

---

CITY OF KELOWNA

MEMORANDUM

---

DATE: January 13, 2009

TO: City Manager

FROM: Community Sustainability Division

APPLICATION: DP08-0201

OWNER: C&H Properties Inc.

AT: 645 Highway 33 West

APPLICANT: Templar Architecture

PURPOSE: TO APPROVE A DEVELOPMENT PERMIT FOR THE FORM AND CHARACTER OF THE PROPOSED COMMERCIAL BUILDING.

EXISTING ZONE: C4 – Urban Centre Commercial

REPORT PREPARED BY: Alec Warrender

---

1.0 RECOMMENDATION

THAT Council NOT authorize the issuance of Development Permit No. DP08-0201 for Lot A, Sec. 22, Twp. 26, ODYD, Plan KAP65621, located at 645 Highway 33 West, Kelowna, B.C.

2.0 SUMMARY

The applicant has applied for a Development Permit to approve the form and character of the proposed commercial building which will be occupied by a Rexall Drug Store with a drive-through prescription window.

3.0 ADVISORY PLANNING COMMISSION

At a meeting held on February 3, 2009, the APC passed the following motion:

THAT the Advisory Planning Commission support Development Permit Application No. DP08-0201 for Lot A, Sec. 22, Twp. 26, ODYD, Plan KAP65621, located at 645 Highway 33 West, Kelowna, B.C. by Templar Architecture, for the form and character of the proposed commercial building.

4.0 BACKGROUND

A Development Permit for this property and the property located across Hollywood Road had been previously issued in 1999 for a mixed use development (see attached approved site plan). Staff were supportive of the previously approved Development Permit as it was consistent with a number of the OCP's Urban Town Centre policies with regard to creating a more pedestrian oriented and urban environment.

5.0 PROPOSAL

The applicant has proposed to construct a single storey 1121.3m<sup>2</sup> commercial building that will be occupied by a Rexall drug store. The subject property is a large corner parcel that will be developed in two phases. Currently, a Development Permit for the first phase is under consideration. A total of 49 parking stalls have been provided while the eastern elevation will accommodate a drive-through prescription window. The NW corner of the property is reasonably landscaped and incorporates a strong pedestrian connection. The existing NS pedestrian walkway located on the eastern edge of the subject property has been incorporated into the phase 1 site plan. The proposed colour scheme is consistent with Rexall's corporate colour scheme (See attached).

The proposal compares to the C4 – Urban Centre Commercial Zoning requirements as follows:

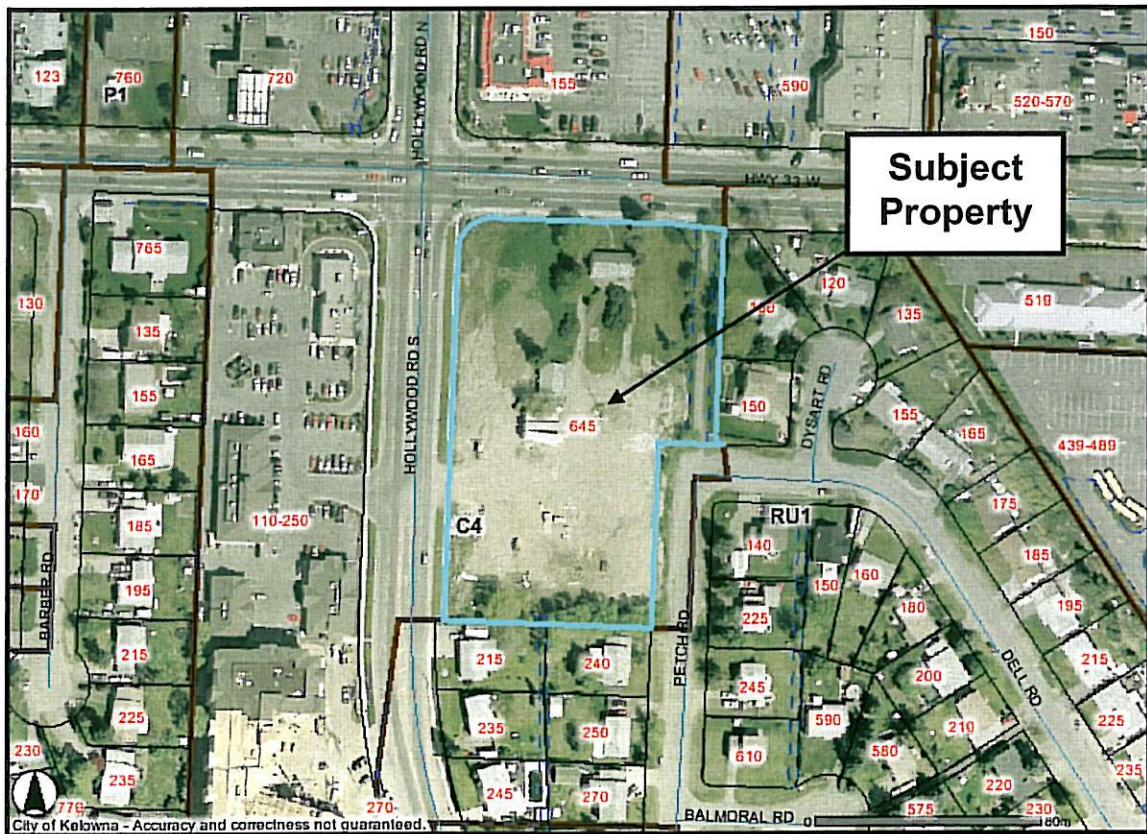
CRITERIA	PROPOSAL	C4 ZONE REQUIREMENTS
<b>Development Regulations</b>		
Floor Area Ratio	0.16	1.0
Site Coverage	16%	75%
Height	6.1m / 1 storey	15m / 4 storeys
Front Yard (north)	15 m	4.5 m (Hwy Setback)
Side Yards (east)	27 m	4.5 m (abutting residential)
Side Yards (west)	25 m	0.0 m
Rear Yard (east)	Meets Requirement	6.0 m
<b>Other Regulations</b>		
Parking Requirements	49 stalls	45 stalls (MoT requirement) (125% of 45 stalls = 50 stalls) <b>50 stalls</b>
Bicycle Parking	Meets requirements	Class I: 3 / Class II: 8
Loading	1 space	1 space

5.1 Site Context

<i>Direction</i>	<i>Zoning Designation</i>	<i>Land Use</i>
North	C4 - Urban Centre Commercial	Commercial
East	RU1 – Large Lot Housing	Residential
South	RU1 – Large Lot Housing	Residential
West	C4 - Urban Centre Commercial	Commercial

5.2 Site Location

645 Highway 33 W



6.0 CURRENT DEVELOPMENT POLICY

6.1 Objectives for Development Within Urban Centres (OCP Chapter 6)

- All development should be an appropriate response to its physical context, or anticipated future context where an area is designated for increased density or land use transition in the OCP.
- All development should 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).

Access

- Design should facilitate pedestrian and bicycle access.
- Vehicle access and on-site circulation should minimize interference with pedestrian movement

- Vehicle access from arterial or collector roads is discouraged. Where possible, such access should be achieved from a local road or lane.
- Pedestrian access should be clearly marked.

#### Ancillary Services/Utilities

- Loading, garbage and other ancillary services should be located at the rear of buildings.
- Utility service connections should be screened from view.

#### Building Massing

- Commercial, industrial and multiple-unit residential developments should be sensitive to and compatible with the massing and rhythm of the established streetscape. Detailed design features of existing buildings should be emulated if such features are of design value.
- Commercial, industrial, and multiple-unit residential developments should have no more than a one storey height gain between adjacent uses within 5.0 m of the side property line where the adjacent property is not designated for higher density redevelopment.

