

REPORT TO COUNCIL



Date: September 19, 2017

RIM No. 0940-00

To: City Manager

From: Community Planning Department (TB)

Application: DP17-0125 & DVP17-0126 **Owner:** Green Square Development Ltd. Inc. No. BC0928148

Address: 3626 Mission Springs Drive **Applicant:** Green Square Development Ltd.

Subject: Development Permit and Development Variance Permit

Existing OCP Designation: MRM – Multiple Unit Residential (Medium Density)

Existing Zone: RM5 – Medium Density Multiple Housing

1.0 Recommendation

THAT Council authorizes the issuance of Development Permit No. DP17-0125 and DVP17-0126 for Lot 1 DL 134 ODYD Plan EPP23035, located at 3626 Mission Springs Drive, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A,"
2. The exterior design and finish of the 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 form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;

AND THAT variances to the following section[s] of Zoning Bylaw No. 8000 be granted in accordance with Schedule "D":

Section 13.11.6(D): RM5 – Medium Density Multiple Housing Development Regulations

To vary the maximum height from 18.0 m or 4 ½ storeys required to 21.7 m or 6 storeys proposed;

Section 13.11.6(c): RM5 – Medium Density Multiple Housing Development Regulations

To vary the front yard setback for portions of a building over 2 ½ storeys from 6.0 m required to 1.5 m proposed;

Section 13.11.6(e): RM5 – Medium Density Multiple Housing Development Regulations

To vary the side yard setback for portions of a building over 2 ½ storeys from 7.0 m required to 4.5 m proposed;

Section 8: Parking and Loading, Table 8.1: Parking Schedule

To vary the required number of parking stalls from 209 stalls required to 198 stalls proposed;

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit and Development Variance Permit Application in order for the permits to be issued;

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

2.0 Purpose

To consider a Development Permit for the form and character of a multi-family housing project; and to vary the minimum side yard setback from 7.0 m required to 4.5 m proposed, the minimum front yard setback from 6.0 m required to 1.5 m proposed, minimum parking requirements from 209 stalls required to 198 stalls proposed, and to vary the maximum height from 18.0 m or 4.5 storeys required to 21.7 m or 6 storeys.

3.0 Community Planning

Community Planning recommends support for the proposed Development Permit for the Form and Character and the associated variances for Phase 2 of the Green Square development. The subject property is located near the South Pandosy Urban Centre and is a suitable location for maximizing density in the RM5 zone. It is in close proximity to Casorso Elementary School, the future Casorso Park, transit along Gordon Drive and Lakeshore Road, and Rotary Beach Park. There are several other complementary RM5 – apartment housing projects in the neighbourhood. Phase 1 of the Green Square development is already completed and is located on the north and west sides of the subject property. It includes 56 2 ½ storey townhomes.

The proposed built form takes the shape of ground-oriented townhomes that wrap around a parkade at-grade. Four buildings are situated on top of this common parkade oriented around a central outdoor amenity space. The site layout allows for ample outdoor space including a community garden, large balconies for the majority of the units, and rooftop amenity space on two of the buildings. The proposal meets the majority of the Official Community Plan Urban Design Guidelines for multi-family buildings including material selection, landscaping, and interaction between public and private spaces.

There are four (4) variances being requested by the applicant: i) side yard setback (south), ii) front yard setback (east), iii) height (to six storeys), and iv) parking reduction. The side yard and front yard setbacks relate to the provision of 3-bedroom at-grade townhouses that should result in a positive interface to the streetscape along Mission Springs Drive and the City's future Casorso Park. The height variance is due to the applicant's desire to maximize density on the site while reducing building footprint to provide increased open space. A taller building form allows the mass of the overall project to be broken into 4 thinner buildings reducing the potential horizontal massing of shorter, wider building. Finally, the applicant is proposing to reduce parking to 94% of the required amount. In order to mitigate this, the applicant has provided increased bicycle parking in secure bike rooms that also feature a maintenance area and bike wash. The applicants have also stated they will provide space for a car-share, which can reduce individual vehicle ownership and reduce parking requirements. Staff are recommending support for the proposed

parking variance as the mitigation efforts are deemed to be appropriate and the location of the project is close to transit routes.

