



AND THAT final adoption of the zone amending bylaw be considered subsequent to the completion of the lot line adjustment.

## 2.0 SUMMARY

The applicant is proposing to extend the eastern commercial property at 1482 Springfield Road onto the subject property in order to expand the parking area. The applicant is proposing to amend the Official Community Plan (OCP) for a portion of the subject property from Single / Two Unit Residential to Commercial and to rezone a portion of the subject property from RU2 - Medium Lot Housing to C5 - Transition Commercial. In order to accommodate the additional parking stalls a Development Variance Permit is required for 26 proposed parking stalls where 25 parking stalls are the maximum number permitted in the Zoning Bylaw (minimum required parking for this project is 20 stalls at 125% = a maximum of 25 parking stalls).

## 3.0 ADVISORY PLANNING COMMISSION

At a meeting held on June 22<sup>nd</sup>, 2010 the APC passed the following motion:

THAT the Advisory Planning Commission support Official Community Plan Amendment Application No. OCP10-0007, for 1460 Springfield Road; to amend the Official Community Plan (OCP) for a portion of the subject property from Single / Two Unit Residential to Commercial.

THAT the Advisory Planning Commission support Rezoning Application No. Z10-0037, for 1460 Springfield Road; to rezone a portion of the subject properties from RU2 - Medium Lot Housing zone to C5 - Transition Commercial zone.

### Anecdotal Comment

The Advisory Planning Commission supports the application because it will allow for additional on site commercial parking and consequently remove street parking which will be an overall benefit to the immediate neighbourhood.

## 4.0 THE PROPOSAL

There are four applications associated with the proposal a rezoning, an OCP amendment, a lot line adjustment and a Development Variance Permit. A portion of the subject property must be rezoned and amended to a Commercial future land use designation in order to accommodate the commercial parking expansion. As a part of the application to extend the parking area a lot line adjustment will also be processed. A portion of the subject property will be sold to the commercial property to the east and the lot lines will be adjusted to reflect the new parking layout and property lines. The existing residential property will still meet the Zoning Bylaw requirements for lot size and will maintain its residential character. The DVP is to accommodate 26 proposed parking stalls where 25 parking stalls are the maximum number permitted in the Zoning Bylaw (minimum required parking for this project is 20 stalls at 125% = a maximum of 25 parking stalls). The required lot sizes (as outlined in the Zoning Bylaw) are being met as a part of this application.

The application compares to the requirements of Zoning Bylaw No. 8000 as follows:

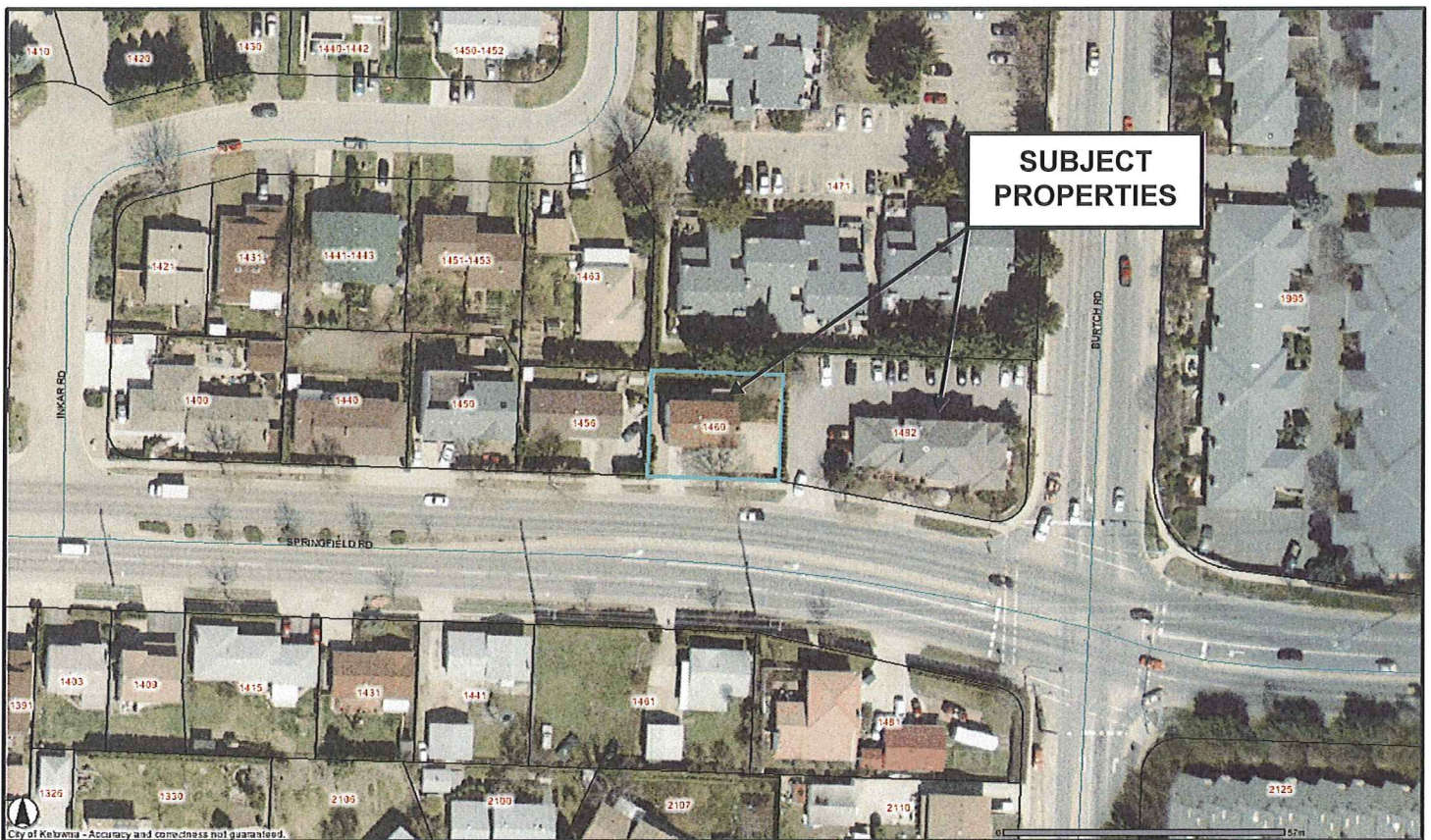


CRITERIA	PROPOSAL	C5 REQUIREMENTS (1482 Springfield)
Site Area (m <sup>2</sup> )	1625 m <sup>2</sup>	1300 m <sup>2</sup>
<b>Development Regulations</b>		
Site Coverage (Building)	18%	40%
Parking Stalls (#)	26 stalls <sup>1</sup>	20 Stalls (1.25 x 20 = 25) 25 stalls
Bicycle Parking	Meets Requirements	Class I - 1 spaces Class II - 3 spaces

<sup>1</sup> Vary the maximum number of parking stalls permitted from 25 permitted to 26 proposed.

4.1 SUBJECT PROPERTY MAP:

1460 Springfield Road



4.2 Site Context

The surrounding area has been developed with a variety of uses. The adjacent land uses are as follows:

Direction	Zoning Designation	Land Use
North	RM3 - Low Density Multiple Housing	Residential
West	C5 - Transition Commercial	Commercial
South	RU2 - Medium Lot Housing	Residential
East	RU2 - Medium Lot Housing	Residential



## 5.0 CURRENT DEVELOPMENT POLICY

Staff recommends that the APC public process should be considered appropriate consultation for the purpose of Section 879 of the *Local Government Act*, and that the process is sufficiently early and does not need to be further ongoing in this case. Furthermore, additional consultation with the Regional District of Central Okanagan is not required in this case.

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

### 5.1 Official Community Plan - Housing Chapter 9

**Commercial Along Major Roads.** Discourage new commercial developments (other than C1 developments) along the City's major roads where such uses have not been provided for on the OCP Future Land Use map;

#### Objectives for Commercial 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 should provide visual interest and human scale.
- 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).

## 6.0 TECHNICAL COMMENTS

### 6.1 Building & Permitting

Plumbing permit required for parking lot drainage

### 6.2 Development Engineering Branch

The proposed rezoning application does not compromise our servicing requirements.

### 6.3 Fire Department

No objections.

### 6.4 Shaw Cable


No requirements. Locate of Shaw cables underground cable should be done before excavation is done

## 7.0 LAND USE MANAGEMENT DEPARTMENT COMMENTS

The applicant is seeking both an OCP amendment and a rezoning to allow for expanded parking spaces for the commercial use located at 1482 Springfield Road. The OCP amendment requires a change in the future land use from Single/Two Unit Residential (S2RES) to Commercial. This OCP amendment will apply to only a portion of the property at 1460

Springfield, which will then be subject to a lot line adjustment to become part of 1482 Springfield Road.