#### Parking

- Parking areas should, wherever possible and safe, be located either under buildings or at the rear or side of main buildings.
- Pedestrian circulation areas within parking lots should be convenient and clearly identified, preferably with distinct paving and/or landscaping treatment.

#### Relationship to the Street

- Buildings containing uses attracting visits from the general public should be located as close to the front property line as practical and as permitted under prevailing zoning regulations.
- People-oriented facilities (store entrances, café seating areas, displays, signage) should be focused along public streets and in front of buildings.
- Storefronts should incorporate large windows such that passers-by can see in and occupants can “look out”.
- Awnings or overhangs should be included, where suitable, to provide sheltered environments for pedestrians and to aid in energy conservation.
- Buildings at key intersections should be designed to highlight the corner. Design treatments could include setbacks at the corner, accentuated entrances and additional height using, for instance, towers and cupolas.

#### Signs

- The placement, size and format of signs shall be such that signs can be easily read by pedestrians

#### 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.

7.0 TECHNICAL COMMENTS

7.1 Building & Permitting

Demolition permits required for removal of old buildings on property. Roof signs not permitted by sign and zoning bylaw. Washrooms to be designed to be handicap accessible to requirements of BCBC 2006.

7.2 Ministry of Transportation

- The amount of parking proposed is acceptable to the Ministry.
- Storm drainage will be contained on-site or within a municipal system.

7.3 Development Engineering Branch

See Attached

8.0 LAND USE MANAGEMENT DEPARTMENT

The Land Use Management Department encourages efforts that foster revitalization of the Rutland Urban Centre through re-development options. Specifically, revitalization projects that incorporate infrastructure and building forms that contribute to culturally-rich, socially-diverse, and economically viable environments and that are consistent with the principles of good urban design. The development of the subject property is situated in a prominent location, and has the ability to anchor the intersection and contribute to the creation of a pedestrian-friendly and interactive urban environment.

In terms of allowable density and use, the proposed project is a significant under-utilization of the site. Additionally, the proposed layout, although making some gestures to the pedestrian realm, is highly vehicle-oriented. In both regards, it compromises the ability to realize the City's vision of the Rutland Urban Centre as a distinctive, dense, compact and pedestrian-oriented urban environment. This proposal is characteristic of a commercial strip mall development focused on the needs of the anticipated corporate tenant that is not consistent with the City's urban centre guidelines. For these reasons, Staff do not support the proposed development.

Notably, the applicant was receptive to a few of Staff's comments and a revision to the original submission has occurred. The original proposal included a total of 66 parking stalls, and in order to avoid a parking variance the parking scheme was reduced to 49 parking stalls. Staff still would have preferred fewer parking stalls as the City of Kelowna's Zoning Bylaw No. 8000 would only have permitted a maximum of 25 parking stalls for this development. However, as the subject property has direct access to Highway 33 West, the Ministry of Transportation's parking requirement of 50 stalls must be satisfied. Staff had encouraged the applicant to shift the building to the minimum front yard setback and to remove the parking that was originally located adjacent to the highway. Although the building is still 15m from the property line, it has been moved closer to the highway and the parking has been removed from the front of the development in order to create a stronger interface with the street.

Staff had also encouraged the applicant to remove the drive-through prescription window. This was not acceptable to the anticipated tenant. Although the Zoning Bylaw permits Drive-in Food Services at locations fronting a provincial highway, it does not indicate that other retail or commercial activities may provide drive through services. Although there are examples of financial services with drive-through ATM's located within the City, drive-through venues are generally discouraged given the City's objective of reducing vehicle idling times and an overall goal of reducing Green House Gas emissions.

financial services with drive-through ATM's located within the City, drive-through venues are generally discouraged given the City's objective of reducing vehicle idling times and an overall goal of reducing Green House Gas emissions.

#### 9.0 ALTERNATE RECOMMENDATION

If Council chooses to support the proposed development the following recommendations required:

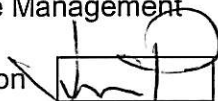
THAT the Council authorize the issuance of Development Permit No. DP08-0201 for Lot A, Sec. 22, Twp. 26, ODYD, Plan KAP65621, located at 645 Highway 33 West, Kelowna, B.C. subject to the following:

- 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.
- 5) The applicant be required to satisfy the Works & Utilities departments requirements prior to issuance of the Development Permit.

AND FURTHER THAT the applicant be required to complete the above-noted condition No. 4 within 180 days of Council approval of the development permit application in order for the permit to be issued.

  
\_\_\_\_\_  
Shelley Gambacort  
Director of Land Use Management

Approved for Inclusion

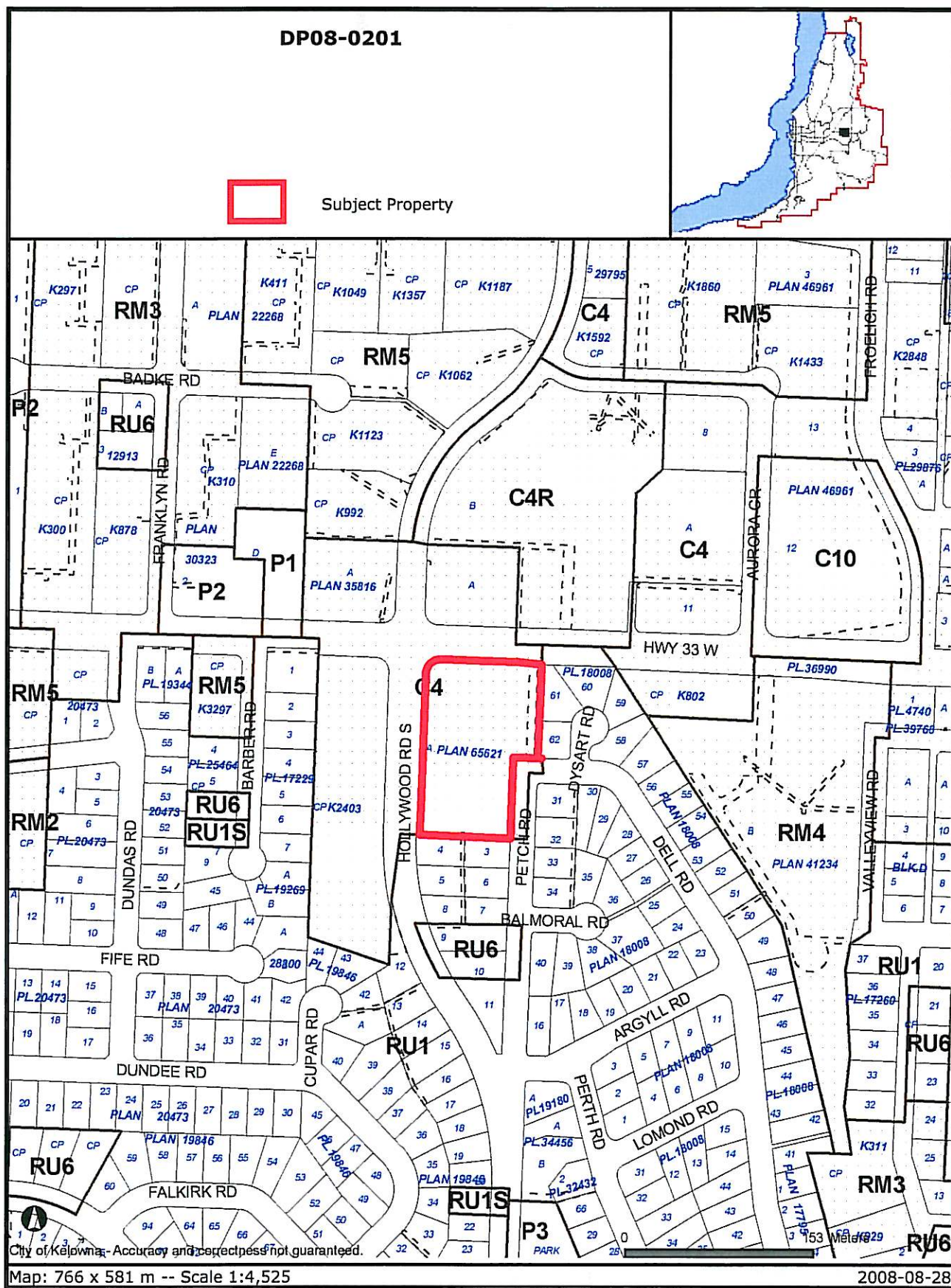


Jim Paterson  
General Manager of Community Sustainability

JP/SG/aw

#### Attachments

- Location Map
- Site Plan & Elevations
- Colour Board
- Previously approved site plan
- Development Engineering Comments



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.

