
CITY OF KELOWNA
MEMORANDUM

Date: May 13, 2005

To: City Manager

From: Planning and Corporate Services Department

Subject:

APPLICATION NO. OCP05-0002/Z05-0008/DP05-0011/DVP05-0012

OWNER: Gary Dober
Pasadena Estates Ltd.

AT: 4427, 4431 and 4433 Gordon Drive

APPLICANT: John Schlosser
Canwest Design Group

PURPOSE: TO AMEND OFFICIAL COMMUNITY PLAN FUTURE LAND USE DESIGNATION FROM SINGLE / TWO UNIT RESIDENTIAL TO MULTIPLE UNIT RESIDENTIAL – LOW DENSITY;

TO REZONE FROM THE RU1-LARGE LOT HOUSING ZONE TO THE RM3-LOW DENSITY MULTIPLE HOUSING ZONE, IN ORDER TO ALLOW FOR A PROPOSED TOWN-HOME STYLE MULTIPLE UNIT HOUSING DEVELOPMENT.

EXISTING ZONE: RU1 – LARGE LOT HOUSING

PROPOSED ZONE: RM3 – MEDIUM DENSITY MULTIPLE FAMILY

REPORT PREPARED BY: RYAN SMITH

1.0 RECOMMENDATION

THAT OCP Bylaw Amendment No. OCP05-0002 to amend Map 19.1 of the Kelowna Official Community Plan (2000 - 2020) Bylaw No. 7600 by changing the Future Land Use designation of Lot 4, DL 358, ODYD Plan 8074, Lot A, DL 358, ODYD Plan 21226 and Lot 1, DL 358, ODYD Plan 9844, located on Gordon Drive, Kelowna, B.C., from the Single/ Two Family designation to the Multiple Unit Residential – low density designation, as shown on Map “A” attached to the report of Planning & Development Services Department, dated April 7, 2005 not be considered by Council;

AND THAT Rezoning Application No. Z05-0008 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 4, DL 358, ODYD Plan 8074, Lot A, DL 358, ODYD Plan 21226 and Lot 1, DL 358, ODYD Plan 9844, located on Gordon Drive, Kelowna, B.C. from the RU1 – Large Lot Housing zone to the RM3 – Low Density Multiple Housing zone not be considered by Council;

2.0 SUMMARY

The applicant is seeking to amend Official Community Plan Future Land Use designation for the subject properties from Single / Two Unit Residential to Multiple Unit Residential – Low Density and rezone the subject properties from the RU1-Large Lot Housing zone to the RM3-Low Density Multiple Housing zone, in order to allow for a proposed town-home style multiple unit housing development. In addition to the above mentioned land-use related applications the applicant is seeking to obtain a Development Permit to allow for a 55 unit town home style development for senior citizens and a development variance permit to address several deficiencies.

3.0 ADVISORY PLANNING COMMISSION

At the regular meeting of March 1st, 2005 it was resolved:

THAT the Advisory Planning Commission supports Official Community Plan Application No. OCP05-0002 and Rezoning Application No. Z05-0008, for 4427/4431/4433 Gordon Drive, Lot 4, Plan 8074, Lot A, Plan 21226, and Lot 1, Plan 9844, Sec 31, Twp. 29, ODYD, by Canwest Design & Drafting Ltd. (John Schlosser), to amend Official Community Plan Future Land Use designation from Single / Two Unit Residential to Multiple Unit Residential – Low Density; and to rezone from the RU1-Large Lot Housing zone to the RM3-Low Density Multiple Housing zone, in order to allow for a proposed town-home style multiple unit housing development;

AND THAT the Advisory Planning Commission supports Development Permit Application No. DP05-0011, for 4427/4431/4433 Gordon Drive, Lot 4, Plan 8074, Lot A, Plan 21226, and Lot 1, Plan 9844, Sec 31, Twp. 29, ODYD, by Canwest Design & Drafting Ltd. (John Schlosser), to obtain a Development Permit to allow for a 50 unit town home style development.

