
CITY OF KELOWNA

MEMORANDUM

Date: December 14, 2005

To: City Manager

From: Planning and Corporate Services Department

Subject:

APPLICATION NO. DP05-0191

OWNER: Summerfield Lands Ltd.

AT: 1350 and 1370 Ridgeway Drive

APPLICANT: Water Street
Architecture

PURPOSE: TO OBTAIN A DEVELOPMENT PERMIT TO ALLOW FOR THE
CONSTRUCTION OF A 2-BUILDING, 4-STOREY, 130 UNIT
RESIDENTIAL DEVELOPMENT

EXISTING ZONE: RM5 – MEDIUM DENSITY MULTIPLE HOUSING

REPORT PREPARED BY: RYAN SMITH

1.0 **RECOMMENDATION**

THAT Council authorize the issuance of Development Permit No. DP05-0191 for Lot 5, Sections 20 and 29, Township 26, ODYD Plan KAP60338 and Lot 6, Sections 20 and 29, Township 26, ODYD Plan KAP60338, located on Ridgeway Drive, 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 proposing to construct a four storey, 130 unit multiple family development on the subject properties.

3.0 ADVISORY PLANNING COMMISSION

At the regular meeting of November 22, 2005 it was resolved:

THAT the Advisory Planning Commission supports Development Permit Application No. DP05-0191, for 1350 & 1370 Ridgeway Drive, Lots 5 & 6, Plan 60338, Sec. 29, Twp. 26, ODYD, by Water Street Architecture (Doug Lane), to obtain a Development Permit to allow the construction of two, four storey apartment buildings housing a total of 130 dwelling units.

4.0 PROPOSAL

The subject site is located in South Glenmore at the corner of Dilworth Crescent and Ridgeway Drive. The proposed development is part of the Summerfield Green project. To date, a total of 35 single family dwellings have been constructed on bare land strata lots north and west of Ridgeway Drive, and 32 units of stacked townhouses have been constructed on the east side facing Dilworth Crescent. The remaining lots in the Summerfield Green development are zoned for Medium Density Multiple Housing, and are the subject of this development permit proposal.

The 130 proposed apartments would be located in two four storey buildings, Building A will contain 63 units and Building B will contain 67 units. The applicant is proposing a blend of 1 bedroom, 1 bedroom + den and 2 bedroom units. The proposed buildings show architectural detailing and finishes that are consistent with the existing Summerfield Green development. The massing of the building is effectively broken up with bay windows and balconies on all elevations, and entrances to both buildings are highlighted with the use of small side gabled roof features. The main finishing material used for the buildings will be grey-coloured horizontal vinyl siding. The fascia and trim will be wrapped with white-coloured metal. Stone veneer at the base of the columns on the front elevation adds variety to the texture of the building. The roof and dormers will be finished with laminated shingles in dark brown/grey, creating an effect of “weathered wood”.

The remainder of the site will be used for landscaping, parking and drive-aisles. Generous landscaping is proposed for the Ridgeway Drive street frontage and both east and west property lines. A wrought iron fence ornamented with stone columns is also proposed for the Ridgeway frontage. The applicant is proposing a 2m panel fence along the rear property line in order to buffer the impacts of the north end connector which will eventually pass to the south of the property.

The applicant is proposing to add additional amenity space to the development through the use of roof-top patio's on both buildings.

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

CRITERIA	PROPOSAL	RM5 ZONE REQUIREMENTS
Site Area (m ²)	1.014Ha	1400m ²
Site Width (m)	105m (approx.)	30.0m
Site Depth (m)	64m (approx.)	35.0m
Site Coverage (%) Buildings	32%	40%
Site Coverage (%) Buildings and Parking	60%	60%

F.A.R.	1.1	1.1 + Bonus for underground parking= 1.2
Height (m)	4 storeys	4 storeys or 16.5m whichever is less
Setbacks (m)		
- Front (north)	6.0m	6.0m
- Rear (south)	9.0m	9.0m
- Side (west)	7.5m	7.5m
- Side (east)	7.5m	7.5m
Private Open Space	2,919m ²	25.0m ² x 100 units (2 bedroom) =2500m ² 15.0m ² x 30 units (1 bedroom) =450m ² <u>Total: 2950m²</u>
Parking Stalls (#)	190 Stalls	1.5 stalls x 100 (2 bedroom units) =150 Stalls 1.25 stalls x 30 (1 bedroom units) =38 Stalls Total: 188 Stalls
Parking Setback		
- Front (north)	3.5m	2.0m
- Rear (south)	1.5m	1.5m
- Side (west)	N/A	1.5m
- Side (east)	N/A	1.5m
Bicycle Stalls (#)	Number not indicated in proposal❶	Class 1: 65 Class 2: 13
Setback for Refuse/Recycling Bins	3.0m	3.0m

