

City of Kelowna
Public Hearing
AGENDA



Tuesday, June 24, 2014
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 June 10, 2014 (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. 10962 (OCP14-0005) and Bylaw No. 10963 (Z14-0006) - 235 Queensway Avenue, 1470 & 1476 Water Street, Portions of Mill Street & Queensway Avenue, Westcorp Holyrood Inc. 5 - 95

Requires a majority of all members of Council (5).

To amend the Official Community Plan in order to change the Land Use Designations of part of the properties from the Park - Major Park & Open Space Designation to the MXR - Mixed Use (Residential/Commerical) Designation and to rezone the subject properties from the C7 - Central Business Commercial and P3 - Parks and Open Space zones to the C7lp/rls - Central Business Commercial (liquor primary/retail liquor sales) zone.

- 3.2 Bylaw No. 10972 (Z14-0014) - 890 Mayfair Road, Henry & Ingrid Jenzen 96 - 112

To consider a proposal to rezone the subject property by adding the 'c' designation to the RU1 - Large Lot Housing zone in order to convert an existing accessory building into a carriage house.

- 3.3 Bylaw No. 10973 (Z14-0015) - 2248 Abbott Street, Susan Bennett 113 - 128

To consider a proposal to rezone the subject property from the RU1 - Large Lot Housing zone to the RU6 - Two Dwelling Housing zone which would allow a duplex to be built on the subject property.

- 3.4 Bylaw No. 10960 (OCP13-0003) and Bylaw No. 10961 (Z13-0004) - 1800 Crosby Road, DRS Ventures Ltd. 129 - 185

To amend the Official Community Plan in order to change the future land use and zoning on a portion of the subject property in order to accommodate a 12 lot development in the Glenmore area.

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: 4/28/2014
RIM No. 1250-30
To: City Manager
From: Urban Planning, Community Planning & Real Estate (JM)
Application: OCP14-0005 / Z14-0006 **Owner:** Westcorp Holyrood Inc
Inc. No. A31452
Address: 235 Queensway Avenue, 1470 & 1476 Water Street, Portions of Mill Street and Queensway Avenue **Applicant:** Westcorp Development
Subject: Official Community Plan Amendment and Rezoning Applications
Existing OCP Designation: MXR - Mixed Use (Residential/Commercial)
PARK - Major Park & Open Space
Proposed OCP Designation: MXR - Mixed Use (Residential/Commercial)
P3 - Parks and Open Space
Existing Zone: C7 - Central Business Commercial
C7lp/rls - Central Business Commercial (Liquor Primary/
Retail Liquor Sales)
Proposed Zone: C7lp/rls - Central Business Commercial (Liquor Primary/
Retail Liquor Sales)

1.0 Recommendation

THAT Official Community Plan Bylaw Amendment No. OCP 14-0005 to amend Map 4.1 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by changing the Future Land Use designation of:

1. Part of the Mill Street Road Right-of-Way, being approximately 596m² in area, located adjacent to 235 Queensway Avenue and 262 Bernard Avenue, Kelowna, BC
2. Part of the Queensway Avenue Road Right-of-Way, being approximately 168m² in area, located adjacent to 235 Queensway Avenue and 1470 Water Street, Kelowna, BC

from the PARK - Major Park & Open Space designation to the MXR - Mixed Use (Residential/Commercial) designation, as shown on Map "A" attached to the Report of Land Use Management Department dated April 28, 2014, be considered by Council;

AND THAT Council considers the Public Information Session public process 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 April 28, 2014;

AND THAT Rezoning Application No. Z14-0006 to amend City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of:

1. Lot 1, District Lot 139, ODYD, Plan 2698, located at 1470 Water Street, Kelowna, BC
2. Lot 2, District Lot 139, ODYD, Plan 2698, located at 1476 Water Street, Kelowna, BC
3. Part of the Mill Street Road Right-of-Way, being approximately 596m² in area, located adjacent to 235 Queensway Avenue and 262 Bernard Avenue, Kelowna, BC
4. Part of the Queensway Avenue Road Right-of-Way, being approximately 168m² in area, located adjacent to 235 Queensway Avenue and 1470 Water Street, Kelowna, BC

from the C7 - Central Business Commercial and P3 - Parks and Open Space zones to the C7lp/rls - Central Business Commercial (liquor primary / retail liquor sales) zone, as shown on Map "B" attached to the Report of the Land Use Management Department dated April 28, 2014, 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 for the subject property;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the submission of a plan of subdivision consolidating the subject properties and closed road into one title;

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

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the applicant entering into an encroachment agreement with the City to accommodate canopies, and a land agreement to accommodate the kaleidoscope projection, as described in the report from the Urban Planning Department, dated April 28, 2014;

AND FURTHER THAT final adoption of the Zone Amending Bylaw be considered subsequent to the conclusion of the road closure process, as described in the report from the Urban Planning Department, dated April 28, 2014.

2.0 Purpose

To consider a proposal to change the Official Community Plan Future Land Use designation and to Rezone portions of the subject properties in order to permit the development of an hotel tower including ancillary commercial retail, conference centre, and restaurant facilities.

3.0 Urban Planning Department

Urban Planning staff are supportive of the proposed Rezoning and OCP amendment application to facilitate the development of a signature hotel tower and supporting uses on the subject property.

Both the OCP and the Downtown Plan support tower development on the site as part of a broader effort to encourage densification and increased activity in Kelowna's downtown. The policy direction provided in these documents supports development of up to 19 storeys in the form of a signature building with a high quality of design.

The applicant team has come forward with a very strong proposal that meets the needs of the proponent, while responding creatively and thoroughly to the site's contextual challenges. The result is an elliptical 24 storey tower containing 214 hotel units set within a five storey podium that contains vehicle parking wrapped by at-grade retail, a conference centre, and rooftop amenity areas.

While each face of the podium responds to its own unique context, it is the development's direct interface with Kerry Park that receives the greatest attention. Its massing steps down from 5 storeys to 1 storey with tiered outdoor patios focused on a rotunda feature intended to function as a "lantern" at night on the waterfront. Uses at grade invite a high level of pedestrian activity, which will create an engaging environment for patrons of the development and for park users.

The impacts of the development on Kerry and Stuart Parks will be positive, and will support the objectives of the OCP and Downtown Plan. The proposal is built to the westernmost lot line, therefore construction activity will have temporary construction impacts on portions of Kerry Park. Also, the shadowing from the proposed development has an effect on the adjacent parkland. The impact of the shadowing is worsened by the additional five (5) storeys of height requested by the applicant. Staff is working with the applicant team to provide mitigation for these impacts through improvements to Kerry Park in accordance with the City's Kerry Park Concept Plan. Negotiations continue with staff with the aim of coming to agreement prior to Council consideration of the Development Variance Permit.

As noted above, the height of the tower exceeds what was previously considered for the site by 5 storeys, for a total of 24 storeys. In addition, three other very minor variances are requested by the applicant. Staff are not opposed to these requests; they will be considered together and in greater detail should Council support the land use.

4.0 Proposal

4.1 Background

In 2009 Council tasked staff with the development of a plan to guide the development of the downtown into the future. Working with diverse interest groups over several years, the Downtown Plan was adopted by Council on February 27, 2012. The overall vision of the plan is a downtown that "will include areas where citizens choose to live, shop, play and congregate and where businesses choose to do business and where developers choose to develop". To achieve this, the focal points of the plan are:

1. Making downtown more pedestrian friendly
2. Increasing activity downtown
3. Increasing the number of people living downtown
4. Reducing crime/increasing safety
5. Making it easier to park

Within the context of its broader goals for the success of Kelowna's downtown, the plan specifically contemplates building height. The Downtown Building Heights Map provides general maximum height guidance on a lot-by-lot basis, and expresses a form of development that generally increases height as buildings move away from the lake. On this map, the subject properties are noted as suitable for a maximum of 19 storeys in height. The policy direction from this plan has been transferred into the Official Community Plan and has been refined there. The subject site is specifically discussed in the OCP, which provides the following as a guideline to be used in the consideration of future development on the site:

“The former Willow Inn site at the corner of Queensway Avenue and Mill Street is significant given the site’s proximity to the waterfront and its high visibility. In order to achieve approval for up to 19 storeys on this site, any proposed development should be required to demonstrate that it gives careful consideration to view impacts from other parts of downtown, is a signature landmark building and that it meets a high standard of design excellence regarding aesthetics and building performance.”

Using this direction, the applicant has engaged a series of architectural and landscape consultants to design the development to a quality that reflects the site’s prominence. Together, the applicant team has been very pro-active in working with City staff to ensure that issues are identified and requirements addressed as early as possible.

As a component of their development, the applicant has requested that a portion of Queensway Avenue and the majority of Mill Street be closed and consolidated with their site (see attached Road Closure Plan). Should Council support the land use applications, staff will bring forward the road closure request for Council consideration. According to the applicant, the additional roadway lands are needed for the site in order to accommodate parking, which cannot be provided below grade due to the high water table. The developer has proposed to compensate the City for the land at market value.

Due to a technical provision of the Zoning Bylaw, roads take on an equal share of the zoning of abutting land uses. In this instance, half of the Mill Street road right-of-way is zoned for commercial use, while the other half is zoned for park use. The same logic applies to the OCP Future Land Use designation, with half of the road right-of-way being designated for mixed use, and the other half for park. As a result of this, the proponent must apply to rezone and to amend the OCP for half of the Mill Street road right-of-way and a small portion of the Queensway Avenue road right-of-way such that the entire development site is zoned C7lp/rls - Central Business Commercial (Liquor Primary/Retail Liquor Sales) and designated MXR - Mixed Use (Residential/Commercial) in the OCP (see attached Maps ‘A’ and ‘B’).

The development will interface directly with Kerry Park, which has recently undergone a concept site planning exercise with City staff and a landscape consultant. The Kerry Park Concept Plan was completed in September of 2013. However, no funding for its implementation has been included in the 2020 Capital Plan (refer to Section 3.0 discussion).

In accordance with Council Policy No. 367, the applicant has completed a Public Information Session (see attached Community Consultation Summary). The session was held on Wednesday, March 12, 2014 from 3pm - 7pm at the Rotary Centre for the Arts. In preparation for the session, the applicant took out daily ads in local newspapers for two weeks in advance, and went door-to-door in the downtown area providing flyers to businesses. Three large format development signs were also posted on the subject property, each of which identified the date, location and time for the information session. The applicant also maintains a website for the project.

Over the course of the information session, the applicant recorded the attendance of 188 members of the public. It is thought that this is an underestimation of attendance, as not all attendees signed in. Attendees were provided with a clipboard that held a survey for them to complete. 129 surveys were returned. Of the surveys returned, the responses were overwhelmingly positive, with only 13 negative responses submitted. Responses noting support for the project were principally focused on the form and character of the proposed development, and on the increased level of activity that the project would bring. The responses submitted not in support noted concerns about height, proximity to lake, and whether the development is accessible for all socio-economic groups in Kelowna.

Finally, the proposal was reviewed by the City's staff-led Advisory Design Team at its meeting of March 13, 2014. Overall, the feedback from staff on the design of the proposal was overwhelmingly positive, and no significant changes were suggested.

4.2 Project Description

The applicant is proposing to develop a signature hotel tower on the subject property, including ancillary conference centre, commercial retail, and restaurant uses. Both the tower and podium components of the development are critical for different reasons, and each is discussed in detail separately below. This is followed by an analysis of the impacts of the development and the request for a road closure.

The Tower:

The design of the development has been driven by several key factors, of which its context is one of the most critical. Within the larger area of downtown Kelowna, from Clement Avenue in the north to Harvey Avenue to the south, the skyline of Kelowna features a number of towers, both existing and approved but not constructed. At the north side of downtown, the Waterscapes/Sky tower is the tallest existing tower at 26 storeys in height. The Discovery Point, Dolphins, and Grand Hotel towers are adjacent to this at 26, 17, and 11 storeys respectively. Within the central area of the downtown, tower height is somewhat lower, with the Downtown Lofts at 11 storeys, and the Madison at 15 storeys. A notable exception to this is the recently approved Monaco towers, which are designed at 18 and 26 storeys. Moving further south, an approved development on the 400 block of Bernard Avenue is 26 storeys in height.

The proposed tower is 24 storeys in height, and contains of 214 rooms. As viewed from a distance, the proposed tower would be generally in keeping with the height of towers existing or approved, and would act as a bookend of sorts, anchoring Kelowna's downtown. This proposal does exceed, by 5 storeys, the maximum height of development considered for the site in the OCP and the Downtown Plan. In support of this request, the applicant noted that "the additional 5 storeys were needed in order to reach the number of hotel rooms required to make the hotel efficient and economically viable as a project."

The physical design of the tower is also crucial to the success of the development. Both the Downtown Plan and the OCP encourage the development of slender tower forms, as opposed to lower, bulkier buildings, with the aim of protecting privacy, reducing visual impact and shadowing. The applicant team has explored a variety of building forms in an effort to meet this direction. The team has arrived at a tower design whose central form is an ellipse, which allows the tower to be oriented such that it presents a very narrow silhouette when viewed from the east (downtown) or west (lake). The north and south elevations of the tower are accented by a staggered pattern of balconies, which also assist in breaking down the monolithic form of the ellipse.

The tower will contain the vast majority of hotel units. Nearer the base, the uses of the tower begins to shift towards more general hotel uses, including the lobby, hospitality suite, fitness centre and spa, and hotel offices. The core of the tower consists of a staircase and three elevators. Rooms surround this central core, with a range of between 2-13 hotel units per floor.

A white composite panelling and glazing will form the principal materials used on the tower. Major engineered wood elements will accent the tower at its top and base. Balconies on the tower will feature coloured glass privacy screens, and the underside of the balconies will be finished in wood.

The Podium:

The hotel tower is set within a 5 storey podium that contains a core of vehicle parking wrapped by commercial retail and conference uses. When viewed at the finer scale of the blocks immediately surrounding the site, the impact of the podium component of the development is more significant. While the tower is most impactful when viewed from a distance and its footprint only occupies a portion of the site, the podium covers the entire site. Indeed, it is the podium that meets adjacent public space directly, and it is the portion of the building with which members of the public will interact most directly. With this in mind, the podium must unify and enhance the urban fabric of its immediate vicinity.

The massing of existing buildings in the general vicinity of the subject site is typically in the range of 1-6 storeys. Buildings along Bernard Avenue in particular are of a limited height, reflecting their heritage character. Development in these areas presents a consistent street wall, with most buildings having no setback from property lines. In some cases, and particularly along Bernard Avenue, storefronts are relatively narrow, and often feature residential or office uses on upper floors. Moving north of Bernard, buildings tend to be less narrow, single-use structures more suited to office uses and reflective of later phases of downtown development.

The west side of the proposed building interacts directly with Kerry Park. Where there is presently a road (Mill Street) separating the site from Kerry Park, the proposal aims to bring the podium of the development to meet the eastern limit of Kerry Park. As the “keystone” to the downtown waterfront, Kerry Park is very well used by residents and visitors and is home to regular festivals and activities in the summertime. The park contains “the Sails” and “Ogopogo” public art pieces, and also provides the only access/egress for the new Downtown Marina. While each face of the podium is important, it is perhaps the interface of the development with Kerry Park - with its heightened level of activity - that is the most crucial.

Both the form and finishing of the podium structure respond well to the varied needs of their surroundings. This challenge is rendered all the more difficult, as the podium must also provide all the parking necessary for the hotel and associated uses. To achieve this, five levels of parking are wrapped by a commercial retail, restaurant, coffee shop, office, conference centre and hotel uses.

The podium interface with Kerry Park (west elevation) receives the greatest level of attention, using curving forms that “reach out” to the park and that gradually decrease in height from 5 to one storey. The ground floor is highly active, featuring a coffee shop to the south, and restaurant, rotunda and bar moving along the building face to the north. Rooftops along this face are also vibrant spaces, providing outdoor rooftop deck areas for the various hotel uses in the upper levels of the podium.

Moving on to the Queensway Avenue face of the building (north elevation), the podium transitions from an activated pedestrian space, to a design that responds to more of the functional needs of the hotel, including the main entry/lobby, vehicle entry and exit points, and the entry for the parkade. Despite these more functional needs, the architecture of the building maintains a human scale, and echoes the curvilinear designs from the west elevation. The tower meets the ground at northwest corner of the building, which contains the main entry and lobby for the hotel. This is accented by a large porte-cochère/entrance canopy that uses engineered wood to reflect the shapes of the Downtown Marina buildings and the light standards on Bernard. Above the main floor, hotel and conference centre uses look north onto Stuart Park with outdoor patios providing increased animation and building articulation.

The east face of the podium building (east elevation) changes yet again and aims to bring the small scale retail environment from Bernard Avenue onto Water Street. Multiple commercial

retail units front directly onto Water Street at grade, with apartment/hotel units located above. The conference centre on the upper level completes this building face with an interesting architectural feature that is called the “kaleidoscope” by the applicant. The kaleidoscope is a small portion of the building enclosed in glass that projects from the building face at the conference level over the sidewalk. This is a small, but unique space that allows hotel users to interact with passersby downtown in a unique way.

The south elevation of the building is the most utilitarian, as it faces directly onto the lane, and is generally not visible from most vantage points. This side of the building contains service access to the back of house operations of the hotel. The internal parkade structure faces onto the lane, so the applicant team has proposed using long, rectangular planting boxes to soften the building face and to provide visual interest.

Overall, the scale of the podium fits well within its immediate context, providing critical building functions in a manner that respects its surroundings. While unified in an overall design concept, each building face adapts to its setting, whether that is a single storey coffee shop spilling onto Kerry Park, or a compact retail unit facing Water Street. As a contrast to the tower, the materials palette of the podium uses elements, such as engineered wood, wood-like panels, and stone, that serve to “ground” the development. These heavier grounding elements are mixed with large glazed surfaces that promote transparency and enhance surrounding public environments.

Development Impacts:

The subject property is a prominent site near the waterfront of the downtown core. The site is presently underdeveloped, containing a parking lot and a single storey commercial building fronting Water Street. The proposed development represents a major, positive advancement from this use. Notwithstanding the fact that a tower development was anticipated for the site by both the Downtown Plan and the OCP, the proposal will have impacts on Kelowna from multiple fronts. As noted previously, the Downtown Plan outlines some of the impacts that tower development can have and suggests issues that should be thoroughly examined when considering tower development, including: contextual fit into the surrounding urban fabric, view impacts, shadowing of the public realm, overlook and privacy impacts on neighbouring buildings, impacts on the overall skyline, distance between adjacent tall buildings, and impacts on adjacent or nearby heritage structures. Each of these is addressed below.

Contextual fit and skyline: Both in its tower and podium designs, the proposal makes a significant positive effort to respond to its varied context, whether that be through the introduction of at-grade retail fronting Water Street, or through the use of materials that reflect the Okanagan landscape. The tower also fits well within the Kelowna skyline, as indicated previously.

View impacts: Reducing the view impact of the proposal was one of the driving factors behind the elliptical shape of the tower. This shape presents its narrowest face along the east-west axis, which preserves view corridors both to and from the lake.

Shadowing: Even though the tower is not the component of the building most directly experienced by pedestrians, it does have an impact on the pedestrian realm through shadowing. Shadowing is an important consideration in the design and placement of towers, as the cumulative impact of tower development can mean that the streets and public spaces below have limited sun exposure. The applicant has conducted a shadow analysis to identify the impact of the building at varying times of day over different seasons. According to this analysis, the shadow impact of the development will be directed mostly towards the Queensway jetty and the southern portions of Stuart Park.

Overlook and privacy: The only interface challenge presented by the development is where the proposed building interfaces with the existing Kelly O’Bryan’s restaurant. In this case, the applicant team worked with the ownership of Kelly O’Bryan’s in order to guarantee the views and privacy of Kelly O’Bryan’s patrons. To achieve this, the proposal steps the building down to a single storey. Staff do not anticipate any privacy concerns for any other nearby buildings.

Building separation: The aim of this criterion is to ensure that tall buildings are separated and staggered such that they do not form a “wall”, eliminating view corridors and severely shadowing the public realm. In this case, this is the first tower in the vicinity, so the criterion will likely be more applicable as additional towers are developed in the future in accordance with the Downtown Plan.

Heritage Impact: Bernard Avenue contains a number of significant heritage buildings; however, none of these is directly impacted by the proposal.

Moving beyond the above areas of interest, one of the most significant areas of change is the interface of the building with Kerry Park. Where Mill Street presently divides commercial development from the park, the proposal will see the closure of the majority of Mill Street, bringing active uses into direct contact with Kerry Park. Ensuring that the development interfaces successfully with Kerry Park is an important challenge for the project. The approach taken by the applicant has been to provide a very high level of activity fronting the park, “reaching out” into the park to blur the line between public and private, and indoor and outdoor space. As a result, both the look and feel of the park will change. It will become a more active, vibrant space with residents and visitors migrating to and from the hotel and park-front commercial uses. Several tiers of rooftop decks will overlook the park.

In addition to visual and park interface changes, the applicant has provided a study that suggests that the project will provide significant and ongoing economic benefit to the city (see attached Economic Impact Analysis). According to the report, the construction phase of development will result in a total of 721 jobs created, and a total investment of \$112.2 million. In terms of the ongoing operating benefits of the hotel, it is expected to 299 total jobs and \$17.7 million annually.

The applicant has also provided a Transportation Impact Analysis (TIA), which evaluates the impact of the proposal (including the closure of Mill Street) on the City’s transportation network. Even with the closure of Mill Street, downtown intersections are predicted to operate within capacity. It should be noted that the closure of Mill Street will result in the loss of 22 parking stalls. The applicant has committed to securing an equal number of stalls within the development for public parking use.

4.3 Site Context

The subject site consists of five lots, as well as an area of road to be closed, totaling approximately 4,448 m² of land area. The site is located in the Waterfront District of Kelowna’s downtown, between Water and Mill Streets and Bernard and Queensway Avenues. The site is bounded on the south by a service lane.

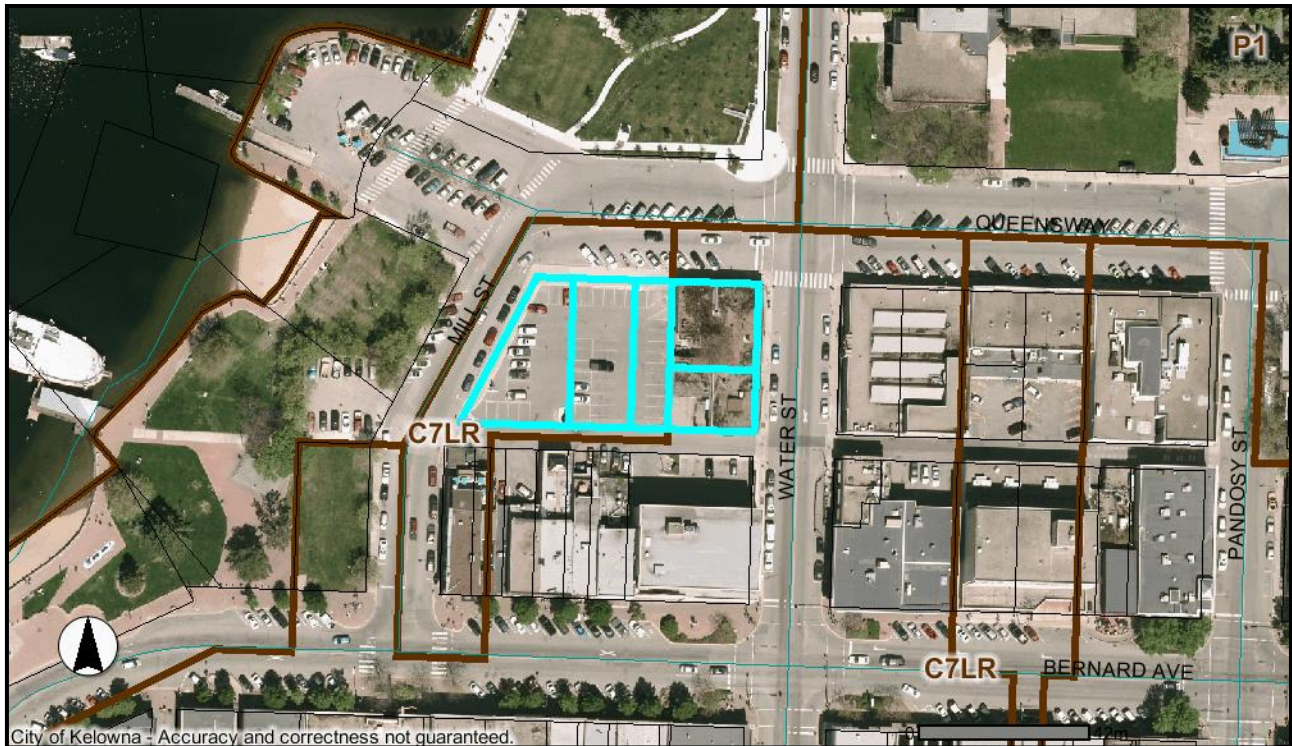
Presently, the site contains an at-grade parking lot and a single storey commercial building fronting Water Street. However, the site has a rich history dating back to 1928, when the original Willow Inn Hotel was opened. The hotel remained a focal point for waterfront activity downtown for decades to come. After years of decline, the hotel was finally demolished in 2008/2009.

The site contains multiple zones, with the majority being C7 or C7lp/rls. Only a small portion of the road right-of-way is zoned P3. Consistent with this, the OCP designation for the majority of the site is MXR, with only a small portion of road right-of-way being designated PARK.

Specifically, adjacent land uses are as follows:

| Orientation | Zoning | Land Use |
|-------------|---|---|
| North | P3 - Parks and Open Space P1 - Major Institutional | Stuart Park City Hall |
| East | C7 - Central Business Commercial | BC Tree Fruits Queensway Transit Terminal Sturgeon Hall, Bordello's |
| South | C7 - Central Business Commercial C7lp/r/s - Central Business Commercial (Liquor Primary/Retail Liquor Sales) | Bank of Montreal Bernard Ave retail & food primary (various) |
| West | P3 - Parks and Open Space | Kerry Park |

Subject Property Map: Downtown Hotel Proposal



4.4 Zoning Analysis Table

| Zoning Analysis Table | | |
|--------------------------------------|----------------------------|----------------------|
| CRITERIA | C7lp/r/s ZONE REQUIREMENTS | PROPOSAL |
| Existing Lot/Subdivision Regulations | | |
| Lot Area | 200 m ² | 4,476 m ² |
| Lot Width | 6.0 m | 94.51 m |
| Lot Depth | 30.0 m | 78.38 m |
| Development Regulations | | |
| Total Units | - | 214 |

| | | |
|--|---------------------------|--|
| Floor Area Ratio | 9.0 | 7.3 |
| Height | 22.0 m | 24 storeys / 83.995 m ^❶ |
| Front Yard | 0.0 m | 0.0 m |
| Side Yard (west) | 0.0 m | 0.0 m |
| Side Yard (east) | 0.0 m | 0.0 m |
| Rear Yard | 0.0 m | 0.0 m |
| Setback above 15.0 m: - Abutting a street | 3.0 | 0.0 m* ^❷ |
| Setback above 22.0 m: - From an internal lot line - From a lane | 15.0 m 10.0 m | Exceeds 0.0 m (for 675mm)* ^❸ |
| Other Regulations | | |
| Minimum Parking Requirements | 250 stalls | 242 stalls + 8 cash-in-lieu |
| Bicycle Parking | 13 Class I 14 Class II | 17 Class I 18 Class II |
| Private Open Space | 555 m ² | 4,365.76 m ² |
| Loading Space | 8 spaces | 3 spaces ^❹ |
| <p>❶ Indicates a requested variance to the maximum height of buildings and structures from 22.0m permitted to 83.995m proposed.</p> <p>❷ Indicates a requested variance to the minimum building setback above 15.0m abutting a street from 3.0m required to 0.0m proposed. This variance is triggered by 8 minor encroachments into the required setback. These are illustrated in the attached Variance Analysis.</p> <p>❸ Indicated a requested variance to the minimum building setback from a lane for portions of a building over 22.0 m in height from 10.0 m permitted to 0.0 m proposed. This variance is triggered by a portion of the parkade structure that encroaches into the setback by a total of 675mm. This is illustrated in the attached Variance Analysis.</p> | | |

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Compact Urban Form.¹ 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.

Ensure appropriate and context sensitive built form.²

Public Space.³ Integrate safe, high-quality, human-scaled, multiuse public spaces, such as parks, plazas and squares, as part of development or redevelopment within Urban and Village Centres.

Ensure that Urban Centres develop as vibrant commercial nodes.⁴

Encourage uses and commercial ventures that promote local tourism.⁵

Visitor Accommodation.⁶ Consider allowing visitor accommodation along the shore zone provided that such a use protects the riparian area, would be compatible with the neighbourhood and site context, and public enjoyment

¹ City of Kelowna Official Community Plan, Policy 5.3.2 (Development Process).

² City of Kelowna Official Community Plan, Objective 5.5 (Development Process).

³ City of Kelowna Official Community Plan, Policy 5.8.1 (Development Process).

⁴ City of Kelowna Official Community Plan, Objective 5.25 (Development Process).

⁵ City of Kelowna Official Community Plan, Objective 5.26 (Development Process).

Sustainable Prosperity.⁷ 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 Kelowna.

5.2 Kelowna Downtown Plan

Building Heights.⁸ Allow building heights to reach a maximum of the heights noted on Map 3 (unless existing zoning provides for greater heights). 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 and is appropriate from the perspective of the following considerations:

- 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 tall buildings
- Impacts on adjacent or nearby heritage structures
- Building form and massing to mitigate negative impacts of tall building.

Tower Separation.⁹ Require, where height variances are sought, that a minimum separation distance of 36.5 m (120 ft.) be provided 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.).

Tall Buildings/Block.¹⁰ Limit the number of taller buildings on any long blocks (typ. 270m long) to 5 towers per block.

Willow Inn Site.¹¹ Allow up to 19 storeys on the former Willow Inn site at the corner of Queensway Avenue and Mill Street upon demonstration that the proposed development gives careful consideration to view impacts from other parts of downtown, is a signature landmark building and that it meets a high standard of design excellence.

Retail Corridors.¹² Encourage retail uses to locate on designated Retail Corridors as noted in red on Map 5. Encourage a second strong retail anchor at the east end of Bernard Avenue to complement Safeway and to support Bernard Avenue as the primary Downtown retail corridor. Discourage new financial institutions and offices on the *ground* floor of buildings within the retail area show on Map 5 (ATMs are not included in this policy). Financial institutions and offices are better situated as ground floor uses outside of the retail area or on floors above-grade within the retail area.

6.0 Technical Comments

6.1 Building & Permitting Department

⁶ City of Kelowna Official Community Plan, Policy 5.26.2 (Development Process).

⁷ City of Kelowna Official Community Plan, Policy 8.1.1 (Economic Development).

⁸ City of Kelowna Downtown Plan, Policy 12.

⁹ City of Kelowna Downtown Plan, Policy 13.

¹⁰ City of Kelowna Downtown Plan, Policy 14.

¹¹ City of Kelowna Downtown Plan, Policy 15.

¹² City of Kelowna Downtown Plan, Policy 30.

Comments to be provided during Development Permit process.

6.2 Development Engineering Department

See attached Development Engineering Memoranda, dated April 28, 2014.

6.3 Bylaw Services

No comments received.

6.4 Fire Department

See attached letter, dated February 21, 2014.

6.5 Interior Health Authority

See attached letter, dated March 17, 2014.

6.6 FortisBC (electric)

Due to the size of the development there is potential for offsite upgrade requirements. Further, previous comments provided with respect to the proposed road closure area remain accurate (email forwarded below). Again, there are significant underground primary facilities servicing Kerry Park and various other properties in the area, including several owned by the City of Kelowna which will have to be moved to accommodate this development. The applicant is responsible for costs associated with any change to the existing service as well as the provision of appropriate land rights where required.

In the interim, FortisBC Inc. (electric) requests appropriate land rights to protect those facilities and services to neighbouring properties affected by the proposed development.

It should be noted that additional land rights issues may arise from the design process but can be dealt with at that time, prior to construction.

6.7 Telus

TELUS will provide underground facilities to this development. Developer will be required to supply and install conduit as per TELUS policy.

6.8 Shaw

No Concern.

6.9 Ministry of Transportation

Approval from the Ministry of Transportation was received on April 24, 2014.

6.10 RCMP

No Concerns.

7.0 Application Chronology

Date of Application Received: February 17, 2014

Advisory Design Team: March 13, 2014

Public Notification & Consultation: Public Information Session held on March 12, 2014

Report prepared by:

James Moore, Planner II

Reviewed by: Ryan Smith, Urban Planning Manager

Approved for Inclusion: D. Gilchrist, Div. Dir. Of Community Planning & Real Estate

Attachments:

Subject Property Map

Map A - Proposed OCP

Map B - Proposed Zoning

Project Rationale

Road Closure Plan

Site Plan

Conceptual Elevations

Landscape Plan

Context/Site Photos

Renderings

Shadow Analysis

Variance Analysis

Economic Impact Analysis, prepared by Grant Thornton LLP, dated January 30, 2014

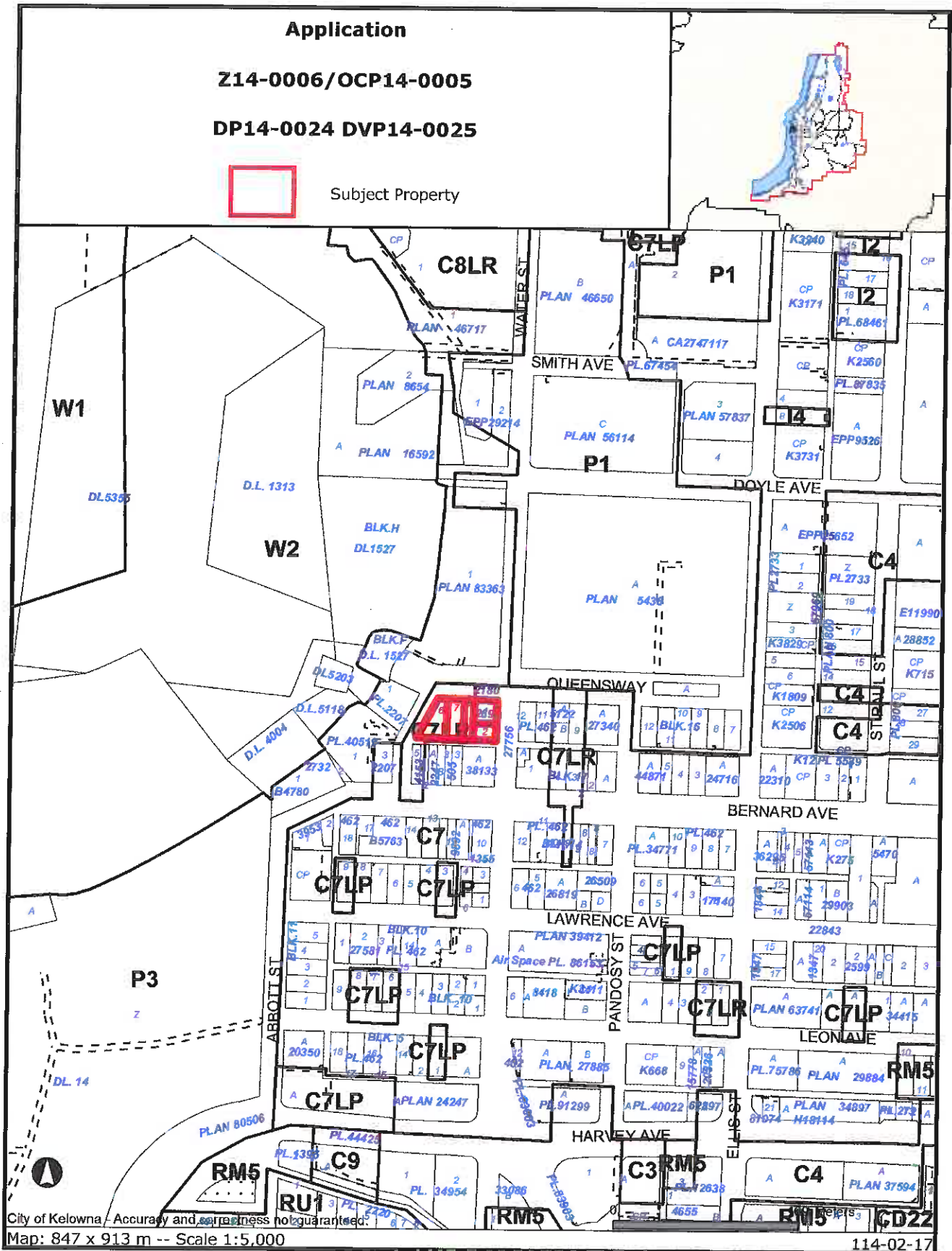
DRAFT - Transportation Impact Analysis

Community Consultation Summary

Development Engineering Memoranda, dated April 28, 2014

Letter from the Interior Health Authority, dated March 17, 2014

Letter from the Kelowna Fire Department, dated February 21, 2014

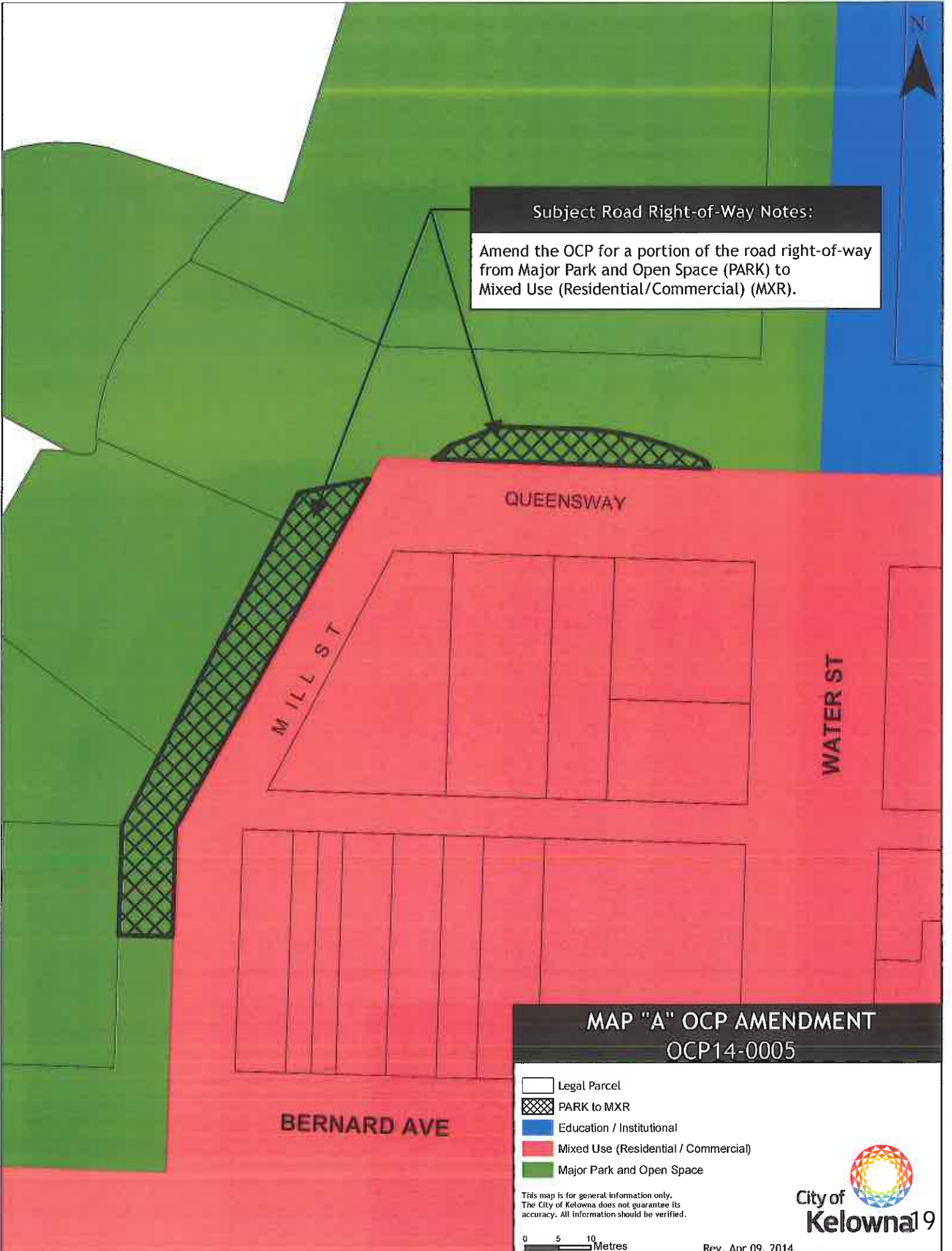


Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



Subject Road Right-of-Way Notes:

Amend the OCP for a portion of the road right-of-way from Major Park and Open Space (PARK) to Mixed Use (Residential/Commercial) (MXR).








QUEENSWAY

MILL ST

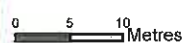
WATER ST

BERNARD AVE

**MAP "A" OCP AMENDMENT
OCP14-0005**

-  Legal Parcel
-  PARK to MXR
-  Education / Institutional
-  Mixed Use (Residential / Commercial)
-  Major Park and Open Space

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



Rev. Apr 09, 2014



1414

P3

1430

1435

Subject Properties Notes:

Rezone the subject properties from C7 Central Business Commercial to C7lp/rls Central Business Commercial (Liquor Primary/Retail Liquor Sales).

Subject Road Right-of-Way Notes:

Rezone portions of the road right-of-way from P3 Parks and Open Space to C7lp/rls Central Business Commercial (Liquor Primary/Retail Liquor Sales).

QUEENSWAY

230

1466

MILL ST

1470
C7

WATER ST

1473

235
C7lp/rls
235

1476

1480

1481

Subject Road Right-of-Way Notes:

Rezone a portion of the road right-of-way from C7 Central Business Commercial to C7lp/rls Central Business Commercial (Liquor Primary/Retail Liquor Sales).

294

248





C7

310-328

BERNARD AVE

MAP "B" PROPOSED ZONING

File #Z14-0006

-  C7 to C7lp/rls
-  P3 to C7lp/rls
-  Subject Properties
-  Legal Parcel

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

0 5 10 Metres



Rev. Apr 09, 2014



Project Rationale for the Proposed Downtown Hotel

The former Willow Inn property (currently a temporary parking lot), located adjacent to Kerry Park, is one of the most highly visible and important sites in the city of Kelowna. Because of its proximity to the sweet spot of our downtown, it represents a tremendous opportunity to bring more life and activity to the waterfront and downtown – to once again provide a connection between the city and the lake.

In 1928, the Willow Inn hotel opened on the downtown waterfront to much fanfare and acclaim. It quickly became a popular choice for visitors, as well as a thriving community venue where residents gathered to socialize. It became an important hub of the downtown, expanding over the years to include the Willow Inn Lodge and the Ferry Dock coffee shop. Today, this site remains an ideal location for a downtown hotel because of its views to the lake, marina, and Kerry, Stuart and City Parks – in fact, no other downtown site can rival it. What was done in 1928 demonstrated great vision and foresight in meeting the needs of the community. Once again it is time to bring that kind of forward thinking and pride to this site. This development application for an iconic downtown hotel recognizes the extreme importance of the opportunity and envisions a project that will return this location to its place as a destination and popular hub on the waterfront.

With a design that takes its inspiration from the city's Bernard Streetscape and the recently constructed marina buildings, the project proposes a 206 room boutique hotel with 17,000 sf of international quality conference space, 5,000 sf of restaurant, 4,800 sf of retail, and 2,400 sf of coffee shop. The development proposes a high standard of architectural design and the sensitive integration with the downtown waterfront. With an iconic presence, the project is envisioned as a significant community asset, one that will achieve one of the key principles that guided the Downtown Plan Charrette process, namely to "Enhance Kelowna's identity nationally and internationally and enhance the identity of downtown as Kelowna's Principle Centre."

Why does the hotel application propose the purchase of portions of Mill St. and Queensway Ave.?

When design work commenced, it quickly became apparent that adequate parking could not be accommodated and screened using the current site, especially given the high water table that makes going underground unfeasible. Expansion of the site to accommodate a hotel development would require purchase of Mill Street to the west. This was thought reasonable and logical because Mill St.'s main purpose, access to the Willow Inn site, was not necessary for the new hotel. Traffic engineering opinion also suggested that the continuation of Mill Street was not required for traffic flow purposes because Mill St. represented little more than a second

connection between Bernard Ave. and Water St. The parking challenge, however, proved to have some very positive consequences in terms of urban design and goals for the waterfront because, if the hotel was located directly adjacent to the park, rather than separated from it by a road, the hotel could provide some much needed animation and definition to Kerry Park. A pedestrian realm would be created between the hotel and the waterfront park, and hospitality uses along the edge of the park would provide ideal connections and integration with the park.

Purchase of Mill St. would also provide the opportunity to create an interesting and attractive transition between the hotel and Kelly O'Bryan's, one that would not include a highly visible service lane. After consulting with the owner of Kelly O'Bryan's, a low coffee shop building was designed, with careful attention to preserve views to the lake from Kelly O'Bryan's 2nd floor outdoor patio. At grade, the small remnant of road adjacent to Kelly O'Bryan's could also present a wonderful opportunity to create a sidewalk patio (similar to what is seen along the new Bernard Ave. streetscape) and pedestrian and green space plaza that would further activate and animate the park edge.

Why is the hotel important from a planning perspective?

With the Kelowna Yacht Club already under construction and the final phase of Stuart Park soon to follow, the proposed hotel represents one of the final pieces of the puzzle in revitalization of the downtown waterfront. The iconic hotel will provide a key connection point along the waterfront - from the wetlands of Brandt's Creek in the north to City Park on the south. This project will also be a significant catalyst for further development in Kelowna's downtown. The site provides the perfect location to achieve a vibrant downtown waterfront hotel, a use that is highly desirable in the downtown core, and with limited opportunities in Kelowna to enjoy a meal while viewing the lake, the new hospitality uses will be welcomed by both residents and visitors.

Some key principles of the OCP which are included within the project are the strong sense of authenticity reflective of the distinct urban design character of Kelowna, the high quality of structure, and strong integration with the surrounding context. The architectural materials, finishes and details have been carefully selected and designed to harmonize with the Kelowna context, while at the same time raise the benchmark for future development by creating a fresh, vibrant and iconic architectural design.

Through the incorporation of stepping forms, creative massing, varying geometry, rich natural materials and an emphasis on human scale, the design creates an interesting, pedestrian friendly interface with adjacent streets and park spaces. As a catalyst for an enjoyable waterfront experience, the design promotes public safety through active engagement of outdoor patios and walkways with the internal programming of the adjacent hotel lobby, restaurant, coffee shop, and overlook from the layered terraces of the podium, all of which will be highly animated with people.

How many parking stalls on Mill St. and Queensway will be lost in order to accommodate this development proposal? How many parking stalls will be provided in the project, and how was this number determined?

Twenty two stalls will be lost on Mill and Queensway as a result of the new hotel. These stalls will be rebuilt within the parkade structure of the hotel and a covenant on the property's title will guarantee that they remain available for public use.

According to the zone requirements of the City of Kelowna, 250 parking stalls are required. The proposed project provides 242, 8 short of the zone target. As part of the application submission, a traffic and parking analysis has been undertaken by Bunt & Assoc., a transportation consulting firm with extensive experience in Kelowna and its downtown core. According to their analysis, the number of stalls required to accommodate full occupancy of the hotel and its associated uses is 175. The findings of their report state that the project will provide 67 more stalls than are actually needed. This surplus parking will assist with the public parking needs of the downtown core.

What determined the size of the project?

There were a number of key considerations which led to the ultimate size and shape of the development. The project needed to be financially viable, the size of the project needed to make sense from a demand perspective, and the site needed to be able to accommodate the required number of parking stalls. Equally important, the project needed to respect the sensitivities, aspirations and hopes for this important location in our city. The downtown is “the anchor for the city and attracts people. It forms the reputation of the city and as such should be the best it could possibly be.” (Excerpted from the Downtown Plan).

In terms of financial viability, the hotel needed to have a minimum of 200 rooms, and, in terms of demand, event planners, Tourism Kelowna, and representatives from other hotels told us that 200 rooms was the correct number required if the new hotel was to successfully fulfil a needed support role in the downtown core. With two downtown hotels within walking distance of each other, having a combined room count of approximately 600 rooms, Kelowna will be in a much better position to attract larger conferences to our city. We believe there will be excellent opportunities for synergies between the hotels.

According to the Downtown Plan, 19 storeys can be considered on the Willow Inn site “upon demonstration that the proposed development gives careful consideration to view impacts from other parts of downtown, is a signature landmark building and meets a high standard of design excellence.”

The architectural form of the hotel was developed with a specific architectural rationale related to the necessity to achieve balance between form, massing and the various hotel uses. The design of the rooms and the potential of the floor plates resulted in 206 rooms on top of the podium, for a total of 24 storeys. If the tower floor plate were to increase in size, the tower would be lower, but it would be bulky and the elegance of correct proportion would be lost. A slender elliptical shape was chosen as this narrows the perception of the form achieving an appropriate balance between mass and height. The tower presents a very narrow face to the lake and to the east, minimizing impact to the lake views from tall buildings that will be built in the future behind it.

There was an earlier investigation into providing 200 rooms in two shorter towers, but the two tower scenario had much more significant visual impact, both from the street level and from the surrounding buildings, especially given that the site size did not allow for good separation of the towers. One tall slender tower was deemed to be the most architecturally and visually appealing solution, with much less visual impact from other buildings, from the water, and from the street level.

Striking the right balance between all the varying objectives was a key driver in achieving a design that would fulfil the planning requirements of the City of Kelowna, the need for economic feasibility, the aspirations of the community for the waterfront, the vision for a landmark development on this important site, and the expectations of guests wanting a top class hotel experience.

This site is a former hotel site, already zoned C7. What approval processes does this development application need to go through with the City of Kelowna?

- a) Development Permit Application for the form and character of the overall proposal
- b) Development Variance Permit for a height variance, a parking variance and two variances related to the podium
- c) Proposed road closures of portions of Mill Street and Queensway
- d) Proposed purchase from the City of portions of closed road
- e) Rezoning and OCP amendment of a portion of the road closure area
- f) Landscaping and servicing improvements on public and private property

The former Willow Inn site does not require rezoning. The rezoning applies only to the western half (one lane) of Mill St. that Westcorp is proposing to consolidate into the site. Technically, zoning in the City of Kelowna extends to the middle of each road because roads do not have a specific zone attributed to them. In this case, the P3 zoning of Kerry Park is attributed to the western half of Mill St. Throughout all of Kelowna, commercial and residential zones extend onto the roadway regardless of the fact that the commercial and residential uses do not. Since, technically, the west half of Mill St. is zoned P3 (because Mill St. is beside Kerry Park), a rezoning is required in order to consolidate the roadway into the Willow Inn site. It should be clearly understood, however, that there is no reduction of Kerry Park required by this development.

What role will the conference space play?

The 17,000 sf of conference space in the new hotel will accommodate 300+ for dinner. The state-of-the-art rooms will be international quality, have expansive lake views, and access to rooftop patios overlooking Kerry and Stuart Parks. There are few conference spaces in the North America, or the world, that will be able to rival this location or experience. New conference business will be attracted to Kelowna as a result of this new venue, and local residents will have fabulous new facilities in which to host business events, local galas, and first class Okanagan weddings.

What benefits will the proposed hotel provide to the downtown and Kelowna as a whole?

In terms of economic impact, the direct capital investment to develop the hotel is expected to be in excess of \$65M, will lead to over 720 (direct + indirect) construction jobs, and provide an economic output of over \$112M. Over the long term, nearly 300 (direct + indirect) on-going positions will be created by the proposed hotel, over 100 of which will be in the new hotel. In terms of impact on surrounding businesses, it is forecast that the average daily spend of each hotel guest will be \$297 per day. This equates to \$20.8M spent annually, much of which is expected to be spent in Kelowna's downtown. In addition, the hotel will have many positive social impacts for residents and visitors of Kelowna because of how the hotel and hospitality uses will transform the feeling of Kerry Park and the waterfront. The downtown core will become increasingly more vibrant as the civic heart of the city.

To quote from the Downtown Plan, ““For Kelowna residents, the downtown is the heart and hub of the city. It is the key to Kelowna's unique and authentic identity and to attracting residents, tourists and investment.” Comments received from Downtown Plan survey correspondents strongly indicate the importance of a dynamic downtown environment for the citizens of Kelowna. In particular, the waterfront was identified as a major attraction which contributes to the “Kelowna Brand”.

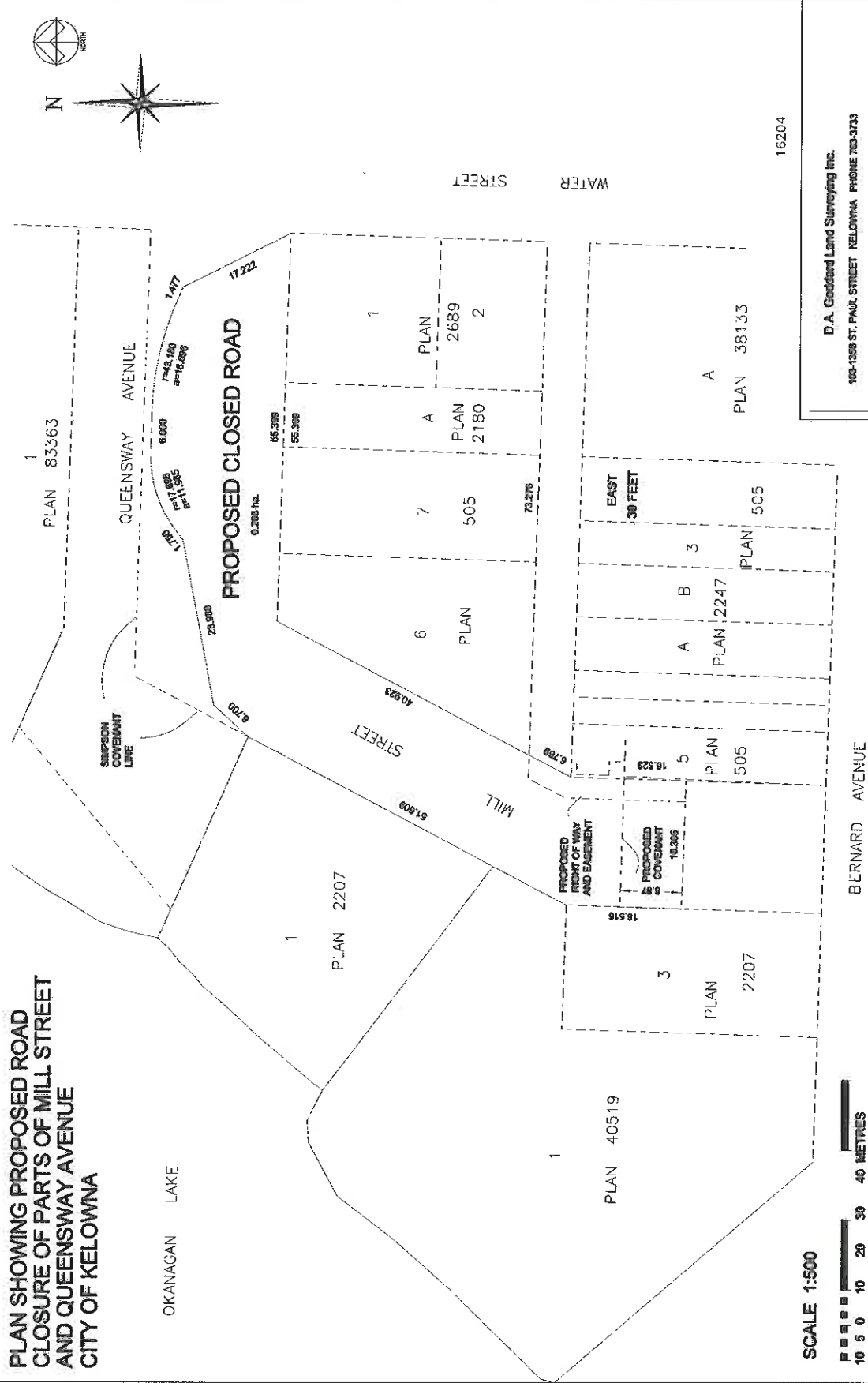
The proposed hotel will increase commercial activity on the waterfront, stimulate year-round use and create a vibrant and energetic public realm which supports both existing and new open spaces. This will have the added benefit of responding to public concern for an increased sense of safety in this area.

With a striking elliptical form set within a podium massing that steps down and gestures to Kerry Park, Bernard Avenue and the waterfront, together with a material palette that draws from the natural beauty of the Okanagan Valley and builds on the local vernacular, the new downtown hotel project will significantly reinforce the identity of the city and contribute to the emerging “Kelowna Brand”.

As described by one survey respondent, “Vibrant downtowns are social hubs that breathe energy and ideas into a place.” That is the kind of downtown that this project aspires to!