AND THAT the Advisory Planning Commission supports Development Variance Permit Application No. DVP05-0012, for 4427/4431/4433 Gordon Drive, Lot 4, Plan 8074, Lot A, Plan 21226, and Lot 1, Plan 9844, Sec 31, Twp. 29, ODYD, by Canwest Design & Drafting Ltd. (John Schlosser), to obtain a Development Variance Permit to vary the northern side yard setback from the 4.0 m required to the 2.5 m proposed for two units; and to vary the rear yard setback from the 7.5 m required to the 4.5 m proposed for all buildings on the eastern side of the subject property.

AND FURTHER THAT the Advisory Planning Commission not support Development Variance Permit Application No. DVP05-0012, for 4427/4431/4433 Gordon Drive, Lot 4, Plan 8074, Lot A, Plan 21226, and Lot 1, Plan 9844, Sec 31, Twp. 29, ODYD, by Canwest Design & Drafting Ltd. (John Schlosser), to vary the parking from the 68 stalls required to the 29 stalls proposed.

It was noted by APC members that no study exists that supports the applicant's argument that only 25-30% of the residents will be driving. Also, given that there is no guarantee that a strata council would ensure that the sale of the housing would not go to people under 75 years of age, the APC is not willing to support the parking variance.

***Note:** The applicant has revised the amount of parking proposed from 29 stalls to 41 stalls but has also increased the number of units.

4.0 THE PROPOSAL

The applicant is seeking to create a seniors oriented multi-family development on the subject properties. The development will consist of 55 units in the form of stacked row housing which cluster around a manor house structure to be located at the centre of the development. The manor house and buildings along the north and east sides of the property will measure two storeys in height while all other development will be limited to one storey.

As shown the development is basic and contemporary in style. The proposed units will measure between 60m² and 80m². The two storey buildings which face the north and east sides of the property will only appear as one storey to the neighbors due to the grade differential. The exteriors of the buildings will be finished with brick around the base and olive/tan colored stucco above. The proposed roofing material is asphalt shingle. Many of the windows at grade project in a bay window style. The second storey units of all the two storey residential buildings have a balcony which overlooks the centre of the development. The manor house steps back above the first storey and gable windows have been incorporated into the roofline. The finishing materials for the manor house match those proposed for the residential buildings.

All of the parking for the proposed development will be located below grade on the west side of the property and access to the development would be via the manor house. The manor house would function as both a meal area and common area for residents of the development. A pedestrian access to the development will be provided from Gordon Drive and consists of a stairwell and pick up/drop off for the residents may also occur via a fire lane access to the middle of the development with a hammerhead turnaround.

The proposed landscape plan includes opaque fencing around the perimeter of the site bordered by vegetative buffer. A water feature which incorporates several small ponds and creek like waterways is proposed to run the length of the development and several areas are designated for possible vegetable gardens to be maintained by the tenants.

The applicant's are proposing several variances in order to achieve what they feel is an optimum site plan. The applicant is seeking to vary the northern side yard setback from 4.0 m required to 2.5 m proposed for two units and to vary the rear yard setback from the 7.5 m required to the 4.5 m proposed for all buildings on the eastern side of the subject property. In addition the applicant is also proposing to vary the parking from the 73 stalls required to the 41 stalls proposed. The applicant is also seeking to vary the minimum setback between buildings for units 21-22, and units 34-35 from 3.0m required to 2.0m proposed.

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

CRITERIA	PROPOSAL	RM5 ZONE REQUIREMENTS
Lot Area (m ²)	8654m ²	900m ²
Lot Depth (m)	182m	30.0m
Lot Width (m)	63m	30.0m
Area of Buildings at Grade	2856.86m ²	
Area of Pavement, Accessory Buildings, etc...	700m ²	n/A
Site Coverage (%) (Buildings)	32.88%	40%
Site Coverage (%) (Buildings and parking)	41%	50%
Net Floor Area (m ²)	3634.5m ²	
Floor Area Ratio (FAR)	0.46	0.5 + 0.2 (Bonus for underground parking) Total: 0.7
Parking Spaces	41 stalls❶	64 stalls (51 one bedroom x 1.25) 6 stalls (4 two bedroom x 1.5) 3 stalls (staff) Total Stalls Required: 73
Bicycle Parking	Class 1: 25 Class 2: 5	Class 1: 25 Class 2: 5
Storeys (#)	2	2.5
Setbacks(m)		
- Front	4.5m 6.0m (to garage)	4.5m 6.0m (to garage/carport)
- Rear (east)	4.5m❷	7.5m
- North Side (for 1.5 storey or lesser portions)	Generally 4.0m <u>Except:</u> Units 8 and 10 only maintain a 2.5m setback❸	4.0m (for 1 or 1.5 storey portions of buildings)
- South Side (portions of 1.5 storeys or less)	4.0m	4.0m
Setback Between Buildings	2m between units 34 and 35❹ 2m between units 21 and 22❹	3.0m Minimum
Private Open Space	25m ² per unit	25m ² per unit
Drive Aisle Width	7.5m	7.5m
Refuse Bins (Setback from abutting residential areas)	To be located in parking structure	3.0m from abutting residential.

