

Memo



Date: October 8, 2010

To: City Manager

From: Land Use Management, Community Sustainability

Application: DP10-0093/DVP10-0094

Owner: Chlojo Investments Inc.

Address: 1290/1298 St. Paul Street

Applicant: Edgecombe Enterprises Ltd.

Subject: Development Permit & Development Variance Permit

Existing OCP Designation: Commercial

Existing Zone: I2 - General Industrial

Proposed Zone: C7 - Central Business Commercial

1.0 Recommendation

THAT final adoption of Zone Amending Bylaw No. 10401 be considered by Council;

THAT Council NOT authorize the issuance of Development Permit No. DP10-0093 and Development Variance Permit No. DVP10-0094 for Lots 14 & 15, District Lot 139, ODYD, Plan 1303, located at 1290/1298 St. Paul Street, Kelowna BC.

2.0 Purpose

The applicant is seeking a Development Permit to approve the form & character of a six storey mixed-use development, as well as a Development Variance Permit which considers several to the Zoning Bylaw.

3.0 Land Use Management

The proposed mixed-use development and associated residential density is welcome adjacent to the well-established Cultural District, where a range of urban services and amenities are available to potential residents. The proposed residential units could provide an attainable ownership option for a group which previously may not have been able to enter the housing market in the Downtown Urban Centre, as the majority of residential development in recent years has focused on middle-to-high income groups and the luxury housing market. Attaining vibrant, diverse Urban Centres is supported through a mix of housing types and varying levels of affordability.

Building Form/Urban Design:

Through cooperation with staff, the applicant has completed commendable revisions to the building design, which both reduces the overall height of the building and includes additional articulation from the original design. The proposed elevations represent a modern design, influenced by a mix of finishing materials that reference both the Cultural District to the west, and the traditional industrial areas to the north. Further, the broad use of heavy timber and wood elements at building corners, sixth floor terraces and soffit areas are complimentary to existing residential development and civic buildings in the area. The varied architectural bays, balconies and terraces provide relief along each elevation.

The height proposed (21.3m) is greater than the Cannery Lofts to the west (17.2m), however, the proposal is located within a transitional area, where other redevelopment sites (particularly: the southeast corner of Ellis & Cawston; the southwest corner of St. Paul & Cawston; and the southeast corner of St. Paul and Clement) may consider projects of similar height. The proposed height profile would be further mitigated with the existing Commercial/Multiple Unit Residential (Medium Density) designations of the lands east of St. Paul.

Further visual interest is provided by the larger plantings proposed within third and sixth floor terraces, which also include planting beds for small and medium landscaping plantings. The large planting areas on the third floor would include a mix of vines intended to grow down the parkade wall. In addition to the concrete pattern treatment and reveals, the vines would assist in softening the visual impact of the parkade wall along the north and south elevations.

Off-Street Parking:

The applicant has made significant changes to their original parkade plan to achieve general conformance with the Zoning Bylaw. As such, through the application of Council Policy #314 to waive the commercial parking component, the project has a 2 stall surplus. Although not required, a car-share program is to be implemented into the development to be used by both building residents and the general community. This could assist the development group in selling units without parking stalls, which would be of benefit for both unit affordability and implementing TDM strategies. In addition, the applicant has also included 11 scooter/motorcycle stalls into the parkade, as well as some “electric car ready” (plug-in) spaces.

Development Variances:

Following consideration by the Advisory Planning Commission, the project has reduced the amount of parkade-related variances being requested. The requested variances for parkade drive-aisle width, percentage of small car parking, and the elimination of the required loading space is not perceived to create significant negative impacts on the overall development, and could be supported in consideration of the comprehensive proposal.

However, the proposed variance for building setback above 15.0m impacts both the St. Paul and laneway elevations. Of note, this could impact residents of the existing development to the west at the Cannery Lofts (1289 Ellis Street). The applicant has stated that aside from the issue of affordability, the narrow lot frontage is a challenge that has led to portions of the upper storeys being designed within this required setback. While the proposed variance does not represent a substantial deviation from the Zoning Bylaw, it is a precedent that cannot be supported by the Land Use Management Department.

Summary:

This proposal presents a great opportunity to add vitality to Kelowna’s Cultural District, and the design represents a quality building form. Overall, the development would be a welcome addition to this area of the Downtown Urban Centre. However, the building setback variance (part of the C7 zone regulations) serves a critical design intent which is aimed at improving the streetscape experience and limiting impact on adjoining properties for buildings over 15m in height. As the Land Use Management Department is unable to support this particular variance, the associated Development Permit cannot be supported.

4.0 Proposal

Site Context

The subject property is located immediately east of Kelowna’s Cultural District, within the Downtown Urban Centre. While this transitional area is primarily zoned industrial and single-family, the Official Community Plan designates surrounding properties for future Commercial and Multiple Unit Residential (Medium Density) uses.

Specifically, the adjacent zones and uses are as follows:

Orientation	Zoning	Land Use
North	I2 - General Industrial	“Yoga House”
East	RU2 - Medium Lot Housing	Single Family Neighbourhood
South	C2 - Neighbourhood Commercial	Law Offices
West	C7 - Central Business Commercial	“Cannery Lofts” Condominiums

Site Location Map

Subject property: 1290/1298 St. Paul Street



Background

An application to rezone the subject properties from the I2 - General Industrial to the C7 - Central Business Commercial zone is currently sitting at third reading. Two single-family dwellings were demolished on the subject properties in 2008. The land has remained vacant since that time, with a portion used as a surface parking lot. A two-storey professional building abuts the property to the south, while a yoga studio operates in a converted single-family dwelling immediately to the north.

Project Description

A six-storey mixed-use development has been proposed, including four storeys of residential containing 54 units, above a two-storey commercial/parking podium. The building footprint would occupy the entirety of the parcel. The plans have been reduced from a seven storey, 74 unit design originally proposed.

The proposed St. Paul streetscape provides floor-to-ceiling glazing to offer views into the commercial spaces at-grade. The residential and commercial components share a common entry along this frontage, with an entry canopy identifying the entrance area from the street. The building is grounded with poured concrete and dark metal finishing, with a significant amount of glazing on the first and second storeys. Above the commercial/parking podium, the north and south sides of the building are setback to accommodate outdoor terraces for third floor units, as well as room for larger plantings to provide visual interest. A modern combination of corrugated metal siding and red HardiPlank panels dominate the upper storeys, while heavy timber elements add texture to the building elevations, with additional wood treatment to be used within soffits areas.

The predominant unit is one bedroom and approximately 650ft². Overall, the unit sizes range from 384ft²-770ft². Most units include “flex-spaces” fitted with moveable wall systems which could be used as a bedroom, offering flexible floor plans for varying living situations. Each unit includes a private balcony and in addition, a common roof-top patio is identified on the top floor, including a fitness centre and landscaped seating area with lake views.

Parkade access would be from the laneway, with two garage bays leading to separate portions of the indoor parking area. The parkade includes 56 parking spaces, 11 motorcycle/scooter stalls, and secure bicycle parking. Some parking stalls are classified as “electric-car ready” for plug-in hybrid vehicles. In addition, two car-share vehicles are included with the proposal. The parking is capped by four individual commercial spaces on the St. Paul Street frontage.

While the building footprint limits plantings at grade, planting beds to accommodate trees are proposed within the third floor terrace, as well as for the common sixth floor patio. The parkade wall is to include a horizontal stamping treatment and reveal lines to create visual interest, with vines proposed to grow over the wall down from the third floor to soften the face of the wall on both the north and south elevations.

The proposal necessitates a number of variance requests, as follows:

- The C7 zone requires any portion of a building above 15.0m in height to be a minimum of 3.0m from any property line abutting a street. The requested variance would eliminate the setback requirements, as portions of the building above 15.0m at both the St. Paul Street and laneway elevations are proposed at 0.0m from property line (see north and south elevations attached).
- A total of 59 parking spaces are required for the project, 54 for the residential component, and 5 for commercial. While only 56 stalls are proposed, the applicant is proposing to utilize available parking credits identified in Council Policy #314 (Parking Credits for Mixed Use Development Within the Downtown Urban Centre) to waive the commercial parking component. The application of the parking credits allows the project to comply with the parking requirement. The credit program is administered through the Development Variance Permit process. The proponents have also committed to a car-share program to be included in the project, which provides further parking relief. The car-share will be available for both building residents and the general public.
- The percentage of small car stalls from a maximum of 40% to 75% proposed. As shown in the attached parking summary, there are a number of stall depths proposed, however, only 25% of the parking stalls are a full 6.0m in depth.
- Internal (parkade) drive aisle from a minimum of 7.0m for a two-way aisle to 6.0m proposed.
- Request to waive the requirement for one (1) loading space, to none proposed.

The applicant has provided design rationale through a supporting letter of the project and these variance requests, which has been attached to this report.

