

City of Kelowna
Public Hearing
AGENDA



Tuesday, April 23, 2013
6:00 pm
Council Chamber
City Hall, 1435 Water Street

Pages

1. Call to Order

THE CHAIR WILL CALL THE HEARING TO ORDER:

1.(a)The purpose of this Hearing is to consider certain bylaws which, if adopted, shall amend *Kelowna 2030* - Official Community Plan Bylaw No. 10500 and Zoning Bylaw No. 8000.

(b)All persons who believe that their interest in property is affected by the proposed bylaws shall be afforded a reason-able opportunity to be heard or to present written submissions respecting matters contained in the bylaws that are the subject of this hearing. This Hearing is open to the public and all representations to Council form part of the public record. A live audio feed may be broadcast and recorded by Castanet.

(c)All information, correspondence, petitions or reports that have been received concerning the subject bylaws have been made available to the public.The correspondence and petitions received after April 9, 2013 (date of notification) are available for inspection during the course of this hearing and are located on the information table in the foyer of the Council Chamber.

(d)Council debate on the proposed bylaws is scheduled to take place during the Regular Council meeting after the conclusion of this Hearing. It should be noted, however, that for some items a final decision may not be able to be reached tonight.

(e)It must be emphasized that Council will not receive any representation from the

applicant or members of the public after conclusion of this Public Hearing.

2. Notification of Meeting

The City Clerk will provide information as to how the Hearing was publicized.

3. Individual Bylaw Submissions

- 3.1 Bylaw No. 10837 - Official Community Plan Bylaw Amendment Application No. OCP13-0001 and Bylaw No. 10838 - Rezoning Application No. Z13-0002 - Graeme James - 1242-1244 Pheasant Street 5 - 23

Mayor to invite the Applicant, or Applicant's Representative to come forward.

To consider a staff recommendation to change the future land use designation of the subject property from the Multiple Unit Residential (Medium Density) designation to the Multiple Unit Residential (Low Density) designation; To consider a staff recommendation to rezone the subject property from the RU6 - Two Dwelling Housing zone to the RM1 - Four Dwelling Housing zone in order to legalize an existing four-plex building.

- 3.2 Bylaw No. 10825 - OCP Text Amendment Application No. OCP12-0015 - Doug Dueck - 526 Doyle Avenue and 1368 St. Paul Street 24 - 92

To consider an OCP amendment to exclude the development proposed at 526 Doyle Avenue and 1368 St. Paul Street from the OCP's Building Height Policy in order to permit a 65m (22 storey) and 88m (30 storey) 2 tower, mixed use development where the City Centre Building Height Map allows 76.5m (~26 storeys); and to permit a 30 storey mixed use development with two towers having a separation of 32.0m where the minimum tower separation for a project with a floor plate greater than 697m² is 36.5m.

- 3.3 Bylaw No. 10839 - Rezoning Application No. Z13-0012 - Blenk Development Corporation - Various Wilden Properties 93 - 98

The Phase 2D rezoning application is to deal with the broad zoning designations that have shifted slightly now that detailed road and lot layouts have been established.

- 3.4 Bylaw No. 10832 - Official Community Plan Amendment No. OCP13-0002 - Bylaw No. 10833 - Text Amendment Application No. TA13-0004 and Bylaw No. 10834 - Rezoning Application No. Z13-0003 - Protech Consultants Ltd. - 1760, 2025 and 2137 Quail Ridge Boulevard 99 - 118

To amend the Official Community Plan future land use designations (Map 4.1) and the existing line work from the "Resource Protection Area", and

"Industrial" designations to a largely industrial and commercial designation, with the remainder designated for Parks & Open Space. The OCP amendment is proposed in support of a rezoning to the CD15 - Airport Business Park zone. Further, to amend Official Community Plan Map 5.8 - Urban Design Development Permit Area Map by adding the CD15 - Airport Business Park zone as a 'General Commercial & Industrial DP Area' and to amend Table 4.2 by removing reference to a Pier Mac Area Structure Plan. Additionally, it is proposed that the subject property be rezoned from the A1- Agriculture 1, CD15 - Airport Business Park, I5 - Extraction, and P3 - Parks & Open Space zones (current) to the CD15 - Airport Business Park and P3 - Parks and Open Space zones (proposed). The proposed CD15 rezoning is in support of a proposed 51 lot subdivision containing one commercially zoned property and 50 industrially zoned properties. The applicants are concurrently proposing to amend the CD15 zone to include 'Breweries and Distilleries, Major' as a permitted "Principal Use" within the areas designated as "Industrial" in the CD15 - Airport Business Park zone. Finally, to amend the CD15 - Airport Business Park zone by replacing existing Map 1 (Airport Business Park Phase 1 & 2 Zoning Plan) with a revised "Map 1".

4. Termination

5. Procedure on each Bylaw Submission

(a) Brief description of the application by City Staff (Land Use Management);

(b) The Chair will request that the City Clerk indicate all information, correspondence, petitions or reports received for the record.

(c) The applicant is requested to make representation to Council regarding the project and is encouraged to limit their presentation to 15 minutes.

(d) The Chair will call for representation from the public in attendance as follows:

(i) The microphone at the public podium has been provided for any person(s) wishing to make representation at the Hearing.

(ii) The Chair will recognize ONLY speakers at the podium.

(iii) Speakers are encouraged to limit their remarks to 5 minutes, however, if they have additional information they may address Council again after all other members of the public have been heard a first time.

(e) Once the public has had an opportunity to comment, the applicant is given an opportunity to respond to any questions raised. The applicant is requested to keep the response to a total of 10 minutes maximum.

(f) Questions by staff by members of Council must be asked before the Public Hearing is closed and not during debate of the bylaw at the Regular Meeting, unless for clarification.

(g) Final calls for representation (ask three times). Unless Council directs that the Public Hearing on the bylaw in question be held open, the Chair shall state to the gallery that the Public Hearing on the Bylaw is closed.

Note: Any applicant or member of the public may use visual aids (e.g. photographs, sketches, slideshows, etc.) to assist in their presentation or questions. The computer and ELMO document camera at the public podium are available. Please ask staff for assistance prior to your item if required.

REPORT TO COUNCIL



Date: February 27, 2013
RIM No. 1250-30
To: City Manager
From: Land Use Management, Community Sustainability (BD)
Application: OCP13-0001 / Z13-0002 **Owner:** Geoff R. & Leanne M. Proteau
Address: 1242 - 1244 Pheasant St **Applicant:** Graeme James
Subject: Rezoning Application
Existing OCP Designation: Multiple Unit Residential (medium density)
Proposed OCP Designation: Multiple Unit Residential (low density)
Existing Zone: RU6- Two Dwelling Housing
Proposed Zone: RM1 - Four Dwelling Housing

1.0 Recommendation

THAT Official Community Plan Bylaw Amendment No. OCP13-0001 to amend Map 4.1 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by changing the Future Land Use designation of Strata Lot 1 & 2, District Lot 137, ODYD Strata plan KAS1353 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on Form 1, located on 1242 - 1244 Pheasant Street, Kelowna, BC from the Multiple Unit Residential (Medium Density) designation to the Multiple Unit Residential (Low Density) designation, as shown on Map "A" attached to the Report of Land Use Management Department dated February 27, 2013, NOT be considered by Council;

THAT Rezoning Application No. Z13-0002 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Strata Lot 1 & 2, District Lot 137, ODYD Strata plan KAS1353 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on Form 1, located on 1242 - 1244 Pheasant Street, Kelowna, BC, from the RU6 - Two Dwelling Housing zone to the RM1 - Four Dwelling Housing zone NOT be, approved by Council.

2.0 Purpose

For Council to not consider the OCP amendment and corresponding rezoning application from the RU6 - Two Dwelling Housing zone to the RM1 - Four Dwelling Housing zone of the subject property to legalize an existing four-plex building.

3.0 Land Use Management

The future land use designation of this property provides opportunity to construct a greater multi-family housing density form than is being sought with this application. Staff acknowledge that the development at 1277 Gordon Drive has hindered the full development potential of the remaining properties on this block. However, if a coordinated land assembly of the remaining sites were to occur, the land could be utilized to develop a row house concept, taking advantage of the proximity to downtown, the multi-modal corridor and easy access to various amenities. Accordingly, the OCP amendment to low-density multi-family for the subject property and those lots immediately to the west would be supported subject to a comprehensive land assembly.

The rezoning request to the RM1- Fourplex zone to legalize an existing 4-plex jeopardizes the opportunity for a future land assembly. Legalization of the four-plex use is a further investment in the property which would hinder a comprehensive development on this block. Notably, there are extensive BC Building Code requirements to convert a single family dwelling to a multi-family dwelling which are listed in the technical comments. To facilitate improvements, interior walls must be removed to construct ducting for separate plumbing and heating equipment. Retrofitting the interior floor plan to meet BC Building code requirements may prove to be a considerable challenge.

Additionally, no exterior building upgrades are proposed, which encumbers Staff's ability to ensure that the building design meets the guidelines of the multi-use residential Official Community Plan objectives. Given that the building is already existing, design amendments are limited in terms of practical upgrades. The front elevation is dominated by driveways and garages, with only two of the principal entrances easily identifiable. The landscaping is dominated by a large hedge which does not allow for any pedestrian interface with the site.

Staff do not condone the conversion of a building without the appropriate approvals, permits and land use in place. Bylaw Services investigations started in 2004 for a four-plex on this site and it is through recent enforcement (ticketing) that the owner has entered into a compliance agreement which requires the owner to initiate the legalization of the use on the site. Letters of support for the rezoning application from all abutting and adjoining neighbours have been provided.

4.0 Proposal

4.1 Background

This property has been owned by the same individual since the building permit was obtained to construct a duplex on the site in 1993. Bylaw Services began investigations for complaints of a four-plex on the site in 2004. The conversion to a four-plex occurred without the appropriate zoning or permits in place.

4.2 Project Description

The subject property is designated Multiple Unit Residential (Medium Density) (MRM) in the current Official Community Plan (OCP), is zoned for RU6- Two Dwelling Housing and is located within the Permanent Growth Boundary. The applicant is seeking an OCP amendment from Multiple Unit Residential (Medium Density) (MRM) to the Multiple Unit Residential (Low Density) (MRL) land use designation to accompany the rezoning to the RM1-Fourplex housing zone.

The building is a typical side by side duplex and through this rezoning, the applicant is seeking to legalize 4 units. The two storey building has entrances to the main level through the front of the

building with access to the upper 3 bedroom units via side doors. Required parking is achieved on the site by developing 3 additional spaces off the flanking street. Private outdoor open space is provided on elevated decks for the upper units and on patios under the decks for the main floor units. The remaining property is landscaped with turf and fencing around the side and rear of the yard.

Should the OCP amendment and rezoning by successful, a variance to legalize the rear yard would be required. Further, a Development Permit (executed at a Staff level) is required to evaluate the form and character, however no exterior improvements to the building or landscape are being proposed.

4.3 Site Context

The subject property is located on the west side of Pheasant Street on the edge of the Dilworth/Glenmore/Clifton area of Kelowna. The area is across from the industrial uses off Clement and next to Northwood Retirement Resort located on Gordon Drive. The surrounding properties are zoned as follows:

Orientation	Zoning	Land Use
North	I4 - Central Industrial	Various light industrial
East	RU6 - Two Dwelling Housing	Single family dwelling
South	RM5 - Medium Density Multiple Housing	Private Nursing Home
West	RU6 - Two Dwelling Housing	Single family dwelling

4.4 Subject Property Map: 1242- 1244 Pheasant Street



4.5 Zoning Analysis

The proposed application meets the requirements of RM1 - Four Dwelling Housing zone as follows:

Zoning Analysis Table		
CRITERIA	RM1 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Lot Area	800 m ² (corner lot)	802 m ²
Lot Width	22 m	27.4 m
Lot Depth	30 m	29.3 m
Development Regulations		
Site Coverage (buildings)	40%	Building Footprint: 253m ² 31.5%
Site Coverage (buildings, driveway and parking)	50%	50%
Floor Area Ratio	0.6	Total Floor area: 452.4m ² 0.56
Height	9.5 m / 2.5 storeys	7.01 m
Front Yard	4.5m to dwelling	5.18 m
Side Yard (west)	2.3 m (2 - 2.5 storeys)	7.59 m
Side Yard (east)	4.5m (flanking street)	7.62 m
Rear Yard	7.5m (2 - 2.5 storeys)	3.35 m Ⓢ
Other Regulations		
Minimum Parking Requirements	2 spaces/ 3 bedroom unit 1.5 spaces/ 2 bedroom unit Total required: 7 spaces	7 spaces provided (Garages are allocated to upper units)
Bicycle Parking	Class I: 0.5 dwelling unit Class II: 0.1 dwelling unit Total required: 3	No common Bicycle parking provided, however each unit has storage units where individual bicycle parking is accommodated.
Private Open Space	25 m ² per unit Total required: 100m ²	26 m ² per upper deck & patios provided under deck for ground level units
Ⓢ A variance to the required rear yard is being sought.		

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Evaluation Checklist (OCP Amendment Applications)¹

Evaluate development applications that require an OCP amendment on the basis of the extent to which they comply with underlying OCP objectives, including the following:

- Does the proposed development contribute to preserving lands with slopes greater than 30%? *Yes.*
- Does the proposed development respect the OCP Permanent Growth Boundary (OCP Map 4.1)? *Yes.*
- Does the proposed development feature a mix of residential, employment, institutional, and/or recreational uses within individual buildings or larger development projects? *No.*
- Is the proposed development located in an Urban Centre? *No.*

¹ City of Kelowna Official Community Plan, Policy No. 5.40.1, (Development Process Chapter)

- Does the proposed development increase the supply of affordable (as defined in the OCP) apartments or townhouses? *Uncertain. The units would likely be rented at a generally affordable rate.*
- Is the property serviced with water and City sanitary sewer at the time of application? *Yes.*
- Could the proposed project be built at no financial cost to the City? (This should consider operational and maintenance costs.) *Development Cost Charges to be paid at time of Building Permit review.*
- Would the proposed project help decrease the rate of travel by private automobile, especially during peak hours? *No.*
- Is there transit service within 400 metres of non-residential projects or major employment generators (50+ employees)? *Yes.*
- Does the proposed project involve redevelopment of currently under-utilized, urbanized land? *The OCP considers multiple unit medium density residential development as the highest use of the land and this is a down-designation of the land use.*
- Does the proposed project result in the creation of substantially more public open space than would be available if the development were not to proceed (not including required open space dedications or non-developable areas)? *No.*
- Is there a deficiency of properties within the applicable Sector (see Map 5.4) that already have the required OCP designation? *No.*
- Does the project avoid negative impacts (shadowing, traffic, etc.) on adjoining properties where those adjoining properties are not slated for land use changes? *No changes to the built form are proposed.*
- Is the project consistent with the height principles established in the OCP? *Yes.*

Development Process

Compact Urban Form.² Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

6.0 Technical Comments

6.1 Building & Permitting Department

- 1) Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permits.
- 2) Operable bedroom windows required as per the 2012 edition of the British Columbia Building Code (BCBC 2012).
- 3) Separate and fire protected means of egress from each dwelling unit
- 4) Fire separations as per BCBC 2012 between suites both above and adjacent to be addressed as per BCBC 2012
- 5) Plumbing requirements as per BCBC Plumbing Code 2012.
- 6) Each unit must have its own self contained heat source independent of the other units with a duct design and heat-loss calculation for each suite at BP application stage.
- 7) A third part work order will be required for the upgrade of the waterlines.

² City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

8) Range hood above the stove and the washrooms from each unit to vent separately to the exterior of the building. The size of the penetration for this duct thru a fire separation is restricted by BCBC 2012, so provide size of ducts and fire separation details at time of Building Permit Applications.

9) Full Plan check for Building Code related issues will be done at time of Building Permit applications.

6.2 Development Engineering Department

See Attached.

6.3 Bylaw Services

There have been four bylaw investigation for the illegal four-plex logged as: SR#220223/SR244511/SR245995/SR056875

In addition to the contrary to land use investigations, there have been noise and unsightly premises complaints for the site. A compliance agreement was entered into in December 2012 to reduce the ticket cost in exchange for seeking legalizing of the site. If the rezoning is not successful, the agreement will be revised to decommissioning of the two extra units.

7.0 Application Chronology

Date of Application Received: January 4, 2013
Application detail refinement: February 28, 2013

8.0 Alternate Recommendation

THAT Official Community Plan Bylaw Amendment No. OCP13-0001 to amend Map 4.1 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by changing the Future Land Use designation of Strata Lot 1 & 2, District Lot 137, ODYD Strata plan KAS1353 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on Form 1, located on 1242 - 1244 Pheasant Street, Kelowna, BC from the Multiple Unit Residential (Medium Density) designation to the Multiple Unit Residential (Low Density) designation, as shown on Map "A" attached to the Report of Land Use Management Department dated February 27, 2013, be considered by Council;

AND THAT Rezoning Application No. Z13-0002 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Strata Lot 1 & 2, District Lot 137, ODYD Strata plan KAS1353 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on Form 1, located on 1242 - 1244 Pheasant Street, Kelowna, BC, from the RU6 - Two Dwelling Housing zone to the RM1 - Four Dwelling Housing zone, be considered by Council;

AND THAT the Official Community Plan Bylaw Amendment Bylaw and the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Zone Amending Bylaw be considered in conjunction with Council's consideration of a Development Permit and Development Variance Permit on the subject property;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the requirements of the Development Engineering Branch being completed to their satisfaction;

AND FURTHER THAT the Building and Permitting Branch be provided necessary professional reports to satisfy the feasibility of BC Building Code upgrades.

Report prepared by:

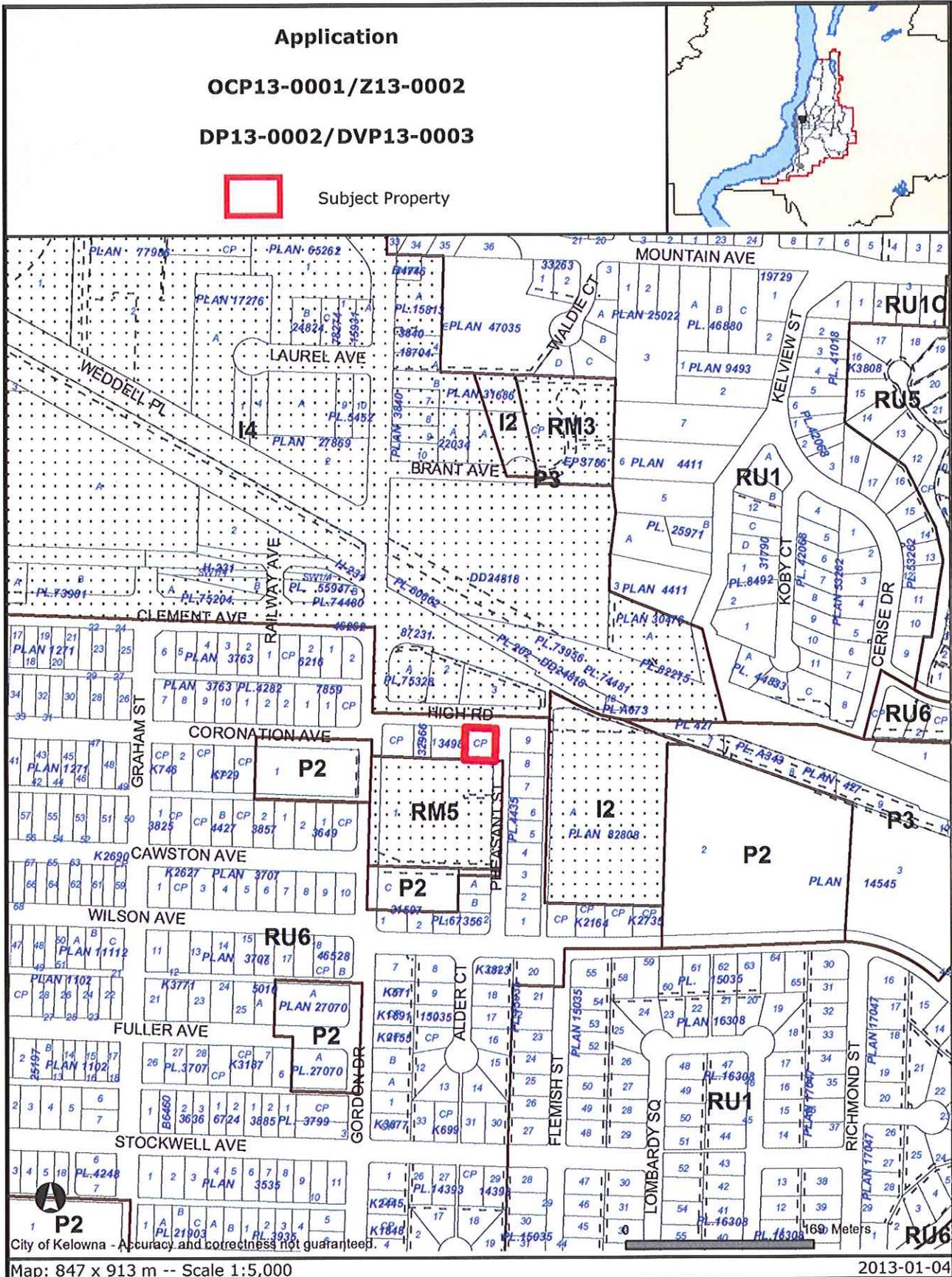
Birte Decloux, Urban Land Use Planner

Reviewed by: Danielle Noble, Manager, Urban Land Use

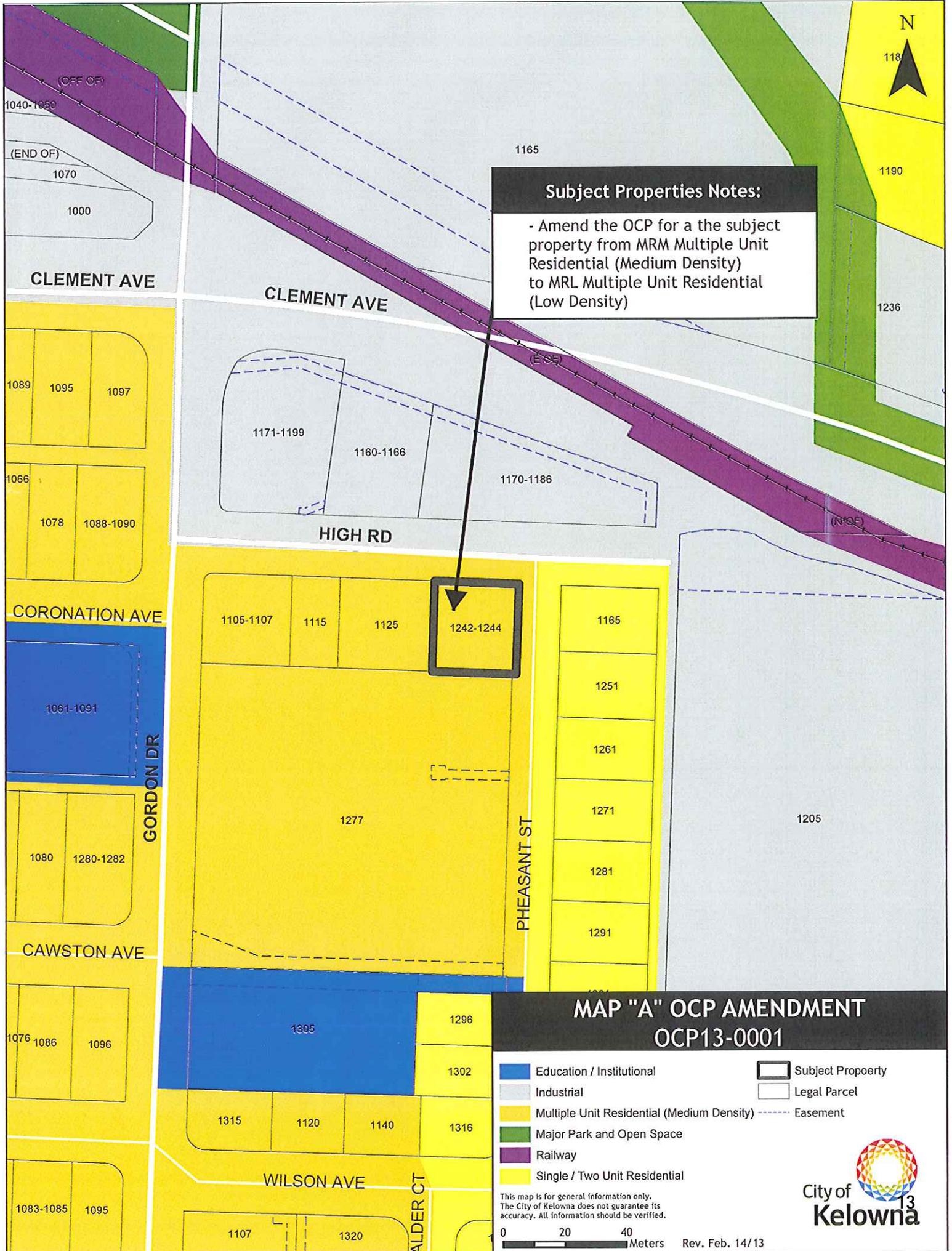
Approved for Inclusion: Doug Gilchrist, A/General Manager, Community Sustainability

Attachments:

- Subject Property Map
- Map "A"
- Survey Certificate
- Site plan
- Elevations
- Landscape Plan
- Context/Site Photos
- Summary of Technical 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.



Subject Properties Notes:

- Amend the OCP for a the subject property from MRM Multiple Unit Residential (Medium Density) to MRL Multiple Unit Residential (Low Density)

**MAP "A" OCP AMENDMENT
OCP13-0001**

- Education / Institutional
- Industrial
- Multiple Unit Residential (Medium Density)
- Major Park and Open Space
- Railway
- Single / Two Unit Residential
- Subject Property
- Legal Parcel
- Easement

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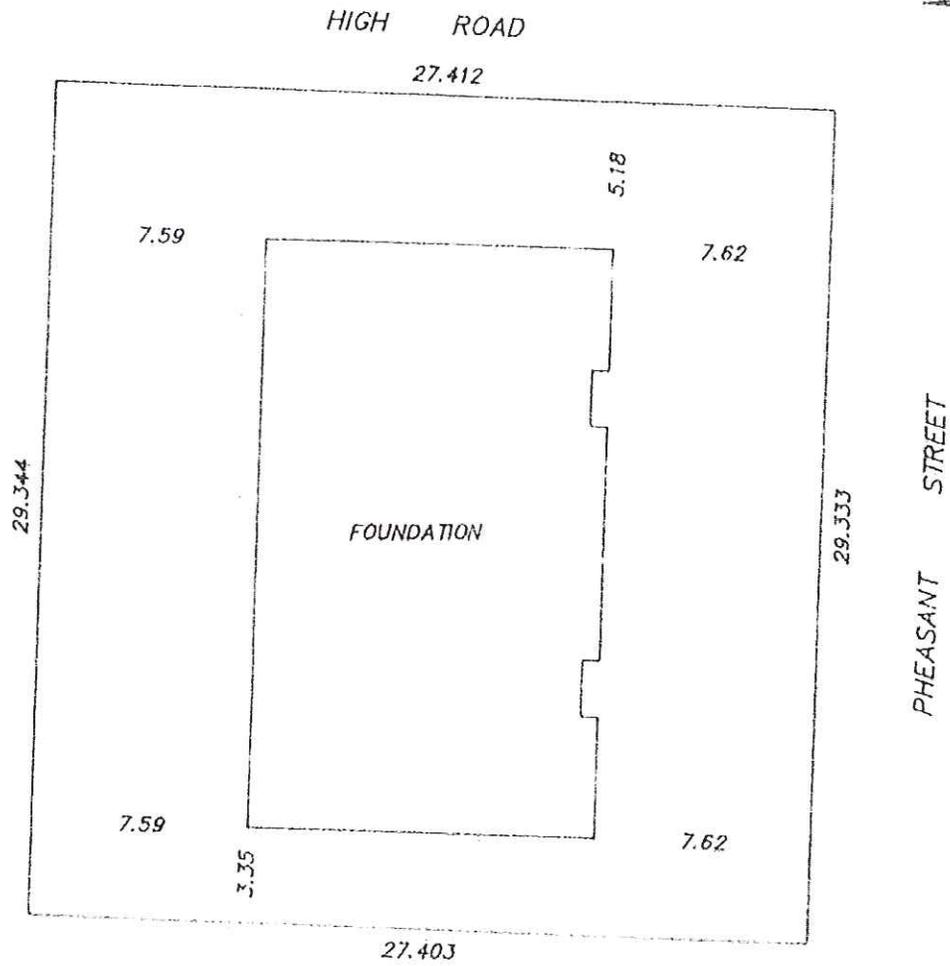
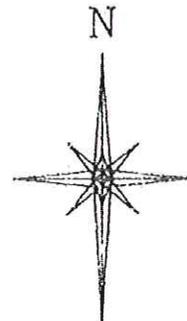


1242-1244 Pheasant St.

B.C. LAND SURVEYOR'S CERTIFICATE OF
LOCATION OF BUILDING ON LOT 2
PLAN 3498 SEC. 30 TP. 26 O.D.Y.D.

SCALE 1:250

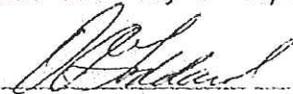
DISTANCES ARE IN METRES.



©

THIS DOCUMENT IS NOT VALID UNLESS
ORIGINALLY SIGNED AND SEALED.

CERTIFIED CORRECT
this 16th day of September, 1993.


D.A. Goddard BCLS

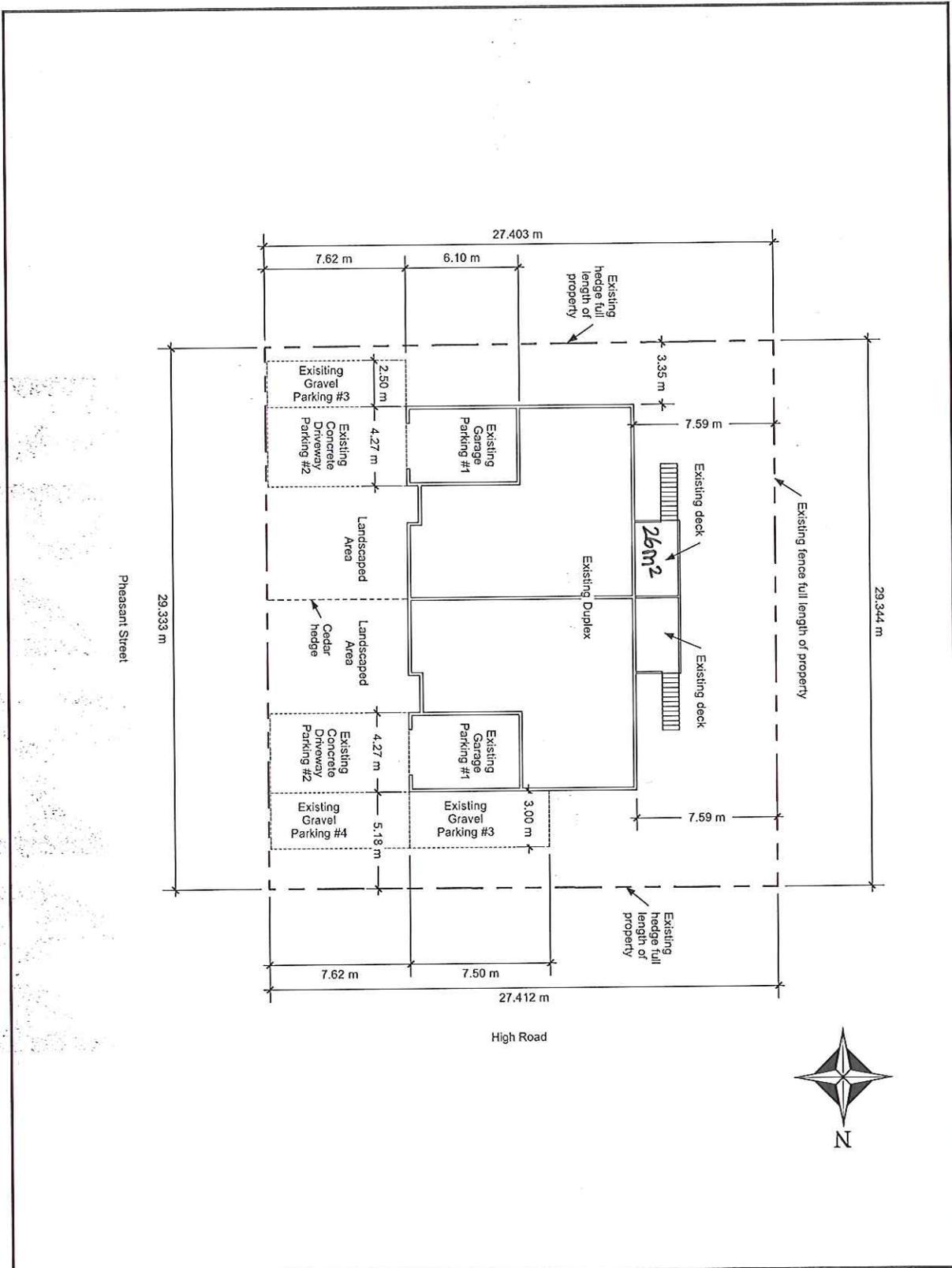
RECEIVED
SEP 15 1993
CITY OF KELOWNA
Building Dept.

