

REPORT TO COUNCIL



Date: August 24, 2021

To: Council

From: City Manager

Department: Development Planning

Application: DP20-0164 & DVP21-0052

Owner: 1296423 B.C. Ltd., Inc. No. BC1296423

Address: 888 Glenmore Drive

Applicant: New Town Architecture & Engineering Inc. – Jesse Alexander

Subject: Development Permit and Development Variance Permit Applications

Existing OCP Designation: MRL – Multiple Unit Residential (Low Density)

Existing Zone: RM₃ – Low Density Multiple Housing

1.0 Recommendation

THAT Rezoning Bylaw No. 12184 be amended at third reading to revise the legal description of the subject properties from Lot 12 Section 29 Township 26 ODYD Plan 4101 & Lot 13 Section 29 Township 26 ODYD Plan 4101 to Lot A Section 29 Township 26 ODYD Plan EPP110821;

AND THAT final adoption of Rezoning Bylaw No. 12184 be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP20-0164 and Development Variance Permit DVP21-0052 for Lot A Section 29 Township 26 ODYD Plan EPP110821, located at 888 Glenmore Drive, 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 Variances to the following sections of Zoning Bylaw No. 8000 be granted:

Section 13.9.6(f): RM₃ – Low Density Multiple Housing Development Regulations

To vary the minimum rear yard setback from 7.5 m required to 3.04 m proposed.

Section 8.2.3: Section 8 – Parking and Loading, Off-Street Parking Regulations, Parking Setbacks

To vary the minimum side yard parking setback from 1.5 m required to 0.5 m proposed.

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.

2.0 Purpose

To consider the form and character of a multi-family townhome development with variances to the required rear yard building setback and side yard parking setback.

3.0 Development Planning

Staff recommend support for the Development Permit for the form and character of a multi-family townhome development and the Development Variance Permit proposing to vary the rear yard building setback and the side yard parking setback. The proposed development meets zoning regulations for parking, building height and landscaping and is in general accordance with the Official Community Plans (OCP) Comprehensive Design Guidelines.

The project consists of three 3-storey buildings which will contain a total of 10 residential units combined. 2 of 3 of the buildings will contain 3 units each with the remaining building comprising 4 units. The 4-unit building will front directly onto Glenmore Drive to the east with each unit containing a front door that faces toward the street. The remaining 2 buildings will be located on the north and south sides of the internal drive aisle with site access coming from Lowland St to the west.

All 10 units will be 2-bedroom and will include 2 side by side parking stalls located in a surface level garage with additional room for long term bike parking and storage. The site will contain a single visitor parking stall located in between buildings 1 and 3 adjacent to the north property boundary. Each unit comprises a middle and upper storey exterior balcony in addition to grade level turf/building entry way areas to exceed the private open space requirement for each unit as well as the development as a whole. Staff have worked with the applicant on the form and character of all elevations, especially the street facing sides of the site fronting Glenmore Drive and Lowland Street, to ensure they meet the design guidelines in the OCP. Overall, the proposed design achieves the following form and character objectives, from the OCP's comprehensive Design Guidelines:

- Visually prominent entrances with front entry doors oriented to the street
- Provides generous outdoor spaces with landscaping to complement the development
- Locate buildings to provide an effective street edge

Variances

The application includes two variances with one variance proposing to reduce the rear yard setback from 7.5 m required to 3.04 m proposed at the Glenmore Drive frontage and a side yard parking setback for the proposed visitor stall from 1.5 m required to 0.5 m proposed.

The property is flanked by Lowland St to the west and Glenmore Dr to the east making the property a double fronting lot. Glenmore Dr, which represents the higher road classification of the two streets

functions as the rear yard with Lowlands St representing the front yard. The RM3 zone encourages ground-oriented housing along fronting streets by allowing the front and flanking side yard setbacks to be reduced from 4.5 m and 4.0 m respectively to 1.5 m where a front door is oriented towards the street. In this case the proposed development will include 4 front doors facing towards Glenmore Dr (one for each unit) with 2 other entry doors facing to the west towards Lowland St where a 1.5 m setback can be achieved within the RM3 zone.

