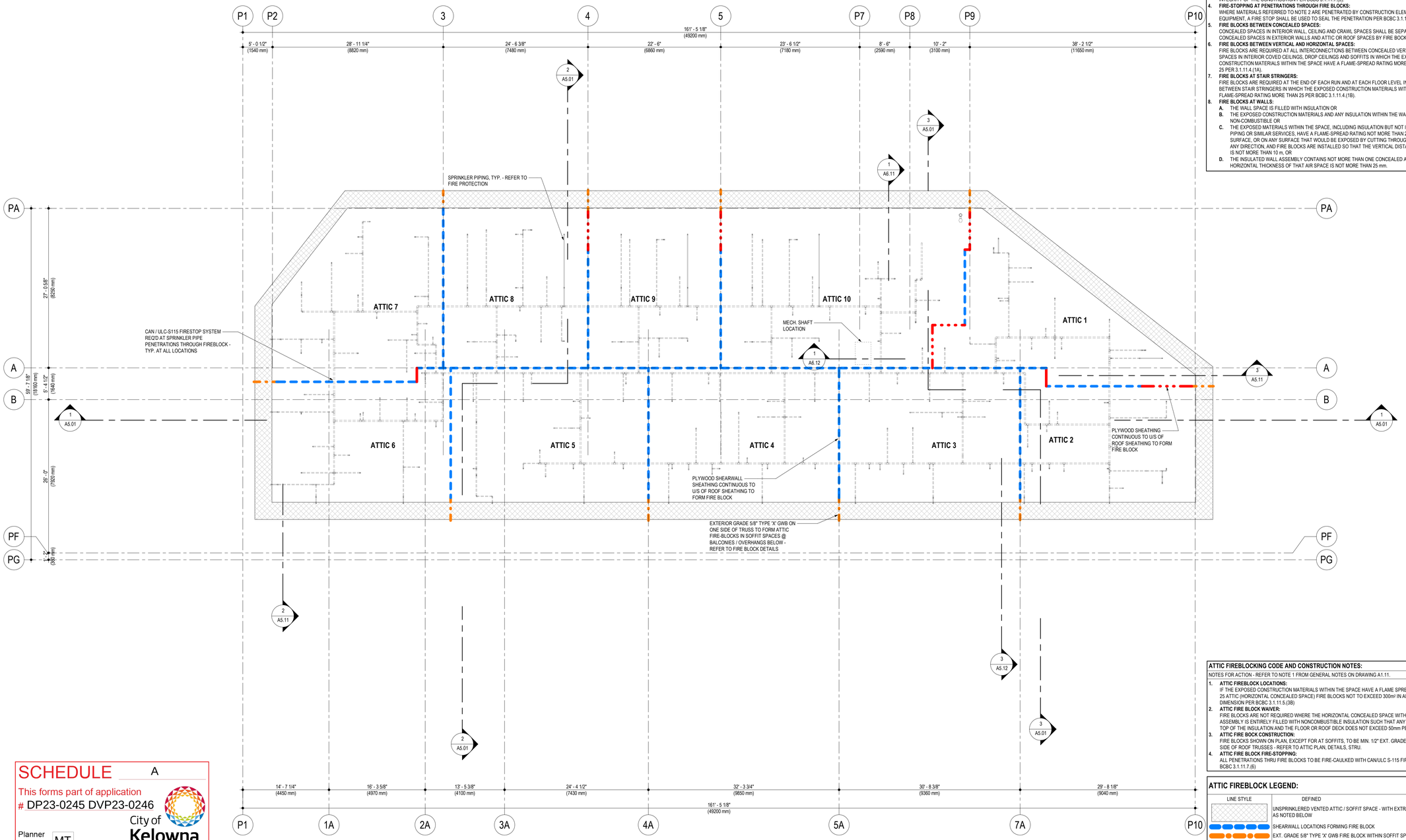
165 KNELLER ROAD, KELOWNA, BC, V1X 4C2
PARCEL A (PLAN B1566) OF LOT 4 SECTION 27 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 426

Drawing Number: A3.07
Revision:

Drawing Title

ROOF PLAN

Job No.	m+m 23-1973
Scale	1/8" = 1'-0"
Drawn	A.M.
Checked	S.T.



FIRE BLOCKS - CODE NOTES:

NOTES FOR INFORMATION ONLY - REFER TO NOTE 1 FROM GENERAL NOTES ON DRAWING A1.11.

1. **FIRE BLOCK DEFINITION:**
   PER BCBC 1.4.1.2. DEFINED TERMS - FIRE BLOCK MEANS A MATERIAL, COMPONENT OR SYSTEM THAT RESTRICTS THE SPREAD OF FIRE WITHIN A CONCEALED SPACE OR FROM A CONCEALED SPACE TO AN ADJACENT SPACE
2. **ACCEPTABLE FIRE BLOCKS IN COMBUSTIBLE CONSTRUCTION:**
   - A. **GYPSUM BOARD & SHEET STEEL:** GYPSUM WALL BOARD NOT LESS THAN 12.7mm THICK AND SHEET STEEL NOT LESS THAN 0.38mm THICK PROVIDED ALL JOINTS HAVE CONTINUOUS SUPPORT PER BCBC 3.1.11.7.(2).
   - B. **LUMBER & COMPOSITE TIMBER:** SOLID LUMBER OR A STRUCTURAL COMPOSITE LUMBER PRODUCT CONFORMING TO ASTM D 5456, "EVALUATION OF STRUCTURAL COMPOSITE LUMBER PRODUCTS, "NOT LESS THAN 38mm THICK PER BCBC 3.1.11.7.(4A).
   - C. **PLYWOOD & STRANDBOARD:** PHENOLIC BONDED PLYWOOD, WAFERBOARD, OR ORIENTED STRANDBOARD NOT LESS THAN 12.5mm THICK WITH JOINTS SUPPORTED PER BCBC 3.1.11.7.(4B).
   - D. **DOUBLE STUDS:** TWO THICKNESSES OF LUMBER OR A STRUCTURAL COMPOSITE LUMBER PRODUCT, CONFORMING TO ASTM D 5456, "EVALUATION OF STRUCTURAL COMPOSITE LUMBER PRODUCTS, "EACH NOT LESS THAN 19mm THICK WITH JOINTS STAGGERED. WHERE THE WIDTH OR HEIGHT OF THE CONCEALED SPACE REQUIRES MORE THAN ONE PIECE OF LUMBER OR STRUCTURAL COMPOSITE LUMBER PRODUCT NOT LESS THAN 38mm THICK TO BLOCK OFF THE SPACE PER BCBC 3.1.11.7.(4C).
   - E. **INSULATION:** PER BCBC 3.1.11.7.(7) SEMI-RIGID FIBRE INSULATION BOARD PRODUCED FROM GLASS, ROCK OR SLAG IS PERMITTED TO BE USED TO BLOCK THE VERTICAL SPACE IN A DOUBLE STUD WALL ASSEMBLY FORMED AT THE INTERSECTION OF THE FLOOR ASSEMBLY AND THE WALLS, PROVIDED THE WIDTH OF THE VERTICAL SPACE DOES NOT EXCEED 25 MM AND THE INSULATION BOARD
     A) HAS A DENSITY NOT LESS THAN 45 KG/M3,
     B) IS SECURELY FASTENED TO ONE SET OF STUDS,
     C) EXTENDS FROM BELOW THE BOTTOM OF THE TOP PLATES IN THE LOWER STOREY TO ABOVE THE TOP OF THE BOTTOM PLATE IN THE UPPER STOREY, AND
     D) COMPLETELY FILLS THE PORTION OF THE VERTICAL SPACE BETWEEN THE HEADERS AND BETWEEN THE WALL PLATES.
3. **PROTECTION AT OPENINGS IN FIRE BLOCKS:**
   OPENINGS THROUGH MATERIALS REFERRED TO IN NOTE 2 SHALL BE PROTECTED TO MAINTAIN THE INTEGRITY OF THE CONSTRUCTION PER BCBC 3.1.11.7.(5).
4. **FIRE-STOPPING AT PENETRATIONS THROUGH FIRE BLOCKS:**
   WHERE MATERIALS REFERRED TO NOTE 2 ARE PENETRATED BY CONSTRUCTION ELEMENTS OR BY SERVICE EQUIPMENT, A FIRE STOP SHALL BE USED TO SEAL THE PENETRATION PER BCBC 3.1.11.7.(6)
5. **FIRE BLOCKS BETWEEN CONCEALED SPACES:**
   CONCEALED SPACES IN INTERIOR WALL, CEILING AND CRAWL SPACES SHALL BE SEPARATED FROM CONCEALED SPACES IN EXTERIOR WALLS AND ATTIC OR ROOF SPACES BY FIRE BOCKS PER BCBC 3.1.11.1.(1)
6. **FIRE BLOCKS BETWEEN VERTICAL AND HORIZONTAL SPACES:**
   FIRE BLOCKS ARE REQUIRED AT ALL INTERCONNECTIONS BETWEEN CONCEALED VERTICAL AND HORIZONTAL SPACES IN INTERIOR COVED CEILINGS, DROP CEILINGS AND SOFFITS IN WHICH THE EXPOSED CONSTRUCTION MATERIALS WITHIN THE SPACE HAVE A FLAME-SPREAD RATING MORE THAN 25 PER 3.1.11.4.(1A).
7. **FIRE BLOCKS AT STAIR STRINGERS:**
   FIRE BLOCKS ARE REQUIRED AT THE END OF EACH RUN AND AT EACH FLOOR LEVEL IN CONCEALED SPACES BETWEEN STAIR STRINGERS IN WHICH THE EXPOSED CONSTRUCTION MATERIALS WITHIN THE SPACE HAVE A FLAME-SPREAD RATING MORE THAN 25 PER BCBC 3.1.11.4.(1B).
8. **FIRE BLOCKS AT WALLS:**
   - A. THE WALL SPACE IS FILLED WITH INSULATION OR
   - B. THE EXPOSED CONSTRUCTION MATERIALS AND ANY INSULATION WITHIN THE WALL SPACE ARE NON-COMBUSTIBLE OR
   - C. THE EXPOSED MATERIALS WITHIN THE SPACE, INCLUDING INSULATION BUT NOT INCLUDING WIRING, PIPING OR SIMILAR SERVICES, HAVE A FLAME-SPREAD RATING NOT MORE THAN 25 ON ANY EXPOSED SURFACE, OR ON ANY SURFACE THAT WOULD BE EXPOSED BY CUTTING THROUGH THE MATERIALS IN ANY DIRECTION, AND FIRE BLOCKS ARE INSTALLED SO THAT THE VERTICAL DISTANCE BETWEEN THEM IS NOT MORE THAN 10 m, OR
   - D. THE INSULATED WALL ASSEMBLY CONTAINS NOT MORE THAN ONE CONCEALED AIR SPACE, AND THE HORIZONTAL THICKNESS OF THAT AIR SPACE IS NOT MORE THAN 25 mm.