**PLAN SHOWING PROPOSED ROAD
CLOSURE OF PARTS OF MILL STREET
AND QUEENSWAY AVENUE
CITY OF KELOWNA**

OKANAGAN LAKE



SCALE 1:500



D.A. Goddard Land Surveying Inc.
102-1558 ST. PAUL STREET KELOWNA PHONE 763-3733

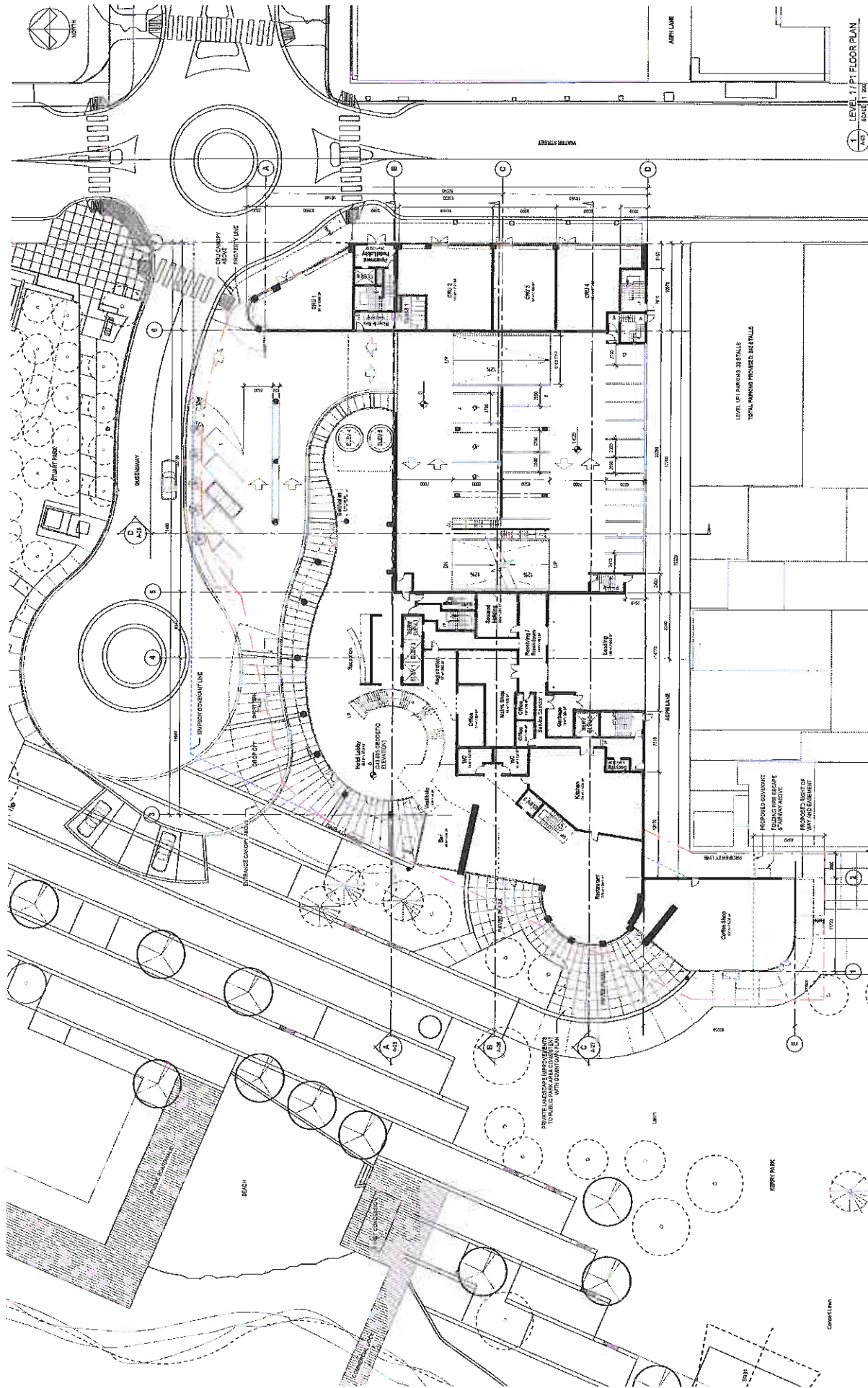
1 LEGAL SURVEY
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LEGAL SURVEY
Kelowna Downtown Hotel
Kelowna, BC

A-01
2014/02/04
PROJECT 160013

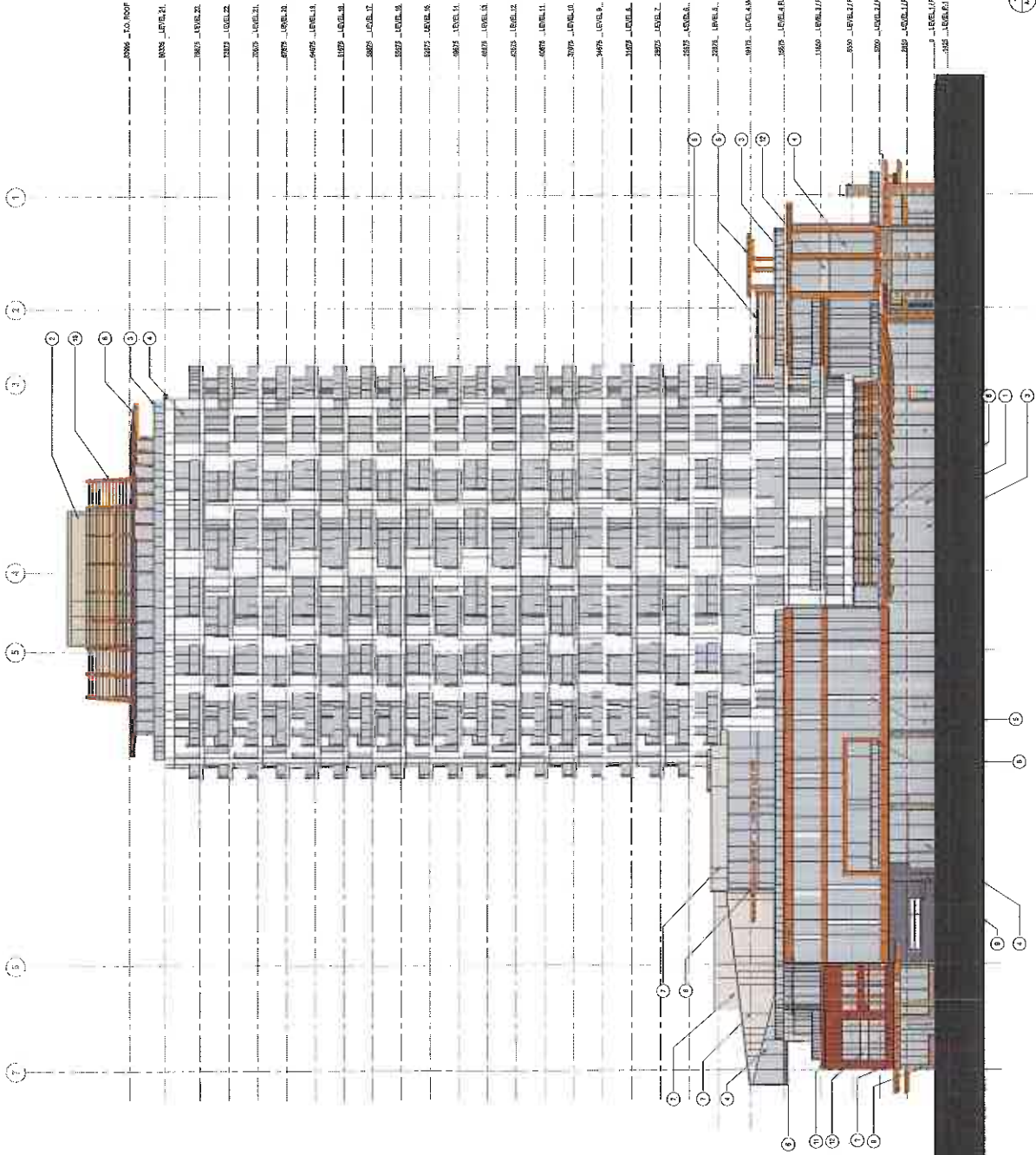




A-05
 2014/02/04
 PROJECT 160013

LEVEL 1/P1 FLOOR PLAN
 Kelowna Downtown Hotel
 Kelowna, BC





- 1 - Cement Composite Paneling System - Colour White
- 2 - Cast in Place Concrete - Clear Sealed
- 3 - Insulated Double Glazing Clear Float Glass
- 4 - Insulated Double Glazing - (Singleard Superneutral 64 or sim.)
- 5 - Opaque Privacy Screen - Colour Amber/Yellow
- 6 - Laminated fir canopy beams - Colour Light Brown
- 7 - Metal/Grey Composite Paneling System
- 8 - Composite Paneling System - Colour Light Brown
- 9 - Sandstone Veneer - (Cultured Stone or sim.) - Colour Beige
- 10 - Aluminium Window Clear Anodized
- 11 - Prefinished Metal Flashing - Colour Light Grey
- 12 - Painted steel - Colour Dark Grey
- 13 - Painted Steel - Colour Light Brown
- 14 - Painted hollow metal door - Painted Grey
- 15 - Overhead metal door - Painted Grey

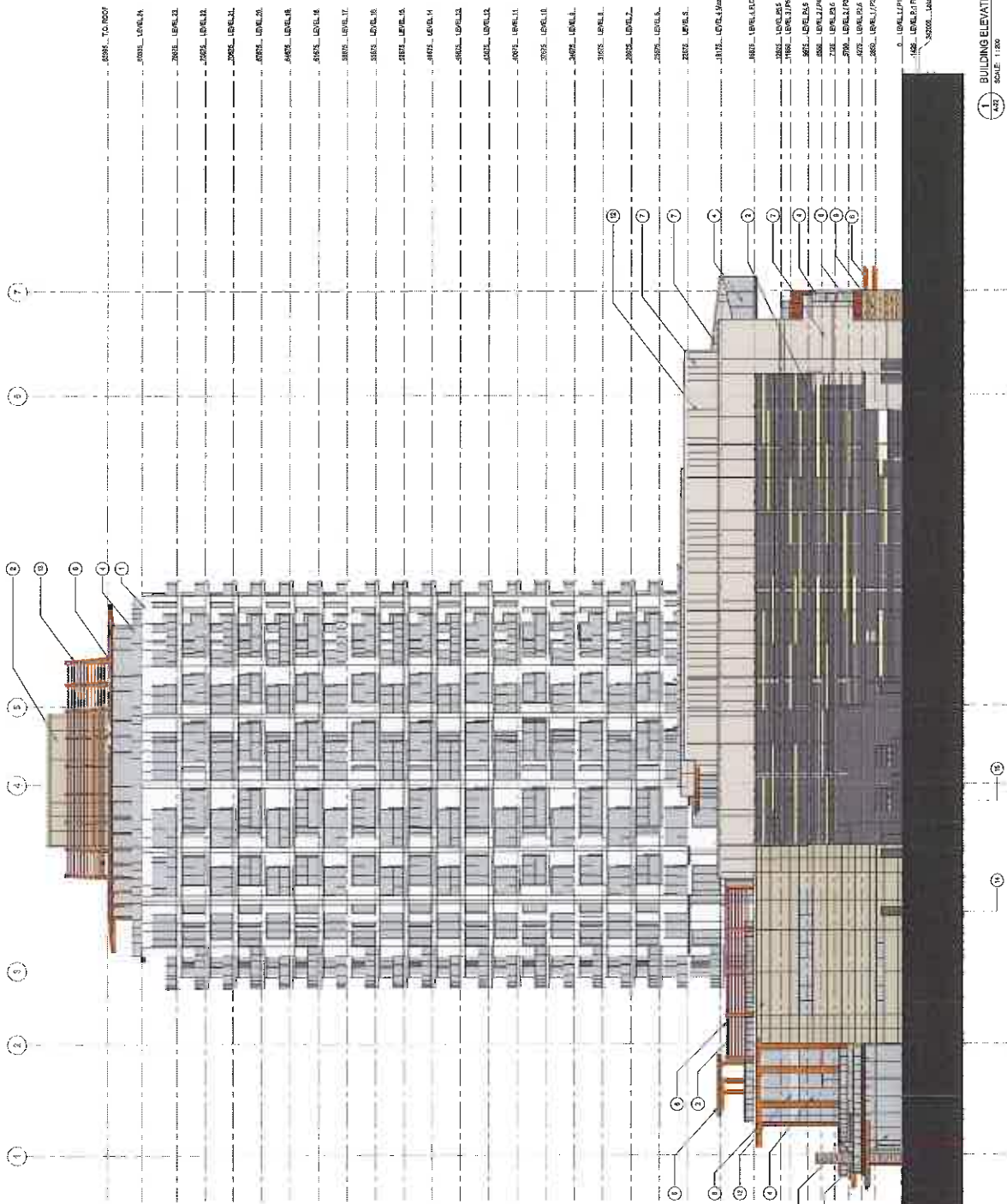
1 BUILDING ELEVATION - NORTH
SCALE: 1:200



A-21
2014/02/04
PROJECT 160013

BUILDING ELEVATION - NORTH
Kelowna Downtown Hotel
Kelowna, BC





- 1 - Cement Composite Paneling System - Colour White
- 2 - Cast In Place Concrete - Clear Stained
- 3 - Insulated Double Glazing Clear Float Glass
- 4 - Insulated Double Glazing - (Sunguard Supraneutral 54 or sim.)
- 5 - opaque Privacy Screen - Colour Amber/Yellow
- 6 - Laminated fir canopy beams - Colour Light Brown
- 7 - Metallic Gray Composite Paneling System
- 8 - Composite Paneling System - Colour Light Brown
- 9 - Sandstone Veneer - (Cultured Stone or sim.) - Colour Beige
- 10 - Aluminum Window Clear Anodized
- 11 - Polished Metal Flashing - Colour Light Grey
- 12 - Painted steel - Colour Dark Grey
- 13 - Painted steel - Colour Light Brown
- 14 - Painted hollow metal door - Painted Grey
- 15 - Overhead metal door - Painted Grey

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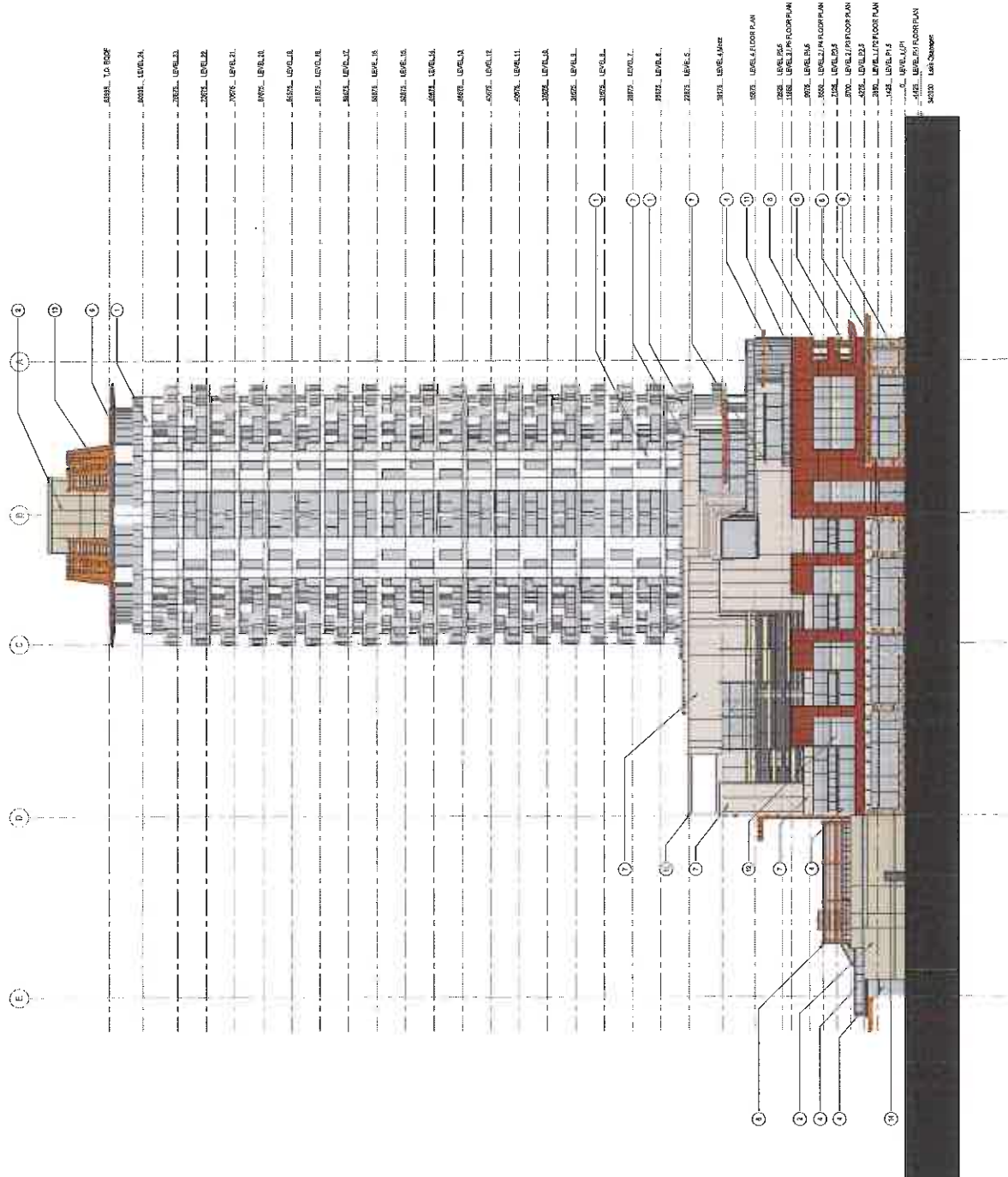
1 AS2
BUILDING ELEVATION - SOUTH
SCALE: 1:20



A-22
2014/02/04
PROJECT 160013

BUILDING ELEVATION - SOUTH
Kelowna Downtown Hotel
Kelowna, BC





- 1 - Cement Composite Paneling System - Colour White
- 2 - Cast in Place Concrete - Clear Sealed
- 3 - Insulated Double Glazing Clear Float Glass
- 4 - Insulated Double Glazing - (Sunguard Superspectral 54 or sim.)
- 5 - Opaque Privacy Screen - Colour Amber/Yellow
- 6 - Laminated fir canopy beams - Colour Light Brown
- 7 - Metal/ Gray Composite Paneling System
- 8 - Composite Paneling System - Colour Light Brown
- 9 - Sandstone Veneer - (Cultured Stone or sim.) - Colour Beige
- 10 - Aluminum Window Clear Anodized
- 11 - Prefinished Metal Flashing - Colour Light Grey
- 12 - Painted steel - Colour Dark Grey
- 13 - Painted Steel - Colour Light Brown
- 14 - Painted hollow metal door - Painted Grey
- 15 - Overhead metal door - Painted Grey

1 BUILDING ELEVATION - EAST
A23 SCALE 1:200

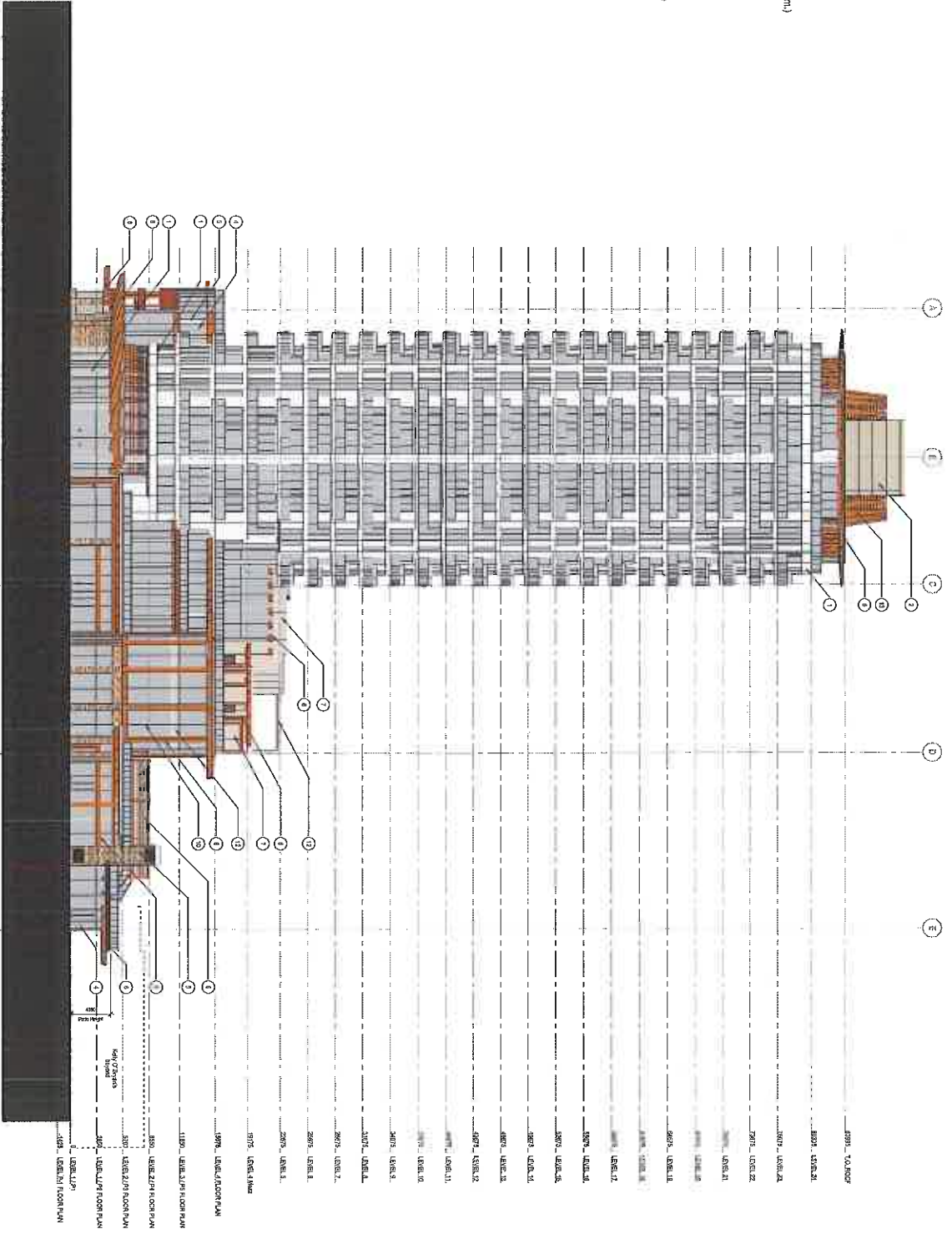


A-23
2014/02/04
PROJECT 160013

BUILDING ELEVATION - EAST
Kelowna Downtown Hotel
Kelowna, BC



- 1 - Cement Composite Paneling System - Colour White
- 2 - Cast In Place Concrete - Clear Sealid
- 3 - Insulated Double Glazing Clear Float Glass
- 4 - Insulated Double Glazing - (Singlepaned Supramerual 54 or sim.)
- 5 - Opaque Privacy Screen - Colour Amber/Yellow
- 6 - Laminated fire canopy beams - Colour Light Brown
- 7 - Metallic Grey Composite Paneling System
- 8 - Composite Paneling System - Colour Light Brown
- 9 - Sandstone Veneer - (Cultured Stone or sim.) - Colour Beige
- 10 - Aluminium Window Clear Anodized
- 11 - Perforated Metal Flashing - Colour Light Grey
- 12 - Painted steel - Colour Dark Grey
- 13 - Painted Steel - Colour Light Brown
- 14 - Painted hollow metal door - Painted Grey
- 15 - Overhead metal door - Painted Grey



BUILDING ELEVATION - WEST
 Kelowna Downtown Hotel
 Kelowna, BC

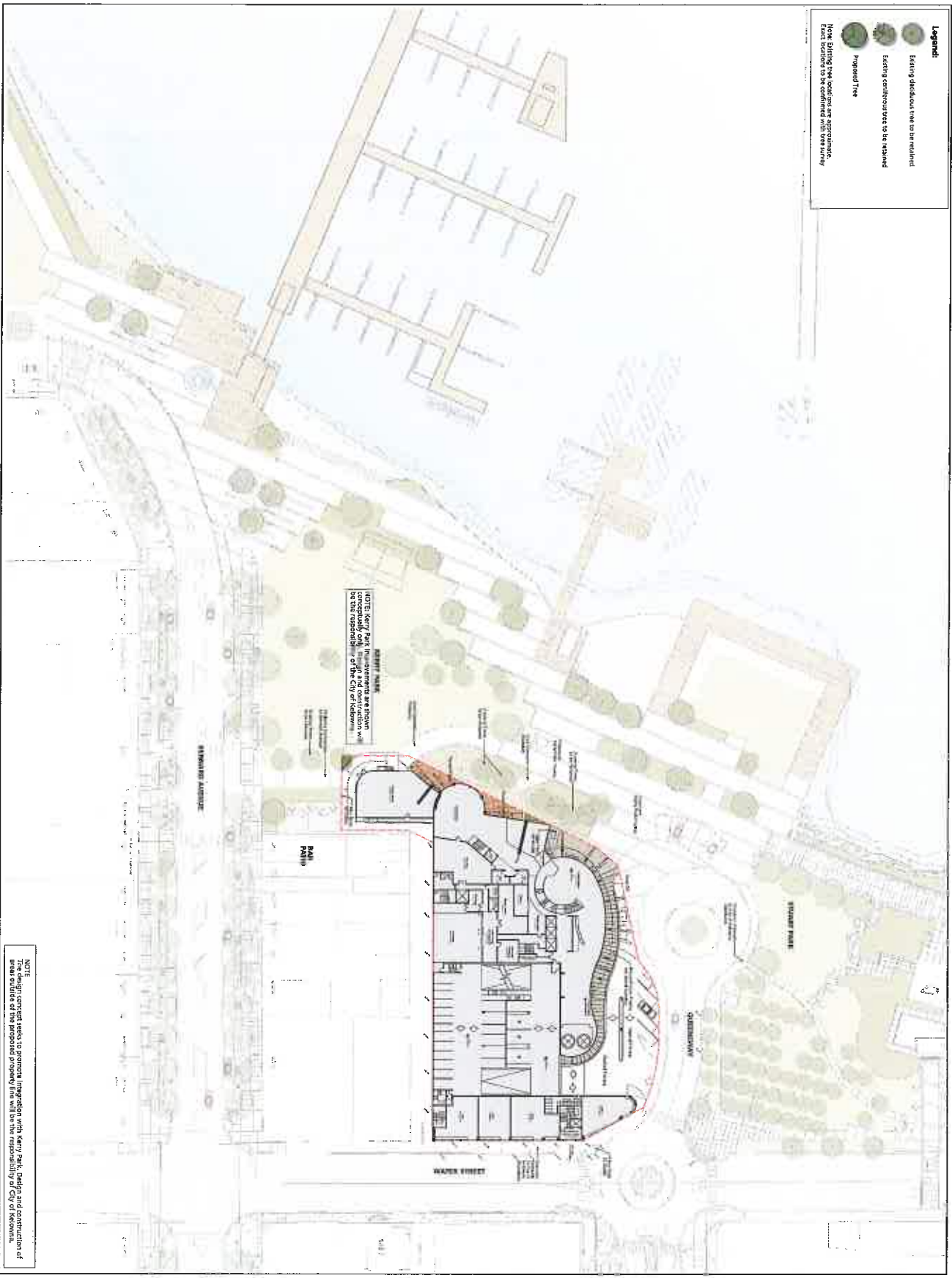
A-24
 2014/02/04
 PROJECT 160013



Legend:

- Existing deciduous trees to be retained
- Existing coniferous trees to be retained
- Proposed trees

Note: Existing tree locations are approximate. Exact locations to be confirmed with tree survey.



P+A

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 Tel: 250.860.1111
 Fax: 250.860.1112
 Email: info@peri.ca

1. Issued for DP 02/02/2014
 Revision No. 02/02/2014
 Date

WESTCORP

Project Title:
**Kelowna
 Mill Street Hotel**

Project Title:
**Landscape
 Context Plan**

Project No: 14-001
 Date: 14-001
 Author: 14-001
 Scale: 1:400

Drawn By: J.M./J.P.
 Checked By: KP
 Date: 14-001

L-0.0



View looking towards site from Mill St and Bernard Ave



View from Bernard Ave



View looking south from Stuart Park



View from Queensway and Water St.



View from Kary Park



View from Water St, looking North



View looking down Queensway towards Marina



View of Marina and site from water.



Aerial view of site in relation to Marina



Marina glulam and decking



Marina decking



Marina roof and structure



Context Photos
Kelowna Downtown Hotel
Kelowna, BC

A-04
2014/02/04
PROJECT 160013





VIEW DESCRIPTION

This view of the project illustrates how the proposed tower and podium interface with Kerry Park with the rotunda 'lantern' form stepping down to create a backdrop and focal point in scale with the park. Viewed from above, primarily by hotel rooms and possibly from a distance by future tower developments, the green roof of the centre core centre serves as an attractive view from hotel rooms with its outside room patio and pool, with its outside relaxing area and bar adds to the enjoyment of the park and waterfront. The elliptical tower form stands as iconic landmark element visually and actively connecting downtown with the waterfront as a single cohesive urban composition.





VIEW DESCRIPTION

The proposed hotel tower and podium integrate with the Bernard Ave block and surrounding context while still adding their own distinctive character to the downtown Kelowna experience. This integration is achieved by means of the decreased scale of the podium terraces stepping down towards Bernard Avenue and the adjacent Kelly O'Bryan's Pub. The final terrace is scaled so as to be at the same height or lower than the second storey Kelly O'Bryan's patio, providing a respectful integration with the adjacent property owner. The variety of form, lecture, material and colour of the podium provides an additional level of character to the proposed hotel, and were selected as being in keeping with the Okanagan palette. The round addressess Kary Park, complementing the form of the tower and providing a landmark on the pedestrian edge, as well as a 'lantern' at night.



VIEW DESCRIPTION

The view highlights the variety of hotel scale and form that addresses Kerry Park, from the elegance and slenderness of the tower, to the rounda which provides the element around which the various hotel forms are composed. The vertically of the fireplace chimney is the anchor point for the scale transition towards Bernard Ave and Kelly O'Bryan's. The fireplace itself provides the feeling of an outdoor living room on the park. The reduced scale, as well as the materials used, harmonizes with the existing heritage architecture. The park pedestrian walkway is completely integrated with the podium, creating a vibrant outdoor experience which provides a lively backdrop to the grassy stage area. The activity on the hotel podium terraces overlooking the park enhances this degree of integration.





VIEW DESCRIPTION

Set back from Kerry Park and integrated with the highly activated and transparent podium, the slender, elliptical lower form anchors the development and marks the entry to the hotel at the foot of Queensway Avenue. The pattern of alternating balconies and the top of the tower, articulated by the trellis features, provide visual interest and reinforce the landmark quality of the proposed development. The stepping form of the podium brings the scale of the development down to the park with the lantern rounda creating a highly visible local point. The coffee shop to the south, accentuated by the stone fireplace element, forms a 'living room' further integrating the development with Kerry Park. Wood accents, terraces and trellis features create warmth and activate the development with a uniquely Kelowna sense of place.



View from the Water
Kelowna Downtown Hotel
Kelowna, BC

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2014/02/04
PROJECT 160013





VIEW DESCRIPTION

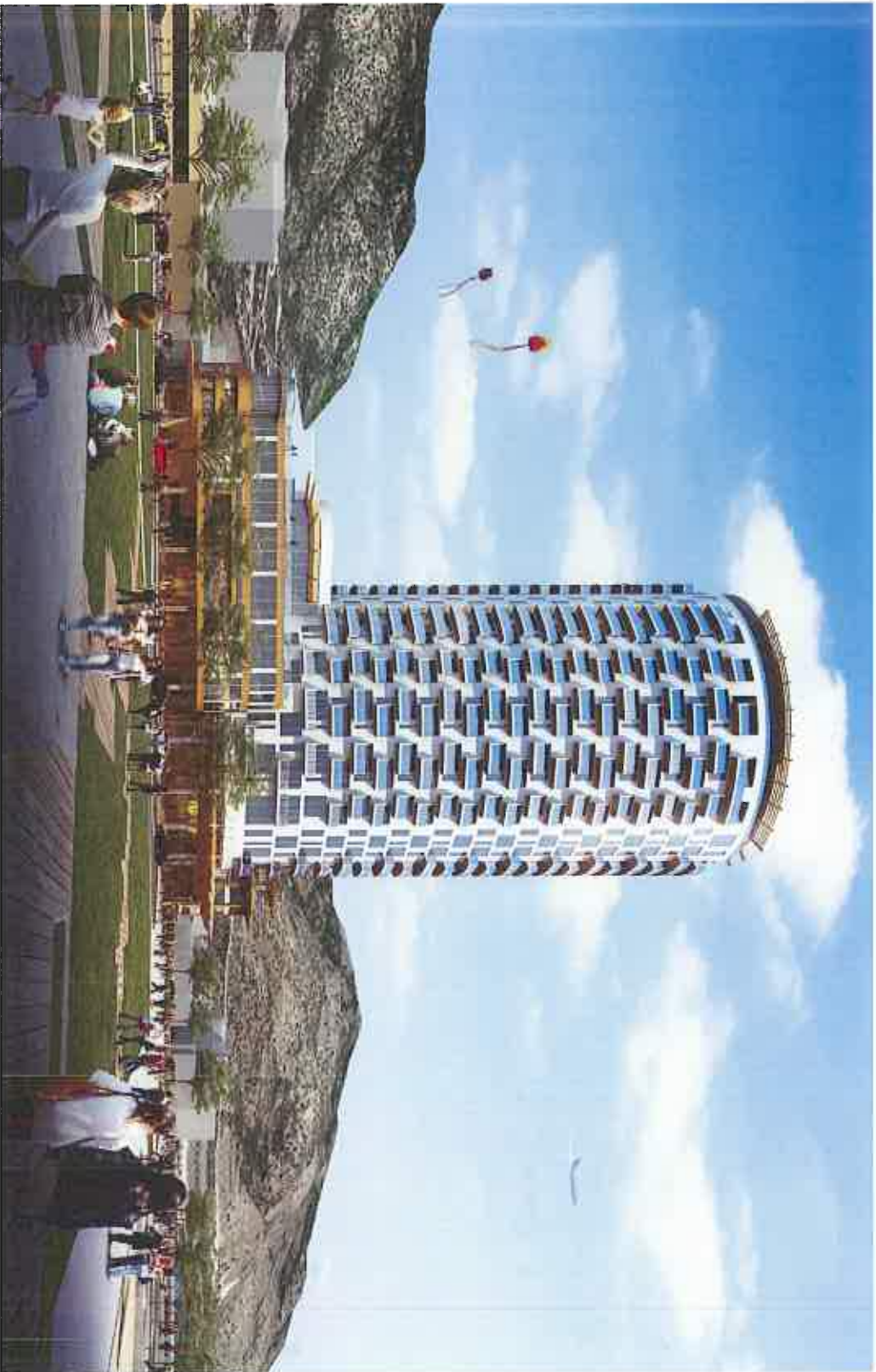
This view dramatically highlights the warmth, presence and inviting feel of the hotel and the Kerry Park edge. The extensive hotel lobby glazing, which will open up during summer, blurs the transition between the indoor and outdoor activities of the hotel and park. The wood theme structures of the ports cocoon complement the architecture of the marina close by on the waterfront. This view also shows how the scale of the hotel begins to transition down to the park as it turns to corner toward Bernard Avenue.



View toward the Hotel Lobby
 Kelowna Downtown Hotel
 Kelowna, BC

A-35
 2014/02/04
 PROJECT 160013





VIEW DESCRIPTION

The textured balcony patterns of the landmark tower rising from the highly activated and transparent podium will form a lively backdrop to the south end of Stuart Park opposite the new Yeart Club under construction to the north. Together, the two projects will reinforce Stuart Park as a significant urban public open space on the waterfront. At grade a dramatic cantilevering port cochiere constructed of wood theme beams will mark the entrance to the hotel and create a focal point on the turnabout proposed for the terminus of Queensway Avenue. Midway on the podium a long horizontal balcony with wood finishes will further activate Stuart Park together with a large rooftop terraces serving the conference center.



View from Stuart Park
Kalowina Downtown Hotel
Kalowina, BC

A-36
2014/02/04
PROJECT 160013





VIEW DESCRIPTION

Viewed from City Hall and the northeast corner of Queensway and Water Street, highly articulated forms and architectural features create an urban presence, extending the commercial core of the City north along Water Street. A strong, mix-use element featuring retail and apartment hotel units creates a highly active and transparent base, echoing the lantern element facing Kerry Park and the waterfront, a slender rotunda feature gestures towards City Hall at the corner of the intersection and marks the transition to the conference center. The rotunda transforms vertically to create an interesting view point from the conference terrace level on the podium rooftop. A dramatic cantilever feature soars over Water Street, creating a unique point of interest both from the exterior as well as from the interior at the conference level where prefunction spaces will have a 'kaleidoscope' view of the city. Patios and decks amass the facade, while rounded edges and warm materials soften the building, making it part of the landscape and a uniquely Kelowna experience.



View from City Hall corner of Queensway and Water St.



View from Queensway & Water St.
Kelowna Downtown Hotel
Kelowna, BC

A-37
2014/02/04
PROJECT 160013





VIEW DESCRIPTION

Viewed from the city scale, the slender tower form dramatically terminates the Queensway view corridor. For the pedestrian the podium grounds the tower, providing a warm, interesting, human scale experience as the pedestrian approaches the hotel. The rounded at the corner of Water and Queensway complements the elliptical tower form seen in the background and at an urban scale is a formal nod towards City Hall.



VIEW DESCRIPTION

Viewed from the lake and the Downtown Marina at dusk and in the evening, the elegant and slender curving form of the tower with the majestic trellis featured at the top, together with the curving form of the rounda facing Kerry Park will be accentuated by soft light creating a lantern effect similar to the small buildings on the lake supporting the new marina. The soft curves and indirect lighting will complement the Sails sculpture and the gently sloping hills in the distance washed by the setting sun. The composition of form, light and materials together with the fireplace feature anchoring the low form of the coffee house adjacent to Kelly O'Bryan's will transform Kerry Park into an outdoor living room. A living room animated by the sounds of music and concerts in the Park on summer evenings.

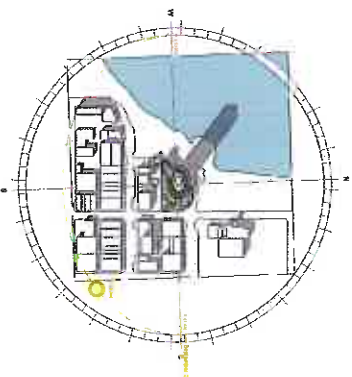
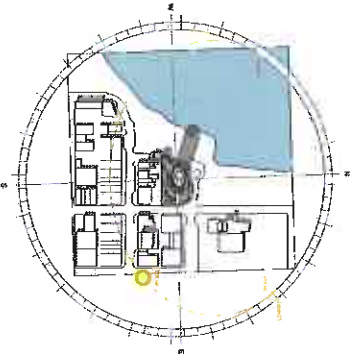
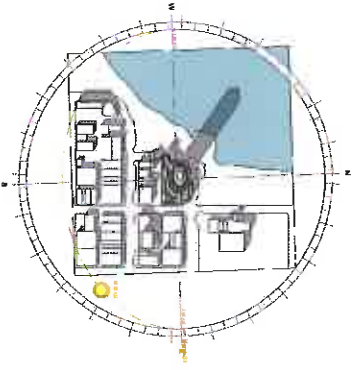


MARCH 21

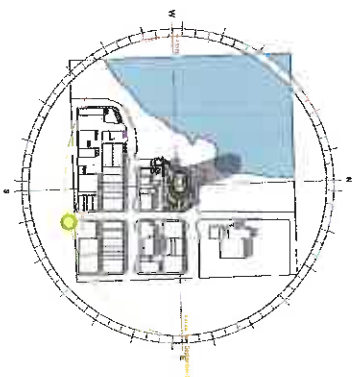
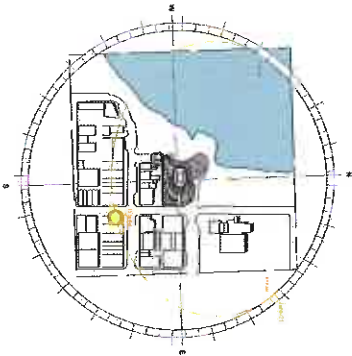
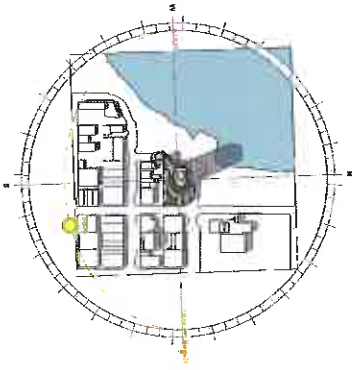
JUNE 21

SEPT 21

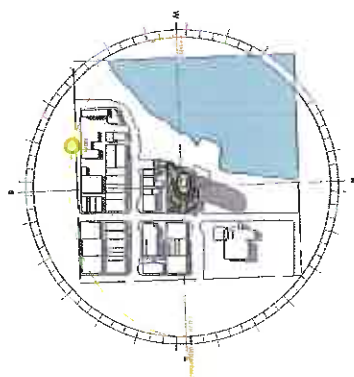
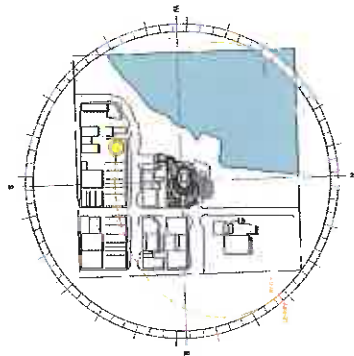
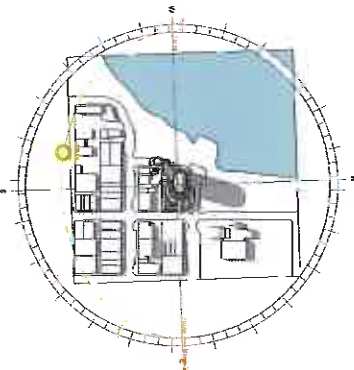
10 AM



12 PM



2 PM




Shadow Analysis
 Kelowna Downtown Hotel
 Kelowna, BC

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 2014/02/04
 PROJECT 160013



References and Assumptions

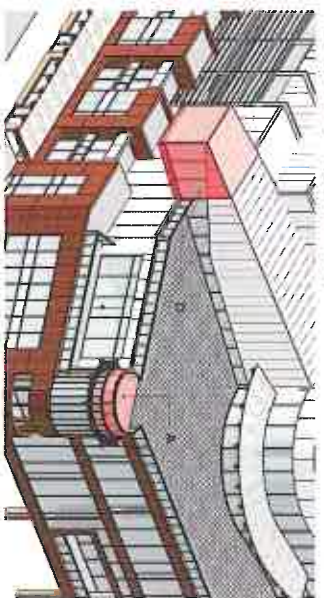
 Areas representing encroachment into 3.0m setback (See bylaw reference below)

Assumptions: Variances are based on proposed property lines as illustrated.

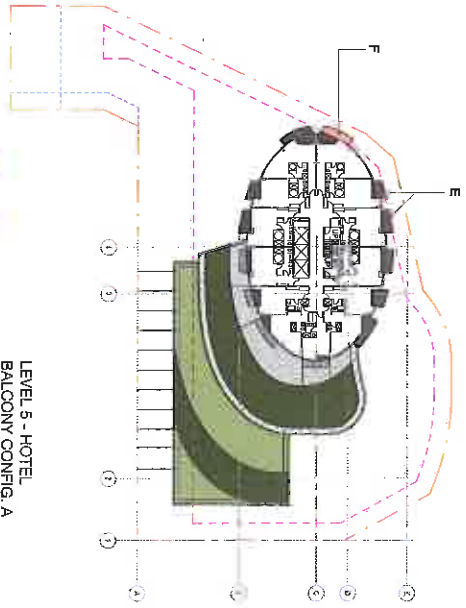
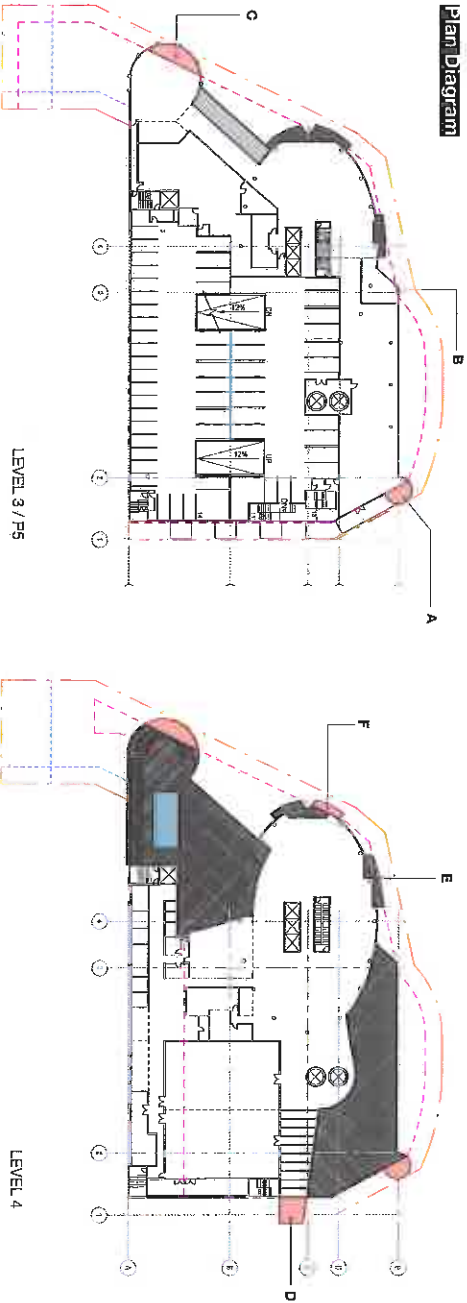
Bylaw Reference: Consolidated Zoning Bylaw No. 8000, C7 - Central Business Commercial, 14.7.5 Development Regulations, Section (e)
 "Any portion of a building above 15 metres in height must be a minimum of 3.0m from any property line abutting a street, as shown on C7 - Diagram B attached to this bylaw.
 The above setbacks will be measured from the nearest exterior building face, exclusive of unenclosed balconies."

C7 - Proposed Setback Variances above 15m

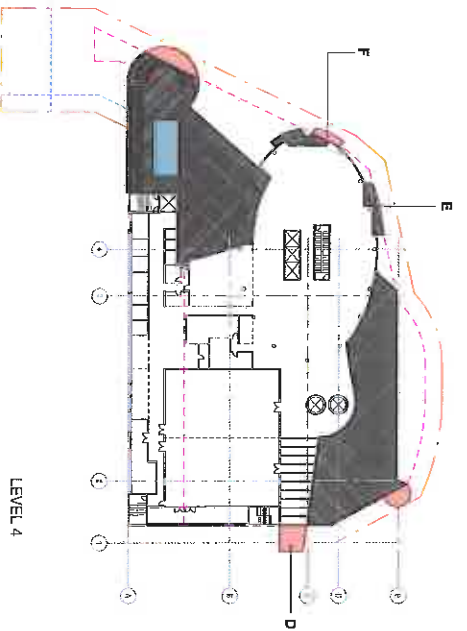
Proposed Setback Variances



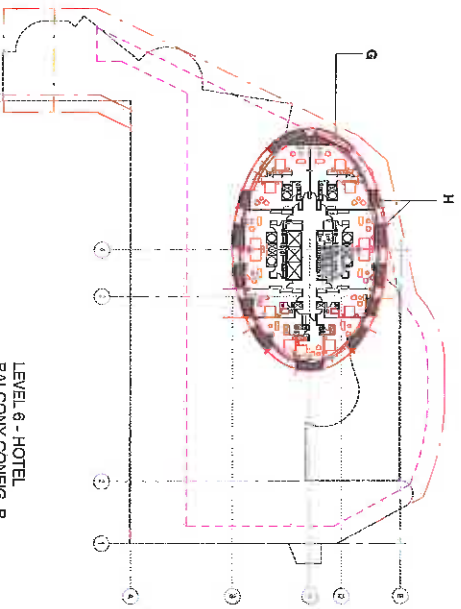
Plan Diagram



LEVEL 5 - HOTEL
BALCONY CONFIG. A

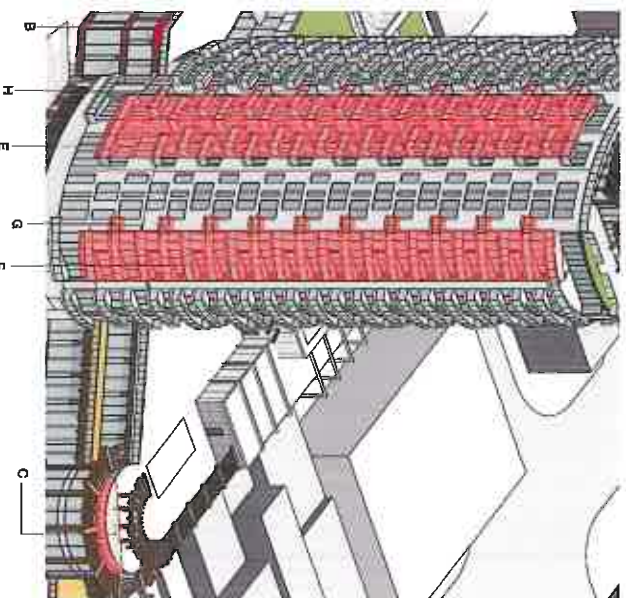


LEVEL 4



LEVEL 6 - HOTEL
BALCONY CONFIG. B

C7 - Proposed Setback Variances above 15m



Kelowna Downtown Hotel
Kelowna, BC

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C7 - Proposed Setback Variances above 22m

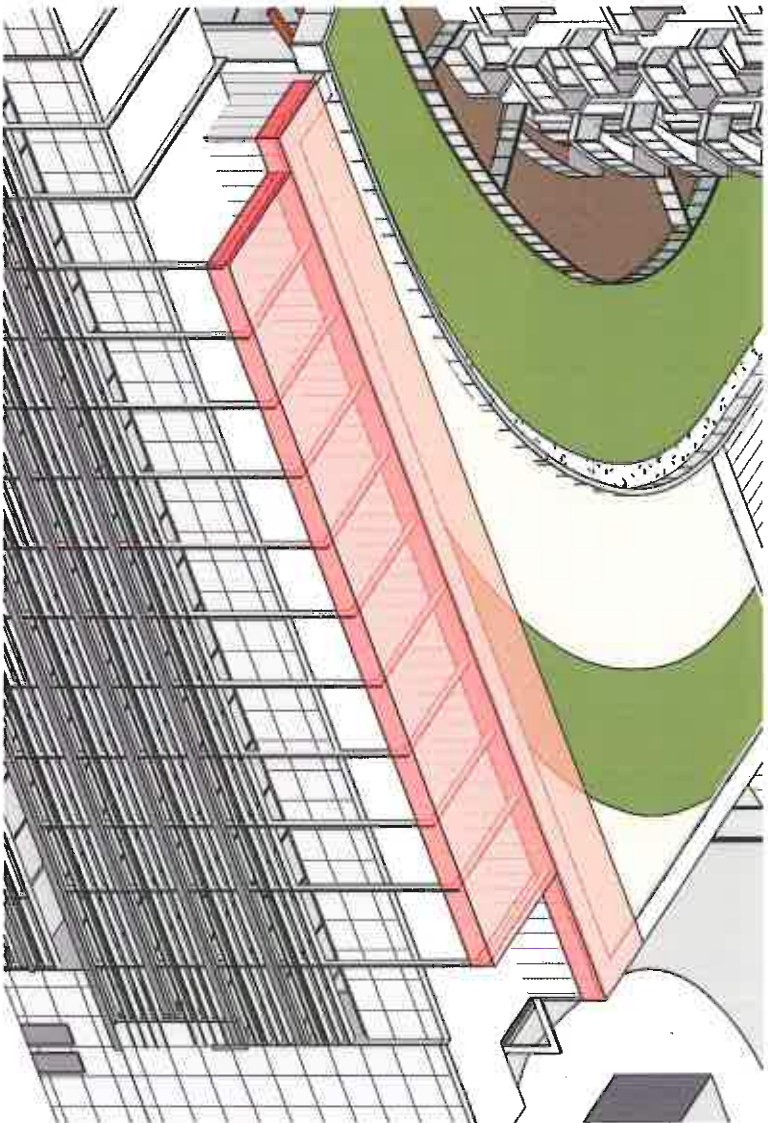
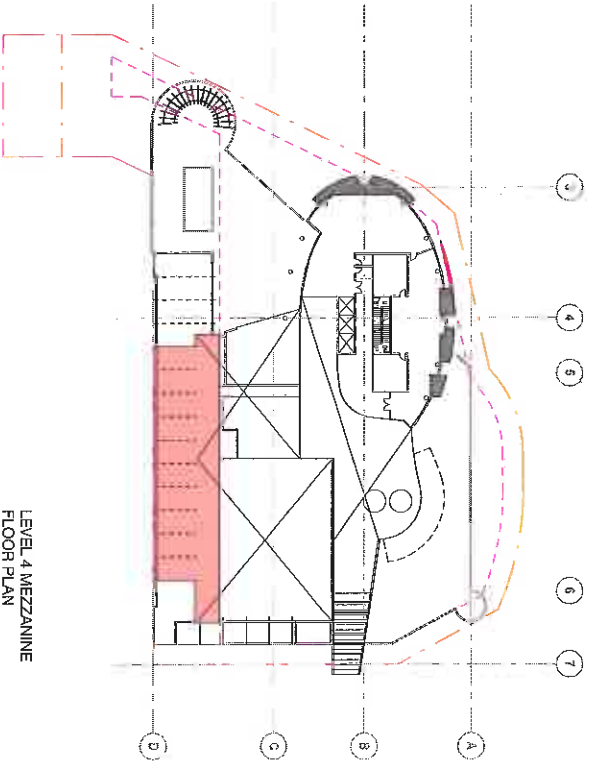
References and Assumptions

 Areas representing encroachment into 10.0m setback (See bylaw reference below)

Assumptions: Variances are based on proposed property lines as illustrated.

Bylaw Reference: **Consolidated Zoning Bylaw No. 8000, C7 - Central Business Commercial, 14.7.5 Development Regulations, Section (i):**
 "Any portion of a building above 22.0m in height must maintain a minimum setback of:
 (i) 15.0m from any property line abutting another property line,
 (ii) 10.0m from any property line abutting a lane,
 (iii) 30.0m between more than one tower on the same property.
 The above setbacks will be measured from the nearest exterior building face, exclusive of unenclosed balconies."

Plan Diagram



C7 - Proposed Setback Variances above 22m
 Kelowna Downtown Hotel
 Kelowna, BC

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 2014/02/04
 PROJECT 160013



C7 - Proposed Variances: Building Height Downtown Plan - Comparative Analysis: Building Height

References and Assumptions

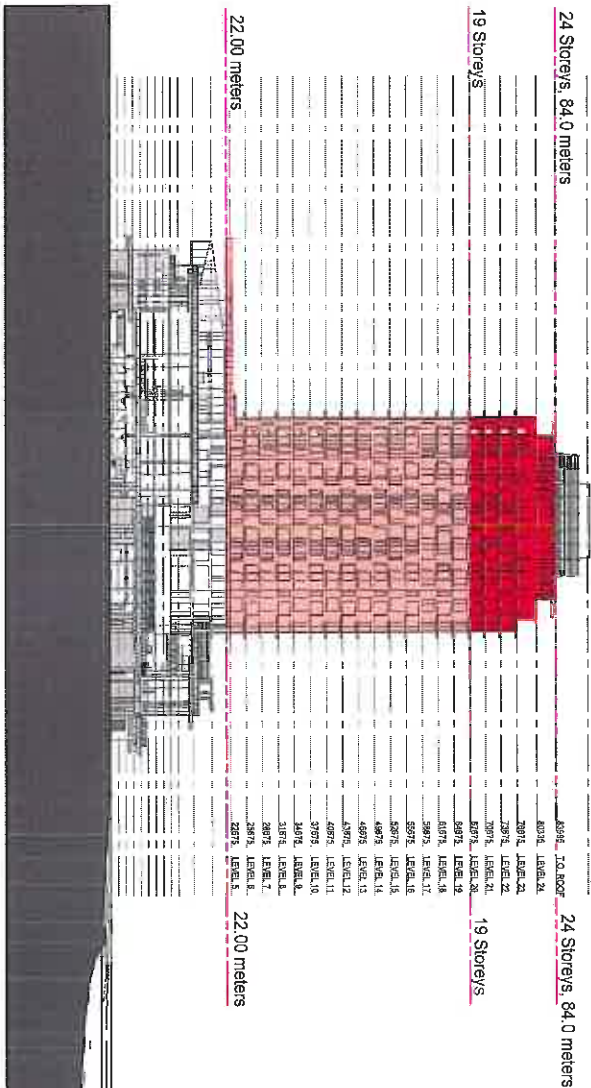
- Areas representing encroachment into 22.0m maximum building height.
- Areas representing encroachment above 19 Storey in building height.

Bylaw Reference: **Consolidated Zoning Bylaw No. 9000, C7 - Central Business**

Commercial, 14.7.8 Development Regulations, Section (a):
"The maximum height is 22.0 m except in Area 1 and Area 2, as shown on C7 - Diagram A and Diagram C, attached to this Bylaw."

City of Kelowna
Official Community Plan:
"my Downtown, Feb. 2011, POLICIES, Section 15, Willow Inn Site:
"Allow up to 19 storeys on the former Willow Inn site at the corner of Queensway Avenue and Mill Street upon demonstration that the proposed development gives careful consideration to view impacts from other parts of downtown, is a signature landmark building and that it meets a high standard of design excellence."

Elevation Diagram



C7 Proposed Building Height Variances

- ① Proposed Tower Height for Hotel Tower:
to vary the maximum building height for Tower from 22 m to 81.6m



C7 - Proposed Variances: Building Height
Kelowna Downtown Hotel
Kelowna, BC

A-42
2014/02/04
PROJECT 160013





Grant Thornton

An instinct for growth™

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Attn: Gail Temple, Director of Development

January 30, 2014

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Dear Gail

Re: Economic impact of the proposed downtown hotel

As requested, we have prepared an update of the economic impact calculations, from the March 2010 Economic Impact Study Report.

