
CITY OF KELOWNA

MEMORANDUM

DATE: March 26, 2008

TO: City Manager

FROM: Planning and Development Services Department

APPLICATION NO. DP07-0208

OWNER: Stephen & Michele Graham
0790388 BC Ltd., Inc. No. BC0790388

AT: 130 Hartman Road
915A-915B, 925 & 935 Rutland Road

APPLICANT: Grason Enterprises
(Stephen Graham)

PURPOSE: TO OBTAIN A DEVELOPMENT PERMIT TO PERMIT THE
CONSTRUCTION OF A 38 UNIT RESIDENTIAL DEVELOPMENT
WITH AN UNDERGROUND PARKADE.

EXISTING OCP DESIGNATION: SINGLE/TWO UNIT RESIDENTIAL

EXISTING ZONE: RU1 – LARGE LOT HOUSING & RU6 – TWO DWELLING HOUSING

PROPOSED OCP DESIGNATION: MULTIPLE UNIT RESIDENTIAL – LOW DENSITY

PROPOSED ZONE: RM3 – LOW DENSITY MULTIPLE HOUSING

REPORT PREPARED BY: Alec Warrender

1.0 RECCOMENDATION

THAT Final Adoption of OCP Amending Bylaw No. 9910 be considered by Council;

THAT Final Adoption of Bylaw No. 9901 authorizing a Housing Agreement between the City of Kelowna and Stephen & Michelle Graham & 0790388 BC LTD be considered by Council;

THAT Final Adoption of Zone Amending Bylaw No. 9911 be considered by Council;

THAT the Council authorize the issuance of Development Permit No. DP07-0208 for Lot 1, Sec. 26, Twp. 26, ODYD, Plan KAP66718, located at 925 Rutland Road, Lot 13, Sec. 26, Twp. 26, ODYD, Plan KAP65904, located at 925 Rutland Road, Lot 3, Sec. 26, Twp. 26, ODYD Plan 15222, located at 915A-915B Rutland Road, Lot 2, Sec. 26, Twp. 26, ODYD, Plan 15222, located at 130 Hartman Road, Kelowna B.C., subject to the following:

- a) The dimensions and siting of the building to be constructed on the land be in general accordance with Schedule "A";
- b) The exterior design and finish of the building to be constructed on the land be in general accordance with Schedule "B";
- c) Landscaping to be provided on the land be in general accordance with Schedule "C";



- d) The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a professional landscaper;

2.0 SUMMARY

The applicant is seeking a Development Permit to allow for the construction of 38 units of row housing. The required parking will be located in an underground parkade, while the visitor parking will be located at grade.

3.0 ADVISORY PLANNING COMMISSION

At a meeting held on November 6, 2007, the APC passed the following motions:

THAT the Advisory Planning Commission support Development Permit Application No. DP07-0208, for 130 Hartman Road, Lots 2 and 3, Plan 15222, Units A and B 915 Hartman Road, Lot 13, Plan 65904, 925 Rutland Road N, Lot 1, Plan 66718, 935 Rutland Road N, Twp. 26, Sec. 26, ODYD by Grason Enterprises (S. Graham), to obtain a Development Permit to construct a 38 unit residential development with an underground parkade.

4.0 THE PROPOSAL

The main access onto the site will be via the lane located at the rear of the subject property. The existing lane from McCurdy Road will be used to access the property while the exit lane will be newly constructed and located on the eastern edge of the subject property. The required 62 parking stalls will be located in the underground parking area, while the visitor parking and drop off area are located at grade just off the existing lane.

The proposed Floor Area Ratio (FAR) takes advantage of the City's bonus system. Normally a FAR of .50 is permitted. However, with a Housing Agreement an additional 0.05 is permitted and when all the parking is located underground and additional 0.2 FAR is available. As such, this project is allotted an FAR of 0.75. The applicant is proposing an FAR of .734 with a site coverage of 38% including buildings, parking and driveways. A significant amount of landscaping is proposed. A variety of trees, primarily new and one existing, will line each of the property lines.

