

REPORT TO COUNCIL



Date: June 2, 2020

To: Council

From: City Manager

Department: Development Planning

Application: DP20-0017 & DVP20-0096

Owner: Ryan Peak ULC, Inc. No.
A0066628

Address: 550 Clifton Road

Applicant: Mark Aquilon

Subject: Development Permit and Development Variance Permit Application

Existing OCP Designation: MRM – Multiple Unit Residential (Medium Density)

Existing Zone: RM₄ – Transitional Low Density Housing

1.0 Recommendation

THAT Council NOT authorize the issuance of Development Permit No. DP20-0017 for Lot 2 Section 31 Township 26 ODYD Plan KAP86216, located at 550 Clifton Road, Kelowna, BC.

AND THAT Council NOT authorize the issuance of Development Variance Permit No. DVP20-0096 for Lot 2 Section 31 Township 26 ODYD Plan KAP86216, located at 550 Clifton Road, Kelowna, BC.

2.0 Purpose

To consider a Staff recommendation to NOT issue a Development Variance Permit to allow tandem parking on the subject property and NOT issue a Development Permit for the form and character of 46-unit, 3-storey townhouse development.

3.0 Development Planning

Development Planning does not support a proposed variance to allow tandem parking on the subject property. In the proposed development, which is located outside of the Urban Core, 40% of the parking spaces for the residents are provided in private garages oriented in a tandem parking configuration. Tandem parking is where two spaces are placed one behind the other in the same driveway or parking lot. The applicant is requesting a variance to allow for tandem parking which is currently prohibited in townhouse developments that are located outside of the Urban Core.

The subject site is located in a neighbourhood that is automobile oriented with minimal public transit options. New homes built in the area are likely to be car-dependent for the foreseeable future as the area is

intended to remain outside of the Urban Core in the next iteration of the OCP. Tandem parking is prohibited in these areas to avoid creating parking issues.

Other than the request for tandem parking the proposal is in general accordance with the City's Urban Design Guidelines. No other variances are being requested by the applicant. An alternate recommendation to support the tandem parking variance and Development Permit is included in section 7.0 of this report.

3.1 Form and Character

Attachment B outlines the proposal's consistency with the City's Urban Design Guidelines. The proposal includes ground-oriented units fronting onto Clifton Road and Cara Glen Road, with garage accesses internal to the site. Due to site topography, the units oriented towards Clifton Road would be accessed via staircases that are integrated into terraced and landscaped retaining walls. The units oriented towards Cara Glen Road would have at-grade entrances with front patios.

Regarding architecture, the design incorporates articulation and variety in terms of rooflines, projections, and materials. Gable roof forms are proposed at various heights, and parapets and awnings have also been included to provide additional detail. Materials proposed include multiple styles of hardie board siding as well as brick veneer, metal and shingle roofing, and neutral trim. The applicant is proposing a cohesive architectural style for all of the buildings; however, different colours and materials are proposed for each building to provide interest.

The landscaping plan proposed for this development includes a variety of trees, shrubs, and other plants around and within the site. Communal open areas are proposed in the centre and southern portions of the site, with amenities such as pathways, benches, bike stands, and shade trees to be included.

4.0 Proposal

4.1 Background

This property is currently in the process of being subdivided (S17-0053). The subdivision is nearing completion and will result in six new multi-family zoned lots. The subject property is currently vacant.

Amendments to Section 8 of Zoning Bylaw No. 8000 were adopted on November 25, 2019. Prior to this date, tandem parking was permitted in townhouse developments. This application was submitted to the City on January 13, 2020. The applicant has advised that pre-planning for the project began before the parking amendments were adopted. Plans were based on the City's old regulations which permitted townhouse parking in tandem throughout the City; however, the application was made after the new parking regulations were adopted.