The developer is requesting a second variance to reduce the required side yard parking setback from 1.5 m required to 0.5 proposed to allow full vehicle access to the northern most unit for Building 1. The 1.5 m parking setback in this location could be achieved, however, it would limit the garage access to the unit. The applicant is proposing opaque fencing on the north side of the visitor stall with complementary ground level landscaping in between the parking stall and property line. The combined landscaping and fencing will act to screen the visitor parking stall while reducing any light trespass that would come from any vehicle parking in this stall on the adjacent single-family property to the north.

4.0 Proposal

4.1 Project Description

This application is proposing a 10-unit row housing development contained within 3 separate buildings with variances to the required rear yard building setback and north side yard parking setback. 2 single family lots were recently consolidated into one legal lot to facilitate the proposed development. Both lots previously contained single family homes which have since been demolished and removed from the site.

4.2 Site Context

The subject properties are located in the Glenmore-Clifton-Dilworth City Sector nearest to the intersection of Glenmore Dr and Tronson Dr and are situated to the north of Glenmore Elementary School. A majority of the surrounding properties are zoned RU1 – Large Lot Housing with a mix of RU1c – Large Lot Housing with Carriage House, and RU6 – Two Dwelling Housing, P2 – Education and Minor Institutional & P3 – Parks and Open Space zoned sites. The site has a walk score of 30 meaning most errands require a car and transit score of 28 meaning there are a few nearby transit options within the area.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU1 – Large Lot Housing	Residential
East	P3 – Parks and Open Space	Golf course
South	P2 – Education and Minor Institutional	Childcare minor
West	RU1 – Large Lot Housing	Residential

Subject Property Map: 888 Glenmore Drive



4.3 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	RM ₃ ZONE REQUIREMENTS	PROPOSAL
Development Regulations		
Max. Floor Area Ratio	0.80	0.77
Max. Site Coverage (buildings)	40%	38.1%
Max. Site Coverage (buildings, parking, driveways)	65%	62.2%
Max. Height	3 storeys / 10.0 m	3 storeys / 9.74 m
Min. Front Yard	1.5 m	1.5 m
Min. Side Yard (north)	4.0 m	5.0 m
Min. Side Yard (south)	4.0 m	4.0 m
Min. Rear Yard	7.5 m	3.04 m ¹
Other Regulations		
Min. Parking Requirements	16 stalls including visitor	21 stalls
Min. Short-term Bicycle Parking	4 stalls	4 stalls
Min. Private Open Space	250 m ²	726.33 m ²
Parking side yard setback	1.5 m	0.5 m ²
¹ Indicates a requested variance to the rear yard setback from 7.5 m required to 3.04 m proposed. ² Indicates a requested variance to the side yard parking setback from 1.5 m required to 0.5 m proposed.		

5.0 **Current Development Policies**

5.1 Kelowna Official Community Plan (OCP)

Chapter 5: Development Process

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 patters. This will be done by increasing

densities (approximately 75 – 100 people and / or jobs per ha located within a 400 meter 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 5.22 Ensure context sensitive housing development

Policy .6 Sensitive Infill. Encourage new development or redevelopment in existing residential area to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

Objective 5.23 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.

6.o Application Chronology

Date of Application Accepted: August 17, 2020
Date of Initial Consideration: March 15, 2021
Date of Public Hearing: April 6, 2021
Date Public Consultation Completed: January 19, 2021

Report prepared by: Andrew Ferguson, Planner II

Reviewed by: Jocelyn Black, Urban Planning Manager

Reviewed by: Terry Barton, Development Planning Department Manager

Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment A: Draft Development Permit and Development Variance Permit No. DP20-0164 / DVP21-0052

Schedule A: Site Plan

Schedule B: Building Elevations & Material and Colour Board

Schedule C: Landscape Plan

Attachment B: Project Renderings

Attachment C: Applicant's Letter of Rationale