

November 21, 2024

City of Kelowna Urban Planning Department Attn. Tyler Caswell 1435 Water Street, Kelowna BC V1Y 1J4

#### Development Permit at 1270,1260 and 1256 Glenmore Drive

#### Introduction

Dear Planning Staff,

Enclosed are the plans for a multi-residential project at 1270, 1260, and 1256 Glenmore Drive. All 3 properties will be consolidated as part of the application process. Third Reading was approved by Council on October 21, 2024 for the rezoning to MF3 – Apartment Housing. Associated requirements for Final Adoption will be satisfied shortly. The goal for this site is to utilize Zoning Bylaw 12375 and OCP 2040 – Mid-Rise Residential Guidelines to create a 6-storey apartment project which is safe, livable, accessible, and provides new housing opportunities in the Glenmore neighbourhood. The property is located on the Glenmore Drive Transit Supportive Corridor.

The unit mix includes studio, 1 bedroom, and 2-bedroom units with the goal of attainable homes. The target purchasers include young professionals, student's, families, and local residents that are seeking an option to age in the neighborhood with which they are familiar. The amenity space is provided in twice the amount required by the Zoning Bylaw and includes 2 programmed outdoor spaces, bookable office space on each floor, an indoor community room, a dog wash, bike repair station, and a Modo carshare program. A amenity contribution will be made to City of Kelowna to allow the 1.9FAR.

Site access is taken from the lane that is parallel to Glenmore Drive and has multiple entry/egress points. All homes along this block use the same access. To alleviate potential congestion, the building is set back 3.0m from the lane. Additionally, a loading space on a permeable surface is provided to allow delivery vehicles to stop outside of the shared lane.

This application is for a Form and Character Development Permit and a minor Variance Permit to vary the Electric Vehicle charge regulations.

### Official Community Plan Objectives

The OCP sets out several key guidelines for mid-rise residential developments including:

- Provide attractive and active human-scale amenities oriented towards public spaces at grade.
- Break up the massing by providing simple vertical and horizontal articulation of facades.
- Ensure buildings have a front-to-back orientation to streets and open spaces with back-ofhouse uses located to the rear of the building.
- Maximize 'eyes on the street.'
- Integrate semi-private open space.

Section 4.1 – Low & Mid-Rise Residential Guidelines has been carefully followed throughout the design process. The design aims to meet many of the guidelines specifically:



Design guidelines from the OCP to address the front façade of the building:

Design Intent: To ensure buildings contribute positively to the neighbourhood context and provide a sensitive transition in scale to existing and future buildings, parks, and open spaces.

The properties adjacent to the north are City owned and have been rezoned to allow development through the BC Builds program. The property immediately to the south was redeveloped under the previous RM3 – Medium Density zone in 2016. The building design is planned to create a positive transition between the existing 2.5 storey townhouse complex to the south and proposed 4 - 6 storey apartments to the north.

Set back residential buildings on the ground floor between 3-5m from the property line to create a semi-private entry or transition zone to individual units and to allow for an elevated front entryway or raised patio.

The building face is set back from Glenmore Drive with semi-private space for the ground floor units, which are flanked by planters for privacy. The effect creates layers including a 3.0m landscaped area with trees flanked by the planters and building face located almost 6.0m from the property line.

## On sloping sites, floor levels should step to follow natural grade and avoid the creation of blank face.

The property has slopes to the west and has a gradual north-south slope. The parkade lifts the building, allowing the lobby access at grade on Glenmore Drive. Planters are planned along the ground level edge of the frontage to soften the edge and provide visual interest at the pedestrian level.

## Vehicular access should be from the lane (See Figure 36). Where there is no lane, and where the re-introduction of a lane is difficult or not possible, access may be provided from the street walls.

All vehicle access is provided from the lane. Two layers of parkade are planned each having their own access. Visitor and accessible parking are located on the ground floor allowing ease of access to the building. The majority of the residential parking is found in the lower-level parkade. Locked bicycle storage facilities are located on the lower level for extra security.

Locate semi-private open spaces to maximize sunlight penetration, minimize noise disruptions, and minimize 'overlook' from adjacent units.