Zoning Analysis Table		
CRITERIA	PROPOSAL	C7 ZONE REQUIREMENTS
Subdivision Regulations		
Lot Area	200m ²	1356m ²
Lot Width	6.0m	30.5m
Lot Depth	30.0m	44.5m
Development Regulations		
Floor Area Ratio	2.55	9.0
Height	21.34m	22.0m
Front Yard (St. Paul St.)	0.0m	0.0m
Side Yard (north/south)	0.0m	0.0m
Rear Yard (lane)	0.0m	0.0m
Commercial Frontage at Ground Level	100%	90%
Building setback (any portion of a building above 15m in height)	0.0m ①	3.0m from any property line abutting a street

Other Regulations		
Minimum Parking Requirements	56 stalls ^②	Commercial: 1.3 stalls/100m ² GFA = 5 stalls Residential: 1 stall/unit = 54 stalls Total = 59 Stalls
Bicycle Parking	Class I: 54 spaces Class II: 8 spaces	Class I: 28 spaces Class II: 8 spaces
Private Open Space	872m ²	568m ²
Loading Space	0 spaces ^③	1 space/1900m ² commercial floor area (minimum of 1) 337m ² GFA= 1 space
2-Way Drive Aisle (Parkade)	6.0m ^④	7.0m
Percentage of "Small Car" Parking Stalls	75% ^⑤	Maximum of 40%

① Variance required to minimum setback provision.

② Applicant wishes to use parking credits for Downtown Mixed Use projects in Council Policy #314, which would waive the commercial parking component. Variance still required.

③ Variance required to eliminate loading space requirement.

④ Variance required to reduce drive aisle width within parkade.

⑤ Variance required for parking stall depth. 25% of stalls are conventional depth. The remaining stall depths range from 5.0m to 5.8m (see attached parking analysis).

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Housing Variety: Encourage the development of a variety of housing forms to ensure that the housing supply meets the needs of Kelowna's diverse population and satisfies a range of lifestyle choices.¹

Corner Lot Development: Generally encourage commercial developments in transition areas, consistent with OCP Future Land Use direction but requiring rezoning, to occur on corner locations first, rather than on mid-block locations.²

Development and Redevelopment: Require consideration of TDM strategies in the planning and approval of development and redevelopment proposals.³

Objectives for Development within Urban Centres⁴

- 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).

¹ Section 8.1.40 (Page 8-6)

² Section 9.1.35 (Page 9-5)

³ Section 12.1.80 (Page 12-8)

⁴ Section 6.2, Page 6-9.

5.2 Council Policy #314 - Parking Credits for Mixed Use Developments Within the Downtown Urban Centre

The applicant is proposing to apply for parking credits outlined in this Council Policy for the commercial parking component, as well as a portion of the residential parking component. These credits are available to projects which meet the following criteria:

- The development proposal is located within the Downtown Urban Centre and located within the Urban Centre boundaries shown as 'Area A' on Map 6.2 in Kelowna 2000 - Official Community Plan Bylaw No. 7600.
- The development proposal is a mixed use (commercial and residential) project where the commercial component is less than 50% of the gross floor areas (excluding areas for parking).
- Only the commercial component, or a portion thereof, of the required parking is being requested to be waived.

As proposed, three commercial parking stalls would be credited to the project through an approved Development Variance Permit. The stalls would be funded by Council at the equivalent cash in-lieu of parking rate (\$22,500/stall) once a year during budget preparation. The funding of this policy would be from new taxation as a result of construction.

6.0 Technical Comments

6.1 Building & Permitting Department

A minimum Geodetic Elevation of 343.66 meters is required for all habitable spaces including the parking garage(s). A geotechnical report is required to address the sub-soil conditions and potential impact on neighbouring properties. Spatial separation calculation required to be reviewed prior to the release of the development permit. A structural peer review may be required at time of building permit application.

6.2 Development Engineering Department

See attached.

6.3 Bylaw Services (n/a)

6.4 Fire Department

Fire department access, fire flows, and hydrants as per the BC Building Code and City of Kelowna Subdivision Bylaw #7900. The Subdivision Bylaw requires a minimum of 150ltr/sec flow. No combustible siding permitted. The standpipes are to be installed on the transitional landings as per NFPA 14. Additional comments will be required at the Building Permit application.

6.5 Interior Health Authority (n/a)

6.6 Irrigation District (n/a)

6.7 School District No. 23 (n/a)

7.0 Application Chronology

Date of Application Received: July 2, 2010

Advisory Planning Commission: July 20, 2010

The above noted application was reviewed by the Advisory Planning Commission at the meeting on July 20, 2010 and the following recommendations were passed:

THAT the Advisory Planning Commission support Development Permit Application No. DP10-0093, for 1290 & 1298 St. Paul Street, for the form and character of a 7-storey, mixed-use development.

Anecdotal Comment:

While the Advisory Planning Commission supports the Development Permit, some of the Members suggested that further streetscape improvements be provided. Some of the Members also suggested more pedestrian-scale, friendly landscaping be considered, such as boulevard trees, paving, and street furniture.

THAT the Advisory Planning Commission NOT support Development Variance Permit Application No. DVP10-0094, for 1290 & 1298 St. Paul Street, to vary the front and rear elevations of a portion of the building above 15.0m from 3.0m required to 0.0m proposed.

Anecdotal Comment:

The Advisory Planning Commission did not support the Development Variance Permit as the Members felt it would set a bad precedent and that because of the variance, the development was not aesthetically pleasing. The Members also expressed a concern that the shadowing that could occur on the street from the development is unknown at this time.

THAT the Advisory Planning Commission NOT support Development Variance Permit Application No. DVP10-0094, for 1290 & 1298 St. Paul Street, to vary the small car parking stall size from 2.5m x 5.5m required to 2.3m x 4.6m proposed.

THAT the Advisory Planning Commission NOT support Development Variance Permit Application No. DVP10-0094, for 1290 & 1298 St. Paul Street, to vary the parking stall size from 2.5m x 6.0m required to 2.5m x 5.0m proposed.

Anecdotal Comment:

The Advisory Planning Commission did not support the Development Variance Permits as some of the Members believed that the proposed size would not accommodate a mid to full size vehicle. Some of the Members commented that the parking stall variances went too far and that the Applicant should have only requested that a portion of the stalls be varied, or that the number of "small car" stalls already allowed for in the Zoning Bylaw be varied. The Members expressed a concern with the Applicant's suggestion that the sale of the parking stalls would be separate and apart from the sale of the residential units and recommended that City staff consider an agreement to ensure that the owners of the units in the development were given preferential rights with respect to any sale of the parking stalls.

THAT the Advisory Planning Commission support Development Variance Permit Application No. DVP10-0094, for 1290 & 1298 St. Paul Street, to vary the loading spaces from 1 required to 0 proposed.

THAT the Advisory Planning Commission support Development Variance Permit Application No. DVP10-0094, for 1290 & 1298 St. Paul Street, to vary the parking drive aisle from 7.0m required to 6.6m proposed.

Council consideration of zone amending bylaw (Third Reading): September 21, 2010

Should Council choose to support the Development Permit and Development Variance Permit as proposed, an alternate recommendation has been provided below:

8.0 Alternate Recommendation

THAT Final Adoption of Zone Amending Bylaw No. 10401 be considered by Council;

AND THAT Council authorize the issuance of Development Permit No. DP10-0093 for Lots 14 & 15, District Lot 139, ODYD, Plan 1303, located at 1290/1298 St. Paul Street, Kelowna BC, subject to the following:

1. The dimensions of and siting of the building to be constructed on the land be in general accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land be in general accordance with Schedule "B";
3. Landscaping to be provided on the land be in general accordance with Schedule "C";
4. The applicant be required to post with the City, a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a professional landscaper;

AND THAT Council authorize the issuance of Development Variance Permit No. DVP10-0094 for Lots 14 & 15, District Lot 139, ODYD, Plan 1303, located at 1290/1298 St. Paul Street, Kelowna BC;

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

Section 8.1.2 - Number of Parking Spaces: To vary required amount of parking spaces (as per Table 8.1) from 59 required to 56 proposed (as per Council Policy #314);

Section 8.1.11(a) - Parking Stall Size: To vary the amount of parking spaces permitted which are of a length shorter than 6.0m from a maximum of 40% allowed to 75% proposed;

Section 8.1.12 - Parking Aisle Width: To vary the minimum two-way aisle width from 7.0m allowed to 6.0m proposed;

Section 8.2.2 - Number of Loading Spaces: To vary the required number of off-street loading spaces (as per Table 8.2) from 1 to 0 proposed;

Section 14.7.5 - C7 Development Regulations: To vary minimum setback requirement for any portion of a building above 15.0m from 3.0m required to 0.0m proposed;

AND FURTHER THAT the applicant be required to complete the above noted conditions within 180 days of Council approval of the Development Permit application, in order for the permit to be issued.