ATTIC FIREBLOCKING CODE AND CONSTRUCTION NOTES:

NOTES FOR ACTION - REFER TO NOTE 1 FROM GENERAL NOTES ON DRAWING A1.11.

1. **ATTIC FIREBLOCK LOCATIONS:**
   IF THE EXPOSED CONSTRUCTION MATERIALS WITHIN THE SPACE HAVE A FLAME SPREAD RATING MORE THAN 25 ATTIC (HORIZONTAL CONCEALED SPACE) FIRE BLOCKS NOT TO EXCEED 300m² IN AREA OR 20m IN ANY DIMENSION PER BCBC 3.1.11.5.(3B)
2. **ATTIC FIRE BLOCK WAIVER:**
   FIRE BLOCKS ARE NOT REQUIRED WHERE THE HORIZONTAL CONCEALED SPACE WITHIN THE FLOOR OR ROOF ASSEMBLY IS ENTIRELY FILLED WITH NONCOMBUSTIBLE INSULATION SUCH THAT ANY AIR GAP BETWEEN THE TOP OF THE INSULATION AND THE FLOOR OR ROOF DECK DOES NOT EXCEED 50mm PER BCBC 3.1.11.5.(4).
3. **ATTIC FIRE BOCK CONSTRUCTION:**
   FIRE BLOCKS SHOWN ON PLAN, EXCEPT FOR AT SOFFITS, TO BE MIN. 1/2" EXT. GRADE PLYWOOD ON ONE SIDE OF ROOF TRUSSES - REFER TO ATTIC PLAN, DETAILS, STRU.
4. **ATTIC FIRE BLOCK FIRE-STOPPING:**
   ALL PENETRATIONS THRU FIRE BLOCKS TO BE FIRE-CAULKED WITH CAN/ULC S-115 FIRESTOP SYSTEMS BCBC 3.1.11.7.(6)

ATTIC FIREBLOCK LEGEND:

LINE STYLE	DEFINED
	UNSPRINKLERED VENTED ATTIC / SOFFIT SPACE - WITH EXTRA FIRE BLOCKS AS NOTED BELOW
	SHEARWALL LOCATIONS FORMING FIRE BLOCK
	EXT. GRADE 5/8" TYPE 'X' GWB FIRE BLOCK WITHIN SOFFIT SPACE
	PLYWOOD SHEATHING FIRE BLOCK WITHIN ATTIC SPACE

SCHEDULE A

This forms part of application
DP23-0245 DVP23-0246

Planner Initials MT

City of Kelowna
DEVELOPMENT PLANNING

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2025-02-25

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REVISION

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Project Title

BC HOUSING & OMAHS, KNELLER ROAD RENTAL APARTMENT PROJECT

165 KNELLER ROAD, KELOWNA, BC, V1X 4C2
PARCEL A (PLAN B1566) OF LOT 4 SECTION 27 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 426

Drawing Number — Revision

A3.08

Drawing Title

ATTIC PLAN

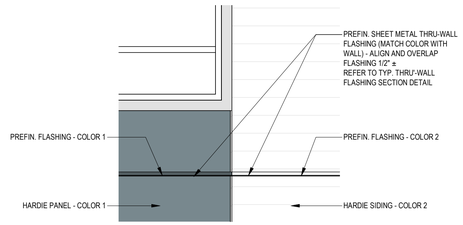
Job No.	m+m 23-1973
Scale	1/8" = 1'-0"
Drawn	A.M.
Checked	S.T.

2 A4.01 ELEVATION - SOUTH-WEST
1/8" = 1'-0"

1 A4.01 ELEVATION - NORTH-EAST
1/8" = 1'-0"

BUILDING ELEVATION KEYNOTE SCHEDULE

	MATERIAL	COLOUR
1.0 CLADDING		
1.1	FIBRE CEMENT PANEL	BLUE
1.2	FIBRE CEMENT PANEL	WHITE
1.3	FIBRE CEMENT PANEL	MEDIUM GREY
1.4	FIBRE CEMENT HORIZONTAL LAP SIDING	WHITE
1.5	NOT USED	-
1.6	CONCRETE	NATURAL / UNPAINTED
2.0 SOFFIT/FASCIA/TRIMS		
2.1	ALUMINUM SOFFIT PLANKS	LIGHT GRAY
2.2	FIBRE CEMENT TRIM BOARD	MEDIUM BLUE
2.3	PARAPET CAP FLASHINGS	MEDIUM GRAY
2.4	WALL FLASHING	MATCHING ADJACENT SIDING - REFER TO DETAIL 3/A4.01
3.0 WINDOWS		
3.1	VINYL WINDOWS	WHITE
	VISION GLAZING	CLEAR / NO TINT
3.2	VINYL WINDOWS (L1 AMENITY ROOM)	BLACK
	VISION GLAZING	CLEAR / NO TINT
3.3	ALUMINUM GLAZING	BLACK ANODIZED
	VISION GLAZING	CLEAR / NO TINT
4.0 DOORS		
4.1	ALUMINUM & GLASS DOOR	BLACK ANODIZED
4.2	METAL DOOR & STEEL FRAME	MATCHING ADJACENT WALL
4.3	VINYL SWING DOORS	WHITE
4.4	INSULATED OVERHEAD DOOR	MEDIUM GRAY
5.0 ROOFS		
5.1	BUILT-UP ROOF MEMBRANE	GRAY / PATTERNED
5.2	BALCONY / DECK MEMBRANE	GRAY / PATTERNED
5.3	ROOF DECK PAVER	MEDIUM GRAY
5.4	ROOFTOP EQUIPMENT	TBD BY MANUFACTURER
6.0 METALS		
6.1	GUARDRAIL / HANDRAIL	BLACK
6.2	SCUPPER	BLACK
6.3	R.W.L. / DOWNSPOUT	BLACK
7.0 FENCES / SCREENS / MISC.		
7.1	GLAZED PRIVACY SCREEN	BLACK
	GLAZING	FROSTED
7.2	ALUMINUM LOUVRE	CLEAR ANODIZED
7.3	VENT CAP (REFER TO MECH.)	TO MATCH ADJACENT CLADDING



3 A4.01 THROUGH-WALL FLASHING ELEVATION
1/2" = 1'-0"

SCHEDULE B
This forms part of application
DP23-0245 DVP23-246
Planner Initials MT
City of Kelowna
DEVELOPMENT PLANNING

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165 KNELLER ROAD, KELOWNA, BC, V1X 4C2
PARCEL A (PLAN B1566) OF LOT 4 SECTION 27 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 426

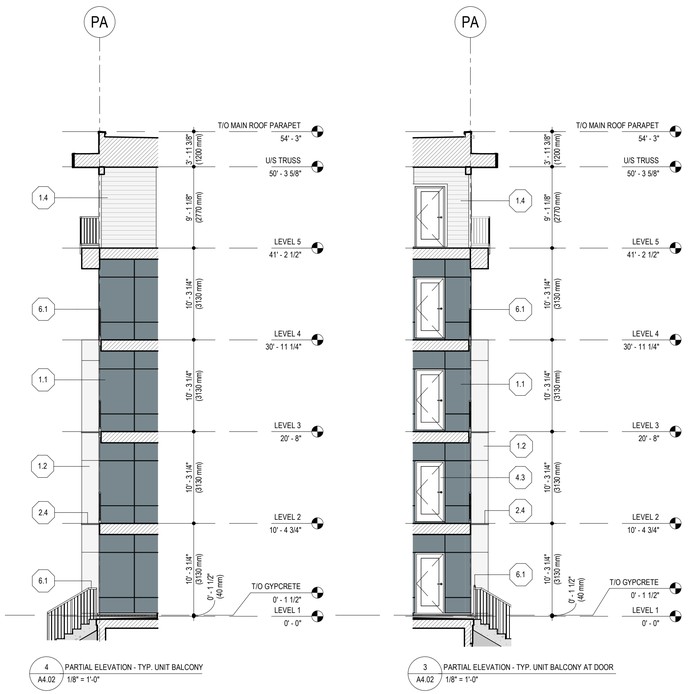
Drawing Number — Revision

A4.01

Drawing Title

NORTH-EAST & SOUTH-WEST BLDG. ELEVATIONS

Job No.	m+m 23-1973
Scale	AS SHOWN
Drawn	A.M.
Checked	S.T.

