
CITY OF KELOWNA

MEMORANDUM

Date: September 7, 2001
File No.: DP01-10,037 / DVP01-067

To: City Manager

From: Planning & Development Services Department

Subject:

APPLICATION NO. DP01-10,037 / DVP01-10,067 OWNER: CITY OF KELOWNA

AT: 345 LAWRENCE AVENUE APPLICANT: PBK ARCHITECTS (KENN GROTSKY) AND CITY OF KELOWNA (ROSS HYATT)

PURPOSE: TO CONSTRUCT A NEW PARKADE AND TO VARY THE SIZE, HEIGHT AND LIGHTING REQUIREMENTS FOR A PROJECTING SIGN

EXISTING ZONE: C7 – CENTRAL BUSINESS COMMERCIAL

REPORT PREPARED BY: KIRSTEN G. BEHLER

1.0 RECOMMENDATION

THAT Council authorize the issuance of Development Permit No. 01-10,037 and Development Variance Permit DVP01-10,067; PBK Architects (Kenn Grotsky) and City of Kelowna (Ross Hyatt), Lot A, D.L. 139, ODYD, Plan 39412, located on 345 Lawrence Avenue, Kelowna, B.C, subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in general accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land be in general accordance with Schedule "B";
3. Landscaping to be provided on the land be in general accordance with Schedule "C";
4. The applicants 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 professional landscaper;

AND THAT variances to the following sections of Sign Bylaw No. 8235 be granted:

5.8.1 (a) Maximum height: A variance for the maximum height of the projecting sign from 7.5m above grade to 14.2m above grade.

Section 6.1 Major Commercial – size of the projecting sign: A variance for the maximum size for the projecting sign from 2.5m” to approximately 10m” and a variance to allow backlit letters, instead of directional lighting.

AND THAT the applicants be required to complete the above-noted conditions within 180 days of Council approval of the development permit application in order for the permit to be issued.

2.0 SUMMARY

The applicants propose to construct a new parkade in the Downtown Urban Town Centre. The new parkade, which will replace the existing Chapman Parkade, will provide 464 parking stalls on four floors and on the roof of the building. In addition, some commercial space will be located on the ground floor. The applicants have further applied for a Development Variance Permit to be permitted to vary the height and size requirements for a projecting sign on Lawrence Avenue.

3.0 ADVISORY PLANNING COMMISSION

The Development Permit application was considered by the Advisory Planning Commission at their meeting on July 10, 2001, and the following recommendation was passed:

THAT the Advisory Planning Commission supports Development Permit Application No. DP01-10,037 by PBK Architects Inc. to construct a new 4 storey parkade on the existing Chapman Parkade site.

The Advisory Planning Commission also wishes to encourage the City to seek a reasonable solution to the problems that will be encountered by the neighbouring telecommunications facilities as a result of the proposed parkade development. The applicants have addressed the issue and are in the process of resolving potential problems with the owners of surrounding telecommunication facilities.

4.0 BACKGROUND

4.1 The Proposal

The applicants wish to construct a new four-storey parkade in the downtown area. The new parkade would replace the existing one-storey Chapman Parkade south of Lawrence Avenue between Water and Pandosy Streets. The proposed parkade would offer 464 parking stalls, including those required for the future commercial space and the Commissionaires' area.

Two areas for future commercial use, each being approximately 100m” in size, are located on the ground floor of the parkade. Furthermore, this floor will include the offices and training rooms for the Commissionaires. One combined entrance/exit will be located on the north side of the parkade, with access off Lawrence Avenue. An additional entrance serving the monthly parking area is proposed for Pandosy Street, with a right-out only exit at Water Street. Access to the parkade has been designed to work with any potential changes to the one-way and two-way street network in the immediate area. Floors two to four and the rooftop parking area will have 99 parking stalls each. The building has been designed with the potential for one additional floor in mind. However, the additional costs of an fifth storey may prohibit its addition, and the parkade will most likely remain at four storeys with rooftop parking. The stalls of the parkade are wider but shorter than the standard size prescribed in the City of Kelowna Zoning Bylaw No. 8000. Due to the fact that the stalls are not required stalls, the applicants will not require a

variance for stall sizes. The application included additional information on parkades in Vancouver and Victoria, as well as on the standards used by the National Parking Association, and the proposed stalls in the new Downtown parkade exceed the other examples in length and width. The required stalls for the commercial areas and the commissionaires will be designed to meet City of Kelowna parking standards. The parkade will also include a bicycle parking area, which will be located next to the parking office to allow for supervision of parked bicycles. The parkade will not be accessible to some types of vans used by those with physical disabilities due to insufficient ceiling height.

