
CITY OF KELOWNA

MEMORANDUM

Date: April 25, 2005
To: City Council
From: Planning & Corporate Services Department
Subject:

**DEVELOPMENT PERMIT
APPLICATION NO. DP05-0041**

OWNER: North-Grow Contracting Ltd. Inc.
No.338668C

AT: 205-215 Briarwood Road

APPLICANT: Mamre Holdings Inc.

PURPOSE: THE APPLICATION IS SEEKING A DEVELOPMENT PERMIT TO
AUTHORIZE THE CONSTRUCTION OF 28 DWELLING UNITS
IN A NEW APARTMENT BUILDING ON THE SUBJECT
PROPERTY

EXISTING ZONE: RM3 – LOW DENSITY MULTIPLE HOUSING

REPORT PREPARED BY: RYAN SMITH

1.0 RECOMMENDATION

THAT Council authorize the issuance of Development Permit No. DP05-0041 for Lot 3, Section 26, Township 26, ODYD Plan 22581, located on Briarwood 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 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 professional landscaper.

2.0 SUMMARY

The applicant is seeking a development permit to authorize the construction 28 dwelling units in a new apartment building.

3.0 ADVISORY PLANNING COMMISSION

At the regular meeting of March 29, 2005 it was resolved:

THAT the Advisory Planning Commission supports Development Permit Application No. DP05-0041, for 205-215 Briarwood Road, Lot 3, Plan 22581, Sec. 26, Twp. 26, ODYD, by Mamre Holdings Ltd. (Philip MacDonald), to obtain a Development Permit to allow for the construction of a new two storey, 28 unit apartment building on the subject property.

4.0 BACKGROUND

At the present time one sixteen unit apartment building sits on the east side of the subject property.

4.1 The Proposal

The applicant is seeking a development permit to allow the construction of a second residential apartment building on the subject property. The existing building is situated on the eastern side of the property. The western side of the property was left undeveloped as it is the former location of the septic field. The existing building has been connected to sanitary sewer and the septic field is no longer in use. The applicants are proposing to construct the new two storey – 28 unit apartment building in the area formerly occupied by the septic field.

The proposed building will have an underground parkade with shared driveway access with the existing building from Briarwood Road. The two storey building will have fourteen units on each floor surrounding a central landscaped courtyard. The central courtyard will be accessible via a gate from Briarwood Road and from the rear of the property. The exterior of the building will be finished with a burnt red colour of hard-plank siding and contrasting vinyl trim and the roof will be finished with asphalt shingles. The proposed landscape plan allows for soft landscape features around the perimeter of the building and areas of lawn in the front, western side yard and southwestern rear yard. The courtyard area will also be finished with brick or stamped concrete and planter boxes.

All of the 28 units will house 2 bedrooms and all will have access to a deck/patio area and access to the underground parking area is provided via internal stairwell. Grade level access to the development from Briarwood Road is also provided.

The proposal as compared to the RM3 – Low Density Multiple Housing zone requirements is as follows:

CRITERIA	PROPOSAL	RM3 ZONE REQUIREMENTS
Site Area (m ²)	5237m ²	900m ²
Site Width (m)	49.44m	30.0m
Site Depth (m)	105.32m	30.0m
Existing Building Site Coverage (%)	16%	40%

Site Coverage(%) – Buildings, driveways and parking (existing)	21%	50%
Proposed Building Site Coverage (%)	23%	40%
Site Coverage(%) – Buildings, driveways and parking (total)	50%	50%
Total Building Site Coverage(%)	39%	40%
Total Floor Area Existing (m ²)	1680m ²	
Total Floor Area New Building(m ²)	2247m ²	
Total Floor Area (m ²)	3928m ²	
F.A.R.	0.75	0.55 + 0.2 Bonus for locating parking under building Total: 0.75
Storeys (#)	2	2
Setbacks – New Building (m)		
- Front (Briarwood)	4.5m	4.5m
- Rear	7.5m	7.5m
- West Side	4.5m	4.5m
- East Side (to existing building)	15m	4.5m
Setbacks – New Building (m)		
- Front (Briarwood)	4.5m	4.5m
- Rear	7.5m	7.5m
- West Side	4.5m	4.5m
- East Side (to existing building)	15m	4.5m
Parking Stalls (#)	45 stalls	42 stalls
Bicycle Parking	14 - Class 1 Stalls 3 - Class 2 Stalls	14 - Class 1 Stalls 3 - Class 2 Stalls
Private Open Space	2189m ²	1100m ²