Report prepared by:



Luke Turri, Land Use Planner

Reviewed by:



Danielle Noble - Manager, Urban Land Use Management

Approved for inclusion:



Jim Paterson - General Manager, Community Sustainability

Attachments:

Subject Property Map
Schedule "A" - Site/Parkade/Floor Plans (5 pages)
Schedule "B" - Conceptual Elevations/Rendering (5 pages)
Schedule "C" - Landscape Drawings (2 pages)
Applicant's Design/Variance Rationale Letter
Parking Summary (2 pages)
Development Engineering Comments
Sustainability Checklist
Council Policy #314 - Parking Credits for Mixed Use Developments Within the Downtown Urban Centre
Context/Site Photos (n/a)
Summary of Technical Comments (n/a)



ADDRESS MAP

Z10-0060

DP10-0093/DVP10-0094



Subject Property



City of Kelowna - Accuracy and correctness not guaranteed.

Map: 847 x 913 m -- Scale 1:5,000

2010-06-28

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

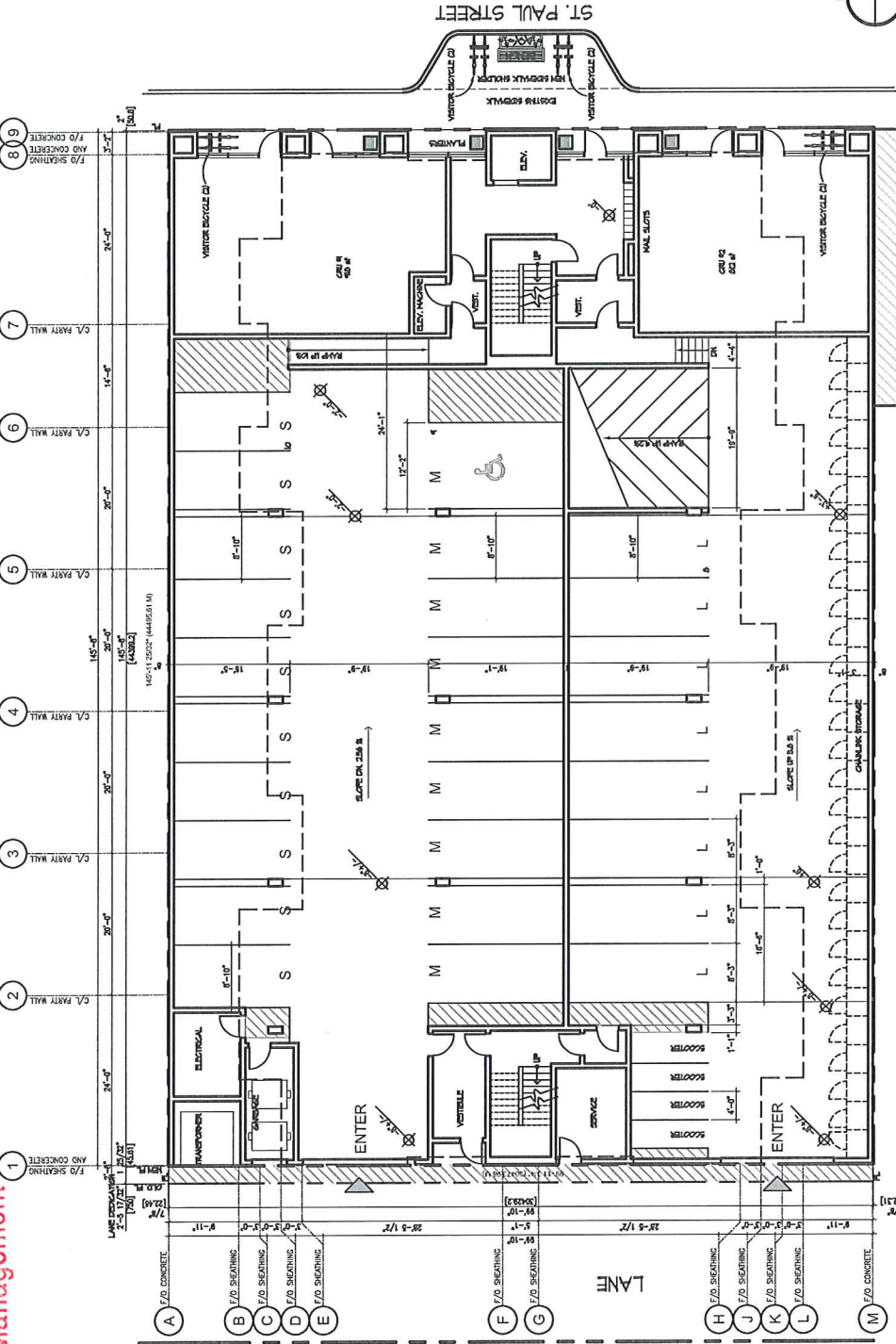
OCT 04 2010

CITY OF KELOWNA
Land Use Management

SCHEDULE "A"
This forms part of development
Permit # DP10-0093 / DVP10-0094

NO.	REV.	ISSUED FOR	DATE
1	-	ISSUED FOR REVIEW	08/17/10
2	A	ISSUED FOR REVIEW	08/17/10
3	A	ISSUED FOR REVIEW	08/17/10
4	A	ISSUED FOR REVIEW	08/17/10

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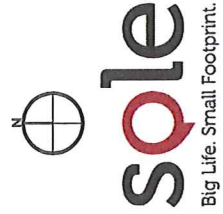


TOTAL PARKING = 27 STALLS



PROJECT TITLE: Sole on St. Paul
 PARKING TITLE: Parake - 1st Floor
 PROJECT NO: 10546

ARCHITECTS
 McDowell
 Quiring
 Neumann
 Architects
 Suite 102, 3901 24th Avenue
 Vernon, BC V1T 5S8
 1.250.542.1199 / 1.250.542.5236



REVISED PLANS

OCT 04 2010

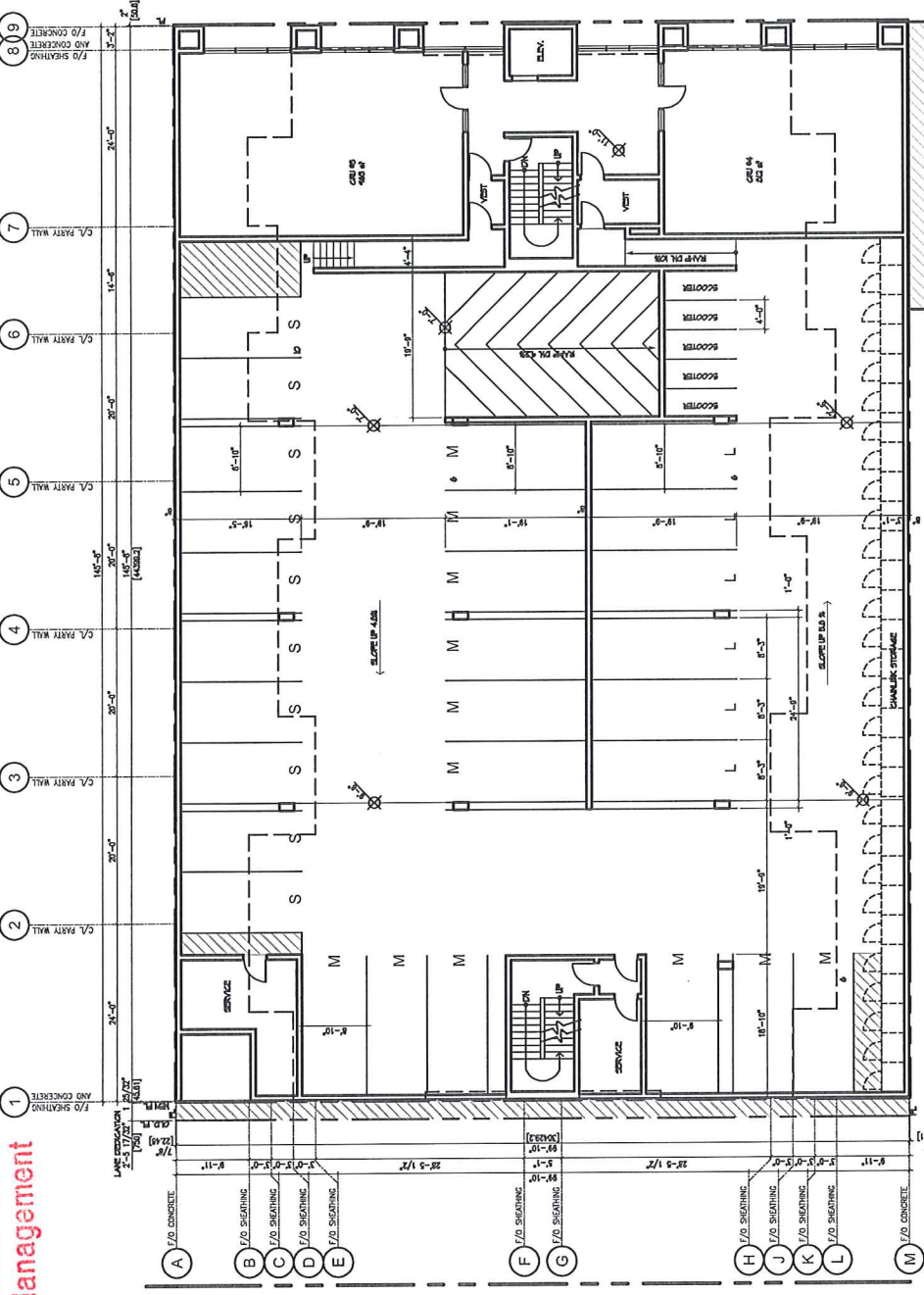
CITY OF KELOWNA
Land Use Management

SCHEDULE "A"

This forms part of development

Permit # DP10-0093 / D/P 10-0094

NO.	REV.	ISSUED FOR	DATE
1		ISSUED FOR REVIEW	08/17/10
2		ISSUED FOR REVIEW	08/17/10
3		ISSUED FOR REVIEW	08/17/10
4		ISSUED FOR REVIEW	08/17/10



TOTAL PARKING = 28 STALLS

sole
Big Life. Small Footprint.

