

City of Kelowna  
Regular Council Meeting  
AGENDA



Tuesday, August 26, 2014  
6:00 pm  
Council Chamber  
City Hall, 1435 Water Street

Pages

1. Call to Order
2. Prayer

A Prayer will be offered by Councillor Hobson.
3. Confirmation of Minutes

Public Hearing - August 12, 2014  
Regular Meeting - August 12, 2014
4. Bylaws Considered at Public Hearing
  - 4.1 Bylaw No. 10992 (OCP14-0010) - 1225 Lund Road, Melcor Lakeside Inc. 1 - 1

**Requires a majority of all Members of Council (5).**  
To give Bylaw No. 10992 second and third readings.
  - 4.2 Bylaw No. 10993 (Z14-0020) - 1225 Lund Road, Melcor Lakeside Inc. 2 - 2

To give Bylaw No. 10993 second and third readings.
  - 4.3 Bylaw No. 10994 (Z14-0026) - 1280 Glenmore Drive, 561655 BC Ltd. 3 - 3

To give Bylaw No. 10994 second and third readings.
  - 4.4 Bylaw No. 10995 (TA14-0009) - Amendment to Zoning Bylaw No. 8000 - Boat Storage Definition 4 - 4

To give Bylaw No. 10995 second and third readings.
5. Notification of Meeting

The City Clerk will provide information as to how the following items on the Agenda were publicized.

## 6. Development Permit and Development Variance Permit Reports

- 6.1 Bylaw No. 10962 (OCP14-0005) - 235 Queensway Avenue, 1470 & 1476 Water Street, Portions of Mill Street & Queensway Avenue, Westcorp Holyrood Inc. et al 5 - 6

**Requires a majority of all Members of Council (5).**

To adopt Bylaw No. 10962 in order to change the Future Land Use designation of portions of the subject properties from the PARK - Major Park & Open Space designation to the MXR - Mixed Use (Residential/Commercial) designation.

- 6.1.1 Bylaw No. 10963 (Z14-0006) - 235 Queensway Avenue, 1470 & 1476 Water Street, Portions of Mill Street & Queensway Avenue, Westcorp Holyrood Inc. et al 7 - 8

To adopt Bylaw No. 10963 in order to rezone portions of 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.

- 6.1.2 Development Permit Application No. DP14-0024 & Development Variance Permit Application No. DVP14-0025 - 235 Queensway Avenue, 1470 & 1476 Water Street and Portions of Mill Street & Queensway Avenue, Westcorp Holyrood Inc. et al 9 - 152

**City Clerk to state for the record any correspondence received. Mayor to invite anyone in the public gallery who deems themselves affected by the required variance(s) to come forward.**  
To consider Development Permit and Development Variance Permit applications for the development of a hotel tower including ancillary commercial retail, conference centre, and restaurant facilities.

- 6.2 Development Variance Permit Application No. DVP14-0122 - 1545 Keehn Road, Hywood Properties Ltd. 153 - 162

**City Clerk to state for the record any correspondence received. Mayor to invite anyone in the public gallery who deems themselves affected by the required variance(s) to come forward.**

To allow one (1) additional proposed fascia sign on the south elevation of the building.

## 7. Reminders

## 8. Termination

# CITY OF KELOWNA

## BYLAW NO. 10992

### Official Community Plan Amendment No. OCP14-0010 Melcor Lakeside Inc., Inc.No. A0065181 1225 Lund Road

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A bylaw to amend the "*Kelowna 2030* - Official Community Plan Bylaw No. 10500".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT Map 4.1 - **GENERALIZED FUTURE LAND USE** of "*Kelowna 2030* - Official Community Plan Bylaw No. 10500" be amended by changing the Generalized Future Land Use designation of Lot 47, Section 18, Township 27, ODYD, Plan KAP82430, located on 1225 Lund Road, Kelowna, B.C., from the S2RES - Single / Two Unit Residential designation to the MRL - Multiple Unit Residential (Low Density) designation;
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 11<sup>th</sup> day of August, 2014.

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

**CITY OF KELOWNA**  
**BYLAW NO. 10993**  
**Z14-0020 - Melcor Lakeside Inc., Inc.No. A0065181**  
**1225 Lund Road**

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A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 47, Section 18, Township 27, ODYD, Plan KAP82430 located on 1225 Lund Road, Kelowna, B.C., from the RU1 - Large Lot Housing zone to the RM3 - Low Density Multiple Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 11<sup>th</sup> day of August, 2014.

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act

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(Approving Officer-Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

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City Clerk



**CITY OF KELOWNA**  
**BYLAW NO. 10994**  
**Z14-0026 - 561655 BC LTD., INC.NO. BC0561655**  
**1280 Glenmore Drive**

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A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 1, Section 29, Township 26, ODYD, Plan 29608 located on 1280 Glenmore Drive, Kelowna, B.C., from the RU1 - Large Lot Housing zone to the RM2-Low Density Row Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 11<sup>th</sup> day of August, 2014.

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

**CITY OF KELOWNA**  
**BYLAW NO. 10995**  
**TA14-0009 - Amendment to Zoning Bylaw No. 8000 -**  
**Boat Storage Definition**

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A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT **Section 2 - Interpretation** be amended by deleting the definition for **BOAT STORAGE** that reads:

“**BOAT STORAGE** means the storage of boats and other marine equipment, which are in working order, for the purpose of dry land moorage where the boats and marine equipment are intended to be launched by the operator of the boat storage facility for short term use by the boat and marine equipment owner. **Boat Storage** does not include major servicing, sales, or major repair of boats or marine equipment and does not include on-site fuel dispensing.”

And replace it with:

“**BOAT STORAGE** means the storage of boats and other marine equipment, which are in working order, for the purpose of dry land moorage where the boats and marine equipment are intended to be launched by the operator of the boat storage facility for short term use by the boat and marine equipment owner. Where the **Boat Storage** facility is actively storing 100 or more boats, **Boat Storage** includes on-site fuel dispensing for the sole purpose of fuelling the boats and marine equipment stored at the facility. The fuel storage tanks must adhere to the Petroleum Products Storage Tank Bylaw and Best Management Practices outlined in the CCME - Environmental Code of Practice for Aboveground and Underground Storage Tank Systems Containing Petroleum and Allied Petroleum Products. **Boat Storage** does not include major servicing, sales, or major repair of boats or marine equipment.”

2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 11<sup>th</sup> day of August, 2014.

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act

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(Approving Officer-Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

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City Clerk

# CITY OF KELOWNA

## BYLAW NO. 10962

### Official Community Plan Amendment No. OCP14-0005 - Westcorp Holyrood Inc. No. A31452 235 Queensway Avenue, 1470 & 1476 Water Street, Portions of Mill Street and Queensway Avenue

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A bylaw to amend the "Kelowna 2030 - Official Community Plan Bylaw No. 10500".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT Map 4.1 - **GENERALIZED FUTURE LAND USE** of "Kelowna 2030 - Official Community Plan Bylaw No. 10500" be amended by changing the Generalized Future Land Use designation of:
  - a) part of the Mill Street Road Right-of-Way, being approximately 596m<sup>2</sup> in area, located adjacent to 235 Queensway Avenue and 262 Bernard Avenue, Kelowna, BC; and
  - b) part of the Queensway Avenue Road Right-of-Way, being approximately 168m<sup>2</sup> in area, located adjacent to 235 Queensway Avenue and 1470 Water Street, Kelowna, B.C.,from the PARK - Major Park & Open Space designation to the MXR - Mixed Use (Residential/Commercial) designation as per Map A attached to and forming part of this bylaw.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 12<sup>th</sup> day of May, 2014.

Considered at a Public Hearing on the 24<sup>th</sup> day of June, 2014.

Read a second and third time by the Municipal Council this 24<sup>th</sup> day of June, 2014.

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

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City Clerk



**CITY OF KELOWNA**  
**BYLAW NO. 10963**  
**Z14-0006 -**  
**Westcorp Holyrood Inc. No. A31452**  
**235 Queensway Avenue, 1470 & 1476 Water Street, Portions of Mill**  
**Street and Queensway Avenue**

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A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lots 1 & 2, District Lot 139, ODYD, Plan 2698 located on 1470 & 1476 Water Street and part of the Mill Street Road Right-of-Way, being approximately 596m<sup>2</sup> in area, located adjacent to 235 Queensway Avenue and 262 Bernard Avenue and part of the Queensway Avenue Road Right-of-Way, being approximately 168m<sup>2</sup> 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 per Map B attached to and forming part of this bylaw.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 12<sup>th</sup> day of May, 2014.

Considered at a Public Hearing on the 24<sup>th</sup> day of June, 2014.

Read a second and third time by the Municipal Council this 24<sup>th</sup> day of June, 2014.

Approved under the Transportation Act on this 26<sup>th</sup> day of June, 2014.

Lynda Lochhead  
(Ministry of Transportation)

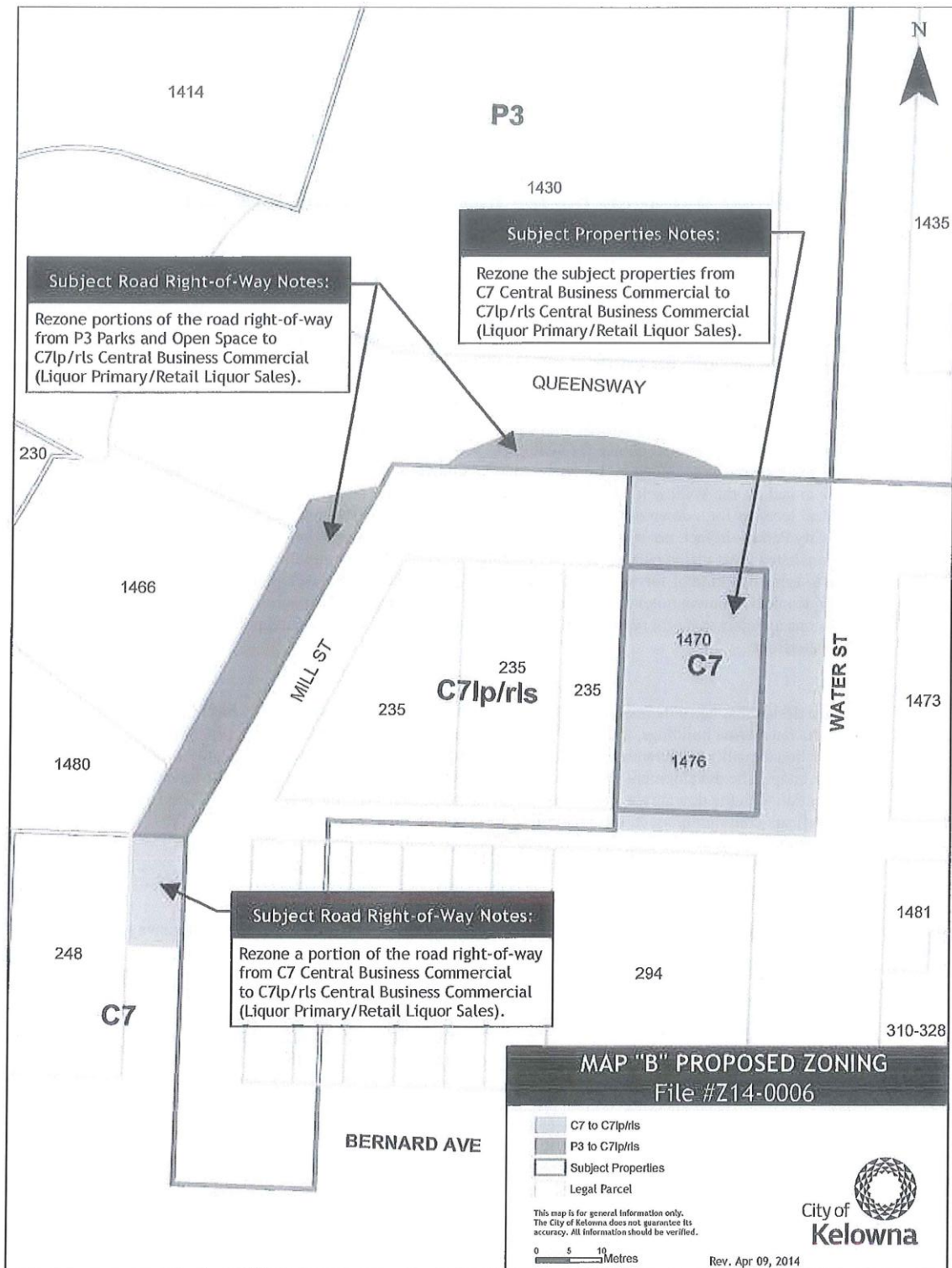
Adopted by the Municipal Council of the City of Kelowna this

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Mayor

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City Clerk





# REPORT TO COUNCIL



**Date:** 8/26/2014

**RIM No.** 1250-30

**To:** City Manager

**From:** Urban Planning, Community Planning & Real Estate (JM)

**Application:** DP14-0024/DVP14-0025      **Owner:** Westcorp Holyrood Inc  
Inc. No. A31452  
1324632 Alberta Inc.  
Inc. No. A72431  
City of Kelowna

**Address:** 235 Queensway Avenue, 1470 &  
1476 Water Street, Portions of  
Mill Street and Queensway  
Avenue      **Applicant:** Westcorp Development

**Subject:** Development Permit and Development Variance Permit Applications

**Existing OCP Designation:** MXR - Mixed Use (Residential/Commercial)  
PARK - Major Park & Open Space

**Proposed OCP Designation:** MXR - Mixed Use (Residential/Commercial)

**Existing Zone:** P3 - Parks and Open Space  
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)

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## 1.0 Recommendation

THAT final adoption of Official Community Plan Amending Bylaw No. 10962 be considered by Council;

THAT final adoption of Zone Amending Bylaw No. 10963 be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP14-0024 for Lots 1 and 2, District Lot 139, ODYD, Plan 2698, and Lot A, District Lot 139 ODYD Plan 2180 and Lots 6 and 7, District Lot 139 ODYD Plan 505, and that Part of District Lot 139 ODYD Shown as closed Road on Plan EPP41444, located on 235 Queensway, 1470 and 1476 Water Street, Kelowna, BC subject to the following:

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

AND THAT Council authorizes the issuance of Development Variance Permit No. DVP14-0025, for Lots 1 and 2, District Lot 139, ODYD, Plan 2698, and Lot A, District Lot 139 ODYD Plan 2180 and Lots 6 and 7, District Lot 139 ODYD Plan 505 and that Part of District Lot 139 ODYD Shown as closed Road on Plan EPP41444, located on 235 Queensway, 1470 and 1476 Water Street, Kelowna, BC;

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

**Section 14.7.5 (a): Development Regulations**

To vary to the maximum height of buildings and structures from 22.0m permitted to 83.995m proposed;

**Section 14.7.5 (e): Development Regulations**

To vary minimum building setback above 15.0m abutting a street from 3.0m permitted to 0.0m proposed 8 minor encroachments into the required setback as illustrated on Schedule "D" attached to this report;

**Section 14.7.5 (l)ii: Development Regulations**

To vary the minimum building setback from a lane for portions of a building over 22.0 m in height from 10.0 m permitted to 0.0m proposed as illustrated on Schedule "D" attached to this report;

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

**2.0 Purpose**

To consider Development Permit and Development Variance Permit applications for the development of a hotel tower including ancillary commercial retail, conference centre, and restaurant facilities.

**3.0 Urban Planning Department**

Urban Planning staff are supportive of the proposed Development Permit and Development Variance Permit applications for the form and character of, and variances to permit a signature hotel tower and supporting uses on the subject property.



Both the OCP and the Downtown Plan support tower development on the subject property 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. Even so, the proposal is built to the westernmost lot line, therefore construction activity will cause temporary damage to portions of Kerry Park. Also, the shadowing from the proposed development will have an effect on the adjacent parkland. Staff has attempted to work with the applicant team to provide compensation for these impacts through improvements to Kerry Park in accordance with the City's Kerry Park Concept Plan. The applicant's proposed amenity contribution and Kerry Park improvement plan are described below.

As noted above, the height of the tower exceeds what was previously considered for the site by 5 storeys, for a total building height of 24 storeys. To offset the additional building height, the applicant has worked with staff on an amenity contribution (as recommended by OCP policy). Staff has approached the details of this contribution with the aim of providing public benefits in the immediate area of the development interface with Cary Park. The applicant has identified portions of the future Cary Park plan that can be constructed as part of the development with an overall value of approximately \$359,540. Should Council support this Development Permit and Development Variance Permit application, the applicant will bond for the amenity contribution work prior to Development Permit issuance. It is anticipated that the identified Kerry Park improvements would be completed to coincide with the first summer of operation for the new hotel.

It must also be noted that while the applicant is seeking relief from the building height policy in the OCP, the proposal does comply with the density regulations of the C7 zone.

In addition, three other very minor variances are requested by the applicant. The variances are related to the podium of the building. Given the high quality architecture and context appropriate design, staff is supportive of the variances.

## **4.0 Proposal**

### **4.1 Background**

In 2008, the subject properties were involved in the CD21 - Comprehensive Development ("CD21 Downtown Zone") zone that aimed to facilitate the redevelopment of several blocks of the downtown core of Kelowna, reshaping the downtown into a vibrant, high-density, and pedestrian friendly area. The zone proved highly controversial, and the introduction of a large number of tall towers was the focus of considerable concern. The CD21 bylaw was defeated by Council in 2010.

Following the defeat of the CD21 zone, 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.

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 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. However, this 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 far 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 north 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 departure 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 significant 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 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 impacts, 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 the development into direct contact with Kerry Park. Ensuring that the development interfaces successfully with Kerry Park is a major 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 impacts, 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 m<sup>2</sup> 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.

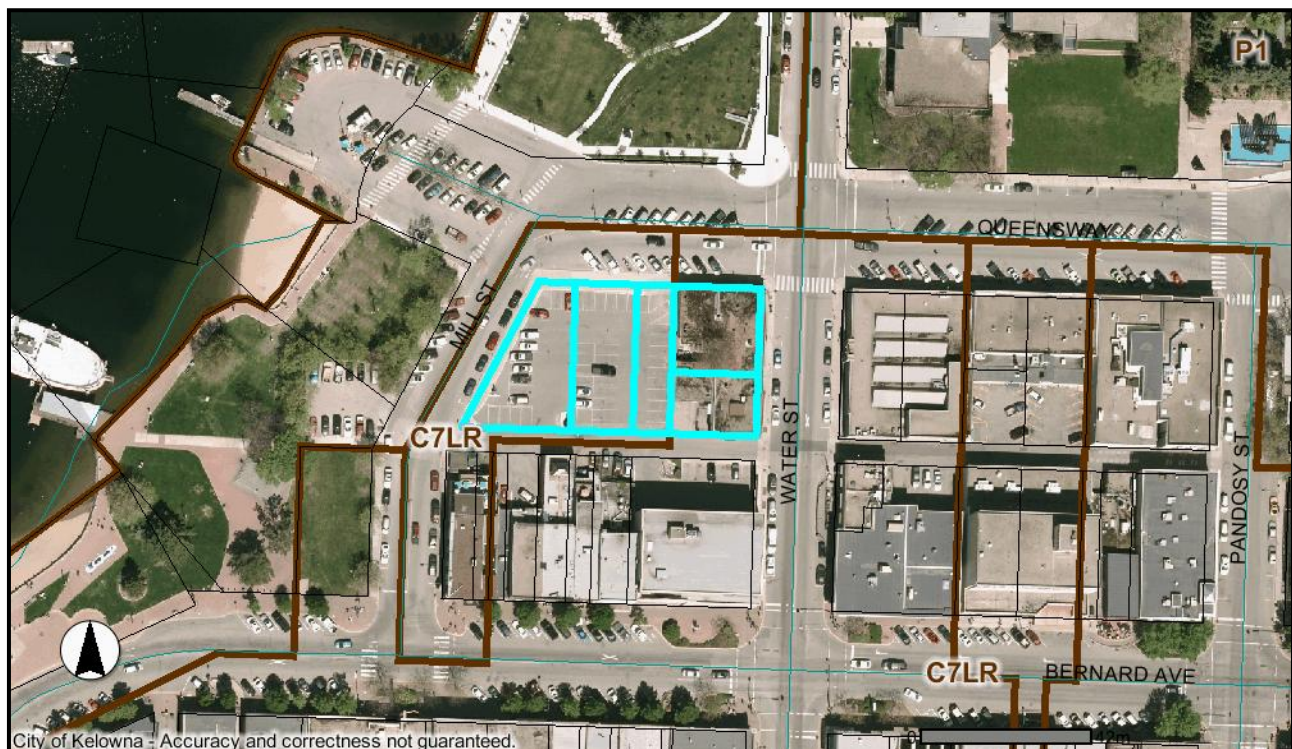
Presently, the site contains an at-grade parking lot and a single storey commercial building fronting Water Street. However, the site has a rich history dating back to 1928, when the original Willow Inn Hotel was opened. The hotel remained a focal point for waterfront activity downtown for decades to 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. The applicant has a rezoning to C7LP/RLS for the entire site which Council has advance to 3<sup>rd</sup> reading.

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/rls - 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/rIs ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Lot Area	200 m <sup>2</sup>	4,476 m <sup>2</sup>
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 <sup>①</sup>
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* <sup>②</sup>
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)* <sup>③</sup>
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 <sup>2</sup>	4,365.76 m <sup>2</sup>
Loading Space	8 spaces	3 spaces <sup>④</sup>
<p>① Indicates a requested variance to the maximum height of buildings and structures from 22.0m permitted to 83.995m proposed.</p> <p>② 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>③ 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.**<sup>1</sup> 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.**<sup>2</sup>

**Public Space.**<sup>3</sup> 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.

<sup>1</sup> City of Kelowna Official Community Plan, Policy 5.3.2 (Development Process).

<sup>2</sup> City of Kelowna Official Community Plan, Objective 5.5 (Development Process).

<sup>3</sup> City of Kelowna Official Community Plan, Policy 5.8.1 (Development Process).



**Ensure that Urban Centres develop as vibrant commercial nodes.**<sup>4</sup>

**Encourage uses and commercial ventures that promote local tourism.**<sup>5</sup>

**Visitor Accommodation.**<sup>6</sup> 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

**Sustainable Prosperity.**<sup>7</sup> 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.**<sup>8</sup> 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.**<sup>9</sup> 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.**<sup>10</sup> Limit the number of taller buildings on any long blocks (typ. 270m long) to 5 towers per block.

**Willow Inn Site.**<sup>11</sup> 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.**<sup>12</sup> 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.

<sup>4</sup> City of Kelowna Official Community Plan, Objective 5.25 (Development Process).

<sup>5</sup> City of Kelowna Official Community Plan, Objective 5.26 (Development Process).

<sup>6</sup> City of Kelowna Official Community Plan, Policy 5.26.2 (Development Process).

<sup>7</sup> City of Kelowna Official Community Plan, Policy 8.1.1 (Economic Development).

<sup>8</sup> City of Kelowna Downtown Plan, Policy 12.

<sup>9</sup> City of Kelowna Downtown Plan, Policy 13.

<sup>10</sup> City of Kelowna Downtown Plan, Policy 14.

<sup>11</sup> City of Kelowna Downtown Plan, Policy 15.

<sup>12</sup> City of Kelowna Downtown Plan, Policy 30.

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**

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.

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

Date of OCP Amendment and Rezoning Consideration: June 24, 2014

**Report prepared by:**

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Ryan Smith, Urban Planning Manager

**Approved for Inclusion:**



D. Gilchrist, Div. Dir. Of Community Planning & Real Estate

**Attachments:**

Subject Property Map

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

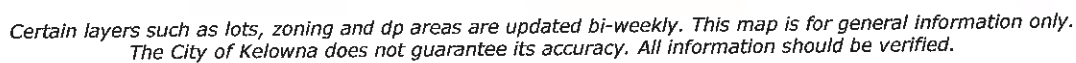
Transportation Impact Analysis

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



## **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”.

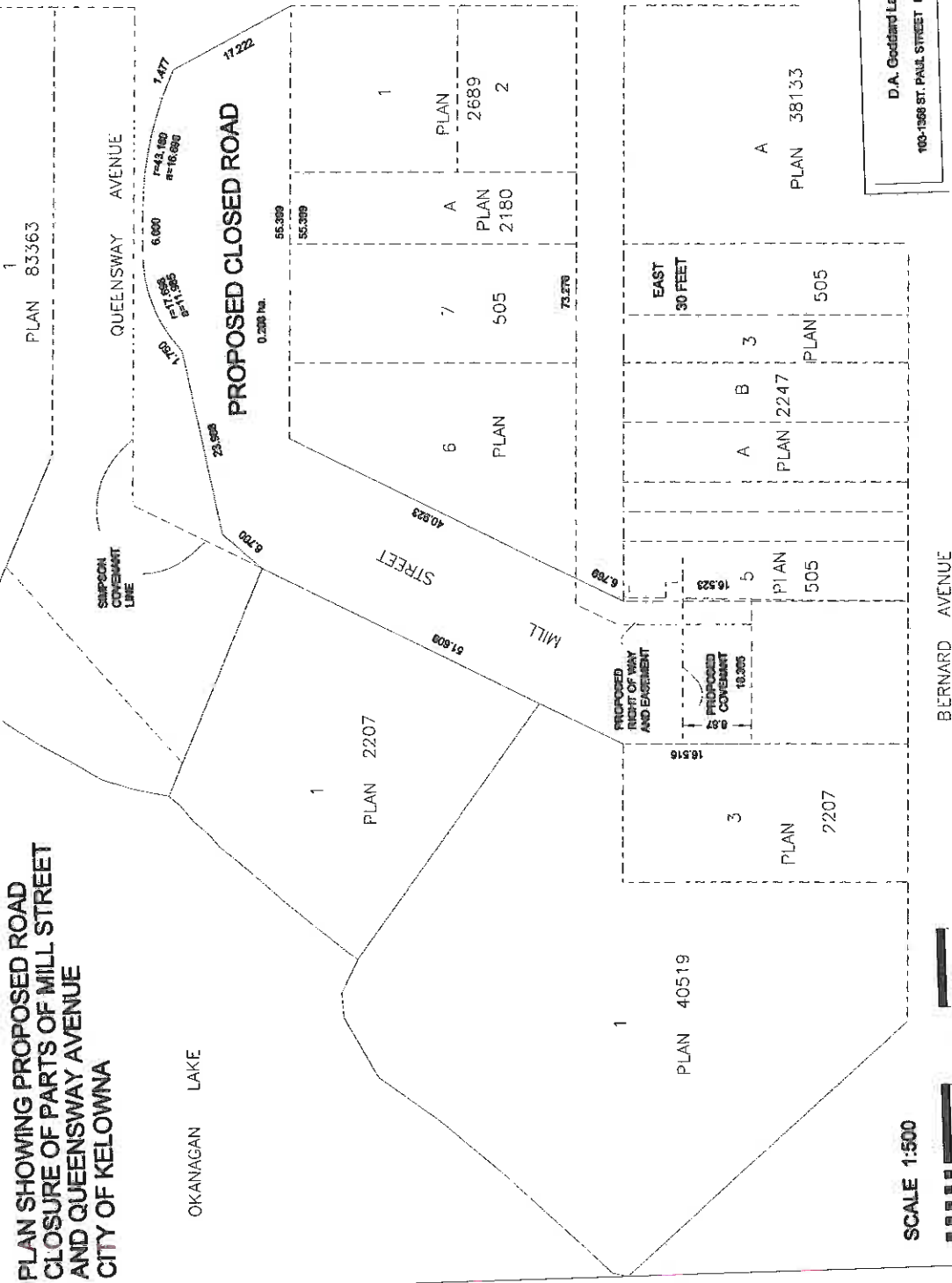
The proposed hotel will increase commercial activity on the waterfront, stimulate year-round use and create a vibrant and energetic public realm which supports both existing and new open spaces. This will have the added benefit of responding to public concern for an increased sense of safety in this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

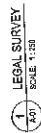
OKANAGAN LAKE



SCALE 1:500



D.A. Goddard Land Surveying Inc.  
100-1368 ST. PAUL STREET KELOWNA PHONE 733-3733

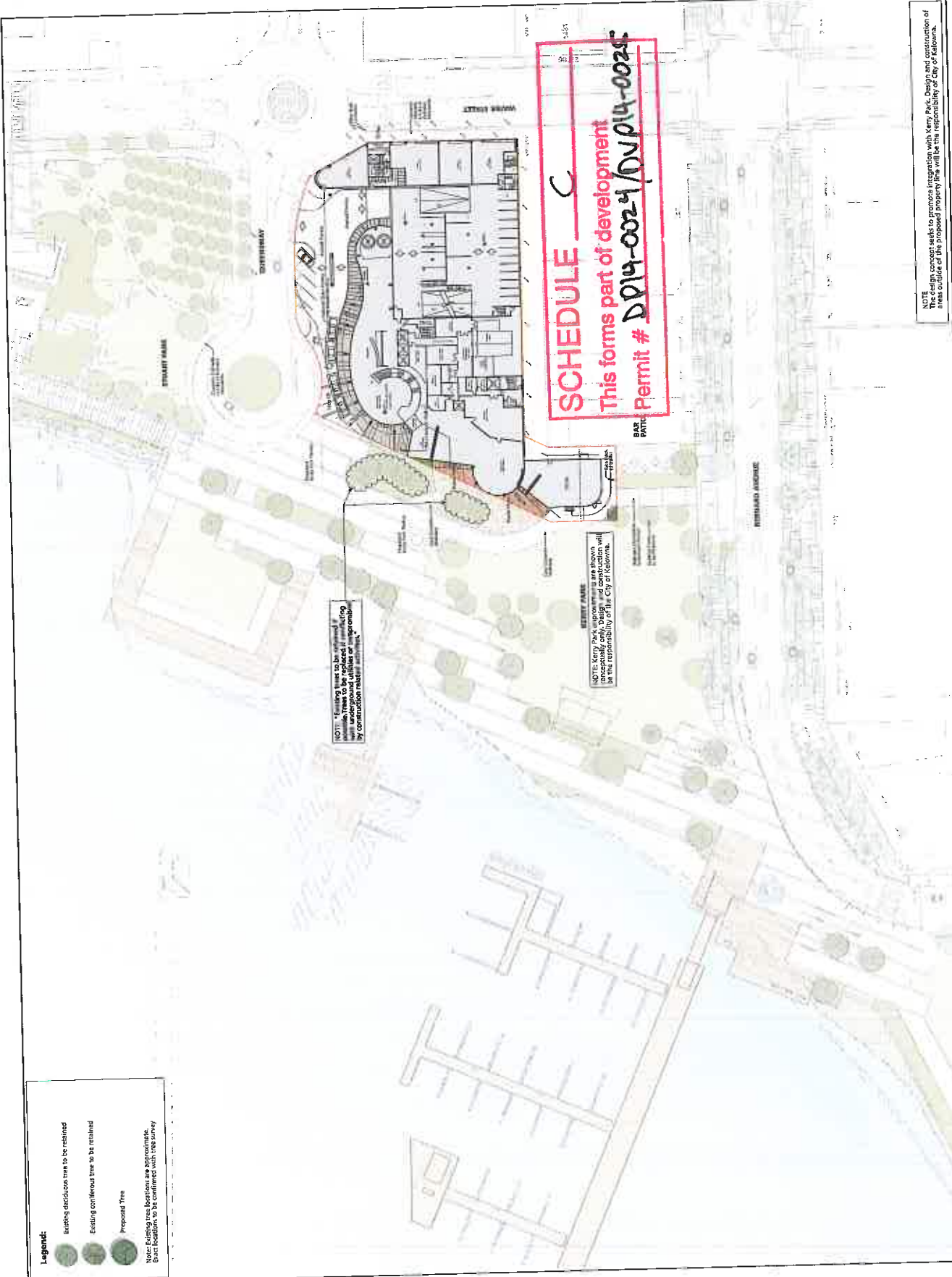


LEGAL SURVEY  
Kelowna Downtown Hotel  
Kelowna, BC

A-01  
2014/02/04  
PROJECT 160013

**kasian**





P+A

Project: Kelowna  
 Location: Kelowna, BC  
 Date: 01/20/2014  
 Drawn by: J.M./J.P.  
 Checked by: J.P.  
 Scale: 1:200  
 Sheet No: 1-001