The following points summarize why a new full service hotel for Downtown Kelowna should be considered:

- **The City of Kelowna continues to grow as a regional centre** for the Okanagan and as a tourist destination within BC. However, there are opportunities to further develop the area as a premier tourism and conference destination. To re-establish the downtown area as a vibrant part of the city, a number of key facilities and amenities are required; one of which is a high-quality hotel, with meeting and conference space.
- **Strong demand for accommodation.** The accommodation market in Kelowna has performed well over the last three years, with growth of 9.7% in annual occupancy and 5.1% in average room rates.
- **Opportunities for a new hotel downtown.** There is an opportunity to target a segment of the hotel market (a higher end market) which is not adequately served, in Kelowna. In addition, Kelowna is currently missing out on larger meetings and conferences because it does not have the room base in one hotel or in adjacent hotels to accommodate all attendees.
- **Challenges for the developer.** Although market research indicates strong demand for quality hotel accommodation in Kelowna, there are three key challenges facing the developer:
 - i There are very few good sites available for a high quality hotel development in Kelowna (the subject site is the “best”);
 - ii The development costs will be significant (±\$65 million); and,

- iii Financing for new hotels is extremely difficult to access in today's market environment, and as the size and cost of the project increase, so does the cost of borrowing.
- **Positive economic impact**, for Kelowna and Okanagan region.
 - i **The one-time employment and economic impacts** to be generated during the construction phase are as follows:

Construction Phase Impacts: \$66.45 Million Development Costs

| Total Impacts | Employment | | GDP | Output |
|---------------|------------|------------|--------------|---------------|
| | Jobs | (FTEs) | (\$ Million) | (\$ Million) |
| Direct | 336 | 252 | 12.74 | 66.45 |
| Indirect | 250 | 187 | 13.02 | 33.71 |
| Induced | 135 | 101 | 6.45 | 11.96 |
| Total | 721 | 540 | 32.41 | 112.12 |

- ii **The annual operation of the hotel is expected to generate employment and economic benefits on an ongoing basis.** The estimated, annual employment and economic impacts are presented below.

Annual Operating Impacts

| Total Annual Impacts | Employment | | GDP | Output |
|----------------------|------------|------------|--------------|--------------|
| | Jobs | (FTEs) | (\$ Million) | (\$ Million) |
| Direct | 218 | 164 | 6.2 | 11.2 |
| Indirect | 57 | 42 | 2.8 | 4.5 |
| Induced | 24 | 18 | 1.1 | 2.0 |
| Total | 299 | 224 | 10.1 | 17.7 |

- iii Visitor expenditures in Kelowna by guests of the proposed hotel are expected to total \$20.8 million, annually or \$297 per day per guest. These expenditures are anticipated to generate additional employment opportunities and tax revenues.

If you have any questions which arise from the enclosed information, please feel free to contact us.

Yours sincerely



Doug Bastin, CMC
Partner, Grant Thornton Consulting

Mill Street Hotel, Kelowna, BC Transportation Impact Assessment

Draft Report

Prepared for
Westcorp

Date
March 7, 2014

Prepared by
Bunt & Associates

Project No.
4652.08

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1. INTRODUCTION

Westcorp is proposing the redevelopment of 235 Queensway Avenue, 1470, Water Street and 1476 Water Street in the downtown area of Kelowna BC. Proposed is the construction of a hotel with supporting amenities such as a restaurant, a coffee shop, commercial units and conference space. Bunt & Associates has prepared a Transportation Impact Assessment for the mix of land uses proposed. The location of the site is illustrated in **Exhibit 1.1**. The Study Area is shown in greater detail in **Exhibit 1.2**.

For the purposes of this study, it is assumed that the development will consist of 214 hotel rooms, 680 m² (7,319 square feet) of restaurant and cafe space, 1,684 m² (18,126 square feet) of conference space, and four Commercial Retail Units that total 378 m² (4,069 square feet).

This Transportation Impact Assessment Study will review the following:

- The Study Area's existing road network and transportation infrastructure;
- Estimates of the development's traffic generation and the subsequent impact to the adjacent road network;
- Site design, including multi-modal access; loading and pick-up/ drop off requirements;
- On-site parking supply and parking demand forecasts; and,
- Transportation demand management strategies.

Exhibit 1.1: Site Location and context

Exhibit 1.2 Detailed Site Location

2. BACKGROUND

The City of Kelowna is actively revitalizing its downtown, which includes various changes to the transportation network. Alterations to the local road network include the revitalization of Bernard and Queensway Avenues, and the closure of Mill Street to vehicular traffic. The locations of these changes are shown in Exhibit 1.2.

The Ministry of Transportation and Infrastructure (MoTI) approved the closure of Mill Street as part of Kelowna's Downtown Revitalization CD-21 zone area, which is bounded by: Harvey Avenue, Abbott Street, Water Street and Queensway Avenue, commonly referred to as "Waterfront Village Redevelopment". The City of Kelowna approved the closure of Mill Street in November of 2012. The Mill Street closure is meant to increase the walkability of the local area and to expand and promote the adjacent lakefront public park space.

Queensway Avenue, which is to the immediate north of the site, is scheduled for redevelopment in the summer of 2014. Alterations include the addition of traffic circles at its Water Street intersection as well as at Queensway Avenue's west termination. The redevelopment of Queensway Avenue will result in a loss of on-street parking spaces; these spaces will be compensated with the addition of parkade parking spaces, in particular the proposed Interior Health parkade at 1430 Ellis Street.

Further changes include the addition of 1,000 Interior Health employees with an office building at Ellis Street & Doyle Avenue together with a new parkade facility on Ellis Street. Also, the existing parking lot at the west end of Queensway Avenue is identified as a redevelopment site for Kelowna's visitor centre.

3. EXISTING CONDITIONS

3.1 Existing Street Network

The following provides a description of the existing Study Area street network, where roadway function, design characteristics and intersection controls, in particular, are discussed within the following report.

- Mill Street & Queensway Avenue (eastbound stop control);
- Mill Street & Bernard Avenue (southbound stop control);
- Water Street & Doyle Avenue (east and westbound stop control);
- Water Street & Queensway Avenue (currently stop control, modelled as single lane roundabout);
- Water Street & Lane (eastbound stop control); and,
- Water Street & Bernard Avenue (signalized).

The development site, as illustrated in Exhibit 1.2, is bounded by the existing Mill Street alignment to the west, Queensway Avenue to the north, Water Street to the east, Bernard Avenue to the south and a laneway along its south edge.

Mill Street is a two way road. It has a four lane cross section with a travel lane in each direction and metered parking along each side. It borders Kerry Park to its west, which is part of the lakefront walkway.

Queensway Avenue is a two way road. It has an approximate 25 metre width. Between Water Street and Pandosy Street, Queensway Avenue is comprised of (from its south edge to north edge) angled parking, a eastbound travel lane, a median, angled parking for westbound vehicles, a westbound travel lane then a parallel parking lane along the north edge. East of Pandosy Street, Queensway Avenue presently operates as a transit bus loop; the main bus exchange for buses heading to the Westside, Dilworth, Mission and Rutland. West of Mill Street, Queensway Avenue becomes a parking lot for the waterfront area and adjacent parks. The Queensway bus loop is scheduled for redevelopment in 2014. In the future plans, Queensway Avenue will only accommodate cars between Water and Pandosy, one-way, eastbound. Similarly, between Pandosy Street and the lane south of Queensway Avenue, it will be one-way to cars southbound, though buses can travel northbound. Parking on the south side of Queensway Avenue will be eliminated, though it will be retained on the north. Buses are to enter the roundabout from the east.

Bordering the south end of the study site, Bernard Avenue is an east/west route connecting to City Park. Bernard operates as a two-way street with non-metered angled parking along both curbs. Bernard Street is undergoing development, and will change from a four to a three lane cross section. This redevelopment of the street will allow for wider sidewalks and other pedestrian improvements, including increased street furniture and vegetation. The Bernard Avenue development is currently scheduled for completion in June 2014.

The laneway which directly borders the site (to the south of the site) functions as a one-way eastbound route. The lane is primarily used for loading activity and parking.

The Mill Street & Queensway Avenue intersection currently operates under eastbound stop control, with a zebra pedestrian crossing on the east leg of the intersection.

The Mill Street & Bernard Avenue intersection operates under southbound stop control, with a zebra pedestrian crossing for north and southbound pedestrian movements (west and east legs of the intersection).

The Water Street & Queensway Avenue intersection currently operates under east and west leg stop control. There is a pedestrian crossing at each leg of the intersection, and zebra markings on the north and south legs. As mentioned above, this intersection planned for conversion to a single lane traffic roundabout later in 2014.

The Water Street & Bernard Avenue intersection operates under signalised control, with pedestrian crossing push buttons at each leg.

The Lane to the south of the site operates with two way travel; however the adjacent Lane to the east of Water Street operates with just one-way eastbound travel.

3.2 Existing Traffic Volumes and Operations

Existing Traffic volumes were obtained from AM and PM Peak hour counts collected by the City of Kelowna and augmented with a spot traffic counts conducted by Bunt & Associates. The study intersections, collection data and source are summarised in **Table 3.1**.

Table 3.1: Study Intersections and Data Source

| Intersection | Survey Date | Source |
|--------------------------------|---------------------------------|-----------------|
| Water Street & Doyle Avenue | July 18 th , 2012 | City of Kelowna |
| Water Street & Queensway | November 10, 2011 | City of Kelowna |
| Water Street & Site Lane | February 6 th , 2012 | Bunt Spot Count |
| Bernard Avenue & Water Street | November 10, 2011 | City of Kelowna |
| Bernard Avenue and Mill Street | November 10, 2011 | City of Kelowna |

These peak hour conditions were factored up to match the July 2012 summer volumes, in order to provide a conservative estimate of peak summer period traffic operations. The non-summer period traffic volumes were factored up by 12% and 58%, for the AM and PM respectively.

The 2012 summer traffic volumes were factored up by a 1.4% annual growth rate to represent 'existing summer 2013' volumes.

The Weekday AM and PM peak hour periods were analyzed. Saturday volumes were not included in the analysis as review of MOTI data sets from the area (south end of Okanagan Lake Bridge) from the past few years indicate that Saturday peak hour volumes are significantly lower than Weekday PM peak hour volumes.

The operation of the study area intersections were examined using the described summer period peak traffic volumes and Synchro 6 software to assess existing traffic conditions for the Weekday AM and PM peak hour periods.

Analysis is based on the procedures outlined in the 2000 Highway Capacity Manual (HCM). The reported performance criteria includes a measure of the traffic volume to capacity (v/c) ratio, and a traffic delay based Level of Service (LOS) measure at each study intersection. A v/c ratio less than 0.90 indicates acceptable traffic conditions, with sufficient capacity to accommodate demands; a v/c ratio between 0.90 and 0.95 indicates a near-capacity traffic condition with considerable delays and vehicle queuing. A v/c ratio over 0.95 indicates that traffic conditions are close to saturated or saturated, and traffic demand exceeds the available capacity. The LOS rating is based on average vehicle delay and ranges from "A", which represents minimal delay conditions; to "F", which represents congestion and/ or considerable delays. For urban areas, a LOS of "E" or better and a V/C ratio of 0.90 or less generally represent acceptable traffic performance.

Tables 3.2 and 3.3 present a capacity analysis of the examined intersections during Weekday AM and PM existing (2013) peak hour conditions. It is noted that the Water Street & Queensway Avenue intersection was modelled as a roundabout due to the approved plans to implement a roundabout at this location.

Table 3.2: Existing (2013) Traffic Conditions - Weekday Peak AM

| Intersection | Overall Intersection | | | Critical Movement | | | |
|--|----------------------|------|-----|-------------------|------|-----|--------------|
| | Average Delay (sec.) | V/C | LOS | Movement | V/C | LOS | Delay (sec.) |
| Mill & Bernard (Southbound Stop Control) | 2.7 | - | A | Southbound | 0.09 | A | 9.4 |
| Water & Queensway (Roundabout Control) | | 0.34 | A | Northbound | 0.34 | - | - |
| Water & Lane (Eastbound Stop Control) | 0.3 | - | A | Eastbound | 0.02 | B | 11.8 |
| Water & Bernard (Signalized) | 9.3 | 0.37 | A | Eastbound | 0.40 | B | 10.5 |
| Doyle & Water (East and Westbound Stop Control) | 2.1 | - | A | Westbound | 0.15 | C | 17.3 |

Table 3.3: Existing (2013) Traffic Conditions - Weekday Peak PM

| Intersection | Overall Intersection | | | Critical Movement | | | |
|--|----------------------|------|-----|-------------------|------|-----|--------------|
| | Average Delay (sec.) | V/C | LOS | Movement | V/C | LOS | Delay (sec.) |
| Mill & Bernard (Southbound Stop Control) | 5.9 | - | C | Southbound | 0.49 | B | 15.0 |
| Water & Queensway (Roundabout Control) | - | 0.57 | B | Northbound | 0.57 | - | - |
| Water & Lane (Eastbound Stop Control) | 0.4 | - | A | Eastbound | 0.06 | C | 17.4 |
| Water & Bernard (Signalized) | 11.5 | 0.60 | B | Southbound | 0.68 | B | 14.2 |
| Doyle & Water (East and Westbound Stop Control) | 7.7 | - | B | Westbound | 0.63 | E | 43.8 |

The intersection of Queensway Avenue & Water Street was also analyzed using Sidra Intersection 6, a micro-analytical, network analysis tool. Sidra Intersection allows for a more accurate analysis of single-lane and multi-lane roundabouts via its combined (hybrid) geometry and gap-acceptance modelling approach in order to take into account the effect of roundabout geometry on driver behaviour.

The Sidra output for Water Street and Queensway is summarized in **Table 3.4**

Table 3.4: Existing (2013) Queensway Avenue & Water Street: Sidra Output

| Period | Overall Intersection | | | Critical Movement | | | |
|--------|----------------------|------|-----|-------------------|------|-----|--------------|
| | Average Delay (sec.) | V/C | LOS | Movement | V/C | LOS | Delay (sec.) |
| AM | 5.5 | 0.30 | A | Westbound | 0.06 | B | 10.6 |
| PM | 6.3 | 0.50 | A | Northbound | 0.43 | A | 5.5 |

As suggested by Tables 3.2, 3.3, and 3.4 all Study Area intersections currently (Summer 2013) operate within capacity during the most critical Weekday AM and PM peak hour periods. The intersection of Doyle Avenue & Water Street nears capacity for the westbound movement in the PM peak hour period. This is due to the substantial opposing north and southbound volumes, which are present especially in the summer months.

3.3 Walking

Typically, people are willing to walk 5 to 10 minutes for daily trips (transit, shopping, etc), which translates to approximately 400m to 800m in distance.

Exhibit 3.1 shows the extent of downtown Kelowna that is within this 800m area from the proposed site. This larger 800m zone represents a typical distance people are usually willing to walk as a commute or as a component of a commute, to a transit station. Clearly, there is a significant area of downtown Kelowna that lies within a reasonable walking distance for future hotel guests, employees and visitors. A wide range of amenities are also within reasonable walking distance, with pedestrian facilities provided on all streets in vicinity of the site location (crosswalks, paths and sidewalks).

Walk Score is a method of evaluating a location’s walkability by using an algorithm that awards points based on the distance to amenities such as grocery stores, schools, shops, recreation opportunities, banks and restaurants. The Mill Street development site receives a 100 score out of 100 placing it in the ‘Walkers Paradise’ category.

There are various downtown improvement projects, at various stages of approval or completion which will further improve the existing pedestrian environment. These include Stuart Park Phase 2 redevelopment, the Downtown pier/marina and the closure of Mill Street to vehicle traffic as previously discussed.

3.4 Cycling

Exhibit 3.1 also shows the cycle route facilities in the context of the development site. The site is well-connected with an off-road, paved bike lane which runs along the lakefront. Additionally, it is within 800m to the main north-south cycle corridor, the Richter Street bike lane and the Cawston Avenue off-road paved, east-west cycling route.

3.5 Transit

The proposed site is located approximately 200m from the Queensway Bus Exchange. The existing Queensway Exchange is a significant destination and transfer point in downtown Kelowna. **Table 3.5** summarizes the bus transit routes it currently services. It is also the terminus for the RapidBus service implemented as phase I of the RapidBus project.

Table 3.5: Bus Transit Service

| Bus Route | Destination | Duration | AM Peak Frequency | PM Peak Frequency | SAT Frequency |
|-----------|-----------------------------|----------|---------------------|---------------------|---------------|
| 1 | Mission Recreation Exchange | 25 | 15 | 15 | 30 |
| 2 | Ellis St & Cambridge Ave | 5 | 15-55 | 60 | 60 |
| 6 | NA | | | | |
| 7 | Orchard Park Mall | 30 | 17 | 15-30 | 30 |
| 9 | Orchard Park Mall | 20 | NA- Shopper Shuttle | NA- Shopper Shuttle | 65 |
| 10 | Fitzpatrick & Findlay Rd | 40 | 15 | 15 | 30 |
| 11 | Craig Rd & McCurdy Rd | 30 | 15 | 15 | 60 |

Exhibit 3.1 Pedestrian and Cycling Access

4. DEVELOPMENT PLAN

4.1 Proposed Development Content

The proposed development's main land use consists of hotel units. The hotel is developed with supporting amenities including a restaurant, a coffee shop, conference space and a spa. The development also includes 4 small retail units. Eight of the hotel units may service long term stays, for the purpose of this report, due to their size and expected function they are grouped into the hotel component of the development. The proposed development is summarized in **Table 4.1**.

Table 4.1: Proposed Development Content

| Land Use | Quantity (sq.m. or units) |
|---------------------|---------------------------|
| Hotel | 214 rooms |
| Restaurant | 473 m ² |
| Coffee Shop | 207 m ² |
| Conference | 1,684 m ² |
| Retail (four units) | 378 m ² |

The four retail units will front Water Street. The remainder of the land uses including the coffee shop and restaurant will be within the hotel complex. Parking for all components of the development will be within the parkade structure. Five of the hotel parking spaces are within its porte cochere.

4.2 Access

The most recent site plan for the project is illustrated in **Exhibit 4.1**, shows vehicular access to the development and its parkade from Queensway Avenue. Earlier development schemes had a higher portion of residential units which were to be accessed from the rear lane south of the site which connects with Water Street; this is no longer the case alleviating potential issues with left movements to and from the lane and Water Street. The lane will remain open to permit loading activity for the proposed development as well as the existing adjacent commercial land uses to the south of the lane, e.g. Kelly O'Brien's Pub.

The hotel's drop off zone or porte cochere is also located along Queensway Avenue. The porte cochere zone and valet will provide the temporary parking needs of approximately five vehicles, plus curbside loading for passengers.

Exhibit 4.1 Site Plan and access

5. TRAFFIC IMPACT ANALYSIS

5.1 Development Trip Generation

Traffic generation was estimated using Institute of Transportation Engineers (ITE) trip generation rates in conjunction with observed vehicle assignment patterns. Trip generation estimates of the proposed development calculated with ITE trip rates are provided in **Table 5.1**.

ITE rate 310 (Hotel) was used instead of the Resort Hotel category to account for the development's conference facility. A 20% discount was applied to the ITE hotel rates to account for the downtown location of the hotel. This 20% deduction is consistent with the parking allocation of the development where parking bylaw reductions are permitted for Kelowna's downtown region.

The proposed restaurant and coffee shop were grouped together and vehicle trips estimate by applying the ITE trip rate reported for quality, sit down style restaurant land use. The predicted 30 or so vehicle trips in the PM peak hour period is consistent with parking demand estimates for this type of use within a hotel setting (9 parking spaces with an approximately three to four total in and out trips per parking spaces per peak hour). In the AM peak hour period approximately 3 trips are estimated. This is considered realistic for a weekday morning as most of the patrons are expected to be guests of the hotel, or people who work in the near vicinity.

Although the Saturday peak hour period is not examined in this traffic impact analysis, the trip generation estimates for the Saturday mid-day peak hour period are presented for comparison purposes.

Table 5.1: Development Site Trip Generation

| Use | Size (Sq.ft.) or (Units) | Peak Hour | Source | Trip Rate (per 1,000 sq.ft or per unit) | % Trips IN | % Trips OUT | # Trips IN | # Trips Out | Total Peak Hour 2-Way Trips |
|--------------------------------|-------------------------------------|-----------|-------------------------|---|------------|-------------|------------|-------------|-----------------------------|
| Hotel Rooms | 214 units | AM | ITE (310) | 0.42 | 59% | 41% | 53 | 37 | 90 |
| | | PM | | 0.48 | 51% | 49% | 61 | 42 | 103 |
| | | Sat | | 0.58 | 56% | 44% | 69 | 55 | 124 |
| Hotel Restaurant & Coffee Shop | 7,319 sq.ft. (680m ²) | AM | ITE (931) | 0.41 | 50% | 50% | 2 | 1 | 3 |
| | | PM | | 3.75 | 67% | 33% | 18 | 9 | 27 |
| | | Sat | | 5.41 | 59% | 41% | 23 | 17 | 40 |
| Hotel Conference | 18,126 sq.ft. (1684m ²) | AM | Included in Hotel Rate* | - | - | - | 0 | 0 | 0 |
| | | PM | | - | - | - | 0 | 0 | 0 |
| | | Sat | | - | - | - | 0 | 0 | 0 |
| Commercial Retail Units | 4,069 sq.ft. (378m ²) | AM | ITE (826)- | 0.70** | 66% | 33% | 2 | 1 | 3 |
| | | PM | | 2.71 | 44% | 56% | 5 | 6 | 11 |
| | | Sat | | 2.71*** | 50% | 50% | 6 | 5 | 11 |
| Total | | AM | | | | | 57 | 39 | 96 |
| | | PM | | | | 84 | 57 | 141 | |
| | | Sat | | | | 98 | 77 | 175 | |

*ITE 310 (Hotel) description, "supporting facilities such as meeting and banquet rooms or convention facilities".

** There is no AM rate for ITE 826, therefore rate was derived from ITE Shopping Centre 820.

*** There is no Saturday rate for ITE Specialty Retail 826 therefore the PM rate was used as an approximation.

As presented in Table 5.1 the proposed development is expected to generate approximately 96, 141 and 175 total two-way trips per Weekday AM, Weekday PM, and Saturday peak hours, respectively.

5.2 Future Traffic Conditions

Future traffic analysis examined the traffic impact of the development during Opening Day (2015) and Opening Day plus 10 year (2025). A 1.4% annual growth rate was applied to existing volumes to forecast future background traffic volumes. The assumed 1.4% rate results in future Year 2030 traffic volumes on Water Street similar to those predicted by the EMME regional transportation model used by the City of Kelowna.

5.2.1 Future Road Network Changes

As mentioned prior, the Water Street & Queensway Avenue intersection is to be converted to a single lane roundabout. All background and total future scenarios model this intersection with the roundabout configuration. All future traffic scenarios were also modelled assuming Mill Street is closed to vehicular traffic. Existing traffic using Mill Street was largely reassigned through the Bernard Avenue & Water Street intersection.

5.2.2 Trips Distribution and Assignment

The assumed vehicle trip distribution for the proposed development is based mainly on existing vehicle volume patterns in this part of the downtown area. Expected distribution to and from the hotel's access is based on distribution assumptions summarized in **Table 5.2**. **Tables 5.3 to 5.10** present the forecasted Background 2015, 2025 Weekday AM and PM peak hour operating conditions.

Table 5.2: Estimated Distribution of Site Generated Traffic

| Direction To/From | AM Peak Hour Outbound/Inbound | PM Peak Hour Outbound/ Inbound |
|-------------------|-------------------------------|--------------------------------|
| North | 42%/39% | 42%/36% |
| South | 28%/30% | 35%/21% |
| East | 19%/11% | 13%/18% |
| West | 11%/20% | 10%/25% |

Table 5.3: 2015 Background Traffic Conditions - Weekday Peak AM

| Intersection | Overall Intersection | | | Critical Movement | | | |
|---|----------------------|------|-----|-------------------|------|-----|--------------|
| | Average Delay (sec.) | V/C | LOS | Movement | V/C | LOS | Delay (sec.) |
| Water & Queensway (Roundabout) | - | 0.28 | A | Northbound | 0.34 | - | - |
| Water & Lane (Eastbound Stop Control) | 0.3 | - | A | Eastbound | 0.02 | B | 12.0 |
| Water & Bernard (Signalized) | 9.4 | 0.38 | A | Eastbound | 0.41 | B | 10.7 |
| Doyle & Water (East and Westbound Stop Control) | 2.1 | - | A | Westbound | 0.13 | C | 17.9 |

Table 5.4: 2025 Background Traffic Conditions - Weekday Peak AM

| Intersection | Overall Intersection | | | Critical Movement | | | |
|---|----------------------|------|-----|-------------------|------|-----|--------------|
| | Average Delay (sec.) | V/C | LOS | Movement | V/C | LOS | Delay (sec.) |
| Water & Queensway (Roundabout) | - | 0.39 | A | Northbound | 0.39 | - | - |
| Water & Lane (Eastbound Stop Control) | 0.4 | - | A | Eastbound | 0.03 | B | 12.9 |
| Water & Bernard (Signalized) | 9.8 | 0.42 | A | Eastbound | 0.48 | B | 11.5 |
| Doyle & Water (East and Westbound Stop Control) | 2.3 | - | A | Westbound | 0.17 | C | 21.1 |

Table 5.5: 2015 Total Traffic Conditions - Weekday Peak AM

| Intersection | Overall Intersection | | | Critical Movement | | | |
|---|----------------------|------|-----|-------------------|------|-----|--------------|
| | Average Delay (sec.) | V/C | LOS | Movement | V/C | LOS | Delay (sec.) |
| Water & Queensway (Roundabout) | - | 0.37 | A | Northbound | 0.37 | - | - |
| Water & Lane (Eastbound Stop Control) | 0.3 | - | A | Eastbound | 0.03 | C | 12.4 |
| Water & Bernard (Signalized) | 9.6 | 0.40 | A | Eastbound | 0.44 | B | 8.7 |
| Doyle & Water (East and Westbound Stop Control) | 2.2 | - | A | Westbound | 0.15 | C | 19.3 |

Table 5.6: 2025 Total Traffic Conditions – Weekday Peak AM

| Intersection | Overall Intersection | | | Critical Movement | | | |
|---|----------------------|------|-----|-------------------|------|-----|--------------|
| | Average Delay (sec.) | V/C | LOS | Movement | V/C | LOS | Delay (sec.) |
| Water & Queensway (Roundabout) | - | 0.43 | A | Northbound | 0.43 | - | - |
| Water & Lane (Eastbound Stop Control) | 0.4 | - | A | Eastbound | 0.03 | B | 13.5 |
| Water & Bernard (Signalized) | 10.1 | 0.46 | A | Eastbound | 0.51 | B | 12.1 |
| Doyle & Water (East and Westbound Stop Control) | 2.5 | - | A | Westbound | 0.20 | C | 23.1 |

Table 5.7: 2015 Background Traffic Conditions – Weekday Peak PM

| Intersection | Overall Intersection | | | Critical Movement | | | |
|---|----------------------|------|-----|-------------------|------|-----|--------------|
| | Average Delay (sec.) | V/C | LOS | Movement | V/C | LOS | Delay (sec.) |
| Water & Queensway (Roundabout) | - | 0.55 | B | Southbound | 0.55 | - | - |
| Water & Lane (Eastbound Stop Control) | 0.4 | - | A | Eastbound | 0.06 | C | 18.0 |
| Water & Bernard (Signalized) | 11.7 | 0.62 | B | Southbound | 0.70 | B | 16.0 |
| Doyle & Water (East and Westbound Stop Control) | 8.2 | - | B | Westbound | 0.65 | E | 72.0 |

Table 5.8: 2015 Total Traffic Conditions - Weekday Peak PM

| Intersection | Overall Intersection | | | Critical Movement | | | |
|---|----------------------|------|-----|-------------------|------|----------|--------------|
| | Average Delay (sec.) | V/C | LOS | Movement | V/C | LOS | Delay (sec.) |
| Water & Queensway (Roundabout) | - | 0.61 | B | Southbound | 0.61 | - | - |
| Water & Lane (Eastbound Stop Control) | 0.4 | - | A | Eastbound | 0.07 | C | 19.7 |
| Water & Bernard (Signalized) | 12.5 | 0.64 | B | Southbound | 0.75 | B | 17.9 |
| Doyle & Water (East and Westbound Stop Control) | 9.9 | - | B | Westbound | 0.75 | F | 94.2 |

Table 5.9: 2025 Background Traffic Conditions - Weekday Peak PM

| Intersection | Overall Intersection | | | Critical Movement | | | |
|---|----------------------|------|-----|-------------------|-------------|----------|--------------|
| | Average Delay (sec.) | V/C | LOS | Movement | V/C | LOS | Delay (sec.) |
| Water & Queensway (Roundabout) | - | 0.64 | B | Southbound | 0.64 | - | - |
| Water & Lane (Eastbound Stop Control) | 0.5 | - | A | Eastbound | 0.10 | C | 22.4 |
| Water & Bernard (Signalized) | 14.2 | 0.73 | B | Southbound | 0.83 | C | 22.5 |
| Doyle & Water (East and Westbound Stop Control) | 19.7 | - | C | Westbound | 1.04 | F | 187.0 |
| | | | | Eastbound | 0.77 | F | 94.5 |

Table 5.10: 2025 Total Traffic Conditions – Weekday Peak PM

| Intersection | Overall Intersection | | | Critical Movement | | | |
|---|----------------------|------|-----|-------------------|------|-----|--------------|
| | Average Delay (sec.) | V/C | LOS | Movement | V/C | LOS | Delay (sec.) |
| Water & Queensway (Roundabout) | - | 0.71 | C | Southbound | 0.71 | - | - |
| Water & Lane (Eastbound Stop Control) | 0.6 | - | A | Eastbound | 0.11 | D | 25.2 |
| Water & Bernard (Signalized) | 16.8 | 0.78 | B | Southbound | 0.90 | C | 30.6 |
| Doyle & Water (East and Westbound Stop Control) | 25.6 | - | C | Westbound | 1.32 | F | 305.2 |
| | | | | Eastbound | 0.67 | F | 69.0 |

The Intersection of Water Street & Queensway Avenue was further analyzed using Sidra software, as in the existing conditions, to confirm its operation performance. The summary of the highest volumes scenario, 2025 PM, is shown in **Table 5.11**.

Table 5.11: 2025 Background & Total Traffic Conditions – Queensway & Water Street, Sidra Analysis

| Intersection | Overall Intersection | | | Critical Movement | | | |
|--------------------|----------------------|------|-----|-------------------|------|-----|--------------|
| | Average Delay (sec.) | V/C | LOS | Movement | V/C | LOS | Delay (sec.) |
| PM Background 2025 | 5.9 | 0.51 | A | Northbound | 0.51 | A | 5.7 |
| PM Total 2025 | 6.6 | 0.58 | A | Northbound | 0.58 | A | 6.1 |

In summary, the AM peak hour traffic analysis indicates the background and total traffic operations, for both horizon years, operate well within capacity.

In the PM peak hour traffic analysis the background and total traffic operations, for both horizon years, operate well within capacity, with the exception of Doyle Avenue & Water Street and the southbound movement at Bernard Avenue & Water Street. Mitigation measures for each intersection are provided below.

5.2.3 Bernard Avenue & Water Street Mitigation

Bernard Avenue & Water Street operational issues, forecasted to occur during the 2025 Total condition scenario, are mitigated through optimization of the traffic signal's cycle length and signal splits. With signal optimization the overall performance during the 2025 Total Weekday PM peak hour is forecast to have a V/C ratio of 0.77, an average delay of 15.6 seconds and LOS B. For the most pressurized southbound movement the V/C ratio is forecast at 0.78 with an 18.8 second delay and LOS B.

5.2.4 Doyle Avenue & Water Street Intersection Mitigation

For the Doyle Avenue & Water Street intersection the following mitigation measure options were examined using the AM and PM Background and Total 2025 volumes:

- Four leg stop control;
- Roundabout; and
- Addition of a traffic signal.

The results of the alternative traffic control types at the Doyle/Water intersection are summarized in **Table 5.12** for the Background and Total 2025 forecasted traffic volumes.

Table 5.12: 2025 Background Traffic Conditions – Doyle & Water

| Intersection | Overall Intersection | | | Critical Movement | | | |
|---------------------------|----------------------|------|-----|-------------------|------|----------|--------------|
| | Average Delay (sec.) | V/C | LOS | Movement | V/C | LOS | Delay (sec.) |
| <i>AM Background 2025</i> | | | | | | | |
| Four leg Stop Control | 13.0 | - | B | Northbound | - | B | 14.5 |
| Roundabout | - | 0.42 | A | Northbound | 0.42 | - | - |
| Signalization | 5.5 | 0.34 | A | Westbound | 0.36 | C | 30.5 |
| <i>AM Total 2025</i> | | | | | | | |
| Four leg Stop Control | 14.0 | - | A | Northbound | - | C | 15.9 |
| Roundabout | - | 0.44 | A | Northbound | 0.44 | - | - |
| Signalization | 5.5 | 0.36 | A | Westbound | 0.38 | C | 30.4 |
| <i>PM Background 2025</i> | | | | | | | |
| Four leg Stop Control | 66.7 | - | F | Southbound | - | F | 101.3 |
| Roundabout | 0.66 | - | C | Southbound | 0.66 | - | - |
| Signalization | 8.2 | 0.55 | A | Westbound | 0.40 | B | 19.0 |
| <i>PM Total 2025</i> | | | | | | | |
| Four leg Stop Control | 81.9 | - | F | Southbound | - | F | 122.9 |
| Roundabout | 0.69 | - | C | Southbound | 0.69 | - | - |
| Signalization | 8.4 | 0.57 | A | Westbound | 0.41 | B | 19.6 |

Signalization was coded as semi actuated, uncoordinated.

Analysis was again conducted using Synchro 6 software, the roundabout analysis was confirmed using Sidra software. The Sidra analysis confirmed the ability of the proposed roundabout to accommodate the future forecasted scenarios. More specifically, the overall intersection traffic operation was determined to operate with the following V/C ratios and LOS during the background and total 2025 Weekday PM time periods:

- Background 2025: LOS A, V/C - 0.54.
- Total 2025: LOS A, V/C -0.57.

5.3 Traffic Operation Summary

All intersections analysed are expected to continue operating well within capacity into the future development scenarios, with the exception of the Doyle Avenue & Water Street and Water Street & Bernard Avenue intersections.

The Water Street & Bernard Avenue intersection analysis suggested the southbound movement would encounter a V/C ratio of 0.90 in the Total Weekday PM 2025 scenario. Optimization of the signal cycle time and signal phasing provides for a reduction of the predicted V/C ratio for the southbound movement at Water Street & Bernard Avenue by 12% to 0.78.

The Doyle Avenue & Water Street intersection's west leg encounters significant delays as those vehicle wait to turn onto Water Street. This condition is expected to be more prevalent during the peak summer periods. Mitigation measures examined for the Doyle Avenue & Water Street intersection suggest consideration of either a roundabout or the introduction of a traffic signal. This issue was found to be present during the future background scenarios and is only slightly impacted by the proposed development (during the peak hour period the proposed development is expected to add approximately four westbound to southbound vehicle trips per hour).

The proposed introduction of a traffic circle at the Water Street & Queensway Avenue intersection (as currently planned) will help relieve existing intersection delays at this intersection and maintain minimal south leg queues on Water Street (Sidra forecasted 95th percentile existing peak hour northbound queues of approximately 17m).

In summary, the development is shown to result in minimal traffic impact to the adjacent road network for the different time periods and future horizon years considered by the analysis.

6. PARKING

The Mill Street Hotel site plan accommodates 242 on-site parking spaces, the majority of which are to be located in an above grade parking structure with driveway access to Queensway as shown in Exhibit 4.1.

The reconfiguration of Queensway west of Water Street does eliminate existing street parking. The proposed Mill Street hotel development has committed to securing 22 parking spaces within the new parkade for public use to compensate for this loss of existing street parking.

6.1 Zoning Bylaw Parking Requirements

The City of Kelowna Zoning Bylaw sets out the off-street parking supply requirements for a broad range of land use types. Specifically for the C7 zone in the downtown area, the Bylaw parking supply requirements for the proposed development are as listed in **Table 6.1**.

Table 6.1: Bylaw Required Parking Summary

| Mill Street Development - City of Kelowna Bylaw Required Parking Summary | | | | |
|--|---------------------------|----------------------|-------------|------------------------------------|
| Land Use | Rate | GFA | Req. Spaces | Notes |
| Restaurant | 1.3 per 100m ² | 473 m ² | 6.2 | C7 Zone Parking Requirement |
| Coffee Shop | 1.3 per 100m ² | 207 m ² | 2.7 | C7 Zone Parking Requirement |
| Conference | 1.3 per 100m ² | 1,684 m ² | 21.9 | C7 Zone Parking Requirement |
| Hotel | 1 per room | 214 rooms | 214 | As directed by the City of Kelowna |
| Retail (four units) | 1.3 per 100m ² | 378 m ² | 4.9 | C7 Zone Parking Requirement |
| | | Required | 250 | Round up as per bylaw |
| | | Provided | 242 | |
| | | Difference | -8 | 8 stall parking deficiency |

Direct application of the Bylaw parking supply standards indicates that 250 off-street parking spaces are required for the proposed development. The proposed on-site parking supply is 242 spaces which is eight (8) parking spaces short of the Bylaw requirement.

6.2 Parking Demand Analysis

Recommended parking rates for the proposed development are provided below. These recommended rates are based on Bunt & Associates' parking database information for urban development of the type contemplated with the Mill Street redevelopment project.

6.2.1 Transportation Options

Parking demand for any development is significantly influenced by the transportation options available for the residents, employees, visitors and customers. As discussed in Section 3 of this report, the proposed Mill Street redevelopment project is very well situated in the downtown area of Kelowna with convenient access to multiple transit routes as well as pedestrian and cycling connections.

As discussed in Section 3.5 the site is well connected to transit, including connections with the airport (approximately 50 minute connection to downtown using BC Transit routes 23 and 97, these routes run every 15 to 30 minutes 5:30 am to 6:50 pm), and is within walking distance of all major amenities within Kelowna's downtown.

The hotel will also provide patrons with rental car services, which can help reduce private vehicle dependence.

6.2.2 Hotel Parking Demand

The City of Kelowna Zoning Bylaw parking supply requirement for hotel land use is one (1) stall per guest room whether located downtown or in more suburban locations. In our opinion a more appropriate parking rate for the hotel component of the project in this well accessed downtown location is 0.65 spaces per guest room. For the proposed 214 hotels rooms, this translates to a peak parking demand of 139 vehicles which would typically occur during the early morning period as hotel staff arrive before the overnight guests depart.

It is not uncommon for municipalities to differentiate between the downtown area and non downtown areas for certain land use types including hotels, recognizing that guest staying in downtown hotels are somewhat less dependent on automobile transportation for access to/from the facility and during their stay. For instance, the City of Vancouver Parking Bylaw minimum parking supply requirement for downtown hotels is 0.3 stalls per sleeping unit or 60% of the otherwise required 0.5 spaces per sleeping unit for hotels outside of downtown area.

In addition to the availability of taxi and shuttle bus connections to the Kelowna International Airport, it is noted that BC Transit routes 23 and 97 provide public transit access between the airport and downtown at 15 to 30 minute service headways. Moreover, the proposed new hotel is planning to provide an on-site car rental service for guests that would further reduce the need for private vehicle access and parking.

6.2.3 Commercial Uses Parking Demand

On account of the downtown location of the commercial uses planned for the project including the restaurant, coffee shop, the four small retail units along Water Street and the conference centre, the City of Kelowna has confirmed that these uses will be assessed the 1.3 parking spaces per 100m² of floor area C7 Zone Bylaw parking supply rate.

6.2.4 Shared Parking Opportunity

The different uses proposed for the development will have different peak parking demand patterns through the day. In particular, the peak parking associated with the hotel is typically during the early morning period as hotel staff arrives to the hotel before the guests begin to depart. During this hotel peak parking period, the other commercial uses on the site will typically have minimal if any parking activity.

According to the ITE Parking Generation Manual, hotel parking demand during the mid-day period is typically down to about 60-70% of its early morning peak. With an estimated peak parking demand of 139 parked vehicles during the early morning period, the mid afternoon parking demand for the hotel component would decrease to between 95-100 parked vehicles.

Table 6.2 on the following page provides a summary of the anticipated parking demands for the different component uses during the morning, mid afternoon, and evening periods. This analysis indicates that the combined peak parking demand for this proposed collection of uses is anticipated to be 167 vehicles during the early morning period, 133 vehicles during the mid afternoon period, and 159 vehicles during the evening period. Should the parking demand associated with the other commercial uses planned for the project exceed the C7 Zone Bylaw parking supply rates, the parking demand figures would be somewhat higher than these estimates but still well less than the 242 stall parking supply to be provided.

With 242 parking spaces proposed for the development, and assuming the other commercial uses on the site generate parking demand consistent with the Bylaw supply rates, potentially between 75 to 109 surplus parking spaces will be available in the parkade at different times of the day. This surplus parking would be available for use to offload parking pressures elsewhere in vicinity of the development.

Table 6.2: Shared Parking Analysis

| Estimated Parking Demand (Parked Vehicles) | | | | | |
|--|----------------------|--------------------------|---------------------|---------------------|---------------------|
| Component Use | GFA | Individual Peak Demand * | Morning | Afternoon | Evening |
| Restaurant | 473 m ² | 6 | 3 | 6 | 6 |
| Coffee Shop | 207 m ² | 3 | 3 | 3 | 3 |
| Conference | 1,684 m ² | 22 | 22 | 22 | 22 |
| Hotel | 214 rooms | 139 | 139 | 97 | 125 |
| Retail - 4 units | 378 m ² | 5 | 0 | 5 | 3 |
| Totals | - | 175 vehicles | 167 vehicles | 133 vehicles | 159 vehicles |

*Note: * The individual peak parking demands for the component land uses are the C7 Bylaw parking required parking except in the case for the hotel use where the 139 vehicle figure is based on the recommended 0.65 per guest room parking rate described in Section 6.2.2.*

7. LOADING

Loading vehicles will access the site from the rear lane, as shown in **Exhibit 7.1**.

The City of Kelowna Zoning Bylaw as applied directly to the proposed development would require a total of eight (8) loading bays (1 per 2,800 square metres of floor area). Based on our database information for loading requirements for the collection of uses proposed here, we believe that 8 loading bays would be excessive. In our opinion a total of two (2) loading bays would be sufficient and therefore the proposed three (3) loading bay configuration will be more than adequate to service the development.

Using the AutoTURN software package, Bunt conducted a vehicle turning path analysis to confirm the adequacy of the proposed loading court design to accommodate SU9 design vehicles (single unit box truck with an overall length of 30 feet). As shown in **Exhibit 7.1** all three loading bays are capable of accommodating the SU9 design vehicle.

Exhibit 7.1 Loading-AutoTURN Analysis

8. TRANSPORTATION DEMAND MANAGEMENT

The downtown context of the site is ideal for implementation of Transportation Demand Management (TDM) measures as it is located in a highly pedestrian friendly environment, close to transit, other shops and services, and eventually higher density residential development.

A key element of TDM programs for customers and employees of projects such as the proposed development is that alternative travel options be relevant, practical to implement and well advertised. The hotel can play an active role in informing their guests on which services are available locally and the best walking/ cycling routes to get there. This can easily be done in person, during the check in process or on the hotel's web site.

Additional information that should be provided on the hotel's website includes Kelowna transit routes, especially to the airport. Currently there is bus access to/from the airport via route 23 & route 97. This one transfer trip takes approximately 50 minutes and connects the airport directly with the Queensway exchange, which is adjacent to the site.

Given the hotel has a plan to offer a car rental directly onsite, this offers visitors flexibility to access a vehicle just when it is required.

We also believe it is prudent for the hotel to not oversupply parking. An oversupply of parking can encourage unnecessary vehicle use. In addition from a regional perspective a tighter downtown parking supply can help encourage commuters to use other forms of transportation by making the other modes such as transit more financially competitive.

To encourage cycling trips, particularly for employees of the hotel and other commercial uses planned for the project, end of trip bicycle facilities including bike storage as per the requirements of the City of Kelowna Zoning Bylaw, well as shower and change room facilities should be considered.

9. SUMMARY & CONCLUSIONS

9.1 Traffic Impact

The existing road network with the traffic study area presently operates within capacity during the weekday morning and afternoon peak traffic periods.

The proposed Mill Street hotel and commercial development is expected to generate approximately 96, 141 and 175 total two-way trips per Weekday AM, Weekday PM, and Saturday peak hours, respectively.

All intersections analysed with the traffic study area are expected to continue operating well within capacity into the future development scenarios, with the exception of the Doyle Avenue & Water Street and Water Street & Bernard Avenue intersections. Forecast growth in area traffic generally is anticipated to lead to capacity issues at both locations.

The Water Street & Bernard Avenue intersection analysis indicates that the southbound through traffic movement would encounter a volume to capacity (V/C) ratio of 0.90 for the Year 2025 Total Traffic condition (background traffic growth plus site traffic associated with the proposed development). Optimization of the signal time and phasing enabled the V/C of the southbound movement at Water Street & Bernard Avenue to be reduced to 0.78.

The Doyle Avenue & Water Street intersection's west leg encounters significant delays, particularly for eastbound vehicles attempting to turn onto Water Street. This condition is expected to be most acute during the peak summer periods. Mitigation measures examined for the Doyle Avenue & Water Street intersection suggest consideration of either a traffic roundabout or the introduction of traffic signal control. This issue was found to be present during the future background scenarios and is only slightly impacted by the proposed development (during the peak hour period the proposed development is expected to add approximately four westbound to southbound vehicle trips per hour).

The proposed introduction of a traffic circle at the Water Street & Queensway Avenue intersection (as currently planned) will help relieve existing intersection delays at this intersection and maintain minimal south leg queues on Water Street (Sidra forecasted 95th percentile existing peak hour northbound queues of approximately 17m).

In summary, the development is shown to result in little discernible impact to the adjacent road network during the examined time periods.

9.2 Parking and Loading

Direct application of City of Kelowna Zoning Bylaw minimum parking supply requirements yields a minimum parking supply of 250 spaces which is 8 spaces more than the 242 parking spaces to be provided.

The actual peak parking demand anticipated for the development, allowing for the different time of day peak parking demand characteristics of the component uses, ranges from approximately 135 parked vehicles during the mid-day period up to approximately 170 parked vehicles in the early morning period (mainly associated with the hotel use). This analysis would indicate that anywhere from approximately 75 to 110 surplus parking spaces would potentially be available in the parkade at different times of the day to offload parking pressures elsewhere in the downtown. Westcorp has committed to making available a minimum of 22 spaces in the new parkade for public use to accommodate existing street parking on Queensway west of Water Street that will be eliminated with the proposed reconfiguration of this road.

Direct application of the City of Kelowna Zoning Bylaw requirements for loading would result in a total of eight (8) loading bays for the proposed development. Based on our database information for loading use associated with this type of development, in our opinion a total of two loading bays would be sufficient. The proposed three loading bays, accessed from the rear lane, will be more than adequate to service the planned development.

9.3 Transportation Demand Management

The downtown context of the site is ideal for implementation of Transportation Demand Management (TDM) measures as it is located in a highly pedestrian friendly environment, close to transit, other shops and services, and eventually higher density residential development. Aside from providing on-site bicycle storage as per the requirements of the Zoning Bylaw, and planned provision of an on-site car rental service for hotel guests to lessen the requirement for private vehicles or even rental cars checked out from the airport, other TDM initiatives should be considered to encourage employee and guest/customer travel by modes other than private automobile. We recommend the hotel provide guests with the following information, to be available on site and on the hotel's website:

- Local transit information (in particular connections between the hotel and Kelowna airport);
- Nearby cycling routes;
- Lists of amenities within a walking distance; and,
- Available shuttle services such as winery tours.

* * * * *

APPENDIX A

Traffic Volumes

Community Consultation To-Date Summary

Public Consultation Chronology:

Dec 20th, 2012 – City of Kelowna staff and Stakeholder meeting - Initial hotel design concepts were discussed. Invitees included: City of Kelowna planning staff, the owner of Kelly O’Bryan’s; representatives from UBCO, the wine industry, technology sector, UBCO, DKA, and the Chamber of Commerce. Design drivers were refined as a result of the feedback gathered.

2013 – Meetings with adjacent neighbour - numerous one-on-one meetings were held with the owner of Kelly O’Bryan’s, Reg Henry. A letter of support from Mr. Henry accompanies the application.

Apr 17, 2013 – Meeting with DKA Board of Directors - Initial hotel concepts were presented and discussed. Feedback was overwhelmingly positive, especially regarding the interface with Kerry Park. There were questions about parking, and an expressed hope that the project not propose a large deficit in this regard.

Jan 7, 2014 – Meeting with the Chamber of Commerce Board of Directors – preliminary design drawings were presented and discussed. Feedback was quite positive.

Feb 12, 2014 – meeting with DKA Board of Directors – a presentation was given to the Board, their comments were recorded for use on a Hotel Story video, and information booklets were given to all attendees.

Feb 13, 2014 – Press release and renderings were released to the media.

Feb 13, 2014 – Proposed Hotel Information Booklet, Renderings, Design Rationale and Variance Rationale were posted on Westcorp’s website.

Feb 14, 2014 – Open House flyers were sent to 2400 households and businesses in the downtown area, and were hand-delivered to the three block radius around the development site.

Feb 26 - March 12 – Open House Notices were posted in each of the Daily Courier and Capital News publications for this time period. (Daily Courier 13 issues, Cap News 4 issues)

Mar 12, 2014 – Public Information Session/Open House was held at the Rotary Centre for the Arts from 3pm – 7pm. Presentation materials included: Presentation boards, Hotel Story Video, Hotel Fly-Through, 3-D Model, and 400 Information Booklets. Representatives were: Phil Milroy, Gail Temple, Kyle Spence, Mandy Little, and Keri Fields from Westcorp, Michael McDonald and Guy Taylor from Kasian, and Kim Perry from Perry and Associates.

188 persons registered at the session, although estimated attendance was 300 – 400

129 feedback sheets were received

112 were supportive of the project (87%)

- 1 was provisionally supportive (if the height was reduced to 19 storeys) (1%)
- 3 were undecided (2%)
- 13 were not supportive of the project (10%)

Comments from supportive individuals included:

Fabulous. Just what Kelowna needs!

Sincerely hope this opportunity is approved and moves forward rapidly.

Westcorp has done a great job so far – very impressive!

Put a restaurant on the top floor.

I think the project is fantastic. Well Done!

Look forward to seeing the project move forward.

We fully support reconfiguration of Mill St.

Great looking building; will really add value to downtown; exactly the type of project we need to bring Kelowna into the future.

Fantastic development of the space! It injects exactly what Kelowna needs in its downtown core.

Great transitions to water, park and adjacent/existing buildings.

Great project. Kelowna's next step into urban maturity. Looks great!

Thank you for a very informative presentation.

I fully support the project. Good work!

Great addition for the downtown!

Hope it is not a condo hotel. Great. Love it.

Fantastic. The sooner you build, the better.

Nice change for downtown.

Add some condo units.

Very exciting and needed project for downtown. Animates the waterfront. Supports downtown businesses and gives visitors a first class place to stay. All great!

An attractive design with a lot of thought behind it.

This type of hotel offers something different from what currently exists.

Love it!

Excellent proposal. Let's get it done now!

Good plan. Can't happen soon enough.

Will add very well to the skyline and downtown area. I am enthused. Bravo!

Huge improvement and definitely needed to update the waterfront area.

We had hoped there would be some condos. Thanks for the fine wharf.

Kelowna needs this.

A real asset to Kelowna.

Wonderful project. Landmark presence. Thanks.

Great design. Great concept.

Can't wait to see it come to life.

Looking forward to watching it develop and pull more people downtown.

Very excited to see density and great architecture added to Kelowna.

Will bring a lot of great benefits to the downtown core. I'm completely behind this project.

Well planned. Well designed. Can't wait to have a drink on one of the patios!

A design of this calibre will only serve to strengthen Kelowna's profile, burgeoning brand, and position as a Canadian jewel.

Very supportive.

Will transfer what is currently an unexciting parking lot and confusing dangerous roadway into an exciting space that will energize and great improve the appearance of the downtown waterfront.

I think this is a great project that completes the bookend for the waterfront and the Yacht Club.

Comments from undecided individuals included:

Parking may be an issue?

Need separated bike lanes in parks. Too dangerous for bikers, dogs, kids, wheelchairs, etc.

Best location, smart move, but this will affect businesses – accommodations.

Comments from unsupportive individuals included:

Some would say that not saying you are willing to serve all residents explicitly may be discriminatory to those who couldn't afford your views.

Too close to the water; too high.

Would be better as a 6 – 8 storey boutique hotel; height is not appropriate.

Should not build high-rises on the waterfront; Mill St. is needed for traffic and parking.

Hotel is too tall; benefits are for hotel guests and not Kelowna residents.

Do not like height of tower; do not like loss of park and public access.

Don't understand why someone with a heart wouldn't instead want to building something to actually help my neighbour rather than favor to line someone's pockets.

Don't think will be good for downtown especially considering impact on marginalized population.

Not in favour of highrises in the downtown area at all.

Mar 14, 2014 – Hotel Story Video, Fly-Through, and the location of the 3-D Model for viewing were posted on the Westcorp website.

Upcoming meetings/presentations:

Mar 25, 2014 – presentation to EDC Board

Apr 29, 2014 – presentation to Rotary Club at Coast Capri

Jun 4, 2014 – presentation to Ogopogo Rotary Club

We have requested meetings with The Heritage Society and the Kelowna Downtown Knox Mountain Neighbourhood Association.

CITY OF KELOWNA

MEMORANDUM

Date: April 28, 2014
File No.: OCP14-0005
To: Urban Planning (JM)
From: Development Engineer Manager (SM)
Subject: 235 Queensway Ave, 1470 & 1476 Water Street

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

1. **General.**

- a) All the offsite infrastructure and services upgrades are addressed in the Development Engineering Report under file Z14-0006.



Steve Muenz, P. Eng.
Development Engineering Manager

SS



Interior Health

March 17, 2014

James Moore
Land Use Management Department
1435 Water Street
Kelowna, BC V1Y 1J4

Dear James,

RE: Rezoning Z14-0006/OCP14-0005/DP14-0024 & DVP14-0025
235 Queensway Ave, 1470 & 1476 Water Street

Thank you for the opportunity to respond to this development application from a population health perspective.

This 24 storey, 214 room hotel proposal will offer many benefits to the City and community members.

From a population health perspective the creation and continuation of a pedestrian friendly environment with proximity to parks and pathways;

- enhance the ability of people to engage in physical activity,
- create a greater sense of community,
- increase the sense of safety in this area

All of these represent components of a healthy community and improved health outcomes. Interior Health is in support of this application.

Please contact me if you have any questions or comments.

Sincerely

Pam Moore CPHI (C)
Healthy Built Environment Team

Bus: (250) 980-5077
Fax: (250) 980-5060
Web: interiorhealth.ca

HEALTH PROTECTION
"Less Risk, Better Health"
2nd Floor, 1835 Gordon Drive Kelowna, BC V1Y 3H5



KELOWNA FIRE DEPARTMENT
Fire Prevention Branch
2255 ENTERPRISE WAY
KELOWNA, B.C.
V1Y 8B8

FIRE DEPARTMENT COMMENTS

DATE: February 21, 2014
TO: James Moore
FROM: Gayanne Pacholzuk, Fire Prevention Officer
RE: DP14 0024 235 Queensway

Comments regarding the project:

- Construction fire safety plan is required to be submitted and reviewed prior to construction and updated as required.
- Engineered Fire Flow calculations are required to determine Fire Hydrant requirements as per the City of Kelowna Subdivision Bylaw #7900.
- A visible address must be posted as per City of Kelowna By-Laws
- Sprinkler drawings are to be submitted to the Fire Dept. for review when available.
- A fire safety plan as per section 2.8 BCFC is required at occupancy. The fire safety plan and floor plans are to be submitted for approval in AutoCAD Drawing format on a CD or DVD to facilitate Fire Department pre-planning for this structure. The fire safety plan should clearly detail the unique requirements for this structure. A copy of the sprinkler system owner's certificate is to be included in the fire safety plan.
- Fire Department access is to be met as per BCBC 3.2.5.6
- Fire Stairwells to be marked clearly (including roof access) as per Fire Department requirements. This would be standardized and approved by the Kelowna Fire Department (KFD).
- Fire Department steel lock box (large size) or key tube acceptable to the fire dept. is required by the fire dept. entrance. Kurt's Lock & Safe at 100A - 1021 Ellis Street, Kelowna is the approved supplier for flush mount lock boxes.
- The standpipes connections are to be installed on the transitional landings of the stairwells as per NFPA 14. 3) Fire Stairwells to be marked clearly (including roof access) as per Fire Department requirements. This would be standardized and approved by the Kelowna Fire Department (KFD).
- All requirements of the City of Kelowna Fire and Life Safety Bylaw 10760 shall be met including part 5, 7 and 14 (Additional requirements for High Buildings)
- Fire alarm system is to be monitored by an agency meeting the CAN/ULC S562 Standard.
- Contact Fire Prevention Branch for fire extinguisher requirements and placement.
- Fire department connection is to be within 45M of a fire hydrant - please ensure this is possible and that the FD connection is clearly marked and visible from the street.

CITY OF KELOWNA
MEMORANDUM

Date: April 28, 2014
File No.: Z14-0006

To: Urban Planning (JM)

From: Development Engineering Manager (SM)

Subject: 235 Queensway Ave, 1470 & 1476 Water Street Hotel Development

Development Engineering Department have 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

General

- a) Provide easements as may be required.
- b) The proposed hotel development triggered a traffic impact assessment (TIA). The recommendations and key findings indicate no additional offsite works are triggered by the development. The TIA does require minor revisions for City Transportation & Mobility approval and must be submitted prior to issuance of the Development Permit.

