
CITY OF KELOWNA

MEMORANDUM

DATE: December 05, 2007

TO: City Manager

FROM: Planning and Development Services Department

APPLICATION NO. OCP07-0025/Z07-0075 **OWNER:** Stephen & Michele Graham
0790388 BC Ltd., Inc. No. BC0790388

AT: 130 Hartman Road **APPLICANT:** Grason Enterprises
915A-915B, 925 & 935 Rutland Road (Stephen Graham)

PURPOSE: TO AMEND THE OFFICIAL COMMUNITY PLAN FUTURE LAND USE DESIGNATION FROM SINGLE/TWO FAMILY TO LOW DENSITY MULTIPLE UNIT RESIDENTIAL AND TO REZONE THE SUBJECT PROPERTIES FROM RU1 – LARGE LOT HOUSING & RU6 – TWO DWELLING HOUSING TO RM3 – LOW DENSITY MULTIPLE HOUSING.

TO SEEK AUTHORIZATION FOR THE CITY OF KELOWNA TO ENTER INTO A HOUSING AGREEMENT WITH 0790388 BC LTD DBA (GRASON ENTERPRISES) FOR 130 HARTMAN ROAD, 915A-915B, 925 AND 935 RUTLAND ROAD.

EXISTING OCP DESIGNATION: SINGLE/TWO UNIT RESIDENTIAL

EXISTING ZONE: RU1 – LARGE LOT HOUSING & RU6 – TWO DWELLING HOUSING

PROPOSED OCP DESIGNATION: MULTIPLE UNIT RESIDENTIAL – LOW DENSITY

PROPOSED ZONE: RM3 – LOW DENSITY MULTIPLE HOUSING

REPORT PREPARED BY: Alec Warrender

1.0 RECCOMENDATION

THAT OCP Bylaw Amendment No. OCP07-0025 to amend Map 19.1 of the *Kelowna 2020* - Official Community Plan Bylaw No. 7600 by changing the Future Land Use designation of Lot 1, Sec. 26, Twp. 26, ODYD, Plan KAP66718, located at 925 Rutland Road, Lot 13, Sec. 26, Twp. 26, ODYD, Plan KAP65904, located at 925 Rutland Road, Lot 3, Sec. 26, Twp. 26, ODYD Plan 15222, located at 915A-915B Rutland Road, Lot 2, Sec. 26, Twp. 26, ODYD, Plan 15222, located at 130 Hartman Road, Kelowna B.C., from the Single/Two Unit Residential designation to the Multiple Unit Residential - Low Density designation, as shown on Map "A" attached to the report of Planning & Development Services Department, dated December 5, 2007, be considered by Council;

THAT Rezoning Application No. Z07-0075 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 1, Sec. 26, Twp. 26, ODYD, Plan KAP66718, located at 925 Rutland Road, Lot 13, Sec. 26, Twp. 26, ODYD, Plan KAP65904, located at 925 Rutland Road, Lot 3, Sec. 26, Twp. 26, ODYD Plan 15222, located at 915A-915B Rutland Road, Lot 2, Sec. 26, Twp. 26, ODYD, Plan 15222, located at 130 Hartman Road, Kelowna

B.C., from the RU1 – Large Lot Housing and the RU6 – Two Dwelling Housing zone to the RM3 – Low Density Multiple Housing zone be considered by Council;

That Council forward Bylaw No. 9901 authorizing a Housing Agreement between the City of Kelowna and 0790388 BC LTD DBA (Grason Enterprises), which requires the owners to designate *4 dwelling units for owner occupied affordable* housing on Lot 1, Sec. 26, Twp. 26, ODYD, Plan KAP66718, located at 925 Rutland Road, Lot 13, Sec. 26, Twp. 26, ODYD, Plan KAP65904, located at 925 Rutland Road, Lot 3, Sec. 26, Twp. 26, ODYD Plan 15222, located at 915A-915B Rutland Road, Lot 2, Sec. 26, Twp. 26, ODYD, Plan 15222, located at 130 Hartman Road, Kelowna, B.C., for reading consideration.

THAT the OCP Bylaw Amendment No. OCP07-0025 bylaw and the zone amending bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the zone amending bylaw be considered subsequent to the registration of a plan of subdivision to consolidate properties into one title;

AND THAT final adoption of the zone amending bylaw be considered in conjunction with Council's consideration of a Development Permit on the subject property;

AND THAT final adoption of the zone amending bylaw be considered in conjunction with Council's consideration of a Development Variance Permit on the subject property;

AND THAT final adoption of the zone amending bylaw be considered subsequent to the requirements of the Inspection Services Department and Works & Utilities Department being completed to their satisfaction;

2.0 SUMMARY

The applicant is requesting approval to amend the Official Community Plan's Future Land Use Designation for the subject property from Single/Two Unit Residential to Multiple Unit Residential – Low Density and to rezone the subject property from RU1 - Large Lot Housing & RU6 - Two Dwelling Housing to RM3 - Low Density Multiple Housing. A Development Variance Permit is also required in order to vary the height of the building from 2.5 storeys required to 3.0 storeys proposed. The applicant is also seeking a Development Permit to allow for the construction of 38 units of row housing. The required parking will be located in an underground parkade, while the visitor parking will be located at grade.

3.0 ADVISORY PLANNING COMMISSION

At a meeting held on November 6, 2007, the APC passed the following motions:

THAT the Advisory Planning Commission support Official Community Plan Application No. OCP07-0025, for 130 Hartman Road, Lots 2 and 3, Plan 15222, Units A and B 915 Hartman Road, Lot 13, Plan 65904, 925 Rutland Road N, Lot 1, Plan 66718, 935 Rutland Road N, Twp. 26, Sec. 26, ODYD by Grason Enterprises (S. Graham), to amend the Future Land Use from Single/Two Unit Residential to Multiple Unit Residential – Low Density.

THAT the Advisory Planning Commission support Rezoning Application No. Z07-0075, for 130 Hartman Road, Lots 2 and 3, Plan 15222, Units A and B 915 Hartman Road, Lot 13, Plan 65904, 925 Rutland Road N, Lot 1, Plan 66718, 935 Rutland Road N, Twp. 26, Sec. 26, ODYD by Grason Enterprises (S. Graham), to rezone from RU1 – Large Lot Housing and RU6 – Two Dwelling Housing zones to the RM3 – Low Density Multiple Housing zone to construct a 38 unit residential development with an under ground parkade.

4.0 BACKGROUND

The applicant had originally proposed to amend the OCP's Future Land Use from Single/Two Dwelling Residential to Multiple Unit Residential – Medium Density and to rezone the subject property from RU1 - Large Lot Housing & RU6 - Two Dwelling Housing to RM4 – Transitional Low Density Housing. The project has since targeted the RM3 – Low Density Multiple Housing and a Future Land Use of Multiple Unit Residential – Low Density Residential in order to better fit in with the surrounding context.

4.1 The Proposal

The main access onto the site will be via the lane located at the rear of the subject property. The existing lane from McCurdy Road will be used to access the property while the exit lane will be newly constructed and located on the eastern edge of the subject property. The required 62 parking stalls will be located in the underground parking area, while the visitor parking and drop off area are located at grade just off the existing lane.

The proposed Floor Area Ratio (FAR) takes advantage of the City's bonus system. Normally a FAR of .50 is permitted. However, with a Housing Agreement an additional 0.05 is permitted and when all the parking is located underground and additional 0.2 FAR is available. As such, this project is allotted an FAR of 0.75. The applicant is proposing an FAR of .734 and a site coverage of 38% including buildings, parking and driveways. A significant amount of landscaping is proposed. A variety of trees, primarily new and one existing, will line each of the property lines.