In reviewing several other existing townhouse developments of similar size and scale throughout the City that have incorporated tandem parking, there are normally perennial parking issues associated with the development. The tandem stalls have a relatively low level of use for two vehicles causing vehicles to be parked in prescribed landscaped areas, vehicles parked in such a manner to interfere with vehicle flow through the development, and conflicts with garbage areas and other common spaces. It was these issues that were referenced as to the rationale for updating the Zoning Bylaw to eliminate tandem parking outside of the Urban Core area.

4.2 Project Description

The proposal is for a 12 building, 46-unit townhouse development. The buildings range from two to three storeys in height, and the proposal includes 12 two-bedroom units and 34 three-bedroom units. Parking for the townhouse units is provided in private double and tandem garages, and visitor parking is provided throughout the site at-grade. Private open space requirements are met through at-grade yards, private

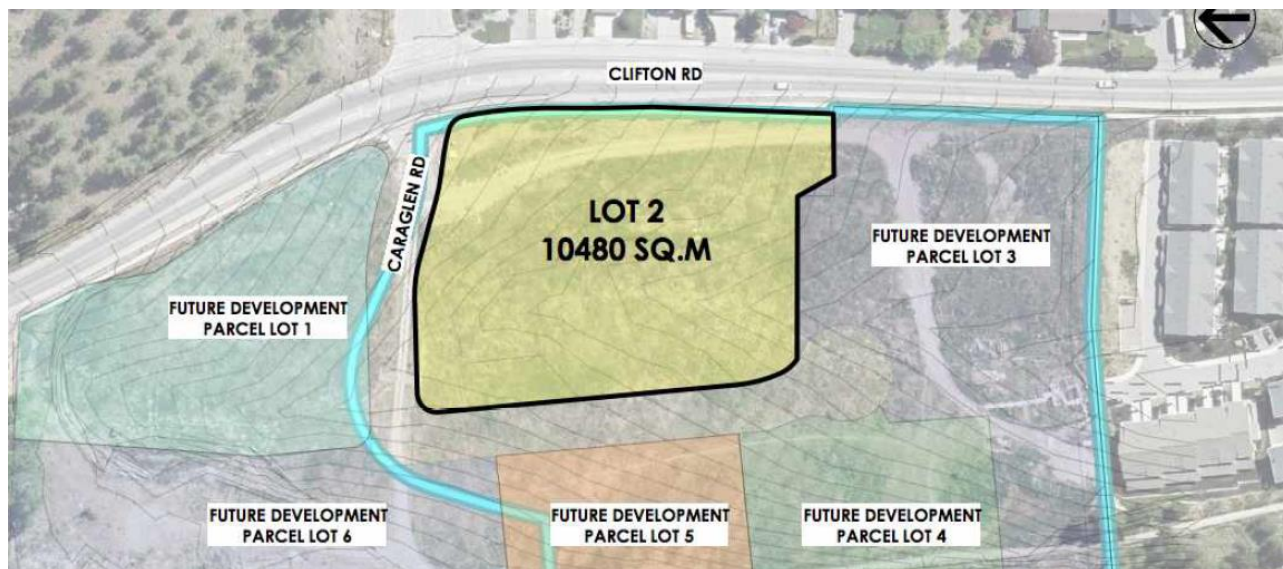
decks, and common open areas. Waste receptacles are to be accommodated in private garages. Upon completion of the subdivision referenced in section 4.1, Cara Glen Way will be extended west as Cara Glen Road, which is proposed to provide access to this development.

