

The subject property currently has an existing one and a half storey single family dwelling with additional accessory structure (shed) located at the rear of the property. The existing accessory structure is proposed to be removed and a carriage house be built where the accessory structure is currently located.

4.2 Project Description

The proposed rezoning from RU₁ to RU_{1c} would facilitate the development of a carriage house on the subject property. The proposed carriage house meets all of the zoning regulations and does not require any variances.

The property has an OCP Future Land Use of S₂RES – Single/Two Unit Residential, is fully serviced, and is located within the Permanent Growth Boundary. The subject property is suitable for an increase in density as it is located near transit routes with access to parks and schools. The proposed rezoning meets the OCP Urban Infill Policies for Compact Urban Growth and Sensitive Infill. Specifically, these policies state that growth should occur in areas that are already serviced and have access to transit, and that growth should be designed to be sensitive to the existing character of the neighbourhood.

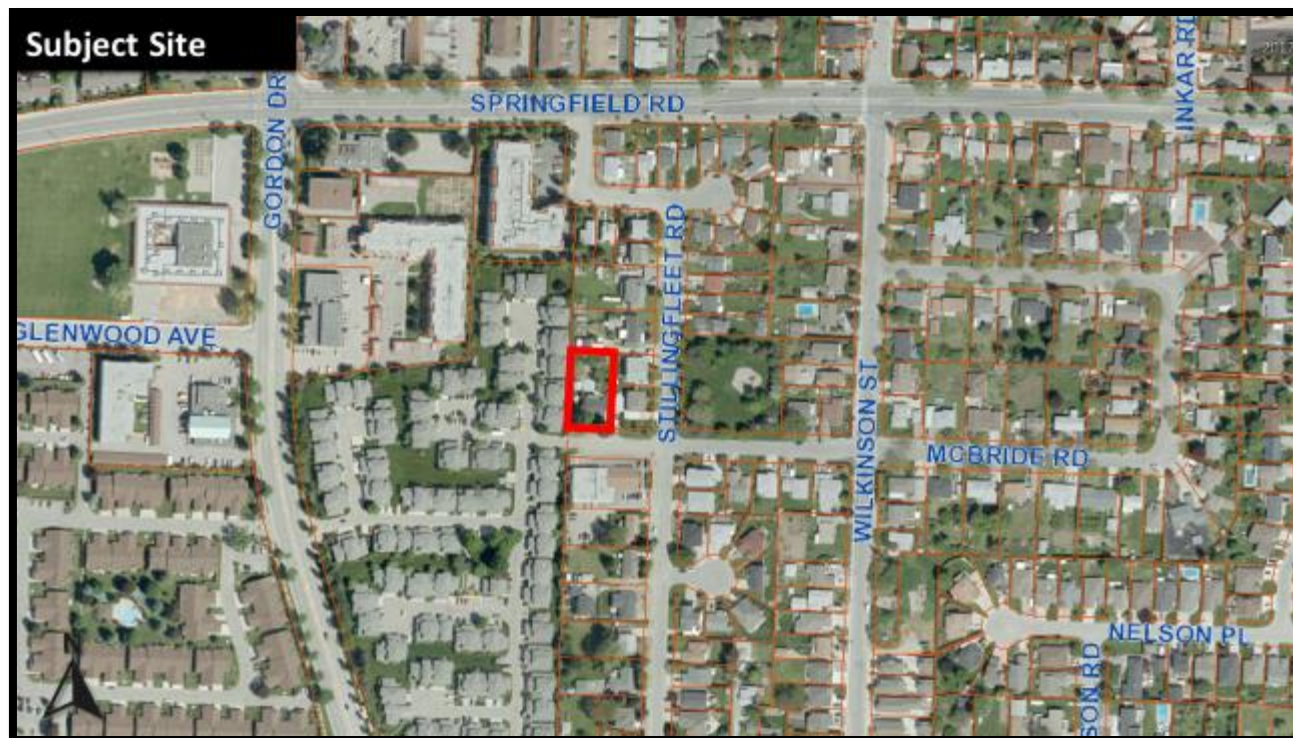
4.3 Site Context

The subject property is located in the Central City Sector near the intersection of Springfield Road and Gordon Drive and just west of Stillingfleet Park. It is in close proximity to transit routes located along Gordon Drive and Springfield Road and is within walking distance to A.S. Matheson Elementary School and neighbourhood commercial shops. Surrounding zones within the neighbourhood include RM₃ - Low Density Multiple Housing (Aberdeen Estates) and P₂ - Education and Minor Institutional – (Guisachan Fellowship Baptist Church)

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU ₁ – Large Lot Housing	Single Dwelling Housing
East	RU ₆ – Two Dwelling Housing	Two Dwelling Housing
South	P ₂ – Education and Minor Institutional	Religious Assembly
West	RM ₃ – Low Density Multiple Housing	Multiple Housing

Subject Property Map:



5.0 Current Development Policies

Compact Urban Form (City of Kelowna OCP, Policy 5.3.2) Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Sensitive Infill (City of Kelowna OCP, Policy 5.22.6) Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

Carriage Houses & Accessory Apartments (City of Kelowna OCP, Policy 5.22.12) Support carriage houses and accessory apartments through appropriate zoning regulations.

6.0 Technical Comments

6.1 Development Engineering Department

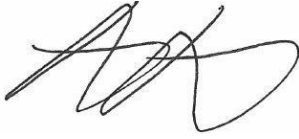
See attached Development Engineering Memoranda, dated July 26th 2018

7.0 Application Chronology

Date of Application Received: July 16th 2018

Public Notification & Consultation: August 13th 2018

Report prepared by:



Alex Kondor – Planner Specialist – Suburban & Rural Planning

Reviewed by: Dean Strachan, Suburban and Rural Planning Manager

Reviewed by
Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

- Attachment A: Site Plan
- Attachment B: Letter from Applicant
- Attachment C: Development Engineering Memo