The proposed development consists of a total of four buildings containing a total of 38 units. Two of the proposed buildings have six units, one of the buildings contains eight units, and the largest building provides eighteen units. Parking and bicycle parking will be located underground. Surface bicycle parking will be located on site, this will take place once the applicant has determined a style and suitable location. Two stair cases will provide access and egress from the underground parking. The ground level units are one bedroom single floor units. The upper units are larger, consisting of three bedrooms and two floors. Each of the ground level units is provided patio space while the upper units have covered balconies.

Various planting beds are also proposed in front of each unit. The centre of the development has common open space that has the potential for a children's play structure. The applicant has used different building materials and colours to provide the development with visual interest. The proposed building materials include hardi-plank siding in two forms. The main colour is beige, with a green trim band and green hardi-plank on the upper third of the development. The window trim and frames are white, while the railing will be black. The varying roofline helps provide further visual interest to the building. In order to reduce the impact of the building on the streetscape the building is located in a localized depression, thereby reducing the massing.

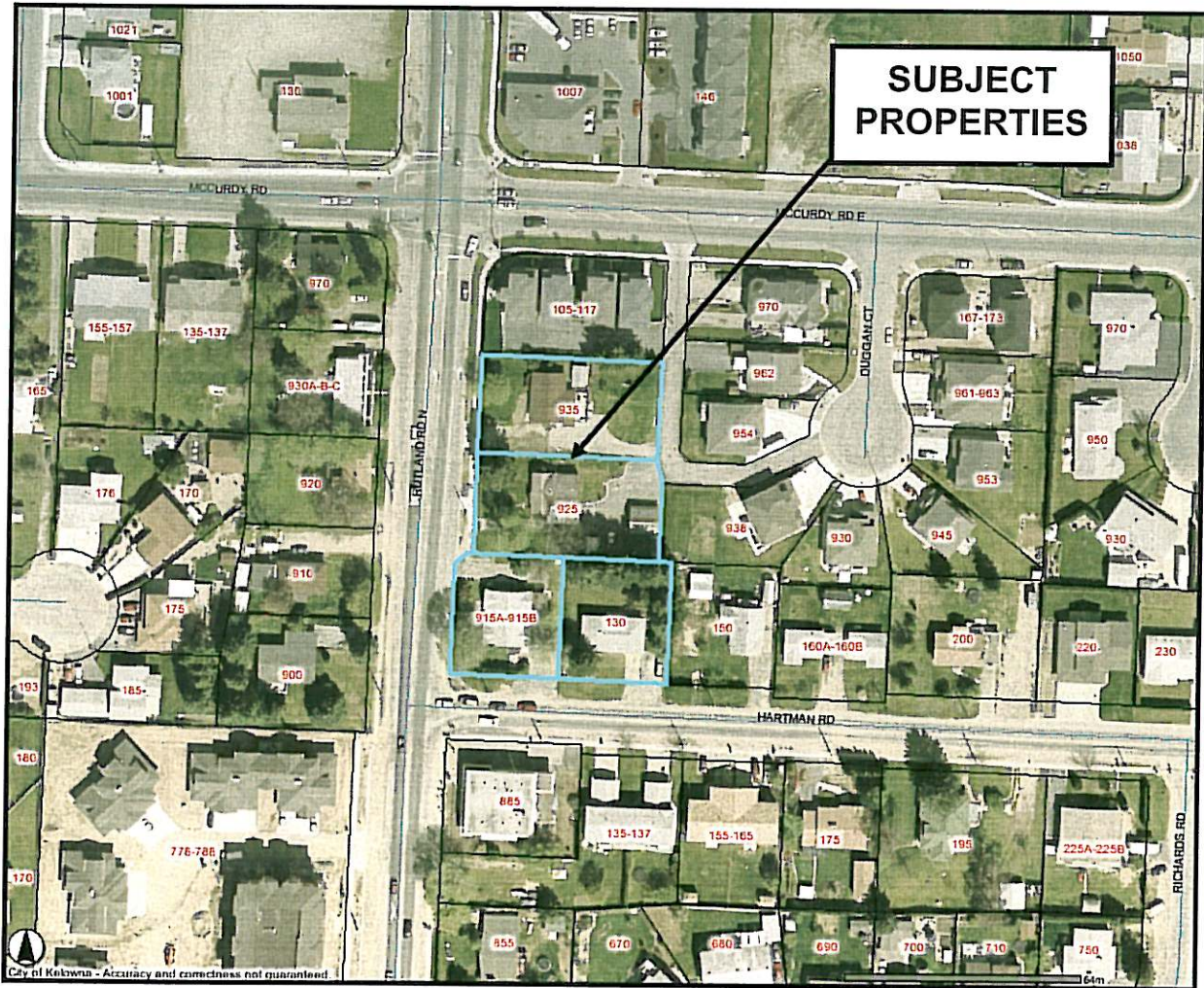
4.2 Site Context

The subject properties are located on the NE corner of Hartman and Rutland Roads. Adjacent zones and land uses are:

- North - RM1 – Four Dwelling Housing – Two Four-Plex Developments
- East - RU6 – Two Dwelling Housing – Single family residences
- South - C1 – Local Commercial – Corner Store
- West - RU1 – Large Lot Housing – Single family residences

4.3 Site Location Map

Corner of Hartman & Rutland Roads



The application conforms to the City's Zoning Bylaw No. 8000 as follows:

CRITERIA	PROPOSAL	RM3 REQUIREMENTS
Site Area (m ²)	4528m ²	900 m ²
Site Width (m)	48.4 m	30.0 m
Site Depth (m)	83.6 m	30.0 m
Development Regulations		
Floor Area Ratio (FAR)	0.734	0.5 (0.55 with a housing agreement + 0.2 for underground parking) = 0.75
Height (m)	9.48 m	9.5 m
Storeys (#)	3 storeys ¹	2.5 storeys
Setbacks (m)		
- Front (west)	4.5 m	4.5 m
- Rear (east)	7.5 m	7.5 m

- Side (north)	4.5 m	4.5 m
- Side (south)	4.5 m	4.5 m
Private open space	1,738.6 m ²	760m ² 15m ² per 1 bedroom unit 25m ² per 3 bedroom unit
Separation between principal buildings	6.132m	3.0m
Parking Stalls (#)	62 underground parking sp. 7 visitor parking spaces	62 spaces (2 per 3 bedroom dwelling unit & 1.25 per 1 bedroom unit), 6 Visitor spaces
Bicycle Parking	Class I – 20 spaces Class II – Location & Style to be determined	Class I – 19 spaces Class II – 3.8 spaces

¹ Vary the height of the building from 2.5 storeys required to 3.0 storeys proposed.

5.0 CURRENT DEVELOPMENT POLICY

Staff have reviewed this application and it may move forward without affecting either the City's financial plan or waste management plan.

OCP07-0018

The subject property is designated as Single / Two Unit Residential in the OCP and as such the proposed use of this site would not be in compliance. The OCP supports the sensitive infill of increased density in all areas of the City. The OCP also provides for the potential to increase the density where there is an affordable housing component. The applicant has proposed to include four units (each unit approx. 60.4m² / 650ft²) for affordable housing.

5.1 Current Development Policy

5.1.1 Kelowna Official Community Plan

The future land used designation for the subject property identified in the Official Community Plan is Low Density Multiple Family. The proposal is not consistent with this designation.

