
CITY OF KELOWNA
MEMORANDUM

Date: February 4, 2004
File No.: (3360-20) **Z03-0063**

To: City Manager

From: Planning & Corporate Services Department

Subject:

APPLICATION NO. Z03-0063

OWNER: VINCE AND GIOVANNINA
MAGALDI

AT: 2131 SCENIC ROAD

APPLICANT: R469 ENTERPRISES LTD
(BARB DANIELSEN)

PURPOSE: TO REZONE THE SUBJECT PROPERTY FROM THE EXISTING
A1 – AGRICULTURE 1 (LUC78-1009) ZONE TO THE
PROPOSED RM3 – LOW DENSITY MULTIPLE HOUSING ZONE
IN ORDER TO PERMIT THE CONSTRUCTION OF A 16 UNIT
TOWNHOUSE DEVELOPMENT, AND TO DISCHARGE THE
EXISTING LAND USE CONTRACT

EXISTING ZONE: A1 – AGRICULTURE 1 (LUC78-1009)

PROPOSED ZONE: RM3 – LOW DENSITY MULTIPLE HOUSING

REPORT PREPARED BY: PAUL McVEY

SEE ATTACHED FACT SHEET FOR COMPLETE APPLICATION DETAILS

1.0 RECOMMENDATION

THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot A, Sec. 4 & 9, TWP. 23, O.D.Y.D., Plan KAP61644, located on Scenic Road, Kelowna, B.C., from the A1 – Agriculture 1 (LUC78-1009) zone to the RM3 – Low Density Multiple Housing zone;

AND THAT Land Use Contract No. 78-1009 (Bylaw No. 4663-78) be quit claimed from Lot A, Sec. 4 & 9, Twp 23, O.D.Y.D., Plan KAP61644

AND THAT the zone amending and Land Use Contract discharge bylaws be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the zone amending bylaw be considered in conjunction with Council's consideration of a Development Permit on the subject property;

AND THAT final adoption of the zone amending bylaw be considered subsequent to the requirements of the Works & Utilities Department being completed to their satisfaction;

AND THAT final adoption of the zone amending bylaw be withheld until the owner has executed a Servicing Agreement acceptable to the City of Kelowna.

2.0 SUMMARY

Application to rezone the subject property from the existing A-1 Agriculture 1 zone (LUC78-1009) to the R-3 Low Density - Multi-Family Residential zone was originally made in 1997 by the owner. That application was reviewed and supported by the Advisory Planning Commission at the September 30, 1997 meeting. At that time, the development proposal was for 7 semi-detached residential buildings in a multiple family form on the subject property.

That application proceeded to a successful public hearing on August 28, 2001. The rezoning application has also had 2 6 month extensions, which lapsed on August 28, 2003.

The new applicant has made application to rezone the subject property from the A1 – Agriculture 1 (LUC78-1009) zone to the RM3 – Low Density Multiple Housing zone in order to permit construction of 16 townhouse row house units within 3 buildings.

The proposed development is consistent with the future land use designation of the Official Community Plan.

2.1 Advisory Planning Commission

The above noted application (Z03-0063) was reviewed by the Advisory Planning Commission at the meeting of December 9, 2003 and the following recommendation was passed:

THAT the Advisory Planning Commission support Rezoning Application No. Z03-0063, 2131 Scenic Road, Lot A, Plan 61644, Sec. 4, Twp. 23, ODYD, to rezone from the A1-Agriculture 1 zone to the RM3-Low Density Multiple Housing zone, in order to allow for the construction of a four-plex housing development.

3.0 BACKGROUND

3.1 The Proposal

The long time owner of the subject property negotiated a land use contract in 1978 to acknowledge an existing 8 unit multiple family residential building (built in 1972) on an adjacent parcel and to facilitate a subdivision of the parent parcel.

In 1996, the City of Kelowna negotiated a purchase of a 45m wide road right of way for the future Glenmore Bypass through the property. However, in 1998, it was determined that there had been an excess of 10m of right of way acquired, and the excess was sold back to the property owner.

