

# REPORT TO COUNCIL



**Date:** November 21, 2017

**RIM No.** 0940-00

**To:** City Manager

**From:** Community Planning Department (LB)

**Application:** DP17-0174 / DVP17-0175 **Owner:** Valley Land Subdivision Ltd.

**Address:** 720-724 Valley Road **Applicant:** Stantec Architecture Ltd.

**Subject:** Development Permit & Development Variance Permit Application

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

Existing Zone: CD27 – Valley Land Subdivision

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## 1.0 Recommendation

THAT Council authorizes the issuance of Development Permit No. DP17-0174 for a portion of Lot A Sections 32 and 29 Township 26 ODYD Plan EPP54061, located at 720-724 Valley 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 the applicant be required to complete the above noted conditions of Council's approval of the Development Permit Application in order for the permits to be issued;

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

AND THAT Council authorizes the issuance of Development Variance Permit No. DVP17-0175 for a portion of Lot A Sections 32 and 29 Township 26 ODYD Plan EPP54061, located at 720-724 Valley Road, Kelowna, BC;

AND THAT variances to the following sections of Zoning Bylaw No. 8000 be granted, as shown on Schedule "D";

**Section 8.1.11(b): Parking and Loading Off-Street Vehicle Parking**

To vary the required parking ratio from 50% full, 40% medium, and 10% compact stalls permitted to 57% full, 29% medium, and 14% compact stalls proposed.

**Section 8.5 Table 8.1: Parking and Loading Parking Schedule**

To vary the required parking from 142 stalls permitted to 133 stalls proposed.

**Section 13.11.6(c): RM5 – Medium Density Multiple Housing**

To vary the required height from 4.5 storeys permitted to 5 storeys proposed.

AND FURTHER THAT this 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 a Development Permit for the form and character of a five storey multiple unit residential building and to consider a Development Variance Permit to vary the required parking stall size ratios and the maximum building height.

**3.0 Community Planning**

Staff support the Development Permit and Development Variance Permit applications for the proposed apartment building. The form and character is in general accordance with the relevant Development Permit objectives and guidelines as well as the Master Development Permit that governs site layout, and the variances are mitigated through the site characteristics.

*Form and Character*

The form and character of the building and site layout is in keeping with the Comprehensive Development Permit Guidelines. Articulation and relief for the otherwise large structure is achieved through the application of different exterior materials, projections, rooflines, and distinct design features. The exterior cladding, wood entry features and window projections create a more dynamic exterior, while the angled roofs delineate different portions of the building. Parkade screening is provided through site grading and landscaping along the on-site sidewalks and roads. Some of the building forms and materials relate to the first building in the project, currently under construction to the east, while creating a distinct contemporary character that will provide a transition to the remaining buildings to be constructed to the south.

The site has excellent access to nearby services, including shopping, schools, parks, and transit and active transportation routes. On-site amenities further support recreation and active transportation with defined gathering areas and separated pedestrian pathways.



Figure 1: View from South (internal road)



Figure 2: View from Southeast (Valley Rd entrance)



Figure 3: View from Northeast (Chartwell)



Figure 4: View from Southwest (Conservatory)

### *Variances*

The request to reduce the parking by nine stalls to 133 proposed stalls represents 6.3% of the required 142 parking stalls. The applicant designed the surface and structured parking to accommodate as many vehicles as reasonably feasible without impacting the outdoor amenity spaces or pathways that connect through the site, which are key features of the Master Development Permit.

The reduced parking ratio and number of stalls is offset by proximity to services and amenities and access to other viable transportation options. Hillside Plaza is 125 m away, and the commercial part of the Glenmore Village Centre is within 1.75 km by road or pathway. The development includes excess bicycle parking for residents as well as the on-site bicycle maintenance facility. The site is also within 400 m of four bus stops on two transit routes that connect to Downtown, Glenmore Village Centre, Orchard Park Mall, and several schools. Any spillover parking would be contained to internal roads since parking is not permitted on any adjacent public roads.

In terms of height, the site transitions from the existing six storey Conservatory building to the proposed three storey townhouses north of this building and the Chartwell strata beyond that. The additional storey helps to achieve the anticipated density for the site. At its tallest point, the absolute height of the building is still within the 18.0 m permitted in the zone, and the height steps down with the change in grade across the site. The shape of the building also limits potential shadowing impacts on adjacent properties.

### *Neighbourhood Consultation*

The applicant has confirmed they have completed neighbourhood consultation in accordance with Council Policy No. 367 by meeting with and / or providing information materials to adjacent property owners, including the Chartwell strata, the existing Conservatory building, and the single family home across Valley Road. The applicant reported some comments and questions with the building design and parking variance. More information is available in the applicant's Neighbourhood Consultation Report in Attachment C.