MCDONNELL ARCHITECTS
Quinn Neumann
Sole on St. Paul
1200, 542, 1199 / 250, 542, 5236
Sole on St. Paul
1200, 542, 1199 / 250, 542, 5236

PROJECT TITLE: Sole on St. Paul
DRAWING TITLE: Parkade - 2nd Floor
PROJECT NO.: 10546



A02

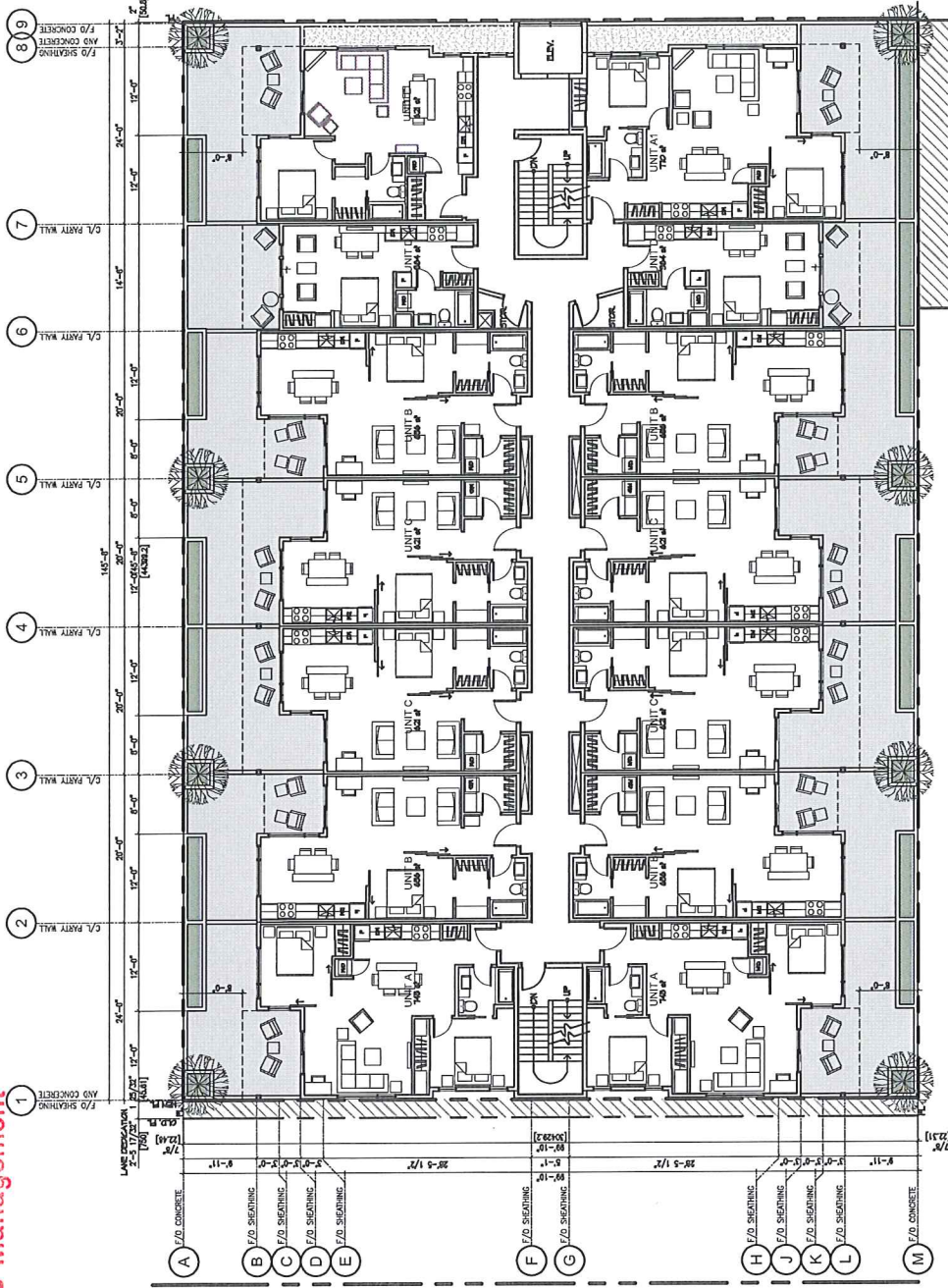
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REVISED PLANS

OCT 04 2010

CITY OF KELOWNA
Land Use Management

SCHEDULE "A"
This forms part of development
Permit # DP10-0093 / DP10-0044



sole
Big Life. Small Footprint.

MON ARCHITECTS
McDonnell
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Neumann
1250 542-1199 / 250-542-5236
Suite 102, 3301 24th Avenue
Victoria, BC V1T 8S8

PROJECT TITLE: Sole on St. Paul
DRAWING TITLE: 3rd Floor Plan
PROJECT NO.: 10546



NO.	REV.	ISSUED FOR	DATE
1	1	ISSUED FOR REVIEW	08/10
2	1	ISSUED FOR REVIEW	08/10
3	1	ISSUED FOR REVIEW/RF	08/10
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A03

SCHEDULE "A"