2. Re-Board for G.P.  
 1. Board for D.P.  
 03/05/2014  
 02/04/2014

Westcorp  
 Kelowna  
 Mill Street Hotel

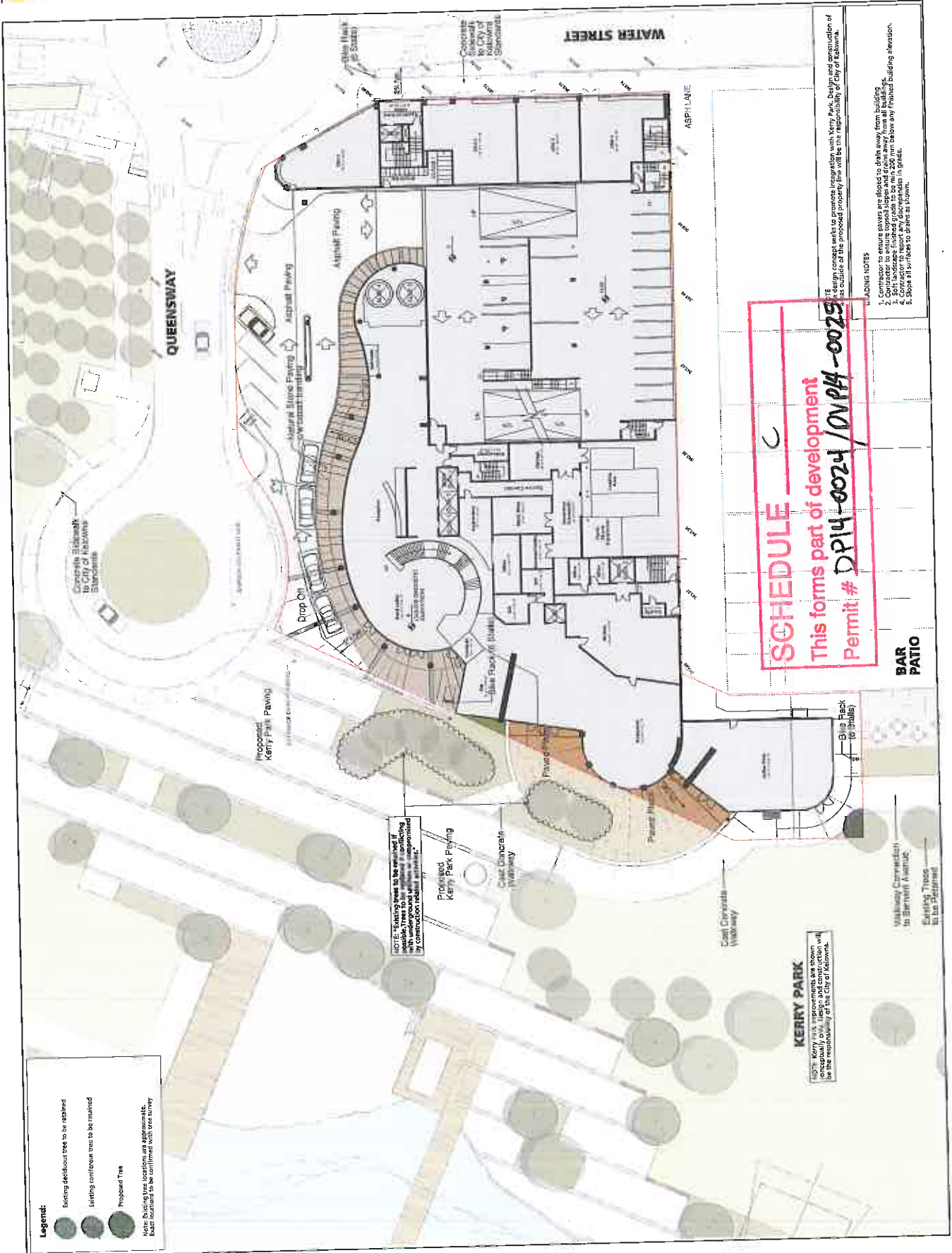
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 Kelowna  
 Mill Street Hotel

Drawing Title:  
 Ground Level  
 Landscape Plan

Project No.:  
 01/20/2014

Scale:  
 1:200

L-1.0





P+A

Project: Kelowna  
 Location: Kelowna, BC  
 Date: 08/05/2014  
 Drawn By: JMB / JPB  
 Checked By: JMB / JPB  
 Scale: 1:200  
 Sheet No.: L-1.1

2. Re-Draw for DP  
 1. Re-Draw for DP  
 Project No.: 0805/2014  
 Revision No.: 02/04/2014

Client: Westcorp  
 Project Title: Kelowna Mill Street Hotel  
 Drawing Title: Level 2/ Level 3 Landscape Plan

Project No.: 0805/2014  
 Revision No.: 02/04/2014  
 Client: Westcorp  
 Project Title: Kelowna Mill Street Hotel  
 Drawing Title: Level 2/ Level 3 Landscape Plan

Project No.: 0805/2014  
 Revision No.: 02/04/2014  
 Client: Westcorp  
 Project Title: Kelowna Mill Street Hotel  
 Drawing Title: Level 2/ Level 3 Landscape Plan

Project No.: 0805/2014  
 Revision No.: 02/04/2014  
 Client: Westcorp  
 Project Title: Kelowna Mill Street Hotel  
 Drawing Title: Level 2/ Level 3 Landscape Plan

Project No.: 0805/2014  
 Revision No.: 02/04/2014  
 Client: Westcorp  
 Project Title: Kelowna Mill Street Hotel  
 Drawing Title: Level 2/ Level 3 Landscape Plan

Project No.: 0805/2014  
 Revision No.: 02/04/2014  
 Client: Westcorp  
 Project Title: Kelowna Mill Street Hotel  
 Drawing Title: Level 2/ Level 3 Landscape Plan

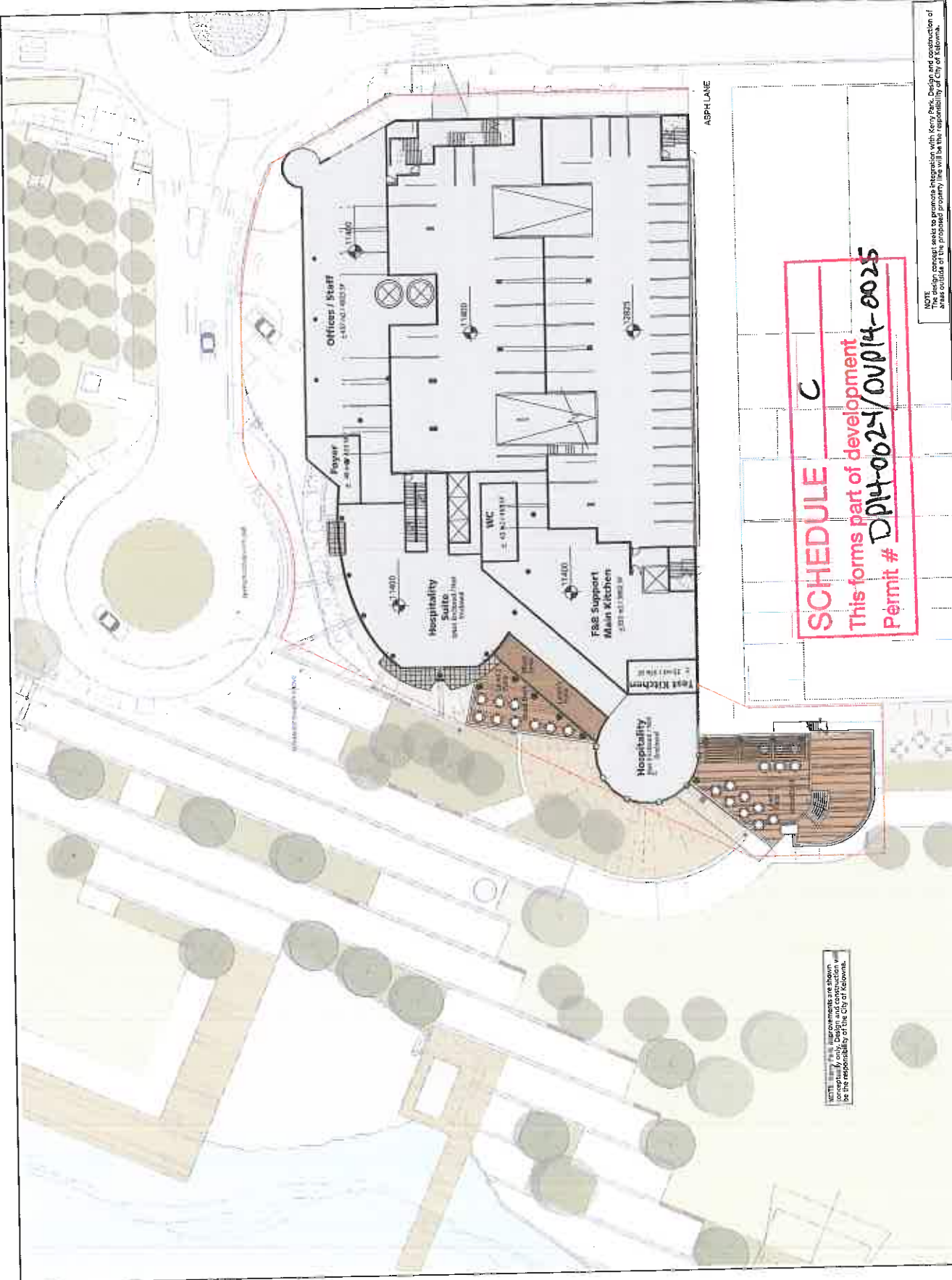
Project No.: 0805/2014  
 Revision No.: 02/04/2014  
 Client: Westcorp  
 Project Title: Kelowna Mill Street Hotel  
 Drawing Title: Level 2/ Level 3 Landscape Plan

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Project No.: 0805/2014  
 Revision No.: 02/04/2014  
 Client: Westcorp  
 Project Title: Kelowna Mill Street Hotel  
 Drawing Title: Level 2/ Level 3 Landscape Plan



P+A

Per: - KERRY  
 Date: 2014-09-10  
 Location: Kelowna, BC V1Y 1S2  
 Project: Mill Street Hotel  
 Drawing: L-1.2  
 Scale: 1:200

2. Released for DP 08/07/14  
 1. Issued for DP 03/07/14  
 Project No. 0807014

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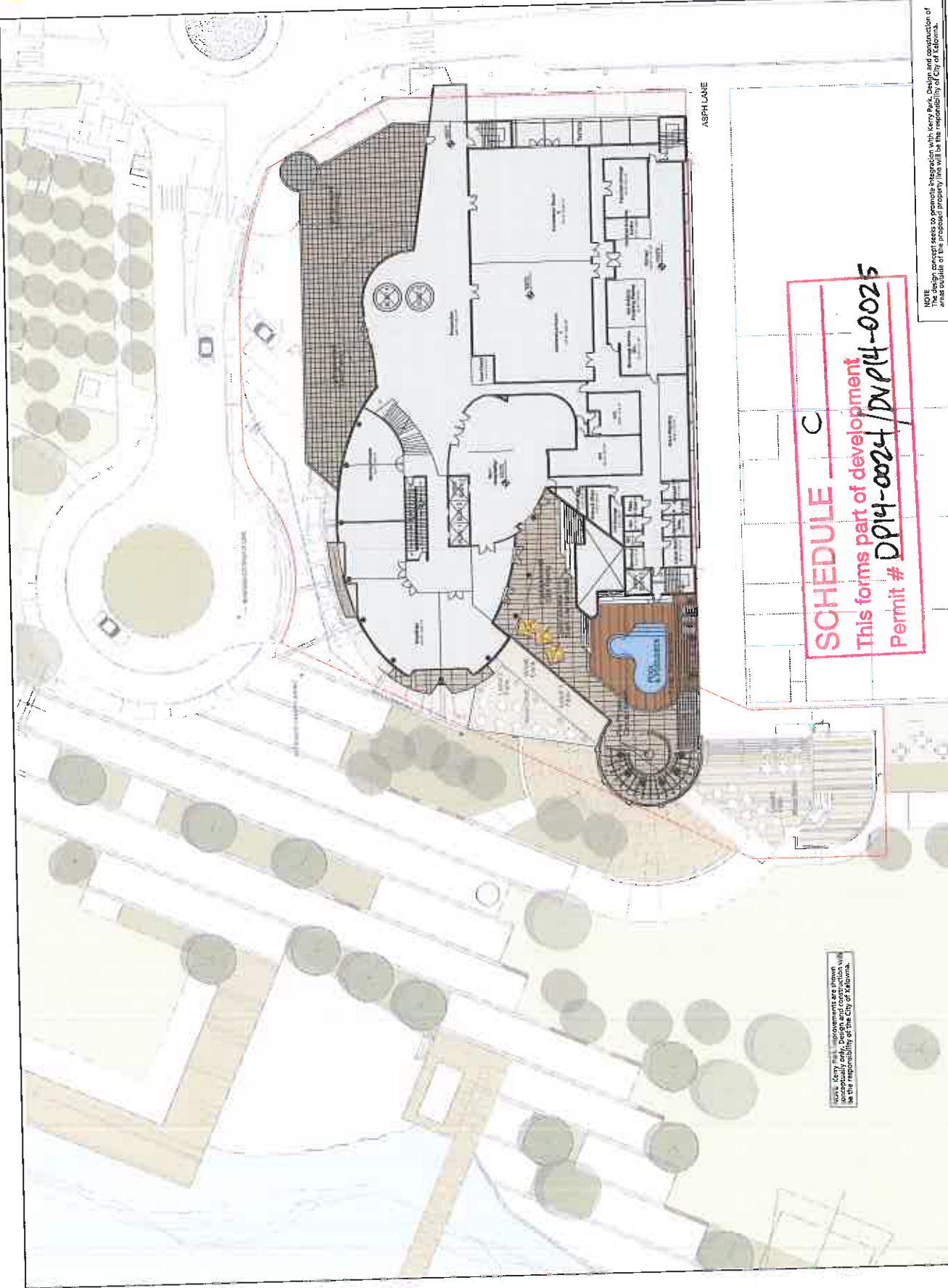


Project Title: Kelowna Mill Street Hotel

Drawing Title: Level 4 Landscape Plan

Project No.	0807014
Drawn By	JH / JP
Checked By	JP
Date	12/01/14
Scale	1:200
Sheet No.	14-001

L-1.2



**SCHEDULE C**  
 This forms part of development  
 Permit # DP14-0024 / DP14-0025

NOTE: Kerry Park & Associates Inc. is not responsible for the design and construction of any improvements shown on this drawing which are the responsibility of the City of Kelowna.

NOTE: Kerry Park & Associates Inc. is not responsible for the design and construction of any improvements shown on this drawing which are the responsibility of the City of Kelowna.

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Plan + Section  
 2024-04-15  
 2024-04-15  
 2024-04-15

2. Referred for DP  
 1. Issued for DP  
 08/06/2014  
 02/04/2014

Westcorp  
 Kelowna  
 Mill Street Hotel

Level 5  
 Landscape Plan

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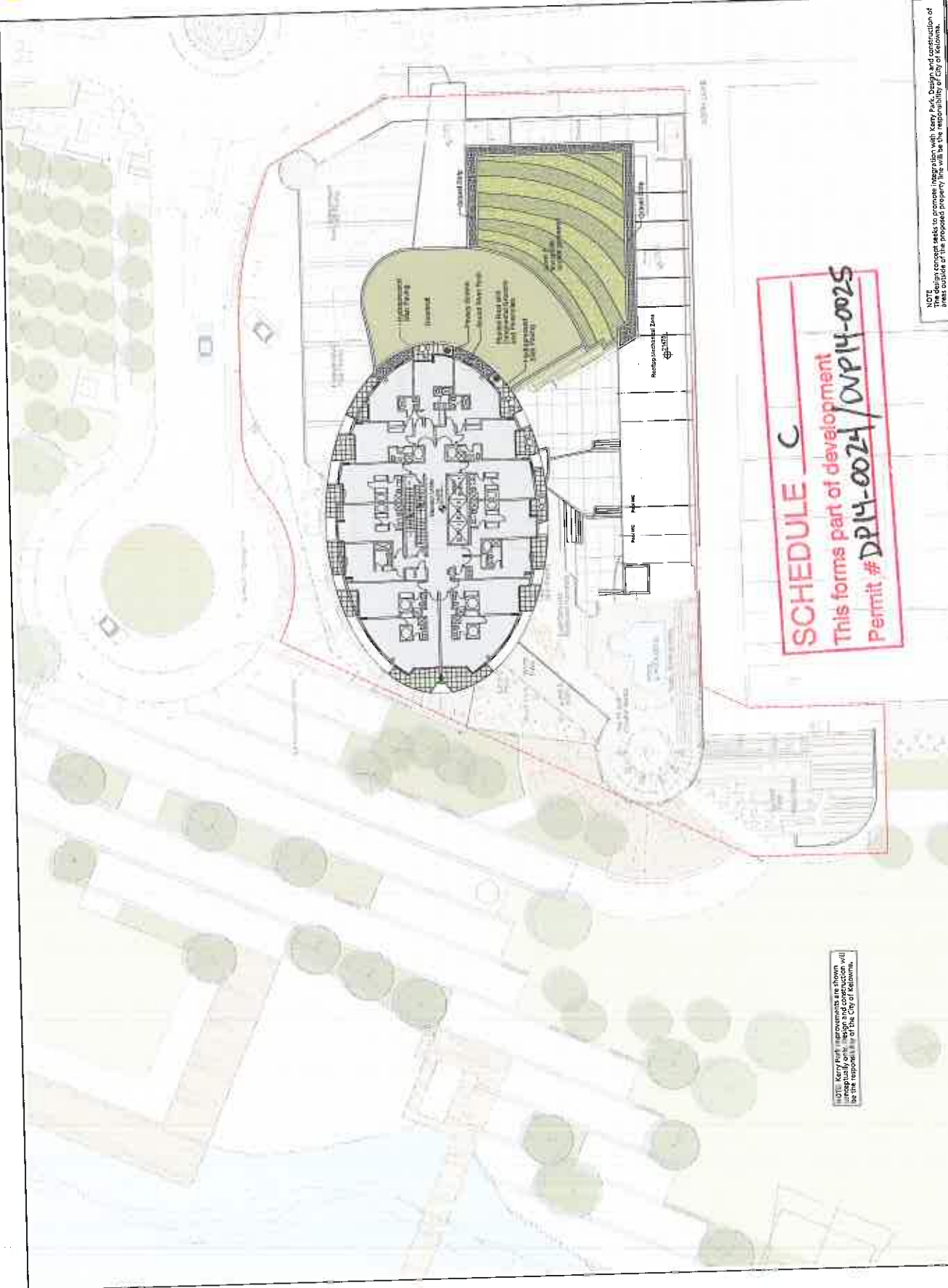
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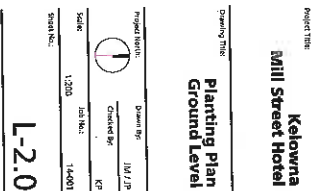
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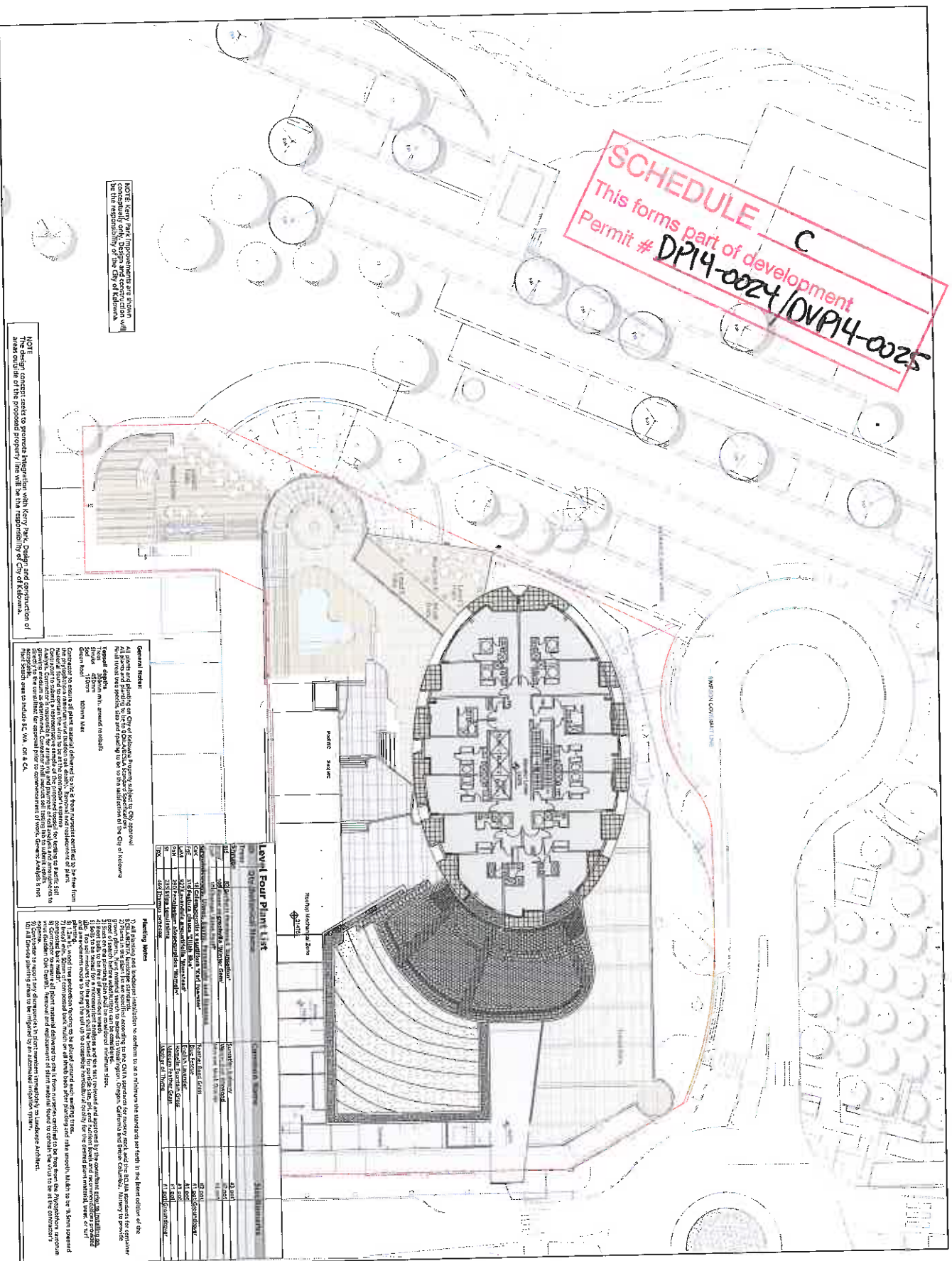


**SCHEDULE**  
This forms part of development  
Permit # DP14-0024 / DVP14-0025

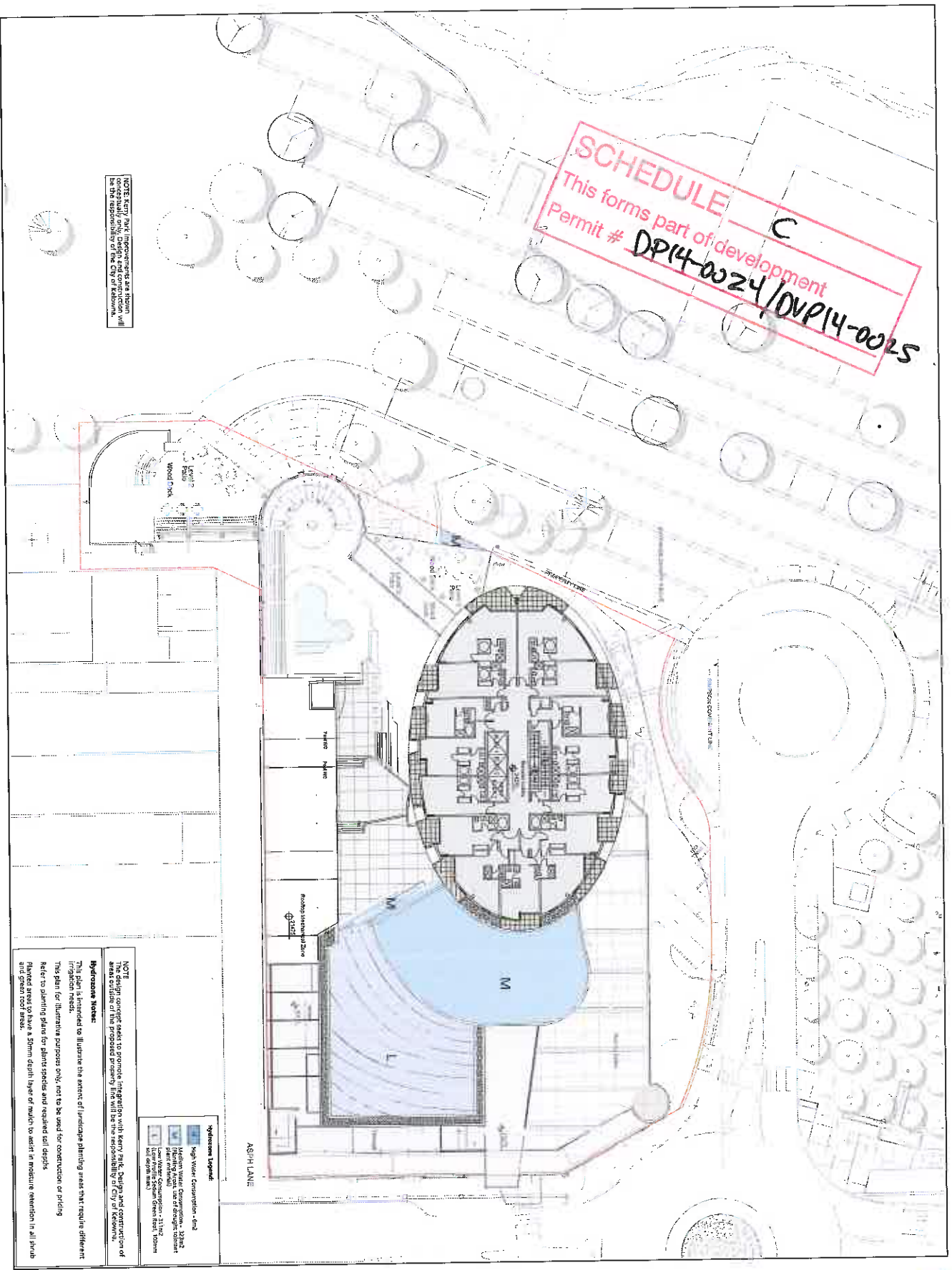


**NOTE:** Kerry Park Improvements are shown conceptually only. Design and construction will be the responsibility of the City of Kelowna.

**NOTE**  
The design concept seeks to promote integration with Kerry Park. Design and construction of areas outside of the proposed property line will be the responsibility of City of Kellowna.

[illegible][illegible]

**SCHEDULE C**  
 This forms part of development  
 Permit # DP14-0024 / OVP14-0025



NOTE: SCOT, 7/14/14. Improvements are shown conceptually only. Design and construction will be the responsibility of the City of Kelowna.

NOTE: The design concept seeks to promote integration with heavy traffic, design and construction of areas outside of the proposed property line will be the responsibility of City of Kelowna.

**Hydrozone Notes:**  
 This plan is intended to illustrate the extent of landscape planning areas that require different irrigation needs.  
 Refer to planting plans for plant species and required soil depths.  
 Planted areas to have a 30mm depth layer of mulch to assist in moisture retention in all shade and green roof areas.

**Hydrozone Legend:**

Blue	High Water Consumption - 400mm
Light Blue	Medium Water Consumption - 300mm
White	Low Water Consumption - 200mm
Green	Green Roof - 100mm



**Kelowna Mill Street Hotel**

**Water Conservation and Irrigation - All Levels**

Project Name	Project No.	Drawn By	Checked By
Kelowna Mill Street Hotel	1000	JM / JP	JP
Date	10/10/2014	Scale	1:1000
Sheet No.	L-3.0		

**2. Related to DP**  
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 100. Related to DP



P+A

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 Fax: 303.988.1112  
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# SCHEDULE C

This forms part of development  
 Permit # **DP14-0024 / DVP 14-0025**

2. Referred to DP 09/06/2014

1. Referred to DP 03/06/2014

Referred to DP 03/06/2014

Date

09/06/2014

03/06/2014

03/06/2014

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Stone Paving with Basalt Banding



Terrace Fire Pit



Hydrexpressed Slab Paving



Rooftop Terrace With Seating & Trellis



Sedum Greenroof



Greenroof Planting Patterns



Hydrexpressed Slab Paving



Pool With Wood Dock



Movable Seating



Echinacea purpurea  
 piluladonna



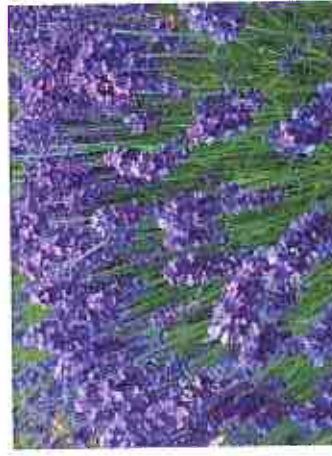
Buxus sempervirens



Thymus praecox



Berberis sunjoy citius



Lavender



Festuca glauca



Black Mondo Grass



Ornamental Grasses



Round River Rock



Stipa tenuissima



Pennisetum



Echinacea 'Green Jewel'



Pennisetum alopecuroides 'Hamel'

Westcorp

Kelowna  
 Mill Street Hotel

Landscaping  
 Precedent Images

Project Name	Deanna Biss	IM / JP
Client	Westcorp	JP
Scale	1:100	1:100
Sheet No.		

L-4.0









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 Korn 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

#### VIEW DESCRIPTION

This view of the project illustrates how the proposed tower and podium interface with Kerry Park with the rounded 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 conference centre ensures an attractive view from hotel rooms while conference 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'Byrne's Pub. The final terrace is scaled so as to be at the same height or lower than the second storey Kelly O'Byrne's pub, providing a respectful integration with the adjacent property owner. The variety of form, texture, 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 rotunda addresses Kerry Park, complementing the form of the tower and providing a landmark on the pedestrian edge, as well as a 'lantern' at night.



