
CITY OF KELOWNA

MEMORANDUM

Date: March 29, 2007

To: City Manager

From: Planning & Development Services Department

Subject:

DEVELOPMENT PERMIT
APPLICATION NO. DP05-0131
DEVELOPMENT VARIANCE PERMIT
APPLICATION NO. DVP05-0132
AT: 955 – 1005 LEON AVENUE

OWNER: CERCO DEVELOPMENTS LTD.

APPLICANT: AS ABOVE

PURPOSE: TO SEEK A DEVELOPMENT PERMIT TO AUTHORIZE DEVELOPMENT OF A 144 UNIT APARTMENT COMPLEX IN 4 BUILDINGS RANGING IN HEIGHT FROM 4 STOREYS TO 7 STOREYS,
TO SEEK A DEVELOPMENT VARIANCE PERMIT TO VARY:

- THE FRONT YARD SETBACK FROM LEON AVENUE FROM 6.0 M REQUIRED TO 4.3 M PROPOSED,
- THE MAXIMUM BUILDING HEIGHT FROM 4 STOREYS PERMITTED TO 7 STOREYS PROPOSED FOR BUILDING 1 & 6 STOREYS PROPOSED FOR BUILDING 4,
- THE OFF-STREET PARKING FROM 196 STALLS REQUIRED TO 159 STALLS PROPOSED.

EXISTING ZONE: RU6 – TWO DWELLING HOUSING

PROPOSED ZONE: RM5 – MEDIUM DENSITY MULTIPLE HOUSING

REPORT PREPARED BY: PAUL McVEY

1.0 RECOMMENDATION

THAT Final Adoption of Bylaw 9727 authorizing a Housing Agreement between the City of Kelowna and Cerco Developments Ltd. be considered by Council;

THAT Final Adoption of Zone Amending Bylaw No. 9544 be considered by Council;

AND THAT Council authorize the issuance of Development Permit No. DP05-0131 for Lot A, D.L. 138, O.D.Y.D, Plan KAP82339, located on Leon 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 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 THAT Council authorize the issuance of Development Variance Permit No. DVP05-0132; Lot A, D.L. 138, O.D.Y.D, Plan KAP82339, located on Leon Avenue, Kelowna, B.C.;

AND THAT variances to the following sections of Zoning Bylaw No. 8000 be granted:

- a) Section 8 – **Parking and Loading**, Table 8.1 – Parking schedule:
To vary the parking schedule for apartment housing, from 1.25 stalls required per one bedroom unit to 1.0 stalls proposed, and from 1.25 stalls required per two bedroom unit to 1.2 stalls provided, (varies parking from 198 stalls required to 159 stalls provided), and vary visitor parking from 28 stalls required to 7 stalls provided,
- b) Section 13.11.6(b) Urban Residential Zones: RM5 Medium Density Housing: – **Development Regulations**.
To vary maximum site coverage for buildings, driveways, and parking areas from 60% permitted to 66% proposed,
- c) Section 13.11.6(c) Urban Residential Zones: RM5 Medium Density Housing: – **Development Regulations**.
To vary maximum building height from 16.5 m or 4 storeys permitted to 20.0 m or 7 storeys proposed,
- d) Section 13.11.6(d) Urban Residential Zones: RM5 Medium Density Housing: – **Development Regulations**.
To vary minimum site front yard from 6.0 m required to 4.33 m proposed along Leon Avenue,

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 wishes to develop the subject properties with a 144 residential unit comprehensive apartment development. The applicant has made application to rezone the development site to the RM5 – Medium Density Multiple Housing zone, which is currently at third reading. There has also been an application made for a Development Variance Permit, in addition to the Rezoning and Development Permit applications, as the applicant is proposing an increase in building height from 4 storeys permitted to a

maximum of 7 storeys for a portion of the proposed apartment development, vary the maximum site coverage from 60% up to 66% proposed, vary the minimum front yard setback from Leon Avenue from 6.0 m required to 4.33 m proposed. There has also been application made to vary the parking required from 198 stalls required to 159 stalls proposed.

The applicant has proposed to operate this development as rental accommodation. As part of the development proposal, the applicant is seeking a density bonus to the RM5 – Medium Density Multiple Housing zone by providing parking under the building, and by entering into a housing agreement to provide for affordable (special needs) housing.

2.1 Advisory Planning Commission

The above noted applications (DP05-0131/DVP05-0132) were reviewed by the Advisory Planning Commission at the meeting of August 2, 2005 and the following recommendations were passed:

THAT the Advisory Planning Commission supports Development Permit Application No. DP05-0131, for 1004, 1010, 950, 962, 970, 982, 994 Harvey Avenue & 1001, 1011, 951, 961, 971, 981, 991 Leon Avenue, by Cerco Dev. (Carlo DiStefano) to obtain a Development Permit to allow for the development of 144 apartment units in 4 buildings ranging in height from 4 storeys to 7 storeys;

AND THAT the Advisory Planning Commission support Development Variance Permit Application No. DVP05-0132, for 1004, 1010, 950, 962, 970, 982, 994 Harvey Avenue & 1001, 1011, 951, 961, 971, 981, 991 Leon Avenue, by Cerco Dev. (Carlo DiStefano), to obtain a Development Variance Permit to vary the front yard setback from Leon Avenue from the 6.0 m required to the 4.3 m proposed;

AND THAT the Advisory Planning Commission supports Development Variance Permit Application No. DVP05-0132, for 1004, 1010, 950, 962, 970, 982, 994 Harvey Avenue & 1001, 1011, 951, 961, 971, 981, 991 Leon Avenue, by Cerco Dev. (Carlo DiStefano), to obtain a Development Variance Permit to allow the maximum building height from the 4 storeys permitted to the 7 storeys proposed for building 1 and the 6 storeys proposed for building 4.

AND FURTHER THAT the Advisory Planning Commission ***not*** support Development Variance Permit Application No. 05-0132, for 1004, 1010, 950, 962, 970, 982, 994 Harvey Avenue & 1001, 1011, 951, 961, 971, 981, 991 Leon Avenue, by Cerco Dev. (Carlo DiStefano), to vary the off street parking from the 196 stalls required to the 159 stalls provided.

Note; The APC was concerned with the extent of the parking variance. The applicant has provided a rationale statement to support this request.

3.0 BACKGROUND

The applicant has made application to rezone the development site from the existing RU6 – Two Dwelling Housing zone to the RM5 – Medium Density Multiple Housing zone in order to develop the properties with a 144 unit comprehensive apartment housing development. The zone amending bylaw has been held at third reading, pending lot consolidation and a servicing agreement for the associated frontage improvements. The applicant has consolidated the original 14 subject properties into one lot, and has executed the required servicing agreement and provided the associated bonding. Now that the outstanding issues related to the zone amending bylaw have been completed, it is appropriate for Council to consider final adoption of the bylaw, and to consider the associated Development Permit and Development Variance Permit applications.

3.1 The Proposal

The proposed site plan indicates a parking structure (153 parking stalls) constructed over most of the site. This proposed parking structure covering a substantial portion of the development site, creates a total site coverage of 66% for Buildings, Parking Areas, and Driveways, where the bylaw permits a maximum site coverage of 60%. There are 2 proposed semi-circular driveways located at the west and east ends of the Leon Avenue frontage. The west driveway provides 5 visitor parking stalls, and a pedestrian access to the west portion of the proposed building development. The east driveway provides 2 visitor parking stalls, a pedestrian access to the east portion of the building, as well as access to the parking garage, which is partially set below grade. The associated Development Variance Permit application has been made to vary the proposed building height, the front yard building setback from Leon Ave, and the amount of parking provided.

There are four buildings designed to be constructed on top of the parking structure. The two buildings fronting Leon Avenue are designed as 4 storey (3 storeys on top of garage) structures. There are 8 ground oriented dwelling units associated with these buildings located along the Leon Avenue face of the parking garage to shield the parking structure from view from Leon Avenue and provide a 4 storey façade to the proposed buildings. The building located at the east end of the development is designed as a six storey (5 storeys on top of garage) building, while the building located at the west end of the development is designed as a seven storey (6 storeys on top of garage) building.

The open space on top of the parking structure is landscaped to provide an outdoor activity / plaza space. There is a pedestrian access from this level to the sidewalk on Harvey Avenue. The top of the parking structure is approximately 1.2m above grade along Harvey Ave.

The main pedestrian entrances to the apartment buildings are located in lobbies located at the east and west end of the site development adjacent to Leon Avenue. This level also provides for storage space, bicycle storage lockers, and space for refuse collection for each of the 4 buildings. The elevators located in each of the lobbies provide access to the 6 or 7 storey buildings at that location as well. The 4 storey buildings located adjacent to the taller portions area are connected by a short hallway to provide elevator access to the shorter portions of the proposed buildings. There are roof amenity areas

located on top of each of the shorter buildings. As well, there is also a covered area located on the roof to provide a blend of exposed and sheltered outdoor space on top of the 4 storey buildings.

The proposed development is designed to provide a total of 72 - one bedroom units, and 72 - two bedroom units. Each of the units has an exterior balcony, which are designed to have transparent railings.