7000 W. 10TH AVENUE, SUITE 200  
DENVER, CO 80202  
TEL: (303) 755-1234  
WWW.TEMPLARARCH.COM

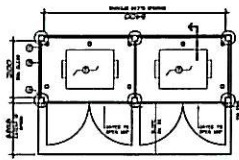
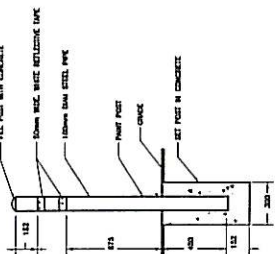
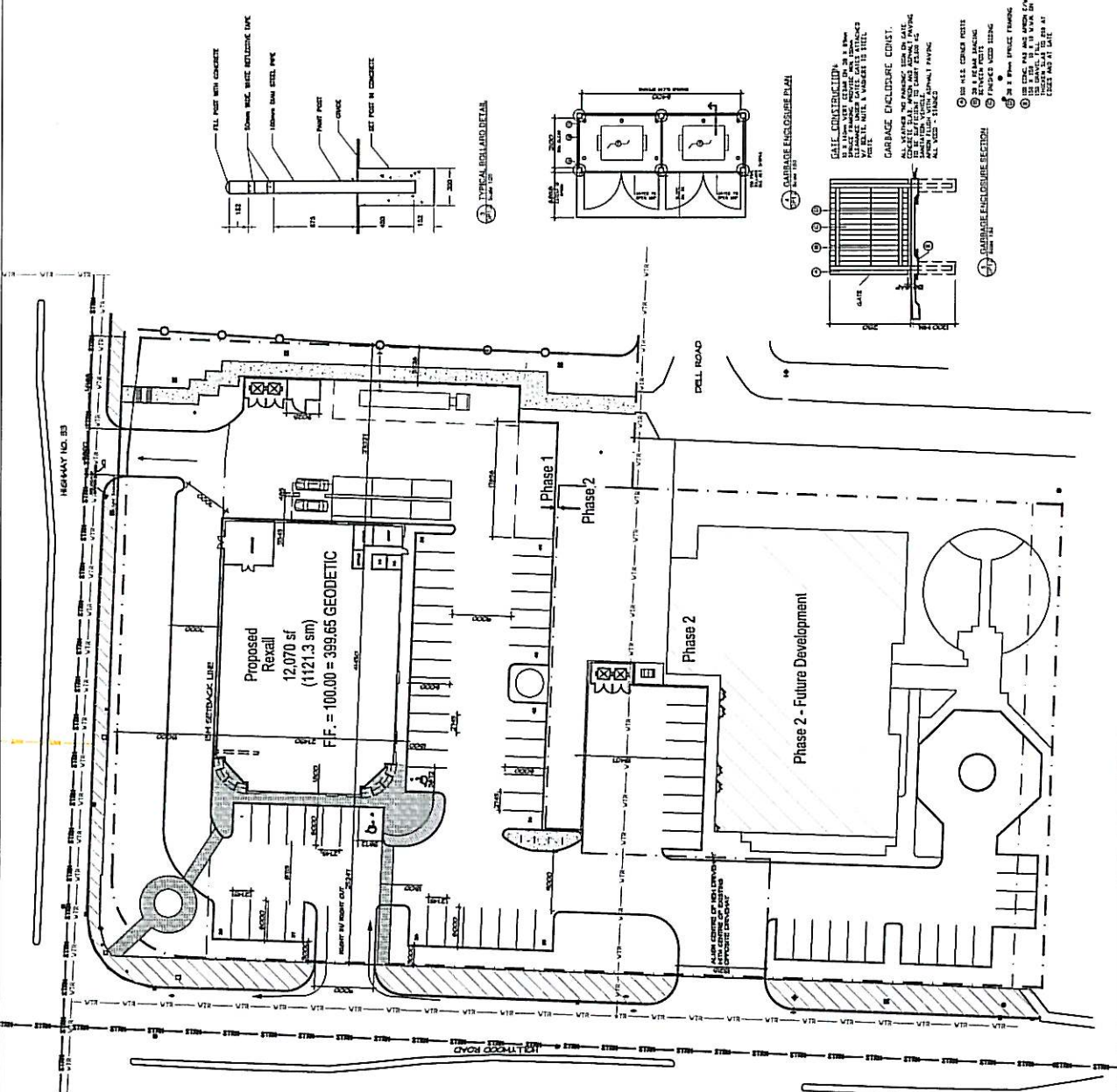
**C & H  
PROPERTIES  
INC.**

**Retall Drug Store**  
HIGHWAY 33 &  
HOLLYWOOD ROAD

KELOWNA, BC

**SITE PLAN**

DATE	BY	PROJECT	SCALE



- GATE CONSTRUCTION**  
 1. ALL PAVEMENT SHALL BE 4" MIN. THICKNESS  
 2. ALL PAVEMENT SHALL BE 10' MIN. WIDE  
 3. ALL PAVEMENT SHALL BE 10' MIN. WIDE  
 4. ALL PAVEMENT SHALL BE 10' MIN. WIDE  
 5. ALL PAVEMENT SHALL BE 10' MIN. WIDE
- CARBAGE ENCLOSURE CONSTRUCTION**  
 1. ALL PAVEMENT SHALL BE 4" MIN. THICKNESS  
 2. ALL PAVEMENT SHALL BE 10' MIN. WIDE  
 3. ALL PAVEMENT SHALL BE 10' MIN. WIDE  
 4. ALL PAVEMENT SHALL BE 10' MIN. WIDE  
 5. ALL PAVEMENT SHALL BE 10' MIN. WIDE



**SITE STATISTICS**  
 TOTAL AREA: 100.00 GEODETIC  
 BLDG AREA: 12,070 SF (1,121.3 SM)  
 F.F. = 100.00 = 399.65 GEODETIC

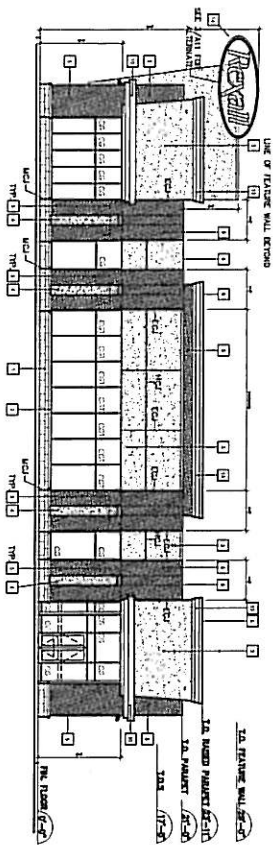
**SETBACK REQUIREMENTS**  
 FRONT: 10' MIN.  
 REAR: 10' MIN.  
 SIDE: 10' MIN.  
 CORNER: 10' MIN.