## **4.0 Proposal**

### **4.1 Background**

The master planned 720 Valley Lands project is on the site formerly associated with the Conservatory, and this is the second building in the project. Council approved Master Site DP16-0173 on December 5, 2016, which laid out the development layout and common landscape design features of the entire site. Council subsequently approved the Development Permit for the first building on the site on March 27, 2017 – a 166-unit purpose built rental apartment building that is currently under construction.

The remainder of the 720 Valley Lands project will include a dementia care and assisted living facility, an independent living building, and townhouses. Development Permit applications have been submitted for the dementia care and assisted living building as well as the townhouses, and these will be brought forward for Council's consideration once they are through the application process. Site works also include realigning, restoring and protecting Brandt's Creek adjacent to Valley Road.

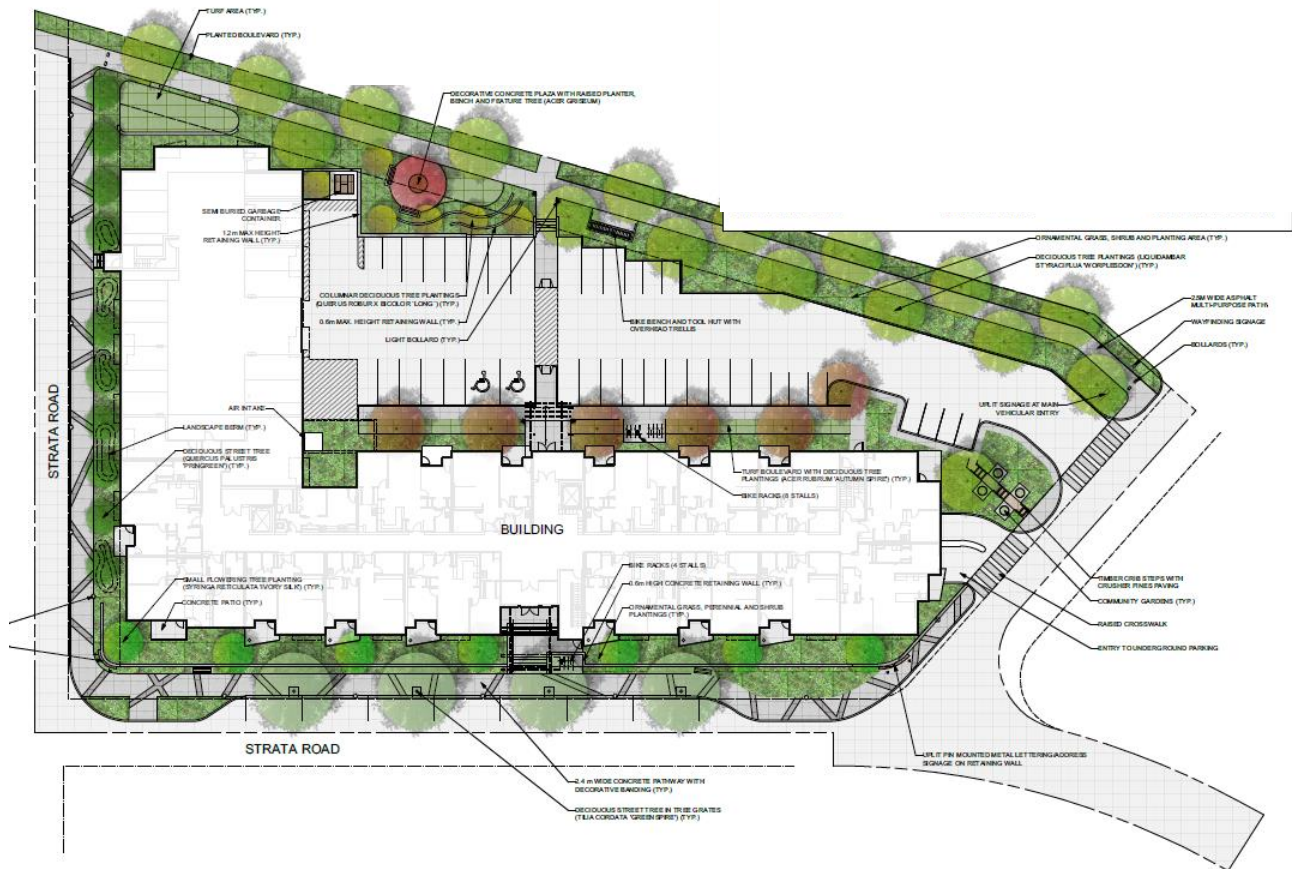
### **4.2 Project Description**

The proposed development is a five storey, 105-unit apartment building, consisting primarily of one and two bedroom suites with some bachelor units. It is intended to be developed as a building strata. Vehicular access to the building is via private roads internal to the site, and the majority of the parking is under the building. The limited surface parking behind the building will not be visible from public roads or the main internal roads.