Design internal courtyards to provide amenities such as play areas, barbecues, and outdoor seating where appropriate. Provide a balance of hardscape and softscape areas to meet the specific needs of surrounding residents and/or users.

The building is designed in a "C" shape with the long edge along Glenmore Drive and the opening in the rear along the lane. This achieves 2 objectives. It sets the building further away from the single residential units found on the west side of the lane. A programmed outdoor amenity area allows sunlight penetration with a ping pong table, chess board, and seating area with trees. The internal amenity space is located adjacent to the outdoor space.

# Rooftop Amenity Spaces Controlling sight lines from the outdoor amenity space into adjacent or nearby residential units by using fencing, landscaping, or architectural screening.

Another outdoor area is provided on the rooftop which is setback from the building edge to minimize any overlook to the neighbouring properties. The space is intended for lounging and is flanked by planters with 6 trees secured to the roof deck. The surface will be a combination of pavers and artificial turf.

Break up the building mass by incorporating elements that define a building's base, middle and top.

The use of materials and colours breaks up the building elements in defined levels. Further planters incorporate green roof elements with succulents proposed flanked by trees on each corner of the 6<sup>th</sup> floor. Playful elements using bold colours are found on the rear (west) elevation.

*Provide weather protection (e.g. awnings, canopies, overhangs, etc.) along all commercial streets and plazas.* Through the use of projected elements, each entrance to the building has weather protection.

It is felt that the project design contributed to the key pillars in the following manner:

1. Stop planning new suburban neighbourhoods.

Creating multi-unit housing within existing neighbourhoods reduces the desire for new suburban neighbourhoods to be planned. In turn, density is focused in areas with existing services and nearby transit, walking, and biking options.

2. Target growth along transit corridors.

The subject property is located on a Transit Supportive Corridor, therefore it is anticipated that the future growth along Glenmore Drive will be at a higher density. Midtown and Capri Landmark Urban Centers are 1 kilometer away, and the Glenmore Village Centre is 2.5 kilometers to the north.

3. Promote more housing diversity.

Mid-rise housing allows for diverse housing options within the Core Area of Kelowna. Many tenants or property owners are searching for "mid-rise" housing which provides appropriate parking, limited private open space, and single bedrooms for bachelor tenants or multiple bedrooms for growing families. The location is less desirable for single family dwellings, which is seen in the state of the homes. Planning theory would point to densifying properties along Glenmore, which allows the best land use while keeping the adjacent lower density units in place. It allows for a greater mix of uses and provide a variety of housing options in a neighbourhood without impacting its' core.

4. Prioritize sustainable transportation and shared mobility.

Glenmore Drive is designated as a future primary bike corridor, though the subject property is also located 500 meters from the Okanagan Rail Trail, and therefore the residents of the subject property will have opportunity to access existing bike corridors. Additionally, the subject property is located less than 400 meters from a frequent transit route, meaning the residents will have the option to use public transit as needed.

The proposed development increases available housing along a corridor that is no longer desirable for single dwelling units. In effect, this will contribute to the projected growth of 1,630 new units in the Glenmore sector; 4% in Wilden and 6% in core Glenmore with a minimal impact to the neighbourhood.

Section 8.2.18 requires that all residential dwelling units provide on-site electric vehicle energized outlets. Although this is in-line with the philosophy of the building, it is not feasible from Fortis BC's servicing and capability perspective. The landowners will be installing all the conduits and lines

required to allow for EV charging, however, they are unable to have them energized at this time. It is understood that this is a common challenge for development in Kelowna and that a housekeeping text amendment might be considered to allow housing construction while the greater electrical grid is updated. Should there be no changes to this section at the City level a variance will be sought.

### Conclusion

The proposal seeks to create a mid-rise development project in an upcoming area of Kelowna which is very walkable, bikeable, and has access to nearby amenities. The property is close to parks such as Parkison Recreation and Jack Robertson Memorial. The Kelowna Golf and Country Club is located across the street for avid golfers. The location allows for easy access to both University campus and Okanagan college making it ideal for the "attainable" market segment. This proposal is anticipated to provide additional housing at a time where the local housing market has been identified as unaffordable and short of supply.