❶Note: The applicant is seeking to vary the parking from 73 stalls required to 29 stall proposed.

- ②Note: The applicant is seeking to vary the rear yard setback from 7.5m required to 4.5m proposed for all buildings on the eastern side of the property.
- ③Note: The applicant is seeking to vary the northern side yard setback from 4.0m required to 2.5m proposed for buildings 8 and 10.
- ④Note: The applicant is seeking to vary the setback between buildings from 3.0m required to 2.0m proposed for the separation between units 21-22, and units 34-35.

4.1 Site Context

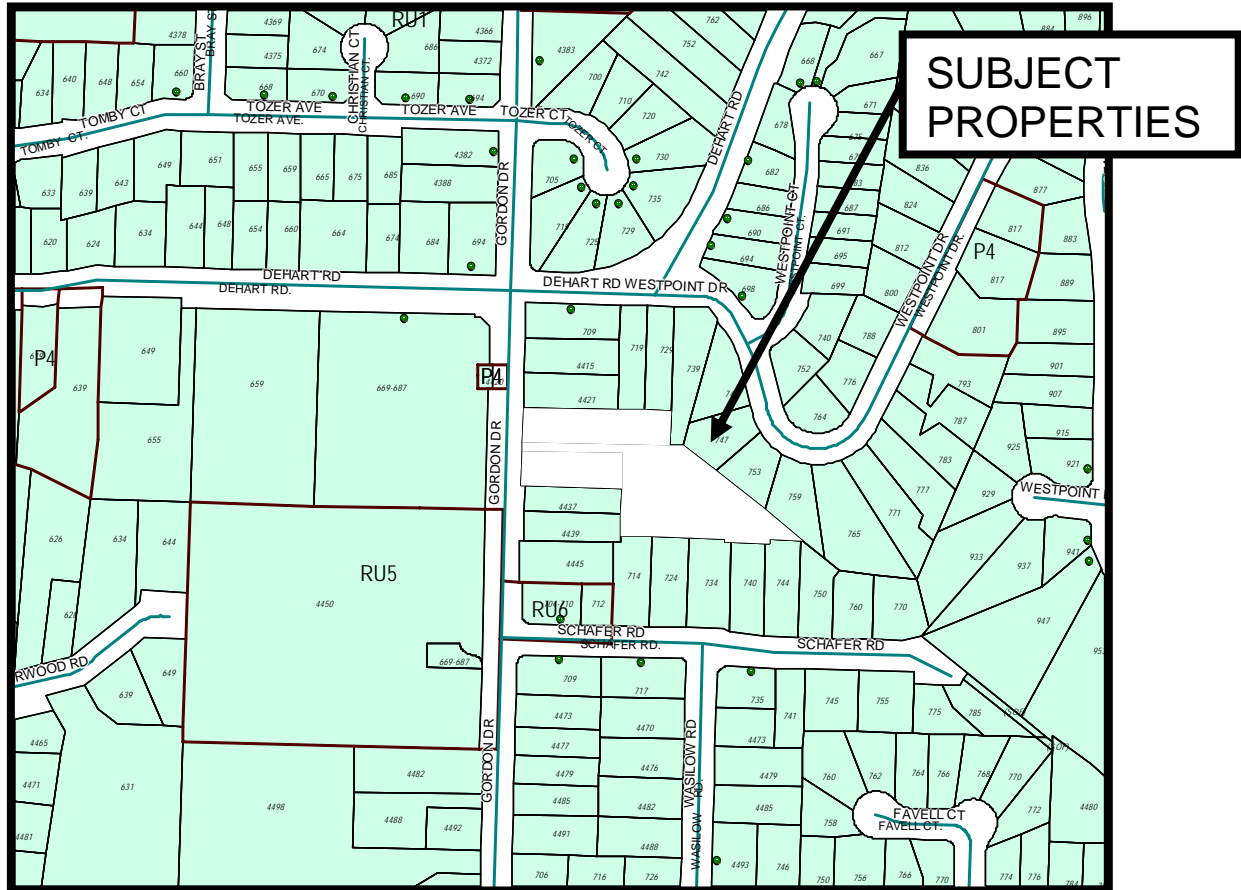
The subject properties are located on the east side of Gordon Drive just South of Dehart Road.