The building generally transitions from four storeys in height in the northwest to five storeys in the southeast, corresponding with the change in grade across the site. The base of the building is anchored by a slate coloured thin brick with the bulk of the exterior clad in grey and white hardie panel siding. Entry features, projections and other accents are clad in cedar coloured hardie panel siding or wood.

Site landscaping includes a variety of shade and columnar trees as well as plantings of shrubs, perennials and grasses. The site is bounded by sidewalks or pathways on all sides, in keeping with the intent of the Master Development Permit to provide pedestrian connections through the site separate from the main roadways. Outdoor gathering areas and amenities include some small turfed spaces, a plaza, and community gardens, in addition to a rooftop patio on a portion of the building. An outdoor bicycle maintenance area with an air pump and tools is also provided for the benefit of residents.

This proposal differs somewhat from the approved layout in the Master Development Permit in that it combines two buildings into one and shifts some on-street parking to a combined surface parking area. This configuration allows for a shared entry and parkade and is a better fit with the change in grade while minimizing potential shadowing impacts on adjacent properties. It also allows for the provision of defined gathering spaces. Staff are of the view that the goals of the Master Development Permit are still achieved.



#### 4.3 Site Context

The subject property is located in the City's Glenmore – Clifton – Dilworth Sector and is within the Permanent Growth Boundary. The 720 Valley Lands project is immediately adjacent to the existing Conservatory rental apartment building, a new rental apartment building and the new Hillside Plaza at the intersection of Glenmore Road and Summit Drive, as well as the Chartwell strata to the north. The surrounding area has a mix of uses, including single detached residential neighbourhoods, elementary schools, a golf course, neighbourhood parks, and agricultural land. The site is within 1.75 km of the commercial area in Glenmore Village Centre, connected by Brandt's Creek Linear Park.

Adjacent land uses are as follows:

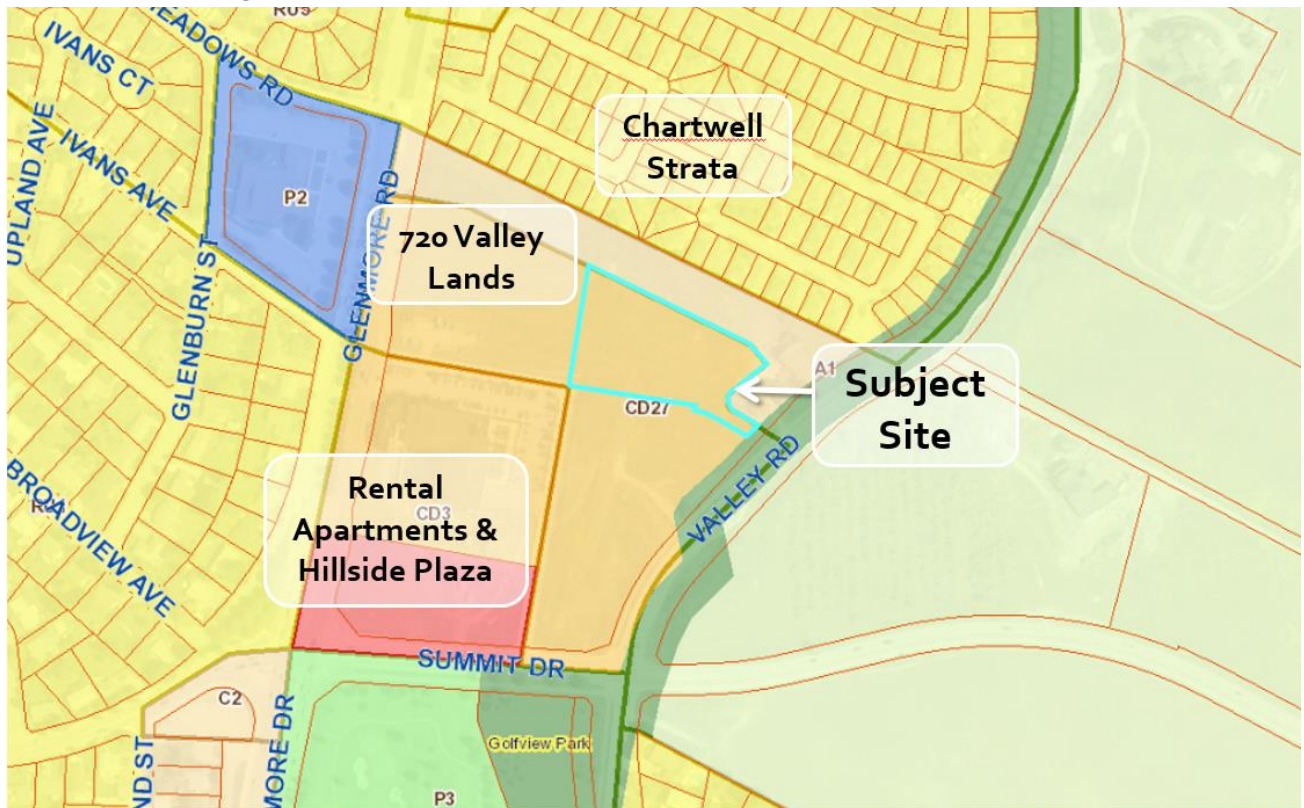
Orientation	Zoning	Land Use
North	A1 – Agriculture 1 RU5 – Bareland Strata Housing	Vacant land (future townhouses) Single & two dwelling housing (Chartwell)
East	A1 – Agriculture 1	Vacant land (future townhouses)
South	CD3 – Community Commercial	Multiple dwelling housing (Conservatory)
West	CD27 – Valley Land Subdivision	Multiple dwelling housing (rental apartment)