1. Domestic Water and Fire Protection

- (a) The existing lot (1470) is serviced with small diameter (50mm) water service. 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) The applicant, at his cost, will arrange for the removal of the existing main within the closed road and the installation of new water main and service.
- (c) The developer must obtain the necessary permits and have all existing utility services disconnected prior to removing or demolishing the existing structures. The City of Kelowna water meter contractor must salvage existing water meters, prior to building demolition. If water meters are not salvaged, the developer will be invoiced for the meters.

2. Sanitary Sewer

- (a) The developer's consulting mechanical engineer will determine the requirements of this proposed development and establish the required size and preferred location of the new service. Only one service will be permitted for this development. The applicant, at his cost, will arrange for the removal of all existing small diameter services (3) and the installation of a new larger service.

- (b) The applicant, at his cost, will arrange for the removal of the existing main within the closed road and the installation of new sanitary main and service as required.
- (c) A downstream flow analysis check is required by a consulting civil engineer to determine the impact of additional flow contributions on the existing pipe system and sewer lift station. If it is determined that upgrades to the existing facilities must be made, additional bonding will be required.

3. Storm Drainage

- (a) 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 plans, minimum basement elevations (MBE), if applicable, and provision of a storm drainage service and recommendations for onsite drainage containment and disposal systems.
- (b) Only one service will be permitted for this development. The applicant, at his cost, will arrange for the removal of the existing main within the closed road, and the installation of new storm main as required as well as one new overflow service.

4. Road Improvements

- (a) Queensway Avenue as a result of the road closure will require complete reconstruction including a Cul De Sac. Construction will include curb and gutter, sidewalk, storm drainage system including catch basins and manholes, pavement, boulevard landscaping /irrigation, street lights as required, and relocation or adjustment of existing utility appurtenances if required to accommodate the upgrading construction.
- (b) Water Street fronting this development site is urbanized. The proposal to construct a roundabout will require realigning the curb, gutter and sidewalk to accommodate this intersection improvement. This will require the curb, sidewalk removal and reconstruction including the re-location or adjustment of existing utility appurtenances to accommodate the upgrading construction. Additional improvements along the remainder of Water Street fronting this development may be required.
- (c) The lane fronting this development is urbanized to a paved standard. The extent of pavement restoration beyond the service trench upgrades may be required. The full width pavement of the lane should be repaved complete with a turnaround at the west end.
- (d) Mill Street as a result of the road closure will require reconstruction including the re-location or adjustment of existing utility appurtenances to accommodate the upgrading construction. The intersection of Mill Street and Bernard Avenue will be a part of the improvements.

5. Subdivision

By registered plan to provide the following:

- (a) Lot consolidation.
- (b) Grant statutory rights-of-way if required for utility services.

6. Electric Power and Telecommunication Services

The electrical services to this development must be installed in an underground duct system, and the 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

Street lighting including underground ducts must be installed on all roads fronting on the proposed development. The cost of this requirement is included in the roads upgrading item.

8. Engineering

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.

9. Design and Construction

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

10. 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 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.

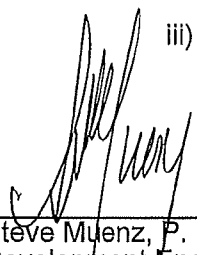
11. Geotechnical Report

As a requirement of this application the owner must provide a geotechnical report prepared by a Professional Engineer qualified in the field of hydro-geotechnical survey to address the following:

- (a) Area ground water characteristics.
- (b) Site suitability for development, unstable soils, etc.
- (c) 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, analyse soil sulphate content, identify unsuitable underlying soils such as peat, etc. and make recommendations for remediation if necessary.
- (d) List extraordinary requirements that may be required to accommodate construction of roads and underground utilities as well as building foundation designs.
- (e) Additional geotechnical survey may be necessary for building foundations, etc.

12. Charges and Fees

- a) Development Cost Charges (DCC's) are payable
- b) Fees per the "Development Application Fees Bylaw" include:
 - i) Street/Traffic Sign Fees: at cost if required (to be determined after design).
 - ii) Survey Monument, Replacement Fee: \$1,200.00 (GST exempt) -- only if disturbed.
 - iii) Engineering and Inspection Fee: 3% of construction value (plus GST).



Steve Muenz, P. Eng.
Development Engineering Manager

SS

REPORT TO COUNCIL



Date: 5/2/2014
RIM No. 1250-30
To: City Manager
From: Urban Planning, Community Planning & Real Estate (AC)
Application: Z14-0014 **Owner:** Jenzen, Henry & Ingrid
Address: 890 Mayfair Avenue **Applicant:** Jenzen, Henry
Subject: Rezoning Application
Existing OCP Designation: S2RES - Single / Two Unit Residential
Existing Zone: RU1 - Large Lot Housing
Proposed Zone: RU1c - Large Lot Housing with Carriage House

1.0 Recommendation

That Rezoning Application No. Z14-0014 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 9, District Lot 143, ODYD, Plan 24833, located on 890 Mayfair Avenue, Kelowna, BC from the RU1 - Large Lot Housing zone to the RU1c - Large Lot Housing with Carriage House zone be considered by Council;

AND THAT the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration;

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

2.0 Purpose

The purpose of the application is to consider a rezoning to add the 'c' designation to the RU1 - Large Lot Housing zone of the subject property in order to convert an existing accessory building into a carriage house.

3.0 Urban planning

Staff support the proposed rezoning to allow a carriage house on the subject property. The subject property has a future land use designation of Single / Two Unit Residential (S2Res) in the current Official Community Plan (OCP) and is currently zoned RU1. The property is within the Permanent Growth Boundary.

The proposed use is consistent with the OCP definition of S2RES as well as OCP Policy 5.22.12 "Carriage Houses & Accessory Apartments" which supports carriage houses and accessory apartments through appropriate zoning regulations. There are numerous RU6 & RU1c properties

along the west side of Mayfair Road. These properties and the proposed carriage house are located adjacent to existing and future industrial uses to the west. The applicant is aware that there may be impacts from ongoing or future industrial operations immediately adjacent.

In fulfillment of Council Policy No. 367 respecting public consultation, the applicant undertook neighbour consultation by individually contacting the neighbours as described in the attached *Schedule 'A'*. No major issues were identified during consultation with neighbouring parcels.

4.0 Proposal

4.1 Project Description

The applicant wishes to convert an existing accessory building into a carriage house.

4.2 Site Context

The subject property is approximately 990 m² in area. The subject property has residential areas located to the north, south, and east. The properties to the west are predominately zoned A1-Agricultural however they are utilized as existing and future industrial land uses. Specifically, the neighbouring land uses are as follows:

| Orientation | Zoning | Land Use |
|-------------|---|-------------|
| North | RU1 - Large Lot Housing RU1c - Large Lot Housing with Carriage House RU6 - Two Dwelling Housing | Residential |
| East | RU1 - Large Lot Housing | Residential |
| South | RU1 - Large Lot Housing RU6 - Two Dwelling Housing | Residential |
| West | A1- Agriculture | Industrial |

Subject Property Map: 890 Mayfair Road



4.3 Zoning Analysis Table

| Zoning Analysis Table | | | | |
|---|---|----------------|-----------------------------------|----------------|
| CRITERIA | RU1 ZONE REQUIREMENTS | | PROPOSAL | |
| Development Regulations | | | | |
| | Principal Bldg | Carriage House | Principal Bldg | Carriage House |
| Maximum Height | 9.5 m or 2.5 storeys | 4.5 m | 5.5 m (1 story) | 4.5 m |
| Minimum Front Yard Setback | 4.5 m | 9.0m | 7.6 m | 37.1 m |
| Minimum Side Yard (north) Setback | 2.0 m for 1 / 1.5 storeys 2.3m for 2 / 2.5 storeys | | 1.8 m | 9.9 m |
| Minimum Side Yard (south) Setback | 4.5m for building / 6.0m for Garage | | 3.0 m | 1.3 m |
| Minimum Rear Yard Setback | 7.5 m | 1.5 m | 23.2 m | 1.5 m |
| Site coverage of buildings | 40 % | | 20.0 % | |
| Site coverage of all accessory buildings | 14 % / 90.0 m ² | | 8.5 % / 84.7 m ² | |
| Site coverage of buildings, driveways & parking | 50 % | | <50.0 % | |
| Lot Area | 550 m ² | | 990 m ² | |
| Lot Width | 16.5 m | | 19.8 m | |
| Lot Depth | 30.0 m | | 50.3 m | |
| Other Regulations | | | | |
| Minimum Parking Requirements | 2 stalls for SFD / 1 Stall for Carriage | | 3 | |
| Distance between units | 4.5 m | | 14.0 m | |
| Private Open Space | 30 m ² / dwelling unit | | 46 m ² / dwelling unit | |

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Compact Urban Form.¹ 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.

Sensitive Infill.² Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height, and siting.

¹ City of Kelowna Official Community Plan, Policy 5.3.2 (Development Process Chapter).

² City of Kelowna Official Community Plan, Policy 5.22.6 (Development Process Chapter).

6.0 Technical Comments

6.1 Building & Permitting Department

- Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permits.
- Operable bedroom windows required as per the 2012 edition of the British Columbia Building Code (BCBC 12).
- 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 Fire Department

- Requirements of section 9.10.19 Smoke Alarms of the BCBC 2012 are to be met. If a fence is ever constructed between the dwellings a gate with a clear width of 1100mm is required. Any gate is to open without special knowledge. Additional visible address is required from Mayfair Rd.

7.0 Application Chronology

Date of Application Received: April 9th 2014
Date of Public consultation: May 15th 2014

Report prepared by:

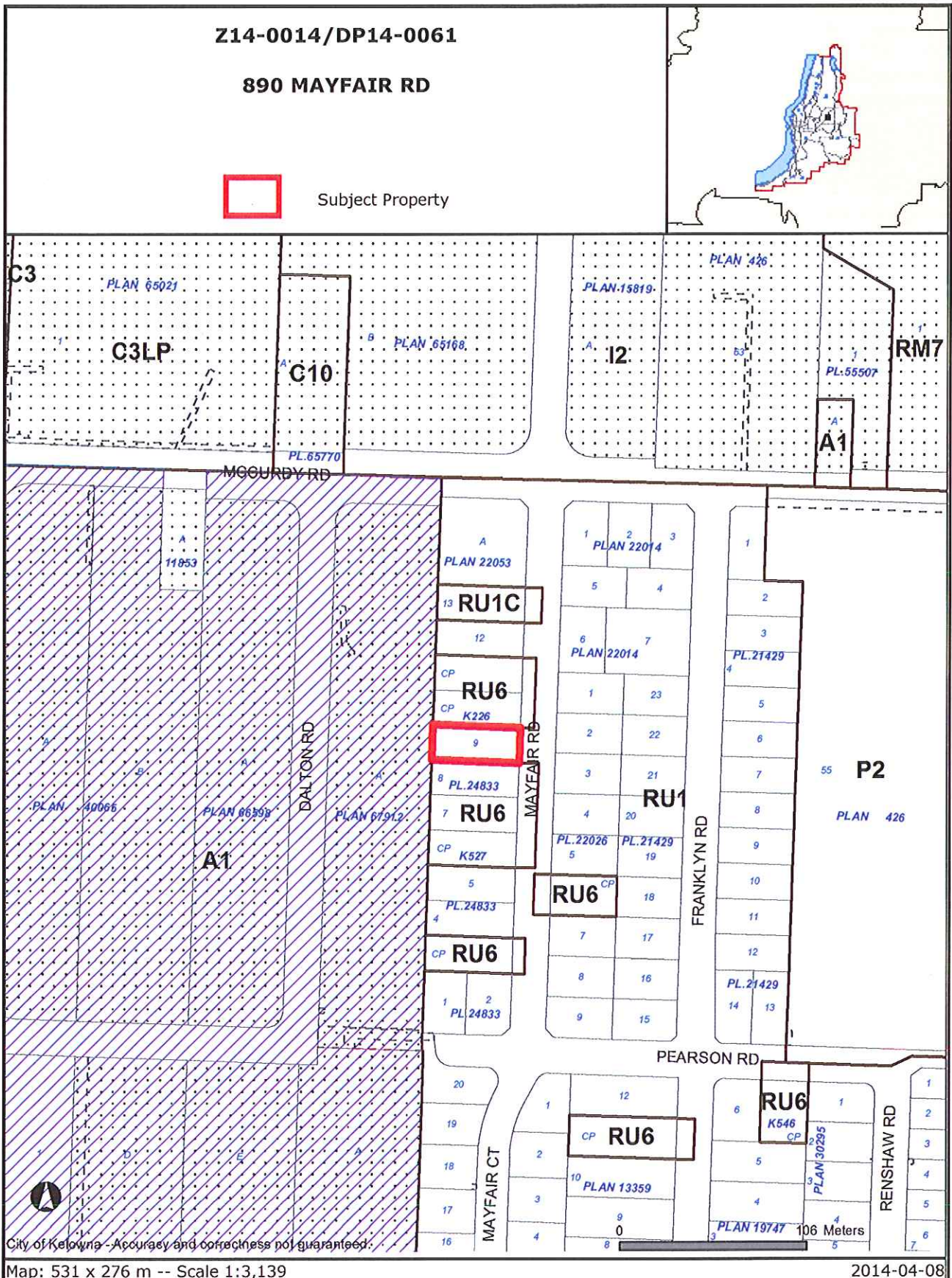
Adam Cseke, Planner I

Reviewed by: Lindsey Ganczar, Supervisor - Urban Planning

Approved for Inclusion: Ryan Smith, Manager - Urban Planning

Attachments:

Application Package
Development Engineering Memo



Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only.
 The City of Kelowna does not guarantee its accuracy. All information should be verified.

CITY OF KELOWNA

MEMORANDUM

Date: April 24, 2014
File No.: Z14-0014
To: Urban Planning (AC)
From: Development Engineer Manager (SM)
Subject: 890 Mayfair Road – Lot 9, Plan 24833, D.L. 143, ODYD

The Development Engineering comments and requirements regarding this application to rezone from RU-1 to RU-1c (carriage) are as follows:

1. Subdivision

Provide easements as required

2. Domestic water and fire protection.

This development is within the service area of the Black Mountain Irrigation District (BMID). All the fees and charges are to be paid directly to BMID.

3. Sanitary Sewer.

The subject property is located within the Local Area Service (LAS) #20. The current Policy requires that all the LAS charges be cash commuted when the property is rezoned to a higher density. The pay-out charge for a house and a carriage house is 1 and ½ SFE. The current LAS #20 payout rate is \$3,530.47 per SFE and the total charge is in the amount of **\$5,295.71** the charge is valid until April 30, 2014. The charge should be paid prior to the preparation of taxes notices in order that the annual levy is not collected for 2014

4. Bonding and Levies Summary.

Levies

Local Service Area #20 charges

\$ 5,295.71

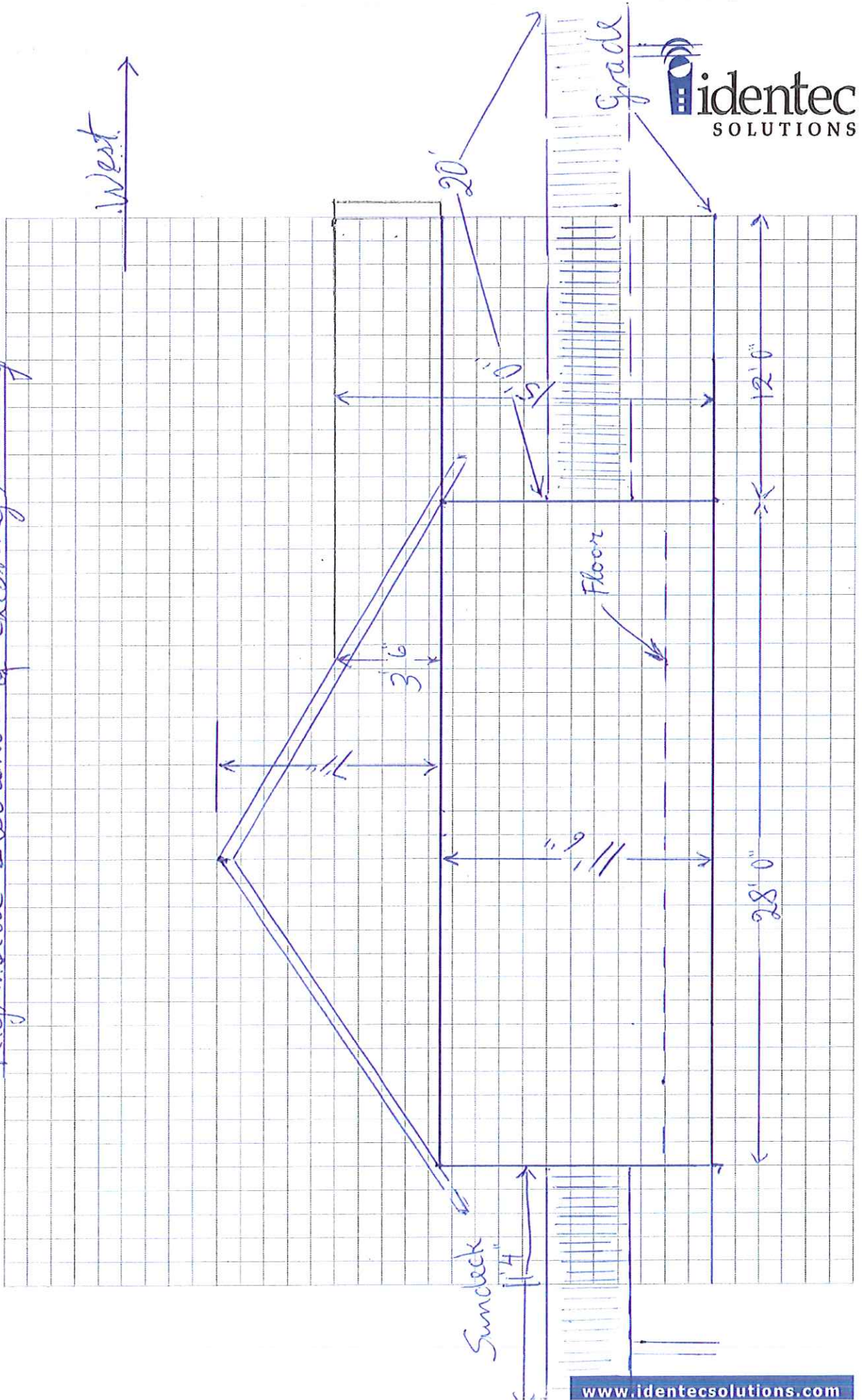
(valid until April 30, 2014)

Steve Muenz, P.Eng.
Development Engineering Manager

B²

Rightside Elevation of Existing building

West →



Application for Development Permit : Guy Coates 976 Lawrence Avenue, Kelowna, BC V1Y 6M2

Legal: Parcel 1 of Lot 9, Block 55, DL 138, Plan 262

COLOUR BOARD

Roofing Material: *Durobit* shingles Colour: Black

Main Exterior Material: Vinyl Colour: *Grey White*

Corner Window & Door Trim: Vinyl Colour: *Cream or off yellow?*

Roof Railings ~~surmounted onto Mansard roof/soffit~~ to be made of ~~anodized aluminum~~ *Vinyl*

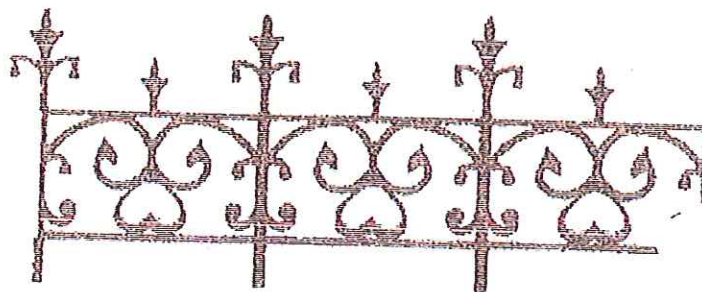
Colour of front door *White*

Railings white and of 2x2 with 2x6 top.

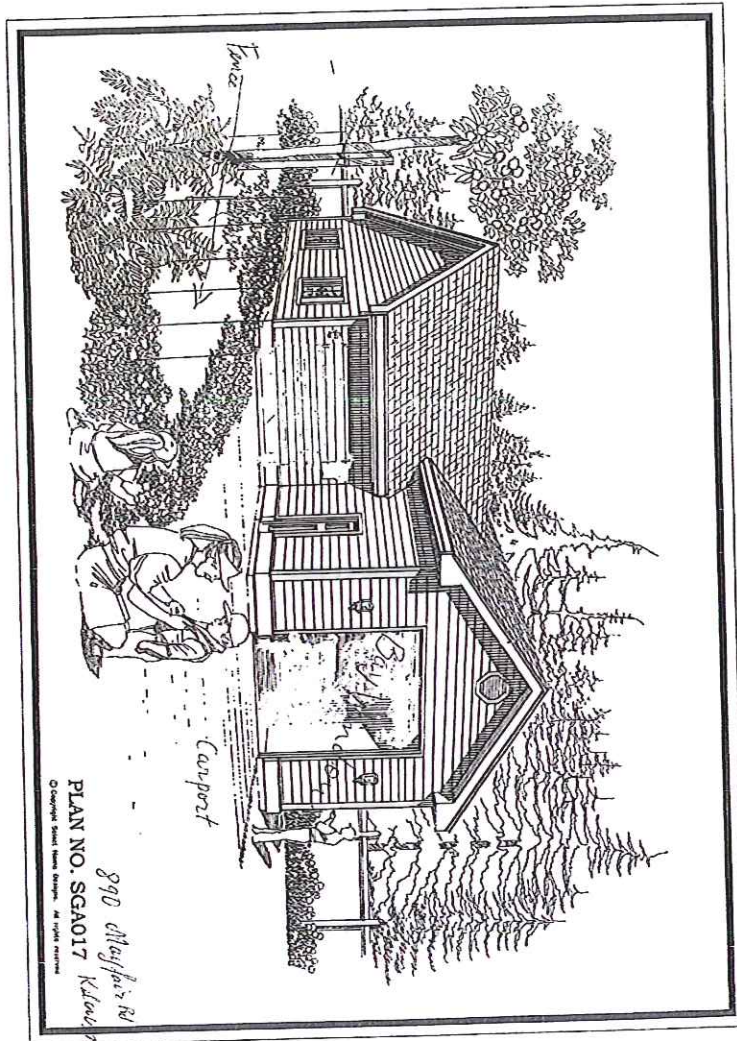


462.2

Style No. 462NC



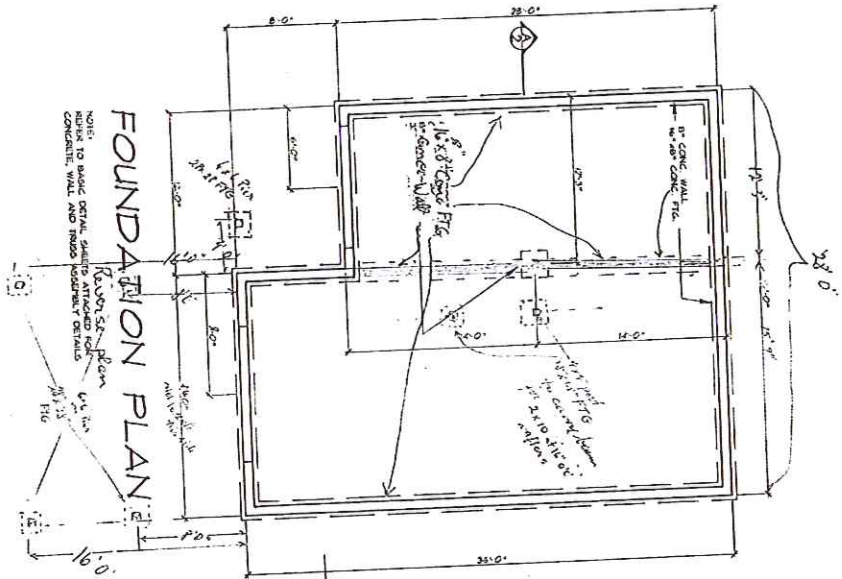
SELECT HOME DESIGNS



PLAN NO. SGA017
890 McLaughlin Rd
Klawns
BC

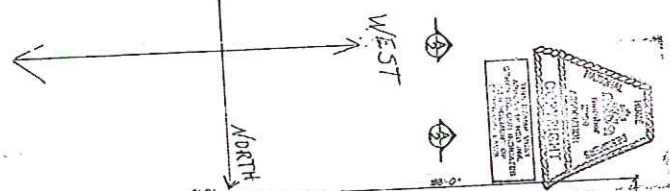
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FOUNDATION PLAN

NOTE:
 1. TO BASIC DETAIL, SHEETS ATTACHED FROM
 REASON S&P PLAN
 CONCRETE WALL AND FLOOR JOINTLY DETAILS



MAIN FLOOR PLAN

NOTE:
 1. TO BASIC DETAIL, SHEETS ATTACHED FROM
 REASON S&P PLAN
 CONCRETE WALL AND FLOOR JOINTLY DETAILS

AT THE TIME OF PREPARATION, THIS PLAN
 IS SUBJECT TO APPROVAL BY THE
 BUREAU OF CONSTRUCTION AND
 PLANNING, CITY OF KILGORE, TEXAS

ALCOU COUNTY, TEXAS
 BUREAU OF CONSTRUCTION AND
 PLANNING
 1000 W. MAIN ST.
 KILGORE, TEXAS 75142

Address:
 8910
 Mayfair Rd
 Kilgore, TX

IMPORTANT - PLEASE READ

Before construction begins, the contractor shall provide a copy of this plan to the local building department for their review and approval. The contractor shall be responsible for obtaining all necessary permits and for complying with all applicable codes and regulations. The contractor shall also be responsible for ensuring that all work is done in accordance with the approved plan and specifications. Any changes to the plan must be approved in writing by the architect and the building department before construction begins.

ELECTRICAL SCHEDULE

1. 150 AMP SERVICE PANEL
 2. 20 AMP CIRCUIT BREAKER
 3. 15 AMP CIRCUIT BREAKER
 4. 15 AMP CIRCUIT BREAKER
 5. 15 AMP CIRCUIT BREAKER
 6. 15 AMP CIRCUIT BREAKER
 7. 15 AMP CIRCUIT BREAKER
 8. 15 AMP CIRCUIT BREAKER
 9. 15 AMP CIRCUIT BREAKER
 10. 15 AMP CIRCUIT BREAKER

MECHANICAL SCHEDULE

1. 12" VENT DUCT
 2. 12" VENT DUCT
 3. 12" VENT DUCT
 4. 12" VENT DUCT
 5. 12" VENT DUCT
 6. 12" VENT DUCT
 7. 12" VENT DUCT
 8. 12" VENT DUCT
 9. 12" VENT DUCT
 10. 12" VENT DUCT

CONCRETE SCHEDULE

1. 12" VENT DUCT
 2. 12" VENT DUCT
 3. 12" VENT DUCT
 4. 12" VENT DUCT
 5. 12" VENT DUCT
 6. 12" VENT DUCT
 7. 12" VENT DUCT
 8. 12" VENT DUCT
 9. 12" VENT DUCT
 10. 12" VENT DUCT

PROPOSED

1. 12" VENT DUCT
 2. 12" VENT DUCT
 3. 12" VENT DUCT
 4. 12" VENT DUCT
 5. 12" VENT DUCT
 6. 12" VENT DUCT
 7. 12" VENT DUCT
 8. 12" VENT DUCT
 9. 12" VENT DUCT
 10. 12" VENT DUCT

SCALE

1/4" = 1'-0"

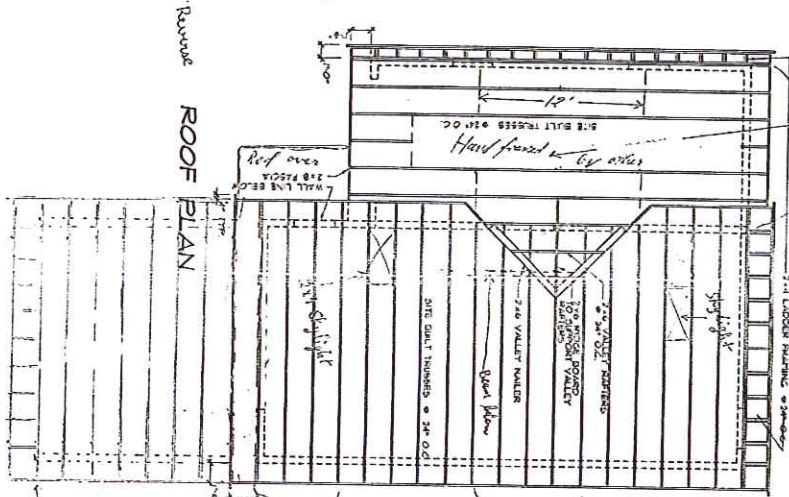
DATE: 11/14/17

SELECT HOME DESIGNS

1234 MAIN ST
 KILGORE, TX 75142
 (940) 825-1234
 www.selecthomedesigns.com

PLAN NO. 8924
 SCL-017

SHEET 1 OF 4

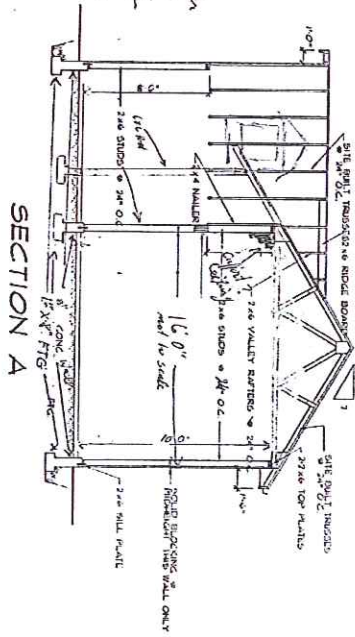


7'0" off with wall

2 Trusses with Loft inside

2 Trusses 10' long except 5 are spaced for stairs

8 x 10 Trusses



SECTION A

19' Trusses with both end joints
Roof will work with end joints

Revised ROOF PLAN

These drawings are the minimum requirements for construction and are not to be used for other purposes without the written approval of the designer.

SELECT HOME DESIGNS

1525 N. 215th Ave, Suite 300
 (202) 941-1521
 (202) 941-1522
 (202) 941-1523
 (202) 941-1524
 (202) 941-1525
 (202) 941-1526
 (202) 941-1527
 (202) 941-1528
 (202) 941-1529
 (202) 941-1530

PROJECT NO. 85521
 SHEET 2 OF 4

CONTRACTOR NOTES:
 1. The contractor shall be responsible for obtaining all permits and approvals required for the construction of the project.
 2. The contractor shall be responsible for coordinating all utility work and ensuring that all underground utilities are properly marked and protected.
 3. The contractor shall be responsible for ensuring that all materials and workmanship meet the requirements of the applicable building codes and standards.

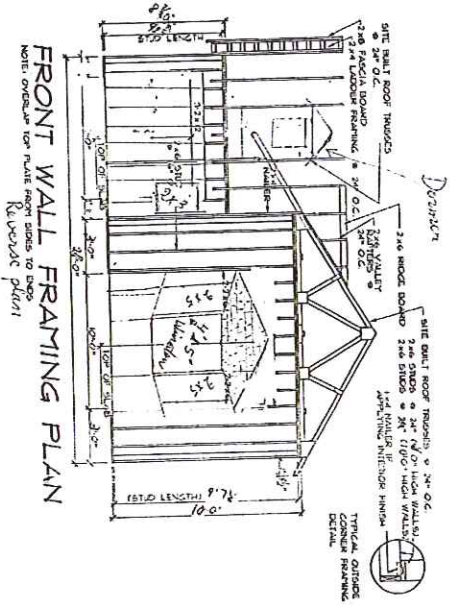
PROPOSED CHANGE:

REVISIONS:

APPROVALS:

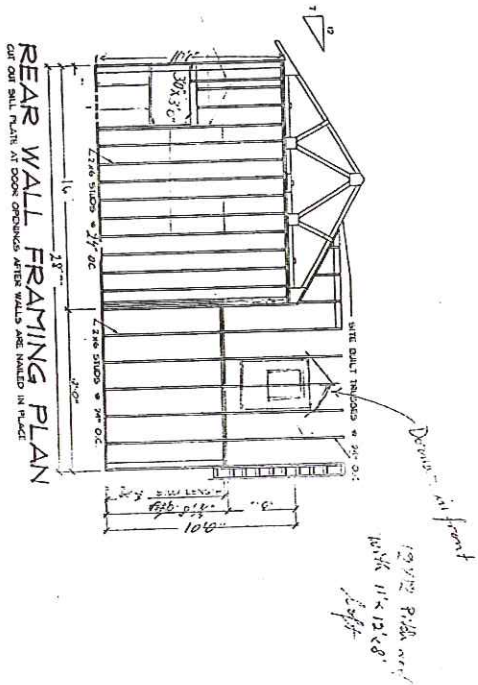
DATE: 02/22/24

SCALE: 1/4" = 1'-0"



FRONT WALL FRAMING PLAN

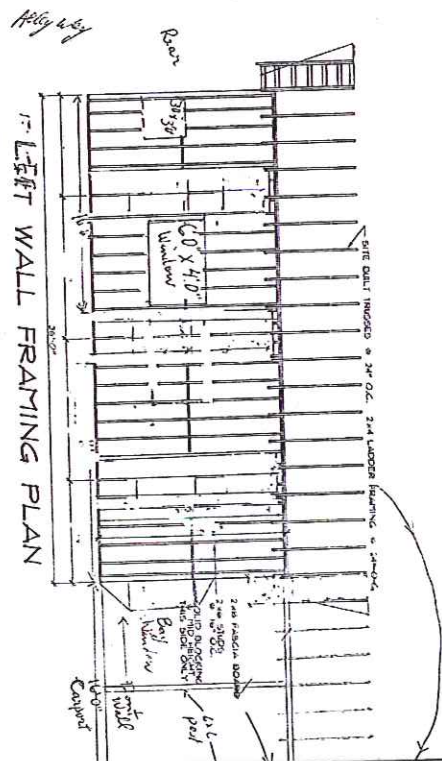
NOTE OVERLAY TOP PLATE ROOF SIDES TO DECK REVERSE PLAN



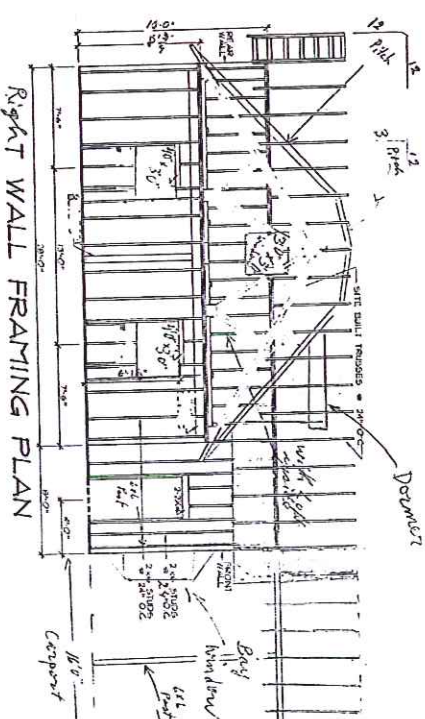
REAR WALL FRAMING PLAN

NOTE OVERLAY TOP PLATE ROOF SIDES TO DECK REVERSE PLAN

Big West house line



LEFT WALL FRAMING PLAN



RIGHT WALL FRAMING PLAN

TRUSS FRAMING PER 2018 IBC TABLE 6-2
 ALL JOINTS TO BE FULLY BRACED
 ALL JOINTS TO BE FULLY BRACED
 ALL JOINTS TO BE FULLY BRACED
 ALL JOINTS TO BE FULLY BRACED

IMPORTANT—PLEASE READ

Before construction begins, the contractor shall verify the accuracy of the information provided on these drawings. The contractor shall be responsible for obtaining all necessary permits and for complying with all applicable codes and regulations. The contractor shall be responsible for the proper installation and use of all materials and components shown on these drawings. The contractor shall be responsible for the safety of all workers and the public during the construction process. The contractor shall be responsible for the proper disposal of all waste materials and for the protection of the environment. The contractor shall be responsible for the proper maintenance and repair of all equipment and tools used during the construction process. The contractor shall be responsible for the proper scheduling and coordination of all construction activities. The contractor shall be responsible for the proper communication and reporting of all construction progress and issues. The contractor shall be responsible for the proper completion and handover of the construction project.

GENERAL NOTES:

1. ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

2. ALL MATERIALS SHALL BE AS SHOWN OR APPROVED BY THE ARCHITECT.

3. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2018 IBC.

4. ALL JOINTS SHALL BE FULLY BRACED.

5. ALL ROOF TRUSSES SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

6. ALL ROOF BOARDING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

7. ALL LUGGER FRAMING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

8. ALL FASCIA BOARDING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

9. ALL WINDOW AND DOOR FRAMING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

10. ALL EXTERIOR WALLS SHALL BE FINISHED IN ACCORDANCE WITH THE 2018 IBC.

11. ALL INTERIOR WALLS SHALL BE FINISHED IN ACCORDANCE WITH THE 2018 IBC.

12. ALL FLOORING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

13. ALL CEILING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

14. ALL MECHANICAL, ELECTRICAL, AND PLUMBING WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

15. ALL FINISHES SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

16. ALL WORK SHALL BE COMPLETED BY THE DATE SPECIFIED ON THESE DRAWINGS.

17. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2018 IBC.

18. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2018 IBC.

19. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2018 IBC.

20. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2018 IBC.

MECHANICAL SCHEDULE:

1. ALL MECHANICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

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ELECTRICAL SCHEDULE:

1. ALL ELECTRICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

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PLUMBING SCHEDULE:

1. ALL PLUMBING WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

2. ALL PLUMBING WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

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FINISHES SCHEDULE:

1. ALL FINISHES SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

2. ALL FINISHES SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

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18. ALL FINISHES SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

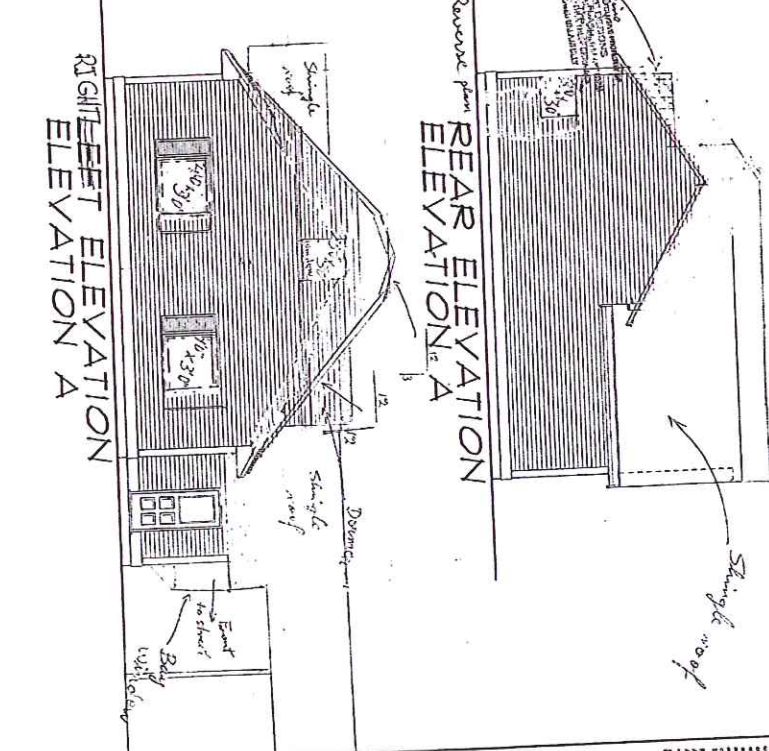
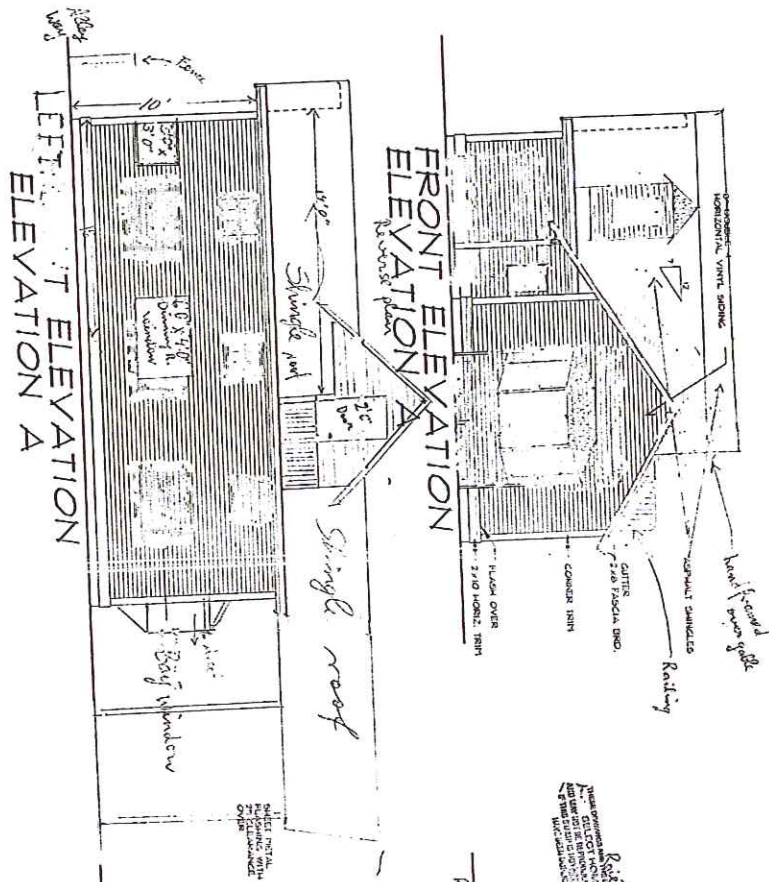
19. ALL FINISHES SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

20. ALL FINISHES SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 IBC.

SELECT HOME DESIGNS

1715 N. 101st St. Ste. 200
 Greenwood, IN 46140
 CONTACT: 317.340.2387
 WWW.SELECTHOMEDESIGNS.COM
 PLAN NO. 852A
 SC-2017

SHEET 3 OF 4



IMPORTANT—PLEASE READ

This drawing is prepared for the use of the contractor and is not to be used for any other purpose. The contractor is responsible for obtaining all necessary permits and for complying with all applicable codes and regulations. The architect is not responsible for any errors or omissions in this drawing.

MECHANICAL SCHEDULE

- 1. 1" x 1" x 1/8" galvanized steel
- 2. 1/2" x 1/2" x 1/8" galvanized steel
- 3. 1/4" x 1/4" x 1/8" galvanized steel
- 4. 1/8" x 1/8" x 1/8" galvanized steel
- 5. 1/16" x 1/16" x 1/16" galvanized steel

SELECT HOME DESIGNS

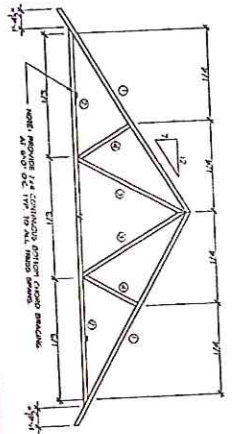
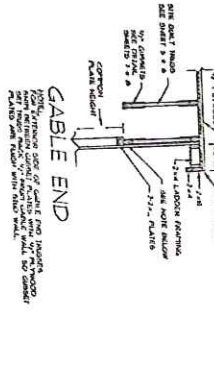
1700 N. Main St. Suite 200
 Denver, CO 80202
 Phone: (303) 733-1234
 Fax: (303) 733-1235
 Email: info@selecthomedesigns.com
 Website: www.selecthomedesigns.com

PLAN NO. 2022A
 SCALE: 1/8" = 1'-0"

SHEET 4 OF 4

GENERAL NOTES

1. GENERAL NOTES: ALL CONSTRUCTION SHALL BE IN ACCORD WITH THE REQUIREMENTS AND SPECIFICATIONS OF THE ARCHITECT, THE STATE AND LOCAL AGENCIES, AND ALL APPLICABLE CODES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. ALL MATERIALS SHALL BE OF THE BEST QUALITY AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT AND ALL APPLICABLE AGENCIES. ALL DIMENSIONS SHALL BE SHOWN ON THIS DRAWING UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS SHALL BE TO CENTERLINE UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS SHALL BE TO EDGE UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS SHALL BE TO SURFACE UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS SHALL BE TO CENTERLINE UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS SHALL BE TO EDGE UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS SHALL BE TO SURFACE UNLESS OTHERWISE SPECIFIED.

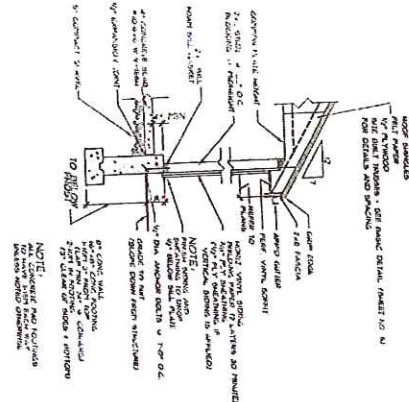


| TRUSS PROVISION | A | B | C | D | E | F | G |
|-----------------|--------|--------|--------|--------|--------|--------|--------|
| SPAN | 40'-0" | 40'-0" | 40'-0" | 40'-0" | 40'-0" | 40'-0" | 40'-0" |
| RISE | 15'-0" | 15'-0" | 15'-0" | 15'-0" | 15'-0" | 15'-0" | 15'-0" |
| TRUSS HEIGHT | 15'-0" | 15'-0" | 15'-0" | 15'-0" | 15'-0" | 15'-0" | 15'-0" |
| CABLE HEIGHT | 15'-0" | 15'-0" | 15'-0" | 15'-0" | 15'-0" | 15'-0" | 15'-0" |

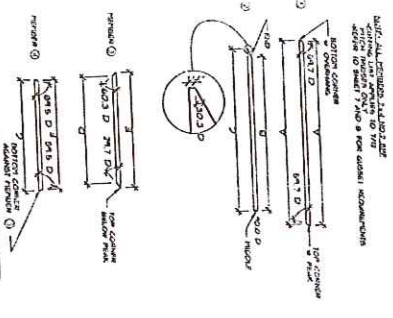
NOTE: SPACING 34' COMPOSITE GIRDER BRACING.

CABLE BUILT ROOF TRUSS DESIGN 7:12 PITCH

TYPICAL WALL SECTION

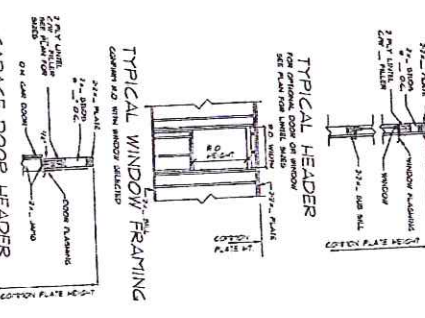


CABLE BUILT ROOF TRUSS DESIGN 7:12 PITCH

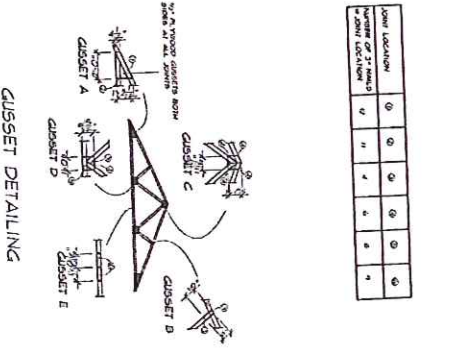
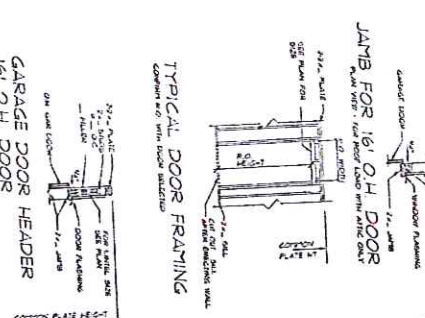


CABLE BUILT ROOF TRUSS DESIGN 7:12 PITCH

TYPICAL WINDOW FRAMING

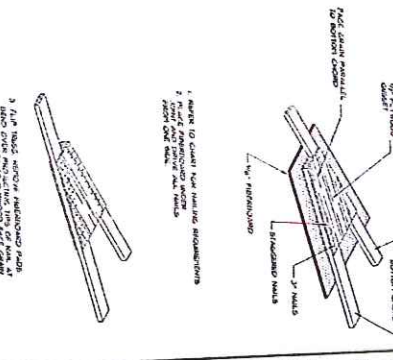


TYPICAL GARAGE DOOR FRAMING



CUSSET DETAILING

CABLE BUILT ROOF TRUSS DESIGN 7:12 PITCH



CABLE BUILT ROOF TRUSS DESIGN 7:12 PITCH

IMPORTANT NOTES:

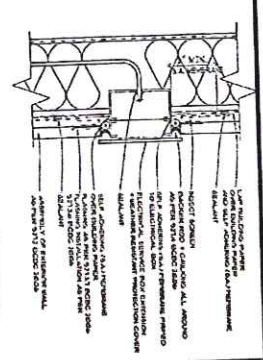
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. ALL MATERIALS SHALL BE OF THE BEST QUALITY AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT AND ALL APPLICABLE AGENCIES.

SELECT HOME DESIGNS

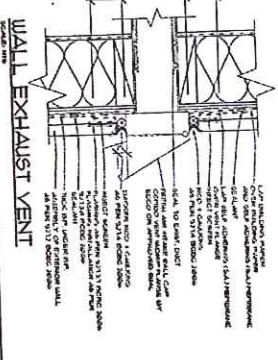
101 N. 101st Street, Suite 100
 Minneapolis, MN 55438
 (612) 920-1122
 www.selecthomedesigns.com

PLAN NO. DETAIL 7:12 C

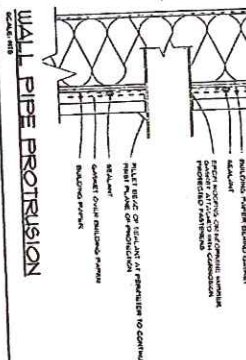
SHEET 1 OF 1



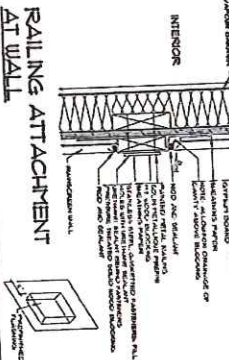
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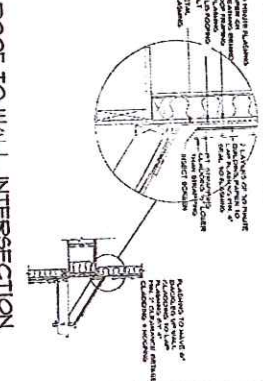
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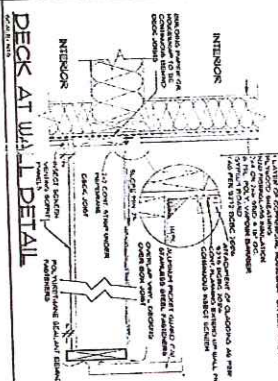
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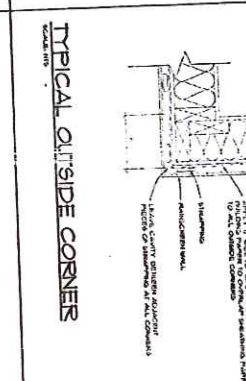
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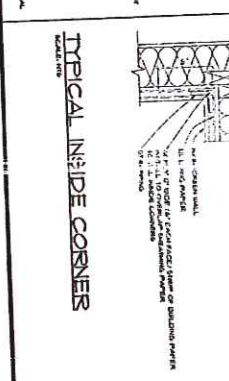
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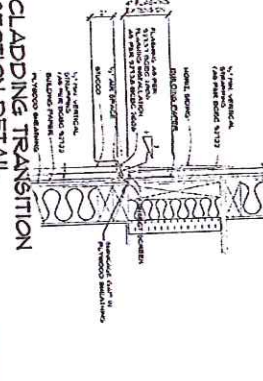
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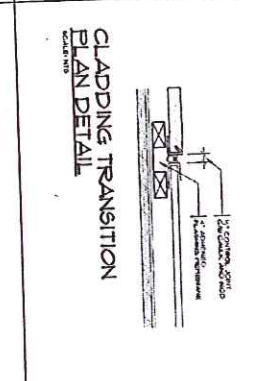
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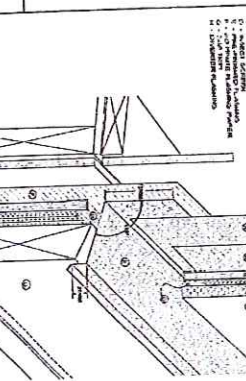
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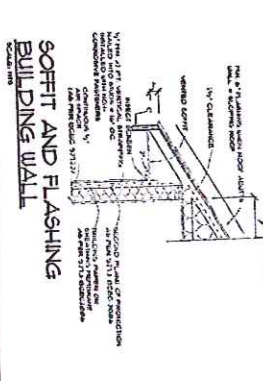
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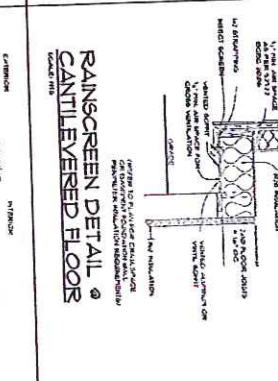
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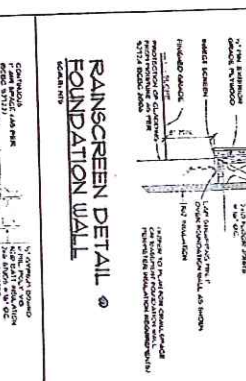
THROUGH WALL FLASHING & BAND BOARD
SCALE: 1/8\"/>



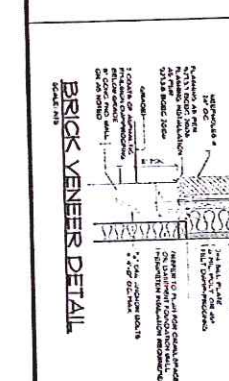
SOFT AND FLASHING BUILDING WALL
SCALE: 1/8\"/>



RAINSCREEN DETAIL @ CANTILEVERED FLOOR
SCALE: 1/8\"/>



RAINSCREEN DETAIL @ FOUNDATION WALL
SCALE: 1/8\"/>



BRICK VENEER DETAIL
SCALE: 1/8\"/>

IMPORTANT—PLEASE READ
Before construction, the architect and contractor should consult the manufacturer's literature for the proper use of the product. The manufacturer's literature should be read and understood by the contractor and the architect before construction begins. The manufacturer's literature should be read and understood by the contractor and the architect before construction begins. The manufacturer's literature should be read and understood by the contractor and the architect before construction begins.

ALL CONSTRUCTION TO CONFORM WITH THE PROTECTION REQUIREMENTS OF SECTION 571 OF THE DOMINION OF COLUMBIA BUILDING CODE BOOK
The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.

CONTRACTOR'S NOTE:
The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.

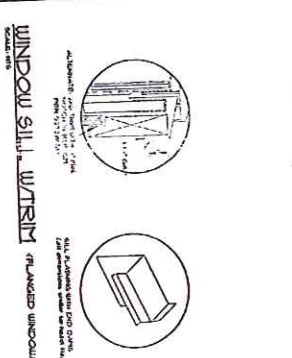
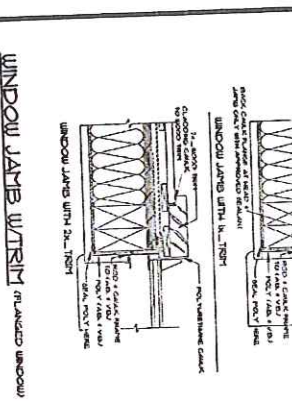
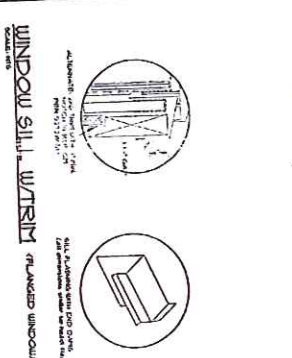
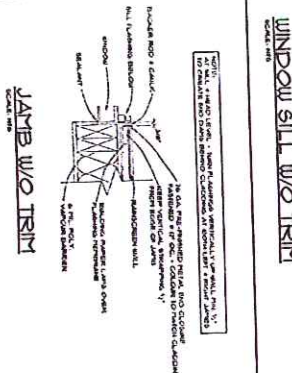
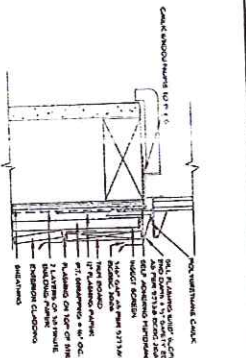
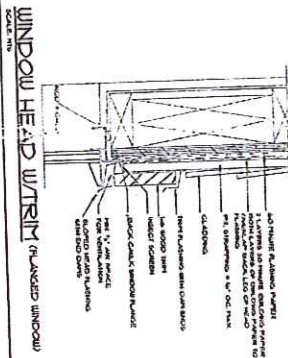
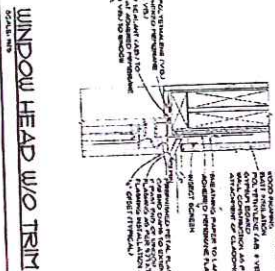
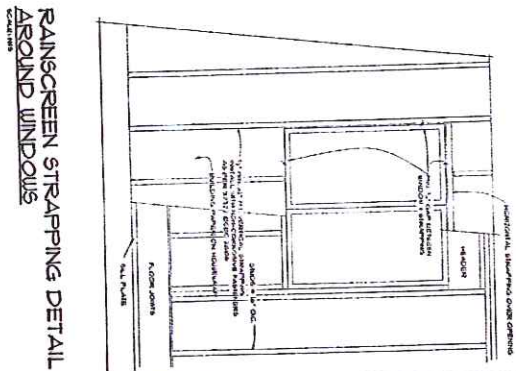
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Phone: (206) 461-1111
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PLAN NO. RAINSCREEN DETAILS
SHEET RS1 OF 2

IMPORTANT - PLEASE READ

These drawings are to be used in conjunction with the specifications and other documents which shall be a part of the contract documents for the project. The drawings shall be read in conjunction with the specifications and other documents which shall be a part of the contract documents for the project. The drawings shall be read in conjunction with the specifications and other documents which shall be a part of the contract documents for the project.