❶Note: Although visitor bicycle racks are shown on the plans, it is not indicated how many are provided nor how many secure bicycle parking spaces are provided. The applicant must provide additional information to demonstrate how the proposal can meet the bylaw with regard to bicycle parking prior to issuance of this development permit.

4.1 Site Context

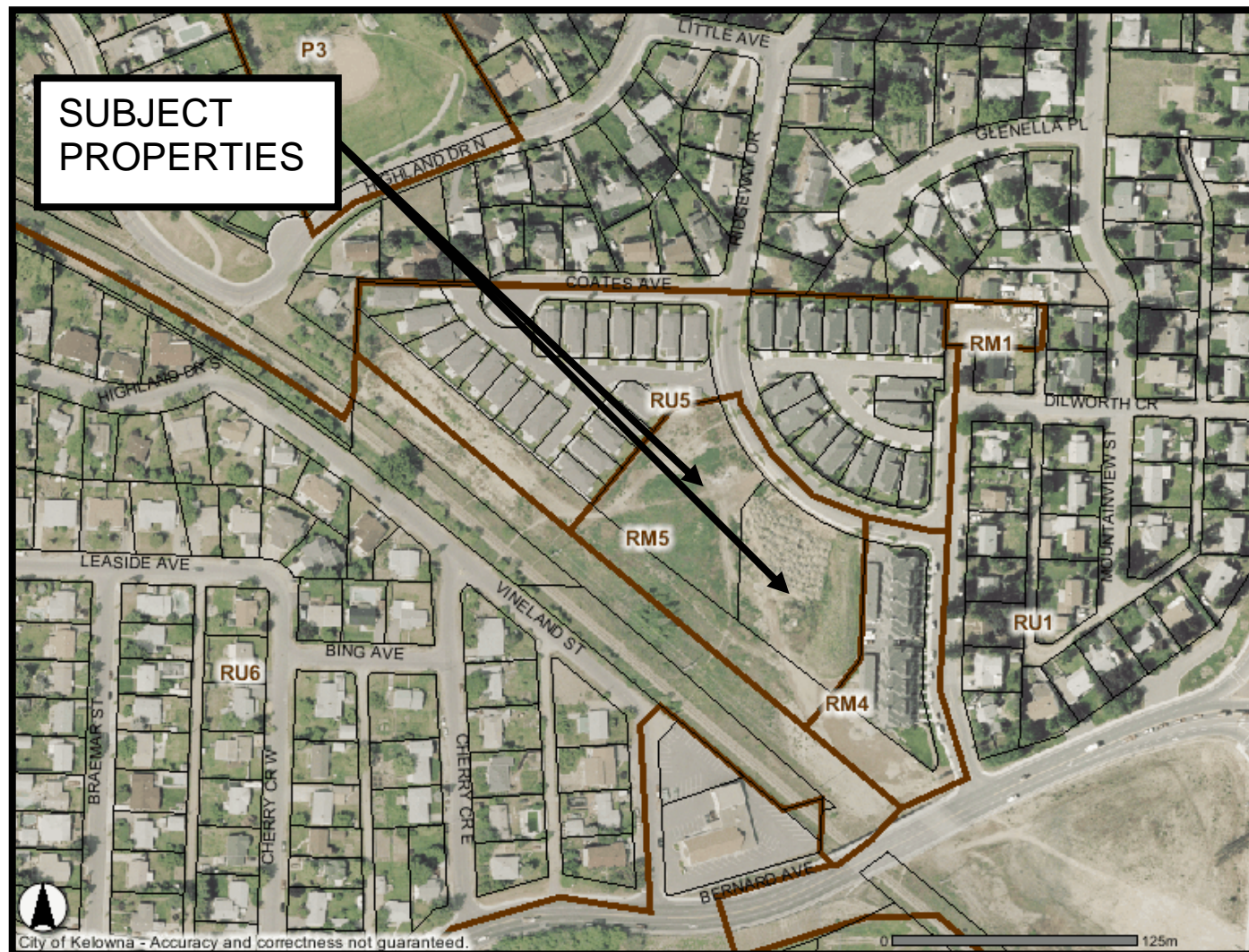
The subject site is located in South Glenmore, at the corner of Dilworth Crescent and Ridgeway Drive. The older neighborhood north and east of the property contains predominantly single family housing on larger lots (RU1). The three phases of Summerfield Green to the north and northwest and east of the site consist of single detached housing on bareland strata lots and an RM4 – Transitional Low Density Housing Development consisting of 32 units.

