CITY OF KELOWNA

MEMORANDUM

Date: December 18, 2001 File No.: DP01-10,058, DVP01-10, 059

To: City Manager

From: Planning & Development Services Department

Subject:

APPLICATION NO. DP01-10,058 / OWNER: B.P.Y.A. 1333 HOLDINGS LTD. DVP01-10,059

AT: E OF WHITMAN ROAD APPLICANT: BARNES/SWAB PARTNERS (RUDY SWAB)

PURPOSE: TO CONSTRUCT THREE CONDOMINIMUM BUILDINGS FOR A TOTAL OF 112 UNITS

TO VARY THE FRONT AND FLANKING SIDE YARD SETBACK REQUIREMENTS

TO VARY MAXIMUM PROJECTION REQUIREMENTS FOR BALCONIES

EXISTING ZONE: RM5 – MEDIUM DENSITY MULTIPLE HOUSING

REPORT PREPARED BY: KIRSTEN G. BEHLER

1.0 <u>RECOMMENDATIONS</u>

THAT Council authorize the issuance of Development Permit No. 01-10,058 for Lot 43, Section 33, Twp. 26, ODYD, Plan KAP48643, located on Whitman Road, Kelowna, B.C, subject to the following:

- 1. The dimensions and siting of the building to be constructed on the land be in general accordance with Schedule "A";
- 2. The exterior design and finish of the building to be constructed on the land be in general accordance with Schedule "B";
- 3. Landscaping to be provided on the land be in general accordance with Schedule "C";
- 4. The applicants 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 professional landscaper;

AND THAT Council authorize the issuance of Development Variance Permit DVP01-10,059 for Lot 43, Section 33, Twp. 26, ODYD, Plan KAP48643, located on Whitman Road, Kelowna, B.C,

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

<u>Section 13.11.5 (d) Site front yard:</u> Reduce the minimum site front yard from 6.0m required to 4.5m proposed for one corner of Building 1;

<u>Section 13.11.5 (e) Site side yard:</u> Reduce the minimum side yard from a flanking street from 7.5m required to 6.9m proposed for one corner of Building 1;

<u>Section 6.4.2 Projection of balcony into flanking side yard:</u> Increase the maximum projection of balconies into a flanking side yard from 0.6m permitted to 1.5m proposed for one corner of Building 1;

AND FURTHER THAT the applicant be required to complete the above-noted conditions within 180 days of Council approval of the development permit application in order for the permit to be issued.

2.0 SUMMARY

The applicant proposes to construct 112 condominiums in three four-storey high buildings. The proposed development requires setback variances for the two corners of one building which encroach into the front yard and the flanking side yard. In addition, the balconies and their support columns on one corner project further into the flanking side yard than allowed under Zoning Bylaw No. 8000.

3.0 ADVISORY PLANNING COMMISSION

The Advisory Planning Commission reviewed the applications at their meeting of August 21, 2001, and the following recommendations were passed:

THAT the Advisory Planning Commission supports application DP01-10,058 by Swab, Barnes Partners (Rudy Swab) for Lot 43, Plan KAP48643, Section 33, Twp. 26, ODYD, to create a multi-family condominium complex consisting of 112 units in 3 buildings subject to the drainage and landscaping of the site being done to ensure that no drainage will impact the adjacent agricultural operation;

AND THAT the Advisory Planning Commission supports the variances for Building One of application DVP01-10,059 by Swab, Barnes Partners (Rudy Swab) for Lot 43, Plan KAP48643, Section 33, Twp. 26, ODYD, to allow for a 4.5m front yard setback, a 6.9m west side yard setback and a 1.5m projection into the west side yard.

The applicant has subsequently submitted a drainage plan addressing concerns of stormwater management on site. The plan met the Works and Utilities Department's requirements for drainage.

4.0 BACKGROUND

4.1 The Proposal

The subject site is located in the Glenmore Valley Urban Village, north of Kane Road, between Whitman Road and Drysdale Boulevard.

The irregularly shaped lot fronts onto Drysdale Boulevard to the southeast and Whitman Road to the west. Initial access to the residential development will be off of Whitman Road with an emergency access onto Drysdale Boulevard. The majority of the required parking spaces will be located underground, with 34 parking stalls above ground. Secure bicycle parking for tenants will be located in separate storage rooms in the underground parkade. In addition, sufficient short term bicycle parking in the form of bike racks will be provided in front of each building.