FILE 93-8324 FB 171

RE: PROTEAU

THIS PLAN IS FOR MORTGAGE OR
MUNICIPAL PURPOSES ONLY AND IS
NOT TO BE USED TO DEFINE THE
BOUNDARIES OF THIS LOT.

GODDARD and ASSOCIATES
B.C. LAND SURVEYORS
200-1449 ST. PAUL STREET KELOWNA



Knowlton
concepts
Inc.

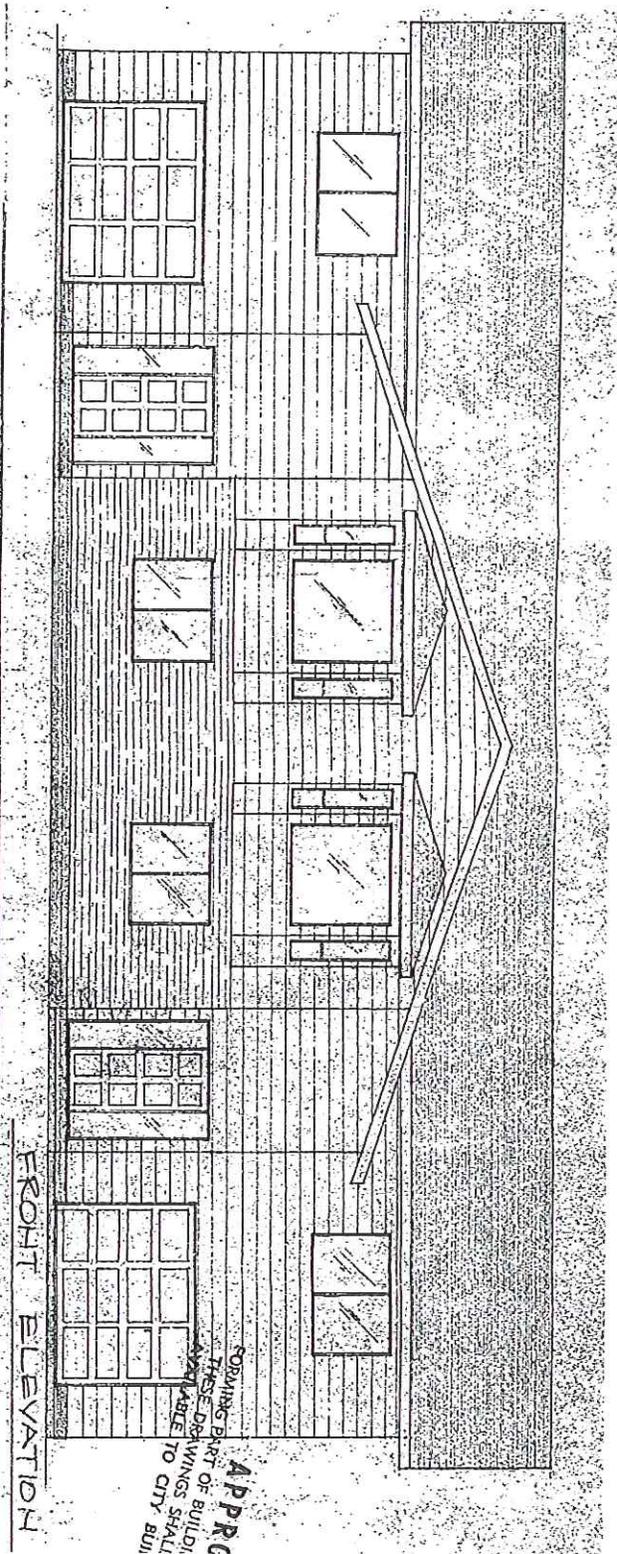
Architectural
Drafting & Design
Phone: (250) 575-0128
www.knowltonconcepts.com

REVISIONS

YY/MM/DD	REMARKS
0 13/01/25	Site Plan for Variance
1 13/02/08	Site Plan for Variance
2	
3	

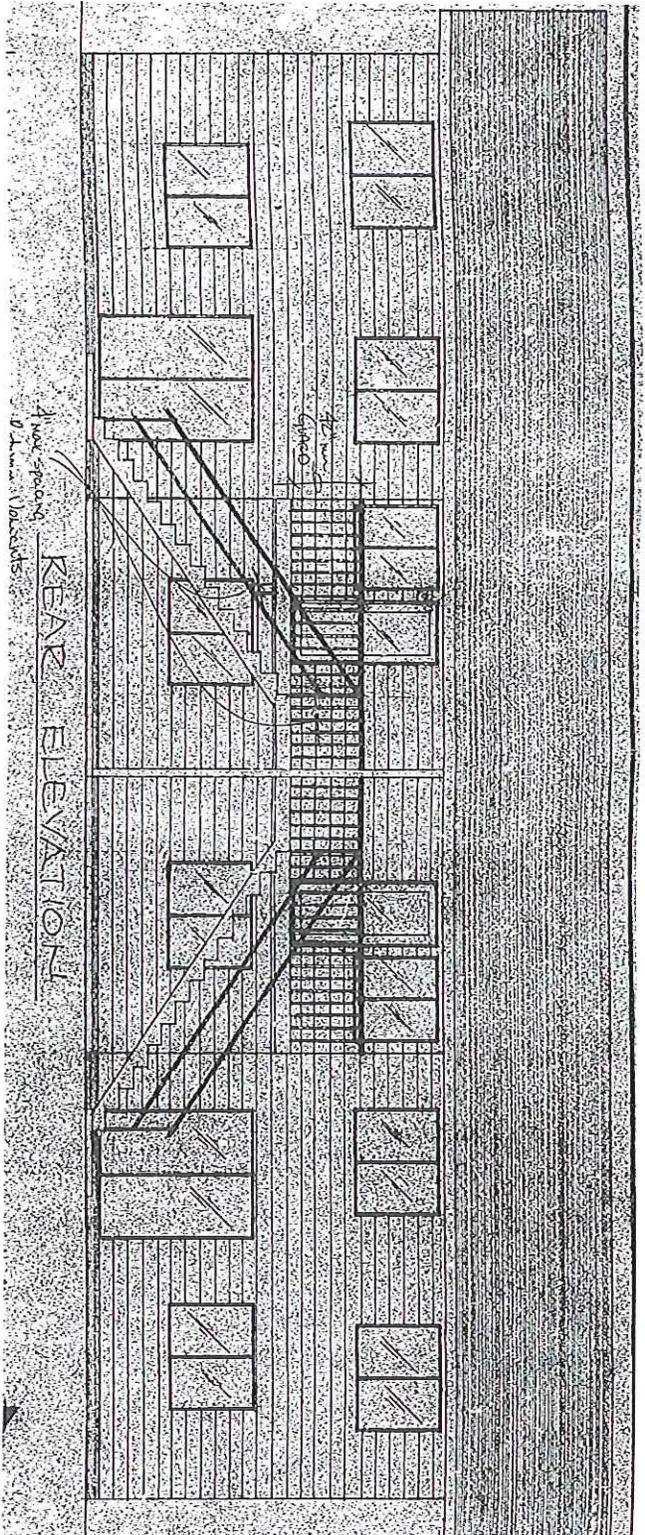
Project: **PROTEAU DUPLEX**
Address: Lot 2, Plan 3498 Sec. 30
Tp. 26 O.D.Y.D.
Sheet: **Site / Parking Plan**
YY/MM/DD: 13/01/25
Revision: 1
Scale: 1:200

ASK 01



FRONT ELEVATION

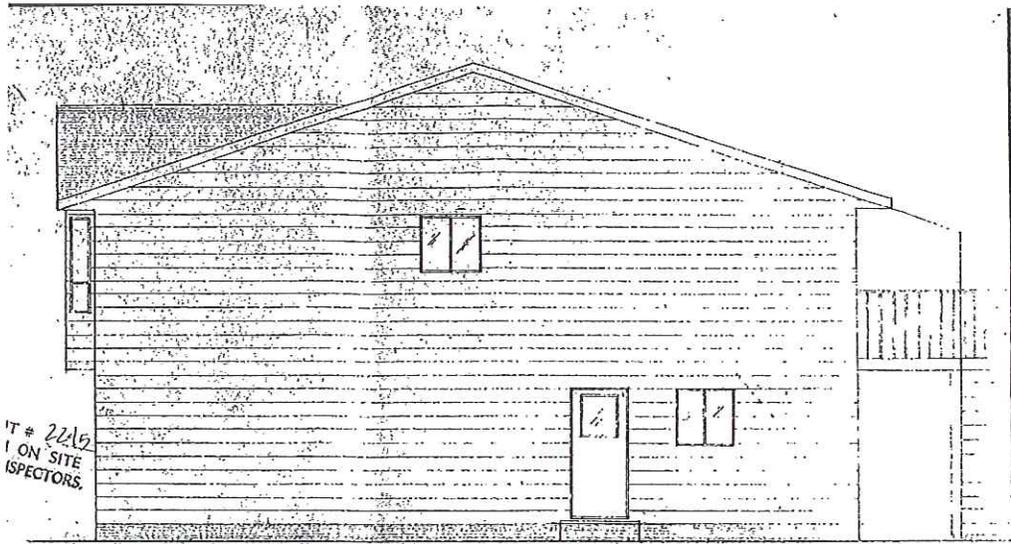
APPRC
FORMING PART OF BUILDING
THESE DRAWINGS SHALL
BE AVAILABLE TO CITY BUI.



4' high spacing
10' down
10' up

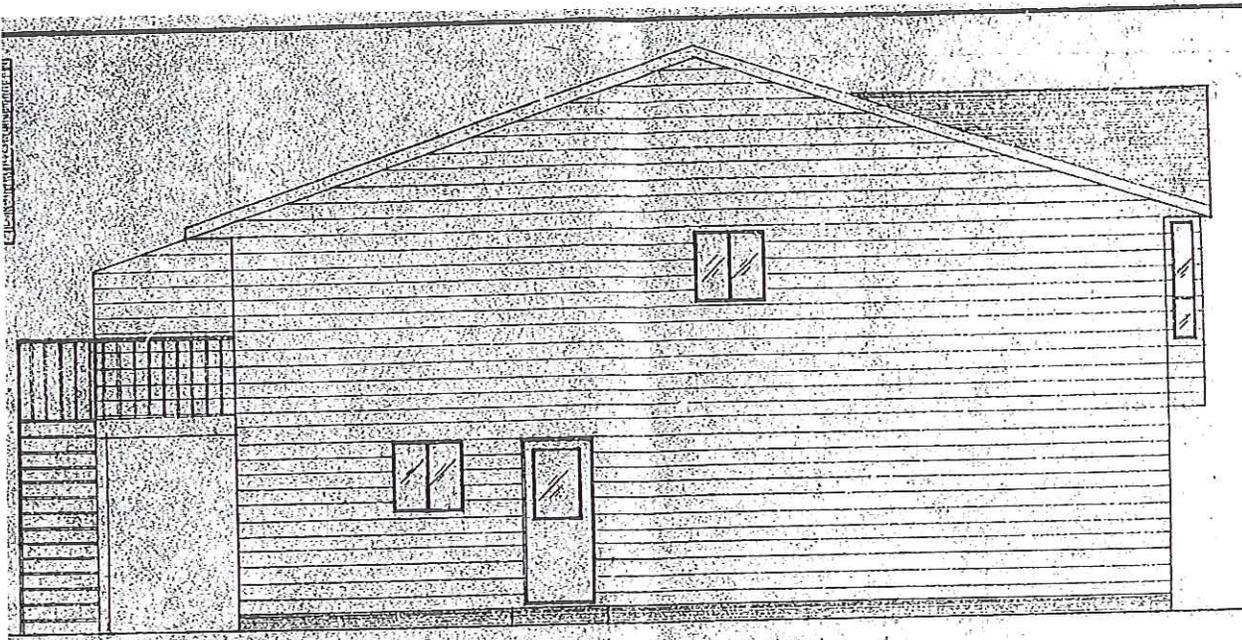
REAR ELEVATION

6' high
2' wide



T# 2216
1 ON SITE
INSPECTORS.

RIGHT ELEVATION



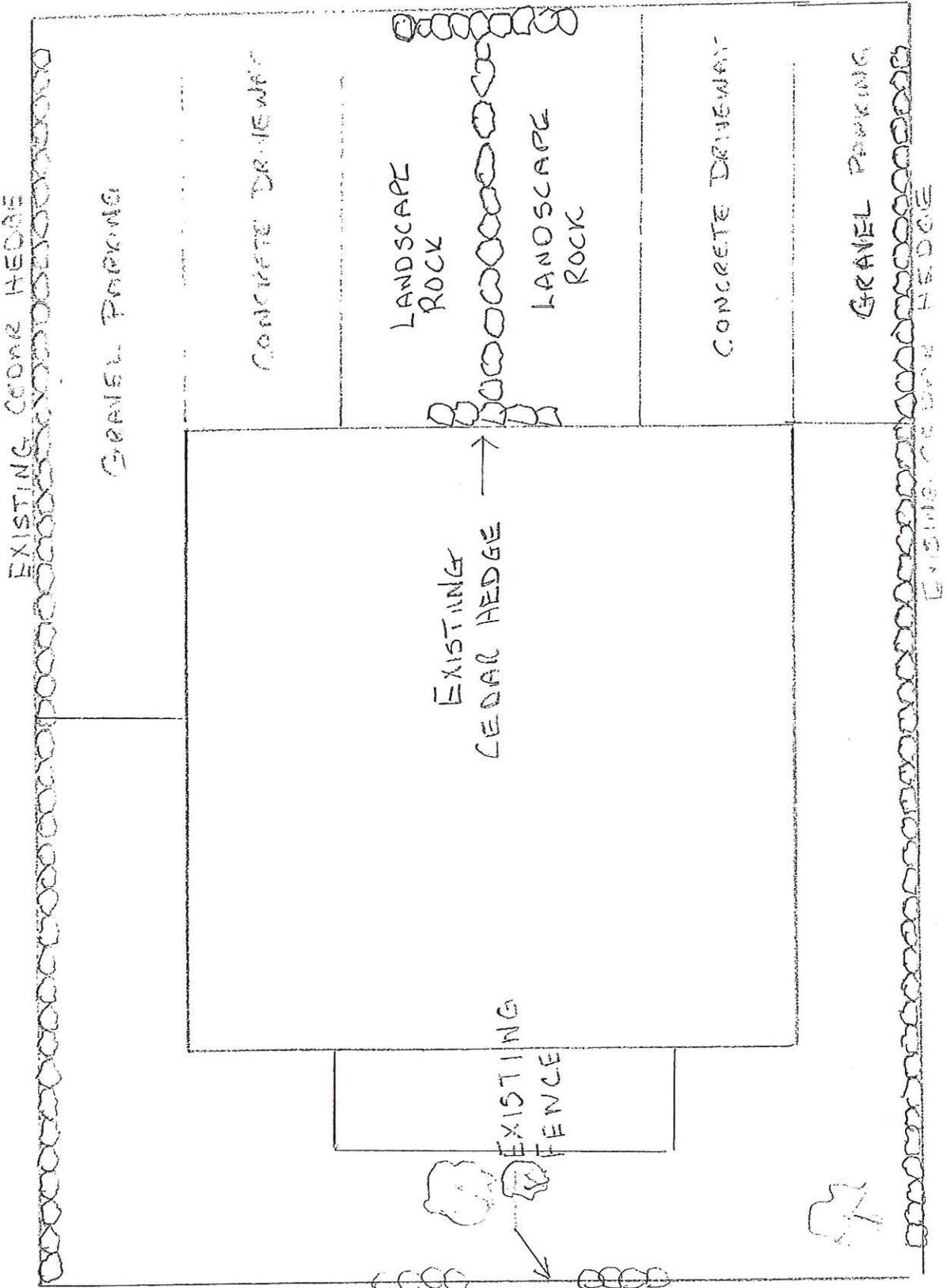
LEFT ELEVATION

h.p. 11'-0" . 3.3m

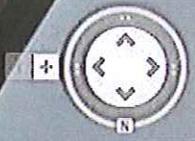
EXISTING LANDSCAPE PLAN

4

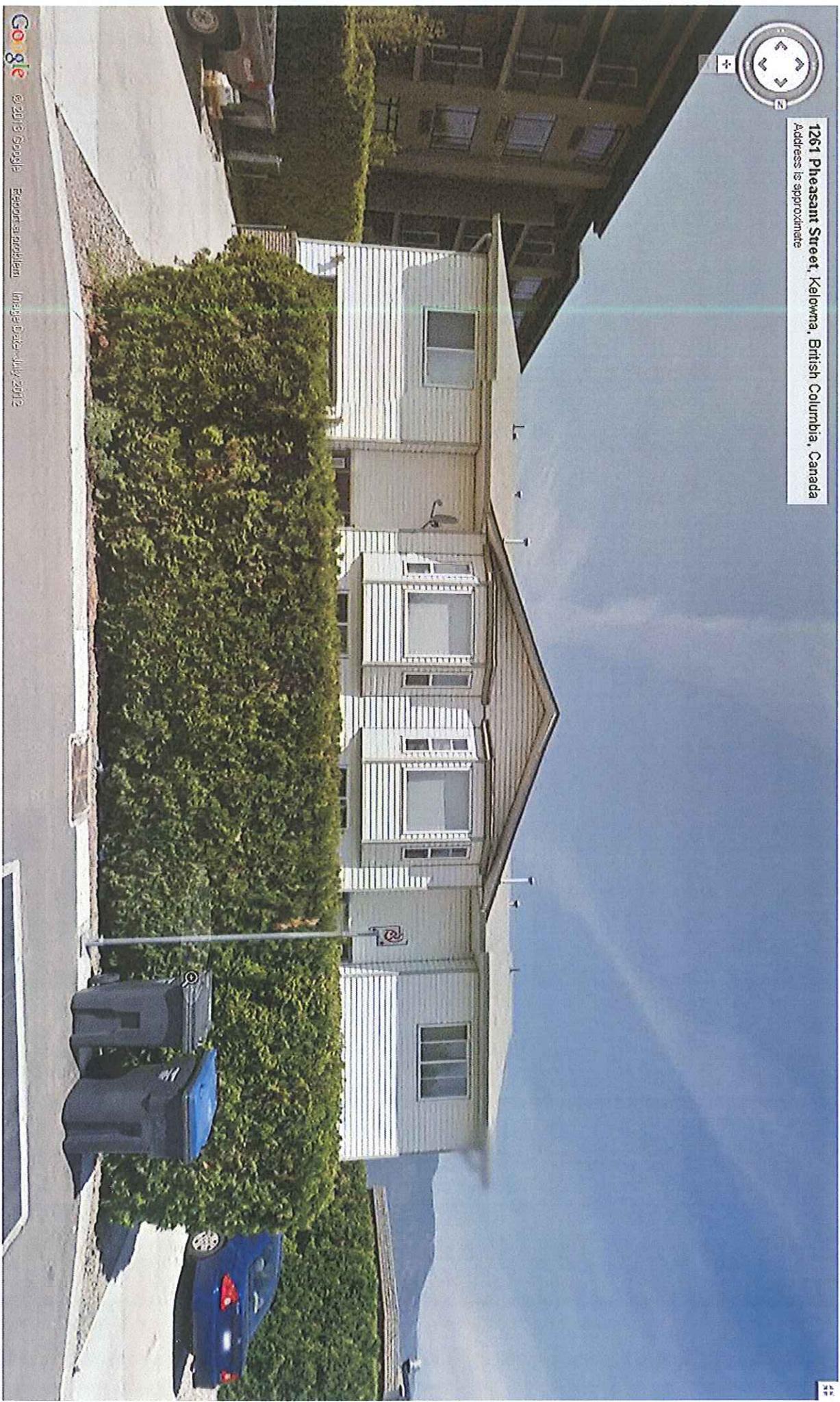
HIGH ROAD



PHENIX ST



1261 Pleasant Street, Kelowna, British Columbia, Canada
Address is approximate



CITY OF KELOWNA
MEMORANDUM

FILE COPY

Date: January 29, 2013
File No.: Z13-0002
To: Land Use Management (BD)
From: Development Engineering Manager
Subject: 1242 -- 1244 Pheasant Street

RM1

Development Engineering has the following comments and requirements associated with this application to rezone from RU-6 to RM1.

1. Domestic Water and Fire Protection

Our records indicate that this property is serviced with three 19mm diameter copper water services. The current by-law requires that only one service be permitted for this application. **The disconnection of existing services and the tie-in of a larger new service can be provided by City forces at the applicant's expense.** For estimate inquiry's please contact Sergio Sartori, by email ssartori@kelowna.ca or phone, 250-469-8589.

2. Sanitary Sewer

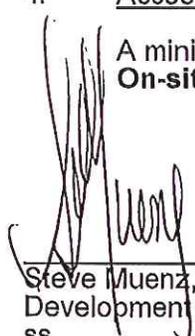
Our records indicate that this property is serviced with a 100mm-diameter sanitary sewer service complete with inspection chamber. The service is adequate for the proposed application.

3. Road Improvements

High Road must be upgraded to an urban standard along the full frontage of this property, including curb and gutter, sidewalk, landscaped boulevard and pavement widening. A one-time cash payment in lieu of construction must be collected from the applicant for future construction by the City. The cash-in-lieu amount is determined to be **\$5,400.00 not including utility service costs**

4. Access, Manoeuvrability and Parking Requirements

A minimum of eight off-street vehicle parking spaces are required.
On-site parking modules must meet bylaw requirements.



Steve Muenz, P. Eng.
Development Engineering Manager
ss

CITY OF KELOWNA
MEMORANDUM

FILE COPY

Date: January 25, 2013
File No.: DVP13-0003
To: Land Use Management Planner (BD)
From: Development Engineering Manager (SM)
Subject: 1242 & 1244 Pheasant Street

Development Engineering comments and requirements regarding this development permit application are as follows:

This development variance permit application to vary the side yard setback does not compromise any municipal services.



Steve Muenz, P. Eng
Development Engineering Manager

SS

CITY OF KELOWNA

MEMORANDUM

FILE COPY

Date: January 25, 2013
File No.: DP13-0002
To: Land Use Management (BD)
From: Development Engineer Manager (SM)
Subject: 1242 & 1244 Pheasant Street

The Development Engineering comments and requirements regarding this Development Permit application are as follows:

1. **General.**

- a) All the offsite infrastructure and services upgrades are addressed in the Development Engineering Report under file Z13-0002.



Steve Muenz, P. Eng.
Development Engineering Manager

ss

REPORT TO COUNCIL



Date: March 15th, 2013

RIM No. 1250-20

To: City Manager

From: Land Use Management, Community Sustainability (AW)

Application: OCP12-0015 / DP12-0198 / DVP12-0199 **Owners:** 0754028 BC LTD., INC. NO. BC0754028 & D.M.R LAW CORPORATION, INC. NO. BC0776896; 0814932 BC LTD., INC. NO. BC0814932 / BETKER HOLDINGS INC., INC. NO. BC0936374

Address: 526 Doyle Avenue
1368 St. Paul Street **Applicant:** 0754028 BC LTD. (Doug Dueck)

Subject: OCP Text Amendment

Existing OCP Designation: Mixed-Use (Residential/Commercial)

Existing Zone: C7 - Central Business Commercial

1.0 Recommendation

THAT Official Community Plan Bylaw Amendment No. OCP12-0015 to amend the 2030 Official Community Plan Bylaw No. 10500, for Objective 5.5, Policy .1, Building Height to exclude the development proposed at 526 Doyle Avenue and 1368 St. Paul Street from the City Centre Building Heights Map in order to permit one 30 storey (88m) mixed use tower be considered by Council;

AND THAT Official Community Plan Bylaw Amendment No. OCP12-0015 to amend the 2030 Official Community Plan Bylaw No. 10500, for Objective 5.5, Policy .1, Building Height to exclude the development proposed at 526 Doyle Avenue and 1368 St. Paul Street in order to permit a 22 storey and 30 storey mixed use development with the two towers having a separation of 32.0m where the minimum tower separation for a project with a tower floor plate greater than 697m² is 36.5m., be considered by Council;

AND THAT Council considers the applicant's March 8th, 2013 Public Information Meeting to be appropriate consultation for the purpose of Section 879 of the Local Government Act, as outlined in the report of the Land Use Management Department dated March 15th, 2013;

AND THAT the Official Community Plan Bylaw Amendment Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT Final Adoption of the Official Community Plan Bylaw Amendment Bylaw be considered by Council;

AND THAT Council authorize the issuance of Development Permit No. DP12-0198 for Lot A, District Lot 139, ODYD, Plan EPP9526, located at 526 Doyle Avenue and Lot A, District Lot 139, ODYD, Plan KAP87835 located at 1368 St. Paul Street, Kelowna, B.C. subject to the following:

- 1) The dimensions and siting of the building to be constructed on the land be in general accordance with Schedule "A";
- 2) The exterior design and finish of the building to be constructed on the land be in general accordance with Schedule "B";
- 3) Landscaping to be provided on the land be in general accordance with Schedule "C";
- 4) The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a professional landscaper and for the public art program;
- 5) The registration of a covenant on title limiting the use of CRU #6 as a Major Child Care Centre including dedicated play space on top of the podium to the satisfaction of the Interior Health Authority as shown on Schedule "A";
- 6) The execution of the Servicing Agreement and associated bonding for the Development Engineering requirements;
- 7) Registration of a plan of subdivision at Land Titles Office to consolidate the two subject properties into a single title prior to issuance of the Development Permit;
- 8) That Cash-in-Lieu of the required parking (35 x \$22,500.00 = \$787,500.00) be provided prior to issuance of the Development Permit.
- 9) Prior to issuance of a Building Permit the applicant be required to design the building to accommodate Fortis BC's anticipated District Energy system;
- 10) Prior to issuance of a Building Permit the applicant be required to provide plans for two electric car charging stations and a bike share program including 10 bikes;

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;

AND THAT Council authorize the issuance of Development Variance Permit No. DVP12-0199 for Lot A, District Lot 139, ODYD, Plan EPP9526, located at 526 Doyle Avenue and Lot A, District Lot 139, ODYD, Plan KAP87835 located at 1368 St. Paul Street, Kelowna, B.C.;

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

Section 14.7.5 (a) Development Regulations - Height:

To vary the height from 44m permitted to 65m (Tower #1) and 88m (Tower #2) proposed;

Section 14.7.5 (e) Development Regulations - Setbacks above 15m:

To vary the building setback for Tower #1 along Doyle Avenue from 3.0m required to 1.24m proposed for portions of a building above 15m;

Section 14.7.5 (g) Development Regulations - 80° Inclined Angle:

To vary the inclined plane above 15m from 80° permitted for Tower #1 to 85.58° for western elevation and 88.65° for the eastern elevation and from 80° for Tower #2 to 87.07° for the western elevation and 83.09° for the eastern elevation.

Section 14.7.5 (h) Development Regulations - Floor Plate Area:

To vary the maximum floor plate area for Tower #2 from 676m² to 822.65m² (Floors 5-13) - 770.63m² (Floors 14-21) - 695.85m² (Floors 22-28);

Section 14.7.5 (i) Development Regulations - Horizontal Dimension Above 15m:

To vary the maximum horizontal dimension above 15m for Tower #2 from 26m permitted to 37.8m x 31.24m proposed;

Section 14.7.5 (l) (i) Development Regulations - Setbacks above 22m:

To vary the building setback from an interior lot line for Tower #2 from 15m required to 4.0m proposed for portions of a building above 22m;

Section 14.7.5 (l) (ii) Development Regulations - Setbacks above 22m:

To vary the building setback from a lot line abutting a lane for Tower #2 from 10m required to 3.6m proposed for portions of a building above 22m;

2.0 Purpose

To consider an OCP amendment to exclude the development proposed at 526 Doyle Avenue and 1368 St. Paul Street from the OCP's Building Height Policy in order to permit a 65m (22 storey) and 88m (30 storey) 2 tower, mixed use development where the City Centre Building Height Map allows 76.5m (~26 storeys); and to permit a 30 storey mixed use development with two towers having a separation of 32.0m where the minimum tower separation for a project with a floor plate greater than 697m² is 36.5m.

A Development Permit for the form and character of the proposed two high rise towers is also under consideration. The following variances have been proposed as part of the revised development concept:

1. Vary the height from 44m permitted to 65m (Tower #1) and 88m (Tower #2) proposed;
2. Vary the required setback from a property line abutting a street from 3.0m required to 1.24m proposed for portions of a building above 15m;
3. Vary the building setback from an interior lot line from 15m required to 4.0m proposed for portions of a building above 22m;
4. Vary the building setback from a lot line abutting a lane for Tower #2 from 10m required to 3.6m proposed for portions of a building above 22m;
5. Vary the maximum horizontal dimension above 15m for Tower #2 from 26m permitted to 37.8m x 31.24m proposed;
6. Vary the maximum floor plate area for Tower #2 from 676m² to 822.65m² (Floors 5-13) - 770.63m² (Floors 14-21) - 695.85m² (Floors 22-28);
7. Vary the inclined plane above 15m from 80° permitted for Tower #1 to 85.58° for western

elevation and 88.65° for the eastern elevation and to vary the 80° for Tower #2 to 87.07 ° for the western elevation and 83.09 for the eastern elevation.

3.0 Land Use Management

When this application was deferred at the December 3rd, 2012 Council Meeting, Staff had indicated that the desire was to work with the applicant to establish a concept that could be supported, the ideal situation was to have a project that satisfied both the floor plate area and tower separation regulations. Staff had indicated that the additional height (30 storeys) could be supported if these two important criteria had been addressed. Since then, the applicant has been able to secure the property to the north which has eliminated the tower separation variance. However, the additional land assembly has been unable to address the floor plate variance and it remains unchanged. While Staff would still prefer to see the floor plate area variance considerably reduced (or eliminated), Staff are supporting the project based on the increased tower separation and the proposed amenity package.

Downtown Plan & OCP Considerations

Although the applicant has made positive changes the overall massing, the floor plate and height variance for Tower #2 remains a concern. As was evident through the Downtown Plan Charette public process creating a dynamic skyline, allowing strategic and sustainable density, and incorporating facilities/elements that enhance public benefits are all highly desirable public objectives. Through this collaborative process, the subject property was noted as having the potential to support building heights of up to 26 stories. However, these height considerations were balanced with an important 36.5m tower separation provision when floor plates exceed 697m². As proposed, the towers are sited 32m apart which is a reduction from the required 36.5m. Furthermore, this larger height profile would be more appropriate with a slender tower conforming to the 697m² maximum floor plate area. Notably, the first 8 stories of Tower #2 have a floor plate area of 822.65 m² which is in excess of the maximum allowable.

