PIER MAC PETROLEUM INSTALLATION LTD.

AIRPORT BUSINESS PARK

DEVELOPMENT APPLICATIONS

March 2003
4.1 Airport Business Park Development Permit Area

4.1.1 Justification/Design Concept

The design concept envisioned for the Airport Business Park is a campus style development. In campus style developments the organization of built form and the physical character of spaces is critical to creating the desired impression. Buildings should fit well in their context and complement both adjacent buildings and contribute to an overall sense of a defined landscape treatment.

The resulting campus style development will be characterized by attractive buildings balanced by a landscape setting that provides consistent streetscapes, appropriate buffers and generous onsite landscape treatments.

It is the intent of these guidelines to create a campus setting by:

- establishing a streetscape defined by attractive buildings located close to the street edge within a landscape setting;
- minimizing extensive areas of surface parking and buffering parking from public view;
- providing a safe, comfortable and attractive environment for both vehicles and pedestrians;
- encouraging site planning that provides articulated architectural design appropriate to its campus setting;
- organizing outdoor storage/loading areas to minimize impact on the streetscape through appropriate screening;
- providing for appropriate buffering techniques between adjacent lots and Highway 97;
- minimizing parcel vehicle access points to reinforce continuity of the streetscape; and
integrating signage into the site plan architecture and landscape treatment that provides effective communication without detracting from the streetscape.

4.1.2 Architectural Treatment

The design guidelines recognize the need for businesses to express their individual corporate identity, and accommodate business function through unique building designs. This requires balancing design flexibility with the need to have a high development standard both from within the park and from adjoining traffic corridors and neighbourhoods. Design guidelines addressing architectural treatment have been developed to focus on maintaining an interesting, attractive and functional building design along significant street frontages.

Form and Articulation

The form and articulation of the Airport Business Park buildings are expected to contribute to the creation of the desired campus environment.

1. Floor to floor terracing on multi-storey buildings is encouraged to increase amenity space as well as views.

Terraced forms and building articulation encouraged.
2. Principal facades shall be articulated with glazing or other relief not less than 30% of the total façade area to reduce the amount and impact of undifferentiated wall space.

3. The facades facing Hollywood Road, interior roads, Airport Way and Highway 97 are deemed to be principal facades.

4. Individual entry points of multiple tenant buildings shall be identifiable without detracting from the building’s overall appearance.

Well organized entrances for a multiple tenant building.

5. The main public entrance on the principal facades shall address the street in orientation and be clearly articulated and identified.
6. Shed roofs, or other sloped roof forms are permitted only if their incorporation into the building design is of special architectural merit.

Materials

The selection and application of a building’s architectural finishes can make a significant contribution to the campus style. The following elements are subject to control within the framework of these guidelines.

7. The principal facades are subject to special treatment and must contribute to the quality and image of the development.

8. Building materials should be selected to reinforce a sense of permanence and quality. “Residential” building materials such as vinyl or wood siding are not appropriate as the dominant building finish.

A well articulated building entrance.
9. The use of standard unfinished concrete block on principal facades is not permitted.

10. The number of finish materials are encouraged to be limited.

11. Tilt up or other poured in place concrete construction must include the use of joints, recesses or other textural/colour changes.

Rooftop Screening

12. Rooftop screening of mechanical and electrical equipment shall be provided using materials consistent with the treatment of principal facades.

Utility Cabinets & Meters

13. Utility cabinets other than those located by the Utility Companies in Statutory Rights-of-Way shall be located behind the front wall of a principal façade and not within a designated front yard

14. Utility meters should be accessible and are preferred on building walls facing side yards.

4.1.3 Building Orientation and Setback

The Airport Business Park will have many double fronting and corner lots. The design guidelines require buildings to be developed with “principal” facades on any street frontage. A “principal” façade shall be articulated and/or incorporate different building materials to ensure an attractive and interesting visual image along the street frontage.
A corner building lot with good design articulation on both facades.

A uniform building edge will be established along Highway 97 through the use of a standardized building setback.

1. Buildings shall locate a minimum of 7m and a maximum of 10m from the property line fronting Highway 97.

2. The first 3 meters of the Highway 97 setback shall be intensively landscaped.

4.1.4 Parking and Loading

Off-street parking and loading shall be designed and maintained in accordance with the City of Kelowna Zoning By-law. In addition, off-street parking and loading areas will be designed so that loading areas and large expanses of parking are not highly visible from Highway 97.
1. Developments are encouraged to reduce the visual mass of large parking areas through building location and landscaping separators.

2. Loading and employee parking areas are encouraged in side yards to reduce visibility from the street.

3. When loading doors due occur on street facing facades they are encouraged to be set back from the main building plane and articulated in a manner that compliments the building facade.