#### VIEW DESCRIPTION

This view highlights the variety of hotel scale and form that addresses Kerry Park, from the elegance and slenderness of the tower, to the rotunda which provides the element around which the various hotel forms are composed. The verticality of the fireplace chimney is the anchor point for the scale transition towards Bernard Ave and Kelly O'Byrne'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 tower form anchors the development and marks the entry to the hotel at the foot of Queenway 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' rotunda creating a highly visible focal 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 achieve the development with a uniquely Kelowna sense of place.





#### 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 hours, the transition between the indoor and outdoor activities of the hotel and park. The wood theme structures of the porte cochere 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 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 Yacht 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 cochere 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 terrace serving the conference center.



#### 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 mixed-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 round feature gestures towards City Hall at the corner of the intersection and marks the transition to the conference center. The rounda transforms vertically to create an interesting view point from the conference terrace level on the podium rooftop. A dramatic cantilever feature spans 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 'yaleidscap' view of the city. Palcos and decos animate 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 180013

**Kasian**

**Westcorp**



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 podium 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 trails featured at the top, together with the curving form of the rotunda 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 jenny shopping 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'Bryens 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.



Nighttime View from the Marina  
Kelowna Downtown Hotel  
Kelowna, BC

A-39  
2014/02/04  
PROJECT 160013

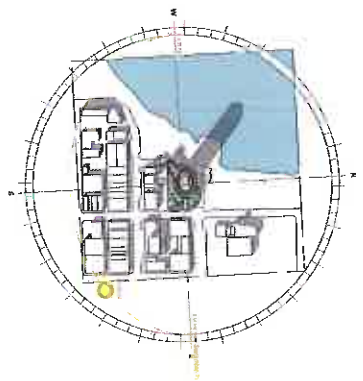
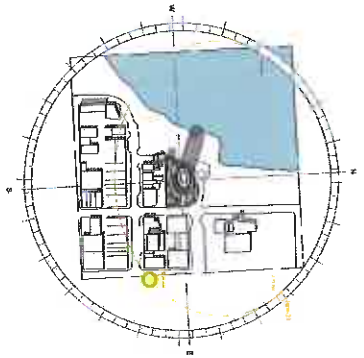
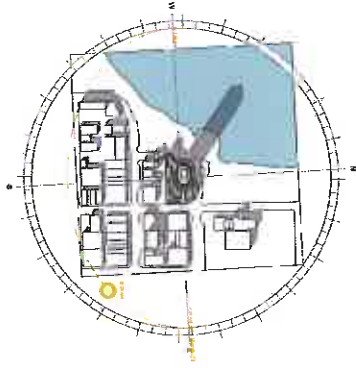
**Kasian**

MARCH 21

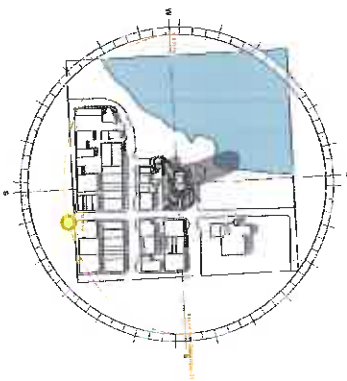
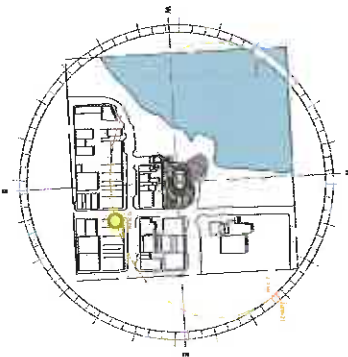
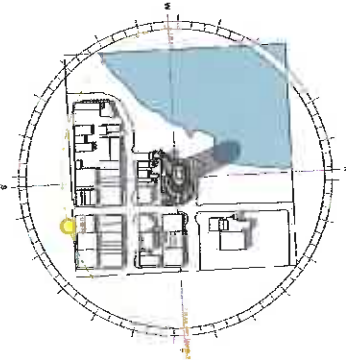
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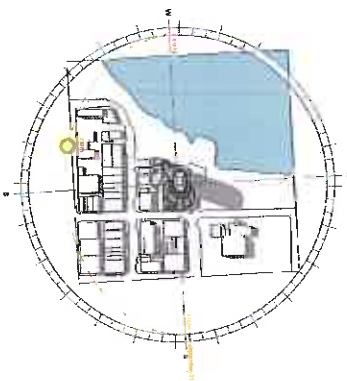
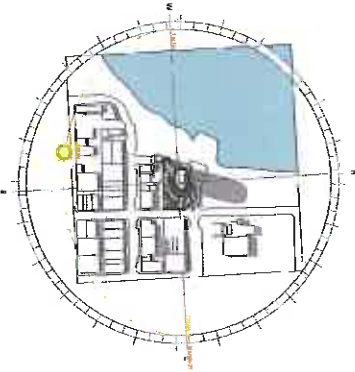
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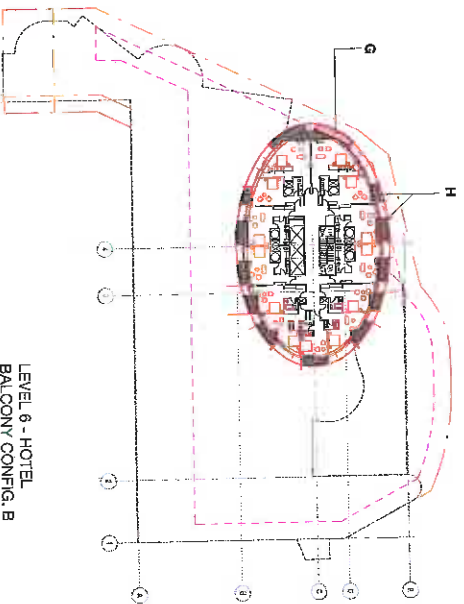
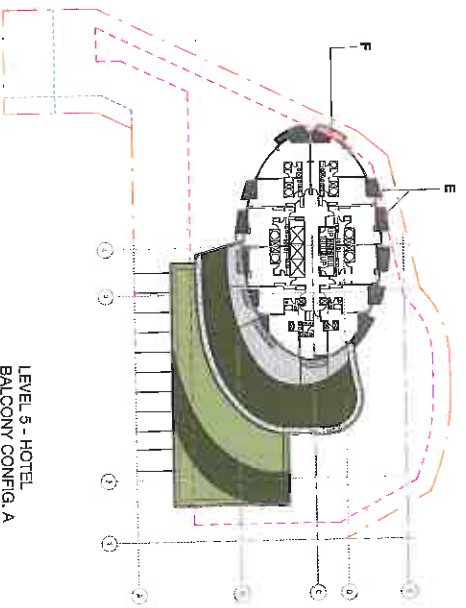
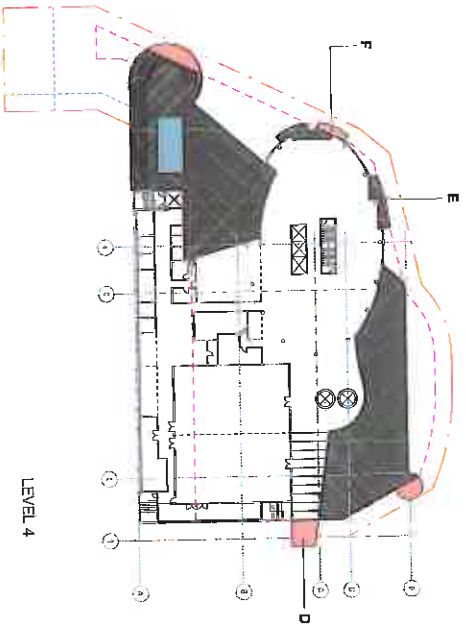
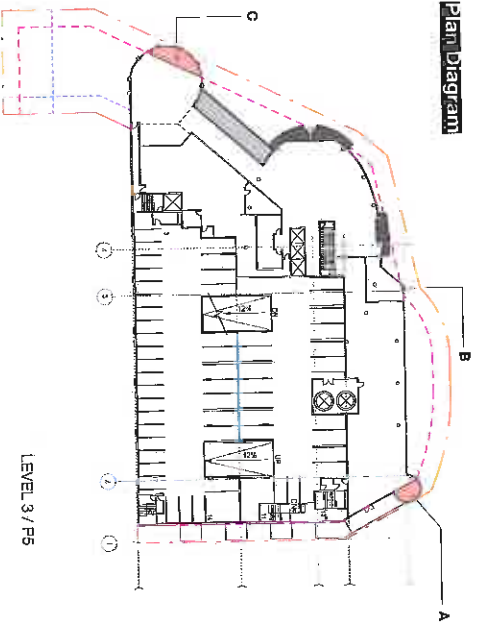
# References and Assumptions

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

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

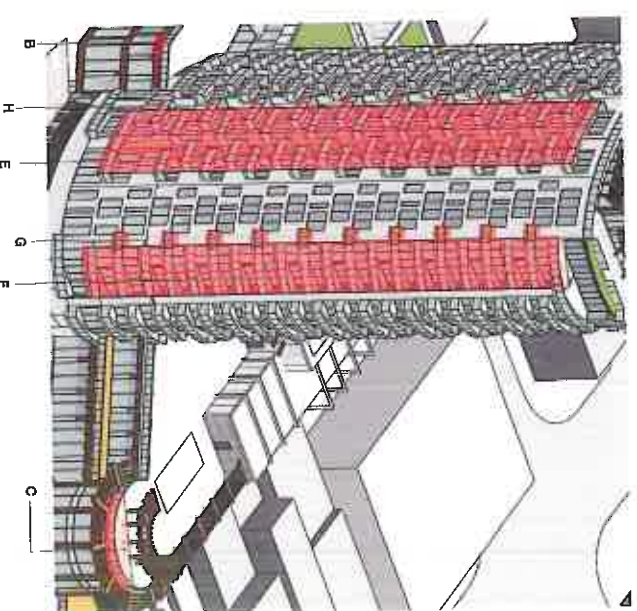
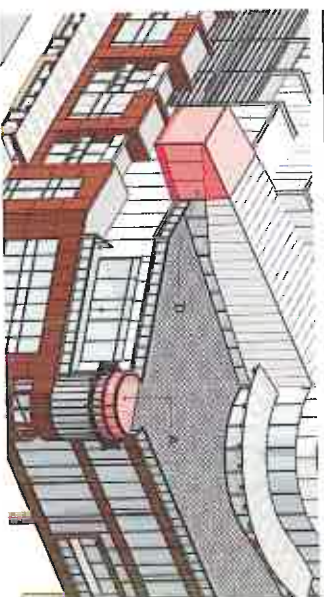
Bylaw Reference: **Consolidated Zoning Bylaw No. 9000, C7 - Central Business Commercial, 14.7.5 Development Regulations, Section (e):** "Any portion of a building above 15 metres in height must be a minimum of 3.0m from any property line abutting a street, as shown on C7 - Diagram B attached to this bylaw. The above setbacks will be measured from the nearest exterior building face, exclusive of unenclosed balconies."

## Plan Diagram



## C7 - Proposed Setback Variances above 15m

### Proposed Setback Variances



C7 - Proposed Setback Variances above 15m  
Kelowna Downtown Hotel  
Kelowna, BC


A-40  
2014/02/04  
PROJECT 160013





## C7 - Proposed Setback Variances above 22m

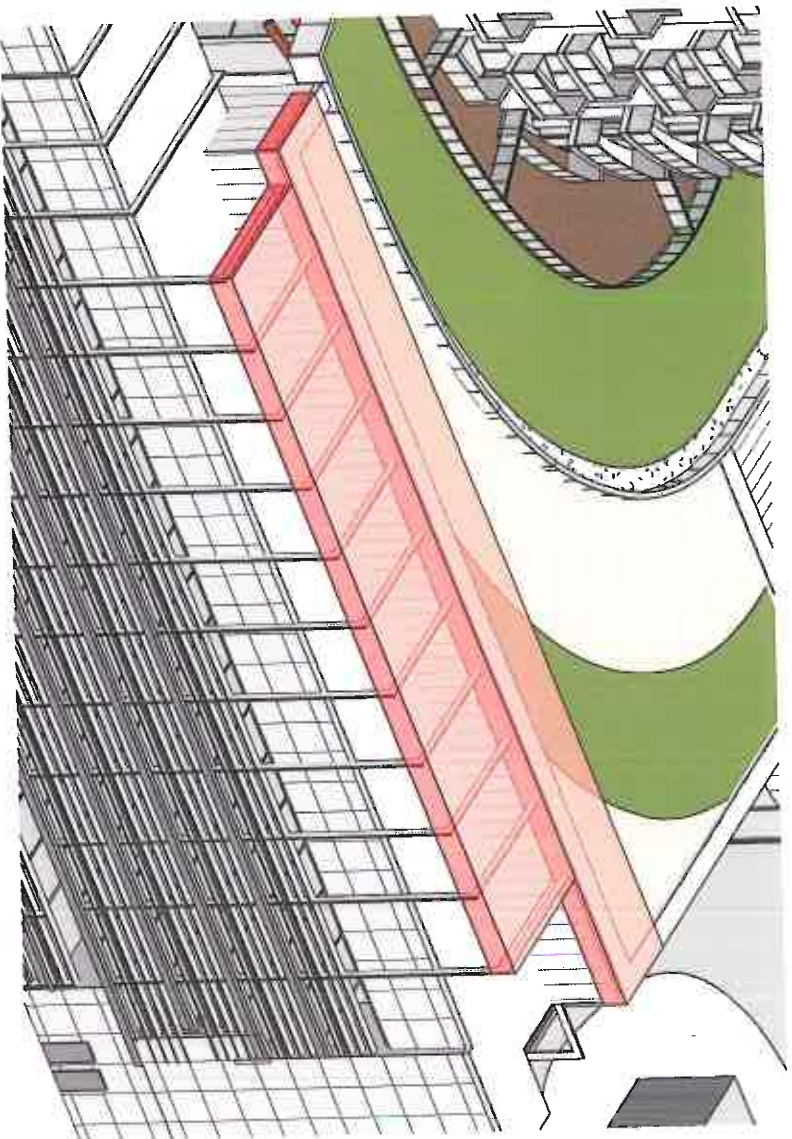
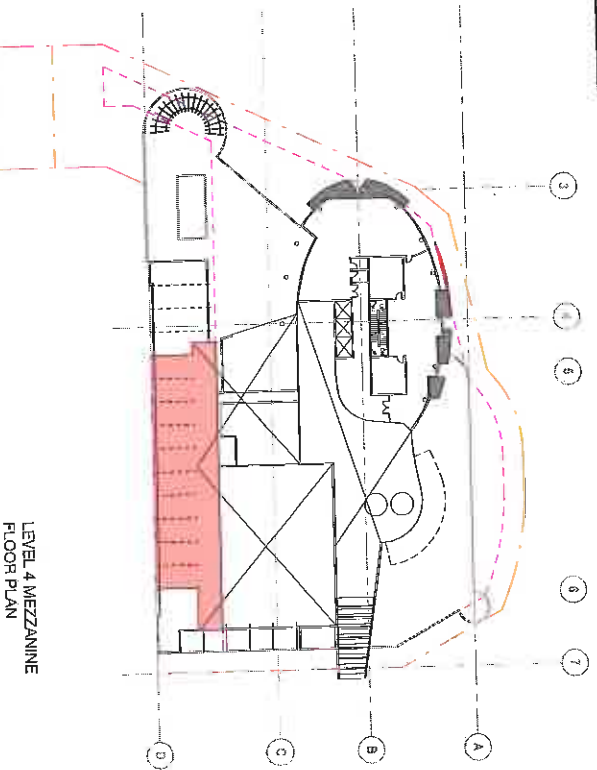
### References and Assumptions

 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

A-41  
 2014/02/04  
 PROJECT 160013



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

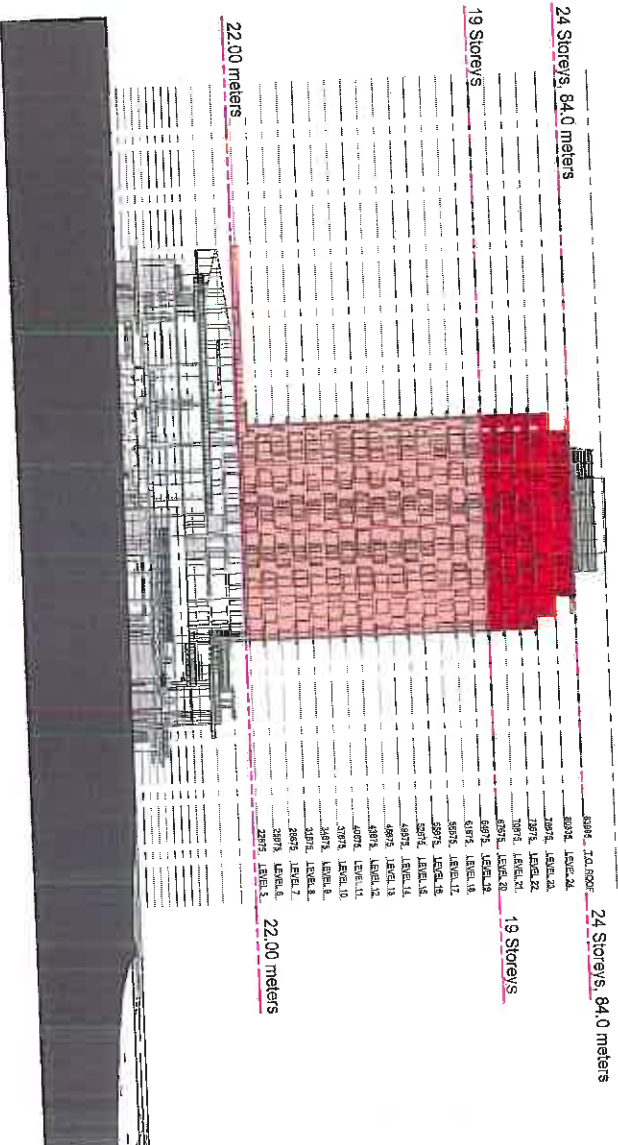
## References and Assumptions

- Areas representing encroachment into 22.0m maximum building height.
- Areas representing encroachment above 19 Storey in building height.
- Bylaw Reference: **Consolidated Zoning Bylaw No. 8000, C7 - Central Business Commercial, 14.7.5 Development Regulations, Section (d):** "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."

## C7 Proposed Building Height Variance

- Proposed Tower Height for Hotel Tower:  
To vary the maximum building height for tower from 22 m to 81.5m

## Elevation Diagram



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

A-42  
2014/02/04  
PROJECT 160073





# Grant Thornton

An instinct for growth™

Westcorp  
#300 - 1460 Pandosy Street  
Kelowna, BC  
V1Y 1P3

Attn: Gail Temple, Director of Development

January 30, 2014

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 ( $\pm$ \$65 million); and,

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- 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	Employment		GDP	Output
Impacts	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	Employment		GDP	Output
Annual Impacts	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

*Grant Thornton LLP*

Doug Bastin, CMC  
Partner, Grant Thornton Consulting

Mill Street Hotel, Kelowna, BC  
Transportation Impact Assessment  
Draft Report

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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 m<sup>2</sup> (7,319 square feet) of restaurant and cafe space, 1,684 m<sup>2</sup> (18,126 square feet) of conference space, and four Commercial Retail Units that total 378 m<sup>2</sup> (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 <sup>th</sup> , 2012	City of Kelowna
Water Street & Queensway	November 10, 2011	City of Kelowna
Water Street & Site Lane	February 6 <sup>th</sup> , 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 <sup>2</sup>
Coffee Shop	207 m <sup>2</sup>
Conference	1,684 m <sup>2</sup>
Retail (four units)	378 m <sup>2</sup>

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 <sup>2</sup> )	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 <sup>2</sup> )	AM	Included in Hotel Rate*	-	-	-	0	0	0
		PM		-	-	-	0	0	0
		Sat		-	-	-	0	0	0
Commercial Retail Units	4,069 sq.ft. (378m <sup>2</sup> )	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 generated 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 &amp; Water

Intersection	Overall Intersection			Critical Movement			
	Average Delay (sec.)	V/C	LOS	Movement	V/C	LOS	Delay (sec.)
<b>AM Background 2025</b>							
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
<b>AM Total 2025</b>							
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
<b>PM Background 2025</b>							
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
<b>PM Total 2025</b>							
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 95<sup>th</sup> 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 <sup>2</sup>	473 m <sup>2</sup>	6.2	C7 Zone Parking Requirement
Coffee Shop	1.3 per 100m <sup>2</sup>	207 m <sup>2</sup>	2.7	C7 Zone Parking Requirement
Conference	1.3 per 100m <sup>2</sup>	1,684 m <sup>2</sup>	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 <sup>2</sup>	378 m <sup>2</sup>	4.9	C7 Zone Parking Requirement
		<b>Required</b>	<b>250</b>	Round up as per bylaw
		<b>Provided</b>	<b>242</b>	
		<b>Difference</b>	<b>-8</b>	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 100m<sup>2</sup> 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 <sup>2</sup>	6	3	6	6
Coffee Shop	207 m <sup>2</sup>	3	3	3	3
Conference	1,684 m <sup>2</sup>	22	22	22	22
Hotel	214 rooms	139	139	97	125
Retail - 4 units	378 m <sup>2</sup>	5	0	5	3
<b>Totals</b>	-	<b>175 vehicles</b>	<b>167 vehicles</b>	<b>133 vehicles</b>	<b>159 vehicles</b>

**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 95<sup>th</sup> 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 20<sup>th</sup>, 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 greatly 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.



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**CITY OF KELOWNA**

**MEMORANDUM**

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**Date:** April 28, 2014  
**File No.:** DP14-0024  
**To:** Urban Planning (JM)  
**From:** Development Engineer Manager (SM)  
**Subject:** 235 Queensway Ave, 1470 & 1476 Water Street

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

**1. General.**

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

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Steve Muenz, P. Eng.  
Development Engineering Manager

SS

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## CITY OF KELOWNA

# MEMORANDUM

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**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

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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.

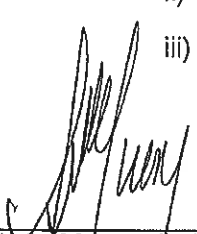
11. Geotechnical Report

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



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**CITY OF KELOWNA**

**MEMORANDUM**

---

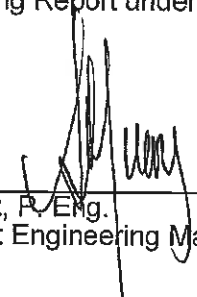
**Date:** April 28, 2014  
**File No.:** OCP14-0005  
**To:** Urban Planning (JM)  
**From:** Development Engineer Manager (SM)  
**Subject:** 235 Queensway Ave, 1470 & 1476 Water Street

---

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"  
2<sup>nd</sup> 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:**

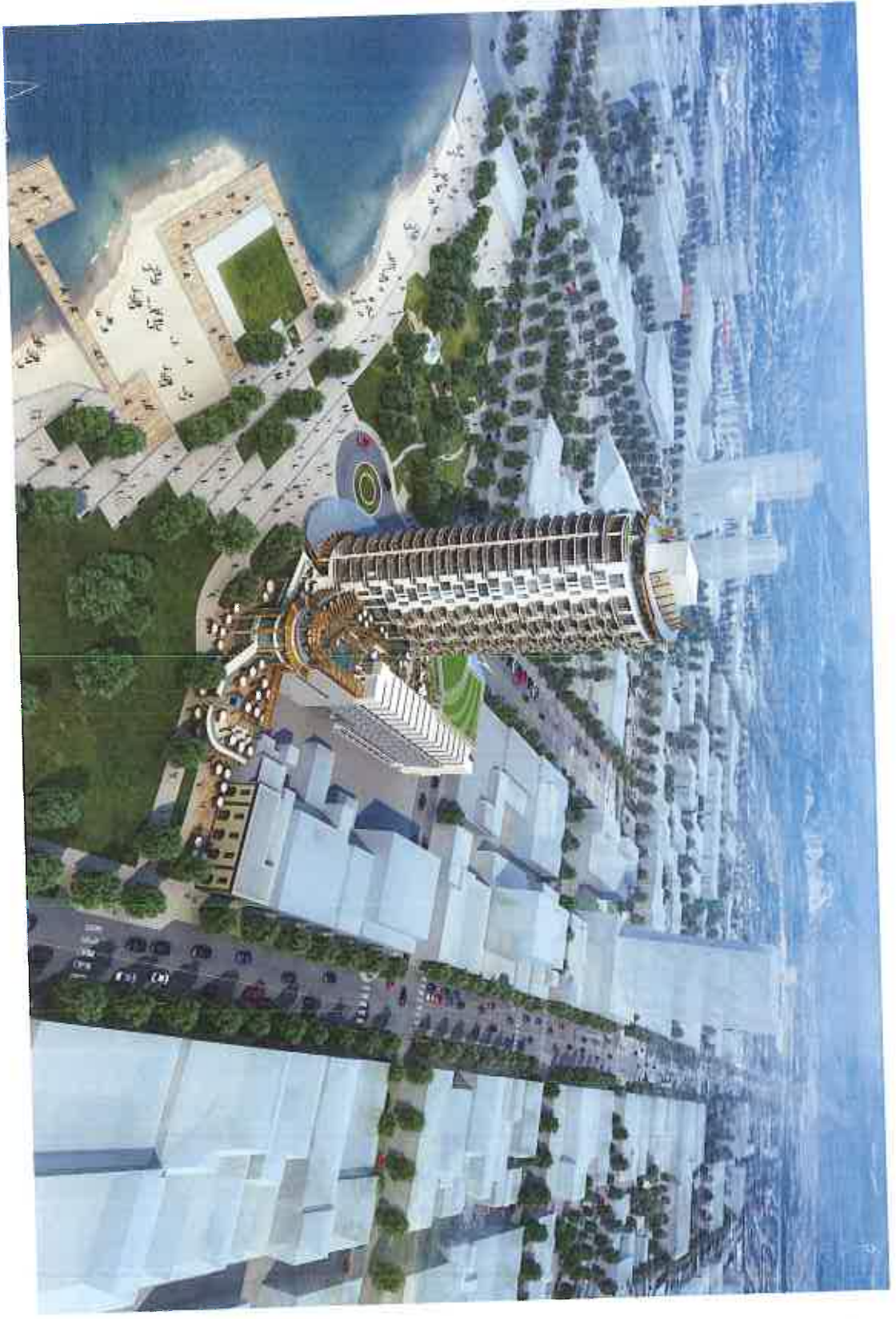
- Construction fire safety plan is required to be submitted and reviewed prior to construction and updated as required.
- Engineered Fire Flow calculations are required to determine Fire Hydrant requirements as per the City of Kelowna Subdivision Bylaw #7900.
- A visible address must be posted as per 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.

**LEGAL ADDRESS:**

235 QUEENSWAY AVE – 3 parcels  
LOT A DL139 PLAN 2180  
LOTS 6 AND 7 ODVD PLAN 505  
1470 – 1476 WATER ST  
LOTS 1 AND 2 DL139 ODVD PLAN 2598

**CMIC ADDRESS:**

Development, Rezoning and OCP Amendment  
Application covering the following Properties:  
235 QUEENSWAY AVE, 1470 WATER ST. AND  
1476 WATER ST., KELOWNA, BC



**DRAWING LIST**

A-00	COVER PAGE
A-01	GENERAL NOTES
A-02	CONTRACT PLAN 1, ZONING ANALYSIS TABLE
A-03	CONTRACT PLAN 2, SITE LAYOUT
A-04	CONTRACT PLAN 3, CONSTRUCTION DETAILS
A-05	LEVEL 1, 1ST FLOOR PLAN
A-06	LEVEL 2, 2ND FLOOR PLAN
A-07	LEVEL 3, 3RD FLOOR PLAN
A-08	LEVEL 4, 4TH FLOOR PLAN
A-09	LEVEL 5, 5TH FLOOR PLAN
A-10	LEVEL 6, 6TH FLOOR PLAN
A-11	LEVEL 7, 7TH FLOOR PLAN
A-12	LEVEL 8, 8TH FLOOR PLAN
A-13	FLOOR TYPE 10-A
A-14	FLOOR TYPE 10-B
A-15	FLOOR TYPE 10-C
A-16	FLOOR TYPE 10-D
A-17	FLOOR TYPE 10-E
A-18	FLOOR TYPE 10-F
A-19	FLOOR TYPE 10-G
A-20	FLOOR TYPE 10-H
A-21	FLOOR TYPE 10-I
A-22	FLOOR TYPE 10-J
A-23	FLOOR TYPE 10-K
A-24	FLOOR TYPE 10-L
A-25	FLOOR TYPE 10-M
A-26	FLOOR TYPE 10-N
A-27	FLOOR TYPE 10-O
A-28	FLOOR TYPE 10-P
A-29	FLOOR TYPE 10-Q
A-30	FLOOR TYPE 10-R
A-31	FLOOR TYPE 10-S
A-32	FLOOR TYPE 10-T
A-33	FLOOR TYPE 10-U
A-34	FLOOR TYPE 10-V
A-35	FLOOR TYPE 10-W
A-36	FLOOR TYPE 10-X
A-37	FLOOR TYPE 10-Y
A-38	FLOOR TYPE 10-Z
A-39	FLOOR TYPE 10-AA
A-40	FLOOR TYPE 10-AB
A-41	FLOOR TYPE 10-AC
A-42	FLOOR TYPE 10-AD
A-43	FLOOR TYPE 10-AE
A-44	FLOOR TYPE 10-AF
A-45	FLOOR TYPE 10-AG
A-46	FLOOR TYPE 10-AH
A-47	FLOOR TYPE 10-AI
A-48	FLOOR TYPE 10-AJ
A-49	FLOOR TYPE 10-AK
A-50	FLOOR TYPE 10-AL
A-51	FLOOR TYPE 10-AM
A-52	FLOOR TYPE 10-AN
A-53	FLOOR TYPE 10-AO
A-54	FLOOR TYPE 10-AP
A-55	FLOOR TYPE 10-AQ
A-56	FLOOR TYPE 10-AR
A-57	FLOOR TYPE 10-AS
A-58	FLOOR TYPE 10-AT
A-59	FLOOR TYPE 10-AU
A-60	FLOOR TYPE 10-AV
A-61	FLOOR TYPE 10-AW
A-62	FLOOR TYPE 10-AX
A-63	FLOOR TYPE 10-AY
A-64	FLOOR TYPE 10-AZ
A-65	FLOOR TYPE 10-BA
A-66	FLOOR TYPE 10-BB
A-67	FLOOR TYPE 10-BB
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A-93	FLOOR TYPE 10-BB
A-94	FLOOR TYPE 10-BB
A-95	FLOOR TYPE 10-BB
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A-99	FLOOR TYPE 10-BB
A-100	FLOOR TYPE 10-BB



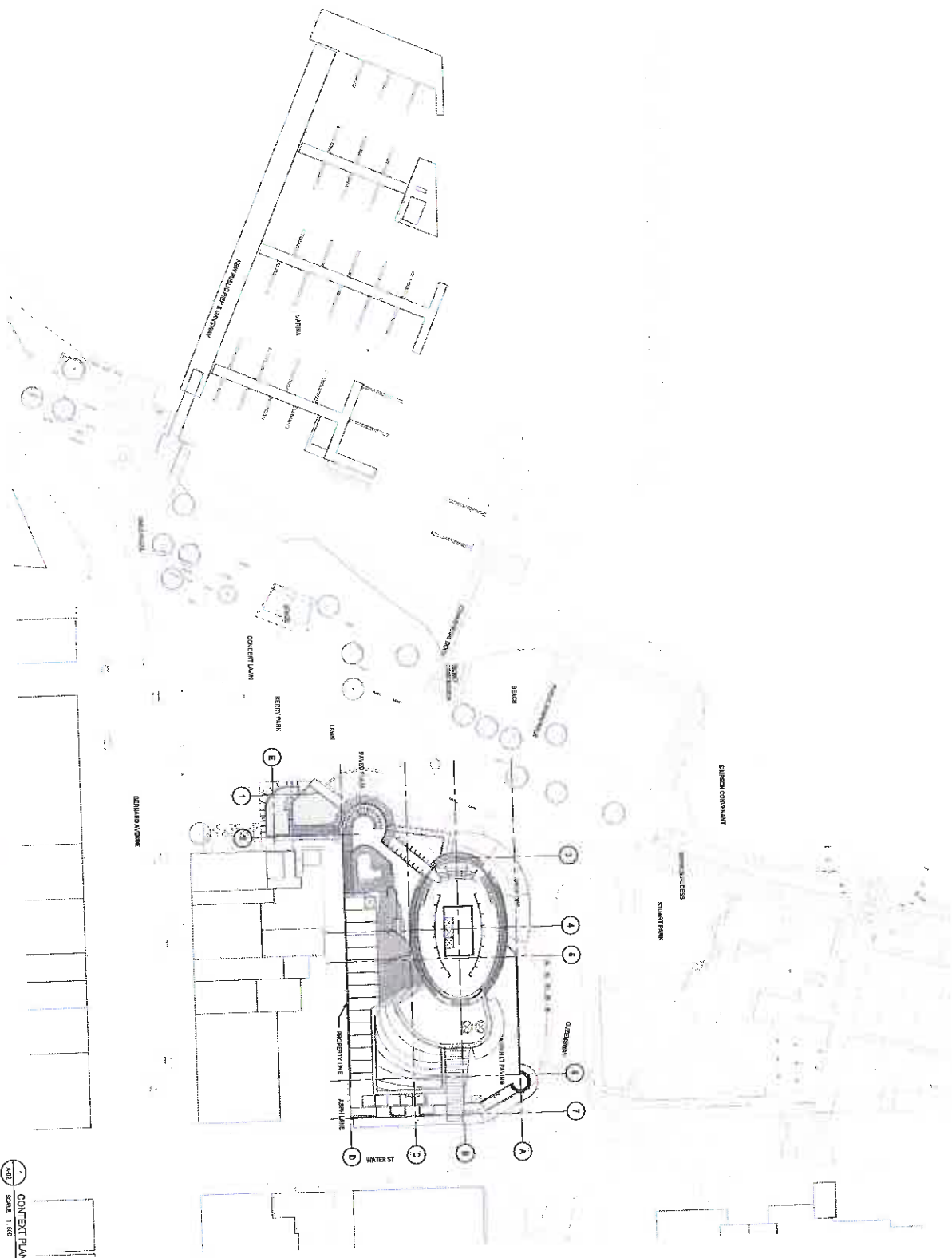
RE-ISSUED FOR DEVELOPMENT PERMIT

COVER PAGE  
Kelowna Downtown Hotel  
Kelowna, BC

A-00  
2014/08/06  
PROJECT 160013  
kasian







1  
A-02

CONTEXT PLAN

SCALE: 1:600

[illegible]

**LEGAL ADDRESS:**  
235 QUEENSWAY AVE – 3 parcels  
LOT A DL 139 PLAN 2180  
LOTS 6 AND 7 ODVD PLAN 505  
1470 – 1476 WATER ST.  
LOTS 1 AND 2 DL 139 ODVD PLAN 2698

**CNIC ADDRESS:**  
Development, Rezoning and OCP Amendment  
Application covering the following Properties:  
235 QUEENSWAY AVE., 1470 WATER ST. AND  
1476 WATER ST., KEDLOVNA, BC

Development Statistics									
Kelowna Downtown Hotel									
Kelowna, BC									
PROJECT 160013									
A-03									
2014/08/06									
Kasian									
Westcorp									
Development Statistics									
Kelowna Downtown Hotel									
Kelowna, BC									
PROJECT 160013									
A-03									
2014/08/06									
Kasian									
Westcorp									



View looking towards site from Mill St. and Bernard Ave



View from Bernard Ave



View looking south from Stuart Park



View from Casseneway and Vicker St.