It is important to note that the building heights identified in the OCP do not imply or recommend that all development reach this maximum height potential. Rather, site-specific consideration of each development is required to ensure an overall improvement to the urban design and public realm of the Downtown. The evaluation criteria for tall buildings have been identified as:

- Contextual fit into the surrounding urban fabric
- Shadowing of the public realm
- View impacts
- Overlook and privacy impacts on neighbouring buildings
- Impacts on the overall skyline
- Distance between adjacent buildings above 22m in height
- Impacts on adjacent or nearby heritage structures
- Building form and massing to mitigate negative impacts of buildings over 22m in height

The proposed development does not satisfy all of these criteria, but the applicant has made improvements to the project that have brought it more in line with these criteria. Considering additional height above and beyond the OCP City Centre Building Height Map is not the core issue when evaluating the merits of the overall development proposal. However, approving additional height for a project that does not conform to the floor plate area continues to be a concern.

Visual & Shadow Impact Assessment

The Visual Impact analysis attached to this report shows how the proposed development has been improved to reduce impacts on the surrounding neighbourhood and the Downtown Urban Centre. There will be significant changes to Kelowna's sky line and the surrounding neighbourhood as a result of this project moving forward, but increasing the tower separation to 32m has helped to minimize these impacts. The larger tower separation in conjunction with the reduced the floor plate area for Tower #1 has significantly reduced the project's overall massing.

Amenity Package

Daycare

The applicant is still proposing to secure one of the street level retail spaces for the use of a daycare. The original proposal included a day-care space of 165m² finished at a cost of approximately \$650,000. The applicant no longer plans to finish the space but will secure a 188m² unit (see the attached site plan shown on Schedule 'A'). A covenant will be registered on title restricting the use and ensuring that the daycare is secured in perpetuity. The details of this covenant have not been fully endorsed by the City's Solicitor, however the applicant's lawyer will be required to provide a covenant that is appropriately drafted and acceptable to the City. The applicant will be responsible for the costs associated with the City's review of the legal document. The applicant will have to work with Interior Health on programming to ensure the licensing requirements can be satisfied.

Public Art

The public art component includes a sailboat at the entrance to the north tower and a bronze statue of a bicyclist on the corner of St. Paul and Doyle. The applicant has estimated the cost of these pieces at \$55,000 (see the attached Public Art Proposal).

Transportation & Mobility

The applicant has committed to providing two electric car charging stations and a bike share program providing 10 bikes as part of the proposal. While these aren't amenities that benefit the broader community, they are progressive features that have not yet been attempted in Kelowna. Notably, the applicant is not seeking a variance for parking reduction, but committing to the cash in-lieu amount. This provides the City with a further investment in comprehensive Downtown parkade solutions, rather than requesting a variance that would place additional strain on the available downtown parking stalls.

Sustainable Building

The applicant has committed to designing the building to take advantage of District Energy if / when it becomes available. Rainwater capture will also be used to irrigate on-site landscaping.

In summary, consideration of a project of this scale and size will be precedent setting for the City, and a proposal with this height and massing will have a lasting impact on the City's skyline. The redevelopment of the subject properties will achieve many planning objectives noted in the OCP and Downtown Plan that will help catalyze an environment of live, work, and play. The project will add additional residential and hotel units to the Downtown Urban Centre which will help to support local businesses, while there are components of the project that recognize the importance of its proximity to the Cultural District and this important transitional location. The applicant team has again made a number of improvements to the overall design of the project. This final package has advanced to a point where considerable effort has been undertaken for the land assembly to reduce the tower separation and consequently the massing of the two

towers. On balance, Staff are able to support the proposed development recognizing that it does not completely adhere to the framework of the Official Community Plan and C7 zoning regulations.

4.0 Proposal

4.1 Background

At the December 3rd, 2012 Regular Council meeting, Council deferred the proposed OCP amendment so that the applicant could work with Staff to review the viability of a project having a reduced floor plate area and an increased tower separation.

4.2 Project Description

Commercial and retail units will be wrapped around the exterior of the 4 storey podium, while parking will be located at the centre. The wrapping of the commercial units around the exterior of the podium provides the parking structure with a visual buffer and an active streetscape. Two residential towers will be located above the commercial / parking podium, Tower #1 is 22 storeys (65m) and Tower #2 will be 30 storeys (88m). The project is comprised of a total of 161 residential units (1 three bedroom, 90 two bedroom and 70 one bedroom), 128 hotel suites and approximately 3,000m² of commercial space.

The exterior of the proposed buildings are designed to be finished with grey and beige painted concrete, and the commercial retail units will have clear windows while the towers will have bronze tinted windows. The top surface of the podium has been designed to include extensive landscaping, a hot tub, pool and other amenities for the residents. The top of the podium is finished with a metal railing system around the perimeter. The private open space requirements will be met as each unit will have sufficient deck / patio space. In addition, residents will have access to approximately 1,858m² of open space located on top of the podium. The proposed streetscaping will be similar to what has been secured through the Madison development which would include street trees, benches and additional landscaping. The applicant has proposed public art features that will adorn the building podium, the corner of St. Paul and Doyle and the St. Paul lobby entrance will provide art pieces located near the entranceways. The applicant has also proposed that one of the commercial retail units (188m²) be secured as a day-care. A total of 7 variances have been requested, they are as follows:

1. Vary the height from 44m permitted to 65m (Tower #1) and 88m (Tower #2) proposed;
2. Vary the required setback from a property line abutting a street from 3.0m required to 1.24m proposed for portions of a building above 15m;
3. Vary the building setback from an interior lot line from 15m required to 4.0m proposed for portions of a building above 22m;
4. Vary the building setback from a lot line abutting a lane for Tower #2 from 10m required to 3.6m proposed for portions of a building above 22m;
5. Vary the maximum horizontal dimension above 15m for Tower #2 from 26m permitted to 37.8m x 31.24m proposed;
6. Vary the maximum floor plate area for Tower #2 from 676m² to 822.65m² (Floors 5-13) - 770.63m² (Floors 14-21) - 695.85m² (Floors 22-28);
7. Vary the inclined plane above 15m from 80° permitted for Tower #1 to 85.58° for western elevation and 88.65° for the eastern elevation and to vary the 80° for Tower #2 to 87.07° for the western elevation and 83.09 for the eastern elevation.

It should also be noted that the applicant will be providing cash-in-lieu for some of the required parking spaces. The applicant is providing 295 stalls where 330 stalls are required. In order to meet the parking requirements, cash-in-lieu of the required parking will be provided for 35 stalls (35 x \$22,500 = \$787,000.00). The proposal compares to the C7 zone requirements is as follows:

CRITERIA	Deferred Application	Development Proposal	C7 Zone
Development Regulations			
Total Floor Area (m ²)	26,571.3m ²	26,931m ²	
F.A.R.	7.54	6.41	FAR = 9.0
Building Height	Tower #1 - 22 storeys / 65m Tower #2- 30 Storeys / 88m	Tower #1 - 22 storeys / 65m Tower #2- 30 Storeys / 88m	44.0m
Setbacks - At Grade			
Front (St. Paul St.)	0.0m	0.0m	0.0m
Rear (lane)	0.0m	0.0m	0.0m
North Side	0.0m	0.0m	0.0m
South Side	0.0m	0.0m	0.0m
Setbacks - 15m above grade			
East - St. Paul St.	3.0m	3.0m	3.0m
West - lane	Tower #1 - 15.3m Tower #2 - 3.64m	Tower #1 - 15.3m Tower #2 - 3.64m	3.0m
North - Property	1.22m	4.0m	4.0m
South - Doyle Ave.	1.24m	1.24m	3.0m
Setbacks - 22m above grade			
North - Adj. property	1.22m	4.0m	15.0m
West - lane / Madison	Tower #2 - 3.64m	Tower #2 - 3.64m	10.0m
Tower Separation	19.5m	32.0m	30.0m
Floor Plate			
Floor Plate - Exterior horizontal dimension	Tower #1 - 25.96m x 25.96m Tower #2 - 37.8m x 31.24m	Tower #1 - 25.96m x 25.96m Tower #2 - 37.8m x 31.24m	26.0m (max)
Floor Plate - Diagonal dimension	Tower #1 - 29.72m Tower #2 - 32.46m	Tower #1 - 29.72m Tower #2 - 32.46m	39m (max)
Floor Plate - Area	<u>Tower #1:</u> Floors 5 - 615.5 m ² Floors 6-15 - 587.7 m ² Floors 16-22 - 466.75 m ² <u>Tower #2:</u> Floors 5-13 - 822.65 m² Floors 14-21 - 770.63 m² Floors 22-28 - 695.85 m² Floors 29-30 - 627.56 m ²	<u>Tower #1:</u> Floors 5 - 615.5 m ² Floors 6-15 - 587.7 m ² Floors 16-22 - 466.75 m ² <u>Tower #2:</u> Floors 5-13 - 822.65 m² Floors 14-21 - 770.63 m² Floors 22-28 - 695.85 m² Floors 29-30 - 627.56 m ²	676 m ² (max)
Vertical Angle - 15m	<u>Tower #1</u> South - 88.65° West - 85.58° <u>Tower #2</u> West - 87.07° East - 83.09°	<u>Tower #1</u> South - 88.65° West - 85.58° <u>Tower #2</u> West - 87.07° East - 83.09°	80°

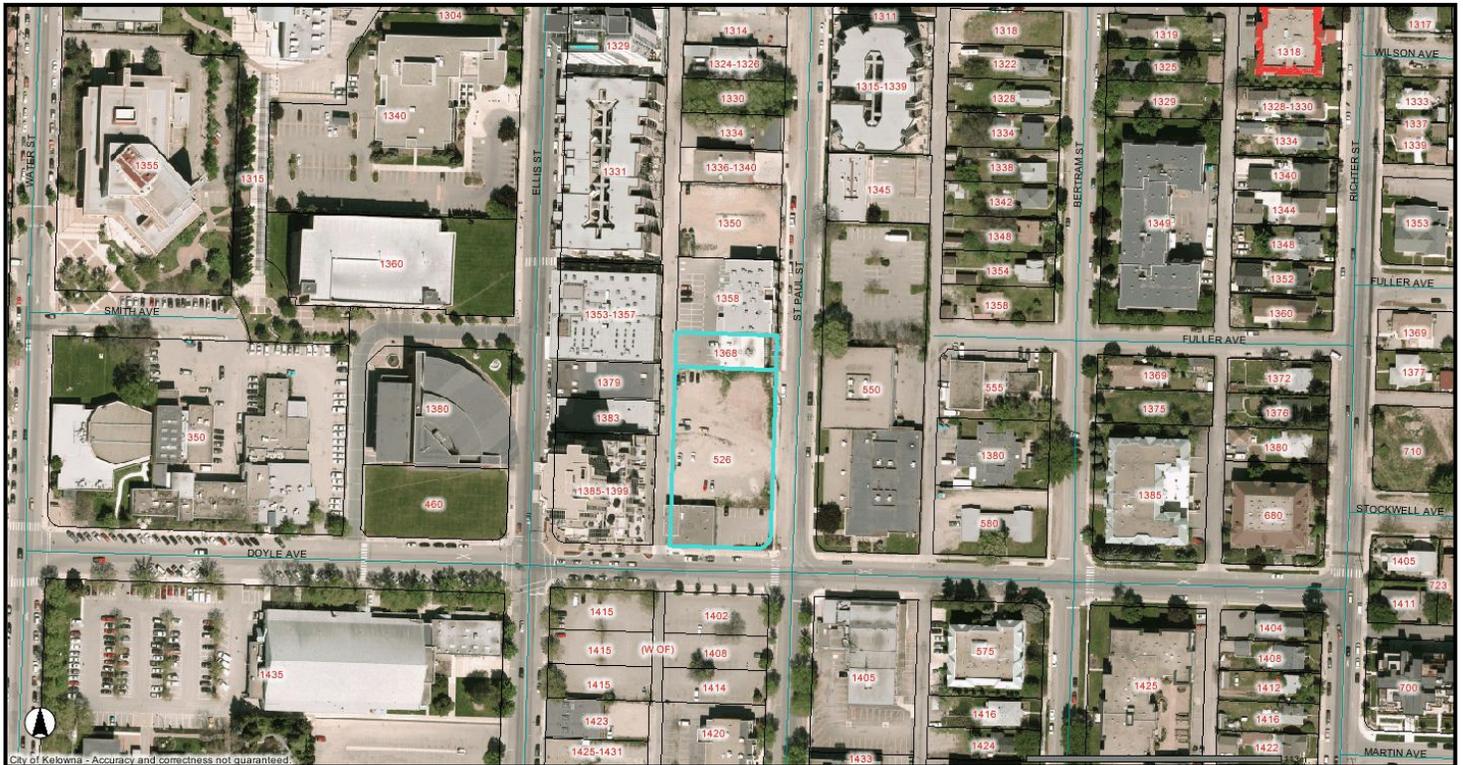
Private Open Space	2,415 m ² + 2,022 m ² top of podium	2,415 m ² + 1,858m ² top of podium	2,065 m ²
Parking Stalls (#)	210 stalls (Cash in lieu for 106 stalls)	295 stalls (Cash in lieu for 35 stalls)	330 stalls
Bicycle Parking (#)	Class I: 102 Class II: 42	Class I: 102 Class II: 42	Class I: 94 Class II: 42
Loading Stalls (#)	4 stalls	4 stalls	4 stalls

Current Proposed Variances:

1. Vary the height from 44m permitted to 65m (Tower #1) and 88m (Tower #2) proposed;
2. Vary the required setback from a property line abutting a street from 3.0m required to 1.24m proposed for portions of a building above 15m;
3. Vary the building setback from an interior lot line from 15m required to 4.0m proposed for portions of a building above 22m;
4. Vary the building setback from a lot line abutting a lane for Tower #2 from 10m required to 3.6m proposed for portions of a building above 22m;
5. Vary the maximum horizontal dimension above 15m for Tower #2 from 26m permitted to 37.8m x 31.24m proposed;
6. Vary the maximum floor plate area for Tower #2 from 676m² to 822.65m² (Floors 5-13) - 770.63m² (Floors 14-21) - 695.85m² (Floors 22-28);
7. Vary the inclined plane above 15m from 80° permitted for Tower #1 to 85.58° for western elevation and 88.65° for the eastern elevation and to vary the 80° for Tower #2 to 87.07° for the western elevation and 83.09 for the eastern elevation.

4.3 Site Context

Subject Property Map:



Adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	C7 - Central Business Commercial	Office building
East	C7 - Central Business Commercial	Newspaper office
South	C4 - Urban Centre Commercial	Parking
West	C7 - Central Business Commercial I4 - Central Industrial	Madison Development Awning manufacturer

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

5.1.1 Development Process (Chapter 5) - Considerations in Reviewing Development Applications Ensure appropriate and context sensitive built form (Objective 5.5)

Building Height (Policy .1). In determining appropriate building height, the City will take into account such factors as:

- Contextual fit into the surrounding urban fabric
- Shadowing of the public realm
- View impacts
- Overlook and privacy impacts on neighbouring buildings
- Impacts on the overall skyline
- Distance between adjacent buildings above 22m in height
- Impacts on adjacent or nearby heritage structures
- Building form and massing to mitigate negative impacts of buildings over 22m in height

For all properties where height variances are required, a minimum separation distance of 36.5 m (120 ft.) will be sought between adjacent towers where there are floor plates larger than 697 sq. m (7,500 sq. ft.) and a minimum separation distance of 30.5 m (100 ft.) will be sought between towers where floor plates are less than 697 sq. m. (7500 sq. ft.). In addition, where a height variance is required, adequate view corridors shall be provided between towers. For blocks a minimum of 100m in width, any portion of a building above 44.0m should be sited to afford existing surrounding tower development on the same block a 40 degree panoramic view, measured from the closest building face parallel to the lot line fronting a street.

Unless existing zoning provides for greater heights, building heights within the areas noted on Map 5.3 should be as noted below:

City Centre: For the Downtown area, building heights shall, at maximum, be as noted on the “Downtown Building Heights” map. To achieve those heights, Council may consider variances from the heights set out in the Zoning Bylaw, provided that the additional height (beyond that provided in the Zoning Bylaw) results in the creation of affordable housing or yields other significant community benefits.

5.1.2 Urban Design Development Permit Areas (Chapter 14) - Revitalization Design Guidelines

Objectives

- Use appropriate architectural features and detailing of buildings and landscapes to define area character;

- Convey a strong sense of authenticity through high quality urban design that is distinctive of Kelowna;
- Enhance the urban centre's main street character in a manner consistent with the area's character;
- Provide for a scale and massing of buildings that promotes an enjoyable living, pedestrian, working, shopping and service experience;
- Encourage an appropriate mix of uses and housing types and sizes;
- Design and facilitate beautiful public open spaces that encourage year-round enjoyment;
- Create open, architecturally-pleasing and accessible building facades to the street; and
- Improve existing streets and sidewalks to promote alternative transportation.

Guidelines

Relationship to the Street (Objective 2.0)

- Ensure streetwall height is proportional (0.75:1 maximum) to the width of the street as measured from building face to building face. Any development that exceeds this height must utilize a podium and step back above the streetwall;
- Provide for public movement, street furniture, and building access zones to be incorporated into sidewalks adjacent to development;
- Design buildings to occupy 100% of a property's frontage along streets, eliminating elements that disrupt the streetwall such as off-street parking, dead spaces, empty lots, or driveways;
- Coordinate building setbacks with adjacent sidewalks to increase the space for public use (i.e., utilize a building setback or building indentation as a patio space or seating area, incorporate corner rounding into the public realm with specialized paving treatment and street furniture);
- Provide a high quality public realm consistent with the character of urban development (i.e. incorporate focal points/plazas, pedestrian pathways, parks and open space, enhanced streetscapes, and landscaping).

Downtown Considerations

- Articulate the street façade in a vertical rhythm that is consistent with the traditional subdivision pattern (i.e., maintain the character of narrow buildings and storefronts through changing materials, patterns, reveals, setbacks, façade portions, or design elements to maintain façade widths);
- Incorporate a level of detailing that conveys a sense of craftsmanship consistent with the era in which original downtown buildings were built (i.e., incorporate architectural features such as quoins, traditional brick patterns, pediments, keystones, recessed entrances, etc.);
- Windows should be set back from the building face (as opposed to flush) and include headers and sills;
- Windows at street level should keep the sills low for displays of retail goods and for high visibility into interior spaces;
- Upper floor windows should have vertical proportions where the height is at a minimum, 1.5 times the width;
- Brick and cut stone are preferred building materials, where appropriate. Materials should emulate a range of colours found on prominent buildings located Downtown;

- Incorporate high quality signage utilizing traditional size, style, fonts and design. Prominent and colourful signage creating a rich visual character is encouraged; however, illuminated signs in fluorescent colours are discouraged.

Building Design (Objective 4.0)

- Align architectural features from one building to the next. (i.e., building kickplate, top and bottom height of first floor windows, transoms over entranceway, horizontal and vertical proportions of the building, sign band above street level, parapet and cornice line, window sills on upper floors, roof line and proportions);
- Mitigate the effect of shadowing on public areas. A visual assessment sun/shadow study is required for those developments greater than 5 storeys in height;
- Design active facades that incorporate windows and doors on at least 75% of a building's frontage;
- Design buildings with an identifiable base, middle, and top through a change in setbacks, projections, textures, materials, detailing, or other architectural features;
- Incorporate distinctive massing articulation and architectural treatments for corner sites, highly visible building sites, or buildings/portions of buildings that terminate important view corridors (i.e., varying building heights, change in façade plane, additional pedestrian space, large windows, awnings, canopies, arcades, or archways);
- Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity;
- Use architectural elements such as atriums, grand entries and large ground-level windows to reveal active interior spaces;
- Promote pedestrian-scaled architecture along the street through the use of street wall massing, articulation, quality materials and decorative details, textures, colours, lighting, and signage;
- Design buildings with individual entrances leading to streets and pathways rather than lobby entrances;
- Provide ground level access for first storey units within multiple unit residential projects;
- Provide transition zones between the inside and outside of buildings and where applicable, between the public and private realms, with increased setbacks to incorporate courtyards, arcades, plazas, and/or patios;
- Incorporate a high level of transparency (non-reflective and non-tinted glazing) on a minimum of 75% of the first floor elevation for commercial, mixed use, and industrial developments;
- Finish buildings with exterior building materials that are natural, indigenous, durable and appropriate to the character of the development. Recommended building materials include brick, stone, wood and heavy timber, clear glass, metal, composite cement board, and finished in-situ concrete and modular concrete;
- Prohibited building materials include vinyl siding, reflective or non-vision glass, plastic, unpainted or unstained wood, including pressure treated wood, and concrete block;
- Stucco and stucco-like finishes shall not be used as a principal exterior wall material;
- Select exterior building materials that are appropriate to the building face orientation (sun, wind, noise, views) as well as building use and street frontage;
- Vents, mechanical rooms/equipment, and elevator penthouses should be integrated with the architectural treatment of the roof, or be screened with materials and finishes compatible with the building's design.

View Corridors (Objective 5.0)

- Preserve and protect existing views, and where possible, create new viewsapes at the pedestrian level for any public or semi-public space;
- Reinforce viewsapes to and from developments (i.e. through the placement of seating, open spaces, circulation routes and massing of buildings);
- Retain extensive views (including from afar) to both the Lake and to the mountains, and special care should be taken with respect to massing of new developments on street ends from the pedestrian level and from other strategic locations;
- Design new developments that take into account the view characteristics of adjacent ground floor public areas, of surrounding buildings as well as the view potential of the proposed building itself.

Public Art (Objective 8)

- Incorporate quality public art that:
 - Is located strategically to enhance the visual environment and provide interactive and interpretive experiences;
 - Is complimentary and architecturally enhancing when related to a specific building.

Tower Design (Objective 9)

- Design towers that are sited, shaped, and oriented along their longest axis in order to enhance the views to and through the skyline;
- Incorporate tower forms and the upper portions of buildings as integral yet distinct elements of the overall building design. Tower tops are encouraged to have trellising and roof projections that are fundamental expressions of the building structure and contain substantial landscaping;
- Evaluate tower buildings with respect to their compatibility with surrounding structures and contribution to the general skyline. Tower design should contemplate:
 - Colour, reflectivity, shape, materials, detailing, and ease of maintenance;
 - Generally, lighter-coloured buildings are preferred;
- Incorporate architecture that expresses a slender verticality, particularly in its upper elements. Design buildings greater than ten floors that are tall, slender towers rather than bulkier towers of the same floor space ratio;
- Design new buildings to take into account microclimatic effects, including shading of adjacent areas (i.e., reduce the casting of long shadows on high volume pedestrian areas) and wind tunneling;
- Integrate new developments with the established urban pattern through siting and building design by utilizing transitional structures, setbacks, landscaping, etc.;
- Enhance large, flat expanses of roof (whether actively used or not) with texture, colour, and/or landscaping where visible from above or adjacent properties;
- Enhance towers with elements such as gazebos, trellises, and pergolas providing visual interest and usability of rooftop spaces;
- Incorporate balconies into building design as outdoor rooms rather than as appendages to a building's mass. Recess balconies a minimum depth of 1m within the adjoining building face;
- Design podiums to provide an animated pedestrian environment with the use of street wall massing, articulation, and overall design. Podiums should highlight their active uses and disguise any parking or ancillary uses.

6.0 Technical Comments

6.1 Building & Permitting Department

- This building is required to be of non-combustible construction. Any proposed deviance from this requirement of BCBC 2012 requires an approved alternate solution report approved prior to the release of the Development Permit.
- 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. A Geotechnical pier review will be required at time of building permit application.
- A Structural peer review will be required at time of building permit application.
- We strongly recommend that the developer have his professional consultants review and prepare solutions for potential impact of this development on adjacent properties. Any damage to adjacent properties is a civil action which does not involve the city directly. The items of potential damage claims by adjacent properties are items like settlement of foundations (preload), damage to the structure during construction, additional snow drift on neighbour roofs, excessive noise from mechanical units, vibration damage during foundation preparation work etc.
- Door swing and travel distances to be addressed at time of building permit application
- Travel distances are required to meet BCBC 12 for the pool deck level to exit stairwells. This may require additional signage or an alternative solution at time of Building Permit
- Guards are required for patio areas & all decks. The drawings provided don't clearly.
- A fire resistance rating is required for garbage enclosure room(s). The drawings submitted for building permit are to clearly identify how this rating will be achieved.
- Requirements of the City of Kelowna fire prevention regulations bylaw No. 6110 for buildings greater than 6 stories are to be shown on the building permit drawings.
- Access to the mechanical rooms at roof level are required
- Size and location of all signage to be clearly defined as part of the development permit
- Awnings over city property require an indemnification agreement(s).

6.2 Development Engineering Department

See Attached Development Engineering Memorandum

6.3 Fire Department

A central alarm and control facility is to be provided that is accessible from the primary entrance as per 3.2.6 of the BCBC. The standpipe system is to be provided with a 3" drain for PRV testing. A fire hydrant is to be located on the south side of St Paul St. within close proximity of the building and located within 45M of the FD connection. Fire flows calculations will be required as per the City of Kelowna Subdivision bylaw #7900 with a minimum of 150ltr/sec flow. The fire prevention bylaw requirements for high buildings will be required. Additional comments will be required at the building permit application.

6.4 Fortis BC - Gas

FortisBC Inc. has no land rights concerns at this time. It should be noted that land rights issues may arise from the design process but can be dealt with at that time, prior to construction.

6.5 Fortis BC - Electric

Due to the overall size of the development, it is likely that there will be some impact to off-site FBC facilities in close proximity. The applicant is responsible for all off-site costs incurred as a part of this development. Any primary facilities that will be required on-site will require land rights protection prior to construction or energization. Otherwise, FBC has no land rights concerns at this time.

6.6 Infrastructure Planning

The developer should use the same vocabulary of streetscape elements / palette of materials as that used for the Madison frontages (Ellis Street and Doyle Avenue). The detailing of the sidewalk pattern in the Madison's case related directly to the location of the entrances to the commercial and residential units so obviously, this will not be the same as that of the proposed project. Nevertheless, the general character can be replicated through use of the same surface materials, benches, bollards, vegetation, trees and the curb let-down detail.

A Landscape Plan is required to be submitted as part of the Civil Engineering Drawing Review that details the public sidewalk including: i) the proposed trees/plants (species, size, etc), ii) tree planting detail (tree grate, structural soils, irrigation, etc.), iii) curb let-down detail, iv) furniture and v) street light locations, etc.

The irrigation system for the street trees and vegetation will be the responsibility of the developer and ultimately the future strata.

Urban Braille, as per the Madison frontage should be incorporated into the public streetscape. The applicant is encouraged to use CNIB's resources and the City's Accessibility Committee.

7.0 Application Chronology

Date of Application Received:	November 2 nd , 2012
Date of Council Deferral:	December 3 rd , 2012
Revised Application received:	March 4 th , 2013

Applicant's Public Information Meeting: March 8th, 2013

The applicant hosted a Public Information Meeting to provide neighbouring businesses and residents with information and an opportunity to make comment prior to the application advancing to Council. Council Policy 367 was recently adopted which provides guidelines for appropriate consultation measures. Although the application has been in process long before the policy was adopted, Staff encouraged the applicant to hold an open house to ensure public consultation was conducted on the refined development proposal.

Report prepared by:

Alec Warrender, Land Use Planner

Reviewed by:

Danielle Noble, Manager, Urban Land Use

Approved for Inclusion

D. Gilchrist, A. General Manager, Community Sustainability

Attachments:

Subject Property Map

Sit Plan

Elevations & Renderings

Landscape Plan

Amenity Package Outline

Public Art Proposal

Development Engineering Requirements

Public Information Meeting Summary

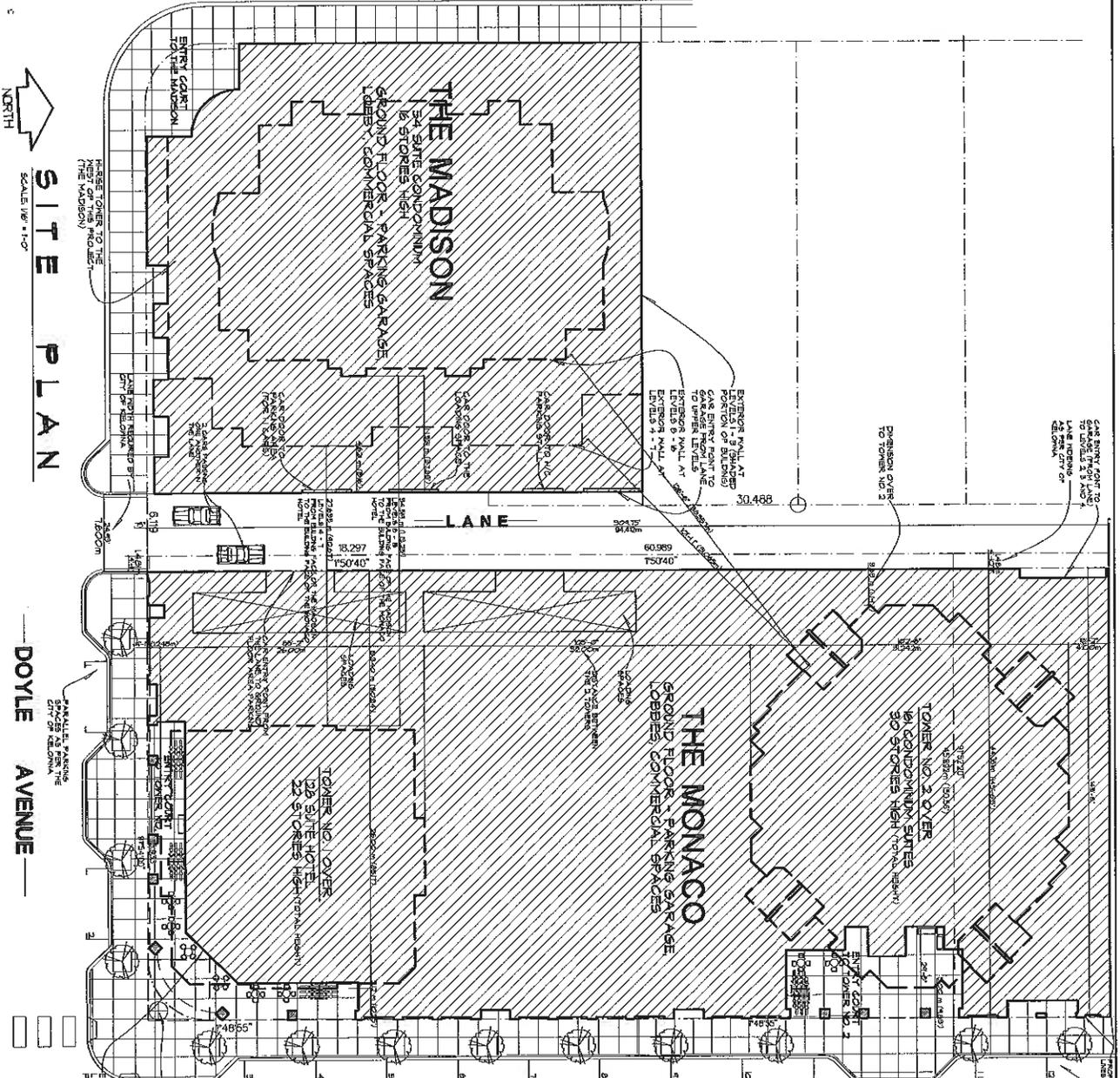
SITE PLAN

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

NORTH

DOYLE AVENUE

ST. PAUL STREET



PARALLEL PARKING
CITY OF DELAWARE
PROJECT STATISTICS

REMARKS FOR THE PROJECT:
1. THE 20 STORIES TOWER NO. 2 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
2. THE 20 STORIES TOWER NO. 1 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
3. THE 20 STORIES TOWER NO. 3 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
4. THE 20 STORIES TOWER NO. 4 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
5. THE 20 STORIES TOWER NO. 5 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
6. THE 20 STORIES TOWER NO. 6 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
7. THE 20 STORIES TOWER NO. 7 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
8. THE 20 STORIES TOWER NO. 8 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
9. THE 20 STORIES TOWER NO. 9 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
10. THE 20 STORIES TOWER NO. 10 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
11. THE 20 STORIES TOWER NO. 11 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
12. THE 20 STORIES TOWER NO. 12 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
13. THE 20 STORIES TOWER NO. 13 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
14. THE 20 STORIES TOWER NO. 14 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
15. THE 20 STORIES TOWER NO. 15 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
16. THE 20 STORIES TOWER NO. 16 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
17. THE 20 STORIES TOWER NO. 17 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
18. THE 20 STORIES TOWER NO. 18 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
19. THE 20 STORIES TOWER NO. 19 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.
20. THE 20 STORIES TOWER NO. 20 COVER 30 STORES HIGH (TOTAL HEIGHT) - 300,000 SQ. FT.