4.0 Proposal

4.1 Background

The subject property was created in 2011 when the City acquired 4.22 acres of land to the south for future community park space (Casorso Park), leaving a 5.95-acre parcel for future development. In 2012, the applicants submitted a proposed rezoning for the subject property. The initial submission made by the applicants was for RM₄ – Transitional Low Density Housing for the entire site. Conceptual plans were provided that showed the entire development conforming with the RM₄ zone which has a maximum height of 3 storeys. Through discussions with Staff at the time, it was determined that split zoning the property would be preferred and would promote a greater mix of housing types including ground-oriented townhome units and higher density apartments.

The applicant subsequently adjusted their application to amend the Official Community Plan and to Rezone the property RM₃ – Low Density Multiple Housing, and RM₅ – Medium Density Multiple Housing. The maximum height of RM₃ is 3 storeys and the maximum height of RM₅ is 4.5 storeys. In the Report to Council from January 10, 2012 Staff state that the layout of the split zone was selected to provide an acceptable level of transition between the existing neighbourhood to the north and the school site to the west while preserving an RM₅ parcel fronting Mission Springs Drive.

A Council issued Development Permit was approved on July 10, 2012 for 56 three bedroom townhomes 2 ½ storeys in height on the RM₃ parcel. The height was selected to be sensitive to the single family neighbourhood to the north. That project is now fully built out and the applicant has come forward with a Development Permit and Development Variance Permit application for the RM₅ portion of the site.

The Development Engineering Requirements that were established in 2012 as a function of the OCP Amendment and rezoning included a Servicing Agreement which required upgrades to Barnes Road and Mission Springs Drive to improve traffic flow and safety. The dedication and construction of Mission Springs Drive is included in this agreement and will be required as a function of this phase of the development.

4.2 Project Description

The application for the RM₅ portion of the subject property features 141 units in a mix of housing types including one, two, and three bedroom units. A parkade podium sets the layout of the site, with townhome units wrapping around the exterior of the parkade and four buildings constructed on the podium. The buildings are arranged such that an outdoor central amenity area is provided for all residents of the development.

In pre-application meetings the applicant stated that the four buildings would have one 4 storey building, two 5 storey buildings, and one 6 storey building. However, in order to maximize Floor Area Ratio while preserving the central amenity space, the applicant has increased the heights to three 6 storey buildings and one 5 storey building. The buildings are designed to be tall and narrow in order to minimize massing and preserve ground level outdoor space. Each unit features a large balcony, and two of the buildings will have rooftop amenity space. A key component of this application is the large amount of outdoor amenity space provided for the residents.

All resident parking is provided in a parkade with several of the townhomes having direct access from the parkade to their unit. The parkade is shielded from public view by the townhomes that flank them. The

units meet the OCP guideline of Ground-Oriented units as they provide 3 bedrooms and have a defined entrance on the ground floor. Visitor parking and loading is provided at grade, and portions of the parkade roof have been designed as a green roof, providing increased private outdoor space for the townhomes. Bicycle parking is achieved in common secure bicycle rooms that will include a maintenance and washing station.

The material is predominantly cement board in brown, blue, white, and wood grain appearance. Balconies feature glass railings, and windows and doors are scaled appropriately. The entrances to the townhomes are at grade, contributing to the ground-oriented feel and improving the pedestrian experience. The proposed project meets the majority of the Comprehensive Design Guidelines for multi-family as shown in Section 5.2 of this report.