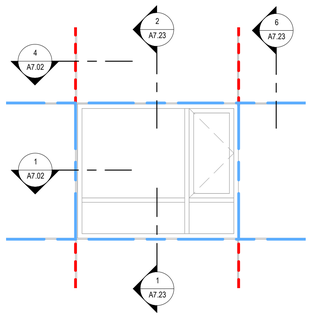


BUILDING ELEVATION KEYNOTE SCHEDULE

	MATERIAL	COLOUR
1.0 CLADDING		
1.1	FIBRE CEMENT PANEL	BLUE
1.2	FIBRE CEMENT PANEL	WHITE
1.3	FIBRE CEMENT PANEL	MEDIUM GREY
1.4	FIBRE CEMENT HORIZONTAL LAP SIDING	WHITE
1.5	NOT USED	-
1.6	CONCRETE	NATURAL / UNPAINTED
2.0 SOFFIT/FASCIA/TRIMS		
2.1	ALUMINUM SOFFIT PLANKS	LIGHT GRAY
2.2	FIBRE CEMENT TRIM BOARD	MEDIUM BLUE
2.3	PARAPET CAP FLASHINGS	MEDIUM GRAY
2.4	WALL FLASHING	MATCHING ADJACENT SIDING - REFER TO DETAIL 3/A4.01
3.0 WINDOWS		
3.1	VINYL WINDOWS	WHITE
	VISION GLAZING	CLEAR / NO TINT
3.2	VINYL WINDOWS (L1 AMENITY ROOM)	BLACK
	VISION GLAZING	CLEAR / NO TINT
3.3	ALUMINUM GLAZING	BLACK ANODIZED
	VISION GLAZING	CLEAR / NO TINT
4.0 DOORS		
4.1	ALUMINUM & GLASS DOOR	BLACK ANODIZED
4.2	METAL DOOR & STEEL FRAME	MATCHING ADJACENT WALL
4.3	VINYL SWING DOORS	WHITE
4.4	INSULATED OVERHEAD DOOR	MEDIUM GRAY
5.0 ROOFS		
5.1	BUILT-UP ROOF MEMBRANE	GRAY / PATTERNED
5.2	BALCONY / DECK MEMBRANE	GRAY / PATTERNED
5.3	ROOF DECK PAVER	MEDIUM GRAY
5.4	ROOFTOP EQUIPMENT	TBD BY MANUFACTURER
6.0 METALS		
6.1	GUARDRAIL / HANDRAIL	BLACK
6.2	SCUPPER	BLACK
6.3	R.W.L. / DOWNSPOUT	BLACK
7.0 FENCES / SCREENS / MISC.		
7.1	GLAZED PRIVACY SCREEN	BLACK
	GLAZING	FROSTED
7.2	ALUMINUM LOUVRE	CLEAR ANODIZED
7.3	VENT CAP (REFER TO MECH.)	TO MATCH ADJACENT CLADDING

REVEAL & FLASHING LEGEND:

	PREFIN EASYTRIM (OR APPROVED EQUAL) - REFER TO PLAN DETAILS
	PREFIN. METAL FLASHING, JAMB FLASHING



5 A4.02 REVEAL / FLASHING ELEVATION AT FIBRE CEMENT PANEL WALL
3/8" = 1'-0"

SCHEDULE B
This forms part of application
DP23-0245 DVP23-246
Planner Initials MT
City of Kelowna
DEVELOPMENT PLANNING

233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
TEL: 250.762.3004
FAX: 250.762.8707
EMAIL: kel-mai@shaw.ca

DIMENSIONS
The Contractor shall verify all dimensions, and immediately report any errors and/or omissions to Meiklejohn Architects
DO NOT SCALE DRAWINGS

m+m MEIKLEJOHN ARCHITECTS INC.

REGISTERED ARCHITECT STOKE TONNE BRITISH COLUMBIA

2025-02-25

ISSUED

No.	Date	Issued For
1	2023-12-04	DEVELOPMENT PERMIT APPLICATION
2	2024-01-16	BC HOUSING 50% REVIEW
3	2024-03-05	FOUNDATION PERMIT APPLICATION
4	2024-05-06	DEVELOPMENT PERMIT REVISIONS
5	2024-07-23	BUILDING PERMIT APPLICATION
6	2024-08-30	BC HOUSING 95% REVIEW
7	2025-02-13	TENDER

REVISION

No.	Date	Revision

Project Title

BC HOUSING & OMAHS, KNELLER ROAD RENTAL APARTMENT PROJECT

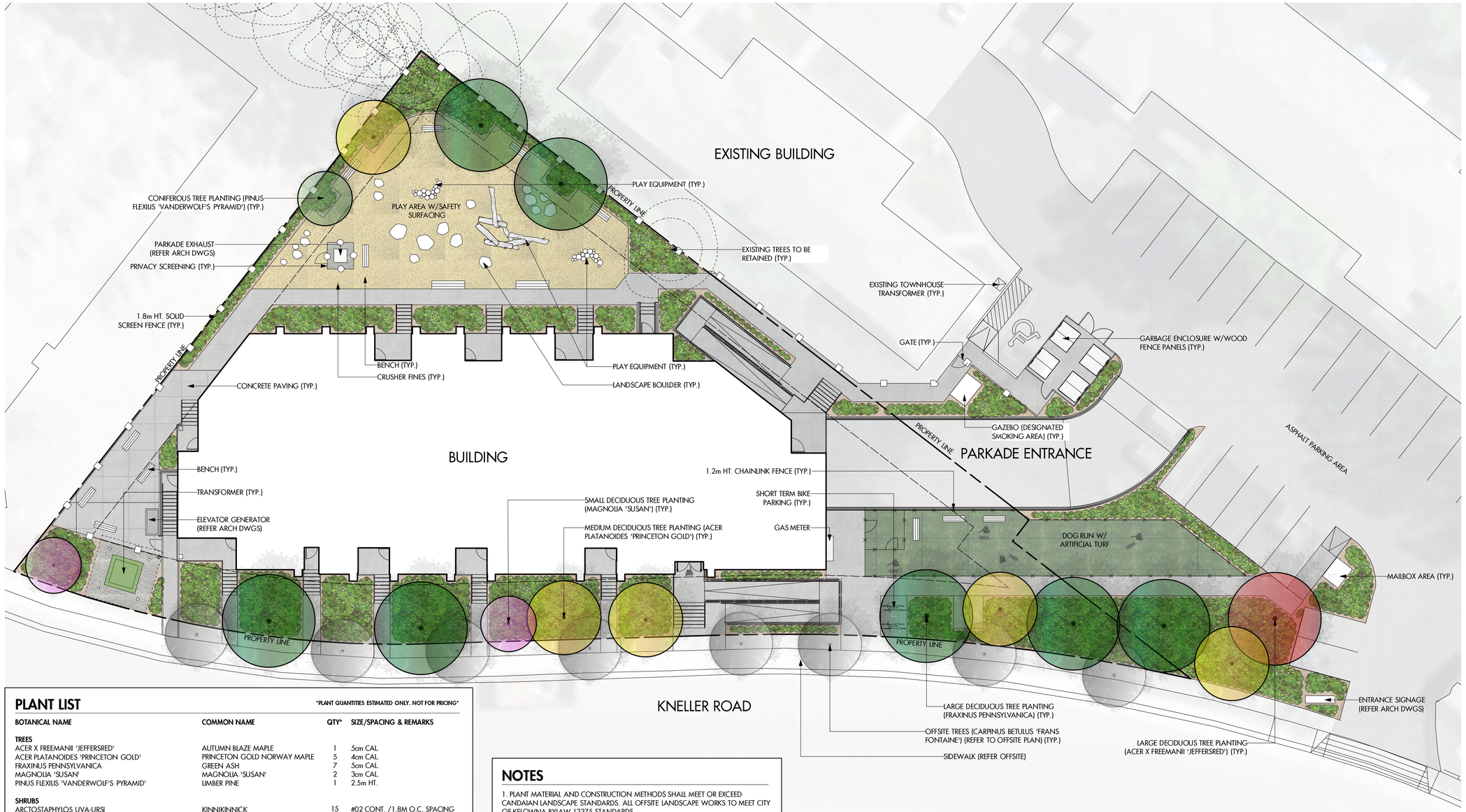
165 KNELLER ROAD, KELOWNA, BC, V1X 4C2
PARCEL A (PLAN B1566) OF LOT 4 SECTION 27 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 426

Drawing Number: A4.02
Revision:

Drawing Title

NORTH-WEST & SOUTH-EAST BLDG. ELEVATIONS

Job No.	m+m 23-1973
Scale	AS SHOWN
Drawn	A.M.
Checked	S.T.