The proposed development consists of a total of four buildings containing a total of 38 units. Two of the proposed buildings have six units, one of the buildings contains eight units, and the largest building provides eighteen units. Parking and bicycle parking will be located underground. Surface bicycle parking will be located on site, this will take place once the applicant has determined a style and suitable location. Two stair cases will provide access and egress from the underground parking. The ground level units are one bedroom single floor units. The upper units are larger, consisting of three bedrooms and two floors. Each of the ground level units is provided patio space while the upper units have covered balconies.

Various planting beds are also proposed in front of each unit. The centre of the development has common open space that has the potential for a children's play structure. The applicant has

used different building materials and colours to provide the development with visual interest. The proposed building materials include hardi-plank siding in two forms. The main colour is beige, with a green trim band and green hardi-plank on the upper third of the development. The window trim and frames are white, while the railing will be black. The varying roofline helps provide further visual interest to the building. In order to reduce the impact of the building on the streetscape the building is located in a localized depression, thereby reducing the massing.

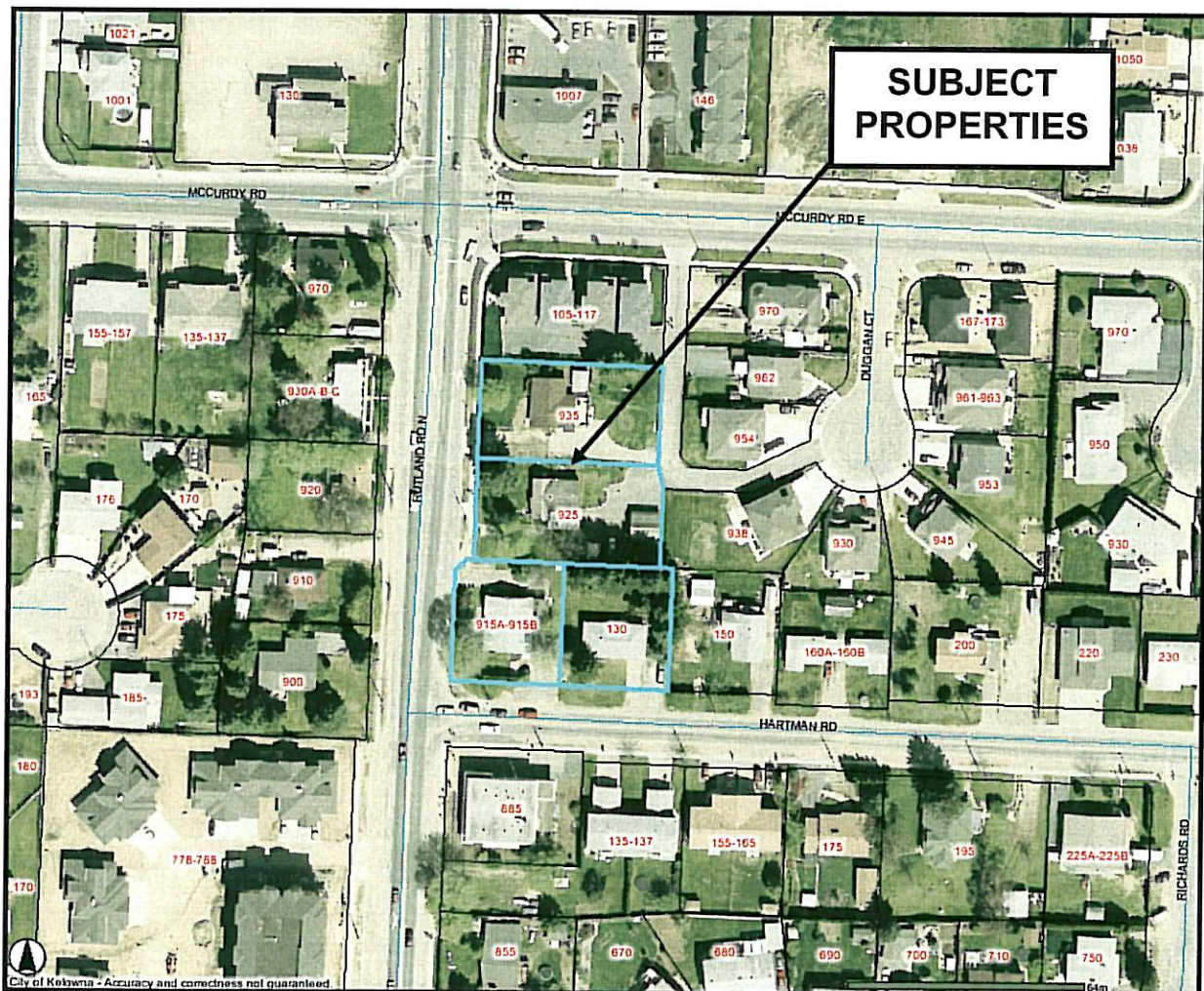
4.1 Site Context

The subject properties are located on the NE corner of Hartman and Rutland Roads. Adjacent zones and land uses are:

- North - RM1 – Four Dwelling Housing – Two Four-Plex Developments
- East - RU6 – Two Dwelling Housing – Single family residences
- South - C1 – Local Commercial – Corner Store
- West - RU1 – Large Lot Housing – Single family residences

4.2 Site Location Map

Corner of Hartman & Rutland Roads



The application conforms to the City's Zoning Bylaw No. 8000 as follows:

CRITERIA	PROPOSAL	RM3 REQUIREMENTS
Site Area (m ²)	4528m ²	900 m ²
Site Width (m)	48.4 m	30.0 m
Site Depth (m)	83.6 m	30.0 m
Development Regulations		
Floor Area Ratio (FAR)	0.734	0.5 (0.55 with a housing agreement + 0.2 for underground parking) = 0.75
Height (m)	9.48 m	9.5 m
Storeys (#)	2.5 storeys	2.5 storeys
Setbacks (m)		