4. Wherever possible landscaping should be used to screen parking and loading areas.

5. Large parking areas should be separated into smaller modules by landscaped areas having a minimum width of 2m. High branching deciduous trees should be planted within these areas with spacing at approximately 8.0m on centre.

6. Each row of parking spaces should terminate with landscaped islands having a minimum width of 3m.

7. Long rows of parking should be separated by the occasional planting island having a minimum width of 2m.
A well landscaped parking area.

8. Truck turn-around requirements must be accommodated on site.

9. Vehicle access should not interfere with pedestrian movement.

10. Site design should facilitate pedestrian and bicycle access.

11. Pedestrian access should be clearly marked.

4.1.5 Signage

Signs must comply with the requirements of the City of Kelowna Sign By-law. There will be a Business Park entry sign in a location satisfactory to both the City of Kelowna and the developer. The number of individual site signs will be minimized to reduce visual clutter within the park. There will, however, be a strong demand for signs to assist traffic in identifying common access and egress points.

1. Building face signage shall consist of one sign identifying the building owner or occupants, unless in a multi-tenant building in which case one sign per tenant is permitted. The sign must be
below the rooftop, contained within the wall surface or dedicated sign fascia and be individually illuminated or backlit. In addition, corporate logos or wordmarks are permitted on a second principal façade, where the building is on a double fronting lot.

2. Directional signage consisting of destination or advisory information only (e.g., loading, shipping/receiving, etc.) is permitted and may be installed to facilitate easy vehicle flow and pedestrian movement in and out of individual lots.

3. Single tenant buildings are allowed one illuminated sign located adjacent to a site access road. Maximum signage height is 2.0m and will have an area of 1.0sq.m. The corporate name and building number only can be located on this sign. Where an access road serves more than one property, space should be made available to all businesses using the access road.

4. All signage on individual lots should be designed as an integral element of the building and landscape design with respect to size, style, location, colour and materials.

4.1.6 Architectural and Site Lighting

Lighting is considered an important aspect of the overall site development as it contributes to a feeling of safety and must be carefully designed to minimize impacts on adjoining properties and land uses. The design standards encourage consistency between properties and recognize that “over illumination” is not desired in a campus style development.

1. Outdoor lighting will comply with lighting standards of the City of Kelowna Zoning By-laws.

2. Sites should not be over illuminated with tall masted lights. Short masted and local area lighting is the preferred lighting standard. Short masted lights should be a maximum height of 10m. Short
masted posts should be steel or aluminum and have a smooth shaft.

3. Site lighting required for loading, staging and storage areas shall be mounted on the building facades if facing towards side and rear yards. The lighting should not be oriented towards any public thoroughfare or adjacent properties.

![Diagram of site lighting principles]

**Architectural and Site Lighting Principles**

4. All building mounted lights shall be integrated into the building character.

5. Lighting within parking and vehicle circulation areas shall be a metal halide with a hidden light source.

6. Bollard lighting shall be used for pedestrian pathways and sidewalks.
7. Landscape and accent lighting sources shall be concealed whenever possible.

   a. Includes uplighting of trees, backlighting of walls, and lighting of planting features.

   b. Accent lighting of landscape features such as ponds, monuments and signage are encouraged.

4.1.7 Ancillary Uses and Facilities

An important objective of the Highway 97 Sector Plan and the OCP is to reduce visual clutter along the highway corridor. The design guidelines address this objective by encouraging ancillary uses and facilities to locate on properties with rear yards that do not have street frontages. As well, design guidelines have been developed for the form and character of ancillary facilities.

1. Lot coverage of accessory buildings or structures shall not exceed 10%.

2. Accessory buildings and structures shall not be located in a front or rear yard setback.
3. Accessory buildings and structures should be compatible in terms of materials and design with the principle building.

4. Outdoor storage or staging areas may be located in the rear yard (except rear yards adjoining Highway 97) and shall be screened from the street by buildings and/or landscaping.

5. Outdoor storage areas shall be consolidated into a single area.

6. Outdoor display areas shall be powered and illuminated to a standard consistent with parking areas.

7. There shall be no outdoor display in designated landscape areas.

4.1.8 Landscaping, Fencing and Screening

The landscape component of each project in the Airport Business Park is an important unifying element within a campus style development. Landscape guidelines will ensure a consistent standard along the highway and internal roads and will assist in sensitively integrating the business park with neighbouring developments. Landscaping will be consistent with the City by-law standards and will also address unique aspects the Airport Business Park including:
Highway 97

The existing boulevard between the Highway 97 pavement edge and right-of-way is variable and ranges from 10m to 25m. There are no immediate plans to use the boulevard for road widening so the boulevard area can be best used in the interim to provide a landscaped transition between the Airport Business Park site and the highway.

