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**CITY OF KELOWNA**  
**MEMORANDUM**

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**Date:** December 9, 2003  
**File No.:** (3060-20) **DP03-0107**

**To:** City Manager

**From:** Planning & Corporate Services Department

**Subject:**

DEVELOPMENT PERMIT APPLICATION OWNER: PACIFIC SUN  
NO. DP03-0107 ENTERPRISES LTD. (INC.  
NO. 47246)

AT: 3600 GORDON DRIVE APPLICANT: AS ABOVE

PURPOSE: TO SEEK A DEVELOPMENT PERMIT TO AUTHORIZE  
CONSTRUCTION OF A 4 STOREY, 171 UNIT, 11,090 M<sup>2</sup>  
CONGREGATE HOUSING FACILITY FOR SENIOR CITIZENS

EXISTING ZONE: RM5 – MEDIUM DENSITY MULTIPLE HOUSING

REPORT PREPARED BY: PAUL McVEY

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**SEE ATTACHED FACT SHEET FOR COMPLETE APPLICATION DETAILS**

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**1.0 RECOMMENDATION**

THAT Council authorize the issuance of Development Permit No. DP03-0107 for Lot 9, Blk. 2, DL 134, O.D.Y.D., Plan 515, Exc. Plans B685 & H17514, located on Gordon and Barnes Roads, 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 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 professional landscaper;

AND FURTHER THAT the applicant 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 applicant is seeking a development permit to authorize construction of a 4 storey, 171 unit, 11,090 m<sup>2</sup>, congregate housing project on the subject property. A portion of the building is designed to be constructed over a parking garage for 54 vehicles.

### 2.1 Advisory Planning Commission

The above noted application (DP03-0108) was reviewed by the Advisory Planning Commission at the meeting of October 7, 2003 and the following recommendation was passed:

THAT the Advisory Planning Commission supports Development Permit Application No. DP03-0107, 3600 Gordon Drive/Lot 9, Plan 515, Sec. 7, Twp. 26, ODYD, by Pacific Sun Enterprises Ltd. (David Kornell), to obtain a development permit to allow for construction of a 4 storey, 11,090 m<sup>2</sup>, 171 unit, congregate housing development, subject to the Planning & Corporate Services Department taking into consideration the concerns of the adjacent residents and the APC with respect to the traffic impacts of this development.

## 3.0 BACKGROUND

### 3.1 The Proposal

The subject property was rezoned in 1995 (Z95-1058) from the existing Rural (A1) zone to the Institutional (P2) zone of the previous City of Kelowna Zoning Bylaw 4500 in order to facilitate the development of a multi-level care facility proposed to consist of 80 beds dedicated to full service care, and an additional 116 units for Congregate housing. That property was subsequently rezoned to the RM5 – Medium Density Multiple Housing zone in 1998 as part of the application of the new City of Kelowna Zoning Bylaw 8000, as the RM5 zone suited the proposed congregate housing use.

This current application seeks approval for a 171 unit (215 bed), 4 storey, 11,090m<sup>2</sup> (net floor area) congregate housing facility for seniors. The proposed site plan indicates primary access to the proposed development coming from Barnes Avenue. This access terminates in a circular driveway element and a "Porte Cochere" feature located over the main pedestrian access to the proposed building. Midway along this driveway from Barnes Ave. are access points to the proposed surface parking lots located on either side of the main driveway, between the north side of the building and Barnes Ave. There are also depressed access driveways located adjacent to each of these parking areas to provide access to the under building parking garages located under the northerly wings on each side of the central core. There is also a surface parking area located to the west of the proposed building, with access coming from the existing road reserve, which is located along the west side of the property. There is also a loading stall located adjacent to the building in this area.