The exterior of the façade will be finished with red brick veneer on the first two storeys. The remaining two floors will consist of precast concrete spandrels, which will be painted in earthtones, such as beige and taupe. The three staircases will be finished with clear curtain wall glazing. Further detailing on the building includes blue metal grilles, railings and canopies. Exterior lighting on the building consists of light fixtures mounted onto the columns of the building on the north, east and west elevations. Additional lighting will be provided for the whole length of the lane.

The landscape plan shows continuous rows of street trees along all three street frontages. Shrubs will also be added to the boulevard along Lawrence Avenue, together with ornamental lamp standards. Proposed tree grates and a bench at the northeast corner of the site will be consistent with the Streetscape Design Guidelines currently under development. The visual appearance of the rear elevation will be enhanced with planters and ivy located at each column along the lane.

The proposed signage includes a projecting sign on Lawrence Avenue, which requires variances from Sign Bylaw No. 8235. The projecting sign exceeds the maximum height and size provisions of the C7 – Central Business Commercial zone. The applicants have applied to vary the maximum height of the projecting sign from 7.5m to 14.2m above grade and the maximum size from 2.5m" to 10m". The projecting sign will consist of polished aluminum letters mounted on a painted metal panel. The letters will be individually backlit with white neon lights, rather than lit with directional lighting, as required by the sign bylaw. In addition, one parking symbol each will be mounted over the Water and Pandosy Street exits respectively, and the entrance on Lawrence Avenue will be marked with a parking entrance sign. The projecting sign and the signage marking the entrances and exits are essential components in making the parkade more recognizable and helping drivers find access to the building. Other proposed signage on the building consists of sign bands for the businesses that will be located on the ground floor of the parkade. The signs will be lit with recessed lighting and will be consistent throughout. The commercial signs and those marking the entrances and exits of the parkade meet all requirements of the sign bylaw, and are therefore not part of the Development Variance Permit.

The application meets the requirements of the C7 – Central Business Commercial zone as follows:

CRITERIA	PROPOSAL	C7 ZONE REQUIREMENTS
Lot Area (m ²)	3344 m ²	200m ²
Lot Width	36.3m	6.0m
Lot Depth	91.1m	30.0m
Height (#of storeys / m)	15.2m / 4 storeys	22.0m / 6 storeys
Setbacks (m)		
- Front	0.0m	0.0m
- Rear	0.0m	0.0m
- North Side	0.0m	0.0m
- South Side	0.0m	0.0m
Bicycle Parking ^①	10-12 ^②	Class 1: 1 Class 2: 2
Parking Stalls (#) ^①	464 ^③	5

Notes

- ① Required parking calculations for bicycles and cars are based on the floor space of the future retail area and the commissionaires' area.
- ② The parkade will include an area for bicycle parking. The area currently shown will provide space for approximately 10-12 bicycles. The applicant stated that additional space for bicycle parking could be made available in the future, should it be required.
- ③ The parkade will have 464 parking stalls in total, in which the 5 required parking stalls are included.

4.2 Site Context

The proposed development is located in the Downtown Urban Town Centre. It will cover one block between Water and Pandosy Streets, south of Lawrence Avenue. The area is entirely zoned C7 – Central Business Commercial.

Adjacent zoning and existing land uses are to the:

- North - C7 – Central Business Commercial – Parking lot, offices, radio station
- East - C7 – Central Business Commercial – Retail with residential unit on top, offices
- South - C7 – Central Business Commercial – Offices, CHBC
- West - C7 – Central Business Commercial – Automotive repair shop, fire hall

Site Map



4.3 Existing Development Potential

The property is zoned C7 – Central Business Commercial. The purpose of this zone is to designate and preserve land for the orderly development of the financial, governmental and cultural core of City. Non-accessory parking, such as the proposed parkade, is permitted as a principal use in this zone.

4.4 Current Development Policy

4.4.1 Kelowna Official Community Plan

The Official Community Plan specifies that the City will participate in the development of land to provide municipal parking facilities in Town Centre areas where existing and projected parking deficiencies cannot be eliminated through other measures. The redevelopment of the Chapman parkade to a larger facility with more parking capacity is consistent with this policy. In addition, all public parking lots and garages should be accessible to the handicapped and cyclists, which is the case with the proposed parkade, except for some oversized vans used by those with physical disabilities, which cannot be accommodated in the parkade.

