
CITY OF KELOWNA
MEMORANDUM

Date: August 2, 2006
To: City Manager
From: Planning and Development Services Department
Subject:

APPLICATION NO. OCP06-0012/Z06-0034 **OWNER:** Rancar Services Ltd.

AT: 644 Lequime Road **APPLICANT:** Randy Villeneuve
Rancar Services Ltd.

PURPOSE: TO AMEND THE OFFICIAL COMMUNITY PLAN FUTURE LAND USE DESIGNATION FROM MULTIPLE UNIT RESIDENTIAL – LOW DENSITY TO MULTIPLE UNIT RESIDENTIAL – MEDIUM DENSITY

TO REZONE THE SUBJECT PROPERTY FROM THE RM3 – LOW DENSITY MULTIPLE HOUSING ZONE TO THE RM4-TRANSITIONAL LOW DENSITY HOUSING TO ALLOW FOR THE CONSTRUCTION OF A 3.5 STOREY, 22 UNIT APARTMENT BUILDING

EXISTING ZONE: RM3 – LOW DENSITY MULTIPLE HOUSING

PROPOSED ZONE: RM4 – TRANSITIONAL LOW DENSITY HOUSING

REPORT PREPARED BY: RYAN SMITH

1.0 RECOMMENDATION

THAT OCP Bylaw Amendment No. OCP06-0012 to amend Map 19.1 of the Kelowna 2020 Official Community Plan Bylaw No. 7600 by changing the Future Land Use designation of Lot A, Section 6, Township 26, ODYD Plan 24496, located on Lequime Road, Kelowna, B.C., from the Multiple Family Residential – Low Density designation to the Multiple Family Residential – Medium Density designation, as shown on Map “A” attached to the report of Planning & Development Services Department, dated August 2, 2006, be considered by Council;

THAT Rezoning Application No. Z06-0034 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A, Section 6, Township 26, ODYD Plan 24496, located on Lequime Road, Kelowna, B.C. from the RM3 – Low Density Multiple Housing zone to the RM4 – Transitional Low Density Housing zone be considered by Council;

AND THAT the OCP Bylaw Amendment No. OCP06-0012 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;

AND FURTHER THAT final adoption of the zone amending bylaw be considered subsequent to the registration of Housing Agreement for the provision of 1 unit of “affordable housing” in the Land Titles Office.

2.0 SUMMARY

The applicant is proposing to rezone the subject property from the RM3 – Low Density Multiple Housing zone to the RM4-Transitional Low Density Housing zone in order to accommodate a 22 unit apartment housing development with one unit of affordable housing. In order to allow for this rezoning, the applicant has also applied to amend the Official Community Plan Future Land Use Designation from Multiple Unit Residential – Low Density to Multiple Unit Residential Medium Density.

3.0 ADVISORY PLANNING COMMISSION

At the regular meeting of July 4, 2006 it was resolved:

THAT the Advisory Planning Commission supports Official Community Plan Amendment No. OCP06-0012, for 644 Lequime Road, Lot A, Plan 24496, Sec. 6, Twp. 26, ODYD, by Rancar Services Ltd. (Randy Villeneuve), to amend the Official Community Plan Future Land use designation from Multiple Unit Residential – Low Density to Multiple Unit Residential-Medium Density;

AND THAT the Advisory Planning Commission supports Rezoning Application No Z06-0034, for 644 Lequime Road, Lot A, Plan 24496, Sec. 6, Twp. 26, ODYD, by Rancar Services Ltd. (Randy Villeneuve), to rezone from the RM3-Low Density Multiple Housing zone to the RM4-Transitional Low Density Housing to allow construction of a three storey, 22 unit apartment building subject to provision of 1 unit of affordable housing;

4.0 BACKGROUND

The applicant has operated a Group Home, Minor in the single-family dwelling located at 644 Lequime for 15 years. Recently, the applicant relocated the group home and has demolished the house.

5.0 PROPOSAL

The proposed building would measure 3.5 storeys in height and would house a 22 condominium development. The first storey of the building, half of which will be located below grade, will be a 36 stall parkade. Above the parkade the building will be 10 units on the second floor, and 12 units on the third floor. Six of the third floor units will have loft and patio areas. Each of the units will have access to a patio and rooftop deck area.

The style of the proposed building is described by the applicant as being contemporary/modern in style. The applicant is proposing to finish the exterior of the development with stucco siding, stone and rich colored wood trim. The architect has designed the exterior with large roof overhangs and has stepped the building back above the second storey. The site elevations are also broken-up with the use of bay windows, differing window forms, colour and metal lattices for planting. The architect has also designed the building to step back from the street in order to reduce the mass of the structure and allow for generous patio areas.