This forms part of development

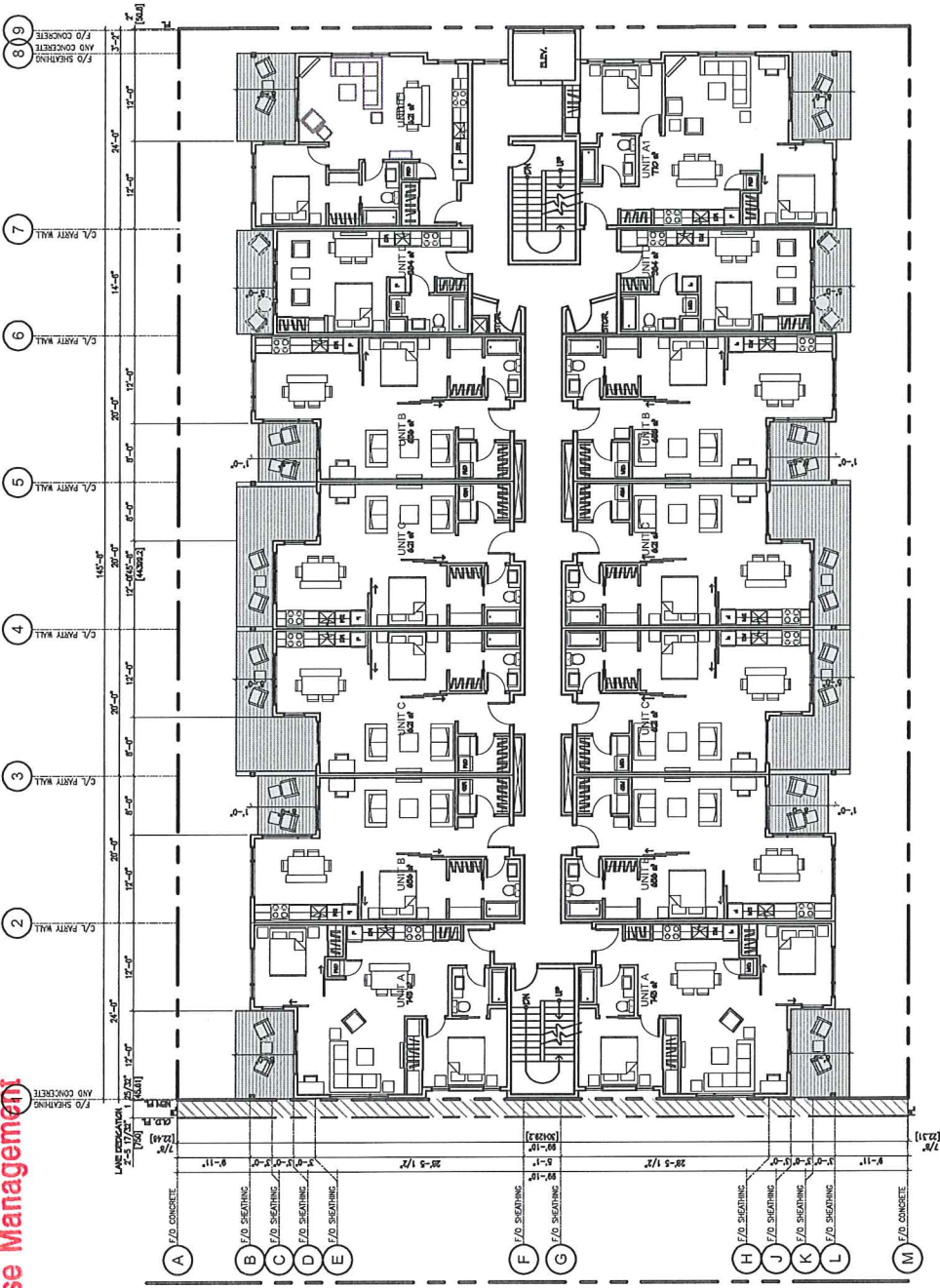
Permit # DP10-0093 / DN10-0094

REVISED PLANS

OCT 04 2010

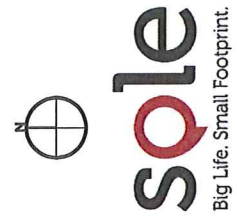
CITY OF KELOWNA
Land Use Management

NO.	REV.	ISSUED FOR	DATE
1	ISSUED FOR REVIEW	Sept. 8/10	
2	ISSUED FOR REVIEW	Sept. 17/10	
3	ISSUED FOR REVIEW/CP	Sept. 17/10	
4	ISSUED FOR CP	OCT/01/10	



PROJECT TITLE: Sole on St. Paul
DRAWING TITLE: 4th & 5th Floor Plan
PROJECT NO.: 10546

PROJECT TIME: McDonnell
ARCHITECTS
Neumann
1250 642, 1199 1250, 512 5236
Vernon, BC V1T 9S8
Suite 102, 3301 24th Avenue

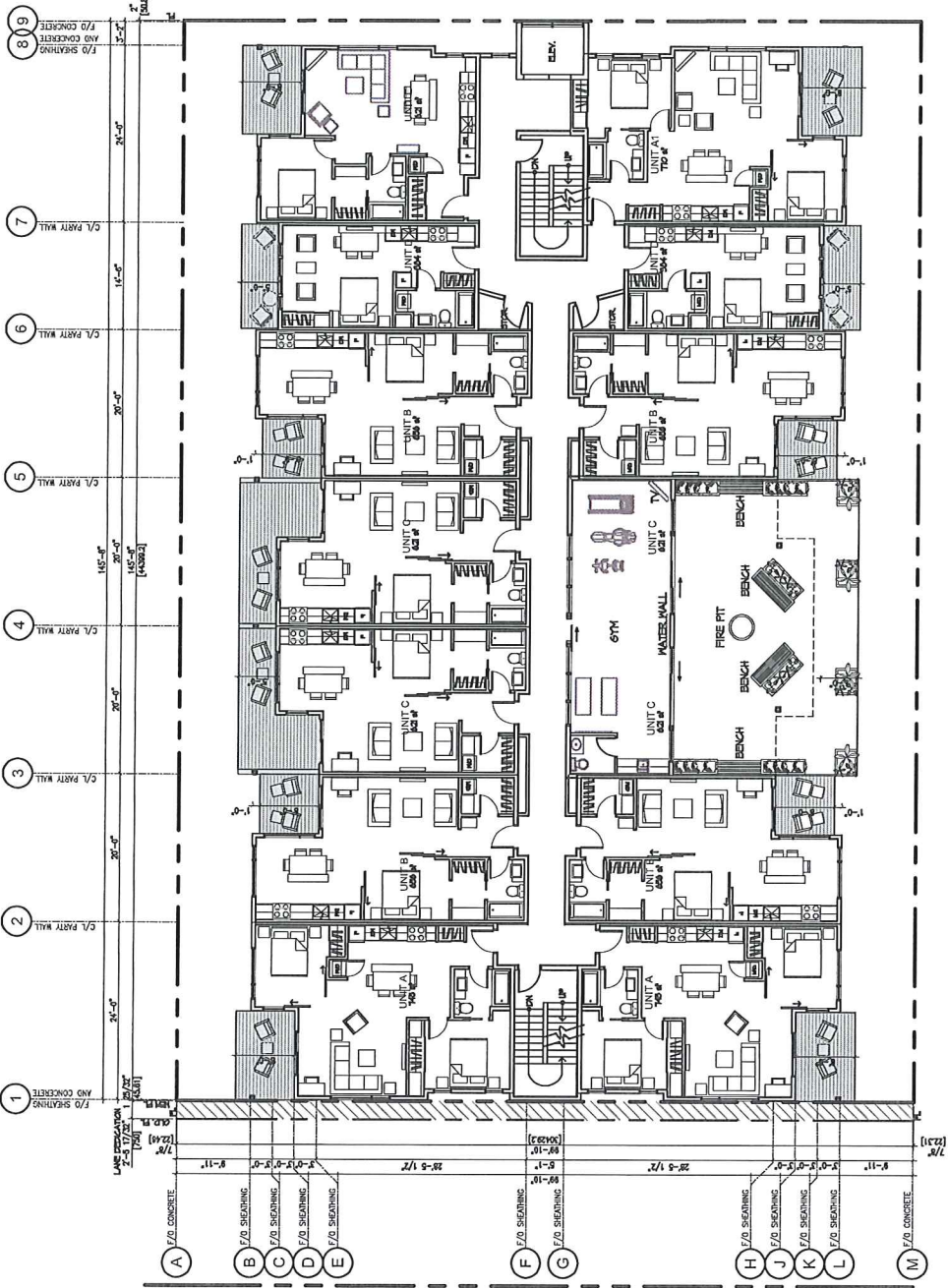


REVISED PLANS

OCT 04 2010

CITY OF KELOWNA
Land Use Management

SCHEDULE "A"
This forms part of development
Permit # DP10-0013 / DP10-0014



NO.	REV.	ISSUED FOR	DATE
1		ISSUED FOR REVIEW	SEP 8/10
2		ISSUED FOR REVIEW	SEP 17/10
3		ISSUED FOR REVIEW/CP	SEP 17/10
4		ISSUED FOR CP	OCT 01/10

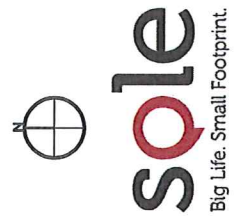
A05

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PROJECT TITLE: Sole on St. Paul
DRAWINGS TITLE: 6th Floor Plan
PROJECT NO.: 10546

ARCHITECTS
MON
McDonnell
Cutling
Neumann
1250-542-1199 1250-542-2326
Victoria, BC V1T 9S8





SCHEDULE "B"

This forms part of development

Permit # DP10-0093 / DVPL0-0094

REVISED PLANS

OCT 04 2010

CITY OF KELOWNA
Land Use Management

SCHEDULE "B"
This forms part of development
Permit # DP10-0093 / DVP10-0094

NO.	REV.	ISSUED FOR	DATE
1	ISSUED FOR PERMITS / Development Project No. 08 2010		
2	ISSUED FOR PERMITS / Development Project No. 08 2010		
3	ISSUED FOR PERMITS / Development Project No. 08 2010		
4	ISSUED FOR PERMITS / Development Project No. 08 2010		
5	ISSUED FOR PERMITS / Development Project No. 08 2010		
6	ISSUED FOR PERMITS / Development Project No. 08 2010		
7	ISSUED FOR PERMITS / Development Project No. 08 2010		

LEGEND

- A Hardiplank - flat panels
- B Prefinished metal siding
- C Poured in place concrete w/ pattern
- D Heavy timber
- E Wood prefinished
- F Prefinished aluminum glazing
- G Glass handrail
- H Metal structural features



EAST ELEVATION

sole
Big Life. Small Footprint.



