

REPORT TO COUNCIL



Date: March 7, 2017

RIM No. 1250-30

To: City Manager

From: Community Planning Department (LK)

Application: DP16-0292 & DVP16-0294 **Owner:** City of Kelowna

Address: 170 Drysdale Blvd **Applicant:** Vanmar Constructors Inc.

Subject: Development Permit & Development Variance Permit

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

Existing Zone: A1 – Agriculture 1, P2 – Education and Minor Institutional

Proposed Zone: RM3 – Low Density Multiple Housing

1.0 Recommendation

THAT final adoption of Rezoning Bylaw No. 11346 be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP16-0292 for Lot 1 Section 4 Township 23 ODYD Plan EPP30767, located at 170 Drysdale Boulevard, 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 on the landscaping, as determined by a Registered Landscape Architect;

AND THAT Council authorizes the issuance of Development Variance Permit No. DVP16-0294 for Lot 1 Section 4 Township 23 ODYD Plan EPP30767, located at 170 Drysdale Boulevard, Kelowna, BC;

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

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

To vary the required minimum rear yard from 7.5 m permitted to 3.0 m proposed.

AND THAT Council's consideration of this Development Permit and Development Variance Permit be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated December 6, 2016;

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 are 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 and one variance to facilitate the development of a multiple dwelling housing project on the subject property.

3.0 Community Planning

Community Planning staff supports the proposed 69-unit multiple dwelling housing project on the subject 3.0 acre parcel. The application meets the Official Community Plan (OCP) Urban Design Guidelines and the design is appropriate for the context of the site. The proposal also meets many of the OCP's Urban Infill objectives and it meets all but one of the Zoning Bylaw Regulations for RM3 – Low Density Multiple Housing.

The property is within the Permanent Growth Boundary in the Glenmore Valley neighbourhood at the intersection of Cross Road and Drysdale Boulevard. It is directly across the street from the Dr. Knox Middle School site. The increase in density at this location is supported by local amenities such as parks, schools, transit and recreational opportunities in the immediate area.

Council Policy No. 367 with respect to public consultation was undertaken by the applicant and all neighbours within a 50m radius of the subject parcel.

4.0 Proposal

4.1 Project Description

The proposed development consists of 69 three-storey townhouse units with attached garages. There will be a total of eleven buildings: 4 eight-unit buildings, 4 six-unit buildings, 2 four-unit buildings and one five-unit building. All units are 3-bedrooms, have private amenity space in the form of balconies and meet on-site parking requirements.



Figure 1 – Site plan indicating 11 buildings. The development faces three street frontages.

The subject parcel is unique with three property lines adjacent to streets. This allows the development to have ground-oriented units facing to the street rather than being oriented to the interior of the site. Each unit has a front landscaped terrace area to delineate the private space from the public street which reduces the amount of fencing and gates. The units have prominent at-grade entries with walkways leading to the street frontage which provides a welcoming streetscape. Pathways between the buildings promotes walkability of the site and integration with the surrounding neighbourhood.

The proposed development will trigger the completion of Celano Crescent to connect with Drysdale Blvd. The 'hooked' parcel extends along Drysdale Blvd on both the north and south side of the designated Celano Crescent roadway as indicated in *Figure 2*. Once subdivided, the City will retain ownership of the North parcel which will be developed at a later date.

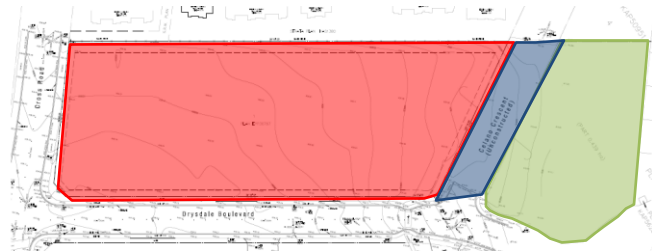


Figure 2 - Red indicates the proposal site, Blue indicates Celano Cres roadway to be constructed, Green indicates City Owned (Future Development).

Currently, Celano Crescent provides access to the existing homes and the Glen Oaks multi-dwelling site and then ends at the subject property. The subject development currently fronts onto Cross Road and Drysdale Boulevard. Once constructed, Celano Crescent will become the third roadway 'frontage', although it is technically the rear of the parcel, triggering the need for the variance.