Section 8 of the Official Community Plan provides the following policy guidance for applicants requesting rezoning to higher densities than designated on the Future Land Use Map:

Rezoning to Higher Densities. Consider supporting an OCP amendment and rezoning application for residential densities greater than those provided for on the Generalized Future Land Use Map 19.1 in those cases where:

- A portion of the proposed units are available for affordable, special needs or rental housing identified to be in short supply (guaranteed through a Housing Agreement); and
- Appropriately designated sites can be proven to be functionally unsuitable for the proposed housing; and

- *Supporting infrastructure is sufficient to accommodate the proposed development (or the developer is prepared to upgrade the necessary infrastructure); and*
- *The proposed densities do not exceed the densities provided for on Map 19.1 by more than one increment (e.g. medium density multiple units might be entertained where low-density has been provided for, and low-density multiple units might be entertained where single/two unit residential densities have been provided for); and*
- *The project can be sensitively integrated into the surrounding neighbourhood, with no more than a one-storey height gain between the proposed development and the height permitted within land uses assigned to adjacent parcels (Where the property being proposed for redevelopment is large, consideration may be given to providing greater heights at the centre of the property provided that the new building is sensitively integrated with the surrounding neighbourhood); and*
- *Approval of the project will not destabilize the surrounding neighbourhood or threaten viability of existing neighbourhood facilities (e.g. schools, commercial operations etc.).*

Arguably the project meets most of the requirement outlined in the City of Kelowna's Official Community Plan. The OCP also contains the following objectives for context and design for new multiple family developments:

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 within Urban Centres and Village Centres should contribute to the creation of pedestrian-oriented streets and public spaces (connections, social interaction).
- All development should contribute to a sense of community identity and sense of place (integration of development within larger community, belonging, community cohesiveness).
- 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).

5.2 Kelowna Strategic Plan (2005)

The City of Kelowna Strategic Plan encourages the development of a more compact urban form by increasing densities through infill and redevelopment within existing urban areas and to provide for increased densities within future urban areas. Also redeveloping transitional areas to increase densities for more efficient use of existing land. Also recommended is that the City will emphasize a density of development higher than presently occurring to allow for more efficient use of the land.

6.0 TECHNICAL COMMENTS

6.1 Fire Department

Article 3.2.5.6 and 3.2.5.5 of the BC Building Code is not met. Detailed drawings and a code analysis is required showing article 3.2.5.6 and 3.2.5.5 of the BC Building Code is met, this is for the town houses and the parkade. No parking signs will be required as per article 2.5.1.5 of the BC Fire Code along the lane and possible in the complex. Engineered fire flows are required and will help determine hydrant locations and if more than 150 l/sec is required. Apartments and row housing require minimum 150l/sec as per City of Kelowna Subdivision Bylaw. Fire department access, fire flows, and hydrants as per the BC Building Code and City of Kelowna Subdivision Bylaw.

6.2 Inspections Department

Handicap parking stalls and ramp access required, architect to clarify. Ensure spatial separation requirements met between buildings #113 & 114, #115 & 118, ie: eave projection encroachment contrary to BCBC 2006 9.10 14.5(5). Egress/exiting from dwelling units not to BCBC 2006 9.9.9 & 9.9.4.4(1), changes form and character of building.

6.3 Works & Utilities

See Attached.

6.4 Kelowna Regional Transit

Bus stops already in place on either side of McCurdy.

6.5 Parks Management

1. We recommend that a larger boulevard tree species is chosen to take advantage of the wide grass boulevards on both Rutland Rd and Hartman Rd. Appropriate tree species include American Linden, White Ash, Katsura Tree or Red Oak.

2. To prevent concrete heaving and cracking, the boulevard trees should be installed with root barriers such as "Deep Root" brand, or City-approved equal, installed per the manufacturer's instructions.

3. The City of Kelowna Boulevard Maintenance By-Law No. 5708-84 requires the residents to be responsible to weed, water and mow the boulevards adjacent to their properties. They will also be responsible for maintaining the boulevard in a reasonably tidy condition, free and clear of garbage, litter or debris.

4. The boulevard tree maintenance will be the responsibility of Parks Division after the one year growing season.

7.0 PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

As noted this property is designated for Single / Two Unit low density development and is not located in or near a Town Centre. In addition, adjoining development to the east and south is all low density single detached housing. There is a low density multiple unit development immediately to the north zoned RM1 as well as some RM1 / RM3 development to the north of McCurdy Road.

The OCP could support the provision of a one increment bump in density for a townhouse development (Multiple Unit Residential – low density) typified by RM3 zoning if there were an affordable housing component that satisfies the other conditions of OCP Policy 8.1.31. This

proposal for Multiple Unit Residential – low density represents a one increment bump in density over the Single / Two Unit Residential designation. In order to support this increase it is recommended that 50% of the housing gained from the proposed rezoning and OCP amendment must be affordable in addition to 50% of the area increase from the 0.05 FAR gained through the proposed Housing Agreement. **The applicant has proposed to include a total of four units (each unit is 60m² / 640ft²) as affordable housing under a Housing Agreement.** Staff would have preferred to have seen six units secured under the City of Kelowna's own terms of agreement, however if Council is satisfied with this proposal Staff are willing to support the proposed Housing Agreement that sets aside a total of four units of affordable housing.

As mentioned there are two components to the affordable housing portion of this project:

(1) RM3 – Housing Agreement Bonus

Affordable Housing Calculation (For 0.05 Density Bonus)	
FAR gained from Housing Agreement	0.05 (237.66m ²)
50% of 0.05 FAR increase for Affordable Housing	237.66/2 = 118.83m ²
Minimum Affordable Housing Component to Satisfy Affordable Housing Density Bonus	118.83 m²
Two Affordable Housing Units proposed for this portion of the Affordability requirements	120.8 m²

RM3 base F.A.R. is 0.50 + 0.05 bonus for housing agreement, + 0.2 bonus for underground parking = total of 0.75 F.A.R.

This portion of the affordability component is satisfied.

(2) OCP Amendment - Density Bonus

The proposed OCP amendment also requires that a part of the development is reserved for affordable housing. There are an additional two affordable units (approx. 118.83m²) contributed towards the proposed OCP amendment. While the applicant has been committed to providing affordable housing from the beginning, Staff would have preferred to have seen 4 units or two larger units dedicated to satisfying the City of Kelowna's affordable housing criteria as outlined in the OCP.

However, discussions with the applicant have indicated that the intent is to have even more affordable housing. The applicant is proposing to use self-initiated covenants that would include a seven year "right of first refusal" clause with the "reseller" only able to sell back to Grason Enterprises at cost plus (indexed) inflation for the portion of time the unit has been owned. After seven years the covenant is retired and the owner can sell at market value. The intent is to encourage purchasers to plan ahead and stay for at least the seven years, putting roots into the neighbourhood and community while dissuading investment buyers who propose to "flip" the property, increasing attainable housing prices. If any of the suites come back to Grason Enterprises by means of the covenant being exercised, Grason Enterprises has indicated that it would resell the suites for the re-purchased price plus expenses, and re-initiate the seven year covenant.

The separation of the project into four buildings reduces the mass of the development. In conjunction with the overall form and character of the buildings, the result is a pleasingly residential feel. Additionally, the separation of the buildings allows paths between the buildings that connect to the adjoining streets and the on-site amenity area. Other positive features of the development include the central location for a children's play area and the underground parking. Staff have worked with applicant to find common ground, the applicant has worked with Staff to improve the overall design of the proposed development.