A total of 112 residential units will be located in three four-storey high buildings. Building 1 will be located at the southern portion of the site and will include eleven one-bedroom and 26 two-bedroom units. Building 2, located at the northwestern corner of the site, includes eleven one-bedroom units and 25 two-bedroom units, and Building 3 at the rear of the lot will contain 14 one-bedroom and 25 two-bedroom units. Each building will include a day lounge for residents and their guests, and all units will have at least one balcony or patio. The buildings are four storeys high and step down to three storeys at either end. The massing of the buildings is broken up through the use of subroofs, balconies and chimneys. The buildings will be finished with predominantly light and dark tan coloured stucco, with stone veneer used on the ground floor façades, on several columns and on all chimneys. Columns, trim, and balcony railings will be stained white. All entrances will be enhanced with free-standing entrance canopies.

The site will be enclosed with a 1.2m high decorative metal fence along the Whitman Road and Drysdale Boulevard frontage, as well as along the remainder of the southeast property line. The fence will be for the most part undulating to create visually interesting pockets of landscaping on either side of the fence. However, the fence will be straight along sections of the southwest and northwest property lines where the subject property abuts the agricultural property to the east. The provision of a straight fence here will ensure that all landscaping can be maintained without having to access the abutting property. No fence will be built along the rear property line, where a wooden fence exists on the Glenpark Village Meadows property. The development will include a gate at Whitman Road, which will be open during the day until 11p.m. The applicant was strongly encouraged to reconsider the gates to avoid creating a "gated community"; however, the developer insists on providing the gate.

Landscaping on the site includes a buffer at all sides of the property. The buffer will include coniferous and deciduous trees and shrubs, as well as vines and perennials. The buffer at the Whitman Road and Drysdale Boulevard frontages will be denser than those on the north and northeast property lines. Further landscaping will be provided at the main entrances, between buildings and on the surface parking lot.

Upon suggestions from the Planning and Development Department, the applicant made improvements to the pedestrian circulation on site. Several gates have been added to the fence, which are connected by a walkway to building exits. In addition, the access from Whitman Road to the main entrance of Building 1 has been enhanced.

In the Development Variance Permit application, the applicant requested a number of variances. The westernmost corner of Building 1 will encroach into the required setback by approximately 0.6m, and the applicant wishes to reduce the required yard to 6.9, instead of 7.5m. Furthermore, the balcony column on this corner projects approximately 1.5m into the 7.5m yard, and the applicant wishes to vary the projection to be allowed a 1.5m projection, instead of 0.6m, as allowed by Zoning Bylaw No. 8000. A similar situation occurs at the southeastern corner of

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Building 1, where the corner of the building encroaches 1.5m into the required front yard. The applicant wishes to be allowed to reduce the required yard to 4.5m, rather than the 6.0m required by the Zoning Bylaw.

The application meets the requirements of the RM5 – Medium Density Multiple Housing zone as follows:

CRITERIA	PROPOSAL	RM5 ZONE REQUIREMENTS
Lot Area (m ²)	11 268m″	1400m″
Lot Width	137m	30.0m
	95m	35.0m
Site Coverage (%)	5511	35.011
- Buildings	37.1%	40%
- with driveways and	56.3%	60%
parking areas	00.070	
Total Floor Area (m ²)	14358m″	
F.A.R.	1.079	1.1 + bonus for parking
		located underground: Total
		1.2575
Height (# of storeys/m)	4 storeys / 13.82m	4 storeys / 16.5m
Setbacks (m)		
- Front	4.5m 0	6.0m
- Rear	9.02m	9.0m
 West Side 	6.9m / balcony	7.5m
	projects 1.5m @	0.6m projection of balconies
- East Side	9.14m	7.5m
Landscape Buffers		
- Front	3.0m min. landscaping	Level 3: 3m min. of
	and decorative fence	landscape buffer or fence
- Rear	9.0m wide buffer with	Level 3: 3m min. of
	sod, shrubs and trees	landscape buffer or fence
- West side	7.5m wide buffer with	Level 3: 3m min. of
	sod, shrubs, trees and	landscape buffer or fence
	decorative tence	
- East side	7.5m wide buffer with	Level 3: 3m min. of
	sod, shrubs and trees	landscape buffer or fence
Private open space	2494.28m″	15m" per 1-bdrm unit, 25m" per 2- bdrm. Unit: Total 2480m"
Bicycle Parking	Long term: 56	Long term: 0.5 per dwelling unit: 56
	Short term: 12-18	Short term: 0.1 per dwelling unit: 12
Parking Stalls (#)	160	1.25 per 1-bdrm. unit, 1.5 stalls per
		2-bdrm. unit: Total 160

Notes

- The westernmost corner of Building 1 encroaches into the required setback by approximately 1.5m. The applicant wishes to vary the reduced setback under DVP01-10,059.
- The southeast corner of Building 1 encroaches into the required setback by approximately 0.6m. In addition, the column of the balcony at this corner projects 1.5m into the setback and therefore exceeds the allowable projection of 0.6m. The applicant wishes to vary the reduced setback and increased projection under DVP01-10,059.

