
CITY OF KELOWNA

MEMORANDUM

DATE: April 9, 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

SUPPLEMENTAL REPORT PREPARED BY: Alec Warrender

1.0 RECOMMENDATION

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.

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 BACKGROUND

At the February 23rd, 2009 Regular Council meeting the following resolution was adopted by Kelowna City Council:

THAT Council defer consideration of Development Permit Application No, DP08-0201 to allow the applicant to work with Staff in an attempt to come to a compromise with respect to the form and character of the building and the requested drive-through.

Staff have worked with the applicant to achieve a form of development that will be more consistent with the OCP guidelines for Urban Centre commercial development.

4.0 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.

5.0 PROPOSAL

The applicant has proposed to construct a single storey 1121.3m² 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 50 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).

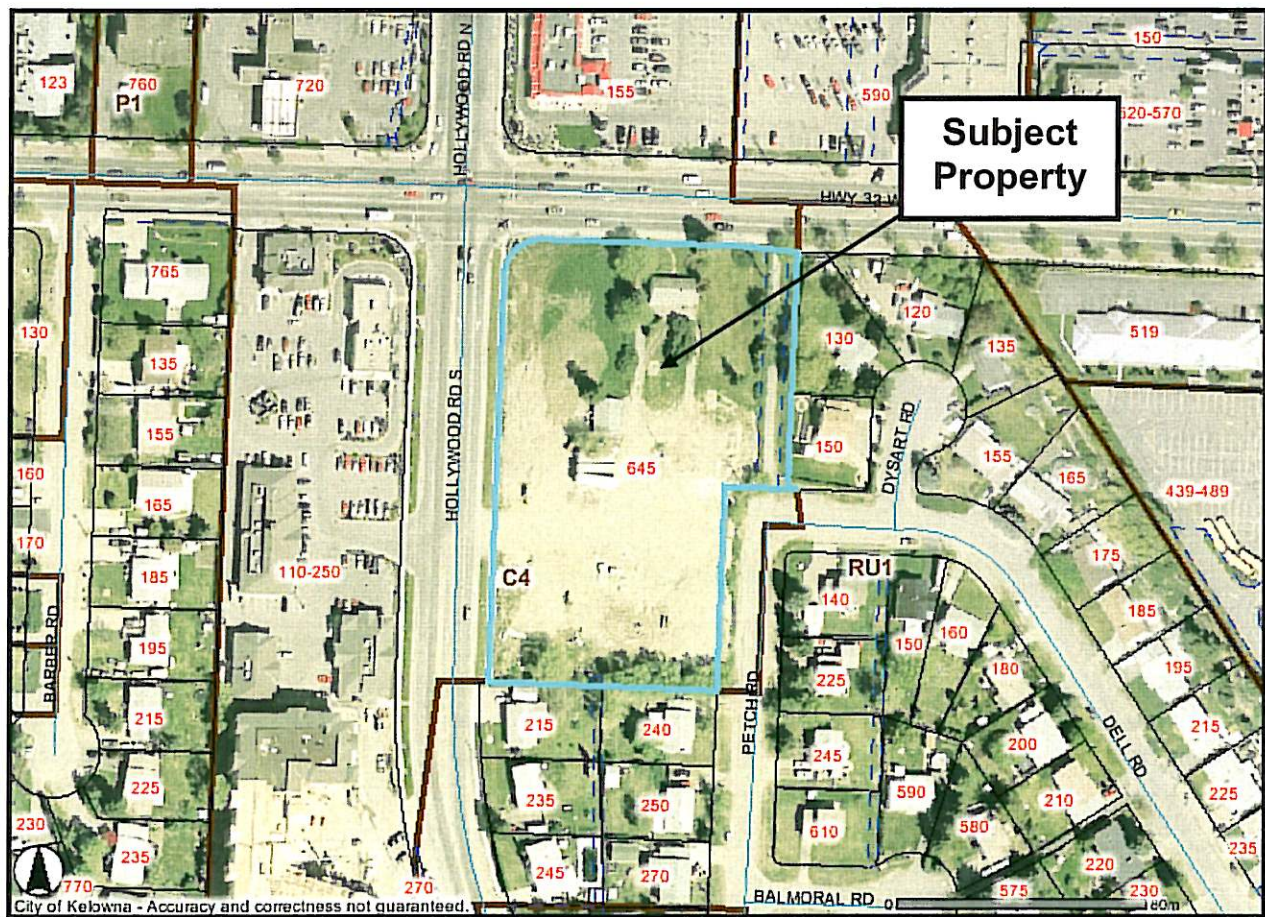
The proposal compares to the C4 – Urban Centre Commercial Zoning requirements as follows:

CRITERIA	PROPOSAL	C4 ZONE REQUIREMENTS
Development Regulations		
Floor Area Ratio	0.16	1.0
Site Coverage	16%	75%
Height	6.1m / 1 storey	15m / 4 storeys
Front Yard (north)	6.0 m	4.5 m (Hwy Setback)
Side Yards (east)	8.25 m	4.5 m (abutting residential)
Side Yards (west)	Meets Requirement	0.0 m

Rear Yard (east)	Meets Requirement	6.0 m
Other Regulations		
Parking Requirements	50 stalls	45 stalls (MoT requirement) (125% of 45 stalls = 50 stalls) 50 stalls
Bicycle Parking	Meets requirements	Class I: 3 / Class II: 8
Loading	1 space	1 space

5.1 Site Location

645 Highway 33 W

5.2 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

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

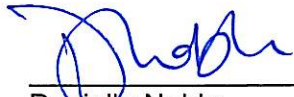
The Land Use Management Department encourages efforts that foster revitalization of the Rutland Urban Centre through re-development options. Specifically, revitalization projects that incorporate infrastructure and building forms that contribute to culturally-rich, socially-diverse, and economically 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.

Revised Proposal

Although the overall form has remained the same, the applicant has made revisions that do improve the character of the development. These revisions are outlined as follows:

- The building has been moved closer to the corner of the Hwy 33 and Hollywood Road, which provides the building with a greater street presence;
- The site plan will accommodate greater pedestrian connectivity / movement;
- The creation of two Public Plaza areas;
- The proposed materials are of a higher quality with improved colours;
- Improved visual interest with variety of textures and the provision of canopies.

Given the enhancements of the initial proposal, considerable progress has been made to improve the initial concerns of the project. Importantly, the building reflects an urban design that is more sensitive to the design objectives for this area that intends to transition into a more populated urban centre location. The improved entranceway and building materials are more neutral and not dominated by a branding that is exclusive to Rexall Drugs. The amended siting of the building will also afford a greater degree of flexibility for the future planning of Phase 2 of the site.