**GENERAL NOTES**  
 1. ALL PAVEMENT SHALL BE 4" MIN. THICKNESS  
 2. ALL PAVEMENT SHALL BE 10' MIN. WIDE  
 3. ALL PAVEMENT SHALL BE 10' MIN. WIDE  
 4. ALL PAVEMENT SHALL BE 10' MIN. WIDE  
 5. ALL PAVEMENT SHALL BE 10' MIN. WIDE

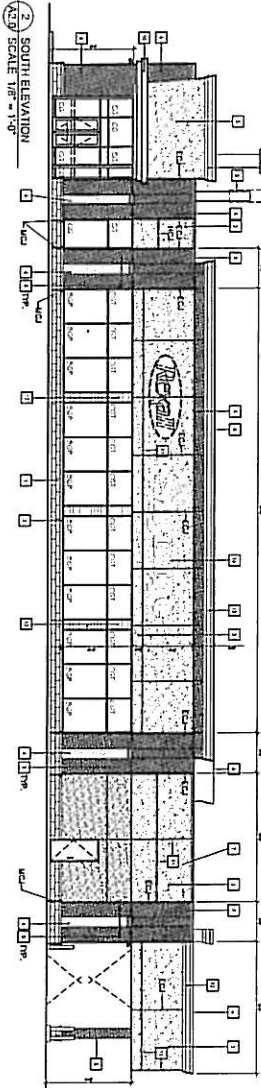
<b>PARKING REQUIRED</b>	SEE TABLE FOR MIN. # OF SPACES
<b>PARKING PROVIDED</b>	SEE TABLE FOR MIN. # OF SPACES

**SCHEDULE A**  
 This forms part of development  
 Permit # DP08-0201

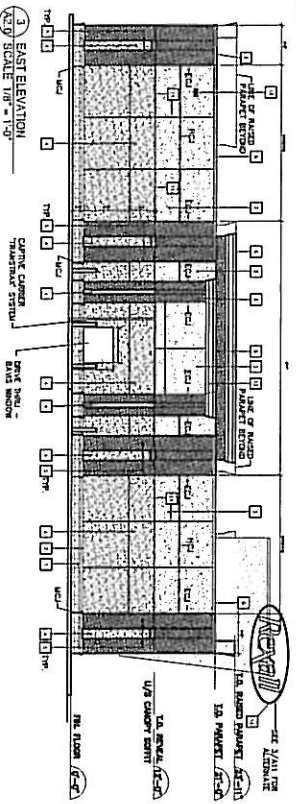




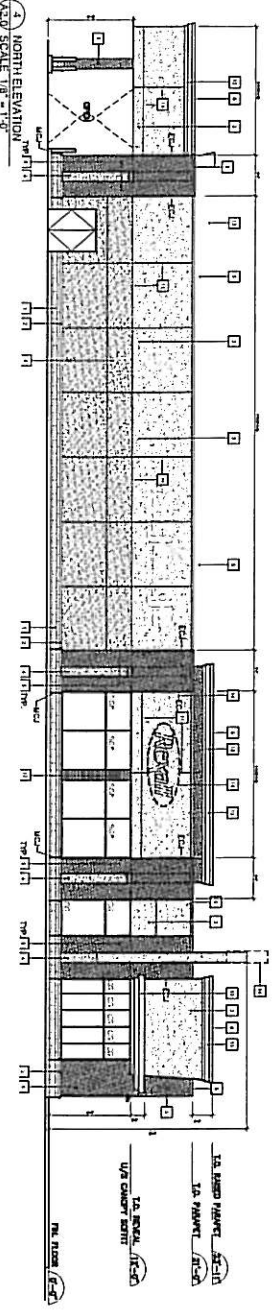
1 WEST ELEVATION  
SCALE 1/8" = 1'-0"



2 SOUTH ELEVATION  
SCALE 1/8" = 1'-0"

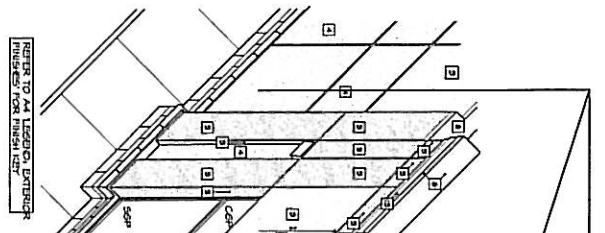


3 EAST ELEVATION  
SCALE 1/8" = 1'-0"



4 NORTH ELEVATION  
SCALE 1/8" = 1'-0"

- LEGEND:**
- 1 WATER WASHABLE PAINT, URETHANE UREOLAN
  - 2 COLOR - TRIDENT 500P
  - 3 COLOR - TRIDENT 500P
  - 4 COLOR - TRIDENT 500P
  - 5 COLOR - TRIDENT 500P
  - 6 COLOR - TRIDENT 500P
  - 7 COLOR - TRIDENT 500P
  - 8 COLOR - TRIDENT 500P
  - 9 COLOR - TRIDENT 500P
  - 10 COLOR - TRIDENT 500P
  - 11 COLOR - TRIDENT 500P
  - 12 COLOR - TRIDENT 500P
  - 13 COLOR - TRIDENT 500P
  - 14 COLOR - TRIDENT 500P
  - 15 COLOR - TRIDENT 500P
  - 16 COLOR - TRIDENT 500P
  - 17 COLOR - TRIDENT 500P
  - 18 COLOR - TRIDENT 500P
  - 19 COLOR - TRIDENT 500P
  - 20 COLOR - TRIDENT 500P
  - 21 COLOR - TRIDENT 500P
  - 22 COLOR - TRIDENT 500P
  - 23 COLOR - TRIDENT 500P
  - 24 COLOR - TRIDENT 500P
  - 25 COLOR - TRIDENT 500P
  - 26 COLOR - TRIDENT 500P
  - 27 COLOR - TRIDENT 500P
  - 28 COLOR - TRIDENT 500P
  - 29 COLOR - TRIDENT 500P
  - 30 COLOR - TRIDENT 500P
  - 31 COLOR - TRIDENT 500P
  - 32 COLOR - TRIDENT 500P
  - 33 COLOR - TRIDENT 500P
  - 34 COLOR - TRIDENT 500P
  - 35 COLOR - TRIDENT 500P
  - 36 COLOR - TRIDENT 500P
  - 37 COLOR - TRIDENT 500P
  - 38 COLOR - TRIDENT 500P
  - 39 COLOR - TRIDENT 500P
  - 40 COLOR - TRIDENT 500P
  - 41 COLOR - TRIDENT 500P
  - 42 COLOR - TRIDENT 500P
  - 43 COLOR - TRIDENT 500P
  - 44 COLOR - TRIDENT 500P
  - 45 COLOR - TRIDENT 500P
  - 46 COLOR - TRIDENT 500P
  - 47 COLOR - TRIDENT 500P
  - 48 COLOR - TRIDENT 500P
  - 49 COLOR - TRIDENT 500P
  - 50 COLOR - TRIDENT 500P
  - 51 COLOR - TRIDENT 500P
  - 52 COLOR - TRIDENT 500P
  - 53 COLOR - TRIDENT 500P
  - 54 COLOR - TRIDENT 500P
  - 55 COLOR - TRIDENT 500P
  - 56 COLOR - TRIDENT 500P
  - 57 COLOR - TRIDENT 500P
  - 58 COLOR - TRIDENT 500P
  - 59 COLOR - TRIDENT 500P
  - 60 COLOR - TRIDENT 500P
  - 61 COLOR - TRIDENT 500P
  - 62 COLOR - TRIDENT 500P
  - 63 COLOR - TRIDENT 500P
  - 64 COLOR - TRIDENT 500P
  - 65 COLOR - TRIDENT 500P
  - 66 COLOR - TRIDENT 500P
  - 67 COLOR - TRIDENT 500P
  - 68 COLOR - TRIDENT 500P
  - 69 COLOR - TRIDENT 500P
  - 70 COLOR - TRIDENT 500P
  - 71 COLOR - TRIDENT 500P
  - 72 COLOR - TRIDENT 500P
  - 73 COLOR - TRIDENT 500P
  - 74 COLOR - TRIDENT 500P
  - 75 COLOR - TRIDENT 500P
  - 76 COLOR - TRIDENT 500P
  - 77 COLOR - TRIDENT 500P
  - 78 COLOR - TRIDENT 500P
  - 79 COLOR - TRIDENT 500P
  - 80 COLOR - TRIDENT 500P
  - 81 COLOR - TRIDENT 500P
  - 82 COLOR - TRIDENT 500P
  - 83 COLOR - TRIDENT 500P
  - 84 COLOR - TRIDENT 500P
  - 85 COLOR - TRIDENT 500P
  - 86 COLOR - TRIDENT 500P
  - 87 COLOR - TRIDENT 500P
  - 88 COLOR - TRIDENT 500P
  - 89 COLOR - TRIDENT 500P
  - 90 COLOR - TRIDENT 500P
  - 91 COLOR - TRIDENT 500P
  - 92 COLOR - TRIDENT 500P
  - 93 COLOR - TRIDENT 500P
  - 94 COLOR - TRIDENT 500P
  - 95 COLOR - TRIDENT 500P
  - 96 COLOR - TRIDENT 500P
  - 97 COLOR - TRIDENT 500P
  - 98 COLOR - TRIDENT 500P
  - 99 COLOR - TRIDENT 500P
  - 100 COLOR - TRIDENT 500P