4.3 Variances

The proposed development requires 4 variiances to side yard setback (south), front yard setback (east), height, and parking. The setback variiances predominantly apply to the townhomes that wrap around the complex and only apply to the third floor. Zoning Bylaw No. 8000 Section 13.11.6 (d) states that for portions of a building greater than 2 ½ storeys the front yard setback increases from 1.5 m to 6.0 m. Similarly, Section 13.11.6 (e) states that for portions of a building greater than 2 ½ storeys the side yard setback increases from 4.5 m to 7.0 m. In order to maximize the living space of the townhomes on the east and south sides, the applicant requests a variance to the third storey setback to match the setbacks of the first and second storeys. Staff feel this variance is reasonable as it only applies to the third storey after which the four buildings are stepped back to meet the required setbacks. This allows 3 full bedrooms to be achieved in each of the townhomes by increasing the interior space.

The height variance to the tallest building is to vary the maximum height from 18.0 m or 4.5 storeys to 21.7 m or 6 storeys. The other three buildings feature heights of 20.1 m, 19.9 m, and 17.0 m. By increasing the height, the applicant is able to achieve more outdoor space both at grade and on the podium level rather than having shorter, wider buildings which would have a larger footprint. The taller thinner buildings also allow potential for view corridors through the site.

The final variance relates to the provision of parking. Based on the unit count, 209 parking stalls are required and the applicant has proposed 198 stalls (94% of required parking). In order to mitigate this, the applicant has provided increased bicycle parking in secure bike rooms that also feature a maintenance area and bike wash. The applicants have also stated they will provide space for a car-share, which can reduce individual vehicle ownership and reduce parking requirements.