In 2000, the owner made an application (Z00-1013) to rezone the subject property from the existing A1 – Agriculture 1 zone (LUC78-1009) to the RM3 – Low Density Multiple Housing zone. This application proceeded to a successful public hearing on August 28, 2001, and received 2nd and 3rd reading the same night. This application received 2 extensions, the latest which lapsed on August 28, 2003.

This latest application has been made by new prospective owners, and proposes the development of the site with 16 townhouse units that are configured in 2 – 3 unit buildings, and 1 – 10 unit building which is located adjacent to the future Glenmore Road By-Pass.

The site plan shows access from Scenic Road, adjacent to the Glenmore Ellison Improvement District pump house. The site plan indicates a bank of 3 units located adjacent to Scenic Road. There is an area for 3 visitor parking stalls located across the drive aisle from these units. The access driveway then turns towards the south and runs parallel to the future Glenmore Bypass right of way. There is a 10 unit building located between this portion of the driveway and the Glenmore Bypass. Midway along this driveway, there is another driveway that runs back towards Scenic Road, and provides access to another 3 unit building.

The proposed 2 storey buildings are constructed above an unfinished basement that has one partially exposed end with windows. The main floor of each unit is designed with a single car garage and an entrance foyer adjacent to the internal driveways. The remainder of the main floor is occupied with a kitchen and dining area, washroom, and a great room that has a sloped ceiling and access to an exterior balcony. The upper floor of each unit has 2 bedrooms, and a bathroom.

The exterior of the buildings are designed to have the front walls finished with brown coloured cultured stone for the first 1m. in height. The remainder of the first storey wall area is proposed to be finished with horizontal vinyl siding in a “Pebble Kaki” (medium taupe) colour. The second floor wall areas are to be finished with a vertical vinyl siding in the same colour as the first floor. The two wall areas are separated by a horizontal trim element coloured “Almond” (light taupe). The areas around the second floor windows are surrounded by built-up trim painted “white”, and an area of cedar shake that is located in the gable ends of the roof areas and under the windows located above the entrance doors. The end walls of the garages have this same cedar shake applied to the roof gable ends located above the panel style garage doors. The roof is proposed to be finished with a brown toned asphalt shingle roofing. The sloped portion of the roof located above the great rooms has a small dormer feature which breaks up the expanse of the roof. There are a continuous balconies which run the length of the building face. The access to the balcony is from sliding doors from the adjacent “great rooms”.

The conceptual landscape information provided indicates some perimeter plantings around the property, and a several areas of more intensely planted shrub beds. The entry driveway has dense plantings on both sides of the driveway. Each of the units have small planting beds located between the individual units and their associated parking areas. Each of the dwelling units has a single garage, and a surface parking stall located in front of the entry door.

The proposal as compared to the RM3 zone requirements is as follows:

CRITERIA	PROPOSAL	RM3 ZONE REQUIREMENTS
Site Area (m ²)	4,954 m ²	900 m ²
Site Width (m)	49.48 m	30 m
Site Coverage (%)	30.1% Buildings only 50% buildings and parking areas	The maximum building site coverage is 40%, provided that the maximum site coverage of buildings, driveways, and parking areas is 50%.
Total Floor Area (m ²)	1,500 m ²	4,258 m ² max @ FAR = 0.5
F.A.R.	0.302	FAR = 0.5 max
Storeys (#)	2 storey	2 ½ Stories (9.5 m) max
Setbacks (m)		
- Front	8.0 m	4.5 m (6.0 m from garage or carport)
- Rear	7.5 m	7.5 m
- Northwest Side	5.0 m	4.0 m for 1 or 1 ½ storey building 4.5 m for 2 or 2 ½ storey building
- Southeast Side	4.5 m	4.0 m for 1 or 1 ½ storey building 4.5 m for 2 or 2 ½ storey building
Parking Stalls (#)	32 stalls provided 3 visitors stalls	1.5 stall per 2 br unit 16 units, 24 stalls required
Private Open Space	180 m ² (balconies) 921 m ² (open space)	25 m ² per unit = 400 m ² req'd

3.2 Site Context

The subject property is vacant, and is sloping down from Scenic Rd. towards the future Glenmore Bypass location.