The requested variance is to reduce the required rear setback from 7.5 m to 3.0 m proposed. The uniqueness of the site has the rear of the parcel facing onto a street frontage rather than to a rear lane. A rear yard is generally required to provide an amenity space for the dwelling. In this case, each of the townhouse units provides a balcony and an at-grade patio area, thus meeting this requirement. The reduced rear yard allows the development to provide a consistent 'front yard' streetscape along all three roadways which allows the development to blend consistently with the existing adjacent neighbourhood.



Figure 3 – Site entry from Celano Crescent. Ground oriented units facing all street frontages.

The architectural style of the development takes cues from the west adjacent multi-family development with similar roof pitches. Large windows and outdoor space provide access to both natural light and shade. The balconies also serve to lessen the visual impact of the garage doors below. The natural colour scheme has touches of colour to provide individuality to the units, while providing a cohesiveness to the multiple buildings within the development.



Figure 4 – Street facing elevation, similar colour palette and design for all buildings.

The project is oriented towards families with children through the provision of 3-bedroom units, many with an additional den that could be developed into a fourth bedroom, if needed. There is an internal green space on-site with a play area for children which has been set away from the street. The amenity area provides a south facing seating area as well as a large canopy tree shaded area for both passive and active recreation.

Site access will be from the newly constructed Celano Crescent, with a retractable bollard exit for emergency vehicles to Cross Road. The internal private roadway provides access throughout the site and

encourages multi-use between pedestrians, bicycles and vehicles with traffic restricted to a slower pace. Each unit provides either a double car garage or single car garages with parking on the driveway for a second vehicle. Twelve additional visitor parking stalls beyond Zoning Bylaw minimum requirements are located throughout the site to be accessible for all units.

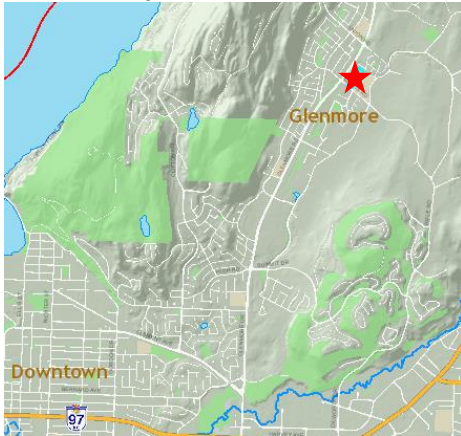
4.2 Site Context

The subject property is located at the Northwest corner of the Cross Road and Drysdale Boulevard intersection. It is across the street from the Dr. Knox Middle School and walking distance to the future Glenmore Recreation Park and is adjacent to the Glenmore Valley Village Centre. The site is designated MRL – Multiple Unit Residential (Low Density) and is within the Permanent Growth Boundary.

Adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU2 – Medium Lot Housing RU6 – Two Dwelling Housing	Single Family Dwellings Duplex Dwellings
East	P2 – Education & Minor Institutional	Dr. Knox Middle School
South	RU1 – Large Lot Housing RU2 – Medium Lot Housing	Single Family Dwellings
West	RM2 – Low Density Row Housing RU2 – Medium Hot Housing	Multiple Dwelling Housing Single Family Dwellings

Context Map



Future Land Use



Subject Property Map: 170 Drysdale Boulevard**4.3 Zoning Analysis Table**

Zoning Analysis Table		
CRITERIA	RM ₃ ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Minimum Lot Area	900 m ²	12,216 m ²
Minimum Lot Width	30 m	62.3 m
Minimum Lot Depth	30 m	148.4 m
Development Regulations		
Maximum Floor Area Ratio	0.80	0.80
Maximum Height	10 m or 3 storeys	9.7 m & 3 storeys
Front Yard (Valley Rd)	1.5 m for ground oriented	3.0 m
Side Yard (east)	1.5 m for ground oriented	3.0 m
Side Yard (west)	4.0 m	4.5 m
Rear Yard (Celano Cr)	7.5 m	3.0 m ❶
Other Regulations		
Minimum Parking Requirements	138 stalls	140 stalls
Visitor Parking Stalls	10 stalls	12 stalls
Minimum Bicycle Parking – Class II	None required	7 spaces provided *
Minimum Private Open Space	1725 m ²	2360 m ²
<p>❶ Indicates a requested variance to vary the rear yard setback from 7.5 m required to 3.0m proposed.</p> <p>* Class II Bicycle Spaces are intended for visitors to the site and are provided in the form of bike racks.</p>		

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 5: Development Process

Complete Communities.¹ Support the development of complete communities with a minimum intensity of approximately 35-40 people and/or jobs per hectare to support basic transit service – a bus every 30 minutes. (approx. 114 people / hectare proposed)

Compact Urban Form.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.³ 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.