- Front (west)	4.5 m	4.5 m
- Rear (east)	7.5 m	7.5 m
- Side (north)	4.5 m	4.5 m
- Side (south)	4.5 m	4.5 m
Private open space	1,738.6 m ²	760m ² 15m ² per 1 bedroom unit 25m ² per 3 bedroom unit
Separation between principal buildings	6.132m	3.0m
Parking Stalls (#)	62 underground parking sp. 7 visitor parking spaces	62 spaces (2 per 3 bedroom dwelling unit & 1.25 per 1 bedroom unit), 6 Visitor spaces
Bicycle Parking	Class I – 20 spaces Class II–meets requirements	Class I – 19 spaces Class II – 3.8 spaces

5.0 CURRENT DEVELOPMENT POLICY

Guidelines for Multiple Unit Development

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

Landscaping

- enhances public views
- provides noise buffering
- complement building's architectural features
- enhance the edges of buildings
- creates shade
- creates design interest
- contribute to a sense of personal safety and security

Relationship to the Street

- First storey units provide ground-level access and some outdoor amenity space is provided.
- Porches/balconies are provided.

Building Massing

- Although the massing is greater than that of the surrounding neighbourhood, the development's detailing is well connected to the street and has a residential feel.
- Variation between architectural bays within each façade is provided.

Ancillary Services/Utilities

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

Amenities

- Decks/patios will be provided as well as landscaped areas at grade.

Parking

- Parking is provided below the development.

6.0 PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

The separation of the project into four buildings reduces the mass of the development. In conjunction with the overall form and character of the buildings, the result is a pleasingly residential feel. Additionally, the separation of the buildings allows paths that connect to the adjoining streets and the on-site amenity area. Other positive features of the development include the central location for a children's play area and the underground parking. It should be noted that the applicant revised the design so that the original variance to the number of storeys was not longer required. The requirements of Inspections Services and Works & Utilities have been met. The lot consolidation has been approved by the City's Subdivision Approving Officer and is presently being registered at the Land Title Office.