View from Kerry Park



View from Vicker St. looking North



View looking down Casseneway towards Marina



View of Marina and site from water.



Aerial view of site in relation to Marina



Marina platform and docking



Marina docking



Marina roof and structure



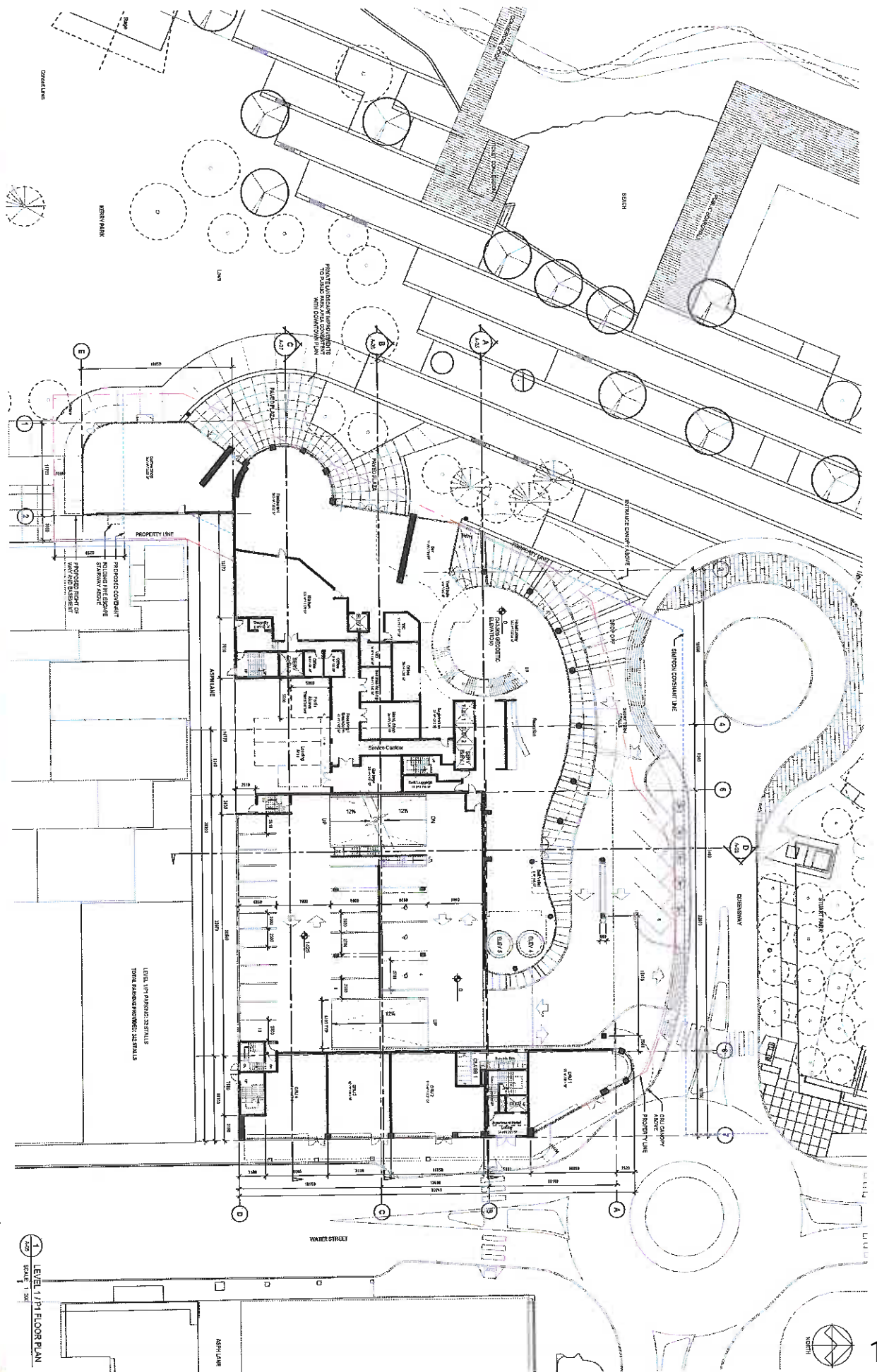


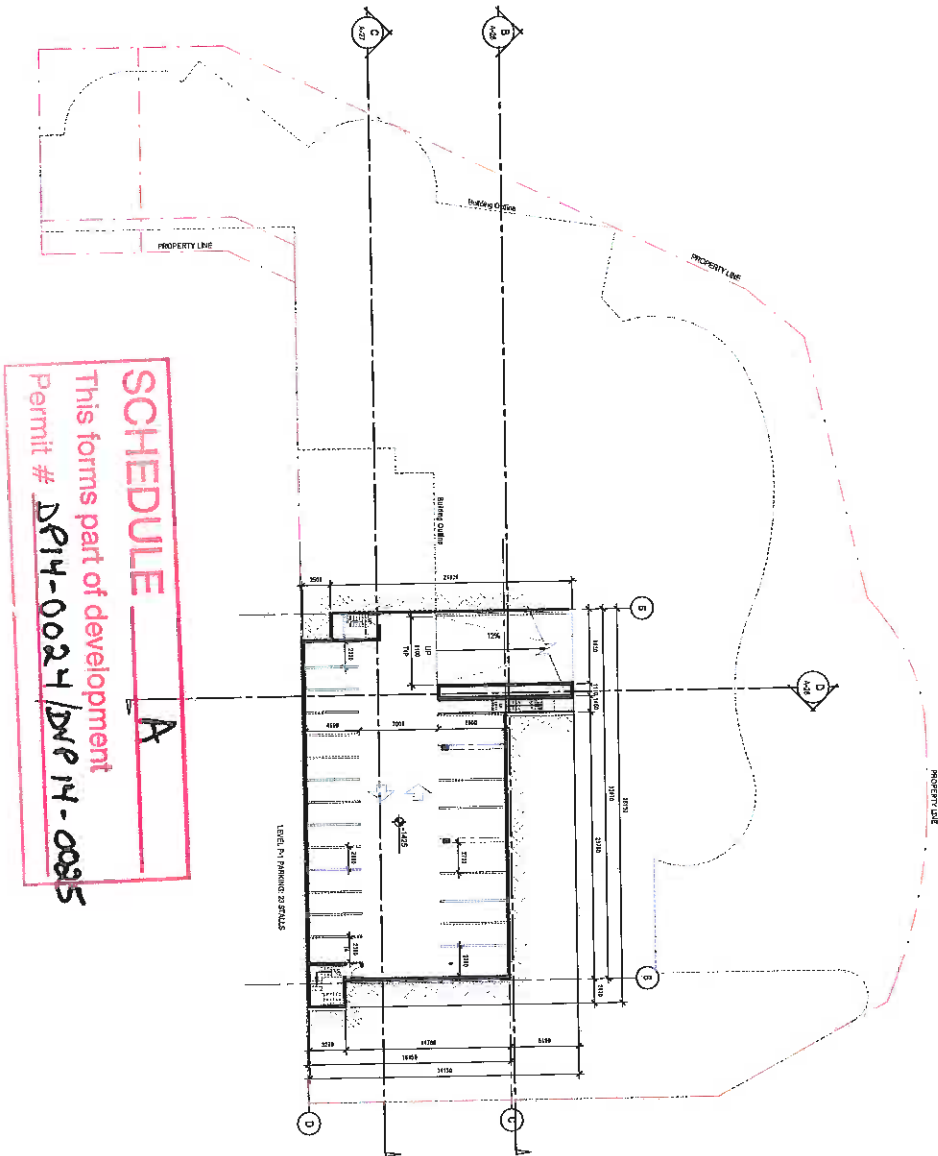
**SCHEDULE A**

This forms part of development  
Permit # **DP14-0024/DP14-0025**

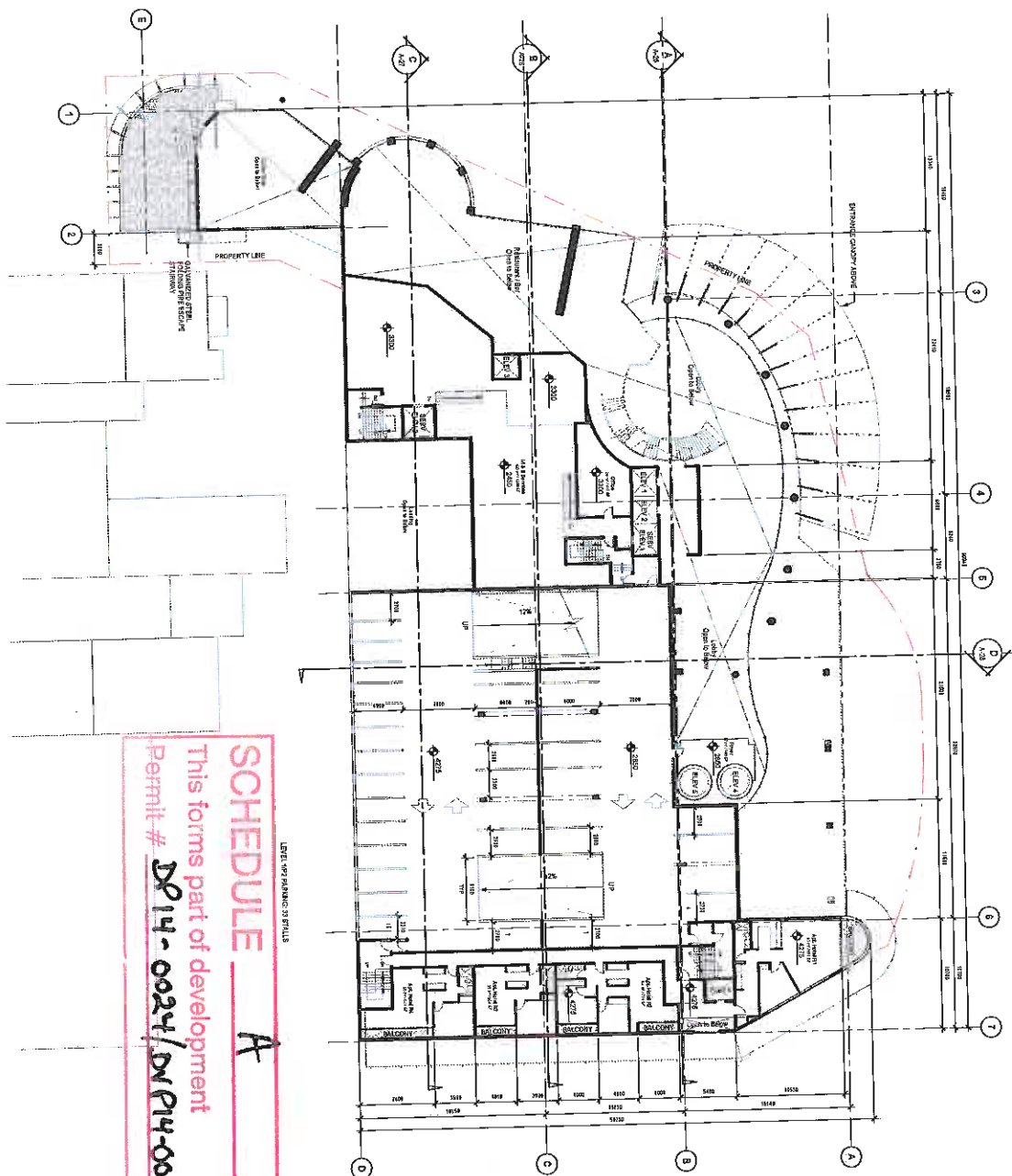
LEVEL 1/P1 FLOOR PLAN  
Kelowna Downtown Hotel  
Kelowna, BC

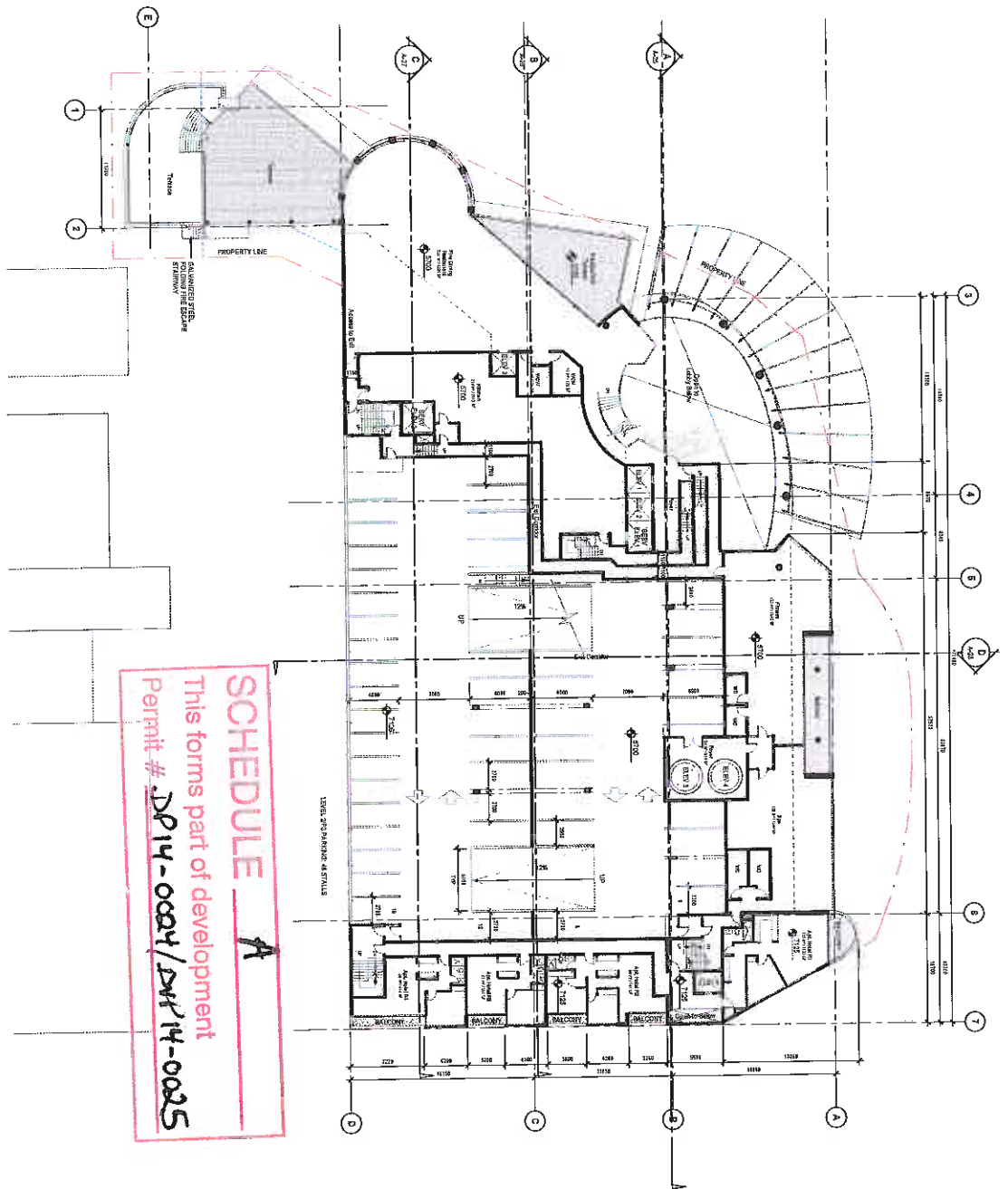
A-05  
2014/09/05  
PROJECT 160013





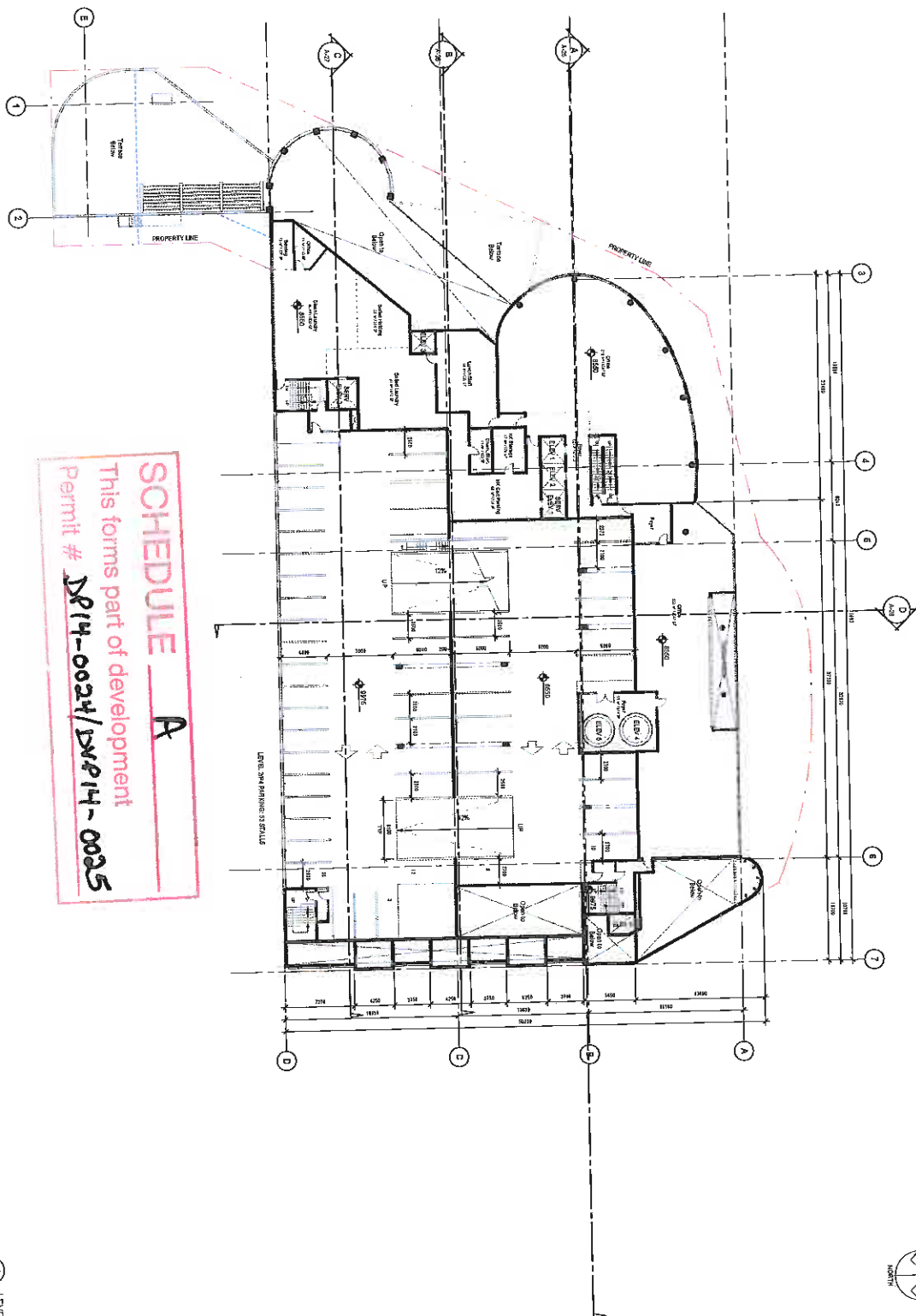






LEVEL 2 / P3 FLOOR PLAN  
Kelowna Downtown Hotel  
Kelowna, BC

A-08  
2014/08/06  
PROJECT 160013

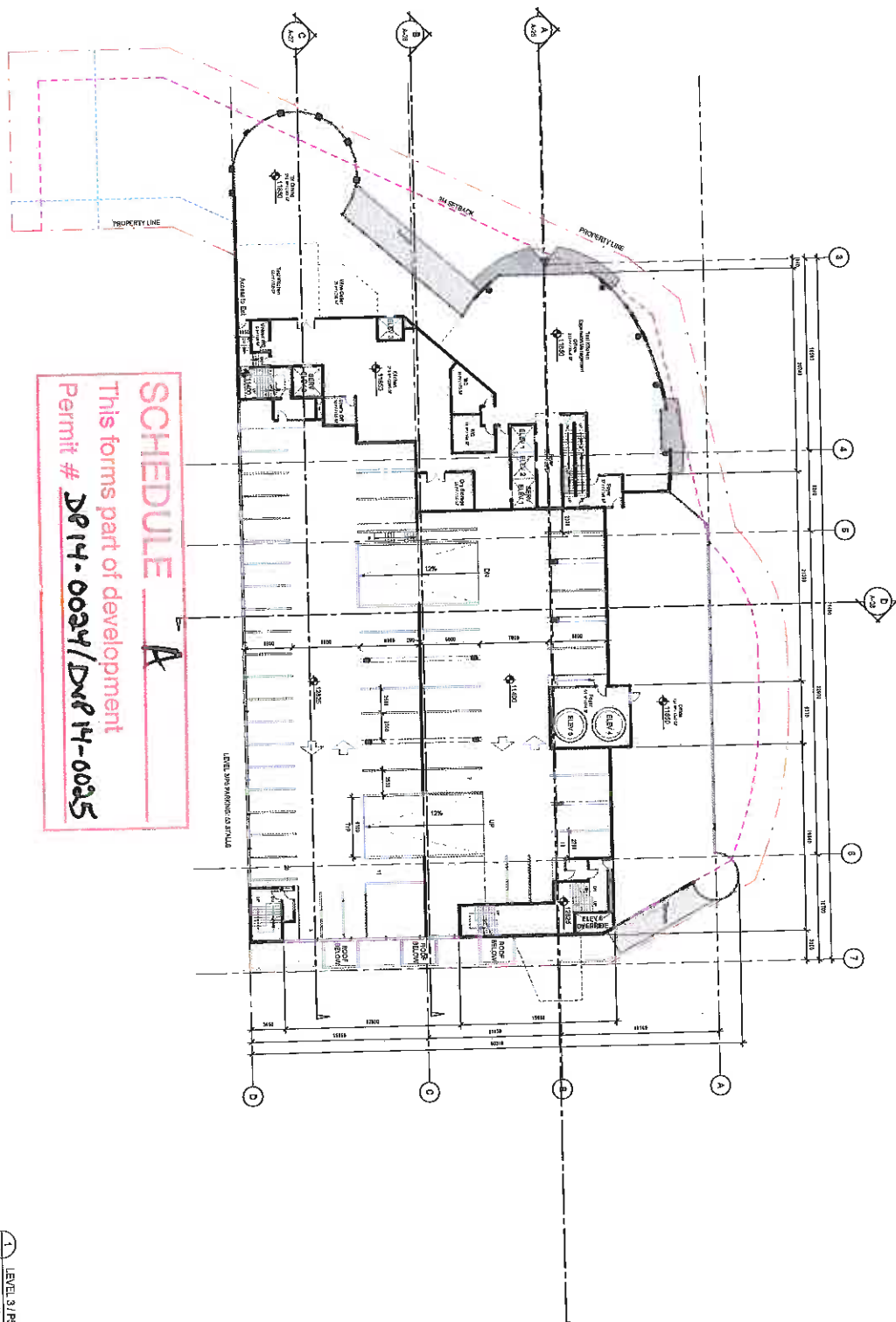


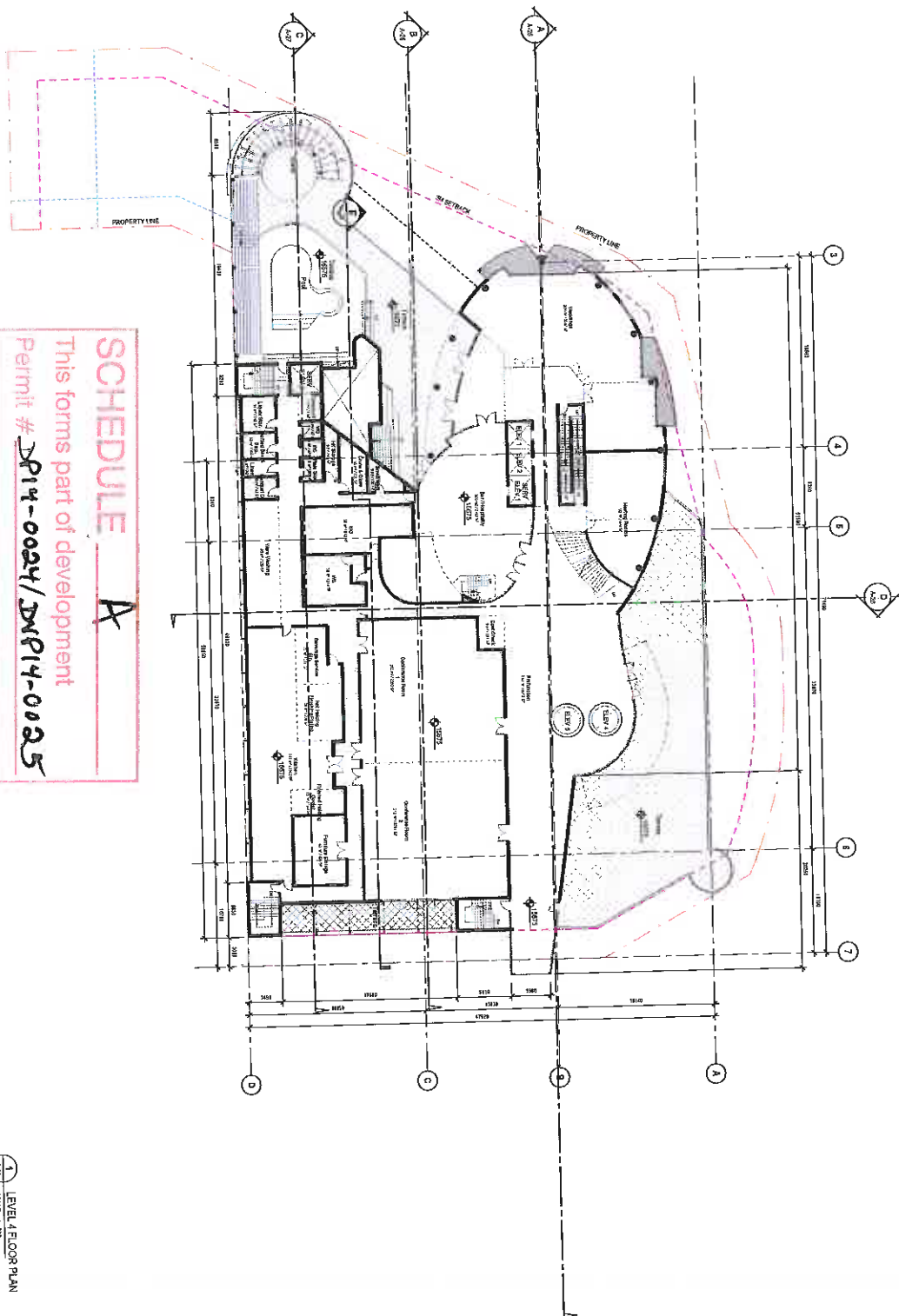
LEVEL 2 / P4 FLOOR PLAN  
Kelowna Downtown Hotel  
Kelowna, BC