The proposed building is arranged in an “X” shaped configuration, with the centre 2 storey portion of the building providing space for the common amenities, such as kitchen and dining facilities, meeting and common rooms, as well as an administration office area on the ground floor. There are also areas for personal service (beauty salon, health spa) and a theatre proposed for this central core. This central common area also provides a lobby area with access to a bank of elevators located on each side of the common area to provide access to the adjacent residential wings.

Each of the 4 wings of the proposed building is designed to be 4 storeys high and provide space for the residential rooms, which are available as either 1 or 2 bedroom units. It is anticipated that there will be a total of 215 bedrooms created. The ends of each of these 4 wings are reduced in building height by stepping back the roof form in order to reduce the building height as the ends of each building wing get closer to the adjacent property boundaries in order to reduce the apparent building height and associated building massing.

The exterior of the proposed building is designed to be finished with a mixture of stucco finishes in “pale yellow” and “light brown” colours and window detailing in a Santa Fe building form, including cultured stone column detail elements to reinforce the residential appearance of the proposed building, as well as providing a substantial amount of articulation to the building facades to create a substantial amount of visual interest to the building exterior. The roof form of the building is designed with a number of hips and dormers, as well as chimney details to break up the mass of the roof areas. Each of the residential units is designed to have a private outdoor deck area.

The building project is designed to be constructed in 2 phases, the first phase being the east residential wings of the building and the common amenity component located in the centre of the building.

The landscape drawing submitted with the development permit application indicates a substantial amount of landscaping proposed for the development site. The perimeter of the development site is proposed to be heavily landscaped with deciduous and coniferous trees, and shrubs located on a 1 m high berm. The main access driveway is also planted with deciduous and coniferous trees along each side. The site landscaping creates substantial grassed areas to the south and the east of the proposed building. The proposed parking area located adjacent to the west side of the building is heavily landscaped to provide a visual screen from the neighbouring property to the west, as well as the future road extension.

The proposal as compared to the RM5 zone requirements is as follows:

CRITERIA	PROPOSAL	RM5 ZONE REQUIREMENTS
Site Area (m <sup>2</sup> )	18,246.7 m <sup>2</sup> (gross) 15,782.2 m <sup>2</sup> (net)	1,400 m <sup>2</sup>
Site Width (m)		30m
Site Coverage (%)	25.6% building 41.5 % bldg & pvmt	The maximum site coverage is 40%, provided that the maximum site coverage of buildings, driveways, and parking areas is 60%.
Total Floor Area (m <sup>2</sup> )	14,767 m <sup>2</sup> (gross) 11,090 m <sup>2</sup> (net)	17,360.42 m <sup>2</sup> max @ FAR = 1.1
F.A.R.	0.70	1.1 FAR max
Storeys (#)	4 Storeys	4 Storeys (16.5M)
Setbacks (m)		
- Front (Barnes Ave.)	6.0 m	6.0 m
- Rear	9.0 m	The minimum site rear yard is 9.0 m, except it is 7.5 m where there is a rear lane. It is 6.0 m for accessory buildings.
- West Side	7.5 m	The minimum site side yard is 4.5m for a portion of a building not over 2½ storeys, and 7.5m for portions of a building in excess of 2½ storeys, and 7.5 m from a flanking street.
- East Side	7.5 m	The minimum site side yard is 4.5m for a portion of a building not over 2½ storeys, and 7.5m for portions of a building in excess of 2½ storeys, and 7.5 m from a flanking street.
Parking Stalls (#)	111 stalls provided	90 stalls required
Private Open Space	6,272 m <sup>2</sup> provided	7.5 m <sup>2</sup> per br x 215 = 1,613 m <sup>2</sup>

Parking Calculations;

Congregate Housing;