Adjacent zones and uses are, to the:

- North - A1 – Agriculture 1 / single family residential uses
- East - A1 – Agriculture 1, / Scenic Road, agricultural uses
- South - A1 – Agriculture 1 / (LUC78-1009) Multi-family residential uses
- West - A1 – Agriculture 1 / Glenmore Bypass, Vacant

3.4.2 City of Kelowna Strategic Plan (1992)

The proposal is consistent with the urban form objectives of the Kelowna Strategic Plan which encourages “a more compact urban form by increasing densities through infill and re-development within existing urban areas...”

As well, the City of Kelowna Strategic Plan also encourages the proposed development as follows;

Objective 7.3...

“To ensure that there is a range of housing types and sizes, including socially assisted housing in all major sectors of Kelowna to meet the changing needs of current and future residents.”

3.4.3 Glenmore/Clifton/Dilworth Sector Plan

The subject property is located near the northern limit of the Glenmore/Clifton/Dilworth Sector Plan, and is designated for Multiple Family Residential - low density uses.

4.0 TECHNICAL COMMENTS

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

4.1 Agriculture Advisory Committee

Recommended that a covenant be added to the property title to inform any potential buyers that the development is located adjacent to ALR lands and may be subject to noise, dust, etc. as agricultural activity occurs.

In the event that the Land Titles Office refused this request, a disclosure statement should be required from the developer.

The developer should fence the south boundary to prevent trespass onto the adjacent agricultural lands.

Alternatively, plant materials could be chosen that would be difficult to pass through (i.e., thorny bushes).

Extensive buffering should be required for this application, in order to avoid any possible problems with adjacent ALR lands.

4.2 Aquila Networks Canada

Will provide underground electrical service to this development.

4.3 Fire Department

Fire department access and hydrants as per the BC Building Code and City of Kelowna Subdivision By-law. Engineered fire flows will be required and should

determine hydrant requirements. Contact FPO for preferred location(s) of any new hydrants.

4.4 Inspection Services Department

1. Onsite hydrant maximum 90 m from furthest entrance door.
2. Fire Hall to determine if angled drive serving the 3 units on east side is an acceptable turn-around as the main driveway exceeds 90 m.

NOTE; Fire Dept. advises that landscape area will have to be truncated to provide adequate area for truck turning movement. This issue will have to be resolved prior to consideration of associated Development Permit.

4.5 Irrigation District – G.E.I.D.

The Glenmore-Ellison Improvement District's Engineer, Kerr Wood Leidal, has reviewed the proposed rezoning and development applications from R469 Enterprises Ltd.

Excerpt of Kerr Wood Leidal letter;

1. Fireflow Availability and Hydrants

The closest fire hydrant is located on the opposite side of the Scenic Road booster pump station from the subject property. The applicant's engineer will need to investigate the requirements for providing hydrants to the development.

2. Property water service and metering

The property will be serviced via a single metered service, with the meter located in an above-ground building on Scenic Road with access available to GEID. The property would be serviced from the discharge side (south east) of the Scenic Road pump station. The development's engineer should contact the undersigned regarding service arrangements. The developer is responsible for installing the meter chamber and equipment after GEID approval of engineered plans. Upon approval of the constructed works, GEID will own the metering works. This metered service will replace the existing 50mm irrigation service to the property.

3. Off-Site waterworks

The property will be serviced from the 525mm diameter watermain on Scenic Road, from the discharge side of the Scenic Road pump station. GEID forces will connect to the main at the developer's cost.

The plans submitted do not provide adequate details for construction approval. Plans must be submitted showing the proposed water service size and location. All utilities crossing the water service must be shown and crossing details must conform to the City of Kelowna bylaw standards.

4. On-Site Waterworks

The on-site waterworks are the responsibility of the property owner. We note that the property owner will be responsible for servicing any on-site hydrants. Prior to construction approval, the applicant must submit mechanical plans that show:

- Water meter details,
- Meter chamber location and detail,
- Backflow prevention devices.
- Fire hydrants/sprinklers, and
- Irrigation details.