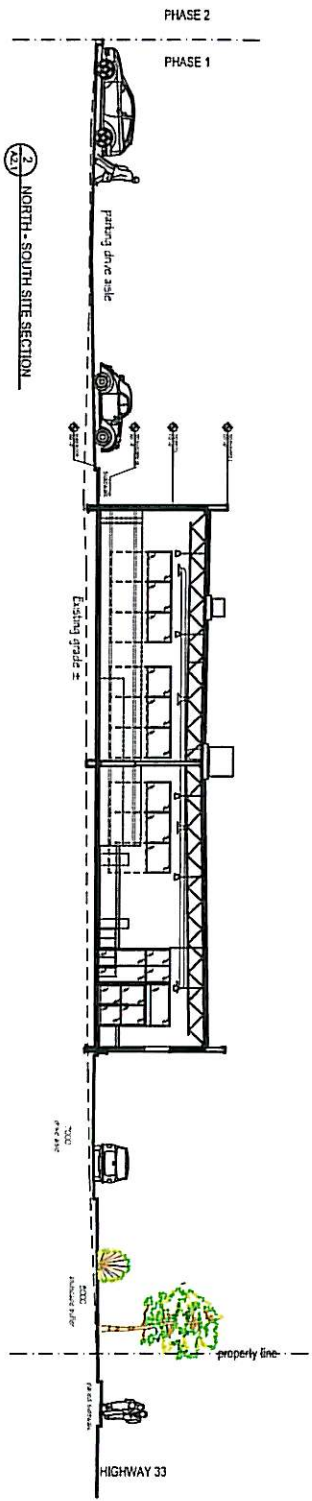
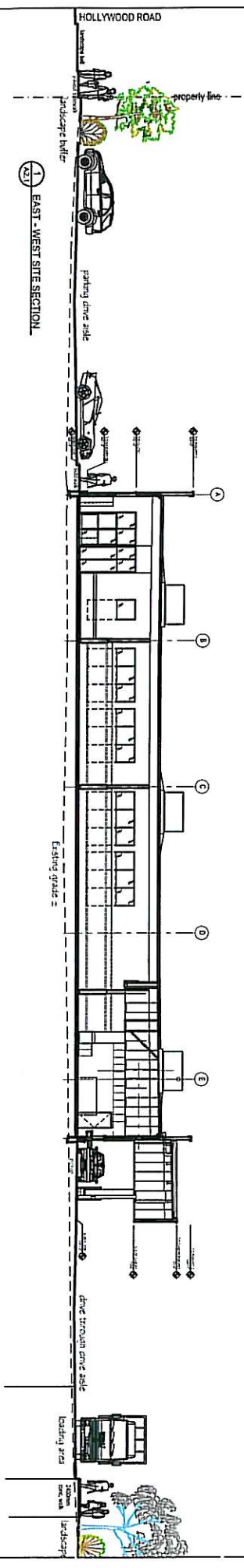


5 FLOOR PLAN  
SCALE 1/8" = 1'-0"

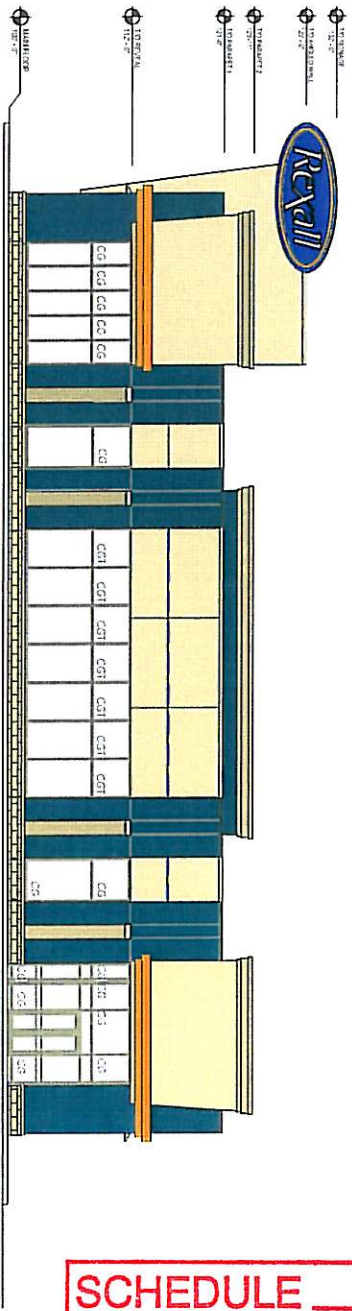
**GENERAL NOTE:**  
 1. REFER TO 2A LEGEND, EXTERIOR FINISHES FOR FINISH LIST.