The proposed building design meets and exceeds several Zoning Bylaw requirements and OCP design guidelines.

We look forward to hearing your comments and feedback on the project.

Regards,

Urban Options Planning Corp. by it's Authorized Signatory; Birte Decloux, RPP MCIP





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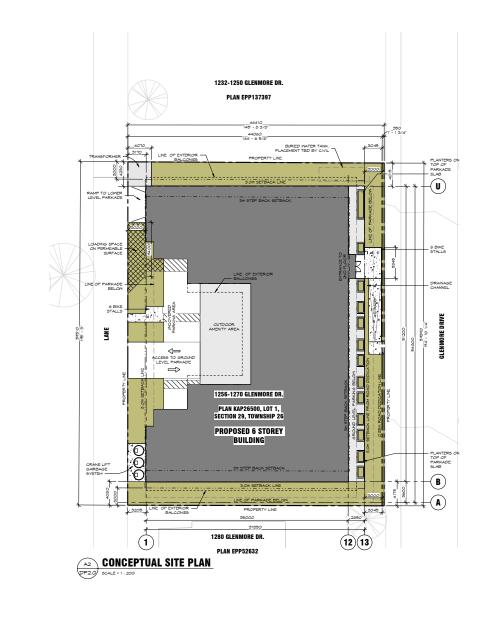
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FEGRY TARED BETRACK     3.0m       SEE YARD SETENCK     3.0m       REAR YARD SETENCK     3.0m       PROFESSED SETENCK     3.0m       SEE YARD SETENCK     3.0m       REAK YARD SETENCK     3.0m	ER. THE STEPPEACK ICOND STOREY SECTOR 19.6 1 = 1.0 ) = 2.05	STH FL STH FL COMMI PACTOR PACTOR REQUIRE PROPOS OFF-ST PACTOR REQUIRE PACTOR REQUIRE TOTAL R		6     6       ND P     (5)       (5)     (5)       (7)     (7)       (7)	RIVAT TUDIO 5 50 10 10 10 11 12 12 97 12 97 12 97 12 97 12 97 12 97 12 97 12 97 12 97 12 97 12 97 12 97 12 97 12 12 12 12 12 12 12 12 12 12	E AME 1-BED 15 945 945 945 945 945 945 945 15 17 1.0 63 BikE ST 1.0 10 95 10 10 10 10 10 10 10 10 10 10	4       2       10       (1795)       NITY       2-BED       25       450       4,520       5,241       5,241       2-BED       1.1       14.5	95 3.4 sq.ft 18.0 sq.ft 17.1 sq.ft 87.0 sq.ft 41.0 sq.ft 41.0 sq.ft 17.1 sq.ft 87.0 sq.ft 41.0 sq.ft 17.1 sq.ft 87.0 sq.ft 17.1 sq.f	CTON 19.5 TOTAL 15.75 59.m CR 35.9,m CR 35.9,m CR 35.9,m S9.m S9.m ECTION 9.5 S9.m ECTION 9.5 S9.m ECTION 9.5 S9.m S9.m S9.m ECTION 9.5 S9.m S9.
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FRONT YARD BETBACK     3.0m       REAR YARD BETBACK     3.0m       FROM YARD BETBACK     3.0m       FROM YARD BETBACK     3.0m       FROM YARD BETBACK     3.0m       STEPSARDE SETBACK     3.0m       FROM YARD SETBACK     3.0m	ER. THE STEPPEACK ICOND STOREY SECTOR 19.6 1 = 1.0 ) = 2.05	STH FL OTH FL OTH FL OTH FL OTH FL OTH FL OTH FL OTH FL PACTOR REQURE PROPOS	6 24 (229 (59,m C (29) (59,m C (29) (59,m C (29) C (20) C	6     6       (5)     (5)       (7)     (7)       (7) <	RIVAT TUDIO 5 50 nd FL= 60 00FT T AMENING 1.6 1.6 1.6 1.6 C - 5(5) 0 - 5(	E AME 1-BED 15 945 945 947 15 945 945 945 945 15 945 1-BED 1-BED 1-BED 1-25	4 2 10 10 10 2 2 2 2 2 2 2 2 2 2 2 2 2	95 	CTION 19.5 TOTAL TOTAL 10,753 sq.m Sq.m Sq.m Sq.m ECTION 9.5 VISITOR 0.14 PER UNIT = 15 STALL R-SHARE SHORT TERM SHORT
IPEON TAKED BETRACK:     3.0%       SEP LARD BETRACK:     3.0%       IPEON TAKED BETRACK:     3.0%       IPEON TAKED BETRACK:     3.0%       IPEON TAKED BETRACK:     3.0%       IPEON TAKED BETRACK:     3.0%       SEE VARID BETRACK:     3.0%       SEE VARID BETRACK:     3.0%       SEE VARID BETRACK:     3.0%       TAKEN SEE VARID SETRACK:     3.0%       STERNET VARID SETRACK     3.0%       DENSITY (FAR)     3.0%       TAKEN SEE VARID SETRACK     3.0%       DENSITY (FAR)     3.0%       TAKEN SEE VARID SETRACK     3.0%       TAKEN SEE VARID SETR	LBK THE STEPBACK COND STOREY SECTON 13.6 1 = 1.0 1 = 2.05 1 = 2.35	BYTE PL TOTAL COMMIN FACTOR REQUEET RECORE REC		6     6       6     6       8     (3)       9     5       10     7       11     11       2     2       8     8       7     7       11     11       2     2       8     6       2     2       11     11       12     12       12     12       12     12       13     12       14     12	RIVAT TUDIO 5 50 nd FL= 7 7 7 8 00PT T 10 10 10 10 10 10 10 10 10 10	E AME 1-BED 15 445 445 445 445 445 1-BED 1-BED 1-BED	4 2 10 10 10 2 2 2 2 2 2 2 2 2 2 2 2 2	95 3.4 64 ft 4.00 54 ft 4.00 54 ft 4.10 54 ft 4.10 54 54 54 54 54 54 54 54 54 54 54 54 54	CTON 19.5 TOTAL 1.575 Sq.m 0.753 Sq.f 10.753 Sq.f 10.753 Sq.f Sq.m
FEGOT YARD BETBACK     3 OF       REAR YARD SETBACK     3 OF       FROM YARD SETBACK     3 OF       FROM YARD SETBACK     3 OF       FROM YARD SETBACK     3 OF       SERVA YARD SETBACK     3 OF       FROM YARD SETBACK     3 OF<	ER THE STRIPACK COND STOREY  ECTION 19.6  1.0 1 - 2.05 1 - 2.05 1 - 2.05 1 - 3.05 1 - 3.05 1 - 3.05 1 - 3.05 1 - 3.05 1 - 3.05 1 - 3.05 1 - 3.05 1 - 3.05	STH FL OTH FL OTH FL OTH FL OTH FL OTH FL OTH FL OTH FL PACTOR REQURE PROPOS		Image: Second	RIVAT TUDIO 5 50 nd FL= 60 00FT T AMENING 1.6 1.6 1.6 1.6 C - 5(5) 0 - 5(	E AME 1-BED 15 945 945 947 15 945 945 945 945 15 945 1-BED 1-BED 1-BED 1-25	4 2 10 10 10 2 2 2 2 2 2 2 2 2 2 2 2 2	90 34 59 ft 33 4 59 ft 34 59 ft 34 59 ft 34 59 ft 34 59 50 50 50 50 50 50 50 50 50 50 50 50 50 50 5	CTON 19.5 TOTAL 1.575 9.4.m OR 9.6.733 9.4.f 10.793 9.4.f 10.793 9.4.f 0.745 PER UNIT = 13.5774L 13.5774L 13.5774L 13.5774L 13.5774L 13.5774L 13.5774L 13.5774L 13.5774L 13.5774L 13.57754L 14.7774L 14.7774L 15.7754L 15.7754L 15.7774L 15.7754L

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