SCHEDULE

forms part of development # 1101-0199

1101-0199

PROJECT
DOYLE AVENUE
2-H-RISES PROJECT
- THE MONACO -
AN CONDOMINIUM COMMERCIAL
BUILDING OFFSHORE BOULEVARD
DOVER, DELAWARE

DATE: JUL 18, 2008
SCALE: AS SHOWN
DRAWN BY: N

DRAWING TITLE:
SITE PLAN
STATISTICS

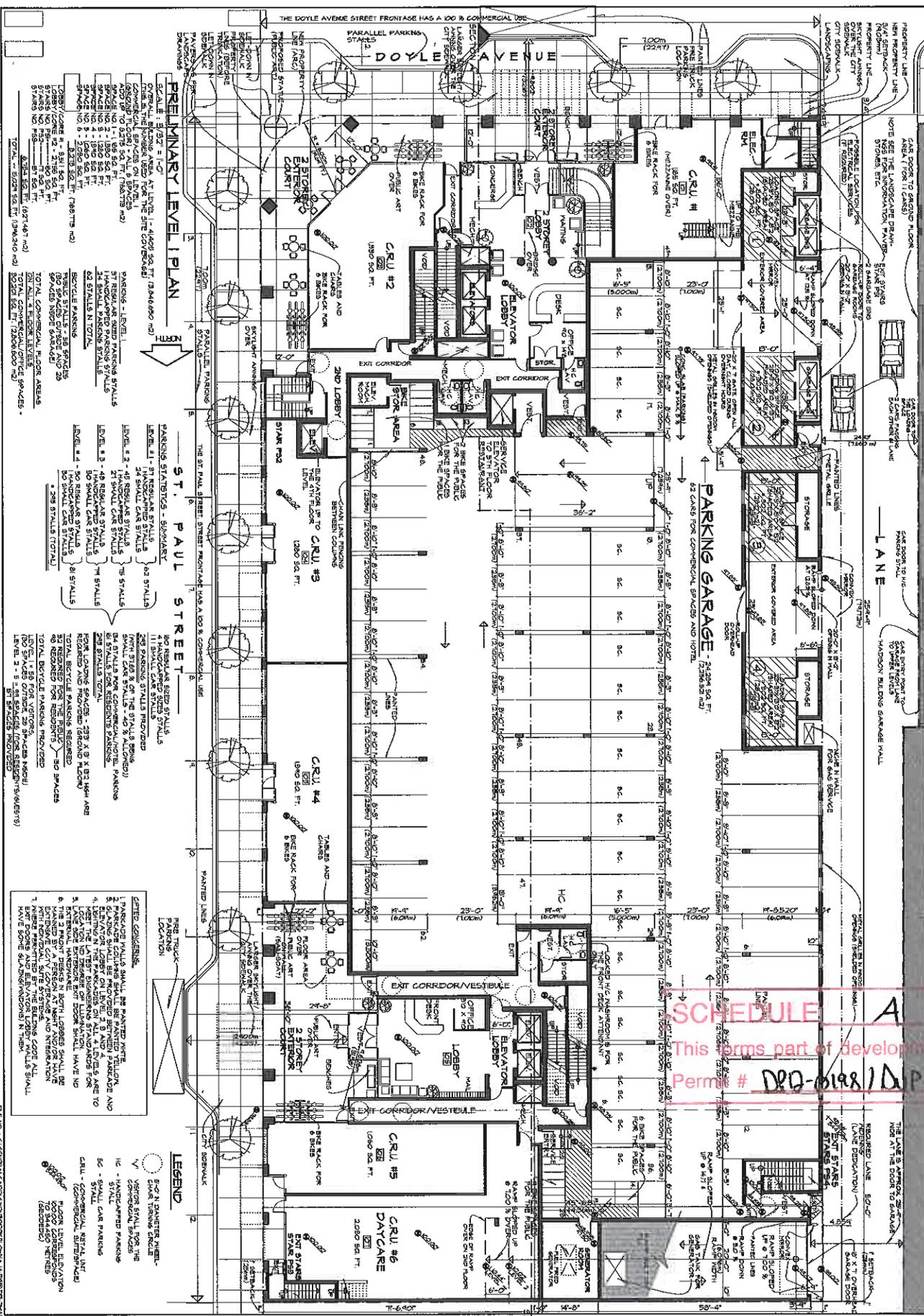
JOB NO.: 1204
SHEET NO.: DP-1

points west
ARCHITECTURE

305 - 290 W. Railway St.
Abbeville, S.C.
29522

PHONE: 804-664-8505
FAX: 804-664-8506
www.pointswestarch.com

CONSULTANT:



SCHEDULE A
 This forms part of development
 Permit # **DD-0198 / DP-0199**

JOB NO.	1204
SHEET NO.	DP-2

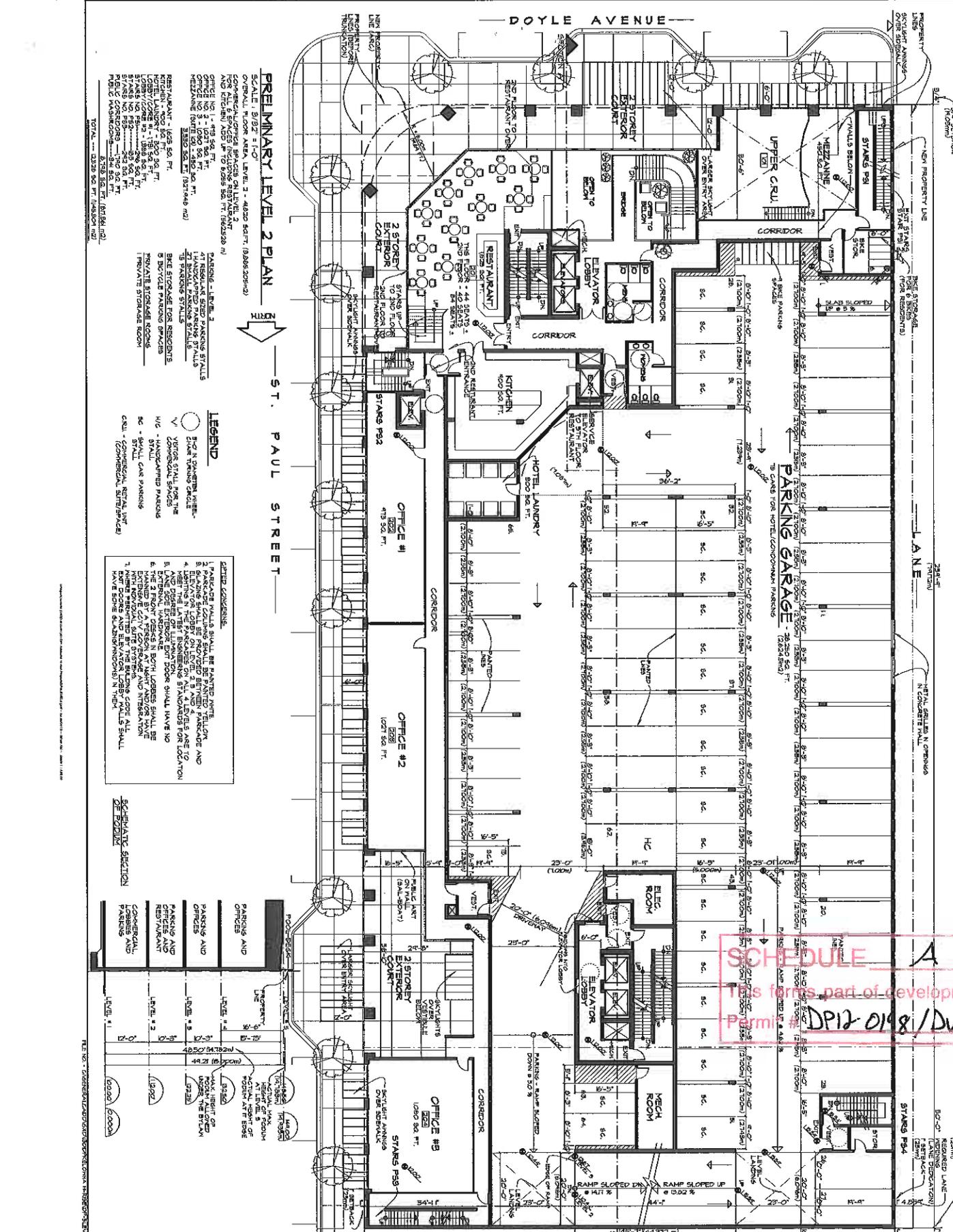
DRAWING TITLE:
 PRELIMINARY
 LEVEL 1 PLAN
 (GROUND FLOOR)

PROJECT:
 DOYLE AVENUE
 2-HI-RISES PROJECT -
 THE MONACO -
 700 COMMERCIAL, COMMERCIAL
 ROUTE OPERATOR, 60 HOTEL
 DOYLE AVENUE & ST. PAUL STREET
 DOWNSIDE, N.C.

CONSULTANT:
 points west
 ARCHITECTURE
 200 - 2100 W. Railway St.
 Charlotte, N.C. 28202

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REVISIONS:
 NO. 1 - 200 - 2100 W. RAILWAY ST. CHARLOTTE, N.C. 28202
 DATE: 08/11/2009
 BY: J. W. WILSON
 CHECKED: J. W. WILSON
 APPROVED: J. W. WILSON
 NO. 2 - 200 - 2100 W. RAILWAY ST. CHARLOTTE, N.C. 28202
 DATE: 08/11/2009
 BY: J. W. WILSON
 CHECKED: J. W. WILSON
 APPROVED: J. W. WILSON



PRELIMINARY LEVEL 2 PLAN

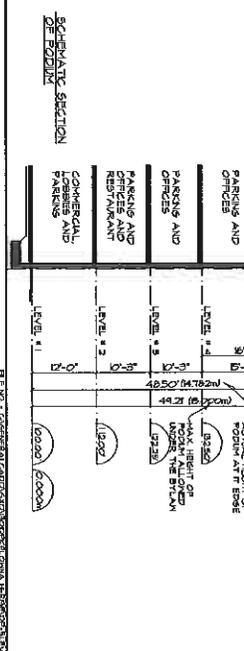
ST. PAUL STREET

PROJECT: 2000 W. ROBERT ST. (2000 W. ROBERT ST. PROJECT)
 OWNER: 2000 W. ROBERT ST. (2000 W. ROBERT ST. PROJECT)
 ARCHITECT: POINTS WEST ARCHITECTURE
 DATE: 10/20/09
 SCALE: 1/8" = 1'-0"

- LEGEND**
- 1. PARKING SPACES SHALL BE PAINTED WHITE.
 - 2. PARKING SPACES SHALL BE PAINTED YELLOW.
 - 3. PARKING SPACES SHALL BE PAINTED RED.
 - 4. PARKING SPACES SHALL BE PAINTED GREEN.
 - 5. PARKING SPACES SHALL BE PAINTED BLUE.
 - 6. PARKING SPACES SHALL BE PAINTED PURPLE.
 - 7. PARKING SPACES SHALL BE PAINTED ORANGE.
 - 8. PARKING SPACES SHALL BE PAINTED BROWN.
 - 9. PARKING SPACES SHALL BE PAINTED PINK.
 - 10. PARKING SPACES SHALL BE PAINTED GREY.
 - 11. PARKING SPACES SHALL BE PAINTED BLACK.
 - 12. PARKING SPACES SHALL BE PAINTED WHITE.
 - 13. PARKING SPACES SHALL BE PAINTED YELLOW.
 - 14. PARKING SPACES SHALL BE PAINTED RED.
 - 15. PARKING SPACES SHALL BE PAINTED GREEN.
 - 16. PARKING SPACES SHALL BE PAINTED BLUE.
 - 17. PARKING SPACES SHALL BE PAINTED PURPLE.
 - 18. PARKING SPACES SHALL BE PAINTED ORANGE.
 - 19. PARKING SPACES SHALL BE PAINTED BROWN.
 - 20. PARKING SPACES SHALL BE PAINTED PINK.
 - 21. PARKING SPACES SHALL BE PAINTED GREY.
 - 22. PARKING SPACES SHALL BE PAINTED BLACK.

GENERAL NOTES:

1. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2000 IBC AND ALL APPLICABLE CODES.
3. ALL MATERIALS SHALL BE APPROVED BY THE ARCHITECT.
4. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
5. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT.
6. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY.
7. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE COUNTY.
8. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE STATE.
9. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE FEDERAL GOVERNMENT.
10. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE INTERNATIONAL COMMUNITY.
11. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE GLOBAL COMMUNITY.
12. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE UNIVERSE.
13. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE GODS.
14. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE DEVILS.
15. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE SPIRITS.
16. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ELEMENTS.
17. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE PLANETS.
18. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE STARS.
19. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE MOONS.
20. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE SUN.
21. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE EARTH.
22. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE WATER.
23. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE AIR.
24. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE FIRE.
25. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE LIGHT.
26. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE DARK.
27. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE VOID.
28. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE NOTHING.
29. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE SOMETHING.
30. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE EVERYTHING.



SCHEDULE A
 This forms part of development
 Permit # DP12-0181/DUP12-0199

PROJECT: DOYLE AVENUE 2 HI-RISES PROJECT - THE MONACO - 50 CONDOMINIUMS, COMMERCIAL ROOF TOP OPENER, VAN HOTEL, DOWNTOWN, B.C.
DATE: 10/20/09
SCALE: 1/8" = 1'-0"
DRAWN BY: [Name]
CHECKED BY: [Name]
DESIGNED BY: [Name]
DATE: 10/20/09

POINTS WEST ARCHITECTURE
 203 - 280 W. ROBERT ST.
 VANCOUVER, B.C.
 V2B 2E2
 PHONE: 604-681-8666
 FAX: 604-681-8600
 WWW.POINTSWESTARCH.COM

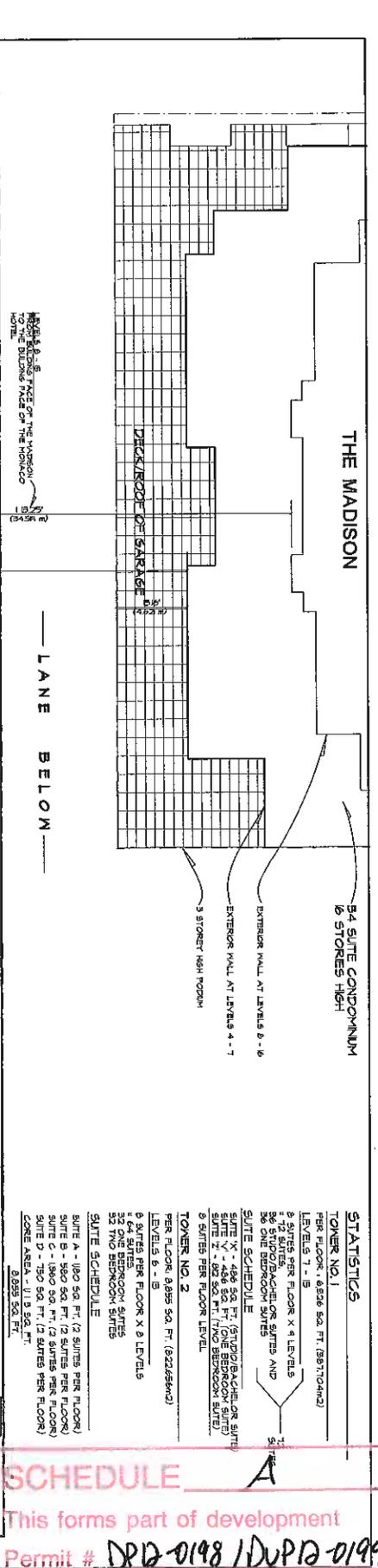
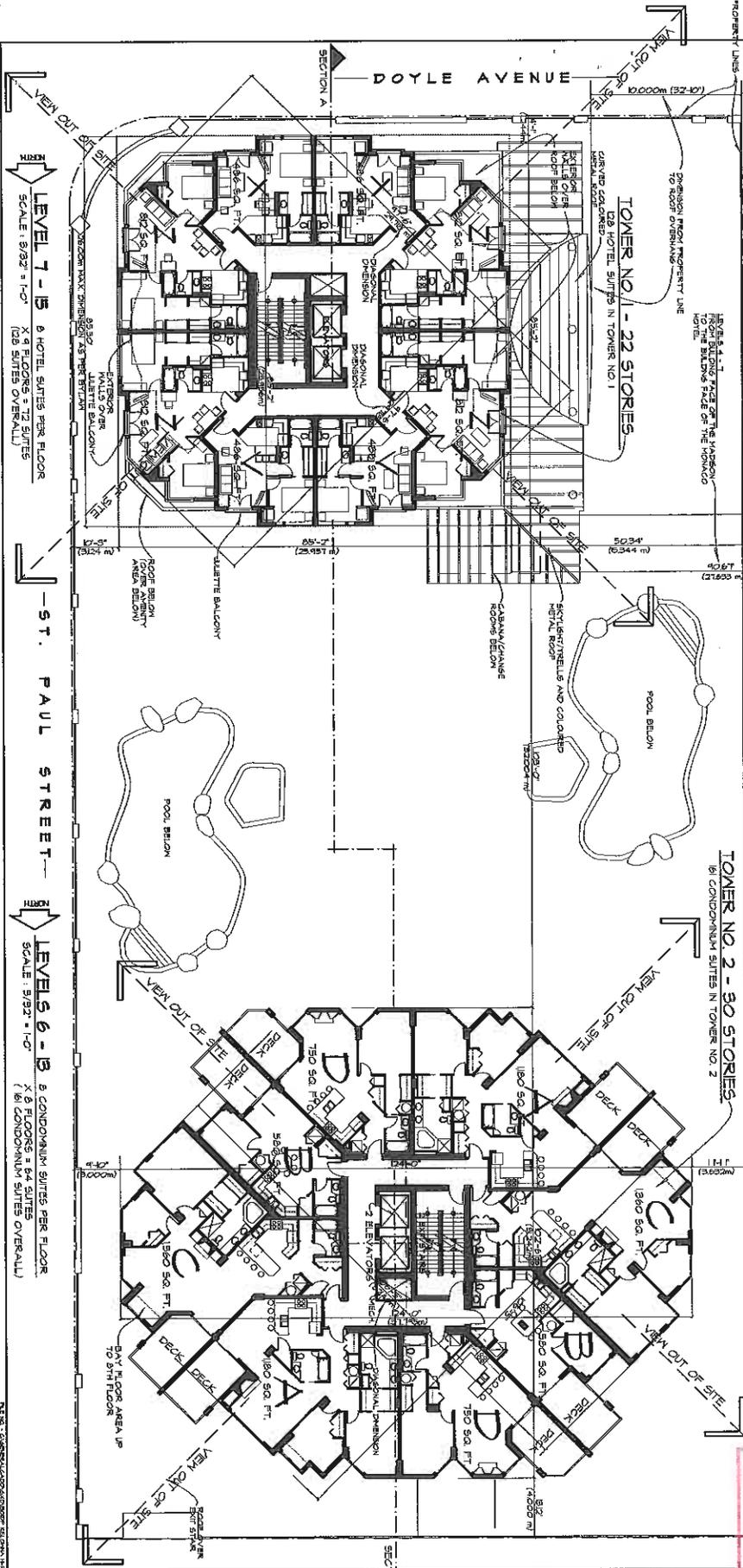
DOYLE AVENUE 2 HI-RISES PROJECT - THE MONACO - 50 CONDOMINIUMS, COMMERCIAL ROOF TOP OPENER, VAN HOTEL, DOWNTOWN, B.C.

CONSULTANT:

REVISIONS:

DATE: 10/20/09

JOB NO.: 1204
SHEET NO.: DP-3



PROJECT: DOYLE AVENUE
 2-H-RISES PROJECT
 - THE MONACO -
 50 CONDOMINIUMS, COMMERCIAL
 ROOFS, OFFICES, OR HOTEL
 ROOMS
 DOYLE AVENUE & ST. PAUL STREET
 CONDOMINIUM, I.C.

DATE: AUGUST 2001
 SCALE: 1/8" = 1'-0"
 DRAWN BY: JWP

DRAWING TITLE:
 PRELIMINARY
 TYPICAL
 FLOOR PLANS
 HOTEL: FLOOR 7-16
 CONDO: FLOOR 8-13

JOB NO.: 1204
 SHEET NO.: DP-7

points west
 ARCHITECTURE

203 - 2100 W. Highway 21,
 Abbotsford, B.C. V2W 2K2

PHONE: 604-850-9566
 FAX: 604-851-6505
 www.pointswestarch.com

CONSULTANT:

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STATISTICS

TOWER NO. 1

PER FLOOR: 1,626 SQ. FT. (9,317 SQ. FT.)

LEVELS: 7 - 15

6 SUITES PER FLOOR X 4 LEVELS

172 SUITES (MAGELON SUITES AND 50 ONE BEDROOM SUITES)

SUITE SCHEDULE

SUITE X - 496 SQ. FT. (5700) (BACHELOR OR SUITE)

SUITE Y - 456 SQ. FT. (ONE BEDROOM SUITE)

SUITE Z - 592 SQ. FT. (TWO BEDROOM SUITE)

9 SUITES PER FLOOR LEVEL

TOWER NO. 2

PER FLOOR: 1,893 SQ. FT. (52,256 SQ. FT.)

LEVELS: 8 - 18

6 SUITES PER FLOOR X 8 LEVELS

64 SUITES (CONDOMINIUM SUITES)

53 TWO BEDROOM SUITES

SUITE SCHEDULE

SUITE A - 1160 SQ. FT. (2 SUITES PER FLOOR)

SUITE B - 960 SQ. FT. (2 SUITES PER FLOOR)

SUITE C - 1020 SQ. FT. (2 SUITES PER FLOOR)

SUITE D - 1750 SQ. FT. (2 SUITES PER FLOOR)

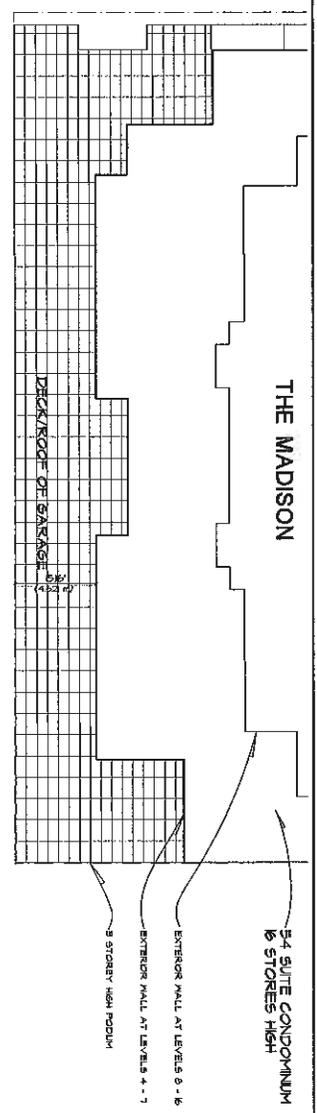
CORNER AREA - 1119 SQ. FT.

8,895 SQ. FT.

SCHEDULE A

This forms part of development

Permit # DPB-0198 / DUPB-0199



STATISTICS

TOWER NO. 2

PER FLOOR 6,788 SQ. FT. (62,136sqm)

LEVELS 3, 24 - 30

2 SUITES PER FLOOR X 2 LEVELS

4 SUITES

4 TWO BEDROOM SUITES

SUITE SCHEDULE

SUITE L - 2,488 SQ. FT. (1 SUITE PER FLOOR)

SUITE M - 2,490 SQ. FT. (1 SUITE PER FLOOR)

ZONE AREA - 90 SQ. FT.

6,788 SQ. FT.

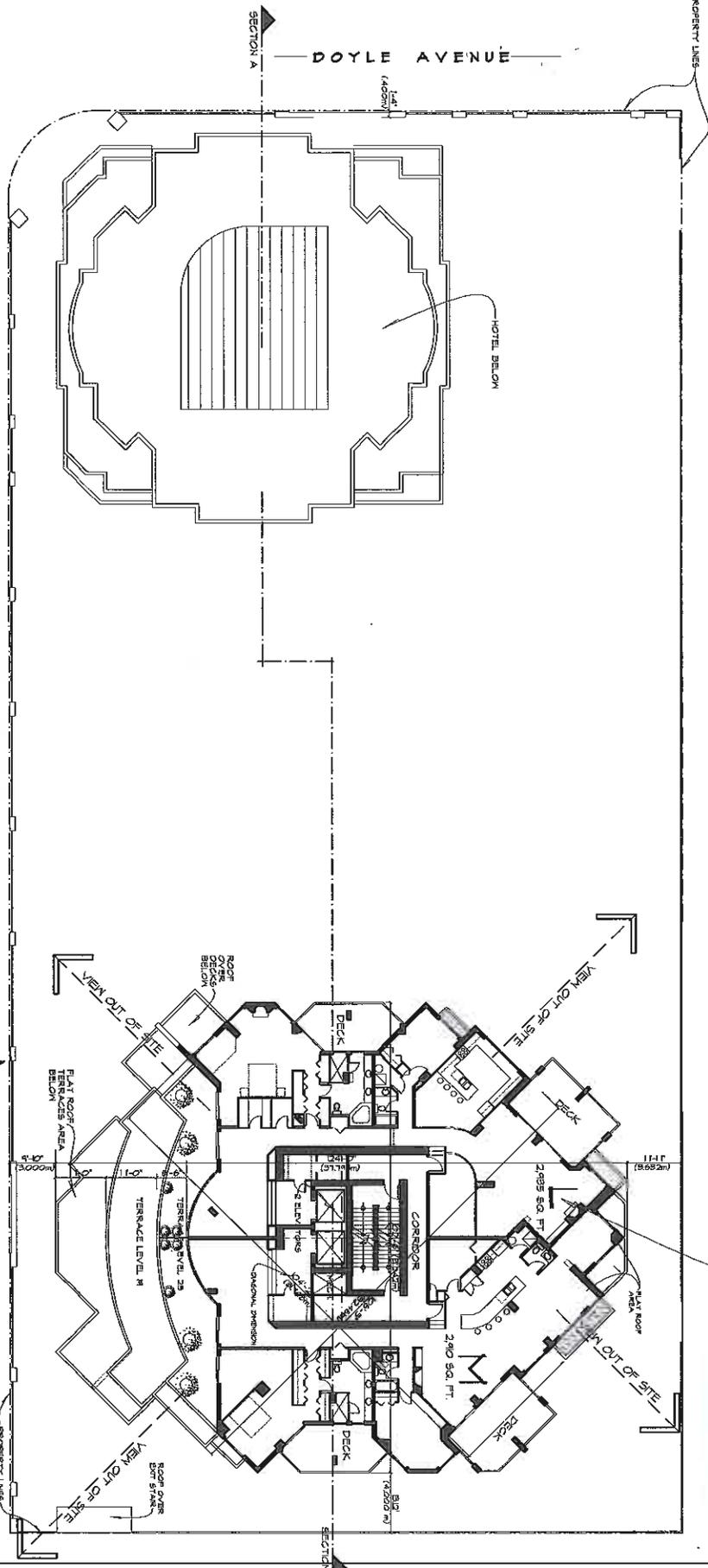
TOWER NO. 2 - 30 STORIES

161 CONDOMINIUM SUITES OVERALL

SCHEDULE A

This forms part of development

Permit # **DP120198 / DP120199**



ST. PAUL STREET

LEVELS 24 & 30 2 SUITES PER FLOOR

SCALE: 3/32" = 1'-0"

JOB NO.	1204
SHEET NO.	DP-10
DATE	JULY 2002
SCALE	3/32" = 1'-0"
DRAWING TITLE	PRELIMINARY TYPICAL FLOOR PLANS HOTEL : N/A CONDO : FLOOR 28-30
PROJECT	DOYLE AVENUE 2-HIRES PROJECT - THE MONACO - 161 CONDOMINIUM COMMERCIAL ROOFER OFFICE FOR HOTEL DOYLE AVENUE & ST. PAUL STREET GILGOWA B.C.

points west ARCHITECTURE

233 - 2180 W. Relfrey St. Abbotsford, B.C. V2S 2E2

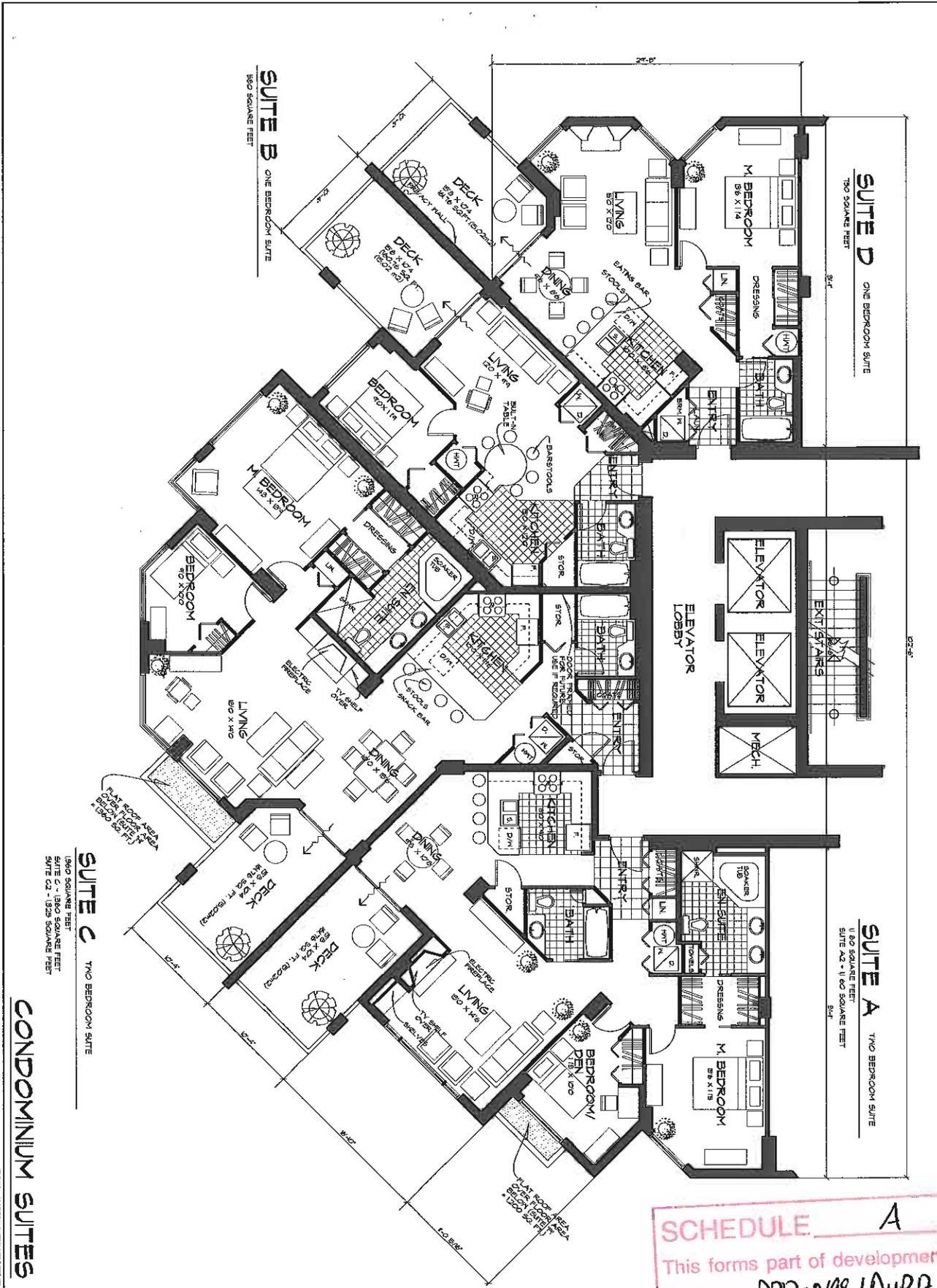
PHONE: 604-864-8605 FAX: 604-864-8606 pw@pointswestarch.com