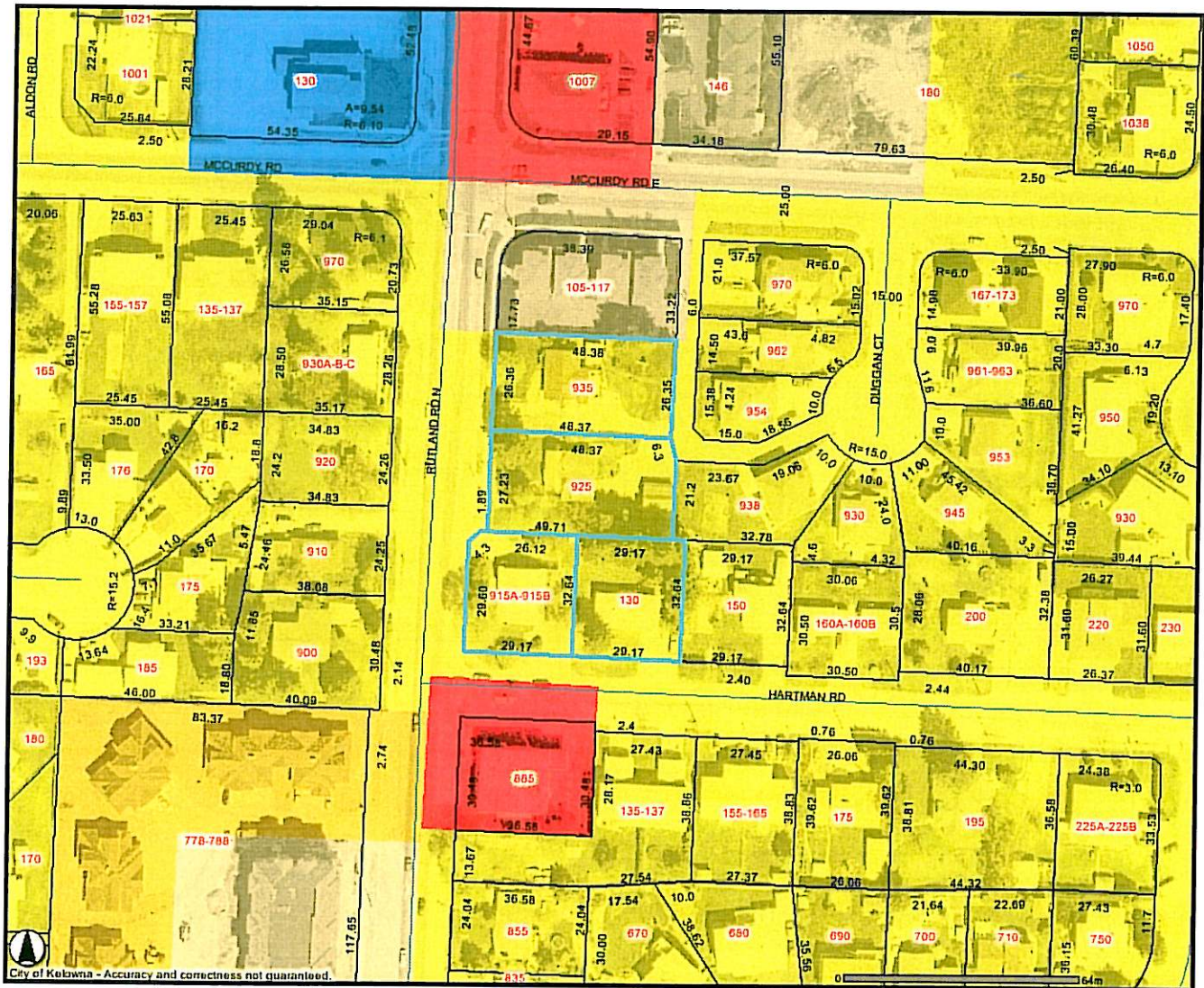

Shelley Gambacort
Current Planning Supervisor

SG/aw

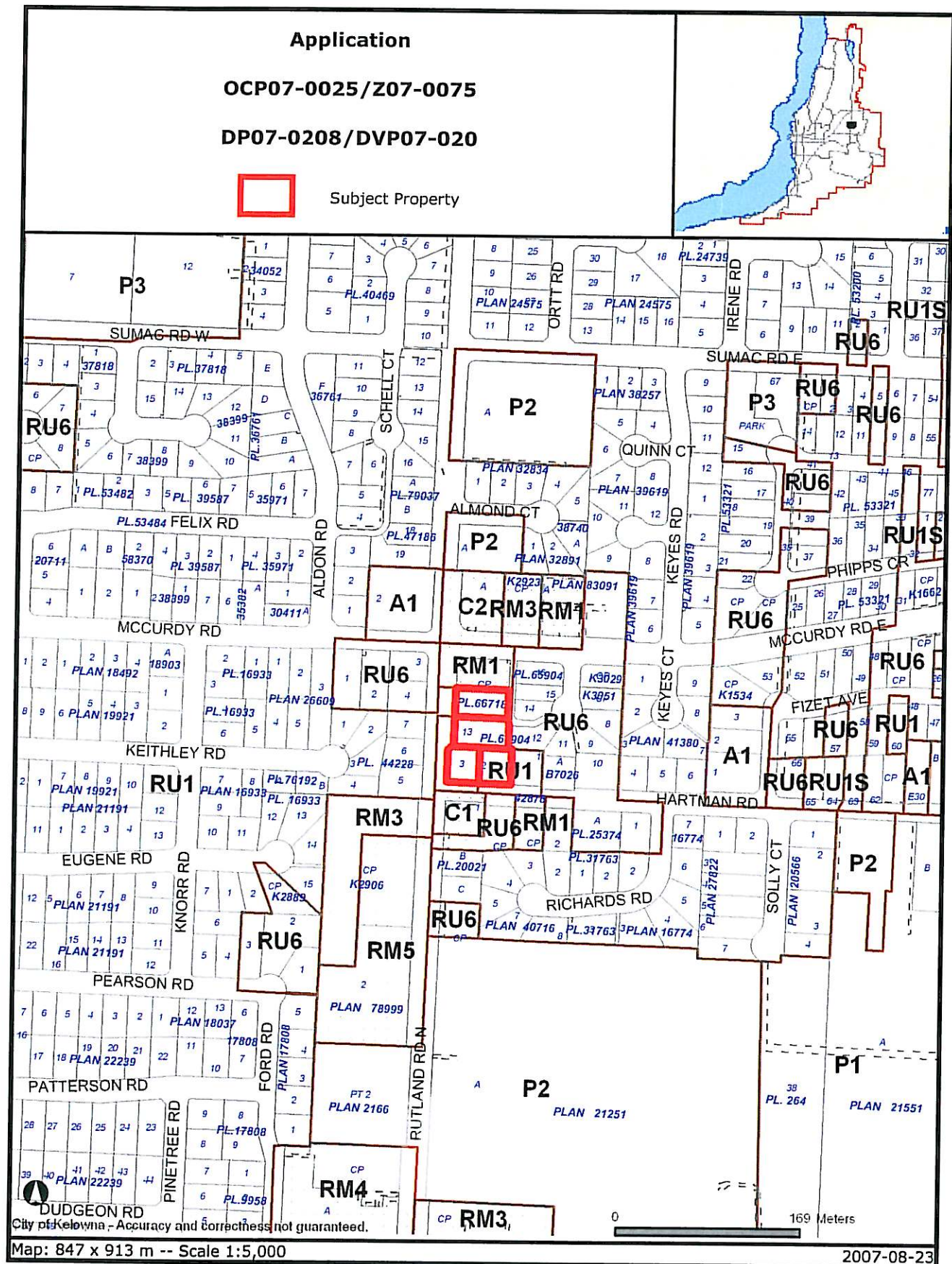
Attach

- Location Map
- Site Plan & Elevations
- Coloured Schematic
- Colour Board
- Landscape Plan

MAP "A"



Subject Property to have Future Land Use designation changed from "SINGLE/TWO UNIT RESIDENTIAL" to "MULTIPLE UNIT RESIDENTIAL - LOW DENSITY"



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.