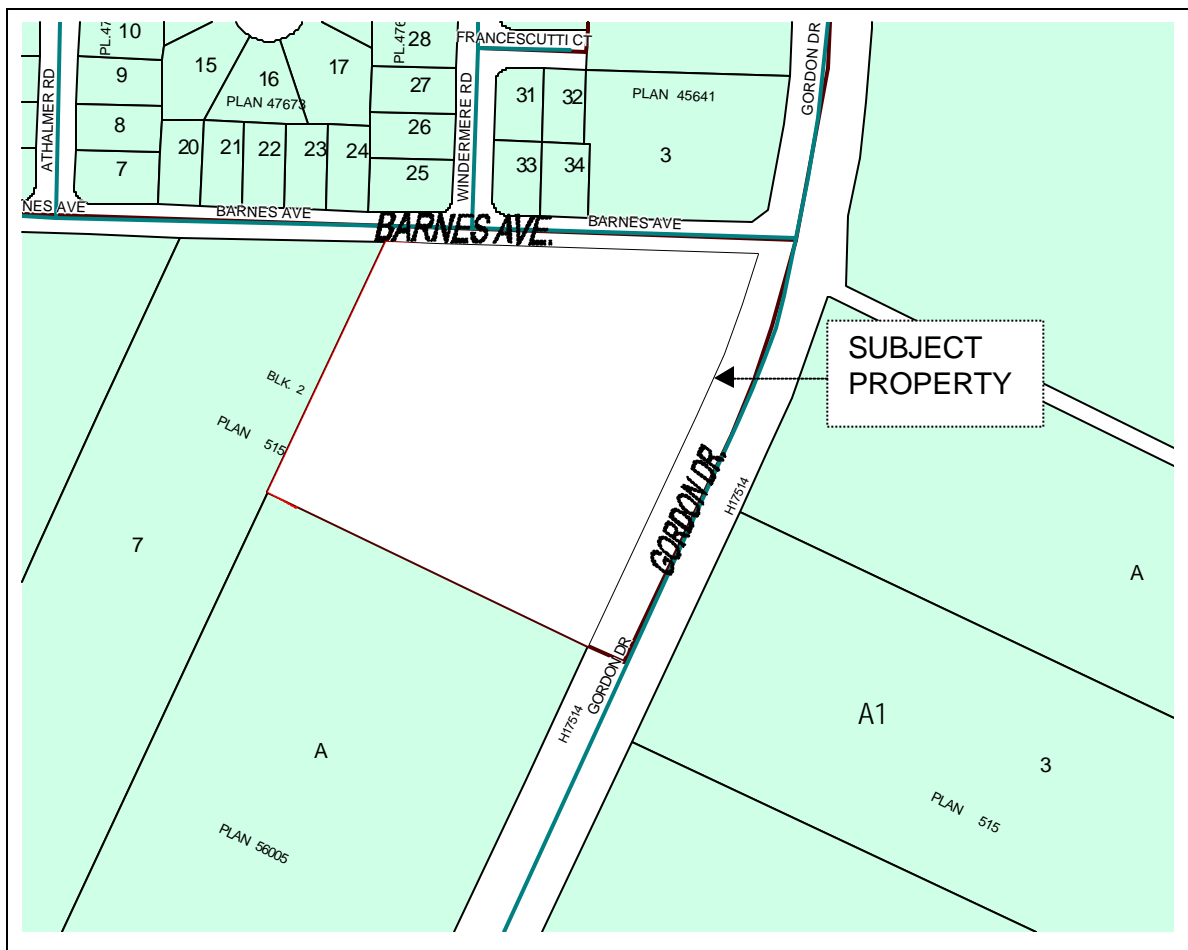
1 stall per 3 beds @ 215/3	= 72 stalls
1 stall per principal dwelling unit	= 1 stall
1 stall per staff member	= 17 stalls
<b>Total required</b>	<b>90 stalls required</b>

**90 stalls x 125% = 113 stalls maximum permitted**

### 3.2 Site Context

The subject property and the adjacent vacant parcels had been in the Agricultural Land Reserve until they were released in December 1994. The subject property was rezoned to Institutional (P2) zone in 1995. There had been a development permit (DP98-10,069) issued in 1999, however construction never occurred. The property to the south had a rezoning application (Z01-1058) to permit the development of a private recreation club. However, that application never proceeded.