CONSULTANT:

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REVISIONS

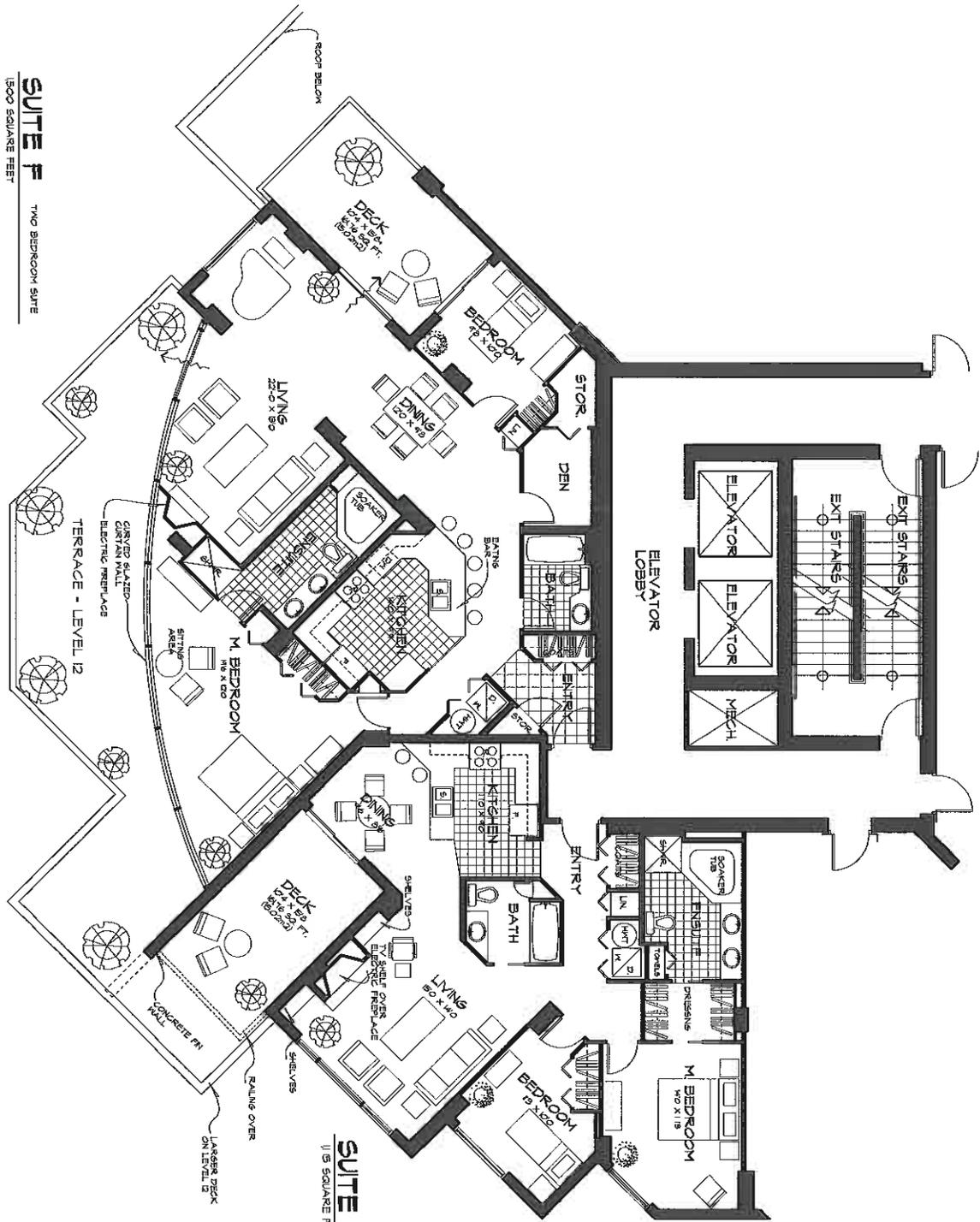
NO. 4 2002	REVISED DRAWING TO SHOW
NO. 3 2002	REVISED DRAWING TO SHOW
NO. 2 2002	REVISED DRAWING TO SHOW
NO. 1 2002	REVISED DRAWING TO SHOW
NO. 0 2002	REVISED DRAWING TO SHOW



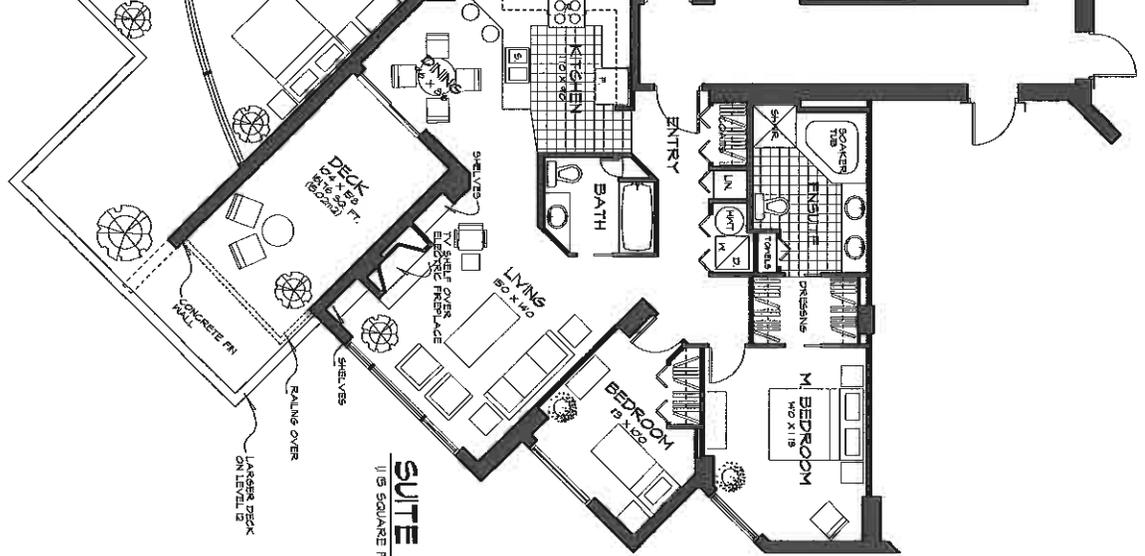
SCHEDULE A
This forms part of development
Permit # **DD12-0198 / DU12-0199**

<p>PROJECT: DOYLE AVENUE 2 PHASE PROJECT - THE MONACO - 541 CONDOMINIUM, COMMERCIAL ROWER OFFICES, 528 STREET DOYLE AVENUE & ST. PAUL STREET GEORVIA, BC</p>	<p>CONSULTANT: points west ARCHITECTURE 205 - 230 W. Railway St. Abbotsford, B.C. V2S 2E2 PHONE: 604-884-8555 FAX: 604-854-8505 pw@pointswestarch.com</p>	<p>DRAWING TITLE: PRELIMINARY 1/4" SCALE SUITE PLANS A, B, C & D</p>	<p>JOB NO.: 1204 SHEET NO.: DP-16</p>
---	--	---	---

SUITE F
TWO BEDROOM SUITE
1500 SQUARE FEET



SUITE E
TWO BEDROOM SUITE
1115 SQUARE FEET



SCHEDULE A
This forms part of development
Permit # DPD-0198 / DUPD-0199

CONDOMINIUM SUITES

JOB NO.	1204
SHEET NO.	DP-17
DATE	SEP 2003
SCALE	1/4" = 1'-0"
DRAWING TITLE	PRELIMINARY 1/4" SCALE SUITE PLANS E & F

PROJECT:
DOYLE AVENUE
2 HI-RISES PROJECT
- THE MONACO -
M1 CONDOMINIUM COMMERCIAL
ROUNDER OFFICER 78 HOTEL
DOYLE AVENUE & ST. PAUL STREET
ROANOKE, VA

points west
ARCHITECTURE

203 - 2100 W. Railway St.
Abbotsford, B.C.
V2S 2K2

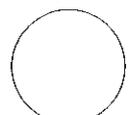
PHONE: 604-864-8005
FAX: 604-864-8006
www.pointswestarch.com

CONSULTANT:

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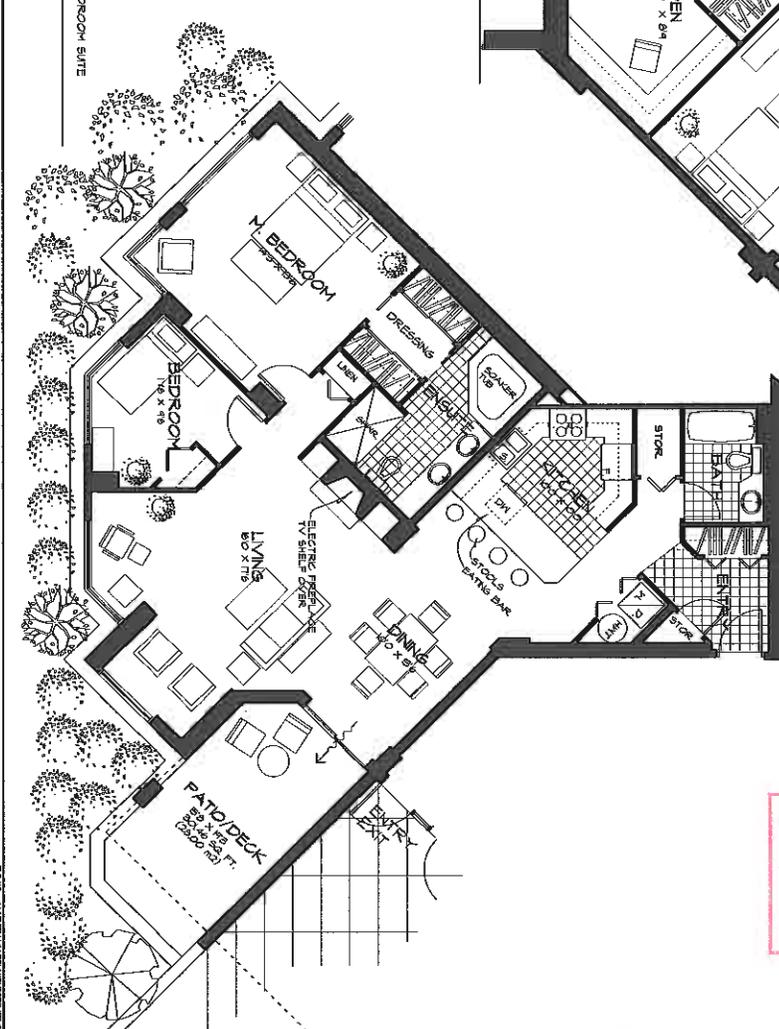
REVISIONS:

REV. 4 2003 - REVISION AND REVISION TO PLAN
REV. 3 2003 - REVISION AND REVISION TO PLAN
REV. 2 2003 - REVISION AND REVISION TO PLAN
OCTOBER 8 2003 - REVISION AND REVISION TO PLAN
NOV 18 2003 - REVISION AND REVISION TO PLAN
JAN 12 2004 - REVISION AND REVISION TO PLAN
REV. 1 2004 - REVISION AND REVISION TO PLAN

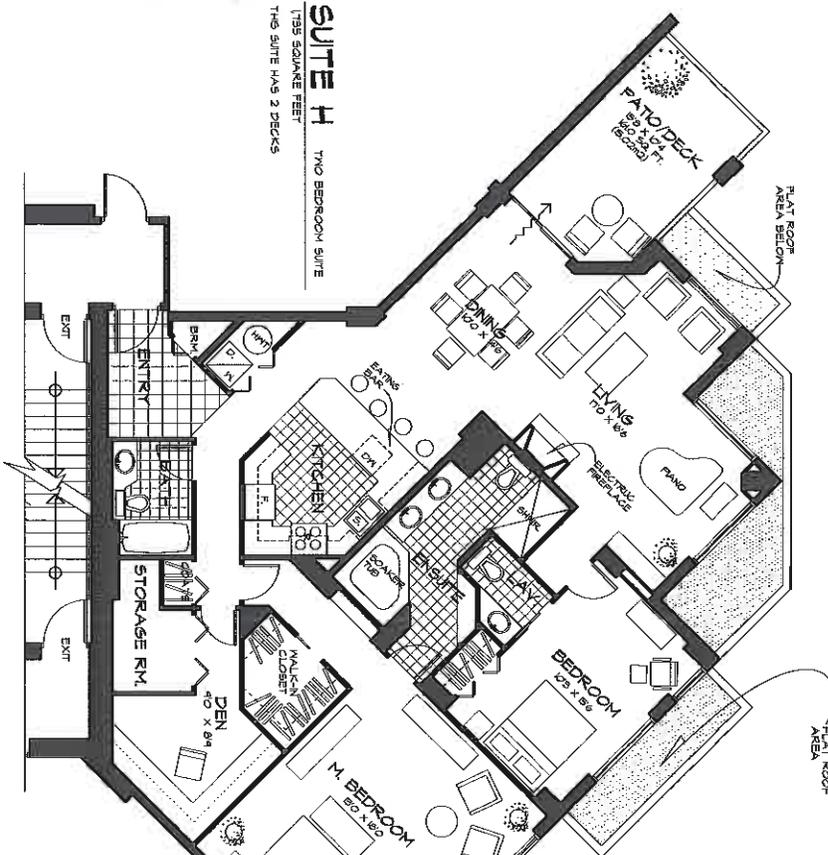


CONDOMINIUM SUITES

SUITE J TWO BEDROOM SUITE
1340 SQUARE FEET



SUITE H TWO BEDROOM SUITE
1355 SQUARE FEET
THIS SUITE HAS 2 DECKS



SCHEDULE A
This forms part of development
Permit # DP12-0198 / DUPD-0199

JOB NO. **1204**
SHEET NO. **DP-19**

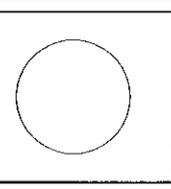
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DRAWN BY: [Signature]

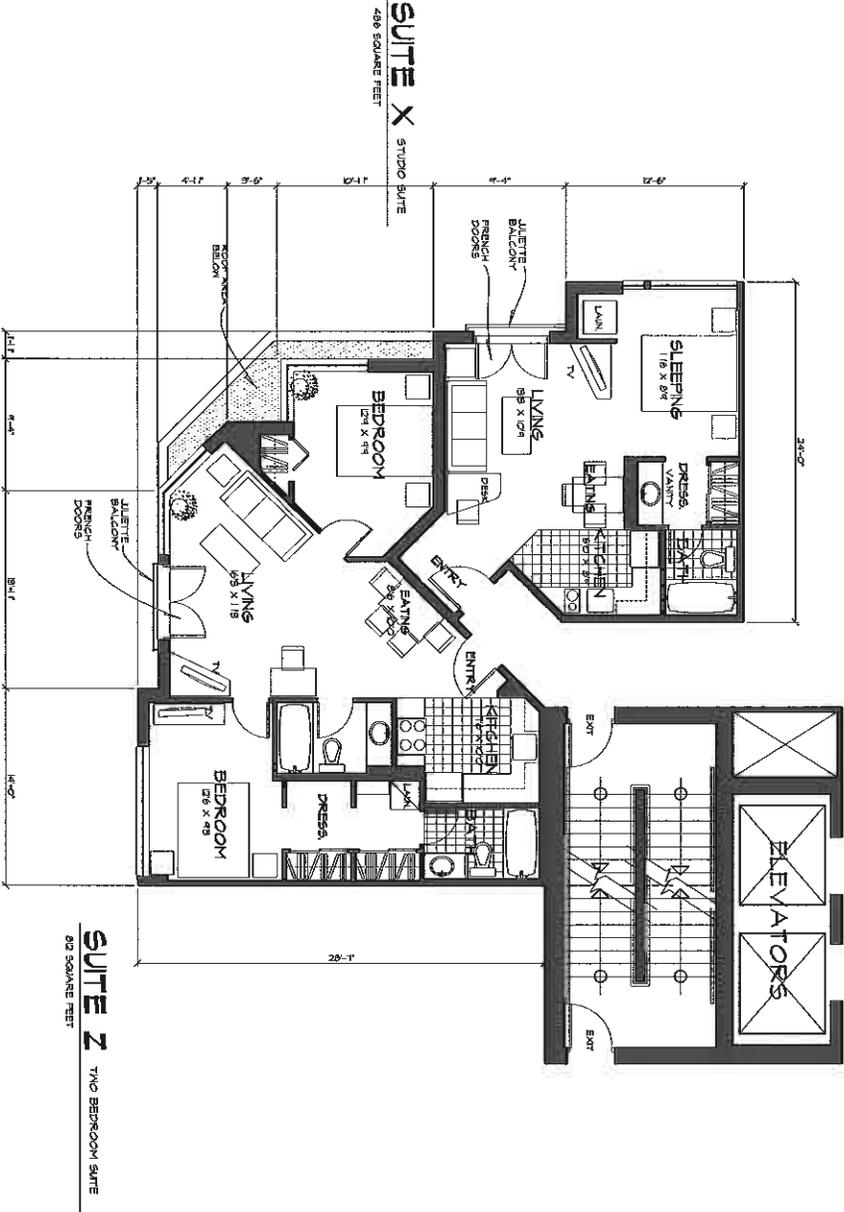
points west
ARCHITECTURE
205 - 290 W. Railway St.
Abbotsford, B.C.
V2S 2E2
PHONE: 864-654-6365
FAX: 864-654-6506
www.pointswestarch.com

PROJECT:
DOYLE AVENUE
2-HI-RISES PROJECT
- THE MONACO -
361 CONDOMINIUM, COMMERICAL
BRIDGE OFFICERS, 124 HOTEL
DOYLE AVENUE & ST. PAUL STREET
RECONVA, B.C.

CONSTANT

REVISIONS:
18.4.2008 - REVISION AND SCHEDULE TO PLAN
NOV. 21.2007 - REVISION AND SCHEDULE TO PLAN
NOV. 8.2007 - REVISION AND SCHEDULE TO PLAN
OCTOBER 8.2007 - REVISION AND SCHEDULE TO PLAN
NOV. 12.2007 - REVISION AND SCHEDULE TO PLAN
JAN. 21.2008 - REVISION AND SCHEDULE TO PLAN
MAY 8.2008 - REVISION AND SCHEDULE TO PLAN
MAY 15.2008 - REVISION AND SCHEDULE TO PLAN
MAY 15.2008 - REVISION AND SCHEDULE TO PLAN
MAY 15.2008 - REVISION AND SCHEDULE TO PLAN





SCHEDULE A
 This forms part of development
 Permit # **DPD-0198 / DUPD-0199**

HOTEL SUITES

JOB NO. **1204**
 SHEET NO. **DP-22**

DRAWING TITLE:
**PRELIMINARY
 1/4" SCALE
 HOTEL SUITE PLANS
 X AND Z**

PROJECT:
**DOYLE AVENUE
 2-H-RISES PROJECT
 - THE MONACO -
 811 CONDOMINIUM, COMMERCIAL,
 811 DOYLE AVENUE, 28 HOTEL,
 1001 AVENUE & ST PAUL STREET
 REDONIA, BC**

points west
 ARCHITECTURE

205 - 250 W. Railway Bl.
 Abbotsford, B.C.
 V2S 2E2

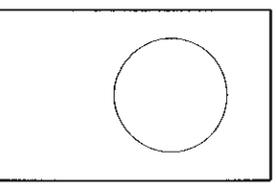
PHONE: 604-854-8266
 FAX: 604-854-8366
 pw@pointswestarch.com

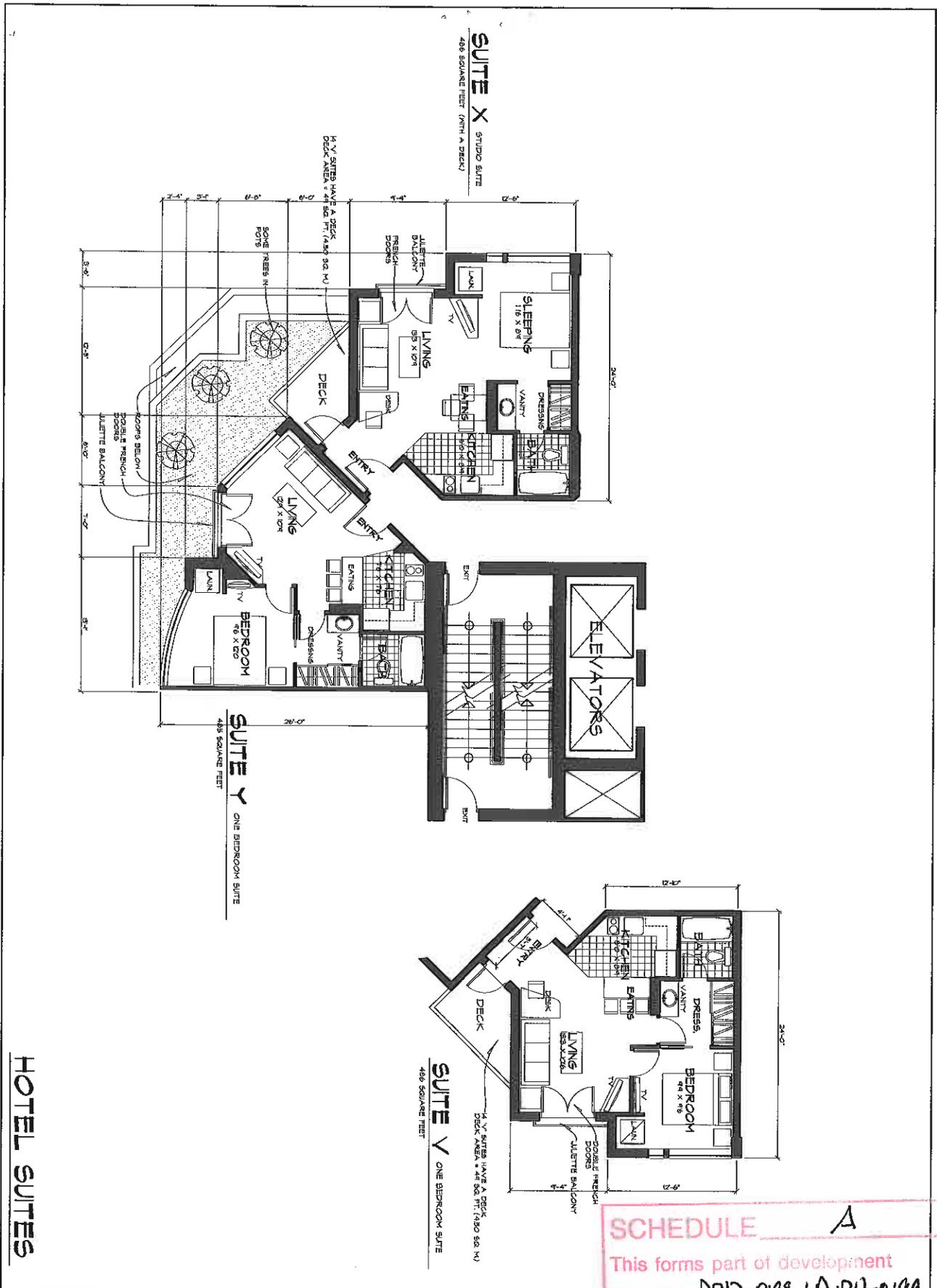
CONSTANT

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REVISIONS:





SCHEDULE A
 This forms part of development
 Permit # DP12-0198 / DP12-0199

HOTEL SUITES

JOB NO.	1204	SHEET NO.	DP-23
---------	------	-----------	-------

DRAWINGS TITLE:
 PRELIMINARY
 1/4" SCALE
 HOTEL SUITE
 V AND Y (AND SUITE
 X WITH A DECK)

PROJECT:
 DOYLE AVENUE
 2 HIGHRISES PROJECT
 THE MONACO -
 100 DOYLE AVENUE
 BRIDGE CENTER OF HOTEL
 ROOMS
 200 W. PALM STREET
 FORT WORTH, TEXAS 76102

CONSULTANT:
 points west
 ARCHITECTURE
 229 - 230 W. Railway St.
 Arlington, TX 76010
 V20 202
 PHONE: 817-461-6555
 FAX: 817-461-6508
 www.pointswestarch.com

DATE: 08/11/2010
 TIME: 10:00 AM
 DRAWN BY: J. W. WILSON
 CHECKED BY: J. W. WILSON
 APPROVED BY: J. W. WILSON
 PROJECT NO.: 1204
 SHEET NO.: DP-23



SCHEDULE D
This forms part of development
Permit # DPD-0198 / DUPD-0199



SCHEDULE B

This forms part of development

Permit # DDA-0198/ENPID-0199



Colour No. 1
'Clay Beige' by Benjamin Moore
Colour - OC-11



Colour No. 2
'Sag Harbour Gray' by Benjamin Moore
Colour - HC-95



Colour No. 3
'Cromwell Gray' by Benjamin Moore
Colour - HC-103



Colour No. 4
Deck Railings & Flashing
'Kendall Charcoal' by Benjamin Moore
Colour - HC-166



Colour No. 5
Metal Roof by VicWest
Colour - Stone Grey



Colour No. 6
Aluminum Window Frames
Colour - Anodized Dark Bronze



First Floor Glass Windows
Colour - Clear Glass
(Not Exactly as Shown)



Glass Windows
Colour - Bronze Tint
(Not Exactly as Shown)

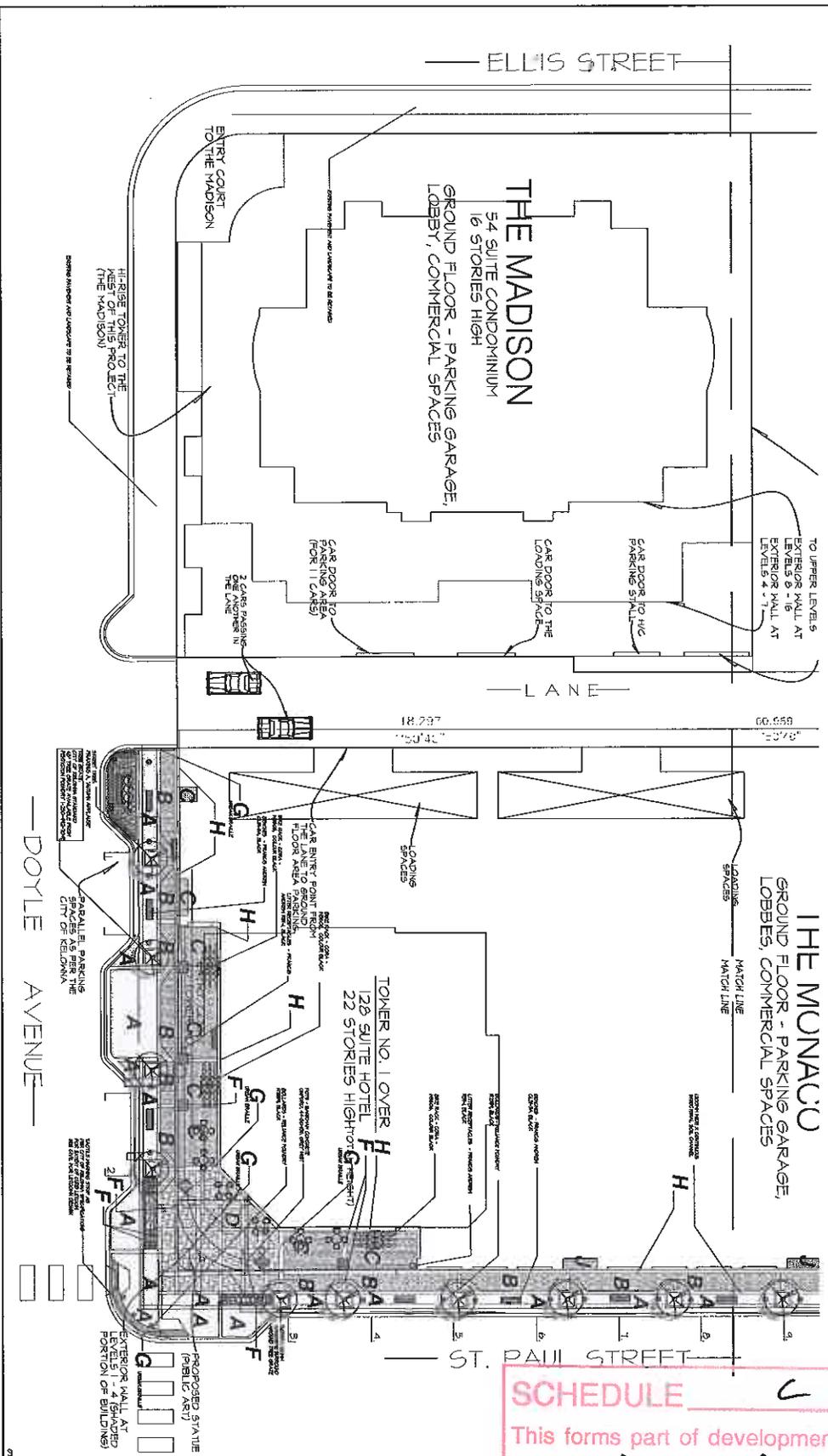
SCHEDULE 13

This forms part of development

Permit # 2012-0018 AS/13/0011

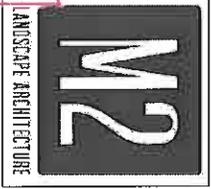
The Monaco

Exterior Materials Colour Selection



PLANT SCHEDULE	COMMON NAME	PLANTING SIZE / MATERIALS	MAX. NO. PLANTS PER 100 SQ. M.
1	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
2	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
3	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
4	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
5	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
6	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
7	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
8	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
9	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
10	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
11	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
12	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
13	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
14	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
15	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
16	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
17	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
18	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
19	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
20	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
21	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
22	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
23	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
24	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
25	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
26	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
27	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
28	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
29	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10
30	FRAXINO MEDIANA WITH PRUNUS	40x40x1.5m (13'x13'x5')	10

SCHEDULE
 This forms part of development
 Permit # DR12-0188 / DU012-0189



M2 LANDSCAPE ARCHITECTURE
 1170 - 351 Street, Suite 100
 New Westminster, British Columbia
 V3M 3V7
 Tel: 604.555.0044
 Fax: 604.555.0044
 Email: info@m2la.com