CITY OF KELOWNA
MEMORANDUM

Date: October 24, 2007
File No.: Z07-0075 (revised to 38 units)
To: Planning & Development Services Department (AW)
From: Development Engineer Manager (SM)
Subject: 130 Hartman Road, Lot 2, plan 15222 – 935 Rutland Road, Lot 1, plan 66718 - 925 Rutland Road, lot 13, plan 65904 - 915 Rutland Road, lot 3, plan 15222, Section 26 Township 26, ODYD.

The Works & utilities Department comments and requirements regarding this application are as follows:

1. Subdivision

- a) Provide easements as may be required.
- b) Consolidate the lots.
- c) Dedicate approximately 5.0 m. along the Rutland Road frontage of lot 3, plan 15222 to line-up with the adjacent properties to the North.
- d) Dedicate a 6.0m. radius at corner of Rutland Road and Hartman Road .

2. Geotechnical Study.

A comprehensive Geotechnical Study is required, which is to be prepared by a Professional Engineer competent in the field of geotechnical engineering, the study is to address the following:

- a) Overall site suitability for development.
- b) Presence of ground water and/or springs.
- c) Presence of fill areas.
- d) Presence of swelling clays.
- e) Presence of sulfates.
- f) Potential site erosion.
- g) Provide specific requirements for footings and foundation construction.
- h) Provide specific construction design sections for roads and utilities over and above the City's current construction standards

3. Domestic water and fire protection.

This development is within the service area of the Black Mountain Irrigation District (BMID). The developer is required to make satisfactory arrangements with the BMID for these items. All charges for service connection and upgrading costs are to be paid directly to the BMID. The developer is required to provide a confirmation that the district is capable of supplying fire flow in accordance with current requirements for the zone currently applied for under this application.

A watermeter is mandatory as well as a sewer credit meter to measure all the irrigation water. Watermeters must be housed in an above-ground, heated, accessible and secure building, either as part of the main site buildings or in a separate building. Remote readers units are also mandatory on all meters.

4. Sanitary Sewer.

- a) The subject properties are serviced by the Municipal wastewater collection system and is located within specified area #20 except for lot 13, plan 65904 which is located within Specified Area #1. The new lot created by the consolidation is required to be within Specified Area # 20.
- b) The developer will be responsible to pay the sanitary Sewer Specified Area #20 charge for each of the proposed units. The charge is currently set at \$6,239.70 (Until March 31, 2008) per Single Family Equivalent (SFE). The SFE is calculated as follows: 38 units x 0.7 less 2 units for the RU6 lot located within Specified Area #1= 26.6 SFE-2 SFE = 24.6 SFE. The total charge is **\$153,496.62**.
- c) A new sanitary service, sized and conveniently located to accommodate the proposed development will be required. All the redundant 100 mm. diameter services must permanently disconnected. The cost of disconnecting the old services and installing a new service will be determined when an application for the new service is received by the City Inspection Services Department

5. Drainage.

A comprehensive site drainage management plan and design to comply with the City's drainage design and policy manual, is a requirement of this application. The drainage study should indicate the size and location of the ground recharge system. This plan can become part of the geotechnical study to identify possible ground recharge/detention areas.

6. 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 works.

7. Road improvements.

a) Rutland Road

The applicant is responsible for the upgrade of Rutland Road to a paved urban arterial standard as an extension of the existing section along the two northerly lots. The construction consists of curb, gutter, separate sidewalk, fillet paving, storm drainage works, removal and/or relocation of utilities as may be required, etc. The estimated cost for this work, for bonding purpose, would be **\$16,800.00**, inclusive of a bonding contingency (Utility poles relocation not included).

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b) Hartman Road

The applicant is responsible for the upgrade of Hartman Road to a paved urban collector standard (SS-R5). The construction consists of curb, gutter and sidewalk, fillet paving, storm drainage works with

pipe to connect the existing main on Rutland Road, removal and/or relocation of utilities as may be required, etc. The estimated cost for this work, for bonding purpose, would be **\$37,800.00**, inclusive of a bonding contingency (Utility poles relocation not included).

8. Design and Construction.

- a) 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. Drawings must conform to City standards and requirements.
- b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Works & Utilities Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

9. Servicing Agreements for Works and Services.

- a) A Servicing Agreement is required for all offsite works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

10. Other Engineering Comments.

- a) Provide all necessary Statutory Rights-of-Way for any utility corridors required, including those on proposed or existing City Lands.
- b) If any road dedication affects lands encumbered by a Utility right-of-way (such as Terasen, etc.) please obtain the approval of the utility prior to application for final subdivision approval. Any works required by the utility as a consequence of the road dedication must be incorporated in the construction drawings submitted to the City's Development

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11. DCC Credits.

None of the required improvements qualify for DCC credit consideration, as these upgradings are not identified in the current DCC schedules.

12. Bonding and Levies Summary.

a) Performance Bonding

Rutland Road frontage upgrading	\$ 16,800.00
Hartman Road frontage upgrading	<u>\$ 37,800.00</u>
Total Bonding	<u>\$ 54,600.00</u>

b) levies

Specified Area #20 charges	<u>\$153,496.62</u>
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Steve Muenz, P.Eng.
Development Engineering Manager

BB

	SHEET NO.
DATE	A1
NO.	-01-
DESCRIPTION	
REMARKS	91-03-03

Page 2000

PHOTOS	85
DATE	207143-13
EXPOS	
NO. 15	23-25-23
NO. 12	



Village Road

Rutland Road

Horizon Road

Duggan Crt.

Sta

gta
gta Engineering Inc. Ltd.
210 - 1001 Springfield Road,
Kilburn, British Columbia,
V1T 1V9
Tel: (250) 879-4386
Fax: (250) 879-4386
www: gta-engineering.ca

Metro-Town Crossing
110 Horizon Road
Kilburn BC

GRASONENT
215 Rutland Road
Kilburn BC V

SITE PLAN
LEVEL TWO

Sheet No.	A1
Revision	-03
Date	2010-08-01
Drawn By	gta
Checked By	gta
Scale	1:100

DEVELOPMENT PERMIT
1. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PROJECT.
2. ANY CHANGES TO THIS DRAWING MUST BE APPROVED BY THE ENGINEER.
3. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PROJECT.
4. ANY CHANGES TO THIS DRAWING MUST BE APPROVED BY THE ENGINEER.
5. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PROJECT.
6. ANY CHANGES TO THIS DRAWING MUST BE APPROVED BY THE ENGINEER.

1. THE DRAWING IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF STA. ALL DIMENSIONS AND ELEVATIONS ARE TO BE USED AS SHOWN ON THIS DRAWING. ANY CHANGES TO THE DRAWING MUST BE APPROVED BY STA. LANDSCAPE ARCHITECTS AND ENGINEERS ARE NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF STA. ANY DIMENSIONS TO THE ELEVATION ARE TO BE USED AS SHOWN ON THIS DRAWING. ANY CHANGES TO THE DRAWING MUST BE APPROVED BY STA. ANY DIMENSIONS TO THE ELEVATION ARE TO BE USED AS SHOWN ON THIS DRAWING. ANY CHANGES TO THE DRAWING MUST BE APPROVED BY STA.

