
CITY OF KELOWNA

MEMORANDUM

DATE: October 18, 2006
FILE NO.: DP06-0098/DVP06-0099

TO: City Manager

FROM: Planning and Development Services Department

APPLICATION NO. DP06-0098/ DVP06-0099 **OWNER:** Kettle Valley Holdings Ltd.

AT: 328 Providence Ave

APPLICANT: Taynton Developments Inc.

PURPOSE: TO OBTAIN A DEVELOPMENT PERMIT FOR 20 UNITS OF ROW HOUSING.

TO OBTAIN A DEVELOPMENT VARIANCE PERMIT TO ALLOW A REAR YARD SETBACK OF 1.5 M WHERE 6.0 M IS REQUIRED.

TO OBTAIN A DEVELOPMENT VARIANCE PERMIT TO ALLOW DRIVING AISLE WIDTH OF 6.0 M WHERE 7.0 M IS REQUIRED.

EXISTING ZONE: CD2 – KETTLE VALLEY COMPREHENSIVE RESIDENTIAL DEVELOPMENT

REPORT PREPARED BY: DANIELLE NOBLE

1.0 RECOMMENDATION

THAT Council authorize the issuance of Development Permit No.DVP06-0098, Lot 19, Sec. 23, Twp 28, SDYD, Plan KAP75525, located on Providence Avenue, 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. The central paved space, currently shown as asphalt, be treated with a unique and distinct treatment (i.e. stamped asphalt or stamped concrete) to offer a degree of distinct visual interest.

AND THAT Council authorize the issuance of Development Variance Permit No. DVP06-0099, Lot 19, Sec. 23, Twp 28, SDYD, Plan KAP75525, located on Providence Avenue, Kelowna, B.C.;

AND THAT variances to the following sections of Zoning Bylaw No. 8000 be granted:

Section 8.1.12 – Parking and Loading; Off-Street Vehicle Parking

A variance to allow the drive aisle width of 6.0m where 7.0m is required.

CD2 – Kettle Valley Comprehensive Residential Development, Schedule 'B', Map 1 (page 7 of 17) – Type VI

A variance to allow a rear yard setback of 1.5m where 6.0m is required.

AND FURTHER THAT the applicant be required to complete the above-noted conditions within 180 days of Council approval of the development permit application in order for the permit to be issued.

2.0 SUMMARY

The applicant is proposing to construct 20 units of row housing located within five buildings. Variances to allow a rear yard setback of 1.5 m where 6.0 m is required as well as to reduce two way driving aisles to 6.0 m in width where 7.0 m is required are being sought. This project aims to complement the purpose of this Comprehensive Development zone incorporating a variety of residential uses integrated into a planned residential neighborhood.

3.0 PROPOSAL

The applicant is proposing to construct 20 units of row housing. A total of five buildings, each containing four units, is proposed. Each building is to be finished with yellow (“Strathcona Gold”) siding, pale yellow trim, red brick detailing (steps, chimneys, and planting beds), black window shutters, and black asphalt roofing. Architectural detailing on the buildings includes covered entries, dormer windows, subroofs, and oval windows. Two buildings will be located at the front of the site, facing Providence Avenue, with rear garage access provided via an internal driveway/courtyard. The remaining four proposed buildings line up along the rear property line, facing the courtyard, with individual driveway access provided directly from the existing rear lane. The end units within the buildings located at the rear of the property are to have attached garages with living space above with a required rear yard setback of 6.0 m. The applicant, however, is proposing a rear yard setback of 1.5 m to the garage portion of the buildings, which triggers the variance to the rear yard setback requirements. Where living space is located above the garage, the second storey setbacks are a minimum of 4.5 m from the rear property line. A landscaped area provides separation between the rear units and the internal driveway/courtyard (“carcourt”).

Private open space for each unit is to be provided within upper level balconies as well as ground level patio/grass yards. Each of the rear units face onto a sidewalk (decorative brushed red concrete) which arcs through the site providing pedestrian access to Providence Avenue. The front units have direct pedestrian access to the street. A significant amount of landscaping is proposed with a variety of trees and planting beds located throughout the site.

The application meets the requirements of the proposed CD2- Kettle Valley Comprehensive Development Zone as follows:

CRITERIA	PROPOSAL	CD2 ZONE REQUIREMENTS
Site Area (m ²)	7258m ²	5000m ²
Site Width (m)	274.8m	100.0m
Site Coverage (%)	33%	45%
F.A.R.	28 units per ha	35 units per ha
Height	8.6m	9.5m
Site Setbacks (m)		
- Front	2.0m	2.0m
- Rear	1.5m ^❶	6.0m
Private open space	50.0+m ²	20.0m ² per 1 or more bedroom dwelling
Separation between principal buildings	3.0m	3.0m
Parking Stalls (#)	22 spaces (garages) 3 visitor spaces ^❷	22 spaces (2 spaces per 3 bedroom) 3 visitor
Driving Aisle Width	6.0 m ^❸	7.0 m (two way driving aisle, 90 degree parking)
Bicycle Parking	13 spaces (within garages)	13 (.5 per dwelling unit Class I, 0.1 per dwelling unit Class II)

❶ A variance is required to allow a setback of 1.5 m where 6.0 m is required.