Adjacent zones and uses are, to the:

- North - RU5 – Bareland Strata Housing
- East - RM4 – Transitional Low Density Housing – City Homes
- South - Future North End Connector
- West - RU5 – Bareland Strata Housing

Site Location Map

Subject Properties: 1350 and 1370 Ridgeway Drive



4.2 Development Potential

The purpose of this zone is to provide primarily for medium density apartment development.

4.3 Current Development Policy

4.3.1 Official Community Plan (OCP)

The Official Community Plan designates the future land use for this site as medium density multiple family residential. This designation includes townhouses, garden apartments, and apartment buildings, along with complementary uses. Densities are supposed to be generally consistent with the RM5 – Medium Density Multiple Housing zoning. The density proposed for this development is somewhat lower than the one for RM5, however, due to the increase in Floor Area Ratio through underground parking, the

application lies in between RM4 and RM5 densities and can thus be considered consistent with the OCP future land use 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 generally consistent with some of these guidelines but conflicts with others 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 single storey bareland strata housing to the north and west and four storey townhouses to the east. The proposal is compatible with this streetscape to the east; however, it does present a significant height gain over the bareland strata development to the north and west.
- New multiple family developments should be no greater than one storey higher than the adjacent developments. The proposed development is 4 storeys high at the Ridgeway Drive frontage and, therefore, 3 storeys higher than the predominantly one-storey single family dwellings on Dilworth Crescent. The proposed development is complementary in height to the stacked townhouse style development to the east which is 4 storeys in height on the rear elevation.
- The guidelines encourage underground parking for multiple family developments. The proposal partly meets this guideline by providing 140 parking spots under the buildings, which will not be visible from the streets, but also has 50 stalls at grade.
- The number of vehicle access points to multiple family residential development from arterial or collector roads should be minimized. The proposal contains only one access point at Ridgeway Drive, and the proposal therefore meets this guideline.
- Medium density residential developments shall provide sufficient buffering from lower density residential developments. The proposed development provides a sufficient landscape buffer at the Ridgeway Drive frontage and on the east and west side yards.

4.3.2 City of Kelowna Strategic Plan (2005)

One of the objectives of the Strategic Plan is to develop a more compact urban form by providing higher densities. The proposed 130-unit multi family development meets this objective.

5.0 TECHNICAL COMMENTS

This application was circulated to various internal departments and technical agencies and the following comments were received:

5.1 Fire Department

- a) Fire department access and hydrants as per the BC Building Code and City of Kelowna Subdivision By-law.

- b) Engineered fire flows are required.
- c) Hydrant required within 45m of fire department connection.
- d) Contact FPO for preferred location(s) of new hydrant(s) and/or Fire Dept. connection.

5.2 Parks Manager

- a) The Development will be responsible to weed, water and mow the boulevards adjacent to their property. They will also be responsible for maintaining the boulevard in a reasonably tidy condition, free and clear of garbage, litter or debris.
- b) All proposed plant material (trees, shrubs, ground covers and sod) for the boulevard to be reviewed and approved by Parks Staff prior to application approval.
- c) No landscape plan was submitted to the Parks Division. If the Applicant proposes to landscape the boulevards, a Landscape Plan will be required with the following standard information:

Planting plan will include a plant materials list:

- i) latin name
- ii) common name
- iii) size at planting
- iv) plant symbol key
- v) indicate existing trees
- vi) indicate existing trees to be removed

Minimum plant material specifications for the boulevards as follows:

- i) Deciduous Trees - minimum calliper 60mm @ 300mm above root ball.
- ii) Deciduous Shrub - minimum spread 450mm
- iii) Evergreen Trees - minimum height 2500mm
- iv) Evergreen Shrub - minimum spread 450mm

d) Scale of plan and north arrow clearly indicated on plan.

e) Planting plan to include all u/g utility locations in BLVD.

f) If boulevard trees are approved by Parks Staff, the tree maintenance will be the responsibility of Parks Division. However, the owner will be responsible for watering and replacement of trees during the establishment period, for at least one growing season after planting.

g) All entry feature signs for the proposed development will be located on private property and not on the City's boulevard lands and be in compliance with the City's Signage Bylaw No. 8235.