The exterior of the proposed building is designed to be finished with a variety of concrete finishes, spilt face concrete block, or red coloured brick finishes. The bulk of the building façade is finished with the concrete block. The wall areas that are penetrated with either door or window elements are designed to be finished with red brick materials to provide additional detail. The portions of the parking structure that are exposed and not covered by building elements are designed to be finished with paint on concrete. There are also painted metal screens in these walls to provide ventilation to the parking garage. The pedestrian and vehicle entrances to the complex are identified with simple canopy structures fabricated from steel and painted to complement the metal railing features of the balcony areas of the buildings. The ground oriented units facing Leon Ave. incorporate a 600mm high "garden wall" around the patio area to provide a visual definition of the limit of the private space from the public space beyond. As well, there is also a small canopy over this private open space at grade.

The applicant is seeking the density bonus from the base density of 1.1 for the RM5 zone up to FAR = 1.2 by executing a housing agreement to provide 7 units of affordable housing. This density bonus represents an additional developable floor area of approximately 910 m². The applicant has committed to including 460 m² (50.5%) of this additional area as affordable (special needs) housing, pursuant to Section 6.9 **Housing Agreements** of the City of Kelowna Zoning Bylaw 8000.

As well, the applicant is seeking a density bonus for the provision of parking below habitable space of the building and common amenity space. However, as the bylaw provisions state that the density bonus provision is based on a ratio of number of stalls below the building provided divided by the number of parking stalls required. In this proposal, this works out to $153/198 = 0.77 \times 0.2 = 0.155$. This limits the maximum building area of the proposed development to $1.2 + 0.155 = \text{Max FAR} = 1.355$.

The applicant has committed to the provision of 7 units as affordable housing. The associated housing agreement has been previously considered by Council as part of Council consideration of Bylaw No. 9727, which authorized a Housing Agreement between the City of Kelowna and Cerco Developments Ltd. which requires the owners to designate a total of 7 units for affordable rental housing. That bylaw received second and third readings on January 29, 2007.

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

CRITERIA	PROPOSAL	RM5 ZONE REQUIREMENTS
Site Area (m ²) gross area After dedications	9,760 m ² 9,104.22 m ²	1,400 m ²
Site Width (m)	145 m	30.0 m min
Site Depth (m)	63m	35.0 m min.
Site Coverage (%) Buildings only total complex	3,198 m ² 35% 6,054 m ² 66% ①	40% buildings 60% buildings, parking, driveways
Total Floor Area (m ²) Gross Net	14,779 m ²	Max 12,336.2 @ FAR = 1.355
F.A.R.	FAR = 1.355	Base 1.1 FAR 1.2 FAR with housing agreement 0.2 FAR bonus U/G parking Max FAR = 1.355
Storeys (#)	7 storeys (20m) ②	4 storeys (16.5m) max.
Setbacks (m)		
- Front (Leon Ave.)	4.363m ③	6.0 m
- Front (Harvey Ave.)	6.0m	6.0 m
- East Side	7.7m	4.5m for buildings less than 2½ storeys 7.5m for buildings over 2½ storeys
- West Side	7.5m	4.5m for buildings less than 2½ storeys 7.5m for buildings over 2½ storeys
Private open space	Plaza 2394m ² Balconies 2340m ² Roof areas 1425m ² Total 6160m ²	72 x 1 br – 15.0 m ² = 1080 m ² 72 x 2 br – 25.0 m ² = 1800 m ² required - 2880 m ²
Parking Stalls (#) Visitor stalls	159 stalls provided ④ 7 stalls provided	Required 198 stalls
Bicycle Parking (#)	Class 1 – 81 provided Class 2 –	Class 1 @ .5 = 72 req'd Class 2 @ .1 = 15 req'd

NOTE:

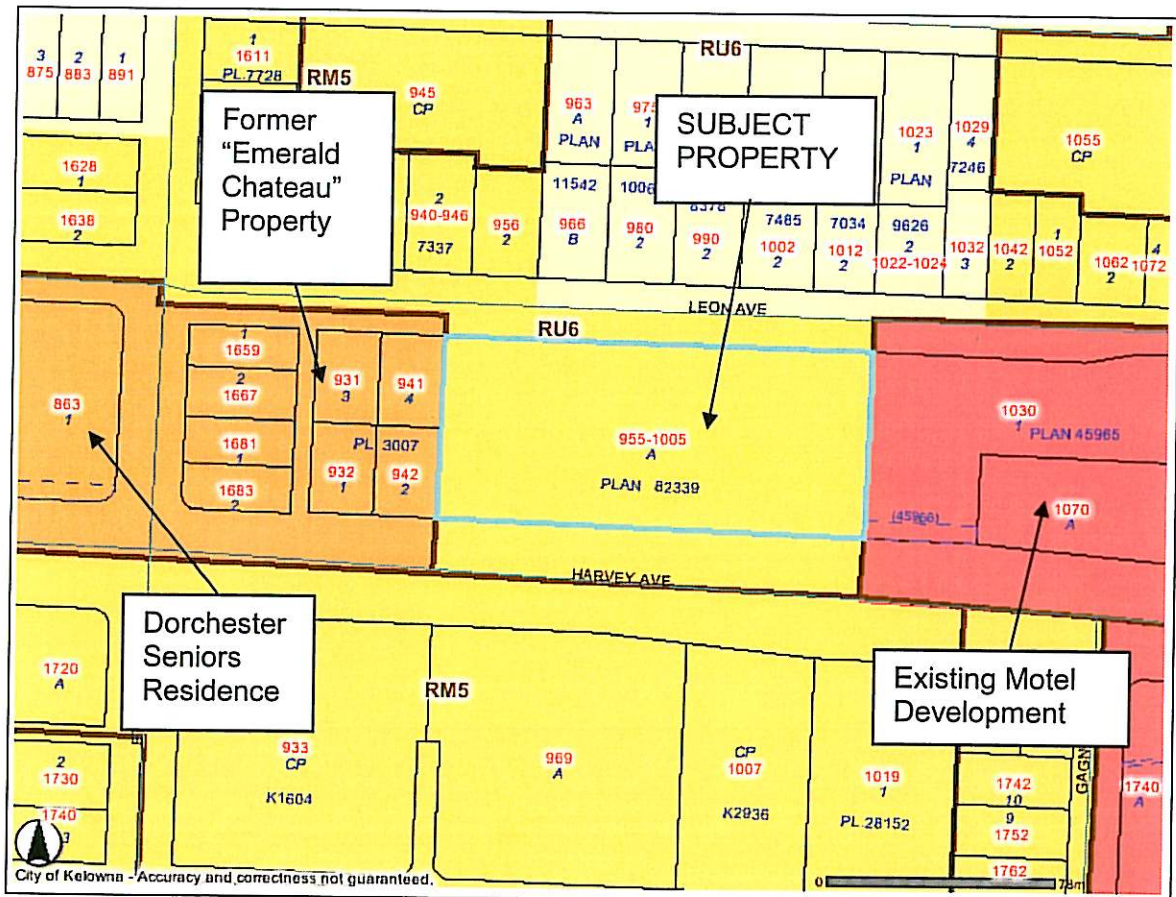
Development Variance Permit application seeks variances to the following;

- ① Vary maximum permitted site coverage from 60% for buildings, parking areas, and driveways to the proposed site coverage of 66%,
- ② Vary maximum building height from 4 storeys permitted to 7 storeys proposed for building 1, and 6 storeys for building 4,
- ③ Vary front yard setback from Leon Avenue from 6.0 m required to the 4.33 m proposed,
- ④ Vary parking provided from 198 stalls required to 159 stalls provided (16% less)
Parking calculations;

72 – one bedroom units @ 1.25 stalls =	90 stalls
72 – two bedroom units @ 1.5 stalls =	108 stalls
total stalls required =	198 stalls

Visitor parking required at 1 stall / 7 stalls = 28 stalls - 7 stalls provided

3.2 Site Context



The development site was originally comprised of 14 lots. The properties have been consolidated into one lot. The property is vacant for the portion of the site that fronts on to Harvey Avenue (Highway 97), while the portion of the site facing Leon Avenue is occupied by existing single and two unit dwellings. The property is generally flat. The properties to the west of the subject properties were the location of the former "Emerald Chateau" development, which was never issued, while the properties to the east of the site are the location of existing motel uses (Kelowna Motor Inn).

Adjacent zones and uses are, to the:

- North - RU6 – Two Dwelling Housing zone /single & two unit residential uses
- East - C9 – Tourist Commercial / motel uses
- South - RM5 – Medium Density Multiple Housing zone / apartment housing
- West - RM6 – High Rise Apartment Housing zone / vacant
(former "Emerald Chateau site")

3.3 Current Development Policy

3.3.1 Kelowna Official Community Plan

The proposal is consistent with the “Multiple Unit Residential (Medium Density)” designation of the Official Community Plan.

The Official Community Plan also contains the following;

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:

Landscaping

Landscaping should:

- enhance public views
- provide noise buffering
- complement building’s architectural features
- enhance the edges of buildings
- screen parking areas from view (with vegetation, berms, low walls, fences etc.)
- provide visual buffers of new buildings
- provide colour
- create shade
- create design interest
- contribute to a sense of personal safety and security
- facilitate access, enjoyment and social activities for all authorized users
- provide equal access for mobility-challenged individuals

Relationship to the Street

- First storey units should ideally provide ground-level access and outdoor amenity space
- The principle front entranceway should be clearly identified and in scale with the development.