The proposal indicates that the perimeter of the subject properties will be landscaped providing a vegetative buffer on all sides as well as opaque wood fencing which will measure 2m in height.

The parkade access for the development is via a drive-aisle from Lequime Road. Two visitor stalls as well as a turn-around will also be provided at the front entrance to the building. The refuse and recycling bins will also be located at grade, adjacent to the visitor parking stalls.

In order to address the OCP Policy for rezoning to higher densities, the applicant has committed to the provision of one unit for affordable housing. This affordable housing unit would be protected by a Housing Agreement.

The application compares to the requirements of the RM4 – Transitional Low Density Multiple Housing zone as follows:

CRITERIA	PROPOSAL	RM4 ZONE REQUIREMENTS
Lot Area (m ²)	3125m ²	900m ²
Lot Depth (m)	69.61m	30.0m
Lot Width (m)	43m	30.0
Area of Buildings at Grade	1180m ²	N/A
Area of Pavement, Accessory Buildings, etc...	464m ²	N/A
Site Coverage (%) (Buildings)	38%	50%
Site Coverage (%) (Buildings and parking)	52.6%	60%
Net Floor Area (m ²)	2333.6m ²	N/A
Floor Area Ratio (FAR)	0.74	0.65 + 0.2 for Parking Under Building Total: 0.85
Parking Spaces	38 stalls	1.25 stalls x 3 (1 bedroom units) 1.5 stalls x 19 (two bedroom units) Total: 33 stalls
Bicycle Parking	12	12 stalls
Storeys (#)	3.5 ^①	3
Setbacks(m)		
- Front	4.5m 6.0m (above second storey)	4.5m 6.0m (above second storey)
- Rear	7.5m	7.5m 9.0m (above second storey)
- East Side	4.5m	2.3m 4.5m (above second storey)
- West Side	10m	2.3m 4.5m (above second storey)
Private Open Space	575m ²	550m ²
Drive Aisle Width	7.0m	7.0m
Refuse Bins (Setback from abutting residential areas)	3.0m. Screened.	Refuse bins located at grade screened from view. Minimum 3.0m setback.

^①Note: The applicant is seeking to vary the height from 3 storeys permitted to 3.5 storeys proposed.

5.1 Site Context

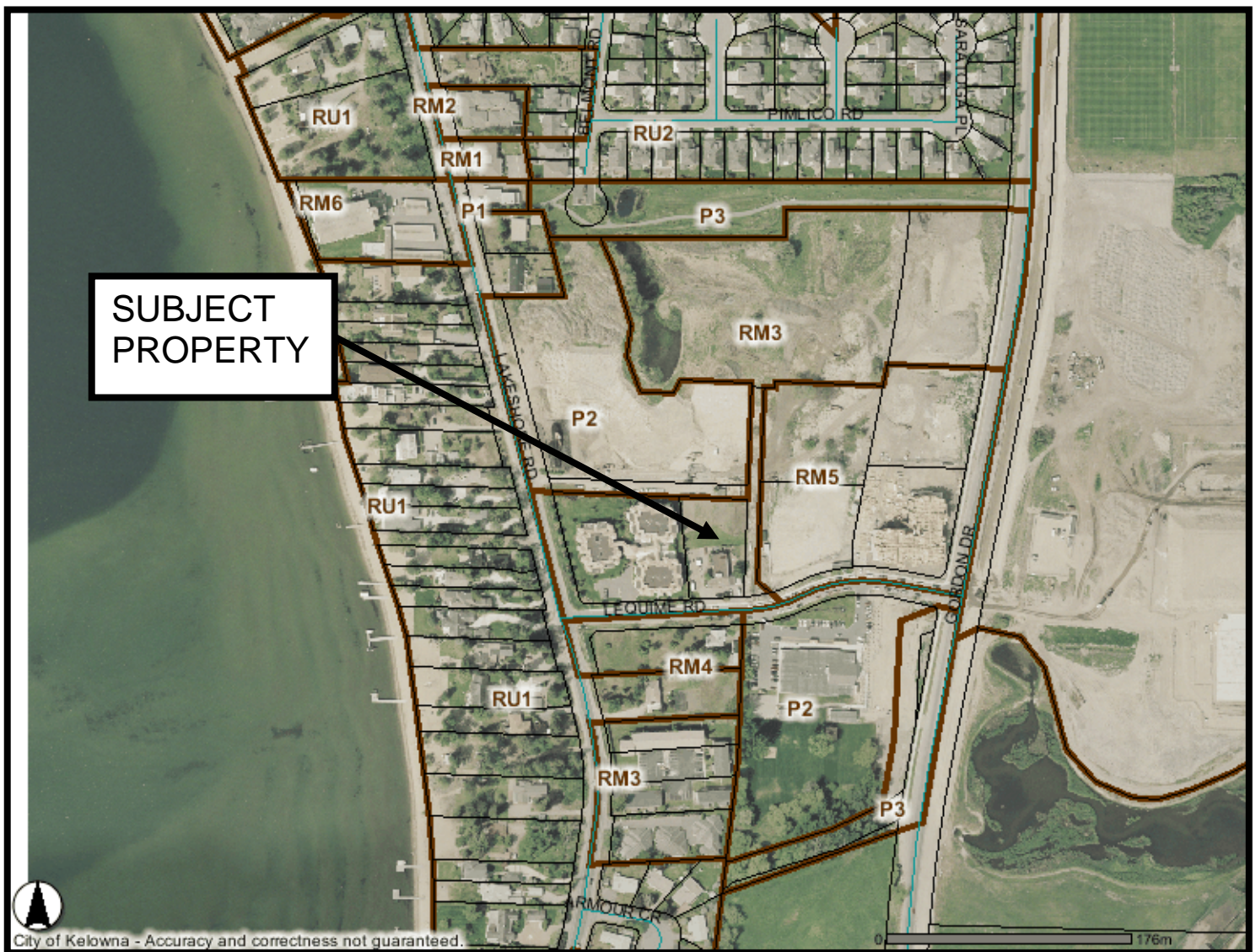
The subject property is located on the north side of Lequime Road between Lakeshore Road and Gordon Drive.