Parking calculations: 28 Two Bedroom Units (1.5 stalls x unit) = 42 stalls
Total parking stalls = 45 stalls

Parking Provided: 1.6 stalls per unit (1.6 x 28 units)
Total: 45 stalls

4.2 Site Context

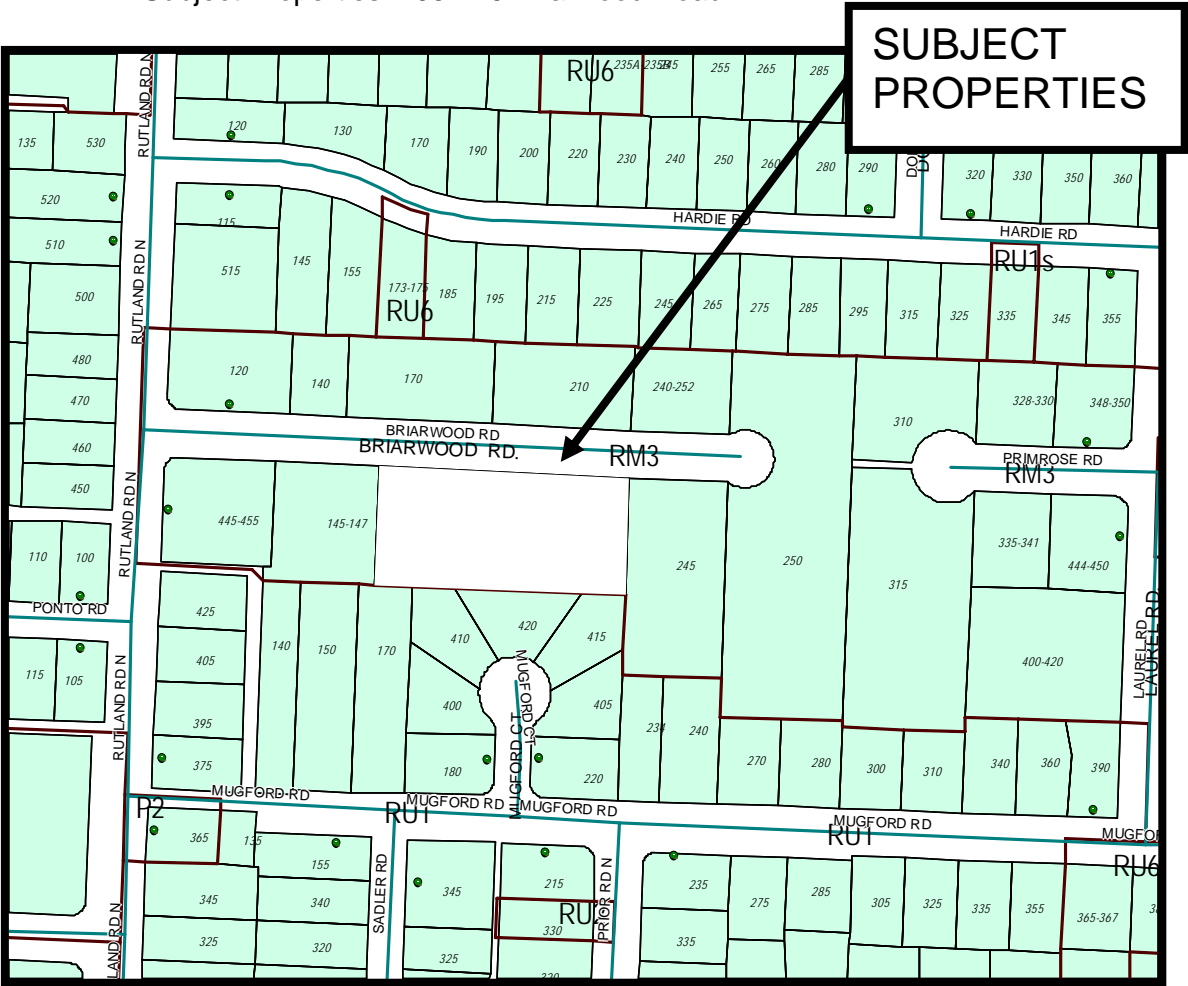
The subject property is located on the south side of Briarwood Road, east of Rutland Road North.

Adjacent zones and uses are:

North - RM3 – Low Density Multiple Housing
 East - RM3 – Low Density Multiple Housing
 South - RU1 – Large Lot Housing
 West - RM3 – Low Density Multiple Housing

4.3 Subject Property Map

Subject Properties: 205-215 Briarwood Road



4.4 Current Development Policy

4.4.1 Kelowna Official Community Plan

The subject property is designated multiple unit residential – medium density in the Official Community Plan. The current zoning designation of the subject property conforms to this designation and the proposed development is also consistent. The application has also been compared to guidelines and objectives for multiple unit development.