Adjacent zones and uses are:

- North - RU1 – Large Lot Housing - Single Family Dwelling
- East - RU1 – Large Lot Housing - Single Family Dwelling
- South - RU1 – Large Lot Housing - Single Family Dwelling
- West - RU5 – Bareland Strata Housing – under development

4.2 Site Location Map

Subject Properties: 4427, 4431 and 4433 Gordon Drive



4.3 Existing and Proposed Development Potential

The subject properties are currently zoned RU1 – Large Lot Housing. The purpose of this zone is to provide for single detached housing, and compatible secondary uses, on larger serviced urban lots.

The applicant is seeking to rezone the properties to the RM3 – Low Density Multiple Housing zone. This zone provides for low density multiple housing on urban services.

4.4 Current Development Policy

4.4.1 Kelowna Official Community Plan

The OCP designates the future land use of the subject properties as Single / Two Unit Residential. The proposed low density multiple unit residential use is not consistent with the land use designation.

The proposal satisfies some of the requirements outlined in OCP Policy 8.1.31 which states that the City will consider supporting an OCP amendment and rezoning application for residential densities greater than those provided for in the OCP where:

- Supporting infrastructure is sufficient to accommodate the proposed development (or the developer is prepared to upgrade the necessary infrastructure); and
- The proposed densities do not exceed the densities provided for by more than one increment (e.g. medium density multiple units might be entertained where low density had been provided for ...); and
- The project can be sensitively integrated into the surrounding neighbourhood, with no more than a one-storey height gain between the proposed development and the height permitted within land uses assigned to adjacent parcels; and

However, the proposal does not satisfy all of the requirements outlined in OCP Policy 8.1.31, something which is needed in order for proposals to be considered consistent with this Policy. In this regard, the Policy states that the City will only consider supporting an OCP amendment and rezoning application for residential densities greater than those provided for in the OCP where:

- A portion of the proposed units are available for affordable, special needs or rental housing identified to be in short supply (guaranteed through a Housing Agreement); and
- Appropriately designated sites can be proven to be functionally unsuitable for the proposed housing; and
- Approval of the project will not destabilize the surrounding neighborhood or threaten viability of existing neighborhood facilities (e.g. schools, commercial operations etc.).

The proposal provides no rationale to support these requirements, particularly the requirement relating to the need for a Housing Agreement. It is acknowledged that there are only a few designated multiple unit sites in the lower Mission area, however, these land uses designations have been thoroughly debated by the public, Council and staff through OCP and Sector Planning initiatives and through the review development applications that have been submitted since the North Mission Sector Plan was incorporated into the OCP. So while it can be argued that this form of housing would add to the diversity of housing in the area, it cannot be ignored that this site has not been identified as being needed to help support this objective. In addition, this site

may have an impact on and destabilize the surrounding neighborhood in an area that has not been previously discussed for this type of development.

The OCP also discourages “walled communities”, which is essentially what this proposed development would be.

The proposed development is subject to the Development Permit Guidelines for Form and Character of Multiple Unit Development, as set out in the OCP. The objective of the Guidelines is to ensure that the form and character of new development is consistent with principles of good urban design, as well as other goals and policies outlined in the OCP. The following features of the proposed development are generally consistent with the Guidelines:

- Residential units have ‘ground’ access, although access from the underground parking structure is quite circuitous (through the Manor House and across the public grounds).
- Open space areas are visible from most of the units.
- It appears that the proposed landscaping would enhance public views and the edges of the subject property and the proposed buildings, provides colour and creates shade and design interest. However, the landscape plan is not properly labeled, which leaves the things open to interpretation when implementing. Consideration should be given to including coniferous landscaping around the perimeter of the property to add colour and screening in the winter months.