Adjacent zones and uses are:

- North - P2 – Education and Minor Institutional
- East - RM5 – Medium Density Multiple Housing
- South - RM4 – Transitional Low Density Housing
- West - RM3 – Low Density Multiple Housing

5.2 Site Location Map

Subject Property: 644 Lequime Road



6.0 CURRENT DEVELOPMENT POLICY

Staff have reviewed this application, and it may move forward without affecting either the City's financial plan or waste management plan.

6.1 Existing and Proposed Development Potential

The subject property is currently zoned RM3 – Low Density Multiple Housing. The purpose of this zone is to provide for low density multiple housing on urban services. The applicant is seeking to rezone the properties to the RM4 – Transitional Low Density Multiple Housing zone. This zone provides for primarily medium density apartments with a maximum height of three storeys.

6.2 Kelowna Official Community Plan

The future land used designation for the subject property identified in the Official Community Plan is Low Density Multiple Family. The proposal is not consistent with this designation.

Section 8 of the Official Community Plan provides the following policy guidance for applicants requesting rezoning to higher densities than designated on the Future Land Use Map:

Rezoning to Higher Densities: Consider supporting an OCP amendment and rezoning application for residential densities greater than those provided for on the Generalized Future Land Use Map 19.1 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). To mitigate the neighborhood impact of higher densities, it is important that:

- supporting infrastructure and park land is sufficient to accommodate the proposed development (or the developer is prepared to upgrade the necessary infrastructure and park land); and
- the proposed densities do not exceed the densities provided for on Map 19.1 by more than one increment (e.g. medium density multiple units might be entertained where low-density has been provided for, and low-density multiple units might be entertained where single/two unit residential densities have been provided for); and
- the project be sensitively integrated into the surrounding neighborhood, with no more than a one-storey height gain between the proposed development and the height permitted within land use designations assigned to adjacent parcels (Where the property being proposed for redevelopment is large, consideration may be given to providing greater heights at the centre of the property provided that the new building is sensitively integrated with the surrounding neighborhood); and
- approval of the project not destabilize the surrounding neighborhood or threaten viability of existing neighborhood facilities (e.g. schools, commercial operations etc.).

The applicant has considered the criteria above and has committed to provide one unit of affordable housing as a component of this development. The proposal also appears to conform to the other criteria listed above.

The Official Community Plan also contains the following objectives for context and design for new multiple family developments:

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.
- All development within Urban Centres and Village Centres should contribute to the creation of pedestrian-oriented streets and public spaces (connections, social interaction).
- 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).
- All development should promote safety and security of persons and property within the urban environment (CPTED).

Guidelines for Multiple Unit Development

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

Landscaping

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

- First storey units do not provide ground-level access but some outdoor amenity space is provided.
- The principle front entranceway is located at the side of the development but is accentuated with the use of a porte-cochere feature.

- Porches/balconies are provided.

Building Massing

- Development is generally compatible with the massing and rhythm of the developing streetscape;
- Variation between architectural bays within each façade is provided.

Walls

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

Ancillary Services/Utilities

- Refuse bins are located in an enclosure adjacent to the lane and will be screened from view.
- Utility service connections will be screened from view or be located so as to minimize visual intrusion.

Amenities

- Limited useable amenity space is available for the use of residents.

Access

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

Parking

- Underground parking is provided.

6.3 Kelowna Strategic Plan (2005)

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. The plan also encourages 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.

6.4 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.

7.0 TECHNICAL COMMENTS

This application was circulated to various City Departments and technical agencies and the following comments were received:

7.1 Inspection Services

A high water table area related to elevation of parkade slab.

7.2 Fire Department

Fire department access, fire flows, and hydrants as per the BC Building Code and City of Kelowna Subdivision Bylaw. Engineered fire flows should determine hydrant requirements

7.3 Public Health Inspector, RCMP, School District No.23, Terasen

No comments.

7.4 Shaw Cable

Owner/Developer to install Shaw duct, as per Shaw specifications and drawings.

7.5 Telus

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

7.6 Works and Utilities

The Works & Utilities Department has the following comments and requirements associated with this rezoning and development application for the proposed Residential Development. The road and utility upgrading requirements outlined in this report are provided for information purposes.

7.6.1 Domestic Water and Fire Protection

The existing lot is serviced with a small diameter water service. Only one service will be permitted for this development. The developer must engage a consulting mechanical engineer to determine the domestic and fire flow requirements of this development. The applicant, at his cost, will arrange for the removal of existing service and the installation of one larger metered water service. Adjustment of the existing hydrant to match the proposed boulevard grade will be at the applicant's cost. The estimated cost of this work for bonding purposes is \$7,000.00

Landscaped boulevards, complete with underground irrigation systems, must be integrated with the on-site irrigation system.

A water meter is 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 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 subject lot is included into Water Specified Area Number 1.

7.6.2 Sanitary Sewer

The proposed development site is serviced with a 100mm diameter sanitary service. The developer's consulting mechanical engineer will determine the requirements of this development.

Only one sanitary service is permitted and all unused services must be removed at the applicant's cost. A larger sanitary sewer service will be required.

The estimated cost for bonding purposes is \$5,000.00

The property is located in Sewer Specified Area No 17, and therefore will be subject to sewer Specified Area charges that must be paid in full. The cash commute amount (valid until March 31, 2007) is \$882.75 per EDU.

7.6.3 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.

It must be understood that the storm drainage systems in this vicinity are relatively shallow as drainage is influenced by the level of Okanagan Lake. Storm drainage systems are inundated in water at times of high lake levels.

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 \$7,000.00

7.6.4 Road Improvements

Lequime Road has been upgraded to an urban standard along the full frontage of this proposed development.

The existing access driveways to Lequime Road will need modification. This work will require curb, gutter, sidewalk and ramp removal and replacement. The work must be constructed to City of Kelowna Standards. Re-locate utility appurtenances if required to accommodate this construction.

The estimated cost of the road improvements for bonding purposes is \$9,000.00 which includes a bonding escalation. This estimate does not include utility appurtenance relocations.

7.6.5 Road Dedication and Subdivision Requirements

By registered plan to provide the following:

Grant statutory rights of way if required for utility services.

7.6.6 Electric Power and Telecommunication Services

The electrical and telecommunication services to this building must be installed in an underground duct system, and the building must be connected by an underground service. 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.

7.6.7 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.

7.6.8 Geotechnical Report

As a requirement of this application and building permit approval 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.

Site suitability for development; i.e. unstable soils, foundation requirements etc.

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, analyze 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.

Additional geotechnical survey may be necessary for building foundations, etc.

7.6.9 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.

7.6.10 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 will be reviewed and comments related to site development will be addressed when a detailed site development design or building permit application is received.

Access onto Lequime Road is acceptable as proposed. The entry signs must be designed and installed so as not to cause a sight-line obstruction.

7.6.11 Bonding and Levy Summary

Bonding

Lequime Road driveway removal & modifications	\$ 9,000.00
Water, sanitary and storm services	\$19,000.00
Total bonding amount	\$28,000.00

Levies

Sewer Specified Area No 17 Charges.

Cash commute amount (valid until March 31, 2007) is \$882.75 per EDU.

Proposed 22 Edu's	Total Charge \$19,420.50
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7.6.12 Administration Charge

An administration charge is applicable to this development in the amount of 3% (+ GST) of the total off-site servicing costs. The administration charge will be assessed and must be paid prior to release of any security deposits.