At the Public Hearing held on January 22, 2008, City Council requested that Staff consider how closing the lane at the rear of the subject property would impact traffic circulation. The Works & Utilities Department provided the following comment:

A dead end lane is not desirable in any situation but in this case there are additional circumstances to support a through lane as follows:

- a) The city is committed to construct a median on McCurdy Road as per Works and Utilities comments submitted for the commercial development on McCurdy under file Z04-0065, the timing of the median construction has not been defined at this point in time, however, with the recent opening of the Tower Ranch project the construction could be imminent. The median will preclude any left turn movement to and from the lane onto McCurdy. This will affect the current users of the lane who will have to use Duggan court to head in a westerly direction on McCurdy.

- b) The lane is dedicated and therefore it is the City's responsibility to maintain. Maintenance is easier to provide with the present through lane configuration.
- c) There is a sanitary manhole located where the lane changes direction, the large vehicles necessary for the regular flushing of the main would block the only access to the proposed development during the cleaning operation.
- d) Should the lane be closed as proposed by the petition, an enormous amount of property would be required to allow the turning of large vehicles at the end of the lane. An amount almost equivalent to the paved cul-de-sac on Duggan court.
- e) The lane was designed and constructed at the time of the original subdivision to service the created properties, its function must be maintained for that purpose.

The proposed development does not require the E-W portion of the lane for its egress since all the egress is directed to Hartman Road, therefore contrary to the petition, the development should not create a lot of additional traffic onto Duggan court.

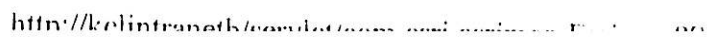


Shelley Gambacort
Current Planning Supervisor

SG/aw

Attach

- Location Map
- Site Plan & Elevations
- Coloured Schematic
- Colour Board
- Landscape Plan



Duggan Crt.

Permit # DP07-0208

1

- **THE CHALLENGE** How can we make the most of the time we have?
- **THEY'VE GOT AN ANSWER** They've found a way to eliminate the time spent waiting for a call, answer and cleanup by the A.I. system.
- **THE SOLUTION** They've found a way to make the most of the time they have by using a system that can handle the call, answer and cleanup by the A.I. system.
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- **THE SOLUTION** They've found a way to make the most of the time they have by using a system that can handle the call, answer and cleanup by the A.I. system.

A1
-05

McCurdy Road

Rutland Road

Hortman Road



Revised Site DEVELOPMENT PERMIT

1. The owner shall be responsible for obtaining all necessary permits from the appropriate authorities.
2. The owner shall be responsible for obtaining all necessary easements from the appropriate authorities.
3. The owner shall be responsible for obtaining all necessary approvals from the appropriate authorities.
4. The owner shall be responsible for obtaining all necessary consents from the appropriate authorities.
5. The owner shall be responsible for obtaining all necessary agreements from the appropriate authorities.
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19. The owner shall be responsible for obtaining all necessary permits from the appropriate authorities.
20. The owner shall be responsible for obtaining all necessary easements from the appropriate authorities.

NO.	DATE	DESCRIPTION
1	10/1/01	Initial Design
2	10/1/01	Final Design
3	10/1/01	Construction
4	10/1/01	Completion
5	10/1/01	Final Inspection
6	10/1/01	Final Approval
7	10/1/01	Final Permit
8	10/1/01	Final Easement
9	10/1/01	Final Approval
10	10/1/01	Final Permit
11	10/1/01	Final Easement
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19	10/1/01	Final Permit
20	10/1/01	Final Easement

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Metro-Town Coating
190 Hudson Road
Kennesaw, GA

GRASONT.
712 Rutland Road
Kennesaw, GA

SITE PLAN
LEVEL ONE

A1
-02

McCurdy Road



Revised Site DEVELOPMENT PERMIT

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Only Temporary Product List
800 • 555 Product Line
Excludes India Canada
977 875
For Best Price
Telephone 800 875-875
www.groceries.com

Metro-Town Crossing
130 Hartman Road
Kelowna BC

GRASONENT.
929 Rutland Road
Kalamazoo BC V

SITE PLAN LEVEL TWO

A.1
-03

McCurdy Road

Rutland Road

Hartman Road

Duggan Crt.