DEVELOPMENT FIRM

NO.	DATE	DESCRIPTION
1	10/1/00	10/1/00
2	10/1/00	10/1/00
3	10/1/00	10/1/00
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7	10/1/00	10/1/00
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Metro-Town Crossing
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road

GRASONT
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road
1000 Thompson Road

SITE PLAN
LEVEL THREE

NO.	DATE	DESCRIPTION
1	10/1/00	10/1/00
2	10/1/00	10/1/00
3	10/1/00	10/1/00
4	10/1/00	10/1/00
5	10/1/00	10/1/00
6	10/1/00	10/1/00
7	10/1/00	10/1/00
8	10/1/00	10/1/00
9	10/1/00	10/1/00
10	10/1/00	10/1/00

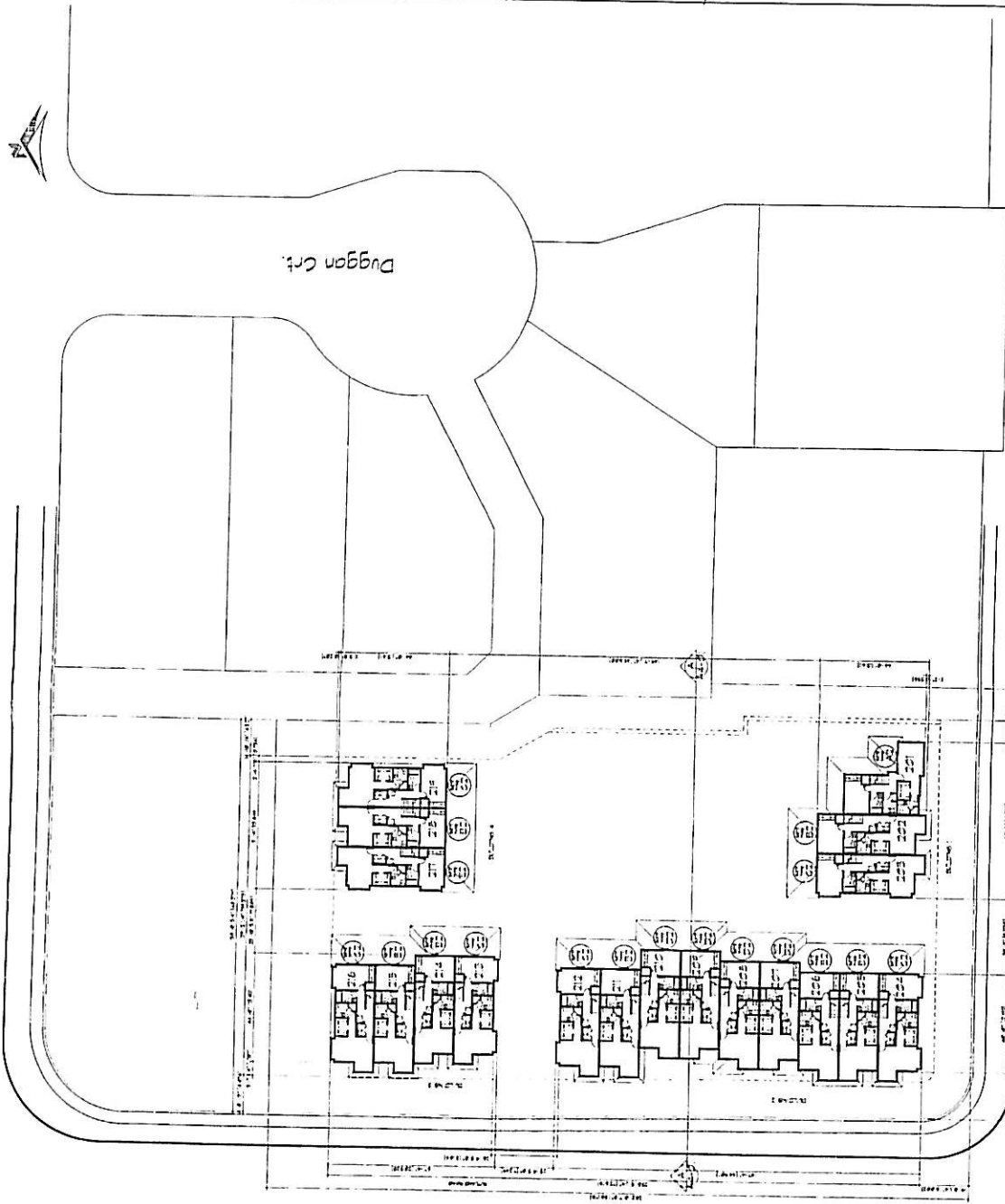


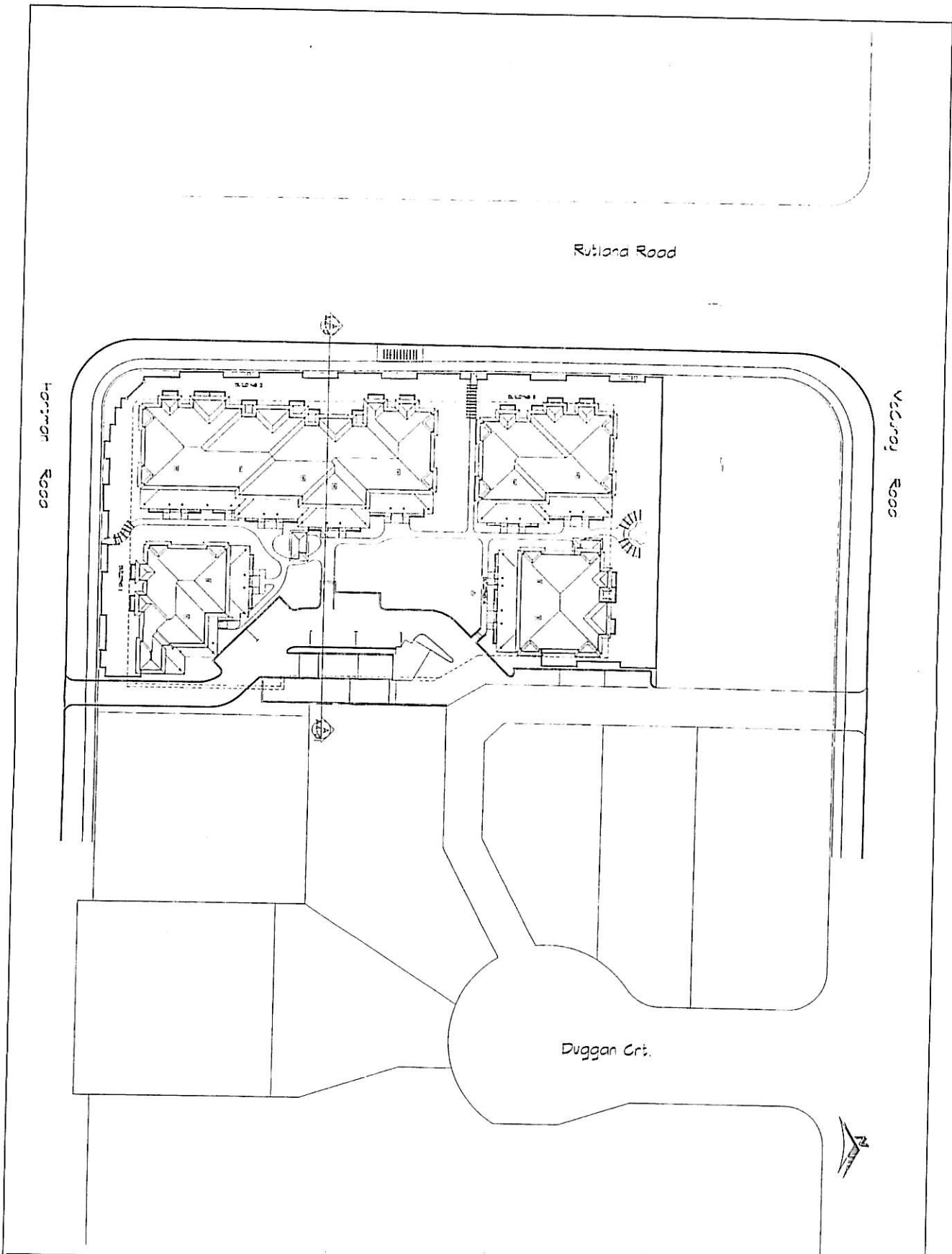
Dugan Crt.