Building Massing

- Developments with multiple, separate buildings should be designed in such a manner that individual buildings contain different, but compatible shapes, masses, and/or exterior finishes.
- There should be no more than a one storey height gain between adjacent uses within 5.0 m of the side property line where the adjacent land has not be designated on the Future Land Use Map for equal or higher density redevelopment in the OCP. Where the adjacent land has been designated for equal or higher density redevelopment the height gain or stepping back guidelines are not applicable.

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.

Environmental Considerations

- Projects should be designed to minimize the impacts of climatic conditions such as excessive heat, cold and wind.
- Projects located along arterial roads should be designed to minimize residents' exposure to noise and exhaust emissions.

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.

Access

- Vehicle access and on-site circulation shall minimize interference with pedestrian movement.

Parking

- Underground parking is encouraged.

3.3.2 City of Kelowna Strategic Plan (2004)

The City of Kelowna Strategic Plan 2004 describes a vision of what residents hope Kelowna will be like in the future and has identified as one of the themes that overall, residents aspire to live in a community that:

- embraces the social, cultural and physical well-being of its residents through the delivery of quality services at a reasonable price, the development and maintenance of quality infrastructure and built forms, and meaningful opportunities to be involved in major decisions made by the City.

The City of Kelowna Strategic Plan 2004 also states as an Objective;

- Realize construction forms and prices that meet the needs of Kelowna residents

3.3.3 Crime Prevention Through Environmental Design

MULTIPLE UNIT RESIDENTIAL BUILDINGS:

In higher density residential areas, there is a much greater number of public areas to consider.

These include shared interior hallways, elevators, laundry rooms and parking areas. However, multiple dwelling buildings don't necessarily mean multiple problems. There's a certain amount of truth to the old saying; "There's safety in numbers", and with neighbours who take responsibility for each other, there's no reason why a multiple dwelling building or development cannot be a safe place to live.

CPTED Guidelines

Natural Surveillance

- wherever feasible, ground-oriented units enable surveillance over outdoor activity areas and the street;
- 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;
- parking spaces should be assigned to each unit located adjacent to that unit, and not marked by unit numbers (a numbered parking space separated from its assigned residential unit might enable pursuit of a victim without enabling surveillance over the space);
- 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;
- recreation areas, in particular, children's play areas, should be visible from a multitude of windows and doors;
- playgrounds should not be visible from the street in order to protect children from strangers and traffic;
- 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;
- all buildings and residential units should be clearly identified by street address numbers that are a minimum of five inches (12.5 cm.) high, and well-lit at night;

- balconies should be large enough to provide a useable activity area for residents, thereby increasing influence over the adjacent neighbourhood;
- mail-boxes should be located next to the appropriate residences.

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;
- door hinges should be located on the interior side of the door;
- door knobs should be 40 inches (1 m.) from window panes;
- sliding glass doors should have one permanent door on the outside and on the inside moving door should have a lock device and a pin.

4.0 TECHNICAL COMMENTS

The application has been circulated to various technical agencies and City departments and the technical issues have been addressed as part of the associated rezoning application Z05-0052. The applicant has entered into a servicing to commit to the related servicing requirements for this proposal, and has provided a letter of credit for security.

5.0 PLANNING AND DEVELOPMENT SERVICES DEPARTMENT COMMENTS

The proposed development is designed to provide rental apartment housing units, a form of housing that is in short supply in the City of Kelowna. As well, the applicant has executed a housing agreement to provide 7 units of affordable (special needs) housing as part of the proposed development.

The resulting form of development creates residential units that have balcony space and a variety of outdoor amenity areas. The applicant has designed an outdoor plaza area on the top of the parking garage to create an outdoor amenity space that includes grassed areas to provide space for outdoor activities.

The proposed building height variance will allow the development to create a variety of roof heights which would step down from the previously approved 12 storey "Emerald Chateau" located adjacent to the west end of the development site, down to the existing 3 storey development located adjacent to the east end of the development site. The height variance also permits the provision of the permitted floor area of the proposed RM 5 zone, while breaking up the potential building mass by leaving a visual open space between the taller aspects of the proposed building. As well, there are 4 storey elements that are designed to face Leon Avenue, which will reduce the visual impact of the proposed development on the existing 2 storey single and two unit residential development located north of the proposed development across Leon Avenue.

The applicant also seeks a variance to the required parking provision of the City of Kelowna zoning bylaw as the applicant feels that owing to the close proximity of the development to the Downtown Urban Centre and the anticipated use of alternate forms of transportation there will be a reduced demand for parking. As well, historically, renters of this form of housing own fewer vehicles than a comparable development that is owned. The applicant has provided a rationale statement that supports this concept.

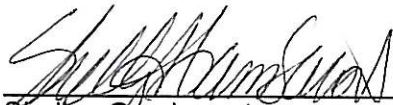
The applicant is also seeking a variance to the maximum permitted site coverage of buildings, parking areas, and driveways from the maximum of 60% permitted to the 66% proposed.

The resulting form of development creates residential units that have balcony space and a variety of outdoor amenity areas. The applicant has designed an outdoor plaza area on the top of the parking garage to create an outdoor amenity space that also includes a grassed area to provide space for outdoor activities.

Staff feel that the variance to the required parking provision of the City of Kelowna zoning bylaw is supportable, owing to the close proximity of the development to the Downtown Urban Centre and the anticipated use of alternate forms of transportation, which should result in a reduced demand for parking. As well, it is also anticipated that historically, renters of this form of housing will own fewer vehicles than a comparable development that is owned. The applicant has provided parking information from other rental accommodations that they own and operate in Calgary which supports this position.

The applicant has worked with Planning and Development Services Department staff to enhance and refine the building design and selection of construction materials and hard landscaping elements for the proposed development to create a pleasing pedestrian scale development. The proposed development will provide much needed rental housing along with some affordable rental units.

In conclusion, the Planning and Development Services Department supports this application and recommends for positive consideration by Council.



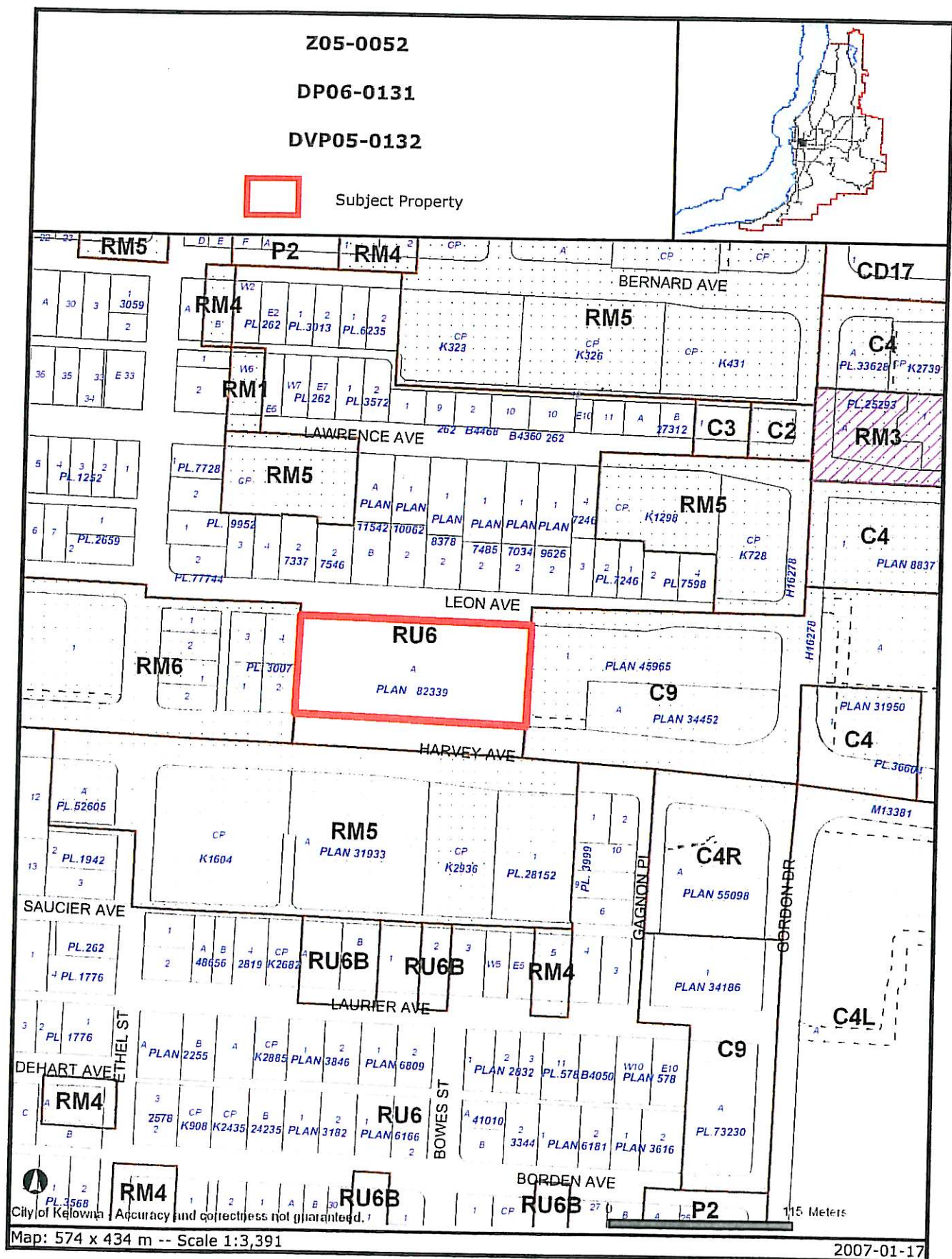
Shelley Gambacort
Acting Manager of Development Services