5. Other

There are several items related to the existing Scenic Road pump station;

- Presently pump station sump drainage discharges onto the subject property, with a long-term informal agreement with the property owner. It is intended that permanent arrangements be made to pipe this drainage underground to the site drainage system complete with a statutory right-of-way. The developer's engineer should contact Kerr Wood Leidal in this regard,
- Due to the large pumps in the Scenic road pump station the developer should be aware of potential noise and am-radio interference for units close to the pump station. The effects of these issues may be reduced during the upcoming pump station improvements.

6. Connection , Administration, and Inspection Fees

The applicant is responsible for GEID connection , administration and inspection fees for the off-site works. The fees are based on the size of connection required to service the property. The drawings do not contain enough information to provide an estimate of connection, administration, and inspection fees.

7. Capital Expenditure Charges

GEID Bylaw #73 stipulates CEC's payable as follows;
\$2,300.00 per multi-family unit x 16 units = \$36,800.00.

8. Summary of Engineering Submissions and Payables

- Submit 2 copies of engineering plans revised in accordance with sections 2 and 3 above for GEID review and approval. Provide the City of Kelowna approved drawings and Interior Health Authority Waterworks Construction Permit.
- Connection costs to main in Scenic Road to be determined
- Administration fees to be determined
- Engineering inspection fees to be determined
- Capital Expenditure Charge - \$36,800.00

4.6 Parks Manager

All entry feature signs for the proposed development to be located on private property and not on City BLVD.

BLVD maintenance (irrigation, shrubs, ground cover, sod, and seeded areas) is the responsibility of owner/occupant.

BLVD tree maintenance is the responsibility of Parks Division. However, the adjacent owner is responsible for watering and replacement of trees during the establishment period, for at least two years after planting.

Shrub beds require plastic edge beside all areas abutting a city sidewalk or city land to prevent migration of mulch.

4.7 Shaw Cable

Owner/Developer to supply and install an underground conduit system as per Shaw Cable drawings and specifications.

4.8 Telus

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

4.9 Terasen Utility Services

Pending

4.10 Works and Utilities Department

The Works & Utilities Department comments and requirements regarding this application to rezone from A1 (Agriculture 1) to RM3 (Low Density Multiple Housing) are as follows:

1. **Sanitary Sewer**

- a) The property is not within a sewer service area. City policy #304 (June 10, 2002) "Governing Expanding or Adding Properties to Specified Areas" requires that if parcels are serviced from existing specified area pipes than the parcel must join the Specified Area as a condition of the City allowing the connections. This is the case for this property; therefore, it will be necessary to add it to Sewer Specified Area No 14 and will be subject to the debt charges. This outstanding financial obligation must be "paid-out" for each unit. The current pay-out rate for Specified Area 14 is \$3,013.37/unit (to March 31, 2004). Based on 16 units the total payout is \$48,213.92.
- b) A sanitary sewer main traverses the south-easterly corner of the property. The proposed development layout is in conflict with this pipe and will necessitate the relocation of the sewer or changing the layout to accommodate it. If the sewer is to be relocated, the Wastewater Division requested the pipe be relocated across the future Glenmore Bypass Road.
- c) The statutory right-of-way for the sanitary sewer will need to be adjusted and or changed. The existing service to the adjacent lot CP-K334 must be preserved.
- d) A sewer connection is required.

2. **Domestic Water and Fire Protection**

- a) The property is within the boundaries of the Glenmore-Ellison Improvement District (GEID). The applicant must make application to GEID for the provision of water for domestic and fire protection purposes meeting City bylaw requirements. Provide confirmation of the available fire flow capacity of the GEID water system on Scenic Road. The minimum required fire flow for Row Housing is 150 l/s. If this is not available watermain upgrades may be required by GEID.
- b) Provide Fire Underwriter Survey (FUS) calculations to determine the Fire flow requirements for the type of buildings proposed. This value must be less than the available fire flows from the GEID water system.
- c) Hydrants will be required to the satisfaction of the Fire Department and Development Engineer. Provide a plan showing this.
- d) A water meter and a sewer credit meter are to be installed in accordance with the Plumbing Bylaw.