Vesray Road

Rubland Road

Horton Road





DEVELOPMENT PERMIT

1. This Development Permit is issued for the purpose of allowing the applicant to carry out the development described in the application. The permit is subject to the conditions of the Development Control Regulations and the provisions of the Planning Act, 1964. The applicant is responsible for ensuring that the development is carried out in accordance with the terms of the permit.

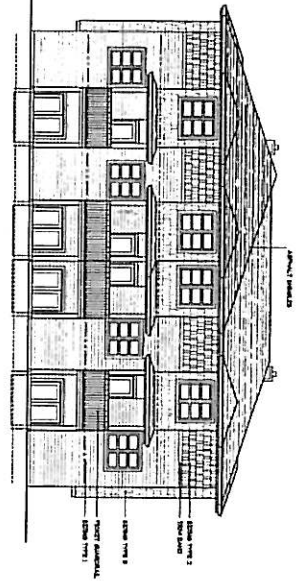
Item	Area	Volume
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

sta

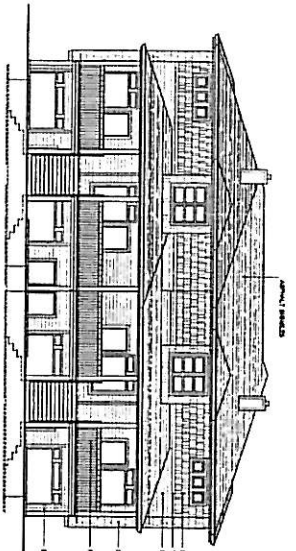
Metro-Town Crossing
1501 Burton Road
Kilmore DC

GRASONT
217 Fiddlers Road
Kilmore DC V

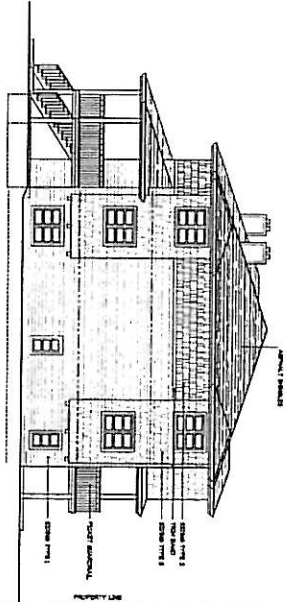
SITE PLAN
ROOF PLAN
A1
-05



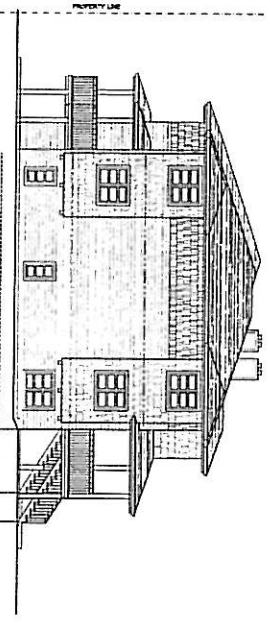
WEST ELEVATION
Scale 1/8" = 1'-0"



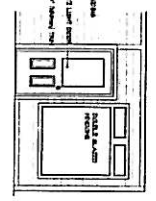
EAST ELEVATION
Scale 1/8" = 1'-0"



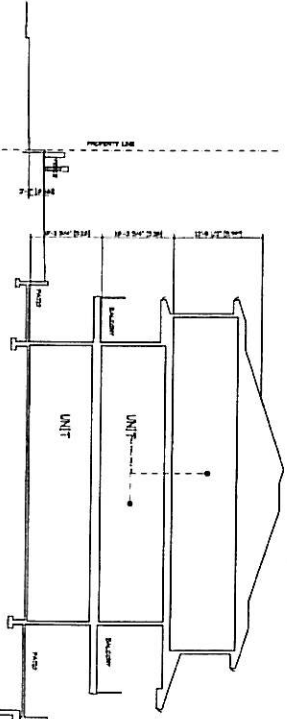
NORTH ELEVATION
Scale 1/8" = 1'-0"



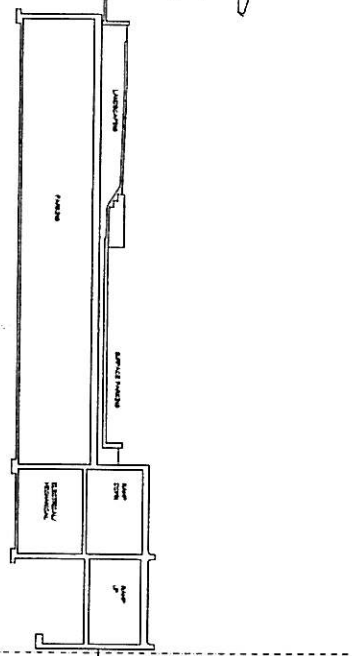
SOUTH ELEVATION
Scale 1/8" = 1'-0"



TYPICAL SUITE
FRONT DOOR DETAIL
Scale 1/8" = 1'-0"



SECTION A-A
Scale 1/8" = 1'-0"



TYPICAL STAIR DETAIL
Scale 1/8" = 1'-0"

DEVELOPMENT PERMIT

- THIS DRAWING MUST NOT BE REPRODUCED OR COPIED WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.
- ANY CHANGES TO THIS DRAWING MUST BE APPROVED BY THE ARCHITECT IN WRITING.
- THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND IS NOT TO BE LOANED, REPRODUCED, COPIED, OR IN ANY MANNER USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.
- THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AND ITS STRUCTURAL ELEMENTS.
- THE ARCHITECT'S LIABILITY DOES NOT EXTEND TO ANY OTHER MATTER.