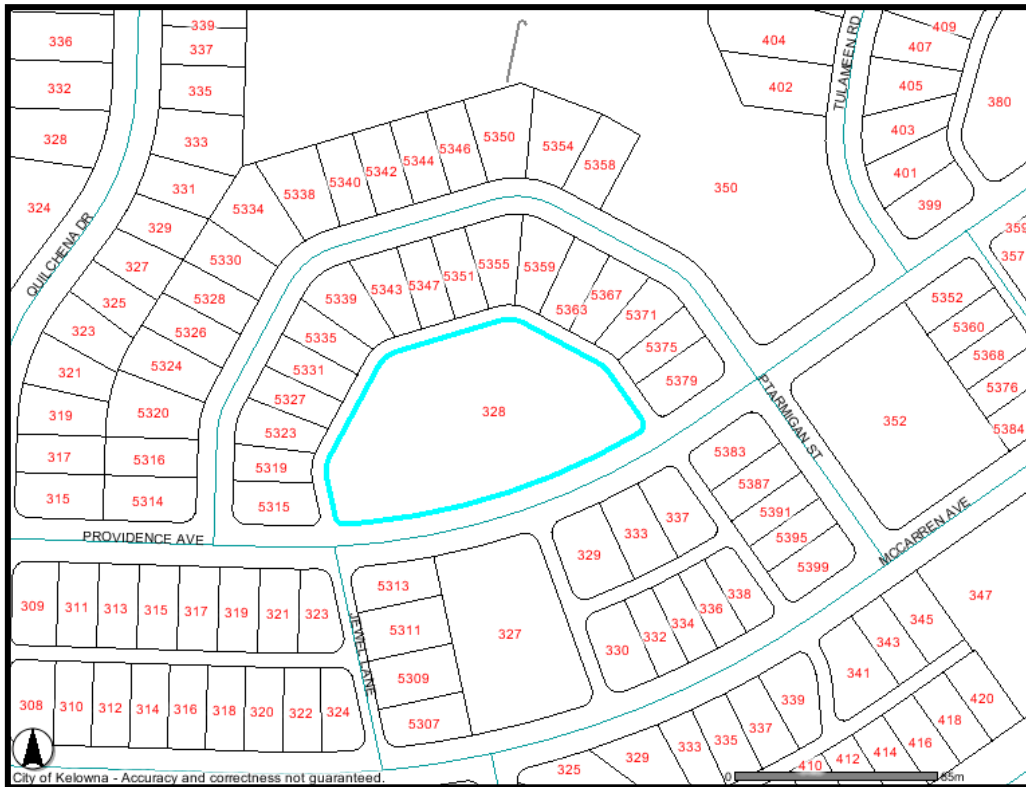
❷ 3 visitor parking spaces will be allocated on site.

❸ A variance is required to allow a driving aisle width of 6.0 m where 7.0 m is required.

3.1 Site Context

The subject property is located on Providence Avenue within the Kettle Valley Development. Adjacent properties are part of the CD2 Kettle Valley Comprehensive Residential Development. The adjacent land uses consist primarily of single detached dwellings.

3.2 Site Location Map



3.3 Existing Development Potential

The site is located in the CD2 - Kettle Valley Comprehensive Residential Development Zone. The purpose of the CD2 zone is to provide a zone for the development of a variety of residential uses, a mixed-use village centre, institutional, and park uses all integrated into a planned residential neighborhood.

3.4 Development Policies

3.4.1 City of Kelowna Strategic Plan (2004)

One of the objectives of the Strategic Plan includes the construction of housing forms and prices that meet the needs of Kelowna residents; the achievement of accessible, high quality living and working environments; and the sensitive integration of new development with heritage resources and existing urban, agricultural and rural areas.

3.4.2 Official Community Plan (OCP)

The future land use designation of the subject property is Medium Density Multiple Housing. The proposed designation of CD2 is therefore consistent with the Official Community Plan. Several elements of the proposed building design are consistent with the Multiple Dwelling Housing Guidelines as listed in the OCP. Examples of elements of the building design that are consistent with the design guidelines are as follows:

Relationship to the Street

- First storey units should ideally provide ground-level access and outdoor amenity space
- The principal front entranceway should be clearly identified and in scale with the development.

Building Massing

- Sub-roofs, dormers, balconies, and bay windows should be encouraged.

Walls

- End walls visible from a public street or residential lot should be finished to provide an attractive appearance. Blank or solid walls (without glazing) should not be longer than 5 m. Walls longer than 5 m should incorporate wall detailing that will provide visual interest.

Crime Prevention

- Guidelines for Crime Prevention through Environmental Design Guidelines (CPTED) should be followed.

Parking

- Underground parking is encouraged.

4.0 TECHNICAL COMMENTS

4.1 Fortis

No response.

4.2 Fire Department

Fire Dept access, fire flows, and hydrants as per BC Building Code and City of Kelowna Subdivision Bylaw.

4.3 Inspection Services Department

Provide spatial separation calculations and fire separation information to unit prior to issuance of the development permit.

4.4 Interior Health

No comment.

4.5 Parks Department

Residents will be responsible to weed, water and mow the boulevards adjacent to their properties. They will also be responsible for maintaining the boulevard in a reasonably tidy condition, free and clear of garbage, litter or debris. All plant material (trees, shrubs, ground covers and sod) used in the boulevard to be reviewed and approved by Parks

Staff. Tree Plantings in the boulevard will conform with Master Municipal Specifications (MMCD) Section 02950 and British Columbia Landscape Standard, Section 9.3.

4.6 RCMP

No comment.

4.7 School District 23

No response.

4.8 Shaw Cable

Owner/developer to supply/install a conduit system to Shaw Cable standards & specifications.

4.9 Telus

Telus will provide underground facilities to this development.

4.10 Terasen

No comment.

4.11 Community Planning Department

It appears from the plans that building entrances that access the interior sidewalk may be level with grade. All other entrances feature stairs and all units are two stories. The development does create limitations to residents or visitors with permanent or temporary physical disabilities who make up a minimum of 10% of the population. Use of adaptable design is recommended such that dwellings can be easily altered to accommodate people with physical limitations should this become necessary at any point in the future.

Use of their Voluntary Design Guidelines for Adaptable Housing is highly recommended. 17.1.10 of the OCP requires the review of development from an accessibility standpoint. For safety reasons, paths and the areas between buildings should incorporate CPTED principles: windows should be added to the building elevations that overlook private open space, in particular at the side elevations of the buildings; lighting of pathways and sidewalk areas is recommended and landscaping should not create hidden areas, placing residents at risk.

4.12 Works & Utilities

The Works & Utilities Department requirements regarding this application were addressed under the associated zoning application.

5.0 PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

Overall, the Planning and Development Services Department supports the project. However, to maintain and enhance the level of quality in this multi-phased development, it is important to address a few outstanding design details. Revisions to the proposed development in response to the Planning and Development Services Department and Advisory Planning Commission

comments has resulted in reconfiguring the units located at the front of the property to allow for the provision of improved, useable open space within the site. Staff noted that the design standards, illustrated within the Zoning Bylaw's CD2 zone (attached), include a central open space component at the front of the site. This design component was achieved on the multiple dwelling development to the north through the provision of a centrally located gazebo feature with a central pathway bisecting the site. The design revision has consequently broken up the massing of the building oriented towards Providence Avenue, permitting an open space design similar to that already achieved on the adjacent property.

The proposed project offers a reasonable degree of human scale and visual interest. The project is oriented around a crescent which creates a strong sense of identity. There is a well-identified pedestrian path that enhances the central space as well as secondary paths between the units that connect the space to the adjoining lane. The absence of fences and gates creates a more open and inviting project. Unfortunately, although softened by landscaping, the central space appears to be mainly for parking and vehicle access. The recommendation is that the central space be treated more as a public plaza where pedestrians and vehicles can coexist on an equal footing. Rather than a utilitarian asphalt treatment, the surface should offer a hierarchy of consistent treatments (e.g., stamped asphalt or concrete, concrete pavers, etc.) such that the space appears less like a large parking lot and more like a plaza, especially when not all the vehicles are present.

Staff has no concerns with the proposal to vary the required rear yard setback. The proposed setback to the attached garages is 1.5m which is consistent with the setback required for a detached garage. The living spaces, located above four of the garages, will maintain a minimum setback of approximately 5.0m from the rear property line. The reduced driving aisle width will also provide adequate vehicular access onto the site particularly given that a turnaround (courtyard) area is provided. Staff notes, however, that the applicant has not provided the minimum required visitor parking spaces for the development and has been required to provide 3 surface parking spaces on-site. The location and dimensions of the visitor parking spaces are allocated on the site plan. The use of a grasscrete surface on the visitor spaces, thus limiting the amount of additional hard-surfacing onsite has been incorporated.

In summary, Staff appreciate the level of design quality achieved to date in the Kettle Valley area and support the application with the conditions as noted.

Shelley Gambacort
Acting Development Services Manager

Approved for inclusion ☐

Mary Pynenburg MRAIC, MCIP
Director of Planning and Development Services

Attach.
MP/DN

ATTACHMENTS

- Location of subject property
- Site plan
- Landscaping Plan
- Elevations
- CD2 – Zone Diagram