4.3 Site Context

The subject property is located in the Glenmore – Clifton – Dilworth City Sector. It is west of the intersection of Clifton Road and Cara Glen Way. The neighbourhood is a mix of single dwelling housing and multiple dwelling housing, with Knox Mountain Park located to the west. Adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RM4 – Transitional Low Density Housing	Vacant
East	RU1 – Large Lot Housing	Single Dwelling Housing
South	RM4 – Transitional Low Density Housing	Multiple Dwelling Housing
West	P3 – Parks & Open Spaces	Park

Subject Property Map



4.4 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	RM4 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Min. Lot Area	900 m ²	±10,480 m ²
Min. Lot Width	30.0 m	±119 m
Min. Lot Depth	30.0 m	±90 m
Development Regulations		
Max. Floor Area Ratio	0.669	0.665
Max. Site Coverage (buildings)	50%	31 %
Max. Site Coverage (buildings, parking, driveways)	60%	41 %
Max. Height	3-storeys / 13 m	3-storeys / 12.9 m
Min. Front Yard (N)	6.0 m	6.0 m
Min. Flanking Side Yard (E)	4.5 m	4.5 m
Min. Side Yard (W)	4.5 m	4.5 m
Min. Rear Yard (S)	7.5 m (2-storey) / 9.0 m (3-storey)	7.5 m (2-storey) / 9.0 m (3-storey)
Other Regulations		
Min. Parking Requirements	minimum 92, maximum 118	101 (36 in tandem) ①
Min. Bicycle Parking	9 short term	9 short term
Min. Private Open Space	1150 m ²	1841 m ²
① Indicates variance to parking requirements.		

5.0 **Current Development Policies***Goals for a Sustainable Future:*

Contain Urban Growth – Reduce greenfield urban sprawl and focus growth in compact, connected and mixed-use (residential and commercial) urban and village centres.

5.1 Kelowna Official Community Plan (OCP)Chapter 5: Development Processes*Objective 5.3 Focus development to designated growth areas*

Policy .2 Compact Urban Form. 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 per ha 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.

Objective 5.32 Address the needs of families with children through the provision of appropriate family-oriented housing

Policy .1 Ground-Oriented Housing. Encourage all multiple-unit residential buildings in neighbourhoods with schools and parks to contain ground-oriented units with 2 or more bedrooms so as to provide a family housing choice within the multi-unit rental or ownership markets. High density residential projects in the Downtown area are encouraged to include a ground-oriented housing component, especially where such can be provided on non-arterial and non-collector streets.

Chapter 14: Urban Design Development Permit Areas

Comprehensive Development Permit Area Objectives

- Convey a strong sense of authenticity through urban design that is distinctive for Kelowna;
- Promote a high urban design standard and quality of construction for future development that is coordinated with existing structures;
- Integrate new development with existing site conditions and preserve the character amenities of the surrounding area;
- Promote interesting, pedestrian friendly streetscape design and pedestrian linkages;
- Provide for a scale and massing of commercial buildings that promotes a safe, enjoyable living, pedestrian, working, shopping and service experience;
- Incorporate architectural features and detailing of buildings and landscapes that define an area's character;
- Promote alternative transportation with enhanced streetscapes and multimodal linkages; and
- Highlight the significance of community institutional and heritage buildings.

6.0 Application Chronology

Date of Application Received: January 13, 2020

Date of Neighbourhood Notification: March 26, 2020

7.0 Alternate Recommendation

Alternate Recommendation

THAT Council authorizes the issuance of Development Permit No. DP20-0017 for Lot 2 Section 31 Township 26 ODYD Plan KAP86216, located at 550 Clifton Road, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C"
4. The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;

AND THAT Council authorizes the issuance of Development Variance Permit No. DVP20-0096 for Lot 2 Section 31 Township 26 ODYD Plan KAP86216, located at 550 Clifton Road, Kelowna, BC;

AND THAT a variance to the following section of Zoning Bylaw No. 8000 be granted:

Section 8.2.6(d): Tandem Parking Regulations

To allow tandem parking outside of the Urban Core on the subject property.

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit and Development Variance Permit applications in order for the permits to be issued;

AND FURTHER THAT this Development Permit and Development Variance Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

Report prepared by: Arlene Janousek, Environmental Coordinator
Reviewed by: Terry Barton, Development Planning Department Manager
Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment A: Draft Development Permit DP20-0017/ DVP20-0096

Attachment B: Comprehensive Design Guidelines Checklist