A-09  
2014/08/06  
PROJECT 160013

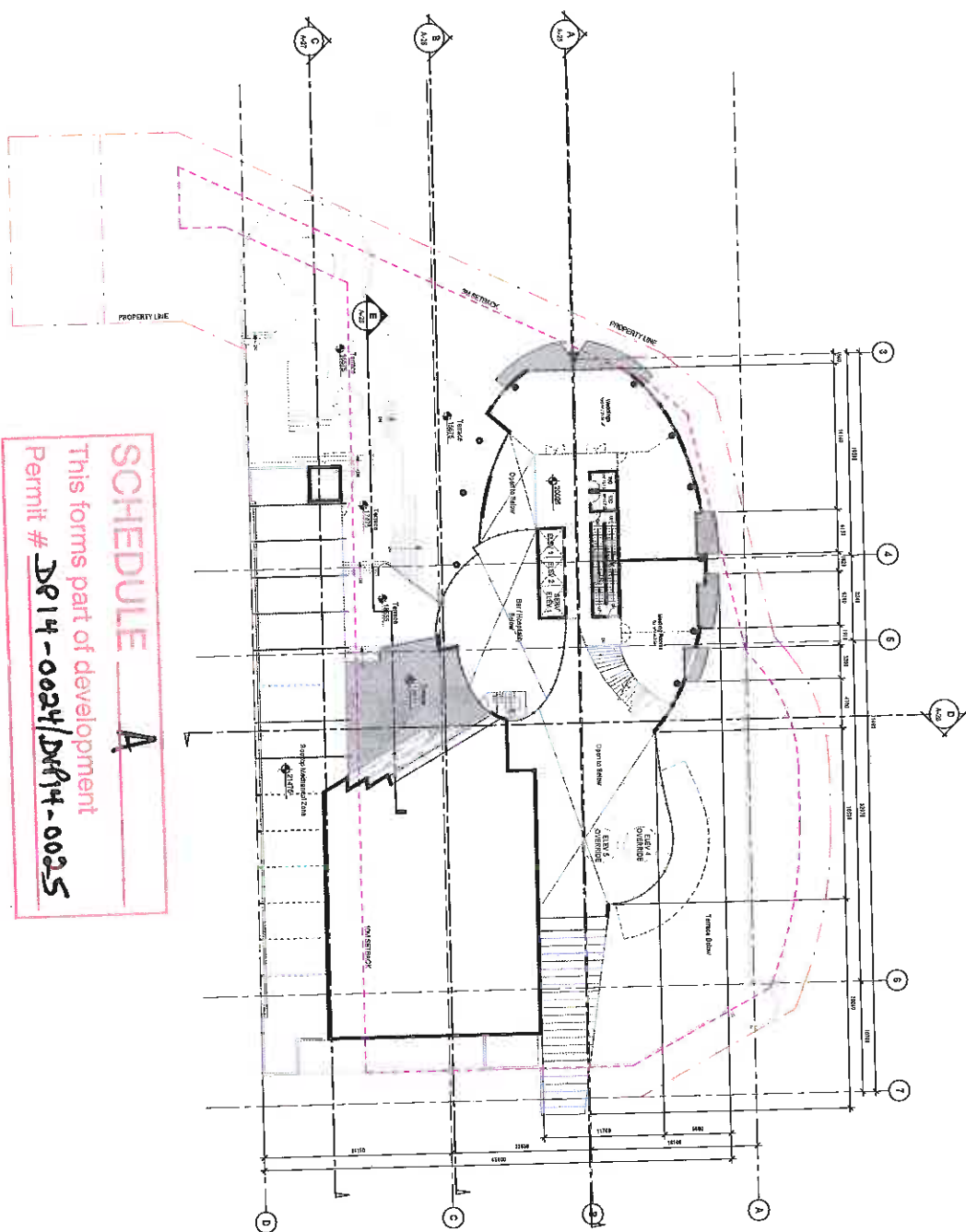


LEVEL 2 / P4 FLOOR PLAN  
SCALE: 1/20







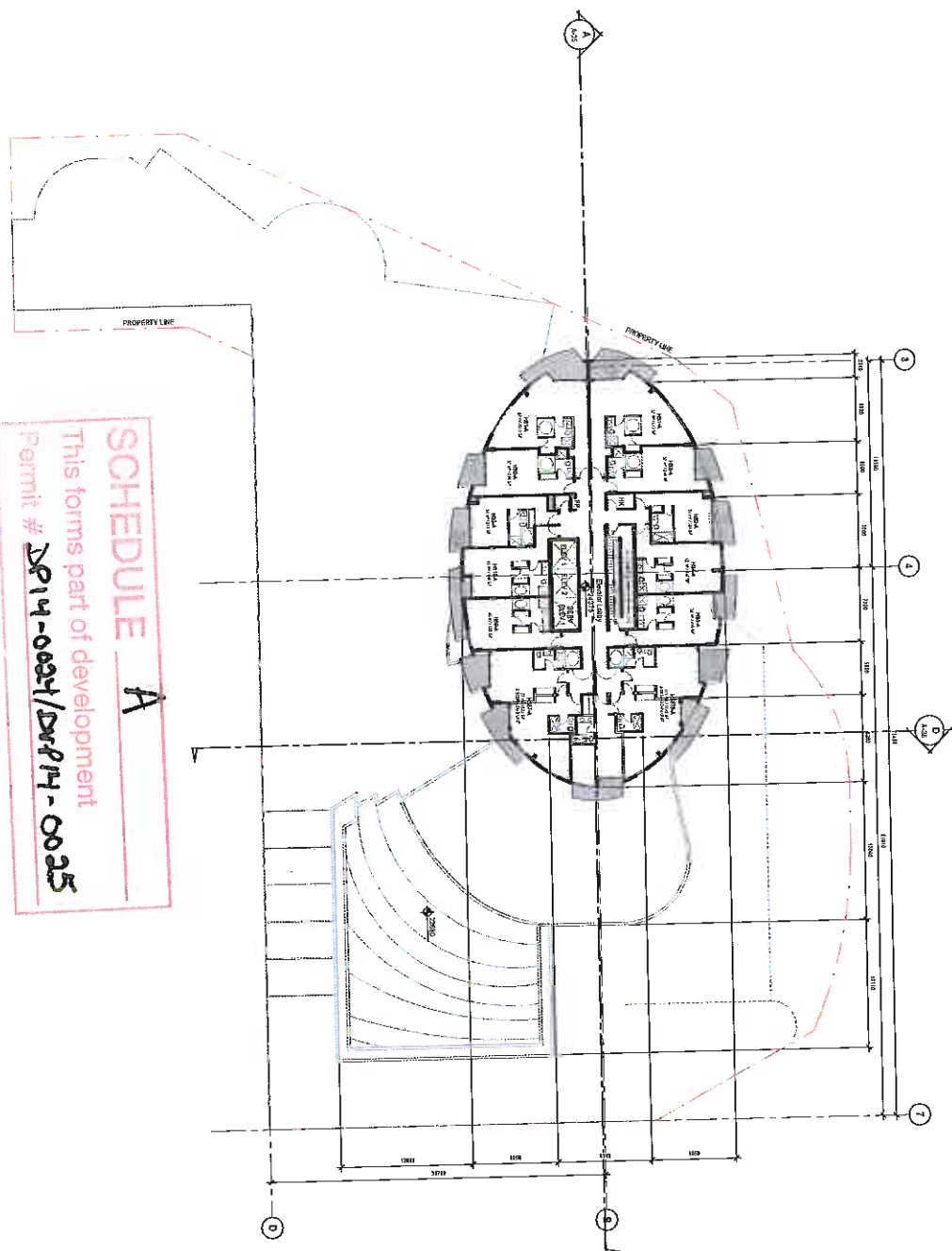


**SCHEDULE** A  
This forms part of development  
Permit # DP14-0024/DP14-0025

**LEVEL 4 MEZZANINE FLOOR PLAN**  
Kelowna Downtown Hotel  
Kelowna, BC

**A-12**  
2014/08/06  
PROJECT 160013

**kasian**



1 LEVEL 5 FLOOR PLAN - GREEN ROOF  
SCALE 1:100

LEVEL 5 FLOOR PLAN - GREEN ROOF  
Kelowna Downtown Hotel  
Kelowna, BC

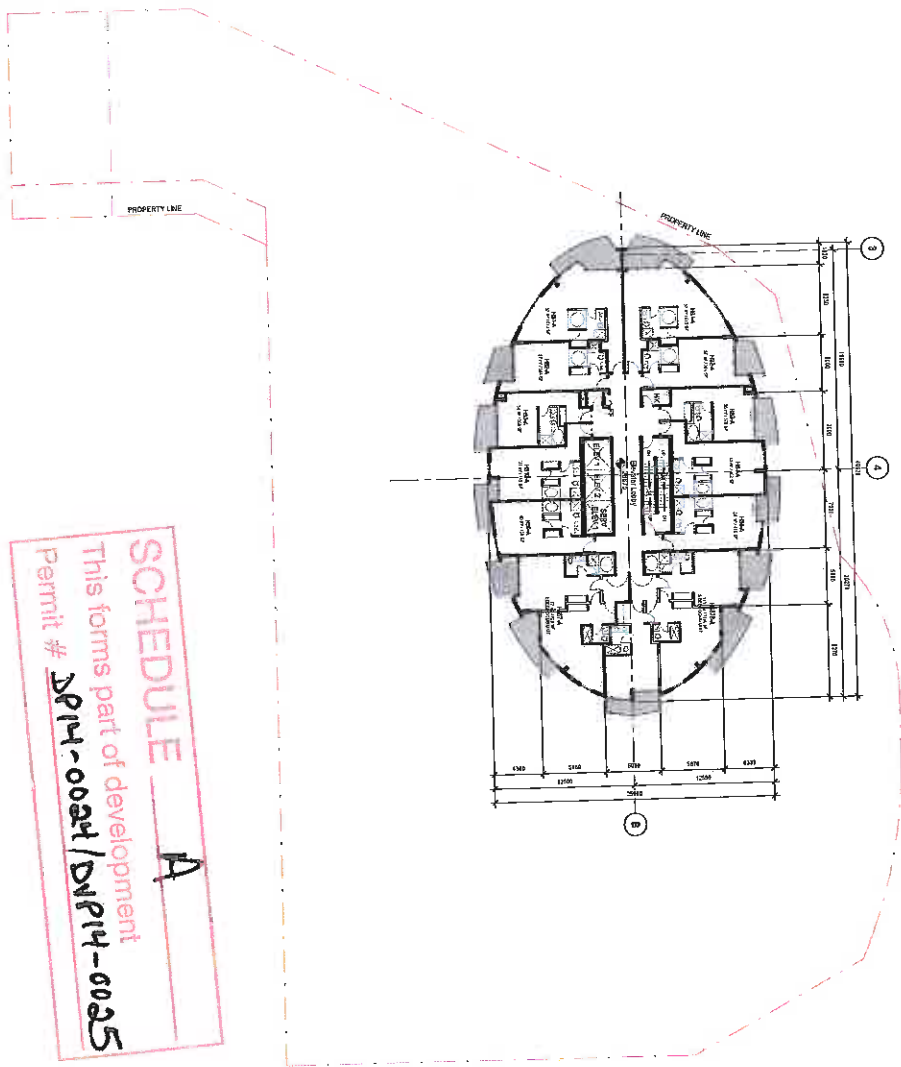
A-13  
2014/08/06  
PROJECT 160013

**kasian**



**Westcorp**



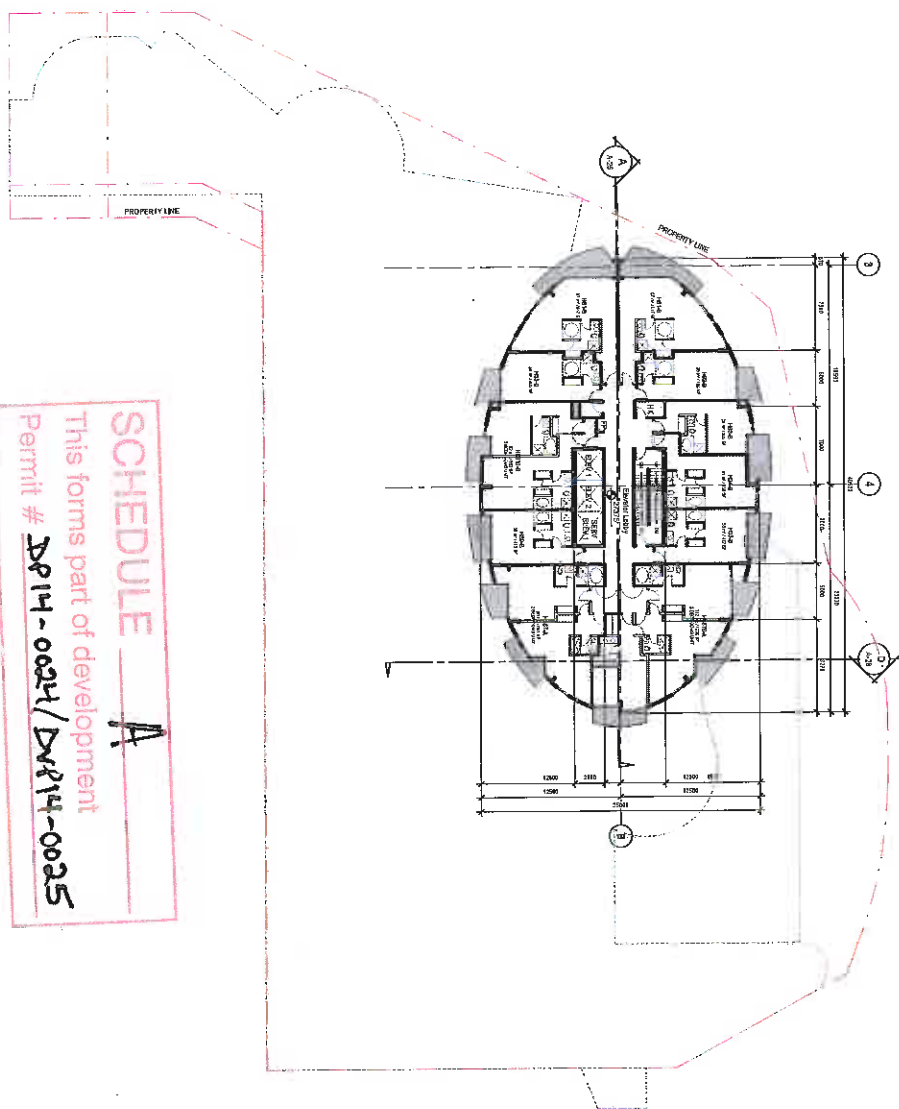


TYPICAL ROOMS  
FLOOR TYPE 1-A  
SCALE: 1/320

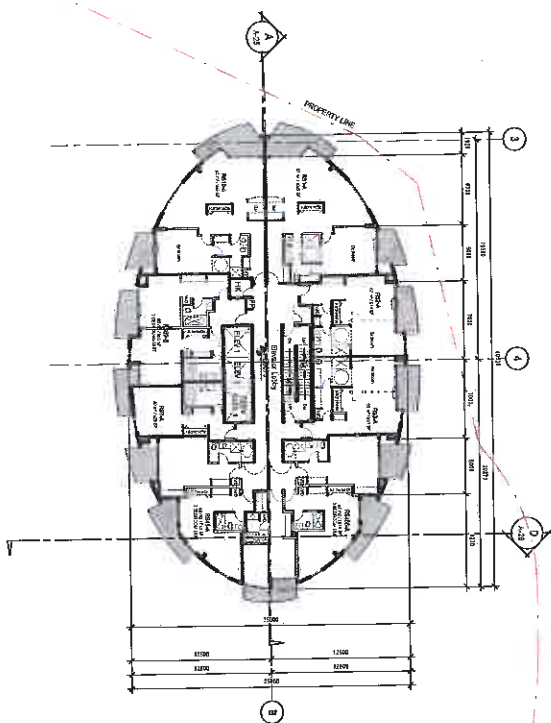
FLOOR TYPE HSA  
Kelowna Downtown Hotel  
Kelowna, BC

A-14  
2014/08/06  
PROJECT 160013





1 FLOOR TYPE I-B  
SCALE 1/8" = 1'-0"



PROPERTY LINE

**SCHEDULE A**

This forms part of development  
 Permit # **DP14-0024/DP14-0025**

1  
TYPICAL SUITES  
FLOOR TYPE 2-C  
SCALE: 1:250

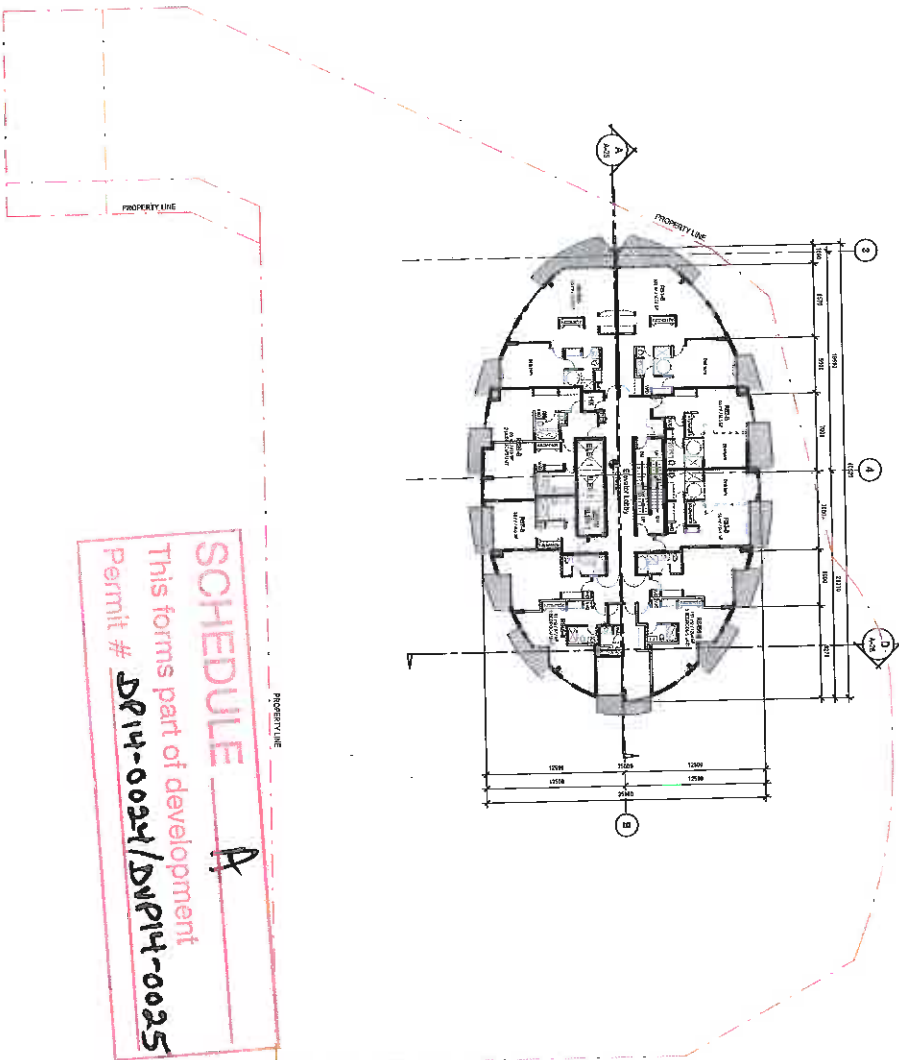


FLOOR TYPE RSA  
 Kelowna Downtown Hotel  
 Kelowna, BC

A-16  
 2014/08/06  
 PROJECT 160013







FLOOR TYPE RS-B  
Kelowna Downtown Hotel  
Kelowna, BC

A-17  
2014/08/06  
PROJECT 160013

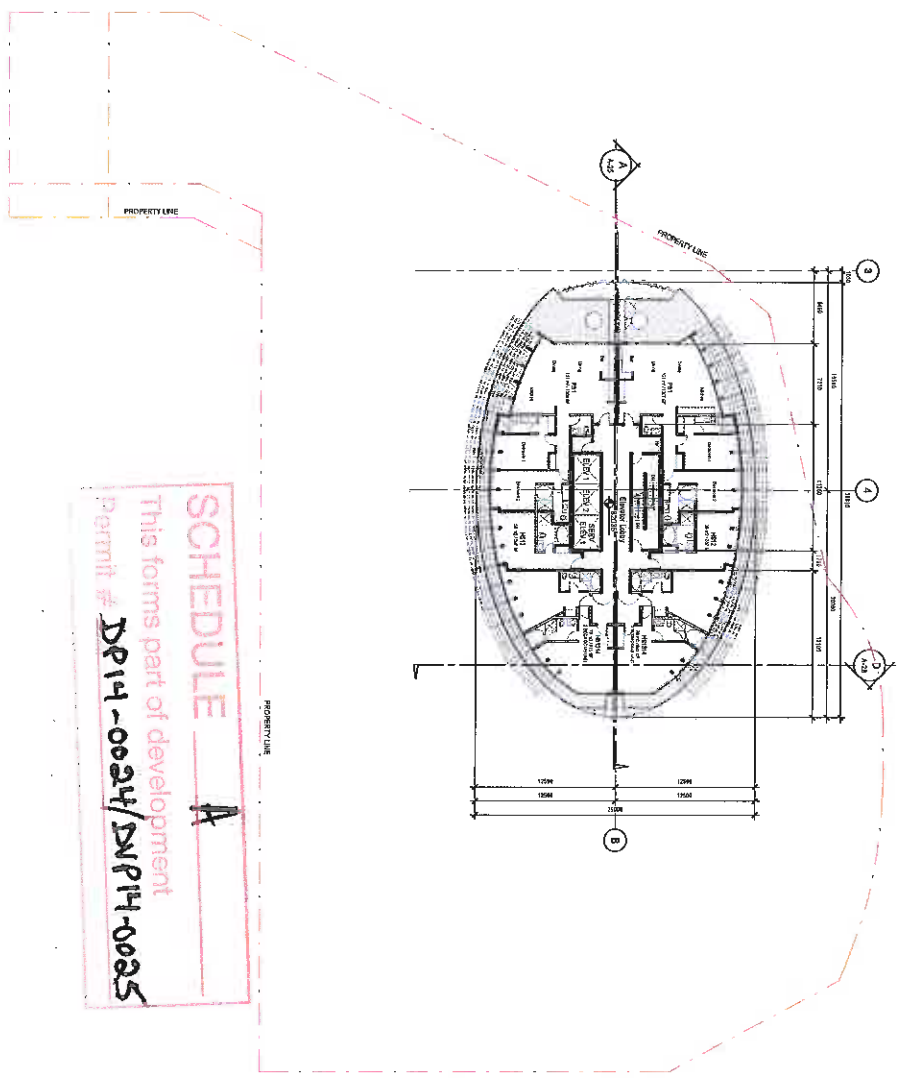


1  
FLOOR TYPE 2-0  
SCALE 1:200

Kelowna Downtown Hotel  
Kelowna, BC

2014/08/06  
PROJECT 150013

**kasian**

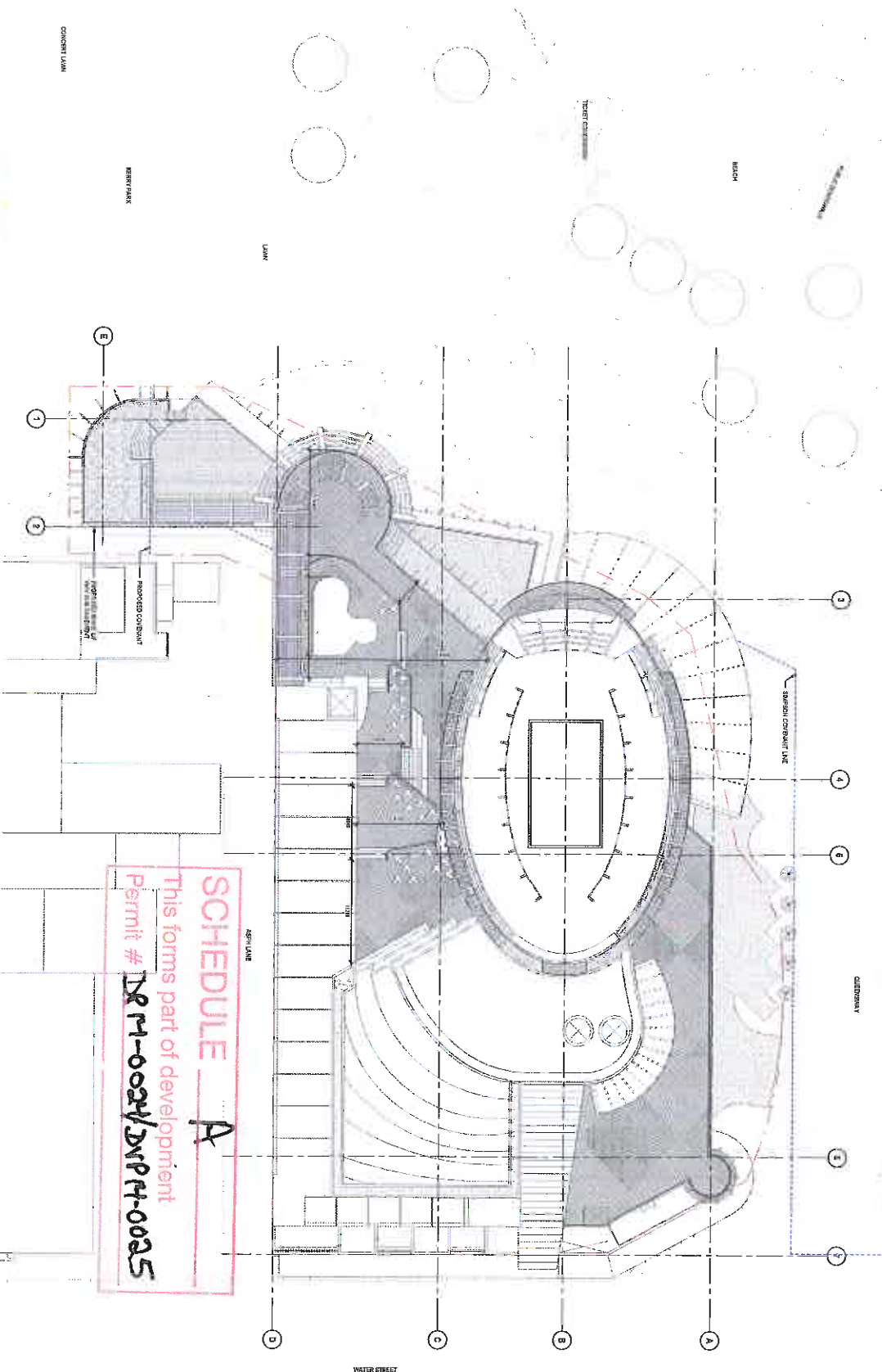


FLOOR TYPE PS  
Kelowna Downtown Hotel  
Kelowna, BC

A-19  
2014/08/06  
PROJECT 160013



PROPOSED FLOOR TYPE 4P  
SCALE 1:200



- 1 - Cement Composite Paneling System - Colour White
- 2 - Cast in Place Concrete - Clear Sealed
- 3 - Insulated Double Glazing Clear Frost Glass
- 4 - Insulated Double Glazing - (Sungard Supertintal 54 or sim.)
- 5 - Opaque Privacy Screen - Colour Amber/Yellow
- 6 - Laminated Tinted Glass - 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 Clean Finished
- 11 - Prefinished Metal Finishing - 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