Revised Site DEVELOPMENT PERMIT

THIS PLAN IS THE PROPERTY OF STA AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF STA. ANY VIOLATION OF THIS NOTICE WILL BE PROSECUTED TO THE FULL EXTENT OF THE LAW.

NO.	DATE	DESCRIPTION
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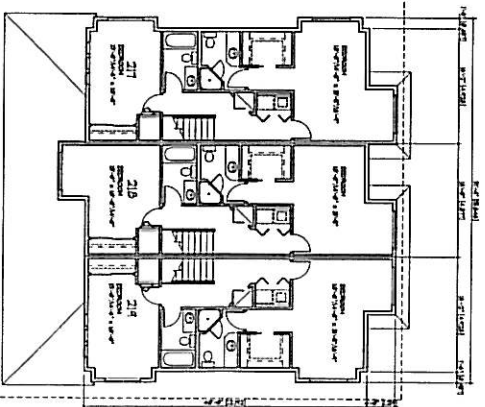
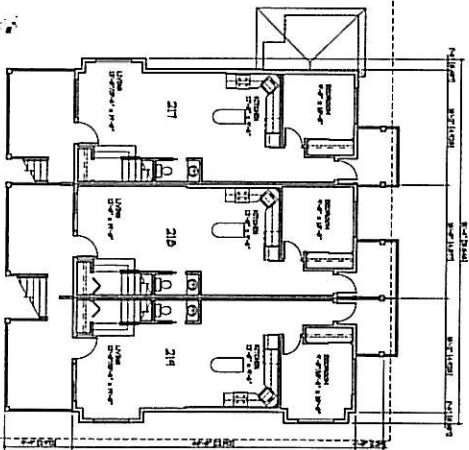
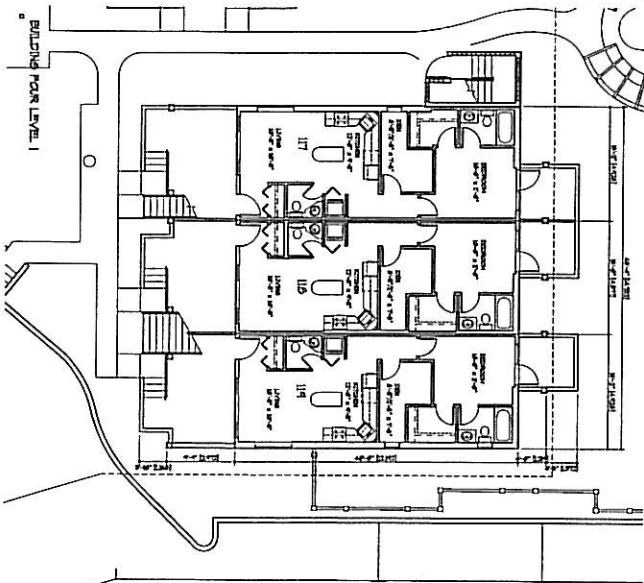
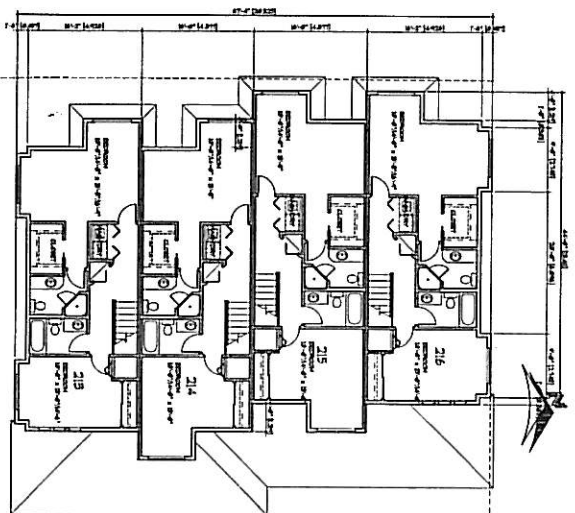
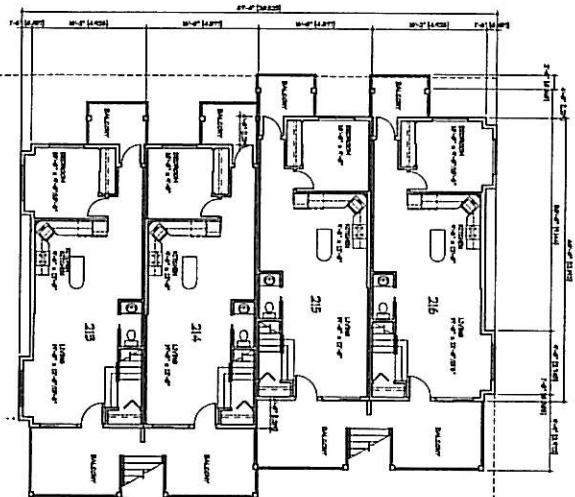
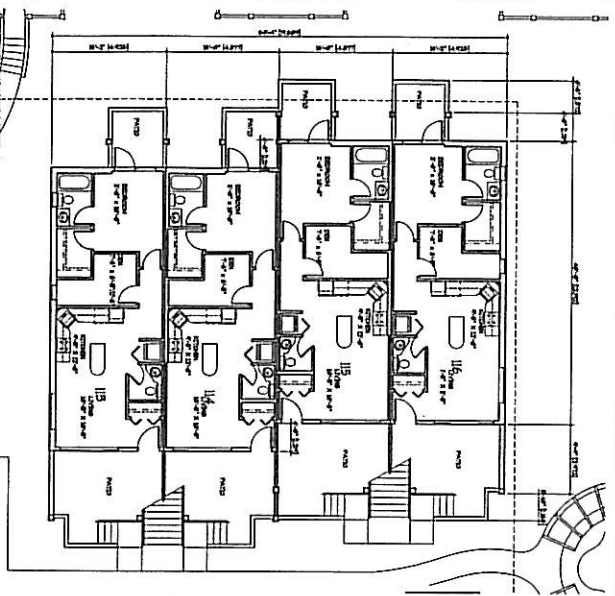
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3077 Empress Avenue, Ltd.
100 - 300 Empress Road
Kilmer, Ontario
M1S 1B1
Tel: (416) 291-1111
Fax: (416) 291-1112
www.sta.com