#### Subject Property Map



Adjacent zones and uses are, to the:

- North - RU2 – Medium Lot Housing/Barnes Ave. - SFD housing
- East - A1 – Agriculture 1/Gordon Dr. - vacant field
- South - A1 – Agriculture 1/ vacant field
- West - A1 – Agriculture 1/ vacant field

### 3.3 Current Development Policy

#### 3.3.1 Kelowna Official Community Plan

The proposal is not consistent with the Institutional future land use designation of the Official Community Plan.

**Note;** In 1995 there had been application (Z95-1058) to rezone the subject property from the Rural (A1) zone to the Institutional (P2) zone, a land use consistent with the City of Kelowna Official Community Plan of the day, and consistent with the current OCP. However, in 1998, when the new City of Kelowna Zoning Bylaw 8000 was adopted, it was determined that the RM5 zone was more appropriate for the proposed use of the subject property, as the proposed congregate housing use was of a residential nature.

The Official Community Plan also contains the following statements as they relate to multiple units residential development;

#### **Objectives for Multiple Unit Residential Development:**

- All development should be an appropriate response to its physical context, or anticipated future context where an area is designated for increased density or land use transition in the OCP.
- All development should facilitate access by, and minimize conflicts among pedestrian, bicycle, and vehicular modes of transportation (access, mobility).
- All development should promote safety and security of persons and property within the urban environment (CPTED).

#### **Guidelines for Multiple Unit Development:**

In issuing conditions relating to a development permit the City will specify how development permit objectives can be satisfied. This should include consideration of the following guidelines, as examples of how to meet the objectives:

##### **Relationship to the Street**

- The principle front entranceway should be clearly identified and in scale with the development.

##### **Building Massing**

- Developments should be sensitive to and compatible with the massing and rhythm of the established streetscape.
- Sub-roofs, dormers, balconies, and bay windows should be encouraged.

##### **Walls**

- End walls visible from a public street or residential lot should be finished to provide an attractive appearance. Blank or solid walls (without glazing) should not be longer than 5 m. Walls longer than 5 m should incorporate wall detailing that will provide visual interest.

##### **Views**

- View corridors should, wherever possible, be preserved.

##### **Crime Prevention**

- Guidelines for Crime Prevention Through Environmental Design Guidelines (CPTED) should be followed.

**Amenities**

- Appropriate high quality public spaces, which provide links to surrounding areas and open space relief within the development should be encouraged.

**Parking**

- Underground parking is encouraged.

3.3.2 City of Kelowna Strategic Plan (1992)

The project is consistent with the Urban Form objectives of the Strategic Plan which encourages a “more compact urban form by increasing densities through infill and redevelopment within existing urban areas...”.

3.3.3 South Pandosy/KLO Sector Plan

The proposal is not consistent with the Institutional future land use designation of the South Pandosy/KLO Sector Plan.

**Note;** In 1995 there had been application (Z95-1058) to rezone the subject property from the Rural (A1) zone to the Institutional (P2) zone, a land use consistent with the City of Kelowna Official Community Plan of the day, and consistent with the current OCP. However, in 1998, when the new City of Kelowna Zoning Bylaw 8000 was adopted, it was determined that the RM5 zone was more appropriate for the proposed use of the subject property, and the proposed use was of a residential nature.

3.3.4 Crime Prevention Through Environmental Design

**Natural Surveillance**

- building entrances and exterior doors should be clearly visible from the street or by neighbours;
- all doors that open to the outside should be well-lit;
- all four facades of a building should have windows;
- visitor parking should be designated;
- the lower branches of existing trees should be kept at least ten feet (3 metres) off the ground;
- parking areas should be visible from windows and doors;
- parking areas and pedestrian walkways should be well-lit;
- dumpsters should not create blind spots or hiding areas;
- elevators and stairwells should be clearly visible from windows and doors;
- shrubbery should be no more than three feet (one metre) high for clear visibility;
- buildings should be sited so that the windows and doors of one unit are visible from another;
- stairwells should be well-lit and open to view; not behind solid walls.