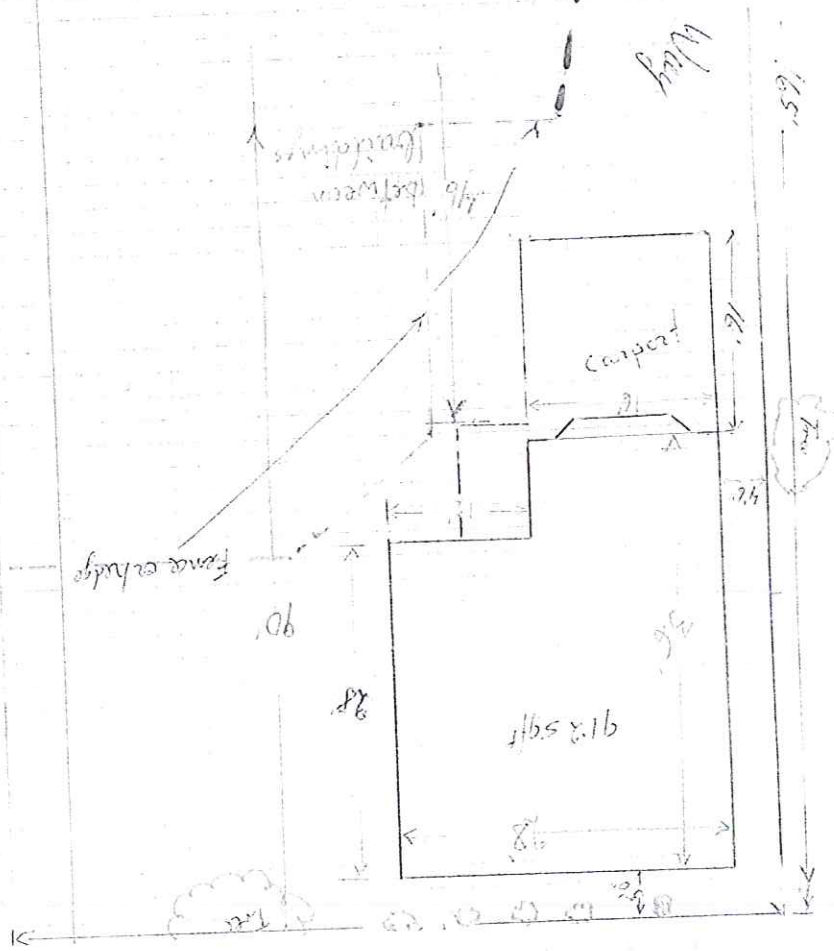
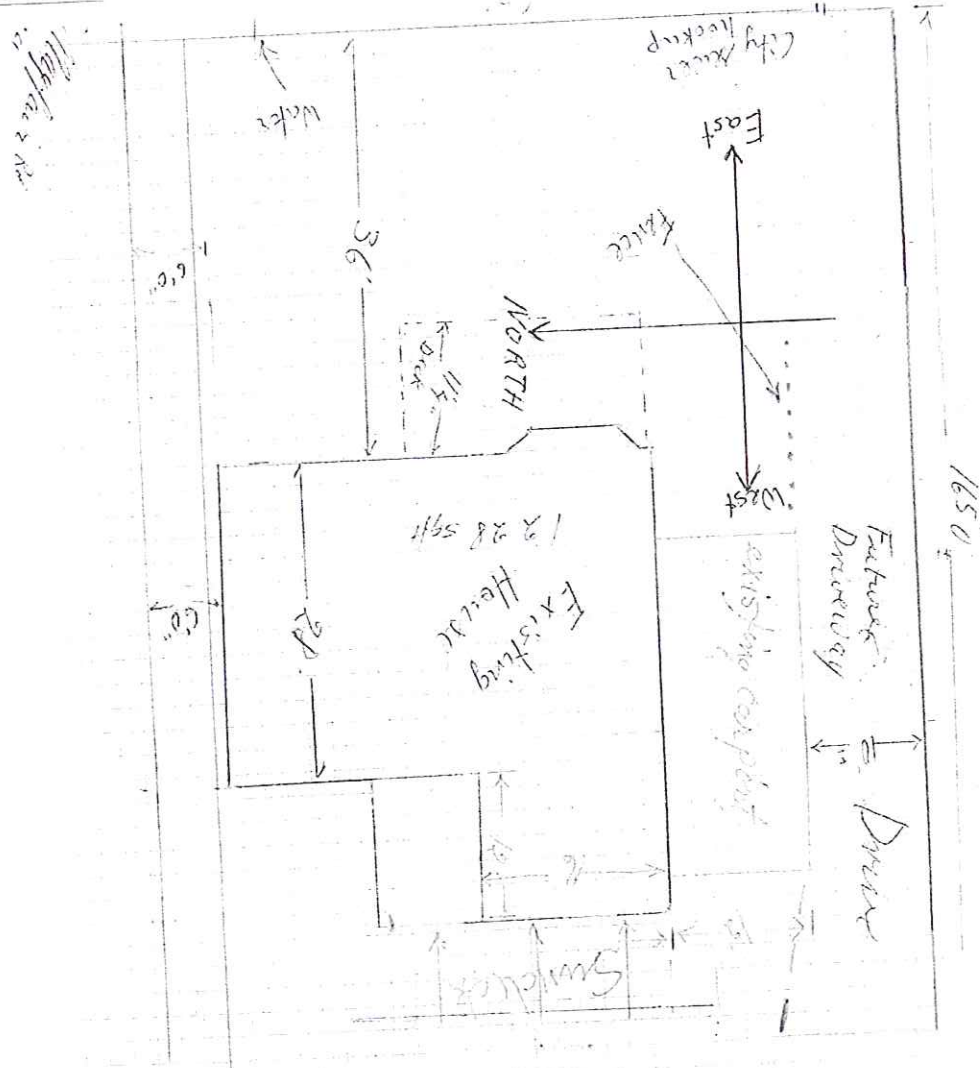
ALL CONSTRUCTION TO CONFORM TO THE CLADDING & FINISHES SPECIFICATIONS OF THE 2018 CALIFORNIA BUILDING CODE (CBC)



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PLAN NO. RAINSCREEN DETAILS
 SHEET RS2 OF 2



REPORT TO COUNCIL



Date: 5/5/2014
RIM No. 1250-30
To: City Manager
From: Urban Planning, Community Planning & Real Estate (AC)
Application: Z14-0015 **Owner:** Susan Bennett
Address: 2248 Abbott St. **Applicant:** Steven & Loretta Nicholson
Subject: Rezoning Application
Existing OCP Designation: S2RES - Single / Two Unit Residential
Existing Zone: RU1 - Large Lot Housing
Proposed Zone: RU6 - Two Dwelling Housing

1.0 Recommendation

That Rezoning Application No. Z14-0015 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 24, District Lot 14, ODYD, Plan 535, located on 2248 Abbott Street, Kelowna, BC from the RU1 - Large Lot Housing zone to the RU6 - Two Dwelling Housing zone be considered by Council;

AND THAT the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration;

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

2.0 Purpose

The purpose of the application is to consider a rezoning from RU1 - Large Lot Housing zone to the RU6 - Two Dwelling Housing which would allow a duplex to be built on the subject property.

3.0 Urban Planning

Staff are supportive of the proposed rezoning to allow a duplex on the subject property. The proposal is consistent with the Official Community Plan (OCP) Future Land Use designation for the area. There is one example of a nearby RU6 development in the immediate vicinity which is located at 384 Glenwood Avenue (the applicant also developed this property).

The application does not require any variances to the Zoning Bylaw. The application does require a Heritage Alteration Permit (HAP) which will address the form and character of the new development. The HAP was reviewed by the Community Heritage Committee (CHC) on May 1st and passed a resolution approving of the design in principal but required the applicant to submit

full colour renderings prior to issuing the permit. This will not affect the overall application timeline as the next Community Heritage Committee meeting is June 5th 2014.

In fulfillment of Council Policy No. 367 respecting public consultation, the applicant undertook neighbour consultation by individually contacting the neighbours as described in the attached *Schedule 'A'*. No major issues were identified during consultation with neighbours.

4.0 Proposal

4.1 Project Description

The subject property presently contains one single detached dwelling. The applicant is proposing a rezoning of the property to RU6 - Two Dwelling Housing in order to allow a duplex be built. The existing dwelling is to be essentially demolished with the retention of the existing foundation.

4.2 Site Context

The subject property is approximately 971 m² in area. The OCP designates the subject property S2RES - Single / Two Unit Residential, the lot is within the Permanent Growth Boundary, and the lot is within the Abbott Street Conservation Area.

The property is bordered by residential uses to the north, hospital uses to the east and a park to the south which includes a parking lot immediately adjacent to the subject property. The City is building a trail between this property and the lake. The applicant is aware of this project and has planned their onsite landscaping to fit. Specifically, the adjacent land uses are as follows:

| Orientation | Zoning | Land Use |
|-------------|--------------------------------|--------------------------------------|
| North | RU1 - Large Lot Housing | Single detached dwelling development |
| East | HD1 - Kelowna General Hospital | Institutional |
| South | P3 - Parks and Open Space | Park |
| West | City Park and Okanagan Lake | Future public trail |

Subject Property Map: 2248 Abbott Street



4.3 Zoning Analysis Table

| Zoning Analysis Table | | |
|--|---|--|
| CRITERIA | RU6 ZONE REQUIREMENTS | PROPOSAL |
| Development Regulations | | |
| Height | 9.5 m or 2.5 storeys | 8.3 m |
| Front Yard | 6.0 m | 7.0 m |
| Side Yard | 2.0 m for 1 / 1.5 storeys 2.3m for 2 / 2.5 storeys | Varies between 2.0 m & 7.0 m |
| Rear Yard | 7.5 m | 20.0 m |
| Site coverage of buildings | 40 % | 37.6 % |
| Site coverage of buildings, driveways & parking | 50 % | 49.9% |
| Lot Area | 800 m ² | 969.6 m ² |
| Lot Width | 20.0 m | 20.07 m |
| Lot Depth | 30.0 m | 48.3 m |
| Other Regulations | | |
| Minimum Parking Requirements | 2 stalls / Duplex Unit = 4 stalls | 4 |
| Private Open Space | 30 m ² / dwelling unit | Greater than 30 m ² / dwelling unit |
| *Variance Requested | | |

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Compact Urban Form.¹ 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.

Sensitive Infill.² Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height, and siting.

6.0 Technical Comments

6.1 Building & Permitting Department

- Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permits.

¹ City of Kelowna Official Community Plan, Policy 5.3.2 (Development Process Chapter).

² City of Kelowna Official Community Plan, Policy 5.22.6 (Development Process Chapter).

- Operable bedroom windows required as per the 2012 edition of the British Columbia Building Code (BCBC 12).
- Potential spatial separation issues with glazing at the decks which may affect form and character.
- 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 Fire Department

- Requirements of section 9.10.19 Smoke Alarms of the BCBC 2012 are to be met. Ensure proper addressing off of Abbott Street.

7.0 Application Chronology

| | |
|---|-----------------------------|
| Date of Application Received: | April 15 th 2014 |
| Date of Public consultation: | April 15 th 2014 |
| Date of Community Heritage Committee Meeting: | May 1 st 2014 |

Report prepared by:

Adam Cseke, Planner I

Reviewed by:

Ryan Smith, Manager - Urban Planning

Approved for Inclusion:

D. Gilchrist, Divisional Director -
Community Planning & Real Estate

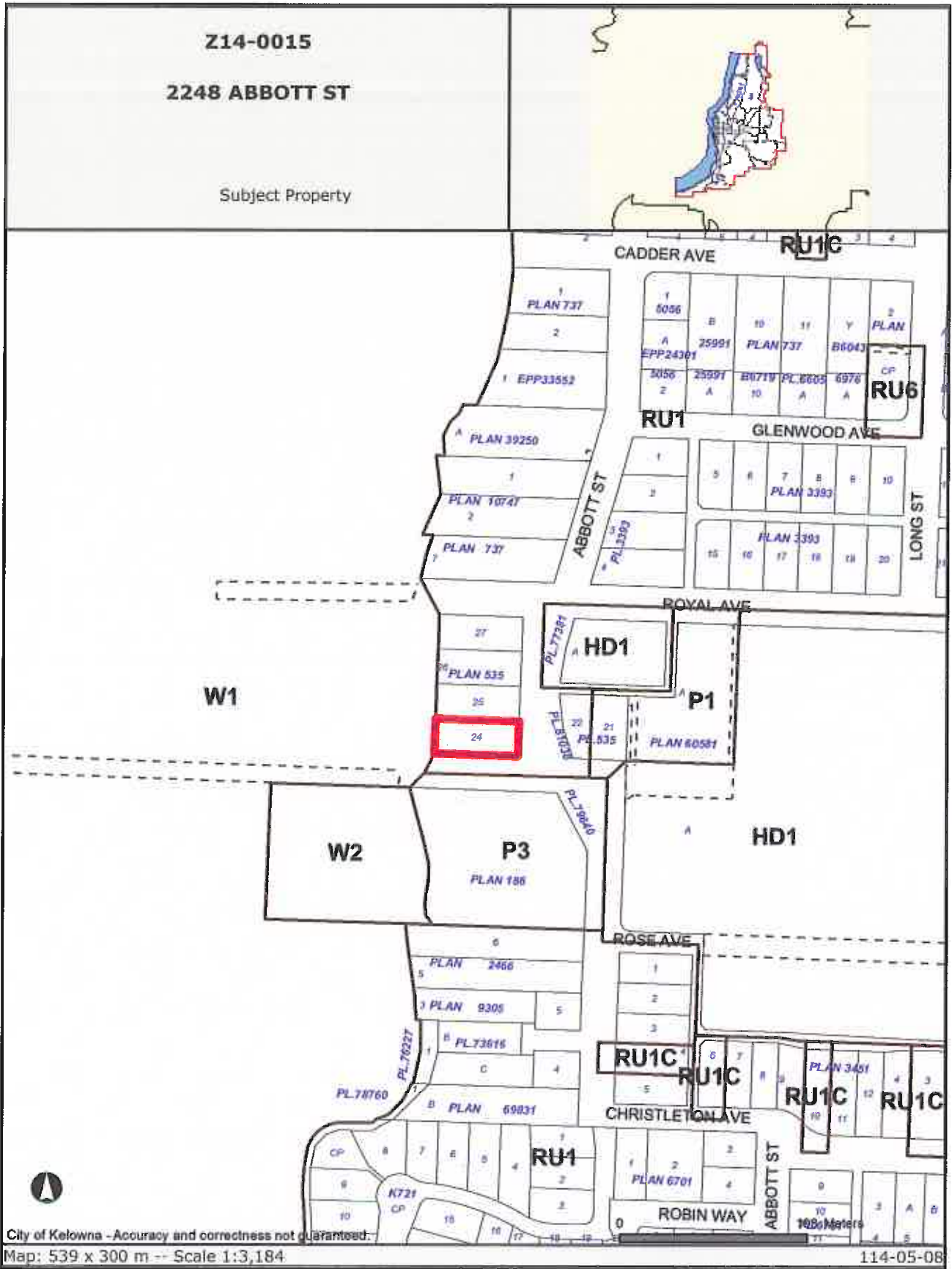
Attachments:

Site Plan / Landscape Plan

Colour Board

Conceptual Elevations

Development Engineering Comments



City of Kelowna - Accuracy and correctness not guaranteed.
Map: 539 x 300 m -- Scale 1:3,184

114-05-08

This application is seeking to rezone the subject property from the RU-1 Large Lot Housing zone to the RU-6 Two Dwelling Housing zone to construct a Semi-Detached Two Unit Townhouse on the subject property. A Heritage Alteration Permit is required given that the existing building is proposed to be demolished to allow for the construction of a new Semi-Detached Two Unit Townhouse. The subject property is situated in the Abbott Street Conservation Area, but is not included on the Heritage Register. The applicant has worked with a local design firm and artist to create a building which will allow for the conveniences of a modern lifestyle yet still have a very traditional exterior. Ironically when completed, the proposed new construction will have more traditional lines than many of the existing neighbouring homes which appear to have been constructed since the 1960's.



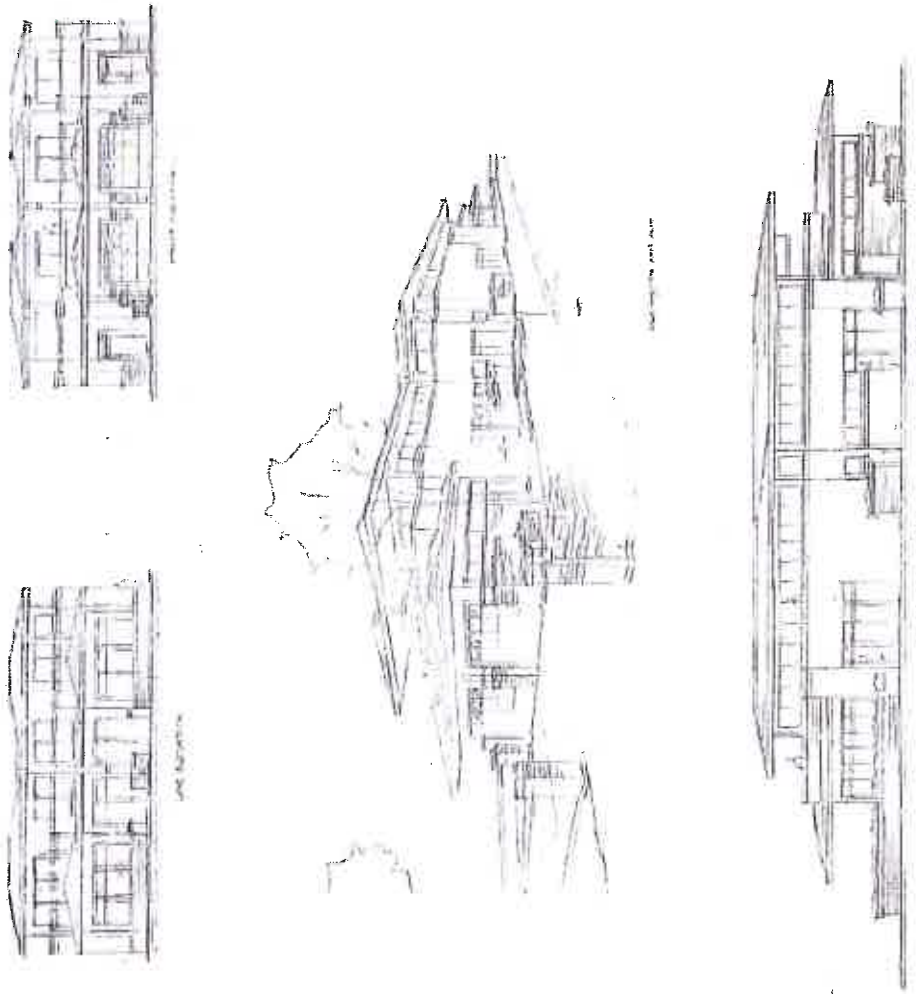
Located on a corner, the site and configuration of the subject property is a departure from the small lots that used to be to the east and south. However, these properties have now been redeveloped in a combination of green space, park space and parking for the Kelowna General Hospital and no homes exist. The properties to the north are an existing single family home covering two large lots and a large home in a state of disrepair. However, the proposed Semi-Detached Townhouse will face both Abbott Street and Lake Okanagan and falls within the front yard siting distance of neighbouring properties and the 120 degree site line requirements, thereby continuing the rhythm of this portion of the street. Located within the Permanent Growth Boundary, the proposal allows for more efficient use of the subject property and helps to diversify the housing supply in an area close to many amenities including the Kelowna Downtown Core, Pandosy Village and the hospital complex.

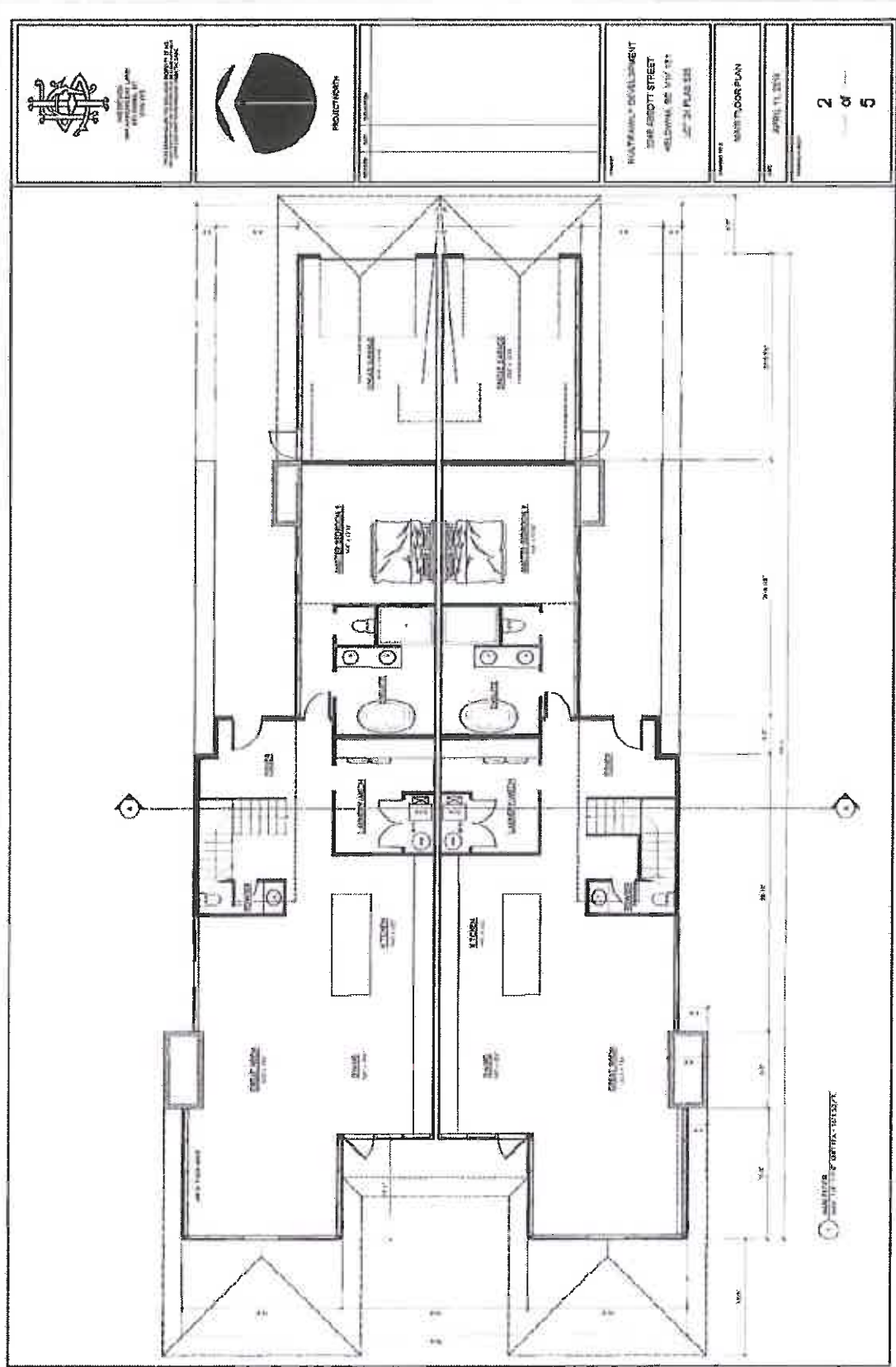
The existing dwelling on the site is a large 70's home with a chaos of additions and will be demolished. The applicant is proposing to construct a Storey and a Half Semi-Detached Two Unit Townhouse in its place utilizing only 37% of the lot for the new construction. The Building has been designed to incorporate individual porch entries at both the Abbott Street facing frontage as well as the Lake Okanagan facing frontage. The Abbott St facing portion of the building has been deliberately reduced in width to reduce the massing of the home while the Lake Okanagan frontage has been asymmetrically designed to give the appearance of two single family detached homes on a traditional 33' lot. The proposal incorporates reducing the height of the wall on the Abbott St frontage to delineate the private space yet allow pedestrian activity to enjoy the property and provide an interface between the private and public spaces.

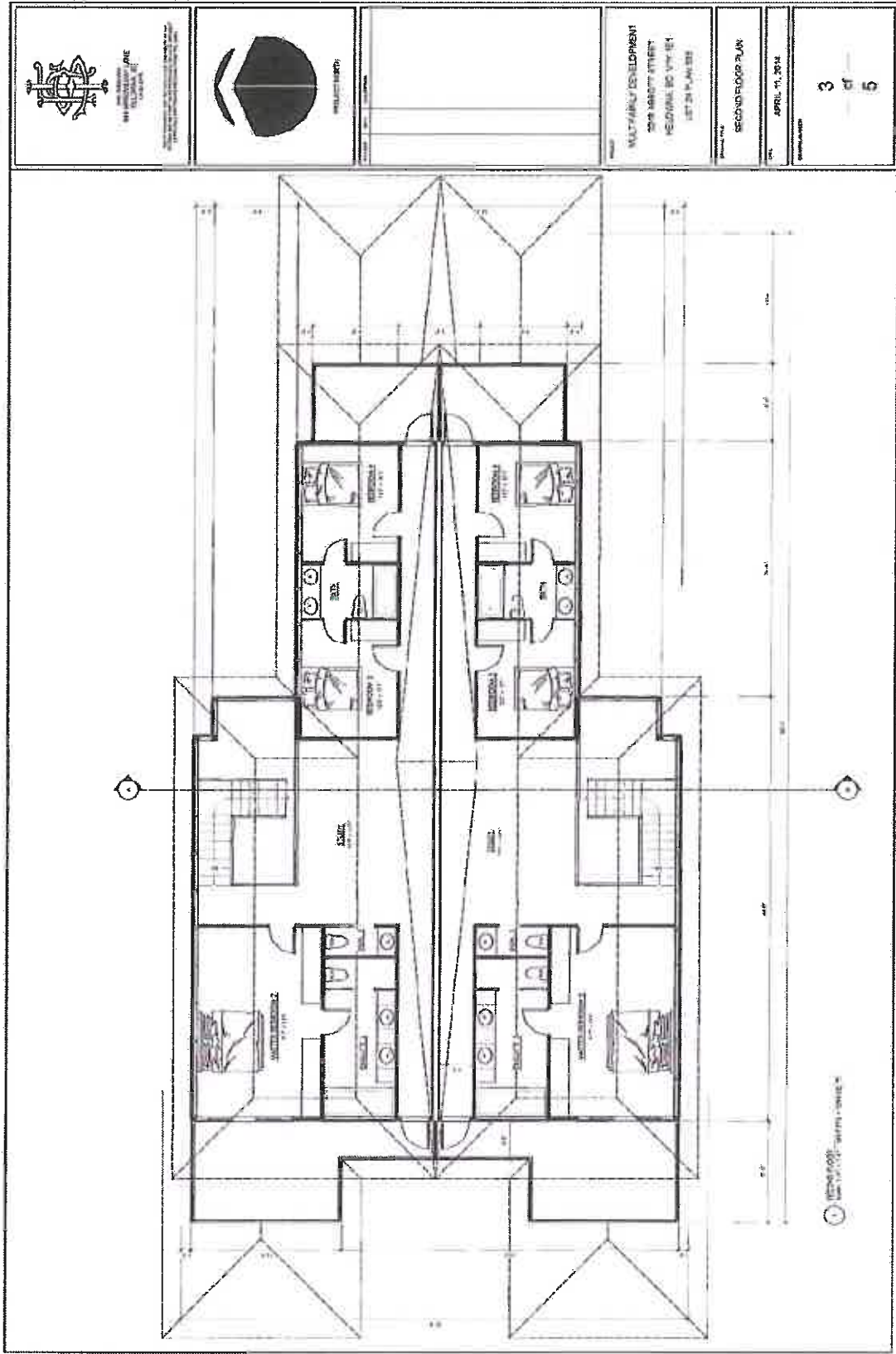
The flush gable verges, brick and stucco siding, clustered horizontal windows, asymmetrical facade design and gable roof form fit within the guideline characteristics of both the Late Vernacular Cottage and Arts and Craft Style. Additionally, some visual queues are drawn from the Frank Lloyd Wright Roble home constructed in 1909 and renowned as the greatest example of the Prairie School style, the first architectural style that was uniquely North American, including large overhangs, brick and stucco cladding and detailing, hidden front entrance and rear parking. The colour palette consist of neutral brick and off white stucco for the walls, concrete sills for the windows, grey trim colours and black roof shingles. A brick and textured stucco finish is proposed for the exterior walls.

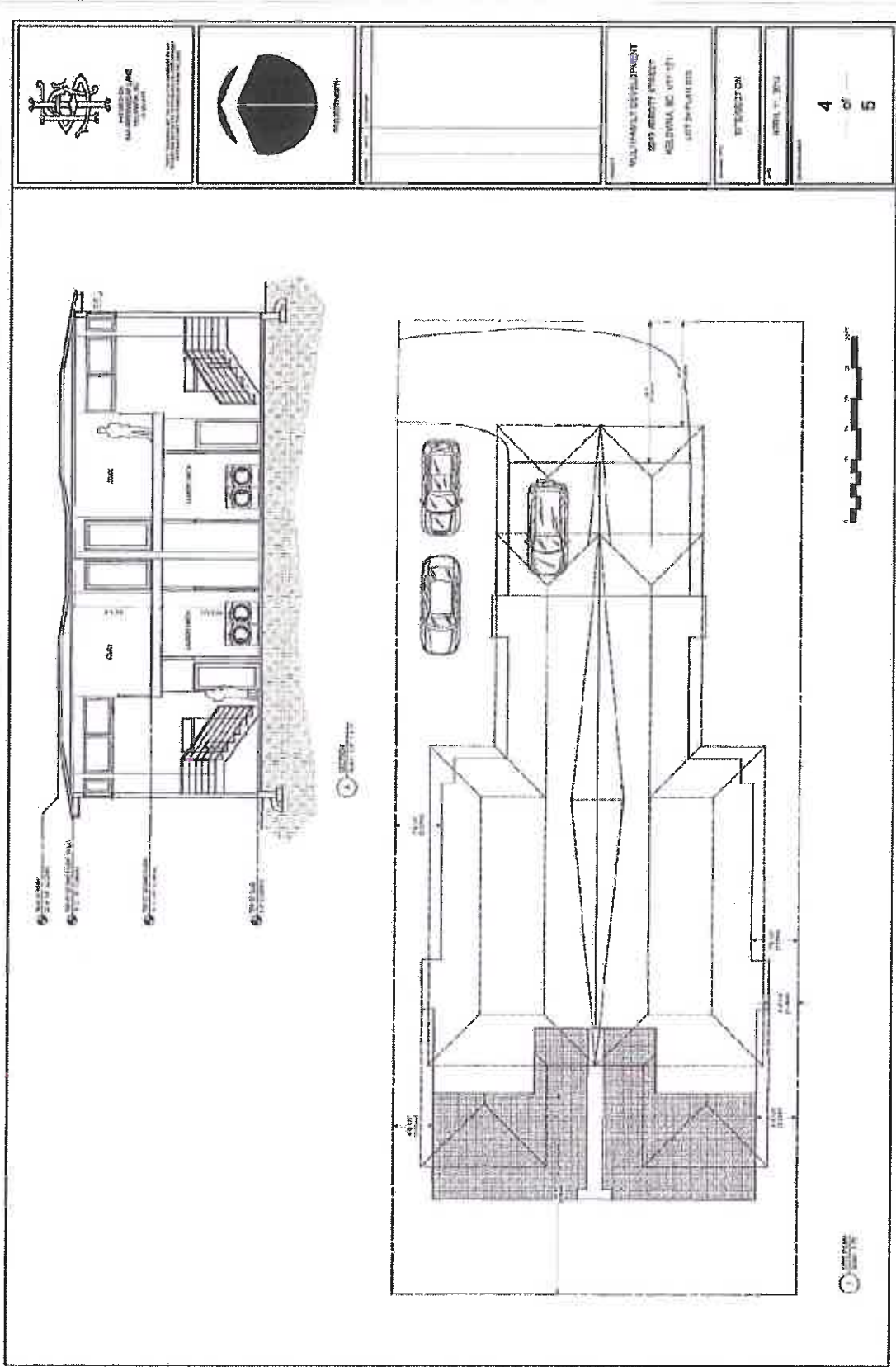
Parking is achieved within two single garages and two open parking areas which are accessed off of a meandering driveway at the front of the site. The site meets the lot area requirements to accommodate Semi-Detached housing and required outdoor open space and on-site parking.

Visually interesting features such as planter boxes, arbors, hedges, tree plantings and water sensitive vegetation will be incorporated to create an area of socialization between the public beach (Lake Okanagan), the linear park (Abbott St) and the private home; a space for beach parties, family barbecues and neighbourly conversation.

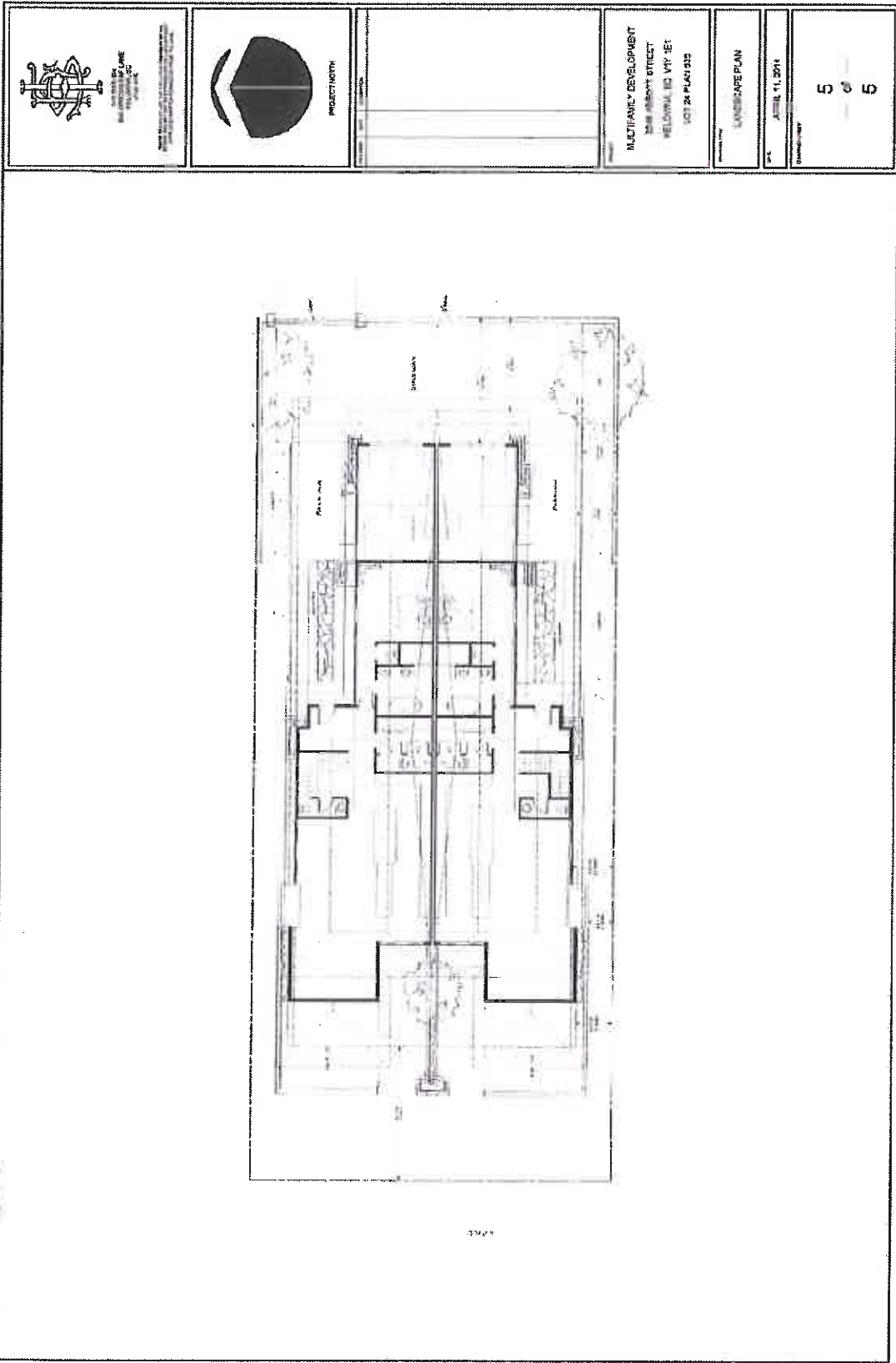
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|---|--|---|--------------------------------|--------------------------------------|
|  <p>PROFESSIONAL ARCHITECTURAL DRAWINGS FOR THE CITY OF KELOWNA 1000 UNIVERSITY AVENUE, SUITE 100 KELOWNA, BC V1Y 1X6 TEL: 250-860-7200 WWW.CITYOFKELOWNA.CA</p> |  <p>REGISTERED ARCHITECT BRITISH COLUMBIA</p> | <p>PROJECT MULTIFAMILY DEVELOPMENT 2004 ARBUTHNOT STREET KELOWNA BC V1Y 1E1 LOT: IMP/AR 103</p> | <p>DATE APRIL 11, 2014</p> | <p>ELEVATION SKETCHES 1 of 5</p> |
|  <p>Architectural elevation sketches of a building. The sketches include a front elevation, a side elevation, and a perspective view. The building is a multi-story structure with a prominent entrance and a series of windows. The sketches are rendered in a detailed line-drawing style.</p> | | | | |

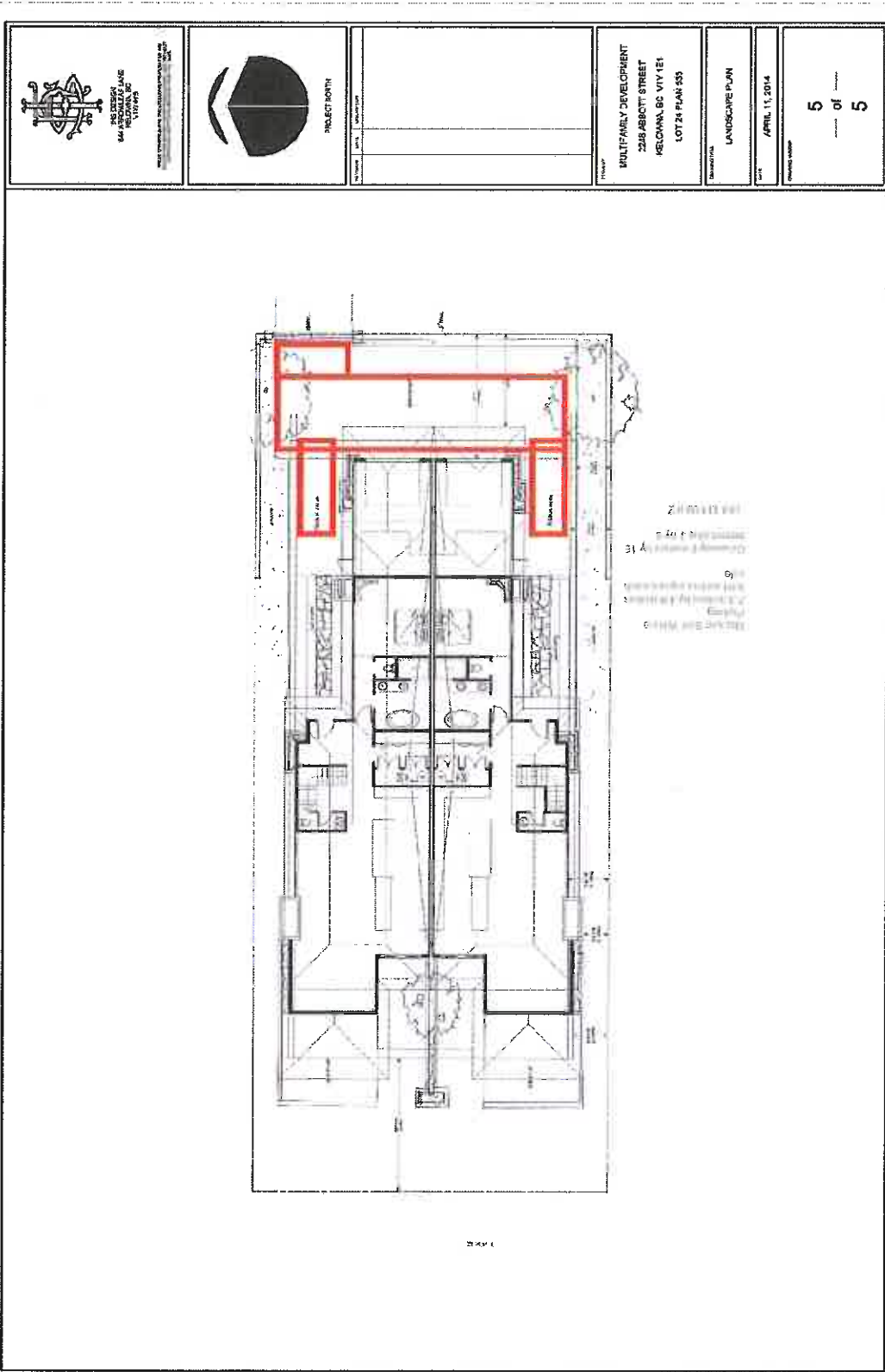


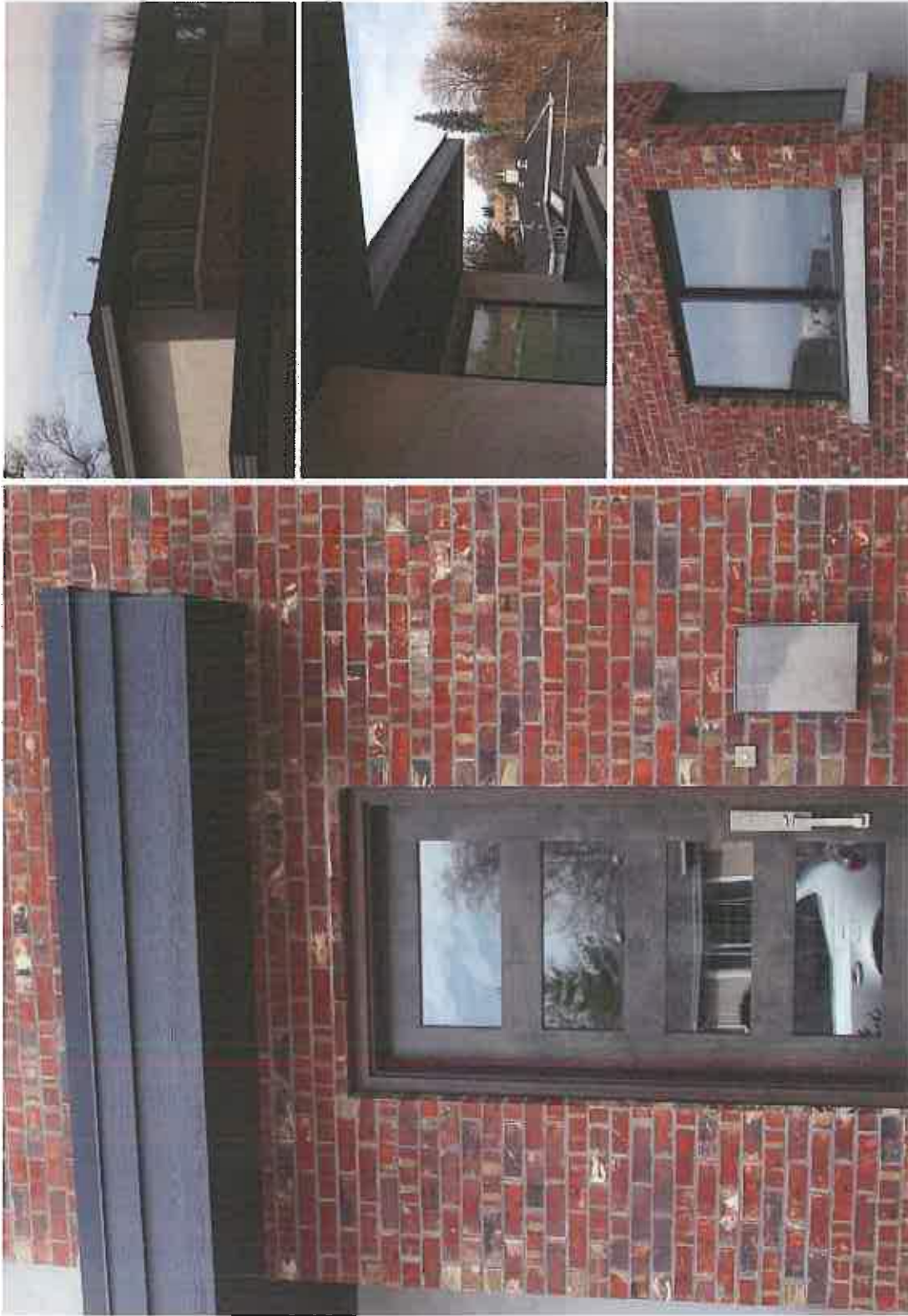




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|--|--|--|--|-------------------|----------------------|---------------|
|  <p>MELBOURNE CITY OF MELBOURNE CITY ENGINEER CITY OF MELBOURNE CITY ENGINEER</p> |  <p>N</p> | | <p>MULTI-HABIT DEVELOPMENT 200 ARBUTHNOT STREET MELBOURNE VIC 3000 LOT 20 PLAN 002</p> | <p>PROFESSION</p> | <p>DATE: 11/2014</p> | <p>4 of 5</p> |
|--|--|--|--|-------------------|----------------------|---------------|







The Colour Palette consist of old university brick and off white textured stucco for the walls, concrete sills for the windows, grey trim colours and black roof shingles. Visually interesting features such as planter boxes arbors, hedges, tree plantings and water sensitive vegetation will be incorporated to create an area of socialization between the public beach, the Abbott St Corridor and the Private Home.





Architectural rendering of the proposed building

CITY OF KELOWNA
MEMORANDUM

Date: April 30, 2014
File No.: Z14-0015
To: Urban Planning (AC)
From: Development Engineering Manager
Subject: 2248 Abbott Street

RU6

Development Engineering has the following comments and requirements associated with this application to rezone from RU1 to RU6.

1. Domestic Water and Fire Protection

Our records indicate this property is currently serviced with a 19mm-diameter water service. An additional water service will be required and can be provided by City forces at the developer's expense. The applicant will be required to sign a Third Party Work Order for the cost of the water service upgrade. 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

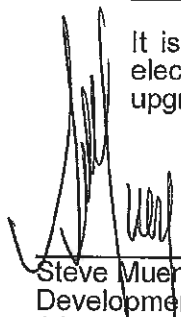
Abbott Street has been upgraded along the full frontage of this property, and no further upgrades are required.

4. Access, Manoeuvrability and Parking Requirements

The Parking Area shall be designed so as to allow vehicles to turn-around on-site and exit onto Abbott Street in a forward direction.

5. Electric Power and Telecommunication Services

It is the applicant's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for service upgrades to these services which would be at the applicant's cost.



Steve Muenz, P. Eng.
Development Engineering Manager
SS

Report to Council



Date: 6/9/2014
File: 1250-30
To: City Manager
From: Subdivision, Agriculture & Environment Services (MS)
Address: 1800 Crosby Rd **Application:** OCP13-0003 & Z13-0004
Subject: Supplemental Report

Recommendation:

THAT Council receives, for information, the Supplemental Report from the Subdivision, Agriculture & Environment Services Department dated May 30, 2014 with respect to proposed amendments to Official Community Plan Bylaw Amendment Application No. OCP13-0003 and Rezoning Application No. Z13-0004 for the property located at 1800 Crosby Road;

AND THAT the Official Community Plan Bylaw Amendment Bylaw (Bylaw No. 10960) and the Zone Amending Bylaw (Bylaw No. 10961) be forwarded for amendment consideration;

AND FURTHER THAT the Official Community Plan Bylaw Amendment Bylaw and the Zone Amending Bylaw, as amended, be forwarded to a Public Hearing for further consideration.

Purpose:

To consider a request by the applicant to amend the original application and to forward the revised application to the next Public Hearing.

Background:

At a Regular Meeting held on Monday, May 5th, Council granted 1st Reading to the proposal by DRS Ventures Ltd to amend the future land use and zoning in order to permit the development of 12 lot development on 1880 Crosby Road. Following comments received from Council and interaction with the public the applicant has agreed to amend their application such that the footprint of the proposed subdivision will be reduced and more Major Park / Open Space will be dedicated to the City.

Staff acknowledge that this additional gain to Major Park / Open Space of approximately 3.6 ha, together with the blanket Statutory Right of Way and No Build No Disturb Covenant on the parent remainder, presents a balanced approach that achieves the policy intent of the OCP to preserve parks and open space, contribute to a green connection between Knox Mountain

Park and Stephen's Coyote Ridge Regional Park, and provide a reasonable solution to the topographical and access challenges to the site. As such, staff supports the updated proposal.

Respectfully Submitted by:

Todd Cashin, Manager

Approved for inclusion:

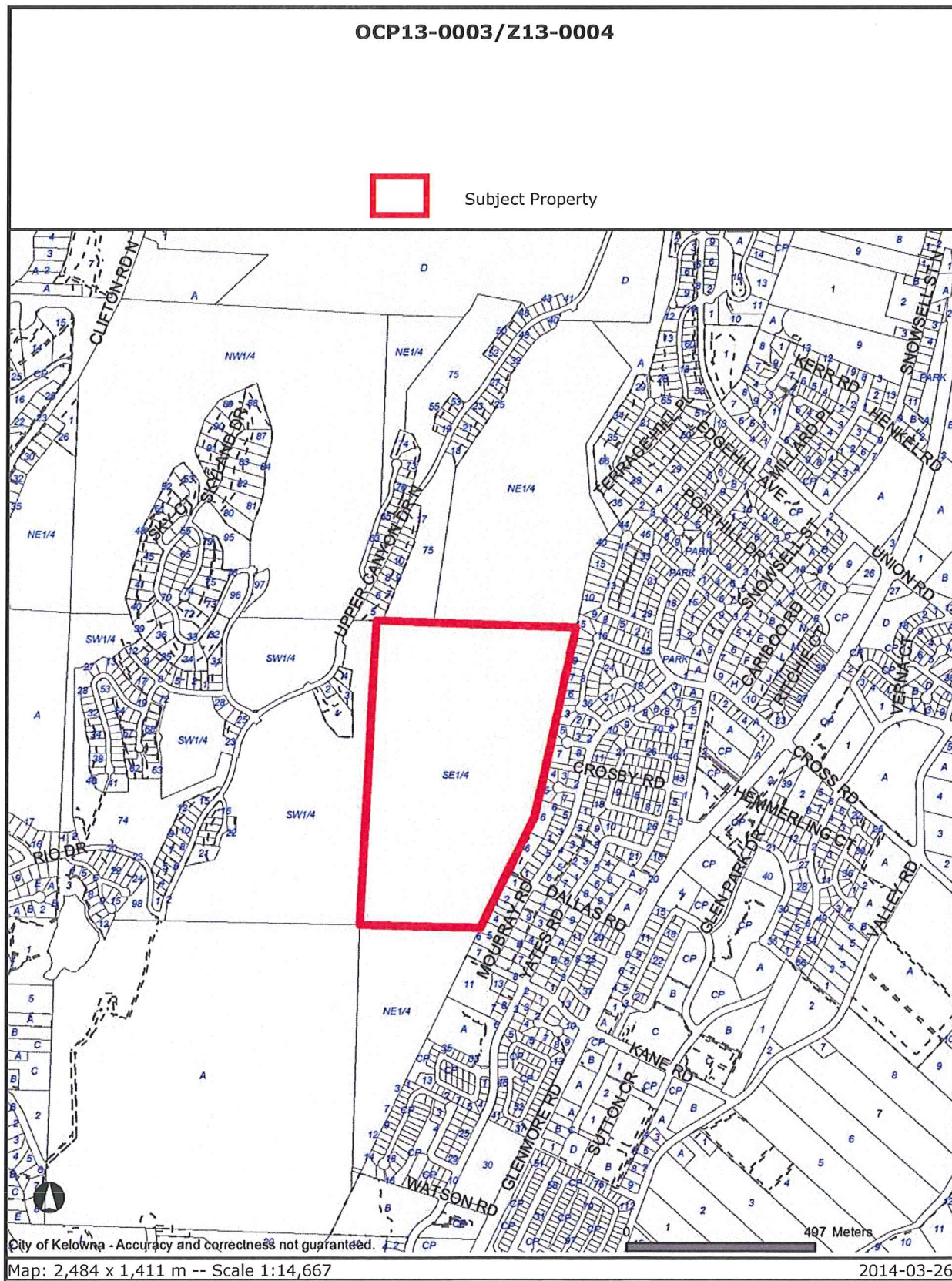


Shelley Gambacort, Director

Attachments:

cc:

Terry Barton, Parks & Public Places Manager
Steve Muenz, Development Engineering Manager



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.