<p><b>TEMPLAR</b>          ARCHITECTURE AND DESIGN</p>	
<p>GENERAL NOTE:          1. REFER TO 2A LEGEND, EXTERIOR FINISHES FOR FINISH LIST.</p>	
<p><b>C &amp; H PROPERTIES INC.</b></p>	
<p><b>Rexall Drug Store</b>          HIGHWAY 33 &amp;          HOLLYWOOD ROAD          KELOWNA, BC</p>	
<p><b>ELEVATION PLAN</b></p>	
<p>DATE: 2011.08.15</p>	<p>PROJECT: DP4.01</p>

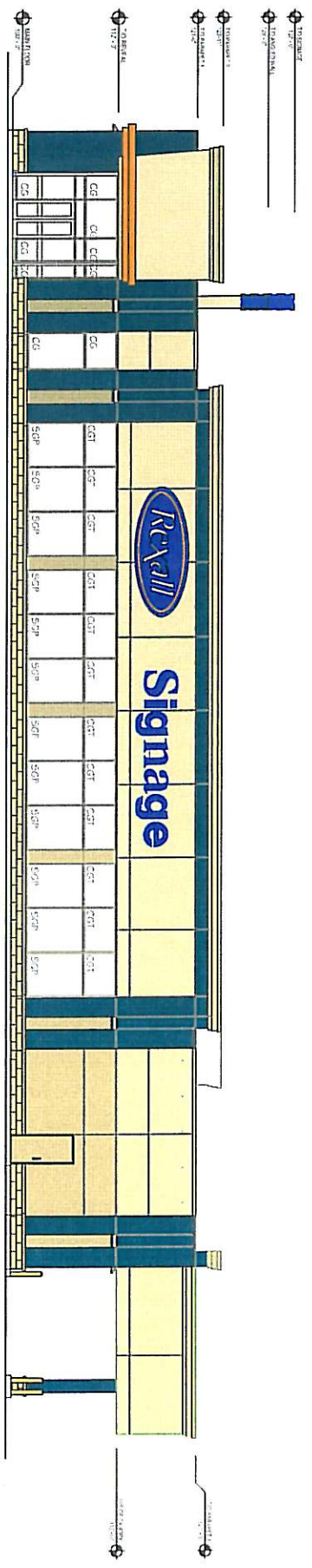
**TEMPLAR**  
 Architecture and Design  
 Suite 110, 1800 - 11 Street SE  
 Calgary, AB, Canada T2B 3K2  
 Telephone: 403-220-0119  
 Fax: 403-220-0118  
 Email: templar@templar.ca



**C & H PROPERTIES INC.**  
 Highway 33 & Hollywood Road  
 Kelowna, BC  
 DP5.0

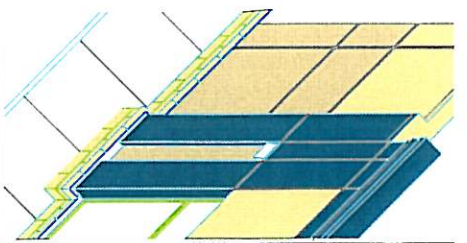


WEST ELEVATION  
SCALE 1/8" = 1'-0"

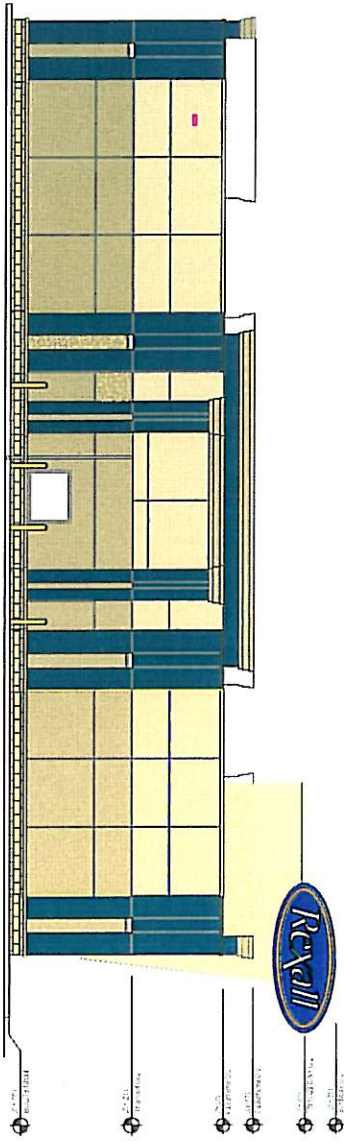


SOUTH ELEVATION  
SCALE 1/8" = 1'-0"

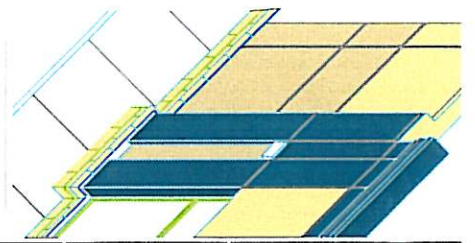
**SCHEDULE B**  
This forms part of development  
Permit # DP08-0201



<b>TEMPLAR</b> ARCHITECTURE & INTERIOR DESIGN 1000 WEST 10TH AVENUE, SUITE 100 VANCOUVER, BC V6H 2G6 TEL: 604-276-7777 FAX: 604-276-7778 WWW.TEMPLARARCHITECTURE.COM	
PROJECT: Rexall Drug Store ADDRESS: HIGHWAY 33 & HOLLYWOOD ROAD LOCATION: KELOWNA, BC	
CLIENT: C & H PROPERTIES INC.	
DRAWING NO: DP4.11	
DATE: 2008.02.11	
SCALE: AS SHOWN	
PROJECT NO: DP4.11	
SHEET NO: 1 OF 1	
DRAWN BY: [Name]	
CHECKED BY: [Name]	
APPROVED BY: [Name]	
PROJECT MANAGER: [Name]	
ARCHITECT: [Name]	



2 EAST ELEVATION  
SCALE: 1/8" = 1'-0"



1 NORTH ELEVATION  
SCALE: 1/8" = 1'-0"

TEMPLAR  
ARCHITECTS & CONSULTANTS

PROJECT NAME: Rexall Drug Store  
PROJECT ADDRESS: HIGHWAY 33 & HOLLYWOOD ROAD  
PROJECT CITY: KELOWNA, BC

DATE: 2014-03-27  
DRAWN BY: [Name]  
CHECKED BY: [Name]

REVISIONS  
NO. DATE DESCRIPTION

1 2014-03-27 INITIAL DESIGN  
2 2014-03-27 REVISED DESIGN  
3 2014-03-27 REVISED DESIGN

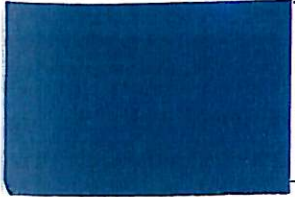
C & H  
PROPERTIES  
INC.

Rexall Drug Store  
HIGHWAY 33 &  
HOLLYWOOD ROAD  
KELOWNA, BC

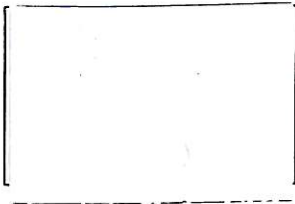
EXTERIOR ELEVATIONS  
DP4.21

  
DRUG STORE

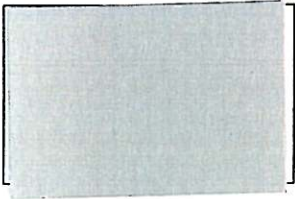
KELOWNA, BRITISH COLUMBIA  
645 HIGHWAY 33 WEST



STUCCO A - "DARING INDIGO"



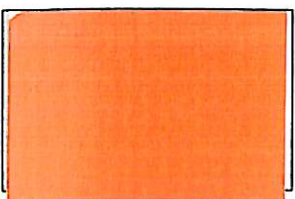
STUCCO B - "LIGHT BEIGE"



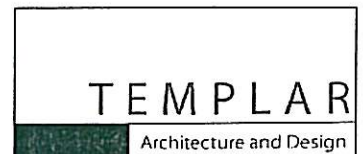
STUCCO C - "MEDIUM BEIGE"



SHOULDICE DESIGNER STONE -  
"DESERT BUFF"