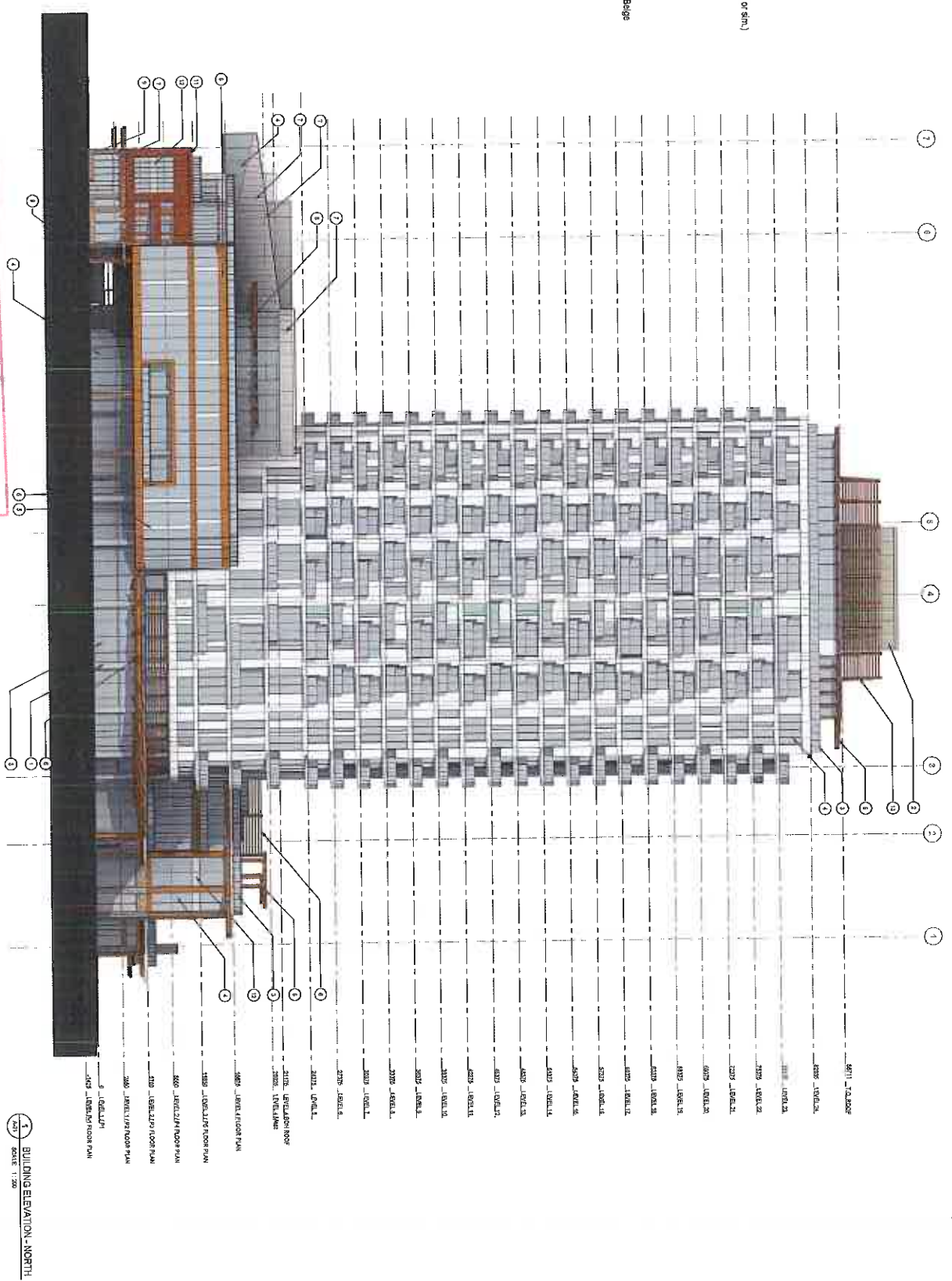
# SCHEDULE

13

This forms part of development  
Permit # D P14-0024 / DWP 14-0025

BUILDING ELEVATION - NORTH  
Kelowna Downtown Hotel  
Kelowna, BC

A-21  
2014/08/06  
PROJECT 160013







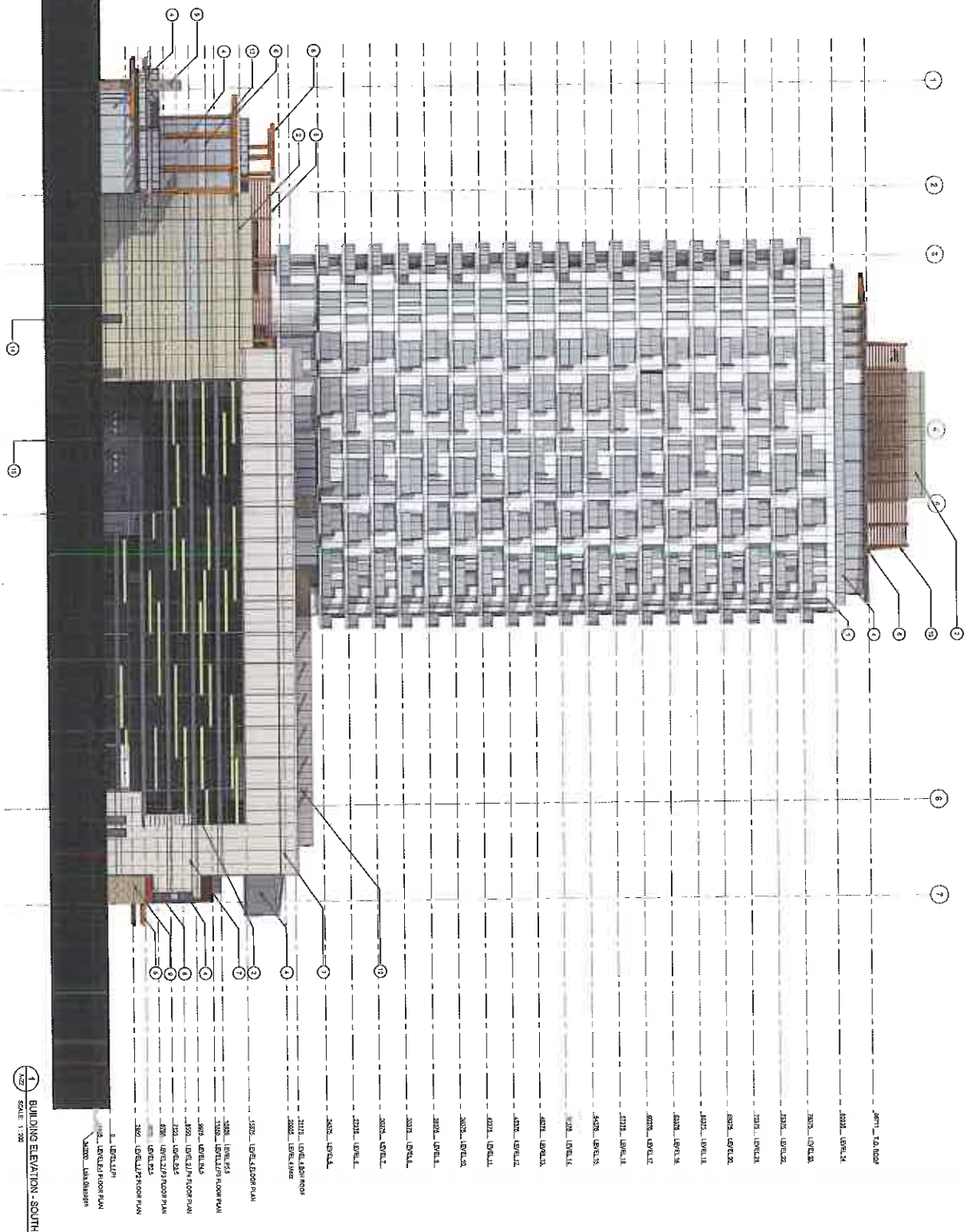
2

This forms part of development Permit # DP14-0024/DP14-0025

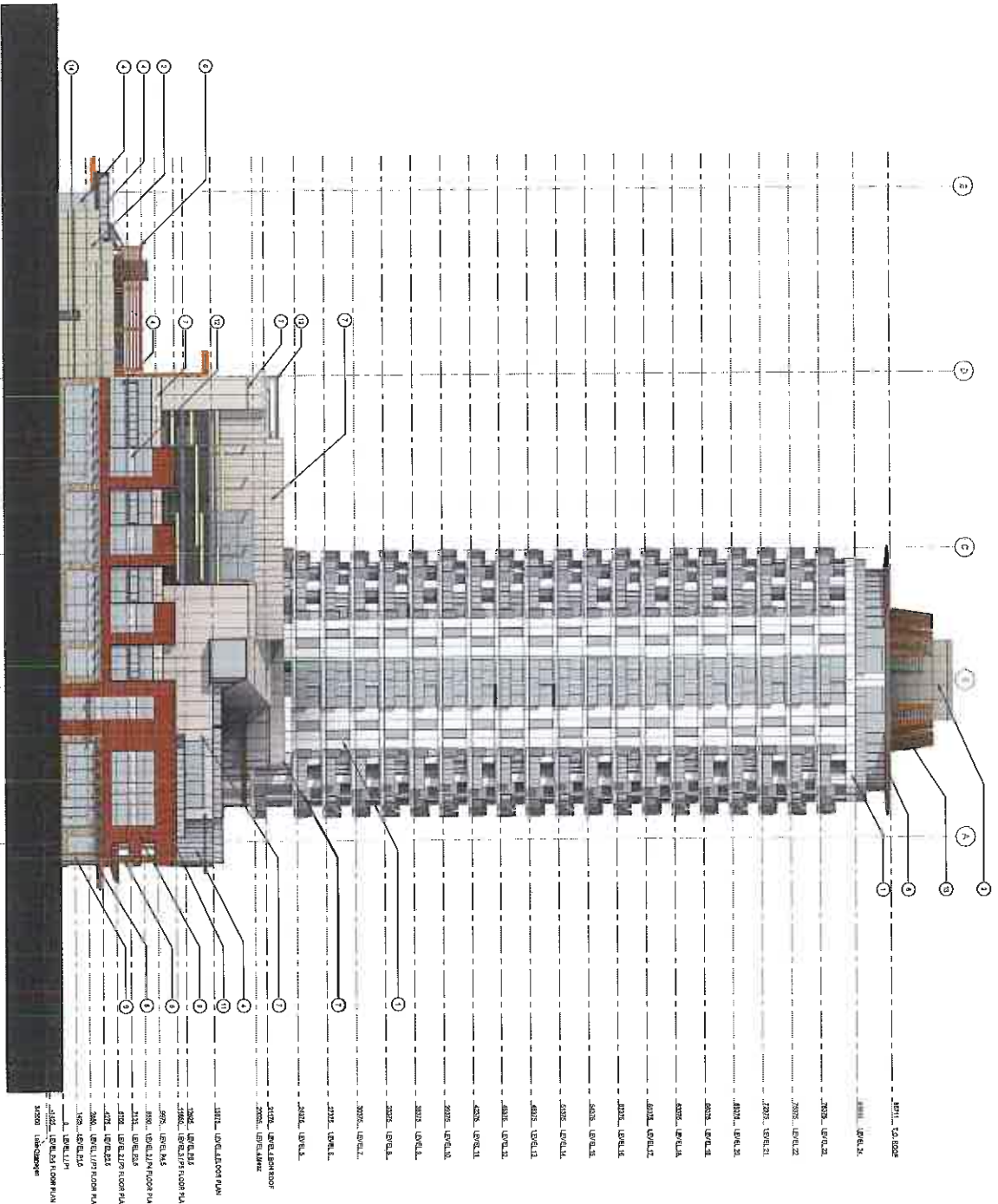
**BUILDING ELEVATION - SOUTH**  
Kelowna Downtown Hotel  
Kelowna, BC

A-22  
2014/08/06  
PROJECT 160013

kasian



- 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 Supersealed 54 or 55)
- 5 - opaque Privacy Screen - Colour Anthracite/Yellow
- 6 - Unmatted 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 - 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



Westcorp



# SCHEDULE B

This forms part of development

Permit # D814-0024/D814-0025

BUILDING ELEVATION - EAST  
Kelowna Downtown Hotel  
Kelowna, BC

A-23  
2014/08/06  
PROJECT 160013



1 BUILDING ELEVATION - EAST  
SCALE 1:200

- 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 - (Sungard Supertemal 54 or sm.)
- 5 - Opacite Privacy Screen - Colour Amber/Yellow
- 6 - Laminated 4x canopy beams - Colour Light Brown
- 7 - Metallic Grey Composite Paneling System
- 8 - Composite Paneling System - Colour Light Brown
- 9 - Sandstone Veneer - (Cultural Stone or sm.) - Colour Beige
- 10 - Aluminium Window Clear Anodized
- 11 - Painted Metal Finishing - 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



# SCHEDULE

B

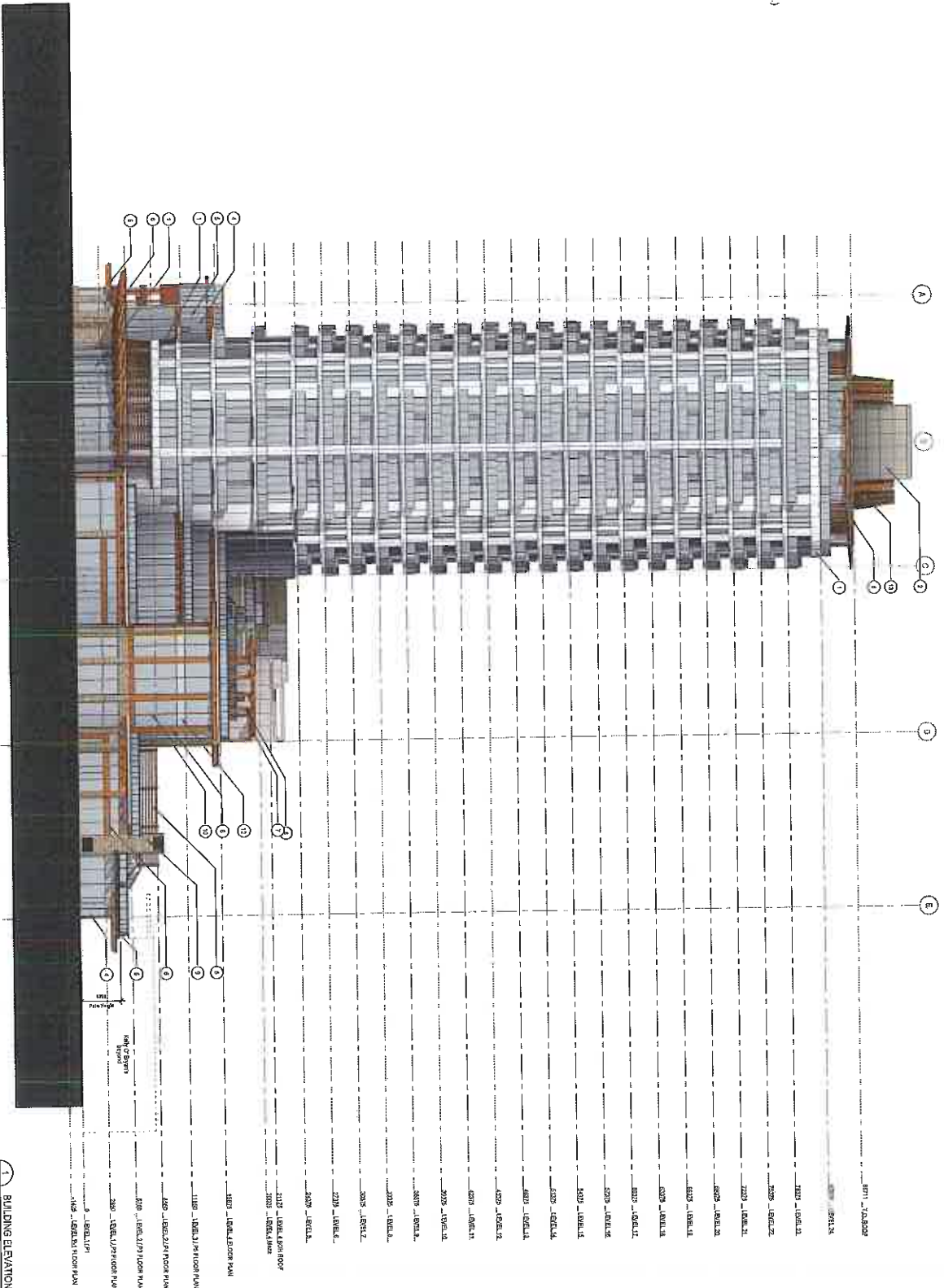
This forms part of development  
Permit # DPH-0624/DPH-0025

BUILDING ELEVATION - WEST  
Kelowna Downtown Hotel  
Kelowna, BC

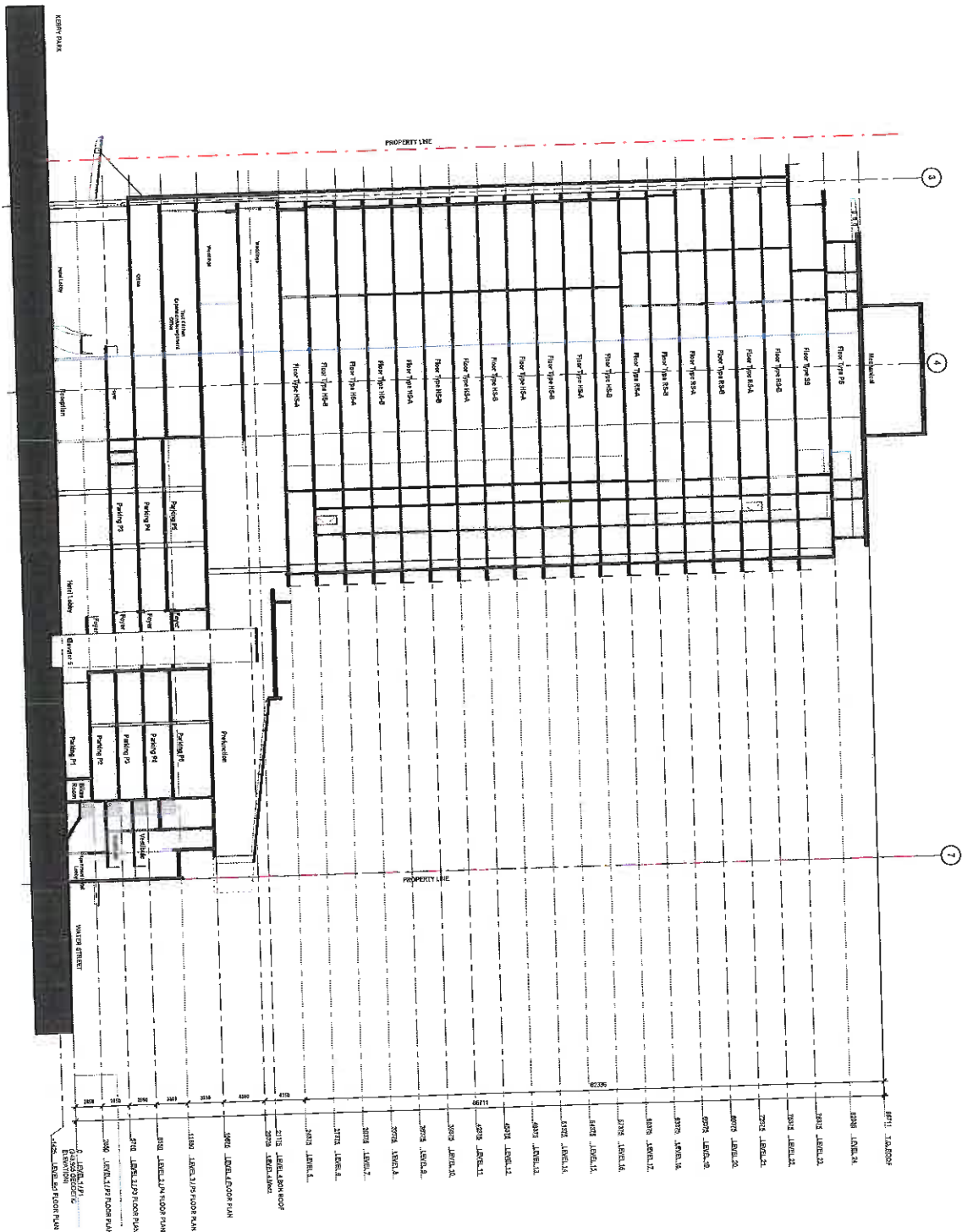
A-24  
2014/08/06  
PROJECT 160013

**kasian**

1 BUILDING ELEVATION - WEST  
SCALE 1:200







**SCHEDULE B**  
 This forms part of development  
 Permit # **2014-0634 / 2014-0635**

**BUILDING SECTION A, WEST-EAST**  
 Kelowna Downtown Hotel  
 Kelowna, BC

**A-25**  
 2014/08/06  
 PROJECT 160013



**BUILDING SECTION A, WEST-EAST**  
 SCALE 1/8"

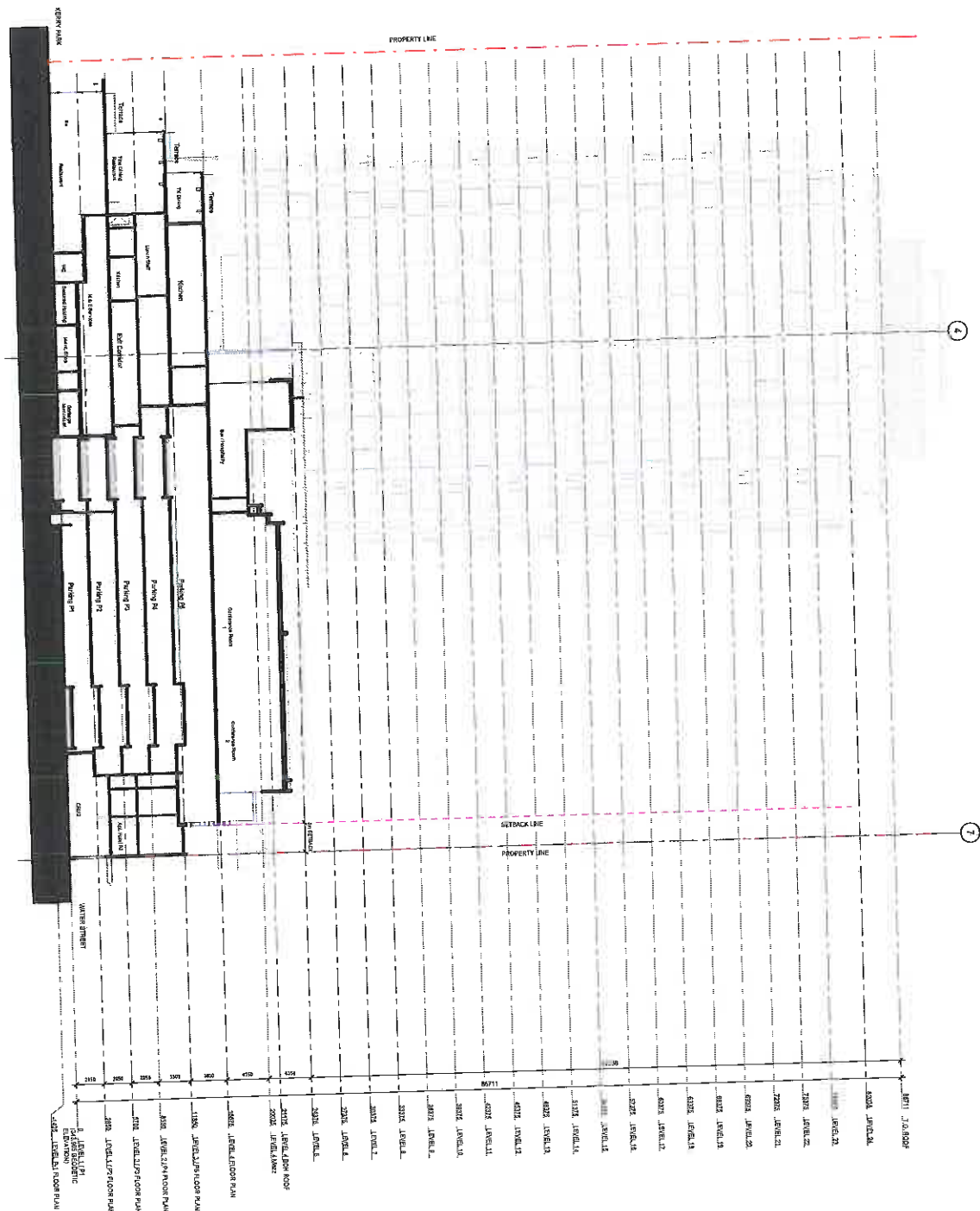
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This forms part of development  
Permit # D814-0024/PV814-0025

**BUILDING SECTION B, WEST-EAST**  
Kelowna Downtown Hotel  
Kelowna, BC

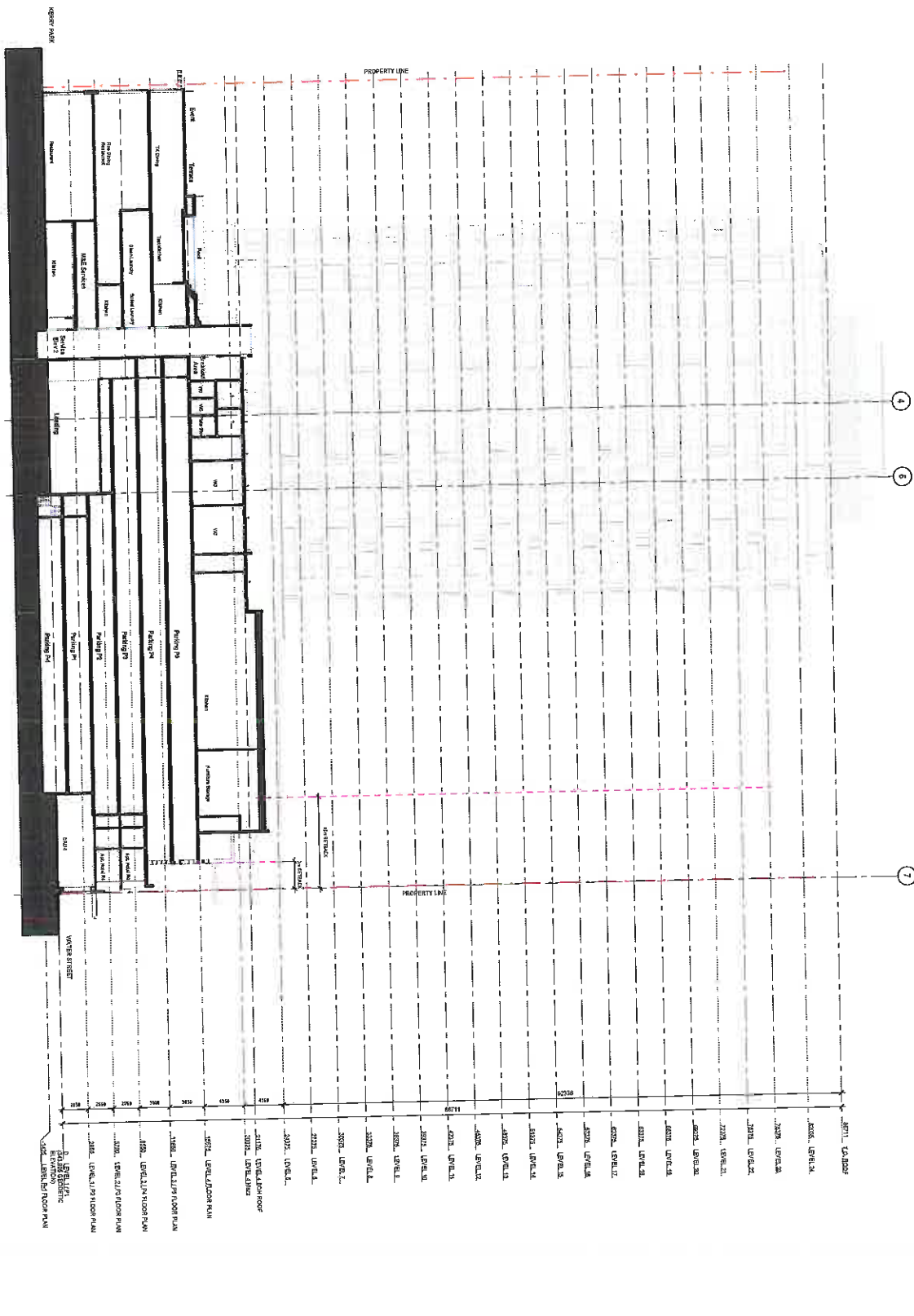
**A-26**  
2014/08/06  
PROJECT 160013

kasian



B  
A-36  
BUILDING SECTION 8, WEST-EAST  
SCALE 1:200





# SCHEDULE B

This forms part of development  
 Permit # D014-0024/D014-0025

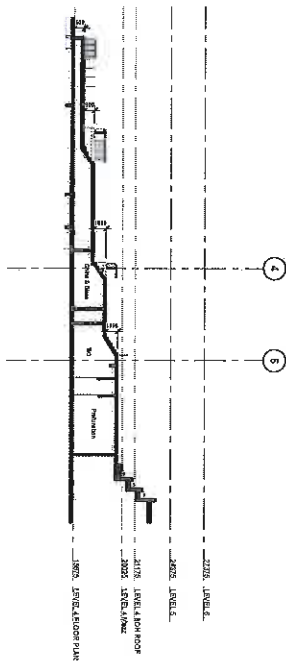
BUILDING SECTION C, WEST-EAST  
 Kelowna Downtown Hotel  
 Kelowna, BC

A-27  
 2014/08/06  
 PROJECT 180013



BUILDING SECTION C, WEST-EAST  
 SCALE 1/200

**SECTION E\_WEST-EAST THROUGH LEVEL 4**  
**PODIUM ROOF**  
SCALE: 1 : 200



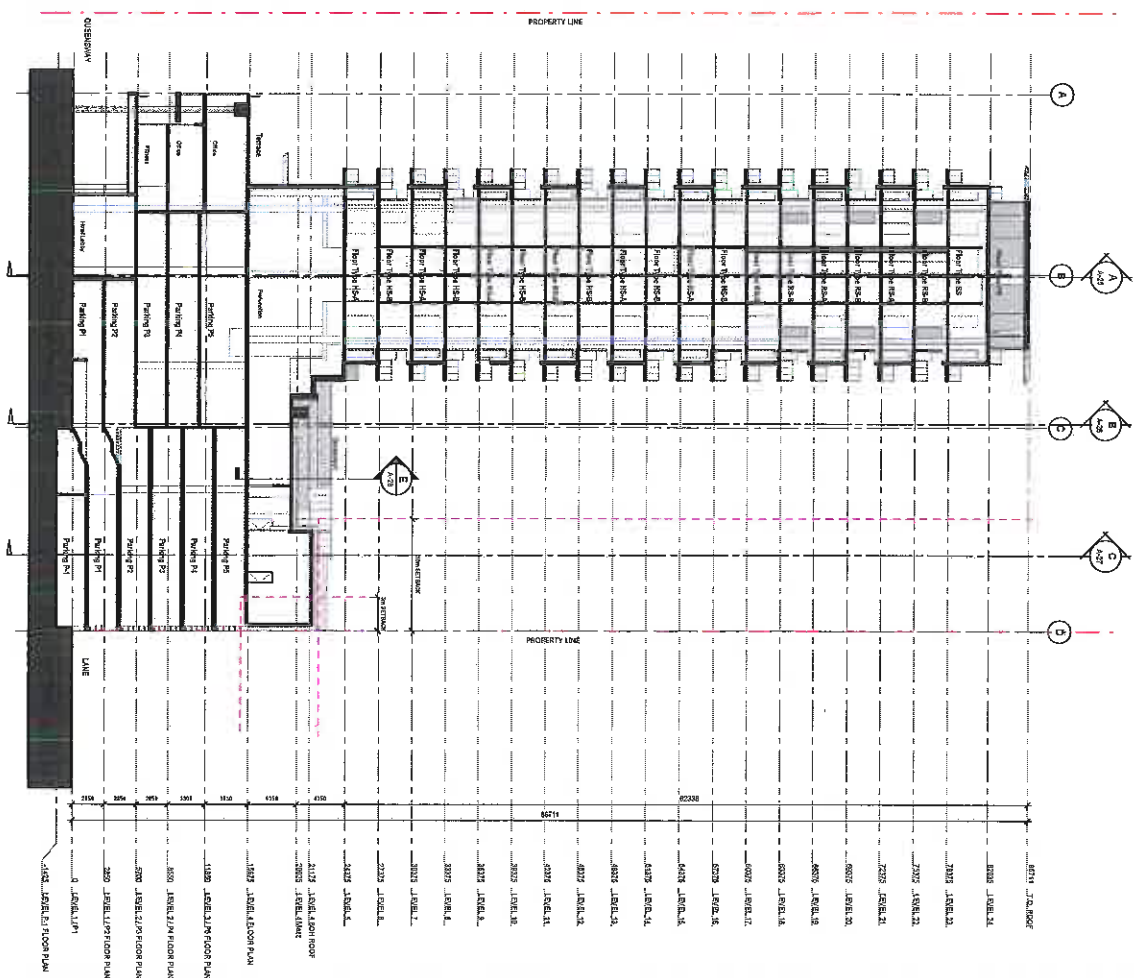
# SCHEDULE 3

This forms part of development  
Permit # DF14-0024 / DF14-0025

**BUILDING SECTION D\_NORTH-SOUTH**  
Kelowna Downtown Hotel  
Kelowna, BC

**A-28**  
2014/08/06  
PROJECT 160013

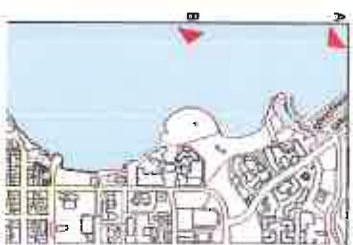
**kasian**



- 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 Superaural 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
- 8 - 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

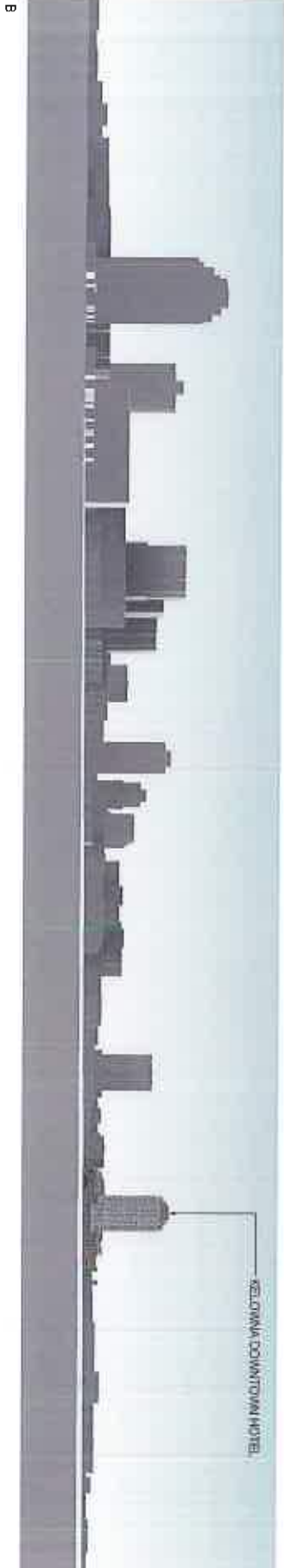


SCHEDULE B  
This forms part of development  
Permit # D114-0004/DVP14-0025



#### VIEW DESCRIPTION

This dramatic series of views from Okanagan Lake demonstrates how the iconic landmark of the proposed Kelowna Downtown Hotel bookends the Kelowna city skyline, harmonizes with the existing urban scale and context, and provides an urban marker identifying the integration of the downtown city centre with the waterfront. At night, the lit tower form will beautifully illustrate this as it provides a lantern on the horizon.