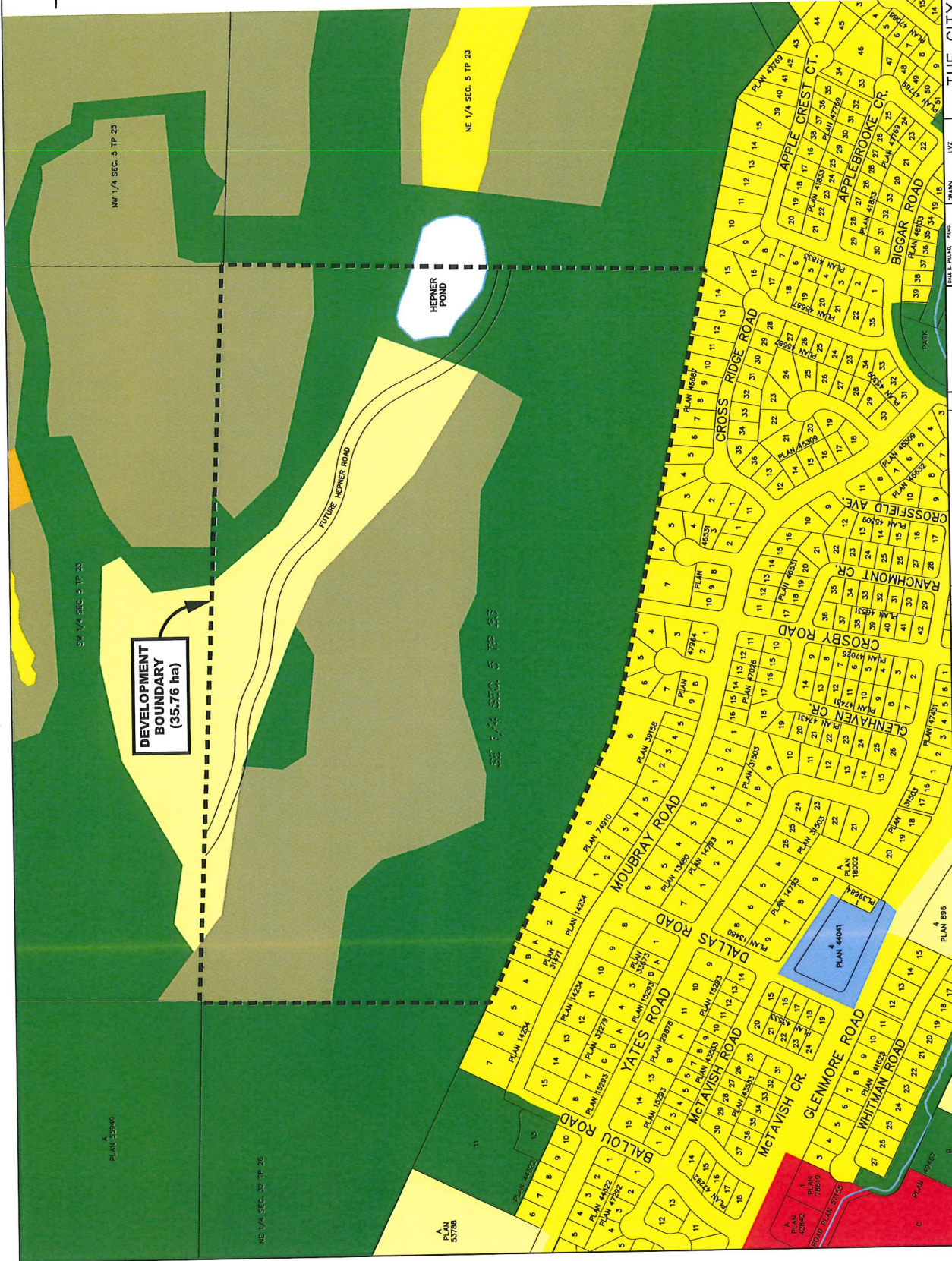


LEGAL DESCRIPTION
SE 1/4 SEC. 5 TP. 23

LEGEND
--- DEVELOPMENT BOUNDARY

OCP LAND USE DESIGNATIONS

- COMMERCIAL (COMM)
- SINGLE/TWO UNIT RESIDENTIAL (S2RES)
- SINGLE/TWO UNIT RESIDENTIAL (HILLSIDE) (S2RESH)
- MULTIPLE UNIT (LOW DENSITY) (MRL)
- MULTIPLE UNIT RESIDENTIAL (MEDIUM DENSITY) (MRM)
- PARKS AND OPEN SPACE (PARK)
- EDUCATION/INSTITUTIONAL (EDINST)



DEVELOPMENT BOUNDARY
(35.76 ha)

| | | | | | |
|-------------------------------|----------------------------------|--------------------|-----------|-----------------|---------|
| CITY FILE NO. | | DRAWING NO. | 2242-Z3 | REV. NO. | 0 |
| DEPARTMENT | ENGINEERING | DATE | MAY, 2014 | SCALE | 1:2,000 |
| PROJECT | 1800 CROSBY ROAD DRS VENTURES | DESIGN | L/VZ | APPROVED | D.E.P. |
| EXISTING LAND USE PLAN | | DATE | | DATE | |

| | | | | | |
|-----------------|---------------------------------|--------------------|-------------|-----------------|-----------|
| CLIENT | DRS VENTURES | PROJECT NO. | 1800-CROSBY | DATE | MAY, 2014 |
| DESIGNER | D.E. Pilling & ASSOC. ENGINEERS | DRAWN | DLV | CHECKED | DLV |
| SCALE | 1:2,000 | DATE | | REVISION | |

| | | | |
|------------|-------------|-----------|-----------------|
| NO. | DATE | BY | REVISION |
| | | | |

| | | | | | |
|-----------------|--------------------------------------|------------|-------------|-----------|-----------------|
| LEGEND | CAP SANITARY IN (EXISTING OR FUTURE) | NO. | DATE | BY | REVISION |
| CATCH BASIN | SM SANITARY IN (PROPOSED) | | | | |
| ELECTRICAL BOX | STW STORM IN (EXISTING OR FUTURE) | | | | |
| HYDRANT | STW STORM IN (PROPOSED) | | | | |
| U.S. ELECTRICAL | TRANSFORMER | | | | |
| U.S. TELEPHONE | UTILITY JUNCTION BOX | | | | |
| WAVE | | | | | |
| LAMP STAND | | | | | |



SW 1/4 SEC. 5 TP. 23

NW 1/4 SEC. 5 TP. 23

PLAN 55949

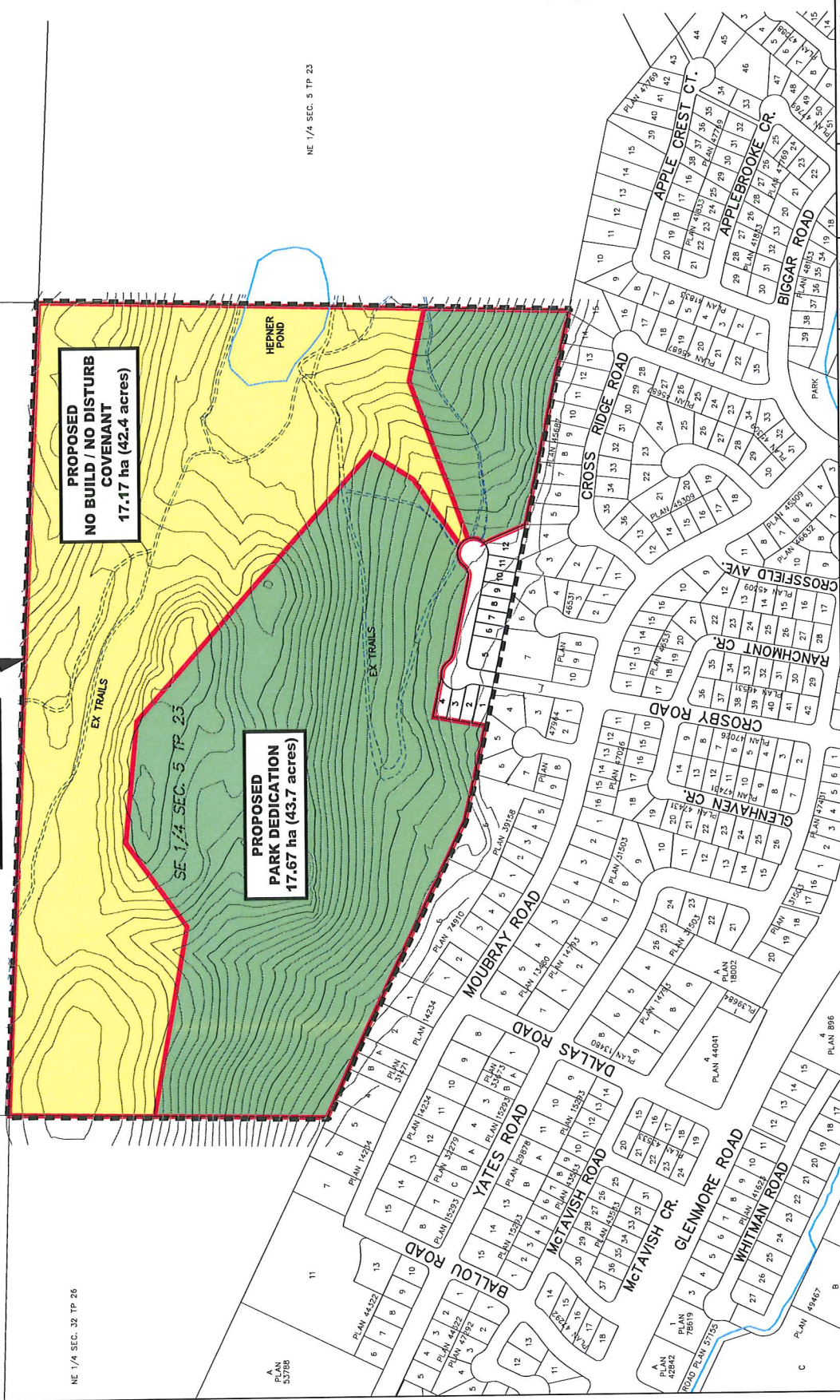
NE 1/4 SEC. 32 TP. 26

NE 1/4 SEC. 5 TP. 23

DEVELOPMENT BOUNDARY
35.76 ha (88.4 acres)

PROPOSED NO BUILD / NO DISTURB COVENANT
17.17 ha (42.4 acres)

PROPOSED PARK DEDICATION
17.67 ha (43.7 acres)



- LEGEND**
- DEVELOPMENT BOUNDARY
 - EXISTING TRAIL SYSTEM
 - ORIGINAL GROUND CONTOUR (5m INTERVAL)
 - 350
 - █ PROPOSED PARK DEDICATION
 - █ PROPOSED NO BUILD/NO DISTURB COVENANT

LEGAL DESCRIPTION
SE 1/4 SEC. 5 TP. 23

| | | | | | | | |
|--|--|--|--|--|--|--|--|
| <p>Pilling & Assoc. CONSULTING ENGINEERS</p> | | <p>DATE: 05/20/14 LVLZ: 01/2 BY: [Signature]</p> | | <p>DATE: 05/20/14 LVLZ: 01/2 BY: [Signature]</p> | | <p>DATE: 05/20/14 LVLZ: 01/2 BY: [Signature]</p> | |
| <p>DESIGN: [Signature] APPROVED: [Signature] DATE: APR. 2014</p> | | <p>SCALE: 1:2000</p> | | <p>CITY FILE NO.: 2242-P3</p> | | <p>DRAWING NO.: 2242-P3</p> | |
| <p>THE CITY OF KELOWNA ENGINEERING DEPARTMENT</p> | | <p>1800 CROSBY ROAD DRS VENTURES</p> | | <p>OVERALL DEVELOPMENT PLAN</p> | | <p>PERSON: [Signature]</p> | |



LEGAL DESCRIPTION

SE 1/4 SEC. 5 TP 23

LEGEND

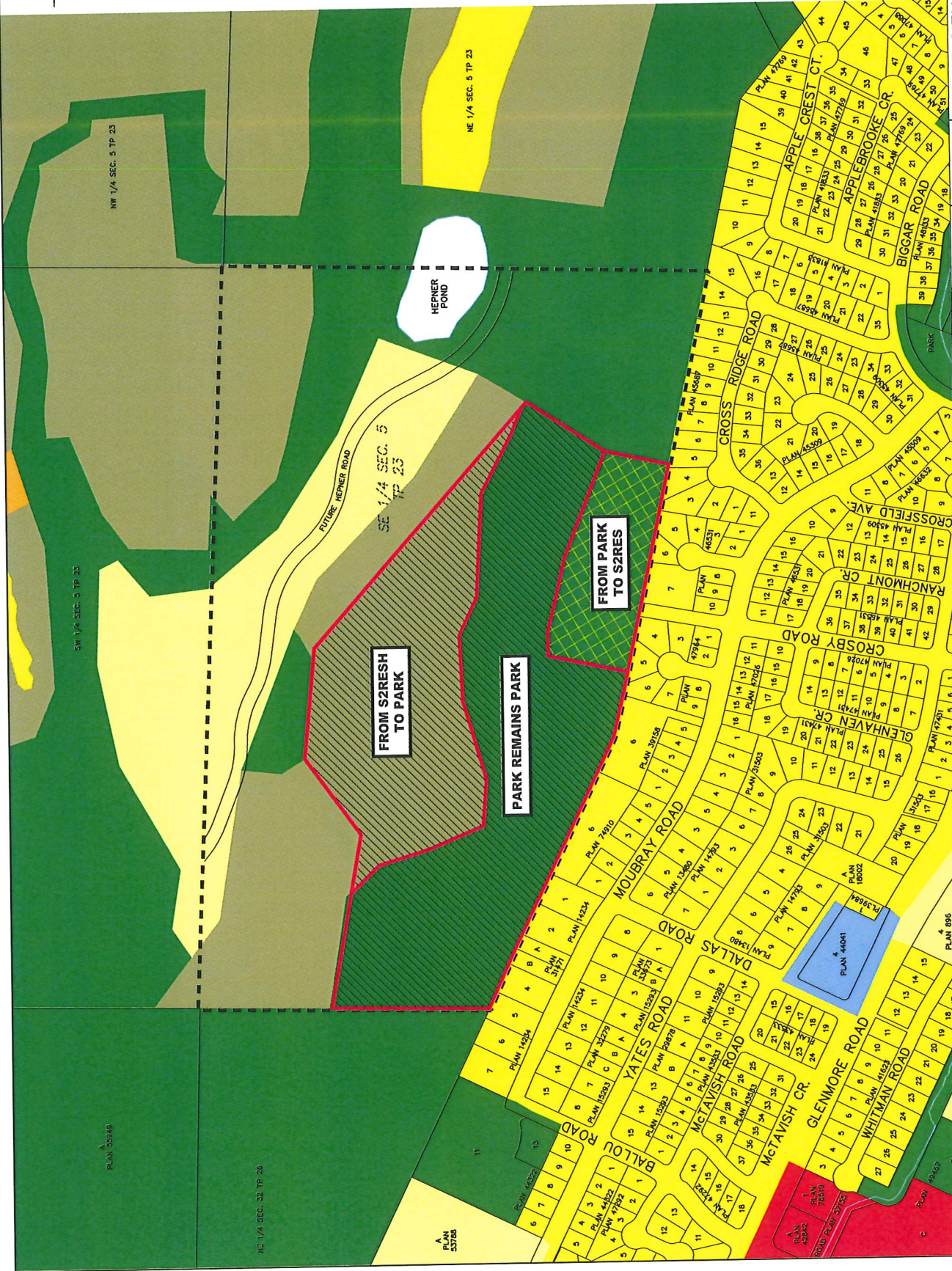
- DEVELOPMENT BOUNDARY
- PROPOSED OCP BOUNDARIES

PROPOSED OCP LAND USE DESIGNATIONS

- SINGLE/TWO UNIT RESIDENTIAL (SZRES)
- PARKS AND OPEN SPACE (PARK)

OCP LAND USE DESIGNATIONS

- COMMERCIAL (COMM)
- SINGLE/TWO UNIT RESIDENTIAL (SZRES)
- SINGLE/TWO UNIT RESIDENTIAL (HILLSIDE) (SZRESH)
- MULTIPLE UNIT RESIDENTIAL (LOW DENSITY) (MRL)
- MULTIPLE UNIT RESIDENTIAL (MEDIUM DENSITY) (MRM)
- PARKS AND OPEN SPACE (PARK)
- EDUCATION/RECREATIONAL (EDREKST)



| | | | |
|---|--|---------------|------------|
| THE CITY OF KELOWNA DEPARTMENT OF ENGINEERING | | CITY FILE NO. | |
| 1800 CROSBY ROAD DRS VENTURES OCP AMENDMENT / MAP "A" | | DRAWING NO. | 2242-Z |
| | | DATE | SEPT. 2013 |
| | | SCALE | 1:2,000 |
| | | REV. NO | 0 |
| | | 2B | 0 |

| | |
|---|---|
| Pilling CONSULTING AND ENGINEERING 200-1000 GLENVIEW AVENUE, SUITE 117 VANCOUVER, BC V6H 2K6 TEL: 604-271-8888 FAX: 604-271-8889 | SHEET NO. 1 OF 1 DATE: 09/11/13 SCALE: 1:2000 |
|---|---|

| NO. | DATE | BY | REVISION |
|-----|------|----|----------|
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| | | | |
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| NO. | DATE | BY | REVISION |
|-----|------|----|----------|
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SUPERCEDED



LEGAL DESCRIPTION

SE 1/4 SEC. 5 TP. 23

LEGEND

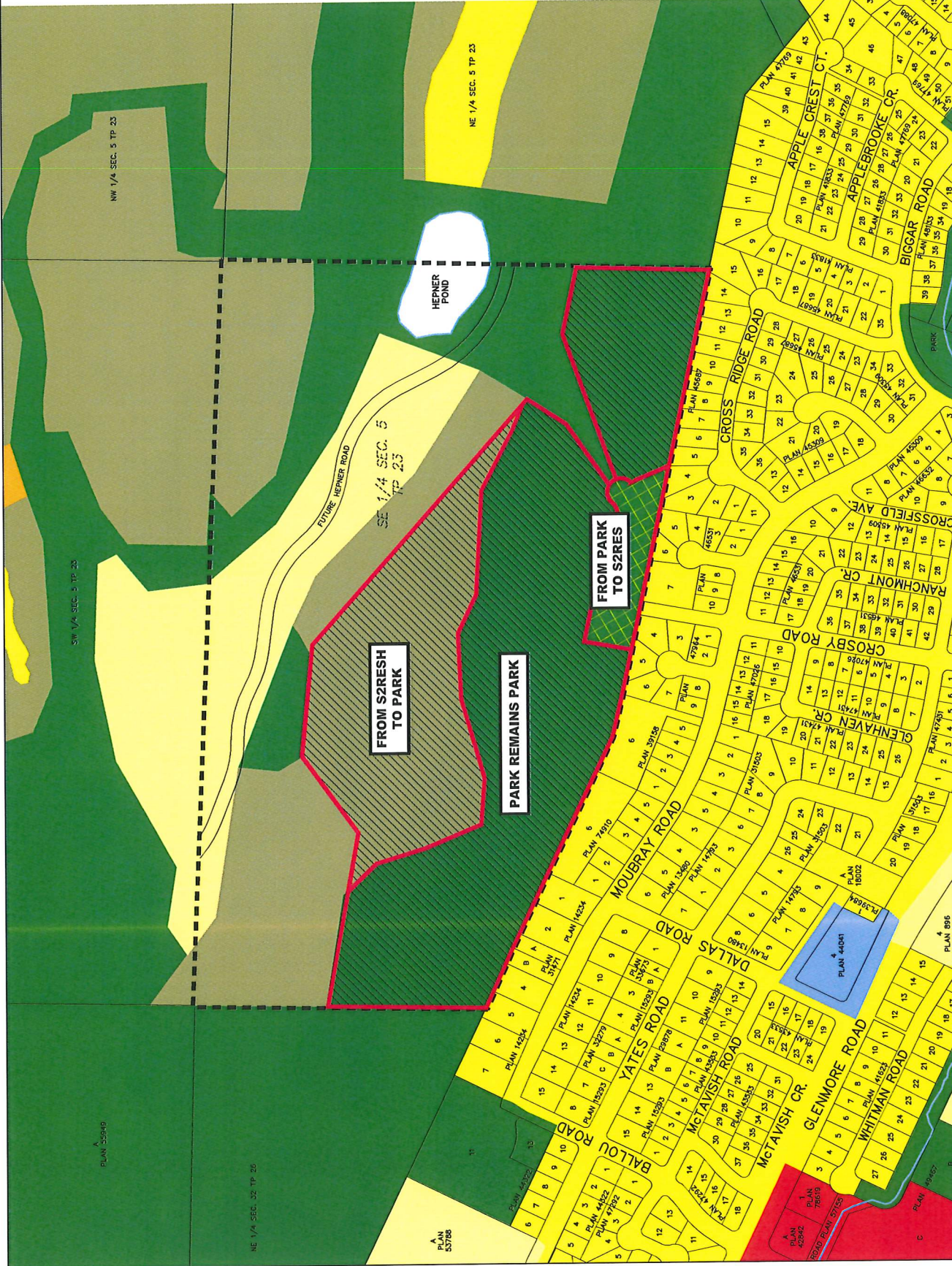
- DEVELOPMENT BOUNDARY
- PROPOSED OCP BOUNDARIES

PROPOSED OCP LAND USE DESIGNATIONS

- SINGLE/TWO UNIT RESIDENTIAL (S2RES)
- PARKS AND OPEN SPACE (PARK)

OCP LAND USE DESIGNATIONS

- COMMERCIAL (COMM)
- SINGLE/TWO UNIT RESIDENTIAL (S2RES)
- SINGLE/TWO UNIT RESIDENTIAL (HILLSIDE) (S2RESH)
- MULTIPLE UNIT RESIDENTIAL (LOW DENSITY) (MRL)
- MULTIPLE UNIT RESIDENTIAL (MEDIUM DENSITY) (MRM)
- PARKS AND OPEN SPACE (PARK)
- EDUCATION/INSTITUTIONAL (EDINST)



FROM S2RESH TO PARK

PARK REMAINS PARK

FROM PARK TO S2RES

| | | | | | |
|---|--|---|---|--|--|
| <p>Pilling & Assoc. CONSULTING ENGINEERING</p> | | <p>DATE: 08/14/14 SCALE: 1" = 2,000'</p> | <p>DESIGN: [] APPROVED: [] DATE: SEPT. 2013</p> | <p>DRYAN: [] PACE: [] D.E.P.: [] DATE: SEPT. 2013</p> | <p>CITY FILE NO.: [] DRAWING NO.: 2242-Z PAGE: 2B</p> |
| <p>THE CITY OF KELOWNA ENGINEERING DEPARTMENT</p> | | <p>1800 CROSBY ROAD DRS VENTURES</p> | | <p>OCP AMENDMENT / MAP "A"</p> | |
| <p>DATE: 08/14/14 SCALE: 1" = 2,000'</p> | | <p>DESIGN: [] APPROVED: [] DATE: SEPT. 2013</p> | | <p>DRYAN: [] PACE: [] D.E.P.: [] DATE: SEPT. 2013</p> | |
| <p>REVISION</p> | | <p>DATE</p> | | <p>BY</p> | |
| <p>NO.</p> | | <p>DATE</p> | | <p>BY</p> | |
| <p>UTILITY JUNCTION BOX</p> | | <p>TRANSFORMER</p> | | <p>STW FROM MH (PROPOSED)</p> | |
| <p>LAMP STAND</p> | | <p>VALVE</p> | | <p>STW FROM MH (EXISTING OR FUTURE)</p> | |
| <p>INFRANT</p> | | <p>STW STORM MH (EXISTING OR FUTURE)</p> | | <p>SANITARY MH (EXISTING OR FUTURE)</p> | |
| <p>ELECTRICAL BOX</p> | | <p>STW</p> | | <p>CATCH BASIN</p> | |
| <p>LEGEND</p> | | <p>PLAN 4404</p> | | <p>PLAN 4404</p> | |

REVISED - JUNE 2014



SW 1/4 SEC. 5 TP. 23

NW 1/4 SEC. 5 TP. 23

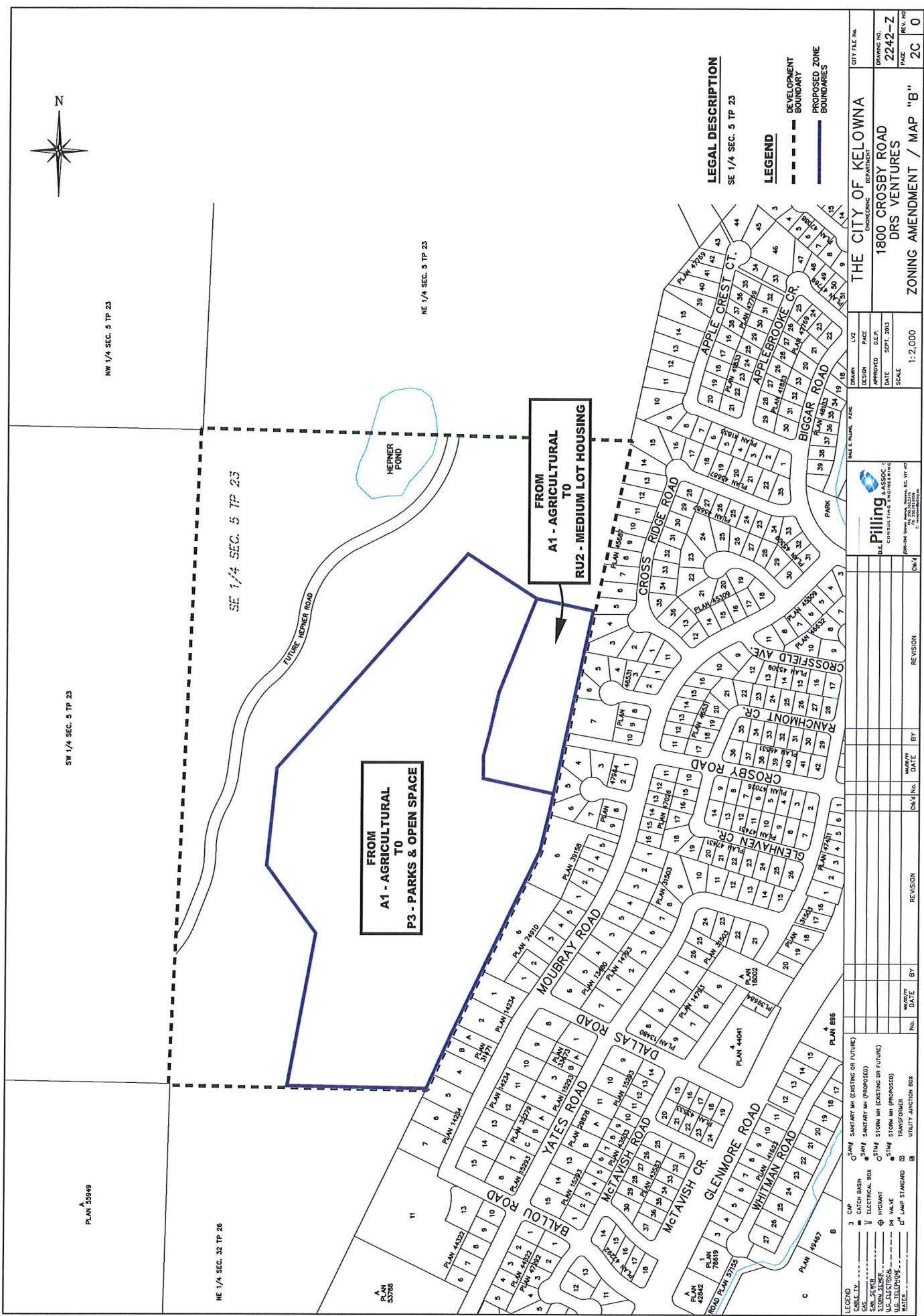
NE 1/4 SEC. 32 TP. 26

SE 1/4 SEC. 5 TP. 23

NE 1/4 SEC. 5 TP. 23

FROM AGRICULTURAL TO P3 - PARKS & OPEN SPACE

FROM AGRICULTURAL TO RU2 - MEDIUM LOT HOUSING



LEGAL DESCRIPTION
SE 1/4 SEC. 5 TP. 23

LEGEND
 - - - - - DEVELOPMENT BOUNDARY
 - - - - - PROPOSED ZONE BOUNDARIES

| | | | |
|---|---------|---|---------------|
| Pilling CONSULTING ENGINEERS 1700 W. 13th Street, Suite 100 Irving, TX 75039 | | THE CITY OF KELOWNA COMMUNITY DEVELOPMENT DEPARTMENT 1800 CROSBY ROAD DRS VENTURES ZONING AMENDMENT / MAP "B" | |
| DATE & PLANN. TIME | DRAWING | LIVE | CITY FILE NO. |
| NO. | DATE | SCALE | REV. NO. |
| 1 | NOV/17 | 1:2,000 | 0 |
| 2 | NOV/17 | | 0 |
| 3 | NOV/17 | | 0 |
| 4 | NOV/17 | | 0 |
| 5 | NOV/17 | | 0 |
| 6 | NOV/17 | | 0 |
| 7 | NOV/17 | | 0 |
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| 24 | NOV/17 | | 0 |
| 25 | NOV/17 | | 0 |
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| 93 | NOV/17 | | 0 |
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| 95 | NOV/17 | | 0 |
| 96 | NOV/17 | | 0 |
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| 99 | NOV/17 | | 0 |
| 100 | NOV/17 | | 0 |



SW 1/4 SEC. 5 TP. 23

NW 1/4 SEC. 5 TP. 23

NE 1/4 SEC. 32 TP. 26

SE 1/4 SEC. 5 TP. 23

NE 1/4 SEC. 5 TP. 23

PLAN 55949

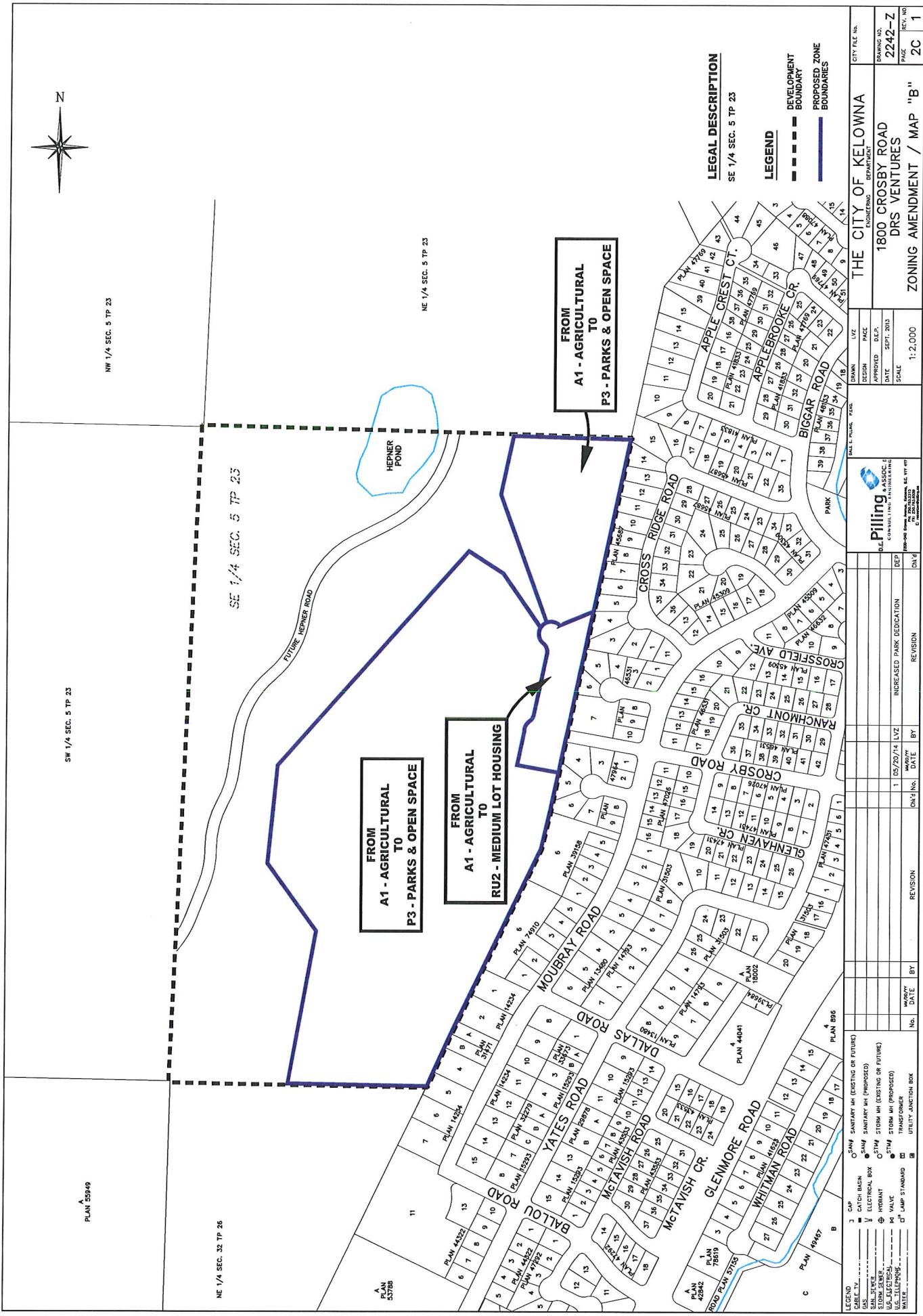
FROM
A1 - AGRICULTURAL
TO
P3 - PARKS & OPEN SPACE

FROM
A1 - AGRICULTURAL
TO
RU2 - MEDIUM LOT HOUSING

FROM
A1 - AGRICULTURAL
TO
P3 - PARKS & OPEN SPACE

LEGAL DESCRIPTION
SE 1/4 SEC. 5 TP. 23

LEGEND
 - - - - - DEVELOPMENT BOUNDARY
 - - - - - PROPOSED ZONE BOUNDARIES

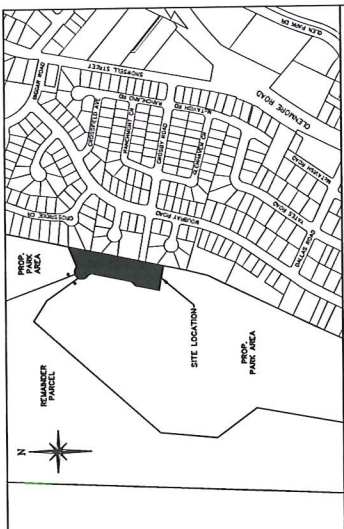


- LEGEND**
- 3 SANITARY W. (EXISTING OR FUTURE)
 - 4 SANITARY W. (PROPOSED)
 - 5 ELECTRICAL BOX
 - 6 STORM W. (EXISTING OR FUTURE)
 - 7 STORM W. (PROPOSED)
 - 8 VALVE
 - 9 UTILITY JUNCTION BOX
 - 10 TRANSFORMER
 - 11 C&G STANDING
 - 12 UTILITY JUNCTION BOX

| NO. | DATE | BY | REVISION |
|-----|----------|-----|---------------------------|
| 1 | 05/20/14 | LJZ | INCREASED PARK DEDICATION |

Pilling
 CONSULTING ENGINEERS
 1800 CROSBY ROAD
 DR'S VENTURES
 ZONING AMENDMENT / MAP "B"

| | | | |
|----------|------------|---------------|---------------------|
| DRAWN | LJZ | CITY FILE NO. | |
| DESIGN | PAVE | DEPARTMENT | THE CITY OF KELOWNA |
| APPROVED | D.E.P. | DRAWING NO. | 2242-Z |
| DATE | SEPT. 2013 | SCALE | 1:2,000 |
| REVISION | | PAGE | 2C |
| | | REV. NO. | 1 |



- UTILITIES**
- GLAUCOSE-ELDON IMPROVEMENT DISTRICT
 - WATER MAIN
 - NATURAL GAS
 - SEWER
 - STORM SEWER
 - ELECTRICITY
 - TELEPHONE
 - FIRE PROTECTION
 - GARBAGE COLLECTION

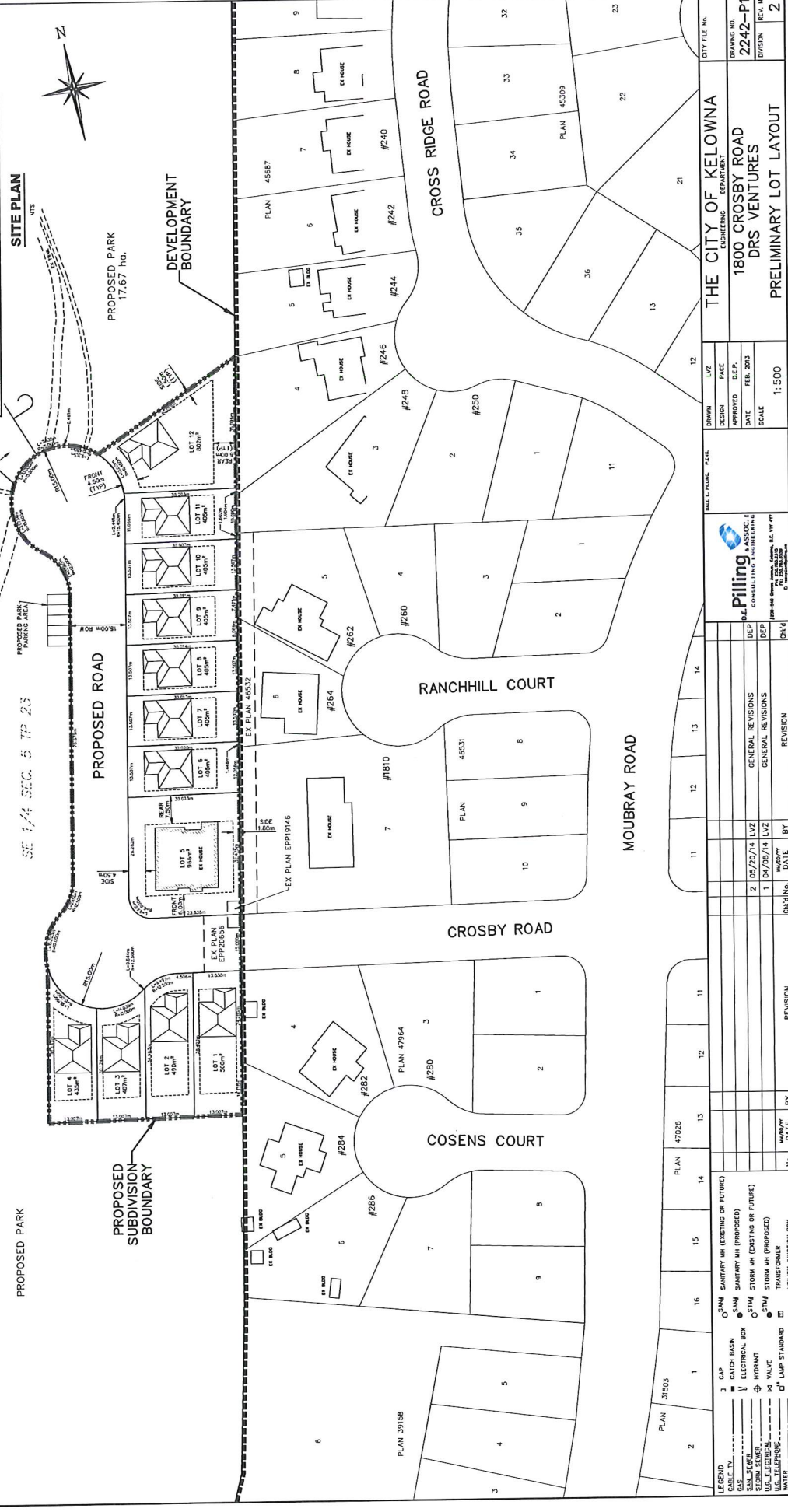
- ZONING**
- EXISTING ZONING
 - PROPOSED ZONING
 - MINIMUM LOT AREA
 - MINIMUM LOT WIDTH
 - MINIMUM LOT DEPTH

LEGAL DESCRIPTION

SE 1/4 SEC. 5 TP. 23

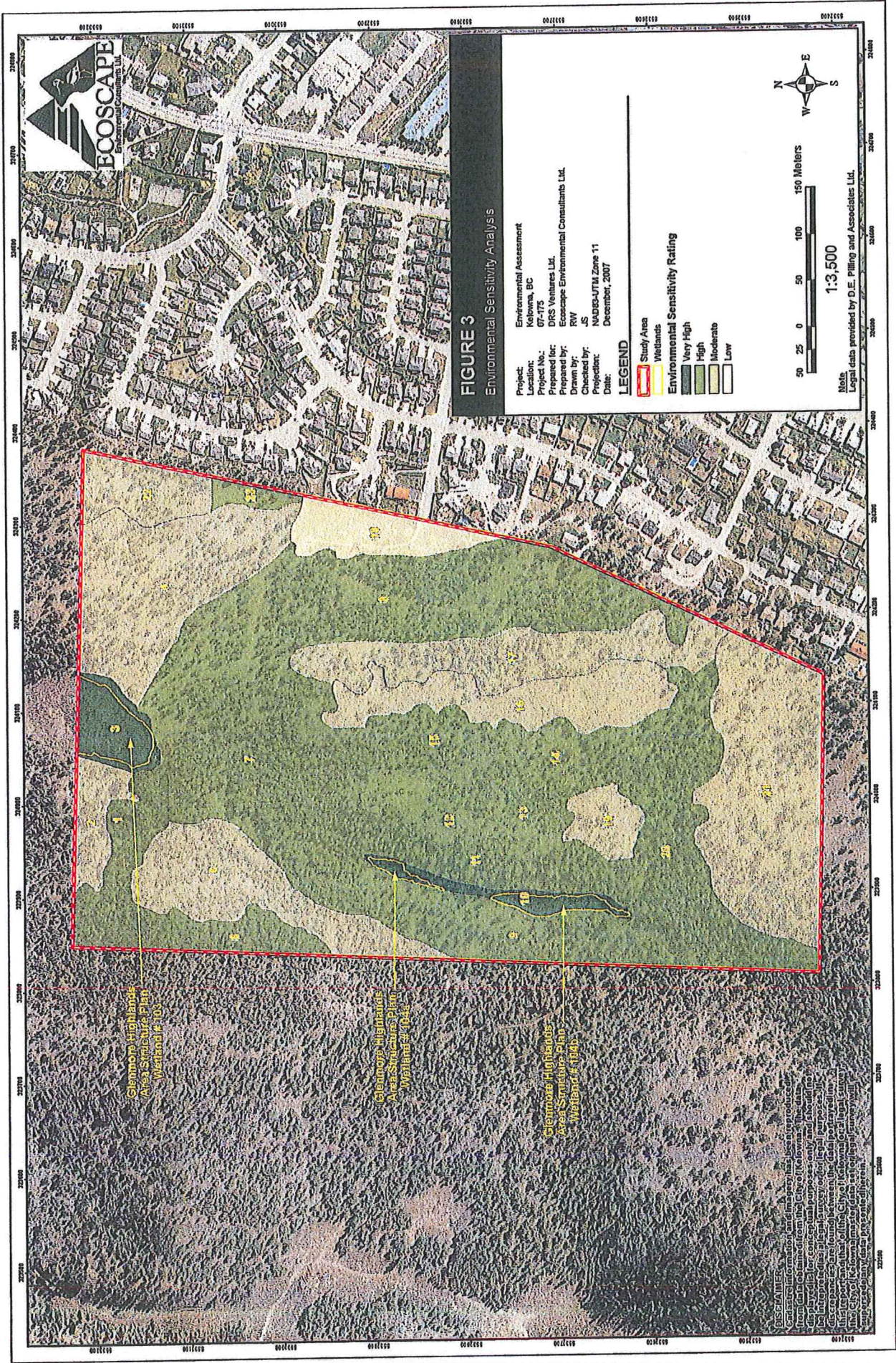
SETBACKS

FRONT YARD
SIDE YARD
REAR YARD



- LEGEND**
- DEVELOPMENT BOUNDARY
 - PROPOSED SUBDIVISION BOUNDARY
 - PROPOSED SUBDIVISION BOUNDARY

| | | |
|--|---------------------------|--------------------------------|
| <p>THE CITY OF KELOWNA ENGINEERING DEPARTMENT</p> | | <p>CITY FILE NO.</p> |
| <p>1800 CROSBY ROAD DRS VENTURES</p> | | <p>DRAWING NO. 2242-P1</p> |
| <p>PRELIMINARY LOT LAYOUT</p> | | <p>REV. NO. 2</p> |
| <p>SCALE 1:500</p> | <p>DATE FEB. 2013</p> | <p>DIVISION</p> |
| <p>DATE</p> | <p>BY</p> | <p>CHK'D</p> |
| <p>NO.</p> | <p>DATE</p> | <p>BY</p> |
| <p>REVISION</p> | <p>DATE</p> | <p>BY</p> |



CITY OF KELOWNA
MEMORANDUM

Date: February 22, 2013
File No.: Z13-0004
To: Land Use Management (GS)
From: Development Engineering Manager
Subject: 1800 Crosby Road. Sec 5 TP 23

Development Engineering has the following comments and requirements associated with this application to rezone from A-1 to RU-2, P3
The road and utility upgrading requirements outlined in this report will be a requirement of this application.

The Development Engineering Technologist for this project is John Filipenko. ASCT

.1) General

- a) This proposed subdivision may require the installation of centralized mail delivery equipment. Please contact Rick Ould, Delivery Planning Officer, Canada Post Corporation, 530 Gaston Avenue, Kelowna, BC V1Y 2K0 to obtain further information and to determine suitable location(s) within the development.

.2) Geotechnical Report

- a) Prior to initial consideration, provide a Geotechnical report prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the following:
 - (i) Confirm that each development node (neighbourhood) is suitable for the proposed land use.
 - (ii) Identify lands that should not be developed such as environmentally sensitive or hazardous conditions areas.
 - (iii) Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
 - (iv) Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
 - (v) Any special requirements for construction of roads, utilities and building structures.

- (vi) Suitability of on-site disposal of storm water, including effects upon adjoining lands.
 - (vii) Identify slopes greater than 30%.
 - (viii) Recommendations for items that should be included in a Restrictive Covenant.
 - (ix) Any special requirements that the proposed subdivision should undertake so that it will not impact adjacent properties.
- b) Further detailed reports will be required for each subdivision or development phase as they progress.

.3) Water

- a) The property is located within the Glenmore Ellison Irrigation District (GEID) service area. The developer is required to make satisfactory arrangements with the GEID for these items. All charges for service connection and upgrading costs are to be paid directly to the GEID.
- b) Provide an adequately sized domestic water and fire protection system. The water system must be capable of supplying domestic and fire flow demands of the project in accordance with the Subdivision, Development & Servicing Bylaw. Provide water calculations for this development to confirm this. Ensure every building site is located at an elevation that ensures water pressure is within the bylaw pressure limits. Note: Private pumps are not acceptable for addressing marginal pressure.

.4) Sanitary Sewer

- a) Provide an adequately sized sanitary sewer system.
- b) Provide sanitary routing design complete with calculations ensuring the downstream infrastructure is capable of supporting this rezoning

.5) Drainage

- a) Provide an adequately sized drainage system. The Subdivision, Development and Servicing Bylaw require that each lot be provided with an individual connection; however, the City Engineer may permit use of individual ground water disposal systems, where soils are suitable. For on-site disposal of drainage water, a hydrogeotechnical report will be required complete with a design for the disposal method (i.e. trench drain / rock pit). The Lot Grading Plan must show the design and location of these systems for each lot.

- b) Provide the following drawings:
 - i) A detailed Lot Grading Plan (indicate on the Lot Grading Plan any slopes that are steeper than 30% and areas that have greater than 1.0 m of fill);
 - ii) A detailed Stormwater Management Plan for this rezoning; and,
 - iii) An Erosion and Sediment Control Plan.
- c) Show details of dedications, rights-of-way, setbacks and non-disturbance areas on the lot Grading Plan.
- d) Significant banks are located on the subject property. The slopes appear to be sensitive to erosion; temporary and permanent measures must be taken to prevent erosion and sediment transport.

.6) Roads

- a) Dedicate and Construct the Crosby Road extension to a Local – Class 2 standard (SS-R4)
- b) Provide traffic control and street name signs where required. The City will install all signs and traffic control devices at the developer's expense.
- c) Grade the fronting road boulevards in accordance with the standard drawing and provide a minimum of 50 mm of topsoil. Major cut/fill slopes must start at the property lines.
- d) Verify that physical driveway access will satisfy City requirements for all lots. For steeper lots (15% and greater), show driveways on the lot grading plan with grades or profiles. Where lots are serviced by onsite sewage disposal systems, show limits of cut and fill lines.
- e) Maximum length of a permanent cul-de-sac is to be 200 m unless approved otherwise by the Approving Officer.
- f) Cul-de-sac approach roads must not exceed bylaw grade requirements.

.7) Power and Telecommunication Services and Street Lights

- a) All proposed distribution and service connections are to be installed underground. Existing distribution and service connections, on that portion of a road immediately adjacent to the site, are to be relocated and installed underground
- b) Street lights must be installed on all roads.
- c) Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.

.8) Design and Construction

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

.9) Servicing Agreements for Works and Services

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

.10) Other Engineering Comments

- a) Provide all necessary Statutory Rights-of-Way for any utility corridors required, including those on proposed or existing City Lands.
- b) Parks & Public Places Branch has reviewed the development application and provides the following comments and requirements:
 - i) The proposed park area shall be dedicated to the City as a titled property zoned P3 – Parks & Open Space and transferred as part of the Zoning Application;
 - ii) Adequate road frontage will be required for the park entrance to provide public exposure, sightlines, security, and maintenance access;

- iii) The park road frontage will need to be fenced and gated for operations and security. Fencing and vehicle gates shall be to City Standards;
- iv) The sidewalk for the Crosby Road extension shall provide a connection between the existing sidewalk on Crosby and the front entrance to the park connecting to the existing old forestry road (e.g. park trail);
- v) A short term SROW for public access (5-10 years until future development occurs) shall be secured on the remainder of the upland portion of the subject property beyond the park dedication (e.g. future development lands);
- vi) A plan will be needed to address fuel reduction, forest health and the protection of significant characteristics of the forested area. All approved recommendations of the report shall be implemented prior to transfer in ownership of the lands to the City of Kelowna.
- vii) To prevent private/public encroachment, the applicant will be required to delineate the private property lines adjacent to the park parcel with a minimum 1.2 m high (4') high black vinyl chain link fence (or approved equivalent) located 150 mm (6") within the private property.

.11) Charges and Fees

- a) Development Cost Charges (DCC's) are payable
- b) Fees per the "Development Application Fees Bylaw" include:
 - i) Street/Traffic Sign Fees: at cost if required (to be determined after design).
 - ii) Survey Monument, Replacement Fee: \$1,200.00 (GST exempt) – only if disturbed.
 - iii) Engineering and Inspection Fee: 3% of construction value (plus GST).
 - iv) Latecomer Processing Fee: \$1,000.00 (plus GST) per agreement (no charge for 1 day agreements).
- c) Sewer Specified Area Administration Fee of \$250.00 to amend service boundary.

Steve Muenz, P.Eng.
Development Engineering Manager

JF

REPORT TO COUNCIL



Date: 4/28/2014
RIM No. 1250-30
To: City Manager
From: Subdivision, Agriculture & Environment Services (MS)
Application: OCP13-0003 & Z13-0004 **Owner:** DRS Ventures Ltd,
Address: 1800 Crosby Road **Applicant:** DE Pilling and Associates
Subject: OCP Amendment and Rezoning Application
Existing OCP Designation: Single/Two Unit Residential
Multiple Unit Residential (Low Density)
Major Park/Open Space
Proposed OCP Designation: Single/Two Unit Residential
Multiple Unit Residential (Low Density)
Major Park/Open Space
Existing Zone: A1 - Agriculture 1
Proposed Zone: P3 - Parks and Open Space
RU2 - Medium Lot Housing

1.0 Recommendation

THAT OCP Bylaw Amendment No. OCP13-0003 to amend Map 4.1 of the Kelowna 2020 - Official Community Plan Bylaw No. 7600 by changing the Future Land Use designation of a part of the South East ¼ of Section 5 TWP 23 ODYD Except Plan 896, located at 1800 Crosby Road, Kelowna, B.C., from the current Single/Two Unit Residential - Hillside and Park - Major Park/Open Space designation to the proposed Single/Two Unit Residential and Park - Major Park/Open Space configuration, as shown on "Map A" attached to the report, dated September 2013, be considered by Council;

AND THAT Council considers the public consultation process to be appropriate for the purpose of Section 879 of the Local Government Act, as outlined in the Report of the Subdivision, Agriculture & Environment Services Branch dated April 28, 2014;

AND THAT Rezoning Application No. Z13-0004 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of a part of the South East ¼ of Section 5 Township 23 ODYD Except Plan 896, located at 1800 Crosby Road, Kelowna, B.C., from A1 - Agriculture 1 to the P3 - Parks and Open Space and RU2 - Medium Lot Housing as shown on "Map B" attached to the report, dated September 2013, be considered by Council.

AND THAT final adoption of the zone amending bylaw be considered after the issuance of a Natural Environment Development Permit;

AND FURTHER THAT final adoption of the zone amending bylaw be considered subsequent to the requirements of the Development Engineering Branch, Infrastructure Planning Branch, Real Estate Branch and Glenmore Ellison Improvement District being completed to their satisfaction.

2.0 Purpose

The applicant is proposing to amend the future land use and zoning to accommodate a 12 lot development on a portion of the subject property in the Glenmore area.

3.0 Subdivision, Agriculture & Environment Services Comments

The Glenmore Highlands Area Structure Plan (ASP) encompasses the subject property and provides the framework for land use on the subject property (Ekistics, 2000). The original ASP for the parent parcel identified different land uses for the property including park, single family residential, and multi-family residential - low density. The location of the proposed development is perched above existing development located on the valley floor and this site would be highly visible along a well established urban single family vs. open space boundary.

The current future land use map for this portion of the property assigns Major Park / Open Space land use. The proposed development site would gain access from Crosby Road. The OCP amendment would change approximately 5.6 ha from Single / Two Family Residential into Major Park / Open Space, and be dedicated to the City of Kelowna.

Staff acknowledge the landowners expectation that portions of the parent parcel would be developed as identified in the Area Structure Plan and Official Community Plan. Staff recognize the proposed development area is the most suitable location for residential development from a development perspective, taking into consideration the ease of access, existing services, and the comparatively low environmental sensitivity rating. However, this area is also the most suitable for an easily accessible park and staging area.

Support for policy amendments is generally considered in terms of the net impact of the development and consistency with other relevant policies. Accordingly, the proposed development must represent a clear benefit to the City and its residents and must be justifiable. The proposal results in a net gain of approximately 3.6 ha of land that had a future land use designation for Single / Two Family Residential changed to Major Park / Open Space, with the proposed 14.27 ha Park / Open Space area to be dedicated to the City of Kelowna. The environmental rating of the new proposed park area is primarily High Environmentally Sensitive Area (ESA), with some Moderate ESA, according to the Environmental Assessment Report¹. The new proposed Single / Two Family Residential area of 1.99 ha is rated as primarily low ESA.

In sum, Staff acknowledges that the net gain to Major Park / Open Space of approximately 3.6 ha, together with the blanket Statutory Right of Way and No Build No Disturb Covenant on the parent remainder, presents a balanced approach that achieves the policy intent of the OCP to preserve parks and open space, contribute to a green connection between Knox Mountain Park and Stephen's Coyote Ridge Regional Park, and provide a reasonable solution to the topographical and access challenges to the site. As such, staff supports the proposal as described.

¹ Ecoscape, 2007. Environmental Assessment Report and Sensitivity Analysis, prepared for DRS Ventures Ltd.

4.0 Proposal

4.1 Background

The subject property at 1800 Crosby Road is located in the northern region of the City in the OCP Sector "Glenmore - Clifton - Dilworth". The subject property is a hillside property in the area commonly referred to as Glenmore and is 35.75 hectares in size. Much of the site is topographically challenged with elevations ranging between approximately 423 metres at the low point located near the terminus of existing Crosby Road along the eastern boundary, and approximately 571 metres in the northwest corner. This significant difference (148 meters) in elevation means that steep slopes are prevalent throughout the property with approximately 23.3 hectares (65% of the area) in excess of 30% slopes. Coarse and fine talus, exposed bedrock and rocky outcrops resulting in hazardous conditions and the sensitive habitats synonymous with steep slopes are dispersed throughout the site. Other natural features on the subject property include three distinct wetlands which encompass approximately 1.15 hectares or 3.2% of the site area. (See Table 1).

The Glenmore Highlands Area Structure Plan (ASP) was developed in 2000 for a 720 hectare subject area dominated by hillside terrain and containing a primarily coniferous woodland forest. The subject property was included in the Glenmore Highlands ASP which also includes the Wilden developments.

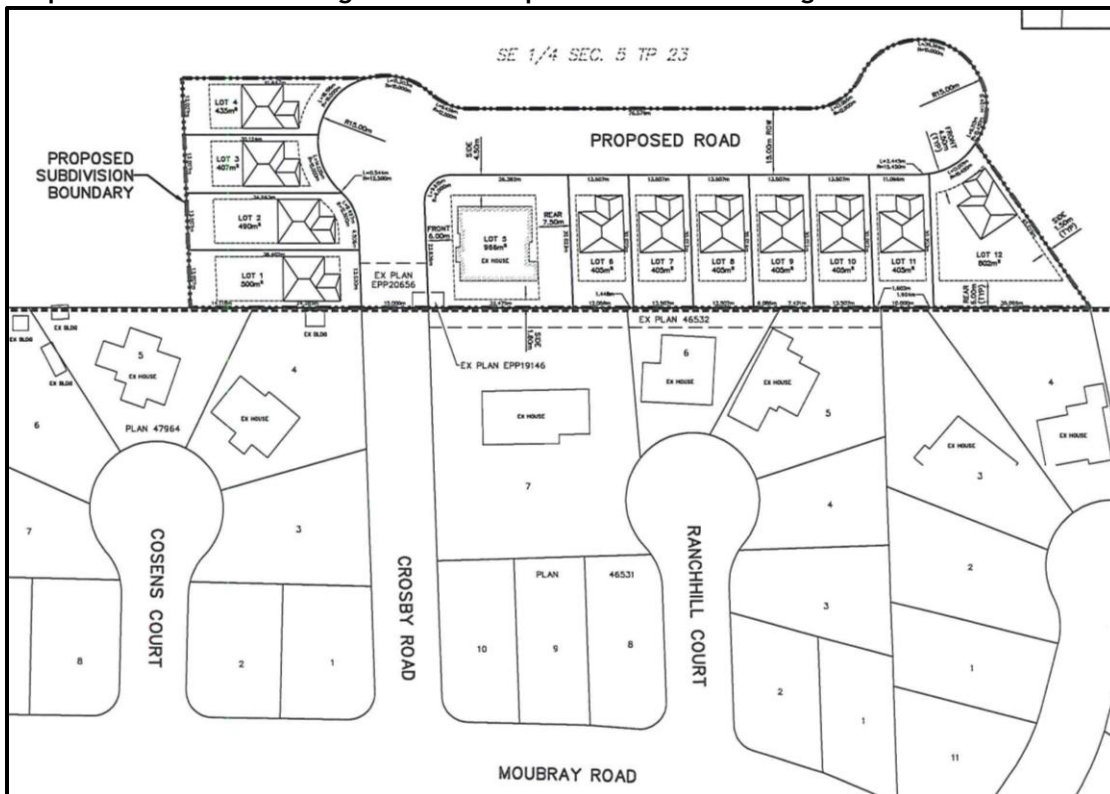
The ASP addressed a modest level of detail with respect to the hillside development and contemplated two forms of residential development on this parent property in the form of clustered single family development at five units per hectare (5uph), and clustered single/multi-family at 10 units per hectare (10uph) density. The Plan broadly considered potential locations for residential development and natural parks and open space at a coarse scale with detailed studies not having been completed. Notably, the portion of the parcel under application was specifically designated as Parks and Open Space, and accordingly the Area Structure Plan has since become the basis for the line work used to generate the Future Land Use Map (Map 19.1) in the current Official Community Plan.

Glenmore Road is the major north/south arterial in this region and would facilitate the majority of traffic movement generated by this development. The subject property is located directly adjacent to an existing, well established community in Glenmore with homes having been established and occupied since the late 1970's. The subject property is presently only accessible from Crosby Road via Glenmore with no access from the west.

4.2 Project Description

The applicant is proposing to rezone the subject property, subdivide and develop a 1.99 hectare portion of the 35.75 hectare subject property. The intent is to develop the lower site as a 12 unit single family development. As the OCP future land use for the proposed development parcel is not consistent with the proposed use, the primary consideration is the amendment of 1.99 ha of future land use designation to single / two unit residential use from major park/open space, with the exchange of approximately 5.6 ha of existing single / two unit residential according to the future land use designation, with a total of 14.27 ha being dedicated to the City of Kelowna as park. The proposed lot configuration and proximity to existing established low density residential development is illustrated below.

Map 1: Location and Configuration of Proposed Lot and Dwelling Units



The applicants have undertaken a number of studies in support of their applications including geotechnical and environmental studies. An environmental assessment was conducted in 2007 for the parent parcel and quantifies the environmentally sensitive areas on the property. The Environmentally Sensitive Area (ESA) results are showed in the table below.