Metro-Town Coatings
190 Huron Road
Kilmer, BC

GRASONT
712 Rutland Road
Kilmer, BC

SITE PLAN
LEVEL THREE
A1
-04



Revised Site DEVELOPMENT PERMIT

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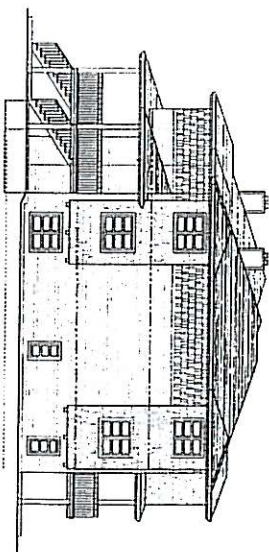
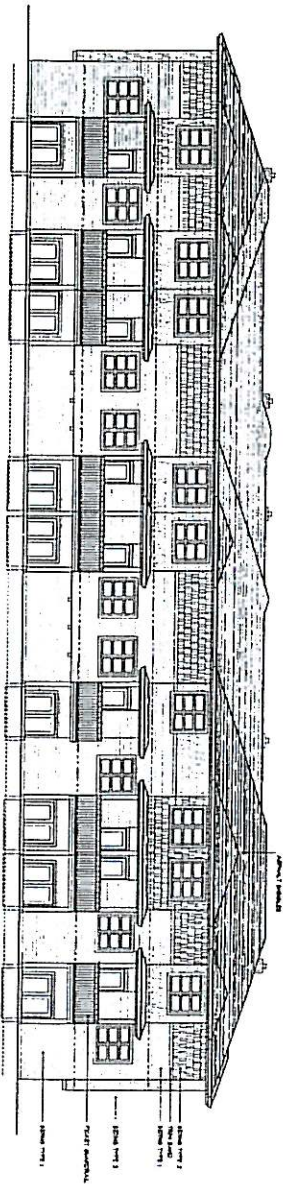
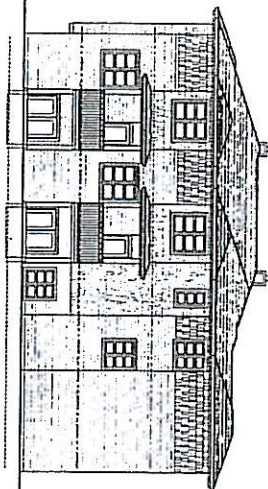
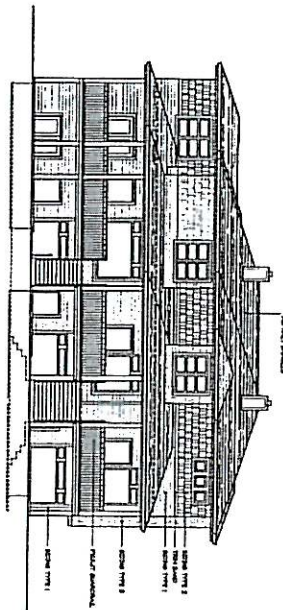
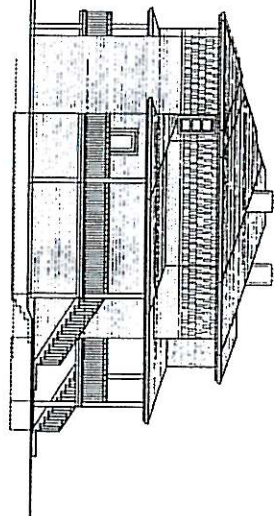
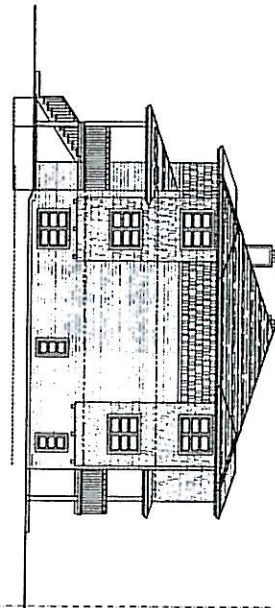
Metro-Town Crossing
190 Hartman Road
Kilburn BC

GRASONENT.
925 Rutland Road
Kelowna BC V

BUILDINGS 3 & 4
LEVEL 1
LEVEL 2
LEVEL 3

A2-03

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SCHEDULE B
This forms part of development
Permit # DPO7-0208

This forms part of development
Permit # DPO7-0208

Permit # DP07-0208

DEVELOPMENT PERMIT

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57a

Sherry Thompson, Assistant Lab