8.0 PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

Staff have worked on a series of revisions to the development proposal in order to arrive at a product which is both satisfactory for the applicant, and respects the relevant bylaws and policy. In order to justify the proposed density increase, the applicant has agreed to designate one of the 22 units as an affordable unit, protected by a housing agreement. Staff have no further concerns relating to the form or density of this development at this time and recommend that it be supported.

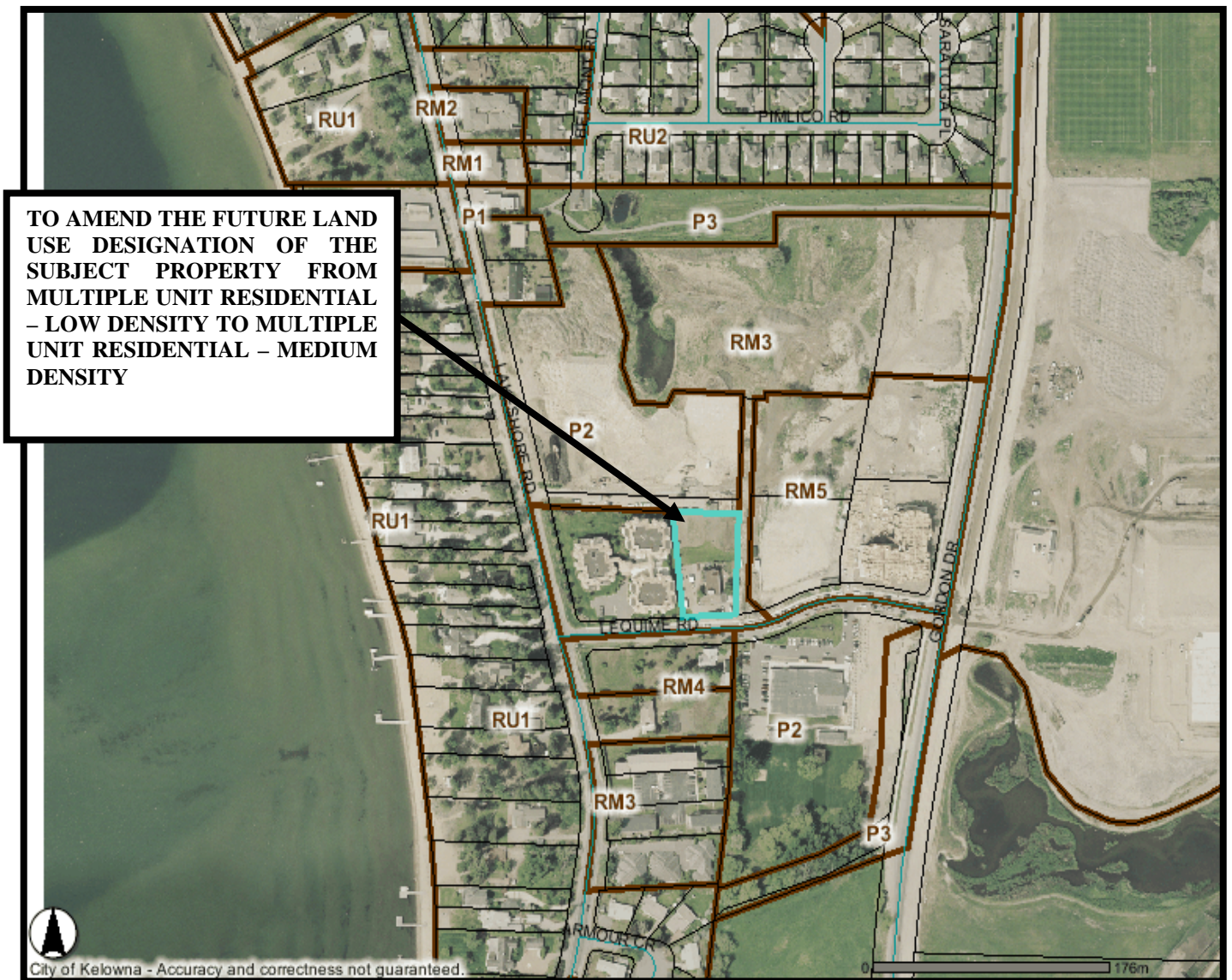
Shelley Gambacort
Acting Manager of Development Services

Approved for inclusion ☐

Signe Bagh
Acting Director of Planning & Development Services

SB/SG/rs
Attach

MAP “A”



ATTACHMENTS

(not attached to the electronic version of the report)

- Location of subject property
- Site plan
- Floor plans
- Elevations
- Landscape Plan
- Rendering
- Map “A”