# VIEW DESCRIPTION

This view of the project illustrates how the proposed tower and podium interface with Kerry Park with the rounded 'tanker' 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 conference centre ensures an attractive view from hotel rooms with conference room patio and pool, with its outside relaxing area and bar adds to the enjoyment of the park and waterfront. The stepped tower form stands as a 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 increased scale of the podium terrace sloping down towards Bernard Avenue and the adjacent Kelly O'Byrne's Park. The final terrace is scaled so as to be at the same height or lower than the second story Kelly O'Byrne's park, providing a respectful integration with the adjacent property owner. The variety of form, texture, 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 setbacks address Kelly Park, complementing the form of the tower and providing a landmark on the pedestrian edge, as well as a 'tentacle' at night.



#### VIEW DESCRIPTION

This view highlights the variety of hotel scale and form that address Kerry Park, from the elegance and grandness of the tower, to the retreats which provides the element around which the various hotel forms are composed. The verticality of the fireplace chimney is the anchor point for the scale transition towards Burnard Ave and Kelly O'Brien'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 residences. 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 from Kerry Park  
Kelowna Downtown Hotel  
Kelowna, BC

A-33  
2014/08/06  
PROJECT 160013

**kasian**

**Westcorp**



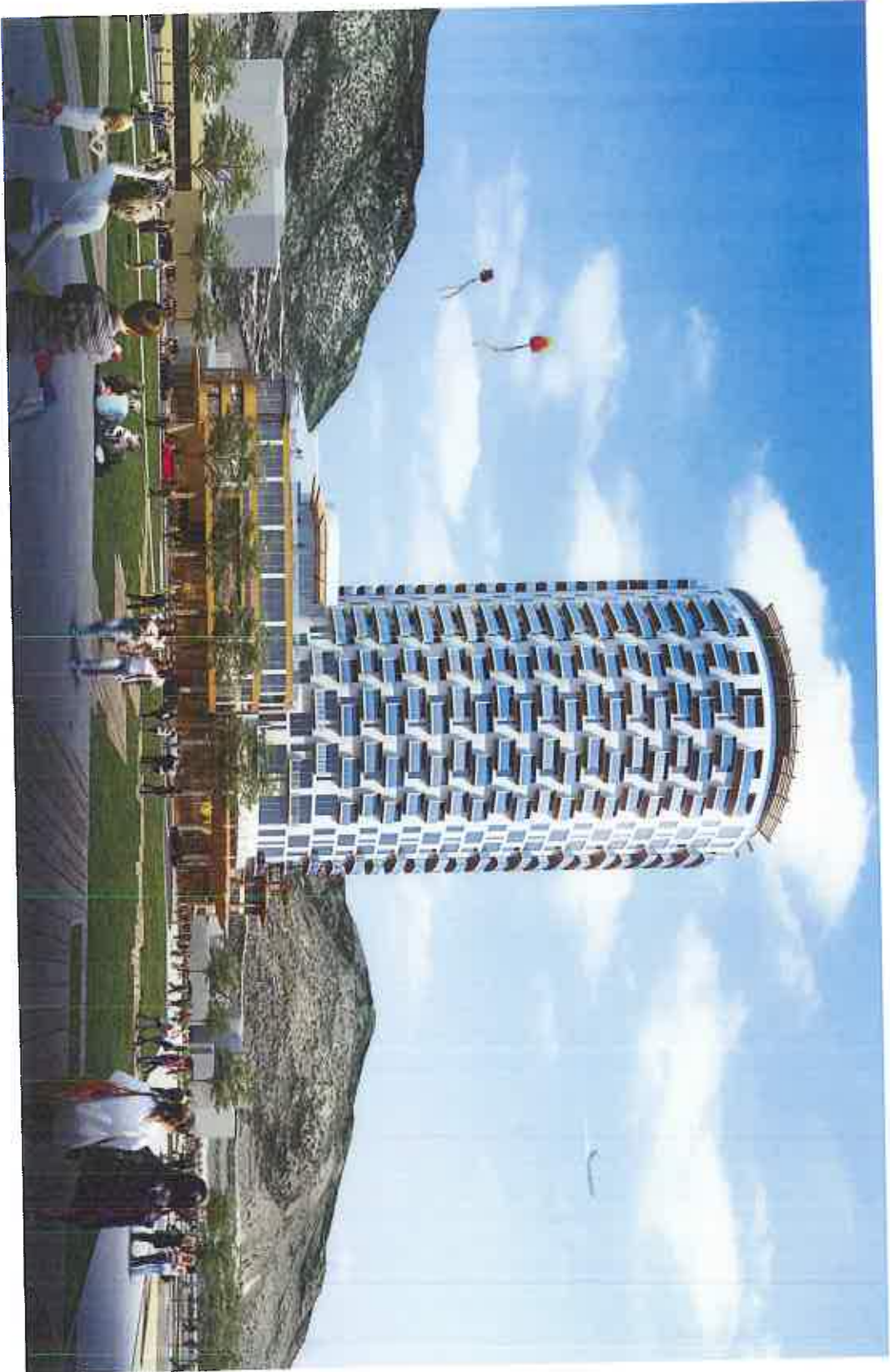
VIEW DESCRIPTION

Set back from Kerry Park and integrated with the highly activated and transparent podium, the slender, elliptical tower form anchors the development and marks the entry to the hotel at the foot of Cassinway 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 tandem rotunda creating a highly visible focal 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 define the development with a uniquely Kelowna sense of place.



#### VIEW DESCRIPTION

The textured balcony patterns of the landmark tower rising from the highly landscaped and transparent podium will form a lively backdrop to the south end of Stuart Park opposite the new Yacht 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 cochere constructed of wood theme beams will mark the entrance to the hotel and create a focal point on the boulevard 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 terrace serving the conference center.



View from Stuart Park  
Kelowna Downtown Hotel  
Kelowna, BC

A-36  
2014/08/06  
PROJECT 160013

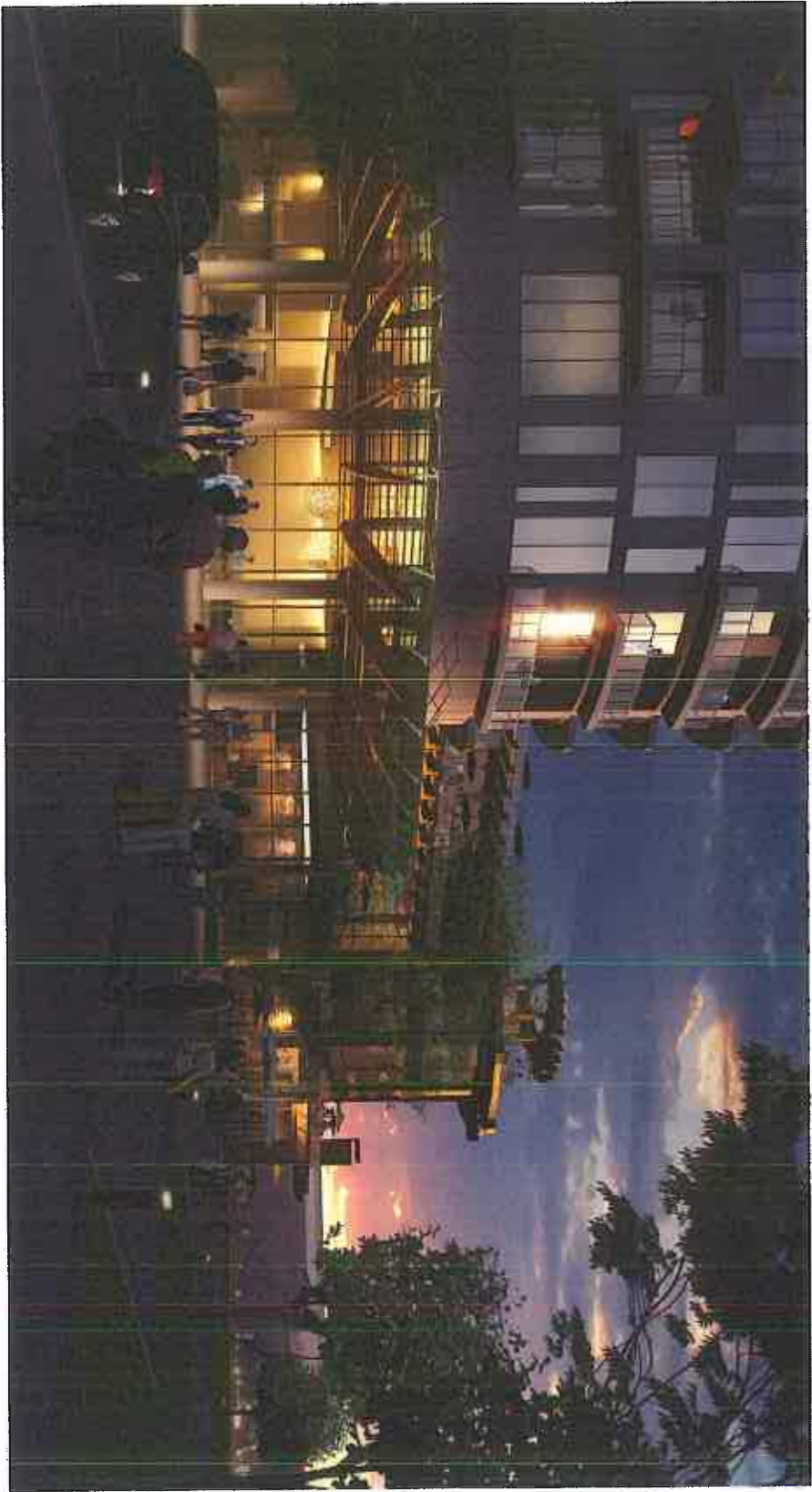
**kasian**

**Westcorp**



VIEW DESCRIPTION

This view dramatically highlights the warmth, presence and living feel of the hotel and the Kerry Park oasis. The extensive hotel lobby glass, which will open up during summer, shows the transition between the indoor and outdoor activities of the hotel and park. The wood frame structures of the porte cochères 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 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 mixed-use element featuring retail and apartment hotel units creates a highly active and transparent base. Echoing the lantern element facing Kerry Park and the westwork, a shared retail feature gestures towards City Hall at the corner of the intersection and marks the transition to the conference center. The rounded transitions vertically to create an interesting view point from the conference terrace level on the podium rooftop. A dramatic cantilever feature seats 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 'tabletop' view of the city. Pedes and decks articulate 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  
2014/08/06  
PROJECT 160013

#### VIEW DESCRIPTION

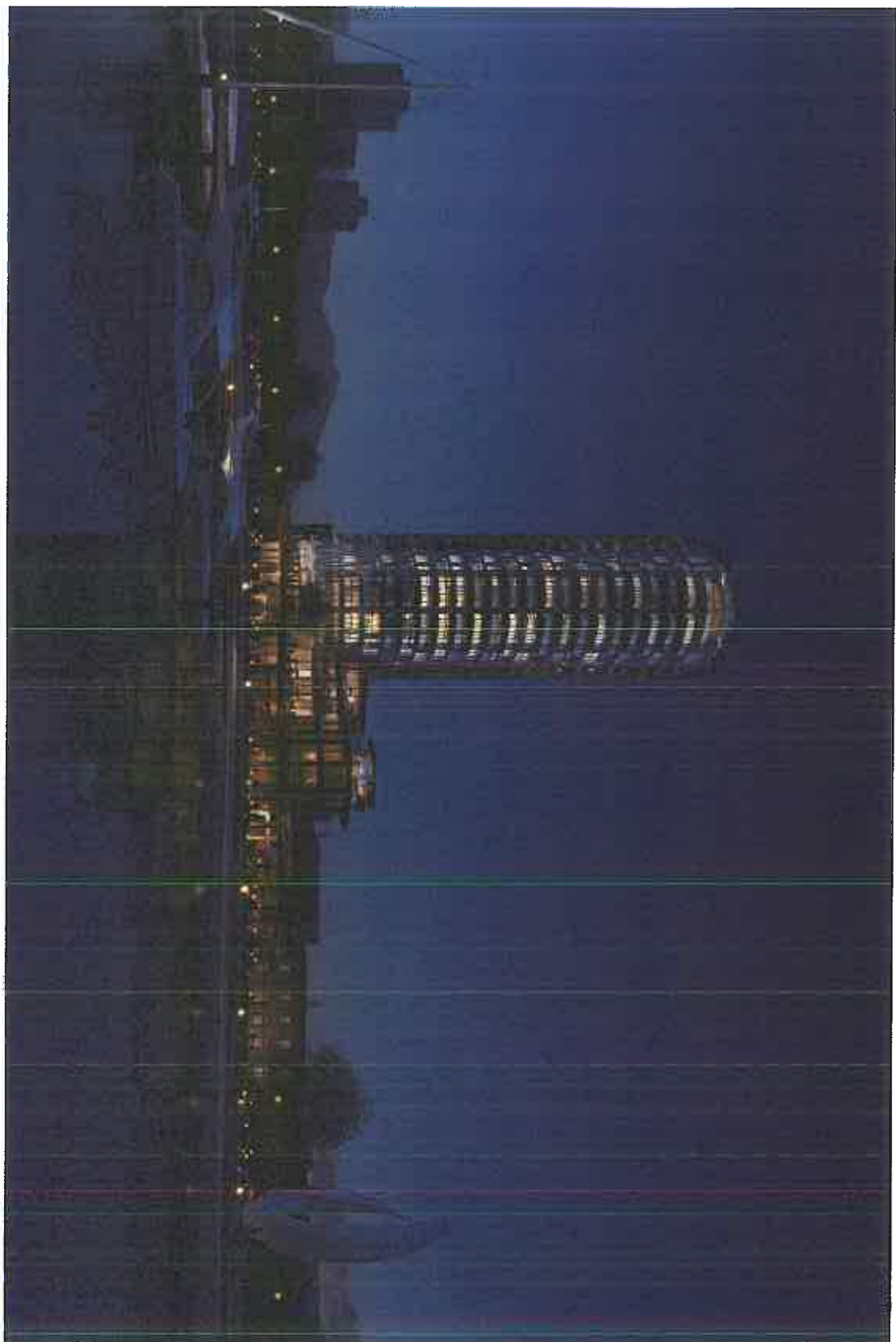
Viewed from the city scale, the slender tower form dramatically terminates the Queensway view corridor. For the pedestrian the podium grounds the tower, providing a warm, interesting, human scale experience as the pedestrian approaches the hotel. The robanda at the corner of Water and Queensway complements the stepped tower form seen in the background and all an urban scale is a formal road 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 magenta walls located at the top, together with the curving form of the rotunda facing Kerry Park will be accentuated by soft light creating a luminous effect similar to the small buildings on the lake surrounding the new marina. The soft curves and indirect lighting will complement the Scala sculpture and the gently sloping hills at the distance watched by the setting sun. The composition of form, light and materials together with the triplicate feature connecting the low form of the coffee house adjacent to Kelly O'Bryan's wall towards Kerry Park into an outdoor living room. A living room animated by the sounds of music and concerts in the Park on summer evenings.



## References and Assumptions

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

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

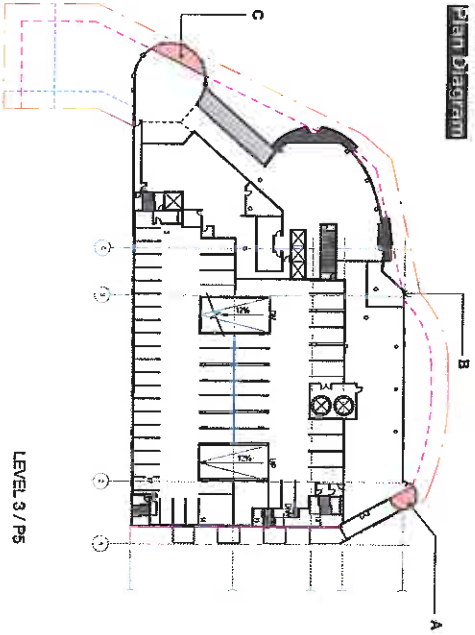
Bylaw Reference:

Consolidated Zoning Bylaw No. 8000, C7 - Central Business Commercial, 14.7.5 Development Regulations, Section (e).

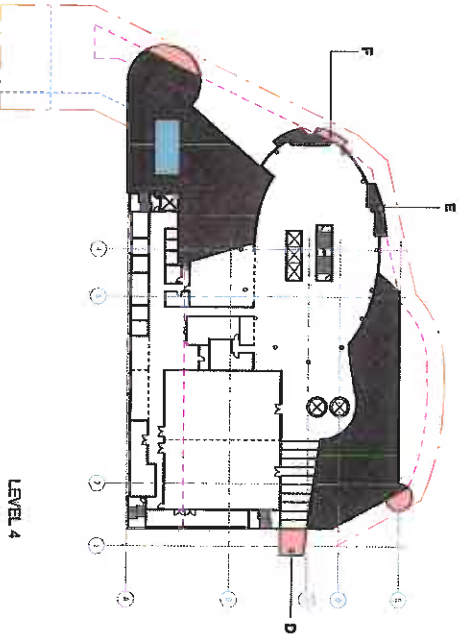
"Any portion of a building above 15 metres in height must be a minimum of 3.0m from any property line abutting a street, as shown on C7 - Diagram B attached to this bylaw.

The above setbacks will be measured from the nearest exterior building face, exclusive of unenclosed balconies."

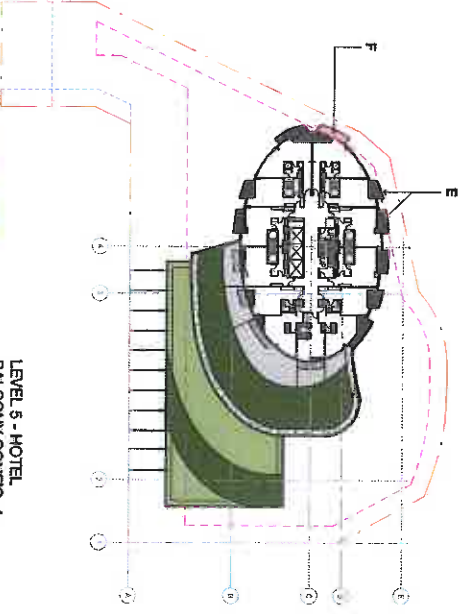
## Plan Diagram



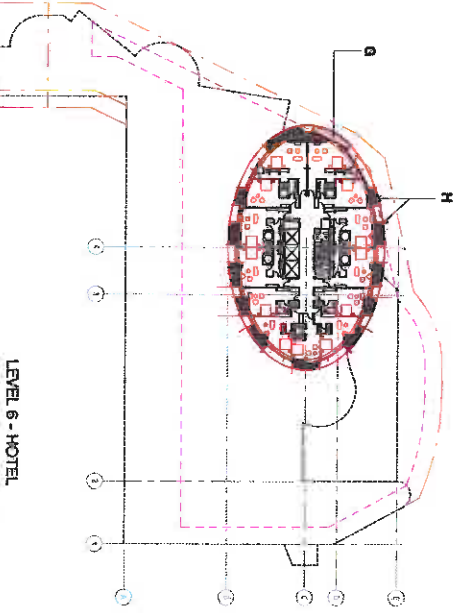
LEVEL 3 / PS



LEVEL 4



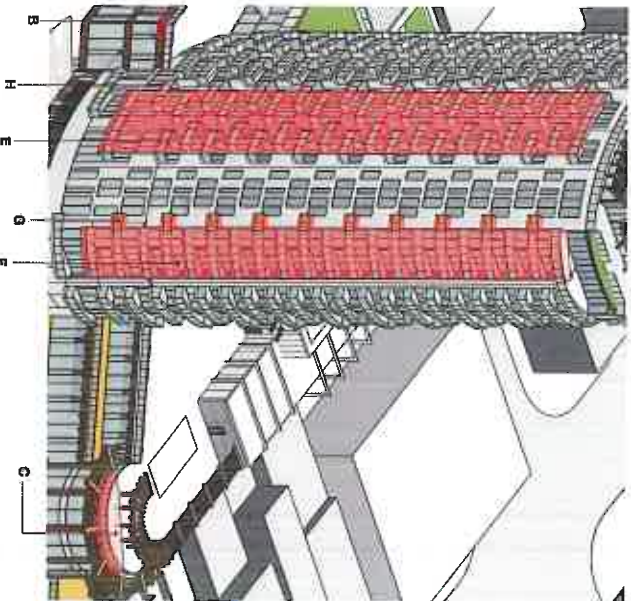
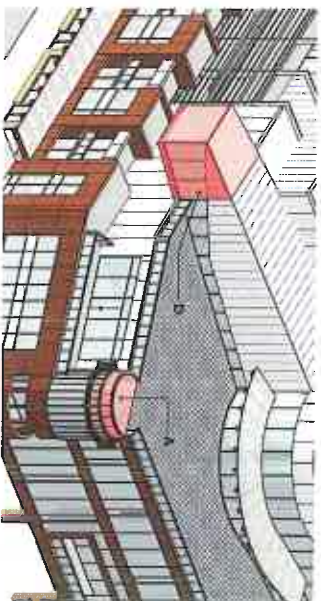
LEVEL 5 - HOTEL  
BALCONY CONFIG. A



LEVEL 6 - HOTEL  
BALCONY CONFIG. B

## C7 - Proposed Setback Variances above 15m

### Proposed Setback Variances



Westcorp



## SCHEDULE D

This forms part of development

Permit # D14-0024/DVPM-0025

C7 - Proposed Setback Variances above 15m

Kelowna Downtown Hotel  
Kelowna, BC

A-40  
2014/05/06  
PROJECT 160013

kasian





# C7 - Proposed Setback Variances above 22m

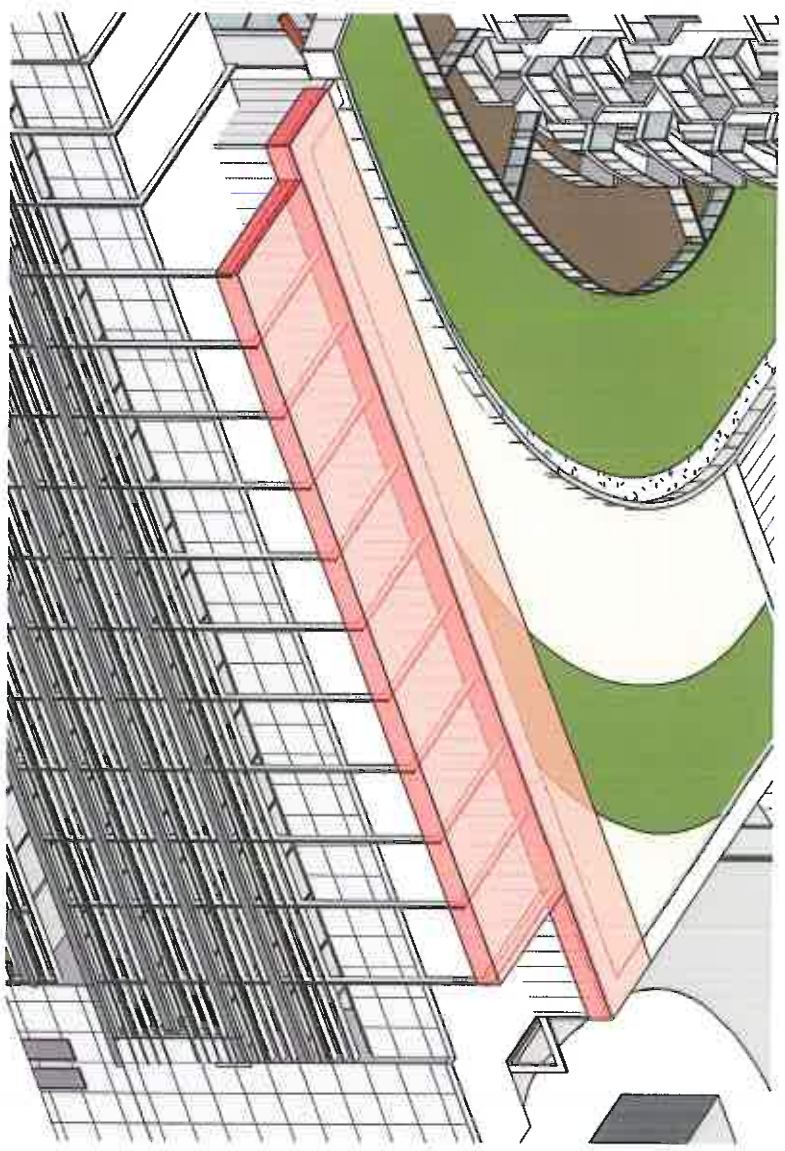
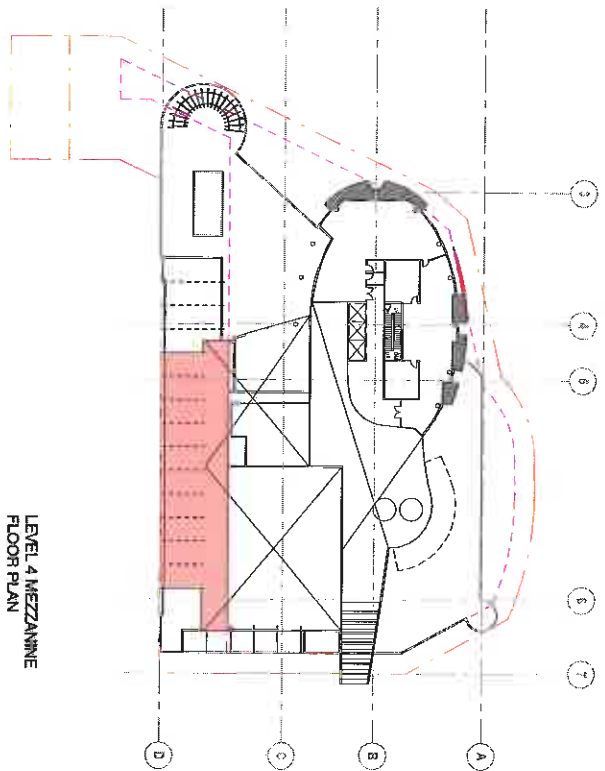
## References and Assumptions

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. 0003, C7 - Central Business Commercial, 14.7.5  
Development Regulations, Section 6:  
"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



**SCHEDULE D**  
This forms part of development  
Permit # **D814-0024/DVP14-0025**

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

A-41  
2014/08/06  
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.

