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March 10, 2021

To: City of Kelowna Staff, Mayor, and Council  
Re: 1097 Dilworth Drive – Rezoning, Text Amendments, and DP

Dear Mayor, Council, and City Staff,

As an urban development specialist for the past 15 years, long before it was cool to say you were building in Downtown Kelowna, Worman has been dedicated to finding “gaps” within our urban spaces. These gaps allow us to add density into existing neighbourhoods to help them become the places they are intended to be. Most people are familiar with our work in the South Pandosy neighbourhood where we have built multiple developments over the past 15 years. We have also done several buildings in Kelowna’s downtown, helped to solidify a neighbourhood commercial hub on Lakeshore and Collett, and most recently, introduced some infill industrial space to Enterprise. Finding these small pockets of missed density and contributing to the health of these existing neighbourhoods has been our specialty. It is with this attitude in mind that we happened upon 1097 Dilworth Drive.

Over the years I had often walked and bicycled by this site and wondered why it sat so underutilized in such a central location. Turns out that it used to be part of the old Central Green golf course: which was developed into Walmart, Home Depot, and a strip of car dealerships. Since this site was across the creek and the rail line from the main development area and since it could not be turned into commercial, the previous owner chose to write it off as useless. When they finally decided to sell the site, we were fortunate enough to purchase it.

The attached proposal is to rezone the 21-acre site at 1097 Dilworth from A1 to RM5 and RM6. The application proposes to dedicate approximately 50% of the land to the City for park and road reserve. It proposes a small land swap, to allow a less disruptive entrance to the lower site and it proposes 3 site specific text amendments to the RM6 portion. In addition, there is a form and character DP requested for a 12 unit, 4 storey building on the upper RM5 site. These are the first steps in building a new and inclusive neighbourhood at the base of Dilworth.



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## Context and Connectivity

When you walk the site, the one thing you are struck by is the sheer size and beauty of it. Located next to the Rail Trail and Mill Creek and with broad views to the lake, it is a gem hidden within plain sight. Its connections to the community are excellent. The site is located on the boundary of the urban core. This location, in the heart of the “hourglass”, makes it an ideal candidate for densification. Its size and ability to supply housing to many residents with minimal impact on an existing community cannot be overlooked.

The largest grocery store in Kelowna is a lovely 350-meter walk through Mill Creek linear park! The Rail Trail is at its doorstep, which means a very safe walk or pedal of only 2 km to Parkinson Recreation Center, 2.5 km to Landmark Center, 5 km to downtown, and 6.5 km to UBCO. The future Dilworth Drive ATC trail that will link the Rail Trail to Mission Creek Greenway will make this one of the best locations in the city for connectivity to dedicated cycleways.

There are multiple transit options from this site, 3 of which are less than a 700 m walk away. The #3 bus stops on Dilworth adjoining this site with service every 30 minutes. Bus #10 is 300/400 m away on Enterprise with a pickup every 19 minutes. The 97 rapid bus stop at Banks is 700 m away with service every 15 minutes. And at just 1.4 km away, the transit exchange at Orchard Park is still within easy reach.

With the addition of only 410 m of new roadway, this is the exact opposite of urban sprawl. Connecting into an already established network of roads, trails, parks, and active transportation corridors means this development has a positive long term infrastructure benefit to the City (tax dollars generated will far exceed any costs to maintain City infrastructure).

And for those that will still choose to drive, the central location will mean living in an area that boasts one of the lowest per km trip lengths of anywhere within our City or our region. With everything so close, there will be much less need for longer trips.





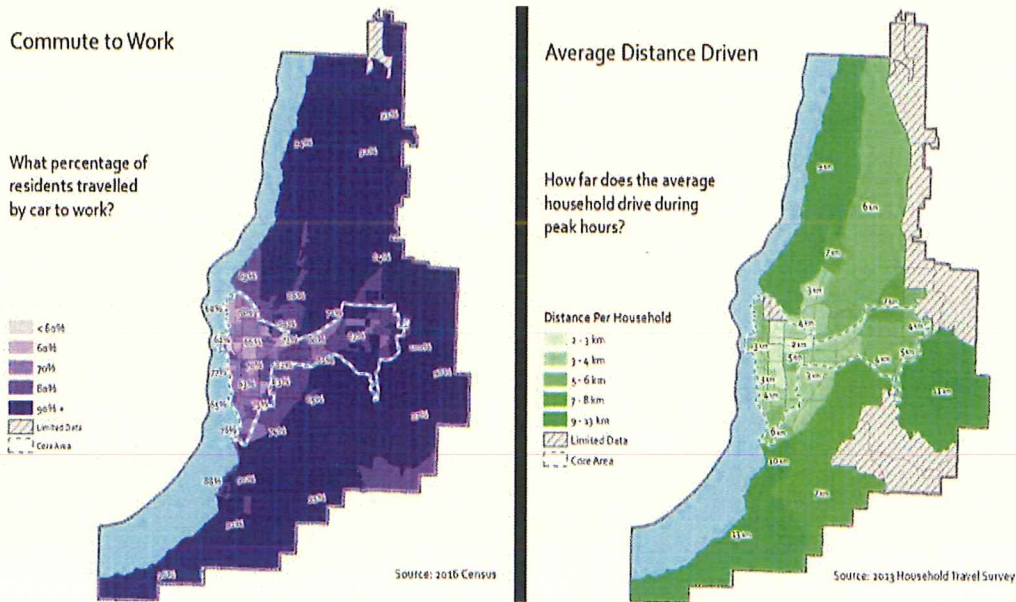
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## FACTS IN FOCUS

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Figure 1: Car-dependent Areas



Since households in outlying areas must drive to meet their daily travel needs, often from the edges of the City, the data show that over 90 per cent of residents travel by car to work<sup>1</sup> and also drive 2-6 times farther,<sup>1v</sup> compared to households in Kelowna's core neighborhoods

Due to the site's connectivity and its proximal access to other modes of transportation our proposal will seek a site-specific text amendment to lower the parking ratios to mirror those within the C4 and C7 zones (approximately 1 stall per unit). All private parking has been hidden either below or behind buildings in covered parkades and we anticipate charging for this. By charging, the affect we have found is that it lowers the overall parking demand. To date in our other rental buildings our parking demand is just .7 stalls per unit, so we have empty parking spaces at every one of our buildings!



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**Housing Diversity and Equity**

With the proximity to so many amenities, jobs, and transit options our design strategy was simple, design a broad spectrum of housing with amenities that would suit this broad demographic of residents. While the overall site does not yet have all the individual buildings designed, we have laid out the building footprints and heights which allows us to calculate a very good estimate of the number and type of housing that will be built.

**1097 Dilworth - Potential Unit Count**

Building #	Common/Amenity	Bachelor	1 Bedroom	2 Bed Apartment	2 Bed + Den Apartment	3 Bed Apartment	2 Bedroom Townhome	2 Bed + Den Townhome	3 Bedroom Townhome	4 bedroom	Building Total
Building 1 Total		0	12	24	0	4	8	20	4	4	76
Building 2 Total	Fitness/Games and Shared Workspace	12	12	48	24	0	5	0	3	0	104
Building 3 Total	Daycare	12	12	48	24	0	0	0	0	0	96
Building 4 Total	Makers Space	12	12	48	24	0	7	0	3	0	106
Building 5 Total		0	0	0	0	0	4	0	0	0	4
Building 6 Total		0	8	48	0	16	0	0	7	0	79
Building 7 Total		0	8	48	0	16	7	0	2	0	81
Building 8 Total		0	24	48	0	8	8	0	3	0	91
Building 9 Total		0	0	0	0	12	0	0	0	0	12
<b>Total Unit Types</b>		<b>36</b>	<b>88</b>	<b>312</b>	<b>72</b>	<b>56</b>	<b>39</b>	<b>20</b>	<b>22</b>	<b>4</b>	<b>649</b>

Our projections consider approximately 650 units in total. These would include level entry, level living options for people of all abilities, ground-oriented housing for folks who like to come in right from the street, and secured access apartments for those who prefer controlled access to their homes. Of the proposed options we anticipate 27% of the units will be 2 bedroom and den or larger (including 3 and 4 bedroom units), 54% would be 2 bedroom, and 19% would be 1 bedroom/bachelor units.

Planned amenities, located at grade and next to the internal urban park space, will include daycare space, fitness and games room, shared workspace, and a makers' space for resident programming.





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While the final tenure of all the buildings has not been fully decided, the focus in the initial design has been weighted towards rental housing. The first building, Building 9, which is being proposed as part of this application, will be a 12-unit apartment style building with all 3 bedroom homes. These larger apartments with double detached garages will have all the living on one floor, making them accessible for all abilities. They will suit those needing something closer to a single family home than a regular apartment. Future buildings will each have a broad mix of units within them.

### Strengthen Kelowna as the Region’s Economic Hub

While Kelowna has many regional strengths which garner more attention and prestige, one of its strongest is its role as a regional retail hub. Most of this activity is centered in the Midtown region. Midtown has Kelowna’s third largest employment density, but, sadly, has the lowest population density. This means people who work in this area have very little choice but to drive to work. There are approximately 36 jobs per hectare and yet only 9.8 people per hectare living in this area.

URBAN CENTRES ROADMAP // BACKGROUND

Urban Centre Metrics	City Centre	South Pandosy	Capri-Landmark	Rutland	Midtown
Population	3,791	4,184	2,249	5,607	1,846
Population Density (people per hectare)	22.8	30	23	33	9.8
Employment	10,142	3,895	8,523	1,400	6,733
Employment Density (jobs per hectare)	61	25	87	14.2	35.9
Major Parks and Public Spaces	City Park, Waterfront Park, Stuart Park, Rowcliffe Park	Boyce-Cyro Park, Kinsmen Park, Osprey Park, Raymer School, Fascieux Park	Pacific Court Park, Parkinson is just outside boundary of Capri-Landmark	Ben Lee Park, Rutland Centennial Park, Rutland Lions Park, Roxby Plaza	Mill Creek Linear Park, Barlee Park, Mission Creek Park is just outside boundary of Midtown
Existing Active Transportation Corridors (ATCs)	Cawston Ave, Waterfront / Abbott, Art Walk	Lakeshore / Abbott, KLO	Sutherland	Houghton, Hollywood	No ATC exists (Dilworth Planned)
Frequent and Rapid Transit Stops	Queensway, Harvey, Pandosy	Pandosy, KLO, Gordon	Harvey, Springfield	Rutland, Exchange, Highway 33, Rutland	Orchard Park, Exchange, Harvey, Springfield
Housing Split % (Multi / Single Family)	88 / 12	80 / 20	80 / 20	76 / 24	94 / 6

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Jobs that are available tend to be on the lower end of the pay scale but are vital in supporting this crucial economic driver. Housing options offered by this proposal will be within walking distance to these jobs and will therefore make employee's housing more affordable as they will be able to live and work without the need for a vehicle.

### **Natural Spaces and Parkland**

While this site is over 21 acres, we made a commitment in the early design stages to design around the natural conditions. Our goal was to focus development into a smaller footprint in order to disrupt less of the natural site. This also meant focusing our building design to minimize cut and fill slopes left by any disruptions from roads. We feel we have been very successful in achieving this.

Overall, we will be dedicating 50% of the site to the City for park and future road allowance. This park dedication will protect an area of typical Okanagan grassland and shrub-steppe communities. Within this dedication area we are proposing to enhance the natural trail system that leads from Dilworth down to the Rail Trail and Mill Creek linear park.

The application proposes to establish a 5 meter buffer of riparian woodland community at the south edge of the site creating a contiguous woodland strip to enhance the connectivity to Mill Creek.

Of the RM-6 development portion of the site over 54% will be open space for outdoor enjoyment by all the residents. We have small private yards for a large percentage of the townhomes and almost 6 acres of internal open space for everyone to enjoy (in addition to private decks). These internal parks, with a more urban feel, will act as a meeting place where the residents will be able to interact and build community.

### **Climate Action**

Our most recent 82-unit apartment building was an excellent first step in our company's commitment to building more efficiently. The building was designed to meet Step 4 of the building code. We learned many lessons from it and will be taking those lessons forward in the design of all our future buildings. Building 9, attached to this application, has been designed with reaching Step 4 in mind as well.

We are also in the early stages of looking at a few options for district energy. One of the benefits of a compact, but dense development is that it will make a shared energy system more cost effective and likely very possible. We hope to share more news on this as the future buildings come before the City for development permits.

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## **Building and Site Design**

The choice of a more dense, urban form for this site was an intentional one. In addition to preserving large amounts of the natural site, it is our belief that this form will create a strong sense of community. With smaller street setbacks, townhomes with front doors facing these streets, indoor and outdoor community amenity space, as well as large outdoor plazas people will have ample opportunities to interact eye to eye at a more human scale.

The scale and placement of future buildings was chosen to enhance this community feel as well. Rather than creating a “wall” of 4 to 6 storey buildings we chose to open up the site by “turning” 3 of the buildings upright to be taller rather than wider. By choosing this midrise apartment form we preserved the ground level interaction space between buildings. The main floor of these buildings will be dedicated to amenity spaces with uses such as daycare, fitness, games, shared workspace, and makers’ spaces: all enhancing community.

With their hillside setting, the buildings have been placed to be downslope of their closest neighbours. All the buildings, even the taller ones, remain lower than any of the existing neighbouring properties, therefore minimizing the view corridor disruption.

As part of this rezoning process, we will be asking for a site-specific text amendment to allow setbacks to be reduced for front and rear yards. This text amendment will allow the building design to take on the more urban, compact form discussed above.

Building 9, and its site plan, was designed with different goals in mind. First, we acknowledge that it is the only building that will be adjacent to an existing property. Secondly, that the building form be suited to all abilities. The current trend to multi-level townhomes was felt to achieve neither of these goals as it would put height next to a neighbour and would create a form not accessible for all. Instead, the design includes single storey, flat roof, garages next to the existing building with wide setbacks to cause the least amount of view disturbance. The residential portion of the building was then placed furthest away from the neighbours and sited down the slope to a point where, although the building is 4 storeys tall, only 2 storeys will be above the street level. This “nestling” into the hillside has been designed to sensitively integrate into both the existing neighbourhood and the hillside setting.



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### **Conclusion**

With 40,000 more people expected in our City over the next 20 years, it is going to take resolve and creativity to find places to fit everyone in without suburban expansion and impact on our ALR lands. Large sites within our core are rare. Sites that can add major density boosts without massive disruptions to neighbourhoods are rare. Large sites with such connectivity to existing infrastructure are even more rare. Now find one beside an already built ATC and a linear park, and you have a very unique find.

Our hope is that you will see the thoughtfulness and creativity we have put into our design for this community and that you will support our application for rezoning and our development permit for the first building on this site.

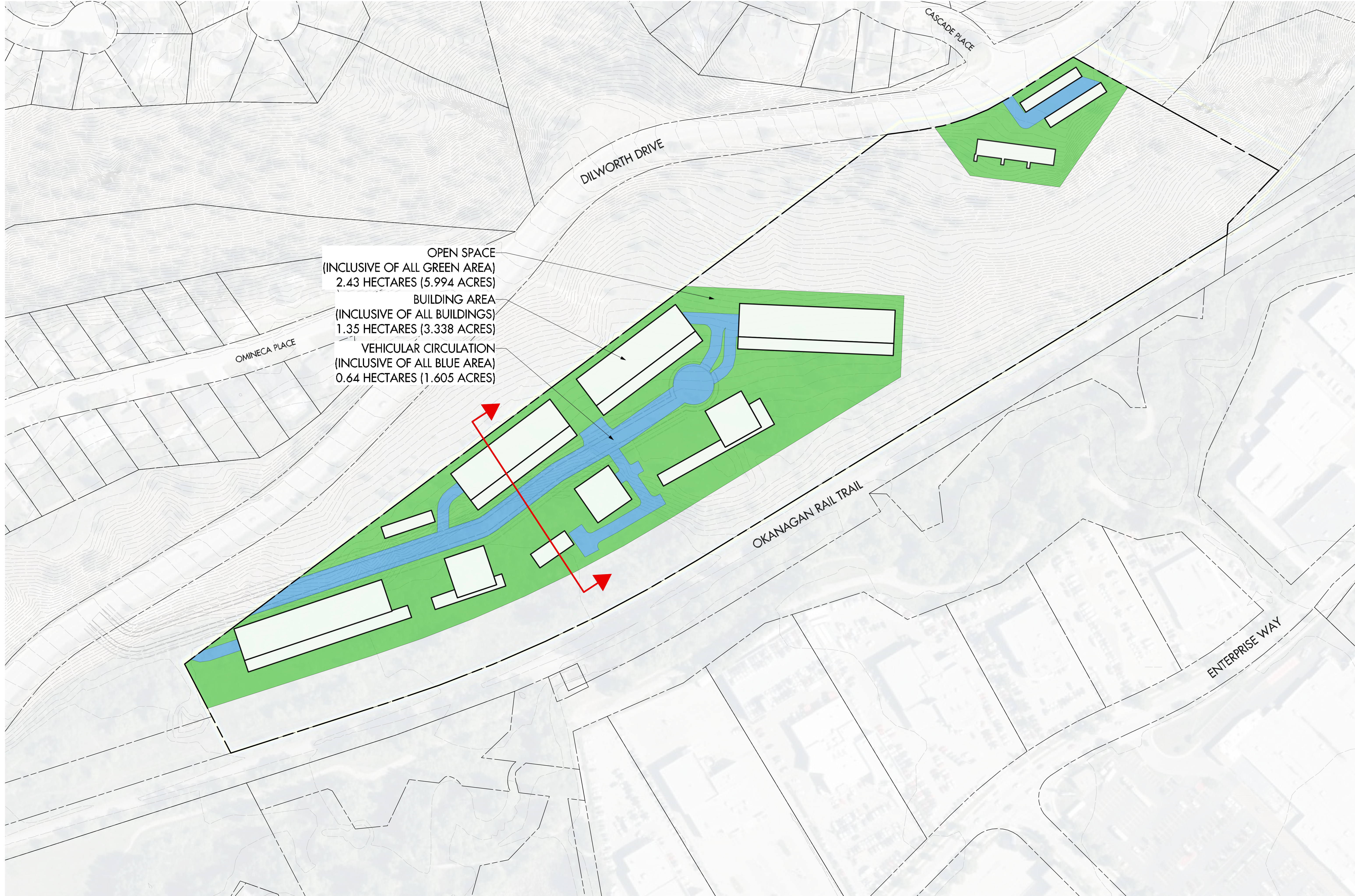
Sincerely,

Shane Worman  
Worman Commercial/Simple Pursuits Inc.