PROJECT TITLE: Sole on St Paul
DRAWINGS TITLE: EAST ELEVATION
PROJECT NO.: 10546

ARCHITECTS
McDonnell
Quinn
Neumann
Sole 102, 301 24th Avenue
Victoria BC V8T 6S8
1.250.542.1199 / 250.42.5236

A06

1/16"=1'-0"

REVISED PLANS

OCT 04 2010

CITY OF KELOWNA

Land Use Management

SCHEDULE "B"

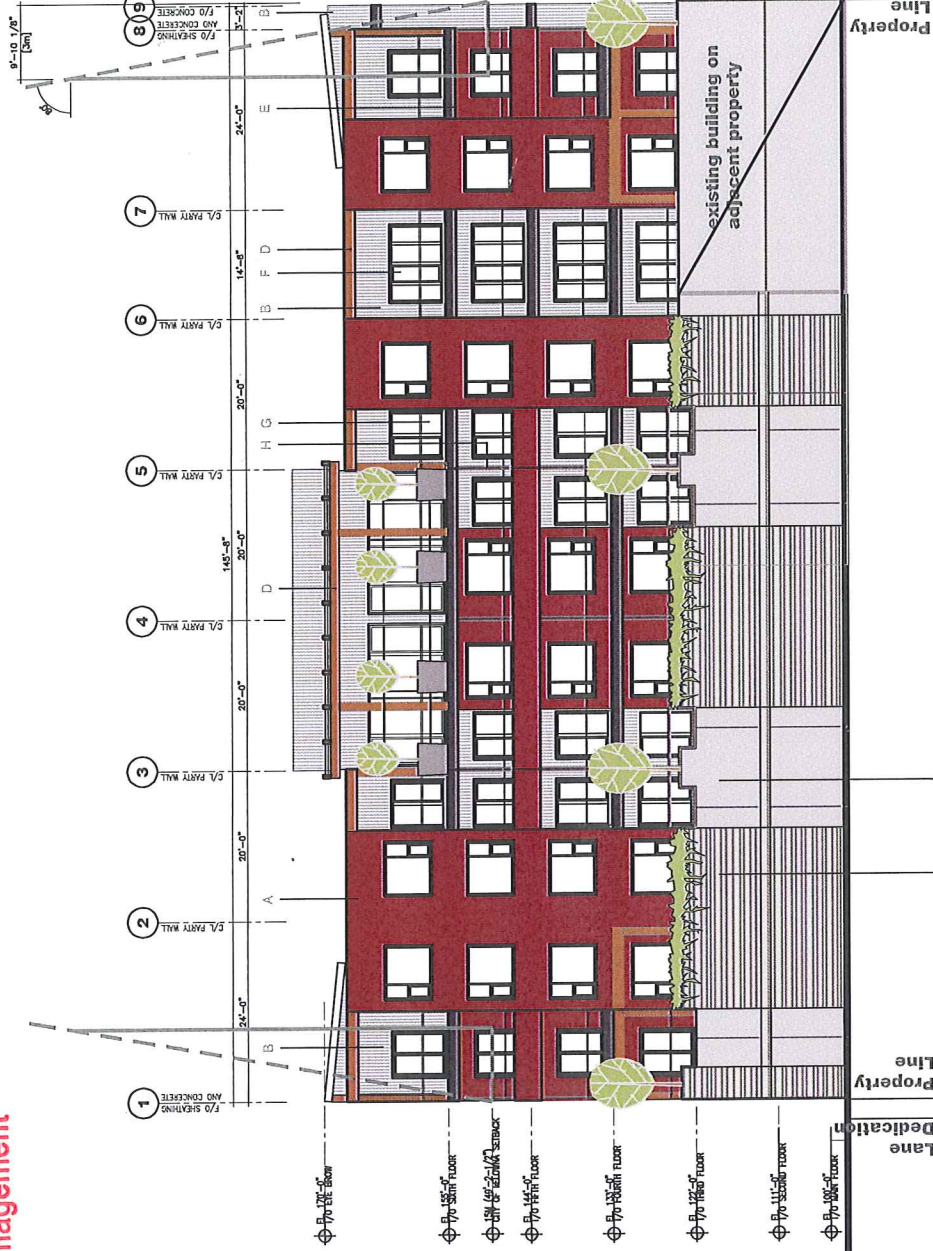
This forms part of development

Permit # DP10-0093 / DVP 10-0094

NO.	REV.	ISSUED FOR	DATE
1		ISSUED FOR PRELIMINARY / PRELIMINARY PROJECT No. 23 2010	
2		ISSUED FOR PRELIMINARY / PRELIMINARY PROJECT No. 09 2010	
3		ISSUED FOR PRELIMINARY / PRELIMINARY PROJECT No. 18 2010	
4		ISSUED FOR CLIENT REVIEW	Sept. 17/10
5		ISSUED FOR REVIEW / DP	Oct 17/10
6		ISSUED FOR DP	
7			

LEGEND

A	HardiPlank - flat panels
B	Prefinished metal siding
C	Poured in place concrete w/ pattern
D	Heavy timber
E	Wood prefinished
F	Prefinished aluminum glazing
G	Glass handrail
H	Metal structural features



SOUTH ELEVATION

sole
Big Life. Small Footprint.



PROJECT TITLE: Sole on St Paul
 DRAWING TITLE: SOUTH ELEVATION
 PROJECT NO.: 10546

ARCHITECTS
 MCDONNELL QUINN
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REVISED PLANS

OCT 04 2010

CITY OF KELOWNA
Land Use Management

SCHEDULE "B"

This forms part of development

Permit # DP10-0093 / DV10 - 0094

NO.	REV.	ISSUED FOR	DATE
1		ISSUED FOR PERMITS / Development Project No. 10 2010	
2		ISSUED FOR PERMITS / Development Project No. 10 2010	
3		ISSUED FOR CLIENT REVIEW	14/10
4		ISSUED FOR PERMITS / DP	17/10
5		ISSUED FOR PERMITS / DP	20/10
6			
7			

LEGEND

- A HardiPlank - flat panels
- B Prelinished metal siding
- C Poured in place concrete w/ pattern
- D Heavy timber
- E Wood prefinished
- F Prelinished aluminum glazing
- G Glass handrail
- H Metal structural features
- I Mechanical Louver



WEST ELEVATION

Property Line

Property Line

existing building

existing buildings

sole
Big Life. Small Footprint.

MON ARCHITECTS
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PROJECT TITLE: Sole on St Paul
DRAWING TITLE: WEST ELEVATION
PROJECT NO.: 10546



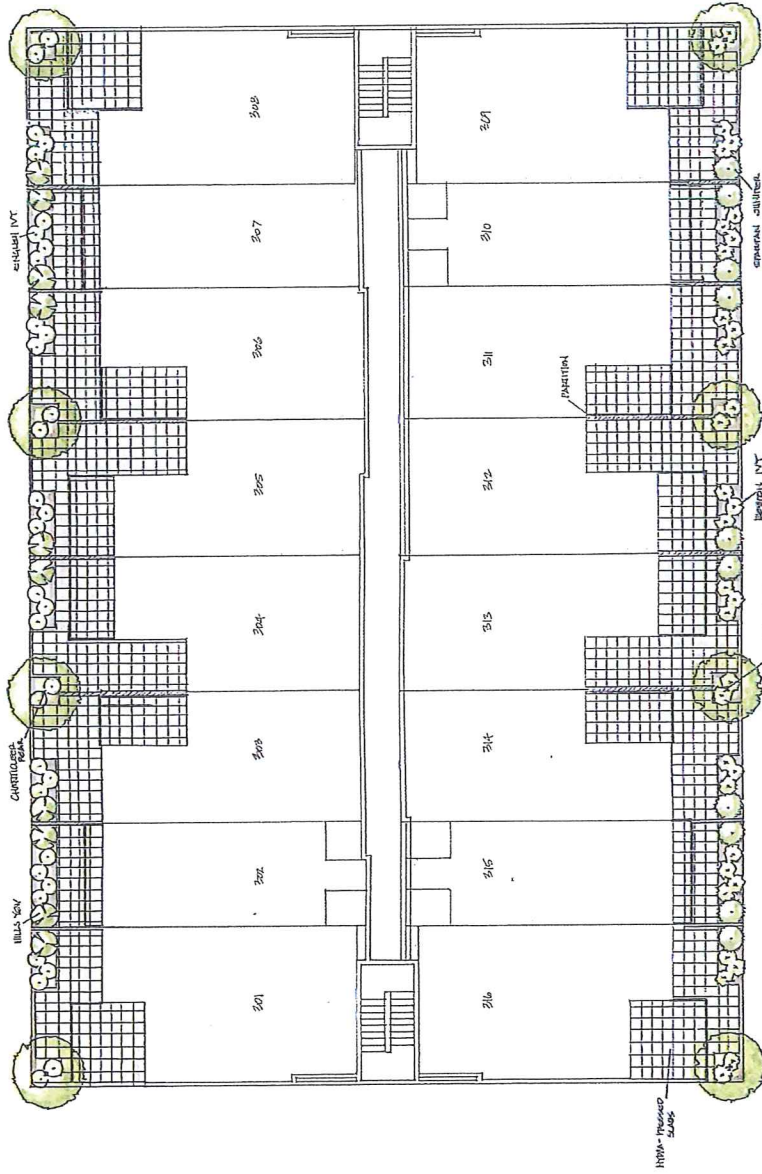
A08

1/16"=1'-0"

SCHEDULE "C"