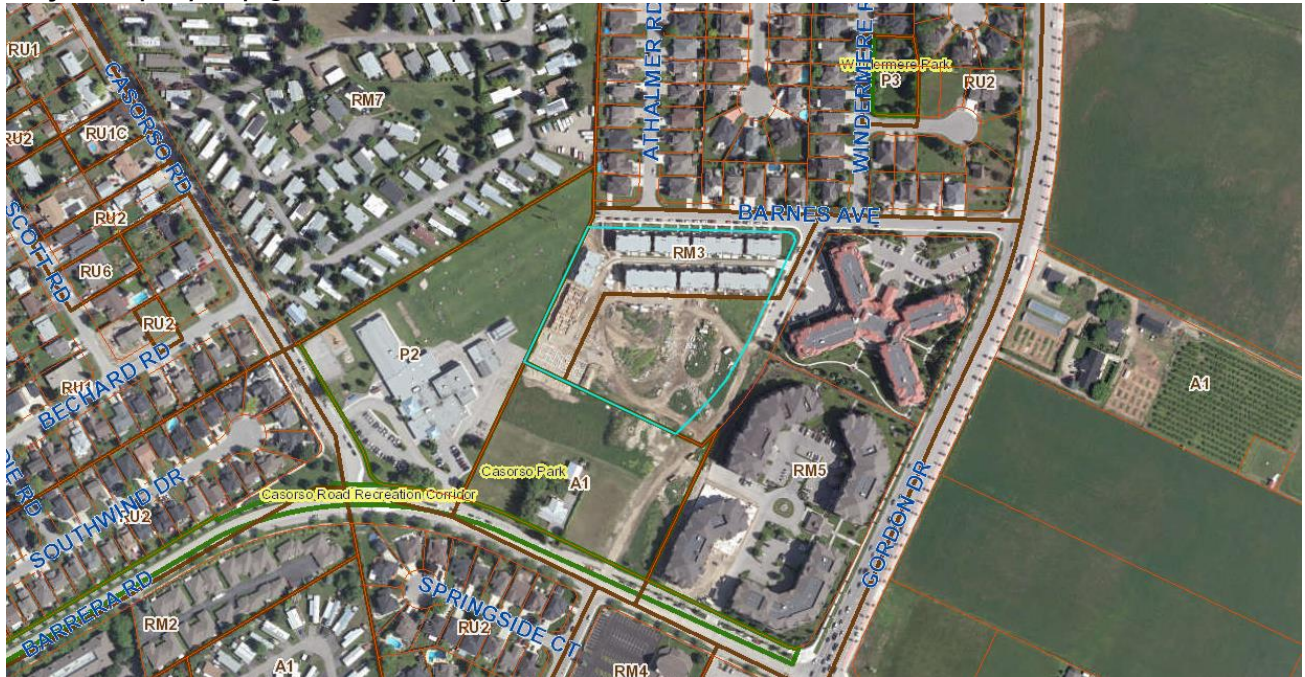
4.4 Site Context

The property is located between Gordon Drive and Lakeshore Drive, north of Casorso Road. It is approximately a 500 m walk to the edge of the nearby South Pandosy Urban Centre. Amenities in the area include Casorso Elementary School, Mission Recreation Park, Lakeshore Road Active Transportation Corridor and Rotary Beach Park. The walk Score of the property is 34, meaning it is a car-dependent site, and the Transit Score is 37 meaning there are some public transportation options.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU2 – Medium Lot Housing	Single Family Residential
East	RM5 – Medium Density Multiple Housing	Multi-Family Residential
South	A1 – Agriculture	Casorso Park
West	P2 – Educational & Minor Institutional	Casorso Elementary

Subject Property Map: 3626 Mission Springs Drive



4.5 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	RM5 ZONE REQUIREMENTS	PROPOSAL
Development Regulations		
Floor Area Ratio	1.2	1.19
Site Coverage of Buildings	50%	43%
Site Coverage of Buildings, Driveways, and Parking	60%	50%
Height	18.0 m or 4.5 storeys	21.7 m or 6 storeys ❶
Side Yard (north)	4.5 m & 7.0 m (over 2 ½ storeys)	Part of existing RM3 site
Front Yard (east)	1.5 m & 6.0 m (over 2 ½ storeys)	1.5 m ❷
Rear Yard (west)	9.0 m	Part of existing RM3 site
Side Yard (south)	4.5 m & 7.0 m (over 2 ½ storeys)	4.5 m ❸
Other Regulations		
Minimum Parking Requirements	209 stalls (including 20 visitor)	198 stalls ❹
Full Size	Minimum 50%	101 stalls or 51%
Medium & Compact	Maximum 50%	97 stalls or 49%
Bicycle Parking Class I	72 Spaces	184 spaces
Bicycle Parking Class II	15 spaces	32 spaces
Private Open Space	2,960.0 m ²	4,287.6 m ²
Loading Space	Not Required	2 spaces
❶ Indicates a requested variance to City of Kelowna Zoning Bylaw No. 8000 Section 13.11.6.c to vary the maximum height from 18.0 m or 4 ½ storeys required to 21.7 m or 6 storeys proposed. ❷ Indicates a requested variance to City of Kelowna Zoning Bylaw No. 8000 Section 13.11.6.d to vary the front yard setback for portions of a building over 2 ½ storeys from 6.0 m required to 1.5m proposed. ❸ Indicates a requested variance to City of Kelowna Zoning Bylaw No. 8000 Section 13.11.6.e. to vary the side yard setback for portions of a building over 2 ½ storeys from 7.0 m to 4.5 m. ❹ Indicates a requested variance to City of Kelowna Zoning Bylaw No. 8000 Section 8: Parking and Loading, Table 8.1 Parking Schedule from 209 stalls required to 198 stalls proposed.		

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Compact Urban Form.¹ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

¹ City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

Ground-Oriented Housing.² Encourage all multiple-unit residential buildings in neighbourhoods with schools and parks to contain ground-oriented units with 2 or more bedrooms so as to provide a family housing choice within the multi-unit rental or ownership markets.

5.2 Development Permit Guidelines

Comprehensive Development Permit Area – Multi-Family

Consideration has been given to the following guidelines as identified in Section 14.A. of the City of Kelowna Official Community Plan relating to Comprehensive Development Permit Areas:

COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
Authenticity and Regional Expression			
Do landscaping and building form convey a character that is distinct to Kelowna and the Central Okanagan?	✓		
Are materials in keeping with the character of the region?	✓		
Are colours used common in the region’s natural landscape?	✓		
Does the design provide for a transition between the indoors and outdoors?	✓		
Context			
Does the proposal maintain the established or envisioned architectural character of the neighbourhood?	✓		
Does interim development consider neighbouring properties designated for more intensive development?			✓
Are façade treatments facing residential areas attractive and context sensitive?	✓		
Are architectural elements aligned from one building to the next?	✓		
For exterior changes, is the original character of the building respected and enhanced?			✓
Is the design unique without visually dominating neighbouring buildings?	✓		
For developments with multiple buildings, is there a sense of architectural unity and cohesiveness?	✓		
Relationship to the Street			
Do buildings create the desired streetscape rhythm?	✓		
Are parkade entrances located at grade?	✓		
For buildings with multiple street frontages, is equal emphasis given to each frontage?			✓
Massing and Height			
Does the design mitigate the actual and perceived mass of buildings?	✓		

² City of Kelowna Official Community Plan, Policy 5.23.1 (Development Process Chapter)

COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
Does the height consider shading and view impacts for neighbouring properties and transition to less intensive areas?	✓		
Human Scale			
Are architectural elements scaled for pedestrians?	✓		
Are façades articulated with indentations and projections?	✓		
Are top, middle and bottom building elements distinguished?	✓		
Do proposed buildings have an identifiable base, middle and top?	✓		
Are building facades designed with a balance of vertical and horizontal proportions?	✓		
Are horizontal glazed areas divided into vertically proportioned windows separated by mullions or building structures?	✓		
Does the design incorporate roof overhangs and the use of awnings, louvers, canopies and other window screening techniques?		✓	
Is the visual impact of enclosed elevator shafts reduced through architectural treatments?			✓
Exterior Elevations and Materials			
Are buildings finished with materials that are natural, local, durable and appropriate to the character of the development?	✓		
Are entrances visually prominent, accessible and recognizable?	✓		
Are higher quality materials continued around building corners or edges that are visible to the public?	✓		
Are a variety of materials used to create contrast, enhance the pedestrian environment and reduce the apparent mass of a building?	✓		
Are elements other than colour used as the dominant feature of a building?	✓		
Public and Private Open Space			
Does public open space promote interaction and movement through the site?	✓		
Are public and private open spaces oriented to take advantage of and protect from the elements?	✓		
Is there an appropriate transition between public and private open spaces?	✓		
Are amenities such as benches, garbage receptacles, bicycle stands and community notice boards included on site?	✓		
Site Access			
Is the safe and convenient movement of pedestrians prioritized?	✓		
Are alternative and active modes of transportation supported through the site design?	✓		
Are identifiable and well-lit pathways provided to front entrances?	✓		
Do paved surfaces provide visual interest?	✓		

COMPREHENSIVE DEVELOPMENT PERMIT AREA	YES	NO	N/A
Is parking located behind or inside buildings, or below grade?	✓		
Are large expanses of parking separated by landscaping or buildings?			✓
Are vehicle and service accesses from lower order roads or lanes?			✓
Do vehicle and service accesses have minimal impact on the streetscape and public views?	✓		
Is visible and secure bicycle parking provided in new parking structures and parking lots?	✓		
Decks, Balconies, Rooftops and Common Outdoor Amenity Space			
Are decks, balconies or common outdoor amenity spaces provided?	✓		
Does hard and soft landscaping enhance the usability of decks, balconies and outdoor amenity spaces?	✓		
Are large flat expanses of roof enhanced with texture, colour or landscaping where they are visible from above or adjacent properties?	✓		
Amenities, Ancillary Services and Utilities			
Are loading, garage, storage, utility and other ancillary services located away from public view?	✓		
Are vents, mechanical rooms / equipment and elevator penthouses integrated with the roof or screened with finishes compatible with the building's design?	✓		
Landscape Development and Irrigation Water Conservation			
Does landscaping:	-	-	-
<ul style="list-style-type: none"> Compliment and soften the building's architectural features and mitigate undesirable elements? 	✓		
<ul style="list-style-type: none"> Maintain the dominant pattern of landscaping along the street and surrounding properties? 	✓		
<ul style="list-style-type: none"> Enhance the pedestrian environment and the sense of personal safety? 	✓		
<ul style="list-style-type: none"> Screen parking areas, mechanical functions, and garbage and recycling areas? 	✓		
<ul style="list-style-type: none"> Respect required sightlines from roadways and enhance public views? 	✓		
<ul style="list-style-type: none"> Retain existing healthy mature trees and vegetation? 			✓
<ul style="list-style-type: none"> Use native plants that are drought tolerant? 	✓		
<ul style="list-style-type: none"> Define distinct private outdoor space for all ground-level dwellings? 	✓		
Do any fences and retaining walls create visual interest and enhance the pedestrian environment?			✓
Do parking lots have one shade tree per four parking stalls?			✓
Are the site layout, services and amenities easy to understand and navigate?	✓		