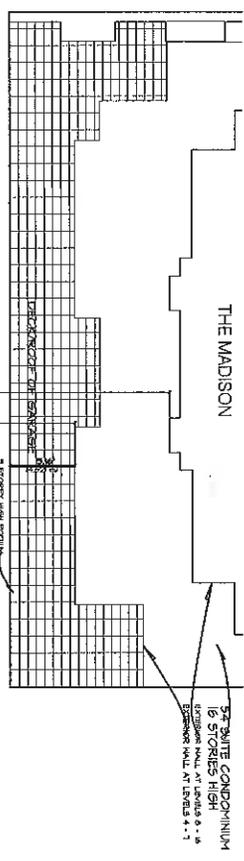
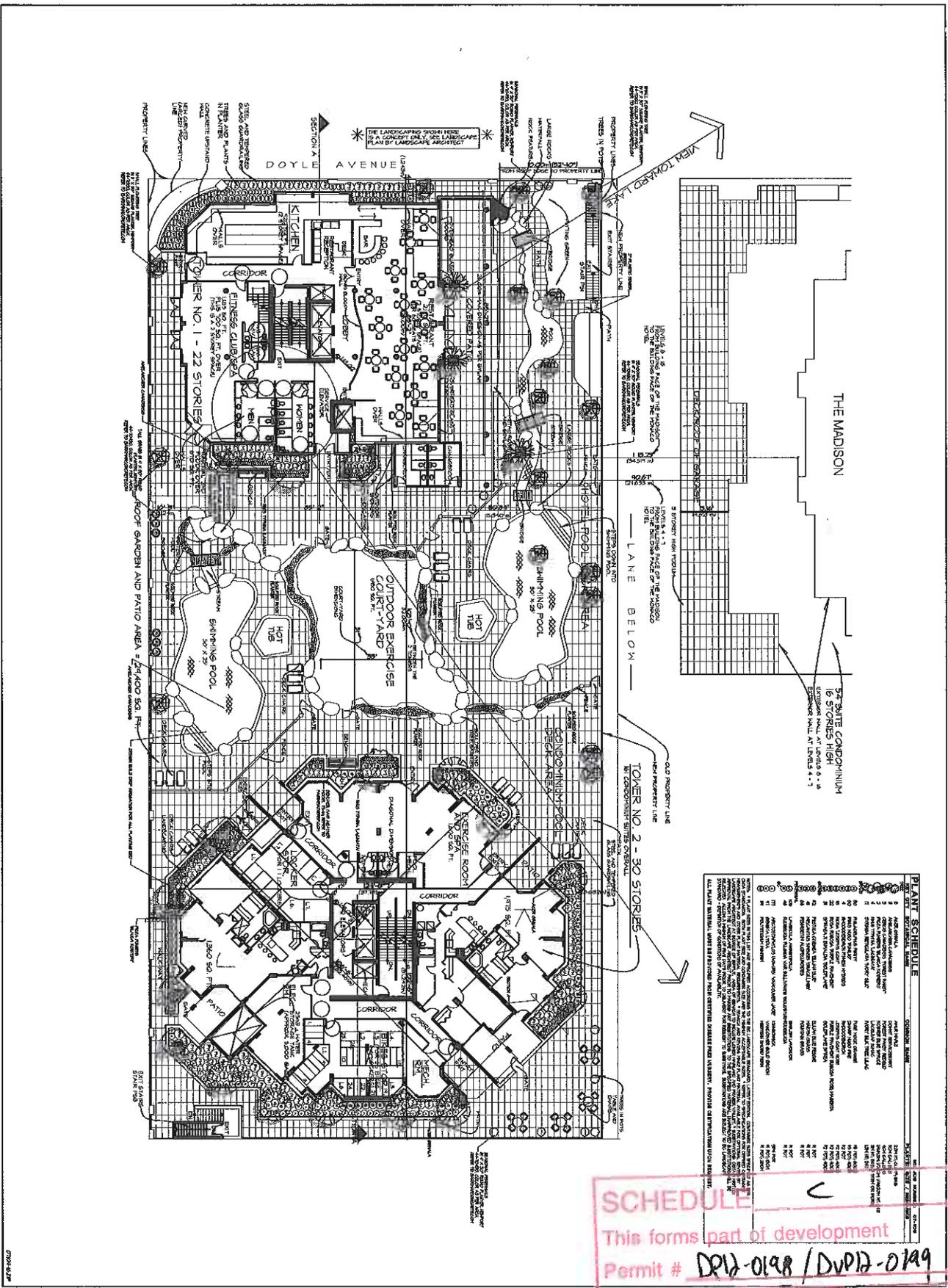
NO.	PLANT	REVISION DESCRIPTION	DATE
1	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
2	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
3	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
4	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
5	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
6	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
7	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
8	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
9	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
10	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
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14	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
15	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
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17	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
18	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
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20	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
21	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
22	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
23	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
24	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
25	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
26	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
27	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
28	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
29	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12
30	FRAXINO MEDIANA WITH PRUNUS	REVISED	07-10-12

2 High Rises Project
 Corner of Doyle Avenue
 & St. Paul Street
 Kelowna, BC

DRAWING TITLE
STREET TREE LANDSCAPE PLAN

DATE: 08/04/12 DRAWING NUMBER:
 SCALE: 1:500
 DRAWN BY: JHM
 CHECKED BY: JHM
 PROJECT NUMBER: 07-102

OF 6



PLANT SCHEDULE

NO.	SYMBOL	DESCRIPTION	QUANTITY
1	(Symbol)	PLANT SPECIES	100
2	(Symbol)	PLANT SPECIES	50
3	(Symbol)	PLANT SPECIES	20
4	(Symbol)	PLANT SPECIES	10
5	(Symbol)	PLANT SPECIES	5
6	(Symbol)	PLANT SPECIES	3
7	(Symbol)	PLANT SPECIES	2
8	(Symbol)	PLANT SPECIES	1
9	(Symbol)	PLANT SPECIES	1
10	(Symbol)	PLANT SPECIES	1
11	(Symbol)	PLANT SPECIES	1
12	(Symbol)	PLANT SPECIES	1
13	(Symbol)	PLANT SPECIES	1
14	(Symbol)	PLANT SPECIES	1
15	(Symbol)	PLANT SPECIES	1
16	(Symbol)	PLANT SPECIES	1
17	(Symbol)	PLANT SPECIES	1
18	(Symbol)	PLANT SPECIES	1
19	(Symbol)	PLANT SPECIES	1
20	(Symbol)	PLANT SPECIES	1
21	(Symbol)	PLANT SPECIES	1
22	(Symbol)	PLANT SPECIES	1
23	(Symbol)	PLANT SPECIES	1
24	(Symbol)	PLANT SPECIES	1
25	(Symbol)	PLANT SPECIES	1
26	(Symbol)	PLANT SPECIES	1
27	(Symbol)	PLANT SPECIES	1
28	(Symbol)	PLANT SPECIES	1
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30	(Symbol)	PLANT SPECIES	1
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45	(Symbol)	PLANT SPECIES	1
46	(Symbol)	PLANT SPECIES	1
47	(Symbol)	PLANT SPECIES	1
48	(Symbol)	PLANT SPECIES	1
49	(Symbol)	PLANT SPECIES	1
50	(Symbol)	PLANT SPECIES	1

SCHEDULE
 This forms part of development
 Permit # **DP12-0198 / DWP12-0199**

M2
 LANDSCAPE ARCHITECTURE
 1230 - 38 Street Avenue
 New Westminster, British Columbia
 V3M 3J7
 Tel: 604.553.0044
 Fax: 604.553.0295
 Email: office@m2.ca

2 High Riess Project
 Corner of Doyle Avenue
 & St. Paul Street
 Kelowna, BC

LANDSCAPE PLAN

DATE: 04/20/12
 SCALE: 1/8" = 1'-0"
 DRAWING NUMBER: **L3**
 SHEET: 01 OF 6

Visual Impact Assessment - H1



VIA #2





VF4 B3

VIA #4



VIA #5
December 3rd, 2012 Proposal



VIA #6

Revised Proposal



The Monaco Amenity

The Monaco is a living building that brings with it a wealth of amenities to greater serve the community. It will be a vital part of the neighborhood and have a pivotal roll in the city. As Kelowna's downtown becomes more defined with new residents, tourists, and professionals the need for services increase. The Monaco comes at an opportune time, with the new Interior Health Association office as well as several tech companies wanting to expand into the new downtown. The Monaco is the ideal product to fit the need of the growing traffic of downtown.

Two restaurants will serve the community, both with a unique atmosphere that few locations can match. Restaurant A located on the second and third floor of the corner of St Paul Street and Doyle Ave will have an open feel with a mezzanine overlooking the Okanagan valley. Restaurant B offers a panoramic view of Kelowna and Lake Okanagan from the 5th floor. From this location patrons can relax on The Monaco's above ground garden space. Viewing the reflecting pool, or practicing their putt on the putting green located beside the restaurant, a perfect way to unwind from a busy day.

The daycare facility located on the North East side of the buildings ground floor is a much needed amenity for the neighborhood. With 1000 future employees working in the neighborhood and 160 plus residents it will be even more crucial. The daycare will also have a secure, designated play area on the podium deck reinforcing the commitment to parents that the downtown can and should be enjoyed by all members of the family.

The Monaco features over a half acre of green park space on its terrace including two pools surrounded by lush greenery, rock and water features. Meandering streams create a natural, visibly appealing border between the garden amenities. Follow the walking path around the garden features to the putting green located on the south west corner completes the active environment.

Retail space in The Monaco is sought after by many high end shops looking for a highly visible space next to surrounding offices, hotel, and residences. The Madison and Monaco tower along with IHA makes this the ideal project for premium retailers.

A high end boutique clothing shop from the Fraser Valley is looking to expand their brand to Kelowna. Within the requests for rights was a piano lounge. Kelowna does not yet have a place where a mature demographic can listen to jazz and ballroom dance.

Public art will link The Monaco with Kelowna's strong ties to the outdoors and active lifestyle. The Monaco will feature a bicyclist on the corner of St Paul Street and Doyle Ave. Further connecting the block from Ellis Street along the sidewalk the bicyclist will mimic the style of The Madison's Dancer IV. The bicyclist will be a great addition to Kelowna's public art and its art corridor. Turning the corner onto St. Paul at the entrance of the north tower a Sailboat will be a welcoming feature to the exterior of the building hinting at Lake Okanagan's many water sports.

Public Art Locations



CITY OF KELOWNA
MEMORANDUM

Date: March 11, 2013
File No.: DP12-0198, DVP12-0199
To: Planning & Development Services Department (AW)
From: Development Engineering Manager
Subject: 526 Doyle Ave & 1368 St. Paul St - Lot A, Plan EPP9526 & Lot A, Plan 87835 REVISÉD
The Monaco

Development Engineering has the following comments and requirements associated with this application. The road and utility upgrading requirements outlined in this report will be a requirement of this development.

The Development Engineering Technologist for this project is Sergio Sartori.

1. Domestic Water and Fire Protection

- (a) The previously existing lots are serviced with small -diameter copper water services. The developer's consulting mechanical engineer will determine the domestic and fire protection requirements of this proposed development and establish hydrant requirements and service needs.
- (b) Only one service will be permitted for this development. The applicant, at his cost, will arrange for the removal of all existing services and the installation of a fire hydrant and one new larger metered water service.
- (c) The estimated cost of this construction for bonding purposes is **\$25,000.00**. If it is determined that upgrades to the existing water distribution system must be made to achieve the required fire flows, additional bonding will be required.
- (d) The existing 250mm diameter AC watermain on St Paul Street fronting this development is within 4.27m of the property line. Soil compaction of the development site will impact the integrating of this watermain. It is likely that this watermain fronting this development will need replacing. The estimated cost of Watermain replacement for bonding purposes is **\$45,000.00**. Should the integrity of the Watermain on Doyle Avenue also be impacted, additional bonding for it's replacement will be required.
- (e) A water meter is mandatory for this development and must be installed inside the building on the water service inlet as required by the City Plumbing Regulation and Water Regulation bylaws. The developer or building contractor must purchase the meter from the City at the time of application for a building permit from the Inspection Services Department, and prepare the meter setter at his cost. Boulevard landscaping, complete with underground irrigation system, must be integrated with the on-site irrigation system.

2. Sanitary Sewer

- (a) The developer's consulting mechanical engineer will determine the development requirements of this proposed development and establish the service needs. The previously existing lots are connected with small diameter sewer services. The applicant, at his cost, will arrange for the installation of one new larger service, as well as the capping of all existing unused services at the mains. Only one service will be permitted for this development. The estimated cost for construction for bonding purposes is **\$10,000.00**
- (b) It will be necessary to replace approximately 32 lineal meters of existing substandard 150mm diameter AC sanitary main on St Paul Street with 250mm diameter PVC main. The remainder of the 150mm diameter AC main up-to the Doyle Street intersection manhole may be abandoned. The estimated cost for construction for bonding purposes is **\$25,000.00**
- (c) A flow analysis check by the developer's consulting civil engineer will be required to determine the impact of the projected flow contributions to the existing sanitary sewer system and establish if there is sufficient capacity to support the proposed development needs. If it is determined that upgrades to the existing sanitary sewer system must be made, additional bonding will be required.

3. Storm Drainage

- (a) It will be necessary for the applicant to extend the piped storm drainage collection system in the rear lane including the installation of a catch-basin and manhole. The cost of these works is included in the road upgrading cost estimates.
- (b) The developer must engage a consulting civil engineer to provide a storm water management plan for the site, which meets the requirements of the City Storm Water Management Policy and Design Manual. The storm water management plan must also include provision of lot grading plan, minimum basement elevation (MBE), if applicable, and provision of a storm drainage service for the development and /or recommendations for onsite drainage containment and disposal systems. The on-site drainage system may be connected to an existing or proposed drainage system with an overflow service. The estimated cost for providing a overflow service for bonding purposes is **\$ 10,000.00**
- (c) The existing storm main on Doyle Avenue fronting this development is within 5.50m of the property line. It is anticipated that the soil compaction of the development site will impact the integrating of this main. It is likely that the existing man will need to be repaired or replaced. The estimated cost of main replacement for bonding purposes is **\$35,000.00**

4. Road Improvements

- (a) Doyle Avenue fronting this development site is urbanized but the existing curb and sidewalk is in a deteriorated state. The upgrades will require curb, gutter and sidewalk removal and reconstruction as well as the re-location or adjustment of existing utility appurtenances if required to accommodate the upgrading construction.

The developer shall use the same vocabulary of streetscape elements as that used for the Madison frontage (Doyle Avenue). Although the materials and pattern need not be identical, the general character shall be replicated through use of the same surface colors, benches, bollards, and the curb let-down details. Tree spacing shall match the existing spacing along the Doyle Ave. Contact the City Planning Specialist, Pat McCormick @ pmccormick@kelowna.ca for further input on the streetscape design.

Urban Braille shall be incorporated as an extension to the Madison frontage. The applicant is encouraged to use the resources of The Canadian National Institute for the Blind (CNIB). Contact: Walter.Stancec@cnib.ca

The estimated cost of the road improvements and anticipated reconstruction, for bonding purposes is **\$75,000.00**. If it is determined that additional road reconstruction is required, additional bonding will be required. Soil compaction of the development site will impact the integrating of the frontage roads. The decommissioning of existing services and installation of new services will also require road cuts. The extent of pavement restoration will be at the discretion of the City Development Engineer.

- (b) St. Paul Street fronting this development must be upgraded to a full urban standard including a new sidewalk, curb and gutter, storm drainage system including catch basin modifications, pavement widening, and re-location or adjustment of existing utility appurtenances if required to accommodate the upgrading construction.

The developer shall use the same vocabulary of streetscape elements as that used for the Madison frontages (Ellis Street and Doyle Avenue). Although the pattern need not be identical, the general character can be replicated through use of surface materials, benches, bollards and vegetation.

The tree spacing along St. Paul should be approximately the same as Doyle Ave.

The estimated cost of the road improvements and reconstruction, for bonding purposes is **\$145,000.00**

- (c) Lane adjacent to this development site will require widening and reconstruction to a paved commercial standard including the extension of the piped drainage system. The estimated cost of this construction for bonding purposes is **\$25,000.00**

5. Road Dedication and Subdivision Requirements

- (a) Dedicate widening of the rear lane to provide the required widening to provide an ultimate 7.6m wide commercial standard lane.
 - (i) 6.0m radius corner rounding at the Doyle Ave, St. Paul St intersection.
 - (ii) Lot consolidation.
 - (iii) Grant statutory rights-of-way if required for utility services.

6. Electric Power and Telecommunication Services

- (a) The development site is within the Urban Town Center. Electrical and telecommunication services to this site as well as the local distribution wiring must be installed in an underground duct system. The existing building and the proposed new building must be connected by an underground service. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services which would be at the applicant's cost.

7. Street Lighting

- (a) Street lights are installed on St Paul Street and Doyle Ave fronting the proposed development. Re-location or adjustments to the existing street lighting system may be required to accommodate the road upgrading construction.

8. Engineering

- (a) Road and utility construction design, construction supervision, and quality control supervision of all off-site and site services including on-site ground recharge drainage collection and disposal systems, must be performed by an approved consulting civil engineer. Designs must be submitted to the City Engineering Department for review and marked "issued for construction" by the City Engineer before construction may begin.
- (b) The Developer's Civil Consultant will inspect the condition of all existing infrastructure fronting this development and provide a pre-construction video report of the storm and sanitary mains to the City Engineer. After soil compaction is complete, the condition of the infrastructure shall be inspected and a new video report provided by the consultant complete with the engineer's findings and recommendations.
- (c) Of particular concern is the 250mm diameter AC water main that is within 4.70 meters of the property line on St Paul Street. A contingency plan should be in place in the event of a main break.
- (d) A separate application will be required by the developer's consultant prior to commencement of pre-loading. Development Engineering will provide a "Notice to Proceed" once all the requirements are met.

9. Geotechnical Report

- (a) As a requirement of this application and / or prior to issue of a building permit, the applicant must provide a comprehensive geotechnical report prepared by a Professional Engineer qualified in the field of hydro-geotechnical survey to address the following:
- (b) Area ground water characteristics.
- (c) Site suitability for development; i.e. unstable soils, etc.
- (d) Drill and/or excavate test holes on the site and install piezometers if necessary. Log test hole data to identify soil characteristics, identify areas of fill if any. Identify unacceptable fill material, analyze soil sulphate content, identify unsuitable underlying soils such as peat, etc. and make recommendations for remediation if necessary.
- (e) List extraordinary requirements that may be required to accommodate construction of roads and underground utilities as well as building foundation designs.

10. Survey Monuments and Iron Pins

- (a) If any legal survey monuments or property iron pins are removed or disturbed during construction, the developer will be invoiced a flat sum of \$1,200.00 per incident to cover the cost of replacement and legal registration. Security bonding will not be released until restitution is made.

11. Bonding and Levy Summary

(a) <u>Bonding</u>	
Watermain and servicing	\$ 70,000.00
Sanitary Mains and servicing	\$ 35,000.00
Storm Mains and servicing	\$ 45,000.00
St. Paul Street Rd frontage	\$145,000.00
Doyle Avenue frontage	\$ 75,000.00
Lane upgrading	\$ 25,000.00

Total Bonding **\$395,000.00**

Bonding requirements have been satisfied and are in place with the City as part of the Rezoning (Z07-0056) and previous Development Permit (DP10-0125) applications.

If it is determined that upgrades to the existing water distribution system must be made to achieve the required fire flows, additional bonding will be required.

If it is determined that additional reconstruction of works including; roads, utilities, services, etc, must be made as a result of soil compaction, additional bonding will be required.

NOTE: The bonding amounts shown above are comprised of estimated construction costs escalated by 140% to include engineering design and contingency protection and are provided for information purposes only. The owner should engage a consulting civil engineer to provide detailed designs and obtain actual tendered construction costs if he wishes to do so. Bonding for required off-site construction must be provided and may be in the form of cash or an irrevocable letter of credit, in an approved format.

The owner must also enter into a servicing agreement in a form provided by the City.

12. Administration Charge

An administration charge will be assessed for processing of this application, review and approval of engineering designs and construction inspection. The administration charge is calculated as (3% of Total Off-Site Construction Cost plus HST) **\$9,479.96** (\$8,464.25 + \$1,015.71) ***This fee has been paid as part of the Rezoning (Z07-0056) and previous Development Permit (DP10-0125) applications.***

13. Latecomer Protection

Under provisions of Section 990 of the BC Municipal Act, and in conformance with the City of Kelowna Subdivision Development & Servicing Bylaw No. 7900, the owner is eligible to apply for latecomer protection for the following:

- (i) Lane paving and storm drainage system within the lane

14. Development Variance Permit and Site Related Issues

The development variances permit to vary;

- the maximum height requirement does not compromise our servicing requirements.
- the building setback from an interior lot line (north).
- the building setback from a lot line abutting the lane.
- the separation distance between more than one tower on the same property.
- the maximum horizontal dimension above 15m for both towers.
- the maximum floor plate area for both towers.
- the inclined plane above 15m.

does not compromise our municipal servicing requirements.

Steve Muenz, P. Eng.
Development Engineering Manager

Jf/ss

12/03/2013

The Monaco Public Information Meeting

The public information meeting was held May 8th between the time of 5:30pm - 8pm. The location chosen for the event was The Bike Shop Cafe 101 - 1357 Ellis St Kelowna which is in close proximity to the project site.

I (Tyler Dueck) informed 20 business's by walking door to door, as well as requesting landlords to inform their tenants. A list of notified businesses and copies of email invitations that were sent out has been submitted to the City of Kelowna Land Use Management Department. I also asked the strata manager from The Madison Robert Zivkovic (Associated Property Management,) and resident Dina Kotler to email and post notices to The Madison unit owners.

At the meeting two different 3D renderings were on display. One rendering represents a straight on view and one represented a corner view. I also had a rendering of the previous application to compare. Most of the attendees showed up together so I introduced myself and asked them to sign the attendance form and fill in the comment sheets. Approximately 18 people were in attendance. The attendees were a mix of 8 local business owners and or building owners, and 10 people announced they were residents of The Madison (1300 block of Ellis St.) Unfortunately only two people signed our attendance/comment sheet however both signified their support of the project.

12/03/2013

I informed the attendees of the benefits to the community that the proposed Monaco has to offer. During my presentation one of the Madison resident interjected "but what is in it for me" with several other residents echoing the sentiment. I proceeded to elaborate on the amenities that are directly accessible and, or viewable from The Madison. I mentioned that there will be a half acre of greenspace above the podium visible to The Madison east facing residents. I let them know that quite a few inquiries from upscale retailers and commercial operators have expressed interest in locating in our project. There are several quality restaurants designed within The Monaco. I also mentioned the daycare on the ground floor. A Madison resident responded by saying "look at me what do I need that for", the sentiment resounded with other residents of The Madison. I didn't know how to answer that. I mentioned our public art as an enhancement to the neighborhoods overall esthetic appeal. Realtors from the Remax office on the ground floor of The Madison also mentioned the increase in property value for neighbors including The Madison.

Once The Monaco is built along with the Interior Health Association building there will be a more lively, desirable vibrant downtown. Security was also addressed. The hotel will have a concierge and other staff monitoring the building and neighborhood to ensure safety. I also mentioned that a well lived in building is safer than an empty lot with an empty building.

The public information meeting was held in accordance with the new policy implemented after I sent out notification with exception to newspaper notification and

12/03/2013

time elapsed prior to the meeting. Premier Pacific agreed with City of Kelowna Land Use Management Department that this would be a positive step to further inform the public of the modification of an existing application. Impacted property owners were informed 1 week prior to the meeting. Completion of a public information meeting was important to the timing of the report so Premier Pacific along with the Land Use Management Department decided it was best to go ahead with the meeting as soon as possible to include this step in the report.

Since only 2 comment sheets were filled out, I have done my best to reflect from my notes the questions and concerns from the neighbors that were addressed at the meeting.

Tyler Dueck

VP Project Development

Premier Pacific Group

On March 4, 13 Tyler Dueck VP Project Development assisted by Brittany Dombrosky canvassed the neighborhood block of Doyle Ave, St Paul Ave, Cawston Ave, and Ellis St. The intent was to inform tenants of the new developments of The Monaco and inform of a public information open house dated for March 8, 13.

Front Shop Hair Salon
Vantage West Realty
It's Media
Georgie Girl
Distefano Architecture
Spectrum
The De Pieri Clinic
Images and Shades
Water Garden
Opus
Fashion Foundations
Remax
Posh Galery Bistro
Beyond Audio
O'Rourke's Grocery
Canada Safety Equipment
Property Owner of 1314 St Paul.
Goddard Surveying
The Bike Shop Café

Tyler Dueck
VP Project Development
Premier Pacific Group
778.808.1000

CITY OF KELOWNA

APPROVED ISSUANCE OF A:

Development Permit No.: DP12-0198 & DVP12-0199

EXISTING ZONING DESIGNATION:	C7 - Central Business Commercial
WITHIN DEVELOPMENT PERMIT AREA:	Revitalization Development Permit Area
DEVELOPMENT VARIANCE PERMIT:	Multiple Variances (See Section 1. below)

ISSUED TO:	0754028 BC LTD. (Doug Dueck)
LOCATION OF SUBJECT SITE:	526 Doyle Avenue & 1368 St. Paul Street

	LOT	DISTRICT LOT	TWP	DISTRICT	PLAN
LEGAL DESCRIPTION:	A	139		ODYD	Plan EPP9526
	A	139		ODYD	Plan KAP87835

SCOPE OF APPROVAL

- This Permit applies to and only to those lands within the Municipality as described above, and any and all buildings, structures and other development thereon.
- This Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this Permit, noted in the Terms and Conditions below.
- Applicants for a Heritage Alteration Permit should be aware that the issuance of a Permit limits the applicant to be in strict compliance with regulations of the Zoning Bylaw or Subdivision Control Bylaw unless specific Variances have been authorized by the Permit. No implied Variances from bylaw provisions shall be granted by virtue of drawing notations which are inconsistent with bylaw provisions and which may not have been identified as required Variances by the applicant or City staff.

1. TERMS AND CONDITIONS:

- 1) The dimensions and siting of the building to be constructed on the land be in general accordance with Schedule "A";
- 2) The exterior design and finish of the building to be constructed on the land be in general accordance with Schedule "B";
- 3) Landscaping to be provided on the land be in general accordance with Schedule "C";
- 4) The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a professional landscaper and for the public art program;
- 5) The registration of a covenant on title limiting the use of CRU #6 as a Major Child Care Centre including

dedicated play space on top of the podium to the satisfaction of the Interior Health Authority as shown on Schedule "A";

- 6) The execution of the Servicing Agreement and associated bonding for the Development Engineering requirements;
- 7) Registration of a plan of subdivision at Land Titles Office to consolidate the two subject properties into a single title prior to issuance of the Development Permit;
- 8) That Cash-in-Lieu of the required parking ($35 \times \$22,500.00 = \$787,500.00$) be provided prior to issuance of the Development Permit.
- 9) Prior to issuance of a Building Permit the applicant be required to design the building to accommodate Fortis BC's anticipated District Energy system;
- 10) Prior to issuance of a Building Permit the applicant be required to provide plans for two electric car charging stations and a bike share program including 10 bikes;

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

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

Section 14.7.5 (a) Development Regulations - Height:

To vary the height from 44m permitted to 65m (Tower #1) and 88m (Tower #2) proposed;

Section 14.7.5 (e) Development Regulations - Setbacks above 15m:

To vary the building setback for Tower #1 along Doyle Avenue from 3.0m required to 1.24m proposed for portions of a building above 15m;

Section 14.7.5 (g) Development Regulations - 80° Inclined Angle:

To vary the inclined plane above 15m from 80° permitted for Tower #1 to 85.58° for western elevation and 88.65° for the eastern elevation and from 80° for Tower #2 to 87.07° for the western elevation and 83.09° for the eastern elevation.

Section 14.7.5 (h) Development Regulations - Floor Plate Area:

To vary the maximum floor plate area for Tower #2 from 676m² to 822.65m² (Floors 5-13) - 770.63m² (Floors 14-21) - 695.85m² (Floors 22-28);

Section 14.7.5 (i) Development Regulations - Horizontal Dimension Above 15m:

To vary the maximum horizontal dimension above 15m for Tower #2 from 26m permitted to 37.8m x 31.24m proposed;

Section 14.7.5 (l) (i) Development Regulations - Setbacks above 22m:

To vary the building setback from an interior lot line for Tower #2 from 15m required to 4.0m proposed for portions of a building above 22m;

Section 14.7.5 (l) (ii) Development Regulations - Setbacks above 22m:

To vary the building setback from a lot line abutting a lane for Tower #2 from 10m required to 3.6m proposed for portions of a building above 22m;

2. The development shall commence by and in accordance with an approved Building Permit within ONE YEAR of the date of the Municipal Council authorization resolution.
3. DEVELOPMENT:

The land described herein shall be developed strictly in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

If the Permittee does not commence the development Permitted by this Permit within one year of the date of this Permit, this Permit shall lapse.

This Permit is not transferrable unless specifically Permitted by the Municipality. The authorization to transfer the Permit shall, if deemed acceptable, be granted by Council resolution.

THIS Permit IS NOT A BUILDING Permit.

3. PERFORMANCE SECURITY:

As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Permittee and be paid to the Permittee if the security is returned. The condition of the posting of the security is that should the Permittee fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the Municipality may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Permittee, or should the Permittee carry out the development Permitted by this Permit within the time set out above, the security shall be returned to the Permittee. There is filed accordingly:

- (a) Cash in the amount of \$ N/A .
- (b) A Certified Cheque in the amount of \$ N/A .
- (c) An Irrevocable Letter of Credit in the amount of \$ TBD .

Before any bond or security required under this Permit is reduced or released, the Developer will provide the City with a statutory declaration certifying that all labour, material, workers' compensation and other taxes and costs have been paid.

5. APPLICANT'S AGREEMENT:

I hereby declare that all the above statements and the information contained in the material submitted in support of this Permit are to the best of my belief, true and correct in all respects. Upon issuance of the Permit for me by the Municipality, then in such case, I covenant and agree to save harmless and effectually indemnify the Municipality against:

- (a) All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality granting to me the said Permit.
- (b) All costs, expenses, claims that may be incurred by the Municipality if the construction by me of engineering or other types of works as called for by the Permit results in damages to any property owned in whole or in part by the Municipality or which the Municipality by duty or custom is obliged, directly or indirectly in any way or to any degree, to construct, repair, or maintain.

I further covenant and agree that should I be granted a Development Permit or Development Variance Permit, the Municipality may withhold the granting of any occupancy Permit for the occupancy and/or use of any building or part thereof constructed upon the hereinbefore referred to land until all of the engineering works or other works called for by the Permit have been completed to the satisfaction of the Municipal Engineer and Director of Planning & Development Services.

Should there be any change in ownership or legal description of the property, I undertake to notify the Land Use Management Department immediately to avoid any unnecessary delay in processing the application.

I HEREBY UNDERSTAND AND AGREE TO ALL THE TERMS AND CONDITIONS SPECIFIED IN THIS PERMIT.

Signature of Owner/Authorized Agent

Date

Print Name in Bold Letters

Telephone No.

5. APPROVALS:

DEVELOPMENT PERMIT & DEVELOPMENT VARIANCE PERMIT AUTHORIZED BY THE COUNCIL ON THE 23rd DAY OF APRIL, 2013

ISSUED BY THE ACTING GENERAL MANAGER OF COMMUNITY SUSTAINABILITY OF THE CITY OF KELOWNA THE _____ DAY OF _____, 2013.

Doug Gilchrist, A. General Manager, Community Sustainability

to align the zoning designations with the proposed lot layout. The result will be improved lot layouts requiring less grading. This is seen to be an administrative exercise, and to ensure land uses are consistent with the established lot layout.