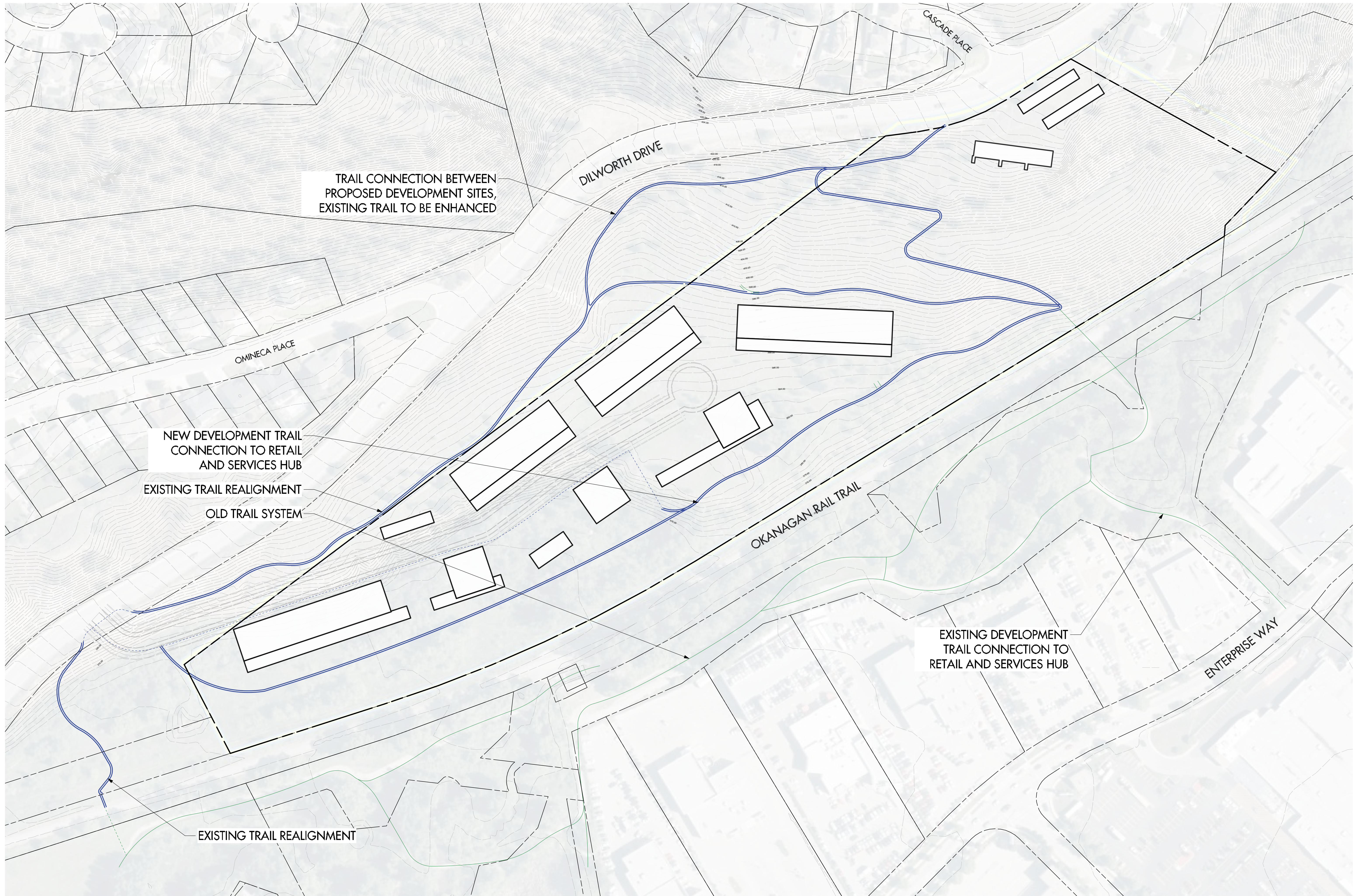




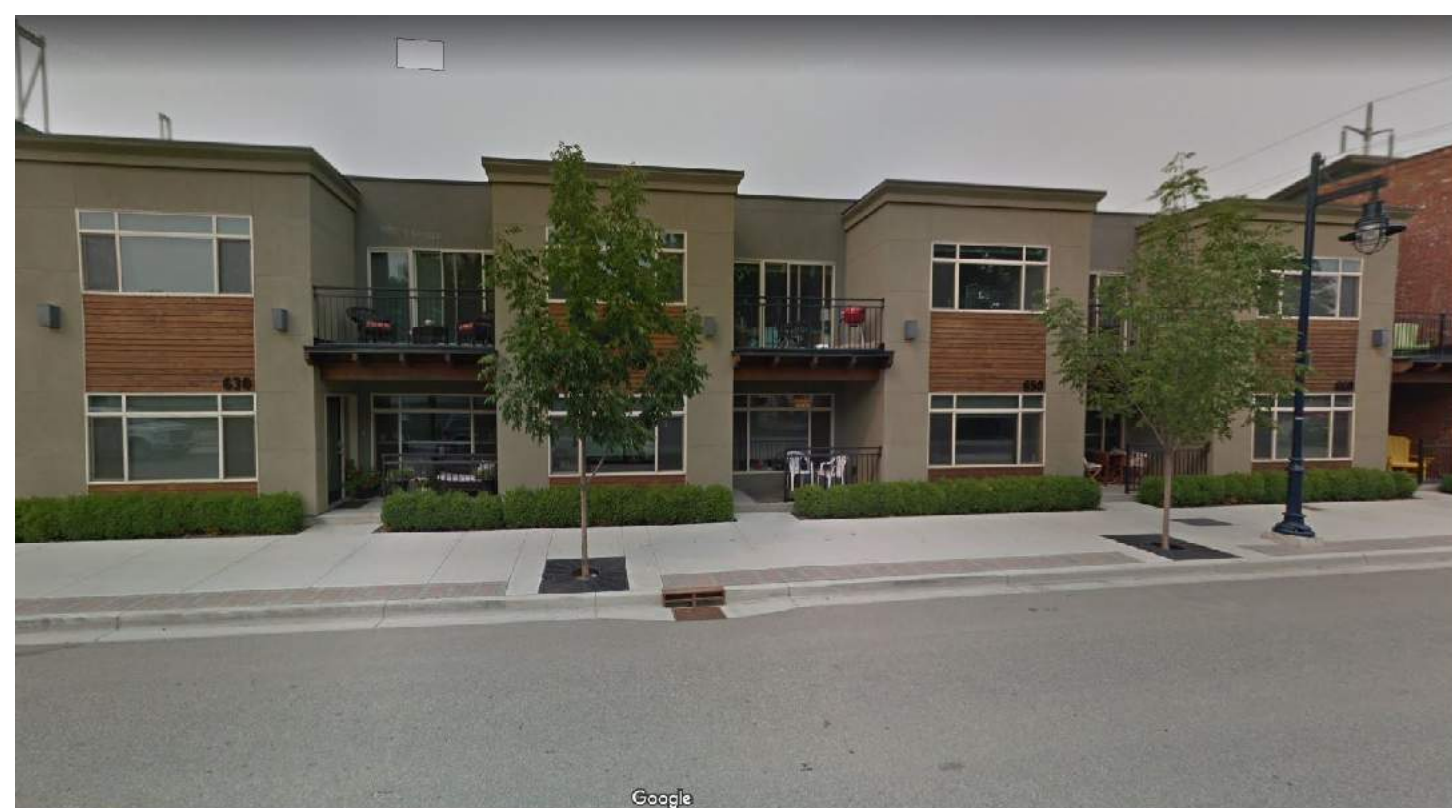




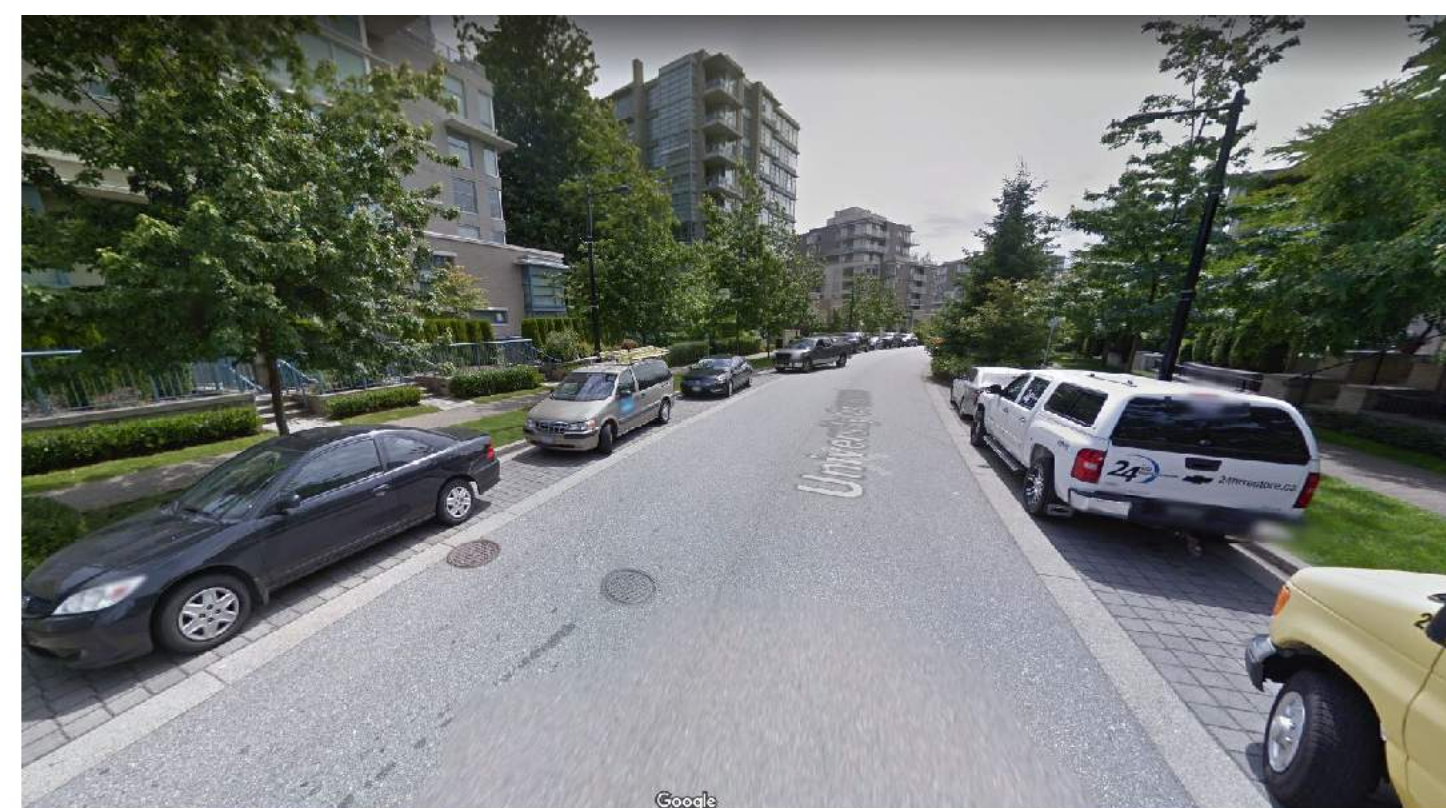








TUTT STREET TOWNHOME FRONTAGE PRECEDENT



SIMON FRASER ROAD PROFILE PRECEDENT



SIMON FRASER ROAD PROFILE PRECEDENT



SKAHA BLUFFS PATIO PRECEDENT



SKAHA BLUFFS GARAGES PRECEDENT






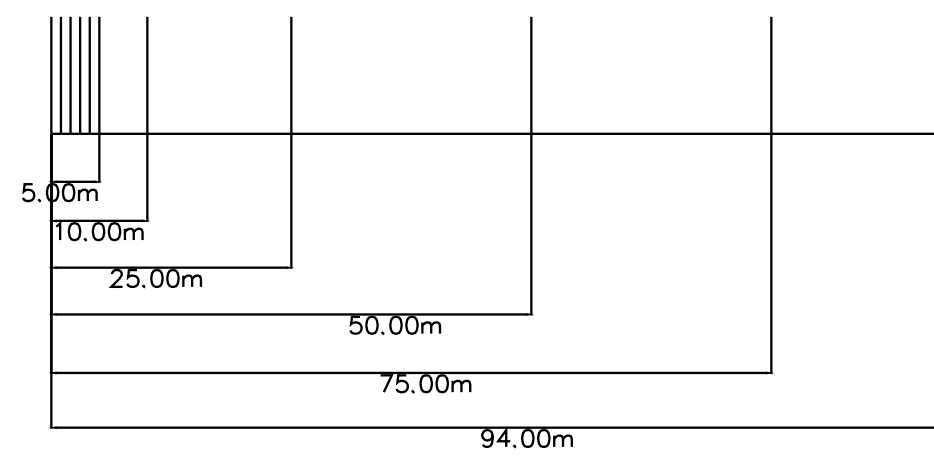
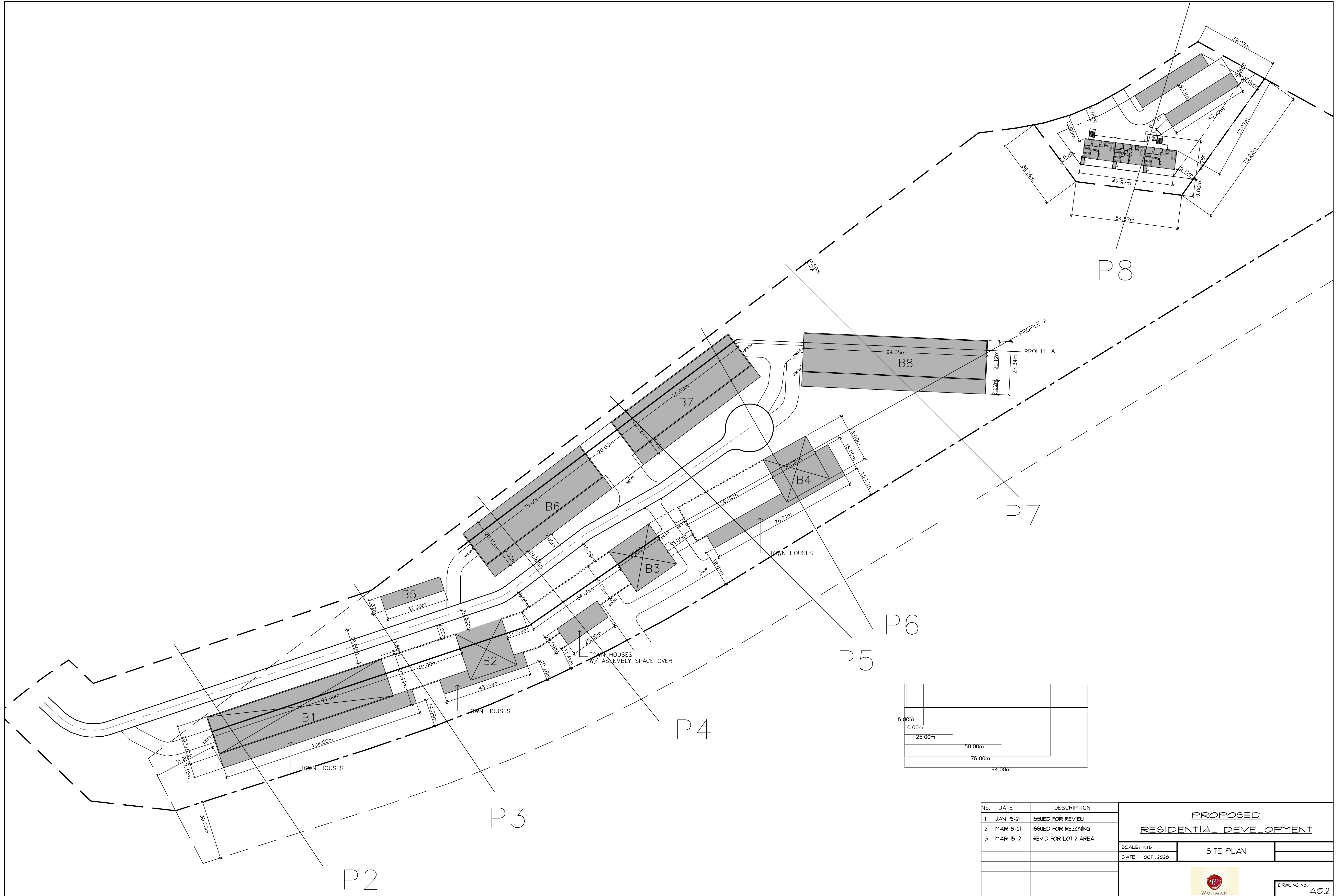
PROJECT DATA: LOT 1: BUILDINGS 1-8		
CIVIC ADDRESS: DILWORTH ROAD, KELOWNA, BC		
LEGAL DESCRIPTION:		
PROPOSED ZONING: RM6 HIGH RISE APARTMENT HOUSING		
ZONING BYLAW REQUIREMENTS		
SITE AREA = 88,278.7 - 4,973.8 = 83,304.9 SQ.M (INCLUDES 30M DEDICATION).		
<b>BUILDING AREA (GROSS):</b>		
BUILDING 1		
4 STOREY TOWNHOUSES	= (20.12m X 94m X 4 STOREY) = (7.32m X 104m X 2 STOREY)	7,565.1 SQ.M 1,522.6 SQ.M 9,087.7 SQ.M
BUILDING 2		
13 STOREY TOWNHOUSES ASSEMBLY	= (25m X 25m X 13 STOREY) = (7.32m X 45m X 2 STOREY) = (7.32m X 25m X 2 STOREY) = (10.0m X 25m X 1 STOREY)	8,125.0 SQ.M 658.8 SQ.M 366.0 SQ.M 250.0 SQ.M 9,399.8 SQ.M
BUILDING 3		
13 STOREY	= (25m X 25m X 13 STOREY)	8,125.0 SQ.M
BUILDING 4		
13 STOREY TOWNHOUSES	= (25m X 25m X 13 STOREY) = (7.32m X 87m X 2 STOREY)	8,125.0 SQ.M 1,273.7 SQ.M 9,398.7 SQ.M
BUILDING 5		
TOWNHOUSES	= (7.32m X 32m X 3 STOREY)	702.7 SQ.M
BUILDING 6		
4 STOREY TOWNHOUSES	= (20.12m X 75m X 4 STOREY) = (7.32m X 75m X 2 STOREY)	6,036.0 SQ.M 1,098.0 SQ.M 7,134.0 SQ.M
BUILDING 7		
4 STOREY TOWNHOUSES	= (20.12m X 75m X 4 STOREY) = (7.32m X 75m X 2 STOREY)	6,036.0 SQ.M 1,098.0 SQ.M 7,134.0 SQ.M
BUILDING 8		
4 STOREY TOWNHOUSES	= (20.12m X 94.05m X 4 STOREY) = (7.32m X 94.05m X 2 STOREY)	7,576.7 SQ.M 1,376.0 SQ.M 8,965.6 SQ.M
<b>TOTAL GROSS BUILDING AREA: = 59,947.5.5 SQ.M.</b>		
	<b>ZONE REQUIREMENT</b>	<b>PROPOSED</b>
LOT WIDTH	30.0m	IRREGULAR
LOT DEPTH	35.0m	IRREGULAR
LOT AREA	1,700 sq.m.	83,304.9 sq.m.
FLOOR AREA RATIO (FAR)	2.0 (166,609.8 sq.m.)	.35 (58,694.0 sq.m.)
SITE COVERAGE (BUILDINGS)	.50 (41,652.5 sq.m.)	.20 (16,554.07 sq.m.)
SITE COVERAGE (DRIVE)		
HEIGHT (m)	16 STOREYS 55.0 M	13 STOREYS 55.0 M
<b>SETBACKS (m)</b>		
FRONT	6.0m	31.96m * (0.0m)
SIDE	4.5m	5.00m
SIDE	4.5m	10.26m
REAR	9.0m	9.00m * (5.0m)
* SITE SPECIFIC TEXT AMENDMENT FOR FUTURE BUILDINGS		
<b>PARKING REQUIREMENTS:</b>		
BACHELOR UNIT:	1.0-1.25 SPACES PER UNIT	
1 BEDROOM UNIT:	1.25-1.6 SPACES PER UNIT	
2 BEDROOM UNIT:	1.50-2.0 SPACES PER UNIT	
3 OR MORE BEDROOM UNIT:	2.00-2.5 SPACES PER UNIT	
* <b>PARKING PROPOSED:</b>		
BACHELOR UNIT:	0.8-1.25 SPACES PER UNIT	
1 BEDROOM UNIT:	0.9-1.25 SPACES PER UNIT	
2 OR MORE BEDROOM UNIT:	1.00-1.5 SPACES PER UNIT	
* SITE SPECIFIC TEXT AMENDMENT		
<b>BICYCLE PARKING REQUIREMENTS:</b>		
<b>REQUIRED LONG TERM:</b>		
2 BEDROOM OR LESS:	0.75 SPACES PER UNIT	
3 BEDROOM UNIT:	1 SPACES PER UNIT	
<b>BONUS LONG TERM:</b>		
BACHELOR OR 1 BEDROOM:	1.0 SPACES PER UNIT	
2 BEDROOM:	1.5 SPACES PER UNIT	
3 BEDROOM UNIT:	2.0 SPACES PER UNIT	
<b>REQUIRED SHORT TERM:</b>		
6/ ENTRANCE, PLUS FOR BUILDINGS GREATER THAN 70 UNITS: 1 SPACE FOR EVERY ADDITIONAL 5 UNITS.		

<b>BUILDING AREA (NET):</b>		
BUILDING 1		
4 STOREY TOWNHOUSES	= (7,565.1 X 88%) = (7.32m X 104m X 2 STOREY)	6,657.3 SQ.M 1,522.6 SQ.M 8,179.9 SQ.M
BUILDING 2		
13 STOREY TOWNHOUSES ASSEMBLY	= (8,125 X 88%) = (7.32m X 45m X 2 STOREY) = (7.32m X 25m X 2 STOREY) = (10.0m X 25m X 1 STOREY)	7,150.0 SQ.M 658.8 SQ.M 366.0 SQ.M 250.0 SQ.M 8,424.8 SQ.M
BUILDING 3		
13 STOREY	= (8,125 X 88%)	7,150.0 SQ.M
BUILDING 4		
13 STOREY TOWNHOUSES	= (8,125 X 88%) = (7.32m X 87m X 2 STOREY)	7,150.0 SQ.M 1,273.7 SQ.M 8,423.7 SQ.M
BUILDING 5		
TOWNHOUSES	= (7.32m X 32m X 3 STOREY)	702.7 SQ.M
BUILDING 6		
4 STOREY TOWNHOUSES	= (6,036.8 X 88%) = (7.32m X 75m X 2 STOREY)	5,311.7 SQ.M 1,098.0 SQ.M 6,409.7 SQ.M
BUILDING 7		
4 STOREY TOWNHOUSES	= (6,036.8 X 88%) = (7.32m X 75m X 2 STOREY)	5,311.7 SQ.M 1,098.0 SQ.M 6,409.7 SQ.M
BUILDING 8		
4 STOREY TOWNHOUSES	= (7,576.7 X 88%) = (7.32m X 94.05m X 2 STOREY)	6,667.5 SQ.M 1,376.0 SQ.M 8,043.5 SQ.M
<b>TOTAL NET BUILDING AREA: = 53,743.6 SQ.M.</b>		

PROJECT DATA: LOT 2: BUILDING 9		
CIVIC ADDRESS: DILWORTH ROAD, KELOWNA, BC		
LEGAL DESCRIPTION:		
PROPOSED ZONING: RM5 MEDIUM DENSITY MULTIPLE HOUSING		
ZONING BYLAW REQUIREMENTS		
SITE AREA = 4,925.2 SQ.M.		
<b>BUILDING AREA (GROSS):</b>		
BUILDING (4 STOREY)	= (4 STOREY AT 461.7 M2/FLOOR)	1,846.8 SQ.M
GARAGES (2 GARAGES)	= (2 GARAGES AT 296 M2)	592.0 SQ.M
<b>TOTAL NET BUILDING AREA: = 2,438.8 SQ.M.</b>		
	<b>ZONE REQUIREMENT</b>	<b>PROPOSED</b>
LOT WIDTH	30.0m	IRREGULAR
LOT DEPTH	35.0m	IRREGULAR
LOT AREA	1,400 sq.m.	4,973.8 sq.m.
FLOOR AREA RATIO (FAR)	1.1 (5,471.2 sq.m.)	.37 (1,846.8 sq.m.)
SITE COVERAGE (BUILDINGS)	.50 (2,486.9 sq.m.)	.30 (1,462.0 sq.m.)
SITE COVERAGE (DRIVE)	.65 (3,201.4 sq.m.)	.42 (2,043.5 sq.m.)
HEIGHT (m)	18.0m/ 4.5 STOREYS	15.3m/ 4.0 STOREYS
PRIVATE OPEN SPACES	25.0 M2	50.9 M2
<b>SETBACKS (m)</b>		
FRONT	6.0m	6.0m/13.99m
SIDE	7.0m	53.97m
SIDE (NOT MORE THEN 2.5 STOREYS)	4.5m	4.5m
REAR	9.0m	9.0m
<b>PARKING REQUIREMENTS:</b>		
3 OR MORE BEDROOM UNIT:	2.00-2.5 SPACES PER UNIT	
GUEST PARKING:	0.14 - .2 SPACES PER DWELLING UNIT	
<b>PARKING PROVIDED:</b>		
12- 3 BEDROOM UNIT:	24 SPACES IN GARAGES	
GUEST PARKING:	4 SPACES SURFACE PARKING	
<b>BICYCLE PARKING REQUIREMENTS:</b>		
<b>REQUIRED LONG TERM:</b>		
3 BEDROOM UNIT:	1 SPACES PER UNIT	
<b>REQUIRED SHORT TERM:</b>		
6/ ENTRANCE		
<b>BICYCLE PARKING PROVIDED:</b>		
<b>REQUIRED LONG TERM:</b>		
12-3 BEDROOM UNITS:	12 SPACES	
<b>REQUIRED SHORT TERM:</b>		
6/ ENTRANCE: 6 SPACES		

No.	DATE	DESCRIPTION	<b>PROPOSED RESIDENTIAL DEVELOPMENT</b>
1	JAN 19-21	ISSUED FOR REVIEW	
2	MAR 8-21	ISSUED FOR REZONING	
3	MAR 15-21	REV'D FOR LOT 2 AREA	
SCALE: NTS			<b>SITE PLAN</b>
DATE: OCT. 2020			
			DRAWING No. <b>A01</b>

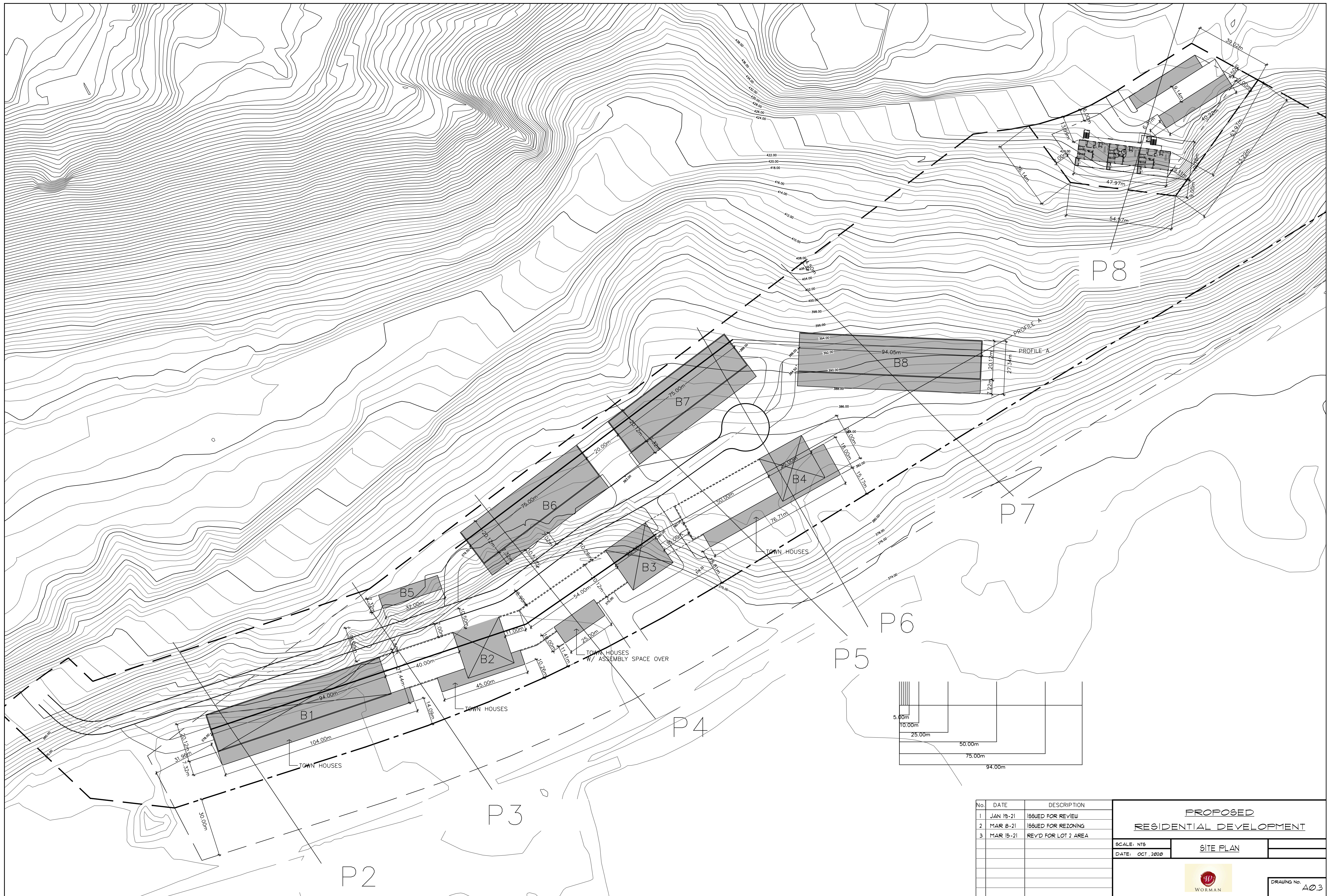




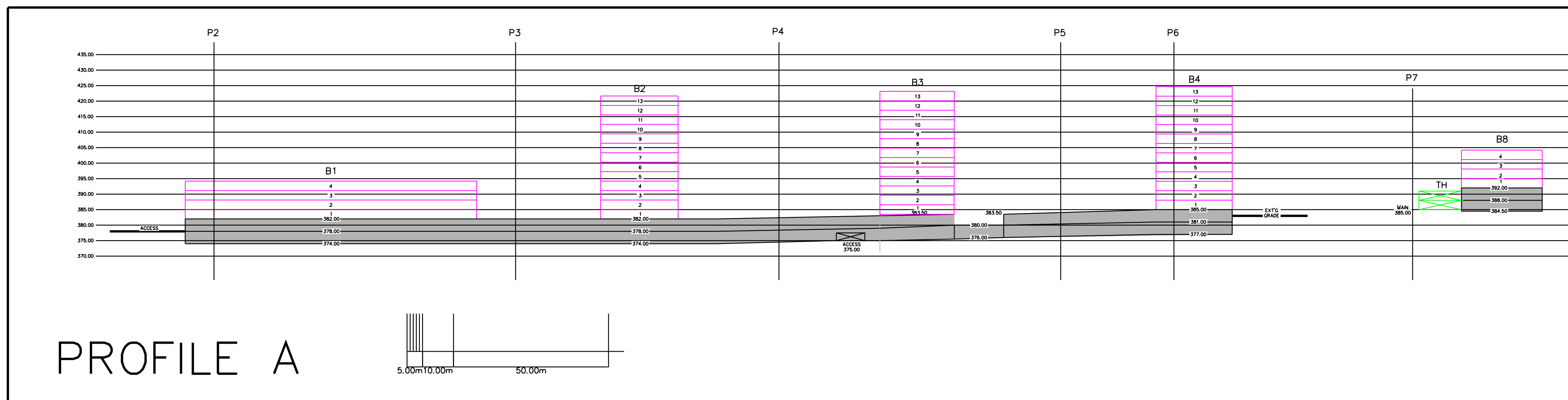
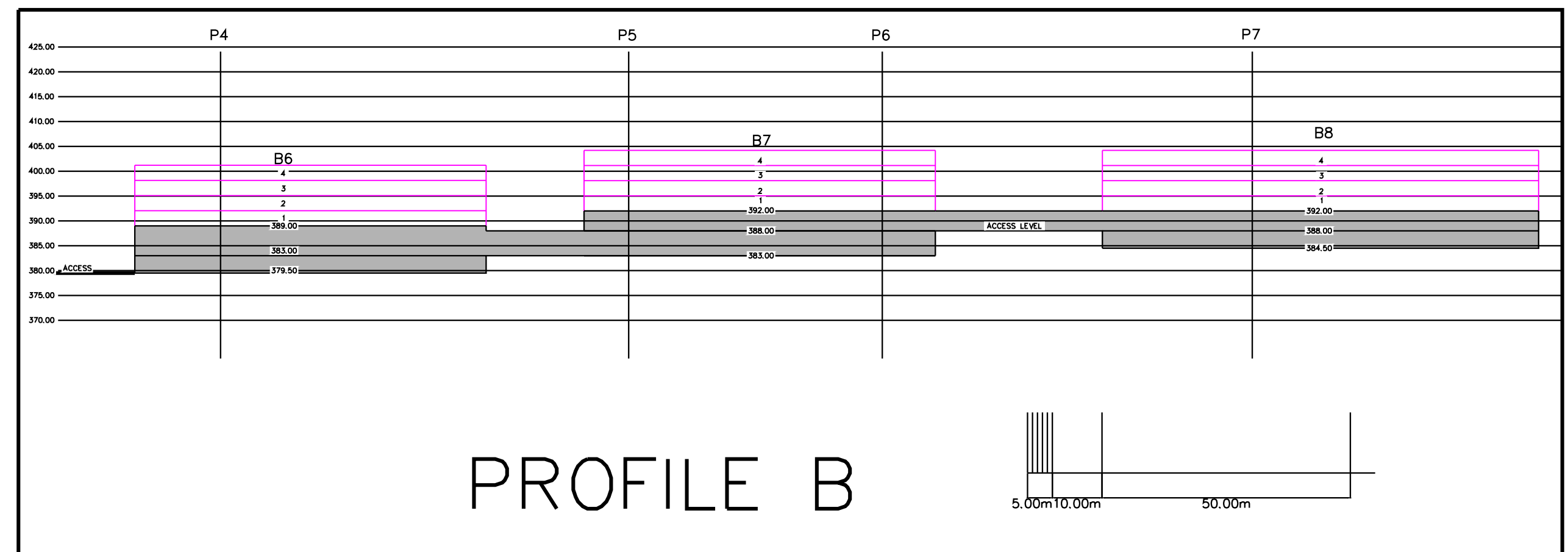
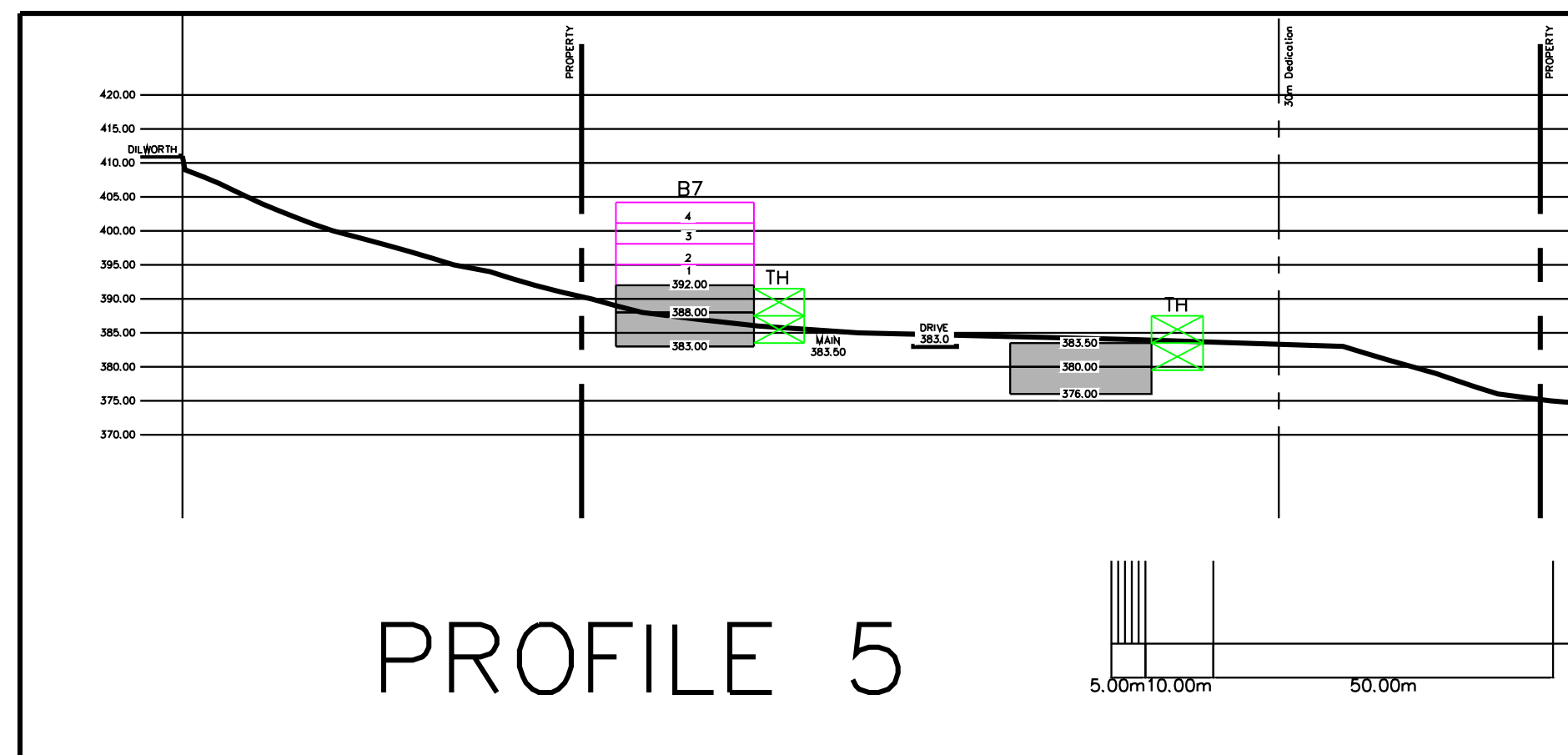
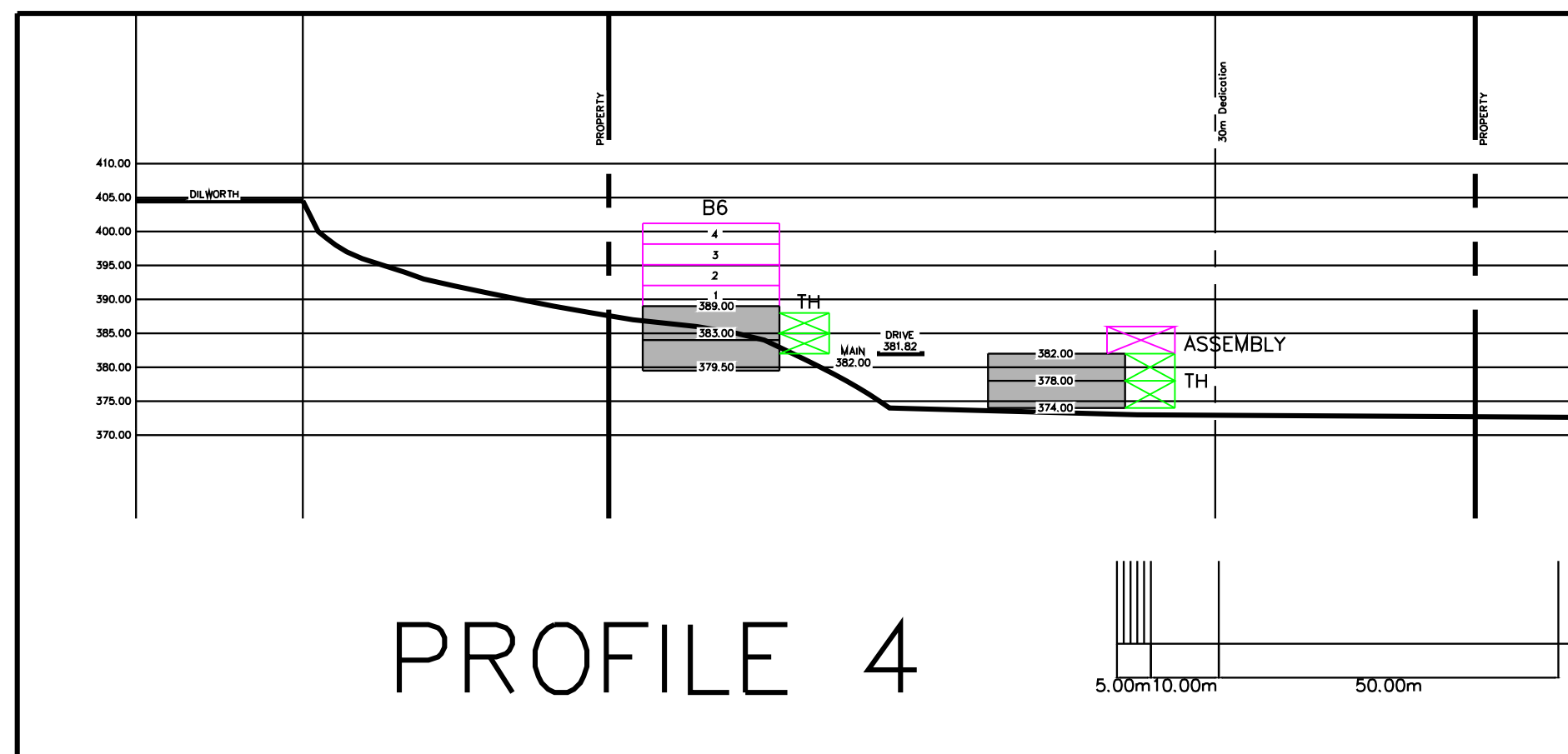
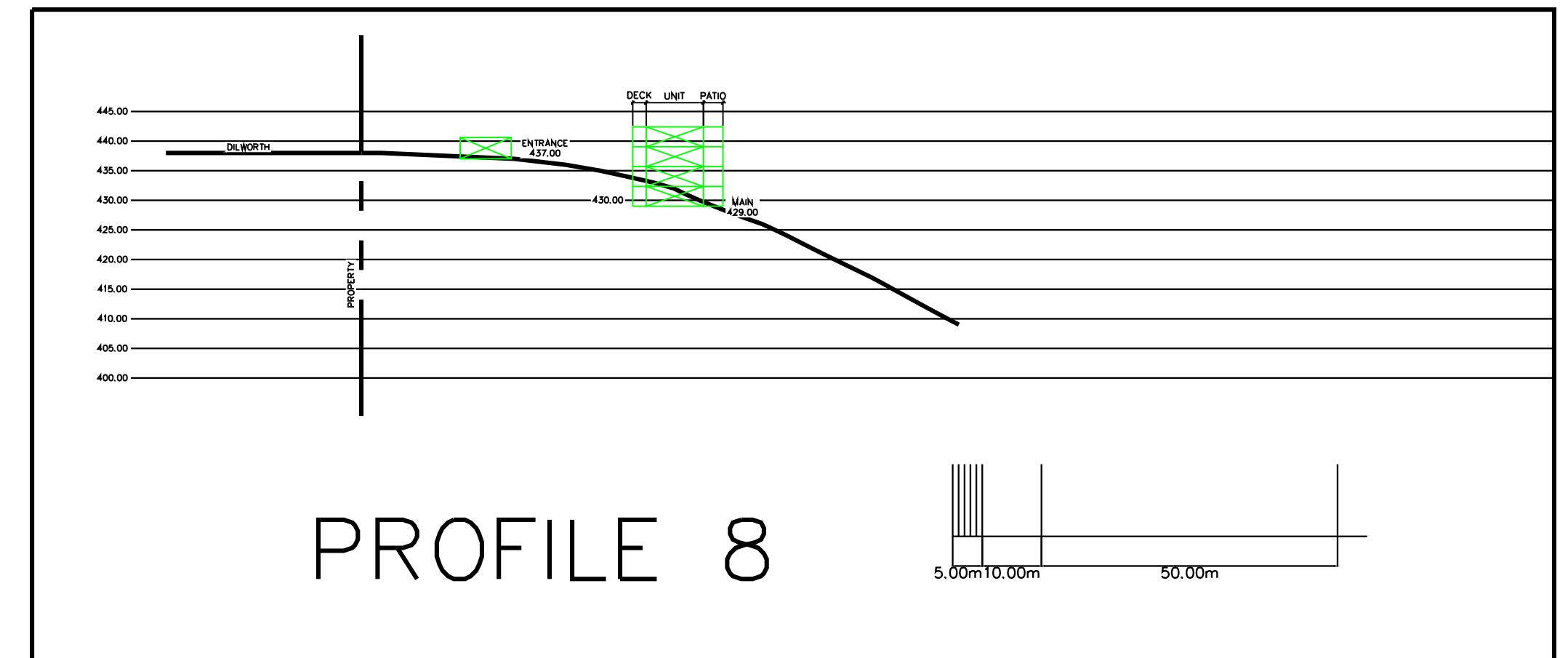
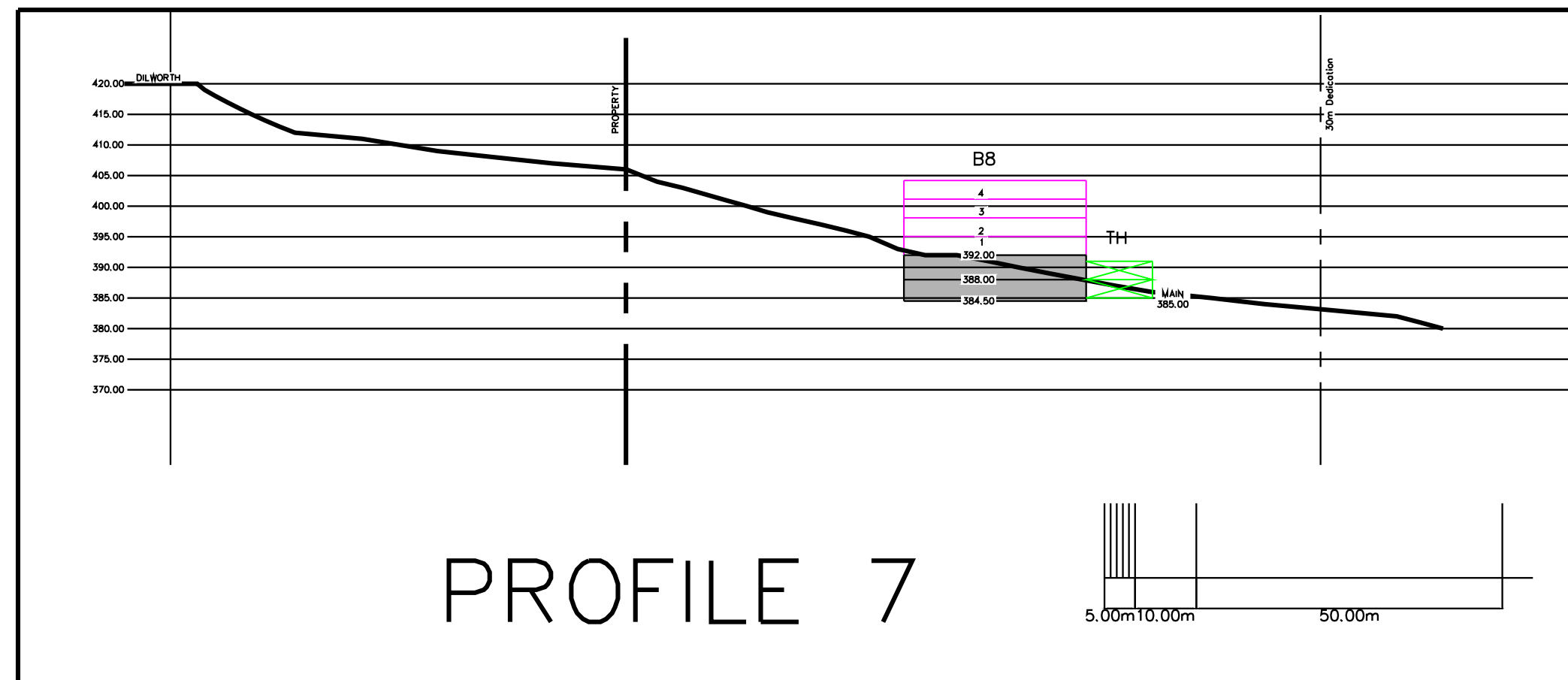
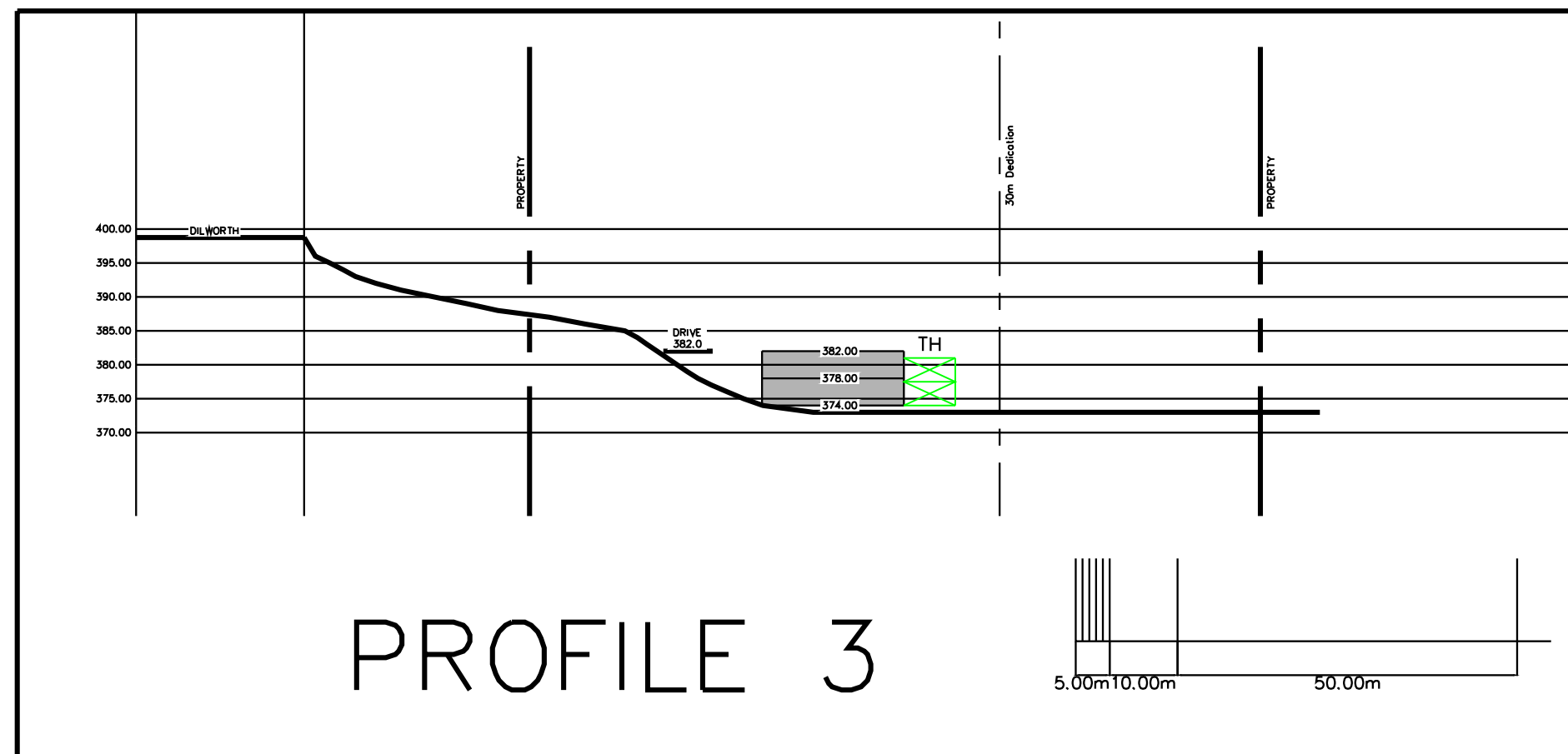
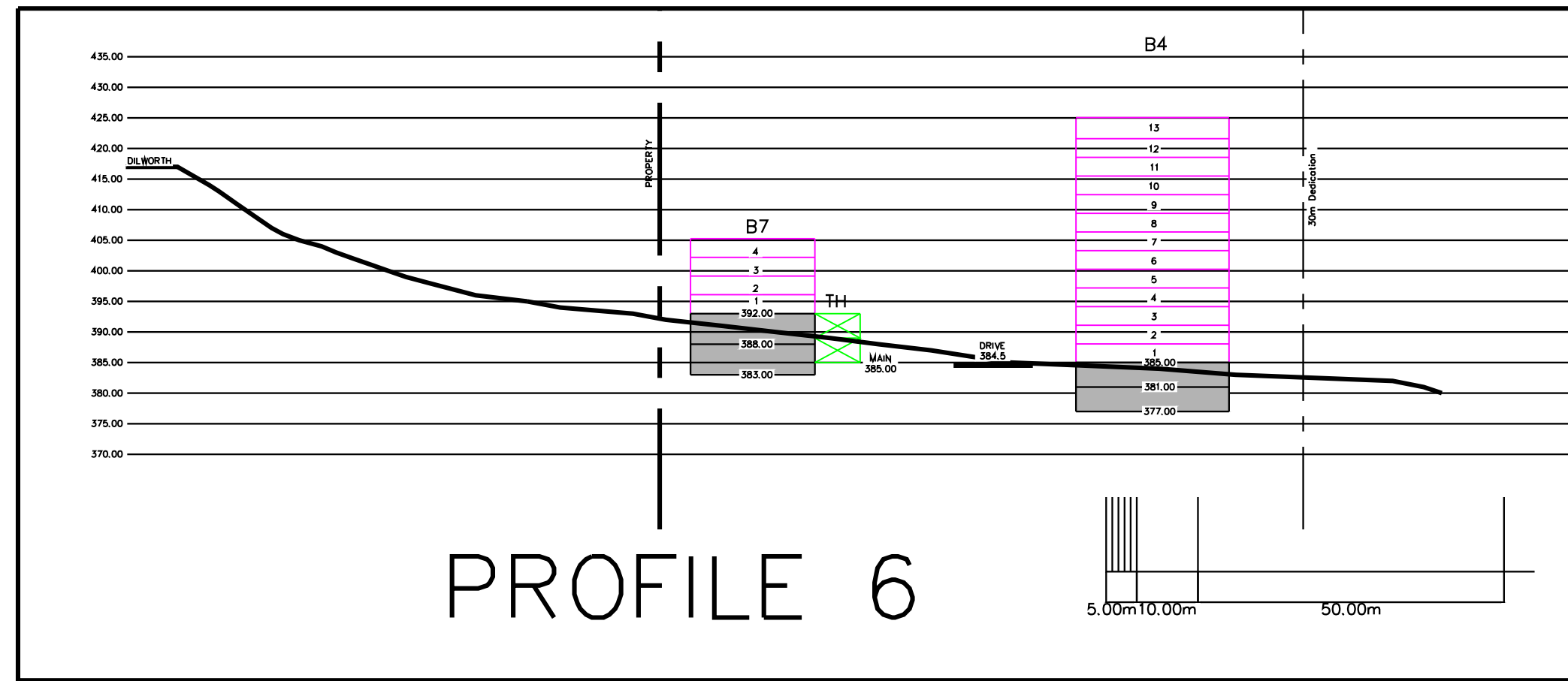
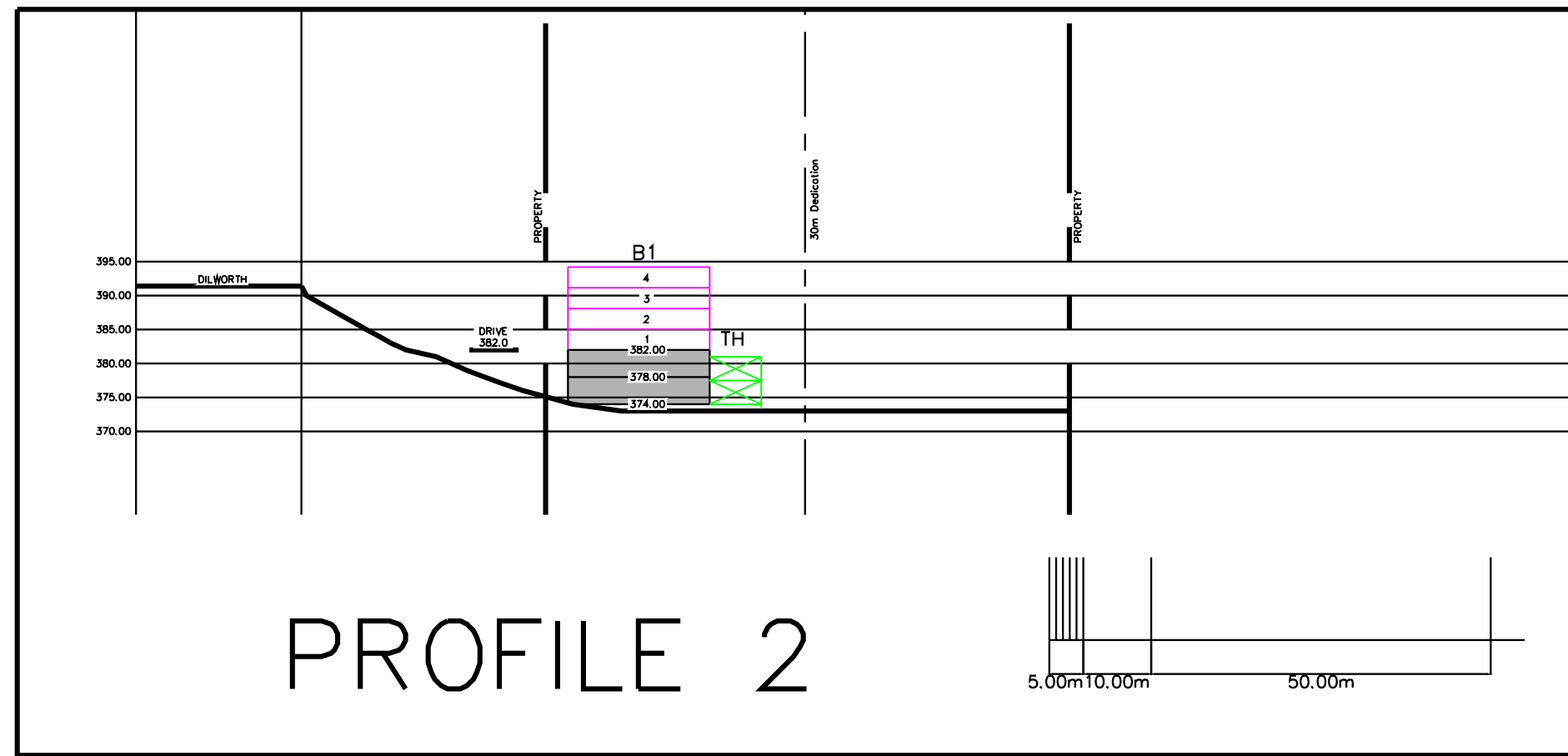
No.	DATE	DESCRIPTION
1	JAN 19-21	ISSUED FOR REVIEW
2	MAR 8-21	ISSUED FOR REZONING
3	MAR 15-21	REV'D FOR LOT 2 AREA

<b>PROPOSED RESIDENTIAL DEVELOPMENT</b>		
SCALE: NTS	SITE PLAN	
DATE: OCT. 2020		
	DRAWING No. <b>A02</b>	









No.	DATE	DESCRIPTION
1	JAN 19-21	ISSUED FOR REVIEW
2	MAR 5-21	REVISED FOR BUILDING HEIGHT
3	MAR 8-21	ISSUED FOR REZONING

**PROPOSED  
RESIDENTIAL DEVELOPMENT**

SCALE: NTS  
DATE: OCT. 2020

**SITE PROFILES**



DRAWING No. **A0.4**

# LOT B DILWORTH DRIVE, KELOWNA, BC | BUILDING 9

## PROPERTY DESCRIPTION

CIVIC: 1097 DILWORTH DRIVE, KELOWNA, BC  
 LEGAL: LOT B, PLAN 19786

## ZONING CALCULATIONS:

CURRENT: CITY OF KELOWNA A1 ZONING  
 PROPOSED: CITY OF KELOWNA RM5

## SITE INFORMATION:

	ALLOWED	PROPOSED
GROSS SITE AREA=	4,925.2 SM	
PRIVATE OPEN SPACES=	25.0 SM	50.9 SM
ALLOWABLE SITE COVERAGE=	50% (2,462.6 SM)	30% (1,462.0 SM)
COVERAGE + DRIVEWAYS=	65% (3,201.4 SM)	42% (2,043.5)
F.A.R.=	1.1 (5,417.7 SM)	.38 (1,846.8 SM)

## UNIT AREA CALCULATIONS:

BUILDING:  
 4 STOREYS AT 461.7 SM/FLOOR = 1,846.8 SM  
 GARAGE:  
 2 GARAGES AT 296 SM = 592.0 SM  
 TOTAL: 2,438.8 SM

	ALLOWED	PROPOSED
MAX. HEIGHT =	18.0M OR 4-1/2 STOREYS	15.3M (4 STOREYS)
YARD SETBACKS:		
FRONT YARD -	6.0M	6.0M/13.99M
SIDE YARD -	7.0M	53.97M
SIDE YARD (NOT MORE THAN 2.5 STOREYS)	4.5M	4.5M
REAR YARD -	9.0M	9.0M

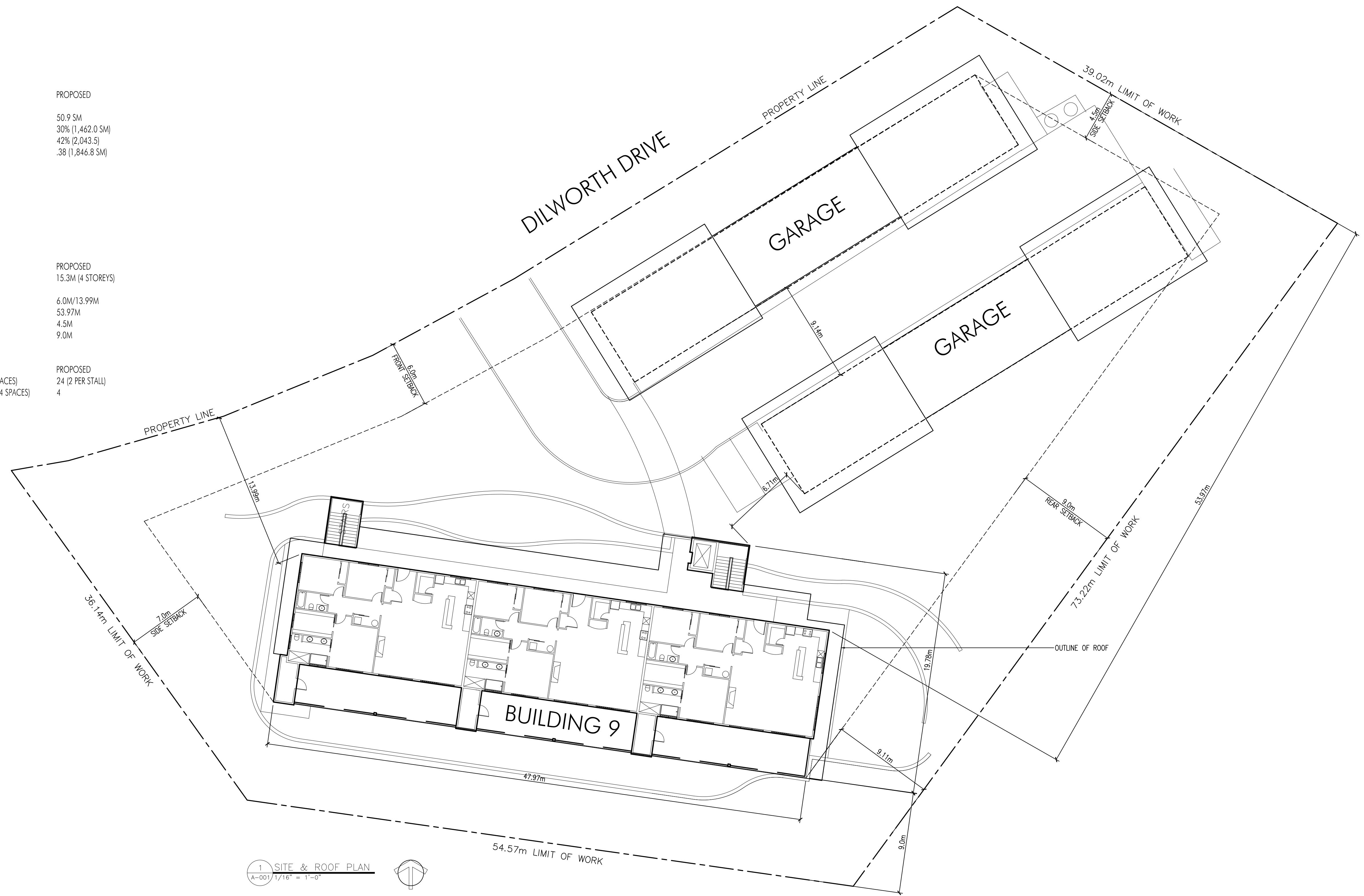
## PARKING CALCULATIONS:

MEDIUM DENSITY MULTIPLE HOUSING  
 3 BEDROOM DWELLING UNIT -  
 VISITOR PARKING -

	REQUIRED	PROPOSED
1.5-2.0 SPACES PER UNIT (18-24 SPACES)		24 (2 PER STALL)
0.14-0.2 SPACES PER UNIT (1.68-2.4 SPACES)		4

## ARCHITECTURAL DRAWINGS

- A-001 PROJECT & SITE INFORMATION
- A-101 TYPICAL FLOOR PLAN
- A-200 ELEVATIONS
- A-201 ELEVATIONS
- A-300 SECTIONS
- A-600 RENDERING & SITE VIEWS



1 SITE & ROOF PLAN  
 A-001 1/16" = 1'-0"

**LIME**  
 ARCHITECTURE INC.  
 PHONE: 250-448-7801  
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 Kelowna, BC V1Y 2M3  
 www.limearchitecture.com

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 #401 - 590 KLO Road  
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 F: 250.762.0050  
 www.worman.ca

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Revision No., Date and Description  
 03.12.21 - FOR DP

Plot Date: 12-Mar-21  
 Drawing No.: A-001

PROJECT: 1097 DILWORTH DRIVE  
 BUILDING 9  
 DRAWING TITLE: PROJECT INFORMATION



FOR DP





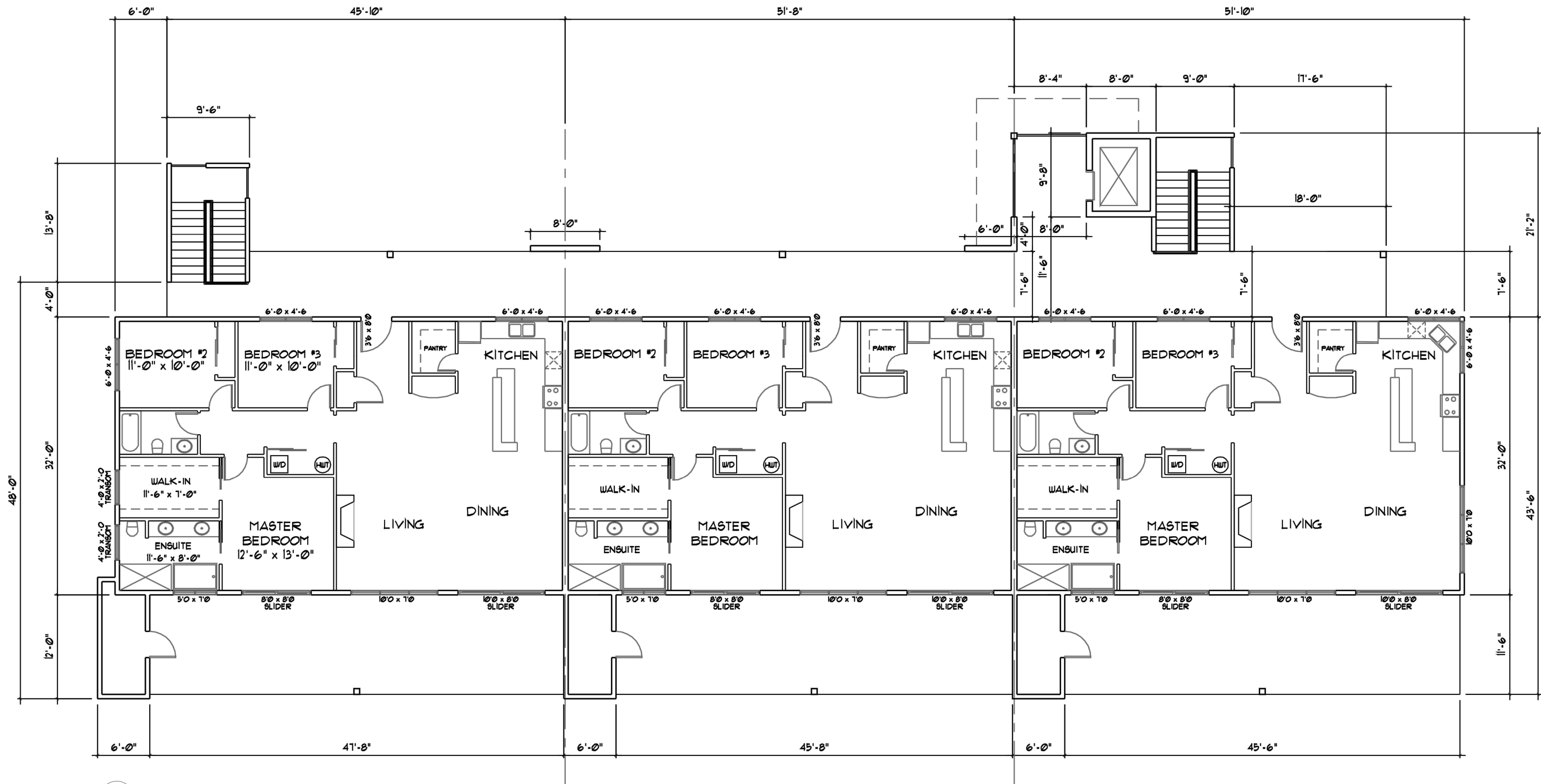
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Revision No., Date and Description
02.10.21 - FOR REVIEW
03.02.21 - FOR DP
03.12.21 - FOR DP

Plot Date	Drawing No.
12-Mar-21	A-101

<b>PROJECT</b> 1097 DILWORTH DRIVE BUILDING 9
<b>DRAWING TITLE</b> FLOOR PLAN



1 TYP. FLOOR PLAN  
A-101 1/8" = 1'-0"

\* REFER TO LANDSCAPE PLAN FOR MINOR REVISIONS AT DIFFERENT LEVELS

**FOR DP**

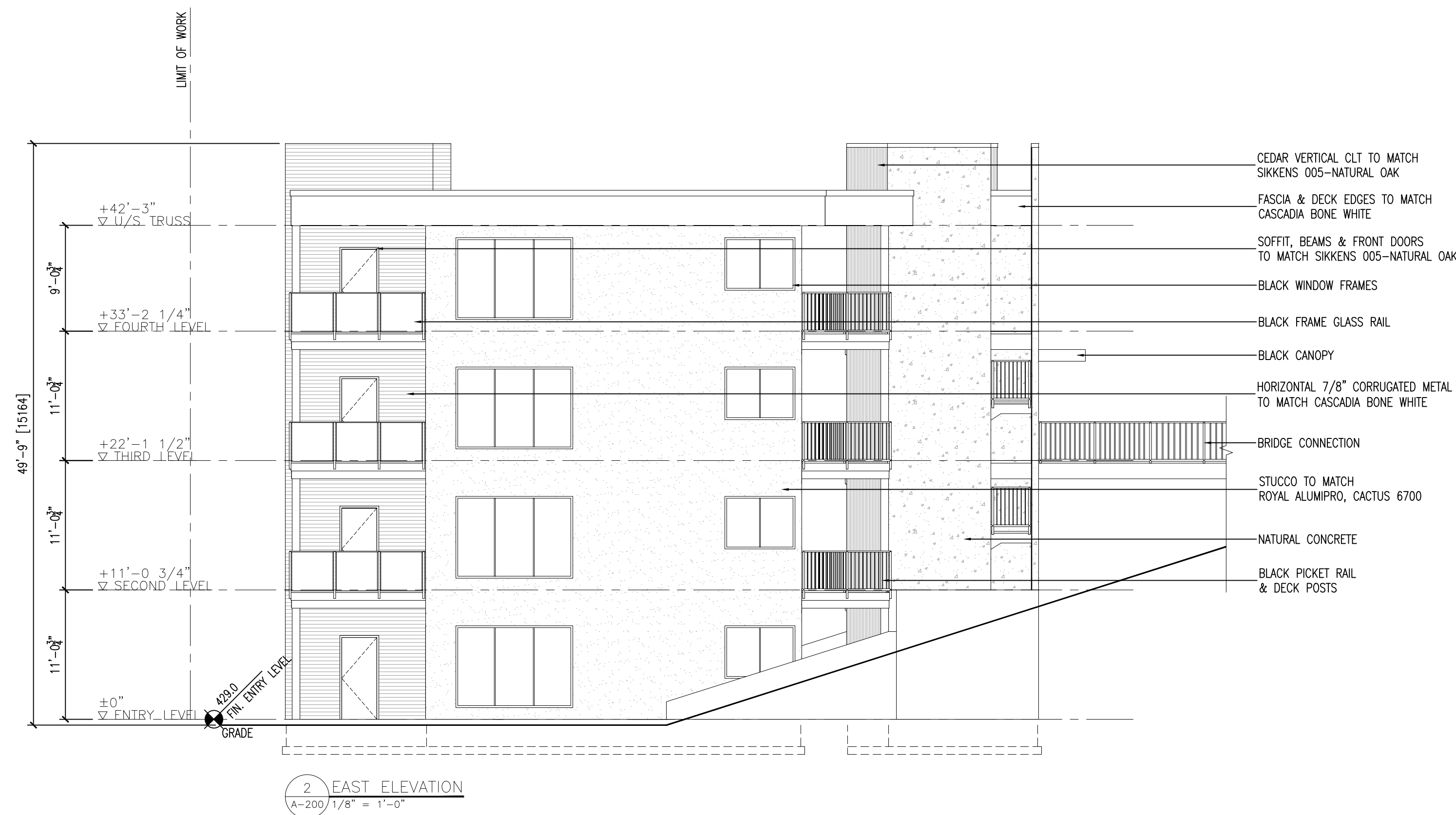


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1 NORTH ELEVATION  
A-200 1/8" = 1'-0"



2 EAST ELEVATION  
A-200 1/8" = 1'-0"

EXTERIOR FINISHES AND COLOURS:

-  VERTICAL CLT, SIDING, SOFFIT, BEAMS & FRONT DOORS:  
TO MATCH SIKKENS, 005-NATURAL OAK ON CEDAR
-  FASCIA, DECK EDGES & HORIZONTAL CORRUGATED METAL:  
TO MATCH CASCADIA, BONE WHITE
-  STUCCO:  
TO MATCH ROYAL ALUMIPRO, CACTUS 6700
-  WINDOW FRAMES, CANOPY, RAILING & DECK POSTS:  
BLACK
-  GARAGE DOORS:  
STEEL CRAFT, CHARCOAL

FOR DP

Revision No., Date and Description
02.10.21 - FOR REVIEW
02.11.21 - FOR REVIEW
02.12.21 - FOR REVIEW
02.13.21 - FOR COORDINATION
03.02.21 - FOR DP
03.12.21 - FOR DP

Plot Date	Drawing No.
12-Mar-21	A-200

**PROJECT**  
1097 DILWORTH DRIVE  
BUILDING 9  
**DRAWING TITLE**  
ELEVATIONS



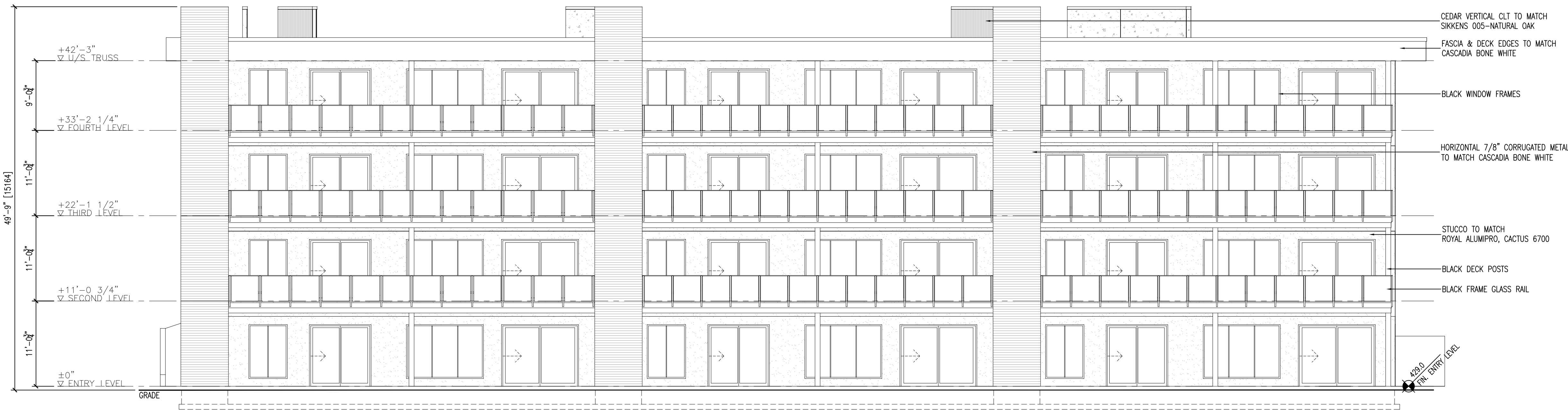




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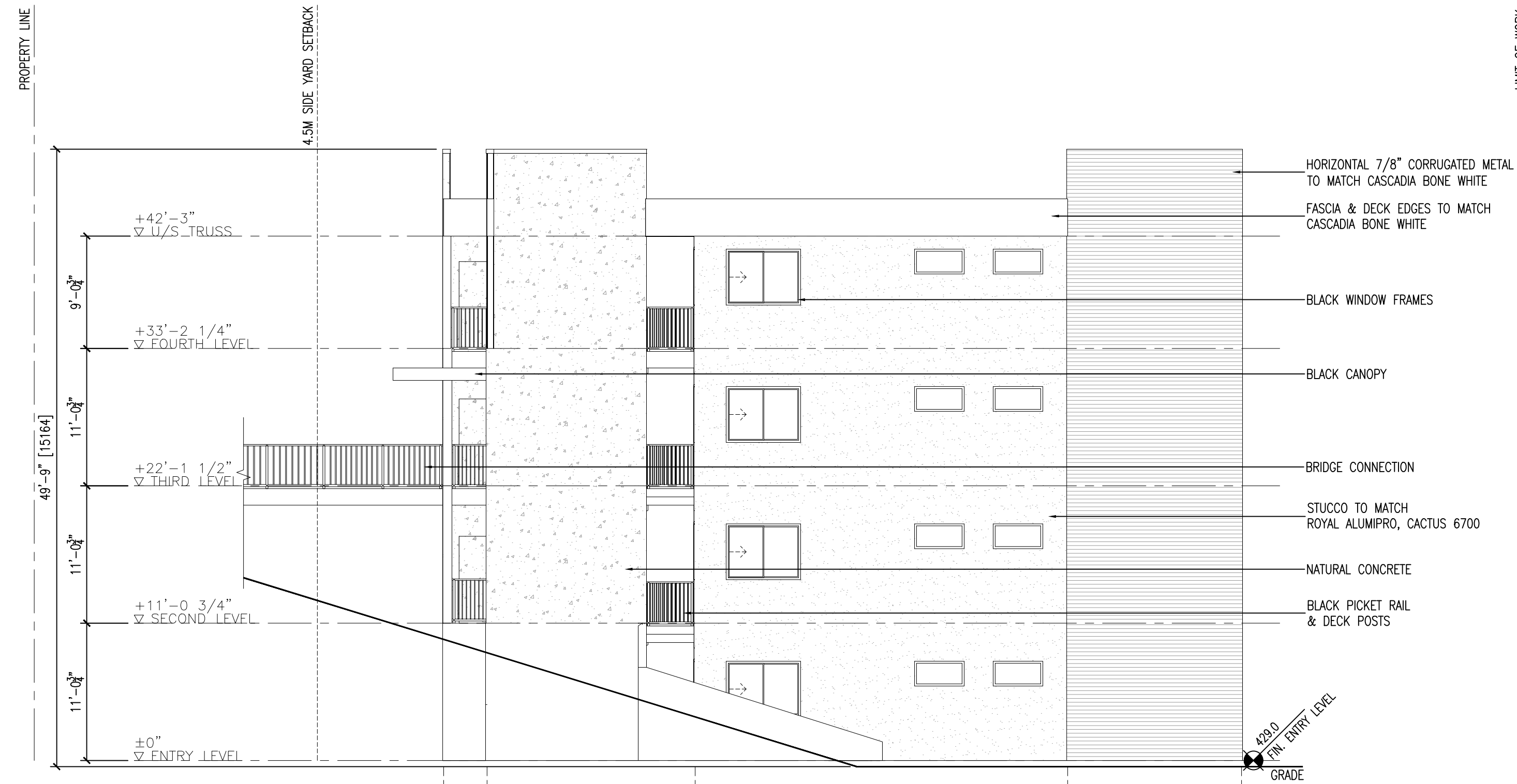
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LIMIT OF WORK



1 SOUTH ELEVATION  
A-201/1/8" = 1'-0"

PROPERTY LINE



2 WEST ELEVATION  
A-201/1/8" = 1'-0"

EXTERIOR FINISHES AND COLOURS:

-  VERTICAL CLT, SIDING, SOFFIT, BEAMS & FRONT DOORS:  
TO MATCH SIKKENS, 005-NATURAL OAK ON CEDAR
-  FASCIA, DECK EDGES & HORIZONTAL CORRUGATED METAL:  
TO MATCH CASCADIA, BONE WHITE
-  STUCCO:  
TO MATCH ROYAL ALUMIPRO, CACTUS 6700
-  WINDOW FRAMES, CANOPY, RAILING & DECK POSTS:  
BLACK
-  GARAGE DOORS:  
STEEL CRAFT, CHARCOAL

Revision No.	Date	Description
02.10.21	- FOR REVIEW	
02.11.21	- FOR REVIEW	
02.12.21	- FOR REVIEW	
02.13.21	- FOR COORDINATION	
03.02.21	- FOR DP	
03.12.21	- FOR DP	

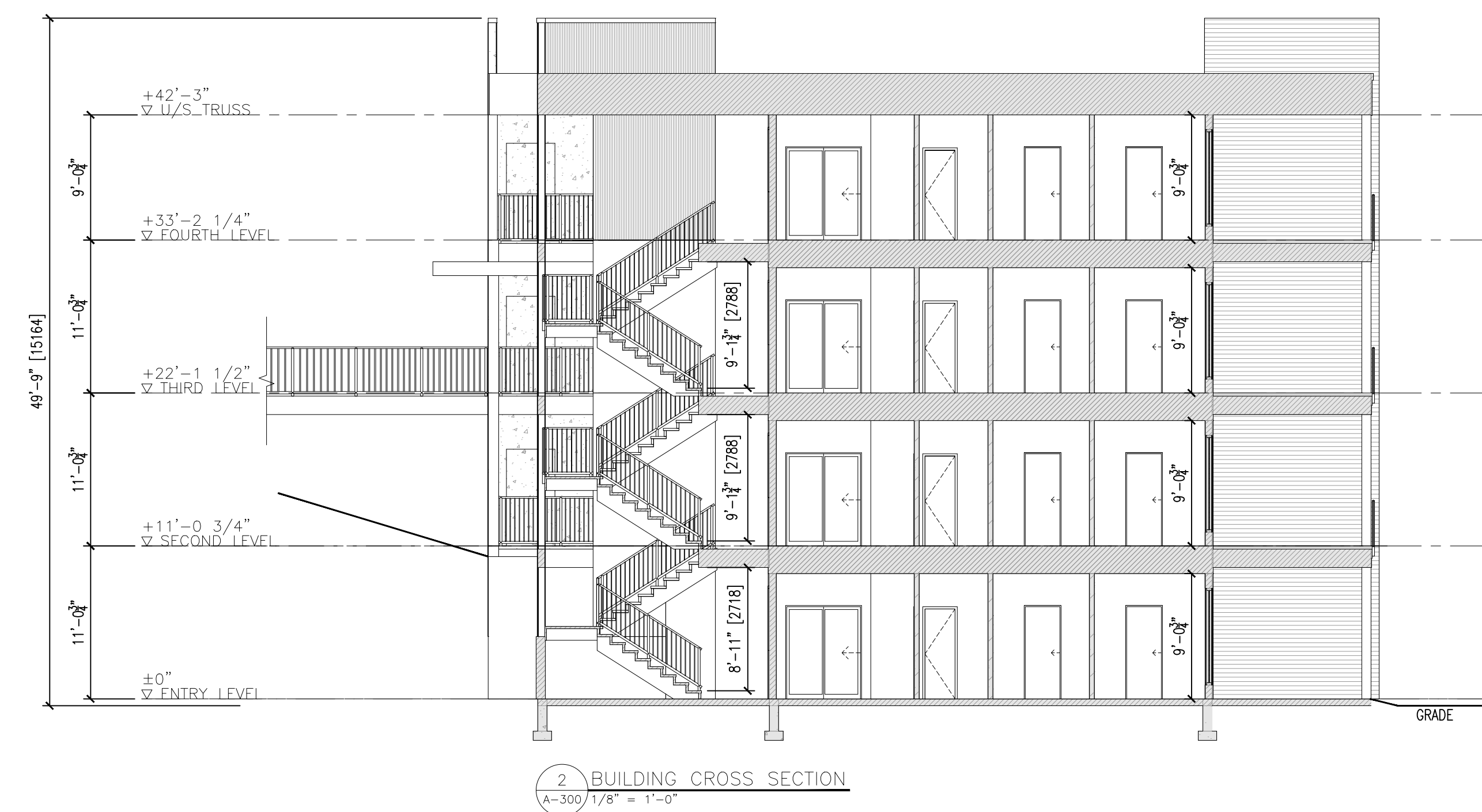
Plot Date	Drawing No.
12-Mar-21	A-201

**PROJECT**  
1097 DILWORTH DRIVE  
BUILDING 9  
**DRAWING TITLE**  
ELEVATIONS



FOR DP





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Revision No.	Date	Description
02.10.21	-	FOR REVIEW
02.11.21	-	FOR REVIEW
02.12.21	-	FOR REVIEW
02.13.21	-	FOR COORDINATION
03.02.21	-	FOR DP
03.12.21	-	FOR DP

<b>Plot Date</b> 12-Mar-21	<b>Drawing No.</b> A-300
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**PROJECT**  
1097 DILWORTH DRIVE  
BUILDING 9  
**DRAWING TITLE**  
SECTIONS



FOR DP





1 Exterior Rendering  
A-600



2 View From Dilworth Drive - East of Cascade Place Looking East  
A-600



3 View From Dilworth Drive - East of Cascade Place Looking North  
A-600



4 View From Dilworth Drive - East of Cascade Place Looking South  
A-600



5 View From Dilworth Drive - East of Cascade Place Looking West  
A-600



6 View From Property at Intersections of Dilworth Drive and Cascade Place Looking South  
A-600



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**Revision No., Date and Description**  
03.12.21 - FOR DP

**Plot Date**  
12-Mar-21

**Drawing No.**  
A-600

**PROJECT**  
1097 DILWORTH DRIVE  
BUILDING 9  
**DRAWING TITLE**  
SITE VIEWS



**FOR DP**



# LOT B DILWORTH DRIVE, KELOWNA, BC | GARAGES

## PROPERTY DESCRIPTION

CIVIC: 1097 DILWORTH DRIVE, KELOWNA, BC  
 LEGAL: LOT B, PLAN 19786

## ZONING CALCULATIONS:

CURRENT: CITY OF KELOWNA A1 ZONING

PROPOSED: CITY OF KELOWNA RM5

## SITE INFORMATION:

	ALLOWED	PROPOSED
GROSS SITE AREA=	4,925.2 SM	
PRIVATE OPEN SPACES=	25.0 SM	50.9 SM
ALLOWABLE SITE COVERAGE=	50% (2,462.6 SM)	30% (1,462.0 SM)
COVERAGE + DRIVEWAYS=	65% (3,201.4 SM)	42% (2,043.5)
F.A.R.=	1.1 (5,417.7 SM)	.38 (1,846.8 SM)

## UNIT AREA CALCULATIONS:

BUILDING:  
 4 STOREYS AT 461.7 SM/FLOOR = 1,846.8 SM

GARAGE:  
 2 GARAGES AT 296 SM = 592.0 SM

TOTAL: 2,438.8 SM

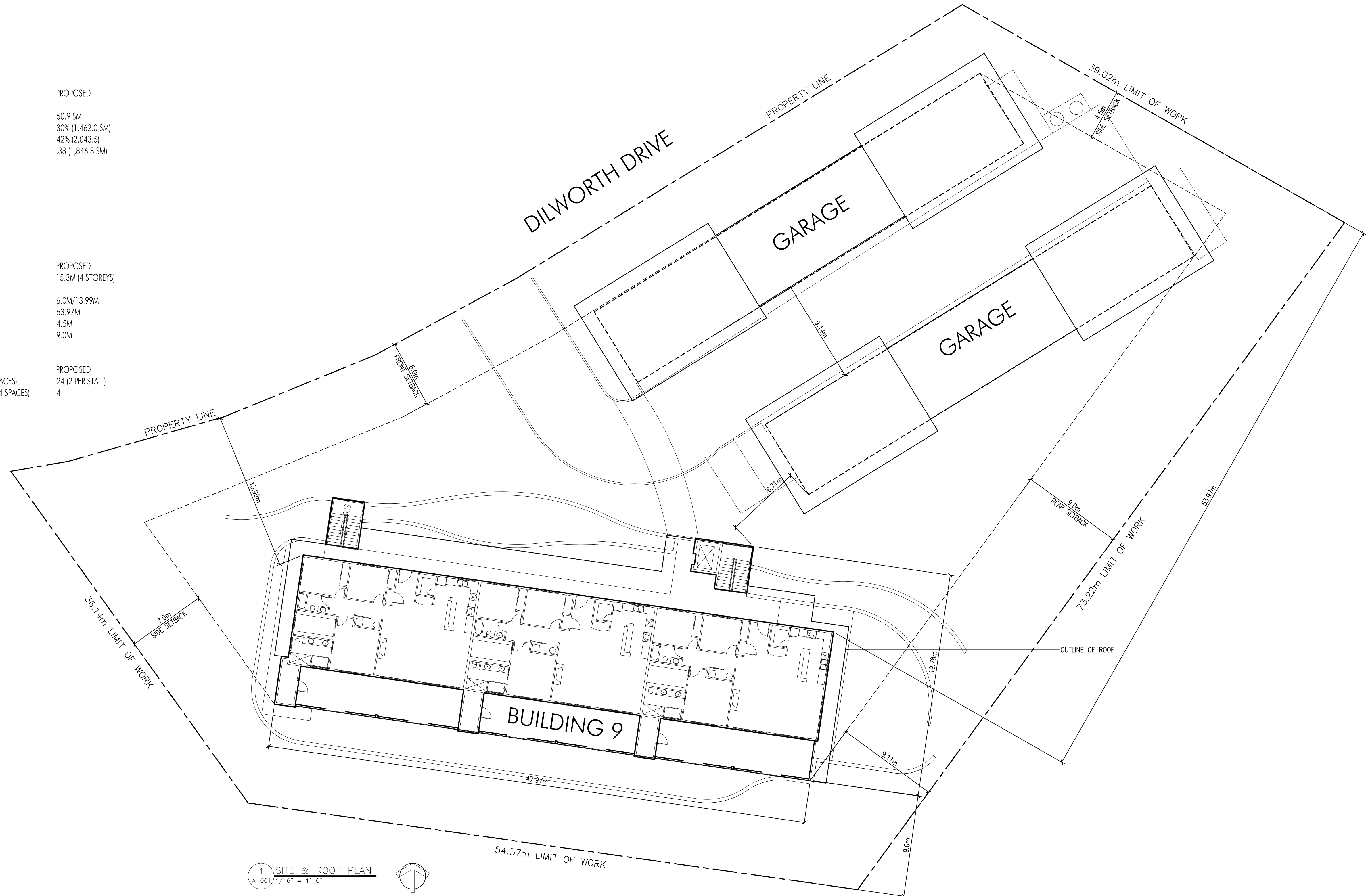
	ALLOWED	PROPOSED
MAX. HEIGHT =	18.0M OR 4-1/2 STOREYS	15.3M (4 STOREYS)
YARD SETBACKS:		
FRONT YARD -	6.0M	6.0M/13.99M
SIDE YARD -	7.0M	53.97M
SIDE YARD (NOT MORE THAN 2.5 STOREYS)	4.5M	4.5M
REAR YARD -	9.0M	9.0M

## PARKING CALCULATIONS:

	REQUIRED	PROPOSED
MEDIUM DENSITY MULTIPLE HOUSING	1.5-2.0 SPACES PER UNIT (18-24 SPACES)	24 (2 PER STALL)
3 BEDROOM DWELLING UNIT - VISITOR PARKING -	0.14-0.2 SPACES PER UNIT (1.68-2.4 SPACES)	4

## ARCHITECTURAL DRAWINGS

- A-001 PROJECT & SITE INFORMATION
- A-101 FLOOR PLAN
- A-200 GARAGE 1 ELEVATIONS
- A-201 GARAGE 2 ELEVATIONS
- A-300 SECTIONS
- A-600 RENDERING & SITE VIEWS



1 SITE & ROOF PLAN  
 A-001 1/16" = 1'-0"



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**Revision No., Date and Description**  
 03.12.21 - FOR DP

**Plot Date** 12-Mar-21  
**Drawing No.** A-001

**PROJECT**  
 1097 DILWORTH DRIVE  
 BUILDING 9  
**DRAWING TITLE**  
 PROJECT INFORMATION



**FOR DP**





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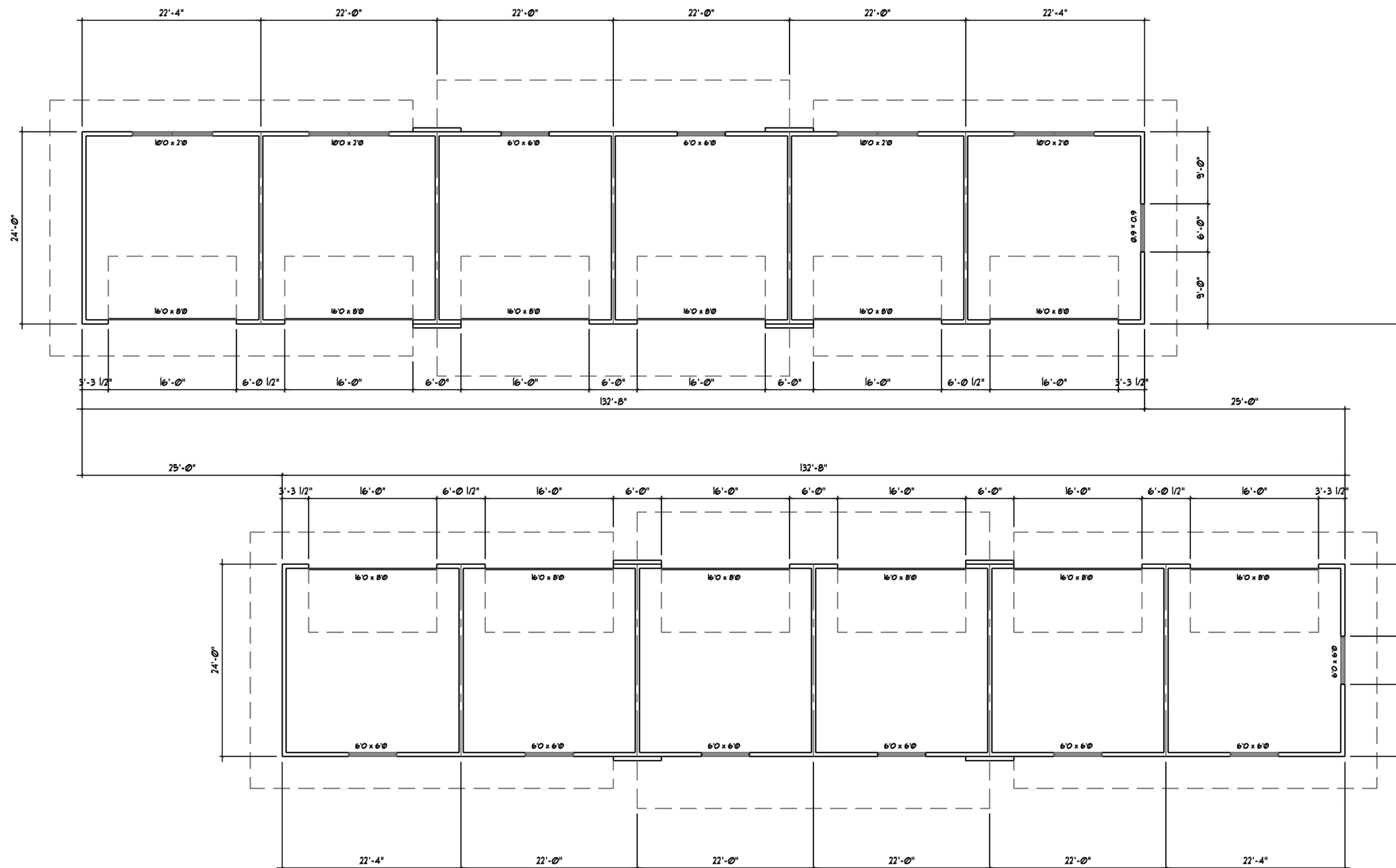
Revision No., Date and Description
02.10.21 - FOR REVIEW
03.02.21 - FOR DP

Plot Date	Drawing No.
12-Mar-21	A-101

<b>PROJECT</b> 1097 DILWORTH DRIVE BUILDING 9
<b>DRAWING TITLE</b> GARAGE PLAN



GARAGE 2

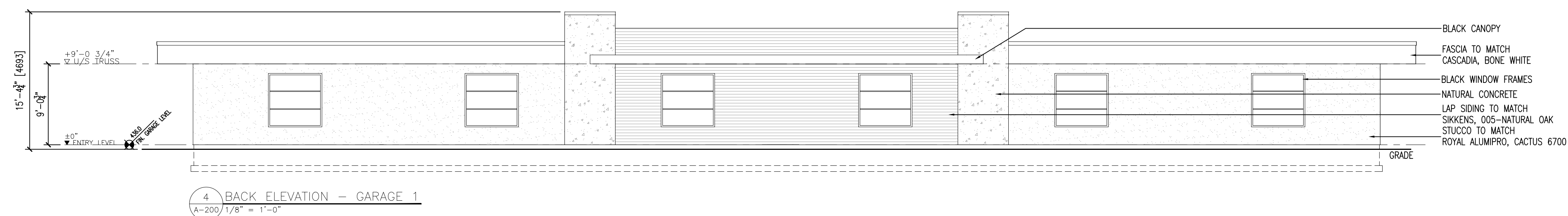
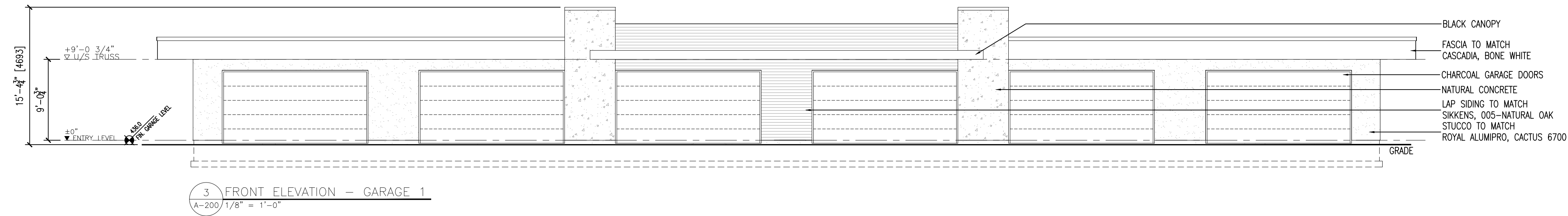
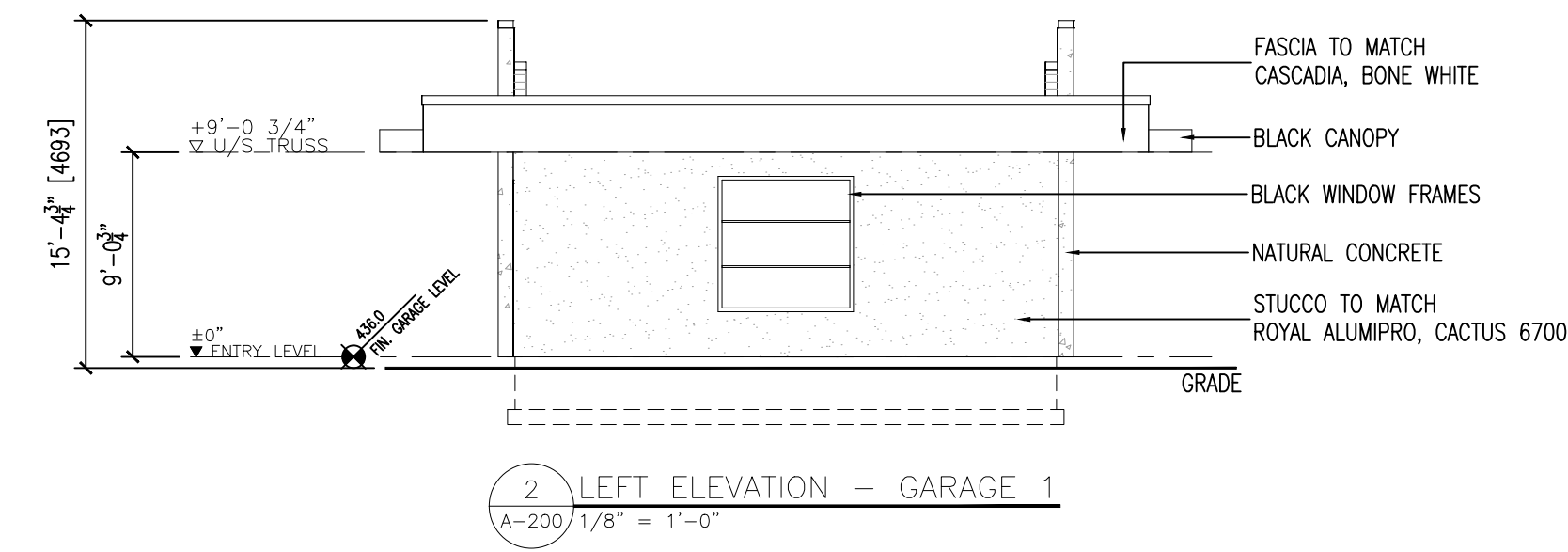
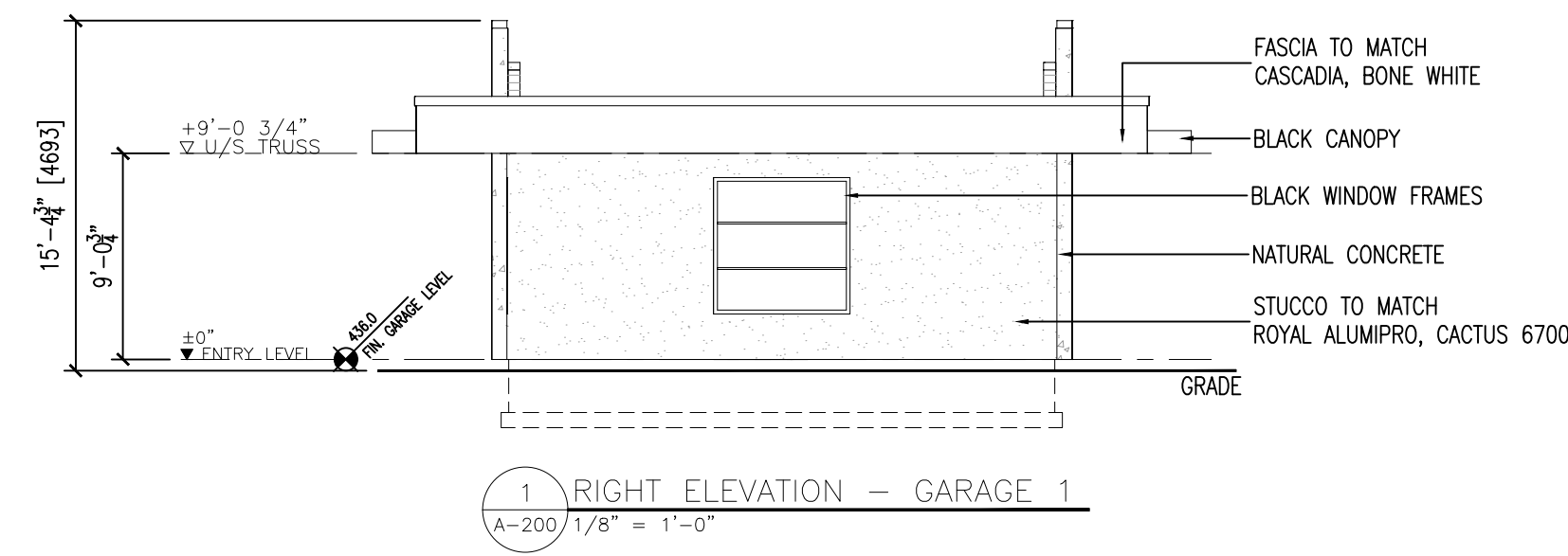


GARAGE 1

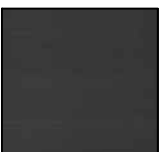
1 GARAGE PLAN  
A-101 1/8" = 1'-0"

FOR DP





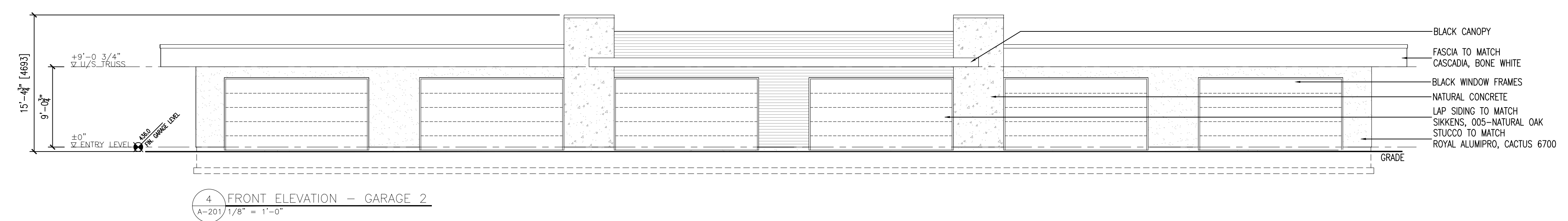
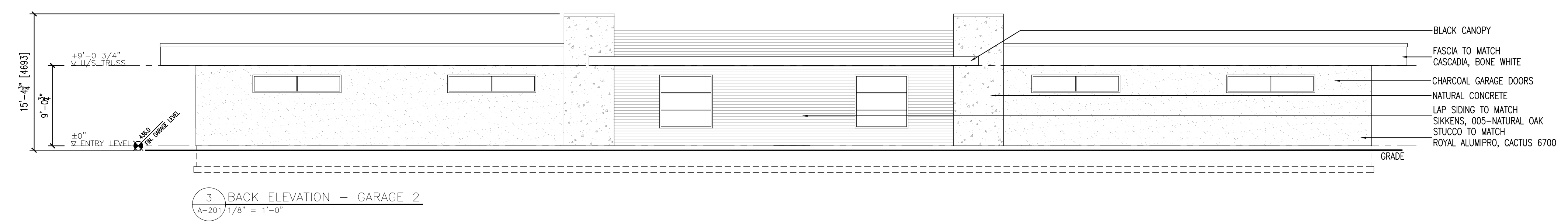
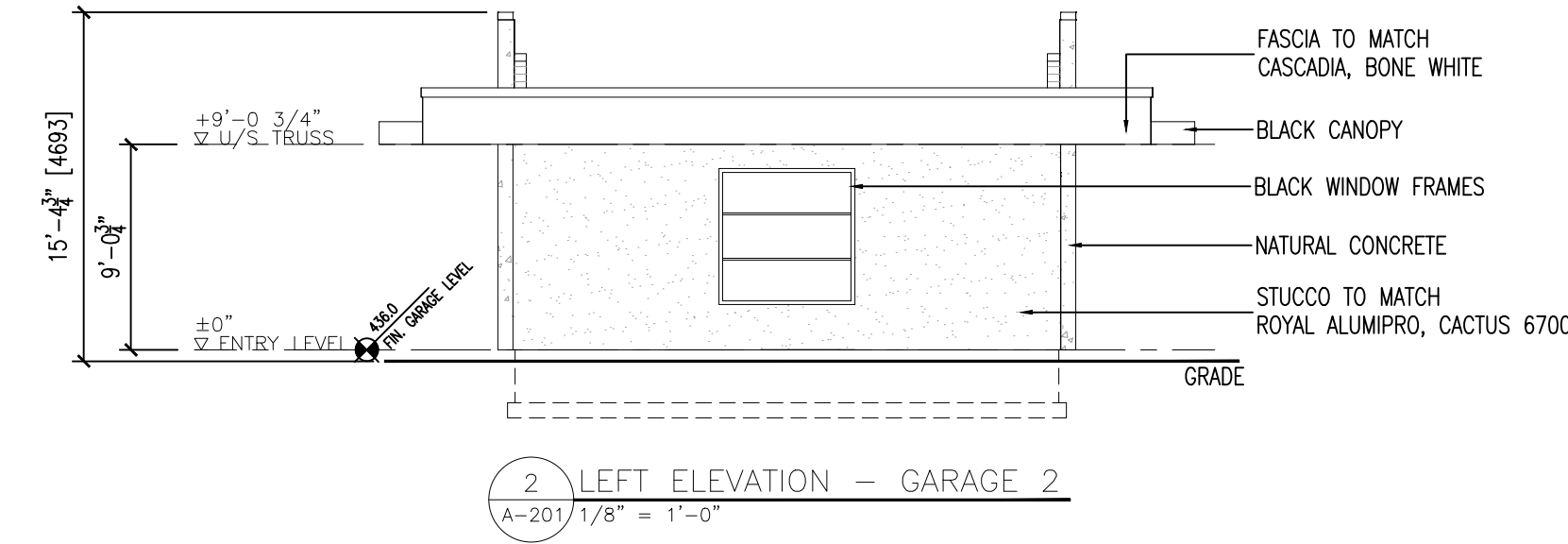
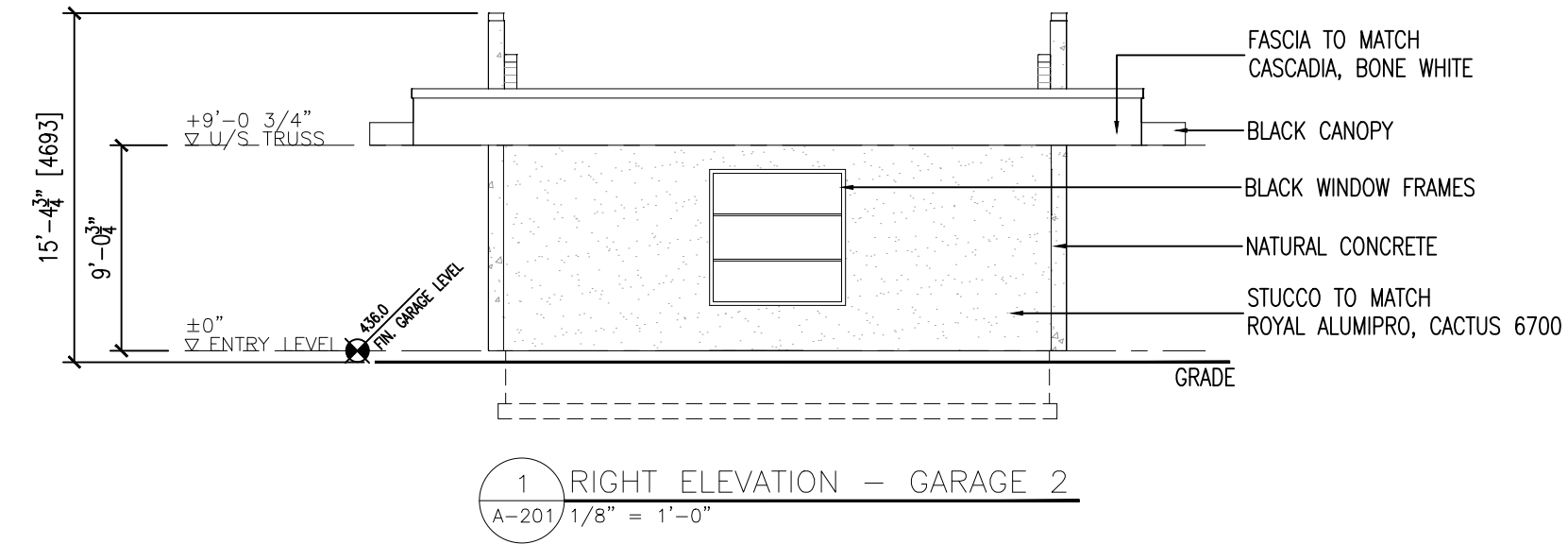
EXTERIOR FINISHES AND COLOURS:

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TO MATCH SIKKENS, 005-NATURAL OAK ON CEDAR
-  FASCIA, DECK EDGES & HORIZONTAL CORRUGATED METAL:  
TO MATCH CASCADIA, BONE WHITE
-  STUCCO:  
TO MATCH ROYAL ALUMIPRO, CACTUS 6700
-  WINDOW FRAMES, CANOPY, RAILING & DECK POSTS:  
BLACK
-  GARAGE DOORS:  
STEEL CRAFT, CHARCOAL



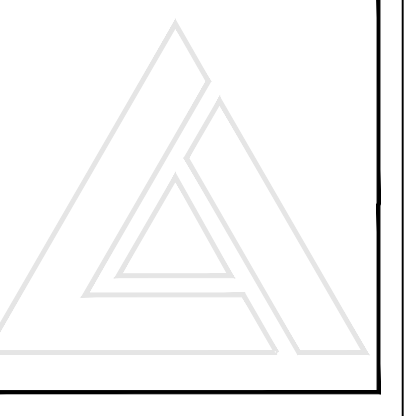
FOR DP





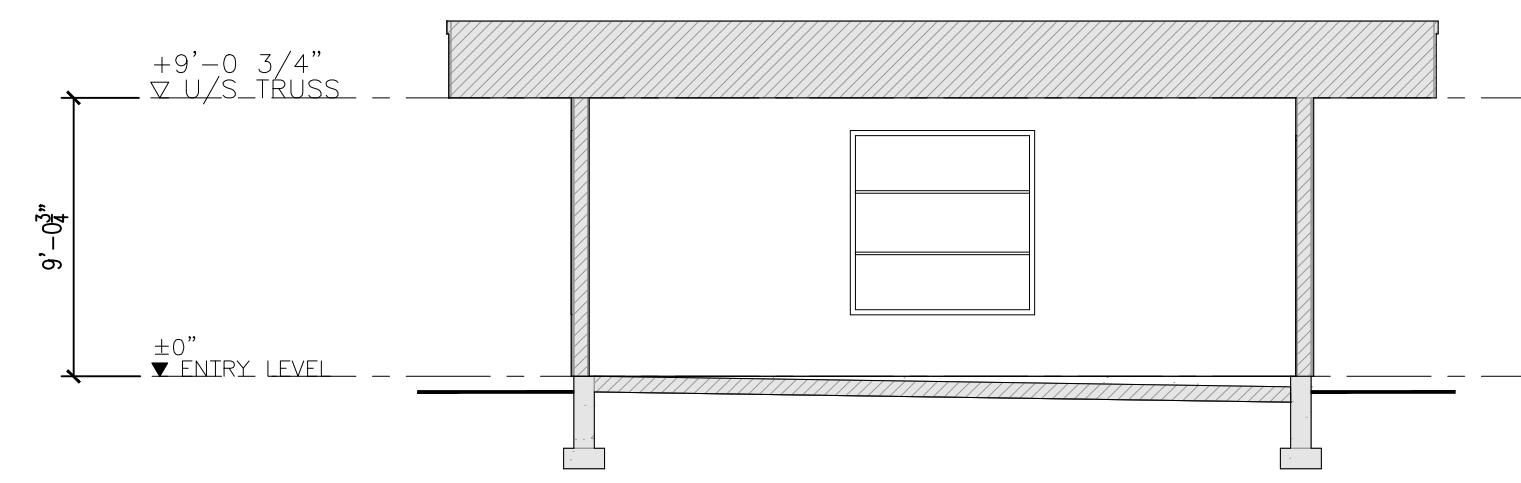
EXTERIOR FINISHES AND COLOURS:

-  VERTICAL CLT, SIDING, SOFFIT, BEAMS & FRONT DOORS:  
TO MATCH SIKKENS, 005-NATURAL OAK ON CEDAR
-  FASCIA, DECK EDGES & HORIZONTAL CORRUGATED METAL:  
TO MATCH CASCADIA, BONE WHITE
-  STUCCO:  
TO MATCH ROYAL ALUMPRO, CACTUS 6700
-  WINDOW FRAMES, CANOPY, RAILING & DECK POSTS:  
BLACK
-  GARAGE DOORS:  
STEEL CRAFT, CHARCOAL

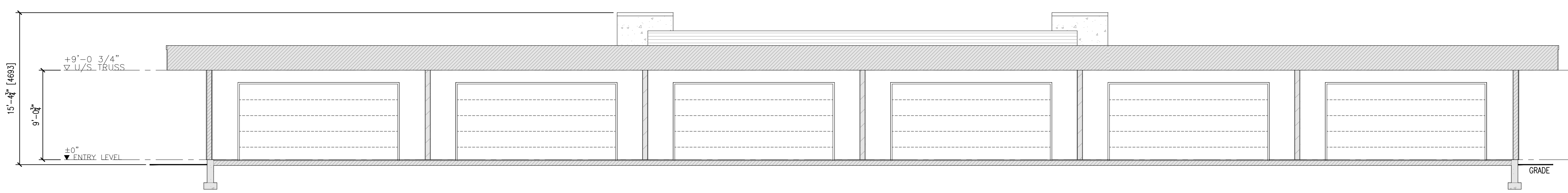


FOR DP





1 GARAGE SECTION  
A-300 1/8" = 1'-0"



2 GARAGE SECTION  
A-300 1/8" = 1'-0"

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**Revision No., Date and Description**  
03.02.21 - FOR DP

**Plot Date**  
12-Mar-21

**Drawing No.**  
A-300

**PROJECT**  
1097 DILWORTH DRIVE  
BUILDING 9

**DRAWING TITLE**  
SECTIONS



FOR DP





1 Exterior Rendering  
A-600



2 View From Dilworth Drive - East of Cascade Place Looking East  
A-600



3 View From Dilworth Drive - East of Cascade Place Looking North  
A-600



4 View From Dilworth Drive - East of Cascade Place Looking South  
A-600



5 View From Dilworth Drive - East of Cascade Place Looking West  
A-600



6 View From Property at Intersections of Dilworth Drive and Cascade Place Looking South  
A-600



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**Revision No., Date and Description**  
03.12.21 - FOR DP

<b>Plot Date</b> 12-Mar-21	<b>Drawing No.</b> A-600
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**PROJECT**  
1097 DILWORTH DRIVE  
BUILDING 9  
**DRAWING TITLE**  
SITE VIEWS



**FOR DP**

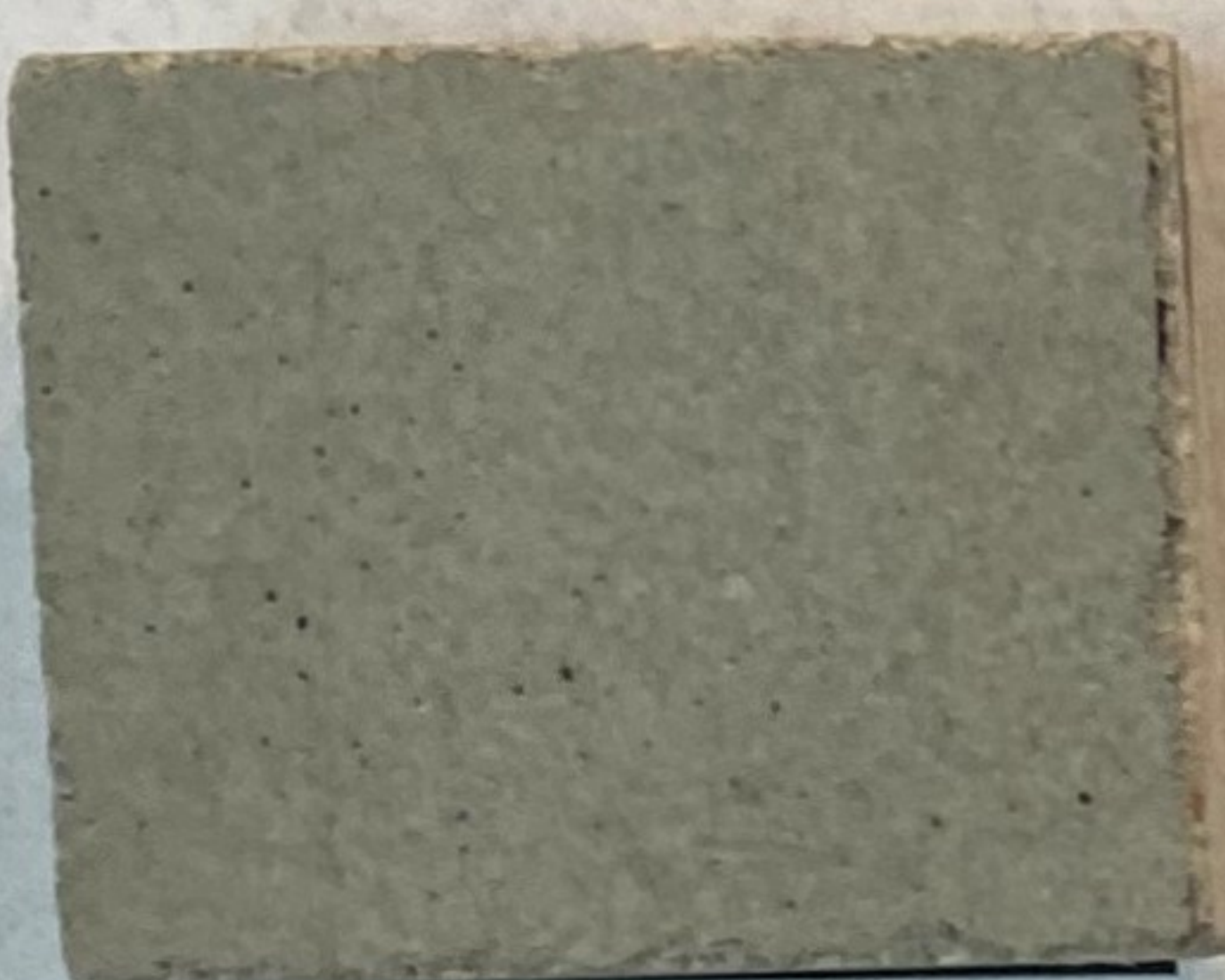




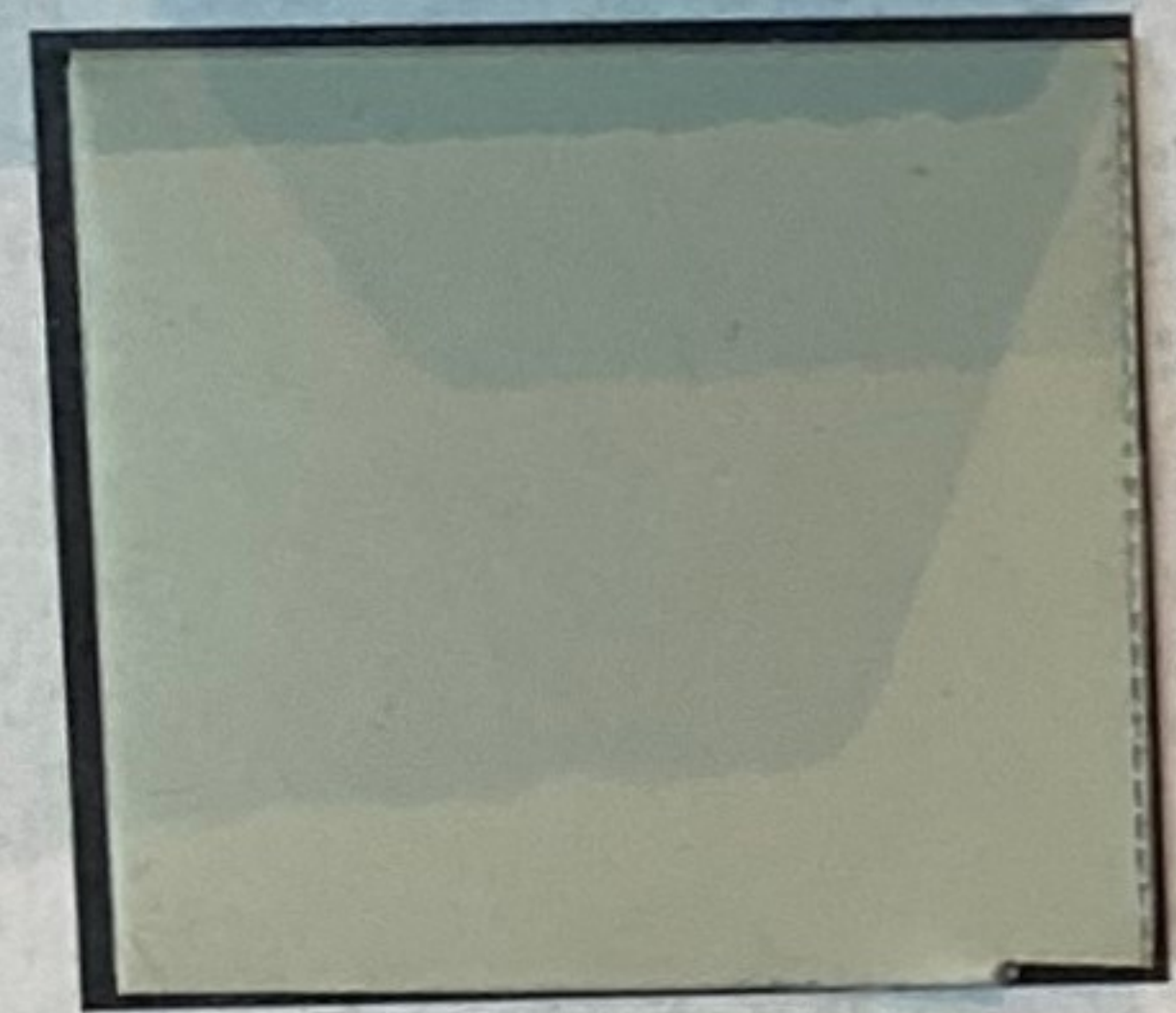
WOOD SIDING, SOFFIT, BEAMS AND DOORS  
SIKKENS  
"NATRUAL OAK" #005



STUCCO  
TO MATCH ROYAL ALUMIPRO  
"CACTUS" #6700



ACCENT WALLS  
NATURAL CONCRETE



FASCIA, DECK EDGES AND CORRUGATED SIDING  
CASCADIA METAL  
"BONE WHITE"



WINDOWS, CANOPIES, DECK RAILING AND POSTS  
"BLACK"



OVERHEAD GARAGE DOORS  
STEEL-CRAFT  
"CHARCOAL" 313-0848



**WORMAN**  
WORMAN HOMES | WORMAN COMMERCIAL

EXTERIOR FINISHES

1097 DILWORTH DRIVE

KELOWNA, BC

PROJECT NUMBER:  
#1097DILWORTH

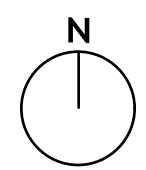
DATE:  
March 1, 2021





**OUTLAND DESIGN**  
LANDSCAPE ARCHITECTURE

303 - 590 KLO Road  
Kelowna, BC V1Y 7S2  
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PROJECT TITLE

**1097 DILWORTH DRIVE**

Kelowna, BC

DRAWING TITLE

**CONCEPTUAL  
LANDSCAPE PLAN**

ISSUED FOR / REVISION

1	21.03.05	Review
2		
3		
4		
5		

PROJECT NO. 20-128

DESIGN BY FB

DRAWN BY WJC/NG

CHECKED BY FB

DATE MAR. 5, 2021

SCALE 1:200

PAGE SIZE 24"x36"

SEAL



DRAWING NUMBER

**L1/2**

**NOTES**

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED THE CANADIAN NURSERY LANDSCAPE ASSOCIATION STANDARDS.
2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.
3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm CGOGROW MULCH AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS IN WOOD MULCH AREAS.
4. TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT.
5. TURF FROM SOD SHALL BE NO. 1 GRADE GROWN FROM CERTIFIED SEED OF IMPROVED CULTIVARS REGISTERED FOR SALE IN B.C. AND SHALL BE TOLERANT OF DROUGHT CONDITIONS. A MINIMUM OF 150mm DEPTH OF GROWING MEDIUM IS REQUIRED BENEATH TURF AREAS. TURF AREAS SHALL MEET EXISTING GRADES AND HARD SURFACES FLUSH.
6. SITE GRADING AND DRAINAGE WILL ENSURE THAT ALL STRUCTURES HAVE POSITIVE DRAINAGE AND THAT NO WATER OR LOOSE IMPEDIMENTS WILL BE DISCHARGED FROM THE LOT ONTO ADJACENT PUBLIC, COMMON, OR PRIVATE PROPERTIES.

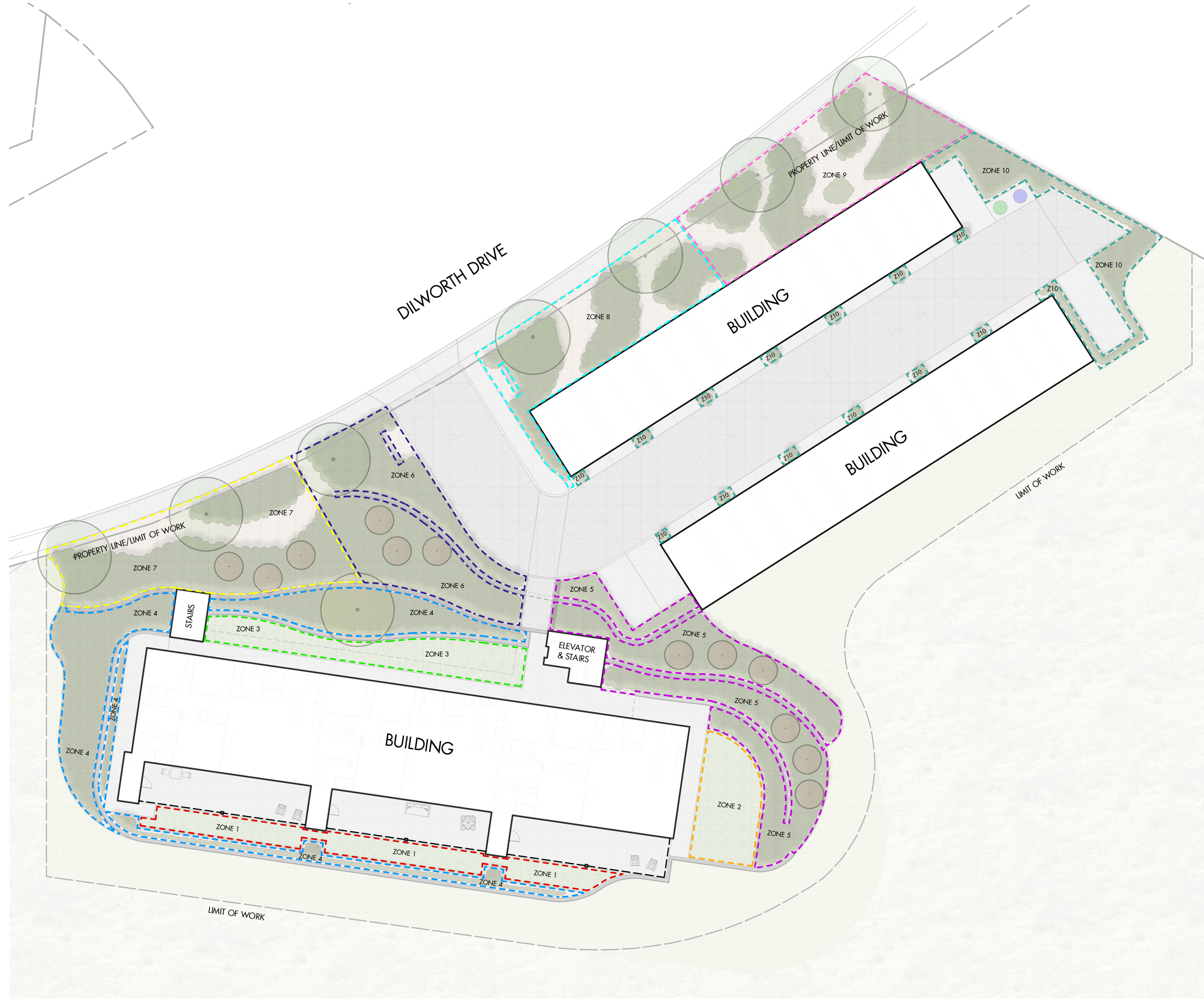
**PLANT LIST**

BOTANICAL NAME	COMMON NAME	QTY	SIZE/SPACING & REMARKS
<b>TREES</b>			
MAGNOLIA STELLATA 'ROYAL STAR'	ROYAL STAR MAGNOLIA	12	6cm CAL
QUERCUS ROBUR X ALBA 'CRIMSCHMIDT'	CRIMSON SPIRE OAK	1	6cm CAL
TILIA AMERICANA 'MCKSENTRY'	AMERICAN SENTRY BASSWOOD	7	6cm CAL
<b>SHRUBS</b>			
CORNUS STOLONIFERA 'FARROW'	ARCTIC FIRE DOGWOOD	82	#02 CONT. /1.5M O.C. SPACING
ELIONYMUS ALATUS 'SELECT'	FIRE BALL BURNING BUSH	82	#02 CONT. /1.5M O.C. SPACING
PINUS SYLVESTRIS 'GLAUCA NANA'	DWARF BLUE SCOTCH PINE	46	#02 CONT. /2.0M O.C. SPACING
SYRINGA MEYERI 'PALBIN'	DWARF KOREAN LIAC	82	#02 CONT. /1.5M O.C. SPACING
<b>PERENNIALS &amp; GRASSES</b>			
CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FOERSTER'S FEATHER REED GRASS	99	#01 CONT. /1.0M O.C. SPACING
EUPATORIUM DUBIUM 'LITTLE JOE'	LITTLE JOE DWARF JOE PYE	68	#01 CONT. /1.2M O.C. SPACING
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	99	#01 CONT. /1.0M O.C. SPACING
NEPETA X FAASENII 'WALKER'S LOW'	WALKER'S LOW CATMINT	99	#01 CONT. /1.0M O.C. SPACING
RUDBECKIA FULGIDA 'GOLDSTURM'	GOLDSTURM CONEFLOWER	99	#01 CONT. /1.0M O.C. SPACING

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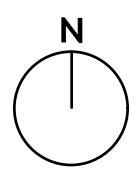


**WATER CONSERVATION CALCULATIONS**

LANDSCAPE MAXIMUM WATER BUDGET (WB) = 874cu.m. / year  
 ESTIMATED LANDSCAPE WATER USE (WU) = 600cu.m. / year  
 WATER BALANCE = 274 cu.m. / year  
 \*REFER ATTACHED IRRIGATION APPLICATION FOR DETAILED CALCULATIONS

**IRRIGATION LEGEND**

- ZONE #1: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS  
 TOTAL AREA: 82 sq.m.  
 MICROCLIMATE: SOUTH EXPOSURE, FULL SUN  
 ESTIMATED ANNUAL WATER USE: 71 cu.m.
- ZONE #2: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS  
 TOTAL AREA: 58 sq.m.  
 MICROCLIMATE: SOUTHEAST EXPOSURE, FULL SUN  
 ESTIMATED ANNUAL WATER USE: 50 cu.m.
- ZONE #3: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS  
 TOTAL AREA: 78 sq.m.  
 MICROCLIMATE: NORTH EXPOSURE, PARTIALLY SHADED BY BUILDING  
 ESTIMATED ANNUAL WATER USE: 66 cu.m.
- ZONE #4: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS  
 TOTAL AREA: 210 sq.m.  
 MICROCLIMATE: WEST EXPOSURE, PARTIALLY SHADED BY TREES  
 ESTIMATED ANNUAL WATER USE: 70 cu.m.
- ZONE #5: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS  
 TOTAL AREA: 211 sq.m.  
 MICROCLIMATE: EAST EXPOSURE, PARTIALLY SHADED BY TREES  
 ESTIMATED ANNUAL WATER USE: 70 cu.m.
- ZONE #6: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS  
 TOTAL AREA: 173 sq.m.  
 MICROCLIMATE: NORTHWEST EXPOSURE, PARTIALLY SHADED BY TREES  
 ESTIMATED ANNUAL WATER USE: 58 cu.m.
- ZONE #7: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS  
 TOTAL AREA: 197 sq.m.  
 MICROCLIMATE: NORTHWEST EXPOSURE, PARTIALLY SHADED BY TREES  
 ESTIMATED ANNUAL WATER USE: 66 cu.m.
- ZONE #8: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS  
 TOTAL AREA: 156 sq.m.  
 MICROCLIMATE: NORTHWEST EXPOSURE, PARTIALLY SHADED BY TREES  
 ESTIMATED ANNUAL WATER USE: 52 cu.m.
- ZONE #9: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS  
 TOTAL AREA: 190 sq.m.  
 MICROCLIMATE: NORTHWEST EXPOSURE, PARTIALLY SHADED BY TREES  
 ESTIMATED ANNUAL WATER USE: 63 cu.m.
- ZONE #10: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS  
 TOTAL AREA: 101 sq.m.  
 MICROCLIMATE: NORTHEAST EXPOSURE, PARTIALLY SHADED BY TREES  
 ESTIMATED ANNUAL WATER USE: 34 cu.m.



PROJECT TITLE  
**1097 DILWORTH DRIVE**

Kelowna, BC  
 DRAWING TITLE

**WATER CONSERVATION/  
 IRRIGATION PLAN**

ISSUED FOR / REVISION	
1	21.03.05 Review
2	
3	
4	
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PROJECT NO.	20-128
DESIGN BY	FB
DRAWN BY	W/C/NG
CHECKED BY	FB
DATE	MAR. 5, 2021
SCALE	1:200
PAGE SIZE	24"x36"

**IRRIGATION NOTES**

1. IRRIGATION PRODUCTS AND INSTALLATION METHODS SHALL MEET OR EXCEED THE REQUIREMENTS OF THE WATER USE REGULATION BYLAW NO. 10480 AND THE SUPPLEMENTARY SPECIFICATIONS IN THE CITY OF KELOWNA BYLAW 7900 (PART 6, SCHEDULE 5).
2. THE IRRIGATION SYSTEM SHALL MEET THE REQUIREMENTS, REGULATIONS, AND BYLAWS OF THE WATER PURVEYOR.
3. THE IRRIGATION SYSTEM SHALL BE EQUIPPED WITH AN APPROVED BACKFLOW PREVENTION DEVICE, WATER METER, AND SHUT OFF VALVE LOCATED OUTSIDE THE BUILDING ACCESSIBLE TO THE CITY.
4. AN APPROVED SMART CONTROLLER SHALL BE INSTALLED. THE IRRIGATION SCHEDULING TIMES SHALL UTILIZE A MAXIMUM ET VALUE OF 7" / MONTH (KELOWNA JULY ET), TAKING INTO CONSIDERATION SOIL TYPE, SLOPE, AND MICROCLIMATE.
5. DRIP LINE AND EMITTERS SHALL INCORPORATE TECHNOLOGY TO LIMIT ROOT INTRUSION.
6. IRRIGATION SLEEVES SHALL BE INSTALLED TO ROUTE IRRIGATION LINES UNDER HARD SURFACES AND FEATURES.
7. IRRIGATION PIPE SHALL BE SIZED TO ALLOW FOR A MAXIMUM FLOW OF 1.5m / SEC.
8. A FLOW SENSOR AND MASTER VALVE SHALL BE CONNECTED TO THE CONTROLLER AND PROGRAMMED TO STOP FLOW TO THE SYSTEM IN CASE OF AN IRRIGATION WATER LEAK.

SEAL



DRAWING NUMBER  
**L2/2**

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