Healthy Communities.⁴ Through current zoning regulations and development processes, foster healthy, inclusive communities and a diverse mix of housing forms, consistent with the appearance of the surrounding neighbourhood.

Housing Mix.⁵ Support a greater mix of housing unit size, form and tenure in new multi-unit residential and mixed use developments.

Ground-Oriented Housing.⁶ 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.

6.0 Technical Comments

6.1 Building & Permitting Department

- Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permit(s).
- Placement permits are required for any sales or construction trailers that will be on site. The location(s) of these are to be shown at time of development permit application.
- A Hoarding permit is required and protection of the public from the staging area and the new building area during construction. Location of the staging area and location of any cranes should be established at time of DP.

¹ City of Kelowna Official Community Plan, Policy 5.2.4 (Development Process Chapter).

² City of Kelowna Official Community Plan, Policy 5.3.2 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Policy 5.22.6 (Development Process Chapter).

⁴ City of Kelowna Official Community Plan, Policy 5.22.7 (Development Process Chapter).

⁵ City of Kelowna Official Community Plan, Policy 5.22.11 (Development Process Chapter).

⁶ City of Kelowna Official Community Plan, Policy 5.23.1 (Development Process Chapter).

- A Building Code analysis is required for the structure at time of building permit applications, but the following items may affect the form and character of the building(s):
 - Any security system that limits access to exiting needs to be addressed in the code analysis by the architect.
 - Spatial calculation should be provided for the building face adjacent to the property line.
- A Geotechnical report is required to address the sub soil conditions and site drainage at time of building permit application. This property falls within areas that may contain swelling clay soils. Minimum building elevations are required to be established prior to the release of the Development Permit. If a soil removal or deposit permit is required, this must be provided at time of Development Permit application.
- We strongly recommend that the developer have his professional consultants review and prepare solutions for potential impact of this development on adjacent properties. Any damage to adjacent properties is a civil action which does not involve the city directly. The items of potential damage claims by adjacent properties are items like settlement of foundations (preload), damage to the structure during construction, additional snow drift on neighbour roofs, excessive noise from mechanical units, vibration damage during foundation preparation work etc.
- Fire resistance ratings are required for units, garages and/or garbage enclosure room(s). The drawings submitted for building permit is to clearly identify how this rating will be achieved and where these area(s) are located.
- Size and location of all signage to be clearly defined as part of the development permit. This should include the signage required for the building addressing to be defined on the drawings per the bylaws on the permit application drawings.
- Full Plan check for Building Code related issues will be done at time of Building Permit applications. Please indicate how the requirements of Radon mitigation and NAFS are being applied to this structure at time of permit application.

6.2 Development Engineering Department

- Refer to the attached memorandum dated December 6, 2016.

6.3 Fire Department

- Construction fire safety plan is required to be submitted and reviewed prior to construction and updated as required.
- Engineered Fire Flow calculations are required to determine Fire Hydrant requirements as per the City of Kelowna Subdivision Bylaw #7900. New hydrants on this property shall be operational prior to the start of construction and shall be deemed a private hydrant.
- All buildings shall be addressed off of the street it is accessed from. One main address off of Celano Cr or Cross Rd access for the complex and unit numbers for the strata.
- Fire Department access is to be met as per BCBC 3.2.5. If the road is over 90 metres long, a turnaround facility shall be constructed.
- If this is a gated complex, an approved Fire Department steel lock box acceptable to the fire dept. is required by the fire dept. entrance and shall be flush mounted.
- All requirements of the City of Kelowna Fire and Life Safety Bylaw 10760 shall be met.
- Requirements of section 9.10.19 Smoke Alarms and Carbon Monoxide alarms of the BCBC 2012 are to be met.

7.0 Application Chronology

Date of Application Received:	November 30, 2016
Date Public Consultation Completed:	December 14, 2016
Date of Rezoning Public Hearing, 2 nd & 3 rd readings:	Feb 21, 2016

Report Prepared by: Lydia Korolchuk, Planner

Reviewed by: Terry Barton, Urban Planning Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment A: Development Engineering Memorandum

Attachment B: GEID Letter

Schedule A: Site Plans

Schedule B: Conceptual Elevations & Finish Schedule

Schedule C: Landscape Plans