4.0 Proposal

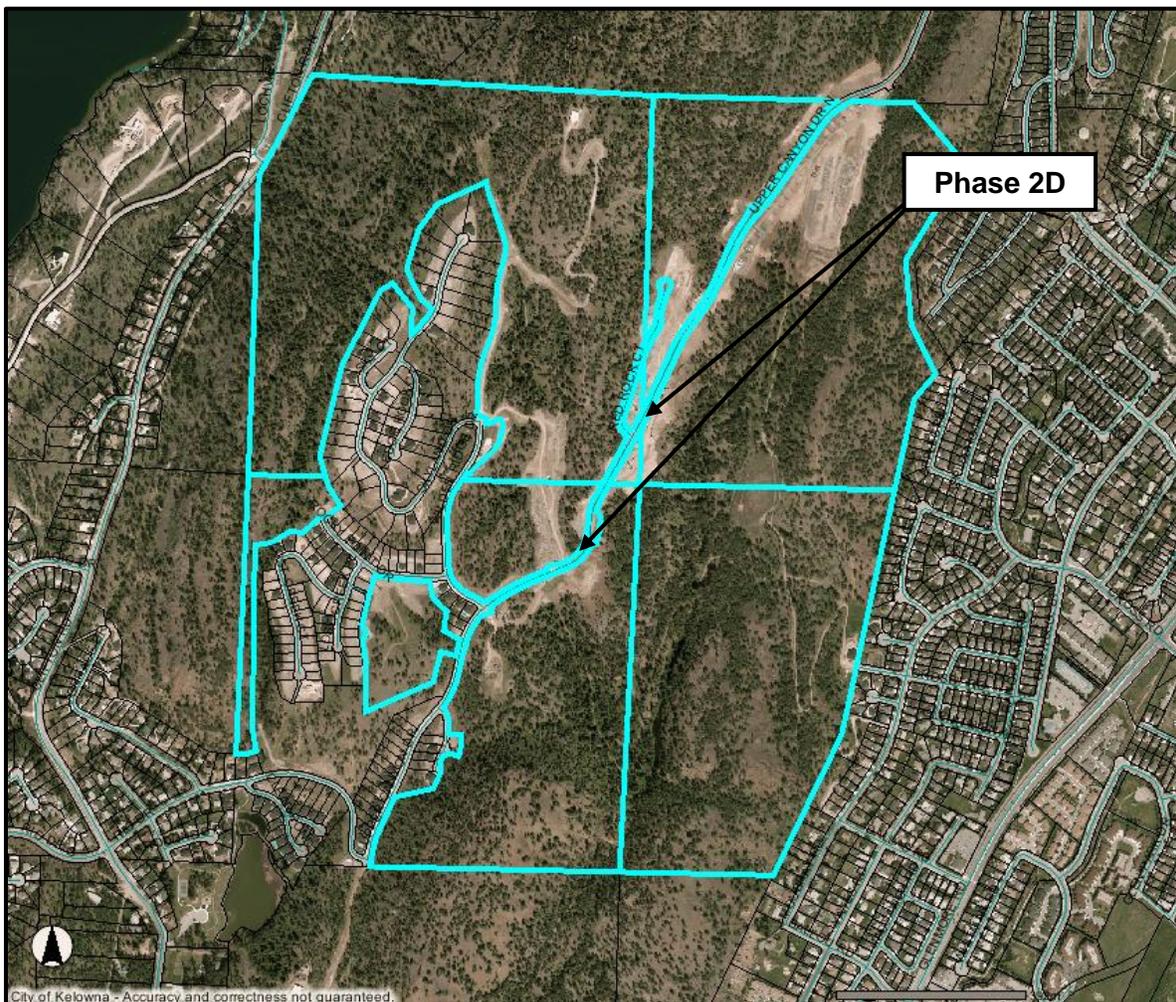
4.1 Background

The Glenmore Highland ASP was adopted in 2002 and has guided the Wilden community development. The ASP is a high level document that outlined where development should be located and how it should take shape. When the ASP was adopted, most of the land was pre-zoned at the same time based on the work done through the ASP. Staff recently submitted a large amendment for the Wilden development but these properties were not dealt with.

4.2 Project Description

The Phase 2D rezoning amendment is to deal with block zoning designations that have shifted slightly now that detailed road and lot layouts have been designed.

4.3 Site Context



5.0 Technical Comments

5.1 Building & Permitting Department

No comment

5.2 Development Engineering Department

The adjustment to the zoning boundaries as indicated does not compromise any municipal services.

5.3 Fire Department

Fire Hydrants and flows as per the City of Kelowna Subdivision Bylaw #7900. Wilden is an interface area and all areas required fuel modifications as per the Fire Smart Guidelines. Fuel treatments should include up to 100 meters from home sites on sloped areas.

5.4 Fortis BC - Gas

Upon review of the property referral referencing the above noted matter, please be advised that FortisBC facilities will not be adversely affected.

FortisBC (electric) reviewed the attached referral and based on the information received have identified two areas that Fortis will require SRW for protection of existing Fortis facilities over the approximate areas shown in the two attached sketch plans. Fortis has no other objections with the proposal subject to any changes to this application which would require further review and comment by Fortis.

Prior to final approval of this application, the applicants must contact FortisBC at 1-866-436-7847 and quote their file # Z12-0023; OCP12-0003; Wilden Phase 2 to initiate all necessary arrangements for electrical service with this proposal. It is the developer's responsibility to ensure that all of FortisBC's requirements including construction fees and any SRWs that may be required have been addressed prior to receiving final approval.

5.5 Infrastructure Planning

We will require fencing along the side property line of Lot 56. Because the interface is between natural area park and manicured front/side yard, it probably should be either chain link or post & rail. This would be true for Lots 53, 52, 18 and 17 or any other lots that have this type of interface. In areas where a private back/side yard with a registered Section 219 covenant back on to parkland, we have agreed with Wilden to continue with the post and sign pilot project. This is to be completed at time of subdivision.

Any areas of park that are disturbed, they will need to restore - I would suggest that they install temporary construction fencing to try to protect the area from contractors. For road frontage immediately adjacent to public park & open space, the developer shall install a vertical curb.

6.0 Application Chronology

Date Application Received: March 1st, 2013

Report prepared by:

Alec Warrender, Land Use Planner

Reviewed by:

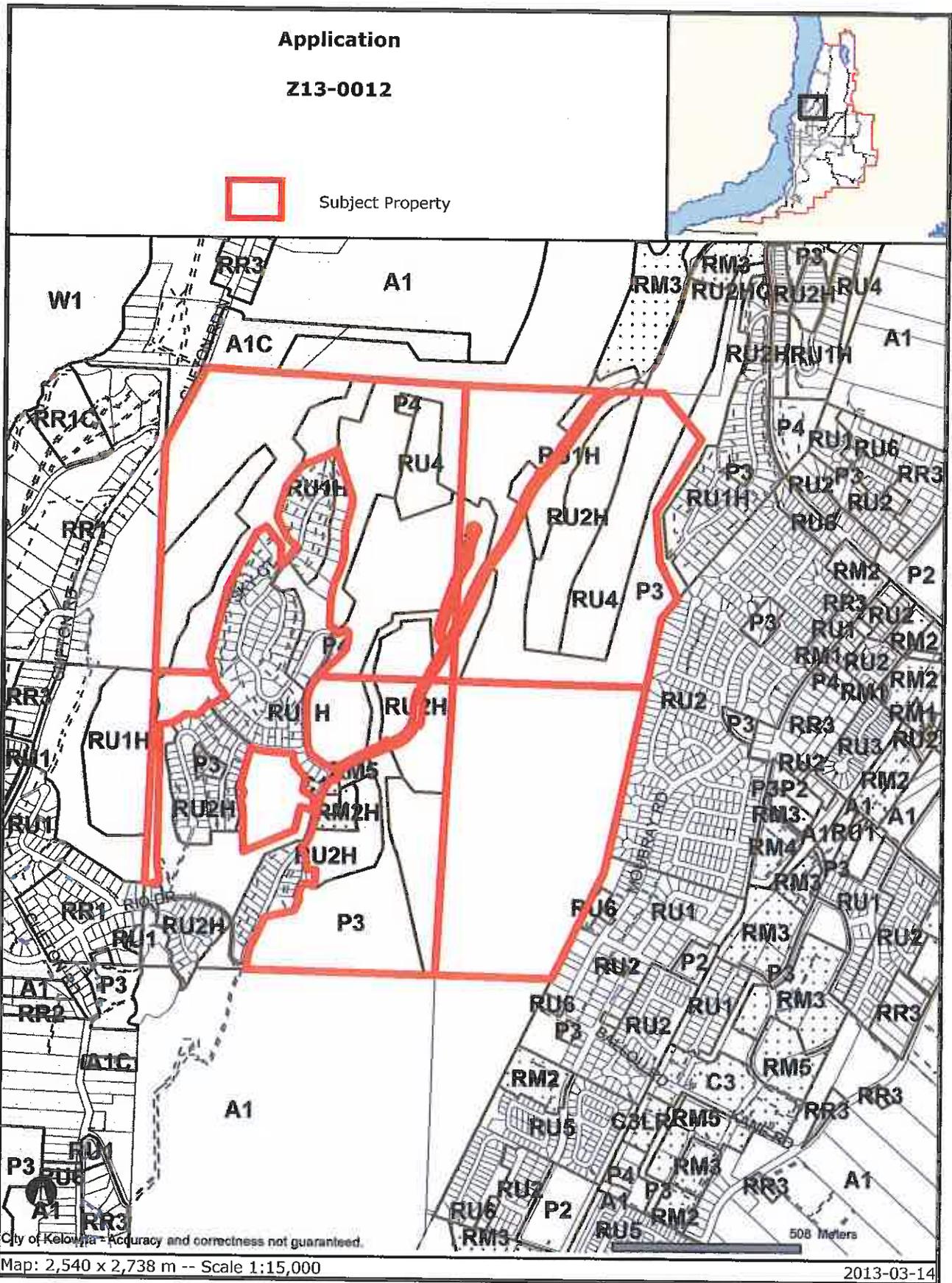
Danielle Noble, Manager of Urban Land Use

Approved for Inclusion:

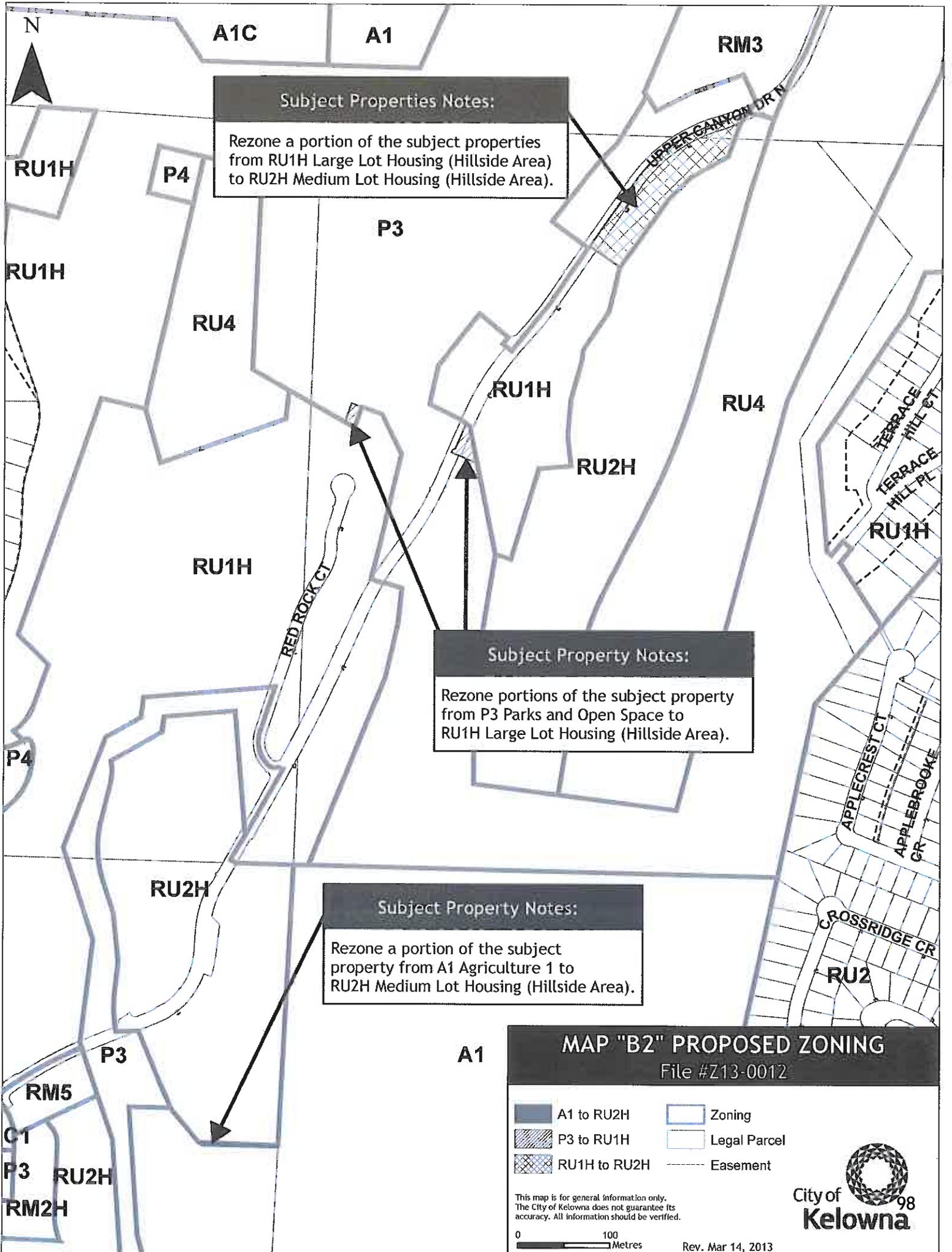
Doug Gilchrist, A. General Manager, Community Sustainability

Attachments:

Subject Property Map
Map 'B'



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.



Subject Properties Notes:
 Rezone a portion of the subject properties from RU1H Large Lot Housing (Hillside Area) to RU2H Medium Lot Housing (Hillside Area).

Subject Property Notes:
 Rezone portions of the subject property from P3 Parks and Open Space to RU1H Large Lot Housing (Hillside Area).

Subject Property Notes:
 Rezone a portion of the subject property from A1 Agriculture 1 to RU2H Medium Lot Housing (Hillside Area).

MAP "B2" PROPOSED ZONING
 File #Z13-0012

- A1 to RU2H
- P3 to RU1H
- RU1H to RU2H
- Zoning
- Legal Parcel
- Easement

This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



Rev. Mar 14, 2013



REPORT TO COUNCIL



Date: March 13, 2013

RIM No. 1250-30

To: City Manager

From: Land Use Management, Community Sustainability (GS)

Application: OCP13-0002
Z13-0003
TA13-0004

Owner: Pier Mac Petroleum Installation Ltd., Inc. No. BC0088127

Address: 1760 Quail Ridge Blvd.
2025 Quail Ridge Blvd.
2137 Quail Ridge Blvd.

Applicant: Protech Consultants Ltd.

Subject: OCP Amendment, Rezoning and Text Amendment Applications

Existing OCP Designation: Resource Protection Area (REP), Commercial (COMM), Industrial (IND) and Parks & Open Space (PARK)

Proposed OCP Designation: Commercial (COMM), Industrial (IND) and Parks & Open Space (PARK)

Existing Zone(s): A1- Agriculture 1, CD15 - Airport Business Park, I5 - Extraction, and P3 - Parks & Open Space

Proposed Zone(s): CD15 - Airport Business Park and P3 - Parks and Open Space

1.0 Recommendation

THAT Official Community Plan Bylaw Amendment No. OCP13-0002 to amend Map 4.1 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by changing the Future Land Use designation of The West ½ of Section 14 Township 23 ODYD Except Plans H16596, KAP47192, KAP51877, KAP53641, KAP53790, KAP57365, KAP73608 and KAP82802 located at 1760 Quail Ridge Blvd; Lot A District Lot 32 and Section 14 Township 23 ODYD Plan KAP52924 located at 2137 Quail Ridge Blvd; and Lot B District Lot 32 and Section 14 Township 23 ODYD Plan KAP52924 located at 2025 Quail Ridge Blvd, Kelowna, BC from the Resource Protection Area (REP), Commercial (COMM), Industrial (IND) and Parks & Open Space (PARK) designation, to the Commercial (COMM), Industrial (IND) and Parks & Open Space (PARK) designation, as shown on Map “A” attached to the Report of the Land Use Management Department dated March 13, 2013, be considered by Council;

AND THAT Official Community Plan Bylaw Amendment No. OCP13-0002 to amend Map 5.8 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by adding the ‘Comprehensive Development Permit Area’ designation to The West ½ of Section 14 Township 23 ODYD Except Plans H16596, KAP47192, KAP51877, KAP53641, KAP53790, KAP57365, KAP73608 and KAP82802 located at 1760 Quail Ridge Blvd; Lot A District Lot 32 and Section 14 Township 23 ODYD Plan

KAP52924 located at 2137 Quail Ridge Blvd; and Lot B District Lot 32 and Section 14 Township 23 ODYD Plan KAP52924 located at 2025 Quail Ridge Blvd, Kelowna, B.C., as shown on Map “C” attached to the Report of Land Use Management Department dated March 13, 2013, be considered by Council;

AND THAT Official Community Plan Bylaw No. OCP13-0002 to amend Table 4.2 - Potential ASP Development Components of the Kelowna 2030 - Official Community Plan Bylaw No. 10500 by removing reference to “1. Pier Mac” as shown on Schedule “A” attached to the Report of the Land Use Management Department dated March 13, 2013, be considered by Council;

AND THAT Rezoning Application No. Z13-0003 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of The West ½ of Section 14 Township 23 ODYD Except Plans H16596, KAP47192, KAP51877, KAP53641, KAP53790, KAP57365, KAP73608 and KAP82802 located at 1760 Quail Ridge Blvd; Lot A District Lot 32 and Section 14 Township 23 ODYD Plan KAP52924 located at 2137 Quail Ridge Blvd; and Lot B District Lot 32 and Section 14 Township 23 ODYD Plan KAP52924 located at 2025 Quail Ridge Blvd, Kelowna, BC from the A1- Agriculture 1, CD15 - Airport Business Park, I5 - Extraction, and P3 - Parks & Open Space zone to the CD15 - Airport Business Park and P3 - Parks and Open Space zone, as shown on Map “B” attached to the Report of the Land Use Management Department dated March 13, 2013, be considered by Council;

AND THAT Zoning Bylaw Text Amendment No. TA13-0004 to amend City of Kelowna Zoning Bylaw No. 8000 by amending the CD15 - Airport Business Park zone, as outlined in Schedule “B” of the Report of the Land Use Management Department dated March 13, 2013, be considered by Council;

AND THAT the City of Kelowna Zoning Bylaw be amended by removing and replacing the CD15 - Airport Business Park zone “Map 1” as outlined in Schedule “C” of the Report of the Land Use Management Department dated March 13, 2013 be considered by Council;

AND THAT the Official Community Plan Bylaw Amendment Bylaw, the Zone Amending Bylaw and the Text Amendment Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the requirements of the Development Engineering Branch, Environment & Land Use Branch, Ministry of Transportation and the Glenmore Ellison Irrigation District being met.

2.0 Purpose

To amend the Official Community Plan future land use designations (Map 4.1) and the existing line work from the "Resource Protection Area", and "Industrial" designations to a largely industrial and commercial designation, with the remainder designated for Parks & Open Space. The OCP amendment is proposed in support of a rezoning to the CD15 - Airport Business Park zone. Further, to amend Official Community Plan Map 5.8 - Urban Design Development Permit Area Map by adding the CD15 - Airport Business Park zone as a 'General Commercial & Industrial DP Area' and to amend Table 4.2 by removing reference to a Pier Mac Area Structure Plan.

Additionally, it is proposed that the subject property be rezoned from the A1- Agriculture 1, CD15 - Airport Business Park, I5 - Extraction, and P3 - Parks & Open Space zones (current) to the CD15 - Airport Business Park and P3 - Parks and Open Space zones (proposed). The proposed CD15 rezoning is in support of a proposed 51 lot subdivision containing one commercially zoned

property and 50 industrially zoned properties.

The applicants are concurrently proposing to amend the CD15 zone to include ‘Breweries and Distilleries, Major’ as a permitted “Principal Use” within the areas designated as “Industrial” in the CD15 - Airport Business Park zone.

Finally, to amend the CD15 - Airport Business Park zone by replacing existing Map 1 (Airport Business Park Phase 1 & 2 Zoning Plan) with a revised “Map 1”.

3.0 Land Use Management

The Airport Business Park zone (CD15) was created to “provide a zone for the development of a comprehensively planned business park for high technology and general industrial and business uses to complement the City’s northern gateway development node” and to “provide for a neighbourhood commercial area as part of the airport business park development¹”. The development has proceeded as anticipated when the CD zone was drafted and adopted into the Zoning Bylaw in 2003. Construction of The Four Points Sheraton near the intersection of Airport Way and Highway 97 N is the most recent high profile addition that was anticipated for this zone.

The subject property is in a gateway location at one of Kelowna’s premiere entry points and in close proximity to Kelowna International Airport and University of British Columbia, Okanagan campus. The development site provides for a high profile location for businesses and offers among the best transportation infrastructure (i.e. road, rail and air) that Kelowna has to offer. The subject properties nicely augment the City’s existing industrial land base with the addition of 50 industrial parcels of various sizes that will satisfy a wide variety of business needs.

While the proposed development area was identified in the Official Community Plan (OCP) as a potential future Area Structure Plan (ASP) location, the creation of an ASP to direct the orderly development was not warranted. Rather, a Draft ASP developed (but never adopted) prior to the initial rezoning and a subsequent set of Development Permit (DP) guidelines provide sufficient guidance. As a result, the current reference in the OCP will be removed as a result of the OCP amendment.

The gateway location and proximity to Highway 97 N and a major residential and tourist hub in the Quail Ridge development warrants additional oversight in terms of the form and character of future development. The proposed amendments will result in each of the properties requiring a DP prior to construction. This requirement is consistent with recommendations made in a supplemental document to the originally proposed Area Structure Plan (Airport Business Park - Development Applications). The DP will help to ensure a higher level of development in terms of the buildings and structures and the landscaping within the zone.

Development of the subject properties will trigger construction of Hollywood Road N through the subject properties and connecting with Quail Ridge Boulevard. The construction of Hollywood Road N between Airport Way and Lougheed Road is anticipated within the 20 year Servicing Plan. Construction of Hollywood Road N through the subject properties should allow for the orderly development of the industrial parcels with limited impact on Quail Ridge residents and visitors.

The dedication of the area west of proposed Hollywood Road N to the City, while not providing recreational value, will allow the City to ensure that the area can be maintained to a high standard. The visually prominent hillside will be restored by the applicant in addition to a commitment to ongoing maintenance for five years to ensure planting success.

¹ City of Kelowna Zoning Bylaw 8000. Schedule ‘B’ - Comprehensive Development Zones (CD15 - Airport Business Park). P. CD15-1.

A portion of the subject properties was, until very recently, within the Agricultural Land Reserve (ALR). Exclusion of a portion of the subject properties was conditional on the provision of \$150,000 for the improvement of agriculture. Staff look forward to working with the Agricultural Land Commission (ALC) to identify the best use of these funds.

Staff are supportive of the proposed addition of the '*Breweries and Distilleries, Major*' use within one of the City's prominent business parks and in a gateway location. While older breweries and distilleries have been associated with noxious odors especially, newer technologies and brewing and distilling practices have resulted in the elimination of most odors. Examples such as the Molson Brewery on Burrard Street in Vancouver suggest that even a large scale brewery or distillery is a reasonable use in this zone.

The location of the Airport Business Park at a key location for receiving raw materials and shipping finished product further supports this use. Highway 97 N is a key link between Kelowna's manufacturers and its business markets and the desire for a large scale brewer or distiller to locate along this major transportation corridor is evident. Further, the proposed text amendment applies only to a CD zone and only those properties noted as industrial in this zone, the properties affected are fairly limited.

For the above-noted reasons, staff are supportive of the proposed amendments. While an OCP amendment is necessary to facilitate this development, the changes are consistent with staff expectations for this area.

4.0 Proposal

4.1 Background

OCP Amendment / Rezoning

The owners of the subject properties have been operating a gravel extraction operation since the 1970s. Several applications over the years have dealt with the ongoing gravel extraction operation as the gravel removal has proceeded towards the north boundary of the properties.

The subject properties were partially within the Provincial Agricultural Land Reserve (ALR) until recently. The land owners applied in 1996 to have ~25 ha excluded from the ALR. The ALC approved the exclusion of the land subject to a number of conditions. Of significance is a condition that the owner provides funds in the amount of \$150,000 for an agricultural project of the Commission's choice in the City of Kelowna. The conditions were satisfied in 2012 and the ~25 ha removed from the ALR. The use of the funds has not yet been identified, but it has been confirmed that they will be made available for a worthy project in the City's boundaries.

As the extraction operations are nearing their end, the land owners are now seeking to develop the former extraction areas for urban land uses.

The CD15 zone was developed with the subject properties in mind and was first applied to properties to the south through a 2003 rezoning. The CD zone contains a variety of uses that are appropriate and unique to these properties given their proximity to the airport and university and in a gateway location along Highway 97 N. The CD zone draws from I1 - Business Industrial and I2 - General Industrial zone uses, in addition to limited uses from the C3 - Community Commercial zone. The CD zone restricts the location and extent of certain uses (i.e. commercial) within the development site by virtue of the embedded location map (i.e. Map '1').

Text Amendment - Breweries and Distilleries, Major

The applicant seeks to amend the CD 15 - Airport Business Park zone to include the *Breweries and Distilleries, Major* use. The '*Breweries and Distilleries, Major*' and '*Breweries and Distilleries, Minor*' use categories were added to Zoning bylaw 8000 in February 2010. That

amendment added the ‘Breweries and Distilleries, Major’ use as a permitted “principal use” to the I2 - General Industrial, I3 - Heavy Industrial, I4 - Central Industrial zones. Meanwhile the C4 - Urban Centre Commercial and the C7 - Central Business Commercial zones were identified as appropriate zones for a more restrictive use, ‘Breweries and Distilleries, Minor’.

Staff felt that these few zones were appropriate for this use, which especially in the case of the ‘Major’, could generate impacts consistent with industrial uses and as a result, less desirable in most commercial zones, and even the cleaner ‘Business Industrial’ zone (i.e. I1).

4.2 Project Description

a) Official Community Plan

The applicant is proposing to expand the commercial/industrial uses that currently exist to the south of Airport Way north to Quail Ridge Blvd. Much of the land to become industrial has a Resource Protection designation, while the proposed Commercial area has an Industrial future land use designation. In addition, a portion (hillside) is proposed to have a Park designation where it is currently designated Industrial and Resource Protection Area (see Map A).

The entire Airport Business Park is also proposed to become a Development Permit Area which is consistent with the recommendations of the area structure planning.

b) OCP Text Amendment

The OCP text amendment is required to remove the Pier Mac site as a potential Area Structure Plan development site. The text amendment reflects general housekeeping to ensure that the OCP remains accurate and up-to-date.

c) Zoning

The subject properties are proposed to be rezoned from the existing A1 - Local Agriculture, I5 - Extraction, and P3 - Parks & Open Space zones to the CD15 - Airport Business Park and P3 - Parks & Open Space zones in order to accommodate the phased development of the proposed commercial/industrial business park (51 lots, comprised of one commercial and 50 industrial lots). The sloped area proposed to be rezoned to the P3 - Parks & Open Space zone will be dedicated to the City through the subdivision.

d) Zoning Bylaw Text Amendments

The Zoning Bylaw text amendment is required to permit ‘Breweries and Distilleries, Major’ as a principal use within the areas designated for industrial in the CD15 - Airport Business Park zone.

The rezoning of the subject properties north of Airport Way requires the replacement of the existing map which displays the extent of the CD 15 zone and the permitted uses within the zone with an updated map showing Phase 3.

e) Development Permit(s)

A Natural Environment DP will be executed at the staff level pending favourable consideration of the proposed land uses by Council and prior to adoption of the zone amending bylaw. The DP will specifically consider the east-facing hillside which will be rezoned and dedicated to the City. The DP will also address the drainage and restoration of this visually sensitive slope along with a maintenance plan to ensure the longer term success of the restoration.

Given that the CD15 zone includes some design guidelines, an overarching Form and Character DP will not be considered by Council prior to adoption of the zone amending bylaw. However, the proposed changes (including the amendment to OCP Map 5.8) will require that the development of the future lots (i.e. construction of buildings) require a DP executed at the staff level.

Project Overview

The applicant proposes the application of the CD15 zone to the portion of the site located between Airport Way to the south and Quail Ridge Boulevard to the north for the third and final phase. Since the first two phases were rezoned in 2003 it has been anticipated that this CD zone would be extended to the remainder of the site as the aggregate extraction was completed.

The applicant has provided a preliminary lot layout plan which proposes 51 lots, with nine lots being proposed as part of a first phase. Industrial parcel sizes vary considerably with smaller lots of approximately 4,000 m² and larger lots in excess of 2 ha (21,000 m²) to appeal to a wide variety of uses and operations. The single commercial parcel of 13,600 m² is located at the corner of Highway 97 N and Airport Way. The location allows for maximum highway exposure.

While it was originally envisioned (Draft ASP) that Phase 3, north of Airport Way would not contain commercial land uses, the development of the earlier phases saw the removal of some of that commercial land base in favour of industrial land. As a result of this redistribution, the proposed zoning seeks commercial use north of Airport Way in an amount generally consistent to what was agreed to in 2003.

This application proposes to rezone the west portion of the site which is located between the western property line and the proposed Hollywood Road extension between Airport Way and Quail Ridge Boulevard to P3 - Parks & Open Space. The proposed Hollywood Road alignment is at the toe of the slope. The result would be a titled parcel with the land west of the proposed Hollywood Road (~9.67 ha) dedicated to the City. Given the relatively steep slope (i.e. 50%) the dedicated parks space will function as a passive park space rather than a usable park.

The proposal also results in the dedication of land at the intersection of Airport Way and Highway 97 N. The dedication of land is consistent with the land dedicated to the south of Airport Way in support of an envisioned future diamond interchange. The diamond interchange is conceptual at this time, but has been discussed as an important piece of road infrastructure for years. Timing of the construction is dependent on the procurement of funding from senior governments.

The applicant notes that a major brewery has entered into a contract with the landowner to purchase and construct a brewery within the new phase of development. This agreement has led to the proposed addition of 'Breweries and Distilleries, Major' as a 'Principal Use' within the CD15 - Airport Business Park zone.

4.3 Site Context

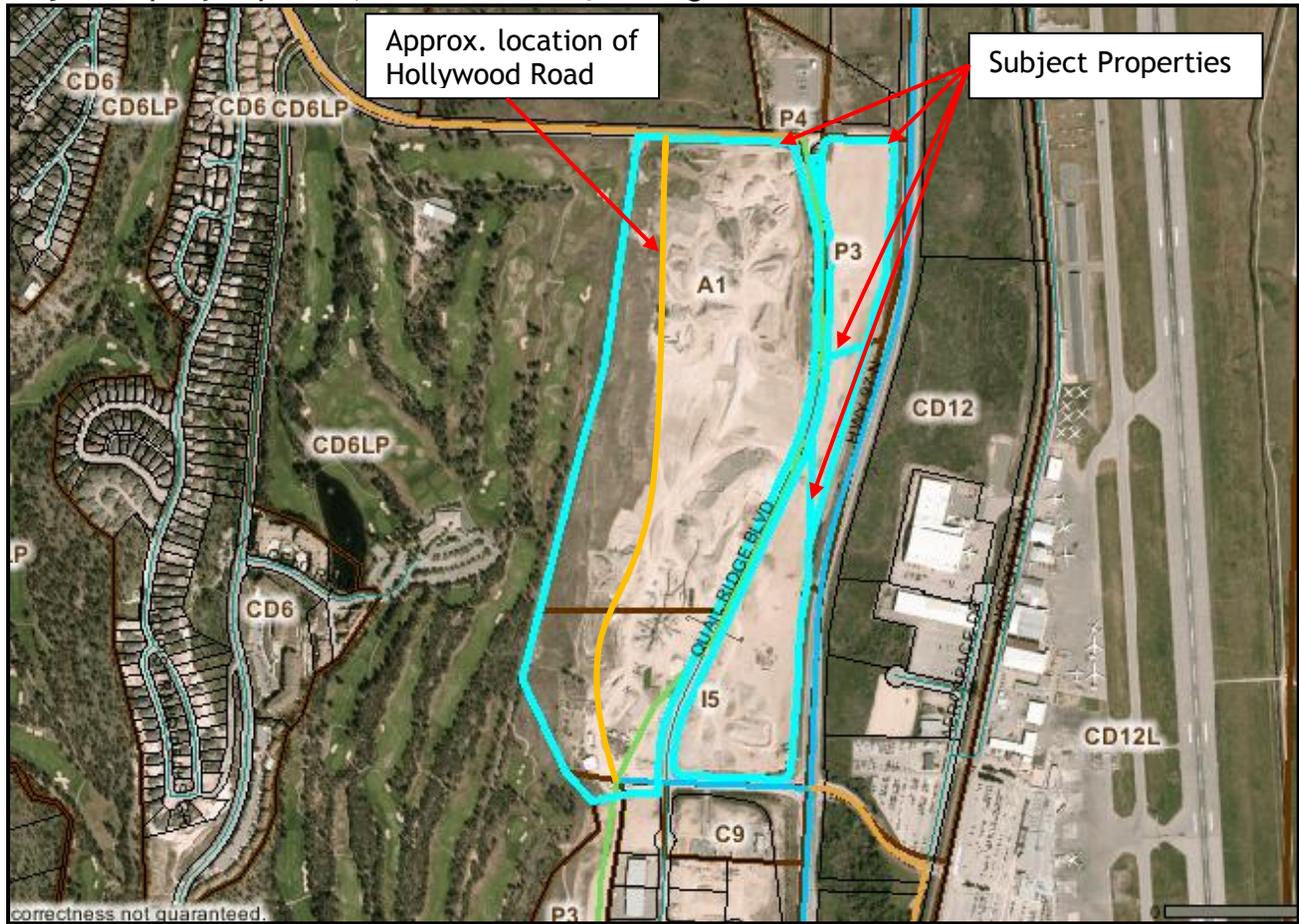
The subject property is located between the east boundary of the Quail Ridge Development and Highway 97 N. The western edge is bordered by the Okanagan Golf Club's "The Bear". The property slopes down west to east from the Quail Ridge development to the Highway. On the northern edge lies a Fortis substation, while Phase I of the Airport Business Park, including the Four Points by Sheraton hotel, currently under construction to the south.