Table 1. Environmental Sensitivity Analysis

| Environmental Sensitivity | Area (hectares) | Percentage |
|---------------------------|-----------------|------------|
| Very High | 1.15 | 3.2% |
| High | 20.09 | 55.4% |
| Moderate | 14.09 | 38.9% |
| Low | 0.91 | 2.5% |

The environmental assessment conclusions correlate with the City’s Sensitive Ecosystem Inventory and the City’s Wetland Inventory. As proposed, the majority of the development is sited on the only area that has a ‘low’ environmental sensitivity rating, however, the proposal will encroach on an area of high environmental sensitivity. The parkland proposed for dedication is rated as high environmental sensitivity.

4.3 Site Context

The subject property is located between the established neighbourhoods of Glenmore and Wilden, within the Glenmore, Clifton, Dilworth Sector. The immediate adjacent zones and uses are indicated in the table below.

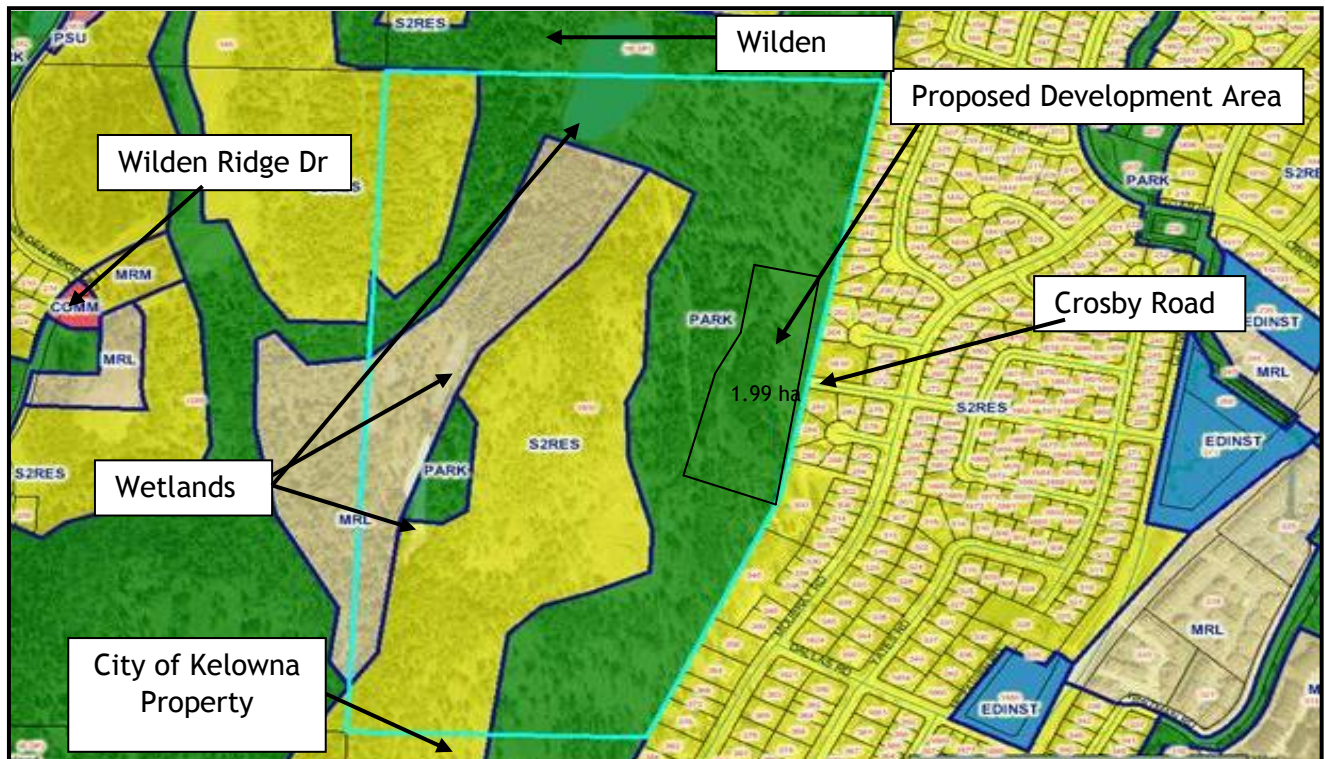
Table 2: Adjacent Zoning and Land Uses

| Orientation | Zoning | Land Use |
|-------------|---|--|
| North | P3 - Parks & Open Space | Natural Open Space |
| East | RU1 - Large Lot Housing RU2 - Medium Lot Housing | Single Family Housing |
| South | A1 - Agricultural 1 / RU6 - Two Dwelling Residential | Natural Open Space / Single/Two Dwelling Residential |
| West | RU2H - Medium Lot Housing (Hillside) A1 - Agricultural 1 | Single Family Housing Natural Open Space |

Site Location Maps

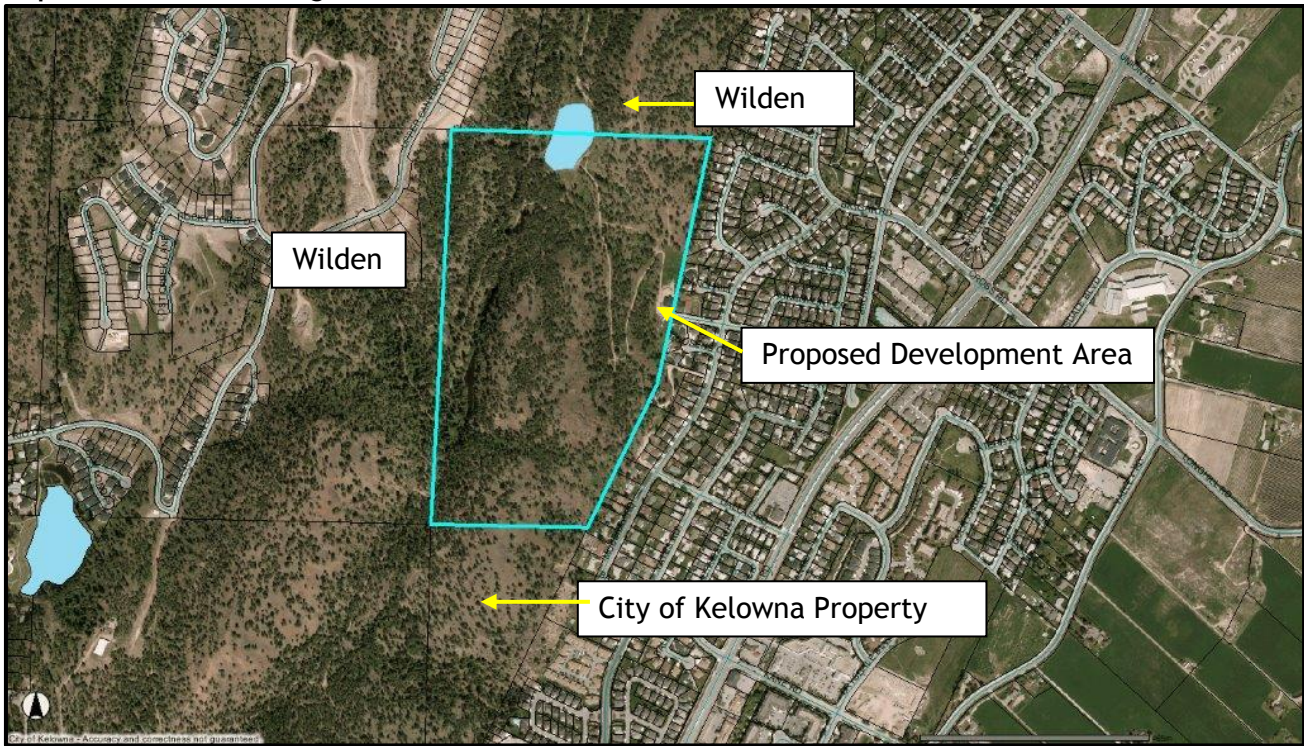
Based on the Glenmore Highlands ASP, the parent parcel has been assigned future land use designations of Multi-family - Low Density, Single/Two Family Residential, and Park/Open Space, as shown on Map 2, below.

Map 2: Future Land Uses



The neighbourhood context and land use is shown below on Map 3.

Map 3: Land Use and Neighbourhood Context

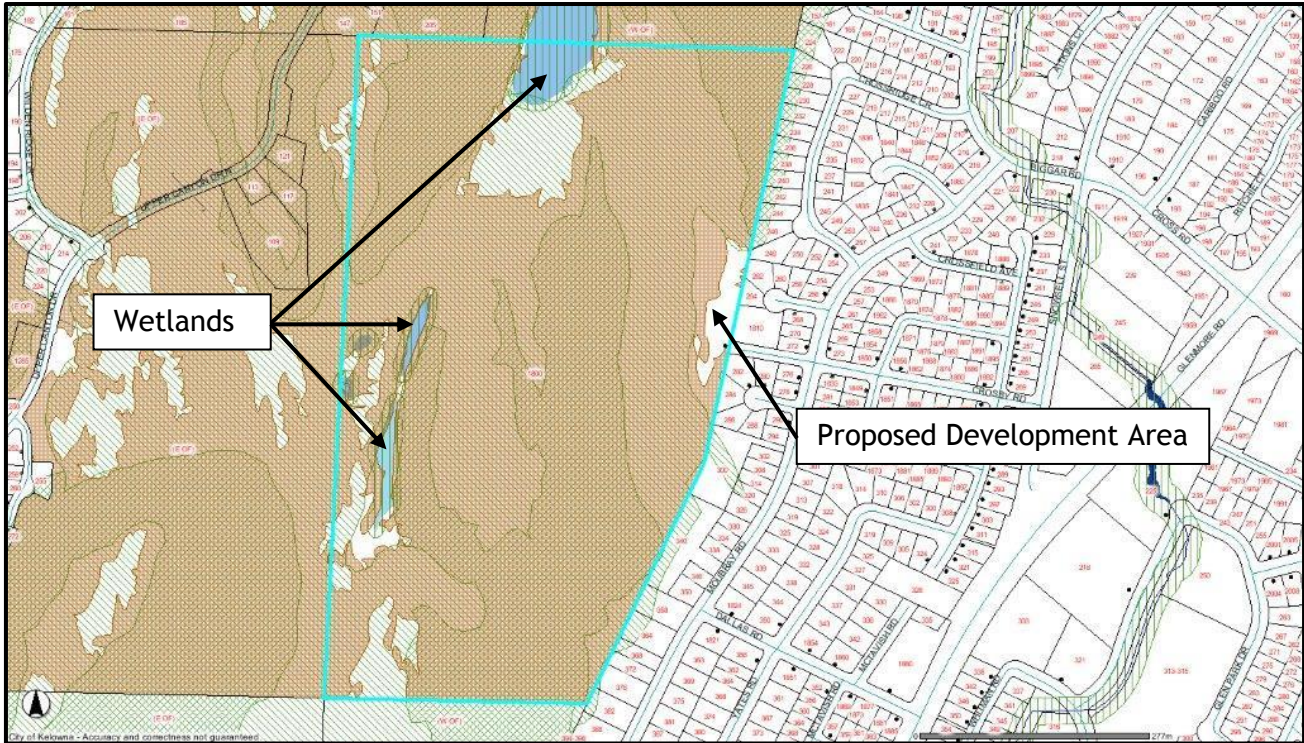


The site topography is shown in Map 3, below. Each contour represents 5 metres of elevation.

Map 4: Topography



Map 5: Wetland, and Environmental / Hazardous Development Permit Areas



4.4 Zoning Analysis

The following table outlines the zoning requirements for RU2 - Medium Lot Housing:

| Zoning Analysis Table | | |
|--|---------------------------------|---------------------------------|
| CRITERIA | ZONE REQUIREMENTS | PROPOSAL |
| Existing Lot/Subdivision Regulations | | |
| Lot Area | 400 m ² | 405 - 500 m ² |
| Lot Width | 13 m | 13.007 - 13.507 m |
| Lot Depth | 30 m | 30.02 - 38.402 m |
| Development Regulations | | |
| Height | 9.5 m | m |
| Front Yard | 4.5 m (6.0 to garage / carport) | 4.5 m (6.0 to garage / carport) |
| Side Yard (1 ½ storey portion) | 1.5 m | 1.5 m |
| Side Yard (2 ½ storey portion) | 1.8 m | 1.8 m |
| Rear Yard (1 ½ storey portion) | 6.0 m | 6.0 m |
| Rear Yard (2 ½ storey portion) | 7.5 m | 7.5 m |
| Other Regulations: | | |
| <ul style="list-style-type: none"> • There shall be no more than one single detached house per lot. • Parking and Loading section 8 requirements will apply. | | |

4.5 Public Consultation

The applicant has undertaken a door to door public consultation program, for addresses within 50 metres of the project site. A letter, complete with the proposed OCP amendment package, was left if residents were not home, with contact information for both the applicant and the City of Kelowna file manager. One letter was received by the City of Kelowna in response (attached).

The applicant has provided a summary of the public consultation program (attached).

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

The Kelowna Official Community Plan designates the location of the proposed development on the subject property as Major Park & Open Space. Application OCP10-0001 has been made to change the OCP designation to facilitate the proposed residential development, and to change existing Single/Two Family Residential area to Major Park / Open Space.

7.1 Hillside Policies²

7.1.1 Hazardous Condition Review. Ensure that all development and activities in hillside areas are reviewed for compliance with City engineering standards, safety and protection and refer applications to the Province in accordance with applicable requirements.

7.1.2 Alternative Hillside Standards. Consider, within the context of a Hazardous Condition Development Permit, alternative hillside development standards within Zoning Bylaw 8000 and the Subdivision, Development and Servicing Bylaw 7900. The intent is to minimize the effects of development on the natural environment of hillside areas, defined as lands in their natural state that have a slope angle of 10% and greater for a minimum height of 6 metres while preserving areas with slopes of 30% and greater. Effects to be minimized may include cuts and fills, tree cutting, regrading and the visual impact in general of urban development on hillsides;

7.10 Natural Environment Policies³

7.10.10 Maintaining Biodiversity. Seek to maintain ecological linkages and biodiversity, including wildlife movement corridors and aquatic and terrestrial pathways, in all land use and development decisions;

7.10.12 Retention of Natural Areas. Encourage all development and infrastructure projects to conserve wetlands, wildlife habitat, trees or other indigenous vegetation. Encourage alternative development methods, such as considering increasing density, narrowing right-of-ways, or cluster housing;

8.1 Housing Policies⁴

8.1.18 Housing Agreements. Support the use of housing agreements to assist in creating affordable and special needs housing.

8.1.32 Higher Density for Affordable Housing. Consider support for development of land involving an OCP amendment to increase the density by no more than two increments to a maximum density designation of Multiple Unit Residential (Medium Density) for proposals where 75% of the housing meets the City's definition of affordable housing and/or core

² City of Kelowna Official Community Plan - Environment; p. 7-1.

³ City of Kelowna Official Community Plan - Environment; p. 7-13.

⁴ City of Kelowna Official Community Plan - Housing; pp. 8-3, 8-4, 8-5.

needs housing as defined in the OCP (8.1.16 & 8.1.17). The development must meet the following conditions:

- the density of the development can be sensitively integrated into the surrounding neighbourhood;
- where a lot line abuts a lower density residential land uses designation, buildings facing this lot line within the development shall be stepped back such that there is no more than a one-storey height gain between these building frontages and the height permitted within the land uses assigned to adjacent parcels; and
- height must be determined by the City as appropriate within the context of the adjacent land use designations; and
- supporting infrastructure and park land is sufficient to accommodate the proposed development (or the developer is prepared to upgrade the necessary infrastructure and park land); and
- a housing agreement must be entered into with the City and registered on title to secure the affordable dwellings for the long term.

14.1 Parks and Leisure Policies⁵

14.1.1 Parks and Open Space. Endeavour to provide a variety of parks and open spaces to meet the diverse needs of the community;

14.1.28 Dedication of Natural Areas. At time of subdivision or rezoning, encourage landowners, where appropriate, to dedicate any significant natural areas / features for preservation or for public use;

5.2 Glenmore Highlands Area Structure Plan (2000)

Section 2.1.3 Wildlife⁶

Wildlife Movement Corridors: the ASP area wildlife movement occurs primarily in a north-south direction between two areas of substantial habitat that are adjacent to the ASP area. Knox Mountain Park is located to the south and Stephen's Coyote Ridge Regional Park is situated to the north. The maintenance of continuous vegetated corridors between these large reserves of natural habitat is critical to the maintenance of biodiversity and ecological viability within the ASP area.

6.0 Technical Comments

6.1 Development Engineering Branch

The Development Engineering Branch has indicated the following items are required for the development. Please refer to the attached memo for a full description of requirements. In summary, the following is required:

- Installation of a centralized mail delivery station;
- A geotechnical report to address slope stability and hydrological issues;
- Satisfactory arrangements regarding flows and sizing infrastructure with Glenmore Ellison Irrigation District (GEID);
- Adequately sized sanitary sewer system;

⁵ City of Kelowna Official Community Plan - Parks and Leisure; pp. 14-1, 14-4.

⁶ Glenmore Highlands Area Structure Plan, Section 2 Context & Existing Conditions; p. 21.

- Adequately sized drainage system;
- Grading plans;
- Road dedication of Crosby Road Extension;
- Power and telecommunication services and street lights;
- Consulting Engineering Letter;
- A Servicing Agreement, in accordance with Bylaw No. 7900;
- Proposed Park dedicated to the City as a titled property and zoned P3 - Parks / Open Space;
- Adequate road frontage to the park, including gating and signage;
- Sidewalk;
- Fuel reduction for forest health; and a
- Fence between private property and the proposed park.

6.2 Kelowna Fire Department

Fire Department access, fire flows, and hydrants should be installed as per the BC Building Code and the City of Kelowna Subdivision Bylaw #7900.

6.3 Parks and Building Planning Branch

Parks has reviewed the development application and has provided the following comments and requirements:

- The proposed park area shall be dedicated to the City as a titled property zoned P3 - Parks & Open Space and transferred as part of the Zoning Application;
- The parkland shall be kept in a natural, undisturbed condition - no debris and garbage; no unauthorized tree cutting, no damage to natural vegetation, no material and construction storage and/or equipment parking;
- Adequate road frontage will be required for the park entrance to provide public exposure, sightlines, security, and maintenance access;
- The park road frontage will need to be fenced and gated for operations and security.
- Fencing and vehicle gates shall be to City Standards;
- 5 parking stalls shall be provided for visitors to the park vehicles;
- The sidewalk for the Crosby Road extension shall provide a connection between the existing sidewalk on Crosby and the front entrance to the park connecting to the existing old forestry road (e.g. park trail);
- A Blanket Statutory Right of Way (SROW) for public access shall be secured on the remainder of the upland portion of the subject property beyond the park dedication (e.g. future development lands);
- A plan will be needed to address fuel reduction, forest health and the protection of significant characteristics of the forested area. All approved recommendations of the report shall be implemented prior to transfer in ownership of the lands to the City of Kelowna; and
- To prevent private/public encroachment, the applicant will be required to delineate the private property lines adjacent to the park parcel with a minimum 1.2 m high (4') high

black vinyl chain link fence (or approved equivalent) located 150 mm (6”) within the private property.

6.4 Policy and Planning Department

There is a positive benefit to the community in terms of public parkland. By continuing Crosby Rd into the subdivision, this would allow public access to the existing trails. Adding a temporary right-of-way over the trails as a condition of zoning would ensure public access to the existing trails.

6.5 Subdivision Approving Officer

The Subdivision Approving Officer has provided the following comments:

- Development Cost Charges (DCCs) are payable at final subdivision approval; and
- Ensure that through the OCP and rezoning process that the future Hepner Road does not fall within the open space or park future land use. More specifically at the southwest side of the property. The parks and open space area is touching the road without buffering.

6.6 FortisBC - Electric

FortisBC Inc. - Electric 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.

6.7 Interior Health Authority

Interior Health Authority is in support of this application.

6.8 Irrigation District

The GEID require upgrades to water and fire protection system adequate to accommodate the proposed 12 lot subdivision and to facilitate adequate fire protection.

6.9 Shaw Cable

The owner / developer to install an underground conduit system.

6.10 Telus

Telus will provide underground facilities to this development. The developer will be required to supply and install conduit as per Telus policy.

7.0 Application Chronology

| | |
|------------------------------------|------------------|
| Date of Application Received: | January 16, 2013 |
| Agency Referral Comments Received: | March 15, 2013 |
| Updated S/D Plans Submitted: | August 8, 2013 |

Applicant advised to put on hold subject to meeting with Real Estate Staff: Sept. 27, 2013

Agreed to move forward: Jan. 21, 2014

Public Consultation: March 28 to April 18, 2014

Report prepared by:

Melanie Steppuhn, Land Use Planner
Subdivision, Agriculture & Environment Services

Reviewed by:

Todd Cashin, Manager, Subdivision, Agriculture & Environment

Approved for Inclusion:

Shelley Gambacort, Director, Community Planning & Real Estate

Attachments:

Subject Property Map (1 page)

Site Plan (1 page)

OCP Amendment 'Map A' (1 page)

Zoning Amendment 'Map B' (1 page)

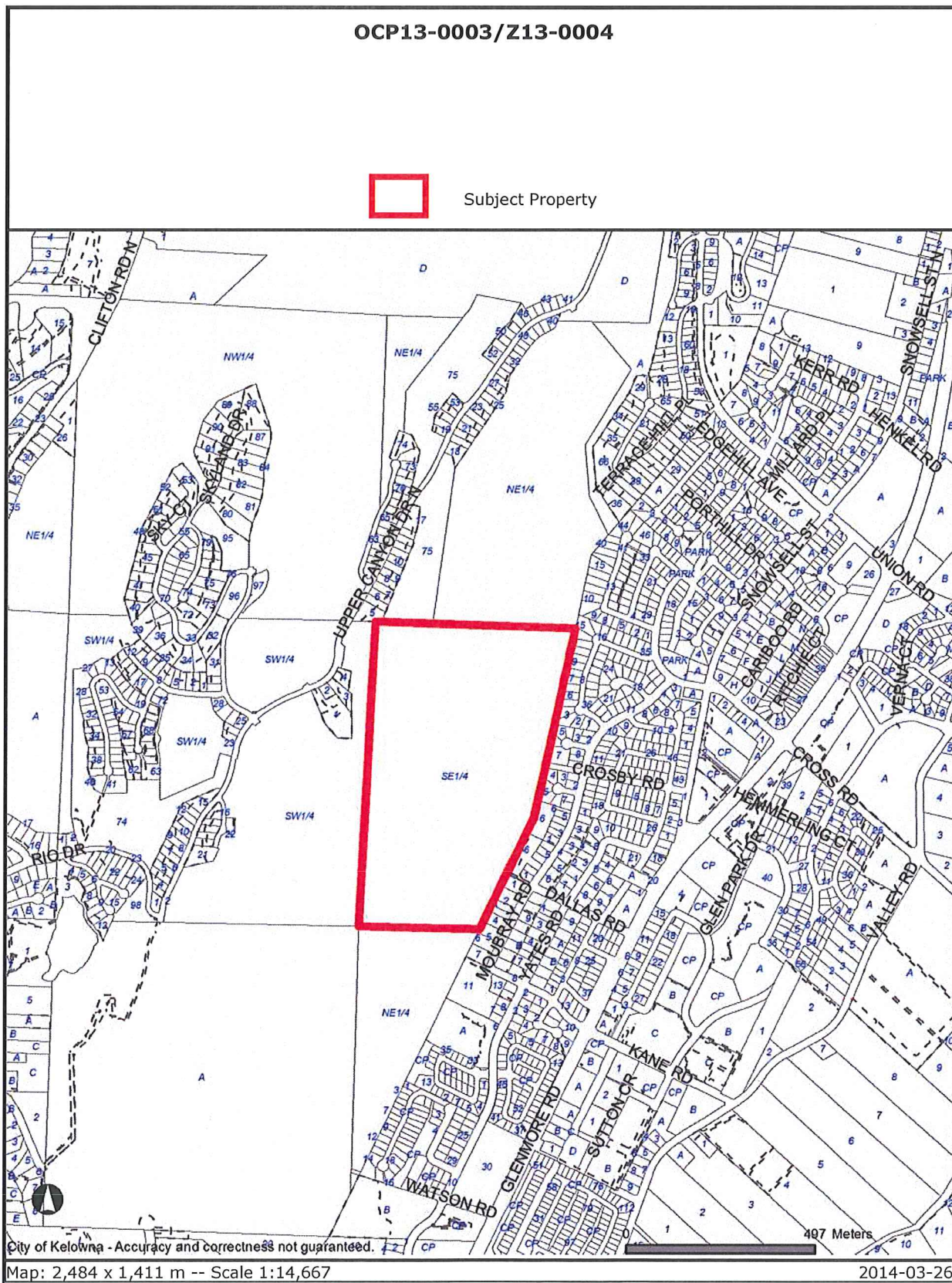
Preliminary Lot Layout (1 page)

Preliminary Lot Layout with Topography (1 page)

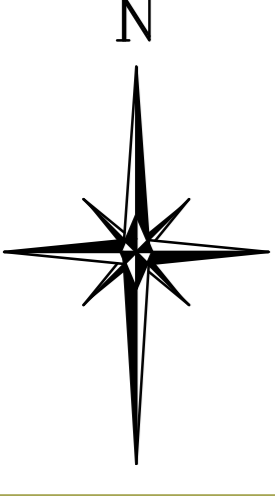
Environmentally Sensitivity Analysis (Ecoscape, 2007) (1 page)

Development Engineering Manager Memo (5 pages)

Public Consultation Summary (17 pages)



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.



LEGAL DESCRIPTION

SE 1/4 SEC. 5 TP 23

LEGEND

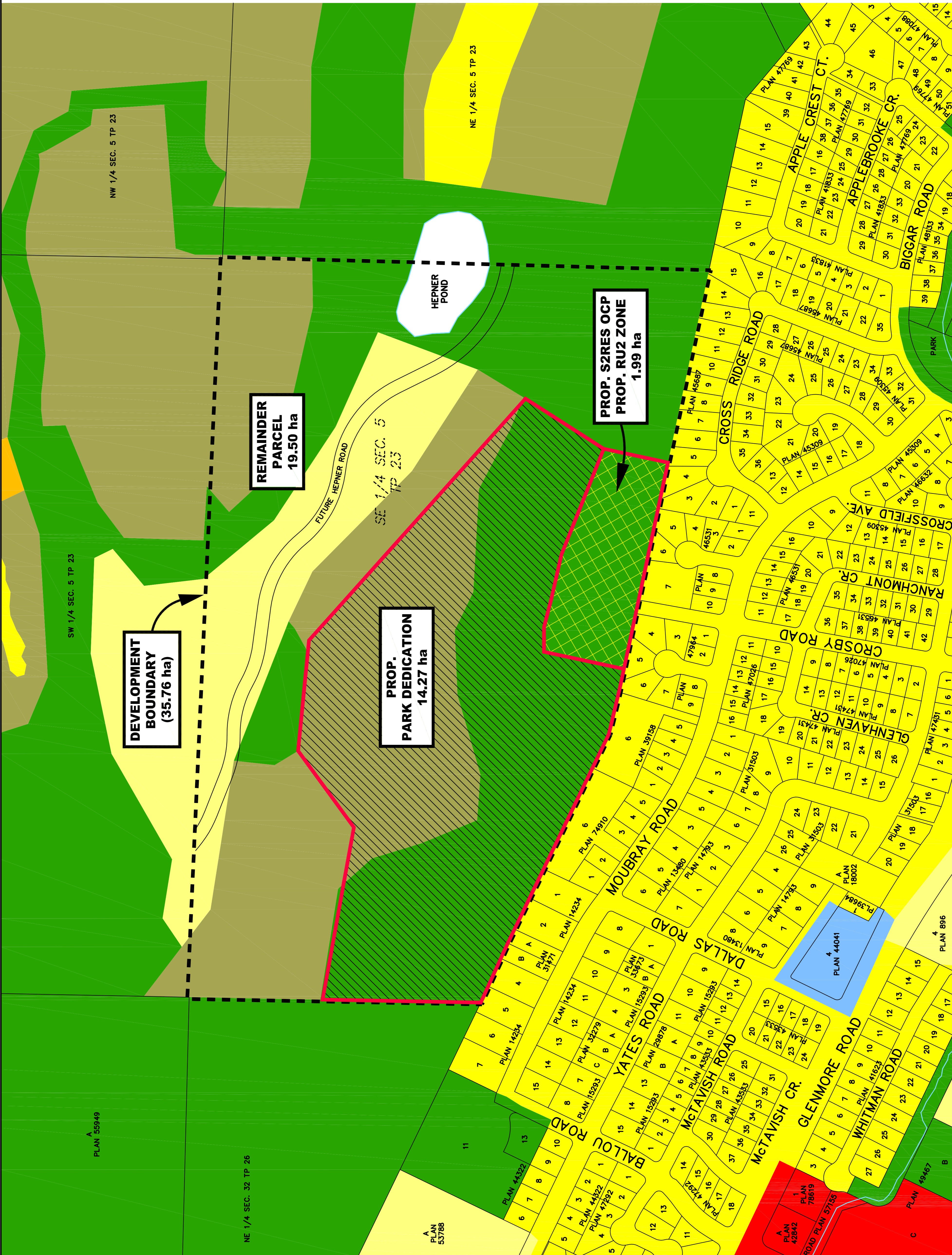
- - - - - DEVELOPMENT BOUNDARY
- PROPOSED OCP BOUNDARIES

PROPOSED OCP LAND USE DESIGNATIONS

- SINGLE/TWO UNIT RESIDENTIAL (SZRES)
- PARKS AND OPEN SPACE (PARK)

OCP LAND USE DESIGNATIONS

- COMMERCIAL (COMM)
- SINGLE/TWO UNIT RESIDENTIAL (SZRES)
- SINGLE/TWO UNIT RESIDENTIAL (HILLSIDE) (SZRESH)
- MULTIPLE UNIT RESIDENTIAL (LOW DENSITY) (MRL)
- MULTIPLE UNIT RESIDENTIAL (MEDIUM DENSITY) (MRM)
- PARKS AND OPEN SPACE (PARK)
- EDUCATION/ INSTITUTIONAL (EDINST)



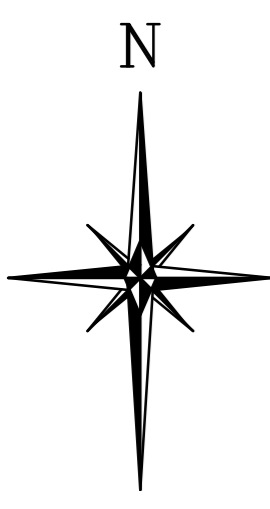
DEVELOPMENT BOUNDARY (35.76 ha)

REMAINDER PARCEL 19.50 ha

PROP. PARK DEDICATION 14.27 ha

PROP. S2RES OCP PROP. RU2 ZONE 1.99 ha

| | | |
|---|----------------------------|------------------------------|
| <p>THE CITY OF KELOWNA ENGINEERING DEPARTMENT</p> | | CITY FILE NO. |
| <p>1800 CROSBY ROAD DRS VENTURES</p> | | DRAWING NO. 2242-Z |
| <p>SCALE 1:2,000</p> | | PAGE 2A |
| <p>DATE SEPT. 2013</p> | | REV. NO. 0 |
| <p>DALE E. PILLING, P. ENG.</p> | <p>DESIGN PAGE</p> | |
| <p>Pilling & ASSOC. CONSULTING ENGINEERING</p> | <p>APPROVED D.E.P.</p> | |
| <p>1000-540 Grand Avenue, Kelowna, B.C. V1Y 4T7 PH: 250.833.8559 E: info@pilling.ca</p> | <p>DATE SEPT. 2013</p> | |
| <p>REVISION</p> | <p>DATE</p> | <p>BY</p> |
| <p>REVISION</p> | <p>DATE</p> | <p>BY</p> |



LEGAL DESCRIPTION

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LEGEND

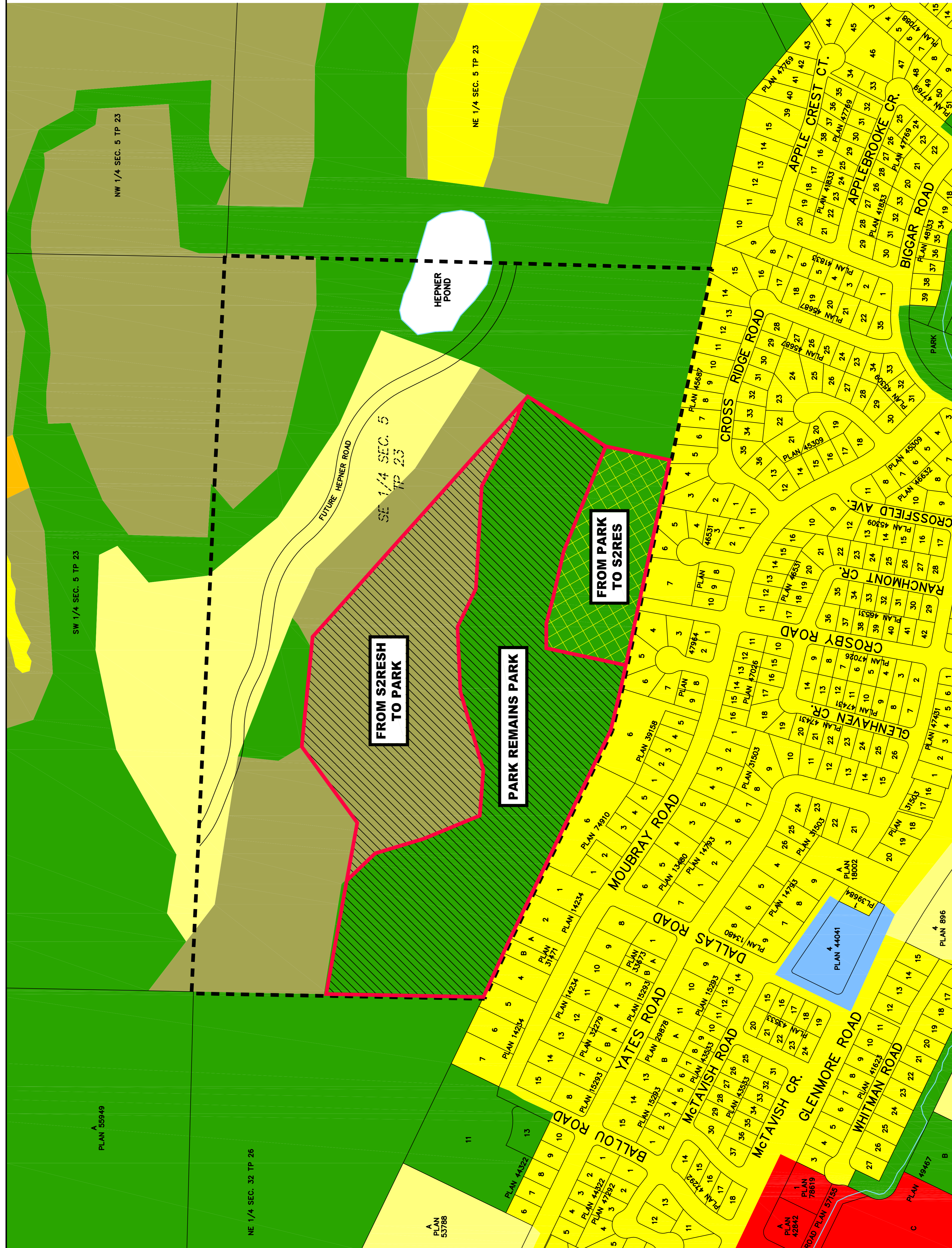
- DEVELOPMENT BOUNDARY
- PROPOSED OCP BOUNDARIES

PROPOSED OCP LAND USE DESIGNATIONS

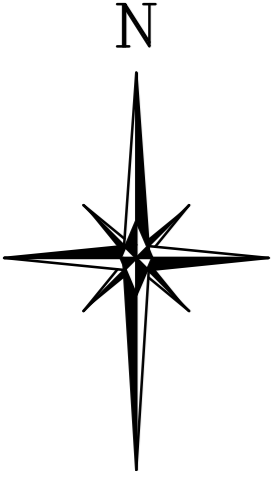
- SINGLE/TWO UNIT RESIDENTIAL (SZRES)
- PARKS AND OPEN SPACE (PARK)

OCP LAND USE DESIGNATIONS

- COMMERCIAL (COMM)
- SINGLE/TWO UNIT RESIDENTIAL (SZRES)
- SINGLE/TWO UNIT RESIDENTIAL (HILLSIDE) (SZRESH)
- MULTIPLE UNIT RESIDENTIAL (LOW DENSITY) (MRL)
- MULTIPLE UNIT RESIDENTIAL (MEDIUM DENSITY) (MRM)
- PARKS AND OPEN SPACE (PARK)
- EDUCATION/ INSTITUTIONAL (EDINST)



| | | | |
|--|--|---|--|
| <p>DALE E. PILLING, P.E. REG.</p> <p>Pilling & Assoc. CONSULTING ENGINEERING</p> <p>1000-540 Grand Avenue, Kelowna, B.C. V1Y 4T7 Ph: 250.833.6539 E: info@pilling.ca</p> | | <p>THE CITY OF KELOWNA ENGINEERING DEPARTMENT</p> <p>1800 CROSBY ROAD DRS VENTURES</p> <p>OCP AMENDMENT / MAP "A"</p> | <p>CITY FILE NO.</p> <p>2242-Z</p> <p>2B 0</p> |
| <p>DRAWN: LVZ</p> <p>DESIGN: PAGE</p> <p>APPROVED: D.E.P.</p> <p>DATE: SEPT. 2013</p> <p>SCALE: 1:2,000</p> | <p>REVISION</p> <p>DATE</p> <p>BY</p> | <p>REVISION</p> <p>DATE</p> <p>BY</p> | <p>CHK'd</p> |
| <p><input type="checkbox"/> SAN# SANITARY MH (EXISTING OR FUTURE)</p> <p><input type="checkbox"/> CAP</p> <p><input type="checkbox"/> CATCH BASIN</p> <p><input type="checkbox"/> ELECTRICAL BOX</p> <p><input type="checkbox"/> GAS</p> <p><input type="checkbox"/> HYDRANT</p> <p><input type="checkbox"/> SAN. SEWER</p> <p><input type="checkbox"/> STORM SEWER</p> <p><input type="checkbox"/> U.S. ELECTRICAL</p> <p><input type="checkbox"/> U.S. TELEPHONE</p> <p><input type="checkbox"/> WATER</p> | <p><input type="checkbox"/> SAN# SANITARY MH (PROPOSED)</p> <p><input type="checkbox"/> STW# STORM MH (EXISTING OR FUTURE)</p> <p><input type="checkbox"/> STW# STORM MH (PROPOSED)</p> <p><input type="checkbox"/> TRANSFORMER</p> <p><input type="checkbox"/> UTILITY JUNCTION BOX</p> | <p>NO.</p> <p>DATE</p> <p>BY</p> | <p>CHK'd No.</p> <p>DATE</p> <p>BY</p> |



SW 1/4 SEC. 5 TP 23

NW 1/4 SEC. 5 TP 23

NE 1/4 SEC. 32 TP 26

SE 1/4 SEC. 5 TP 23

NE 1/4 SEC. 5 TP 23

PLAN 55949

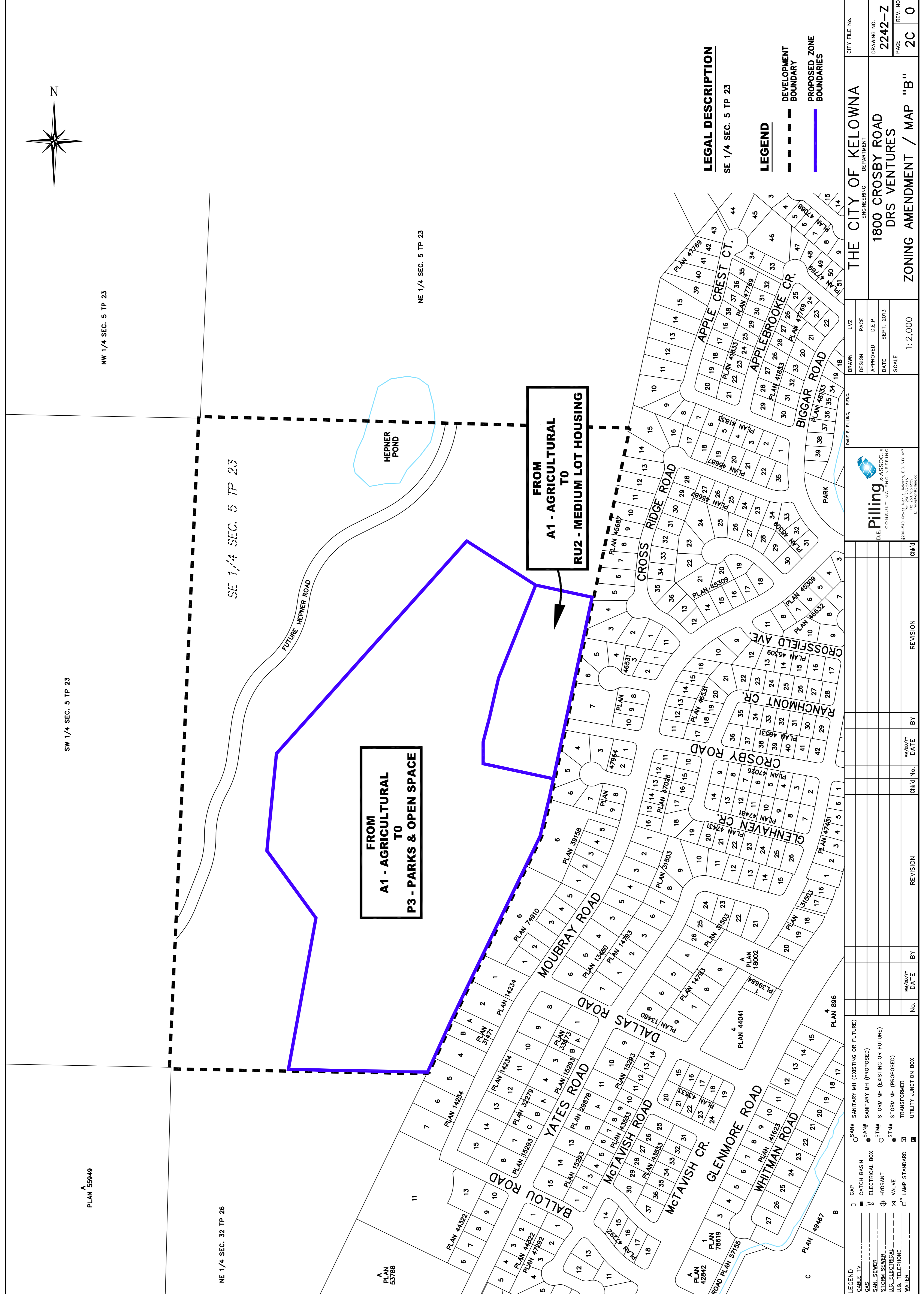
PLAN 53788

**FROM
A1 - AGRICULTURAL
TO
P3 - PARKS & OPEN SPACE**

**FROM
A1 - AGRICULTURAL
TO
RU2 - MEDIUM LOT HOUSING**

FUTURE HEPNER ROAD

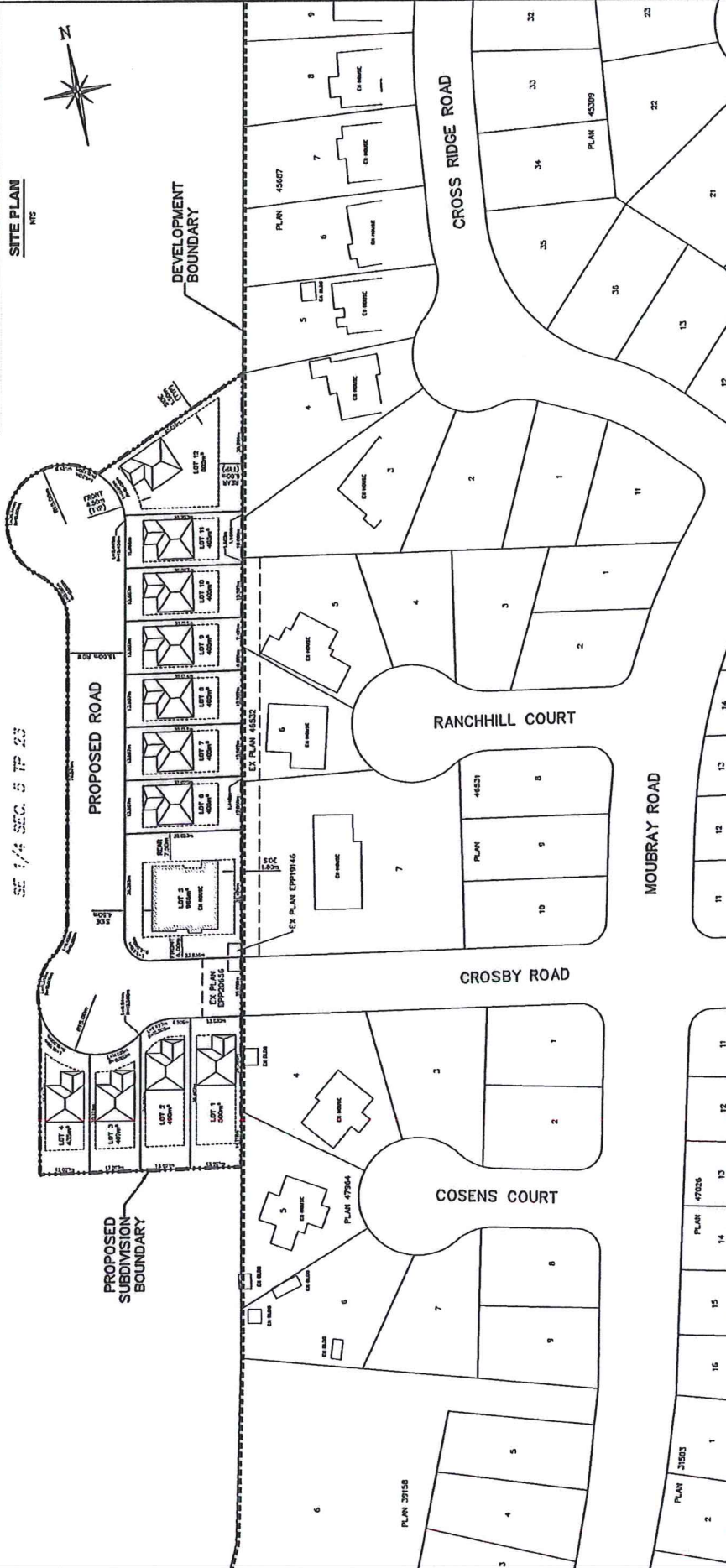
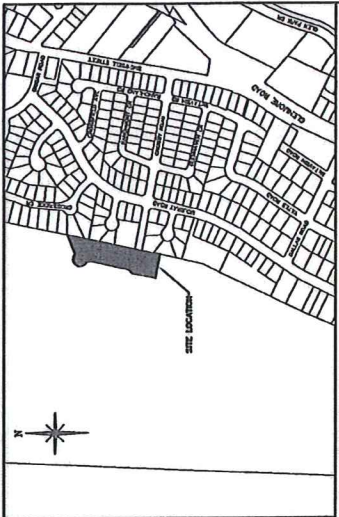
HEPNER POND



LEGAL DESCRIPTION
SE 1/4 SEC. 5 TP 23

LEGEND
 - - - - - DEVELOPMENT BOUNDARY
 - - - - - PROPOSED ZONE BOUNDARIES

| | | | |
|---|--|--|---|
| Pilling & Assoc. CONSULTING ENGINEERING <small>1000-540 Grand Avenue, Kelowna, B.C. V1Y 4Y7 PH: 250.863.6259 E: info@pilling.ca</small> | | DALE E. PILLING, P. ENG. DRAWN: LVZ DESIGN: PAGE APPROVED: D.E.P. DATE: SEPT. 2013 SCALE: 1:2,000 | THE CITY OF KELOWNA ENGINEERING DEPARTMENT 1800 CROSBY ROAD DRS VENTURES ZONING AMENDMENT / MAP "B" CITY FILE NO. DRAWING NO. 2242-Z PAGE 2C REV. NO. 0 |
| LEGEND CAP CATCH BASIN SAN. SEWER ELECTRICAL BOX STORM SEWER HYDRANT U.G. ELECTRICAL VALVE WATER LAMP STANDARD TRANSFORMER UTILITY JUNCTION BOX | SAN# SANITARY MH (EXISTING OR FUTURE) SAN# SANITARY MH (PROPOSED) STM# STORM MH (EXISTING OR FUTURE) STM# STORM MH (PROPOSED) | No. DATE BY No. DATE BY No. DATE BY No. DATE BY No. DATE BY | REVISION REVISION REVISION REVISION REVISION |



SE 1/4 SEC. 5 TP. 23

SITE PLAN
MFC

- UTILITIES**
- PRIVILEGE WATER
 - NATURAL GAS
 - SEWER
 - ELECTRICITY
 - TELEPHONE
 - TRASH COLLECTION
- CLERK-CALDER MEMORANDUM DISTRICT
OFFICE OF NATURAL GAS
OFFICE OF SEWER
OFFICE OF ELECTRICITY
OFFICE OF TELEPHONE
COMMUNITY (CITY OF KELOWNA)

- ZONING**
- EXISTING ZONING
 - PROPOSED ZONING
 - TOTAL AREA (SQ. METERS)
 - TOTAL AREA (SQ. FEET)
 - TOTAL NO. OF LOTS
 - AVERAGE LOT AREA (SQ. METERS)
 - AVERAGE LOT AREA (SQ. FEET)

LEGAL DESCRIPTION

SE 1/4 SEC. 5 TP. 23

SETBACKS

FRONT YARD 4.0m
REAR YARD 3.0m
SIDE YARD 3.0m
SIDE YARD 3.0m

- LEGEND**
- PROPOSED SUBDIVISION BOUNDARY
 - EXISTING SUBDIVISION BOUNDARY
 - DEVELOPMENT BOUNDARY
 - PROPOSED DEVELOPMENT BOUNDARY

| | | |
|---|--|---|
| <p>THE CITY OF KELOWNA DEPARTMENT OF COMMUNITY DEVELOPMENT</p> <p>1800 CROSBY ROAD DRS VENTURES PRELIMINARY LOT LAYOUT</p> | <p>DRAWN: LVC SECTION: 1 APPROVED: [Signature] DATE: FEB. 2003</p> <p>SCALE: H = 1:500</p> | <p>PROJECT NO.: 2242-P1 REVISION: 0</p> |
| <p>Pilling & Associates CONSULTANTS</p> | <p>DATE: [] BY: []</p> | <p>REVISION: []</p> |

SLOPES TABLE

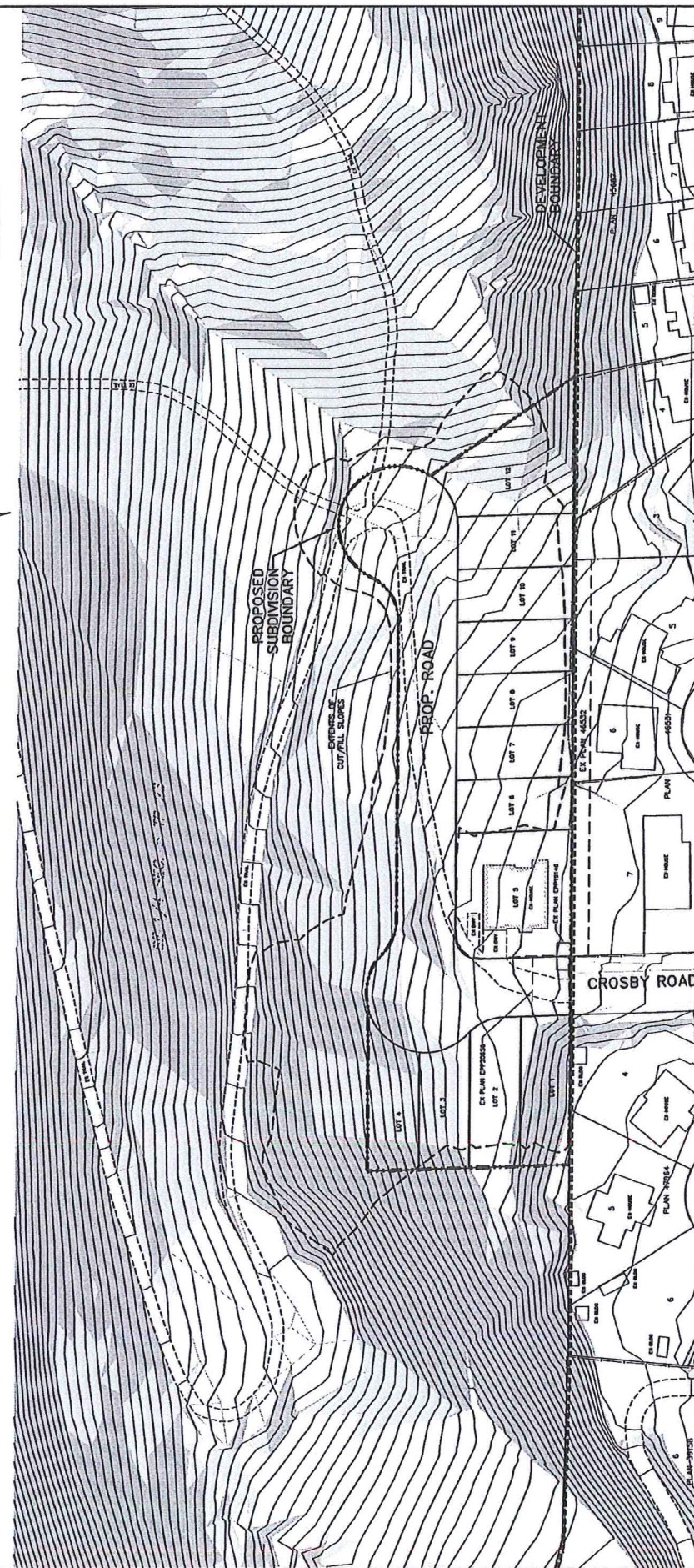
| Number | Minimum Slope | Maximum Slope | Color |
|--------|---------------|---------------|-------|
| 1 | 30.00% | 40.00% | |
| 2 | 40.00% | 40000.00% | |

LEGAL DESCRIPTION
 SE 1/4 SEC. 5 TP. 23

- LEGEND**
- 400' — ORIGINAL CRUISE CONTROL (SEE INTERPOLY)
 - 100' — DEVELOPMENT BOUNDARY
 - PROPOSED SUBDIVISION BOUNDARY



SITE PLAN



| NO. | DATE | BY | REVISION |
|-----|------|----|----------|
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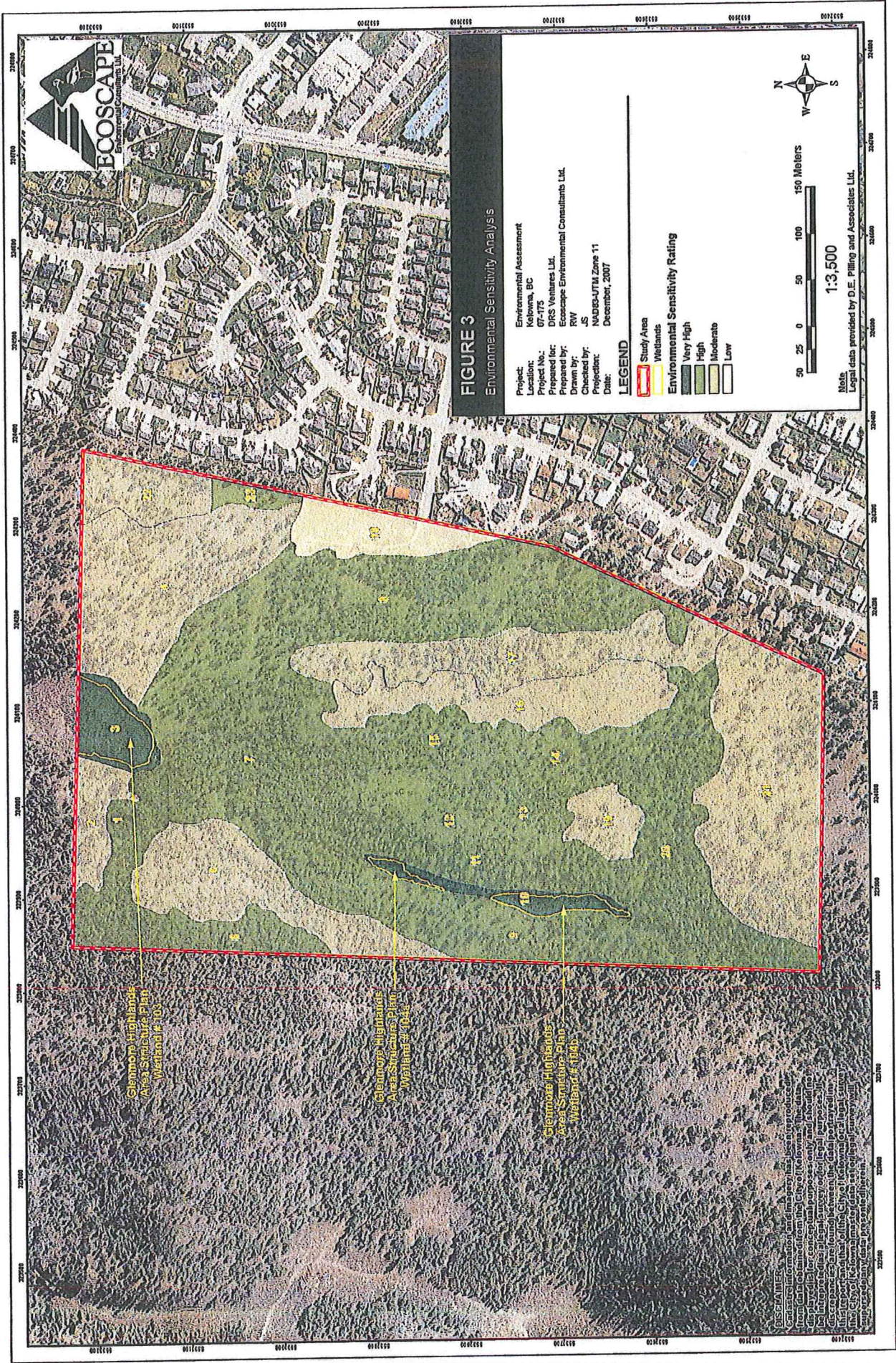
| | |
|--|--|
| <p>LEGEND</p> <ul style="list-style-type: none"> 3 CAP 4 CHUTE BURN 5 ELECTRICAL BOX 6 ELECTRICAL BOX 7 HOLE 8 HOLE 9 HOLE 10 HOLE 11 HOLE 12 HOLE 13 HOLE 14 HOLE 15 HOLE 16 HOLE 17 HOLE 18 HOLE 19 HOLE 20 HOLE 21 HOLE 22 HOLE 23 HOLE 24 HOLE 25 HOLE 26 HOLE 27 HOLE 28 HOLE 29 HOLE 30 HOLE 31 HOLE 32 HOLE 33 HOLE 34 HOLE 35 HOLE 36 HOLE 37 HOLE 38 HOLE 39 HOLE 40 HOLE 41 HOLE 42 HOLE 43 HOLE 44 HOLE 45 HOLE 46 HOLE 47 HOLE 48 HOLE 49 HOLE 50 HOLE 51 HOLE 52 HOLE 53 HOLE 54 HOLE 55 HOLE 56 HOLE 57 HOLE 58 HOLE 59 HOLE 60 HOLE 61 HOLE 62 HOLE 63 HOLE 64 HOLE 65 HOLE 66 HOLE 67 HOLE 68 HOLE 69 HOLE 70 HOLE 71 HOLE 72 HOLE 73 HOLE 74 HOLE 75 HOLE 76 HOLE 77 HOLE 78 HOLE 79 HOLE 80 HOLE 81 HOLE 82 HOLE 83 HOLE 84 HOLE 85 HOLE 86 HOLE 87 HOLE 88 HOLE 89 HOLE 90 HOLE 91 HOLE 92 HOLE 93 HOLE 94 HOLE 95 HOLE 96 HOLE 97 HOLE 98 HOLE 99 HOLE 100 HOLE | <p>LEGEND</p> <ul style="list-style-type: none"> 1 CAP 2 CHUTE BURN 3 ELECTRICAL BOX 4 ELECTRICAL BOX 5 HOLE 6 HOLE 7 HOLE 8 HOLE 9 HOLE 10 HOLE 11 HOLE 12 HOLE 13 HOLE 14 HOLE 15 HOLE 16 HOLE 17 HOLE 18 HOLE 19 HOLE 20 HOLE 21 HOLE 22 HOLE 23 HOLE 24 HOLE 25 HOLE 26 HOLE 27 HOLE 28 HOLE 29 HOLE 30 HOLE 31 HOLE 32 HOLE 33 HOLE 34 HOLE 35 HOLE 36 HOLE 37 HOLE 38 HOLE 39 HOLE 40 HOLE 41 HOLE 42 HOLE 43 HOLE 44 HOLE 45 HOLE 46 HOLE 47 HOLE 48 HOLE 49 HOLE 50 HOLE 51 HOLE 52 HOLE 53 HOLE 54 HOLE 55 HOLE 56 HOLE 57 HOLE 58 HOLE 59 HOLE 60 HOLE 61 HOLE 62 HOLE 63 HOLE 64 HOLE 65 HOLE 66 HOLE 67 HOLE 68 HOLE 69 HOLE 70 HOLE 71 HOLE 72 HOLE 73 HOLE 74 HOLE 75 HOLE 76 HOLE 77 HOLE 78 HOLE 79 HOLE 80 HOLE 81 HOLE 82 HOLE 83 HOLE 84 HOLE 85 HOLE 86 HOLE 87 HOLE 88 HOLE 89 HOLE 90 HOLE 91 HOLE 92 HOLE 93 HOLE 94 HOLE 95 HOLE 96 HOLE 97 HOLE 98 HOLE 99 HOLE 100 HOLE |
|--|--|

THE CITY OF KELOWNA
 1800 CROSBY ROAD
 DRS VENTURES LTD.
 PRELIMINARY LOT LAYOUT

Scale: 1:500
Date: MAY 2003
Author: [Name]
Checked: [Name]
Approved: [Name]

City File No.: 2242-P2
Division: 0

City of Kelowna
 Planning Department
 1800 Crosby Road
 Kelowna, BC V1Y 9C9
 Phone: (250) 860-2200
 Fax: (250) 860-2201
 Website: www.kelowna.ca



CITY OF KELOWNA
MEMORANDUM

Date: February 22, 2013
File No.: Z13-0004
To: Land Use Management (GS)
From: Development Engineering Manager
Subject: 1800 Crosby Road. Sec 5 TP 23

Development Engineering has the following comments and requirements associated with this application to rezone from A-1 to RU-2, P3
The road and utility upgrading requirements outlined in this report will be a requirement of this application.