4.4.2 Kelowna Strategic Plan (1992)

The City of Kelowna Strategic Plan encourages the development of a more compact urban form by increasing densities through infill and redevelopment within existing urban areas and to provide for increased densities within future urban areas. Also redeveloping transitional areas to increase densities for more efficient use of existing land. Also recommended is that the City will emphasize a density of development higher than presently occurring to allow for more efficient use of the land.

3.5.5 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.

5.0 TECHNICAL COMMENTS

5.1 Inspection Services Department

- a) Under the architects act a project of this size will require the involvement of a registered architect.
- b) Ensure turnaround for the fire dept meets code for turn radius and slope.
- c) Designer to review spatial separations between buildings.
- d) Will the underground parking structure be considered a "separate" building?

*Note: The applicant has considered these comments and will address any outstanding issues at building permit stage. Applicant has consulted with Fire Department in order to design fire access which meets City standards.

5.2 Works and Utilities Department

The Works & Utilities Department have the following requirements associated with this development application. The road and utility upgrading requirements outlined in this report will be a requirement of the issuance of a building permit or subdivision approval, and are outlined in this report for information only.

5.2.1 Domestic Water and Fire Protection

Domestic water and fire protection for this development can be provided from a watermain on Gordon Drive.

The developer's consulting mechanical engineer will determine the domestic and fire protection requirements of this proposed development and establish the required size of the new service and the proposed locations of new hydrants. The disconnection and removal of the existing small diameter water services and the tie-ins to the existing watermain will be by City forces at the developer's expense.

The estimated cost of this work for bonding purposes is \$14,000.00

If it is determined that upgrades to the existing water distribution system are required to achieve fire flows (150 litres per second), then additional bonding will be required.

A water meter is mandatory for this development and must be installed inside a building on the water service inlet as required by the City Plumbing Regulation and Water Regulation bylaws. The developer or building contractor must purchase the meter from the City at the time of application for a building permit from the Inspection Services Department, and prepare the meter setter at his cost.

The boulevard irrigation system must be integrated with the on-site irrigation system.

The subject lot is included into Water Specified Area Number 1.

5.2.2 Sanitary Sewer

A sanitary sewer service for this development will be provided from a sanitary sewer main on Gordon Drive.

Sanitary sewer service for the site will be reviewed and approved by Engineering when a site servicing design is submitted. Service changes shall be at the developer's cost.

The existing 150mm diameter service to existing Lot A can be utilised if it is of sufficient size and depth.

Decommissioning of existing small diameter services and the installation of a new service, if required, will be at the applicant's cost.

The estimated cost of this work for bonding purposes is \$8,000.00

The subject lot is included into Sanitary Sewer Specified Area Number 17.

5.2.3 Storm Drainage

The developer must engage a consulting civil engineer to provide a storm water management plan for this site which meets the requirements of the City Storm Water Management Policy and Design Manual. The storm water management plan must also include provision of a lot grading plan, minimum basement elevation (MBE), storm water service and/or on-site drainage containment and disposal systems. The on-site drainage system may be connected to the street drainage system with an overflow service at the developer's cost, with approval from the City drainage engineer.

Storm drainage systems and overflow service for the site will be reviewed and approved by Engineering when a site servicing design is submitted.

The estimated cost of the overflow service for bonding purposes is \$6,000.00

It will be necessary to construct some storm drainage facilities (catch-basins etc.) on Gordon Drive fronting the proposed development. The cost of this construction is included in the roads item.

5.2.4 Road Improvements

Gordon Drive must be upgraded to a full urban standard along the full frontage of this proposed development (see prelim. design prepared by Earth Tech), including curb and gutter, separate sidewalk, storm drainage system including catch basins, manholes/dry-wells, pavement widening, landscaped boulevard complete with underground irrigation system, street lights as required and re-location or adjustment of existing utility appurtenances if required to accommodate the upgrading construction.

The estimated cost of the road improvements for bonding purposes is \$35,000.00, which includes a bonding escalation. This estimate does not include power pole relocations.

5.2.5 Road Dedication and Subdivision Requirements

By registered plan to provide the following:

Provide a highway allowance widening of Gordon Drive. (see prelim. design prepared by Earth Tech) This widening is to be accomplished by dedication.