**Territorial Reinforcement**

- property lines should be defined by landscaping or fencing which does not create a visual barrier;
- low shrubbery and fencing should allow visibility from the street;

- building entrances should create a strong sense of identity and presence on the street with the use of architectural elements, lighting and /or landscaping;
- balconies should be large enough to provide a useable activity area for residents, thereby increasing influence over the adjacent neighbourhood;

#### **Natural Access Control**

- balcony railings should never be a solid opaque material;
- entrances into parking lots should be defined by landscaping, or architectural design;
- dead end spaces should be blocked by a fence or gate;
- hallways should be well-lit;
- where feasible, no more than four apartments should share the same entrance;
- elevators and stairwells should be centrally located;
- access to the building should be limited to no more than two points.

#### **Target Hardening**

- cylinder dead bolt locks should be installed on all exterior doors;
- where necessary, entrances to parking lots may be monitored by a guard;
- common building entrances should have locks that automatically lock when the door closes;
- common doorways should have windows and be key-controlled by residents;

### **4.0 TECHNICAL COMMENTS**

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

#### **4.1 Aquila Networks Canada**

West Kootenay Power comments from Z95-1058 – June 12, 1996;  
WKP would serve the proposed development with underground wiring

#### **4.2 B.C. Gas (Terasen Utility Services)**

Gas servicing to come from Barnes Road.

#### **4.3 Fire Department**

Fire department access and hydrants as per the BC Building Code and City of Kelowna Subdivision By-law. Engineered fire flows will be required.



#### 4.4 Inspection Services Department

There is not enough information on the plans to even do a preliminary code check. Project address is off Gordon but there is no access shown on Gordon. Address should be off Barnes.

**NOTE:**

There will be an opportunity for a complete review at the Building Permit application

#### 4.5 Shaw Cable

Owner/developer to supply and install an underground conduit system as per Shaw Cable drawings and specifications.

#### 4.6 Telus

BC Tel comments from Z95-1058 – June 12, 1996;  
BC Tel will provide underground facilities to the development. Developer will be required to supply and install as per BC Tel policy.

#### 4.7 Works and Utilities Department

The Works & utilities Department has the following comments and requirements associated with this application for the proposed Congregate Care Housing Complex. The existing parcel is zoned RM5-5. The road and utility upgrading requirements outlined in this report are provided for information purposes.

##### 1. Domestic Water & Fire Protection

- (a) Domestic water and fire protection requirements were outlined in the rezoning report which identified the requirement of a watermain extension on Gordon Drive, from Barnes Road to the south property line of the subject property. The applicant has placed performance-bonding security (1995 dollars), for this. A requirement of the building permit will be to revise this bonding to 2003 dollars. As a condition of development permit, the developer must engage a consulting civil contractor to install the system.
- (b) A water service of sufficient size must be installed to supply the domestic and fire protection requirement of the proposed development.
- (c) A water meter is mandatory for this development and must be installed inside the building on the water service inlet as required by the City Plumbing Regulation and Water Regulation bylaws. The developer or building contractor must purchase the meter from the City at the time of application for a building permit from the Inspection Services Department, and prepare the meter setter at his cost.
- (d) The boulevard irrigation systems must be integrated with the on-site irrigation system and a sewer credit meter must also be installed at the developer's cost as outlined above.
- (e) A requirement of the Z95-1058 report file indicated that this property is not within a sanitary sewer area, to date this has not been resolved. A

\$250.00 application fee is required to cover the cost of a service boundary amendment

2. Sanitary Sewer

- (a) Extension of the sanitary sewer system is also necessary to provide service to this site and for future developments to the south. Performance bonding (1995 dollars), for sewer system extension was provided by the developer during the rezoning application. A requirement of the building permit will be to revise this bonding to 2003 dollars. The developer must engage a consulting engineer to choose the best route and design the sewer system extension.