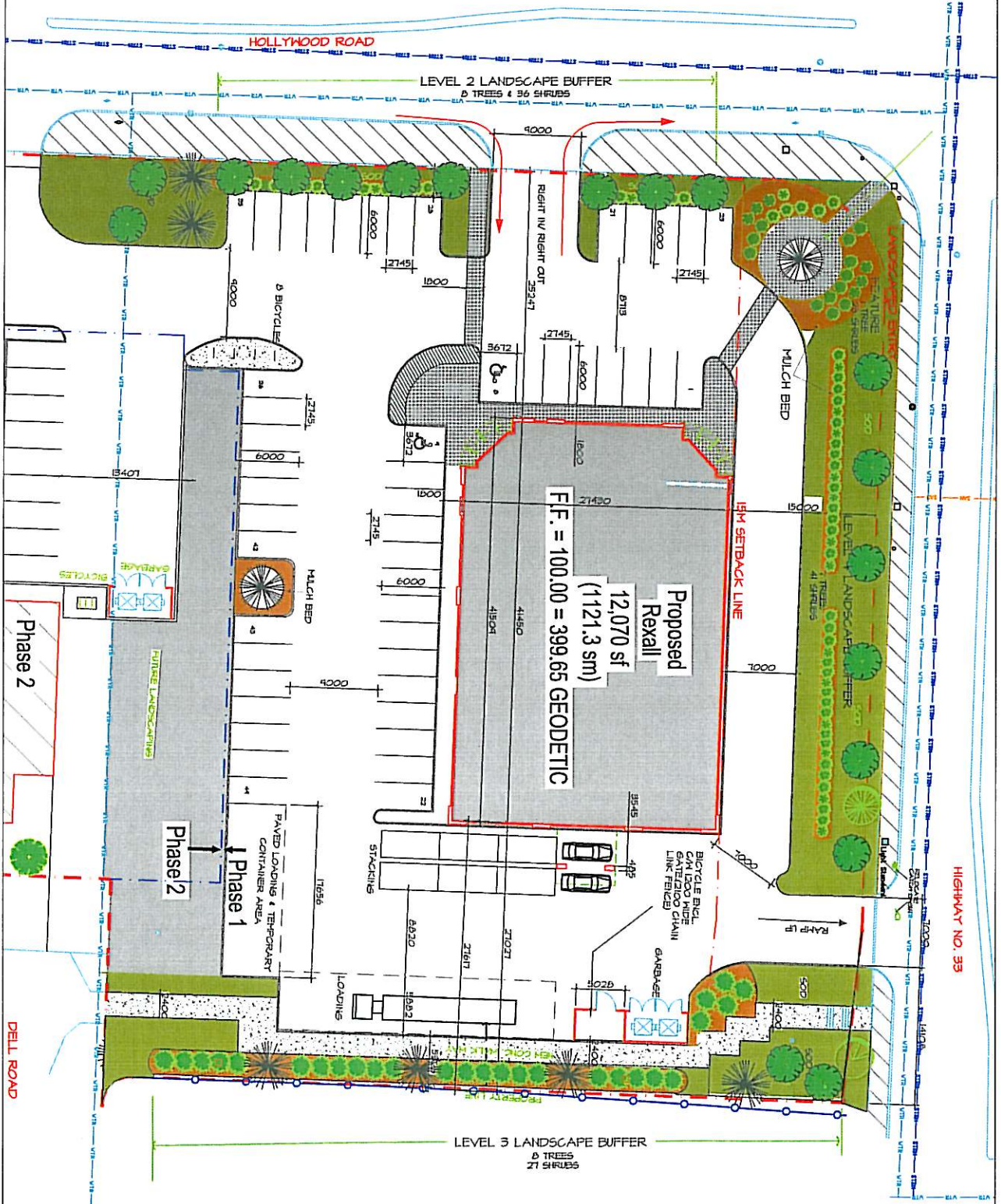
PAINTED ENTRY METAL CANOPY -  
"REXALL ORANGE"



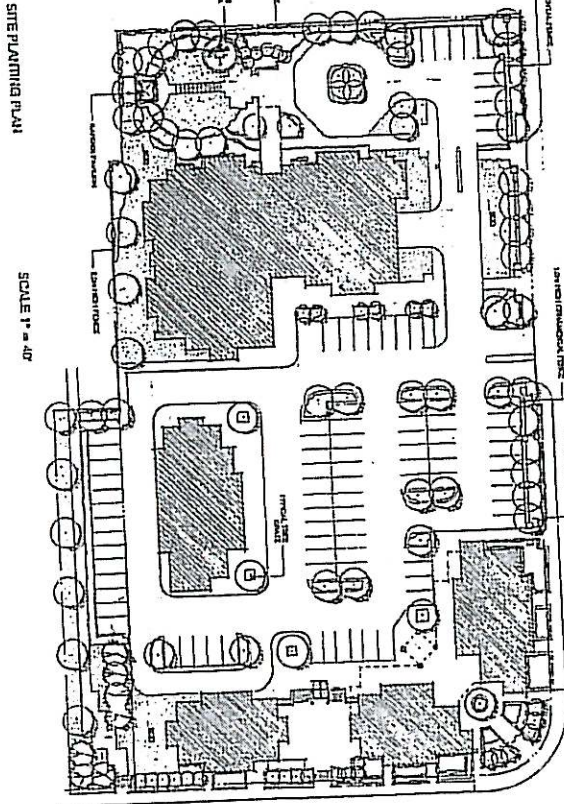
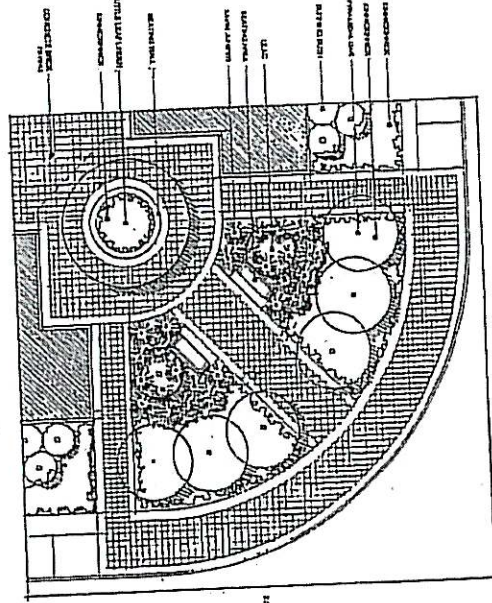
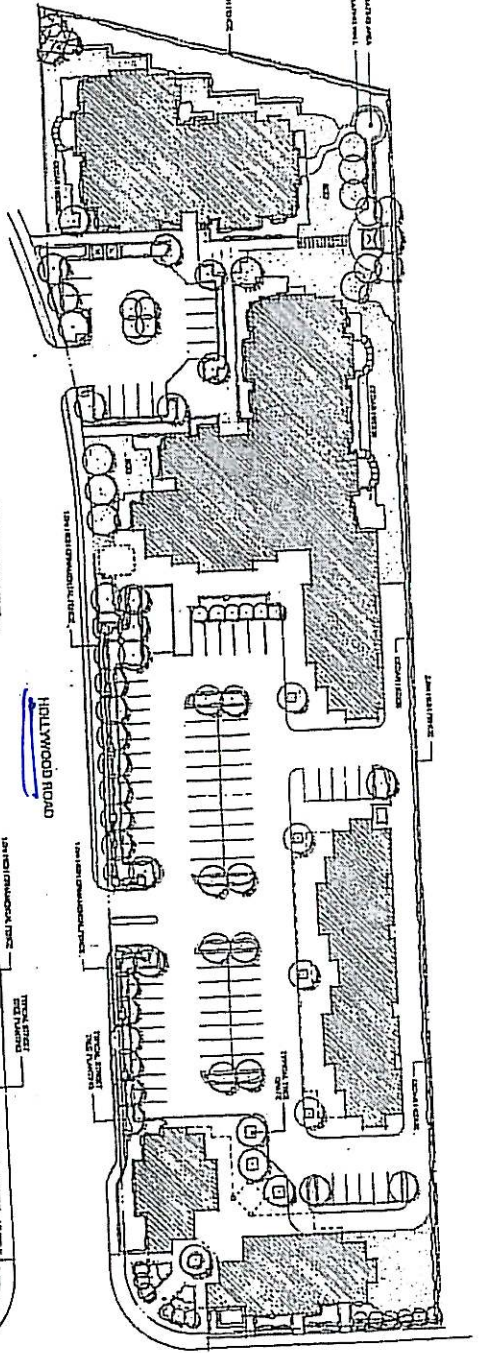
110, 1900 - 11 STREET S.E.  
CALGARY, AB. T2G 3G2

