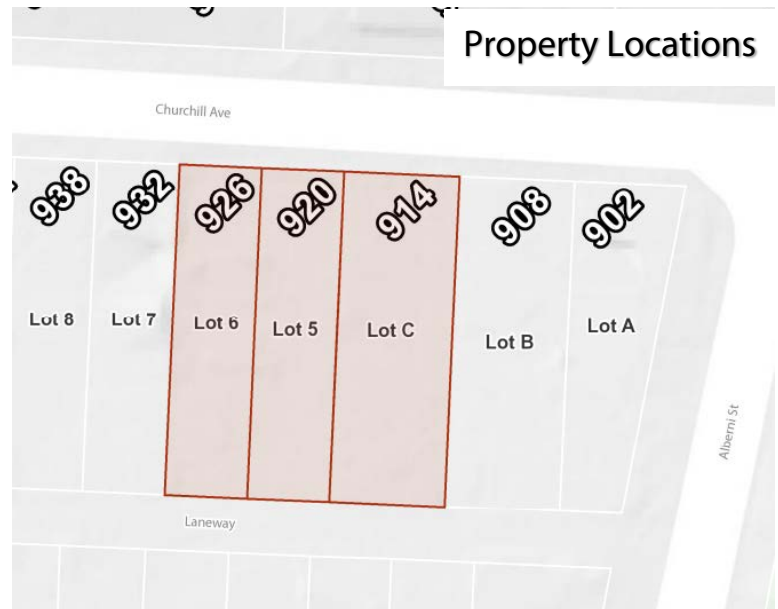


May 26, 2022

Addresses & Legal Descriptions

- 914 Churchill Avenue
Lot C District Lot 3 Group 7 Similkameen Division
Yale (Formerly Yale-Lytton) District Plan 3073
- 920 Churchill Avenue
Lot 5 District Lot 3 Group 7 Similkameen Division
Yale (Formerly Yale Lytton) District Plan 929
- 926 Churchill Avenue.
Lot 6 District Lot 3 Group 7 Similkameen Division
Yale (Formerly Yale Lytton) District Plan 929



Subject & Proposal

Zoning Amendment Bylaw 2022-24

The applicant is proposing to construct a 16-unit, six-storey apartment building at 914, 920 and 926 Churchill Avenue. (The lots will be consolidated.)

In order to proceed with the proposed development, the applicant has requested to rezone the properties from R2 (Small Lot Residential) to RM3 (Medium Density Multiple Housing). The rezoning request includes a site-specific provision for density to allow a maximum Floor Area Ratio (FAR) of 1.98, where 1.6 FAR is typically the maximum permitted.

Information:

You can find the staff report to Council and Zoning Amendment Bylaw 2022-24 on the City's website at www.penticton.ca/publicnotice.

Please contact the Planning Department at planning@penticton.ca or (250) 490-2501 with any questions.

Council Consideration:

A Public Hearing has been scheduled for **6:00 pm, Tuesday, June 7, 2022** in Council Chambers, Penticton City Hall, 171 Main St.

In response to COVID-19, the Public Hearing is being held both in-person and electronically. All meetings and public hearings will be live streamed via the City's website at: www.penticton.ca/city-hall/city-council/council-meetings. Select the 'Watch Live' button.

Public Comments:

Any person whose interest may be affected by the proposed bylaw:

1. May participate at the Public Hearing via Zoom. Please visit www.penticton.ca/publichearings for details and the Zoom link.
2. May participate at the Public Hearing via telephone. Please visit www.penticton.ca/publichearings for details and the telephone number.
3. Submit written comments by mail or email no later than 9:30 am, Tuesday, June 7, 2022, to:

Attention: Corporate Officer, City of Penticton

171 Main Street, Penticton, B.C. V2A 5A9

Email: publichearings@penticton.ca

Please ensure the following is included in your correspondence:

Subject: Zoning Amendment Bylaw 2022-24; 914, 920 and 926 Churchill Ave.

4. May appear in person.

No letter, report or representation from the public will be received by Council after the conclusion of the June 7, 2022 Public Hearing.

Please note that all correspondence submitted to the City of Penticton in response to this Notice must include your name and address and will form part of the public record and will be published in a meeting agenda when this matter is before the Council or a Committee of Council. The City considers the author's name and address relevant to Council's consideration of this matter and will disclose this personal information. The author's phone number and email address is not relevant and should not be included in the correspondence if the author does not wish this personal information disclosed.

Audrey Tanguay
Planning Manager

Date: May 17, 2022
To: Donny van Dyk, Chief Administrative Officer
From: Nicole Capewell, Planner II
Address: 914, 920, 926 Churchill Avenue

File No: RMS/914 Churchill Ave

Subject: Zoning Amendment Bylaw No. 2022-24
Development Permit PL2021-9230

Staff Recommendation

THAT Council give first reading to "Zoning Amendment Bylaw No. 2022-24", for:

1. Lot C District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3072, located at 914 Churchill Avenue;
2. Lot 5 District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 929, located at 920 Churchill Avenue; and
3. Lot 6 District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 929, located at 926 Churchill Avenue;

A bylaw to rezone the subject properties from R2 (Small Lot Residential) to RM3 (Medium Density Multiple Housing) and add the following section to the RM3 (Medium Density Multiple Housing) zone:

- "10.10.5.3: In the case of consolidated lots located at 914 Churchill Avenue, 920 Churchill Avenue and 926 Churchill Avenue, the maximum density shall be 1.98 FAR";

AND THAT Council forward "Zoning Amendment Bylaw No. 2022-24" to the June 7, 2022 Public Hearing;

AND THAT Council, prior to adoption of "Zoning Amendment Bylaw No. 2022-24", require a 3.048m road dedication along the northern property line (Churchill Avenue) be registered at the Land Title Office;

AND THAT Council, in accordance with Section 507 of the *Local Government Act*, require full-width reconstruction of the lane along the south of 902, 908, 914, 920 and 926 Churchill Avenue to connect to Alberni Street;

AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2022-24", approve "Development Permit PL2021-9230", for the consolidated parcel of 914, 920 and 926 Churchill Avenue, a permit to allow for the construction of a 16-unit, six-storey apartment building;

AND THAT Council, prior to issuance of "Development Permit PL2021-9230", the owner be required to consolidate the three lots.

Strategic Priority Objective

Community Vitality: The City of Penticton, guided by the Official Community Plan, will promote the economic wellbeing and vitality of the community.

Proposal

The applicant is proposing to construct a 16-unit, six-storey apartment building at 914, 920 and 926 Churchill Avenue (Figure 1). In order to proceed with the proposed development, the applicant has requested to rezone the property from R2 (Small Lot Residential) to RM3 (Medium Density Multiple Housing). The rezoning request includes a site-specific provision to allow a maximum floor area ratio (FAR) of 1.98, where 1.6 is typically the maximum permitted. The applicant has also applied for Development Permit approval, which has been included for Council's consideration.

Background

The subject properties are located on the south side of Churchill Avenue, between Alberni Street and Sydney Street (Figure 2). They are currently zoned R2 (Small Lot Residential) and are designated by the Official Community Plan (OCP) as 'Urban Residential'. There are three legal properties at this time, with two single family dwellings existing that were constructed in the early 1900's (1900 and 1946). Neither of the structures are listed on the City's Heritage Registry, or any other form of heritage recognition or protection.

The surrounding area contains a variety of residential uses and densities including single family homes, duplexes and apartment buildings. This area of Churchill Avenue has been designated for increased density by the City's OCP. This area of the City is desirable location for increased density as it is located near Okanagan Lake, the Okanagan River Channel, Riverside Plaza, Lakawanna Park, and is within walking distance of the downtown. Transit routes run along Churchill Ave providing alternative forms of transportation and there are pedestrian connections that allow for walking in the area. This property is outside of the area for the North Gateway Redevelopment and Investment Strategy, however, it is within a few blocks of the area this Strategy applies to. This Strategy will aim to improve pedestrian connections and mobility in the area, furthering the ease for alternative modes of transportation and encourage walking and biking in the area.

Financial Implication

There is a 3.048m road dedication identified Churchill Avenue. Prior to adoption of the rezoning, the road dedication will be required to be registered with the Land Title Office. The City is responsible for the survey



Figure 1 - North Elevation of Proposed Development



Figure 2 - Property Location Map

and legal fees associated with the recommended road dedication. All other costs are the responsibility of the developer.

Technical Review

This application was reviewed by the City's Technical Planning Committee (TPC). Typical servicing requirements have been identified for the Building Permit stage of the project, if the rezoning and variance permit applications are supported by Council. These items have been communicated to the applicant. The applicant originally applied for a hard surfacing variance with their application, however they were able to remove it. Staff worked with the applicant to utilize alternative surface treatments on site to remove the variance request for hard surfacing. The plans now utilize permeable surfacing including grass, gravel, permeable pavement and other treatments to be able to meet the Zoning Bylaw and not require any variances.

The committee recommended that a 3.048m (10 ft.) road dedication be taken along Churchill Avenue for the length of the subject properties. This dedication is similar to others that have been taken in the area over the years, and is required to eventually construct the desired streetscape along Churchill Avenue. At the time of building permit, the application will be required to construct/install boulevard trees, sidewalk, and appropriate curb and gutters along the length of the three properties. The road dedication recommended is to ensure enough width is available for these works to occur within the road right-of-way.

The TPC identified that the laneway behind the development is of a lower quality and there was an opportunity to have this improved during the development of this property (Attachment 'C'). The laneway also serves as the primary point for vehicle access to the property. The committee recommended that the applicant be required to improve the full width of the lane along the rear of the subject properties, extending east to connect to Alberni Street (Figure 3).



Figure 3 - Image showing location of excess service for lane improvements

This scope of works is not within the authority of the Subdivision and Development Bylaw, which only requires infrastructure upgrades along the frontage of a property up to the center line of the road. The *Local Government Act*, however, does give Council the authority to require these works through the excess or extended service section of the legislation. When Council utilizes this power, a developer is eligible for 'latecomer' payments when a property that benefits from the works redevelops within a 15-year period. In this case, the benefiting properties are 902 and 908 Churchill Avenue. If these lots were to redevelop, the City would be responsible for collecting funds from the developers and forwarding them back to the persons who completed the excess or extended services works. This has been communicated to the developer, who is in agreement with the proposal.

Development Statistics

The following table outlines the proposed development statistics on the plans submitted with the development application:

	RM3 Zone Requirement	Provided on Plans
Minimum Lot Width*:	25.0 m	31.074 m
Minimum Lot Area*:	1,400 m ²	1,118 m ²
Maximum Lot Coverage:	50%	48.6%
Maximum Hard Surfacing:	60%	56%
Maximum Density:	1.6 Floor Area Ratio (FAR)	1.98 Floor Area Ratio (FAR) * Site Specific Zoning Requested
Vehicle Parking:	1.25 spaces per unit Total required = 20 spaces	Total provided = 20 spaces
Bicycle Parking:	Class 1 required = 8 spaces Class 2 required = 2 spaces	Class 1 provided = 8 spaces Class 2 provided = 2 spaces
Required Setbacks		
Front Yard (Churchill Ave):	3.0 m	3.0 m
Side Yard (east):	4.5 m	4.5 m
Side Yard (west):	4.5 m	4.5 m
Rear Yard (lane):	6.0 m	6.0 m
Maximum Building Height	24 m	23.3 m
Other Information:	*Lot width and lot area are only applicable at the time of subdivision.	

Analysis

The Official Community Plan (OCP) designation for the subject property is 'Urban Residential', which supports higher density 3-6 storey apartment neighbourhoods in higher-amenity areas where building construction is primarily wood frame (Figure 4). Townhouses, stacked townhouses and low-rise and mid-rise apartment/condo buildings are some of the building types envisioned in this designation. The applicant is proposing to construct a 16-unit apartment building on the property. The development and density proposed on the property are aligned with the vision of properties designated within the 'Urban Residential' designation.

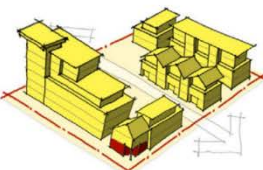
Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Urban Residential 	Higher-density 3-6 storey apartment neighbourhoods in higher-amenity areas where building construction is primarily wood frame.	- Townhouses and stacked townhouses - Low-rise and mid-rise apartment/condo buildings	- Residential - Limited Retail/Service	Heights up to 6 storeys	RM3

Figure 4 - Future Land Use Designation

In addition to alignment with the future land use designation, staff consider that the proposed zoning amendment will also allow for a development that is supported through the following OCP Goals and Policies:

OCP Policy 4.1.1.1	Focus new residential development in or adjacent to existing developed areas.
OCP Policy 4.1.1.4	Ensure all new developments fully cover the cost of the required infrastructure and services they require, including roads, water, sewer, storm water and provision of parks, schools and emergency services.
OCP Policy 4.1.3.1	Encourage more intensive “infill” residential development in areas close to the Downtown, to employment, services and shopping, through zoning amendments for housing types compatible with existing neighbourhood character, with form and character guided by Development Permit Area Guidelines.
OCP Policy 4.1.3.4	Encourage developments that include one-bedroom and two-bedroom units in suitable neighbourhoods to enable people to downsize as the age and to provide entry-level housing for those people entering the housing market. At the same time, provide 3-bedroom units, or larger, to accommodate families.
OCP Policy 4.1.3.5	Ensure through the use of zoning that more-intensive forms of residential development are located close to transit and amenities, such as parks, schools and shopping.
OCP Policy 4.1.4.1	Work with the development community – architects, designers and buildings – to create new residential developments that are attractive, high-quality, energy efficient, appropriately scaled and respectful of their context.
OCP Policy 4.1.5.1	Recognize that some traditionally single-family neighbourhoods will see intensification as the city grows, but ensure that new forms of residential development are compatible with the neighbourhood in scale and design, and are appropriately located (e.g., greater density closer to collector roads, services and amenities).
OCP Policy 4.2.5.2	Encourage land use planning that results in neighbourhoods that can be easily serviced by transit.

Staff consider that the application proposes an appropriately scaled development in an area of the city that has been identified for increased residential density by the OCP. The proposed rezoning to RM3 to allow a total of 16 dwelling units on the property is consistent with the increased density and building forms envisioned by the ‘Urban Residential’ designation.

The applicant has also requested an increase of density from 1.6 FAR to 1.98 FAR. This represents an increase of 4,523.56 sq. ft. (420.4 m²) of floor area that is able to be accommodated. The applicant has provided justification within their letter of intent (Attachment ‘E’) for the additional floor area request, which include reasons such as:

- The benefits of the building include extra landscaping, artistic screening, huge patio doors and extra-large balconies;
- The additional floor area allows for much needed mix of different units types for families of all sizes;
- The additional floor areas provides more comfortable units, and a more comfortable experience around the building;

Further to the applicant’s justification, staff consider that the additional floor area is sensible and suitable for the subject property, as the applicant and their design team have been able to design the development to

meet the Zoning Bylaw. No variances are required to parking, landscaping, setbacks, amenity space or other requirements in order to accommodate the additional floor area. The Official Community Plan has identified this area of the City for increased density, which also supports the additional floor area requested.

Given that there is adequate policy through the OCP to support the proposed development, staff recommend that Council give first reading to “Zoning Amendment Bylaw No. 2022-24”, and forward the bylaw to the June 7, 2022 Public Hearing to gather comments and feedback from the public.

Support Development Permit

The proposed development is considered within the Multifamily Residential Development Permit Area of the OCP, which is established to enhance neighbourhoods and create sensitive transitions in scale and density by addressing issues such as privacy, landscape retention and neighbourliness. The proposed development has been designed with the OCP design guidelines in mind. The development proposes a density that is aligned with the ‘Urban Residential’ designation and provides a design that meets all Zoning Bylaw regulations including setbacks, parking, hard surfacing, landscape buffers and allowable building height.

Staff have completed a development permit analysis (Attachment ‘D’) that shows how the development conforms to the applicable design guidelines. The applicant has also provided a Development Permit analysis with their submission (Attachment ‘F’), which outlines the projects conformance to the OCP design guidelines.

As such, staff recommend that Council consider approving “Development Permit PL2021-9230” after adoption of the Zoning Amendment Bylaw.

Alternate Recommendations

Council may consider that while the zoning amendment is aligned with the OCP by increasing density in a desirable area of the city, the development as proposed does not fit the character of the neighbourhood. If this is the case, Council may choose the alternate recommendation. Staff recommend against this option as the development is aligned with the OCP land use designation and OCP Goals and Policies.

1. THAT Council deny first reading to “Zoning Amendment Bylaw No. 2022-24”.

Attachments

Attachment A – Zoning Map

Attachment B – Official Community Plan Map

Attachment C – Photos of Property

Attachment D – Development Permit Analysis (staff)

Attachment E – Letter of Intent

Attachment F – Development Permit Analysis (applicant)

Attachment G – Draft Development Permit PL2021-9230

Attachment H – Zoning Amendment Bylaw No. 2022-24

Respectfully submitted,

Nicole Capewell, RPP, MCIP
Planner II

Concurrence

Director of Development Services <i>BL</i>	Chief Administrative Officer DyD
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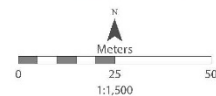
914, 920, 926 Churchill Ave

Location Map



Legend

 Subject Parcel	Zoning Bylaw	 RM4 - High Density Multiple Housing
	RSM - Mobile Home Park Housing	 C7 - Service Commercial
	RD2 - Duplex Housing: Lane	 CT1 - Tourist Commercial
	RM2 - Low Density Multiple Housing	 P2 - Parks and Recreation
	RM3 - Medium Density Multiple Housing	 CD6 - Comprehensive Development (962 Churchill Avenue)



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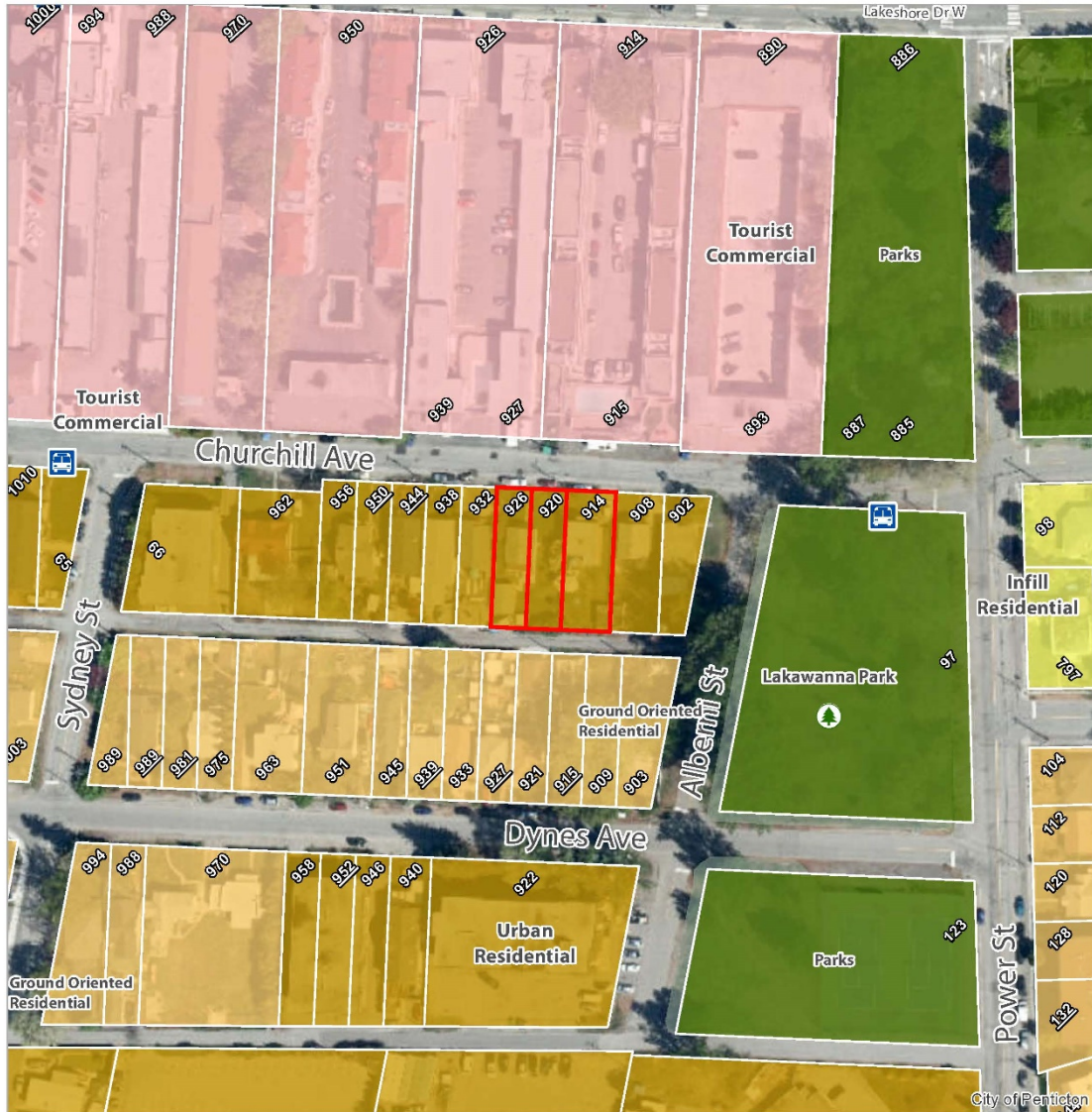
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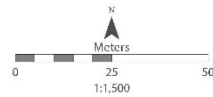
914, 920, 926 Churchill Ave

Official Community Plan



Legend

- Subject Parcel
- Future Land Use
- Ground Oriented Residential
- Tourist Commercial
- Urban Residential
- Parks
- Infill Residential

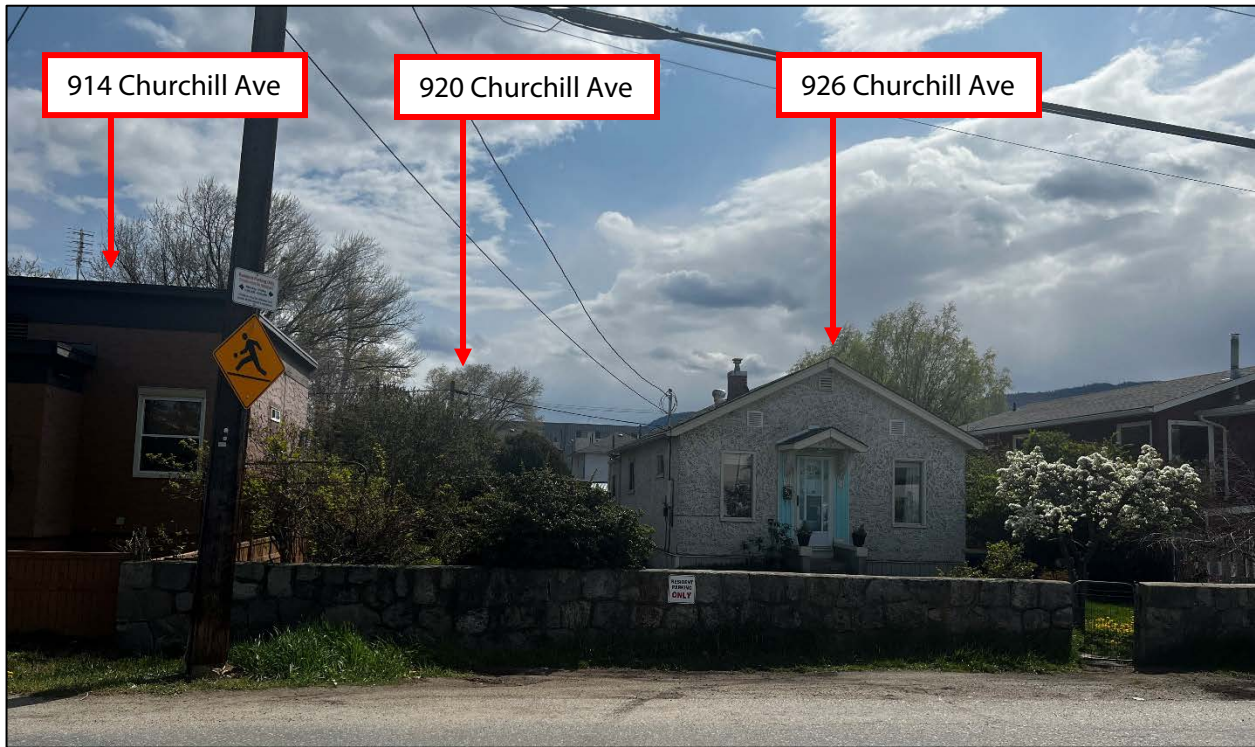


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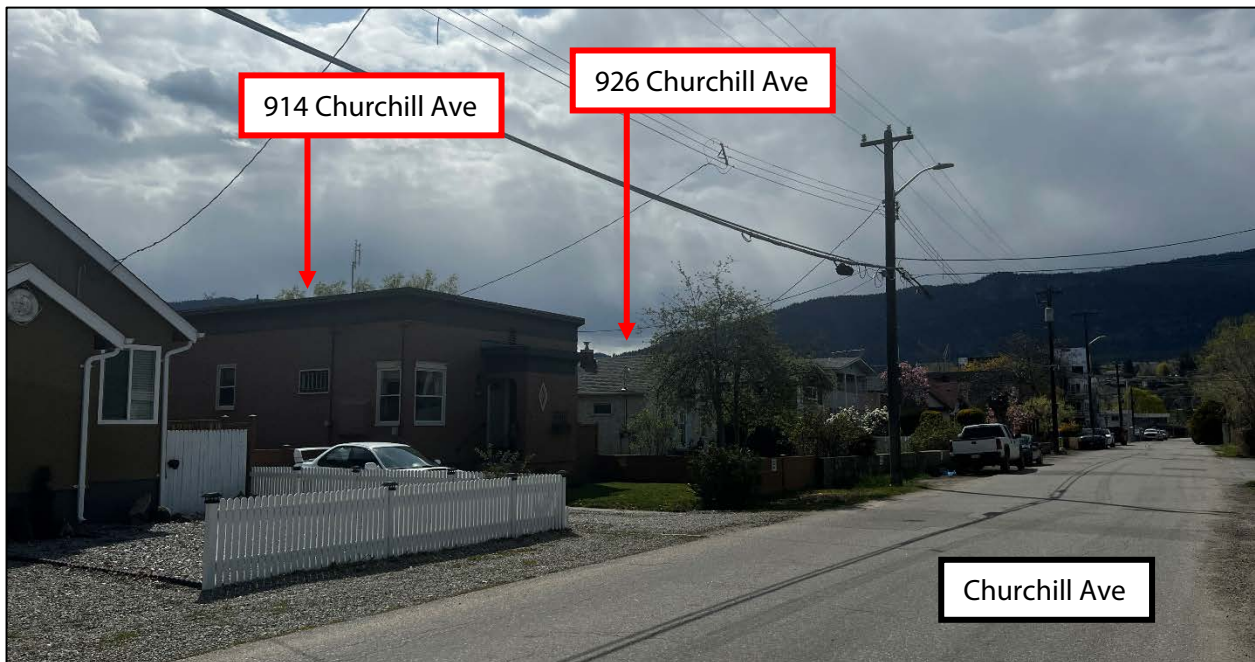
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Attachment C – Photos of Property



Looking south towards subject properties from Churchill Avenue



Looking south towards subject properties from Churchill Avenue



Looking west along laneway behind subject properties

Development Permit Analysis

The proposed development is located within the Multifamily Residential Development Permit Area. The following analysis demonstrates how the proposal is aligned with the applicable design guidelines.

- Guideline G1 Applications shall include a comprehensive site plan – considering adjacent context for building and landscape architectural design and neighbourhood character analysis - to demonstrate that the development is sensitive to and integrated within its context and surrounding uses and neighbours.*
- The applicant has labelled geodetic elevations on the site plan, to show they have reviewed the topography of the property, which is relatively flat.
- Guideline G4 Views through to the mountains and lakes should be carefully considered and incorporated into the design of new development*
- The applicant has proposed a building that is unique with many variations to the exterior facade. The design of the outdoor balconies and lines of the structures have been done so to accentuate the views towards Okanagan Lake.
- Guideline G5 Siting of buildings should support strong street definition by minimizing front yard setbacks while sensitively transitioning to neighbouring building setbacks.*
- The applicant has located the proposed building at the minimum required 3.0m front yard setback, which helps to maintain a connection with the street.
- Guideline G7 All designs shall consider Crime Prevention Through Environmental Design (CPTED) principles and balance the reduction of crime and nuisance opportunities with other objectives to maximize the enjoyment of the built environment.*
- The proposed front yard fencing is limited to 1.2m (4ft.) in height, which is aligned with the Zoning Bylaw requirements and also helps to retain 'eyes on the street' by keeping sightlines open from private property to the public streetscape.
 - There are also many balconies that overlook towards the street as well as the laneway to provide casual and natural surveillance.
- Guideline G11 Barrier-free pedestrian walkways to primary building entrances must be provided from municipal sidewalks, parking areas, storage, garbage and amenity areas.*
- The proposed development has a walkway connecting the development to the proposed sidewalk along Churchill Avenue. The pathway runs the length of the building to also provide connections to the parking, garbage and recycling areas, and shared outdoor amenity space.
- Guideline G16 Site and building access must prioritize pedestrian movement, minimize conflict between various modes of transportation and optimize use of space...*
- The proposed parking meets Zoning Bylaw requirements, and provides all parking on site. The parking area is located and accessed from the rear laneway.
- Guideline G19 All multifamily developments should accommodate sustainable modes of transportation...*
- Each parking space has been designed with electric vehicle capabilities. Bike and e-racks are located near the main entrance. There is also secure bicycle parking storage located on the second floor of the building (which can be accessed by elevator).

- Guideline G21 Orientation of buildings should face public spaces (e.g., street and lane) with a preference for ground-oriented types (e.g., a front door for everyone or every business).*
- The main orientation of the development is to the north (Churchill Avenue), however some units face towards the rear of the property.
- Guideline G23 Articulation of building mass should include horizontal (minor) setbacks and stepbacks (along upper storeys) to provide visual interest and enrich the pedestrian experience. Balconies and/or cantilevered upper floors may be considered as a means to breaking up the massing while promoting overlook and/or weather protection.*
- The building has been designed with many offsets to break up the elevations of the building. This includes unique lines, locations and shapes of balconies.
- Guideline G28 Entries should be visible and clearly identifiable from the fronting public street.*
- The main entrance to the development fronts the street, Churchill Avenue. There is an overhang to protect the entrance from weather.
- Guideline G29 Development should orient windows, porches, balconies and patios toward the public realm, allowing for casual overlook of parks, open spaces, and parking areas.*
- The development provides outdoor balconies, as well as windows overlooking the north street, Churchill Ave, and the rear laneway.
- Guideline G33 Water Conservation and Plant Maintenance: Xeriscaping, Irrigation & Mulching*
- The proposed development includes a landscaping plan that provides adequate and appropriate designs, including landscape buffers along each side.
 - The plans indicate a fully automatic underground irrigation system, which helps to reduce overwatering and utilizes a drip system.
- Guideline G35 Tree planting...*
- Trees and shrubs have been provided at the front of the property as well along the east and west property lines.
- Guideline G41 Softscapes and Hardscapes*
and G42
- The proposed development was redesigned through the review process to ensure that the hard surfacing will meet the Zoning Bylaw requirement.
- Guideline MF4 Visitor parking should be in public view, easily accessible near the main entrance of the site, and clearly indicated by pavement markings and/or signs*
- The visitor parking is located towards the rear of the property, easily accessed from the laneway, where all vehicle parking is accessed.
 - The visitor parking will be delineated with signage, and can access through the rear main entrance of the building, or use the side pathway to access the main front entrance.



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Dec 16, 2021 (revised March 22, 2022)

Letter of Intent

914-922 Churchill Ave Penticton BC - Inspired by the Valley

We are proposing to construct a mixed apartment size 16-unit family-oriented condominium building at 914-926 Churchill Avenue. The intent of this proposal is to request rezoning of 3 lots at 914-920-926 Churchill Ave from R2 Small Lot Residential to RM3 Medium Density Multiple Housing, to meet the new Official Community Plan (OCP) which calls for "Urban Residential" development. With the same application the intent is to apply for a Development Permit for a high quality, 6-storey residential building with 16 mixed size residential units on the upper 5 stories and 20 ground level resident and visitor parking stalls.

The proposed building design utilizes best practice architectural principles to provide a range of family residence options in this highly desirable area of Penticton and is consistent with the urban infill objectives and OCP for the area. The building design proposes a residential mix that includes 1-, 2-, and 3-bedroom units. The unit mix was developed with Planning Department input and designed to provide the city with the most needed housing typologies.



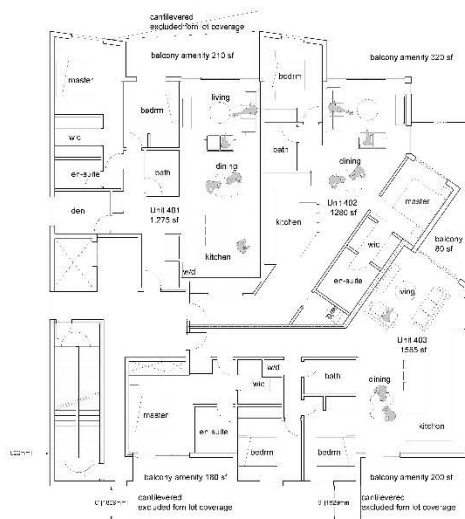
Proposed Front Elevation

From Power St west, Churchill Ave faces onto the rear elevations of the Lakeshore Drive waterfront tourism commercial precinct. However, from the second floor up, the location provides beautiful, filtered views of the lake and valley, with unobstructed views from L3 and the upper floors. The Architectural

intent for the building is to provide an interesting, deep façade, unique to the area, that references the street grid at the lower levels and poetically references the lake and sail boats on the upper levels with dramatically angled balconies. Each unit has large sliding patio doors and large balconies to embrace indoor/outdoor living and provide natural ventilation and natural lighting. Best practice passive solar design has been a primary influence for the building.

Setbacks on the upper levels and strategically angled walls push the upper-level views towards the vista and reduce overlooking. Balcony guards are opaque on the bottom and transparent on top, to limit downward lines of sight and further emphasize the horizontal view. The building is designed for a balance of openness and privacy, enhanced by highly functional environmental design.

The proposed building cladding is white stucco, punctuated with ceramic tile at the entrance. The exterior materials are chosen to reflect and maintain the neighbourhood beach aesthetic and to mitigate solar heat gain and the urban heat island effect. High quality landscaping buffers the site, and there is a dog run on the west side. Artistic fence screens wrap around the ground-oriented parking. Parking is accessed from the rear lane and designed to maximize efficiency and safety. CPTED principles are incorporated throughout the design to create an open, safe, friendly, and accessible site plan. The proposed building is inspired by the unique beauty of the valley and designed to optimize the lifestyle of the beautiful Churchill West area and meet the objectives of the OCP.



Proposed Floor plan Typical

The building has been designed to meet all zoning bylaws, and we propose to increase the FAR from 1.6 to 1.98. The site consolidation is surveyed at 12, 203.4 sf. The proposed FAR is 4,523.56 sf (420.4 sm) over 1.6 FAR. The extra FAR naturally fits within the site and allows responsible use of the land in keeping with the OCP objectives for the area. The proposed building design offsets the requested additional density with extra landscaping, artistic screening, huge patio doors and extra-large balconies. The extra FAR also allows the developer to provide Penticton a much-needed mix of different unit types for families of all sizes. Family friendly units are possible with 1.98, and the extra space gives a comfortable experience around the building and neighborhood. 1.98 creates an inclusive design strategy that would otherwise not be possible. This density typology is a missing link between single detached dwellings and responsible growth.

Current Sites

The current sites have 2 older 2-bedroom rental homes constructed approximately 70+ years ago. While these houses are suitable as current rental properties, the buildings are deteriorating and nearing the end of their serviceable use. Based on our understanding of the objectives of the OCP, Penticton needs more affordable infill projects such as this development to accommodate the forecast increase in population, and to enable access for younger generation to enter the property market. This project would fulfill these intentions in a desirable and amenity rich Penticton neighbourhood.



914 Churchill Ave frontage



920-926 Churchill Ave frontage



908 Churchill Ave frontage



932 Churchill Ave frontage

As indicated in the Zoning Map attached below, the surrounding neighbourhood currently contains a diverse mix of residential zones, ranging from R2 (Small Lot Residential) to RM4 (High Density Residential). There are housing types including a mobile home park, single family homes, duplexes, townhouses, apartments, and tourist accommodations (hotels/motels). This area has been steadily transitioning from a low-density neighbourhood to accommodate medium to high density units, as directed by the OCP.

North Gateway

The proposed apartment building is within close proximity to the North Gateway Planning Initiative, where additional density is considered. The proposal is committed to the improvements of this fantastic area, which features so many great recreational and lifestyle amenities.

We fully support the North Gateway initiative and look forward to the city leading development of a comprehensive plan to further enhance this desirable area. The proposed 914-926 apartment development has been designed to meet all the requirements of the OCP for the area, but also incorporates and delivers livability features and design that compliments community feedback suggestions from the North Gateway feedback forums. The proposed apartment building has been designed with a variety of 1 to 3 bedroom apartments to suit a variety of family sizes and types. Churchill West is a very desirable living area and needs a mix of additional family housing. The proposed building façade is designed using modern architecture best practice to project visual interest, with strategic setbacks, angled walls and balconies, and exterior glass and finishes. These features are intrinsic components of a “sails and boats” design theme intended to set a new and attractive visual standard for the area.

Churchill West has not historically been a pedestrian friendly zone. Our proposed apartment building will include putting in place new sidewalk and curbing that, along with other approved and planned Churchill West developments, will begin to greatly improve pedestrian access and amenity along the South side of Churchill West. All parking is off-street and accessed from the rear lane, providing an opportunity to offer neighbourhood leading curb appeal to the front of the building, and adding attractive landscaping to enhance street interaction. The North Gateway community feedback forum has many comments calling for improved bicycle access and facilities for the area. Our proposed development incorporates secure internal storage and facilities for bicycles, E-bike, and alternate transport devices such as Mobility Scooters. These are an increasingly important alternative to traditional car transport, and well suited to this flat area with its great access to local amenities, services, and shopping.

The project landscaping and Churchill streetscape have been designed to provide a very attractive Churchill Ave façade, and to provide an attractive “green zone” transition through to Churchill Ave. The Churchill frontage will feature attractive entry design from the street, flowing easily from new curb and guttering. We have designed the front landscaping and fencing, as well as strategic artistic screening, to present a very attractive pedestrian frontage to Churchill.

Rezoning and the Official Community Plan

This project complies with the RM3 zoning category and in the OCP is slated for “Urban Residential” development.

Services, Engineering & Technical Review

This project will include the transfer at no charge to the CoP of 3.048 meters of land fronting Churchill Ave to enable the long-term alignment of pedestrian walkways and long term widened street width along the south side of Churchill Ave. The proposal includes full construction of new curb and sidewalk along the frontage of 914, 920, and 926 Churchill Ave, and joining asphalt to the existing roadway and alley.

Financial Implications (calculations TBC)

The application does not pose any material financial implications to the City. Development costs are the responsibility of the developer. The developer will be paying for the works mentioned in the Services, Engineering & Technical Review. The developer will be paying approximately \$113,415 in Development Cost Charges. The proposed development will significantly increase CoP property tax revenues for the site. The current 2 single family homes on the site have a combined assessed value of \$851,000 which generates \$5504.83 per year in city taxes. When the proposed development is completed the annual property taxes generated are estimated at \$69,000 per annum. This equates to an increase in \$64,000 in property tax revenue per year.

Proposed Churchill Ave Development – 914, 920 & 926 showing Churchill Ave frontage and lane access off Alberni St to the east and via Sydney St from the west.



CoP Parcel Viewer – Churchill West Property Zoning showing subject site R2 Zoning.



CoP Parcel Viewer – Churchill West Property Zoning showing OCP Land Use and the subject site planned for “Urban Residential” use.

OCP Land Use – Urban Residential

Currently 914-926 Zoned R2 Small Lot Residential



Churchill/Dynes Ave West area existing buildings & recent approved or proposed developments



The proposed development is located at 914 (A), 920 (B), and 926 (C) Churchill Ave, referred to as Site A,B,C in the above diagram. The subject property is comprised of 3 residential lots with two existing 70+ year old houses. The area around the proposed development is characterized by a strip of Lakeshore Ave tourism commercial development, and an evolving area mix of more recent high density residential developments interspersed with historic older single family houses, many of which are long term rental properties being held for redevelopment.

Recently approved high density residential developments include;

Dev A – 962 Churchill Ave – approved January 2020 for a 6 storey 8 condominium development

Dev B – 1018, 1026, & 1034 Churchill – approved March 2020 for a 4 storey 13 unit apartment building

Dev C – 964, 970, 976, & 982 Dynes Ave – approved January 2019 for 2 rows of 6 Unit townhouses

Planned high density residential developments include;

Dev D – 963, 969, 975, & 981 Dynes Ave – purchased February 2021 by a Calgary property development company for a medium density residential project currently in planning phase.

Existing high-density developments include;

99 Sydney St – existing 3 storey 12 unit apartment building

922 Dynes Ave – existing 4 storey 28 unit apartment building

952 Dynes Ave - existing 3 storey 16 unit apartment building

115 Sydney St – existing 3 storey 8 condominium townhouse development

About the Architect

John Saliken is the principal of Suva Architecture, a full-service architectural firm for mixed use, residential and retail development, throughout British Columbia, and Alberta. John was schooled and raised in Penticton and graduated from Pen-high. After graduating from the University of Victoria with a Bachelor of Fine Arts, John went on to complete a Master of Architecture, graduating with honors from UBC. He subsequently completed qualifications for the Royal Institute of British Architects at the University of Edinburgh.

John founded SUVA Architecture in 2015, where he continues to practice with a select group of clients. With 30 years' experience, he recently relocated back to Penticton, and now splits his time between his Vancouver practice and projects in the Okanagan Valley. John is passionate about Architecture and Penticton. He looks forward to making a positive active contribution to aesthetic architecture and responsible design and development of the beautiful Okanagan Valley.





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Dec 16, 2021

Development Permit Analysis
922 Churchill Ave Penticton BC

BLUE TEXT IS FROM THE CITY OF PENTICTON OCP
BLACK TEXT IS APPLICANT RESPONSE



5.2.2 GENERAL GUIDELINES

SITE PLANNING

Designing in Context

G1. Prior to site design, analysis shall be undertaken to identify significant on-site and off-site opportunities and constraints, including built and natural elements (e.g., structures, slopes and drainage, significant landscape features, etc.) The existing site is flat and rectangular with no natural elements. However, the apartments are designed to ensure views of Okanagan Lake and the valley will be maximized.

G2. Applications shall include a comprehensive site plan – considering adjacent context for building and landscape architectural design and neighborhood character analysis – to demonstrate that the development is sensitive to and integrated within its context and surrounding uses and neighbors. • All site / landscape plans should incorporate the boulevard. Outland Design Landscape Architecture is a main professional consultant retained to complete the landscape design to meet all zoning bylaw requirements. The site plan is designed as an efficient balance between parking and landscape features. The site plan enhances pedestrian movement and the neighborhood as well as providing much needed housing opportunities, and carefully crafted to enhance the Churchill Ave pedestrian street front and provide on-site parking stalls with rear laneway access to eliminate local overflow.

G3. Private and semi-private open spaces should be designed to optimize solar access (see Figure G3). The building design incorporates oversized patios and decks for each unit which provide solar access to the outdoor and indoor areas of the units. The location of the open parking area increases the opportunity for solar access onto the building throughout the day due to the southern exposure. At-grade open landscape space runs north south along each side of the building maximizing morning and afternoon sun opportunities. A dog park is located on the west side, catching afternoon sun amongst the tree canopies.

G4. Views through to the mountains and the lakes should be carefully considered and incorporated into the design of new development Views of the Lake and valley are the main attractions to the site, partially seen along skyward sight corridors on L2, more fully from L3, and then very good full views from the upper levels. The upper levels further maximize the views with large windows and balconies.

Framing Space

G5. Siting of buildings should support strong street definition by minimizing front yard setbacks while sensitively transitioning to neighboring building setbacks. The front yard proposed minimum setback allows for a 10' wide road dedication in addition to the minimum required 10' setback (3 m) and ensures

optimum building siting, providing both strong street definition with ample space for road improvements and a new sidewalk enhancing the public realm and pedestrian movement.

The proposed front yard setback is minimal which improves connectivity between the building and the street and connects with the pedestrian realm.

The proposed front yard setback is similar to that of new developments along Churchill Avenue.

The building facade includes minor projections and decks to create interest from the public realm.

G6. Building placement and orientation should respect significant public water, mountain and ridgeline views. All units are designed to optimize the lower-level filtered views and fully utilize the increasingly unobstructed upper floors views to the lake and valley. Wrap around unit windows and balconies are designed to optimize all floors views and including southern and western park aspects, as well as northerly lake views and western mountain views.

G7. All designs shall consider Crime Prevention Through Environmental Design (CPTED) principles and balance the reduction of crime and nuisance opportunities with other objectives to maximize the enjoyment of the built environment. The site plan and building are designed with CPTED features such as eyes on the street, open walkways, high quality surrounding and brightly lit parking areas. The design incorporates fencing and gates to separate the parking area from the public realm. A secure bicycle storage room within the building improves the security of personal bicycles. The orientation and location of patios and balconies allows for visual overlook onto the street and lane. The building design includes secure second floor storage for E-Bikes and alternate/assisted transport devices.

G8. Secondary buildings should create comfortable and social, semi-public and semi-private spaces within interior courtyards and/or side-yards. There are no proposed secondary buildings

Prioritizing Pedestrians

G9. Pedestrian connectivity to adjacent properties is encouraged. With the exception of private yards, open spaces shall be designed for public access and connectivity to adjacent public areas (and publicly accessible private spaces). Public access for residents is available throughout the site from north to south connecting the Churchill Ave access to the lane. The design includes landscaped pathways, public art and a dog run area, fenced with gates on either end for security or pedestrian connectivity.

G10. Development of larger parcels should provide pedestrian connections to adjacent public areas and create an effective street-fronting block scale of 60m-190m. This proposal is not a large parcel.

G11. Barrier-free pedestrian walkways to primary building entrances must be provided from municipal sidewalks, parking areas, storage, garbage and amenity areas. The entire site is accessible and designed to encourage free flowing movement.

G12. Where feasible, indicate pedestrian ways with continuity of paving treatments/paving materials. Pathways are paved and continuous at grade providing a safe and effective surface for pedestrians and accessibility, for wayfinding.

G13. Entry to ground-level residential units should be no more than 1.8m (6.0 ft.) above the grade of adjacent public sidewalks and walkways (see Figure G14). N/A

G14. The outdoor space of a residential unit should be raised no more than 1.2m (3.9 ft.) above adjacent public sidewalks and a "front stair" pedestrian connection shall be provided (see Figure 5-2). N/A

G15. Fencing facing an active public realm should be lowered and transparent or semi-transparent. The front fence will be semitransparent to both screen the parking and offer a backdrop for the building. It will allow natural light and sliver views in and out of the building under CPTED principles.

Cars and Parking

G16. Site and building access must prioritize pedestrian movement, minimize conflict between various modes of transportation and optimize use of space: • Off-street parking and servicing access should be provided from the rear lane (where one exists) to free the street for uninterrupted pedestrian circulation and boulevard landscaping (see Figure 5-4). • Where possible, shared automobile accesses should be considered to optimize land use, and to reduce impermeable surface coverage and sidewalk crossings.

G17. On-site parking location and design should minimize visual impact and provide safe connections for pedestrians: • Parking between the front of buildings and the street is not permitted. • Parking should be located at the rear of buildings/sites. • Shared parking (where varying uses have parking demands that

peak at different times of the day) is encouraged to reduce parking requirements. • Outdoor surface parking areas should incorporate pathways that provide safe, accessible and comfortable pedestrian connections to entries/destinations. The proposed parking is all on-site and accessed from the rear lane via Alberni St to the east or Sydney St to the west. The layout is the most effective and efficient system available with a double loaded spine and designed to meet City Bylaws. The parking area for the proposed development is accessed from the rear lane while the primary pedestrian entrance is at the front, accessed from Churchill Avenue. and minimizes potential conflict between vehicles and pedestrians. The site accommodates vehicles, bicycle and alternative transport devices parking.

G18. Attached parking structures, their access and associated components (doorways, ramps, etc.) should be architecturally integrated into the building so as to minimize visual impact to the public realm. There is no proposed separate parking structure. All parking is carefully integrated under the building and screened from the public realm by the building structure and with carefully designed landscape screening and plants.

G19. All multifamily developments should accommodate sustainable modes of transportation through: • Provision of bike parking and/or safe storage of alternative transportation/ mobility equipment (bikes, mobility scooters, etc.). • Provision of electric vehicle charging stations. • Internal circulation and/or upgrades to adjacent rights-of-way to accommodate alternative transportation (e.g., multi-use pathways, separated bike lanes, etc.) Each parking stall has been designed with electric vehicle capabilities. Bike and E-bike racks are conveniently and safely located near the front entrance. Special Bike/E-bike and alternative transportation storage has been located on the 2nd floor for high security and thermal comfort. The second-floor storage is accessed by elevator, and the elevator is designed with durable materials and easy access for ease of use.

Architecture

G20. Designs should respond to Penticton's setting and climate through use of: • passive solar strategies; • optimized placement of windows to maximize natural light; • energy-efficient building design; • passive solar principles; • landscape design and plantings that provide cooling through shade in summer months; • selecting roof materials to minimize heat loading and increase reflectivity.; and, • strategies for cross-ventilation. The proposed building incorporates best practice passive solar design for the Okanagan climate, especially the hot summers. Large sliding patio doors open to large, protected terraces. Deep set glazing offers protection from summer solar heat gain and allows winter sun into the units. Light colored cladding and roofing membranes reflect solar heat and mitigates urban heat sinks. The windows are tall, allowing diffused natural light into the units. Landscaped areas offer shade and benches for protection from the sun while resting in the outdoor amenity spaces.

Friendly Faces, Friendly Neighbors (Orientation & Massing)

G21. Orientation of buildings should face public spaces (e.g., street and lane) with a preference for ground-oriented types (e.g., a front door for everyone or every business). The main orientation of the suites is north and south to the public street realms. Side views and windows are limited on the neighboring east west properties. Angled walls direct the wrap around units to obliquely face into the distance towards the Lake. Balcony guards are specially designed to encourage the horizontal view of the vista by limiting downward lines of sight and minimize overlooking neighbors.

G22. Massing of larger buildings should be composed of multiple volumes to reduce visual impact on the pedestrian realm. Although not a large building, the proposed design offers an exciting massing with voids and solids that break up the elevations of the building. Angled balconies point towards the views and speak to the boating nature of the area. A dynamic series of volumes offer a unique yet locally relevant architecture with lakeside proximity, offering visual and spatial interest to the pedestrian realm.

G23. Articulation of building mass should include horizontal (minor) setbacks and step backs (along upper storeys) to provide visual interest and enrich the pedestrian experience. Balconies and/or cantilevered upper floors may be considered as a means to breaking up massing while promoting overlook and/or weather protection. The upper floors step back creating 2 distinct architectural systems, upper and lower on the northeast corner, adding interest to the public realm, as the building reflects its changing views. The lower 3 floors are square to the street referencing the immediate nature of Churchill Ave, the

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boulevard and the block system of the city. The upper three floors step back with punctuated angled balconies that reference the wind, views, and Lake culture, poetically referencing the sails of a ship.

G24. Street-facing units should utilize a layering of elements – including but not limited to street-facing entries, stairs, stoops, porches, patios and landscape elements – to create transitions between the public (e.g., street, sidewalk), semi-public (e.g., walkway, ramp, stair), semi-private (e.g., stoop, balcony) and private areas. There is a beautiful, formal transition from public to private, delineated by landscaping, and screening.

G25. Where appropriate, stepped massing should be utilized to transition and improve the relationship between developments of differing scale. In areas where there is an OCP Land Use Designation change, adjacent building heights should not be greater than one-and-a-half storeys higher than existing adjacent development with additional storeys terraced back with a minimum step back of 3.0 meters. (See Figure 5-6). The proposed building is a seminal redevelopment in an area of mixed developments including Lakeshore drive tourist commercial, newer high density residential developments, and historic older small old houses undergoing redevelopment. The redevelopment of the area meets the city planning objectives for increased residential density, greater energy efficiency, and improved alternate and public transport to reduce the environmental impact of the Penticton urban grid. The proposed building offers dynamic and timeless architecture that enhances the street and city fabric. The architecture is a balance of offering a highly stressed housing market a collection of various affordable unit types including studios 1 beds, 2 beds and highly needed 3 bed units and a unique architecture that captures the essence of the city and the OCP. Large 15' (4.5 m) side yard setbacks are respected, with further 10' step backs on the upper levels in strategic locations.

G26. Building designs should minimize impacts on the privacy of adjacent dwellings, including private open spaces. The proposed building emphasizes privacy to the east and west neighboring properties. The main orientation is to the north and south facing public streets and rear lane. These orientations respect the dedications and bylaw setbacks. The large balconies and deep-set windows add privacy from the inside of the units as they push the gaze up to the vista, and limit downward lines of sight, reducing overlooking. The east west elevations respect the neighbor's privacy in that they are mostly walls with less windows broken by strategically angled sections, and the wrap around units push the side views to the north. The balcony guard rails are opaque at the bottom limiting downward lines of sight to mitigate overlook while enhancing the horizontal vista.

Eyes on the Street

G27. Development should activate the public realm (e.g., sidewalks) and shared open spaces by placing active uses at street-level. The proposed building is very open and offers natural CPTED surveillance and eyes on the street. High quality exterior spaces encourage exterior balcony, terrace and ground level usage, keeping a safe environment.

G28. Entries should be visible and clearly identifiable from the fronting public street. The pedestrian entrance of the residential building is expressed as a unique 2 storey volume forming a comfortable safe atmosphere along the street. It is fully glazed and accessible and becomes a way finder within the pedestrian public realm. It has a large overhang to protect the entrance from the weather, and the hallway behind connects directly through the building to the rear lane and to the parkade for easy safe circulation.

G29. Development should orient windows, porches, balconies and patios toward the public realm, allowing for casual overlook of parks, open spaces, and parking areas (see Figure 5-7). Every floor and unit have views designed large windows and balconies to encourage outdoor living and framing each unit's views of the lake, nearby parks, and the broader valley. This in turn creates a natural and casual overlook for CPTED relevant development. The parkade is hidden from the units but is secure and well-lit and visible from the ground level periphery areas.

G30. Extensive blank walls (over 5m in length and including retaining walls) along the street should be avoided. There are no blank walls facing the street.

G31. Provide screening (e.g., varied materials/textures, murals, green walls or vines) on solid walls that exist as a function of an internal program (e.g., for privacy, merchandising, etc.). All solid walls have planting areas in front for vegetative screening.

Landscape Architecture

G32. Stream and Riparian Protection (see Riparian DPA section) • Sites adjacent to creeks, lakes and wetlands should retain or enhance fish and/or riparian habitat, through: » Retention, enhancement and restoration of trees and shrubs that shade streams and stabilize soil, with a preference for native species; » Management of post-development total yearly flow, magnitude (in individual events), and duration to mimic pre-development conditions; and, » Management/restriction of access to protect stream banks and meet Riparian Area Regulations (RAR) The site is not in a riparian area.

G33. Water Conservation and Plant Maintenance: Xeriscaping, Irrigation & Mulching • Employ xeriscaping principles (see Glossary) in landscape design that reduce the need for supplemental water from irrigation. • Employ strategies such as stormwater management reuse (including rain gardens and water reclamation) to minimize impact on infrastructure and the use of potable water. • Encourage landscaping using native drought-tolerant plant species rather than water-hungry varieties. • All trees and vegetated landscaping should be irrigated using a sub-surface irrigation system, programmed to maximize efficient water use (e.g., drip irrigation). • Where appropriate, increased depth of top soil is recommended as a means to retain water and ensure more drought-tolerant landscapes. • Trees should be planted to provide shading for shrubs and grasses and south and west faces of buildings. • Where appropriate, mulching may further reduce irrigation demand by retaining soil moisture. The Outland landscape design is a high quality locally relevant design that includes highly efficient irrigation to all landscaped green areas. Best practice water use including drip irrigation and water efficient systems are integrated into the design. All Bylaw requirements are met, and the design maximizes all areas of the site, with no left over non-landscaped areas. All greens areas are designed with locally drought tolerant plants, with deep soils and extensive black mulch to capture storm water runoff. Trees run the length of the west elevation offering future building shading and landscaping sheltering.

Enhance the Urban Forest

G34. Tree retention • New development should retain, where possible, existing mature and native trees and protect their root systems; • Pre- and post-development tree surveys are required must be undertaken. There are no existing mature trees to be saved. New trees will be planted as part of the landscape design, and to increase local bird habitat.

G35. Tree planting • Where space permits, landscaped areas, boulevards and setback areas adjacent to streets should be planted with trees with appropriate soil volumes to ensure longevity. • All areas with planted trees must be irrigated • All development fronting a public street shall plant a landscaped area fronting the public road with regularly spaced street trees no further than 10 meters apart, and at least 2.5 meters tall at the time of planting. • The planting of additional trees is strongly encouraged, particularly if existing trees cannot be preserved, in order to maintain and expand the urban forest canopy All Landscape bylaws will be met with professional landscape design and related foliage and tree planting.

Functional Use of Landscapes

G36. Habitat: designs should provide for and/or enhance habitat value (e.g., birds, pollinators, etc.) through the use of selected plant material (food & nutrients) and/or structural/grading improvements (e.g., hibernacula, pools, etc.). The landscape design incorporates a bird bath and selected appropriate specie types enabling for pollination

G37. Stormwater management: mitigate impacts of runoff by diverting stormwater to infiltration galleries or other appropriate green infrastructure. The landscape design will use best design practice to manage on site stormwater, including extra deep soil and mulch which act as storm water mitigation

G38. Screening & Buffering • Where appropriate (and in consideration of Fire Smart principles and native ecosystems), screen walls and/ or landscape buffers (e.g., berms, shrub beds, hedges and/or trees) should be used to manage transitions and/or conflict between incompatible uses (e.g., industrial uses and/or parking); • Buffer design should complement neighborhood character and landscape setting (refer to "Materials Selection – Hardscapes and Softscapes") • Notwithstanding the screening regulations in the Zoning Bylaw , landscape buffers should be utilized to reduce the visual impact of service areas and surface parking, including:

» Planting between internal collectors (not used for direct access to parking stalls) and aisles that provide direct access to parking stalls; » Planting at the end of aisles; » Planting between each block of 4 parking spaces; and, » Planting around utility kiosks, containers and/or dumpsters. The proposed parking is all under building and has a very efficient layout, for safe and easy circulation. Planting is not possible under the building; however, the parking area is fully screened with green landscaping or fence screening where is visible to the public realm. All landscape buffers have been designed to meet and exceed Penticton's Bylaws.

G39. Defining the Public- and Private Realms • Clearly signaled transitions between the public (e.g., street, sidewalk), semi-public (e.g., walkways, ramp, stair), semi-private (e.g., stoop, balcony) and private (e.g., entry) realms shall be clearly defined to enhance both the privacy of residences and the pedestrian experience, and may include: » Landscape terracing (e.g., grading, retaining); » Structures (e.g., fences, pergolas, trellises), » Planting (e.g., low hedges) and/or » Changes in surfacing materials. The public and private realms are clearly identified with a hierarchy of screening and landscaping. The Churchill Ave. Road dedication will include all city requirements for street edge, boulevard, and sidewalk design, to be defined by the City Planning Department and Engineering. Screening of the parking area creates a safe and secure environment, with filtered visual access through the screen. A clearly defined entry portal and landscaped walk to the front entrance defines the semi-private realm. Fence screening of the side yard amenity space keeps the private space secure, and open to the residents of the proposed building.

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G40. Energy • Landscape designs should support shading strategies (passive cooling) with deciduous plantings that allow increased solar gain in winter months; • Landscape designs should accommodate windbreaks (perpendicular to the direction of winter prevailing winds) to reduce heat loss in winter. The proposed plan is a small site, and the landscape design incorporates a passive solar landscape strategy with west facing deciduous trees to create summer shading and winter solar access. The large balconies allow and encourage residents to include potted plants and trees onto the balconies to develop local micro-climates on each balcony for shading and solar control.

Materials Selection – Softscapes & Hardscapes

G41. Softscapes • Plant materials (size) and planting densities should be designed to meet and exceed the British Columbia Landscape and Nursery Association (BCLNA) Standards; • Landscape designs should consider opportunities for seasonal interest (e.g., colourful foliage and/or flowering at various times of the year). • Structural diversity in plant palette composition – including combinations of groundcovers, shrubs of various heights and trees – is encouraged. • Landscape design shall consider aesthetic qualities, plant suitability and soil volumes to ensure “right plant, right place” and to maximize growth to maturity of plants and trees. • Plant selection should emphasize local/native plants and/or similarly hardy/well-adapted plants to Penticton's desert climate. • Invasive species are prohibited. • Synthetic turf is prohibited. The landscape design exceeds BCLNA, and all items listed above are considered.

G42. Hardscapes • Material selection should reflect an extension of overall functional design and should emphasize local, natural, climate appropriate materials. • Landscape construction should prioritize robust, durable and easily maintained materials. • Retaining walls should use natural-looking textures and natural colours. • Colours should complement Penticton's natural setting and associated palette. • Minimize the use of impervious surfaces and/or incorporate rainwater management strategies where surface runoff is captured. • Where feasible, minimize the use of low albedo (heat-absorbing) surfacing materials to reduce heat island effect (i.e., use lighter-coloured, more reflective materials) The landscape design utilizes light colored pervious materials wherever possible.

5.3.2.7 MULTIFAMILY RESIDENTIAL GUIDELINES

SITE PLANNING

Framing Space

MF1. All multifamily developments should incorporate community amenity spaces that provide opportunity for recreation and play and address the needs of all age groups likely to reside within the development. All landscaped areas are designed to be used as park like amenity space with benches, a dog walk, and high-quality landscaping. Extra-large balconies are used as private amenity space.

MF2. In an effort to promote community and social sustainability, multifamily developments should exhibit a preference for courtyard forms with views into them from ground-oriented ground floor units. The proposed site does not allow for courtyard design as it is too small to wrap the building around an internal space. The real residential value of this site is the proximity to local amenities including parks, public walk and cycleways, and most importantly the lake and the magnificent views of the valley. The building design proposal enhances these views with large patio doors and extra-large balconies.

MF3. Amenity spaces should incorporate vegetation for the purposes of active and passive recreation and/or visual interest, and incorporate safe play areas in interior courtyards. The landscape and building design are intended to optimize visual interest from the street. The west side is designed as a fenced dog run with seating areas and water fountain for passive and active resident and guest interaction.

Parking

Access to visitor parking should be visible and accessible, and should provide amenities such as EV (electric vehicle) charging stations. All visitor and resident stalls are marked and visible and have easy at grade access. All parking stalls are EV compliant.

MF4. Visitor parking should be: • in public view, • easily accessible near the main entry to the site, and • clearly indicated by pavement markings and/or signs All visitor parking is near the entrance and in public view, and clearly marked.

MF5. Electric vehicle charging stations should be provided in larger developments All stalls are EV compliant.

ARCHITECTURE

Attractive Entries

To accommodate pedestrians and provide public amenity:

MF6. Entrances to apartment lobbies should be connected to adjacent sidewalks and provide seating, as well as clear pedestrian-oriented signage. Public art is also encouraged. The main pedestrian entrance is expressed as a unique 2 story volume, clearly acting as a way finder along Churchill Ave. The entrance is well lit and fully accessible. Landscaping and screening clearly define the access. Specially designed screening will form public art and be developed with the Planning Dept. The entrance will feature internal soft seating and exterior bench seating and external bicycle racks.

John Saliken | Principal

Architect AIBC, AAA,
john@suvaarchitecture.com
direct 604 318 1904

Development Permit

Permit Number: DP PL2021-9230

Owner Name
Owner Address

Conditions of Permit

1. This permit is issued subject to compliance with all of the bylaws of the City, except as specifically varied or supplemented by this Permit.
2. This permit applies to:
 - Legal: To be Updated with Consolidated Lot Legal Description
 - Civic: To be Updated with Consolidated Lot Civic Address
 - PID: To be Updated with Consolidated Lot PID
3. This permit has been issued in accordance with Section 489 of the *Local Government Act*, to permit the construction of a 16-unit, six-storey apartment building as shown in the plans attached in Schedule 'A'.
4. In accordance with Section 502 of the *Local Government Act* a deposit or irrevocable letter of credit, in the amount of \$_____ must be deposited prior to, or in conjunction with, an application for a building permit for the development authorized by this permit. The City may apply all or part of the above-noted security in accordance with Section 502 of the *Local Government Act*, to undertake works or other activities required to:
 - a. correct an unsafe condition that has resulted from a contravention of this permit,
 - b. satisfy the landscaping requirements of this permit as shown in Schedule 'A' or otherwise required by this permit, or
 - c. repair damage to the natural environment that has resulted from a contravention of this permit.
5. The holder of this permit shall be eligible for a refund of the security described under Condition 4 only if:
 - a. The permit has lapsed as described under Condition 8, or
 - b. A completion certificate has been issued by the Building Inspection Department and the Director of Development Services is satisfied that the conditions of this permit have been met.
6. Upon completion of the development authorized by this permit, an application for release of securities (Landscape Inspection & Refund Request) must be submitted to the Planning Department. Staff may carry out inspections of the development to ensure the conditions of this permit have been met. Inspection fees may be withheld from the security in accordance with the City of Penticton Fees and Charges Bylaw (as amended from time to time).

General Conditions

7. In accordance with Section 501(2) of the *Local Government Act*, the lands subject to this permit shall be developed in general accordance with this permit and the plans attached as Schedule 'A'.
8. In accordance with Section 504 of the *Local Government Act*, if the holder of this permit does not commence the development authorized by this permit within 2 years of the date of this permit, this permit shall lapse.
9. **This permit is not a building permit. In order to proceed with this development, the holder of this permit must hold a valid building permit issued by the Building Inspection Department.**
10. This permit does not constitute any other municipal, provincial or federal approval. The holder of this permit is responsible to obtain any additional municipal, federal, or provincial approvals prior to commencing the development authorized by this permit.
11. This permit does not include off-site infrastructure costs that may be required at the building permit stage, such as Development Cost Charges (DCC's), road improvements and electrical servicing. There may be substantial infrastructure and servicing costs payable at a later date. For more information on servicing and infrastructure requirements please contact the Development Engineering Department at (250) 490-2501. For more information on electrical servicing costs, please contact the Electric Utility at (250) 490-2535.

Authorized by Authority, the ____ day of _____, 2022.

Issued this ____ day of _____, 2022.

Angela Collison
Corporate Officer



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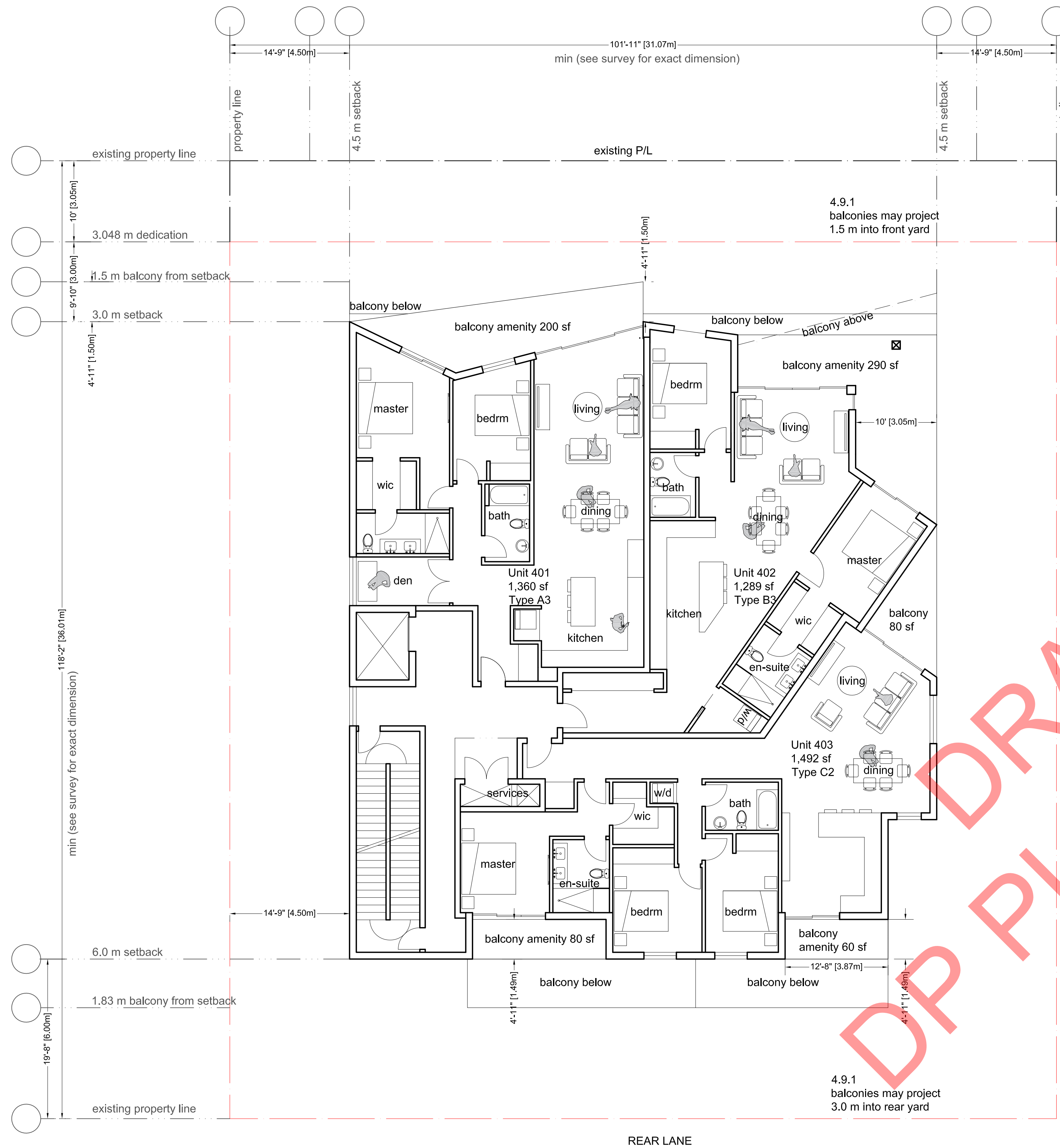
HARD SURFACING 56%
SITE AREA AFTER 3.048 m (9.997') DEDICATION 11,081.73 sf (HATCHED ABOVE)
SURFACES OUTSIDE OF FOOTPRINT (YELLOW) DESIGNED AS NON HARD SURFACE 6,145 sf
6,145 sf / 11,081.73 sf = 56% HARD SURFACES

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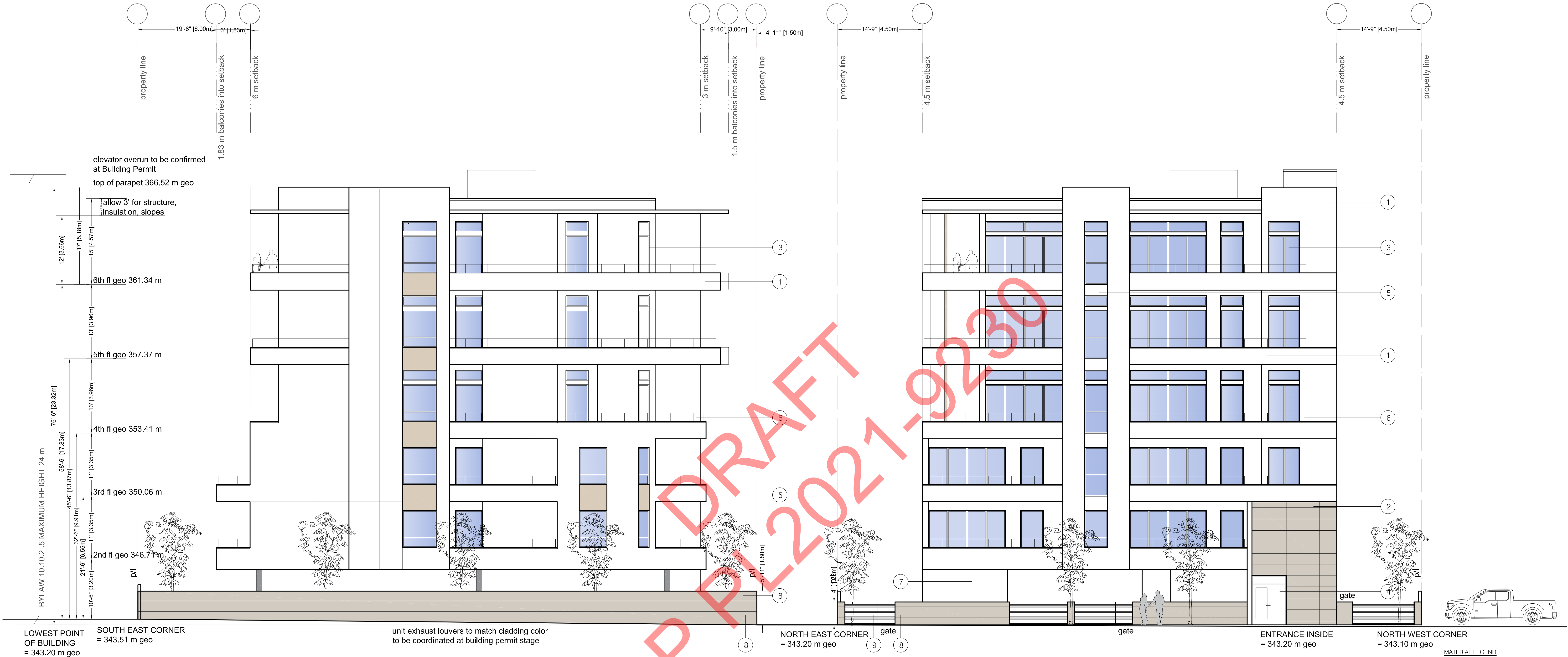


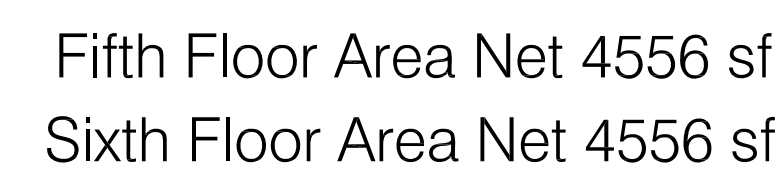
4th Floor FAR 4,500 sf



5th & 6th Floor FAR 4,500 sf each

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1. 541 sf
2. 4,840 sf
3. 4,840 sf
4. 4,556 sf
5. 4,556 sf
6. 4,556 sf

23,889 sf total NFA

23,889 sf total NFA / 12,103.4 sf SITE AREA = 1.9737

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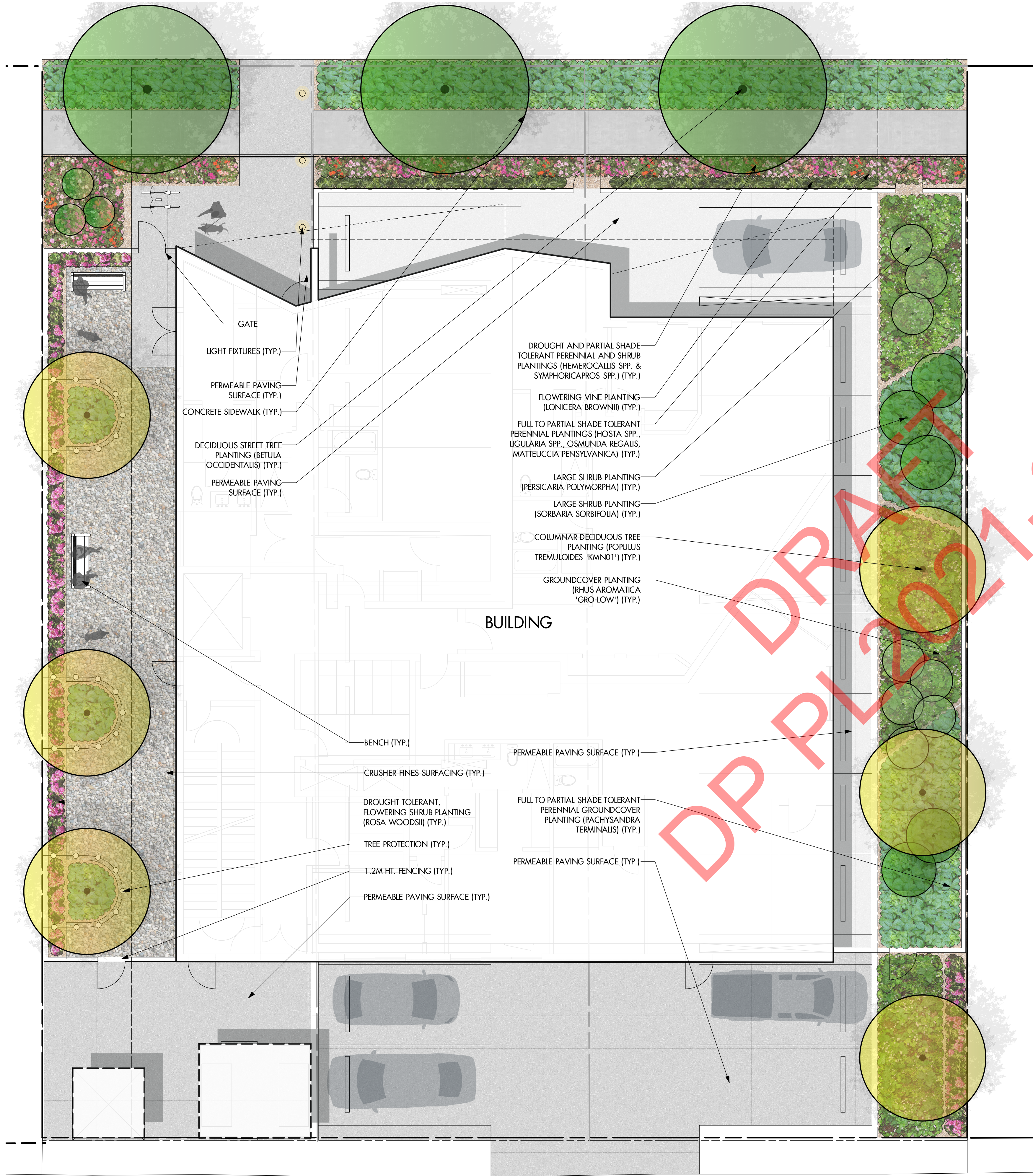
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INSPIRED BY THE VALLEY

- CLEAN CONTEMPORARY LINES
- STRONG GEOMETRY
- DEEP FACADE FOR PASSIVE SOLAR SHADING AND NATURAL VENTILATION
- INDOOR/ OUTDOOR LIVING ON LARGE DECKS
- TALL SLIDING GLASS DOORS
- WHITE STUCCO AND CERAMIC DETAILING FOR NATURAL COOLING
- DARK METAL SLAT ACCENTS TO HIGHLIGHT LANDSCAPING



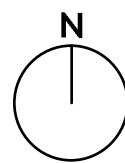


NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED THE CANADIAN LANDSCAPE STANDARD.
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 BLACK WOOD MULCH, AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.
4. TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT.
5. ALL TREES PLANTED IN BUFFERS TO HAVE A CLEAR STEM HEIGHT OF 1.5M AT TIME OF PLANTING.
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.
7. EVERY EFFORT WILL BE MADE TO RETAIN THE EXISTING SHRUBS ALONG THE EXISTING FENCELINE, AS SHOWN ON THE PLANS. THE DETERMINATION OF THE VIABILITY TO RETAIN THESE SHRUBS SHALL BE AT THE SOLE DISCRETION OF THE PROJECT ARBORIST. IN THE INSTANCE THAT THE ARBORIST DEEMS RETENTION IS NOT POSSIBLE, NEW SHRUBS OF A SIMILAR SPECIES WILL BE INSTALLED.

PLANT LIST

BOTANICAL NAME	COMMON NAME	QTY	SIZE/SPACING & REMARKS
TREES			
BETULA OCCIDENTALIS	RED BIRCH	3	6cm CAL
POPULUS TREMULOIDES 'KMN01'	DANCING FLAME TREMBLING ASPEN	6	6cm CAL
SHRUBS			
LONICERA BROWNII	HONEYSUCKLE	10	#02 CONT. /1.0M O.C. SPACING
PERSICA POLYMORPHA	FLEECE FLOWER	8	#02 CONT. /1.5M O.C. SPACING
ROSA WOODSII	WOOD'S ROSE	22	#02 CONT. /1.0M O.C. SPACING
RHUS AROMATICA 'GRO-LOW'	GROW LOW FRAGRANT SUMAC	28	#02 CONT. /1.5M O.C. SPACING
SORBARIA SORBIFOLIA	FALSE SPIREA	5	#02 CONT. /2.0M O.C. SPACING
SYMPHORICARPOS SPP.	SNOWBERRY	45	#02 CONT. /1.0M O.C. SPACING
PERENNIALS & GROUNDCOVERS			
HOSTA SPP.	HOSTA	6	#01 CONT. /1.0M O.C. SPACING
HEMEROCALLIS SPP.	DAYLILY	80	#01 CONT. /0.6M O.C. SPACING
LIGULARIA SPP.	LEOPARD PLANT	6	#01 CONT. /0.6M O.C. SPACING
MATTEUCCIA PENSYLVANICA	OSTRICH FERN	5	#01 CONT. /0.9M O.C. SPACING
PACHYSANDRA TERMINALIS	CREeping SPURGE	80	#01 CONT. /0.9M O.C. SPACING
OSMUNDA REGALIS	ROYAL FERN	3	#01 CONT. /1.2M O.C. SPACING



PROJECT TITLE
922 CHURCHILL AVE.

Pentiction, BC

DRAWING TITLE

**CONCEPTUAL
LANDSCAPE PLAN**

ISSUED FOR / REVISION

1	21.11.09	Review
2	21.11.18	Review
3	22.04.22	Review
4		
5		

PROJECT NO.	21-205
DESIGN BY	AM
DRAWN BY	NG
CHECKED BY	FB
DATE	APR. 22, 2022
SCALE	1:75
PAGE SIZE	24x36"

SEAL



DRAWING NUMBER

L1/1

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Notice of intention to proceed with this bylaw was published on the ____ day of ____, 2022 and the ____ day of ____, 2022 in the Penticton newspaper, pursuant to Section 94 of the *Community Charter*.

Approved pursuant to section 52(3)(a) of the *Transportation Act*
this ____ day of ____, 2022

for Minister of Transportation & Infrastructure

John Vassilaki, Mayor

Angie Collison, Corporate Officer



Schedule A: Zoning Amendment Bylaw 2022-24

Date:

Corporate Officer:

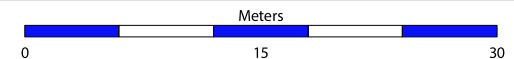


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1:480

May 12, 2022 2:08:20 PM



Coordinate System: NAD 1983 CSRS UTM Zone 11N

penticton.ca