5.3 Shaw Cable, Telus, RCMP, Health Inspector, School District No.23, Terasen Utility Services, Fortis BC

No comment.

5.4 Inspection Services

Must meet BC Building Code. Complete review at Building Permit stage.

5.5 Works and Utilities

The Works & Utilities Department has the following requirements associated with this Proposed Multi -Family Residential Development Application. The road and utility upgrading requirements outlined in this report will be a requirement of the issuance of a building permit, but are outlined in this report for information only. The Development Engineering Technologist for this project is John Filipenko. ASCT.

5.5.1 General

Refer to the original zoning requirements under file Z97-1008.

5.5.2 Domestic Water and Fire Protection

The developer's consulting mechanical engineer will determine the domestic and fire protection requirements of this proposed development and establish hydrant locations and service needs.

These individual lots have been pre-serviced with 150mm diameter water services.

Water meters are mandatory for this development and must be installed inside the 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 meters 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 developer may also purchase an irrigation sewer credit meter from the City and prepare a meter setter at his cost.

Site servicing issues will be reviewed and comments related to site servicing and hydrant spacing will be addressed when a detailed site servicing plan is submitted.

5.5.3 Sanitary Sewer

The developer's consulting mechanical engineer will determine the requirements of the proposed development and establish the service requirements.

The tie-in of new services must be by City crews and will be at the applicant's cost.

Site servicing issues will be reviewed and comments related to site servicing will be addressed when a detailed site servicing plan is provided.

Modifications to existing sewer trunk main manholes within the statutory rights of way, will be by City forces at the developer's expense.

The estimated cost of this construction for bonding purposes is \$18,000.00.

5.5.3 Storm Drainage

Provide an updated storm water management plan for the 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, identify minimum basement elevation (MBE), overland drainage routes, floodplain elevations and setbacks, and provision of storm drainage overflow services for the lots and recommendations for onsite drainage containment, treatment and disposal systems.

Construction of offsite drainage may be required. The drainage outlet for this phase is at the bottom end of the future detention pond and therefore may require some of the detention facilities and pipes be built and connected. If temporary storm water management can be achieved onsite, without affecting future construction of the North End Connector, this may be considered. Temporary onsite detention /infiltration must consider affects on the construction of the North End Connector. Verification by a Geotechnical Engineer must be provided.

Design and construct the extension of the existing 525mm diameter storm drainage main through this proposed development. Confirm cost estimates for all work including those items to be completed in the future. Existing Bonding values must be revised to reflect up to-date costs.

Detail on the drawings how temporary drainage facility works and confirm that the facilities are able to handle the additional water added as result of this phase.

Provide the following drawings:

A detailed Lot Grading Plan (indicate on the Lot Grading Plan any areas that have greater than 1.0 m of fill);

A detailed Storm-water Management Plan.

An Erosion and Sediment Control Plan (can be part of Lot Grading Plan).

5.5.4 Road Improvements

Access driveway construction will be at the applicant's cost. This work will require curb, gutter removal and replacement, boulevard irrigation and landscaping modifications. The work must be constructed to City of Kelowna Standards. Re-locate or adjust existing appurtenances including lamp standards, if required to accommodate this construction. The estimated cost of this construction for bonding purposes is \$ 10,000.00

Ridgeway Drive fronting this development has recently been urbanized. Care must be taken to avoid asphalt scaring. Protect existing sidewalks and streetscapes during construction. Replacement of damaged works and restoration will be at the developer's expense. The extent of the repair and restoration works will be determined by the City Engineer once construction is completed.

5.5.5 Road Dedication and Subdivision Requirements

By registered plan to provide the following:

Grant Statutory Rights Of Way for utility mains.

A right-of-way agreement must be registered across Lot 5, and lot 6 Plan 60338 for vehicular access to those lots. The agreement must include a clause to the effect that it is not to be cancelled without the consent of the Approving Officer for the City of Kelowna. This agreement must be registered as a priority charge.

5.5.6 Electric Power and Telecommunication Services

The electrical and telecommunication services to this development must be installed in an underground duct system. 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.