4.2 <u>Site Context</u>

The subject site is located in the Glenmore Valley Residential Village, north of Kane Road, between Whitman Road and Drysdale Boulevard. The area has a mix of low and medium density residential, as well as commercial development. The site is adjacent to the Glenpark Village Mall and to Whitman Glen Park. Low density multiple housing zones can be found across Whitman Road and abutting the subject site to the north. Other medium density multiple housing zones are in close proximity south of Kane Road. The proposed development is in walking distance to shopping, transit and public open space.

Adjacent zones and uses are to the:

North -	RM3 – Low Density Multiple Housing – Two-and three-storey townhouse
	and condominium development

East ai	nd Sout	theast - A1 – Agriculture 1 – field
South	-	C3 – Community Commercial - Mall
West	-	RM3 – Low Density Multiple Housing – Two-storey townhomes
		P3 – Parks and Open Space – Whitman Glen Park

Site Map



4.3 Existing Development Potential

The property is zoned RM5 – Medium Density Multiple Housing. The zone is intended primarily for medium density apartments.

4.4 Current Development Policy

4.4.1 Kelowna Official Community Plan

The Official Community Plan designates the future land use of this site as medium density multiple family residential, and the proposed development is consistent with this designation.

The property is located in the General Multiple Family Development Permit Area and is subject to the Glenmore/Clifton/Dilworth Multiple Family Residential Development Guidelines. The proposal is consistent with most of these guidelines, including the following:

- Multiple family developments are supposed to be sensitive to and compatible with the massing and rhythm of the established streetscape. The existing streetscape is characterized by two storey townhouses. The proposal is therefore higher and larger than what can be seen in the existing streetscape. The proposed development tries to mitigate its larger scale by stepping sections of the buildings down to three storeys. Furthermore, the applicant increases the development's sensitivity to the existing streetscape by providing patios on the ground floor and by visually emphasizing the two lower floors with darker finishing materials, thereby reducing the visual impact of the upper floors. In addition, the use of sub-roofs and chimneys assists in breaking up the massing of the buildings, thereby being more compatible to the lower density developments existing on the street. More desirable would have been ground level access to the ground floor units, although this would have not increased the compatibility with the streetscape, since the streetscape is dominated by fences, not by front doors.
- New multiple family developments should be no greater than one storey higher than the adjacent developments. The proposed development is predominantly four storeys high; however, the buildings step down to three storeys on either side. On the northeastern side of the property, the Buildings 2 and 3 are therefore only 1 storey higher than the abutting two-storey townhomes, except for the northeastern corner of Building 3, which will be four storeys high. Nonetheless, the overall height of the proposed development is more than one storey higher than existing housing on the street, but it would be difficult to achieve the desired and permitted higher densities without building to four storeys.
- The guidelines encourage underground parking for multiple family developments. The proposal partly meets this guideline by providing the majority of parking spots underneath the buildings.

4.4.2 <u>City of Kelowna Strategic Plan (1992)</u>

One of the objectives of the Strategic Plan is to develop a more compact urban form by providing higher densities. The proposed 112-unit multi family development meets this objective.

4.4.3 Glenmore/Clifton/Dilworth Sector Plan (1998)

The Glenmore/Clifton/Dilworth Sector Plan includes policies to ensure that new development is well-integrated into the surrounding urban patterns. The proposal

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is consistent with this policy by having regard for the character of the existing neighbourhood and by successfully breaking up the massing of the building. However, the proposal is not consistent with the plan's policies on providing the main entrances on a public street frontage.

5.0 <u>TECHNICAL COMMENTS</u>

The application has been circulated to various departments and agencies, and the following relevant comments have been submitted:

5.1 <u>Fire Department</u>

Engineered fire flows are required and should determine hydrant requirements. Hydrant(s) required within 45m of fire department connections. Contact F.P.O. for preferred location(s) of new hydrant(s). Confirm that adequate fire ladder staging area(s) are provided for each structure. Access as per the BC Building Code and City of Kelowna Subdivision By-law.