PLANT LIST

PLANT QUANTITIES ESTIMATED ONLY. NOT FOR PRICING

BOTANICAL NAME	COMMON NAME	QTY*	SIZE/SPACING & REMARKS
TREES			
ACER X FREEMANII 'JEFFERSRED'	AUTUMN BLAZE MAPLE	1	5cm CAL.
ACER PLATANOIDES 'PRINCETON GOLD'	PRINCETON GOLD NORWAY MAPLE	5	4cm CAL.
FRAXINUS PENNSYLVANICA	GREEN ASH	7	5cm CAL.
MAGNOLIA 'SUSAN'	MAGNOLIA 'SUSAN'	2	3cm CAL.
PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	LIMBER PINE	1	2.5m HT.
SHRUBS			
ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	15	#02 CONT. /1.8M O.C. SPACING
ARTEMISIA LUDOVICIANA	WHITE SAGE	20	#02 CONT. /0.9M O.C. SPACING
BERBERIS AQUIFOLIUM	HOLLY-LEAVED BARBERRY	10	#02 CONT. /1.2M O.C. SPACING
BUXUS 'GREEN VELVET'	GREEN VELVET BOXWOOD	15	#02 CONT. /3.0M O.C. SPACING
EUONYMUS ALATUS 'COMPACTUS'	FIRE BALL BURNING BUSH	3	#02 CONT. /2.4M O.C. SPACING
RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	4	#02 CONT. /2.4M O.C. SPACING
RIBES AUREUM	GOLDEN CURRENT	4	#02 CONT. /1.2M O.C. SPACING
ROSA 'RADCON'	RAINBOW KNOCKOUT ROSE	15	#02 CONT. /1.2M O.C. SPACING
ROSA RUGOSA 'HANSA'	HANSA RUGOSA ROSE	15	#02 CONT. /1.8M O.C. SPACING
ROSA WOODSII	WOODSII ROSE	5	#02 CONT. /0.9M O.C. SPACING
SAMBUCUS NIGRA SUBSP. CAERULEA	BLUE ELDERBERRY	3	#02 CONT. /9.0M O.C. SPACING
SPIRAEA X VANHOUTTEI	BRIDAL WREATH SPIREA	3	#02 CONT. /3.0M O.C. SPACING
SYRINGA MEYERI 'PABLIN'	DWARF KOREAN LILAC	7	#02 CONT. /2.1M O.C. SPACING
SYRINGA PUBESCENS SUBSP. PATULA 'MISS KIM'	MISS KIM LILAC	3	#02 CONT. /2.4M O.C. SPACING
TAXUS X MEDIA 'TAUNTON'	TAUNTON YEW	10	#02 CONT. /1.5M O.C. SPACING
VIBURNUM TRILOBUM 'COMPACTUM'	COMPACT CRANBERRY BUSH	5	#02 CONT. /1.8M O.C. SPACING
PERENNIALS & GRASSES			
ACHILLEA MILLEFOLIUM 'TERRACOTTA'	TERRACOTTA YARROW	60	#01 CONT. /0.6M O.C. SPACING
ATHYRIUM FILIX-FEMINA VAR. ANGUSTUM 'LADY IN RED'	LADY IN RED FERN	60	#01 CONT. /0.6M O.C. SPACING
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOESTER FEATHER REED GRASS	40	#01 CONT. /0.75M O.C. SPACING
ECHINACEA PURPUREA 'SOLAR FLARE'	SOLAR FLARE CONEFLOWER	60	#01 CONT. /0.6M O.C. SPACING
RUDBECKIA FULGIDA VAR. SULLIVANTII 'GOLDSTURM'	BLACK-EYED SUSAN	60	#01 CONT. /0.6M O.C. SPACING
SEDUM 'HERBSTFREUDE'	AUTUMN JOY STONECROP	60	#01 CONT. /0.6M O.C. SPACING
SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	30	#01 CONT. /0.9M O.C. SPACING
TIARELLA CORDIFOLIA	FOAM FLOWER	60	#01 CONT. /0.6M O.C. SPACING

NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED CANDAIAN LANDSCAPE STANDARDS. ALL OFFSITE LANDSCAPE WORKS TO MEET CITY OF KELOWNA BYLAW 12375 STANDARDS.

2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.

3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm NATURAL WOOD MULCH AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.

4. SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT. TREE BEDS TO RECEIVE A MINIMUM 1000mm DEPTH TOPSOIL PLACEMENT.

5. TURF AREA FROM SOD SHALL BE NO.1 GRADE GROWN FROM CERTIFIED SEED OF IMPROVED CULTIVARS REGISTERED FOR SALE IN B.C. AND SHALL BE TOLERANT OF DROUGHT CONDITIONS. A MINIMUM OF 150mm DEPTH OF GROWING MEDIUM IS REQUIRED BENEATH TURF AREAS. TURF AREAS SHALL MEET EXISTING GRADES AND HARD SURFACES FLUSH.

6. SITE GRADING AND DRAINAGE WILL ENSURE THAT ALL STRUCTURES HAVE POSITIVE DRAINAGE AND THAT NO WATER OR LOOSE IMPEDIMENTS WILL BE DISCHARGED FROM THE LOT ONTO ADJACENT PUBLIC, COMMON, OR PRIVATE PROPERTIES.

7. FOR CONFORMANCE WITH DEVELOPMENT PERMIT LANDSCAPE REQUIREMENTS, THE PRIME CONTRACTOR AND/OR CONSULTANTS REPONSIBLE FOR SITE SERVICING AND UTILITIES SHALL ENSURE THAT ALL BUILDING PERMIT SUBMITTALS ARE COORDINATED WITH LANDSCAPE ARCHITECTURAL SUBMITTALS.

SCHEDULE C

This forms part of application

DP23-0245 DVP23-0246

Planner Initials MT

City of Kelowna
DEVELOPMENT PLANNING

ecora
200-2045 Enterprise Way
Kelowna, BC V1Y 9T5
T (250) 469-9757
www.ecora.ca

N

PROJECT TITLE

OMAHS,175 KNELLER ROAD

Kelowna, BC

DRAWING TITLE

CONCEPTUAL LANDSCAPE PLAN

ISSUED FOR / REVISION		
1	23.12.04	Issued for Development Permit
2	24.01.10	BCH 50% Review
3	24.03.12	Issued for Development Permit
4	24.05.03	Issued for DP Revisions
5		

PROJECT NO	23-0786
DESIGN BY	AM
DRAWN BY	MC / PH
CHECKED BY	AM
DATE	MAY 3, 2024
SCALE	1:150
PAGE SIZE	24"x36"

SEAL

BRITISH COLUMBIA SOCIETY OF LANDSCAPE ARCHITECTS
REGISTERED MEMBER
ACHIM E.A. MULLER
743

DRAWING NUMBER

L 1/2

NOT FOR CONSTRUCTION

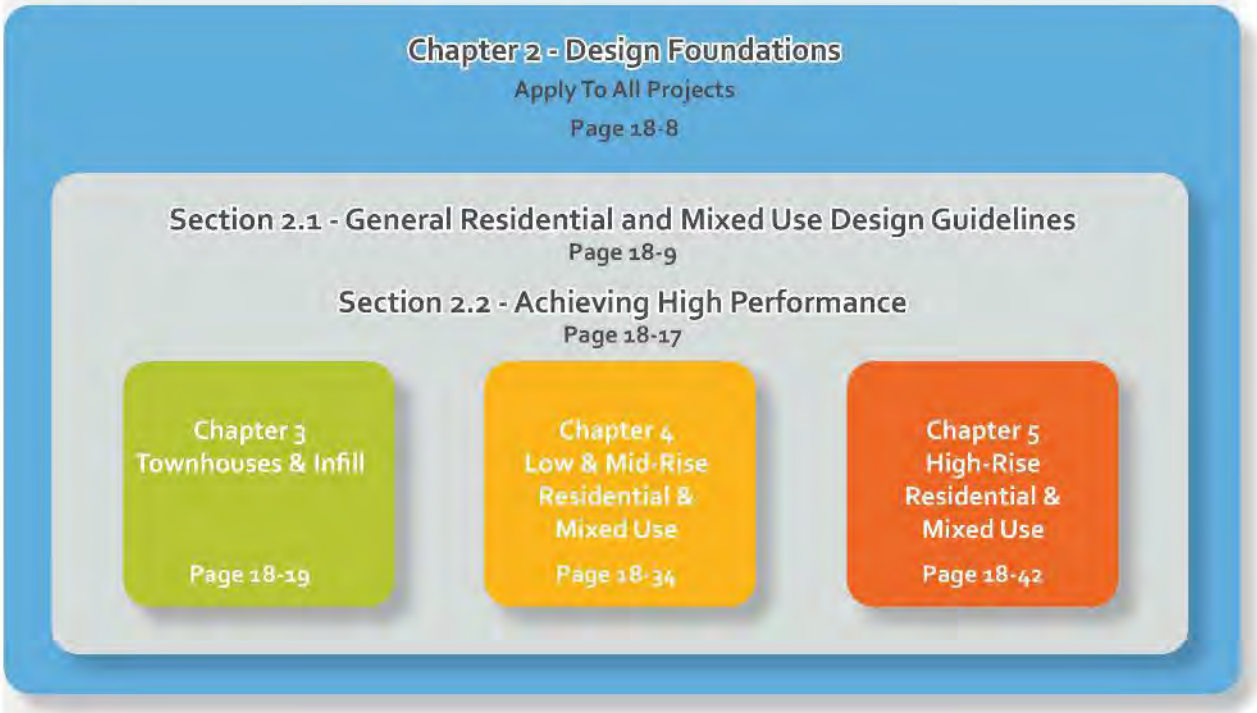
FORM & CHARACTER – DEVELOPMENT PERMIT GUIDELINES

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. 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. Provide weather protection such as awnings and canopies at primary building entries.					✓	
f. Place weather protection to reflect the building's architecture.						✓
g. Limit signage in number, location, and size to reduce visual clutter and make individual signs easier to see.						
h. Provide visible signage identifying building addresses at all entrances.						✓