4.4.2 City of Kelowna Strategic Plan (1992)

The strategic plan calls for the City to manage demand for parking and pricing of parking. The proposed enlarged Chapman parkade is consistent with this policy by potentially giving the City the opportunity to influence demand for parking through pricing of long and short-term parking.

4.4.3 Kelowna Downtown Plan

The Kelowna Downtown Plan includes the policy to provide parking facilities that are conveniently located, accessible, safe to use, and are in keeping with the character of a pedestrian-oriented environment. The proposed parkade is consistent with these policies.

4.4.4 Crime Prevention Through Environmental Design Guidelines (1999)

The proposed development meets many of the design guidelines addressing crime prevention. The use of glass for the staircases allows supervision of these areas from the street. The location of the washrooms next to the main entrance is also a positive feature of the development. All pedestrian entrances are located adjacent to vehicle entrances, which is consistent with CPTED Guidelines.

CPTED Guidelines encourage a mix of uses, such as proposed in this application, to increase natural surveillance at different times of the day. The addition of storefronts, a bench and the windows of the commissionaires offices will improve supervision of the public realm on Water Street, Lawrence Avenue and Pandosy Street. Furthermore, the parkade is designed without large blank facades, an important aspect to minimize potential graffiti on the building.

4.4.5 Kelowna Downtown Façade Guidelines

By locating the building at the property line and by creating improved public space and pedestrian oriented commercial space at ground level, the proposal is generally consistent with the Downtown Façade Guidelines.

5.0 TECHNICAL COMMENTS

The application has been circulated to various departments and agencies, and the following relevant comments have been submitted:

5.1 Inspections Department

- .1) The main level cannot be considered an open-air storey. Therefore, the building shall be sprinklered.
- .2) The offices and commercial spaces shall be separated from the parkade with a 1.5 hr rating.
- .3) The doors from the future commercial areas shall not swing over the public sidewalk. The doors shall be recessed.

5.2 Parks Manager

- .1) The planting plan does not include info on concrete vault required for proposed tree grates. Please provide specification info for the conc. vaults.
- .2) Construction detail/info is required for planter boxes back of curb (bc).
- .3) Proposed irrigation to be reviewed by Parks Division Irrigation.
- .4) Please note that several problems have occurred in the past with the arms of the specified benches with wood separation occurring along the scroll edge to the main part of the arm. If a straight arm can be specified, please do so.
- .5) BLVD maintenance (irrigation, shrubs, ground cover, sod) is the responsibility of owner/occupant.

- .6) All BLVD tree maintenance is responsibility of Parks Division.
- .7) Planting plan to include all u/g utility locations in BLVD.

The Parks Manager furthermore asked for clarification on whether the rectangular tree grates would incorporate the new city street grate design. He stressed that the applicant will have to ensure that a minimum distance of 2.0m is maintained between tree grate edge and building foundation/wall.

All issues will have to be addressed at Building Permit stage when the final streetscape design has been determined.

5.3 Shaw Cable

Owner/Contractor to supply & install conduit system as per Shaw Cable drawings & specifications.

5.4 Works and Utilities

To facilitate the construction of a major parking facility on this site, Development Engineering determines that the following infrastructure and site services would be required. Cost figures provided for off-site construction are estimates and must be substantiated after engineering designs have been done. The required off-site upgrading construction will be a condition of building permit application.

.1) Domestic Water and Fire Protection

- (a) There is no requirement to upgrade existing street water systems as a condition of a proposed new parkade development on this site.
- (b) The subject site is presently serviced with a 38-mm diameter water service, which is not being utilized. This service may be used by a proposed new development or if a larger service is required for fire sprinkler system installation, it can be provided at a cash levy cost of \$5,625.00.
- (c) If domestic water is used on the site, a water meter must be purchased from the City and installed by the developer at his cost.
- (d) If irrigation of landscaping is intended on the site an irrigation sewer credit meter must also be purchased from the City and installed at the developer's cost.

.2) Sanitary Sewer

- (a) The existing sanitary sewer mains in Water Street are sufficient, but the existing sewer main in the rear lane fronting on this parcel is an aging 150-mm diameter vitrified clay pipe, which will have to be replaced sometime. If a major development is proposed on this lot, along with rear lane upgrading it may be prudent to replace this sewer pipe prior to development of the parkade. The estimated cost of the sanitary sewer main replacement is approximately \$25,000.00. Responsibility for sewer replacement costs is not allocated in this report.
- (b) This parcel does not presently have a sanitary sewer service. If a sanitary sewer service is required for the proposed new development, it can be installed during sanitary sewer upgrading in the lane or installed independently at a cash levy cost of \$6,250.00.