Approved for inclusion



Mary Pynenburg, MRAIC MCIP
Director of Planning & Development Services

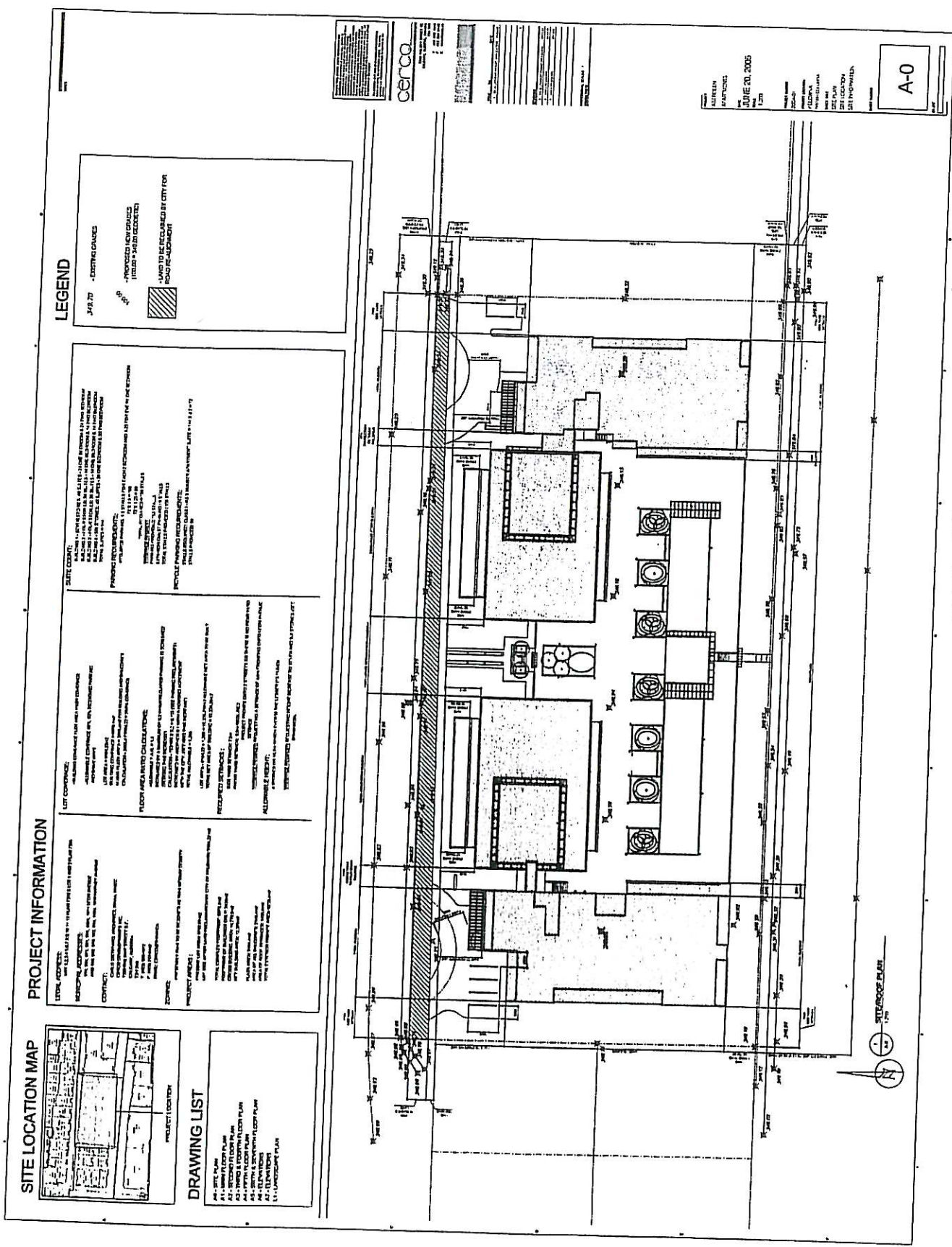
PMc/pmc
Attach.



Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only.
 The City of Kelowna does not guarantee its accuracy. All information should be verified.

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SITE PLAN SCHEDULE "A"



LEGEND

- EXISTING DANCES
- PROPOSED DANCES
- LAND TO BE ACQUIRED BY CITY FOR ROAD RELOCATION

PROJECT INFORMATION

GENERAL NOTES:

1. ALL DIMENSIONS ARE IN FEET AND INCHES. DIMENSIONS ARE GIVEN TO THE CENTERLINE OF THE ROAD OR TO THE FACE OF THE CURB, UNLESS OTHERWISE NOTED.

2. ALL DIMENSIONS ARE TO BE VERIFIED BY THE FIELD ENGINEER.

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DRAWING LIST

- 01 - SITE PLAN
- 02 - FLOOR PLAN
- 03 - ELEVATION
- 04 - SECTION
- 05 - DETAIL
- 06 - LANDSCAPE PLAN
- 07 - UTILITY PLAN
- 08 - TRAFFIC PLAN
- 09 - PAVING PLAN
- 10 - IRRIGATION PLAN
- 11 - LIGHTING PLAN
- 12 - FENCE PLAN
- 13 - SIGNAGE PLAN
- 14 - FURNITURE PLAN
- 15 - OTHER

NOTES

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REVISIONS

NO.	DATE	DESCRIPTION
1	06/20/05	ISSUED FOR PERMIT
2	06/20/05	ISSUED FOR PERMIT
3	06/20/05	ISSUED FOR PERMIT
4	06/20/05	ISSUED FOR PERMIT
5	06/20/05	ISSUED FOR PERMIT
6	06/20/05	ISSUED FOR PERMIT
7	06/20/05	ISSUED FOR PERMIT
8	06/20/05	ISSUED FOR PERMIT
9	06/20/05	ISSUED FOR PERMIT
10	06/20/05	ISSUED FOR PERMIT

APPENDICES

- APPENDIX A - SITE PLAN
- APPENDIX B - FLOOR PLAN
- APPENDIX C - ELEVATION
- APPENDIX D - SECTION
- APPENDIX E - DETAIL
- APPENDIX F - LANDSCAPE PLAN
- APPENDIX G - UTILITY PLAN
- APPENDIX H - TRAFFIC PLAN
- APPENDIX I - PAVING PLAN
- APPENDIX J - IRRIGATION PLAN
- APPENDIX K - LIGHTING PLAN
- APPENDIX L - FENCE PLAN
- APPENDIX M - SIGNAGE PLAN
- APPENDIX N - FURNITURE PLAN
- APPENDIX O - OTHER

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WARD DIRECTOR

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NOTE:
 1) 875 LAMPS/STAMPED PLAIN FOR ALL PLANTING AND TREE
 1 SECTION.
 2) 240.00 DISTRICTS - 210.00 FOR PLANTING 21 LEVELS

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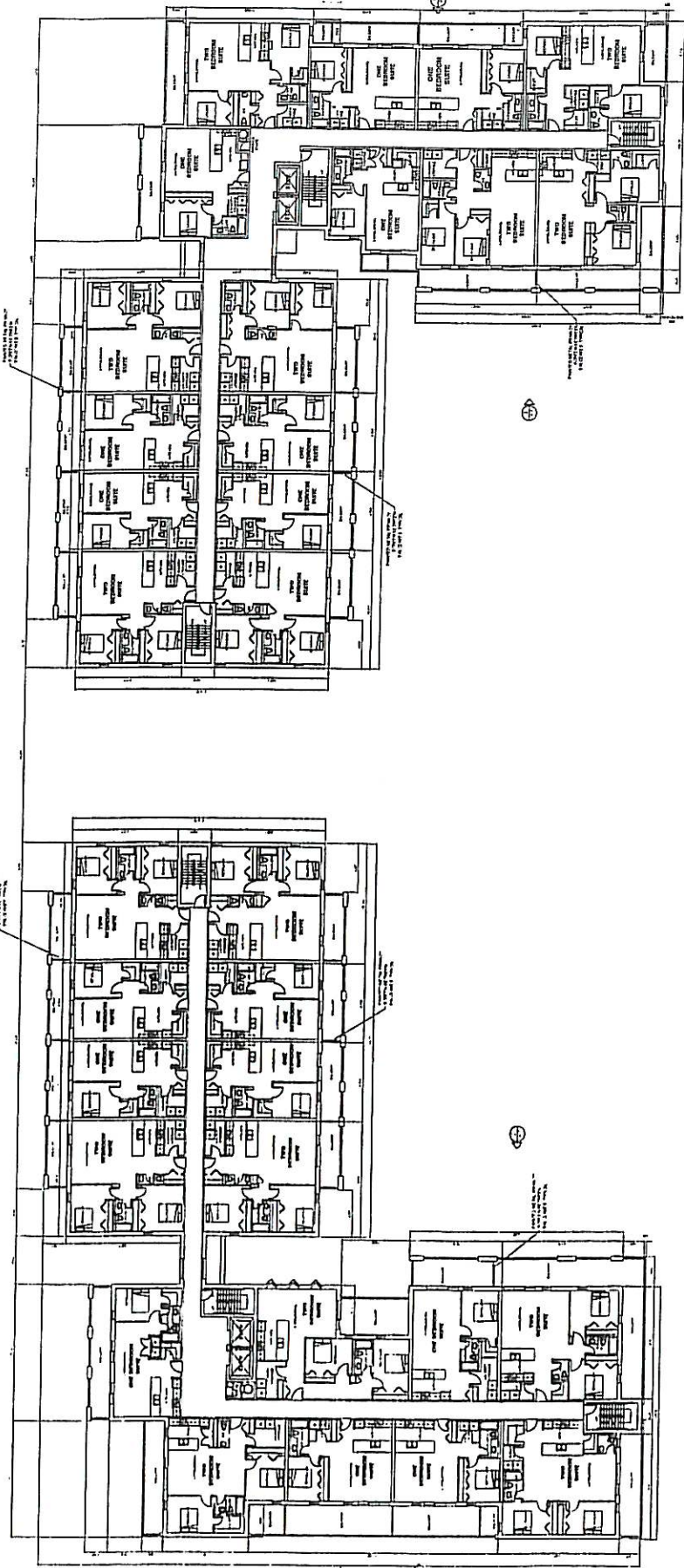
HARVEY AVENUE