5.2 Inspection Service Department

- 1. These buildings are required to be sprinklered. Therefore a fire department connection is required for each building. The connection(s) shall be within 45 m of a fire hydrant. An on-site hydrant may be required, check with the Fire Hall for recommended location.
- 2. The engineered fire flows are required at the building permit stage prior to a building permit being issued including a footing and foundation permit.
- 3. Subsurface water problems have occurred in the area of this project. Particular attention must be given to the basement foundation design to ensure there are no water seepage problems.
- 4. The area is known for swelling clays, this must also be considered by the consultants.
- 5. Items 3 & 4 (among other things) shall be addressed in the sub-surface investigation report.
- 6. A cross-section showing the relationship of this property and the adjacent property is required. The parking structure will raise the elevation of the finished grade how will drainage be addressed; slope stability is a concern as well as the access for the firefighters along the side of the buildings.

In response to item 6, the applicant provided a cross-section and a drainage plan. The drainage plan met the requirements of the drainage engineer.

5.3 <u>Glenmore-Ellison Irrigation District</u>

- 1. A new 200mm service will need to be installed near the Whitman Road entrance to the development. The present service will be capped at the main. The estimated cost of the new service and capping the existing service is \$5,000.00.
- 2. The developer is required to pay capital expenditure charges (CEC) on the development. The CEC current rate is \$2,100.00 per residential, and the total amount to be paid is 235,200.00. The amount is due when construction drawings are submitted to the City of Kelowna Inspection Services Department for a Building Permit. The CEC rate is currently under review and may change without notice.
- 3. On-site fire hydrants will be required to meet the BC Fire Code. Plans showing the location of the hydrants and the works needed to supply the hydrants must be submitted to GEID for review. The on-site water system will remain the property of the strata title Council and the Council will be responsible for operation and maintenance of on-site work.

4. A flow meter and vault located near the entrance to the site is required. Engineering drawings showing the facility must be submitted prior to construction. General guidelines are available from GEID to assist with the design.

Providing that the foregoing requirements are met, the District can supply the proposed development.

5.4 Parks Manager

- 1. The notes on clay soils are very thorough and accurately describe how to plant in clay soils.
- 2. All entry feature signs for the proposed development to be located on private property and not on city Blvd. This includes any landscape treatment around the entry feature.
- 3. All trees planted in sidewalk and not in grass Blvd will require a vault and grate; and, all trees in grass Blvd to use root shield barriers.
- 4. The following applies for all boulevard (BLVD) landscape and park and is standard information required on a landscape plan:
 - A. Planting plan to include a proper plant materials list:
 - i) Latin name iv) plant symbol key
 - ii)common name v) indicate existing trees
 - iii) size at planting
 - B. Plant material specifications are as follows:
 - i) Deciduous Tree caliper @300mm above rootball (min. 60mm)
 - ii) Deciduous Shrub spread (min. 450mm)
 - iii) Coniferous Tree height (min. 2.5m)
 - iv) Coniferous Shrub spread (min. 450mm)
 - v) Seed/Sod Mix according to location and proposed activity use.
 - C. Shrub beds require plastic edge beside all areas abutting a city sidewalk of city land to prevent migration of mulch.
 - D. Scale of plan and north arrow clearly indicated on plan.
 - E. All plant materials (trees, shrubs, ground covers and seed/sod) used in BLVD to be reviewed by Parks Division. All materials located in BLVD to meet city standard for size and method of installation.
- 5. All plant material (trees, shrubs, ground covers and seed/sod) used in BLVD to be reviewed by City Parks Division. All materials located in BLVD to meet city standard for size and method of installation.
- 6. BLVD maintenance (irrigation, shrubs, ground cover, sod, and seeded areas) is the responsibility of owner/occupant.
- 7. All BLVD tree maintenance is responsibility of Parks Division.
- 8. Planting plan to include all u/g utility locations in BLVD.

5.5 Shaw Cable

Owner/contractor to supply and install conduit system as per Shaw drawings and specifications.

5.6 <u>Telus</u>

Telus will provide underground facilities to this development. The developer will be required to supply and install as per Telus policy.

5.7 <u>Utilicorp Networks Canada</u>

UNC will provide underground electrical service to proposed development.