3. **Drainage.**

- a) Provide a detailed storm water management plan as required by the Subdivision, Development and Servicing Bylaw, including downstream drainage upgrades if required to accommodate runoff. The subject property

is located within an area that is limited for detention and ground disposal of storm water.

- b) Provide a lot-grading plan complete with minimum basement elevations (MBE) and ground water elevations for each lot.
- c) Lot grading along the Glenmore Bypass must match the future grades of the Glenmore Bypass.

4. **Power and Telecommunication Services.**

- a) The Subdivision Development and Servicing Bylaw allows the existing overhead wires fronting the development to remain overhead unless the applicant chooses otherwise. All new distribution and service connections for this property are to be installed underground. It is the developer's responsibility to make servicing applications to the respective utility company. The utility companies are then required to obtain the City's approval before commencing their servicing works.

5. **Road Improvements.**

- a) Scenic Road frontage is to be upgraded to an urban Collector class 2 (SS-R7) standard which includes the design and construction of monolithic curb, gutter and sidewalk, road work, piped storm drainage, landscaped boulevard complete with irrigation and street lighting. However, the City wishes to defer the construction because it is premature at this time (Scenic road may be realigned when the Glenmore Bypass road is built). Therefore, cash-in-lieu of immediate construction is required and the City will initiate the work later with the proposed construction of the Glenmore Road by-pass. The estimated cost of the work including 25% escalation for engineering and contingency is **\$38,000**.
- b) The Glenmore Road by-pass frontage must be upgraded to a full urban standard including curb and gutter, separate sidewalk, piped storm drainage system, road works, landscaped boulevard complete with underground irrigation system, and street lights. The City wishes to defer the construction because it is premature at this time. Therefore, cash-in-lieu of immediate construction is required and the City will initiate the work later with the proposed construction of the Glenmore Road by-pass. The estimated cost of the work including 25% escalation for engineering and contingency is **\$66,000**.
- c) Fencing or sound attenuation along the future Glenmore Bypass is not included in the costs above nor is it a requirement; however, it is recommended that the developer meet with the Transportation Planner to review fencing and building options that may be incorporated into the project design to address sound attenuation in the future.
- d) Where a vehicular access from a collector street is restricted by a locking gate, there shall be provided off the street carriageway sufficient space to turn an SU-9 standard size vehicle around to permit forward return to the street. This allows vehicles that are denied access to exit to the road without a backward motion. Once on the site, an SU-9 and WB-15 vehicle must be able to manoeuvre on site and exit to the street in a forward motion. The need for a turn-around at the entranceway is obviated if the applicant does

not install a locking gate. Scenic Road is a collector road and the foregoing would be applicable if a locking gate is to be installed.

- e) A section 219 Covenant must be registered on title prohibiting vehicular access from the site onto the Glenmore Road By-pass.
- f) The driveway access onto Scenic Road needs to be designed to allow for future widening, urbanization and alignment. The applicant needs to provide a drawing showing how the grading will match the future road.

6. **Geotechnical Report.**

- a) 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: (NOTE: 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. Recommendations for items that should be included in a Restrictive Covenant.
 - vi. Any items required in other sections of this document.
 - vii. Recommendations for erosion and sedimentation controls for water and wind.
 - viii. Recommendations for roof drains and perimeter drains.
 - ix. Recommendations for construction of detention or infiltration ponds if applicable.

7. **Site Layout**

- a) The Development Engineering division has not reviewed the Internal layout, or internal works and services, as this is outside of our authority and rests with the Planning and Building Divisions. Consideration should be given to suitable vehicle movements within the development.