Objectives for Multiple Unit Residential Development

- All development should be an appropriate response to its physical context, or anticipated future context where an area is designated for increased density or land use transition in the OCP. *The proposed development is an infill development which will complement the existing land uses on Briarwood Road.*
- All development should contribute to a sense of community identity and sense of place (integration of development within larger community, belonging, community cohesiveness).
- All development should facilitate access by, and minimize conflicts among pedestrian, bicycle, and vehicular modes of transportation (access, mobility). *The development provides both pedestrian and vehicular access. These accesses are separated to reduce conflicts. The development lacks amenities for bicycle parking/storage.*
- All development should promote safety and security of persons and property within the urban environment (CPTED). *The interior courtyard feature is gated on either side of the development for security. Appropriate lighting will be provided on all pedestrian walkways.*

Guidelines for Multiple Unit Development

The application addresses the guidelines for Multiple Unit Development as follows:

Landscaping

- enhances public views
- provide noise buffering
- complements building's architectural features
- enhance the edges of buildings
- screen parking areas from view (with vegetation, berms, low walls, fences etc.)
- creates shade
- create design interest

- contribute to a sense of personal safety and security
- facilitate access, enjoyment and social activities for all authorized users

Relationship to the Street

- Some first storey units provide ground-level access to outdoor amenity space (the courtyard area);
- The principle front entranceway is clearly identified and in scale with the development; however could the designer could further enhance this feature to the benefit of the development.
- Porches/balconies are provided.

Building Massing

- Development is generally compatible with the massing and rhythm of the established streetscape.
- Balconies are provided.
- Variation between architectural bays within each façade is present but somewhat weak. Additional vertical architectural elements would further enhance the elevations and serve to reduce the overall mass of the building.

Walls

- End walls visible from a public street or residential lots are finished to provide an attractive appearance.

Ancillary Services/Utilities

- Loading, garbage and other ancillary services are located at the rear of the development and will be screened from view to meet the bylaw.
- Utility service connections will be screened from view or be located so as to minimize visual intrusion.

Amenities

- A private courtyard is provided for residents of the development. This courtyard is gated for security and will be landscaped.

Access

- Vehicle access and on-site circulation minimize interference with pedestrian movement.

Parking

- Underground parking is provided.

4.4.2 Crime Prevention Through Environmental Design

Natural Surveillance

- dumpsters should not create blind spots or hiding areas;
- lighting should be even to avoid casting shadows where people can hide; using numerous low wattage lights accomplishes this better than a few high wattage lights;
- loading areas should not create hiding places;
- all four facades of a building should have windows;
- the lower branches of existing trees should be kept at least ten feet (3 metres) off the ground;
- exterior of buildings should be well-lit;
- wherever it is appropriate, a mix of uses should be encouraged to increase natural surveillance at different times of the day; placement of residential uses above commercial is a good example of this;
- elevators and stairwells should be clearly visible from windows and doors;
- shrubbery should be no more than three feet (one metre) high for clear visibility;
- stairwells should be well-lit and open to view; not behind solid walls.

Territorial Reinforcement

- property boundaries, where possible, should be marked with hedges, low fences or gates;
- private and semi-private areas should be easily distinguishable from public areas;
- all public and semi-private areas should be well-maintained to convey pride and ownership, which discourage negative activity;

Natural Access Control

- Public paths should be clearly marked;
- signs should direct patrons to parking and entrances;
- there should be no easy access to the roof;
- entrances to dwellings within a commercial building should be separate from the commercial entrance to enable distinction of residential visitors from those frequenting businesses;
- rear access to shops should be provided from rear parking lots.

4.4.4 City of Kelowna Strategic Plan (1992)

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

5.0 TECHNICAL COMMENTS

5.1 Inspection Services

New work to conform to 1998 BC Building Code. Architect to review spatial restrictions to west PL and south existing building. How is accessibility (3.8 BCBC) provided from underground parking to upper residential levels? Is one exit path OK in underground parking? Arch should confirm driveway slope and vertical clearances to/in parkade. Architect to review for potential exit protection problems at units 107,114,207 and 214.

The applicant has reviewed the comments above and will be working with the Inspection Services Department in order to resolve these outstanding issues.

5.2 Works and Utilities

The Works & utilities Department comments and requirements regarding this application are as follows:

5.2.1 General.

Provide easements and right of way as required.