**SCHEDULE** 2  
 This forms part of development  
 Permit # DP08-0201

	LEVEL 2 LANDSCAPE BUFFER 2 TREES & 96 SHRUBS
	LEVEL 3 LANDSCAPE BUFFER 2 TREES & 27 SHRUBS
	MULCH BED
	RIGHT IN/RIGHT OUT
	15M SETBACK LINE
	BICYCLE RAMP CAN LOAD LINE GATE/LOAD CHAIN LINK (FENCE)
	RAMP
	GARBAGE BICYCLES
	FUTURE LANDSCAPING
	PAYED LOADING & TEMPORARY CONTAINER AREA
	STACKING
	LOADING
	LEVEL 2 LANDSCAPE BUFFER 2 TREES & 96 SHRUBS
	LEVEL 3 LANDSCAPE BUFFER 2 TREES & 27 SHRUBS
	MULCH BED
	RIGHT IN/RIGHT OUT
	15M SETBACK LINE
	BICYCLE RAMP CAN LOAD LINE GATE/LOAD CHAIN LINK (FENCE)
	RAMP
	GARBAGE BICYCLES
	FUTURE LANDSCAPING
	PAYED LOADING & TEMPORARY CONTAINER AREA
	STACKING
	LOADING

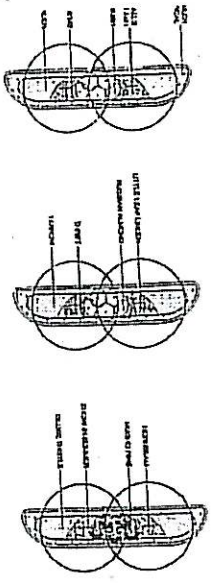


<b>TEMPLAR</b> ARCHITECTURE AND DESIGN	
C & H PROPERTIES INC.	
Retail Drug Store HIGHWAY 33 & HOLLYWOOD ROAD KELOWNA, BC	
<b>CONCEPTUAL LANDSCAPE PLAN</b> SHEET NO. 1 OF 1 PROJECT NO. DP1117	



2x1 CORNER PLAZA DETAIL  
SCALE 1" = 10'

SITE PLANNING PLAN  
SCALE 1" = 40'



**HOLLYWOOD STATION  
LANDSCAPE TREATMENT DATA**

1. THE LANDSCAPE TREATMENT SHOULD BE DESIGNED TO BE AESTHETICALLY PLEASANT AND TO PROVIDE A SENSE OF PLACE AND COMMUNITY.  
2. THE LANDSCAPE TREATMENT SHOULD BE DESIGNED TO BE FUNCTIONAL AND TO PROVIDE A SENSE OF PLACE AND COMMUNITY.  
3. THE LANDSCAPE TREATMENT SHOULD BE DESIGNED TO BE SUSTAINABLE AND TO PROVIDE A SENSE OF PLACE AND COMMUNITY.  
4. THE LANDSCAPE TREATMENT SHOULD BE DESIGNED TO BE ACCESSIBLE AND TO PROVIDE A SENSE OF PLACE AND COMMUNITY.  
5. THE LANDSCAPE TREATMENT SHOULD BE DESIGNED TO BE SECURE AND TO PROVIDE A SENSE OF PLACE AND COMMUNITY.

**HOLLYWOOD STATION  
PRELIMINARY PLANT SPECIFICATIONS**

PLANT NAME	QUANTITY	SIZE	NOTES
...	...	...	...

PLANT NAME	QUANTITY	SIZE	NOTES
...	...	...	...

*Previously Approved DP*

- LEGEND
- TYPICAL EXISTING TREE
- TYPICAL NEW TREE
- TYPICAL STREET LIGHT

HOLLYWOOD STATION  
RELOWNA BRITISH COLUMBIA  
M.K.S. RESOURCES INC.  
PRELIMINARY LANDSCAPE PLAN



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

---

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

---

**Date:** October 17, 2007  
**File No.:** DP08-0201  
**To:** Planning & Development Services Department (AW)  
**From:** Development Engineer Manager (SM)  
**Subject:** 645 Hwy 33 W. – Lot A, plan 65621, section 22, Township 26, ODYD

---

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

**These are W. & U. initial comments and they may be subject to MOT requirements**

1. Subdivision

a) Provide easement as may be required.

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 Rutland Waterworks District (RWD). The developer is required to make satisfactory arrangements with the RWD for these items. All charges for service connection and upgrading costs are to be paid directly to the RWD. 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 property is serviced by the Municipal wastewater collection system and is located within specified area #1.
- b) There are currently 3 services connected to the subject property, these services were left at the time of the subdivision since there was no clear development proposal for the site at that point in time. Should a new service be required, it will have to be installed at the cost of the developer and the redundant services must permanently disconnected at the main at the developer's cost.

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 subject property is located within the Rutland Town Centre. The services to this development and adjacent overhead distribution 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. Access.

- a) The applicant has indicated that a driveway within 50m. of the intersection of Hwy 33 and Hollywood Road is necessary to service the proposed development. Works and utilities has no objection to the driveway as long as the applicant constructs a raised median along the centre of Hollywood Road.
- b) The width of the second driveway to the south exceeds the maximum allowed under Bylaw 7900. The maximum width is 11m.
- c) The applicant is to confirm on the drawing that the centre of the proposed driveway lines up with the centre of the existing driveway across Hollywood Road.
- d) The proposed driveway on Hwy 33 is under the Ministry of Transportation (MOT) jurisdiction and the MOT supports direct access to Hwy 33 from the proposed development. The modification to the existing curb, gutter and sidewalk will be at the cost of the owner.

8. Road improvements.

a) Hollywood Road

The applicant must construct a raised median along the centre of Hollywood Road complete with traffic signs, drainage, install approved trees, grass and irrigation in the boulevard and modify the existing curb, gutter and sidewalk for the proposed driveways. The estimated cost for this work, for bonding purpose, would be **\$45,600.00**, inclusive of a bonding contingency (Utility poles relocation not included).

b) Hwy 33

The applicant must replace a portion of the curb, gutter and sidewalk to create the proposed driveway. The design and the construction are subject to the MOT approval. The estimated cost for this work, for bonding purpose, would be **\$8,400.00**, inclusive of a bonding contingency (Utility poles or other utilities relocation not included).

c) Petch Road

The frontage of Petch Road does not meet the current standard; however, any upgrades should be deferred until the southerly portion of the subject comes under application to ensure that the upgrades integrate well with the future development.

9. Walkway.

A covenant is registered on title to the effect that the owner of the property must provide and maintain a walkway between Petch Road and Hwy 33. A typical walkway has a minimum width of 2.4m. as per the existing asphalt walkway. The width of the proposed 1.5m. sidewalk shown on the drawing submitted in support of this application must be increased to 2.4m.

10. 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.

11. 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.

12. 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

13. DCC Credits.

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

14. Bonding and Levies Summary.

a) Performance Bonding

Hollywood Road S. upgrades	\$ 45,600.00
Hwy 33 new access	\$ 8,400.00
Total Bonding	<b><u>\$ 54,000.00</u></b>

---

Steve Muenz, P.Eng.  
Development Engineering Manager

BB