This forms part of development

Permit # DP10-0093 / DP10-0094



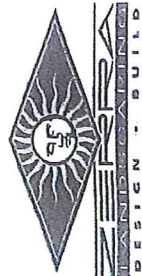
SOLE ON ST. PAUL

M. VALIANT

JULY 9, 2010

SCALE 1:200

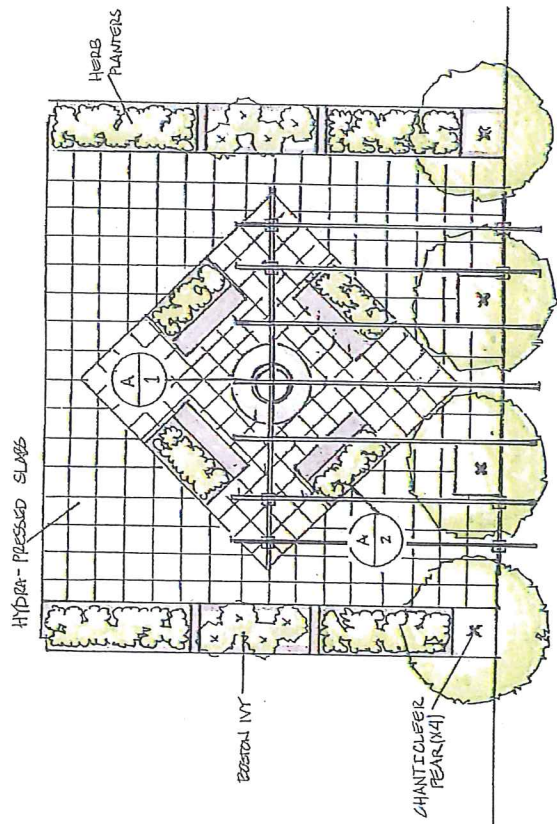
3rd FLOOR PLAN



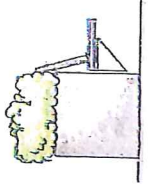
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This forms part of development

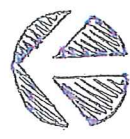
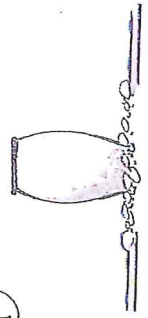
Permit # DP10-0093 / DP10-0094



PLANTER CAN BUILT IN BENCH

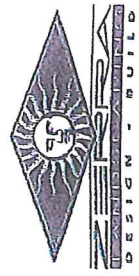


IRON PLUMBED AS WATER SERVICE



SOLE ON ST. PAUL
M. VALIANT
JULY 2, 2010
SCALE 1:100

6th FLOOR PLAN





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Design Rationale for 'Sole' Building

1290, 1298 St. Paul Street, Kelowna, BC

The project name 'Sole' is a reference to the footprint of the building which is compact, efficient, and distinctly urban. Increased density is the intent of many Official Community Plans, including Kelowna's, to promote dynamic city centers. This block of St. Paul Street is in transition and the rezoning of these lots from Industrial to Commercial (C7) was a natural progression. The C7 zone allows for more height. The developer benefits from the 2009 amendment to the BC Building Code (3.2.2.45) permitting additional height for wood framed buildings. More units and more density will benefit the city in a number of ways as there will be increased residential component in the city centre, critical mass, and an aesthetic addition consistent with the neighborhood. The strategy of a compact, mixed use, attractive, and environmentally designed building also supports the developer's business plan and makes the project financially viable and attainable for prospective owners.

The 'Sole' development will occupy the entire site creating a strong urban edge at the pedestrian level along St. Paul Street and a good fit into the flourishing urban fabric. Expansive parking lots can create unsightly gaps in the urban rhythm. 'Sole' will house its vehicle, scooter, and bicycle parking within a two storey concrete podium, with Commercial Units on the street side, animating the building at the pedestrian level. This concrete podium will have relief patterning in the formwork and will be topped by a landscaped deck, providing the beauty of greenery, which will cascade down in areas.

In order to fully accommodate the required 54 stalls, we have introduced a 'mid-sized' stall that at 5.8m is 200 to 250mm shorter than the standard length. For reference, a Cadillac luxury vehicle is 5.2m long, while a standard Toyota is 4.5m long. An inclusion of 21 'mid-sized', 14 standard, and 22 small (40% of total allowed to be small) is an innovative solution to providing the parking numbers required. In addition, the provision of a third party operated car share program will provide a convenient, economical, and environmentally sustainable alternative to vehicle ownership. Sole is about an attitude toward urban development. It is a reduction in footprint and an increase in convenience, affordability, efficiency, and urbanity. The progressive nature of the development has obvious benefits in keeping with the OCP. Several variances are required to accomplish the required strategies within this downtown site and to meet parking capacity. Parking drive aisle width is something that has increased over the years with bigger trucks and SUVs. Drive aisle widths traditionally were a minimum of 6m and parking lots planned with a 20/20/20' layout. The south half of the parking garage at Sole has single loaded parking only, with less maneuvering required. With assigned parking the 6m drive aisle becomes less of an issue on the double loaded north half of the garage as well than in a commercial parking lot. The other variance would be for Loading Dock space requirement to be allowed to be accommodated on back lane. As the lane dedication increases the width to a generous 7.6m it seems reasonable to allow occasional loading from the lane. There is a precedent in many jurisdictions that allow lane loading within the Central Business District.

Robert B. McDonell
MAIBC, MRAIC

Brian F. Quiring
MAIBC, M. Arch, NCARB

Wally O. Neumann
MAIBC, MAAA, MRAIC

Dean J. Huggins
MAIBC, M.Arch, MSAA

The four wood-framed Residential floors above will be clad in a combination of cement board and metal panels. There will be inclusion of wood as an accent material in exterior soffits and beams. All units will have balconies. The sixth floor amenity area includes an enclosed exercise/social area as well as an outdoor landscaped oasis with a view toward the south. Affordability is important to the success of the project and so is quality. More compact unit sizes with quality materials and efficient designs create an attractive potential first home for a young urban professional, a recent graduate, or a retired couple, for example. Sole will appeal to a wide range of urban dwellers as diversity is also what makes downtown living interesting and dynamic. A variance is also required to allow a minor portion of the uppermost floor to be set within the setback required by C7 clause 14.7.5.e). This variance would cause no hardship to neighboring properties but would allow for a floor plan that is highly functional.

Sustainable strategies will be explored for durability of materials, efficiency of mechanical systems, low flush toilets, and electric car ready parking stalls. The anticipated target market values this approach. Again, increased density means increased efficiency. The design, materials, colors, and systems of the proposed 'Sole' building will be a positive addition to the City Centre and will encourage similar development strategies, consistent with Kelowna's planning direction that will benefit the City.



Land Use Management
 1435 Water Street
 Kelowna, BC V1Y 1J4
 250 469-8626
 kelowna.ca/landuse
 sustainability@kelowna.ca

Sustainability Checklist

Commercial or Multi-unit Development
 Rezoning Application

Project Name or Location 1290/1298 St. Paul Street ("Sole")

Applicant Name Edgecombe Builders

Organization _____

ECONOMIC SUSTAINABILITY

	Score	Points
Proximity to Urban or Village Centre (IF APPLICABLE, SELECT ONE FROM LIST)	5	5
<input checked="" type="checkbox"/> Less than 400 metres (1-4 minute walk)		
<input type="checkbox"/> 400 - 800 metres (5-10 minute walk)		
<input type="checkbox"/> 800- 1200 metres (10-15 minute walk)		
<input type="checkbox"/> 1200-2400 metres (15- 30 minute walk)		2
Development Will Create Permanent Employment beyond Construction Phase	1	1-2 2-5
▶ Part-time <u>Building manager</u>		
▶ Full-time		
Waste Management Plan (including materials found at site)	✓ 2	2
Zoning Supports Minor or Major Use of Home-Based Business	✓ 1	1
TOTAL	9.	15

ENVIRONMENTAL SUSTAINABILITY

	Score	Points
Green Space		
Environmentally-Sensitive Areas Permanently Protected (through a covenant, park dedication, etc.)	-	2-5
or	5	5
No Disruption of an Environmentally Sensitive Area		5
No Extension of Existing City Infrastructure		1-3
▶ Water	- 1	
▶ Sewer	- 1	
▶ Roads	- 1	
Redevelopment of a Brownfield Site (existing development site)	3	3
Air Quality		
Proximity to Transit Stop (IF APPLICABLE, SELECT ONE FROM LIST)	5	5
<input checked="" type="checkbox"/> Less than 400 metres (1-4 minute walk) <u>323 m</u>		
<input type="checkbox"/> 400 - 800 metres (5-10 minute walk)		
<input type="checkbox"/> 800- 1200 metres (10-15 minute walk)		
<input type="checkbox"/> 1200-2400 metres (15- 30 minute walk)		2
Tree Retention Plan	2	2
or		
Tree Retention Plan Not Applicable (less than 5 trees on site)	✓	
Water Quality & Quantity		
Hydrogeological Assessment Completed (for the protection and management of groundwater and surface water)		2
or		
Hydrogeological Assessment Not Applicable		
TOTAL	18.	20

SOCIAL SUSTAINABILITY

	Score	Points
Site 1200 metres or less (15 minute walk) to:		
▶ Daycare/School 1.3 km / 1.6 km	1	2
▶ Medical Facilities	2	2
▶ Parks	2	2
▶ Shopping	2	2
▶ Restaurant/Café	2	2
Housing Agreement for Affordable Housing, Purpose Built Rental Development or Housing Includes Secondary Suite(s)	1	5
TOTAL	8	15

CULTURAL SUSTAINABILITY

	Score	Points
NO OCP Amendment Required or Staff Supported OCP Amendment (conforms to long-term community planning)	10	10
Archaeological Site Identified and Recommendations for Conservation Followed or No Disruption of an Archaeological Site	5	5
TOTAL	15	15

BONUS

	Score	Points
Other Sustainability Measure(s), including but not limited to: ▶ Rehabilitation of a Contaminated Site Please provide details below		1-5
TOTAL	50	15

ADDITIONAL DETAILS

Thank you for taking the time to complete the City of Kelowna Sustainability Checklist. Once you have completed the checklist, please email it to sustainability@kelowna.ca or drop it off on the 2nd floor of City Hall.