SECTION 4.0: LOW & MID-RISE RESIDENTIAL MIXED USE						
RATE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE *(1 is least complying & 5 is highly complying)*	**N/A**	**1**	**2**	**3**	**4**	**5**
4.1 Low & mid-rise residential & mixed use guidelines						
4.1.1 Relationship to the Street	**N/A**	**1**	**2**	**3**	**4**	**5**
i. Ensure lobbies and main building entries are clearly visible from the fronting street.						✓
j. Avoid blank walls at grade wherever possible by: • Locating enclosed parking garages away from street frontages or public open spaces; • Using ground-oriented units or glazing to avoid creating dead frontages; and • When unavoidable, screen blank walls with landscaping or incorporate a patio café or special materials to make them more visually interesting.						✓
Residential & Mixed Use Buildings						
k. Set back residential buildings on the ground floor between 3-5 m from the property line to create a semi-private entry or transition zone to individual units and to allow for an elevated front entryway or raised patio. • A maximum 1.2 m height (e.g. 5-6 steps) is desired for front entryways. • Exceptions can be made in cases where the water table requires this to be higher. In these cases, provide a larger patio and screen parking with ramps, stairs and landscaping.						✓
l. Incorporate individual entrances to ground floor units accessible from the fronting street or public open spaces.						✓
m. Site and orient buildings so that windows and balconies overlook public streets, parks, walkways, and shared amenity spaces while minimizing views into private residences.						✓
4.1.2 Scale and Massing	**N/A**	**1**	**2**	**3**	**4**	**5**
a. Residential building facades should have a maximum length of 60 m. A length of 40 m is preferred.						✓
b. Residential buildings should have a maximum width of 24 m.						✓
c. Buildings over 40 m in length should incorporate a significant horizontal and vertical break in the façade.	✓					
d. For commercial facades, incorporate a significant break at intervals of approximately 35 m.	✓					
4.1.3 Site Planning	**N/A**	**1**	**2**	**3**	**4**	**5**
a. On sloping sites, floor levels should step to follow natural grade and avoid the creation of blank walls.	✓					
b. Site buildings to be parallel to the street and to have a distinct front-to-back orientation to public street and open spaces and to rear yards, parking, and/or interior court yards:						✓

• Building sides that interface with streets, mid-block connections and other open spaces and should positively frame and activate streets and open spaces and support pedestrian activity; and • Building sides that are located away from open spaces (building backs) should be designed for private/shared outdoor spaces and vehicle access.						
c. Break up large buildings with mid-block connections which should be publicly-accessible wherever possible.	✓					
d. Ground floors adjacent to mid-block connections should have entrances and windows facing the mid-block connection.	✓					
4.1.4 Site Servicing, Access and Parking	**N/A**	**1**	**2**	**3**	**4**	**5**
a. Vehicular access should be from the lane. Where there is no lane, and where the re-introduction of a lane is difficult or not possible, access may be provided from the street, provided: • Access is from a secondary street, where possible, or from the long face of the block; • Impacts on pedestrians and the streetscape is minimised; and • There is no more than one curb cut per property.						✓
b. Above grade structure parking should only be provided in instances where the site or high water table does not allow for other parking forms and should be screened from public view with active retail uses, active residential uses, architectural or landscaped screening elements.	✓					
c. Buildings with ground floor residential may integrate half-storey underground parking to a maximum of 1.2 m above grade, with the following considerations: • Semi-private spaces should be located above to soften the edge and be at a comfortable distance from street activity; and • Where conditions such as the high water table do not allow for this condition, up to 2 m is permitted, provided that entryways, stairs, landscaped terraces, and patios are integrated and that blank walls and barriers to accessibility are minimized.						✓
4.1.5 Publicly-Accessible and Private Open Spaces	**N/A**	**1**	**2**	**3**	**4**	**5**
a. Integrate publicly accessible private spaces (e.g. private courtyards accessible and available to the public) with public open areas to create seamless, contiguous spaces.	✓					
b. Locate semi-private open spaces to maximize sunlight penetration, minimize noise disruptions, and minimize 'overlook' from adjacent units.	✓					
Outdoor amenity areas						
c. Design plazas and urban parks to: • Contain 'three edges' (e.g. building frontage on three sides) where possible and be sized to accommodate a variety of activites; • Be animated with active uses at the ground level; and • Be located in sunny, south facing areas.	✓					
d. Design internal courtyards to:						✓

• Provide amenities such as play areas, barbecues, and outdoor seating where appropriate. • Provide a balance of hardscape and softscape areas to meet the specific needs of surrounding residents and/or users.						
e. Design mid-block connections to include active frontages, seating and landscaping.	✓					
4.1.6 Building Articulation, Features, and Materials	**N/A**	**1**	**2**	**3**	**4**	**5**
a. Articulate building facades into intervals that are a maximum of 15 m wide for mixed-use buildings and 20 m wide for residential buildings. Strategies for articulating buildings should consider the potential impacts on energy performance and include: • Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; • Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building façade; • Providing a porch, patio, deck, or covered entry for each interval; • Providing a bay window or balcony for each interval, while balancing the significant potential for heat loss through thermal bridge connections which could impact energy performance; • Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval; • Changing the materials with the change in building plane; and • Provide a lighting fixture, trellis, tree or other landscape feature within each interval.						✓
b. Break up the building mass by incorporating elements that define a building's base, middle and top.						✓
c. Use an integrated, consistent range of materials and colors and provide variety, by for example, using accent colors.						✓
d. Articulate the façade using design elements that are inherent to the buildings as opposed to being decorative. For example, create depth in building facades by recessing window frames or partially recessing balconies to allow shadows to add detail and variety as a byproduct of massing.						✓
e. Incorporate distinct architectural treatments for corner sites and highly visible buildings such as varying the roofline, articulating the façade, adding pedestrian space, increasing the number and size of windows, and adding awnings or canopies.	✓					
f. Provide weather protection (e.g. awnings, canopies, overhangs, etc.) along all commercial streets and plazas with particular attention to the following locations: • Primary building entrances;, • Adjacent to bus zones and street corners where people wait for traffic lights; • Over store fronts and display windows; and • Any other areas where significant waiting or browsing by people occurs.						✓

g. Architecturally-integrate awnings, canopies, and overhangs to the building and incorporate architectural design features of buildings from which they are supported.						✓
h. Place and locate awnings and canopies to reflect the building's architecture and fenestration pattern.						✓
i. Place awnings and canopies to balance weather protection with daylight penetration. Avoid continuous opaque canopies that run the full length of facades.						✓
j. Provide attractive signage on commercial buildings that identifies uses and shops clearly but which is scaled to the pedestrian rather than the motorist. Some exceptions can be made for buildings located on highways and/or major arterials in alignment with the City's Sign Bylaw.	✓					
k. Avoid the following types of signage: • Internally lit plastic box signs; • Pylon (stand alone) signs; and • Rooftop signs.	✓					
l. Uniquely branded or colored signs are encouraged to help establish a special character to different neighbourhoods.	✓					

1 REAR - AMENITY SPACE
DP-A4.12 N.T.S.

1 FRONT - ENTRY
DP-A4.12 N.T.S.

1 FRONT - STREET VIEW
DP-A4.12 N.T.S.

233 BERNARD AVENUE
KELOWNA, B.C.
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TEL: 250.762.3004
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DIMENSIONS
The Contractor shall verify all dimensions, and immediately report any errors and/or omissions to Meiklejohn Architects
DO NOT SCALE DRAWINGS

m+m MEIKLEJOHN ARCHITECTS INC.

REGISTERED ARCHITECT STOKE TONNE BRITISH COLUMBIA

2024-05-08

ATTACHMENT C
This forms part of application
DP23-0245 DVP23-0246
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials MT

Issued

1	2023-12-04	ISSUED FOR DEVELOPMENT PERMIT
2	2024-01-16	BC HOUSING 50% REVIEW SET
3	2024-03-05	ISSUED FOR FOUNDATION PERMIT
4	2024-05-06	ISSUED FOR DEVELOPMENT PERMIT REVISIONS

Revision

No.	Date	Revision

Project Title

BC HOUSING & OMAHS, KNELLER ROAD RENTAL APARTMENT PROJECT

165 KNELLER ROAD, KELOWNA, BC, V1X 4C2
PARCEL A (PLAN B1566) OF LOT 4 SECTION 27 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 426

Drawing Number — Revision

DP-A4.12

Drawing Title

RENDERINGS

Job No.	m+m 23-1973
Scale	
Drawn	A.M.
Checked	S.T.

3 A4.11 S/W CORNER

4 A4.11 N/W CORNER

2 A4.11 N/E CORNER

1 A4.11 S/E CORNER

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DO NOT SCALE DRAWINGS

m+m MEIKLEJOHN ARCHITECTS INC.