LEON AVENUE

HARVEY AVENUE

SECOND FLOOR PLAZA LEVEL

PLAZA LEVEL ③



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 WWW.CERCO-ARCH.COM

PROJECT
 ARISTOCRAT
 APARTMENTS
 2201 CT
 CHICAGO, IL 60604
 PROJECT NUMBER
 2201 CT
 DATE
 JUNE 20, 2005
 DRAWN BY
 JVS
 CHECKED BY
 JVS
 THIRD AND FOURTH FLOOR PLANS

4
 A-3

THIRD AND FOURTH FLOOR PLAN

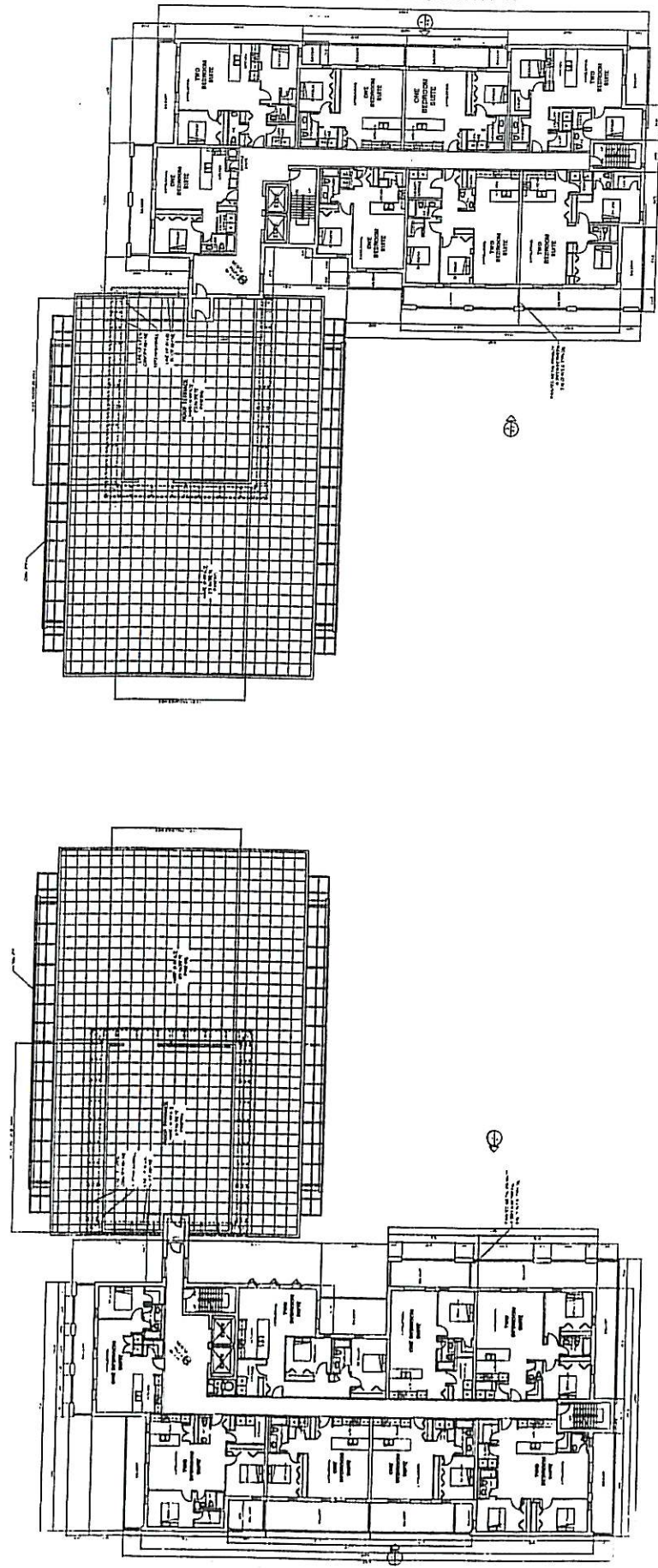
DATE: 06/20/2005

PROJ. NAME: AUSTIN APARTMENTS
PROJ. NO.: 2003-01
PROJ. DATE: 06/20/2005
PROJ. LOCATION: 11111 N. LOOP W. SUITE 1100
PROJ. OWNER: KELLER
PROJ. ARCHITECT: KELLER
PROJ. ENGINEER: KELLER
PROJ. LANDSCAPE: KELLER
PROJ. TERRACE LEVEL: KELLER

PROJ. NO.: 2003-01
PROJ. DATE: 06/20/2005
PROJ. LOCATION: 11111 N. LOOP W. SUITE 1100
PROJ. OWNER: KELLER
PROJ. ARCHITECT: KELLER
PROJ. ENGINEER: KELLER
PROJ. LANDSCAPE: KELLER
PROJ. TERRACE LEVEL: KELLER

PROJ. NAME: AUSTIN APARTMENTS
PROJ. NO.: 2003-01
PROJ. DATE: 06/20/2005
PROJ. LOCATION: 11111 N. LOOP W. SUITE 1100
PROJ. OWNER: KELLER
PROJ. ARCHITECT: KELLER
PROJ. ENGINEER: KELLER
PROJ. LANDSCAPE: KELLER
PROJ. TERRACE LEVEL: KELLER

A-4



FIFTH FLOOR / ROOF TERRACE LEVEL

5

cerco

ARCHITECTS

1000 15th Street, N.W.

Washington, D.C. 20004

Phone: (202) 462-1000

Fax: (202) 462-1001

Website: www.cercoarch.com

PROJECT: **AMERICAN AIRLINES**

DATE: **JUNE 20, 2005**

SCALE: **1/8" = 1'-0"**

PROJECT NUMBER: **2005-001**

PROJECT LOCATION: **ALCANTARA**

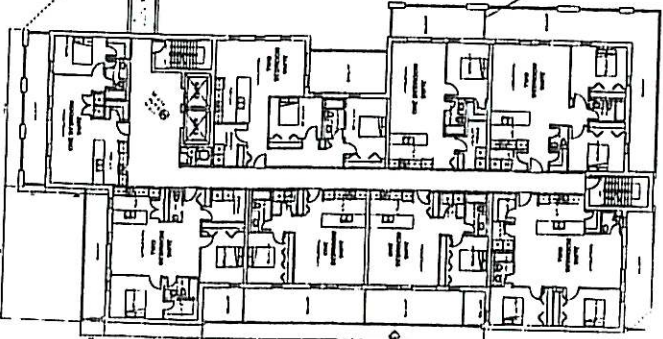
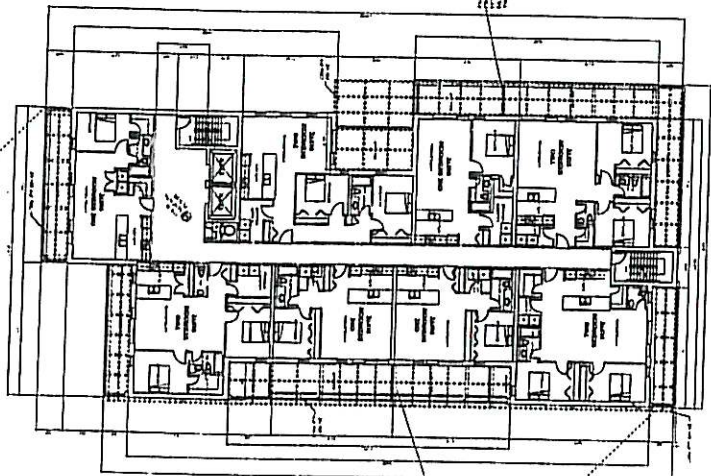
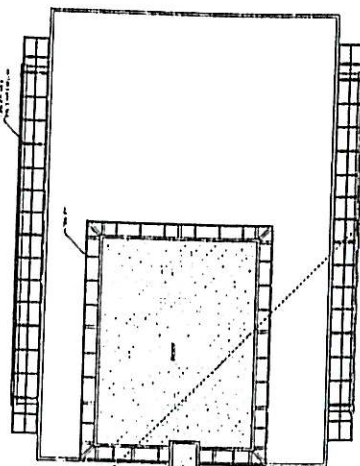
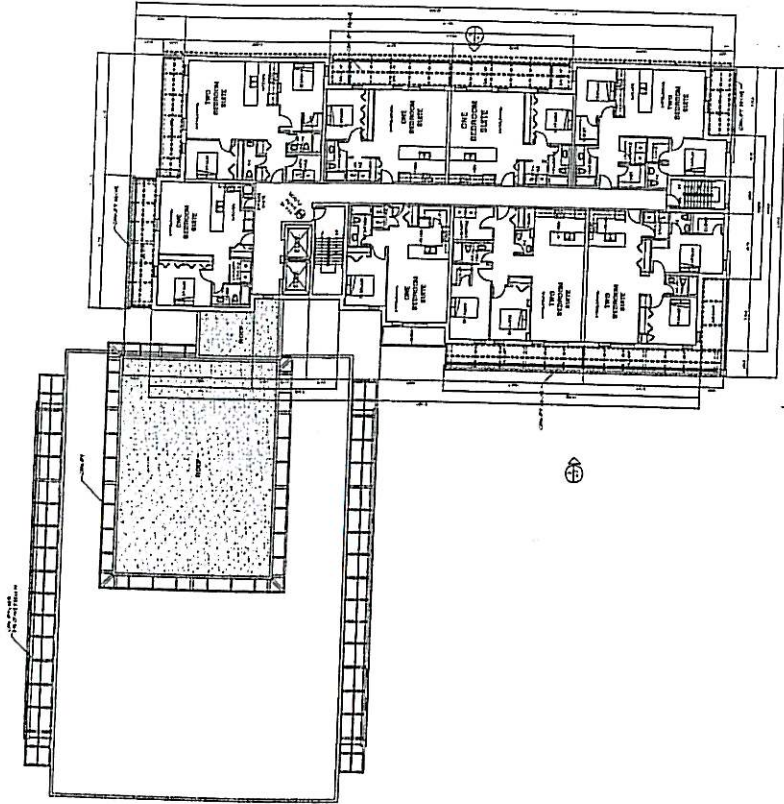
PROJECT TYPE: **RENOVATION AND REPAIR**

PROJECT PHASE: **FLIGHT PLANS**

A-5

Sheet Number

6



TENTH FLOOR

10/10

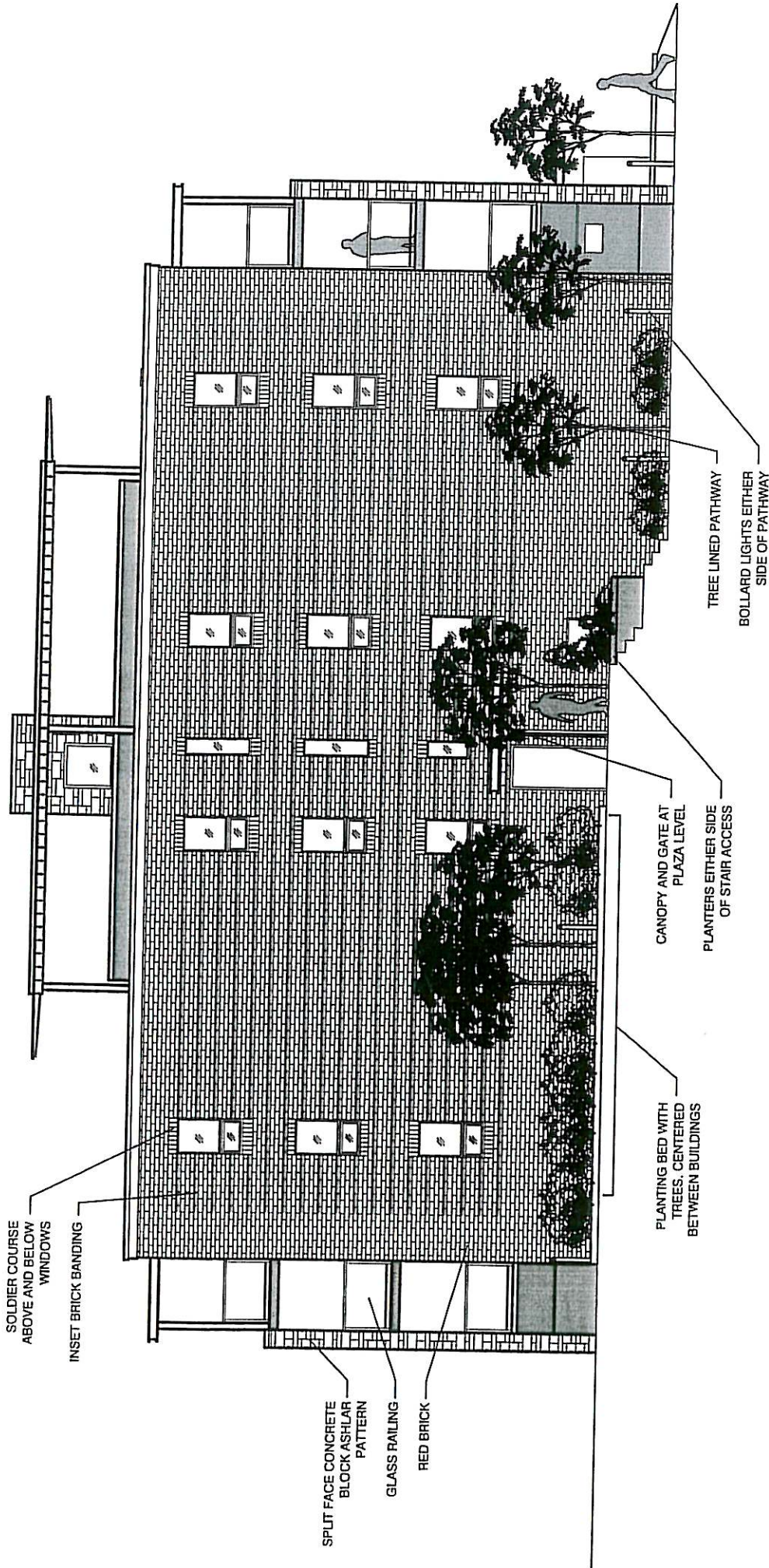


SCHEDULE "B", EVALUATIONS

- | LEGEND: | |
|---------|---|
| | SPALL PATCH CONCRETE SLABS IN AN IRREGULAR PATTERN |
| | RANDOM |
| | ① - PAINTED METAL, EMPTY |
| | ② - PAINTED METAL, CEILING |
| | ③ - PAINTED METAL, WALLPAPER WITH GLASS |
| | ④ - PAINTED METAL, BALUSTRADE WITH GLASS |
| | ⑤ - PAINTED METAL, BALUSTRADE WITH GLASS, LIGHT |
| | ⑥ - PAINTED METAL, TULLIES |
| | ⑦ - OVERLAPED PAPER |
| | ⑧ - TEXTURED WALL, AIR CONDITIONING UNIT |
| | ⑨ - PAINTED METAL WALL WITH LAMP, CEILING |
| | ⑩ - PAINTED METAL WALL WITH LAMP, CEILING, GLASS BALUSTRADE AND PAPER WITH GLASS BALUSTRADE |
| | ⑪ - METAL WITH LAMP, CEILING |
| | ⑫ - RANDOM CONCRETE WALL |
| | ⑬ - CONCRETE PLASTER |
| | ⑭ - RECTANGULAR PLASTER |

NOTES:

- BITE GRABBER 3 NEW
- BITE GRABBER 4 BITE PING



FEBRUARY 23, 2007

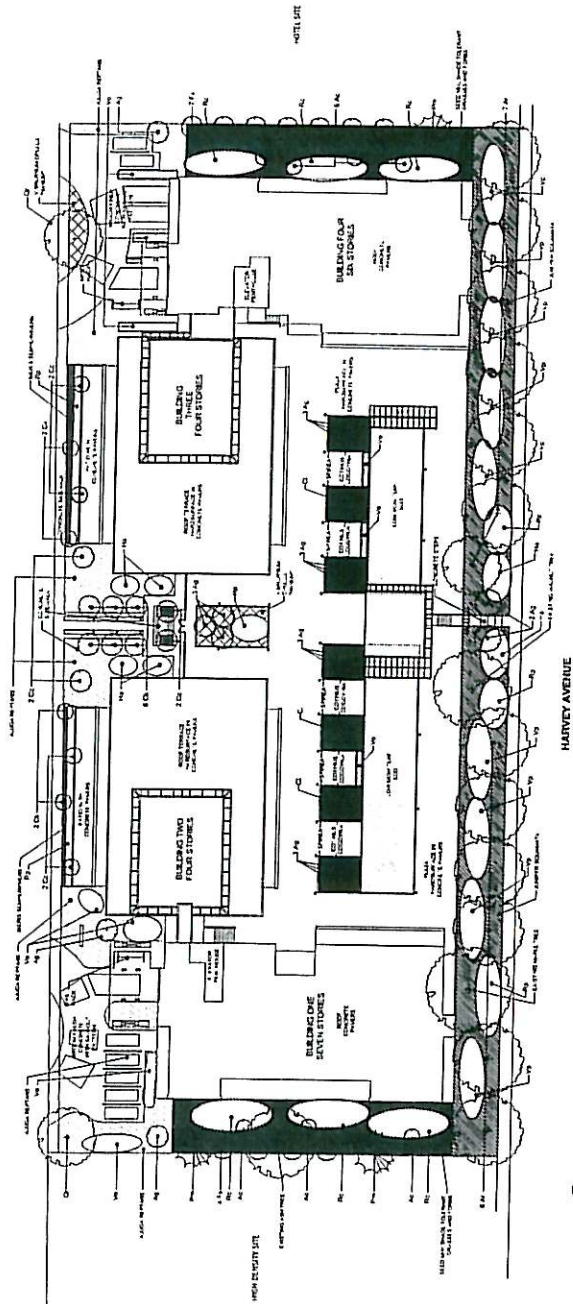
ABERDEEN APARTMENTS
SIDE ELEVATION OF FOUR STORY BUILDING AT PLAZA
ENTRY SHOWING BRICK PATTERNING

EVSK-1

SCHEDULE "B" 3

(8a)

LEON AVENUE



LANDSCAPING PLAN

PLANT SCHEDULE

PLANT	SP	PLANT NAME	COMMON NAME	PLANT SIZE	PLANT TYPE	PLANT COLOR	PLANT DENSITY	PLANT SPACING	PLANT DENSITY
1	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
2	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
3	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
4	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
5	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
6	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
7	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
8	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
9	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
10	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'

PLANT	SP	PLANT NAME	COMMON NAME	PLANT SIZE	PLANT TYPE	PLANT COLOR	PLANT DENSITY	PLANT SPACING	PLANT DENSITY
11	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
12	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
13	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
14	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
15	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
16	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
17	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
18	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
19	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
20	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'

PLANT	SP	PLANT NAME	COMMON NAME	PLANT SIZE	PLANT TYPE	PLANT COLOR	PLANT DENSITY	PLANT SPACING	PLANT DENSITY
21	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
22	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
23	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
24	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
25	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
26	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
27	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
28	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
29	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
30	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'

PLANT	SP	PLANT NAME	COMMON NAME	PLANT SIZE	PLANT TYPE	PLANT COLOR	PLANT DENSITY	PLANT SPACING	PLANT DENSITY
31	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
32	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
33	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
34	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
35	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
36	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
37	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
38	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
39	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'
40	10	Red Pine	Pinus strobus	10' x 10'	Tree	Green	10' x 10'	10' x 10'	10' x 10'

ALL LANDSCAPING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF LOS ANGELES LANDSCAPING SPECIFICATIONS.

ALL LANDSCAPING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF LOS ANGELES LANDSCAPING SPECIFICATIONS.

ALL LANDSCAPING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF LOS ANGELES LANDSCAPING SPECIFICATIONS.

REVISED LANDSCAPE PLAN SCHEDULE "C"

9

L-1

DATE: JUNE 20, 2005
BY: [Signature]
FOR: [Signature]
PROJECT: [Signature]
SHEET: [Signature]

CERCO
[Logo]
[Text]



developments inc.

January 3, 2006

RE: Arguments for Parking Variance and Kelowna Apartment Comparison

In our initial Development Permit application we made arguments for our reduced parking requirement based primarily on the experience we have had in the City of Calgary where we have built three apartments with less parking requirements. Even with lesser parking requirements we have found that there are regularly vacant stalls (see Appendix C of development permit application). Following our submission we decided to further examine parking requirements in Kelowna and gather statistics on what demands are typical for apartment buildings.

We have attached a document listing information we were able to collect on various apartment buildings (see Appendix i). Accumulating such information is not always the easiest of tasks and as a result there are some holes in the information that was collected. In most cases, landlords were aware of the amount of suites but could not give a precise parking stall count.

From the statistics that we gathered we were able to gain the following information:

- On average, roughly 10% of provided parking stalls sit empty.
- Building owners typically number the stalls so that each suite has one designated stall.
- The remaining un-numbered stalls are shared for visitor parking and tenants with more than one car.
- Some tenants prefer to use street parking even if parking is provided free of charge (this depends on availability of street parking and proximity to suite)
- Many buildings have a high level of older residents that do not have or rely upon personal vehicles.

This feedback provides some information as to how other apartment building's parking is being used. Other issues that influence the parking needs of residents that should be considered are:

- The majority of the buildings poled are located further out from the Downtown Urban Center (DUC) of Kelowna increasing the need for motor vehicle transportation.
- Our project is located much closer in to the DUC, minimizing the need to have an automobile to reach amenities.
- In the last year the City of Kelowna was entertaining discussions for relaxing parking requirements in the Downtown Urban Centre. We would submit that we fall within the boundaries of that centre.
- Other means of transportation such as walking, city transit, and cycling suddenly becomes more appealing and viable when distances are greatly reduced.
- The project is located two blocks from bus routes on Bernard, a quick easy walk to reach a major source of transportation to other parts of the city.

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- There is a growing concern for the environment and more of a desire to use alternative means of transportation for the individual and the city.

In our past experiences with apartment development we have chosen sites that are close to city cores and amenities to create projects of greater appeal to potential renters. With the Downtown Urban Center of Kelowna and other amenities only a few blocks away and an environment that is noted for its mild climate it would be the ideal setting to take advantage of the local transit system and other economical approaches to daily commuting as much as possible.

Sincerely,

Carlo DiStefano
Cerco Developments Ltd.
7209 Railway Street S.E.
Calgary, Alberta
T2H 2V6
T 403.589.1912
F 403.252.5442
E cerco@shaw.ca

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T2C 5S9

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Appendix i: Kelowna Apartment Parking Index

APARTMENT	BUILDING TYPE	CONTACT INFORMATION	NUMBER OF SUITES	NUMBER OF PARKING STALLS REQUIRED	PARKING STALLS PROVIDED	PARKING STALLS VACANT	COMMENTS
Benvoulin Orchard Manor	Apartment	2360 Baron Rd. 762-228	62 suites 5 - 1 bedroom 57 - 2 bedroom	5 x 1.25 = 6.25 57 x 1.5 = 85.5 total = 92 stalls	Unsure	Typically 10 +/- vacant	A lot of seniors who do not have cars
Bristol Apartments	Apartment	445 Franklin (250) 861-5657	51 Suites 7 - 1 bedroom 40 - 2 bedroom 4 - 3 bedroom	7 x 1.25 = 8.75 40 x 1.5 = 60 4 x 2 = 8 total = 77 stalls	51 stalls for tenants, 20 +/- stalls for guests	All 51 taken and about 10 or so typically used for extra cars leaving about 10 vacant	Guest parking are used for extra tenant cars, remainder for guests. Always some of these vacant
Centennial House 1 & 2	Apartment	140, 160 McIntosh Rd. (250) 765-3832	Unwilling to share this information		unsure	Roughly 20 stalls vacant regularly	There is plenty of street parking available that some residents will use depending on proximity to their unit.
Concord Hill Apartments	Apartment	815 Leathhead Rd (250) 861-5605	51 suites 7 - 1 bedroom 40 - 2 bedroom 4 - 3 bedroom	7 x 1.25 = 8.75 40 x 1.5 = 60 4 x 2 = 8 total = 77	51 marked and 20 +/- visitor	Typically 8 to 10 vacant stalls	
Kiwanis Tower	Senior's	1110 Lawrence Ave.	146 suites 110 - bachelor 36 - 1 bedroom	110 x 1 = 110 36 x 1.25 = 45 total = 155 or 1 per 3 beds 146/3=48	42 stalls provided	Lot always full	As a seniors residence there is less of a demand for parking but at 42 stalls there is always someone waiting for a stall
Okanagan Chateau Retirement Residence	Retirement Residence	2100 Benvoulin Rd.	106 suites		30 parking stalls	8 vacant	Retirement residence with ages from 70 to 99. In house bus providing transportation for majority of residents.

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Okanagan Place II	Apartment	1950, 1960 Pacific Ct. (250) 860-3112	108 suites		162 stalls provided	Number of stalls vacant	
Roth Apartments	Apartment	1938 Pandosy St. (250) 763-3641	57 suites		57 stalls	12 vacant stalls	
Thunderbird Apartments	Apartment	43 Franklin Rd. (250) 762-5932	46 suites		46 stalls provided for tenants 20 additional stalls for guest parking	Typically about 5 stalls vacant	Some guest stalls also used by tenants. They have the vacant stalls because some tenants, young and old, do not have cars.

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Calgary, Alberta
T2G 5S9

205-002

Paul McVey

From: Carlo DiStefano [cerco@shaw.ca]
Sent: February 1, 2006 10:13 AM
To: Paul McVey
Cc: Marco DiStefano
Subject: Parking Research and variance support

Paul,

I am forwarding to you our updated research for apartment parking in Kelowna. I have also updated the cover letter which is also attached to this email. If you could replace the old copies in our file with these updated copies. We have been able to gather a lot more information that we hope will help in our arguments for the parking variance we are asking for.

Best to you,

Carlo DiStefano, M.Arch., MAAA, MAIBC
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F 403-252-5442
E cerco@shaw.ca



developments inc.

February 1, 2006

RE: Kelowna Apartment Parking Comparison: Support for Parking Variance

In our initial Development Permit application we made arguments for our reduced parking requirement based primarily on the experience we have had in the City of Calgary where we have built three apartments with less parking requirements. Even with lesser parking requirements we have found that there are regularly vacant stalls (see Appendix C of development permit application). Following our submission we decided to further examine parking requirements in Kelowna and gather statistics on what demands are typical for apartment buildings.

We have attached a document listing information we were able to collect on various apartment buildings (see Appendix i). The information was gathered in three ways. The City of Kelowna's Housing Resource Handbook became the starting point with its list of apartment buildings and information about number of suites in each building. With this information calls were made to several apartments to confirm apartment count and to gain information about provided parking. Some information was gathered but landlords at times were less interested in providing information or were less sure about the amount of parking that their buildings had. The final information gathering process involved on-site investigation where we were able to go to each building and physically count the number of stalls and make observations about the status of the parking and the various buildings.

From the statistics that we gathered we were able to gain the following information:

- For those apartments that provided parking stalls that meet current parking requirements, roughly 10% of provided parking stalls sit empty.
- In these buildings, owners typically number the stalls so that each suite has one designated stall with the remainder of the stalls being designated as visitor parking or as extra parking for those needing more than one stall.
- There were a large number of apartment buildings that only provide 1 stall for each suite (62% of those examined) and with those apartment buildings there does not seem to be complications for tenants and lack of parking.
- Some tenants prefer to use street parking even if parking is provided free of charge (this depends on availability of street parking and proximity to suite)
- Many buildings have a high level of older residents that do not have or rely upon personal vehicles.
- The presence of electric wheel chairs was noted being parked in parking lots where they could be fit.

This feedback provides some information as to how other apartment building's parking is being used and makes it necessary to raise various points. Other issues that influence the parking needs of residents that should be considered are:



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- The older buildings were obviously built at a time when parking requirements were less and since that time those requirements have been raised. Yet there remains a large amount of apartment buildings from this earlier time functioning perfectly with the parking that they have available.
- There have not been many apartment buildings built in the last few years, those that have been built (notably Mill Creek Estates on Spall road) they are quite a ways out from the Downtown Urban Center (DUC) of Kelowna. This would increase the need for motor vehicle transportation. But also the amount of land required to provide the required parking is larger and it is typically easier to find larger portions of land further out from the DUC.
- Our project is located much closer in to the DUC, minimizing the need to have an automobile to reach amenities.
- In the last year the City of Kelowna was entertaining discussions for relaxing parking requirements in the Downtown Urban Centre. We would submit that we fall within the boundaries of that centre.
- Other means of transportation such as walking, city transit, and cycling suddenly becomes more appealing and viable when distances are greatly reduced.
- If the City is in support of an environmentally friendly City and lessening impact on the environment, the increased requirement of parking is at odds with this goal.
- We are not counter to the use of vehicles but we are questioning the need for multiple vehicles by a great number of people.
- The project is located two blocks from bus routes on Bernard, a quick easy walk to reach a major source of transportation to other parts of the city.
- There is a growing concern for the environment and more of a desire to use alternative means of transportation for the individual and the city.

In our past experiences with apartment development we have chosen sites that are close to city cores and amenities to create projects of greater appeal to potential renters. With the Downtown Urban Center of Kelowna and other amenities only a few blocks away and an environment that is noted for its mild climate it would be the ideal setting to take advantage of the local transit system and other economical approaches to daily commuting as much as possible.

Sincerely,

Carlo DiStefano
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T2G 5S9



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Kelowna Apartment Parking Index

APARTMENT	BUILDING TYPE	CONTACT INFORMATION	NUMBER OF SUITES	NUMBER OF PARKING STALLS REQUIRED	PARKING STALLS PROVIDED	PARKING STALLS VACANT	COMMENTS
The Ashton Manor	Apartment	540 Ashton Manor 762-5750	48 suites		64 stalls provided		3 story building, parking half under backside of building off lane
Bennoulin Orchard Manor	Apartment	2360 Barron Rd. 762-228	62 suites 5 - 1 bedroom 57 - 2 bedroom	92 stalls required		Typically a few stalls vacant	A lot of seniors who do not have cars
Bermuda Apartments	Apartment	1779 Pandosy St. 869-1721	30 suites		30 stalls		3 story building at grade, parking around the perimeter of the building.
Bristol Apartments	Apartment	445 Franklyn (250) 861-5657	51 Suites 7 - 1 bedroom 40 - 2 bedroom 4 - 3 bedroom	77 stalls required	51 stalls for tenants, 20+/- stalls for guests	All 51 taken and about 10 or so typically used for extra cars leaving about 10 vacant	Guest parking are used for extra tenant cars, remainder for guests. Always some of these vacant
Lockton Apartments	Apartment	1831 Pandosy St. 868-9382	34 suites		30 stalls plus 3 labeled as visitor stalls		3 1/2 story, parking half under rear of building, all open
Buckland Manor	Apartment	445 Buckland Ave.	32 suites		26 stalls		Older 3 story at grade some parking below

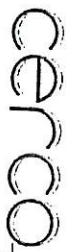
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T2C 5S9



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Carmen Manor	Apartment	1946 Pandosy St. 862-8850	47 suites		37 stalls and 2 marked as guest	Stalls always full	Older 3 story building
Cedarwood Court	Apartment	1421 Sutherland Ave. (250) 762-7728	60 suites 12 - 1 bedroom 48 - 2 bedroom	12 x 1.25 = 15 48 x 1.5 = 72 total = 87	69 stalls provided		
Antennial House 1 & 2	Apartment	140, 160 McIntosh Rd. (250) 765-3832				Roughly 20 stalls vacant regularly	There is plenty of street parking available that some residents will use depending on proximity to their unit.
Central City Manor	Apartment	1980 Pandosy St. 762-8344			38 stalls provided		3 1/2 story building
Century Manor	Apartment	1958 Pandosy St. 869-4122	26 suites		34 stalls plus 4 stalls labeled for visitors		3 story building with parking at rear
The Chateau	Apartment	331 Lake Ave. 763-4089	52 suites		62 stalls plus 2 visitor stalls		Newer 3 1/2 story building with all parking at rear at grade
Columbia Manor	Apartment	1919 Pandosy St. 869-4122	38 suites		36 stalls at rear		
Columbus Villa	Apartment	1920 Richter			41 stalls		
Uncord Hill Apartments	Apartment	815 Leathhead Rd (250) 861-5605	51 suites 7 - 1 bedroom 40 - 2 bedroom 4 - 3 bedroom	7 x 1.25 = 8.75 40 x 1.5 = 60 4 x 2 = 8 total = 77	51 marked and 20 +/- visitor	Typically 8 to 10 vacant stalls	3 1/2 story with small plaza over parking
Continental Manor	Apartment	523 Rowcliffe Ave.	24 suites		22 stalls with other possible stalls in lane		3 story building with 1/2 floor of parking below

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The County	Apartment	460 Buckland Ave. 717-0561	48 suites		34 stalls under building, 14 in lane		
The Grosvenor Manor	Apartment	142 Bertram St. 762-0571	80 suites		105 stalls under building and 24 in lane		3 floors
Heritage Manor	Apartment	510 Buckland Ave.	51 suites		35 stalls under building and 23 in the lane		3 1/2 stories with units in half basement as well
Hochelaga Apartments	Apartment	1910 Pandosy St. 862-5226	65 suites		75 stalls with 2 visitor		3 1/2 stories with units in half basement as well
Kiwanis Tower	Senior's	1110 Lawrence Ave.	146 suites 110 - bachelor 36 - 1 bedroom	110 x 1 = 110 36 x 1.25 = 45 total = 155 or 1 per 3 beds 146/3=48	42 stalls provided	Lot always full	As a seniors residence there is less of a demand for parking but at 42 stalls there is always someone waiting for a stall
Malibu Apartments	Apartment	1979 Pandosy St. 859-1093	27 suites		36 stalls		3 1/2 story building with all parking below
Monte Carlo	Apartment	591 Rowcliff 862-5226			31 Stalls		3 1/2 Story building
Millbridge House	Apartment	2040 Gordon Dr. (250) 860-7416	48 suites		48 stalls with 2 guest		3 1/2 story building with parking below
Nassau House	Apartment	1777 Water St. 762-6567	30 suites		29 stalls		2 hour street parking around building
Okanagan Chateau Retirement Residence	Retirement Residence	2100 Benvoulin Rd.	106 suites		30 parking stalls	8 vacant	Retirement residence with ages from 70 to 99. In house bus providing transportation for majority of residents.

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T2C 5S9



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Okanagan Place II	Apartment	1950, 1960 Pacific Ct. (250) 860-3112 ...	108 suites		162 stalls provided	Number of stalls vacant	
The Regency	Apartment	555 Rowcliff			30 stalls		3 1/2 story building
Roth Apartments	Apartment	1938 Pandosy St. (250) 763-3641	57 suites		57 stalls provided	12 vacant stalls	48 of parking stalls are at rear remainder along access road to back parking
The Shaughnessy	Apartment	534 Sutherland Ave.	62 suites		63 stalls		3 1/2 story building
Sheraton Apartments	Apartment	543 Rowcliffe Ave.	30 suites		35 stalls		3 1/2 story building with parking half under rear of building
Sherwood Manor	Apartment	510 Rosemead Ave.	45 suites		34 stalls under building and 12 in lane		3 1/2 story building with some suites in half basement
Sutherland Manor	Apartment	560 Sutherland Ave.	39 suites		28 stalls		3 story building
Thunderbird Apartments	Apartment	43 Franklin Rd. (250) 762-5932	46 suites		46 stalls provided for tenants 20 additional stalls for guest parking	Typically about 5 stalls vacant	Some guest stalls also used by tenants. They have the vacant stalls because some tenants, young and old, do not have cars.
Villa Apartments	Apartment	1966 Pandosy St.	26 suites		26 stalls		2 1/2 story building

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