Danielle Noble
Urban Land Use Manager

Approved for Inclusion

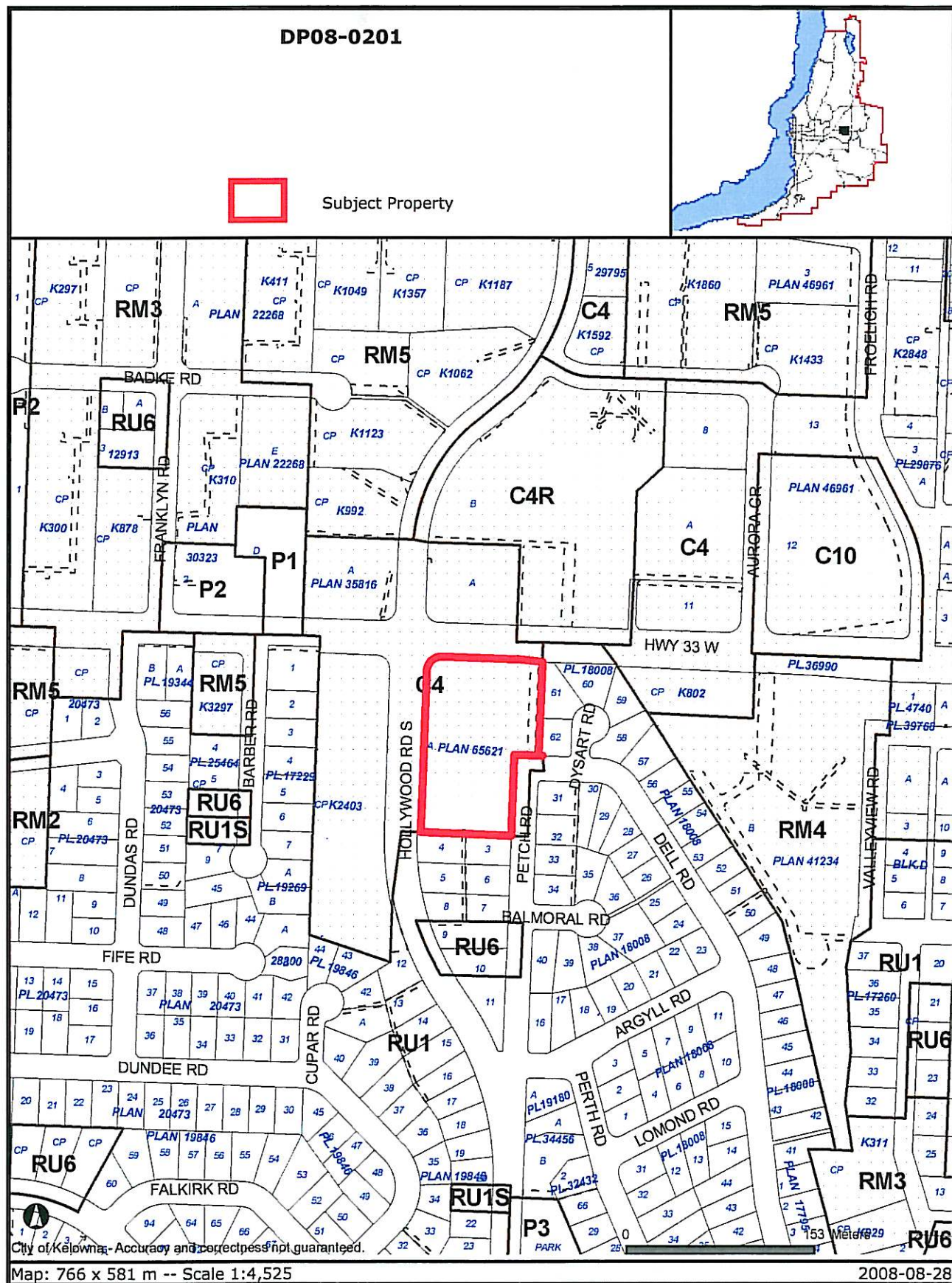


Shelley Gambacort
Director of Land Use Management
JP/SG/aw

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.



REVISED PLANS

SCHEDULE	
This forms part of development	
Permit #	Δ08-0201

TEMPLAR

Architecture and Design
Suite 110, 1800 - 11 Street S.E.
Calgary, Alberta, Canada T2G 3G2
Telephone: 403-230-0601
Fax: 403-230-0602
E-mail: templar@templar.ca

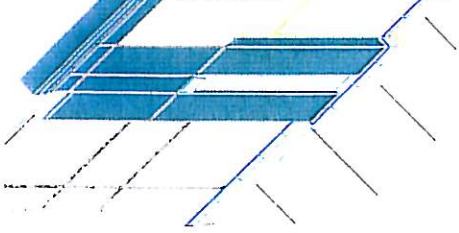


1 NORTH - ELEVATION
32

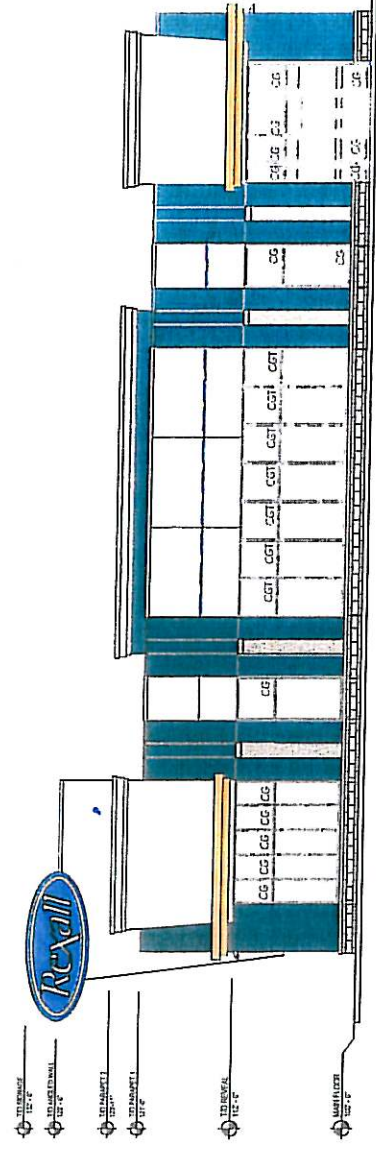
REVISED PLANS

DATE: 06/20/2018	REVISION: 01/06/2018
DATE: 01/12/2018	REVISION: 02/06/2018
BY: JENNIFER & JESSIE DAVIES	
C & H PROPERTIES INC.	
HIGHWAY 33 & HOLLYWOOD ROAD	
KELOWNA, BC	
BUILDING SECTION	
DATE: 06/20/2018	REVISION: 01/06/2018
DATE: 01/12/2018	REVISION: 02/06/2018
BY: JENNIFER & JESSIE DAVIES	
C & H PROPERTIES INC.	
HIGHWAY 33 & HOLLYWOOD ROAD	
KELOWNA, BC	
BUILDING SECTION	
DATE: 06/20/2018	REVISION: 01/06/2018
DATE: 01/12/2018	REVISION: 02/06/2018
BY: JENNIFER & JESSIE DAVIES	
C & H PROPERTIES INC.	
HIGHWAY 33 & HOLLYWOOD ROAD	
KELOWNA, BC	
BUILDING SECTION	