.3) Storm Drainage

- (a) Existing storm drainage systems within Lawrence Avenue and Water Street are adequate, but the existing storm pipe in the lane is undersized and also aging vitrified clay pipe. This pipe will have to be replaced with an adequately sized storm drainage system, a storm service provided for the proposed development and the lane repaved. The cash levy cost of this will be \$21,250.00.
- (b) This site does not have a storm drainage service. Storm drainage overflow service or services, if multiple services are required, can be installed at the developer's cost during construction of the new storm drainage main in the lane.
- (c) It will be necessary for the developer to provide a storm drainage management plan for the site, including a design of on-site storm water retention and on-site ground recharge system(s).

.4) Road Improvements

- (a) Both Lawrence Avenue and Water Street have been constructed to an adequate standard. Driveway accesses may have to be altered, and that would require curb and sidewalk cuts and closures at the developer's cost.
- (b) The rear lane must be widened to a commercial lane standard. This requires a 0.70 m widening of the lane within the subject parcel, and the construction of a pavement fillet to widen the lane pavement. The cash levy cost of this fillet is \$5,400.00.

.5) Subdivision: By registered plan to provide the following:

- (a) Dedicate 0.70 m wide lane widening along the rear lane frontage of this parcel to provide one – half of the width required for a commercial lane width of 7.5 m. The balance of the lane widening would have to be acquired from the opposite side.
- (b) Dedicate 6.0 m radius corner rounding of the two Lawrence Avenue intersection corners.
- (c) Grant statutory rights-of-way if required for utility purposes.

.6) Electric Power and Telecommunication Services

The services to this development are to be installed underground. It is the developer's responsibility to make a servicing application to the respective utility companies. The utility companies are then required to obtain the City's approval before commencing their servicing works.

.7) Street Lighting

Street lights must be installed on all fronting roads and the lane as required to provide the "Maintained illuminance uniformity levels" as identified in the design standards of Bylaw 7900.

.8) Engineering

Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer.

.9) Development Cost Charge Reduction Consideration

None of the required roads or utility construction identified is eligible for DCC credit.

.10) Latecomer Protection

Under provisions of Section 990 of the Municipal Act, the applicant will be eligible for latecomer protection for the following items:

1. Storm drainage construction in the rear lane.

.11) Geotechnical Report

- a) Provide a comprehensive geotechnical report (3 copies), prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below: NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision.

The Geotechnical Reports must be submitted to the Planning & Development Services Department (Planning & Development Officer) for distribution to the Works & Utilities Department and Inspection Services Division prior to submission of Engineering Drawings or application for a Building Permit.

- (i) Area ground water characteristics. Identify any monitoring required.
- (ii) Site suitability for development.
- (iii) Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
- (iv) Any special requirements for construction of roads, utilities and building structures.
- (v) Suitability of on-site disposal of storm water including potential effects upon adjoining lands.
- viii) Recommendations for items that should be included in a Restrictive Covenant.
- ix) Recommendations for erosion and sedimentation controls for water and wind during construction.
- x) Recommendations for roof drains and perimeter drains.
- xi) Provide an environmental site profile assessment to determine if there is any existing soil or groundwater contamination on the site or in the adjacent roads.

.12) Survey Monuments and Iron Pins

If any legal survey monuments are removed or disturbed, during construction, the developer will be invoiced a flat sum of \$1,200.00 per monument to cover the cost of replacement.

.13) Bonding & Levy Summary

Bonding for off-site construction would have to be provided as a condition of Building Permit issuance. Bonding amounts include a 25% escalation of estimated construction cost plus an additional 15% for engineering design and inspection.

.14) Development Permit & Site Related Issues

1. Bicycle parking must be made available on this site.

2. Parking modules will accommodate a full sized car with a 7.3 meter turning radius; but clearances *are tight*.
3. Proposed accesses on Pandosy Street, Water Street and Lawrence Avenue are acceptable as shown.

.15) Summary of Off-Site Upgrade Costs

	<u>Cash Levy</u>	<u>Bonding Amt.</u>
Water Service	\$ 5,625.00	\$ 6,500.00
Sanitary Sewer Share	\$Not determined	\$Not determined
Sanitary Sewer Service	\$ 6,250.00	\$ 7,200.00
Lane Storm Drainage	\$21,250.00	\$24,400.00
Lane Paving	<u>\$ 5,400.00</u>	<u>\$ 6,210.00</u>
 Total Costs	 <u>\$38,525.00</u>	 <u>\$44,310.00</u>

5.5 West Kootenay Power

City of Kelowna electric utility will require a location(s) for existing facilities currently on civic property. Developer to pay for all relocation of existing facilities as required.