5.8 Works and Utilities

1. Geotechnical Report

- a) Prior to Issuance of a Building Permit, provide a comprehensive geotechnical report (3 copies), prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below: <u>NOTE</u>: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision. The Geotechnical reports must be submitted to the Planning and Development Services Department (Planning & Development Officer) for distribution to the Works & Utilities Department and Inspection Services Division prior to submission of Engineering drawings.
 - (i) Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
 - (ii) Site suitability for development.
 - (iii) Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
 - (iv) Any special requirements for construction of roads, utilities and building structures.
 - (v) Affects of storm detention system if applicable on the subject and adjacent lands.
 - viii) Recommendations for items that should be included in a Restrictive Covenant.
 - ix) Any items required in other sections of this document.
 - x) Recommendations for erosion and sedimentation controls for water and wind during construction.
 - xi) Recommendations for roof drains and perimeter drains.
 - xii) Recommendations for construction of detention or infiltration ponds, if applicable.
 - xiii) Recommendations for location and elevations of foundations.

The applicant submitted the geotechnical investigation.

- 2. Water
 - a) The property is serviced by the Glenmore Ellison Improvement District (GEID).
 - b) Provide adequate fire protection.
- 3. Sanitary Sewer
 - a) Confirm that an adequately sized sanitary sewer connection is available. Asbuilt records indicate that a 150mm connection exists on Drysdale Boulevard.

- 4. Drainage and Lot Grading
 - As a result of drainage issues raised by the owners of the adjacent property (lot 44 plan 48643) we recommend that before the DP is considered by City Council, a detailed Lot Grading Plan be provided to ensure that the property will contain and control its own drainage and irrigation runoff.
 - b) There is a possibility of a high water table or surcharging of storm drains during major storm events. This development must consider this in the design of the inground parking and servicing needs.
 - c) Provide an adequately sized internal drainage system and connection to the City system to provide positive relief. According to asbuilt information an existing 300mm connection exists on Drysdale Boulevard.
 - d) Address how ground water will be dealt with for the underground parking structure and whether an underground structure is feasible. Determine how much ground water will be intercepted and how it will impact the City drainage system. Footing drains are to connect to a drainage system.
 - e) Internal drains in the underground parking facility are not to be connected to the drainage system. If needed, a sanitary sewer connection may be utilized with a sediment and oil interceptor.
 - f) Detention of drainage may be required. The City drainage system was not designed to handle ground dewatering (from underground structures) during storm events. If ground water disposal is proposed, the release rate from the site must be limited to post development storm events. The equivalent ground water flow rate must be retained for the 1:10 and 1:100 year events.
 - g) Provide the following drawings:
 - i) A detailed Lot Grading Plan (indicate on the Lot Grading Plan any areas that have greater than 1.0 m of fill);
 - ii) A detailed Stormwater Management Plan for this phase of development; and,
 - iii) An Érosion and Sediment Control Plan (can be part of Lot Grading Plan). Methods must be employed that will prevent sedimentation into City storm drains, roads and boulevards and on adjacent lands.
 - h) The site grading must match the future design of Drysdale Boulevard.

The Consultant submitted a letter report that addresses the groundwater and detention concerns. The report indicated that the amount of flow from groundwater is insignificant and detention is not required. The Drainage Engineer has accepted the consultant's recommendation. The lot grading plan addresses the surface drainage concerns of the City and the adjacent land owner.

- 5. Roads
 - a) Broken sidewalk or curb sections fronting the site must be replaced prior to Occupancy.
 - b) There is a 12m section of inadequate sidewalk and curbing at the end of Drysdale Boulevard. New sidewalk and proper curb and gutter are required. The City will replace this at cost to the developer. A third party work order is required and signed by the owner.

- c) If a gated entrance is proposed, the entrance area before the gate must allow for a vehicle (who has been denied gate access) to turn around and re-enter the public street in a forward direction. The area must allow for an "SU-9" vehicle turning radius and the gate must open into the site. The applicant addressed these concerns and provided a turn-around on site.
- d) We question the need for the future Drysdale entrance and recommend that it be eliminated. The adjacent landowner has also expressed concern that this entrance is proposed into his lands even though it would be for the future. If a second entrance is required for emergency access the location should be moved unless the owners obtain land from the adjacent property for dedication as road and construct it at this time. In response to this concern, the applicant relocated the emergency access further south on Drysdale Boulevard to ensure that emergency vehicles would not be required to trespass across the abutting agricultural property.
- e) The Whitman Road driveway entrance will require the existing sidewalk and curb to be replaced with a proper driveway let down. A curb cut permit must be obtained from the City. The City will provide the curb cut and concrete works at cost to the Developer. A Third Party Work Order will be required and obtained from the City's Yard office.
- f) Landscaping and irrigation must be provided on the City boulevard on Whitman Road and Drysdale Boulevard.
- g) The City currently holds security in a deferred revenue account for the extension of Drysdale Boulevard across the frontage on the adjacent property (lot 44 plan 48643). This was provided under a previous rezoning file Z92-1047 and will be constructed at the time the adjacent land dedicates and constructs the road.
- 6. Power and Telecommunication Services and Street Lights
 - a) All proposed distribution and service connections are to be installed underground.
 - b) Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.
- 7. Design and Construction
 - a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
 - Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
 - c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
 - d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
 - e) Design drawings prepared by a professional engineer must be submitted to the City's Works & Utilities Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.
 - f) A 'Notice to Proceed' and a 'Road Usage Permit' are required prior to construction commencing on City Lands or Statutory Right-of-way's.