8. **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.
- b) 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) Before any construction related to the requirements of this subdivision application commences, 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.
8. **Servicing Agreements for Works and Services**
- a) A Servicing Agreement is required for works and services on City lands 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.
 - b) 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.
9. **Charges and Fees**
- a) Development Cost Charges (DCC’s) are payable at the time of Building Permit
 - b) None of the Works & Services required are items included in the DCC calculations and therefore not eligible for DCC credits.
 - c) An Engineering and Inspection Fee (3% of construction value plus GST) is required for works and services related to City infrastructure including relocation of the sanitary sewer.
 - d) Sewer Specified Area Administration Fee of \$250.00 to amend service boundary.
 - e) Scenic Road (\$38,00.00) and Glenmore Road (\$66,000.00) cash-in-lieu amounts detailed above.

5.0 PLANNING AND CORPORATE SERVICES DEPARTMENT COMMENTS

The proposed development application forms a reasonable development on the subject property. The property is challenged by an irregular configuration, and is impacted by the future Glenmore bypass. The site plan indicates a reasonable amount of open space. The proposed development is consistent with the RM3 zone.

The landscape plan that was provided in support of the associated Development Permit application will have to be revised prior to final adoption of the zone amending bylaw in

order to provide adequate space for fire truck turning movements adjacent to the internal 3 unit building.

In light of the above, the Planning and Corporate Services Department supports this application, and recommends for positive consideration by Council.

Andrew Bruce
Manager of Development Services

Approved for inclusion

R.L. (Ron) Mattiussi, ACP, MCIP
Director of Planning and Corporate Services

PMc/pmc
Attach.

FACT SHEET

- | | |
|---|--|
| 1. APPLICATION NO.: | Z03-0063 |
| 2. APPLICATION TYPE: | Rezoning |
| 3. OWNER: | Vince & Giovannina Magaldi |
| . ADDRESS | 374 Glenmore Rd. N |
| . CITY | Kelowna, BC |
| . POSTAL CODE | V1Y 7P9 |
| 4. APPLICANT/CONTACT PERSON: | R469 Enterprises Ltd. (DBA Danwin Homes) / Barb Danielsen |
| . ADDRESS | 4976 Princeton Ave. |
| . CITY | Peachland BC |
| . POSTAL CODE | V0H 1X8 |
| . TELEPHONE/FAX NO.: | 215-2846/766-0522 |
| 5. APPLICATION PROGRESS: | |
| Date of Application: | November 13, 2003 |
| Date Application Complete: | November 13, 2003 |
| Servicing Agreement Forwarded to Applicant: | December 19, 2003 |
| Servicing Agreement Concluded: | January 30, 2004 |
| Staff Report to Council: | February 4, 2004 |
| 6. LEGAL DESCRIPTION: | Lot A, Sec. 4 & 9, Twp 23, O.D.Y.D., Plan KAP61644 |
| 7. SITE LOCATION: | West side of Scenic Road, south of Glenmore Road N. |
| 8. CIVIC ADDRESS: | 2131 Scenic Road |
| 9. AREA OF SUBJECT PROPERTY: | 4,994 m ² |
| 10. AREA OF PROPOSED REZONING: | 4,994 m ² |
| 11. EXISTING ZONE CATEGORY: | A1 – Agriculture 1 (LUC78-1009) |
| 12. PROPOSED ZONE: | RM3 – Low Density Multiple Housing |
| 13. PURPOSE OF THE APPLICATION: | To Rezone The Subject Property From The Existing A1 – Agriculture 1 (LUC78-1009) Zone To The Proposed RM3 – Low Density Multiple Housing Zone In Order To Permit The Construction Of A 16 Unit Townhouse Development, And To Discharge The Existing Land Use Contract, |

- | | |
|--|--|
| 14. MIN. OF TRANS./HIGHWAYS FILES NO.:
NOTE: IF LANDS ARE WITHIN 800 m OF A
CONTROLLED ACCESS HIGHWAY | N/A |
| 15. DEVELOPMENT PERMIT MAP 6.2
IMPLICATIONS | General Multiple Unit Residential;
notify GIS of addition |

Attachments

Subject Property Map

11 pages; Site Plan, Building Elevations and Details, Landscape Plan