The routes available are:

- (i) Extension of the existing sewer along Gordon Drive from Casorso Road to the south boundary of this site.
  - (ii) Extension of the existing system on Barnes Avenue south on Gordon Drive to the south property line of the subject property.
  - (iii) Determine if it is necessary to extend either of these systems, but instead to provide a plan of how the remaining lands in this block will be serviced, and what sewer main extensions are necessary of this development to assure that adjoining lands can be serviced.
- (b) Install a sanitary sewer service for the proposed development at the developer's cost.
  - (c) A requirement of the Z95-1058 report file indicated that this property is not within a sanitary sewer area, to date this has not been resolved. A \$ 250.00 application fee is required to cover the cost of a service boundary amendment.

3. Storm Drainage

Storm drainage requirements were outlined in the rezoning report which identified the requirement of a storm sewer system for Barnes Road and on Gordon Drive, from Barnes Road to the south property line of the subject property. Performance bonding (1995 dollars), for storm drainage requirements was provided by the developer during the rezoning application.

It is now necessary for the developer to engage a consulting civil engineer to design and install the on-site and off-site drainage systems.

4. Road Improvements

Frontage road upgrading requirements were outlined in the rezoning report and included the urbanization of Gordon Drive and Barnes Road fronting the proposed development site including curb and gutter, sidewalk, storm drainage, pavement widening, landscaped boulevards and ornamental street lighting.

Gordon Drive frontage of his property will include an additional southbound lane, curb & gutter, boulevard and sidewalk to match the cross-section to the north. Moving the endpoint of the 2-lane southbound section will improve safety by taking the merge movement away from the point where vehicles are turning in and out of Barnes Road.

The developer must now engage a consulting engineer to design and perform the required construction.

Future construction of an urban standard road along the west boundary of the property, from Barnes Road to the south boundary was also identified in the rezoning report (1995 dollars) not including utility service costs. This road is not required for the initial construction. Timing will be reviewed as further phases come forward.

Performance bonding (1995 dollars), for road improvement requirements was provided by the developer during the rezoning application. A requirement of the building permit will be to revise this bonding to 2003 dollars.

5. Subdivision

As listed in the rezoning report under file Z95-1058.

6. Power and Telecommunication Services Wiring

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

Ornamental street lighting including underground ducts must be installed on all roads fronting on the proposed development

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. All Engineering and Construction are to be in accordance with the current Subdivision, Development and Servicing Bylaw (#7900)

9. Geotechnical Report

We have reviewed the comprehensive geotechnical survey report on file submitted by Interior Testing Services Ltd. The survey has identified three significant detriments to constructing buildings on this site.

- Relatively shallow ground water table.
- Liquefaction susceptible soils.
- Compressible peat and silt layers.

The report recommends that the top of floor slab should be set a minimum of 300 mm higher than measured top of ground water elevation. In fact, the City requires that where no control of the ground water elevation is provided, the minimum depth of top of floor slab must be 600 mm higher than the measured highest ground water elevation.

Settlement induced by a large seismic event resultant from the liquefaction of some existing underlain soils, is a matter for the engineer and the Inspection Services Department to deal with to meet the requirements of the National Building Code.

The geotechnical engineer recommends preloading of the areas underlain with peat and compressible silt. Although preloading may be effective with compressible silt, our experience with peat is that it will rebound when the preload is removed. We do not recommend preloading of peat, but instead, we believe that all peat must be excavated and removed and the area filled with compacted granular fill under the engineer's supervision.

10. DCC Consideration

The Gordon Drive upgrading is eligible to receive a DCC credit for a portion of the pavement road work. The total maximum DCC credit based on construction cost estimates, but the DCC credit shall not exceed the actual DCC for roads as calculated by the Inspection Services Department, nor should it exceed the actual cost of construction as substantiated by the construction contract.