The subject properties have been used for gravel extraction and related uses.

Adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	A1 - Agriculture 1 P4 - Utilities	Rural Fortis Substation
East	Highway CD12 - Airport	Highway 97 N Kelowna International Airport
South	C9 - Tourist Commercial CD15 - Airport Business Park P3 - Parks & Open Space	Hotel Business park Open space
West	CD6 - Golf Resort	Golf course

Subject Property Map: 1760, 2025 and 2137 Quail Ridge Blvd



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process Policies:

Rezoning to Industrial. Consider allowing land not currently designated as industrial to be supported for an Official Community Plan amendment and subsequent rezoning to allow industrial uses provided that such a rezoning would be consistent with other Official Community Plan policies, provided that available municipal infrastructure can support the use, and provided that the industrial use would be compatible with existing and proposed future surrounding uses.

Compatibility issues to consider include, but are not limited to, visual impact, noise, odour, hours of operation, pollution and traffic².

Business Centres. Encourage, in areas designated as “Industrial,” the provision of business centres that incorporate a mix of research, light manufacturing and associated business office uses³.

Location of Heavy Industry. Direct heavy industries to areas that would not negatively affect existing neighbourhoods or businesses and the natural environment⁴.

Use of Gravel Prior to Development. Encourage identified gravel resources to be extracted prior to development of these sites for urban uses to avoid the necessity of seeking such resources in ALR areas (see Map 5.11 - Sand and Gravel Deposits)⁵.

Use of Depleted Areas. Require depleted extraction areas to be rehabilitated in accord with provincial Best Management Practices and used for urban or open space purposes consistent with Official Community Plan goals and policies⁶.

Economic Development Policies:

Sustainable Prosperity. Assign priority to supporting the retention, enhancement and expansion of existing businesses and post secondary institutions and the attraction of new businesses and investment identified as bringing sustainable prosperity to Kelowna⁷.

Highway 97. Recognize the role that Highway 97 plays as a goods and services transportation link between Kelowna and its business markets⁸.

6.0 Technical Comments

6.1 Building & Permitting Department (N/A)

6.2 Development Engineering Department (see attached)

6.3 Bylaw Services (N/A)

6.4 Infrastructure Planning (Parks)

Consistent with the previous land dedication at 3420 Fleet Avenue as part of the previous phase, the City will accept Lot 10 (9.67 ha) as open space dedication with the following conditions:

- Dedication of a titled lot zoned P3 - Parks & Open Space;
- The adequate mitigation of all slope hazards, including drainage, erosion, etc.;
- Environmental Development Permit which satisfies the need for restoration of the lot along with an implementation and monitoring plan; and,
- Five year maintenance agreement to ensure success of the implemented restoration plan.

6.5 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 225 litres per second flow. Additional comments will be provided at the time of building permit applications.

² City of Kelowna Official Community Plan; Chapter 5 - Development Process Chapter - Industrial Land Use Policies. Page 5.29.

³ City of Kelowna Official Community Plan; Chapter 5 - Development Process Chapter - Industrial Land Use Policies. Page 5.30.

⁴ City of Kelowna Official Community Plan; Chapter 5 - Development Process Chapter - Industrial Land Use Policies. Page 5.30.

⁵ City of Kelowna Official Community Plan; Chapter 5 - Development Process Chapter - Industrial Land Use Policies. Page 5.30.

⁶ City of Kelowna Official Community Plan; Chapter 5 - Development Process Chapter - Industrial Land Use Policies. Page 5.30.

⁷ City of Kelowna Official Community Plan; Chapter 8 - Economic Development Chapter - Sustainable Wealth. Page 8.1

⁸ City of Kelowna Official Community Plan; Chapter 8 - Economic Development Chapter - Physical Infrastructure. Page 8.3.

6.6 Interior Health Authority

Interior Health is in support of this application.

6.7 Irrigation District

The properties are within GEID's boundaries and are currently assessed by GEID with a total of 114.29 acres of "0" Grade (land with no water). Land elevation of the properties ranges from approximately 433 m at the southeast corner to 464 m at the north end of the site. The proposed CD-15 zoning for commercial and industrial development requires a minimum fire flow of 225 in all industrial zones, along with 100 m hydrant spacing.

The majority of this fire flow must be provided from the UBCO Reservoir with possible supplementary flow from the Quail Reservoir. Pier Mac Petroleum, the City of Kelowna, GEID and UBCO contributed to the construction of the UBCO reservoir in 2006. During the past few years, considerable development including build-out at UBCO, connection of the airport lands to GEID water, and valving changes by GEID for the Ellison area have occurred. Modelling and detailed engineering design are required to update the original design model and analyze the demands that development of the subject properties may impose on GEID. GEID has no objection to the rezoning of this property, subject to resolving issues outlined in the above comments.

7.0 Application Chronology

Date Application Received: January 11, 2013

Report prepared by:

Greg Sauer, Environment & Land Use Planner

Reviewed by:

Danielle Noble, Manager, Urban Land Use

Approved for Inclusion:

Doug Gilchrist, Acting Director, Land Use Management

Attachments:

Subject Property Map

CD15 - Airport Business Park Zoning Plan - Current Phase

Map "A" - OCP Amendment

Map "B" - Zoning Amendment

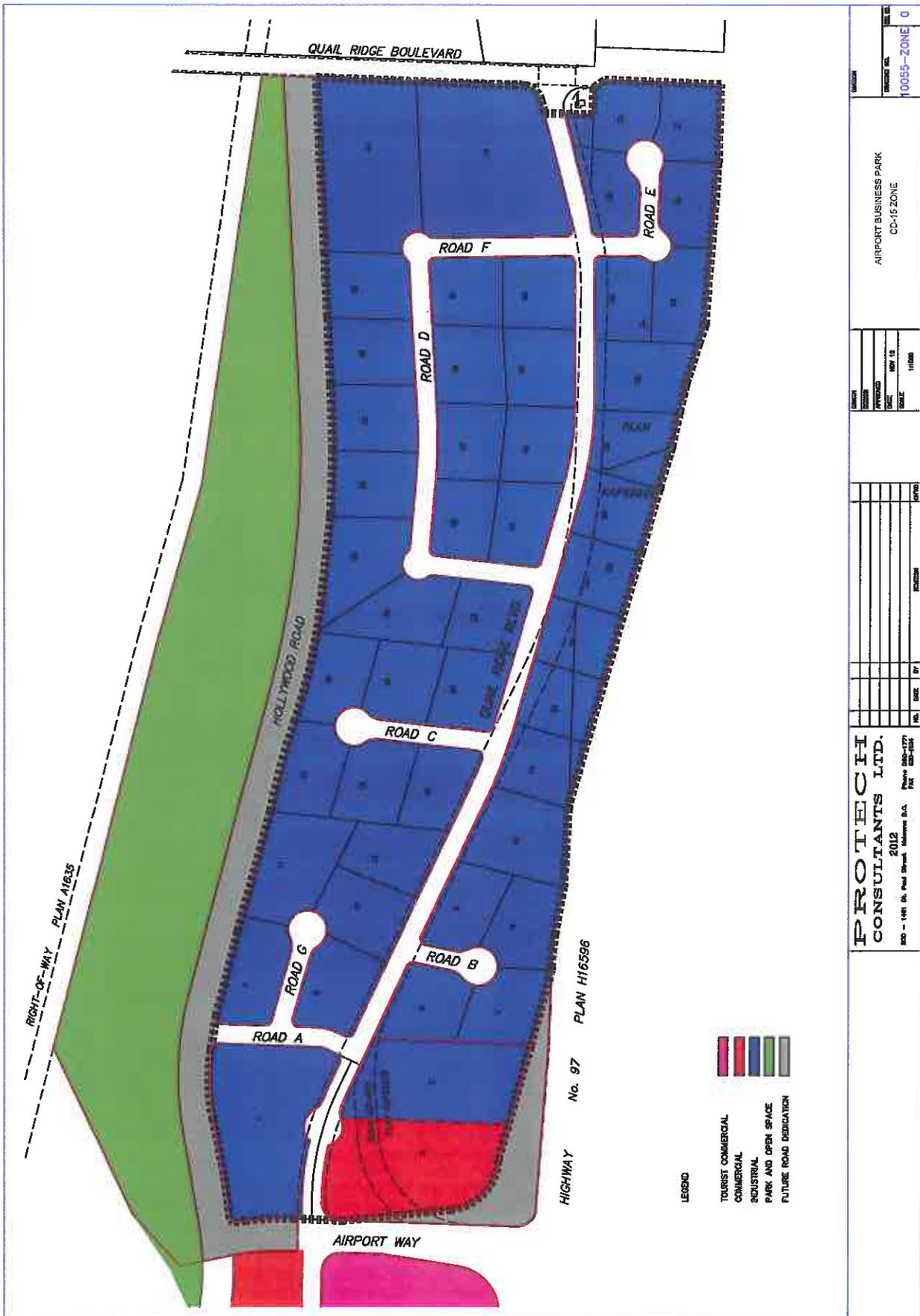
Map "C" - Development Permit Area Amendment

Schedule "A" - Summary of OCP Text Amendments

Schedule "B" - Map 1 - CD15 Zone

Schedule "C" - Summary of Zoning Bylaw Text Amendments

Development Engineering Comments



Subject Property Notes:

Amend the OCP for a portion of the subject property from Resource Protection (AGR) to Major Park and Open Space (PARK).

Subject Property Notes:

Amend the OCP for portions of the subject property from Resource Protection (AGR) to Industrial (IND).



AGR to IND

AGR to PARK

IND to PARK

IND to COMM

Subject Properties Notes:

Amend the OCP for the subject properties from Resource Protection (AGR) to Industrial (IND).

Subject Property Notes:

Amend the OCP for a portion of the subject property from Industrial (IND) to Commercial (COMM).

Subject Property Notes:

Amend the OCP for a portion of the subject property from Industrial (IND) to Major Park and Open Space (PARK).

**MAP "A" OCP AMENDMENT
OCP13-0002**

- | | | |
|---------------------------|------------------|--------------|
| Commercial | Subject Property | Legal Parcel |
| Education / Institutional | AGR to PARK | Easement |
| Industrial | AGR to IND | Highway 97 |
| Major Park and Open Space | IND to COMM | Railway |
| Public Service Utilities | IND to PARK | |
| Private Recreational | | |
| Resource Protection | | |
| Railway | | |

0 100 Metres

This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified. Rev. Mar 05, 2013





Subject Property Notes:
 Rezone a portion of the subject property from A1 Agriculture 1 to P3 Parks and Open Space.

Subject Property Notes:
 Rezone the subject property from P3 Parks and Open Space to CD15 Airport Business Park (Industrial).

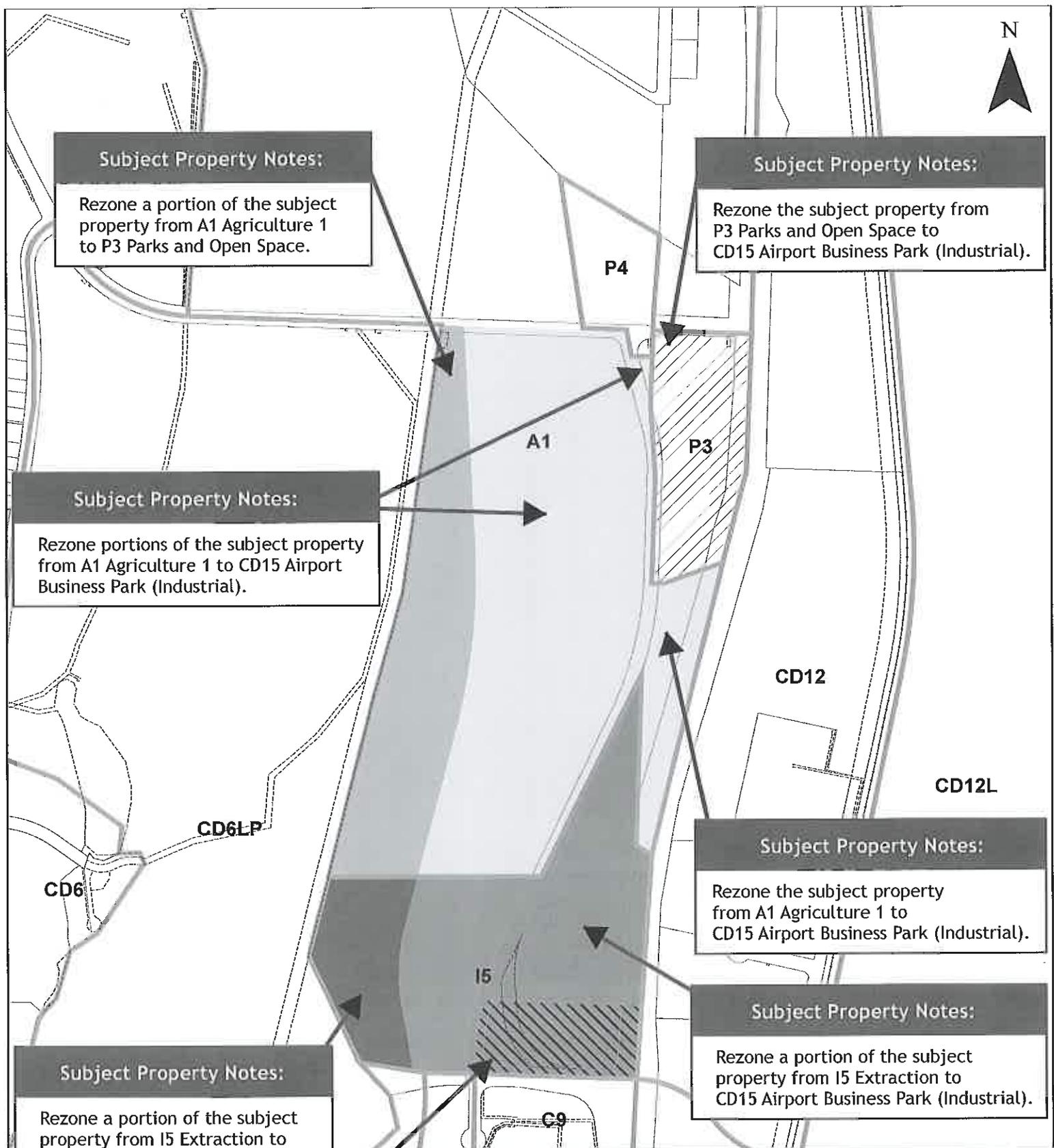
Subject Property Notes:
 Rezone portions of the subject property from A1 Agriculture 1 to CD15 Airport Business Park (Industrial).

Subject Property Notes:
 Rezone the subject property from A1 Agriculture 1 to CD15 Airport Business Park (Industrial).

Subject Property Notes:
 Rezone a portion of the subject property from I5 Extraction to P3 Parks and Open Space.

Subject Property Notes:
 Rezone a portion of the subject property from I5 Extraction to CD15 Airport Business Park (Industrial).

Subject Property Notes:
 Rezone a portion of the subject property from I5 Extraction to CD15 Airport Business Park (Commercial).

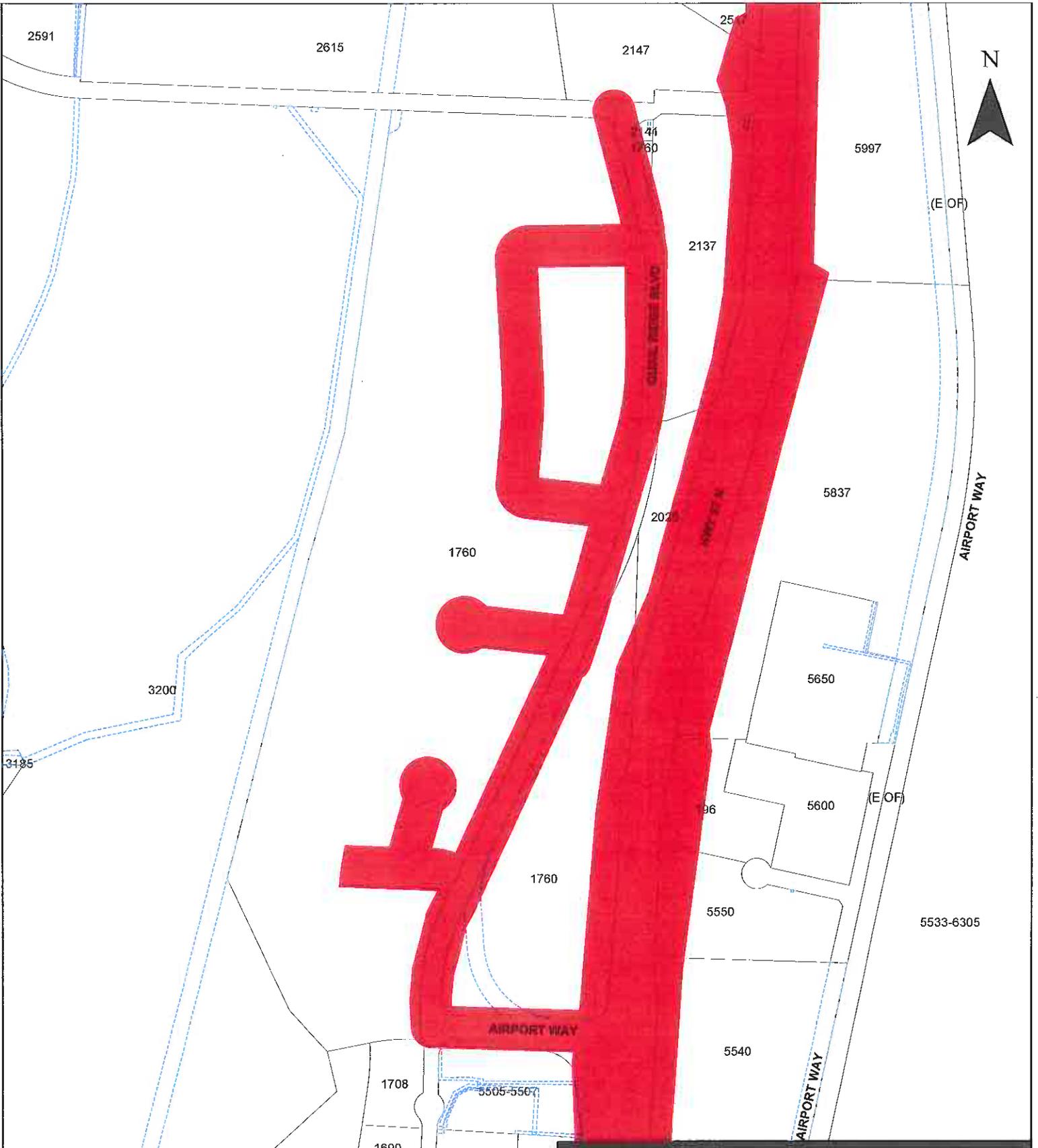


MAP "B" PROPOSED ZONING
 File #Z13-0003

I5 to CD15 Commercial	Zoning
P3 to CD15	Legal Parcel
A1 to CD15	Easement
A1 to P3	Railway
I5 to CD15	
I5 to P3	

0 100 Metres





Secondary Suite & Two Dwelling

All properties within the city zoned to permit secondary suites, two dwelling housing.

General Commercial & Industrial DP Areas

Commercial & Industrial properties abutting red coloured roads and Okanagan Lake Foreshore are subject to Development Permit Designation.

All commercial zoned properties within the City located in a residential neighbourhood are subject to DP Designation.

General Multiple Unit DP Areas

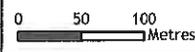
All properties within the city that are multiple dwelling housing are subject to DP designation.

Map "C" - Urban Design Development Permit Area Designation - OCP Map 5.8 Proposed Amendment

Legal Parcel

Easement

This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



Official Community Plan Bylaw No. 10500

Proposed Text

Existing Text

Section

Chapter 4: Future Land Use

Mapping Notes

Table 4.2 Potential ASP Development Components

Area	A	B	C	D	E	F	G	H	I	J	K
Structure Plans											
1. Pier Mac	•										
2. North Clifton Road											
3. Eagle Ridge											
4. Tonn Mountain											
Potential Future Land Uses To Be Determined											

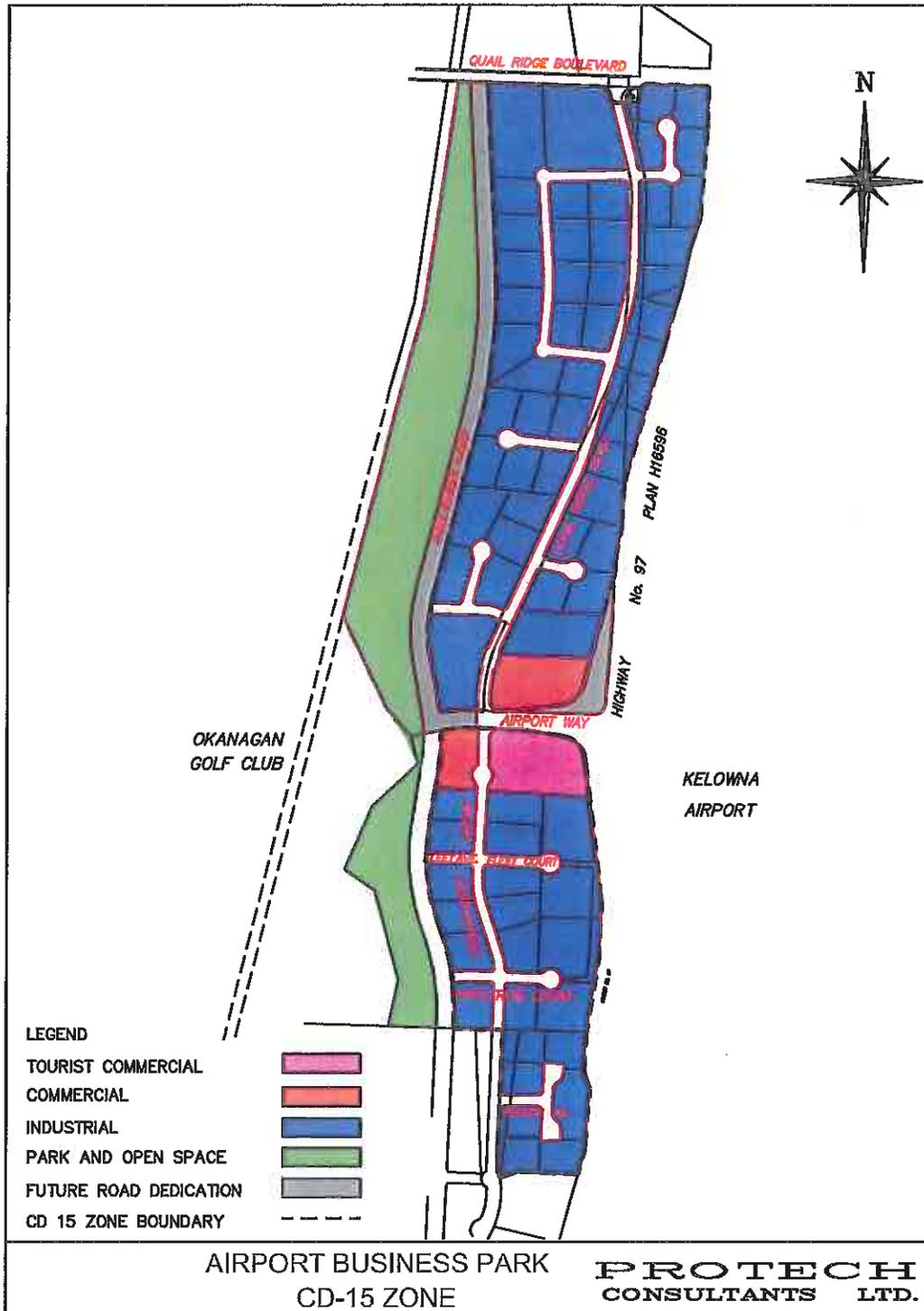
- A. Public Open Space
- B. School/College/ University
- C. Neighbourhood Commercial
- D. General Commercial
- E. Tourism Commercial
- K. Agricultural
- F. One/Two Unit Residential
- G. Multi-Unit Residential (Low)
- H. Multi-Unit Residential (Medium)
- I. Multi-Unit Residential (High)
- J. Industrial

Table 4.2 Potential ASP Development Components

Area	A	B	C	D	E	F	G	H	I	J	K
Structure Plans											
1. North Clifton Road											
2. Eagle Ridge											
3. Tonn Mountain											
Potential Future Land Uses To Be Determined											

- A. Public Open Space
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- E. Tourism Commercial
- F. One/Two Unit Residential
- G. Multi-Unit Residential (Low)
- H. Multi-Unit Residential (Medium)
- I. Multi-Unit Residential (High)
- J. Industrial
- K. Agricultural

Schedule "B" - Map 1 - CD15 Zone



Schedule "C" - Text Amendment No. TA13-0004

Zoning Bylaw No. 8000			
No.	Section	Existing Text	Proposed Text
1	<p>Schedule 'B' - Comprehensive Development Zones</p> <p>CD15 - Airport Business Park</p> <p>S.1.2.1</p>	<p>The principal uses for areas noted as industrial on CD15 Map 1, which is attached to and forms part of this bylaw, are:</p> <p>(a) animal clinic, major</p> <p>(b) auctioneering establishments</p> <p>(c) automotive rentals</p> <p>(d) broadcasting studios</p> <p>(e) business support services</p> <p>(f) care centres, major</p> <p>(g) commercial storage</p> <p>(h) contractor services, limited</p> <p>(i) custom indoor manufacturing</p> <p>(j) emergency and protective services</p> <p>(k) food primary establishments</p> <p>(l) fleet services</p> <p>(m) general industrial</p> <p>(n) liquor primary establishment, minor</p> <p>(o) mobile home sales</p> <p>(p) non-accessory parking</p> <p>(q) offices</p> <p>(r) participant recreation services, indoor</p> <p>(s) recycling depots</p> <p>(t) vehicle and equipment services, industrial</p> <p>(u) warehouse sales</p> <p>(v) utility services, minor impact</p>	<p>The principal uses for areas noted as industrial on CD15 Map 1, which is attached to and forms part of this bylaw, are:</p> <p>(a) animal clinic, major</p> <p>(b) auctioneering establishments</p> <p>(c) automotive rentals</p> <p>(d) breweries and distilleries, major</p> <p>(e) broadcasting studios</p> <p>(f) business support services</p> <p>(g) care centres, major</p> <p>(h) commercial storage</p> <p>(i) contractor services, limited</p> <p>(j) custom indoor manufacturing</p> <p>(k) emergency and protective services</p> <p>(l) food primary establishments</p> <p>(m) fleet services</p> <p>(n) general industrial</p> <p>(o) liquor primary establishment, minor</p> <p>(p) mobile home sales</p> <p>(q) non-accessory parking</p> <p>(r) offices</p> <p>(s) participant recreation services, indoor</p> <p>(t) recycling depots</p> <p>(u) utility services, minor impact</p> <p>(v) vehicle and equipment services, industrial</p> <p>(w) warehouse sales</p>

CITY OF KELOWNA
MEMORANDUM

Date: February 28, 2013
File No.: Z13-0003
To: Land Use Planner (GS)
From: Development Engineering Manager (SM)
Subject: 5520 Hwy 97N.- Pier Mac – W ½ Sec. 14, Twp. 23, ODYD

Development Engineering Comments and requirements regarding this application to rezone the subject properties from A1 and I5 to P3 and CD-15 as follows:

These are Development Engineering initial comments and they may be subject to the MOTI comments and requirements.

1. 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:

- Overall site suitability for development.
- Slope analysis (i.e. 0-10 %, 10-20 %, 20-30% and over 30 %).
- Presence of ground water and/or springs.
- Presence of fill areas.
- Presence of swelling clays.
- Presence of sulfates.
- Potential site erosion.
- Provide specific requirements for footings and foundation construction.
- Provide specific construction design sections for roads and utilities over and above the City's current construction standards

2. Domestic water and fire protection.

- a) This development is within the service area of the Glenmore Ellison Improvement District (GEID). The developer is required to make satisfactory arrangements with the GEID for these items. All charges for service connection and all necessary upgrading costs are to be paid directly to the GEID.
- b) The water system must be capable of supplying domestic and fire flow demands in accordance with the Subdivision & Servicing Bylaw for the requested zoning. The applicant must provide water computations for this development to confirm the available water supply.

.../2

3. Sanitary Sewer.

The municipal wastewater collection system is available for the proposed development. Certain portions of the wastewater infrastructure require some investigation to confirm the capacity and routing of the collection system as follows:

- a) The Hwy 97 lift station was designed and constructed to accommodate the wastewater flows from the subject property based upon industrial flows. The plans submitted in support of this application indicate a proposed increase of commercial area. The applicant is required to assess the capacity of the lift station under the current conditions, evaluate the effect of the proposed development on the system and upgrade the lift station if required. The cost of the lift station upgrades will have to be determined for bonding purpose.

4. 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. This plan can become part of the geotechnical study to identify the ground recharge/detention areas.

5. Power and Telecommunication Services.

The services to this development are to be installed underground. It is the developer's responsibility to make a servicing application to the respective utility companies. The utility companies are then required to obtain the city's approval before commencing their works.

6. Road improvements.

- a) A traffic Impact Analysis (TIA) was submitted in support of the initial development application for the development of the southerly portion of the original property. There have been significant road network upgrades and some shift in the traffic objectives in the recent years. The TIA must be updated based upon the Terms of Reference to be established in collaboration with the Ministry of Transportation and the City of Kelowna Transportation & Mobility Branch. The costs of road improvements will have to be determined for bonding purpose.
- b) The intersection of Airport Way and Hwy 97 has gone through many metamorphoses over the last decade or so and varying land acquisitions scenarios have been identified as the intersection geometry evolved. The land dedication and upgrades triggered by this application must be determined prior to the adoption of the zone amending Bylaw.

7. 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.

.../3

- 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.

8. Servicing Agreements for Works and Services

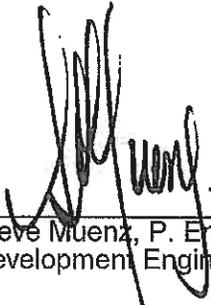
- a) A Servicing Agreement is required for all works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings or reports and estimates for the required 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.

9. Bonding and Levies Summary.

- a) Performance Bonding

Road infrastructure upgrading (if required)	To be determined
Lift Station upgrading(if required)	To be determined
- b) Levies

Engineering Development and Inspection Fee	To be determined
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 Steve Muenz, P. Eng.
 Development Engineering Manager

B²