Map 1: Subject Property



Map 2: Surrounding Context



4.4 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	CD27 ZONE REQUIREMENTS	PROPOSAL
Development Regulations		
Max. Site Coverage	40%	31.5%
Max. Site Coverage (buildings, driveways & parking)	65%	49.4%
Max. Floor Area Ratio	1.2	1.12
Max. Height	18.0 m or 4.5 storeys	18.0 m or 5 storeys ❶
Min. Front Yard	6.0 m	6.0 m
Min. Side Yard (south)	7.0 m	7.0 m
Min. Side Yard (north)	7.0 m	7.0 m
Min. Rear Yard	9.0 m	9.0 m
Other Regulations		
Min. Parking	142 stalls	133 stalls ❷
Min. Parking Ratio	50% full, 40% medium, 10% compact	57% full, 29% medium, 14% compact ❸
Min. Bicycle Parking	53 Class 1 11 Class 2	84 Class 1 12 Class 2
Min. Private Open Space	2,015 m <sup>2</sup>	2,346 m <sup>2</sup>
❶ Indicates a requested variance to increase the maximum height from 4.5 storeys permitted to 5 storeys proposed. ❷ Indicates a requested variance to decrease the minimum parking from 142 stalls permitted to 133 stalls proposed. ❸ Indicates a requested variance to adjust the parking ratios from 50% full, 40% medium, 10% compact to 57% full, 29% medium, 14% compact		

5.0 **Current Development Policies**5.1 Kelowna Official Community Plan (OCP)**Chapter 5: Development Process**

**Policy 5.2.4 Complete Communities.** 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.

**Policy 5.3.2 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 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.

**Policy 5.10.1 Maximize Pedestrian / Cycling Connectivity.** Require that pedestrian and cyclist movement and infrastructure be addressed in the review and approval of all City and private sector developments, including provision of sidewalks and trails and recognition of frequently used connections and informal pedestrian routes. With new developments, require dedication of on-site walking and cycling paths where necessary to provide links to adjacent parks, schools, transit stops, recreation facilities, employment nodes, cul-de-sacs and large activity areas.

**Policy 5.11.1 Parking Relaxations.** Consider parking requirement relaxations, in areas that are not part of a cash-in-lieu program, where an approved TDM strategy indicates a lower use of vehicles and the City is satisfied that parking relaxations would not create parking spill-over problems on

adjoining neighbourhood streets. Parking relaxations will not be considered in hillside areas (as defined on Map 4.1 – Future Land Use).

## **Chapter 14: Urban Design Development Permit Guidelines**

### *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;
- Incorporate architectural features and detailing of buildings and landscapes that define an area's character;
- Promote alternative transportation with enhanced streetscapes and multimodal linkages;
- Moderate urban water demand in the City so that adequate water supply is reserved for agriculture and for natural ecosystem processes; and
- Reduce outdoor water use in new or renovated landscape areas in the City by a target of 30%, when compared to 2007.

Relevant guidelines are noted in Attachment D.

## **6.0 Technical Comments**

### **6.1 Development Engineering Department**

- All offsite infrastructure and services upgrades are addressed as part of Rezoning Application Z16-0046 and Subdivision Application S16-0085.

### **6.2 Irrigation District**

Issued detailed letter with conditions of water service on October 19, 2017.

## **7.0 Application Chronology**

Date of Application Received: August 1, 2017

Date Public Consultation Completed: October 2-4, 2017

**Report prepared by:** Laura Bentley, Planner II

**Reviewed by:** Terry Barton, Urban Planning Manager

**Approved for Inclusion:** Ryan Smith, Community Planning Department Manager

### **Attachments:**

Attachment A: Draft Development Permit / Development Variance Permit DP17-0174 / DVP17-0175

Attachment B: Application Documents (Letter of Rationale, Drawings, Renderings, Shadow Study)

Attachment C: Neighbourhood Consultation Report

Attachment D: Development Permit Guidelines Checklist