The Development Engineering Technologist for this project is John Filipenko. ASCT

.1) General

- a) This proposed subdivision may require the installation of centralized mail delivery equipment. Please contact Rick Ould, Delivery Planning Officer, Canada Post Corporation, 530 Gaston Avenue, Kelowna, BC V1Y 2K0 to obtain further information and to determine suitable location(s) within the development.

.2) Geotechnical Report

- a) Prior to initial consideration, provide a Geotechnical report prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the following:
 - (i) Confirm that each development node (neighbourhood) is suitable for the proposed land use.
 - (ii) Identify lands that should not be developed such as environmentally sensitive or hazardous conditions areas.
 - (iii) Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
 - (iv) Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
 - (v) Any special requirements for construction of roads, utilities and building structures.

- (vi) Suitability of on-site disposal of storm water, including effects upon adjoining lands.
 - (vii) Identify slopes greater than 30%.
 - (viii) Recommendations for items that should be included in a Restrictive Covenant.
 - (ix) Any special requirements that the proposed subdivision should undertake so that it will not impact adjacent properties.
- b) Further detailed reports will be required for each subdivision or development phase as they progress.

.3) Water

- a) The property is located within the Glenmore Ellison Irrigation District (GEID) service area. The developer is required to make satisfactory arrangements with the GEID for these items. All charges for service connection and upgrading costs are to be paid directly to the GEID.
- b) Provide an adequately sized domestic water and fire protection system. The water system must be capable of supplying domestic and fire flow demands of the project in accordance with the Subdivision, Development & Servicing Bylaw. Provide water calculations for this development to confirm this. Ensure every building site is located at an elevation that ensures water pressure is within the bylaw pressure limits. Note: Private pumps are not acceptable for addressing marginal pressure.

.4) Sanitary Sewer

- a) Provide an adequately sized sanitary sewer system.
- b) Provide sanitary routing design complete with calculations ensuring the downstream infrastructure is capable of supporting this rezoning

.5) Drainage

- a) Provide an adequately sized drainage system. The Subdivision, Development and Servicing Bylaw require that each lot be provided with an individual connection; however, the City Engineer may permit use of individual ground water disposal systems, where soils are suitable. For on-site disposal of drainage water, a hydrogeotechnical report will be required complete with a design for the disposal method (i.e. trench drain / rock pit). The Lot Grading Plan must show the design and location of these systems for each lot.

- b) Provide the following drawings:
 - i) A detailed Lot Grading Plan (indicate on the Lot Grading Plan any slopes that are steeper than 30% and areas that have greater than 1.0 m of fill);
 - ii) A detailed Stormwater Management Plan for this rezoning; and,
 - iii) An Erosion and Sediment Control Plan.
- c) Show details of dedications, rights-of-way, setbacks and non-disturbance areas on the lot Grading Plan.
- d) Significant banks are located on the subject property. The slopes appear to be sensitive to erosion; temporary and permanent measures must be taken to prevent erosion and sediment transport.

.6) Roads

- a) Dedicate and Construct the Crosby Road extension to a Local – Class 2 standard (SS-R4)
- b) Provide traffic control and street name signs where required. The City will install all signs and traffic control devices at the developer's expense.
- c) Grade the fronting road boulevards in accordance with the standard drawing and provide a minimum of 50 mm of topsoil. Major cut/fill slopes must start at the property lines.
- d) Verify that physical driveway access will satisfy City requirements for all lots. For steeper lots (15% and greater), show driveways on the lot grading plan with grades or profiles. Where lots are serviced by onsite sewage disposal systems, show limits of cut and fill lines.
- e) Maximum length of a permanent cul-de-sac is to be 200 m unless approved otherwise by the Approving Officer.
- f) Cul-de-sac approach roads must not exceed bylaw grade requirements.

.7) Power and Telecommunication Services and Street Lights

- a) All proposed distribution and service connections are to be installed underground. Existing distribution and service connections, on that portion of a road immediately adjacent to the site, are to be relocated and installed underground
- b) Street lights must be installed on all roads.
- c) Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.

.8) Design and Construction

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

.9) Servicing Agreements for Works and Services

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

.10) Other Engineering Comments

- a) Provide all necessary Statutory Rights-of-Way for any utility corridors required, including those on proposed or existing City Lands.
- b) Parks & Public Places Branch has reviewed the development application and provides the following comments and requirements:
 - i) The proposed park area shall be dedicated to the City as a titled property zoned P3 – Parks & Open Space and transferred as part of the Zoning Application;
 - ii) Adequate road frontage will be required for the park entrance to provide public exposure, sightlines, security, and maintenance access;

- iii) The park road frontage will need to be fenced and gated for operations and security. Fencing and vehicle gates shall be to City Standards;
- iv) The sidewalk for the Crosby Road extension shall provide a connection between the existing sidewalk on Crosby and the front entrance to the park connecting to the existing old forestry road (e.g. park trail);
- v) A short term SROW for public access (5-10 years until future development occurs) shall be secured on the remainder of the upland portion of the subject property beyond the park dedication (e.g. future development lands);
- vi) A plan will be needed to address fuel reduction, forest health and the protection of significant characteristics of the forested area. All approved recommendations of the report shall be implemented prior to transfer in ownership of the lands to the City of Kelowna.
- vii) To prevent private/public encroachment, the applicant will be required to delineate the private property lines adjacent to the park parcel with a minimum 1.2 m high (4') high black vinyl chain link fence (or approved equivalent) located 150 mm (6") within the private property.

.11) Charges and Fees

- a) Development Cost Charges (DCC's) are payable
- b) Fees per the "Development Application Fees Bylaw" include:
 - i) Street/Traffic Sign Fees: at cost if required (to be determined after design).
 - ii) Survey Monument, Replacement Fee: \$1,200.00 (GST exempt) – only if disturbed.
 - iii) Engineering and Inspection Fee: 3% of construction value (plus GST).
 - iv) Latecomer Processing Fee: \$1,000.00 (plus GST) per agreement (no charge for 1 day agreements).
- c) Sewer Specified Area Administration Fee of \$250.00 to amend service boundary.

Steve Muenz, P.Eng.
Development Engineering Manager

JF

April 23, 2014
File: 2242
CoK: Z13-0004

Attention: Melanie Steppuhn, BES, BCLA

**Re: 1800 Crosby Road – Proposed OCP Amendment/Rezoning Application
Public Notification and Consultation Summary Responses**

In regards to the proposed OCP Amendment and rezoning application for 1800 Crosby Road, information was circulated by hand, to all properties within 50m of the subject property.

As a result of the hand out and discussions on site, I have provided additional information and cross sections to 3 owners immediately adjacent to the proposed development and been back to review the details with the owners individually.

For your information I have enclosed the following documentation:

- Information handout for neighboring properties, prepared by D.E.Pilling & Assoc., dated April 7, 2014.
- Various email correspondence between myself and some of the residents.

To summarize the feedback from the neighbors I have corresponded with, I can comment as follows:

- 14 properties were provided the information package
- Onsite I spoke with 5 residents who generally supported the proposed subdivision as shown in the package.
- Efforts to grade the subdivision with as little impact to the adjacent properties as possible were commended. As well, the fact that we are providing as much rear yard setback as possible and proposing to fence the rear property line were mentioned to be appreciated.
- Single family lots as proposed are favored in comparison to the multifamily option proposed previously.
- Residents have commented they experience a lot of concern and disturbance with “bush parties” dirt biking and campfires off the end of Crosby Road. Improvements and number of instances this happens seems to have noticeably improved with the recent construction of the new home on the property (1800 Crosby)

April 7, 2014
File: 2242
CoK: Z13-0004

Dear Sir or Madam,

Re: 1800 Crosby Road – Proposed 12 Lot Subdivision & Proposed Park Dedication

Please find attached, drawings that reference a proposed subdivision and park dedication on the lower portion of 1800 Crosby Road.

- 2242 – P1 (rev. 0) – Preliminary Lot Layout
- 2242 – P3 (rev. 0) – Overall Development Plan
- 2242 – Z2 (rev. 0) – OCP Amendment/Rezoning Plan

The proposed development is for 12 single family homes. In conjunction with this proposal, the applicant has also agreed to rezone and dedicate 14.27 ha (35.3 acres) of the parent parcel to the City of Kelowna for park, and register a temporary no build/no disturb covenant on the remainder 19.50 ha (48.2 acres) until such time as the upper portion of the parent parcel is rezoned.

The layout and use of the property as proposed, is the result of our design team working collaboratively with City staff to come up with a mixed use designation for the parcel that best suits the area. This proposal allows for some development to occur where its suitable, and protects and dedicates more park and open space in areas that are currently enjoyed by the areas residents.

Official Community Plan (OCP) amendment, rezoning and development permit applications have been submitted to City of Kelowna as required to accommodate the proposed 12 Lot Subdivision and Park Dedication.

Prior to the application progressing through the City rezoning process, we are interested any comments or input you may have with respect to this layout as proposed. If you have any questions, concerns or comments regarding the 12 Lot Subdivision, please contact the undersigned in writing by Thursday ~~March~~ ^{APRIL} 17th 2014 so your comments can be considered.

Sincerely,



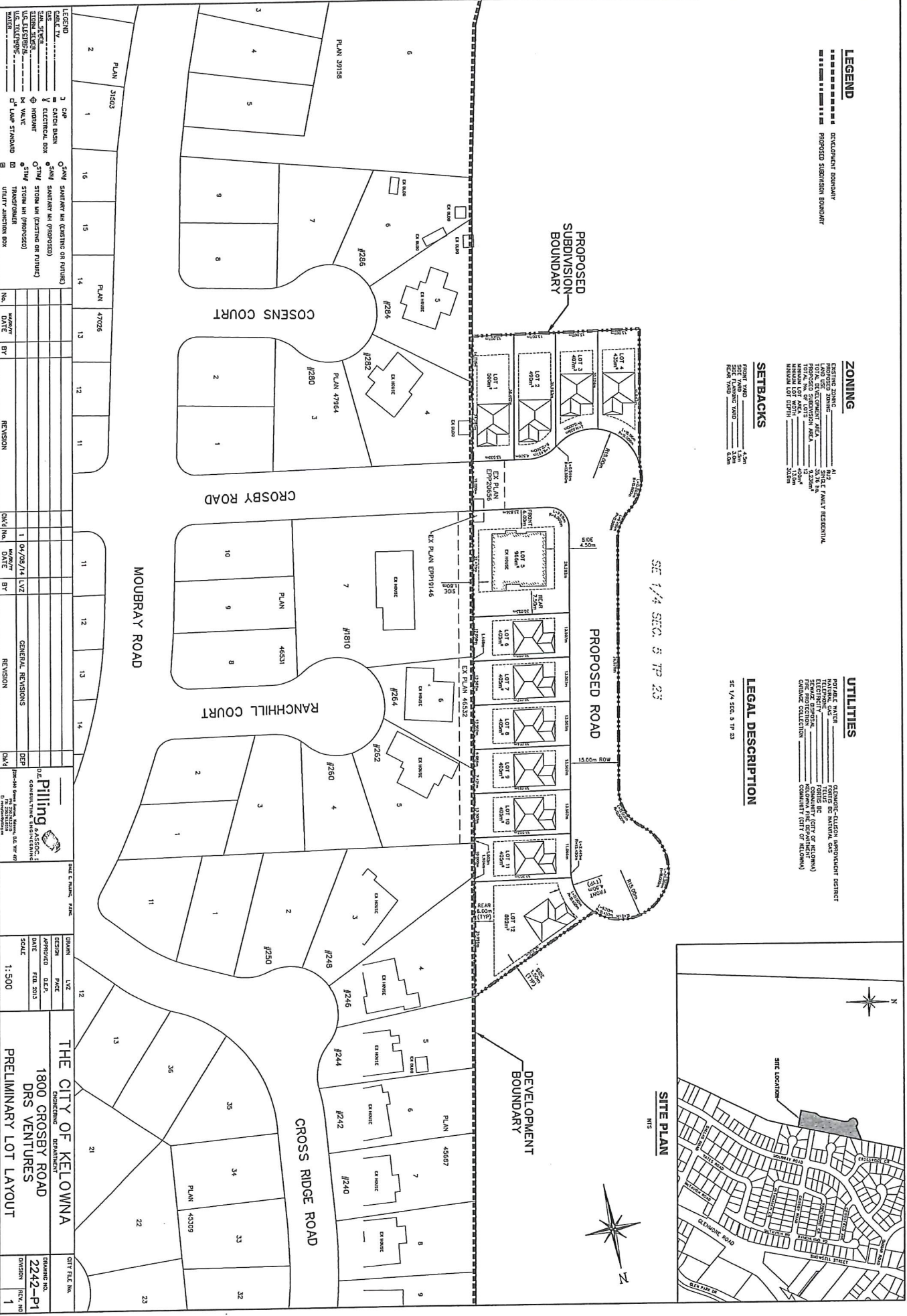
Dawn Williams,

D.E. Pilling & Assoc. Ltd.
#200-540 Groves Avenue
Kelowna, BC V1Y 4Y7

Dawn Williams,
Project Manager
dawnw@pilling.ca/ph.250.763.2315

City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

Melanie Steppuhn,
Land Use Planner
msteppuhn@kelowna.ca



LEGEND

- - - - - DEVELOPMENT BOUNDARY
 - - - - - PROPOSED SUBDIVISION BOUNDARY
 - - - - - WATER
 - - - - - SEWER
 - - - - - GAS
 - - - - - TELEPHONE
 - - - - - CATCH BASIN
 - - - - - ELECTRICAL BOX
 - - - - - MANHOLE
 - - - - - VALVE
 - - - - - TRAFFIC SIGNAL
 - - - - - UTILITY ABANDON BOX

ZONING

DESIGN ZONING: R-100
 LAND USE: SINGLE FAMILY RESIDENTIAL
 PROPOSED SUBDIVISION AREA: 1.2328 AC
 TOTAL AREA OF SITE: 1.2328 AC
 MINIMUM LOT WIDTH: 30.00 FT
 MINIMUM LOT DEPTH: 120.00 FT

SETBACKS

FRONT YARD: 1.5m
 SIDE YARD: 1.5m
 REAR YARD: 1.5m

UTILITIES

PORTABLE WATER: GLENORE-GLENN WATERSHED DISTRICT
 TELEPHONE: TELUS
 SEWER: TELUS
 GAS: TELUS
 CABLE COLLECTION: TELUS
 COMMUNITY (CITY OF HELONIA)

LEGAL DESCRIPTION

SE 1/4 SEC. 3 TP. 23

REVISIONS

| No. | DATE | BY | REVISION |
|-----|----------|-----|-------------------|
| 1 | 04/08/14 | LVE | GENERAL REVISIONS |

THE CITY OF KELOWNA
 ENGINEERING DEPARTMENT
 1800 CROSBY ROAD
 DRS VENTURES
 PRELIMINARY LOT LAYOUT

ENGINEER
 DATE: FEB. 2015
 SCALE: 1:500

CITY FILE NO.
 2242-P1
 DIVISION: 1

PLAN 55949

SW 1/4 SEC. 5 TP 23

NW 1/4 SEC. 5 TP 23

NE 1/4 SEC. 23 TP 26

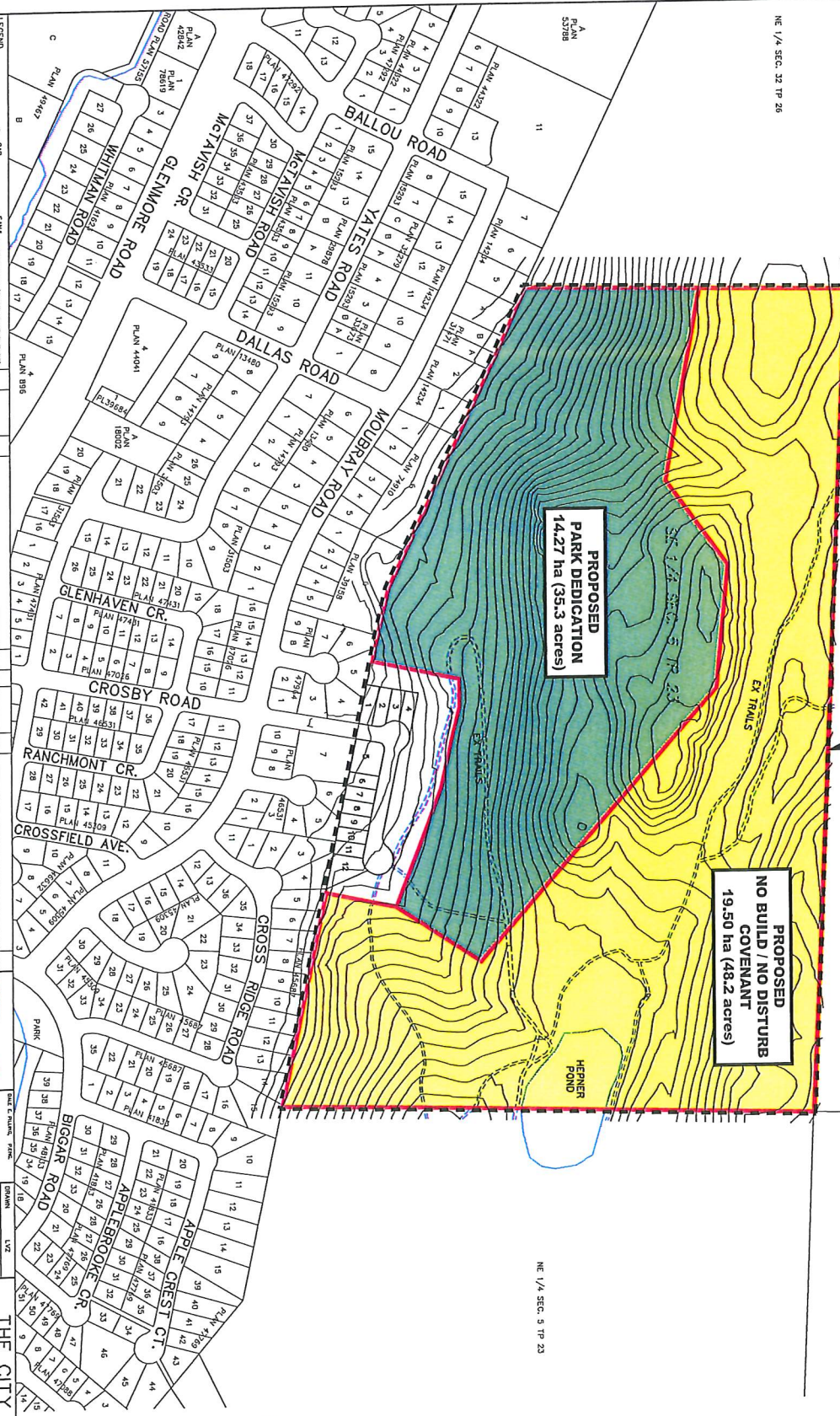
NE 1/4 SEC. 5 TP 23




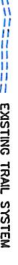


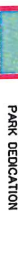
**DEVELOPMENT
BOUNDARY**
35.76 ha (88.4 acres)

**PROPOSED
PARK DEDICATION**
14.27 ha (35.3 acres)

**PROPOSED
NO BUILD / NO DISTURB
COVENANT**
19.50 ha (48.2 acres)



















































LEGEND

-  DEVELOPMENT BOUNDARY
-  EXISTING TRAIL SYSTEM
-  ORIGINAL GROUND CONTOUR (5m INTERVAL)
-  PROPOSED PARK DEDICATION
-  PROPOSED NO BUILD/NO DISTURB COVENANT

LEGAL DESCRIPTION

SE 1/4 SEC. 5 TP 23

LEGEND

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Piling
CONSULTING ENGINEERS
1000 EAST 12TH AVENUE, SUITE 400
DENVER, CO 80202
TEL: 303.733.1111
WWW.PILINGENGINEERS.COM

DATE: 10/20/2014
SCALE: 1:2000

THE CITY OF KELOWNA
ENGINEERING DEPARTMENT
1800 CROSBY ROAD
DRS VENTURES
OVERALL DEVELOPMENT PLAN

CITY FILE NO.
DRAWING NO. **Z242-P3**
DIVISION: 0



LEGAL DESCRIPTION
SE 1/4 SEC. 5 TP 23

- LEGEND**
- DEVELOPMENT BOUNDARY
 - - - PROPOSED OCP BOUNDARIES

PROPOSED OCP LAND USE DESIGNATIONS

- [Cross-hatched box] SINGLE/TWO UNIT RESIDENTIAL (SZRES)
- [Red box] PARKS AND OPEN SPACE (PARK)

OCP LAND USE DESIGNATIONS

- [Red box] COMMERCIAL (COMM)
- [Yellow box] SINGLE/TWO UNIT RESIDENTIAL (SZRES)
- [Light green box] SINGLE/TWO UNIT RESIDENTIAL (SZRESH)
- [Green box] MULTIPLE UNIT RESIDENTIAL (LOW DENSITY) (MRL)
- [Orange box] MULTIPLE UNIT RESIDENTIAL (MEDIUM DENSITY) (MMD)
- [Dark green box] PARKS AND OPEN SPACE (PARK)
- [Blue box] EDUCATION/ INSTITUTIONAL (GENST)

THE CITY OF KELOWNA

1800 CROSBY ROAD
DRS VENTURES
OCP AMENDMENT/REZONING PLAN

| | | |
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| DATE | BY | REVISION |
| | | |
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Piling CONSULTING ASSOC.
CONSULTING ENGINEERS

DATE: 2013.06.05

LEGEND

- [Blue box] PLAY AREA
- [Red box] PARKS AND OPEN SPACE (PARK)
- [Green box] MULTIPLE UNIT RESIDENTIAL (MEDIUM DENSITY) (MMD)
- [Light green box] SINGLE/TWO UNIT RESIDENTIAL (SZRESH)
- [Yellow box] SINGLE/TWO UNIT RESIDENTIAL (SZRES)
- [Red box] COMMERCIAL (COMM)
- [Light green box] SINGLE/TWO UNIT RESIDENTIAL (SZRES)
- [Green box] MULTIPLE UNIT RESIDENTIAL (LOW DENSITY) (MRL)
- [Orange box] MULTIPLE UNIT RESIDENTIAL (MEDIUM DENSITY) (MMD)
- [Dark green box] PARKS AND OPEN SPACE (PARK)
- [Blue box] EDUCATION/ INSTITUTIONAL (GENST)

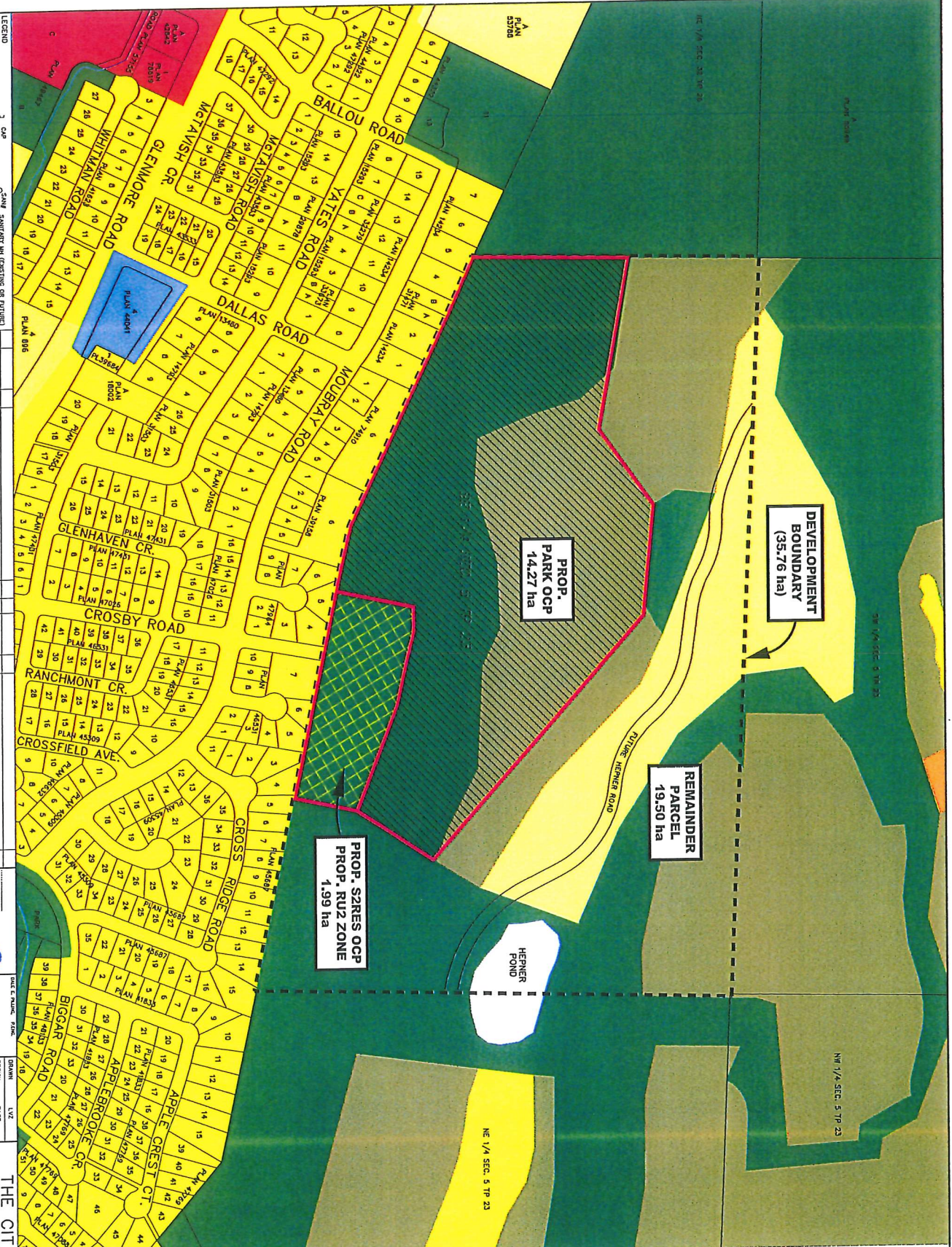
LEGEND

- [Symbol] 3. CAP
- [Symbol] CATCH BASIN
- [Symbol] ELECTRICAL BOX
- [Symbol] HYDRANT
- [Symbol] MANHOLE
- [Symbol] SIGN STATION (EXISTING OR PROPOSED)
- [Symbol] SIGN STATION (PROPOSED)
- [Symbol] TRAFFIC SIGNAL
- [Symbol] UTILITY JUNCTION BOX
- [Symbol] SAND SAMPLING (IN EXISTING OR PROPOSED)
- [Symbol] SIGN SAMPLING (IN EXISTING OR PROPOSED)
- [Symbol] STUMP SIGN (IN EXISTING OR PROPOSED)
- [Symbol] STUMP SIGN (PROPOSED)
- [Symbol] TRAFFIC SIGNAL
- [Symbol] UTILITY JUNCTION BOX

No. DATE BY

REVISION

DATE



- 1 letter of support was provided from #262 Ranchhill Court, immediately adjacent to the development
- 1 letter of objection from #246 Crossridge Crescent has been provided. Ongoing correspondence is attached between myself and the owners to clarify some of the points and questions in their letter.

We welcome any more comments to be forwarded on to us as you receive them so that we have opportunity meet and discussed the application details of the development with anyone that has concern.

I trust this is the information you require.

Sincerely,

A handwritten signature in purple ink, consisting of a large, stylized loop followed by a horizontal line extending to the right.

Dawn Williams,
Project Manager

Dawn Williams

From: Dawn Williams
Sent: Friday, April 11, 2014 12:48 PM
To: 'Ed.pam.schulz@gmail.com'
Subject: FW: 2242 - Crosby Road Cross Sections
Attachments: 2242 2014-04-10 Site Sections SL-5 SL-6 rev1.pdf

Hi Pam,

As discussed I've attached an approximation of a cross section through your property. I've detailed on a 7' high cedar hedge along your back property line as a reference.

Hope this helps! Please don't hesitate to call me with any questions.

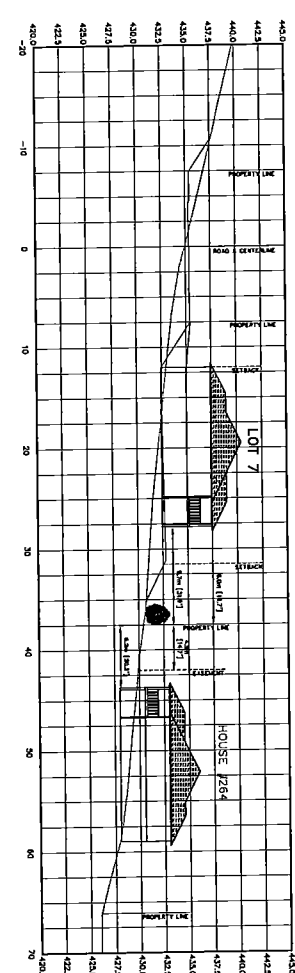
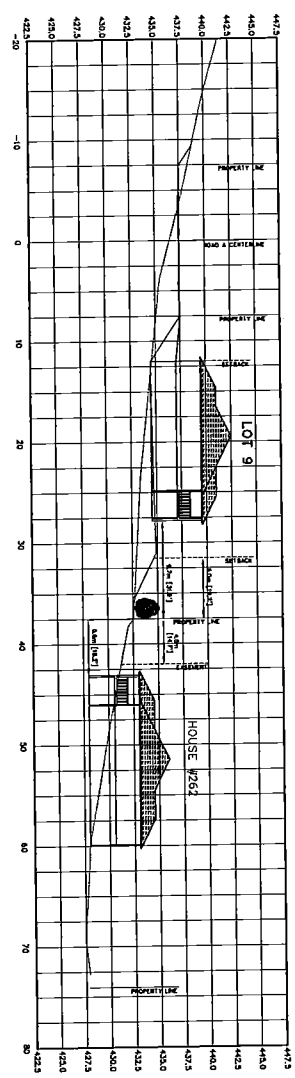
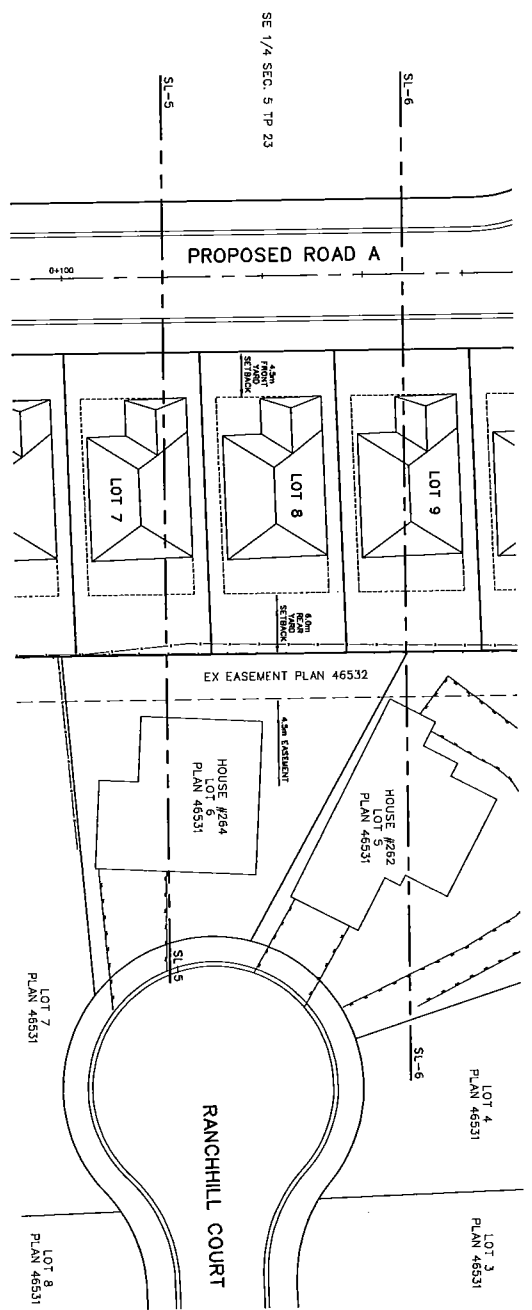
Have a great weekend!

Dawn Williams,
Project Manager



#200-540 Groves Avenue, Kelowna, B.C. V1Y 4Y7
PH: 1-250-763-2315 FX: 1-250-763-6559 C:1-250-215-4568 E: dawnw@pilling.ca

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| | | | | |
|-------|------------------------|--|-------------|------|
| DATE | APR. 10, 2014 | <p>Piling CONSULTING ENGINEERING</p> <p>1800 CROSBY ROAD 12. LOT SUBDIVISION 1264 RANCHHILL COURT SITE SECTIONS SL-5 & SL-6</p> | DRAWING NO. | 2242 |
| SCALE | H = 1:250 V = 1:250 | | REV. NO. | 1 |

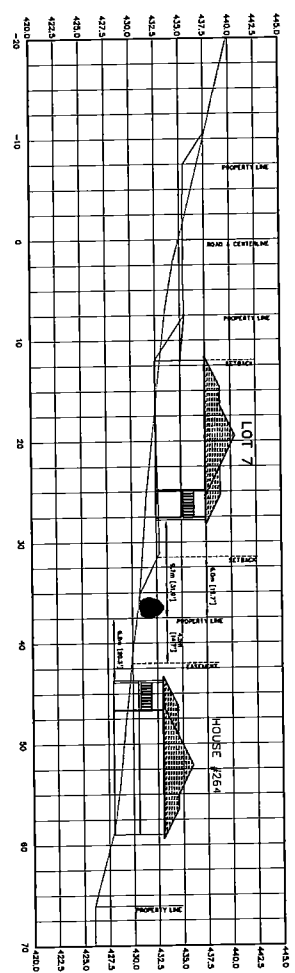
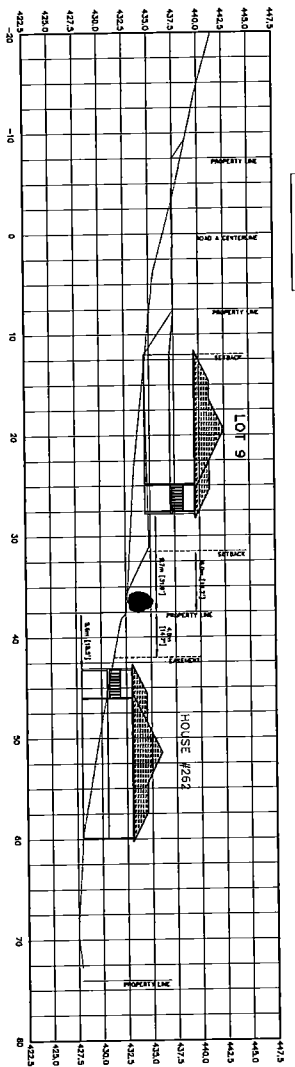
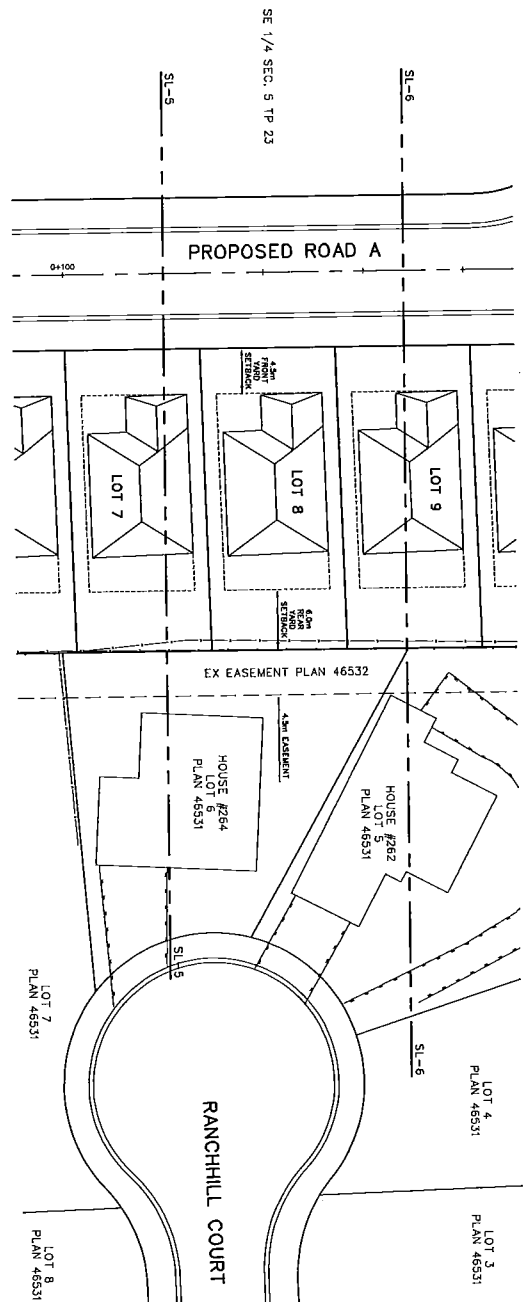
Dawn Williams

From: RRemillard <rmremillard@shaw.ca>
Sent: Monday, April 14, 2014 10:09 AM
To: Dawn Williams
Cc: Pam Schulz
Subject: Proposed 12 Lot subdivision/1800 crosby rd.

To: Dawn Williams, Project Manager
D.E. Pilling & Assoc. Ltd.

I am sending this e-mail as a confirmation of your visit to our place at 262 Ranchhill Crt., Kelowna B.C. You explained the proposed 12 lot subdivision plan and how the houses which would back on to our property would be situated. As you explained it, with the houses which would not be low rental and would keep with the looks of the area and would back onto our yards, we have no objection. We would request a fireproof vinyl fence separating the existing properties from the proposed development. This e-mail is being sent in response to Dawn Williams request to document our position.

Ray & Marie Remillard
262 Ranchhill Crt., Kelowna B.C.
Ph (250)868-8468
e-mail# rmremillard@shaw.ca



| | |
|-------------|------------------------|
| DATE | APR 10, 2014 |
| SCALE | H = 1:250 V = 1:250 |
| DRAWING NO. | 2242 |
| REV. NO. | 1 |

Piling
CONSULTING ENGINEERING

1800 CROSBY ROAD
12 LOT SUBDIVISION
#262 & #264 RANCHHILL COURT
SITE SECTIONS SL-5 & SL-6

Dawn Williams

From: Dawn Williams
Sent: Tuesday, April 15, 2014 2:35 PM
To: 'RRemillard'
Cc: Pam Schulz
Subject: RE: 2242 - P1 (rev.0) - Preliminary Lot Layout
Attachments: 20140415141759777.pdf

Hello again,

The dotted line you see on the plan is the existing easement line that was registered across the back of your properties in 1991. It is for a drainage easement to protect a ditch.

I've attached a copy of the plan for your reference.

Please let me know if you have any further questions.

Dawn Williams,
 Project Manager



#200-540 Groves Avenue, Kelowna, B.C. V1Y 4Y7
 PH: 1-250-763-2315 FX: 1-250-763-6559 C:1-250-215-4568 E: dawnw@pilling.ca

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-----Original Message-----

From: RRemillard [mailto:rremillard@shaw.ca]
Sent: Monday, April 14, 2014 4:38 PM
To: Dawn Williams
Cc: Pam Schulz
Subject: Re: 2242 - P1 (rev.0) - Preliminary Lot Layout

This is further Dawn to my e-mail to you earlier today.

We had a visit from Mrs. Stobert (who lives adjacent to the big house erected by Andy Sandu).

She asked about the dotted line between our houses and the development boundary as illustrated on the plan.

She was asking is this the easement line or exactly what does it represent. If you will check the drawing it comes very close to our house as well as Pam and Ed Schult's house and also cuts across Mrs. Stobert's lot.

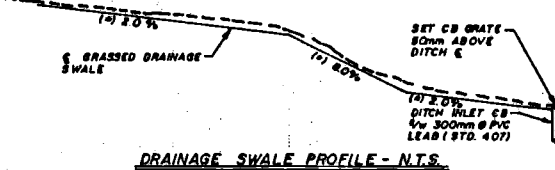
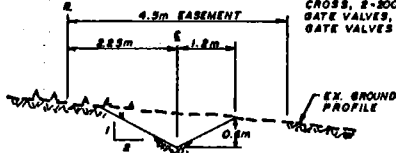
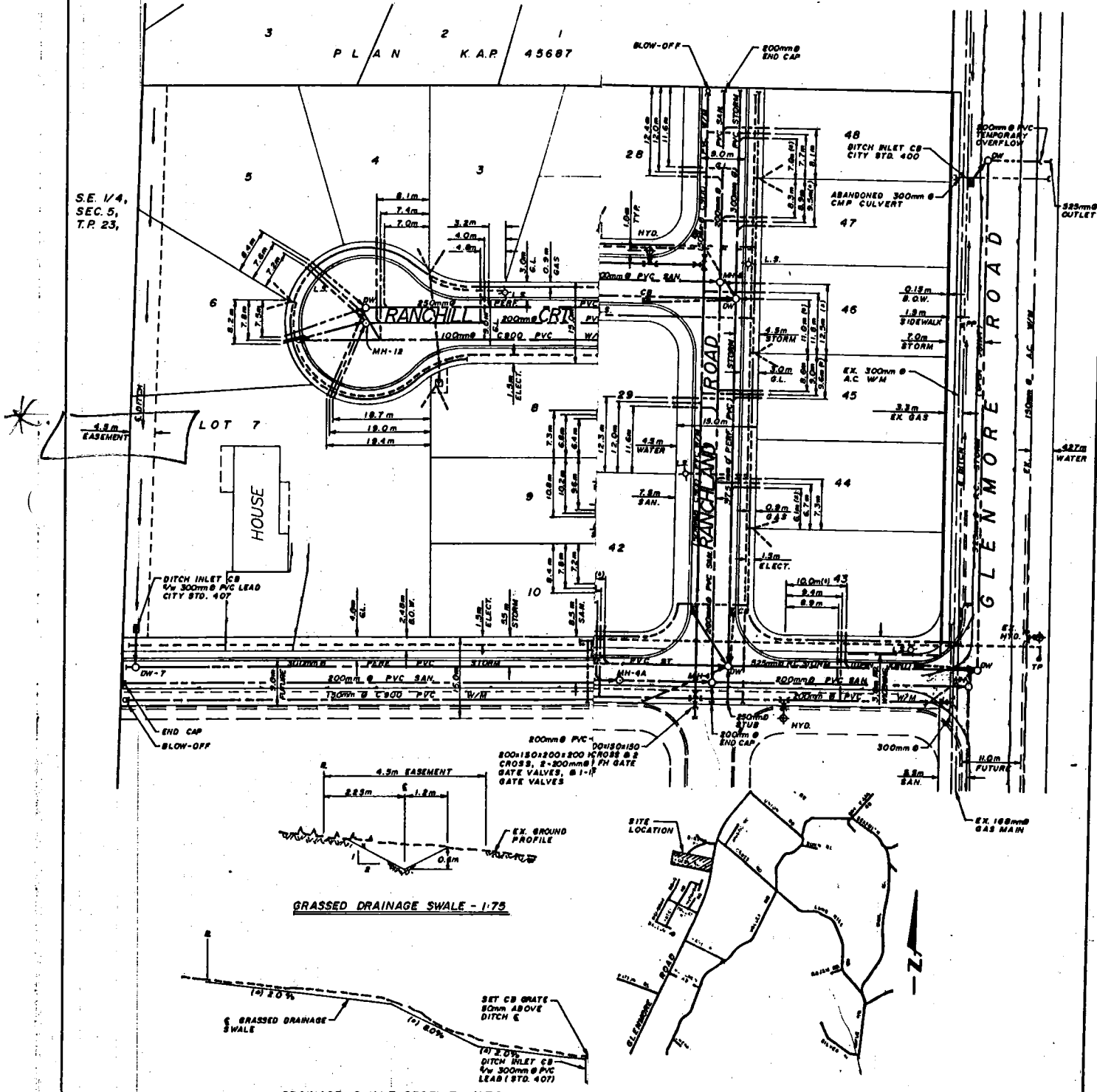
Could you address this, we could always call Mrs. Stobert to come over while it is explained. We feel this is the time to address any of these issues.

Yours truly

Ray & Marie Remillard
rmremillard@shaw.ca

PLAN K.A.P. 45687

S.E. 1/4,
SEC. 5,
T.P. 23,



ACE
D.E. PILLING and ASSOCIATES
CONSULTING ENGINEERING Ltd.
9 208 1060 BAYTON ST. KELOWNA, B.C. VY 7W6
TEL. 763-3216
FAX. 763-4860

CITY FILE 991-62

DRAWING NO.
91520-01

THE CITY OF KELOWNA
ENGINEERING DEPARTMENT

DRAWING NO.
A-2910-1

SBY ROAD
DS, CURB, GUTTER, SIDEWALK,
DM & SAN SEWER & WATER DIST

DIVISION
REV. No.

LEGEND :

| | | |
|-----------------|---------------|-------|
| WATER | MANHOLE | ○ MH |
| SAN. SEWER | POWER POLE | ○ PP |
| STORM SEWER | LAMP STANDARD | □ LS |
| GAS | CATCH BASIN | ▣ CB |
| U.G. TELEPHONE | HYDRANT | ◆ HYD |
| U.G. ELECTRICAL | TREES | ● T |

2242-3.

Dawn Williams

From: Dawn Williams
Sent: Monday, April 21, 2014 11:50 AM
To: 'Crossrdige'
Subject: RE: 1800 Crosby Road - comment from neighbour

Janet and Graham,

I received your letter regarding the proposed development of 1800 Crosby road. You have a few questions I would like to address, but feel it may be better for us to meet and discuss the items in person. Is there a time this week I can stop by and meet with you?

Dawn Williams,
Project Manager

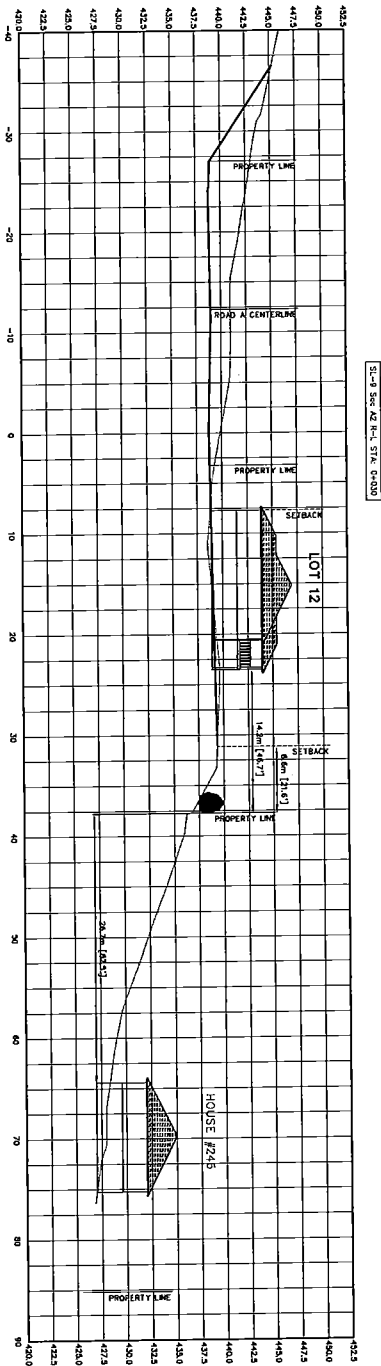
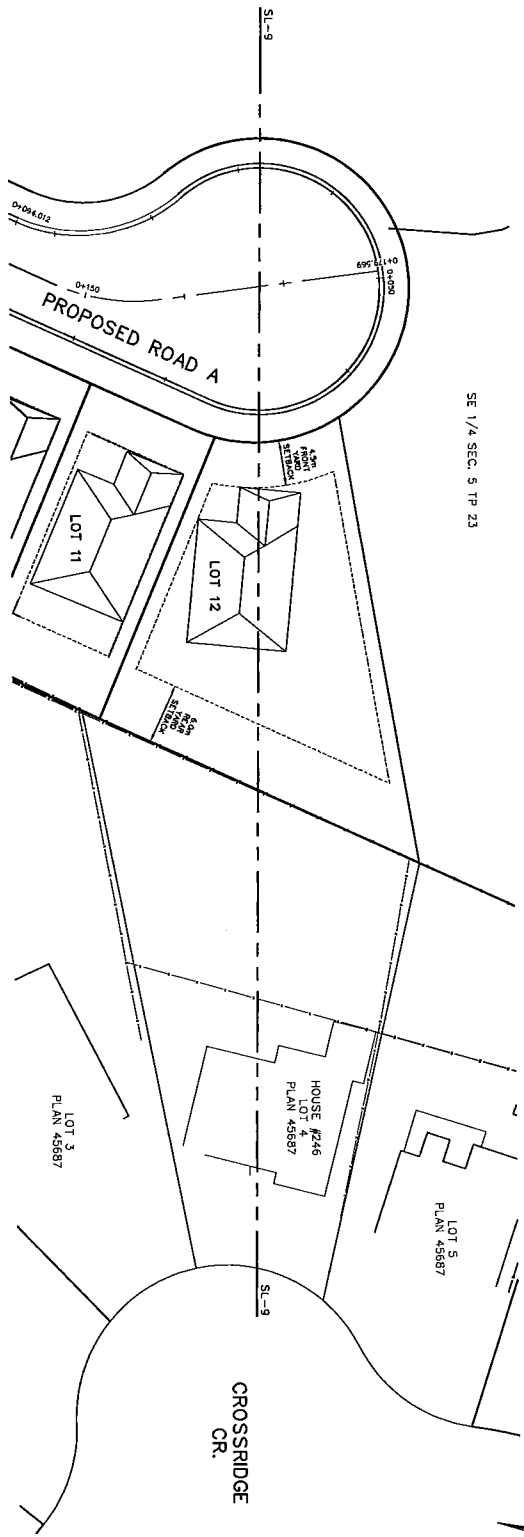


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From: Crossrdige [mailto:crossrdige@shaw.ca]
Sent: Tuesday, April 15, 2014 6:20 PM
To: Dawn Williams
Subject: 1800 Crosby Road - comment from neighbour

Please find attached our comments, and questions regarding the proposed 12 lot subdivision.



SL-9 SEE ALSO STATION CROSS

| | | | |
|-------|------------------------|---|----------------------------|
| DRAWN | LIZ | Pilling CONSULTING ASSOCIATES, INC. 1800 GROSBY ROAD 12 LOT SUBDIVISION #246 CROSSRIDGE RESIDENT SITE SECTIONS SL-9 | DRAWING NO. 2242 |
| DATE | JUNE 21, 2014 | | REV. NO. |
| SCALE | H = 1:250 V = 1:250 | | |

2242-3.
consult.

Dawn Williams

From: Crossrdige <crossridge@shaw.ca>
Sent: Tuesday, April 15, 2014 6:20 PM
To: Dawn Williams
Subject: 1800 Crosby Road - comment from neighbour
Attachments: Comment Regarding 1800 Crosby Road.jpg; Comment regarding 1800 Crosby Road.docx

Please find attached our comments, and questions regarding the proposed 12 lot subdivision.

City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

April 12, 2014

File: 2242

Attention: Advisory Planning Committee

CoK: Z13-0004

RE: 1800 Crosby Road – Proposed 12 Lot Subdivision & Proposed Park Dedication

This letter is to state our formal opposition to the rezoning at 1800 Crosby Road from agriculture to a 12 lot subdivision for housing. As adjacent property owners, we wish to explain our opposition to this action in writing.

It appears through this proposal that the land owner is trying to bribe the city with parkland, which has a large gradient slope and would be unusable for building in the first place, and the temporary no-build on the remainder until it is rezoned is a given. Further, rezoning that parcel of land means less agricultural/park land yet again.

The basis for our objection is that we purchased our property within the last five years, and researched the undeveloped area and discovered that it was zoned agricultural. Being on an interface was a contributing factor in the purchase of our property for the simple reason that there would be no dwellings looking down over our property.

Two questions as we review the drawings: Are these additional homes going to be modular trailers? If so, this would no doubt affect our property's value. In particular, the house behind our property would have to be built on the exposed bedrock, and we worry that this will cause shift and movement in our own foundation. When Upper Canyon Drive was being built above our home, we felt the rumblings and shocks in our house. We were told upon calling the City of Kelowna that these were 'air shocks'; but glasses of water do not shake and move with air. It was our house shaking. If you approve this 12 lot subdivision, can you assure the stability of our land and foundation?

This area, held in trust by the city, needs to be protected as it is home to various wildlife including deer different types of birds, such as quail, wood peckers, owls, and doves. A development in this area will no doubt adversely impact their habitat. It would be a shame to lose this land to development.

We respect the agricultural land reserve and the fact that the City of Kelowna prides itself in urban planning for the sustainability for all creatures. We hope that it continues to protect and value the importance of these pockets of agricultural land within our urban area.

Very truly yours,

Janet and Graham Williams
246 Crossridge Crescent
(250)868-6551