5.5.7 Engineering

Road and utility construction design, construction supervision, and quality control supervision of all off-site and site services and mains including on-site drainage collection and disposal systems and lot grading, 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.

Please contact the City Water and Drainage Engineer so as to the extent and limits of design and construction of the North End Connector fronting this development.

A lot-grading plan is to be submitted prior to construction and adhered to during the construction of this development. Match the future North End Connector Grades along the south westerly boundary line of the subject parcels.

5.5.7 Geotechnical Report

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 or application for subdivision approval.

Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.

Site suitability for development.

Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic materials, etc.).

Any special requirements for construction of roads, utilities and building structures.

Suitability of on-site disposal of storm water and sanitary waste, including effects upon adjoining lands in accordance with the Subdivision, Development and Servicing Bylaw, Schedule 4 Sanitary Item 2.18.

Slope stability, rock fall hazard and slippage including the effects of drainage and septic tank effluent on the site.

Top of bank assessment and location including recommendations for property line locations, septic field locations, building setbacks, and ground water disposal locations.

Recommendations for items that should be included in a Restrictive Covenant.

Any special requirements that the proposed subdivision should undertake so that it will not impact the bank(s). The report must consider erosion and structural requirements.

Any items required in other sections of this document.

Recommendations for erosion and sedimentation controls for water and wind.

Recommendations for roof drains and perimeter drains.

5.5.8 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.

5.5.9 Bonding and Levy Summary

Bonding

Sanitary service and MH adjustments	\$18,000.00
Driveway access	\$10,000.00
Storm main extension	(to be determined)
Total Bonding (not including storm extension)	\$28,000.00

NOTE: The bonding amounts shown above are comprised of estimated construction costs escalated 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 subdivision approval or building permit issuance, 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.

5.5.10 Servicing Agreements for Works and Services

A Servicing Agreement is in place for the works and services on City lands from the original zoning application including the storm pipes to Highland Drive North, the detention ponds, Designs and estimates must be provided for the works to be completed at this time.

Confirm cost estimates for all work including those items to be completed in the future. Bonding values may be revised to reflect up to-date costs.

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.

5.5.10 Development Permit and Site Related Issues

The development will be required to contain, treat and dispose of site generated storm water on the site.

A lot-grading plan, erosion and sediment control plan are to be submitted prior to construction and adhered to during the construction of this development.

5.5.11 Access and Maneuverability

The site plan should illustrate the ability of an SU-9 standard size vehicle to maneuver onto and off the site without requiring a reverse movement onto public roadways. If the development plan intends to accommodate larger vehicles, the site plan should be modified and illustrated accordingly.

5.5.12 Charges and Fees

An administration charge will be assessed for processing of this application, review and approval of engineering designs and construction inspection. The administration charge is calculated as 3% of the total off-site construction costs, not including design. 7% GST will be added.

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

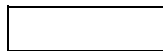
The additional cost for oversize works required by the City, which are not DCC creditable items, may be reimbursed to the owner subject to availability of funds.

6.0 PLANNING AND CORPORATE SERVICES DEPARTMENT

The Planning and Corporate Services Department is generally supportive of this development permit application. The proposed density and building form fall within the parameters of the RM5 – Medium Density Multiple Housing zone and the proposed articulation, exterior finish and layout of the buildings serves to provide a reasonable degree of visual interest. The site entrance, by creating an island, makes a reasonably inviting gesture to Ridgeway Avenue. However, the circulation arrangement forces pedestrians to cross two vehicle access points rather than one, and in so doing, gives more status to motorists than pedestrians. Additionally, only the sidewalk approaching the entrance from the east follows the roadway into the site. This creates a circuitous route into the site for pedestrians approaching from the west.

The proposal allows for generous landscaping and screening along the perimeters of the property and the applicant has indicated that roof-top patio areas will be provided to add extra amenity space to the development. Staff have suggested to the applicant that the buildings be stepped down towards the bareland strata development to the north in order to create a more sensitive transition; however, the applicant wishes to pursue the design as presented. One addition concern noted by staff is that the development also neglects the streetscape in that no ground level access is provided from the street to individual units. Staff have also recommended that the developer explore the possibility of strengthening the relationship between the development and the street through the provision of a means of pedestrian access from street fronting units to the street.

Andrew Bruce
Manager of Development Services



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

RM/AB/rs
Attach.