6.0 Technical Comments

6.1 Building & Permitting Department

- Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permit(s).
- Placement permits are required for any sales or construction trailers that will be on site. The location(s) of these are to be shown at time of development permit application.
- HPO (Home Protection Office) approval or release is required at time of Building Permit application.
- Requirements of the City of Kelowna fire prevention regulations bylaw No. 10760 for buildings 6 stories and greater are to be shown on the building permit drawings. Please add these to the requirements outlined in BCBC 3.2.6 for High Buildings
- A Structural, Mechanical and Code Analysis peer review may be required at time of building permit application
- Fire resistance ratings are required for storage, janitor and/or garbage enclosure room(s) / area(s). The drawings submitted for building permit is to clearly identify how this rating will be achieved and where these area(s) are located.
- A Hoarding permit is required and protection of the public from the staging area and the new building area during construction. Location of the staging area and location of any cranes should be established at time of DP.
- Dewatering & Shoring plans must be provided to the Engineering Department for approval.
- Fire Department access to site, turn a rounds requirement for equipment, travel distance from the truck access to the front doors of the units and private hydrant locations if required are too be verified with Kelowna Fire Department. The Fire truck is required to be able to drive up to access the front door within a range of 3 meters to 15 meters on an unobstructed hard surface path. Distance from the building to the outside garbage collection area is to be reviewed with the Fire Department
- A Building Code analysis is required for the structure at time of building permit applications, but the following items may affect the form and character of the building(s):
 - Any alternative solution must be accepted by the Chief Building Inspector prior to the release of the Building Permit.
 - Location, Heights, Colors of mechanical systems and the required screening are to be determined at time of DP
 - Any security system that limits access to exiting needs to be addressed in the code analysis by the architect.
 - Handicap Accessibility to the main floor levels to be provided, ramps may be required.
 - Hard surfaced paths leading from the egress stairwells to a safe area are to be clearly defined as part of the DP
 - Access to the roofs are required per NFPA and guard rails may be required and should be reflected in the plans if required.
 - Single exit units are required to have a second exit if the single exit proposed is higher than 1.5 meters above the adjacent ground level BCBC 3.3.4.4. (3)
 - The terrace / roof top areas require a secondary means of egress as per BCBC 3.3.1.3. (2)