Director • 1000 Sherry's Point Road,
Kalamazoo, British Columbia,
V1V 6Y3
Fax: (250) 879-4266
Telephone: (250) 879-1800
Email: sherry@vfu.bc.ca

Metro-Town Crossing
130 Turner Road
Kelowna BC

GRASONENT.
929 Rutland Road
Kelowna B.C. V

ELEVATIONS
BUILDING 1
BUILDING 2

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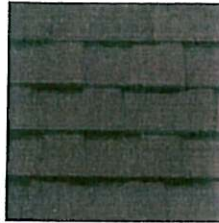
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Metro-Town Crossing
Kelowna, BC

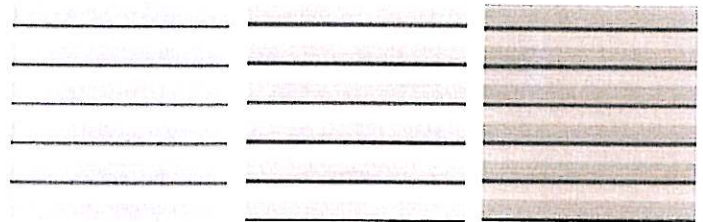
SHINGLES

Dark Brown



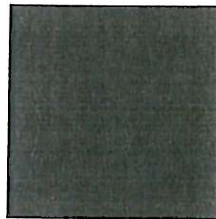
VINYL SIDING

Light Grey, Sandalwood, Khaki Brown



FASCIA

Dark Brown



TRIM

Khaki Brown



DOORS

Dark Red



gt

Development Permit Colour Board August 3, 2007

Garry Tomporowski
Architect Ltd
243 - 1889 Springfield Road
Kelowna, BC Canada V1Y 5V5
Phone: 250/979.1668 Fax: 250/979.4366