REGISTERED ARCHITECT STOKE TONNE BRITISH COLUMBIA

2025-02-25

ATTACHMENT C
This forms part of application
DP23-0245 DVP23-0246
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials MT

ISSUED

No.	Date	Issued For
1	2023-12-04	DEVELOPMENT PERMIT APPLICATION
2	2024-01-16	BC HOUSING 50% REVIEW
3	2024-03-05	FOUNDATION PERMIT APPLICATION
4	2024-05-06	DEVELOPMENT PERMIT REVISIONS
5	2024-07-23	BUILDING PERMIT APPLICATION
6	2024-08-30	BC HOUSING 95% REVIEW
7	2025-02-13	TENDER

REVISION

No.	Date	Revision

Project Title

BC HOUSING & OMAHS, KNELLER ROAD RENTAL APARTMENT PROJECT

165 KNELLER ROAD, KELOWNA, BC, V1X 4C2
PARCEL A (PLAN B1566) OF LOT 4 SECTION 27 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 426

Drawing Number: A4.11
Revision:

Drawing Title

3D VIEWS

Job No.	m+m 23-1973
Scale	N.T.S.
Drawn	A.M.
Checked	S.T.

BC HOUSING & OKANAGAN METIS & ABORIGINAL HOUSING SOCIETY (OMAHS) KNELLER ROAD RENTAL APARTMENT PROJECT

ISSUED FOR DEVELOPMENT PERMIT REVISIONS

Design Rationale R3

April 03 , 2024
REVISIONS NOTED IN RED TEXT
Figure 1 and 2 referred to included at end of document.

April 19, 2024
REVISIONS NOTED IN BLUE TEXT

April 26, 2024
REVISIONS NOTED IN GREEN TEXT

May 02, 2025
REVISIONS NOTED IN PURPLE TEXT

INTRODUCTION

The Okanagan Métis & Aboriginal Housing Society (OMAHS) is a non-profit society incorporated in August of 1986. The Society's mandate is to develop and maintain affordable and comfortable rental housing units, integrated within the urban communities of the Okanagan. The major objective is to make affordable rental housing available for all households (native and non-native people) of low and moderate income. OMAHS wishes to construct a new 48-unit affordable housing project and the Society expects the same profile of tenants on this new proposed project and have noted that a high percentage of these tenants do not own vehicles.

SITE

As part of the realignment of Kneller Road, completed during the construction of the OMAHS owned Nissen Crossing project, the remaining lots on the east side of the road (235, 239, and 175 Kneller Road) were cleared and ear-marked in 2019 for two BC Housing projects. The OMAHS Development Team led by Dan Scuka from Scuka Construction, working in conjunction with BC Housing and the Kelowna Women's Shelter (KWS), submitted a Subdivision Application in early 2022 addressing the overall lot consolidation and subdivision into 2 properties: the northern lot for the KWS project, the southern lot for the OMAHS project. A Rezoning Application was submitted at the same time proposing a change from RU-1 zoning to CA1r for the KWS project and MF3r for the OMAHS project.

BUILDING DESIGN

The goal of The Society and design team was to have the new apartment building look like it 'belonged' on the street by looking very similar to Nissen Crossing. As such the material palette for the new project directly references Nissen Crossing with a mix of blue cement panel and light lap siding cladding while window sizes and layouts were matched. The minor 'frames' (inverted U-shaped projections) both articulate the façade and also help to create similarities between the projects. However, the new project differs from its neighbour with larger, more expressive corner 'wrap-around' decks and major frames which articulate the building corners and also provide a cornice at the level 5 floor edge. The fifth storey setback provides a relief to the scale of the building wall on Kneller Road and provides an opportunity for a long linear roofline on the top floor. The south stair goes up to the roof per the Society's request, for improved maintenance access and provides a vertical element on the building's east elevation. Please refer to Figure 1: Design Comparison for a graphic summary of how the two building's form and character match one another and aim to create a set of 'bookends' on either side of Kneller Rd.

LANDSCAPE & SHARED OUTDOOR AMENITIES

The project site design was predicated on a goal to be a 'good neighbour' by both physically improving and socially benefiting the adjacent OMAHS owned townhouse complex at 115 Kneller Road. The proposed 'off-site project' design works does this by revising the existing entry & garbage area into a beautiful parking area with landscaping while also replacing a tired play area and sport court with a new shared amenity. The proposed shared garbage enclosure allows for the existing townhouse garbage and play area to be redesigned into a shared outdoor amenity consisting of a turf area and dog-run. The northeast corner of the apartment site is also proposed to be shared amenity play area which would serve both the townhouse and the apartment building. The apartment building parkade ramp has been located on the townhouse property to both allow for more landscape area on the apartment project site while also reducing the amount of let-downs and vehicle entry points off Kneller Road.

Please note that the design team has calculated the townhouse complex under the 2022 zoning bylaw and determined that the total amenity space required to be provided to be accessible to all residents is approx. 112.0sm and excluding the existing sport court and play area the total provided is 1,540sm. The area of the proposed dog run will add another approx. 64sm to that total.

PARKING VARIANCE

This OMAHS project is providing the same type of housing as the adjacent Nissen Crossing project completed in 2019. Based on the parking utilization on this adjacent property, we are seeking a parking variance to reduce the number of parking stalls from 62 to 26 stalls for the 48 units, providing only 42% of the required stalls. While this reduction may seem high, the Nissen Crossing Housing property only utilizes 28% of onsite parking. At its peak utilization, only 36% of the total stalls were being used.

The Project plans to have ground level surface parking and 1 level of semi-underground parkade to accommodate 48 units as the maximum of the building footprint. Per the table below the proposed parking bylaw requires the provision of 62 parking stalls whereas OMAHS is proposing to provide 29 stalls (combined total of 26 on site stalls and 3 off site stalls located on the Townhouse Complex/115 Kneller Rd site) leaving a deficit of 33 stalls.

Table 1: Project Vehicle Parking Summary (from Zoning Summary table on drawing DP-A1.01)

NEW OMAHS APARTMENT BLDG. - VEHICLE PARKING SUMMARY				
	STUDIO UNITS	1 BEDROOM UNITS	2 BEDROOM UNITS	3 BEDROOM UNITS
REQUIRED SPACE SUMMARY	1 unit total	28 units total	16 units total	3 units total
SPACES REQUIRED PER UNIT	1.0 per unit min.	1.20 per unit min.	1.4 per unit min.	1.6 per unit min.
SPACES REQUIRED FOR UNITS	1.0	34.0	22.0	5.0
TOTAL SPACES REQUIRED FOR UNITS				62
VISITOR STALLS (MIN .014 PER DWELLING UNIT)				7
TOTAL SPACES REQUIRED PRE-REDUCTION				69
MF3r RENTAL SUBZONE REDUCTION (10% REDUCTION OUTSIDE OF URBAN CENTRE)				7
TOTAL SPACES REQUIRED				**62**
ACCESSIBLE SPACES REQUIRED				3
ACCESSIBLE VAN SPACES REQ'D	PROVIDED AS PART OF THE TOTAL SPACES REQUIRED			1
PROVIDED SPACES SUMMARY	REGULAR SPACE	SMALL CAR SPACE	ACCESSIBLE SPACES	
LEVEL P1 PARKADE	5	19	2	26
NISSEN CROSSING DEDICATED STALLS				See Note 1
TOWNHOUSE COMPLEX DEDICATED STALLS	1	1	1	3
TOTAL PROVIDED (BY SPACE TYPE)	6	20	3	**29**
% OF SMALL CAR STALLS PROVIDED ON SITE	69% (MAX. PERMITTED 50%)			See Note 2
TOTAL SPACES PROVIDED				29

Note 1: Owner/OMAHS intent is share/re-assign as many vacant Nissen Crossing Stalls with the new BC Housing Apartment as required but based on the Nissen Crossing actual utilization rate of 28% a reasonable estimate is that only 18 stalls (62 required stalls multiplied by a utilization rate of 28%) may be required for the new building.

Note 2: 69% shown is derived from 20 small cars divided against 29 total stalls required. Please note that if 7 visitor stalls are deducted from the 26 provided (as they are all required to be regular stalls) then the % of small cars proposed to be provided increases to 100% (19 small car stalls divided by 19).

ADJACENT OMAHS PROPERTIES

NISSEN CROSSING

OMAHS also owns Nissen Crossing, a 78-unit complex located directly to the west of the subject property. In 2020, OMAHS completed a survey over a few months by doing a vehicle count on random days and times and discovered that on average, 73% of the parking stalls remained unused. The breakdown was 66% unused in the parkade and 82% of the surface parking remained unused. Please see tables below and photos provided at the end of this rationale for more info.