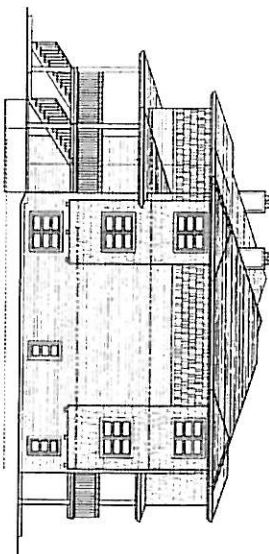
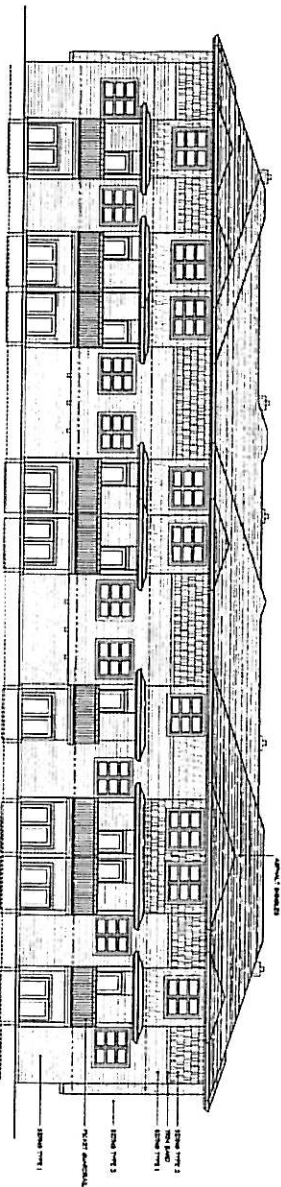
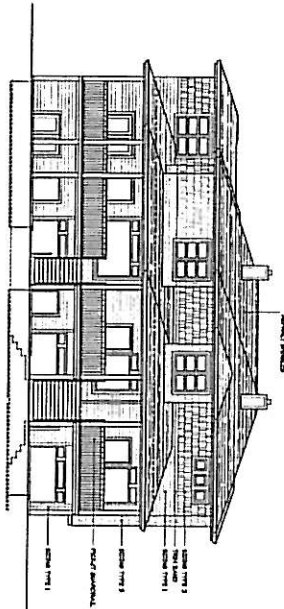
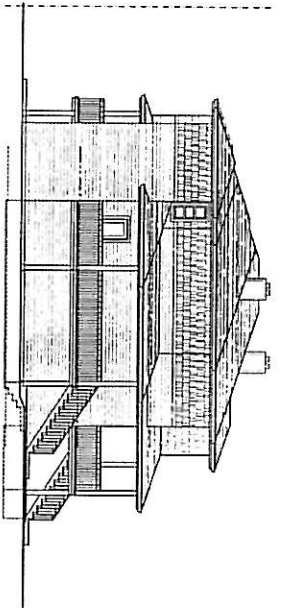
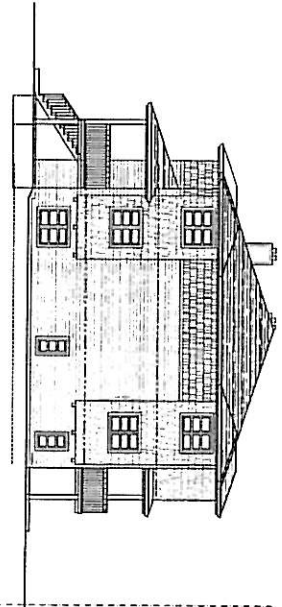
NO.	DATE	REVISION

sta

Architect: [Firm Name]
 100-1000 [Address]
 [City] [State] [Zip]
 Phone: [Phone Number]
 Fax: [Fax Number]
 E-mail: [Email Address]

Client: [Client Name]
 100-1000 [Address]
 [City] [State] [Zip]
 Phone: [Phone Number]
 Fax: [Fax Number]
 E-mail: [Email Address]

Project No. [Project Number]
 Drawing No. [Drawing Number]
 Date: [Date]
 Scale: [Scale]
 Sheet No. [Sheet Number]
 Total Sheets [Total Sheets]



DEVELOPMENT PERMIT

- THE RELATED PARTY MAY BE SOLID.
- REPLY ALL DISCUSSION AND START FROM TO COMMUNICATION OF THE REPLY, REPLY ALL DISCUSSION AND DISCUSSION TO THE ADVERT.
- THE ADVERT IS REPLYED AND MAY BE ALLOWED OTHER REPLY REPLYED FROM THE ADVERT.
- THE ADVERT IS THE EXCLUSIVE PROPERTY OF THE ADVERT.
- THE ADVERT IS THE EXCLUSIVE PROPERTY OF THE ADVERT.

[illegible]

57a

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343 - 1408 Buxton Field Road,
Kamloops, British Columbia,
V1Y 8V8
Fax: (250) 879-0344
Email: info@geary.ca
Email: geary@geary.ca

Metro-Town Crossing
190 Herman Road
Kelowna BC

GRASONENT.
929 Rutland Road
Kelowna B.C. V

**ELEVATIONS
BUILDING 1
BUILDING 2**

NAME	DATE
DATE	2007-10-13
TIME	
DATE	00-00-00
	A4 -02



FIGURE 10-10: METRO-TOWN CROSSING

Metro-Town Crossing
Kelowna, BC

SHINGLES

Dark Brown



VINYL SIDING

Light Grey, Sandalwood, Khaki Brown



FASCIA

Dark Brown



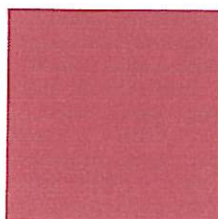
TRIM

Khaki Brown



DOORS

Dark Red



gt

Development Permit Colour Board August 3, 2007

Garry Tomporowski
Architect Ltd
243 - 1889 Springfield Road
Kelowna, BC Canada V1Y 5V5
Phone: 250/979.1668 Fax: 250/979.4366

REDUCED



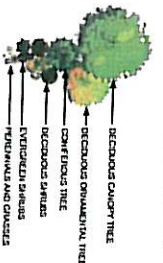
DECIDUOUS TREES

KEY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
1A	Acacia saligna	Black Wattle	10' x 12'	Medium
1B	Alnus incana	European Alder	10' x 12'	Medium
1C	Amelanchier canadensis	Shadblow	10' x 12'	Medium
1D	Betula nigra	Black Birch	10' x 12'	Medium
1E	Cornus rugosa	Spicebush	10' x 12'	Medium
1F	Fraxinus americana	White Oak	10' x 12'	Medium
1G	Hamamelis virginica	Witch Hazel	10' x 12'	Medium
1H	Ilex verticillata	Wintergreen	10' x 12'	Medium
1I	Liquidambar styraciflua	Sweetgum	10' x 12'	Medium
1J	Malus domestica	Apple	10' x 12'	Medium
1K	Malus ioensis	Adirondack Apple	10' x 12'	Medium
1L	Malus sp.	Malus	10' x 12'	Medium
1M	Malus sp.	Malus	10' x 12'	Medium
1N	Malus sp.	Malus	10' x 12'	Medium
1O	Malus sp.	Malus	10' x 12'	Medium
1P	Malus sp.	Malus	10' x 12'	Medium
1Q	Malus sp.	Malus	10' x 12'	Medium
1R	Malus sp.	Malus	10' x 12'	Medium
1S	Malus sp.	Malus	10' x 12'	Medium
1T	Malus sp.	Malus	10' x 12'	Medium
1U	Malus sp.	Malus	10' x 12'	Medium
1V	Malus sp.	Malus	10' x 12'	Medium
1W	Malus sp.	Malus	10' x 12'	Medium
1X	Malus sp.	Malus	10' x 12'	Medium
1Y	Malus sp.	Malus	10' x 12'	Medium
1Z	Malus sp.	Malus	10' x 12'	Medium

LANDSCAPE DEVELOPMENT DATA

1. PLANT MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE LATEST EDITIONS OF THE NATIONAL LANDSCAPE ARCHITECTURE ASSOCIATION (NLA) AND ILLINOIS LANDSCAPE ARCHITECTURE ASSOCIATION (ILLA) STANDARDS.
2. THE LANDSCAPE DESIGN REPRESENTED HEREIN IS CONCEPTUAL. NOT ALL PLANT MATERIALS WILL BE INSTALLED AT THE SAME TIME.
3. PLANT MATERIALS WILL BE INSTALLED AT THE SAME TIME AS THE BUILDING MATERIALS.
4. PLANT MATERIALS WILL BE INSTALLED AT THE SAME TIME AS THE BUILDING MATERIALS.
5. PLANT MATERIALS WILL BE INSTALLED AT THE SAME TIME AS THE BUILDING MATERIALS.
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10. PLANT MATERIALS WILL BE INSTALLED AT THE SAME TIME AS THE BUILDING MATERIALS.

LEGEND:



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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METRO-TOWN CROSSING
OFFSHORE ENTERPRISES



site360

LANDSCAPE PLAN
L-1