Grant Statutory Rights Of Way if required for utility services.

5.2.6 Electric Power and Telecommunication Services

The electrical and telecommunication services to the buildings must be installed in an underground duct system, and the buildings must be connected by underground services. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services which would be at the applicant's cost.

5.2.7 Street Lighting

Street lighting including underground ducts must be installed on all roads fronting on the proposed development. The cost of this requirement is included in the roads upgrading item.

5.2.8 Engineering

Road and utility construction design, construction supervision, and quality control supervision of all off-site and site services including on-site ground recharge drainage collection and disposal systems, must be performed by an approved consulting civil engineer. Designs must be submitted to the City Engineering Department for review and marked "issued for construction" by the City Engineer before construction may begin.

5.2.9 Development Cost Charge Reduction Consideration

If development cost charges are applicable to this public development, the proposed construction on Gordon Dr. is eligible to receive a DCC credit for a portion of the pavement widening. The amount of the DCC credit will be determined when the design engineer has submitted construction tender costs. DCC credit cannot exceed the actual DCC assessed by the City, nor shall it exceed the actual cost of construction as is substantiated by the actual construction cost.

5.2.10 Geotechnical Report

As a requirement of this application or at building permit application, the applicant must provide a comprehensive geotechnical report prepared by a Professional Engineer qualified in the field of hydro-geotechnical survey to address the following:

Area ground water characteristics, including water sources on the site and overland surface drainage courses traversing across or influencing this property.

Site suitability for development; i.e. unstable soils, peat deposits, soil bearing capability, etc. Slope analysis (i.e. 0-10 %, 10-20 %, 20-30% and over 30 %).

Drill and/or excavate test holes on the site and install piezometers if necessary. Log test hole data to identify soil characteristics, identify areas of fill if any. Identify unacceptable fill material, analyse soil sulphate content, identify unsuitable underlying soils such as peat, etc. and make recommendations for remediation if necessary.

List extraordinary requirements that may be required to accommodate construction of roads and underground utilities as well as building foundation designs.

5.2.11 Survey Monuments and Iron Pins

If any legal survey monuments or property iron pins are removed or disturbed during construction, the developer will be invoiced a flat sum of \$1,200.00 per incident to cover the cost of replacement and legal registration. Security bonding will not be released until restitution is made.

5.2.12 Bonding and Levy Summary

Bonding

Gordon Dr. - frontage upgrade	\$ 36,000.00
Service upgrades	\$ 28,000.00

Total Costs	\$ 64,000.00.
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NOTE: The bonding amounts shown above are comprised of estimated construction costs escalated by 140% to include engineering design and contingency protection and are provided for information purposes only. The owner should engage a consulting

civil engineer to provide detailed designs and obtain actual tendered construction costs if he wishes to do so. Bonding for required off-site construction must be provided as a condition of rezoning and may be in the form of cash or an irrevocable letter of credit, in an approved format.

The owner must also enter into a servicing agreement in a form provided by the City prior to 4th reading of the zone amending bylaw or issuance of a building permit.

The City Development Engineering Section will prepare the servicing agreement for execution by the owner and the City.

Levies

Nil

5.2.13 Development Permit and Site Related Issues

A site grading plan, a site servicing plan and a storm drainage plan are a requirement of this application. Site servicing issues and road access will be further reviewed and comments related to site development will be addressed when a detailed site development design or building permit application is received.

The development will be required to contain and dispose of site generated storm water on the site by installing a ground recharge system consisting of drywells and perforated pipe bedded in drain rock.

An SU-9 standard size vehicle must be able to maneuver onto and off the site without requiring a reverse movement onto public roadways. If the development plan intends to accommodate larger vehicles movements should also be illustrated on the site plan.

Perimeter access must comply with the BC Building Code.

5.2.14 Development Variance Permit

Variance Permit to vary the northern side yard setback from the 4.0m required to the 2.5 m proposed for two units; and to vary the rear yard setback from the 7.5 m required to the 4.5 m proposed for all buildings on the eastern side of the subject property, do not compromise Works and Utilities requirements.