Table 2: Nissen Crossing Parkade Parking Utilization Study 2020

Date	Time	# of Stalls Used	% of Stalls Used	# of Stalls Not Used	% of Stalls Not Used
25-Feb	6:00 PM	23	35%	42	65%
19-Apr	6:30 PM	20	31%	45	69%
25-May	6:00 PM	22	34%	43	66%
01-Jun	7:30PM	21	32%	44	68%
02-Jun	8:30 PM	22	34%	43	66%
03-Jun	12:00 AM	23	35%	42	65%
05-Jun	2:00 PM	20	31%	45	69%
06-Jun	12:00 AM	23	35%	42	65%
07-Jun	9:30 PM	22	34%	43	66%
TOTAL AVERAGE		22	34%	43	66%

Table 3: Nissen Crossing Surface Parking Lot Utilization Study 2020

Date	Time	# of Stalls Used	% of Stalls Used	# of Stalls Not Used	% of Stalls Not Used
25-Feb	1:00 AM	7	15%	41	85%
08-Apr	8:00 PM	7	15%	41	85%
15-Apr	8:00 PM	6	13%	42	88%
22-Apr	9:00 PM	8	17%	40	83%
29-Apr	8:30 PM	9	19%	39	81%
24-May	7:30 PM	11	23%	37	77%
05-Jun	6:00 PM	13	27%	35	73%
08-Jun	7:30AM	7	15%	41	85%
TOTAL AVERAGE		9	18%	40	82%

Table 4: Nissen Crossing Parking Utilization Study Totals 2020

TOTAL NUMBER OF STALLS PROVIDED*	113
TOTAL AVERAGE NUMBER OF STALLS USED	30
TOTAL AVERAGE % OF USED STALLS	27%
TOTAL AVERAGE NUMBER OF STALLS NOT USED	83
TOTAL AVERAGE % OF STALLS NOT USED	**73%**

A follow-up parking count was conducted daily for two weeks in November 2023, to confirm the previous study's findings. The tables below provide the updated data.

Table 5: Nissen Crossing Parkade Parking Utilization Study 2023

Date	Time	# of Stalls Used	% of Stalls Used	# of Stalls Not Used	% of Stalls Not Used
31-Oct	3:00 PM	16	25%	49	75%
02-Nov	11:30 AM	22	34%	43	66%
02-Nov	5:00 PM	22	34%	43	66%
03-Nov	7:00 AM	32	49%	33	51%
03-Nov	1:00 PM	24	34%	43	66%
06-Nov	6:30 AM	32	49%	33	51%
06-Nov	4:00 PM	21	32%	44	68%
07-Nov	5:45 AM	33	51%	32	49%
07-Nov	4:45 PM	22	34%	43	66%
09-Nov	6:45 AM	33	51%	32	49%
12-Nov	8:30 AM	30	45%	35	55%
TOTAL AVERAGE		26	40%	39	60%

Table 6: Nissen Crossing Surface Parking Lot Utilization Study 2023

Date	Time	# of Stalls Used	% of Stalls Used	# of Stalls Not Used	% of Stalls Not Used
31-Oct	3:00 PM	8	17%	40	83%
02-Nov	11:30 AM	7	15%	41	85%
02-Nov	5:00 PM	7	15%	41	85%
03-Nov	7:00 AM	5	10%	43	90%
03-Nov	1:00 PM	5	10%	39	90%
06-Nov	6:30 AM	6	13%	42	87%
06-Nov	4:00 PM	8	17%	40	83%
07-Nov	5:45 AM	4	8%	44	92%
07-Nov	4:45 PM	4	8%	44	92%
09-Nov	6:45 AM	5	10%	43	90%
12-Nov	8:30 AM	2	4%	46	96%
TOTAL AVERAGE		6	12%	42	88%

Table 7: Nissen Crossing Parking Utilization Study Totals 2023

TOTAL NUMBER OF STALLS PROVIDED*	113
TOTAL AVERAGE NUMBER OF STALLS USED	32
TOTAL AVERAGE % OF USED STALLS	28%
TOTAL AVERAGE NUMBER OF STALLS NOT USED	81
TOTAL AVERAGE % OF STALLS NOT USED	**72%**

Note: Currently 3 surface stalls are being used as public amenity areas and furnished with picnic tables, chairs, and removable gazebo.

The updated study shows that very little has changed over the years and that parking demand remains very low at Nissen Crossing. Due to the low demand over the past several years, the Society has repurposed some of its surface parking to accommodate outdoor gathering spots by providing picnic tables, chairs and a portable gazebo in three of its unused stalls. OMAHS invested significant amounts of funds to provide infrastructure for vehicles, its residents typically can't afford when it could be put to better use in terms of more units and/or resident amenities. At its observed peak usage, 74 parking stalls were still not being used. At $25,000 per stall, that is $1,850,000 of unused infrastructure.

As part of the revised parking rationale development the design team calculated the parking requirements (see Table 8 below) for Nissen Crossing using the proposed Parking Bylaw and concluded that the project has a surplus of 16 parking stalls. These 16 stalls are noted on the parking summary as dedicated to the new OMAHS project which could be dedicated through a covenant or other owner agreement.

Table 8: Nissen Crossing Parking Summary Using 2022 Parking ByLaw

NISSEN CROSSING - 2022 BYLAW VEHICLE PARKING SUMMARY				
	1 BEDROOM UNITS	2 BEDROOM UNITS	STUDIO UNITS	
REQUIRED SPACES SUMMARY	52 units total	18 units total	8 units total	78 units total
VEHICLE SPACES REQUIRED	1.20 per unit min.	1.4 per unit min.	1.0 per unit min.	TOTAL
APARTMENTS (UNITS)	63	25	8	96
APARTMENT (VISITORS)	MIN. 0.14 SPACE PER DWELLING UNIT			13
OMAHS OFFICE	2.5 PER 100 sm GFA			2
TOTAL SPACES REQUIRED PRE-RENTAL REDUCTION				111
MF2 RENTAL SUBZONE REDUCTION	10% REDUCTION OUTSIDE OF URBAN CENTRE			11
TOTAL SPACES REQUIRED				100
PROVIDED SPACES SUMMARY	REGULAR SPACE	SMALL CAR SPACE	ACCESSIBLE SPACES	
LEVEL 1 PARKADE	35	11	4	50
SURFACE PARKING	27	39		66
TOTAL EXISTING SPACES PROVIDED	62	50	4	
% OF SMALL CAR STALLS PROVIDED	43% (MAX. 50%)			
TOTAL EXISTING SPACES PROVIDED				116
TOTAL SURPLUS REGULAR VEHICLE SPACES PROPOSED TO BE DEDICATED TO NEW OMAHS APARTMENT BLDG.				**16**

NOTE: If variance supported OMAHS to work with City to define location of dedicated stalls.

ADJACENT OMAHS PROPERTIES

115 KNELLER ROAD TOWNHOUSE COMPLEX

OMHAS owns the townhouse project at 115 Kneller Road which is located directly east of the subject property. The proposal shown in the IFT Drawings is to redesign the current townhouse visitor parking lot which currently consists of six parking stalls into a new parking lot with seven parking stalls, three of which will be dedicated through a covenant or other owner agreement to the new OMAHS Housing project per note 1 below. Please refer to Figure 2 for more information on the existing parking lot.

Table 9: Townhouse Complex Parking Summary Using 2022 Parking ByLaw

TOWNHOUSE COMPLEX - 2022 BYLAW VEHICLE PARKING SUMMARY				
	2 BEDROOM UNITS	3 & 4 BEDROOM UNITS		
	0 units total	28 units total		28 units total
REQUIRED SPACES SUMMARY	1.20 per unit min.	1.6 per unit min.		TOTAL
APARTMENTS (UNITS)	0	45		45
APARTMENT (VISITORS)	MIN. 0.14 SPACE PER DWELLING UNIT			4
TOTAL SPACES REQUIRED PRE-RENTAL REDUCTION				49
MF2 RENTAL SUBZONE REDUCTION	10% REDUCTION OUTSIDE OF URBAN CENTRE			5
TOTAL SPACES REQUIRED				44
PROVIDED SPACES SUMMARY	REGULAR SPACE	SMALL CAR SPACE	ACCESSIBLE SPACES	
UNDISTURBED EXIST. SURFACE PARKING	39	0	0	
RELOCATED NEW SURFACE PARKING	5	2	1	
TOTAL NEW AND EXISTING SPACES PROVIDED	44	2	1	47
TOTAL SURPLUS REGULAR VEHICLE SPACES PROPOSED TO BE DEDICATED TO NEW OMAHS APARTMENT BLDG.				**3 See Note 1**

NOTE 1: Three surplus stalls are proposed for use by new apartment building.

The OMAHS Townhouse Complex parking lot was originally constructed with 56 stalls but has been so underutilized that the Society transformed nine parking stalls into a playground for its residents in 2006 with no effect to the parking demand. It still has underutilized parking stalls to this day.

SUPPORTIVE HOUSING PARKING PRECEDENT (PROVIDED BY BC HOUSING)

Based on existing BC Housing projects of similar scale and location, it is anticipated that the demand for parking by the future tenants of the Project will be significantly lower than for a market rental project. Several completed studies echo this statement, including reports completed by the City of Kamloops, City of Vancouver, City of Victoria. The City of Kamloops Affordable Housing Developer Package states that based on parking demand trends, social housing parking requirements are 0.25 spots per unit.

The City of Kamloops uses a reduced parking requirement for multi-family affordable housing and multi-family Social Housing or assisted living. The Social Housing minimum parking requirement for Kamloops is 0.25 vehicular spaces per dwelling unit plus an additional 10% for designated visitor parking and 0.5 bicycle parking stalls. Using Kamloops requirement would require this project to provide 13 parking stalls and 24 bicycle parking stalls. These rates are comparable to what is being observed on the Nissen Crossing property.

PROXIMITY TO AMENITIES

The new OMAHS Housing project is conveniently located with many stores, restaurants and services available at the nearby Willow Park Shopping Centre. As noted in the table below, many amenities are located within close proximity to the subject OMAHS site.