5.6 Telus

- .1) Telus will provide underground facilities to this development. Developer will be required to supply and install per Telus policy.
- .2) On a temporary basis, relocate the existing Telus communication facilities located under the pavement inside the property line on Pandosy Street to allow for the demolition of the existing parkade and the pouring of the foundation of the new parkade.
- .3) During the demolition of the existing parkade and the construction of the new parkade, Telus must have people access at all times to the cross connect box located on the north east corner of the parkade property.
- .4) An easement is required for a dedicated Telus communication room to be located in the new parkade to house communication switching equipment.
- .5) Completion of 4.) is required to allow for the removal of the cross-connect box located in the north-east corner of the parkade property and the temporary relocated facility identified in 1.)
- .6) There are Telus facilities located in the back lane adjacent to the south property line that will need to be relocated if the new parkade foundation extends beyond the south property line.

6.0 PLANNING COMMENTS

The Planning and Development Services Department has no concerns with the proposed development. The new parkade will allow the City of Kelowna to manage parking in the Downtown in a manner that supports the area's long-term competitiveness. The parkade will greatly enhance the visual character of the area and create a better pedestrian environment by locating commercial uses at street level, by providing pedestrian amenities and by enhancing the landscaping in the boulevard. The Department furthermore has no concerns with the requested sign variance. The projecting sign on Lawrence Avenue is an essential design feature of the building and is not only consistent with, but enhances the overall appearance of the building. Its size, although in the case of the projecting sign exceeding the provisions of the sign bylaw, are compatible with the large scale of the building.

Andrew Bruce
Current Planning Manager

Approved for inclusion

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R.L. (Ron) Mattiussi, ACP, MCIP
Director of Planning & Development Services

KGB
Attach.

FACT SHEET

- | | | |
|-----|--|---|
| 1. | APPLICATION NO.: | DP01-10,037 /
DVP01-10,067 |
| 2. | APPLICATION TYPE: | Development Permit
Development Variance Permit |
| 3. | OWNER:
· ADDRESS
· CITY
· POSTAL CODE | City of Kelowna
1435 Water Street
Kelowna, BC
V1Y 1J4 |
| 4. | APPLICANT/CONTACT PERSON:
· ADDRESS
· CITY
· POSTAL CODE
· TELEPHONE/FAX NO.: | PBK Architects Inc. / Kenn Grotzky
And City of Kelowna / Ross Hyatt
200-1770 W. 7 th Ave.
Vancouver, BC
V6J 4Y6
(604) 736-5329 / (604) 763-1519 |
| 5. | APPLICATION PROGRESS:
Date of Application:
Date Application Complete:
Servicing Agreement Forwarded to Applicant:
Servicing Agreement Concluded:
Staff Report to APC:
Staff Report to Council: | March 8, 2001
June 26, 2001

July 4, 2001
September 7, 2001 |
| 6. | LEGAL DESCRIPTION: | Lot A, D.L. 139, ODYD, Plan 39412 |
| 7. | SITE LOCATION: | Downtown, south of Lawrence Ave.,
between Water and Pandosy Streets |
| 8. | CIVIC ADDRESS: | 345 Lawrence Ave. |
| 9. | AREA OF SUBJECT PROPERTY: | 3344 m ² |
| 10. | EXISTING ZONE CATEGORY: | C7 – Central Business Commercial |
| 11. | TYPE OF DEVELOPMENT PERMIT AREA: | Mandatory General Commercial DP |
| 13. | PURPOSE OF THE APPLICATION: | To construct a four-storey parkade |
| 14. | MIN. OF TRANS./HIGHWAYS FILES NO.:
NOTE: IF LANDS ARE WITHIN 800 m OF A
CONTROLLED ACCESS HIGHWAY | 02-081-19350 |
| 15. | DEVELOPMENT PERMIT MAP 13.2
IMPLICATIONS | |
| | General Commercial DP | Mandatory DP |

ATTACHMENTS

(not attached to the electronic version of the report)

- Location of Subject Property
- Site Plan
- Floor Plans
- Elevations
- Cross Sections
- Landscape Plan and Landscape Details
- Sign Details