11. Latecomer Provision

Under provisions of Section 990 of the BC Municipal Act, and in conformance with the City of Kelowna Subdivision Development & Servicing Bylaw No. 7900, the owner is eligible to apply for latecomer protection for the following:

1. Water main construction on Gordon Drive.
2. Sanitary sewer main construction on Gordon Drive. (Or approved option)
3. Storm drainage construction on Gordon Drive.

There is a \$1,000.00 administration fee payable to the City for processing and registration of a Latecomer Agreement.

12. Bonding & Levy Summary

NOTE: The performance bonding amounts provided by the developer during the rezoning application was comprised of estimated construction costs (1995 dollars), escalated by 140% to include engineering design and contingency protection. A requirement of the building permit will be to revise this bonding to 2003 dollars.

The owner shall engage a consulting civil engineer to choose the best sewer system extension route and provide detailed designs and construction costs. It will be determined if the developer will be required to provide additional security for the required off-site construction. The Security must be provided as a condition of building permit issuance and may be in the form of cash or an irrevocable letter of credit, in an approved format.

It is recommended that the developer convert his Voluntary Gifting Agreement to a servicing agreement in a form provided by the City prior to issuance of a building permit.

13. Development Permit & Site Related Issues

- (a) Site servicing issues will be reviewed when engineered designs are submitted.
- (b) The residents of the Windermere Road subdivision have requested that this development be permitted a temporary driveway access to the site from Gordon Drive during the construction period, and to restrict all construction vehicle traffic to that access. We think this is a good suggestion, as it will reduce the traffic on Barnes Road during site construction. However, the construction traffic is to be restricted to right-in and right-out only.
- (c) The residents of the Windermere Road area are also concerned about vehicular traffic destined to or departing from the proposed senior care facility cutting through their subdivision.
- (d) We have reviewed the TIS for this development and are comfortable with the development in the area, we would like to retain the ability to provide a future road link between Barnes and Casorso; however, we would like this link to connect with Barnes Ave west of the NW corner of the site, and with Casorso Road opposite Mission Springs Drive. To this end we propose that the right of way along the west side of the property be retained, and that bonding be required for future development of such a link, but that construction of any road along the west side of the property be deferred to a future date when the adjacent property is developed.
- (e) The recommendation to restrict exit movements onto Barnes to right out only will go a long way to appeasing the neighbouring residents, who are concerned about the additional traffic through their neighbourhood, and we support it. We would, however, like to retain the possibility for vehicles to and from the underground parking to exit via the proposed new link to the west and hence to Casorso Road in the future. This may require provision of an internal roadway, or perhaps an exit from the underground parking to the parking area on the west side of the development.

14. Administration Charge

An administration charge will be assessed for processing of this application, review and approval of engineering designs and construction inspection. The administration charge is calculated as 3% of the total off-site construction costs, not including design. 7% GST will be added.

## 5.0 PLANNING AND CORPORATE SERVICES DEPARTMENT COMMENTS

The Planning and Corporate Services Department does not have concerns with this proposed congregate housing development. The original 1995 development proposal was for 295 units, which was reduced to 196 units at the time that the zone amending bylaw was adopted in 1998. This current application proposes 171 units.

This “X” shaped proposed building configuration is a substantial improvement over the original proposal as well, in that the original building was designed with long uninterrupted building walls facing the adjacent streets and neighbourhoods. This current application introduces a substantial amount of articulation to the building exterior. As well, owing to the “X” shaped configuration of the building plan, the building mass is reduced to the end elevations of the building wings as the building face gets closer to the lot boundaries. This arrangement should reduce the impact of the building massing to the adjacent single properties to a minimum.