Community Amenity/ Facility	Distance from Site (meters)	Public Transportation Time
Pharmacy	600m	10 mins
Religious Services	150m	0 mins
Food/Restaurants	300m	0 mins
Daycare	2km	9 mins
Shopping	150m	8 mins
Ben Lee Park	600m	0 mins
Houghton Multi-Use Corridor	250m	0 mins

The Project's proposed properties are currently vacant land and will add reasonable density around existing transit corridors, therefore, encouraging increased ridership and improving the overall reliability and frequency of the current bus services. The Project is well located with a nearby bus stop for both Bus Route 8 and Route 10. Route 8 is University/ OK College line. It connects the OMAHS project to the east of the City of Kelowna from the Kelowna-Rock Creek Highway. It brings the tenants north to University of British Columbia Okanagan and south to Okanagan College, encouraging the potential for some of OMAHS' residents to access education opportunities. Route 10 is North Rutland line. It connects the OMAHS project to downtown Kelowna and the Queensway Exchange as well as to Rutland. Both buses pass through the Orchard Park bus loop offering the many services and shops available in the mall as well as many more transit route options.

EXISTING KELOWNA POLICY

The Healthy Housing Strategy (HHS) was adopted by the Mayor and Council in June 2018 and includes information linking health and housing, and policy priorities to encourage the development of healthy housing. While the proposed project positively relates to all four healthy housing links identified in the report, one of expressed importance is Community and Location; by providing housing that is well situated in a walkable neighbourhood with strong transit (including active transit) connections, this project is the type identified in this strategy as providing healthy housing.

The strategy also identifies key directions and actions that benefit the provision of healthy housing. One direction given is to improve housing affordability and reduce barriers for affordable housing. Parking costs are one of the greatest barriers to the provision of affordable housing. The report indicates that "by setting minimum parking requirements, the City is driving up housing costs and disincentivizing sustainable modes of transportation." A key policy direction provided in the HHS is to reduce parking requirements for infill and affordable housing and Appendix E-VI provides specific direction to identify opportunities for off-street parking reductions and/or parking elimination.

HOUSING AGREEMENT AND COVENANT ON TITLE

OMAHS is committed to the long-term provision of affordable housing with the Project. Therefore, both parties are prepared to secure an extended housing tenure through a housing agreement with a covenant registered on title to ensure the ongoing affordability of the proposed units. This will guarantee that the Project is operated and maintained as affordable housing in a manner that is consistent with the objective of protecting long-term affordability.

CLIMATE ACTION

As the City of Kelowna's own Climate Action webpage in 2021 stated "Kelowna has experienced the havoc that climate change can cause to a community, with back-to-back years of record spring precipitation causing historic flooding followed by hot dry summers that contributed to droughts and wildfires (2017 and 2018)".

The Climate Projection for the Okanagan Region report (February 2020) shows that as greenhouse gas (GHG) emissions continue to grow, changes like these will become more common in the next three decades with hotter, drier summers; warmer winters; increased precipitation in all seasons except summer; and a shifting of the seasons. Reduced single occupant vehicle use and greater uptake of transit, walking, cycling and other environmentally sustainable options must clearly be embraced by developers of housing projects such as the one OMAHS is proposing.

CONCLUSION

The vision for the new OMAHS project is to provide affordable housing for indigenous and non-indigenous occupants, and it is anticipated that this project will have the same profile of tenants as Nissen Crossing where a high percentage of these tenants do not own vehicles. Parking costs are one of the greatest barriers to providing affordable housing and it is our opinion that to reduce the number of units to match available parking would mean fewer affordable housing units in exchange for parking that will remain vacant, as observed in its two previous developments.

This project also presents a unique opportunity in that it is situated in between two existing OMAHS-owned affordable housing complexes and directly south of the proposed Kelowna Women's Shelter project complex where parking requirements and local traffic are significantly reduced. A higher percentage of the occupants are/will be utilizing alternate forms of transportation such as walking or public transportation which is what is being encouraged city wide for a wide variety of reasons.

Based on this, and all the factors noted above, we are requesting that the City of Kelowna support the reduction of required parking on the site with a parking variance allowing for the proposed 43 parking stalls provided both on site and by way of transferring some parking spaces from the adjacent OMAHS owned Nissen Crossing project.

Figure 1: DESIGN COMPARISON

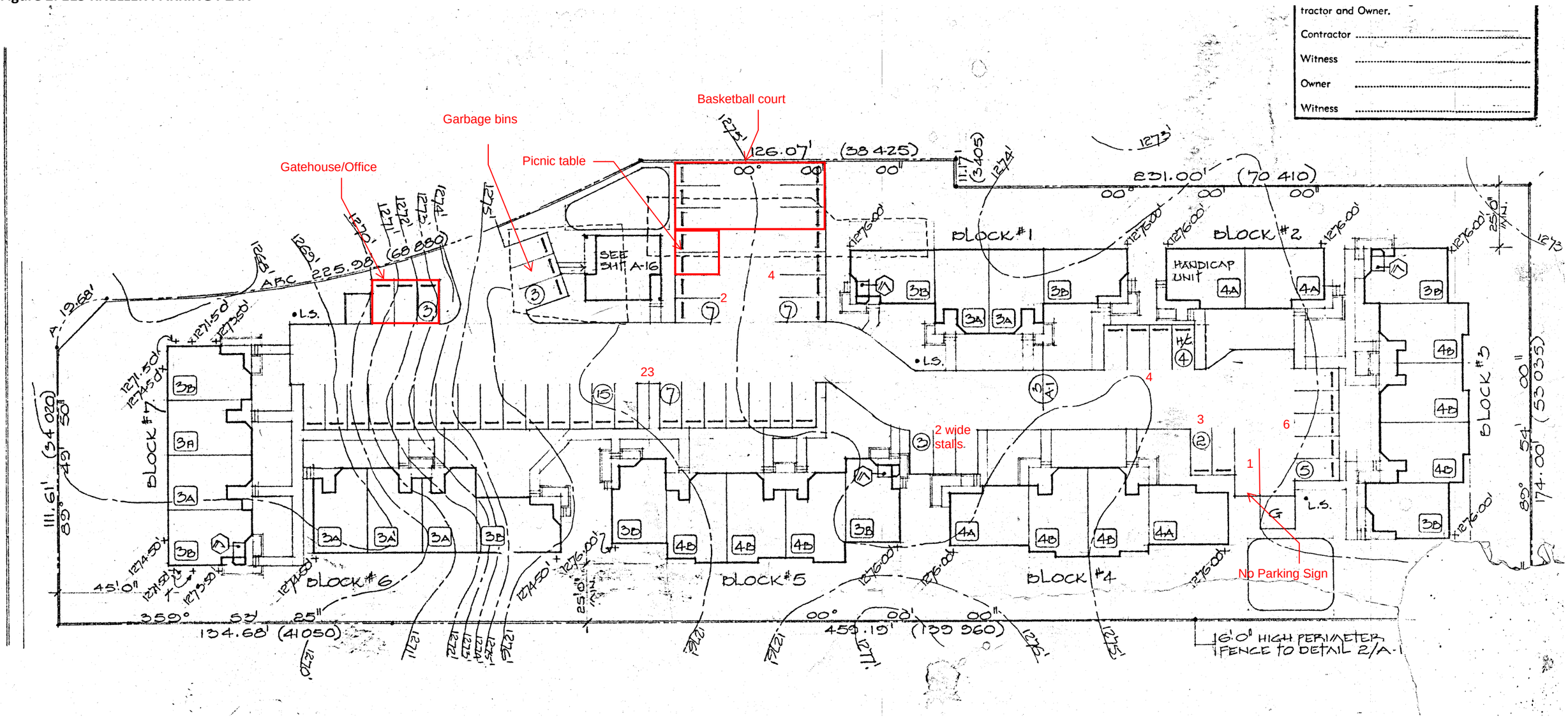
Render - New OMAHS building

Design Rationale of new OMAHS building:

1. Horizontal lap siding – white (matched with Nissen Crossing)
2. Cement Panel siding – blue (color design language adopted and revised to suit OMAHS form)
3. Cement panel siding at vertical window runs - blue (matched with Nissen Crossing)
4. Cement panel siding at architectural framing elements - white (revised to suit OMAHS form)
5. Cement panel siding at columns – blue (matched with Nissen Crossing)
6. Building "Skirt" – blue (color matched with Nissen Crossing)
7. PVC windows + swing doors at units – white (color matched with Nissen Crossing)
8. Fascia board at balconies– blue (revised to suit OMAHS form)
9. Fascia board at roof – blue (matched with Nissen Crossing)
10. Guardrail – grey (revised to lighten overall pallet)

Photo – Nissen Crossing building

Figure 2: 115 KNELLER PARKING PLAN



NOTES:

NOTE 1: Existing parking spots at Gerstmar Place are all 9 ft wide and currently 18 ft deep. However the existing drive aisle width is a minimum is 23 ft wide so all stalls could be made 8.25 inches deeper to satisfy bylaw requirements for regular parking stall lengths of 19'-8.25" (6m) while still maintaining current required drive aisle width of 21'-3.825" (6.5m).

NOTE 2: Existing stalls counted and shown in red numbered markups with a total stall count of 45. This total includes the stall currently signed with a no parking sign as owner/OMAHS will remove sign to allow for parking in this location prior to the completion of the new apartment building.