5.2.2 Geotechnical Study.

A comprehensive Geotechnical Study is required, which is to be prepared by a Professional Engineer competent in the field of geotechnical engineering, the study is to address the following:

- Overall site suitability for development.
- Presence of ground water and/or springs.
- Presence of fill areas.
- Presence of swelling clays.
- Presence of sulfates.
- Provide specific requirements for footings and foundation construction.
- Provide specific construction design sections for roads and utilities over and above the City's current construction standards

5.2.3 Domestic water and fire protection.

This development is within the service area of the Rutland Waterworks District (RWWD). The developer is required to make satisfactory arrangements with the RWWD for these items. All charges for service connection, and upgrading costs are to be paid directly to the RWWD.

A single watermeter is mandatory as well as a sewer credit meter to measure all irrigation water. Watermeters must be housed in an above-ground, heated, accessible and secure building, either as part of the main site buildings or in a

separate building. Remote readers units are also mandatory on all meters. Both buildings should be serviced from one common service.

The applicant is required to submit a report addressing the available fire flow supply to adequately protect the proposed development in accordance with current fire protection standards.

5.2.4 Sanitary Sewer.

The subject property is located within Specified Area # 20; the owner has received the Specified Area payment option letter and can choose to cash commute prior to April 11th 2005 or pay the annual charge for the existing 16 units.

The Sanitary sewer specified area charges for the new proposed 28 Units can be payable (based on the cash commuting rate set for that time) at the time of the approval of the building permit or the 28 Units can be added to the 16 Units annual charge.

5.2.5 Storm drainage.

A comprehensive drainage site management plan and design to comply with the City's Drainage Design and Policy Manual, is a requirement of this application.

5.2.6 Road improvements.

Briarwood Road frontage is to be widened and upgraded to a full urban standard which includes the design and construction of type I curb, gutter and monolithic sidewalk (SS-R5 standard), fillet paving, storm drainage works, street lighting, line painting, landscaped boulevard with irrigation and approved trees, and the removal and/or the relocation of utilities as may be required. The estimated cost for this work is \$66,600.00, inclusive of a bonding escalation and exclusive of any utilities relocation.

5.2.7 Power and Telecommunication Services.

Briarwood is located within the Rutland Urban Town Centre which requires underground wiring as per current policies. It should be noted that the area is currently serviced with overhead wiring and the utilities companies have expressed that it is preferable to keep the main feeding lines, running parallel with the road, overhead at this time. Works and Utilities recommends that only the services to this new development be installed underground.

5.2.8 Street lights.

Street Lights are to be installed on the fronting roads to the satisfaction of the Manager of Electrical Utilities.

5.2.9 Latecomer Provisions

Under the provisions of the Local Government Act, Latecomer provisions are available for the storm sewer and watermain extension (if required) on Briarwood Road.

The consulting engineer is to prepare and submit the Latecomer information. The City will prepare the actual Latecomer Agreement(s) and forward to the owner(s) for signature. The Latecomer Agreements must be submitted for Council's adoption prior to the notice to proceed with the works.

None of the Works & Services required are items included in the DCC calculations and therefore not eligible for DCC credits.

5.2.10 Engineering.

Design, construction supervision, inspection and certification 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.

5.2.11 Bonding and Levies Summary.

a) Performance Bonding

Briarwood Road upgrading	\$ 66,600.00
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b) Levies

Sanitary Spec. Area charges	At building permit
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5.3 Public Health Inspector, School District No.23, RCMP, Terasen, Fortis BC

No comment.

5.4 Shaw Cable

Owner/developer to supply and install an underground conduit system.

5.5 Telus

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

6.0 PLANNING AND CORPORATE SERVICES DEPARTMENT COMMENTS

The Planning and Corporate Services Department are generally pleased with the form and character of the proposed development. The building massing, siting and design are generally consistent with relevant design Guidelines for Multiple Unit Residential development.

Staff had originally recommended that additional vertical detailing be added to the buildings elevations; however, the applicant has indicated that they are attempting to minimize costs in order to provide affordable rental housing to the market and do not have leeway in the budget to provide for additional finishing materials. Given the proximity to the Rutland Urban Centre and the shortage of rental accommodation in the market, staff are willing to support the application.

The applicant has revised the site plan in order to accommodate secure bicycle parking in the parkade area.

Andrew Bruce
Manager of Development Services

Approved for inclusion ☐

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

RM/AB/rs

Attach.

Attachments

- Subject Property Map
- Schedule A, B & C (pages)
 - Sample Board