Thank you.



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PARKING SUMMARY

PROJECT: Sole on St. Paul

Project No: 10546
Date: October 1, 2010

LEGAL DESCRIPTION

Lot 14 & 15, District Lot 139, ODYD, Plan 1303
PID #011-653-451 & PID #011-653-434
Note: Currently going thru amalgamation & Lane Dedication of 0.75m.

CIVIC ADDRESS

1290 & 1298 St. Paul Street, Kelowna
Note: Currently consolidating lots so will only end up with 1 address.

ZONING

Current Zoning I2 – General Industrial – Rezoning is currently in process to C7 (Currently in Third Reading)
Proposed Zoning C7 – Central Business Commercial

PARKING

The Kelowna bylaw for 'C7 Zone' parking requirements refers to Section 8 parking/loading regulations.

City of Kelowna Zoning Bylaw – Parking

Standard Parking stall size	2.5m X 6.0m (8'-3" x 19'-9")
Small Car Parking stall size	2.5m X 5.0m (8'-3" x 16'-5") - Up to 40% of required stalls
Disabled Parking stall size	3.7m X 6.0m
Drive Aisle (Two way)	7.0m

NOTE:

1. We previously discussed with City of Kelowna Development Services Department (John Filipenko) whether they require 2.7m where we have a single column at many of the stalls. He indicated that our parking layout with a single column only requires 2.5m width if the column placement does not cause an obstruction to the operation of the car doors.
2. Small car stalls are 1,000mm (16.7%) shorter than standard car stalls.
3. For reference – A GM Cadillac DTS – Full Sized Luxury car is 5.274m Long x 1.901m Wide
A Toyota Prius is 4.445m Long x 1.745m Wide

Proposed

<u>Parking Level 1</u>	<u>S (Small)</u>	<u>M (Mid Sized)</u>	<u>L (Standard)</u>
2.5m x 5.0m (8'-3" x 16'-5")	9		
2.7m x 5.0m (8'-10" x 16'-5")	1		
2.5m x 5.8m (8'-3" x 19'-1")		7 (200mm (3.4%) shorter)	
2.7m x 5.8m (8'-10" x 19'-1")		1 (200mm (3.4%) shorter)	
3.7m x 5.8m (12'-2" x 19'-1") HC Stall		1 (200mm (3.4%) shorter)	
2.5m x 6.0m (8'-3" x 19'-9")			7
2.7m x 6.0m (8'-10" x 19'-9")			1
Subtotal Level 1 = 27 stalls			



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A R C H I T E C T S

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PARKING SUMMARY

Parking Level 2	S (Small)	M (Mid Sized)	L (Standard)	
2.5m x 5.0m (8'-3" x 16'-5")	9			
2.7m x 5.0m (8'-10" x 16'-5")	1			
2.5m x 5.75m (8'-3" x 18'-10")		4 (250mm (4.2%) shorter)		
2.7m x 5.75m (8'-10" x 18'-10")		1 (250mm (4.2%) shorter)		
3.0m x 5.75m (9'-10" x 18'-10")		1 (250mm (4.2%) shorter)		
2.5m x 5.8m (8'-3" x 19'-1")		5 (200mm (3.4%) shorter)		
2.7m x 5.8m (8'-10" x 19'-1")		1 (200mm (3.4%) shorter)		
2.5m x 6.0m (8'-3" x 19'-9")			5	
2.7m x 6.0m (8'-10" x 19'-9")			1	
Subtotal Level 2 = 28 stalls				
Total	20S (36.3%)	21M (38.2%)	14L (25.5%)	= 55 stalls

Drive Aisles – 6.0m (19'-9")

Note: We have identified Car Stalls as Small, Mid Sized & Large. These designations are indicated & located on the parking plans.

Note: Our Mid Sized Stall length is only 10" (250mm) shorter than standard stall length (max).

Note: Total Parking Required = 54 stalls. Based on this we are allowed 40% small car = 22 stalls.

Small Stall	22
Standard Stall	32
Total	54

CITY OF KELOWNA
MEMORANDUM

Date: October 6, 2010
File No.: DP10-0093 DVP10-0094 **Revised Drawings**
To: Planning & Development Services Department (LT)
From: Development Engineering Manager (SM)
Subject: 1290 1298 St Paul Street Lots 14, 15 Plan 1303 DL 139

The Works & Utilities Department have the following comments and requirements associated with this development permit application.

General.

- a) Requirement of rezoning application No. Z10-0060 must be satisfied before approval of this development permit.

Development Permit, Variances and Site Related Issues

- (a) The development will be required to contain and dispose of site generated storm water on the site by installing a ground recharge system consisting of perforated pipe bedded in drain rock.
- (b) The requested variance to reduce the drive isle width from the required 7.0m to 6.6m can be supported by Development Engineering where no reduction in the parking stall size is proposed.
- (c) The requested variance to reduce the setback for a portion of the building that is above 15.0m in height from the required 3.0m to 0.0m does not compromise our servicing requirements.



for Steve Muenz, P. Eng.
Development Engineering Manager
JF



City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4
250 469-8500
kelowna.ca

Council Policy

Parking Credits for Mixed Use Developments Within the Downtown Urban Centre

APPROVED March 15, 2004

RESOLUTION: R375/10/04/26
REPLACING: R387/06/05/01; R261/04/03/15
DATE OF LAST REVIEW: April 2010

On an annual basis, starting January 1, 2004, Council will support the provision of a maximum 25 parking stall credits within the Downtown Urban Centre that can be applied to development projects that meet the following criteria;

- The development proposal is located within the Downtown Urban Centre and located within the Urban Centre boundaries shown as 'Area A' on Map 6.2 in *Kelowna 2000 - Official Community Plan Bylaw No. 7600*.
- The development proposal is a mixed use (commercial and residential) project where the commercial component is less than 50% of the gross floor areas (excluding areas for parking).
- Only the commercial component, or a portion thereof, of the required parking is being requested to be waived.

The existing 25 units outlined above will be augmented by 25 parking credits available specifically to projects within the City Centre Tax Incentive Area identified on the map attached to this Council Policy. Development within this area will therefore potentially have access to 50 parking stall credits. These credits will be available to any development where in addition to the criteria outlined above, the commercial component does not exceed an FAR of 1.0.

Credits will be assigned on a first-come, first-served basis. Credits will be available January 1st of each year within the designated City Centre Tax Incentive Area. There will be no carry-over of unused credits from one year to the next.

The parking requirement for the residential component of a mixed use building may be reduced where the developer puts forward a sustainable car-sharing proposal. The amount of the reduction will be based on the particulars of each proposal.

The credits may be applied for by way of a Development Variance Permit Application to relax the required parking for the proposed development. Planning and Corporate Services Staff will evaluate the proposal and make a recommendation to Council based on the suitability of the proposed development and the availability of parking credits. If the project can be supported by staff based on all considerations other than the provision of required parking and there are credits available, staff may recommend to Council that some or all of the parking shortfall be covered by parking credits provided by this policy. Any parking that is waived by Council approval of the Development Variance Permit would be funded by Council at the equivalent cash in-lieu of parking rate once a year during budget preparation. The funding of this policy would be from new taxation as a result of construction.

Council will review this policy annually to determine if the policy should be extended for the upcoming year, cancelled, or otherwise amended.

REASON FOR POLICY

Development incentive for mixed use projects within the Downtown Urban Centre.

LEGISLATIVE AUTHORITY

Local Government Act Section 922 (Development Variance Permits)

PROCEDURE FOR IMPLEMENTATION

On application for a Development Variance Permit to relax all commercial parking requirements. Funding once a year during budget preparation.

City Centre Tax Incentive Area Map:

