



August 30, 2024

City of Kelowna | Development Planning  
1435 Water Street  
Kelowna, BC V1Y 1J4

Attention: Ms. Jocelyn Black, Urban Planning Manager, City of Kelowna

**RE: Development Rationale – Rezoning Application  
1481, 1491 & 1495 D’Anjou Street, 1230, 1240, 1250, 1260, 1270, 1280,  
1290 & 1296 Bernard Avenue, and 1488 Richmond Street**

Dear Ms. Black:

Further to our prior correspondence with Development Planning, we herewith submit this development rationale letter, application form and fee, and attachments in support of a Rezoning Application for the above reference properties.

### **Introduction**

The purpose of the rezoning application is to facilitate the development of two, 6-storey residential rental apartments that are generally consistent with the objectives of the Official Community Plan 2040 (“OCP 2040”).

The subject properties are 12 adjacent legal lots between D’Anjou and Richmond Streets on the north side of Bernard Avenue (the “Site”). Bernard Avenue is a major east-west arterial roadway designated as a Transit Supportive Corridor and serviced by, or in immediate proximity to, multiple bus routes (routes 10, 5 and 9). The Site has a combined area of 100,096 square feet (~2.3 acres or 0.93 hectares) and is currently zoned MF1 *Infill Housing*. The Site and immediate neighbourhood are designated as “Core Area Neighbourhood” in OCP 2040 supporting higher densities as properties redevelop.

The Site presently hosts 12 single-family homes. The surrounding properties include single-family homes to the north; a mix of single-family and low-rise apartments to the east; a mix of low-rise residential apartments and a church to the south; and single-family homes, duplexes, future mid-rise apartments, the 16-storey Centuria Tower, and convenience commercial to the west. The Site is within 400 metres of Bankhead, Richmond, and Duggan Parks, and only a short walk to Parkinson Recreation Park in the Parkinson Recreation Centre, Lombardy Park, and Martin Park.

Based on pre-application discussions and meetings with Development Planning and Engineering, we understand the proposed form of development is supportable. The enclosed submission reflects our discussions with Staff.

## **Site Plan**

The proposed development will result in the consolidation of the 12 properties to one contiguous lot to construct two, 6-storey wood frame market rental apartment buildings. 361 homes are proposed with off-street vehicle and bicycle parking with a host of amenities to provide much needed rental housing for the community. The property has undergone a detailed analysis of its development and marketing potential, taking into consideration current market conditions and trends in Kelowna. As well, the development proposal has been influenced by the preliminary discussions with Planning and Engineering staff.

The development consists of two buildings oriented towards Bernard Avenue and wrapping the corners of both D'Anjou Street and Richmond Street. The main entrances to the buildings will be located on D'Anjou Street and Richmond Street, respectively, to mitigate traffic impacts on Bernard Avenue associated with parcel and food deliveries to the Site. The proposal contemplates that the City will allow for an on-street loading stall on both D'Anjou Street and Richmond Street near the lobby entrances for this purpose. Six covered short-term bicycle stalls are proposed at each lobby entrance, along with secure parcel delivery rooms. A central landscaped plaza with a new transit shelter provides a visual separation between the buildings on Bernard Avenue and a convenient secondary access point to each building for transit users, cyclists and pet owners. Six additional short-term bicycle stalls are proposed at each secondary entrance, as well as a conveniently located and centralized bike/pet wash and bike repair station.

On D'Anjou Street, the building has a 16.5m setback from the adjacent property to the north versus the 4.5m required in the Zoning Bylaw. Driveway access to the parkade is provided in this area so that the driveway is well set back from Bernard Avenue, and D'Anjou Street has less traffic than both Bernard Avenue and Richmond Street. Setting the building back allows for two car-share surface parking stalls outside the secure parkade, as well as vertical clearance for onsite garbage & recycling pickup. A screened and fenced garbage staging area is provided on the north side of the driveway. On days when garbage/recycling is collected, a support vehicle will pull the bins from the centrally located garbage room within the parkade to the staging area, then return the bins once collection is complete.

## **Building Massing, Landscaping and Engineering**

The building massing responds to the existing street edges to provide a vibrant pedestrian interface with gates, raised patios and front doors facing the boulevards on Bernard Avenue, D'Anjou Street and Richmond Street. The raised patios allow for contiguous soil beneath to provide the soil volume necessary to support a healthy urban tree canopy. Small and medium-sized trees are used in the front and flanking yards adjacent to the boulevards rather than large trees to minimize competition with the boulevard trees. Large trees are proposed to be planted in the rear yard setback; however, an existing sanitary main in this area will prevent installation until such a time as it is decommissioned in accordance with the City's engineering plans for this



area. As discussed in the pre-application process, the applicant intends to provide security for the trees shown within the sanitary SRW so that adequate funds are available to plant the trees once the sanitary line is removed.

Orienting the buildings towards the street edges not only provides an attractive relationship between the public and private realm at street level, but also separates the massing from the neighbouring properties to the north. A north-facing courtyard at the second-floor level and a rooftop deck provide shared outdoor amenity spaces for residents of the building to enjoy.

At ground level, the street-fronting face of the building is set back a minimum of 2m from the property line (typically 2.5m), with building articulation to 4.3m. Levels 2 to 6 are set back a minimum of 3m from the property line (not including balcony projections) with similar articulation of the façade. Rather than stepping back the building face 3m per the Zoning Bylaw which has negative structural and building envelope/energy efficiency implications, Integra Architecture will use articulating facades and roof elements, as well as variations in projections, materials, and colours to create the desired aesthetic. This variance request will be expounded at the time of DP application.

A ~2m road dedication on Bernard Avenue and a ~1m road dedication on Richmond Street are provided further to City Engineering requirements to allow for the future expansion of those roads and boulevards. An existing FortisBC pad mount transformer servicing neighbouring homes in the community will be relocated from the corner of Bernard Avenue and D'Anjou Street to the northwest corner of the Site to accommodate 5m corner cuts at both Bernard Avenue & D'Anjou Street and Bernard Avenue & Richmond Street as requested by Engineering. A stormwater retention tank is proposed in the parking garage to manage post-development flows into the municipal stormwater sewer system.

### **Unit Mix**

The building will provide 361 apartments consisting of 122 studios (33.8%), 113 one-bedroom / one-bedroom plus flex (31.3%), 92 two-bedroom / two-bedroom plus flex (25.5%), and 34 three-bedroom (9.4%) homes. Units are sized to balance livability and attainability, with certain units featuring flex spaces to provide 'work from home' opportunities. The unit mix will be further expounded at the time of DP application.

### **Amenities**

All units and floors will be accessible via elevators from the main entrances and the parking garage. Each building will feature a furnished lobby with six adjacent visitor bicycle stalls, secure parcel delivery rooms, and Canada Post compliant mailboxes.

Between the buildings, a central green plaza and a new transit shelter are proposed. Secondary entrances to the building from the central plaza feature six visitor bicycle stalls as well as a conveniently centralized pet/bike wash room and bike repair station. Two large amenity areas planned as co-working spaces overlook the central plaza. Other amenities such as a workshop and leasing/caretaker office are proposed for the efficient management of the building long-term.



Level 2 of the building includes a shared social amenity lounge with kitchen, dining & entertainment facilities, a fitness facility with universal washroom, and an outdoor courtyard area to foster a sense of community. In addition, a rooftop deck will improve livability and foster social interaction, providing all residents the opportunity to enjoy views and access to sunlight in a spacious outdoor environment.

All units will feature private outdoor spaces to promote occupant health and comfort.

### **Active Transportation**

The Site's location on Bernard Avenue, which is only a short walk from Gordon Drive, (both well-established Transit Supportive Corridors), provides opportunity for active transportation. To promote active transportation, the building will feature bike parking in accordance with the City's Bonus Long Term Residential standards, including:

- Wall-mounted racks located behind regular parking stalls: 90 bike parking stalls;
- Ground-anchored racks in secure bike parking rooms: 78 bike parking stalls;
- Secure single bike lockers (1.8m x 0.6m): 21 bike parking stalls;
- Secure double bike lockers (1.8m x 1.2m): 312 bike parking stalls.

The parking garage will feature a centralized bike/pet wash and bike repair room equipped with tools, a commercial grade pump, and access to water. To support frequent transit, a new bus stop and shelter is proposed mid-block on the Bernard Avenue frontage. Terms of Reference for a Traffic Impact Assessment ("TIA") were provided by City Engineering on August 12, 2024, and Bunt & Associates has since been commissioned to prepare the TIA and Parking Study which will form part of the DP application.

### **Parking**

The main access point to the Site will be an all turns movement driveway to and from D'Anjou Street at the northwest corner of the property, located away from the intersection of Bernard Avenue. Locating the access on a side street eliminates eight existing driveway connections onto the Bernard Avenue Transit Supportive Corridor. The development will provide adequate off-street resident and visitor vehicle parking to meet the anticipated demand for the project. A total of 361 parking stalls are proposed to service the 361 homes (1:1 ratio of parking stalls to units). This number represents a three-stall reduction to the 364 stalls required in the Zoning Bylaw. Of note:

- Two large co-working spaces are proposed, and OCP 2040 Policy 5.19.1 encourages parking requirement relaxations where co-working space contributes to lower rates of vehicle ownership;
- The Zoning Bylaw contemplates reduced residential parking rates for sites on Transit Supportive Corridors, a corresponding reduction in the visitor parking requirements is not contemplated. It is anticipated that visitors to the development will also use public transit.

Two off-street car share stalls, accessible to the public, are proposed outside the entrance to the parking garage. Modo has confirmed they would enter an agreement to provide two car-share



stalls to the Site. Electric vehicle charging infrastructure will be provided to the car share stalls and certain residential stalls in the parkade in accordance with Zoning Bylaw requirements.

### **Site Use & Density Summary**

- Two 6-storey residential rental buildings are proposed in alignment with the OCP.
- The proposed Floor Area Ratio of 2.35 is consistent with a 6-storey built form and prescribed within the MF3r zone via the Public Amenity & Streetscape and Rental Housing Bonuses. This aligns with the objective of providing higher density development along Transit Supportive Corridors.
- The site coverage of all buildings has been reduced from 74% at the time of our pre-application to 66.96% in response to feedback received from staff – a small variance to the required 65%.
- The site coverage of all buildings, structures, and impermeable surfaces is 78.33% versus the 85% permitted in the Zoning Bylaw.

### **Site and Building Design**

The following items highlight the design elements of this proposal:

#### **Siting:**

- The building design meets the minimum setback requirements relative to the site depth and other constraints (i.e., sanitary sewer).
- The entry lobbies are clearly visible from the fronting streets in accordance with CPTED principles to facilitate building access, safety, and a sense of place.

#### **Urban Interface:**

- The building massing provides a strong presence with primary building facades oriented towards all street frontages. The introduction of a central courtyard gathering space provides a visual break along the Bernard Avenue frontage.
- Ground level homes elevated above the sidewalk will provide “eyes on the street” to the Bernard Avenue, D’Anjou Street, and Richmond Street frontages.

#### **Height:**

- The buildings are 6-storeys in height consistent with Policy 5.2.1 & 5.2.2 of OCP 2040 which discourage underdevelopment of properties along Transit Supportive Corridors.

#### **Architecture:**

- Award-winning architect, Integra Architecture, has been engaged to design the development. The specifics of the design and building performance features will form part of the Development Permit application.
- The buildings provide universal accessibility to and throughout the development.



Landscape & Sustainable Infrastructure:

- Van Der Zalm & Associates Landscape Architecture (“VDZA”) has been engaged to design the landscaping for the project. Their designs will be submitted as part of the Development Permit application.
- Appropriate native and drought-resistant vegetation, trees, and plants will be introduced to the site through the proposed redevelopment. Stormwater will be managed through the planting medium throughout the development and complemented by a stormwater detention tank located in the parking garage.
- Trees have been placed to accent the urban edge, provide privacy to neighbours, and expand the City’s urban tree canopy coverage while complementing the building design. Zoning Bylaw requirements in respect of the number of trees and soil volumes are met in the current design. An existing sanitary sewer line limits the landscaping that can be planted along the north boundary, and as such, security will be provided to the City for future planting once the sewer line is decommissioned.
- A courtyard on level 2 and a rooftop amenity are provided to encourage social interaction. The programming of these spaces will form part of the DP submission.

In closing, we are confident this proposal is consistent with the objectives of the Official Community Plan and will complement the neighbourhood and support the City’s growth. The high-quality building design and massing will improve the urban environment along this key transportation corridor, while providing much-needed rental housing to the City of Kelowna.

We trust that you will find this submission satisfactory, and we look forward to working with you to advance this submission through the approval process.

Please contact us should you require additional information or would like to meet to discuss the particulars of the application.

Respectfully submitted,

**Denciti Development Corp.** acting on behalf of **Denciti Bernard LP**



Simon Bodlack  
Director, Development



Guadalupe Font  
Senior Development Manager

Copies: Steve Watt; Integra Architecture  
Kim McNamee; VDZA



# Bernard Assembly

## Issue 1.0 - REZONING

**CIVIC ADDRESSES:**

1481, 1491 & 1495 D'ANJOU STREET, KELOWNA, BC  
 1230, 1240, 1250, 1260, 1270, 1280, 1290 & 1296 BERNARD AVENUE, KELOWNA, BC  
 1488 RICHMOND STREET, KELOWNA, BC

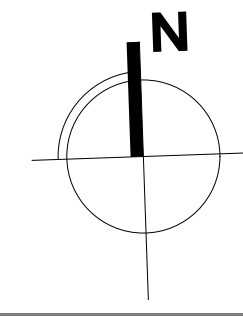


### Integra

ARCHITECTURE INC.

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 Vancouver, BC, V6C 1S4  
 www.integra-arch.com  
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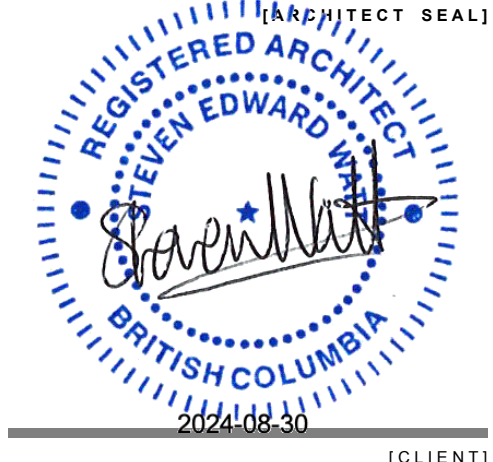
### ARCHITECTURAL DRAWING INDEX

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A-2.500	Roof Plan
A-2.600	Level P1 Parking Plan
A-2.700	Site/ Landscape Plan



### CONTACT LIST

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<b>GEOTECHNICAL</b>	Geopacific Consultants Ltd. 1340 St. Paul Street Kelowna, BC, V1S 1A7	Roberto Avendano	604.439.0922	avendano@geopacific.ca



**DENCITI BERNARD LIMITED PARTNERSHIP.**

### BERNARD ASSEMBLY

1481, 1491 & 1495 D'Anjou Street,  
 1230, 1240, 1250, 1260, 1270, 1280,  
 1290 & 1296 Bernard Street,  
 1488 Richmond Street  
 Kelowna, BC

### Cover

23630 [PROJECT]

Not to scale [SCALE]

Friday, August 30, 2024 [DATE]

Issue 1: Rezoning [ISSUE]

[DRAWING]

**A-0.000**



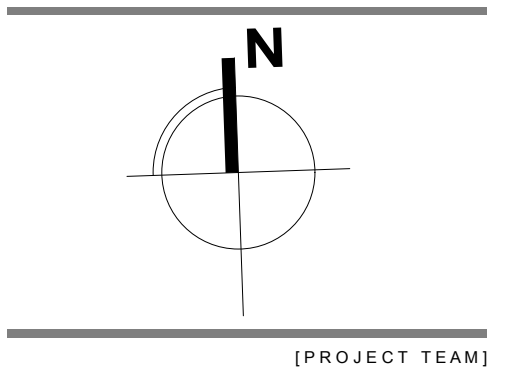




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**PROPOSED: MF3r**

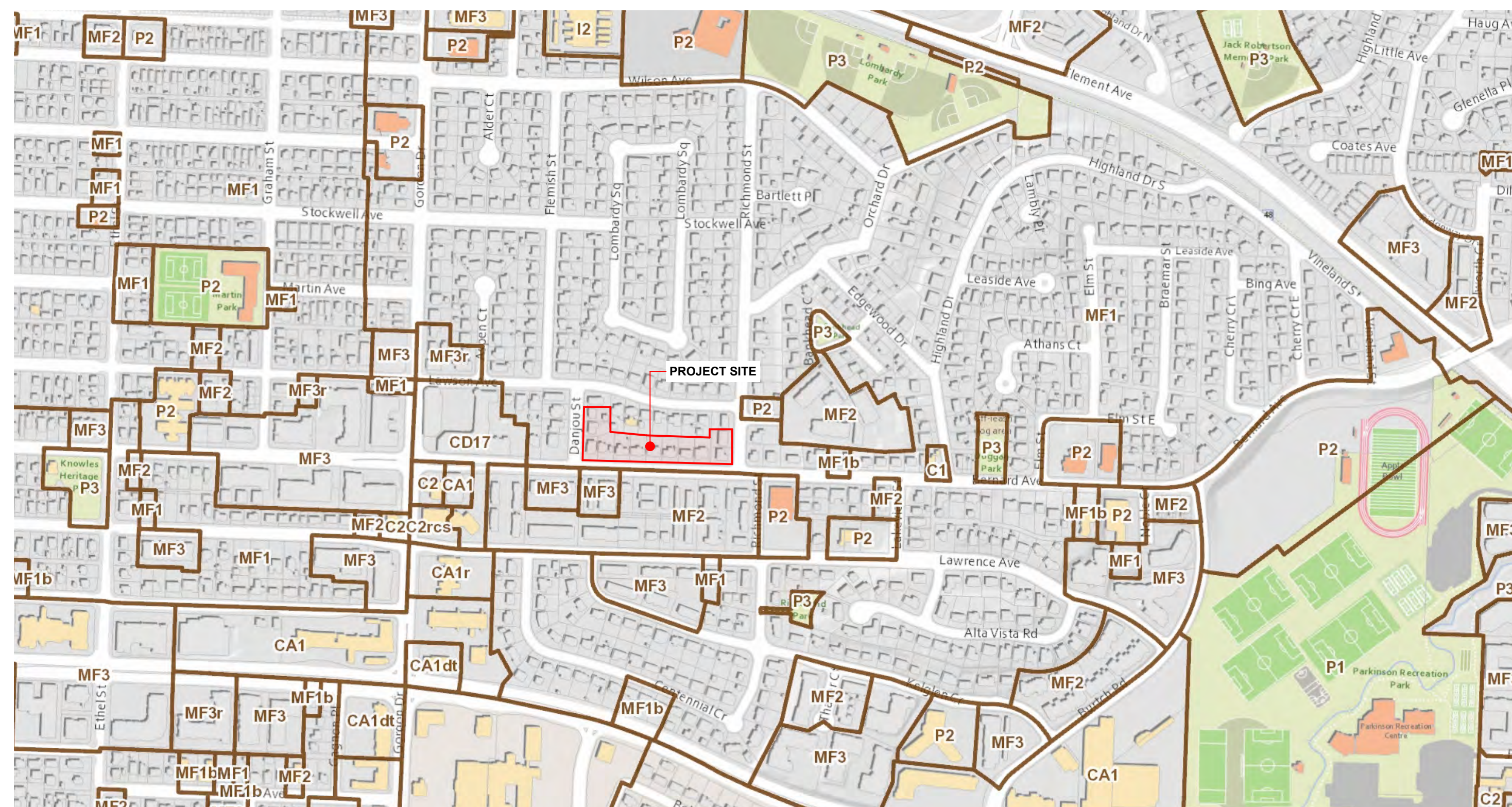
1.8 FSR (BASE DENSITY)

+ 0.25 PUBLIC AMENITY & STREETScape BONUS

+ 0.30 RENTAL OR AFFORDABLE HOUSING BONUS

MAX. HEIGHT 6 STOREY (22M)

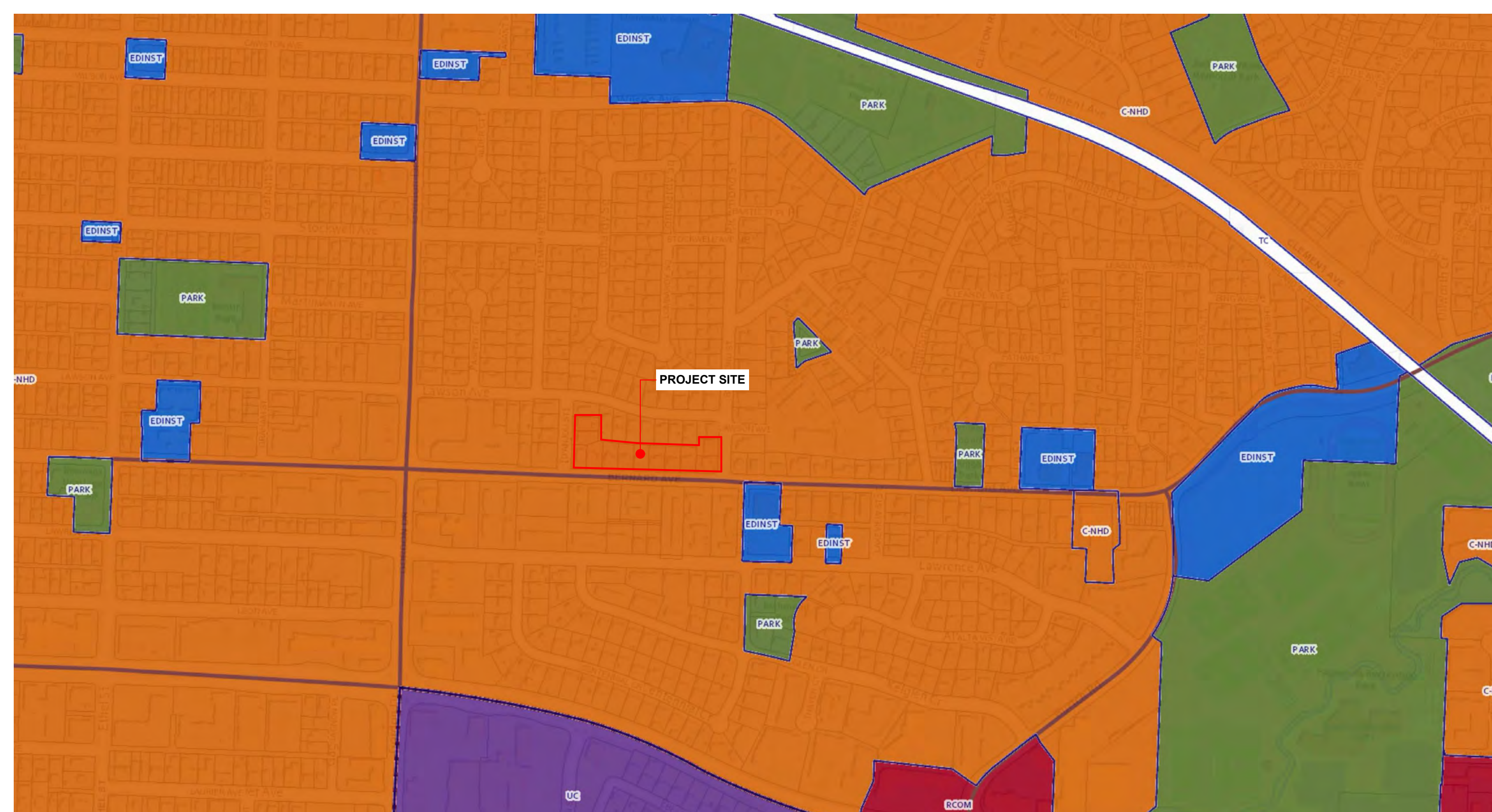
- OCP 2040 Future Land Use**
- UC - Urban Centre
  - VC - Village Centre
  - C-NHD - Core Area Neighbourhood
  - C-HTH - Core Area - Health District
  - S-RES - Suburban Residential
  - S-MU - Suburban Multiple Unit
  - R-RES - Rural Residential
  - R-AGR - Rural - Agricultural & Resource
  - RCOM - Regional Commercial Corridor
  - NCOM - Neighbourhood Commercial
  - IND - Industrial
  - EDINST - Education / Institutional
  - PARK - Park and Open Space
  - REC - Private Recreational
  - NAT - Natural Area
  - TC - Transportation Corridor
  - PSU - Public Service Utilities
  - FNR - First Nations Reserve



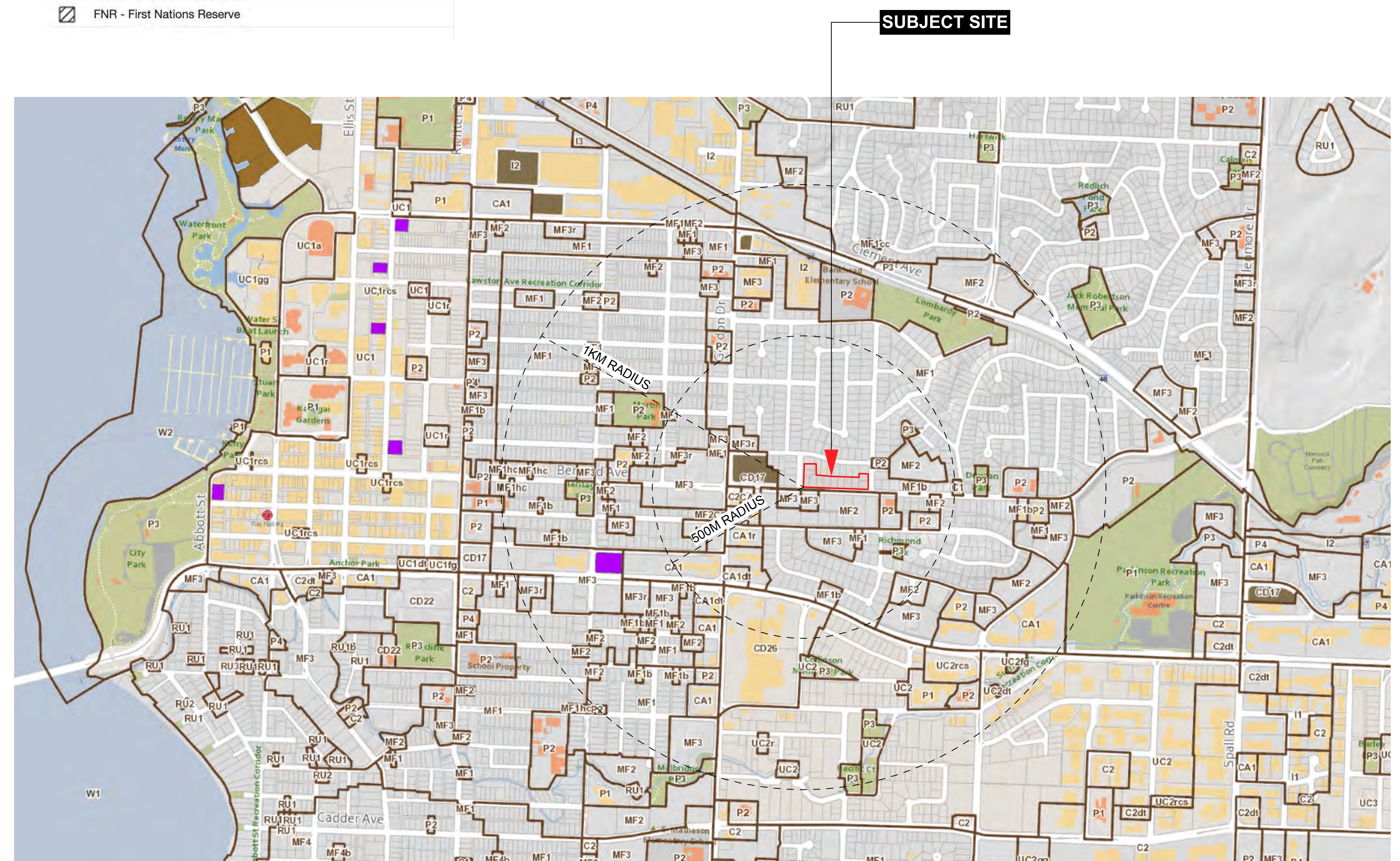
01 Existing Zoning



02 Transportation Map



03 OCP Map



04 Existing Zoning of City Centre

**DENCITI**  
development corp.



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BERNARD ASSEMBLY

1481, 1491 & 1495 D'Anjou Street,  
1230, 1240, 1250, 1260, 1270, 1280,  
1290 & 1295 Bernard Street,  
1488 Richmond Street  
Kelowna, BC

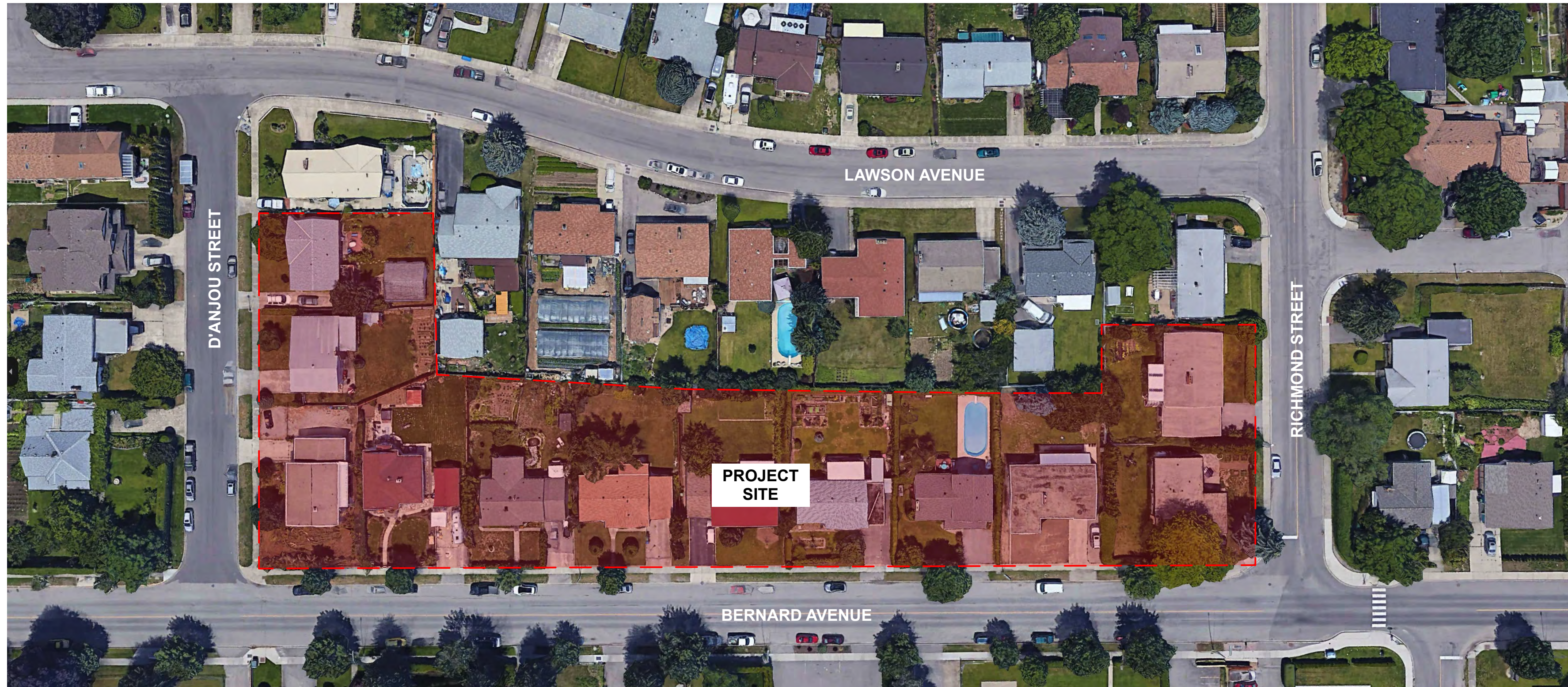
Zoning OCP

23630

August 30, 2024

Issue 1: Rezoning

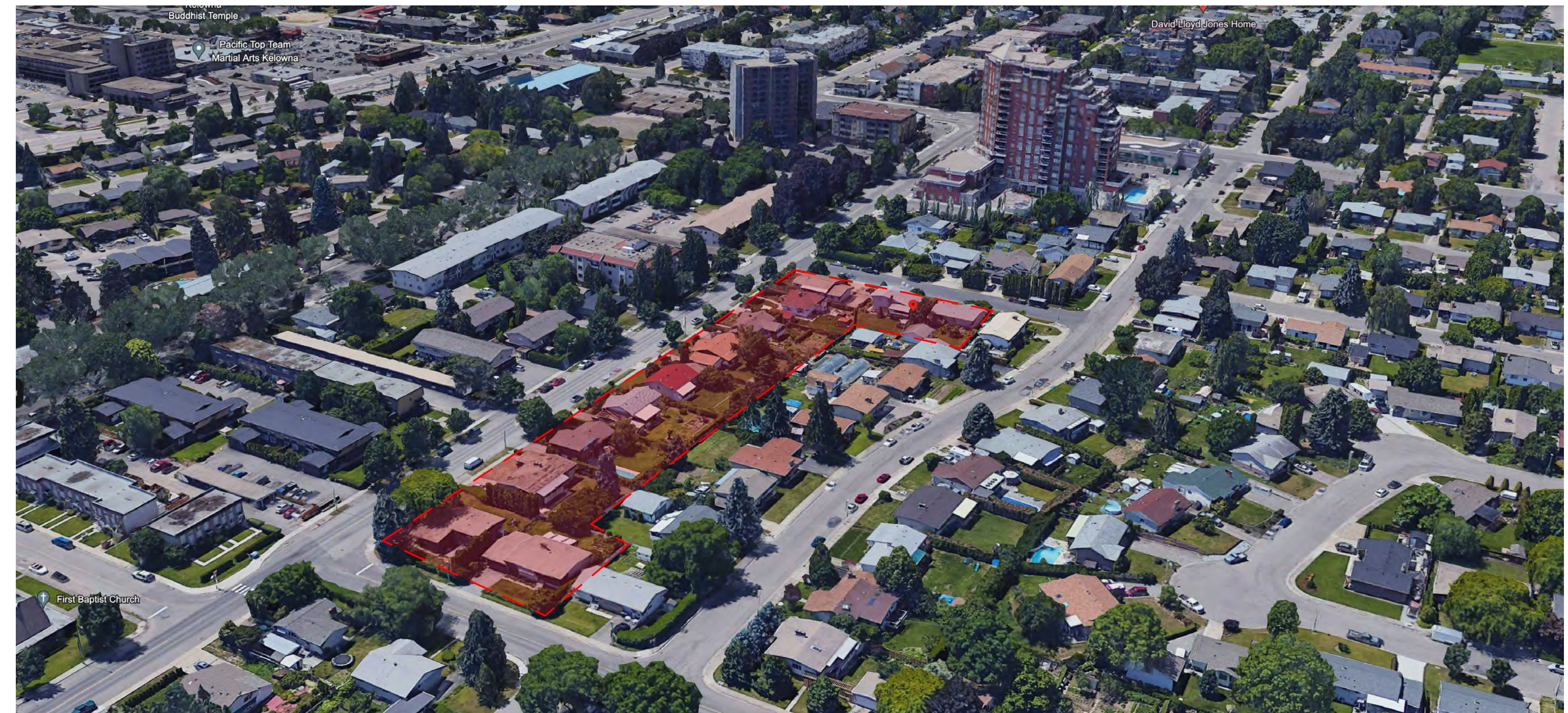
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Imagery Map



South-East Aerial Perspective of Site



North-East Aerial Perspective of Site



North-West Aerial Perspective of Site



South-West Aerial Perspective of Site

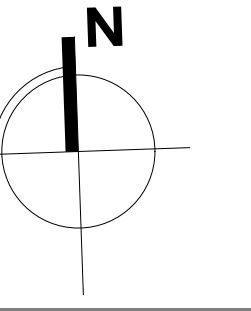


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(PROJECT TEAM)



(CLIENT)

**DENCITI BERNARD LIMITED PARTNERSHIP.**

(PROJECT)

**BERNARD ASSEMBLY**

1481, 1491 & 1495 D'Anjou Street,  
1230, 1240, 1250, 1260, 1270, 1280,  
1290 & 1295 Bernard Street,  
1488 Richmond Street  
Kelowna, BC

(TITLE)

**Context - Aerial Perspective**

23630 (PROJECT)

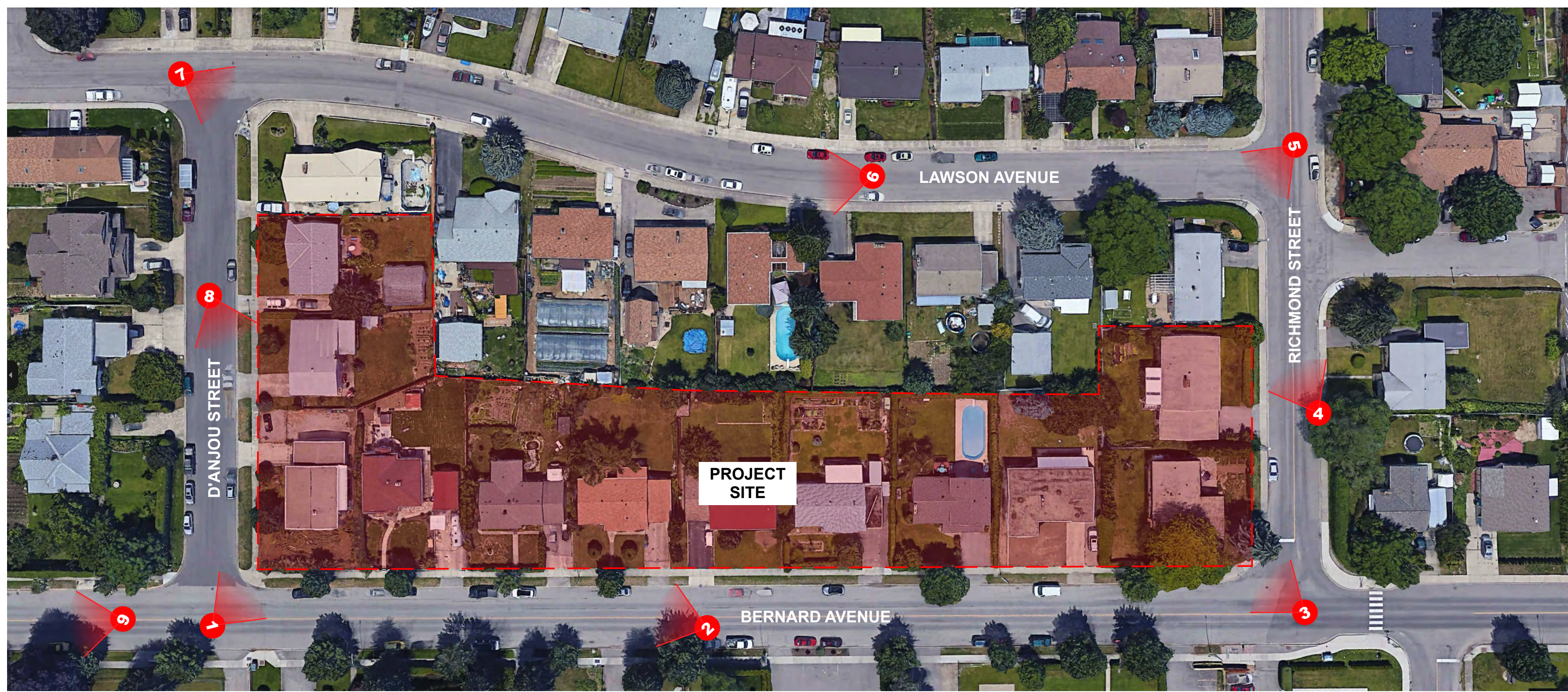
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Friday, August 30, 2024 (DATE)

Issue 1: Rezoning (ISSUE)

(DRAWING)

**A-0.300**



Imagery Map



1 CONTEXT PHOTO



2 CONTEXT PHOTO



3 CONTEXT PHOTO



4 CONTEXT PHOTO



5 CONTEXT PHOTO



6 CONTEXT PHOTO



7 CONTEXT PHOTO



8 CONTEXT PHOTO



9 CONTEXT PHOTO

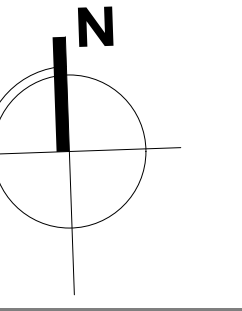


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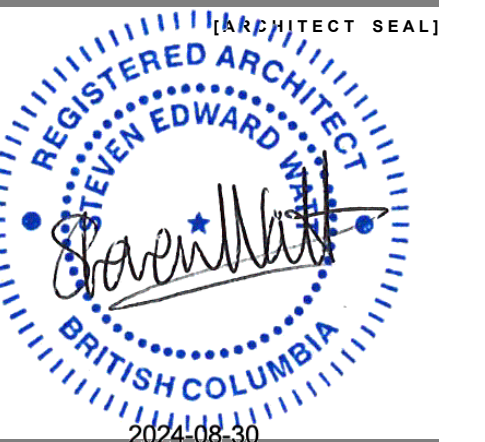
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**BERNARD ASSEMBLY**  
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1488 Richmond Street  
Kelowna, BC

**Site Context -  
Street View  
Photos**

23630 [PROJECT]

Not to scale [SCALE]

Friday, August 30, 2024 [DATE]

Issue 1: Rezoning [ISSUE]

[DRAWING]

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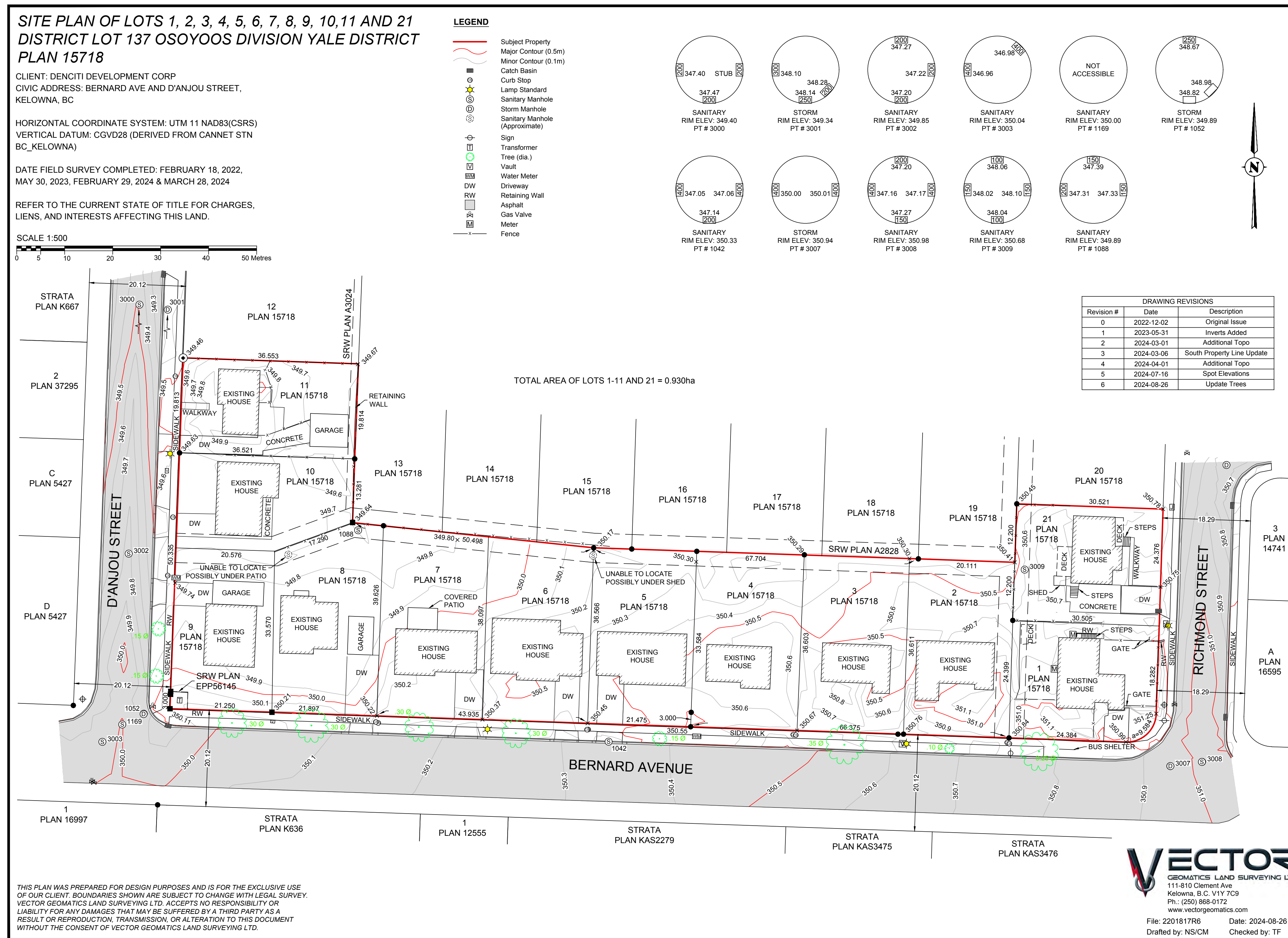
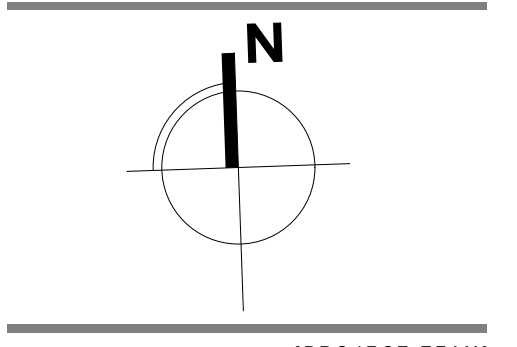


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### BERNARD ASSEMBLY

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1230, 1240, 1250, 1260, 1270, 1280,  
1290 & 1298 Bernard Street,  
1488 Richmond Street  
Kelowna, BC

### Survey Plan

23630 [PROJECT]

1:500 [SCALE]

Friday, August 30, 2024 [DATE]

Issue 1: Rezoning [ISSUE]

[DRAWING]

# A-0.500

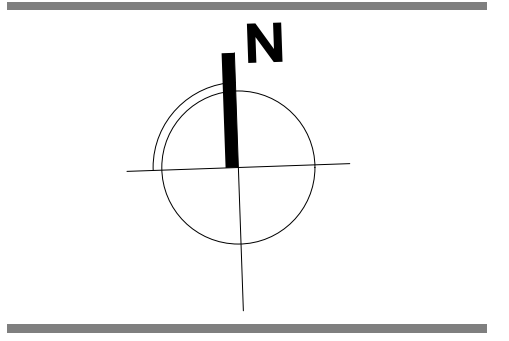


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[PROJECT TEAM]

## DESIGN RATIONALE

### PROPOSAL

Rezoning to MF3r to permit a 361-unit purpose-built rental development along a transit supportive corridor including studios (122), one-bedroom & one-bedroom plus flex (113), two-bedroom & two-bedroom plus flex (92) and three-bedroom units (34). This proposal is consistent with the OCP. Zoning of the property and the immediate neighbourhood has recently been amended to MF1. Floor Area ratio proposed meets the permitted 2.35 including the available public amenity and streetscape bonus (0.25) and the Rental or Affordable Housing bonus (0.3) above the base FAR of 1.80.

### SITING

The site is located in the southwest of the Glenmore sector of Kelowna in the Bankhead neighbourhood. The project is an assembly of 12 lots stretching from 1481 D'Anjou Street in the west, along Bernard Avenue to 1488 Richmond Street to the East. The assembly is located along a frequent transit corridor, bordered by a single-family residential neighbourhood to the north, and a mix of single family and low-rise apartments to the east. One block west (adjacent to single-family homes) is a mixed-use, high-density development (16 storeys) and commercial uses running north-south along Gordon Drive. Older, 2-4 storey medium density multi-residential buildings can be found to the south across Bernard Avenue. The site is generally flat with a slight fall towards the west. An existing sanitary SROW is partially located on the property, currently servicing all the single family lots enclosed by Bernard Avenue, D'Anjou Street, Lawson Avenue and Richmond Street, except for 1221 Lawson Avenue. The SROW will be partially discharged, and the sanitary line realigned to allow an efficient use of the land for the subject assembly.

### The proposed development responds to the below site constraints:

- Access – site access from the Transit Supportive Corridor is discouraged in the OCP.
- High water table – restricts depth of excavation and ultimate parking yield as well as potential soil volumes for new trees.
- Existing and proposed sanitary SROW along the north PL restricts developable area.
- Site shape & depth – inefficient to accommodate a regular parking arrangement.
- Transit Supportive Corridor – A bus shelter pad & SROW is required on Bernard Avenue, reducing the developable area. This proposal includes a relocated bus shelter pad to the central plaza area mid-block.

### PEDESTRIAN FRIENDLY / HUMAN SCALED DEVELOPMENT

Along D'Anjou Street, Bernard Avenue & Richmond Street, residential ground-oriented units have been maximised. Ground level units will vary from 0.6m to 1.2m elevation above the street for privacy and "eyes on the street". The space between the building and the public realm will include raised patios, planters with trees, individualised stairs and gates to each of the ground-oriented units. Two buildings are contemplated, connected by a single-level, above grade parking structure (necessitated by the high water table). Each building has a

main lobby fronting the secondary D'Anjou & Richmond Streets, while secondary access, centrally located on Bernard Avenue each side of a new plaza, is also provided to both buildings to provide a more direct relationship to the relocated bus shelter. Each lobby clearly landmarks the residential entrance which contains Canada post, parcel services, and a leasing/care-taker office. Amenities, currently contemplated as co-workspaces, are located by the plaza and secondary accesses. Parkade entry and garbage/recycling collection occur off D'Anjou Street, away from the busier Bernard Avenue.

Though loading is not a requirement, a loading stall for each building is proposed for each building in lieu of street parking on D'Anjou Street and Richmond Street close to the building lobbies. This is to facilitate easier move-in/out of tenants monthly, as well as parcel and food deliveries, without seriously compromising the development potential of this property. These locations are viewed as the most advantageous for the project given that Bernard Avenue is not an option for access/loading.

Garbage & recycling collection will occur in an open-air area of the site at the North end on the property off D'Anjou Street. A common garbage room in the parkade is provided in a central location to serve both buildings. This will require that bins/totes will be moved to a staging area on the morning of collection days, then returned to the garbage room.

Visitors to the building by car, will park in the covered "at grade" parking level accessed off D'Anjou Street and, by clear wayfinding strategies, be directed out of the parkade to the plaza towards the secondary entry to each building.

Two carshare stalls are contemplated close to D'Anjou Street, accessible to the public in the open-air portion of the site.

### ARCHITECTURE + MATERIALITY

Architecturally, a contemporary West Coast design expression is contemplated including large windows, roof overhangs and generous balconies. Projecting balconies on the South & West façades will also serve as solar shading devices for the South & West facing units. The building massing will be broken down into smaller portions along the building length through architectural focus on the corners and entries and vertical breaks formed by the firewalls.

A compact and efficient building form is sought to improve energy efficiency and construction as well as remaining cost effective.

The zoning bylaw allows for a 2m setback for ground-oriented units and 3m for remaining portions of the building such as exit stairs, amenities, lobbies. This proposal is compliant in this respect for Level 1 but provides an increased setback (typically 2.5m) due to the desire for larger patio private outdoor space and to accommodate the City of Kelowna required soil volumes to allow for trees. Indented plans also increase this setback to 4.3m. The first level

will create a podium look with an emphasis on expression of the individual ground-oriented units.

A building setback of 3m is required in the zoning bylaw, for non-ground-oriented residential/other, applicable to all levels of the building above the first storey. The proposal is compliant in this respect.

A building step back is also required in the zoning bylaw, to occur anywhere above the second storey in buildings of 5 storeys or more. Rather than a consistent step back, this proposal contemplates a varied step back between 0.0m & 1.5m, relative to the 3.0m setback, for building articulation along the streetscape. This step back will occur at all levels 2-6, with Level 1 having a 2.0m setback for ground-oriented units. The step back will be exaggerated further through the architectural expression of the balconies to ensure a varied streetscape while maintaining a stacking design to maximise construction, cost, energy and structural efficiency, crucial to the delivery of a purpose-built rental building. Step backs will be over-ruled at key corners of the building to create a stronger urban design element/landmark.

The material palette anticipated is muted, with the use of soft and warm greys & whites, and accents of warm wood appearing materials. Use of high-value materials such as brick and architectural concrete are to be used sparingly, at key residential touch points.

The above grade parkade exposure to the North elevation will be mitigated through landscaping and architectural wall treatment.

### AMENITY SPACES

The project proposes a generous array of different amenities for the enjoyment of the residents. At grade, a new, public plaza will be created between the two building entrances to provide a landmark entry point and a break in the street wall, allowing for passive recreational activities. It is in this location that the transit stop will be relocated from the East side of the site, ideally located for the residents of this development. Each building has common amenity uses at grade off the lobby (co-workspaces being one contemplated provision). At the podium level on the North side of the building and with some South exposure over the plaza, a landscaped courtyard amenity space will be provided with various active & passive recreational opportunities. An indoor amenity room in each building is also provided at the podium level. These, still to be programmed, may include a social lounge, opening out to BBQ terrace, a gym etc.

A shared rooftop amenity terrace is also proposed, to be programmed with both active and passive uses, including some shaded area for summer gatherings.

### PARKING

Due to a high-water table, the project is limited to one full level of parking below grade. An additional level of parking is provided at grade, served by an entry off D'Anjou Street. The ground-oriented units arranged along the public edge serve to screen the parking from public view on the public street facades. With all stalls combined, a ratio of 1 stall per unit is proposed (3 stalls fewer than the total zoning bylaw requirement with reductions for rental tenure, long-term bicycle parking bonus and car share). Bike parking will be provided in convenient locations within the parking structure in various provisions including ground anchored racks, lockers and wall-mounted over regular stalls. This project is taking advantage of the increased bicycle parking bonus car parking reduction. Small car stalls proposed are fewer than the maximum permitted.

### VARIANCES

- 1. Car parking - Total required parking deficiency of 3 stalls.**  
*Justification: The proposed total car parking equates to 1 stall per residential unit. This is a comfortable ratio for the proposed rental tenure unit size mix and there is recent precedent of support at the City of Kelowna for this ratio. Exceptionally convenient access to transit and the provision of co-work spaces are anticipated to contribute to lower rates of vehicle ownership.*
- 2. Building step back varying from zero to 1.50m rather than 3.0m.**  
*Justification: Based on OCP Form & Character guidelines, an energy efficient building form is proposed which also provides efficiency in structure and plumbing services. As a purpose-built rental, a minimum number of floor plans are also desired for efficiency & construction costs. There are many architectural solutions to achieve the same objective, and these will be explored during the detail design stage. Some examples are included as precedent imagery.*
- 3. Site Coverage of 66.96% - 1.96% above permitted.**  
*Justification: Given the challenges to develop this site, specifically the high water table, meeting with building site coverage of 65% maximum has proved extremely difficult while balancing all other objectives.*

## PRECEDENT IMAGERY



**BUILDING FORM**  
GENEROUS BALCONIES + WEST COAST MODERN STYLE + NATURAL MATERIALS



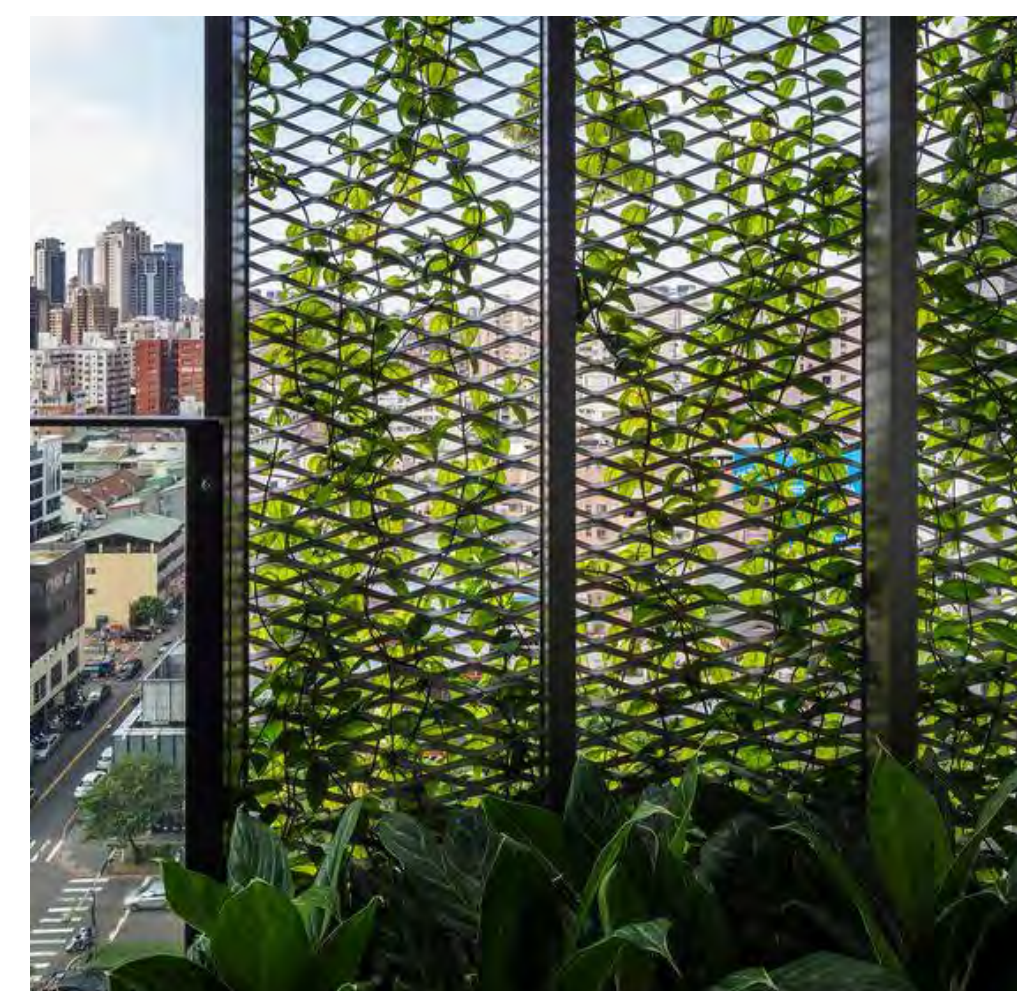
**BUILDING FORM**  
FEATURE CORNERS + LANDMARK / MEMORY POINT



**BUILDING FORM**  
PERCEIVED STEP BACK + ENERGY EFFICIENT MASSING



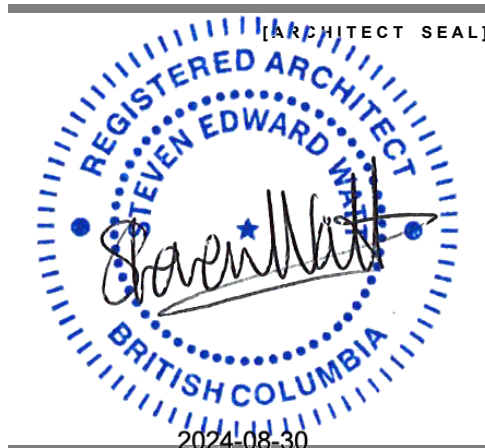
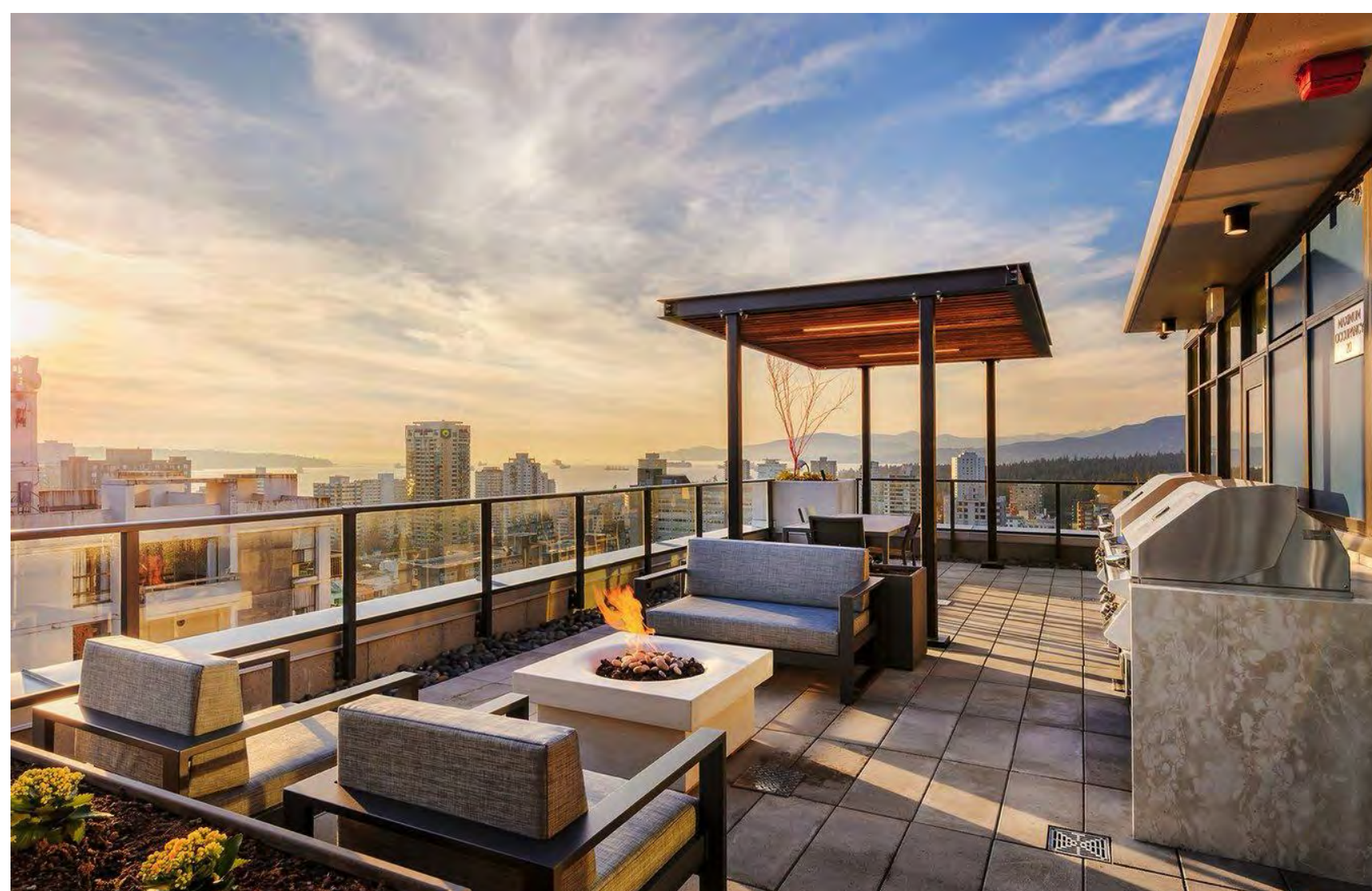
**BUILDING FORM**  
GRAND ENTRY LOBBY



**PARKADE WALL**  
SCREENING + LANDSCAPE FENCE + PLANTERS



**ROOF TOP AMENITY**  
COMMUNAL SEATING + SHADE STRUCTURE



[CLIENT]

**DENCITI BERNARD LIMITED PARTNERSHIP.**

[PROJECT]

### BERNARD ASSEMBLY

1481, 1491 & 1495 D'Anjou Street,  
1230, 1240, 1250, 1260, 1270, 1280,  
1290 & 1298 Bernard Street,  
1488 Richmond Street  
Kelowna, BC

[TITLE]

### Design Rationale

23630 [PROJECT]

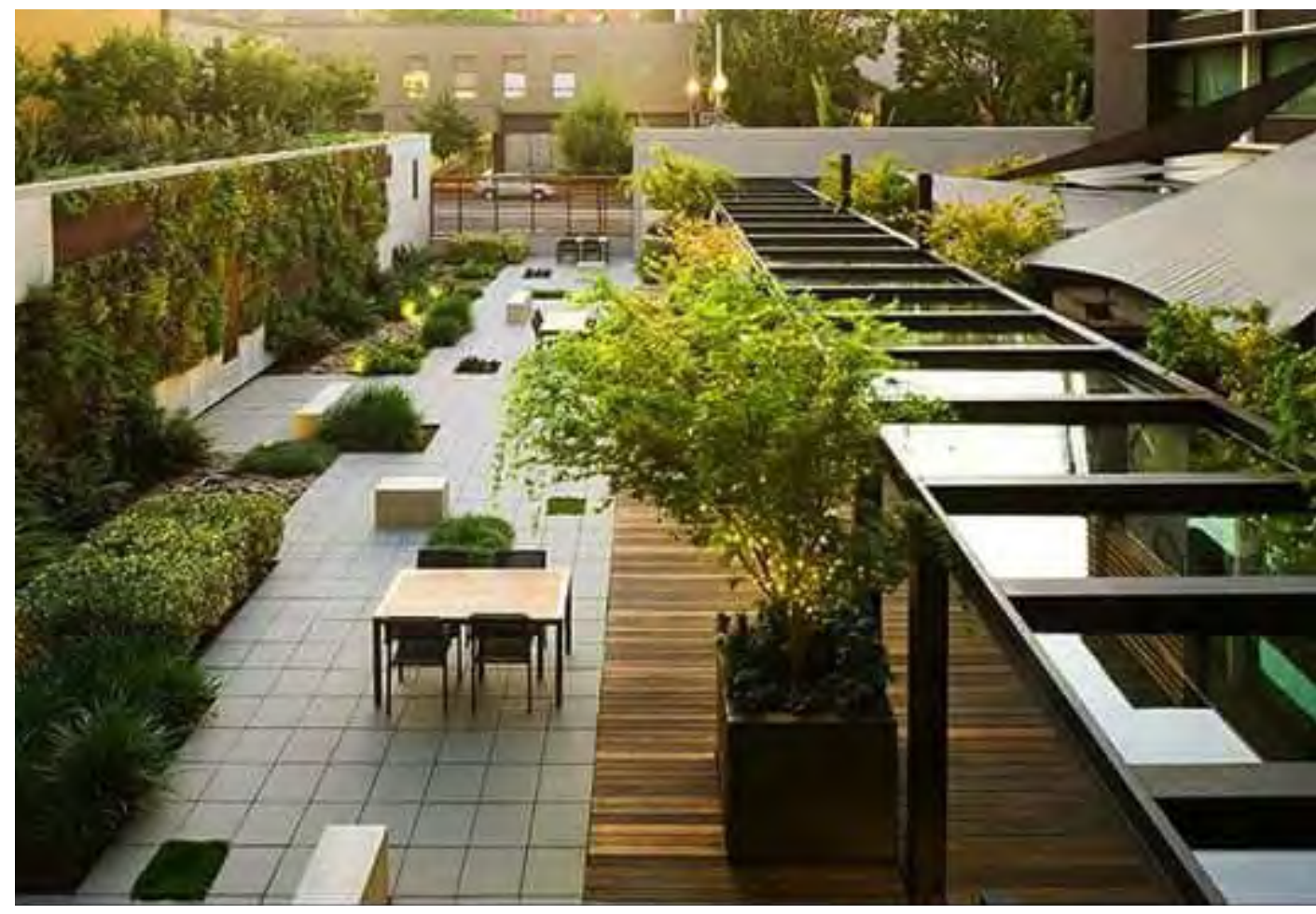
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Friday, August 30, 2024 [DATE]

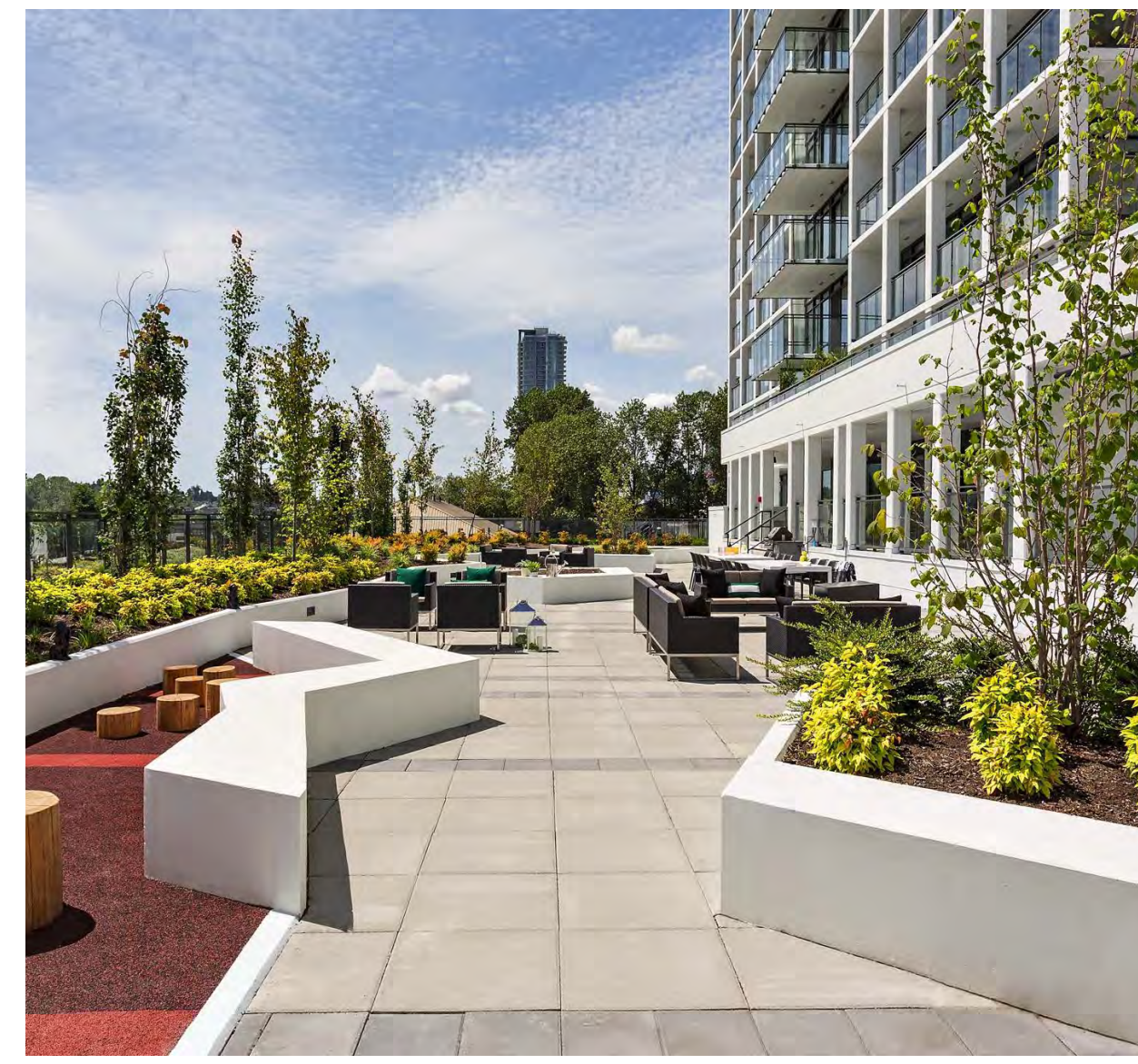
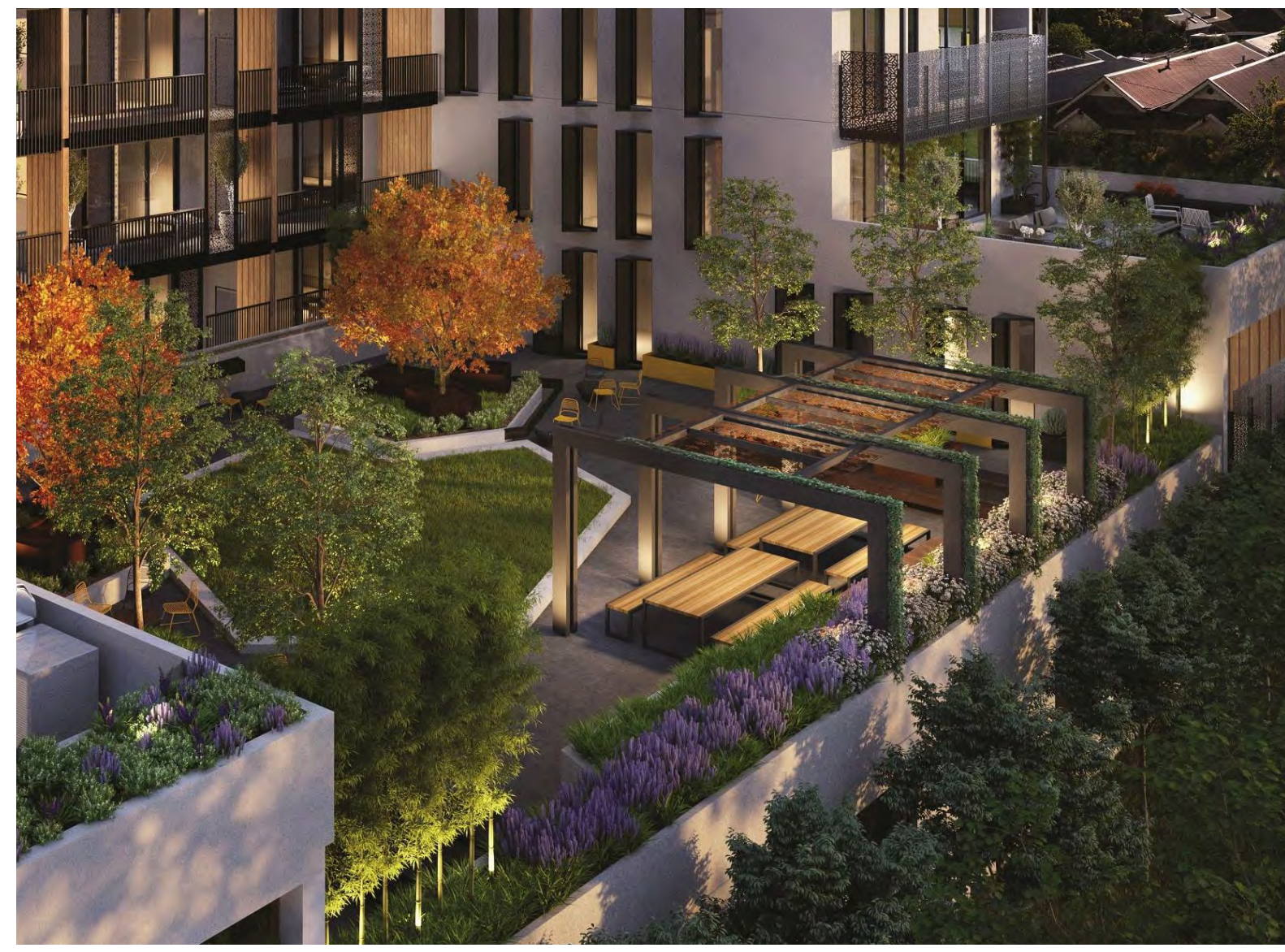
Issue 1: Rezoning [ISSUE]

[DRAWING]

# A-0.600



**COURTYARD**  
COMMUNAL COURTYARD + GREEN SPACE



**OUTDOOR AMENITY**  
BARBEQUE LOUNGE



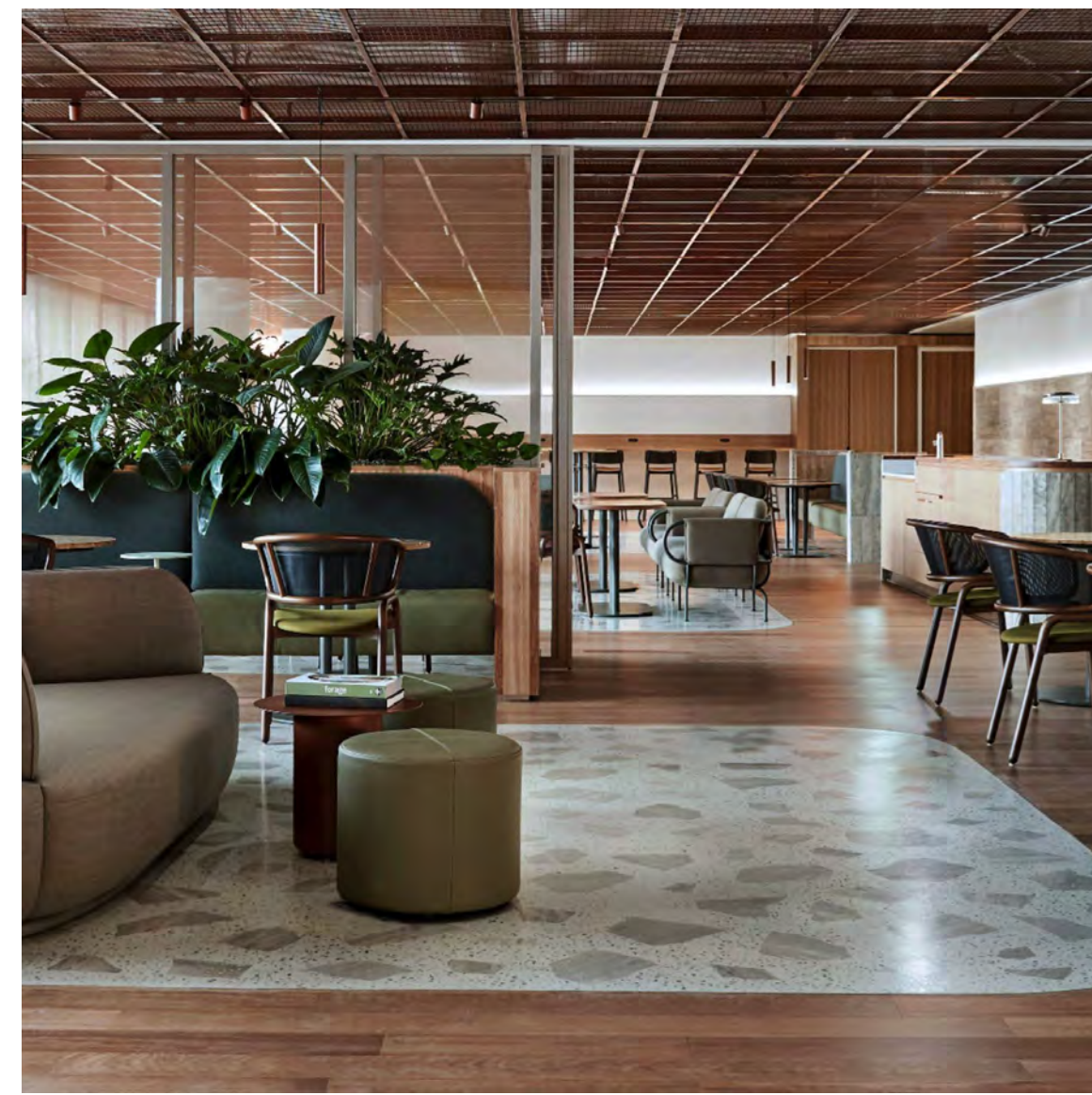
**COURTYARD**  
RESIDENTIAL LOUNGE



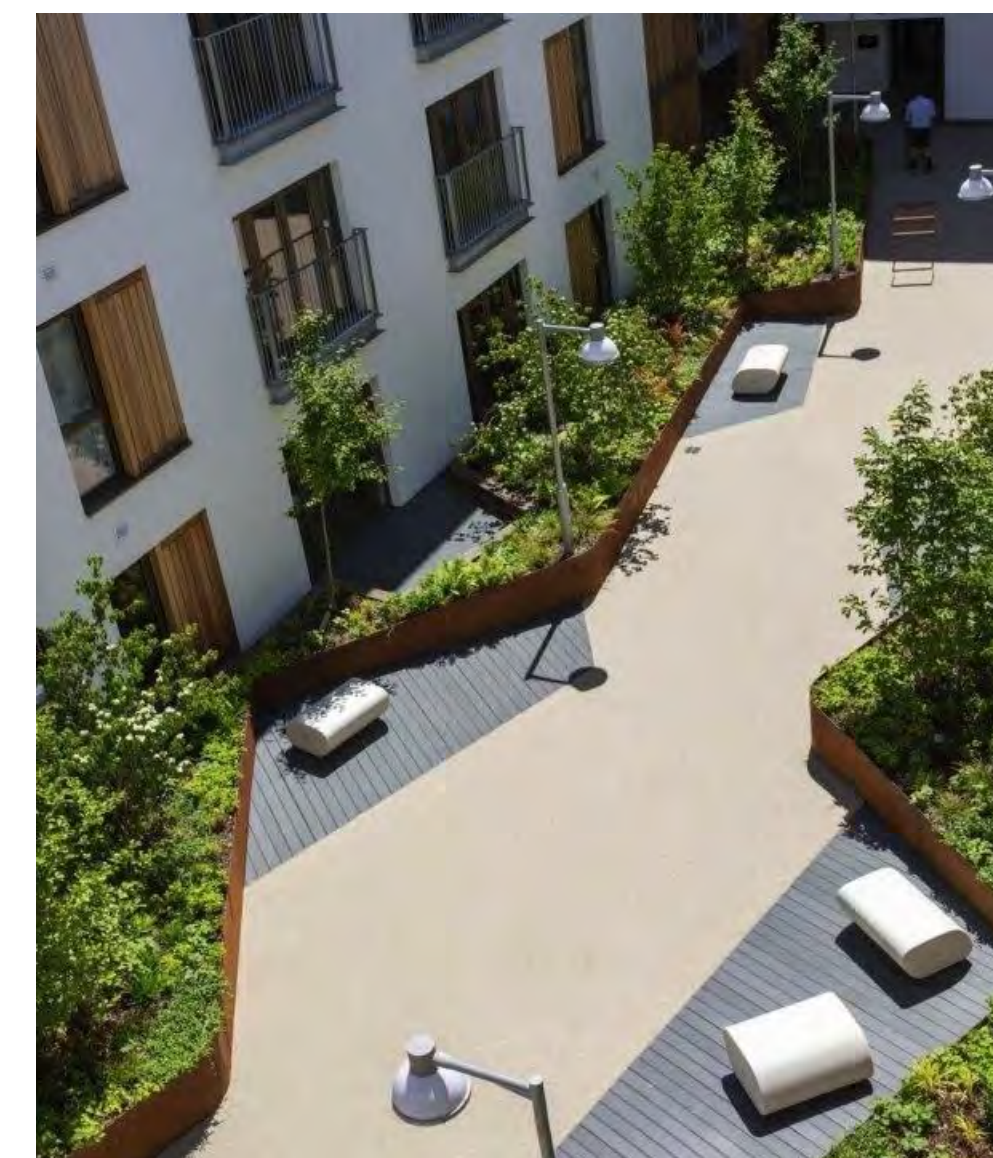
**INDOOR AMENITY**  
FITNESS CENTRE



**CO-WORK SPACE**  
MEETING ROOMS + CAFE STYLE SEATING



**CENTRAL PLAZA**  
PUBLIC SEATING + GREEN SPACE

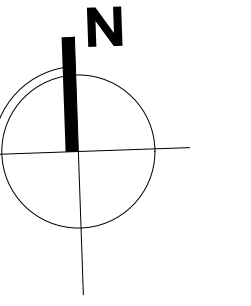


**Integra**

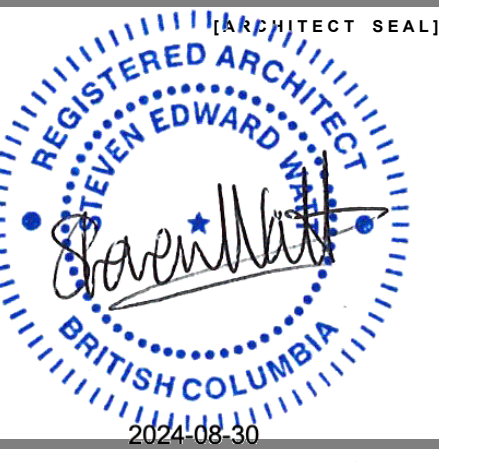
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1290 & 1296 Bernard Street,  
1488 Richmond Street  
Kelowna, BC

**Amenity  
Precedents**

23630 [PROJECT]

Not to scale [SCALE]

Friday, August 30, 2024 [DATE]

Issue 1: Rezoning [ISSUE]

[DRAWING]

**A-0.700**

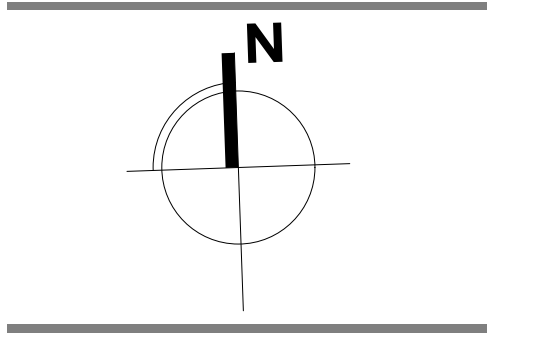


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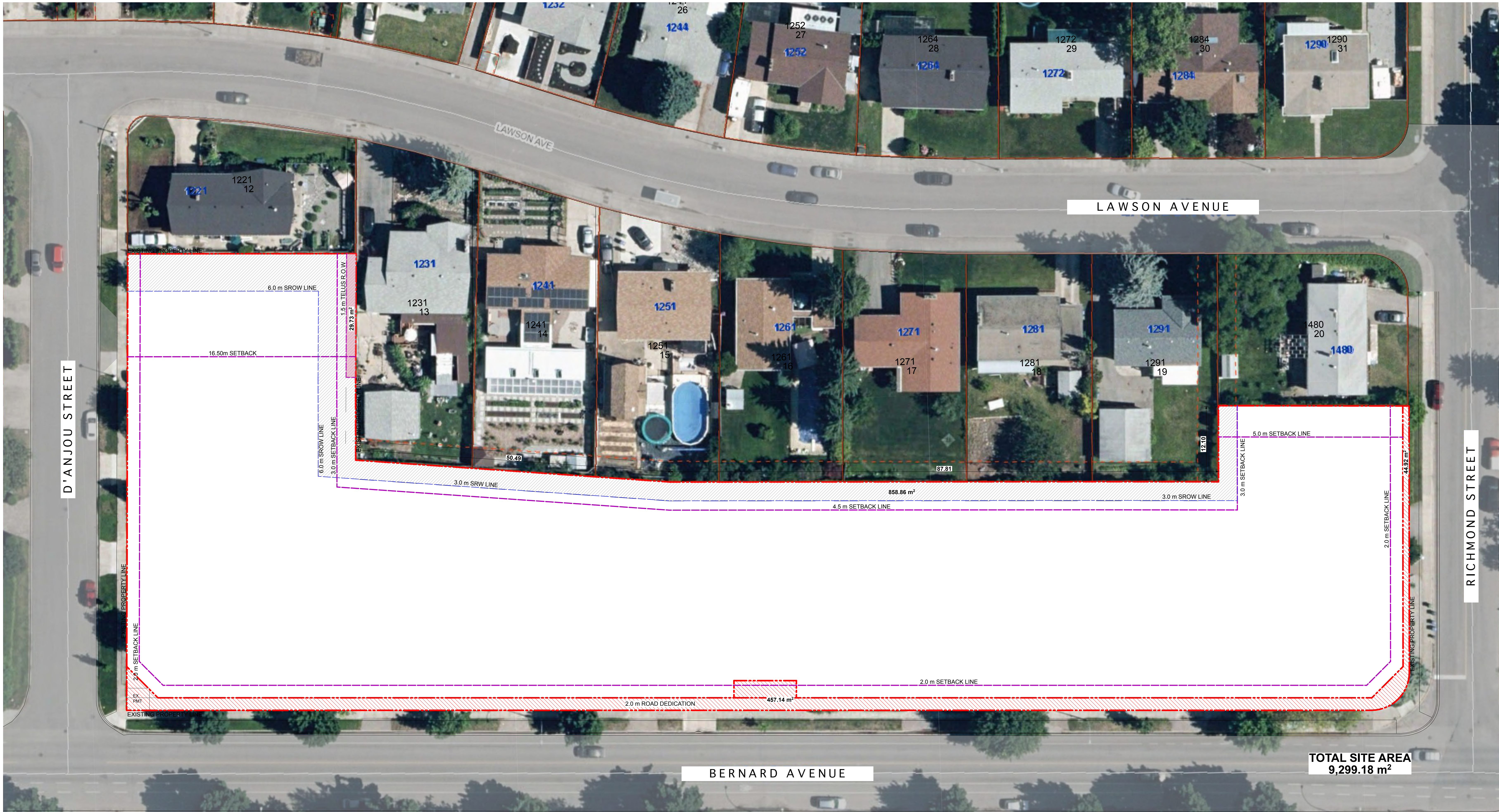
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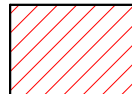


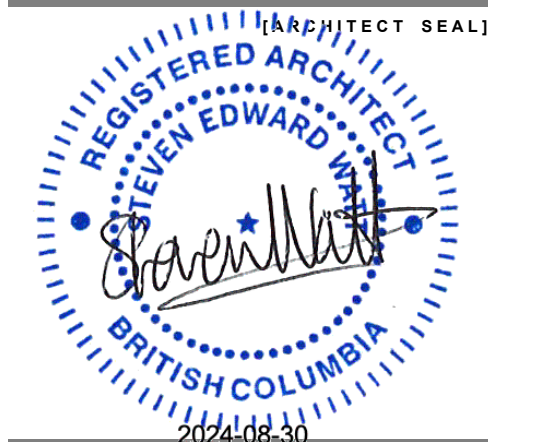
TOTAL SITE AREA  
9,299.18 m<sup>2</sup>

## 1 Base Plan

SCALE: 1:250

### LEGEND

-  SANITARY SROW
-  TELUS ROW
-  ROAD DEDICATION / SROW



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### BERNARD ASSEMBLY

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1230, 1240, 1250, 1260, 1270, 1280,  
1290 & 1295 Bernard Street,  
1488 Richmond Street  
Kelowna, BC

### Base Plan

23630 [PROJECT]

1:250 [SCALE]

Friday, August 30, 2024 [DATE]

Issue 1: Rezoning [ISSUE]

[DRAWING]

# A-1.100

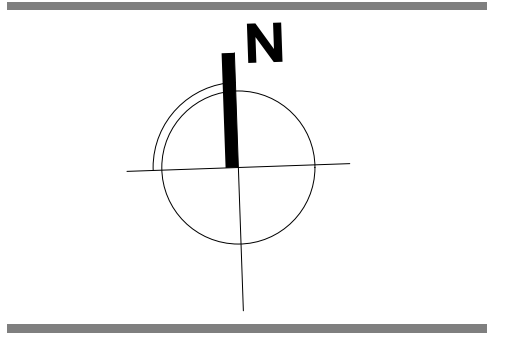


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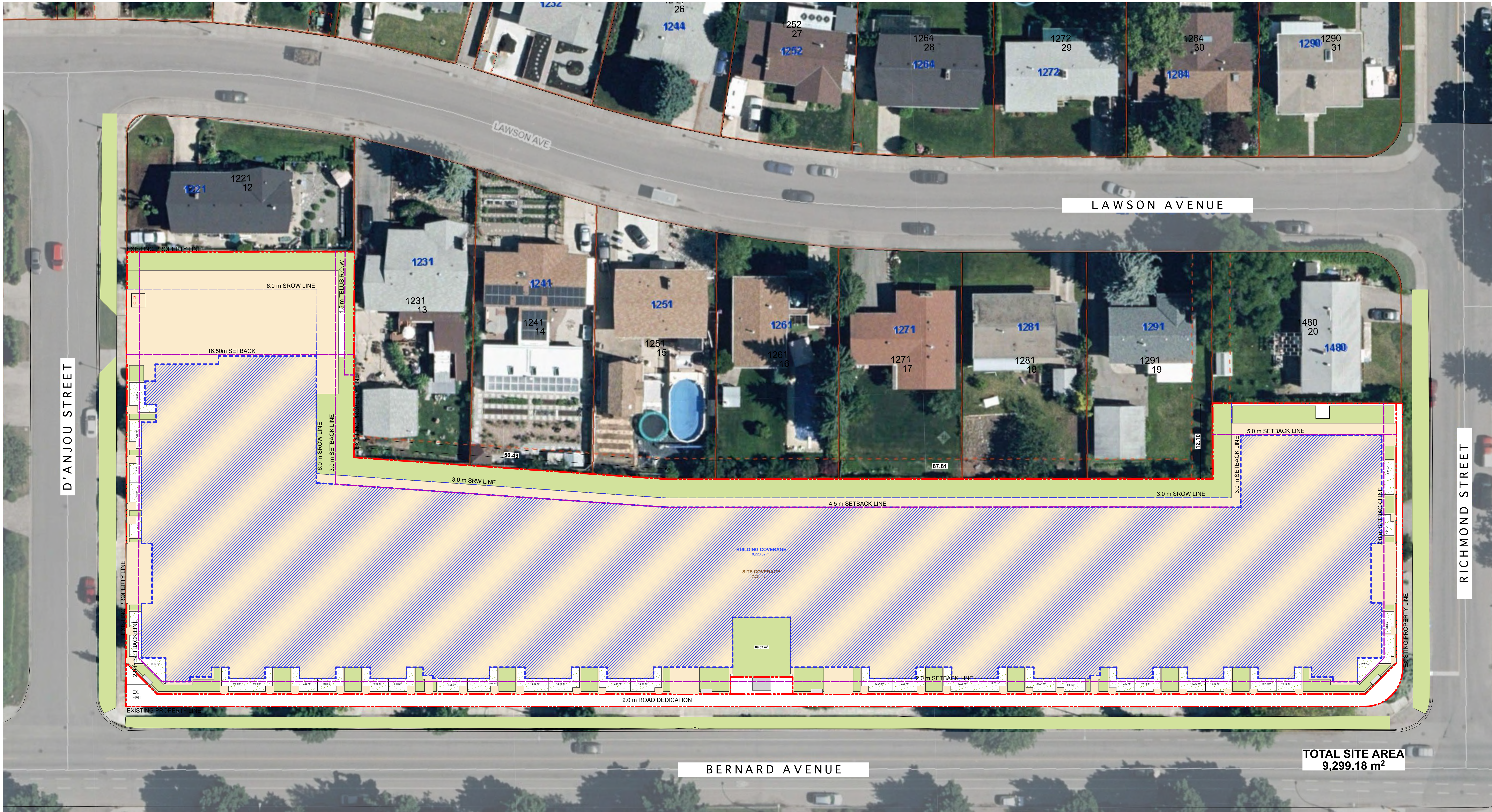
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[PROJECT TEAM]



BERNARD AVENUE

TOTAL SITE AREA  
9,299.18 m<sup>2</sup>

- LEGEND**
- SITE COVERAGE
  - BUILDING COVERAGE



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1290 & 1295 Bernard Street,  
1488 Richmond Street  
Kelowna, BC

### Site Coverage

23630 [PROJECT]

1:250 [SCALE]

Friday, August 30, 2024 [DATE]

Issue 1: Rezoning [ISSUE]

[DRAWING]

**A-1.200**



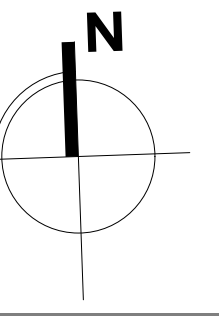


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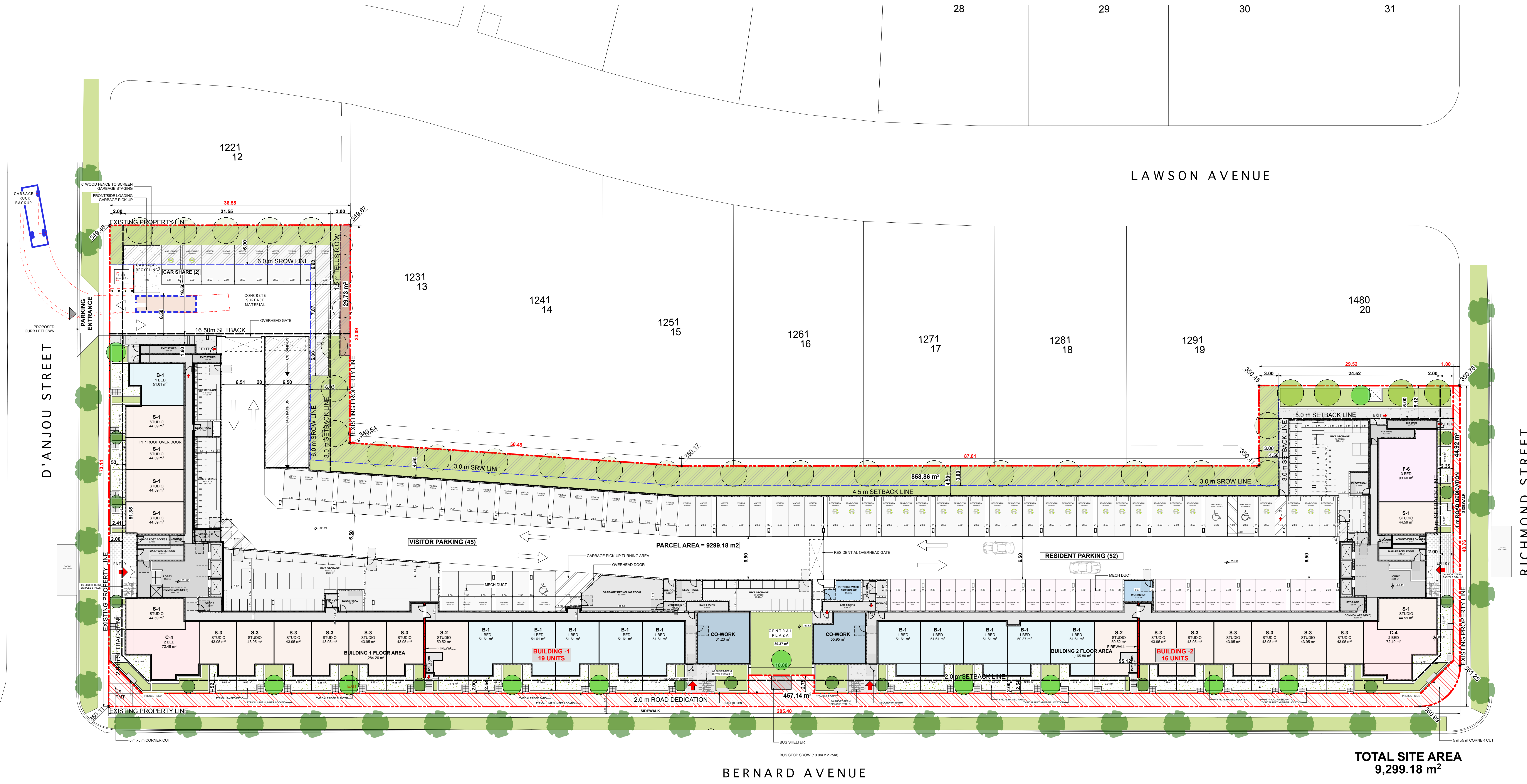
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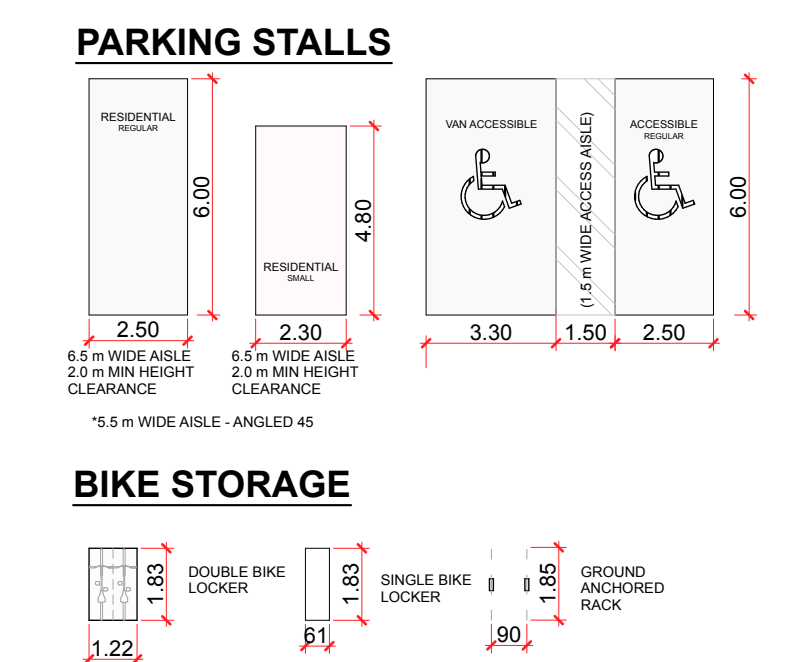
[PROJECT TEAM]



**TOTAL SITE AREA**  
9,299.18 m<sup>2</sup>

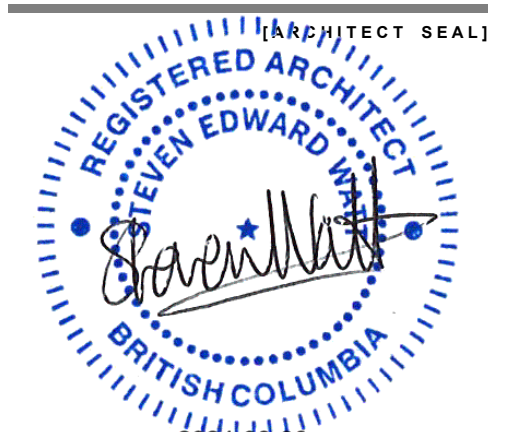
BERNARD AVENUE

1 Level 1 Floor Plan  
SCALE: 1:250



- LEGEND**
- SANITARY SROW
  - TELUS ROW
  - ROAD DEDICATION / SROW
  - COMMON SPACES
  - AMENITIES
  - SMALL TREE
  - MEDIUM TREE
  - LARGE TREE

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1290 & 1295 Bernard Street,  
1483 Richmond Street  
Kelowna, BC

### Level 1 Floor Plan

23630 [PROJECT]

1:250 [SCALE]

Friday, August 30, 2024 [DATE]

Issue 1: Rezoning [ISSUE]

[DRAWING]

**A-2.100**

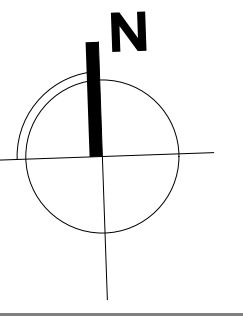


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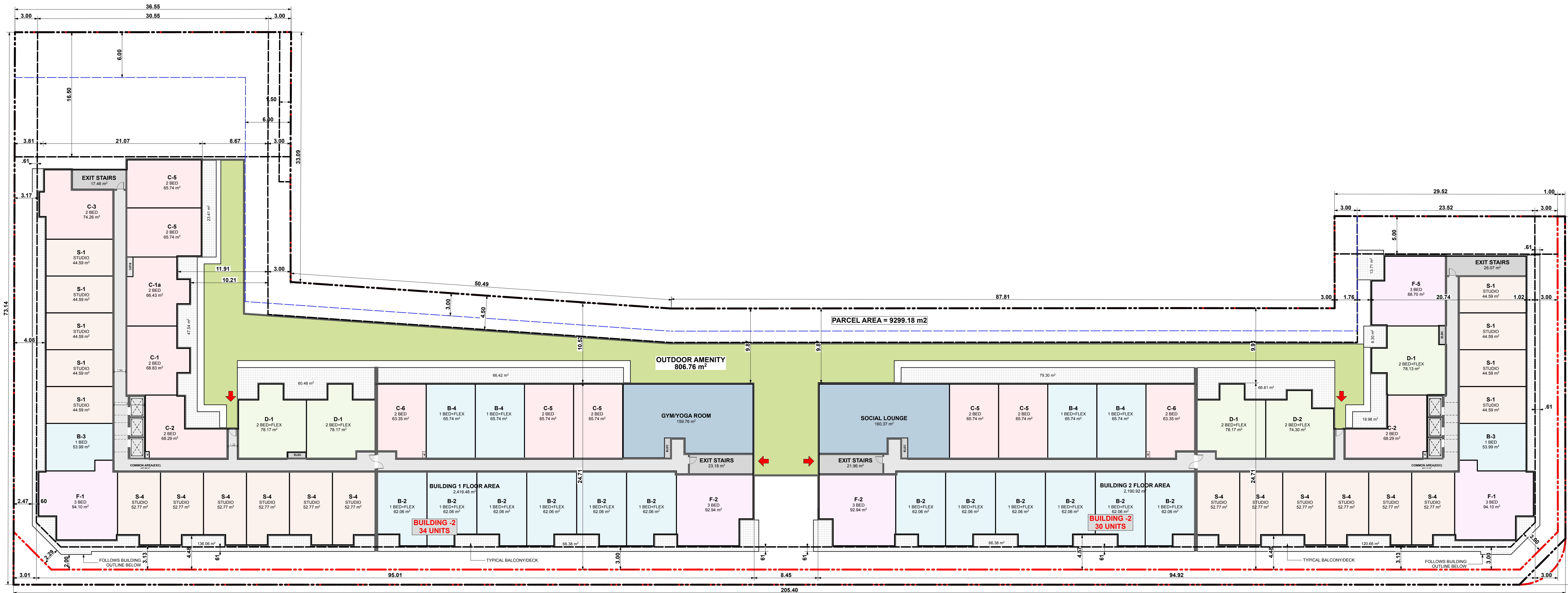
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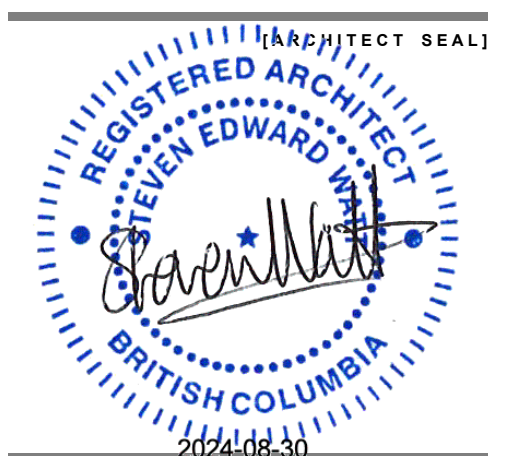
[PROJECT TEAM]



1 Level 2 Floor Plan  
SCALE: 1:250

- LEGEND**
- SANITARY SROW
  - TELUS ROW
  - ROAD DEDICATION / SROW
  - COMMON SPACES
  - AMENITIES

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1290 & 1298 Bernard Street,  
1488 Richmond Street  
Kelowna, BC

## Level 2 Floor Plan

23630 [PROJECT]

1:250 [SCALE]

Friday, August 30, 2024 [DATE]

Issue 1: Rezoning [ISSUE]

[DRAWING]

**A-2.200**

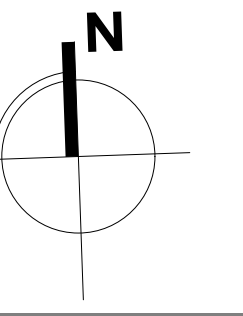


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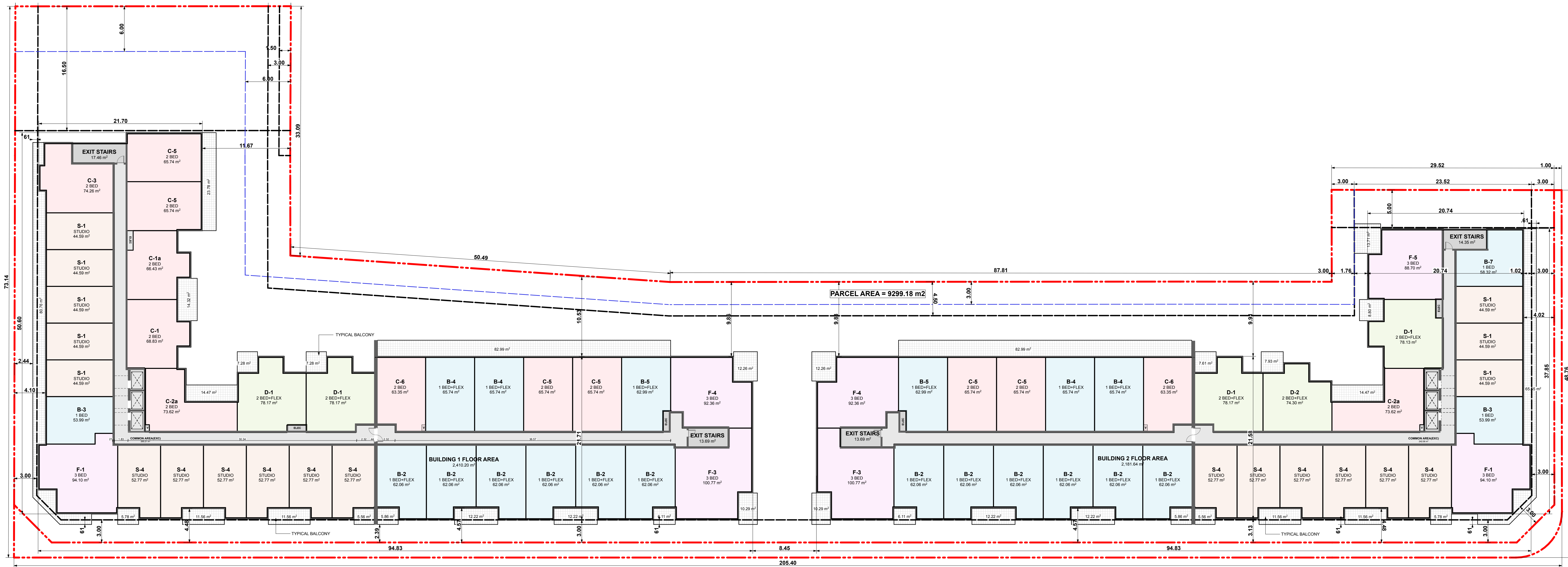
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[PROJECT TEAM]



1 Level 3-5 Floor Plan  
SCALE: 1:250

- LEGEND**
- SANITARY SROW
  - TELUS ROW
  - ROAD DEDICATION / SROW
  - COMMON SPACES
  - AMENITIES



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**BERNARD ASSEMBLY**  
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1290 & 1298 Bernard Street,  
1488 Richmond Street  
Kelowna, BC

## Level 3-5 Floor Plan

23630 [PROJECT]  
1:250 [SCALE]  
Friday, August 30, 2024 [DATE]  
Issue 1: Rezoning [ISSUE]  
[DRAWING]

**A-2.300**

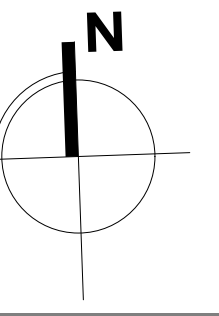


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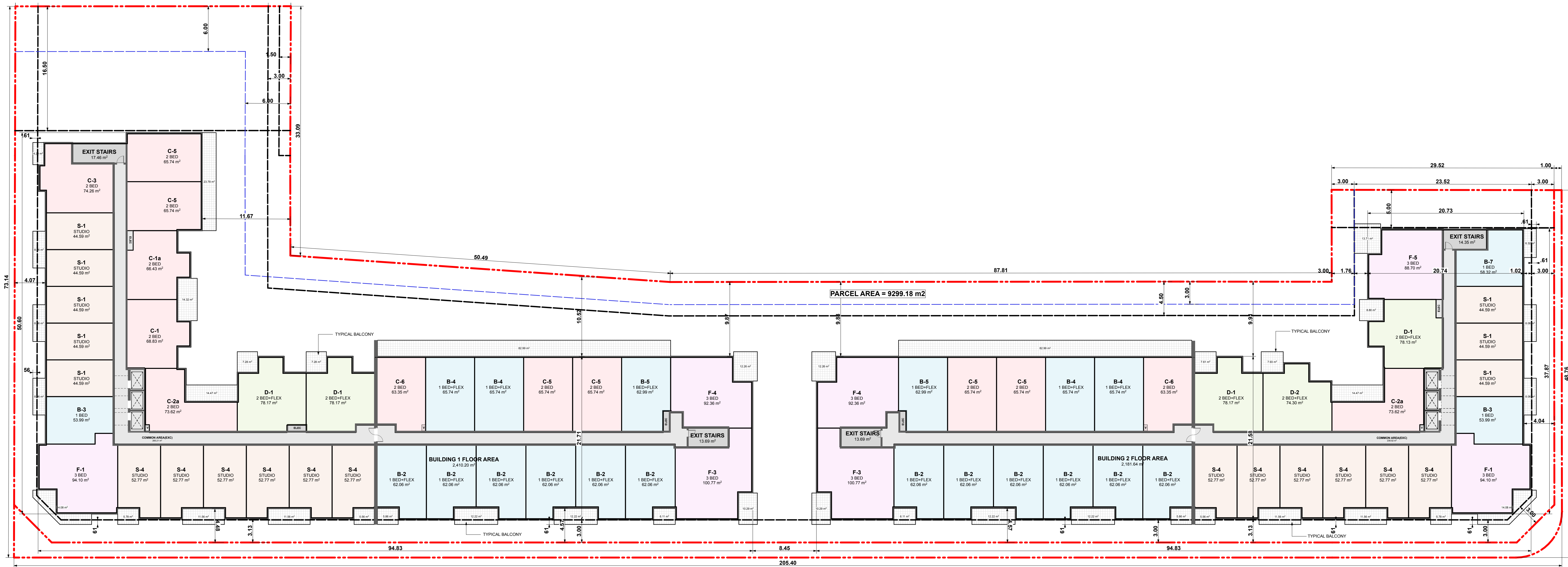
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[PROJECT TEAM]



## 1 Level 6 Floor Plan

SCALE: 1:250

### LEGEND

-  SANITARY SROW
-  TELUS ROW
-  ROAD DEDICATION / SROW
-  COMMON SPACES
-  AMENITIES



DENCITI BERNARD LIMITED PARTNERSHIP.

**BERNARD ASSEMBLY**  
1481, 1491 & 1495 D'Anjou Street,  
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1290 & 1298 Bernard Street,  
1488 Richmond Street  
Kelowna, BC

### Level 6 Floor Plan

23630 [PROJECT]

1:250 [SCALE]

Friday, August 30, 2024 [DATE]

Issue 1: Rezoning [ISSUE]

[DRAWING]

## A-2.400

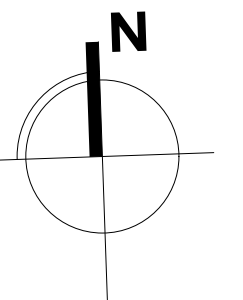


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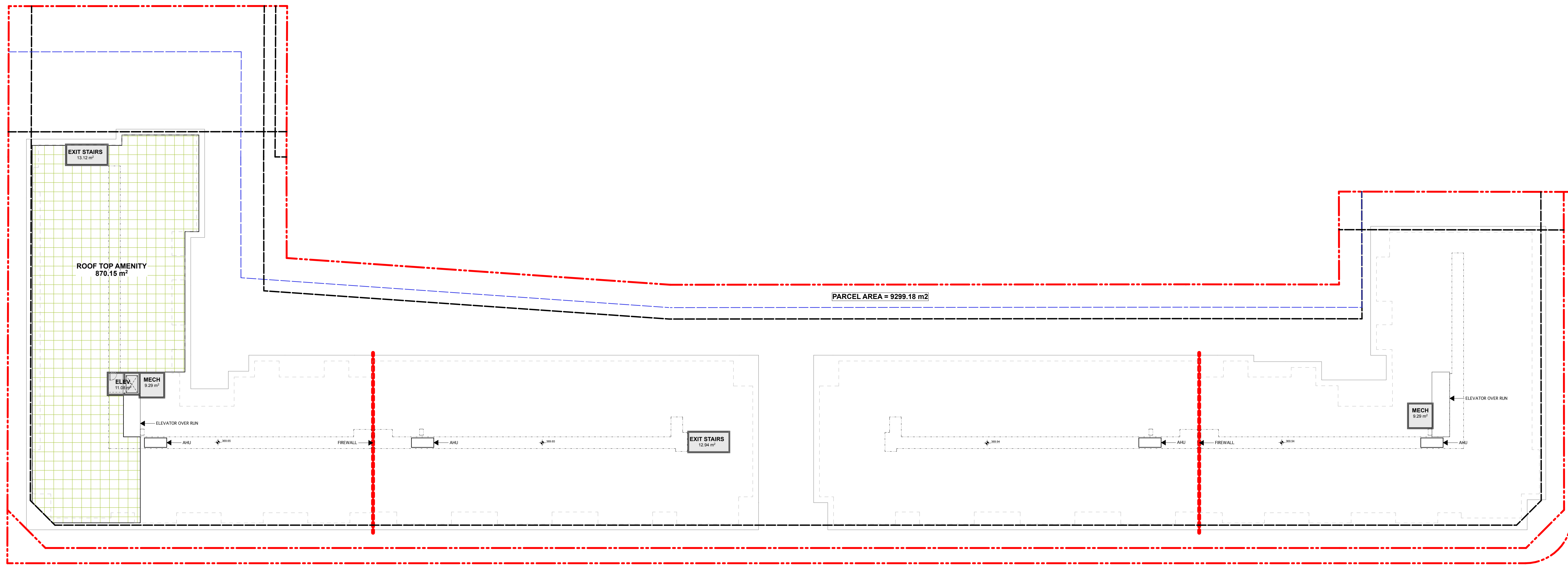
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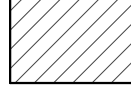

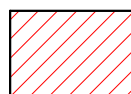

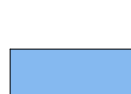
[PROJECT TEAM]



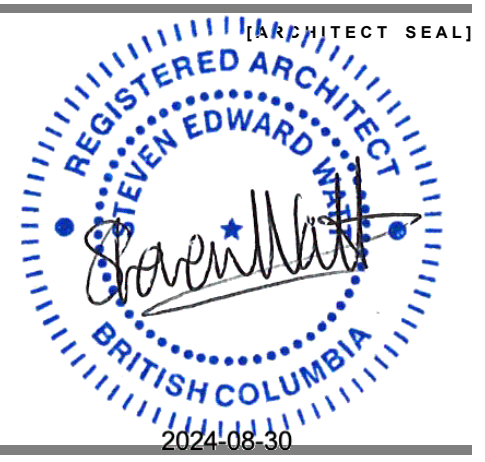
## 1 Roof Plan

SCALE: 1:250

### LEGEND

-  SANITARY SROW
-  TELUS ROW
-  ROAD DEDICATION / SROW
-  COMMON SPACES
-  AMENITIES

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### BERNARD ASSEMBLY

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1290 & 1296 Bernard Street,  
1488 Richmond Street  
Kelowna, BC

### Roof Plan

23630 [PROJECT]

1:250 [SCALE]

Friday, August 30, 2024 [DATE]

Issue 1: Rezoning [ISSUE]

[DRAWING]

# A-2.500

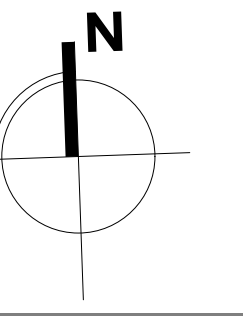


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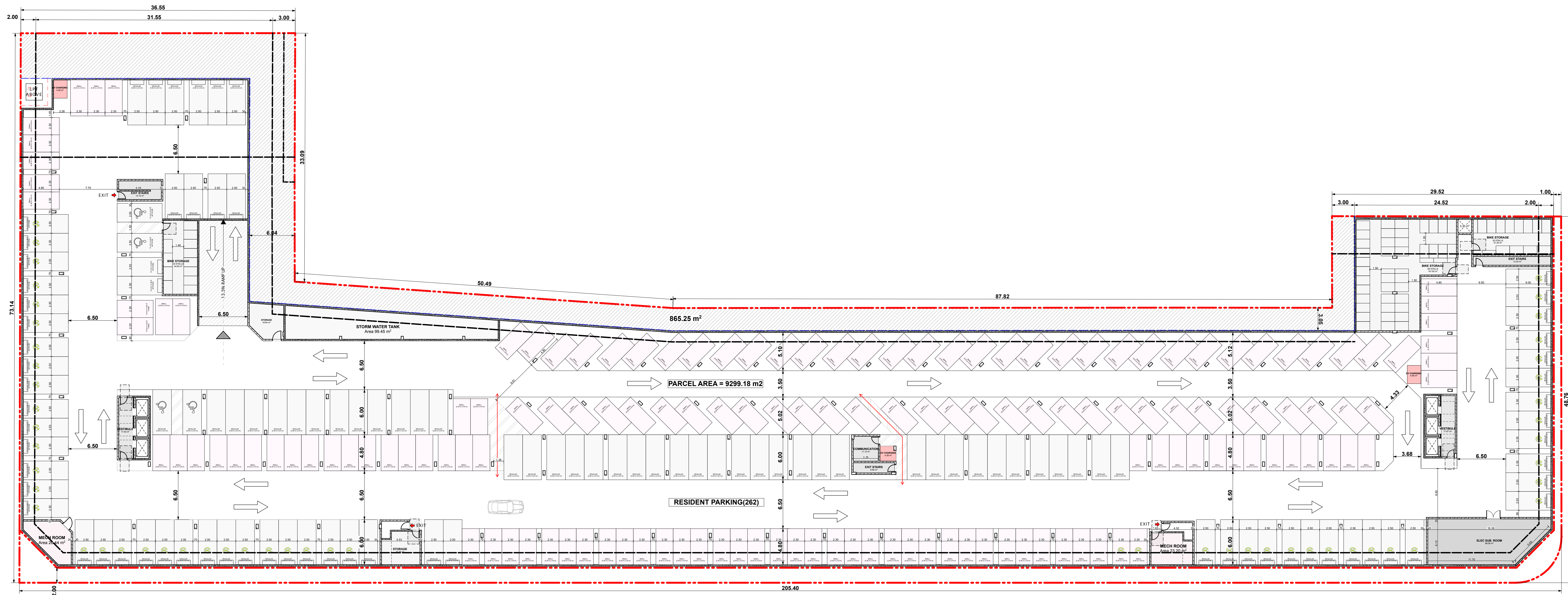
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## 1 Level P1 Parking Plan

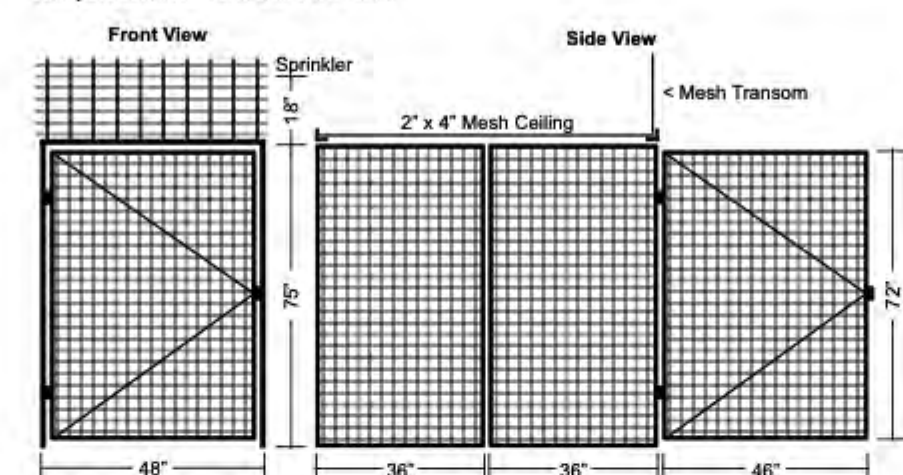
SCALE: 1:250



Advantage Storage Lockers are a cost-effective modular storage-room system used in new builds and refits. Sized and configured to suit the conditions, Advantage Lockers are pre-fabricated to-order and then assembled on-site by our teams of expert installers.

**ADVANTAGE**  
BIKE RACKS & LOCKERS  
120-8383 Manitoba St  
Vancouver, British Columbia, Canada, V5X 3A8  
604-734-2575 AdvantageBikeRacks.com

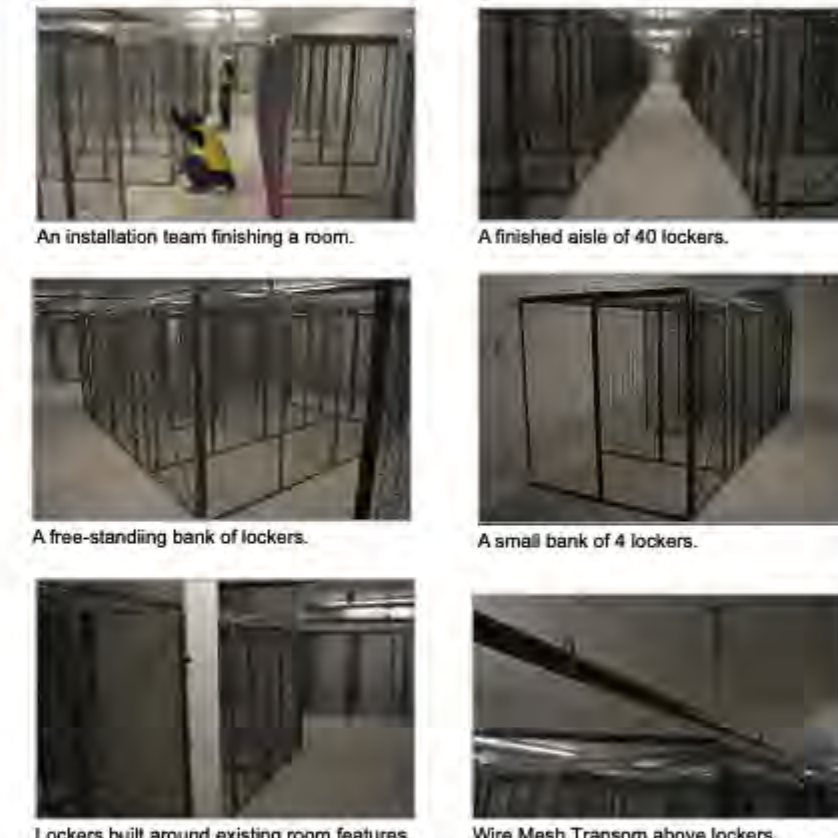
### Sample Construction of a 4' x 8' Locker



**Construction**  
Formed and Welded 12ga Steel Frame  
Panels = 10ga Welded Mesh @ 2' x 2'  
Ceiling = 10ga Welded Mesh @ 2' x 4'  
Reinforced Door with Striker  
Industrial Hinges  
2 Lock Hinges

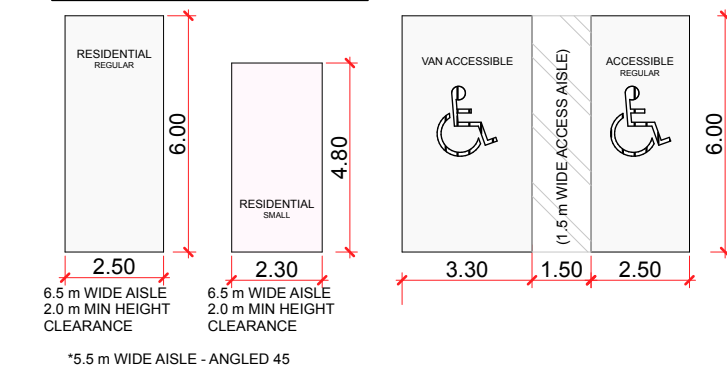
**LEED**  
Zero-VOC Powder Coat RAL # 7010  
90% Recycled Steel  
Made in Vancouver

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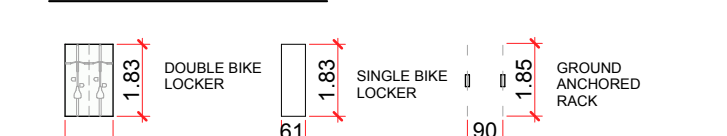


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### PARKING STALLS



### BIKE STORAGE



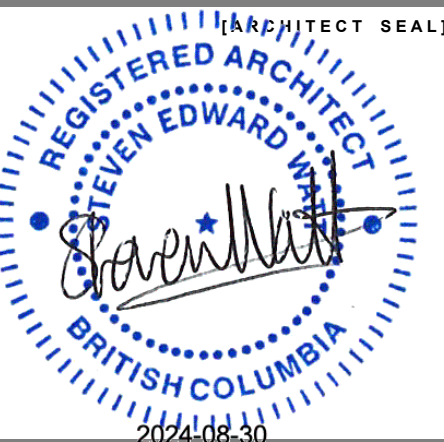
- SMALL TREE
- MEDIUM TREE
- LARGE TREE

### LEGEND

- SANITARY SROW
- TELUS ROW
- ROAD DEDICATION / SROW
- COMMON SPACES
- AMENITIES

Bike Lockers Proposed

**DENCITI**  
development corp.



DENCITI BERNARD LIMITED PARTNERSHIP.

### BERNARD ASSEMBLY

1481, 1491 & 1495 D'Anjou Street,  
1230, 1240, 1250, 1260, 1270, 1280,  
1290 & 1298 Bernard Street,  
1488 Richmond Street  
Kelowna, BC

### Level P1 Parking Plan

23630

1:250

Friday, August 30, 2024

Issue 1: Rezoning

A-2.600

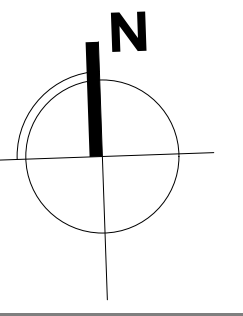


# Integra

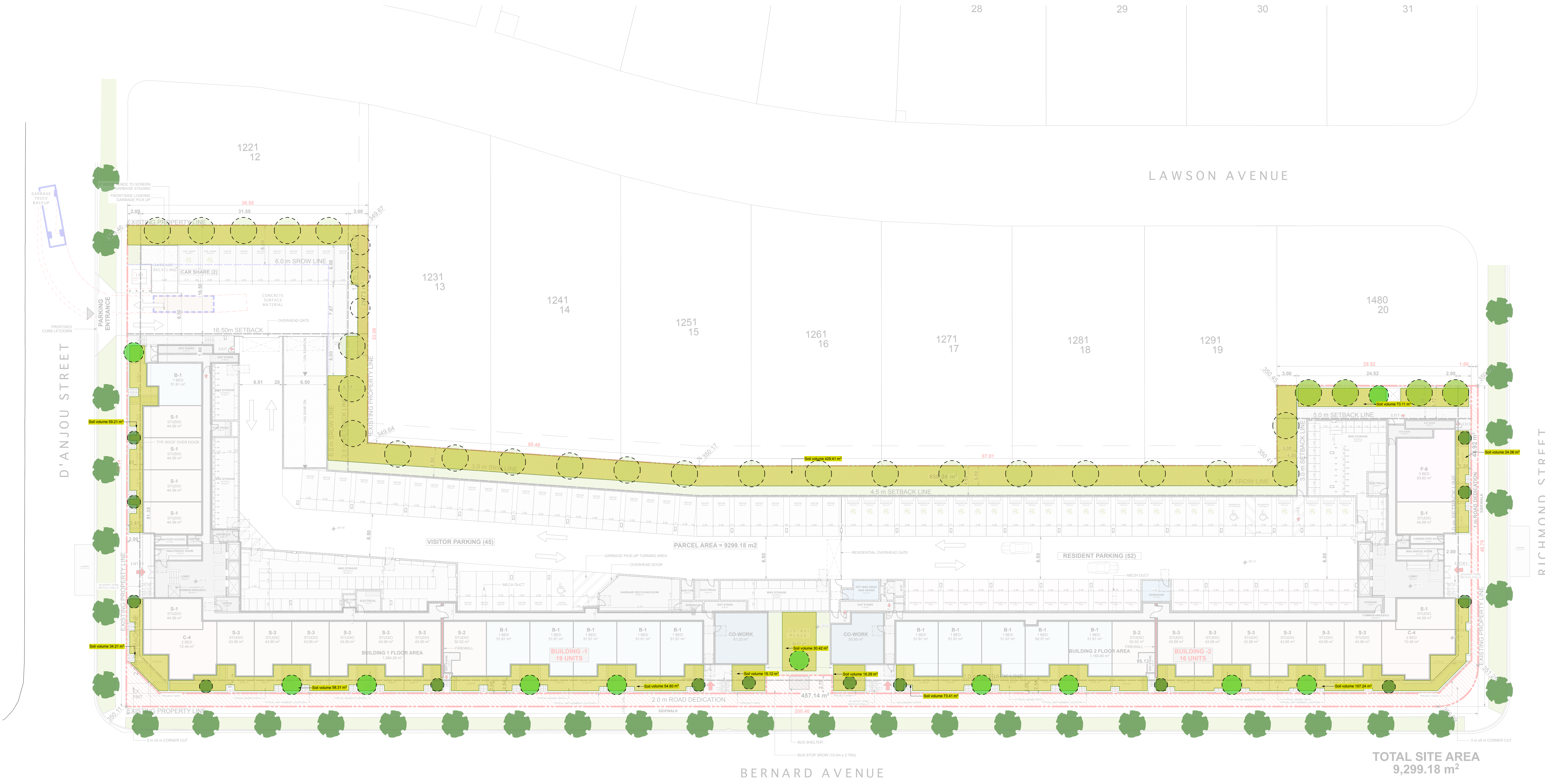
ARCHITECTURE INC.

2330-200 Granville Street  
Vancouver, BC, V6C 1S4  
www.integra-arch.com  
Telephone: 604 688 4220

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[PROJECT TEAM]



BERNARD AVENUE

TOTAL SITE AREA  
9,299.18 m<sup>2</sup>

## 1 Site Plan

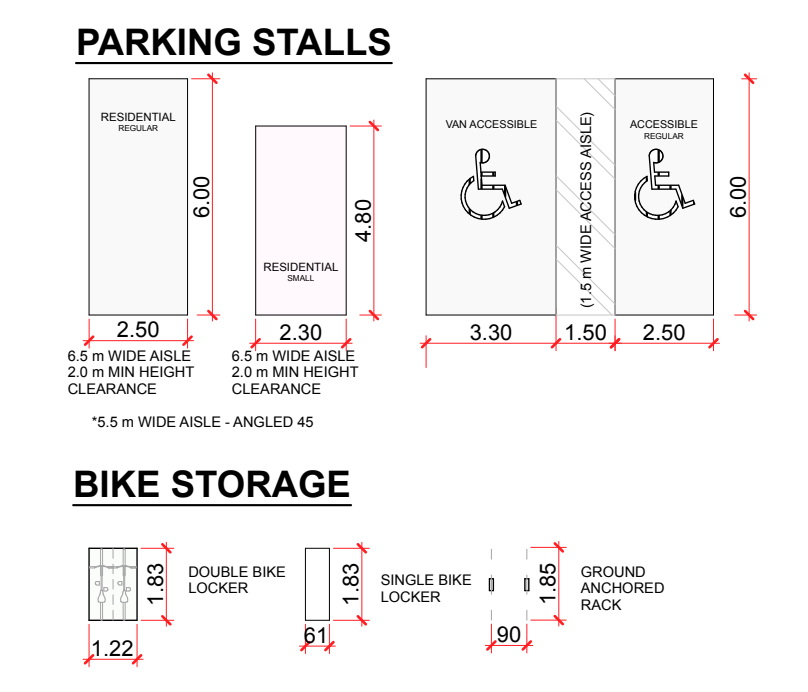
SCALE: 1:250

Total Linear Meters of Site Landscape Areas = 559.6m\*  
Minimum number of trees to be planted on site = 56

Based on the tree size ratio, the trees REQUIRED for the site is:  
· Large (50% of 56) = 28 min.  
· Small (25% of 56) = 14 max.  
· Medium (25% of 56) = 14 (min./ no max.)

Based on the required ratios, the trees PROPOSED for the site is:  
· Large (50% of 56) = 28  
· Small (25% of 56) = 14  
· Medium (25% of 56) = 14

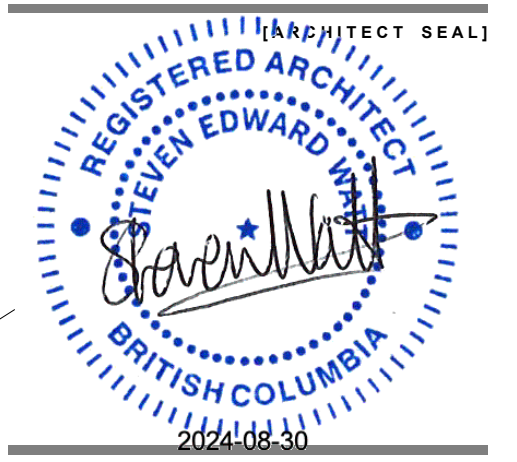
NOTE: SOIL VOLUMES INDICATED ON THIS PLAN ARE MAXIMUMS BASED ON THE AREAS SHOWN AND MAY NOT BE REQUIRED IN FULL TO MEET MINIMUM ZONING BYLAW REQUIREMENTS. MORE DETAIL WILL BE PROVIDED AT DEVELOPMENT PERMIT.



- SMALL TREE
- MEDIUM TREE
- LARGE TREE

- LEGEND**
- SANITARY SROW
  - TELUS ROW
  - ROAD DEDICATION / SROW
  - COMMON SPACES
  - AMENITIES

DENCITI development corp.



DENCITI BERNARD LIMITED PARTNERSHIP.

**BERNARD ASSEMBLY**  
1481, 1491 & 1495 D'Anjou Street,  
1230, 1240, 1250, 1260, 1270, 1280,  
1290 & 1295 Bernard Street,  
1488 Richmond Street  
Kelowna, BC

## Site/ Landscape Plan

23630 [PROJECT]  
1:250 [SCALE]  
Friday, August 30, 2024 [DATE]  
Issue 1: Rezoning [ISSUE]  
[DRAWING]

A-2.700