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

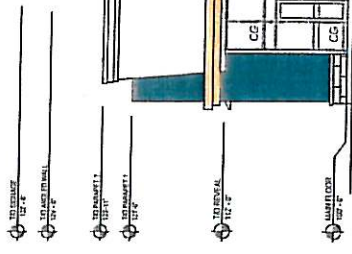


SCHEDULE
 This forms part of development
 Permit # DP08-0201

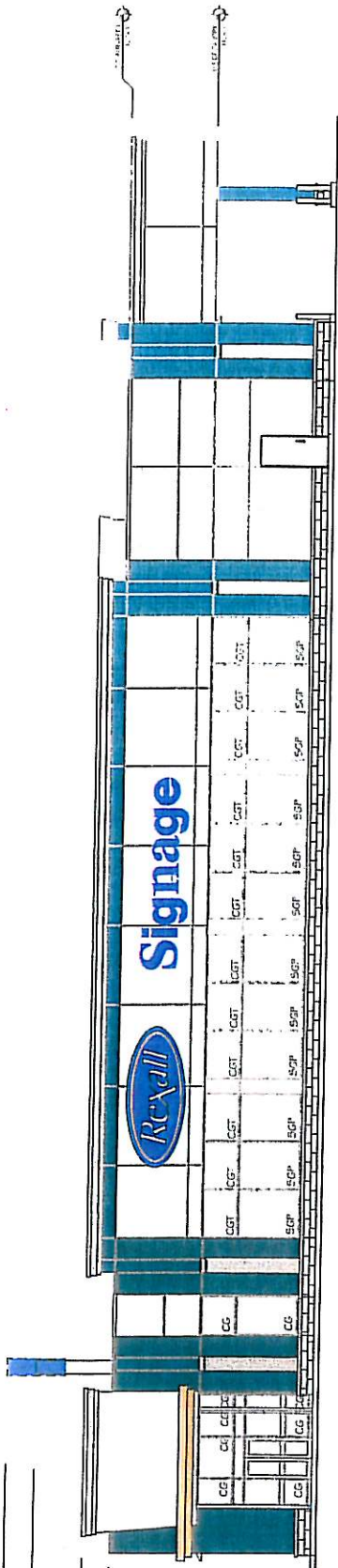


1 WEST ELEVATION
 SCALE 1/8" = 1'-0"

SUPERCEDED



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

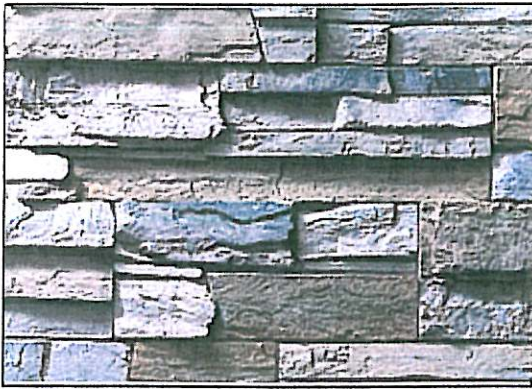


EXTERIOR ELEVATIONS	
DATE	REVISION
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48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

C & H
 PROPERTIES
 INC.

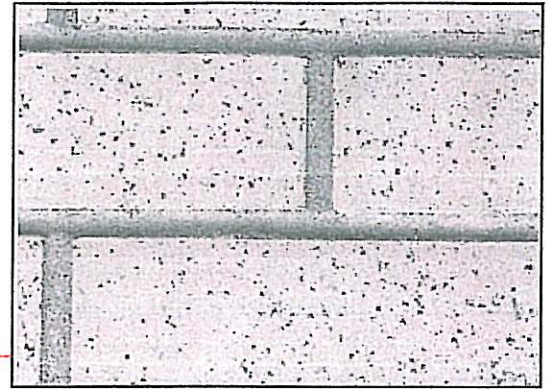
Rexall Drug Store
 HIGHWAY 33 &
 HOLLYWOOD ROAD
 MELOWNA, BC

[illegible]