- Vestibules are required between suites and parking areas and are to be air pressurized spaces which may require a rated horizontal shaft. BCBC 3.3.5.7. (4)
- The elevator lobbies should be separated from the exit stair shafts per BCBC 3.4.4.1 (1)
- Entry level units appear to have the potential of lock off suites designed within
- Green roof design will require schedules and design by the building envelope consultant.
- A Geotechnical report is required to address the sub soil conditions and site drainage at time of building permit application. Minimum building elevations are required to be established prior to the release of the Development Permit. If a soil removal or deposit permit is required, this must be provided at time of Development Permit application.
- We strongly recommend that the developer have his professional consultants review and prepare solutions for potential impact of this development on adjacent properties. Any damage to adjacent properties is a civil action which does not involve the city directly. The items of potential damage claims by adjacent properties are items like settlement of foundations (preload), damage to the structure during construction, undermining & underpinning of existing foundation, additional snow drift on neighbour roofs, excessive noise from mechanical units, vibration damage during foundation preparation work, water infiltration systems, etc.
- Size and location of all signage to be clearly defined as part of the development permit. This should include the signage required for the building addressing to be defined on the drawings per the bylaws on the permit application drawings.
- An exit analysis is required as part of the code analysis at time of building permit application. The exit analysis is to address travel distances within the units and all corridors, number of required exits per area, door swing direction, handrails on each side of exit stairs, width of exits, spatial calculation for any windows in exit stairs, etc.
- Full Plan check for Building Code related issues will be done at time of Building Permit applications. Please indicate how the requirements of Radon mitigation and NAFS are being applied to this complex at time of permit application.

6.2 Development Engineering Department

Please see attached City of Kelowna Memorandum dated July 17, 2017

6.3 Fire Department

- Fire Department access is to be met as per BCBC 3.2.5. including the main entrance to be within 3-15 metres from the closest access route. Building B appears to have a challenging access for a ladder truck with the road being constructed from reinforced turf. This will need to support the weight of the truck at 38,500KG.
- Construction fire safety plan is required to be submitted and reviewed prior to construction and updated as required. Template at Kelowna.ca
- Should a hydrant be required on this property it shall be operational prior to the start of construction and shall be deemed a private hydrant.
- This building shall be addressed off of the street it is accessed from.
- A fire safety plan as per section 2.8 BCFC is required at occupancy. The fire safety plan and floor plans are to be submitted for approval in AutoCAD Drawing format on a CD
- Approved Fire Department steel lock box acceptable to the fire dept. is required by the fire dept. entrance and shall be flush mounted.
- All requirements of the City of Kelowna Fire and Life Safety Bylaw 10760 shall be met for communications.
- Fire alarm system is to be monitored by an agency meeting the CAN/ULC S561 Standard.

- Contact Fire Prevention Branch for fire extinguisher requirements and placement.
- Fire department connection is to be within 45M of a fire hydrant - unobstructed. This could be an issue with building B.
- Ensure Fire Department connection is clearly marked and visible from the street
- Sprinkler zone valves shall be accessible as per fire prevention bylaw (10760) - no higher than 7 feet.
- Dumpster/refuse container must be 3 meters from structures or overhangs
- Upon completion, an owners certificate and copy of NFPA 25 shall be provided for the sprinkler system.
- Upon completion, a certificate is required to verify CANULC 561 Compliance
- Do not issue BP unless all life safety issues are confirmed.

6.4 FortisBC Electric

There are FortisBC Inc. (Electric) ("FBC(E)") primary distribution facilities along Mission Springs Drive. Bringing electrical service to the subject property and proposed development thereon, will require significant extension work the cost of which may be substantial. To date, arrangements have not been completed to meet either the cost, civil work or the land rights requirement to service the proposed development. It is recommended that FBC(E) be contacted as soon as possible to determine servicing and land rights requirements for the proposed design. The applicant is responsible for costs associated with any change to the subject property's existing service, if any, as well as the provision of appropriate land rights where required.

7.0 **Application Chronology**

Date of Application Received: May 3, 2017
Date Public Consultation Completed: July 27, 2017
Date of Revised Parking Layout Received: August 9, 2017

Report prepared by: Trisa Brandt, Planner

Reviewed by: Terry Barton, Urban Planning Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment "A": City of Kelowna Memorandum dated July 17, 2017
Draft Development Permit and Development Variance Permit DP17-0125 DVP17-0126
Schedule "A": Siting and Dimensions
Schedule "B": Elevations
Schedule "C": Landscape Plan