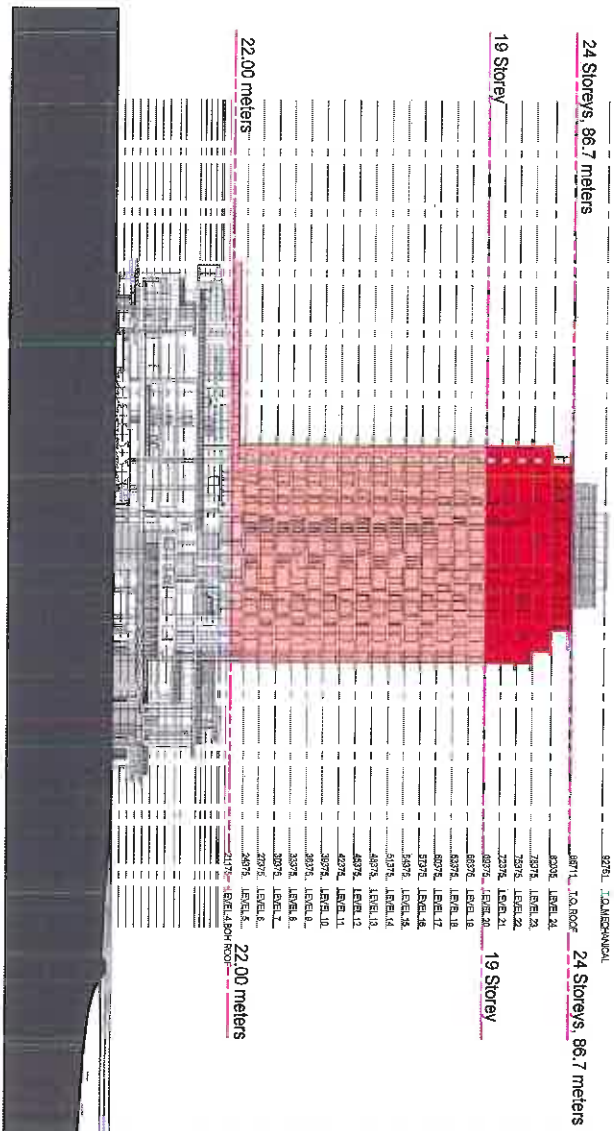
### Bylaw Reference:

Consolidated Zoning Bylaw No. 0000, C7 - Central Business Commercial, 14.7.5 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:

City 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 Variance

- Proposed Tower Height for Hotel Tower:  
To vary the maximum building height for Tower from 22 m to 86.7 m

Westcorp



SCHEDULE D

This forms part of development

Permit # D114-0024/D1414-0025

C7 - Proposed Variances: Building Height

Kelowna Downtown Hotel  
Kelowna, BC

A-42  
2014/08/06  
PROJECT 160013

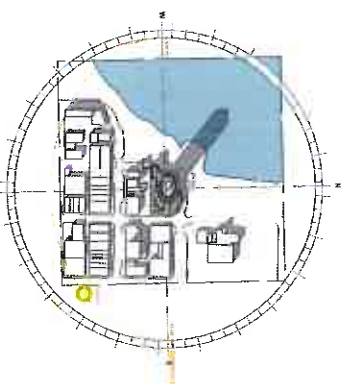
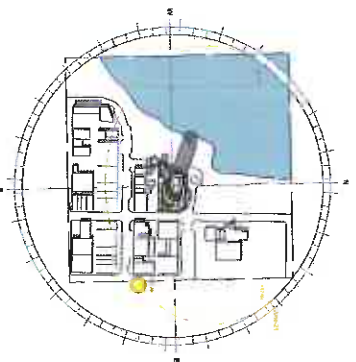
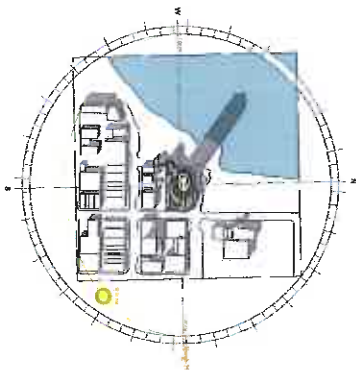


MARCH 21

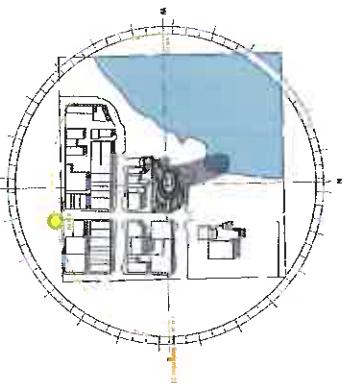
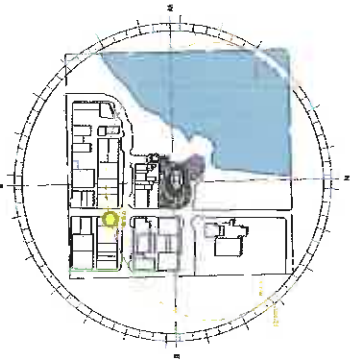
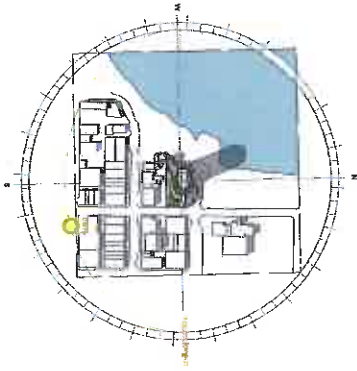
JUNE 21

SEPT 21

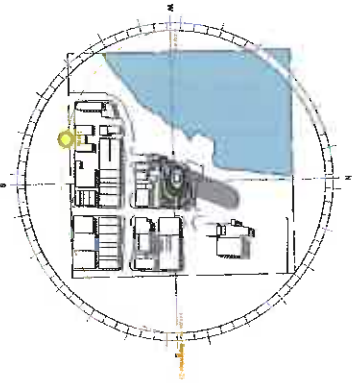
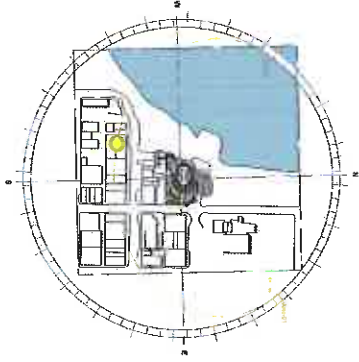
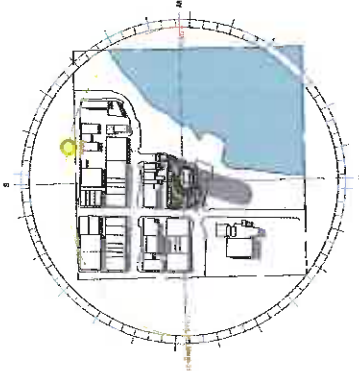
10 AM



12 PM



2 PM



# CITY OF KELOWNA

## APPROVED ISSUANCE OF A:

☐ Development Permit No.:

DP14-0024 & DVP14-0025

EXISTING ZONING DESIGNATION:	C7 - Central Business Commercial
WITHIN DEVELOPMENT PERMIT AREA:	Revitalization Development Permit Area
DEVELOPMENT VARIANCE PERMIT:	<p>To vary to the maximum height of buildings and structures from 22.0m permitted to 83.995m proposed;</p> <p>To vary minimum building setback above 15.0m abutting a street from 3.0m permitted to 0.0m proposed 8 minor encroachments into the required setback as illustrated on Schedule "D" attached to this permit;</p> <p>To vary the minimum building setback from a lane for portions of a building over 22.0 m in height from 10.0 m permitted to 0.0m proposed as illustrated on Schedule "D" attached to this permit;</p>

ISSUED TO: Westcorp Developments

LOCATION OF SUBJECT SITE: 235 Queensway, 1470 & 1476 Water Street, Portions of Mill Street and Queensway

	LOT	DISTRICT LOT	TWP	DISTRICT	PLAN
LEGAL DESCRIPTION:	1 & 2 A 6 & 7	139 139 139 That Part of District Lot 139		ODYD ODYD ODYD ODYD	2698 2180 505 Shown as Closed Road on Plan EPP41444

### SCOPE OF APPROVAL

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

### 1. TERMS AND CONDITIONS:

1. The dimensions and siting of the building to be constructed on the land be in general accordance with Schedule "A";

2. The exterior design and finish of the building to be constructed on the land be in general accordance with Schedule "B";
3. Landscaping to be provided on the land be in general accordance with Schedule "C";

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

Section 14.4.5 (c) Development Regulations - Height:

To vary the height from 15.0m / 4 storeys permitted to 19.4m / 5 storeys proposed.

Section 14.4.6 (b) Development Regulations - Private Open Space:

To vary the private open space for the 8 residential units from 120sq.m required to 32sq.m proposed.

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

3. DEVELOPMENT:

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

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

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

**THIS Permit IS NOT A BUILDING Permit.**

3. PERFORMANCE SECURITY:

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

- (a) Cash in the amount of \$           N/A          .
- (b) A Certified Cheque in the amount of \$           N/A          .
- (c) An Irrevocable Letter of Credit in the amount of \$           453,245.00          .

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

5. APPLICANT'S AGREEMENT:

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

- (a) All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality granting to me the said Permit.



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

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

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

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

\_\_\_\_\_  
Signature of Owner/Authorized Agent

\_\_\_\_\_  
Date

\_\_\_\_\_  
Print Name in Bold Letters

\_\_\_\_\_  
Telephone No.

5. APPROVALS:

DEVELOPMENT PERMIT & DEVELOPMENT VARIANCE PERMIT AUTHORIZED BY THE COUNCIL ON THE 26<sup>th</sup> DAY OF AUGUST, 2014

ISSUED BY THE DIVISIONAL DIRECTOR OF COMMUNITY PLANNING AND REAL ESTATE OF THE CITY OF KELOWNA THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2014.

\_\_\_\_\_  
Doug Gilchrist, Divisional Director of Community Planning and Real Estate

# REPORT TO COUNCIL



**Date:** 7/25/2014  
**RIM No.** 0940-50  
**To:** City Manager  
**From:** Urban Planning, Community Planning & Real Estate (AC)  
**Application:** DVP14-0122 **Owner:** Hywood Properties Ltd., Inc.  
No. BC0992662  
**Address:** 1545 Keehn Road **Applicant:** Five Star Permits  
**Subject:** Development Variance Permit  
**Existing OCP Designation:** SC - Service Commercial  
**Existing Zone:** C10 - Service Commercial

---

## 1.0 Recommendation

THAT Council authorize the issuance of Development Variance Permit No. DVP14-0122 for Lot A, District Lot 125, ODYD, Plan EPP36652 located at 1545 Keehn Road, Kelowna, BC.

AND THAT the variance to the following section of Sign Bylaw No. 8235 be granted:

### Section 6.1 - Specific Zone Regulations

To vary the number of allowable fascia signs from 2 signs per business to 3 signs per business.

## 2.0 Purpose

To allow one (1) additional proposed fascia sign on the south elevation of the building.

## 3.0 Urban Planning

A Development Permit (DP14-0005) was approved by Council on February 17<sup>th</sup> 2014 for the subject property. The plans attached to that Development Permit indicated the additional sign, however a variance was not applied for or granted. The *Local Government Act* states that any variance has to be explicitly stated within the Development Permit, thus the need for the applicant to apply for this Development Variance Permit.

Staff support the variance request as the impact is minor in nature and the sign content was inadvertently approved in the original Development Permit drawings.

In accordance with Council Policy 367 - Public Notification & Consultation for Development Applications, the applicant has provided notification of the proposed Development Variance Permit application to neighbouring properties within 50 m of the subject site. To date, City staff has not been contacted with any objections or concerns with the proposed variance.

## 4.0 Proposal

### 4.1 Site Context

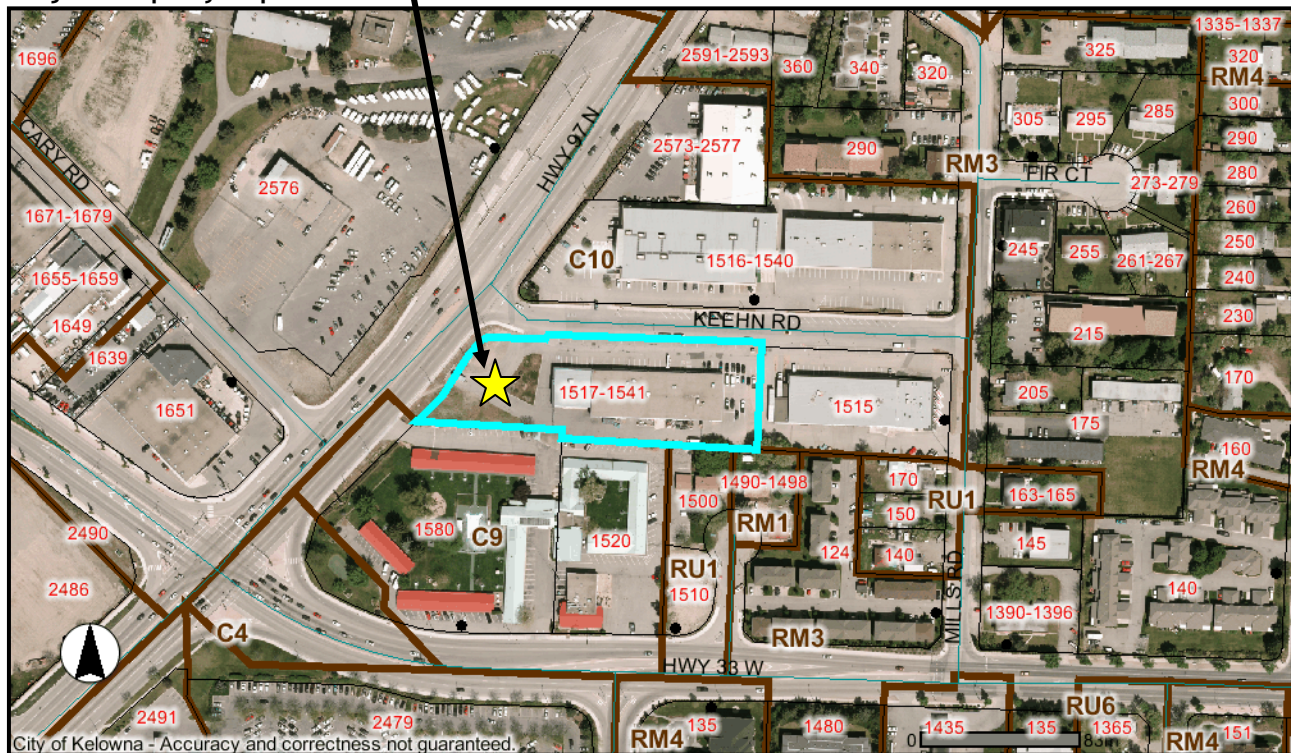
The subject property is located on the south side of the intersection of Highway 97N and Keehn Road. The lot is zoned C10 - Service Commercial and contains a single storey commercial building with multiple tenants. Within the entire 8,463m<sup>2</sup> lot, the development proposal is limited to the westernmost portion.

Development surrounding the lot is characterized by a mix of highway oriented service commercial, tourist commercial, and residential.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	C10 - Service Commercial	Bed, Bath and Beyond
East	C10 - Service Commercial	Various commercial businesses
South	C9 - Tourist Commercial RU1 - Large Lot Housing RM1 - Four Dwelling Housing	Motel Large Lot Single Detached Dwellings Four-plex Housing
West	C10 - Service Commercial	Auto sales

Subject Property Map: 1517-1541 Keehn Road



## 4.2 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	C10 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Lot Area	1,000 m <sup>2</sup>	8,463 m <sup>2</sup>
Lot Width	40.0 m	exceeds
Lot Depth	30.0 m	Approx. 47.0-54.0 m
Development Regulations		
Floor Area Ratio	0.65	0.32
Site Coverage	60%	31%
Height	Lesser of 12.0 m or 3 storeys	2 storeys / 7.35 m
Front Yard (north)	2.0 m	16.4m
Side Yard (east)	0.0 m	8.0 m
Side Yard (west) Hwy 97	4.5 m	7.9 m
Rear Yard	0.0 m	11.9 m
Other Regulations		
Minimum Parking Requirements	2 per service bay (including car wash) = 22 stalls	23 stalls
Bicycle Parking	2 Class 1 stalls 4 Class 2 stalls	2 Class 1 stalls 6 Class 2 stalls
Loading Space	1 space	1
Landscaping	Front: Level 3 Side (hwy 97): Level 4 Side: Level 3 Rear: Level 3	Level 3 Level 4 Level 3 Level 3

## 5.0 Current Development Policies

### 5.1 Kelowna Official Community Plan (OCP)

#### Comprehensive Development Permit Guideline Objectives<sup>1</sup>

- Promote a high urban design standard and quality of construction for future development that is coordinated with existing structures;
- Integrate new development with existing site conditions and preserve the character amenities of the surrounding area;
- Promote interesting, pedestrian friendly streetscape design and pedestrian linkages;
- Provide for a scale and massing of commercial buildings that promotes a safe, enjoyable living, pedestrian, working, shopping and service experience;
- Incorporate architectural features and detailing of buildings and landscapes that define an area's character;
- Promote alternative transportation with enhanced streetscapes and multimodal linkages;

<sup>1</sup> City of Kelowna Official Community Plan, Chapter 14: Urban Design Development Permit Area, Comprehensive Development Permit Area Objectives, p. 14.2.



- Reduce outdoor water use in new or renovated landscape areas in the City by a target of 30%, when compared to 2007.

## **6.0 Technical Comments**

### **6.1 Building & Permitting Department**

No comment.

### **6.2 Development Engineering Department**

- a) The proposed sign does not have any negative impact on the traffic or on any Municipal infrastructure.
- b) This Development Variance Permit does not trigger any offsite upgrades. All the servicing requirements that were addressed in the Development Engineering report under file DP14-0005 have been satisfied.

## **7.0 Application Chronology**

Date of Application Received: June 18<sup>th</sup> 2014  
Date Public Consultation Received: August 6<sup>th</sup> 2014

**Report prepared by:**

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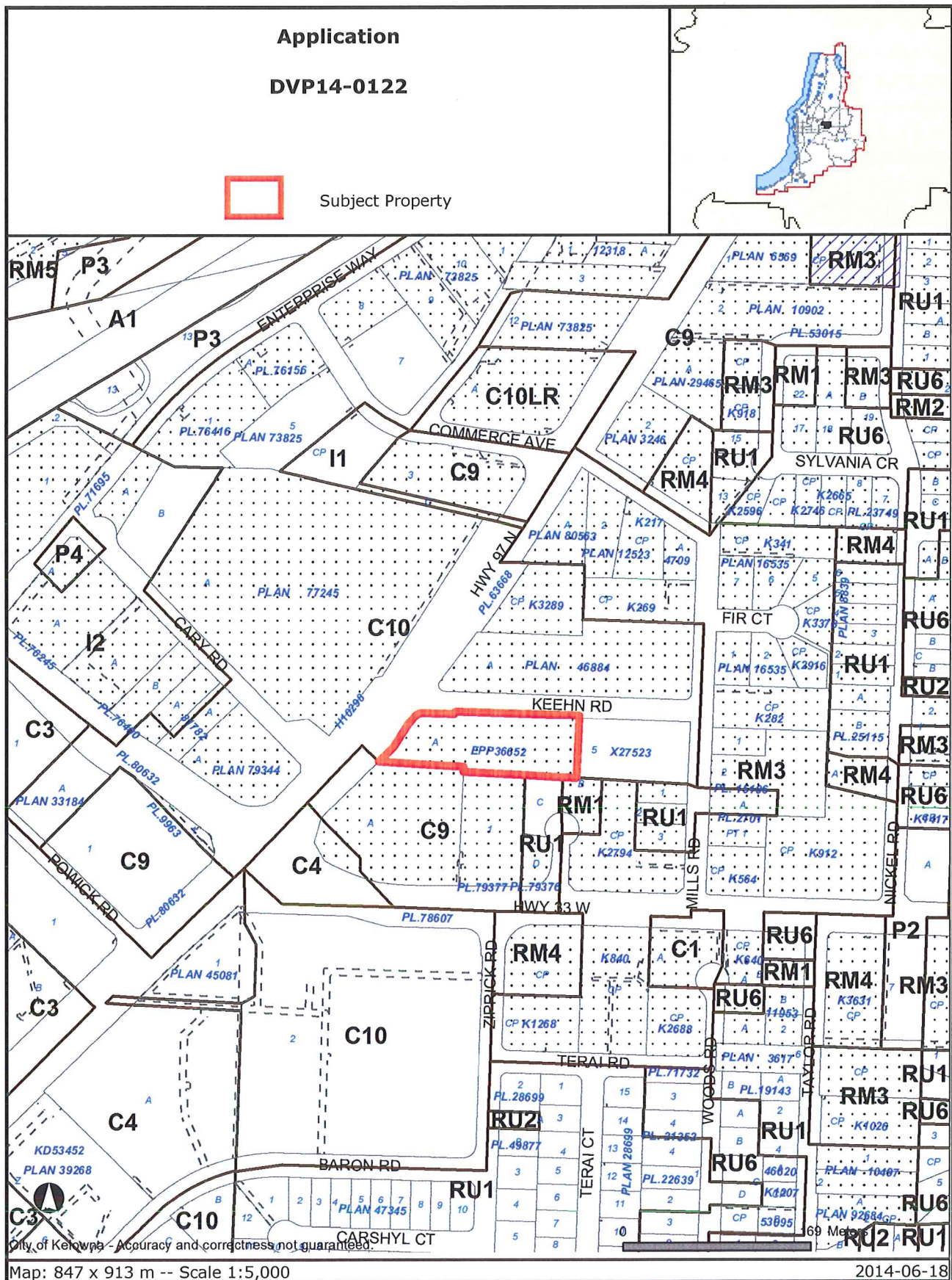
Adam Cseke, Urban Land Use Planner

**Reviewed by:** ☐ Lindsey Ganczar, Urban Planning Supervisor

**Approved Inclusion:** ☐ Ryan Smith, Urban Planning Manager

### **Attachments:**

Development Variance Permit (DVP14-0122)  
Attachments



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

## APPROVED ISSUANCE OF A:

☐ Development Variance Permit No.: DVP14-0122

EXISTING ZONING DESIGNATION: C-10 - Service Commercial  
WITHIN DEVELOPMENT PERMIT AREA: n/a

ISSUED TO: Hywood Properties Ltd., Inc. No. BC0992662.  
LOCATION OF SUBJECT SITE: 1545 Keehn Road

	LOT	D.L.	PLAN	SECTION	TOWNSHIP	DISTRICT
LEGAL DESCRIPTION:	A	125	Plan EPP36652			ODYD

### SCOPE OF APPROVAL

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

#### 1. TERMS AND CONDITIONS:

THAT the variance to the following section Sign Bylaw No. 8235 be granted:

##### Section 6.1 - Specific Zone Regulations

To vary the number of allowable fascia signs from 2 signs per business to 3 signs per business.

#### 3. PERFORMANCE SECURITY: None Required.

#### 4. DEVELOPMENT:

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

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

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



**THIS Permit IS NOT A BUILDING Permit.**

5. APPLICANT'S AGREEMENT:

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

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

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

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

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

\_\_\_\_\_  
Signature of Owner/Authorized Agent

\_\_\_\_\_  
Date

\_\_\_\_\_  
Print Name in Bold Letters

\_\_\_\_\_  
Telephone No.

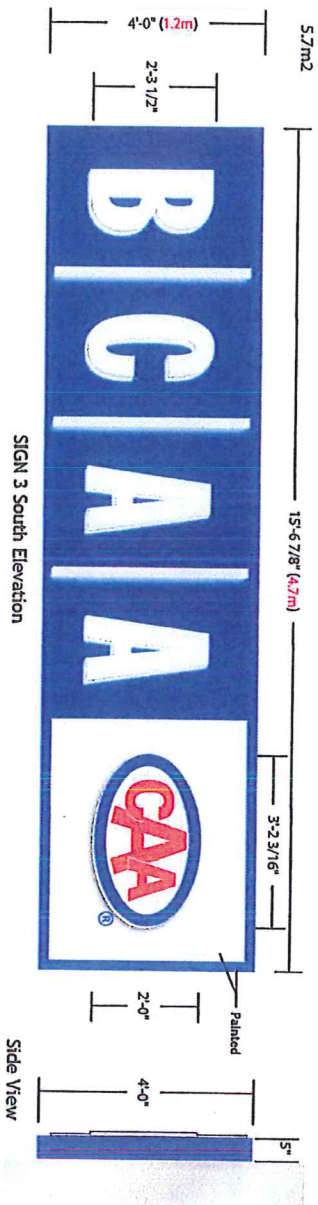
6. APPROVALS:

DEVELOPMENT VARIANCE PERMIT AUTHORIZED BY THE COUNCIL ON THE \_\_\_\_ DAY OF \_\_\_\_\_, 2014.

ISSUED BY THE URBAN PLANNING DEPARTMENT OF THE CITY OF KELOWNA THE \_\_\_\_ DAY OF \_\_\_\_\_, 2014 BY THE DIVISIONAL DIRECTOR OF COMMUNITY PLANNING & REAL ESTATE.

\_\_\_\_\_  
Doug Gilchrist, Divisional Director - Community Planning & Real Estate


Site check is required prior to production



SIGN 3 South Elevation

ITEM 1,  
MODEL: Single Face Illuminated Cabinet-Frameless  
TYPE/DEPTH: Fabricated Aluminum 5" Deep  
LIGHTING:  
White LEDs  
FRAME: EX 7  
FACE: Face over Frame: 1/8" aluminum routed w/ 1" clear acrylic  
push thru copy "BCAA" logo & dividers 1/2" clear acrylic w/ white  
vinyl applied  
MOUNTING: Mounted to building - wall mount

**SCHEDULE Attachments**  
This forms part of development  
Permit # DVP14-0122

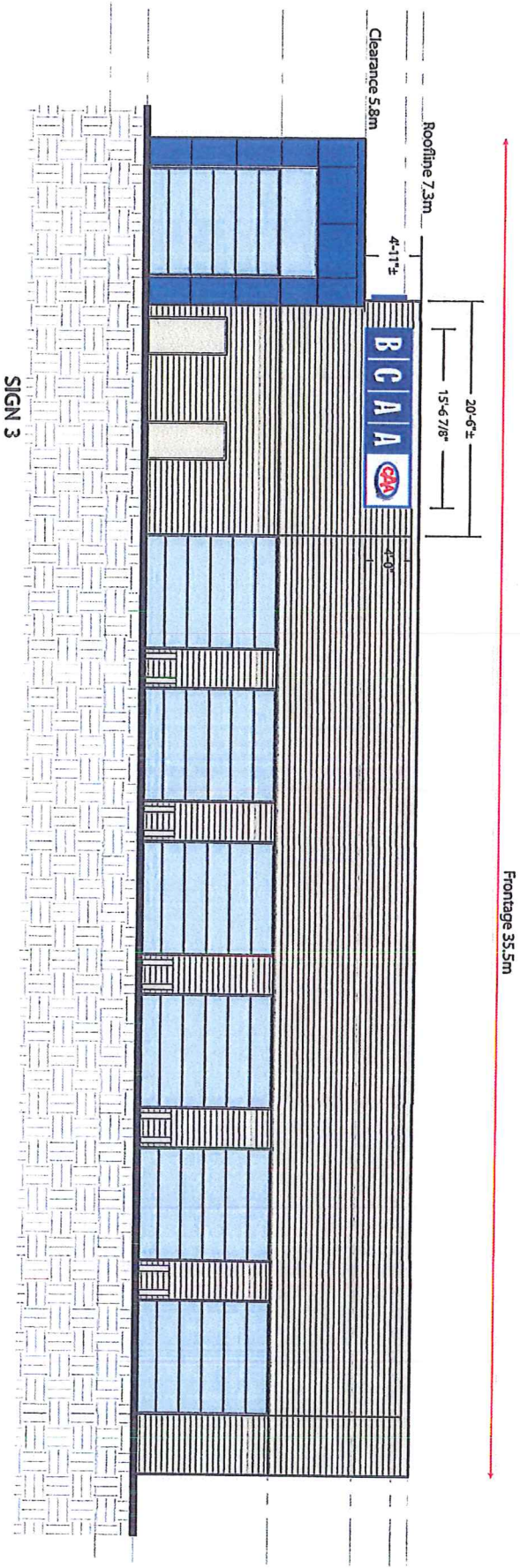
 <p><b>KNIGHT SIGNS</b> 1811 Progress Way Burlington, ON L7R 4K1 Tel: 905-335-1111 Fax: 905-335-1112 Email: info@knight-signs.com The Knight Signs Group is a Division of Knight Signs Inc. and is not a separate legal entity. Knight Signs Inc. is a corporation registered in the Province of Ontario. Copyright © 2011</p>		<p><b>Project Name:</b> BCAA Kelowna <b>CUSTOMER:</b> OMICRON 18-1470 Harvey Ave, Kelowna, BC <b>Account Manager:</b> Dale Woschuk <b>Date:</b> March 13, 2014 <b>Scale:</b> 1/2"=1'-0"</p>		<p><b>Art Revisions:</b> Rev 1: April 01, 2014: Sign 3-140 Changes / Sign 2 Revised font to Proxima Semi Bold Rev 2: April 11, 2014: Revised to 37H Cabinet - North &amp; West Side / 47H South Side</p>		<p><b>Quote Number:</b> 6670-03-14-BCAA-DJ <b>Revision:</b> R2 <b>Job Number:</b></p>		<p><b>QUANTITY:</b> 1 <b>SIGN 3</b></p>	
<p><b>Client's Approval</b></p>		<p><b>Date</b></p>		<p><b>Account Manager Approval</b></p>		<p><b>Date</b></p>		<p><b>DRAWING</b> 3</p>	

Vinyl Colours:	Paint Colours:
*31A 3630-457 Sultan Blue	*Cabinet/Face Ptd to match
*31A 3630-43 Lt. Tomato Red	Sultan Blue MP 2136
*31A 3630-20 White	*White: N2025P


NOTES:

☒ 1st Surface ☐ 2nd Surface FONT:

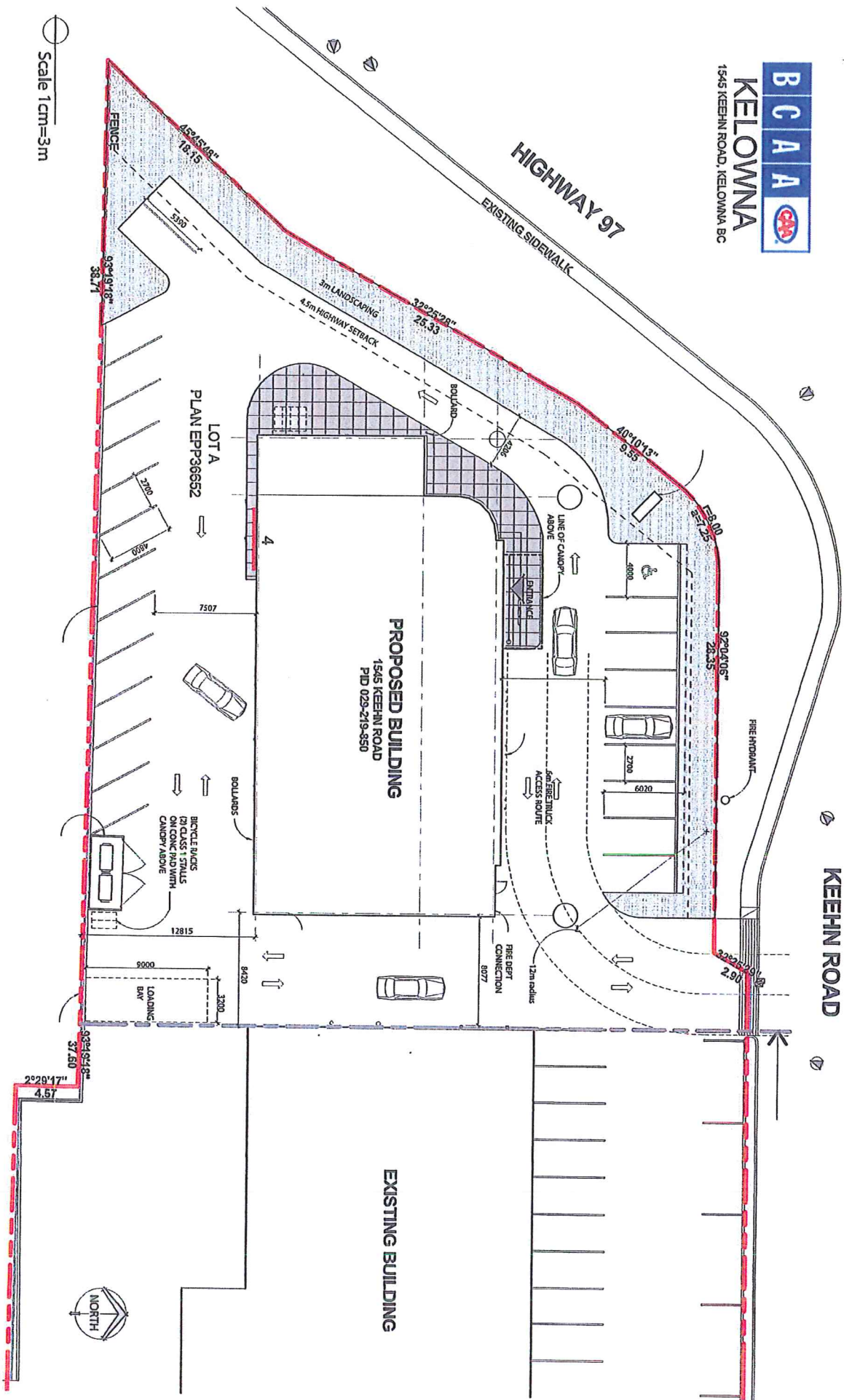




**SCHEDULE Attachments**  
 This forms part of development  
 Permit # DVP14-0122

 <b>Knight Signs</b> <small>1782 Highway 10, Kelowna, BC V1Y 9A6        Tel: 250-860-1234 Fax: 250-860-1235        Email: info@knight-signs.com Website: www.knight-signs.com</small>		<b>Project Name:</b> BCAA Kelowna <b>CUSTOMER:</b> OMICRON 18-1470 Harvey Ave, Kelowna, BC <b>Account Manager:</b> Dale Wlaschuk		<b>Art Revisions:</b> Rev 1: April 01, 2014 Sign 1: No Change / Sign 2 Revised font to Proxima Semi Bold Rev 2: May 12, 2014 Approved by 2nd Cabinet - North & West Side / 4th South Side		<b>Quote Number:</b> 6670-03-14-BCAA-DJ <b>Revisions:</b> R2 <b>Job Number:</b>		<b>NOTES:</b> South Elevation QUANTITY: AS SHOWN	
<b>Date:</b> March 13, 2014 <b>Scale:</b> 1 : 100 <b>Client's Approval:</b>		<b>Date:</b>		<b>Account Manager Approval:</b>		<b>Date:</b>		<b>DRAWING</b> 6	

**SCHEDULE Attachments**  
This forms part of development  
Permit # DVP14-0122



Scale 1cm=3m