5.2.15 Administration Charge

An administration charge is normally assessed for processing an application and for review and approval of engineering designs and construction inspection. A discussion between department managers should be held to decide if an administration charge is required for

this application. An administration charge would be calculated as 3% of the total off-site construction costs, not including design. 7% GST is normally added.

5.3 Environment Manager

Despite the fact this property is not flagged as a Hazardous Condition DP area, the property does contain slopes in excess of 30%. It may be advisable to ensure appropriate geotechnical information is provided with the application for rezoning to properly assess areas of "no-build" or "no-disturb."

5.4 Telus

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

5.5 Shaw Cable

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

5.6 Terasen, RCMP, School District #23, Public Health Inspector, Kelowna Regional Transit

No comment.

5.7 Fortis BC

Will provide underground electrical.

6.0 PLANNING AND CORPORATE SERVICES DEPARTMENT

Although it is commendable and ambitious that the applicant is attempting to create a seniors oriented residential development that relies so heavily on non-vehicular access to the units, staff feel the level of mobility required to use the exterior access to the units may not be appropriate for a seniors oriented project within a suburban area. Although consistent with some OCP policies as noted in the body of the report staff are of the opinion that the project falls short of meeting the majority of applicable density and design related policy.

In order to be consistent with OCP guidelines, staff had recommended that the applicant give further consideration to the following:

- Visitor parking stalls need to be designated and additional parking for residents be provided. While the applicant has increased the amount of parking on the site, staff are concerned that adequate parking is not being provided. Staff are concerned that the proposed lack of parking would likely lead to congestion along the Gordon Drive arterial roadway.

- Staff have recommended that pathways be provided to connect the buildings to the street in order to communicate a sense of being 'connected' to the community. Pathways should be safe and accessible for people with physical limitations. Pathway should be safe and accessible for people with physical limitations and should be well-illuminated at night. The lighting should not impede on the privacy of the neighbor to the south. Although the applicant has added a pedestrian connection from the development to Gordon Drive, staff feel that this stairwell will be not be a functional access for those residents of the development that are mobility impaired.
- Staff had initially recommended that the applicant incorporate additional design features to help break-up the massing and roofline of the buildings as well as the elevations. In particular the front and rear elevations seem to be lacking windows. The applicant has made minor modifications to several of the elevations (larger window facing south) and rooflines; however, staff would like to see additional detailing in the elevations.
- Although the applicant has worked to improve the appearance of the front elevation of the project facing Gordon Drive, staff are concerned that the project still lacks a welcoming, well-defined elevation on this frontage.
- Staff recommends that the applicant enter into a housing agreement with the City of Kelowna in order to restrict the tenancy to seniors and provide affordable housing on-site as a means of justifying the request for added density on the site.

Given the lack of consistency with the current OCP land use designation and the potential for a destabilizing influence on the neighborhood the Planning and Corporate Services Department recommends that these applications not be supported.

7.0 ALTERNATE RECOMMENDATION

THAT OCP Bylaw Amendment No. OCP05-0002 to amend Map 19.1 of the Kelowna Official Community Plan (2000 - 2020) Bylaw No. 7600 by changing the Future Land Use designation of Lot 4, DL 358, ODYD Plan 8074, Lot A, DL 358, ODYD Plan 21226 and Lot 1, DL 358, ODYD Plan 9844, located on Gordon Drive, Kelowna, B.C., from the Single/ Two Family designation to the Multiple Unit Residential – low density designation, as shown on Map "A" attached to the report of Planning & Development Services Department, dated April 7,2005 be considered by Council;

THAT Rezoning Application No. Z05-0008 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 4, DL 358, ODYD Plan 8074, Lot A, DL 358, ODYD Plan 21226 and Lot 1, DL 358, ODYD Plan 9844, located on Gordon Drive, Kelowna, B.C. from the RU1 – Large Lot Housing zone to the RM3 – Low Density Multiple Housing zone be considered by Council;

AND THAT the OCP Bylaw Amendment No. OCP05-0002 and zone amending bylaw 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 in conjunction with Council's consideration of a Development Variance 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;

Andrew Bruce
Development Services Manager

Approved for inclusion ☐

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

RM/AB/rs
Attach.

ATTACHMENTS

(not attached to the electronic version of the report)

- Location of subject property
- Site plan
- Floor plans
- Elevations
- Landscaping plan
- Colour Rendering