There has been a substantial amount of concern raised by the adjacent neighbourhood regarding the potential negative traffic impacts perceived to be generated by this project. The applicant has retained a traffic consultant to review the current project and the anticipated transportation impacts that would likely be generated by this proposed project. As part of the transportation review, the consultant did a traffic count at the “Sandalwood Retirement Resort” development located on Kane Road in Glenmore. This development is operated as a congregate housing project by the same proponents as the application for the subject property. The size and operation of this facility is comparable to the proposed facility for the subject property.

The review of the application by the transportation consultant and the traffic count numbers of the “Sandalwood” project demonstrate that the potential traffic generated by this project is not anticipated to have an impact on this neighbourhood. The review by the consultant indicates that for the uses permitted in this zone, the use of the site for congregate housing will have a substantially lesser impact on the neighbourhood than the traffic that would be generated by a multiple unit residential project of comparable size.

The traffic consultant has also included several requirements to further mitigate potential traffic impacts on vehicle movements into the Windermere Road neighbourhood. Since this application is for a Development Permit, the requirements identified by the “Works and Utilities Department” can be dealt with through the building permit application process.

In light of the above, the Planning and Corporate Services Department supports this application and recommends for positive consideration by Council.

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Andrew Bruce  
Manager of Development Services

Approved for inclusion ☐

R.L. (Ron) Mattiussi, ACP, MCIP  
Director of Community and Corporate Services

PMc/pmc  
Attach.

**FACT SHEET**

- |  |   |
|--|---|
| 1. APPLICATION NO.:                          | DP03-0107   |
| 2. APPLICATION TYPE:                         | Development Permit  |
| 3. OWNER:                                    | Pacific Sun Enterprises<br>(Inc. No. 47246)   |
| . ADDRESS                                    | 700 – Rutland Rd. N   |
| . CITY                                       | Kelowna, BC   |
| . POSTAL CODE                                | V1X 7W8   |
| 4. APPLICANT/CONTACT PERSON:                 | Pacific Sun Enterprises (Inc. No. 47246) / David Kornell  |
| . ADDRESS                                    | 700 – Rutland Rd. N   |
| . CITY                                       | Kelowna, BC   |
| . POSTAL CODE                                | V1X 7W8   |
| . TELEPHONE/FAX NO.:                         | 491-7714/491-7289   |
| 5. APPLICATION PROGRESS:                     |   |
| Date of Application:                         | September 9, 2003   |
| Date Application Complete:                   | September 16, 2003  |
| Servicing Agreement Forwarded to Applicant:  | N/A   |
| Servicing Agreement Concluded:               | N/A   |
| Staff Report to Council:                     | December 9, 2003  |
| 6. LEGAL DESCRIPTION:                        | Lot 9, Blk. 2, DL 134, O.D.Y.D., Plan 515, Exc. Plans B685 & H17514   |
| 7. SITE LOCATION:                            | South West Corner of Barnes Ave. and Gordon Dr.   |
| 8. CIVIC ADDRESS:                            | 3600 Gordon Dr.   |
| 9. AREA OF SUBJECT PROPERTY:                 | 18,254 m <sup>2</sup> (gross)<br>15,782 m <sup>2</sup> (net)  |
| 10. TYPE OF DEVELOPMENT PERMIT AREA:         | General Multiple Unit DP Area   |
| 11. EXISTING ZONE CATEGORY:                  | RM5 – Medium Density Multiple Housing   |
| 12. PURPOSE OF THE APPLICATION:              | To Seek A Development Permit To Authorize Construction Of A 4 Storey, 171 Unit, 11,090 M <sup>2</sup> Congregate Housing Facility For Senior Citizens |
| 13. DEVELOPMENT VARIANCE PERMIT VARIANCES:   | N/A   |
| 14. VARIANCE UNDER DEVELOPMENT PERMIT:       | N/A   |
| 15. DEVELOPMENT PERMIT MAP 13.2 IMPLICATIONS | N/A   |



Attachments

Subject Property Map  
Schedule A, B & C (3 pages)