1. Individual sites will also have 3.0m landscape buffers along Highway 97 frontage. The landscape buffer will be intensively landscaped (e.g., shrubs, trees and amenity areas) while the highway boulevard will be a developed grassed area. This landscape treatment will contribute to the campus concept of the Airport Business Park and create visual interest along the corridor.

2. Berms may be used along Highway 97 in the 3m buffer area but they shall be intermittent and a maximum height of 1m above the final site grades in accordance with the approved site grading plan.

Hollywood Road

There will be a substantial (5.9m) boulevard along Hollywood Road until the arterial roadway is constructed to a 4-lane standard. In the future, if Hollywood Road is widened to four lanes, the boulevard will be 2.5m. Landscaping of this area will also contributed to the campus concept of the Airport Business Park.
3. The Hollywood Road boulevard shall be developed and maintained as a grassed boulevard with street trees.

4. Property setback areas on Hollywood Road should be landscaped with intensive landscape treatment (e.g., shrubs, trees and amenity areas) to complement the grassed boulevard areas and contribute to the "campus setting".

Quail Ridge Boulevard

Pier Mac has initiated a 10m landscaped berm immediately south of the sidewalk along Quail Ridge Boulevard. This berm provides a visual buffer of the Airport Business Park property and was also intended to provide a physical separation and elevation transition between the Airport Business Park lands and neighbouring agricultural lands to the north. As current extraction activities cease on the Airport Business Park property, there will be less need for screening however the berm will still provide physical separation and will be visually appealing once plantings are mature.

5. The 10m Quail Ridge Boulevard berm shall be maintained and protected by the ultimate property owners.

General Site Landscaping

Landscaping is intended to enhance the presence of each building and provide a campus setting framework for the Business Park. The following guidelines will ensure a consistently high landscape standard.

6. Landscape plans must comply with the City of Kelowna Zoning By-law.

7. The boulevard between the property line and the road edge or sidewalk will be completed concurrently with on-site landscaping.
and these areas in the public realm shall be developed and maintained by the individual lot developers or owners.

**Foundation Planting/Employee Parking>Loading for Double-Front Building**

8. Property owners are required to construct a continuous on-site landscaped buffer along Highway 97. The buffer shall be a minimum of 3.0m wide and shall provide intensive landscape treatment (e.g., trees, shrub beds and amenity areas). The 3.0m landscaped buffer shall be located along the Highway 97 property line. The buffer may provide screening of parking and ancillary facilities but is not intended to screen the building façade facing the Highway.
Landscaping Along Highway 97 – Shallow Slope Boulevard

Foundation Landscaping along Highway 97 – Steeply Sloped Boulevard
9. Pervious materials such as pavers are encouraged in lieu of asphalt.

10. 20% of the total number of trees noted on the landscape plan shall be specimen quality coniferous trees arranged in groupings.

11. Foundation planting along principal facades shall be encouraged.

Landscape elements used to “soften” the principal facade

12. Generally, foundation planting shall be of a high quality and include trees, shrubs, ground cover or lawn in combination.

13. Hard surface paving materials other than asphalt are encouraged to be used to identify, emphasize and enhance entry points, walkways and forecourts. Unit pavers can be used in the vehicular areas to identify pedestrian crossings, entry points, focal points and to divide large paved areas.

14. Landscaped areas designed for passive employee use are encouraged. These areas could be located in the forecourt of a building, adjacent to the parking areas, or within perimeter landscape buffer areas.
15. All landscaped areas including front, rear and side yards, parking islands and major walkways shall generally have high branching deciduous trees as design elements. The spacing of plantings will be determined based on species and individual design objectives.

16. All landscaped areas will be irrigated by automatically controlled underground sprinklers.

17. Vacant areas of sites dedicated for future expansion shall be landscaped with lawn as a minimum treatment.

18. Retaining walls are permitted to a maximum of 1.2m measured from the base of the wall on the exposed side, and must be constructed to provide a minimum of 1.2m horizontal separation between them.

19. Screen fences shall be consistent with the quality of the building design and materials of the principal building.

20. Screening of loading areas, outdoor storage utility equipment and kiosks and garbage/recycling receptacles shall use evergreens of a minimum 2.0m in height or screen walls of the same material and colour as the building.

21. Fencing or screening for security or safety shall only be located within rear yards which do not have street frontages.
Screening of Storage Areas

FRAME VIEWS IN
SCREEN STORAGE
INTEGRATE LANDSCAPE

FENCE MAXIMUM HEIGHT 2.4m