ITEM	DESCRIPTION	SIZE	REMARKS
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77	DECKING TREES	10' x 12'	10' x 12' x 10'
78	DECKING TREES	10' x 12'	10' x 12' x 10'
79	DECKING TREES	10' x 12'	10' x 12' x 10'
80	DECKING TREES	10' x 12'	10' x 12' x 10'
81	DECKING TREES	10' x 12'	10' x 12' x 10'
82	DECKING TREES	10' x 12'	10' x 12' x 10'
83	DECKING TREES	10' x 12'	10' x 12' x 10'
84	DECKING TREES	10' x 12'	10' x 12' x 10'
85	DECKING TREES	10' x 12'	10' x 12' x 10'
86	DECKING TREES	10' x 12'	10' x 12' x 10'
87	DECKING TREES	10' x 12'	10' x 12' x 10'
88	DECKING TREES	10' x 12'	10' x 12' x 10'
89	DECKING TREES	10' x 12'	10' x 12' x 10'
90	DECKING TREES	10' x 12'	10' x 12' x 10'
91	DECKING TREES	10' x 12'	10' x 12' x 10'
92	DECKING TREES	10' x 12'	10' x 12' x 10'
93	DECKING TREES	10' x 12'	10' x 12' x 10'
94	DECKING TREES	10' x 12'	10' x 12' x 10'
95	DECKING TREES	10' x 12'	10' x 12' x 10'
96	DECKING TREES	10' x 12'	10' x 12' x 10'
97	DECKING TREES	10' x 12'	10' x 12' x 10'
98	DECKING TREES	10' x 12'	10' x 12' x 10'
99	DECKING TREES	10' x 12'	10' x 12' x 10'
100	DECKING TREES	10' x 12'	10' x 12' x 10'

LANDSCAPE DEVELOPMENT DATA

1. PLANT MATERIALS AND CONSTRUCTION METHODS SHALL COMPLY TO THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, AS APPLICABLE TO THE PROJECT, AND THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR LANDSCAPE ARCHITECTURE, AS APPLICABLE TO THE PROJECT.

2. THE LANDSCAPE DESIGN SHALL BE OF HIGH QUALITY AND SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR LANDSCAPE ARCHITECTURE, AS APPLICABLE TO THE PROJECT.

3. THE LANDSCAPE DESIGN SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR LANDSCAPE ARCHITECTURE, AS APPLICABLE TO THE PROJECT.

4. THE LANDSCAPE DESIGN SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR LANDSCAPE ARCHITECTURE, AS APPLICABLE TO THE PROJECT.

5. THE LANDSCAPE DESIGN SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR LANDSCAPE ARCHITECTURE, AS APPLICABLE TO THE PROJECT.

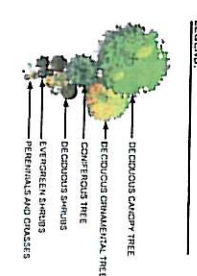
6. THE LANDSCAPE DESIGN SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR LANDSCAPE ARCHITECTURE, AS APPLICABLE TO THE PROJECT.

7. THE LANDSCAPE DESIGN SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR LANDSCAPE ARCHITECTURE, AS APPLICABLE TO THE PROJECT.

8. THE LANDSCAPE DESIGN SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR LANDSCAPE ARCHITECTURE, AS APPLICABLE TO THE PROJECT.

9. THE LANDSCAPE DESIGN SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR LANDSCAPE ARCHITECTURE, AS APPLICABLE TO THE PROJECT.

10. THE LANDSCAPE DESIGN SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR LANDSCAPE ARCHITECTURE, AS APPLICABLE TO THE PROJECT.



SCHEDULE C

This forms part of development

Permit # DP07-0208