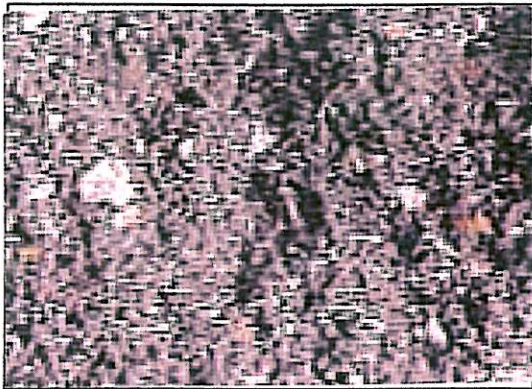
"PLATINUM"

CULTURED STONE



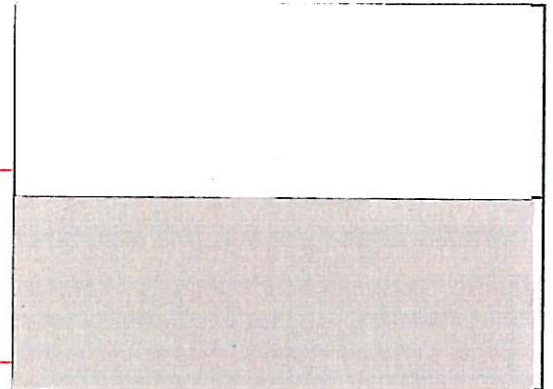
"TYNDEL GREY"

MASONRY



"STEEL GRAY"

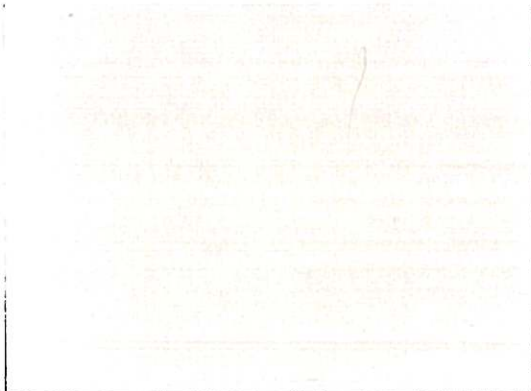
ARCHITECTURAL
CONCRETE BLOCK



"CHINA WHITE"

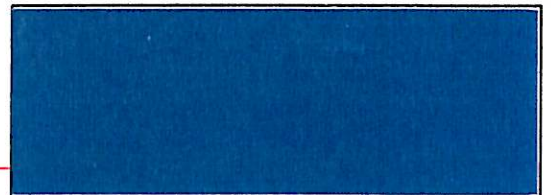
"SUEDE"

STUCCO COLOURS



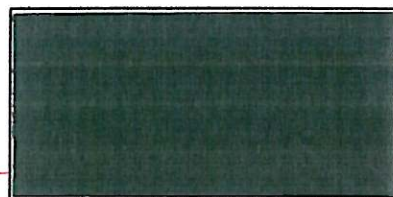
"COBBLE STONE"

HARDIBOARD PANELS



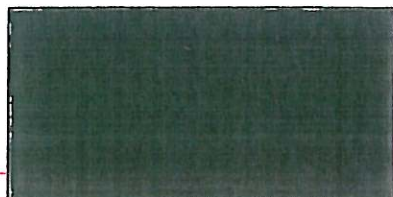
"REXALL BLUE"

AWNINGS



"MIDSUMMER
NIGHT"

STUCCO CORNICES &
HORIZONTAL TRIM



"DK BRONZE"

ALUMINUM FRAMES

REVISED PLANS



DRUG STORE
645 HIGHWAY 33,
KELOWNA, B.C.



Architecture and Design

HIGHWAY NO. 33

This forms part of development
 Permit # Δφ8-0201
 SCHEDULE 4

SCHEDULE

Proposed
Rexall
12,070 sf
(1121.3 sm)
F.F. = 100.00 = 399.65 GEODETIC

F.F. = 100.00 = 399.65 GEODETIC

Phase 2

Phase 2

DELL ROAD

C&H
PROPERTIES
INC.

Rexall Drug Store
HIGHWAY 33 &
HOLLYWOOD ROAD

KELOWNA, BC

CONCEPTUAL LANDSCAPE PLAN

SCADA MTC	DATE JAN 28 2009	DP1.1 r
2-3-000 RT	PROJECT NO 444	

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 upgrades 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	<u>\$ 54,000.00</u>

Steve Muenz, P.Eng.
Development Engineering Manager

BB