- 8. Servicing Agreements for Works and Services
 - a) We anticipate that a Servicing Agreement will not be required, however, if the developer wishes to construct works and services on City lands, a Servicing Agreement is required in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw. Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.
 - b) A Third Party Work Order must be signed before Issuance of a Building Permit for the works identified above
- 9. Charges and Fees
 - a) Development Cost Charges (DCC's) are payable

6.0 PLANNING COMMENTS

The Planning and Development Services Department has no concerns with the form and character of the proposed development. The development is consistent with the Glenmore Valley Residential Urban Village Guidelines and the General Multiple Family Residential Development Guidelines. The only area of concern is the proposed gate at Whitman Road and Drydsdale Boulevard. The gates will create a "gated community", which is not encouraged by this department. A gated community is not consistent with existing developments in the area, which, although predominantly enclosed with fences, do not have gates.

The department has no concerns with the proposed variances to Building 1 to allow two corners of the building to encroach into the setback by 0.6m and 1.5m respectively and to allow larger projections of balcony columns into the required yard. The encroachment is minimal and is not likely to have a negative impact on adjacent residents, since there are no neighbours directly abutting the affected sides of the proposed development.

Andrew Bruce Current Planning Manager

Approved for inclusion

R.L. (Ron) Mattiussi, ACP, MCIP Director of Planning & Development Services

KGB <u>Attach</u>.

FACT SHEET

- 1. APPLICATION NO.:
- 2. APPLICATION TYPE:
- 3. OWNER:
 - · ADDRESS
 - · CITY
 - POSTAL CODE
- 4. APPLICANT/CONTACT PERSON:
 - · ADDRESS
 - · CITY
 - POSTAL CODE
 - TELEPHONE/FAX NO.:
- 5. APPLICATION PROGRESS: Date of Application: Date Application Complete: Servicing Agreement Forwarded to Applicant: Servicing Agreement Concluded: Staff Report to APC: Staff Report to Council:
- 6. LEGAL DESCRIPTION:
- 7. SITE LOCATION:
- 8. CIVIC ADDRESS:
- 9. AREA OF SUBJECT PROPERTY:
- 10. EXISTING ZONE CATEGORY:
- 11. TYPE OF DEVELOPMENT PERMIT AREA:
- 13. PURPOSE OF THE APPLICATION:
- 14. MIN. OF TRANS./HIGHWAYS FILES NO.: NOTE: IF LANDS ARE WITHIN 800 m OF A CONTROLLED ACCESS HIGHWAY
- 15. DEVELOPMENT PERMIT MAP 13.2 IMPLICATIONS

General Multiple Family DP

DP01-10,058/DVP01-10,059

Development Permit and Development Variance Permit

B.P.Y.A. 1333 Holdings Ltd. (Dennis Bingham) 202 – 2323 Hunter Road Kelowna, BC V1X 7C5

Barnes/Swab Partners Architects / Rudy Swab 108 – 2303 Leckie Road Kelowna, BC V1X 6Y5 (250) 762-4946 / (250) 861-4843

August 1, 2001

August 16, 2001 December 18, 2001

Lot 43, Section 33, Twp. 26, ODYD, Plan KAP48643

North of Kane Road, between Whitman Road and Drysdale Boulevard E of Whitman Road

1.127ha

RM5– Medium Density Multiple Housing Mandatory Multiple Family Residential DP

To construct a 112 condominiums in three four-storey buildings N/A

Mandatory DP

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ATTACHMENTS

(not attached to the electronic version of the report)

- Location of subject property
- Site plan
- Detail of turn-around at Whitman Road
- Parkade plan
- Typical floor plan (ground floor plan Building 2)
- Elevations
- Roof Plan
- Building and site cross-sections
- Landscape plan
- Finishing materials