The applicant is seeking a rezoning from RU2 to C5 to create 7 additional parking spaces and to be consistent with the zoning that is currently applied to 1482 Springfield Road. As the proposal would result in a parking scheme that exceeds the amount of parking permitted in the Zoning Bylaw a variance is required. Although there are concerns that the proposal will compete against the City's Transportation Demand Management strategies the excess of one parking stall is not considered problematic. The existing residential property will retain its residential character and will meet the lot requirements outlined in the Zoning Bylaw.



Danielle Noble  
Manager, Urban Land Use

Approved for inclusion:



Jim Paterson  
General Manager, Community Sustainability

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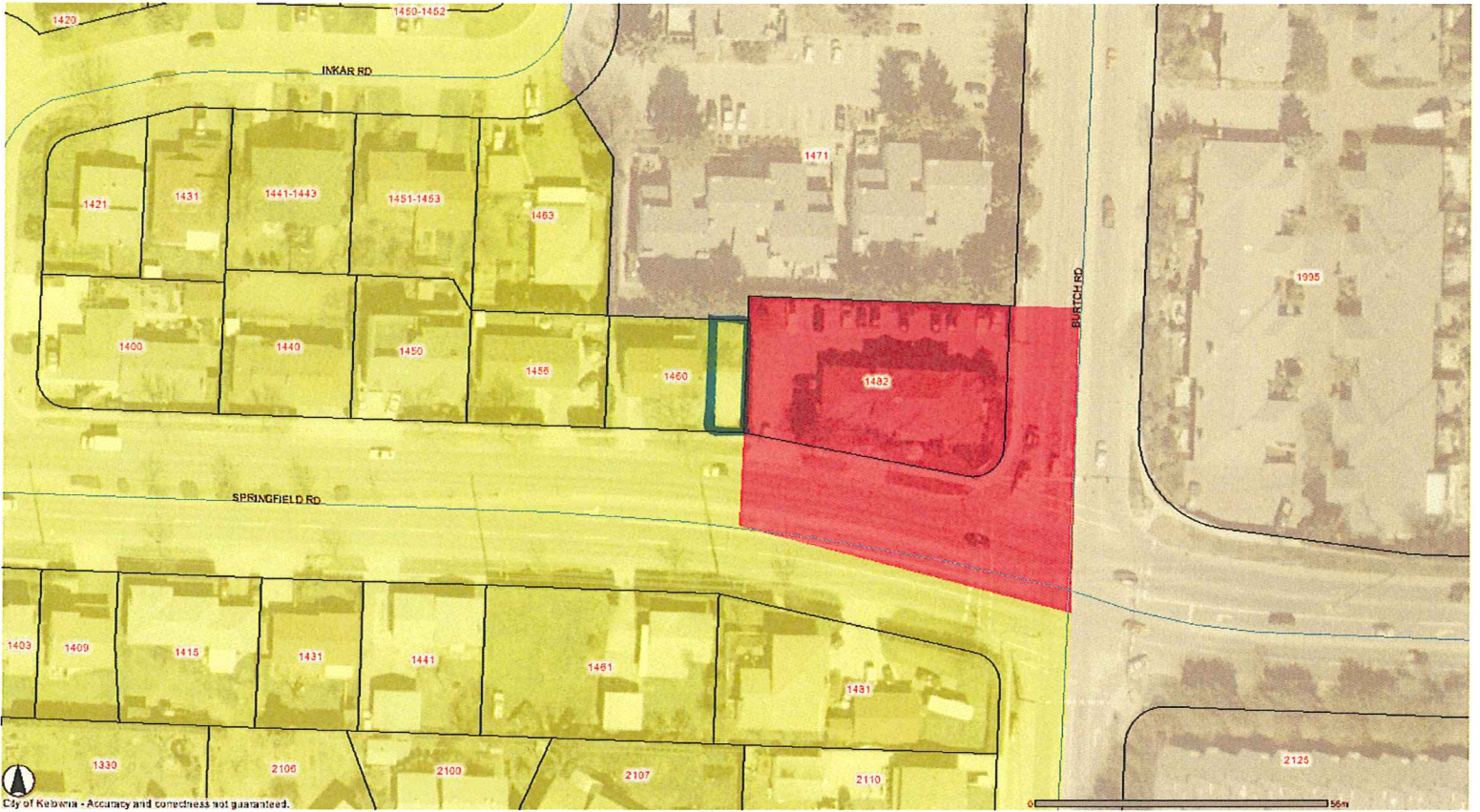
**Attachments:**

- Subject Property Map
- Site Plan
- Elevations
- Applicant's Letter of Rationale

Date Accepted: May 5<sup>th</sup>, 2010



# MAP "A"



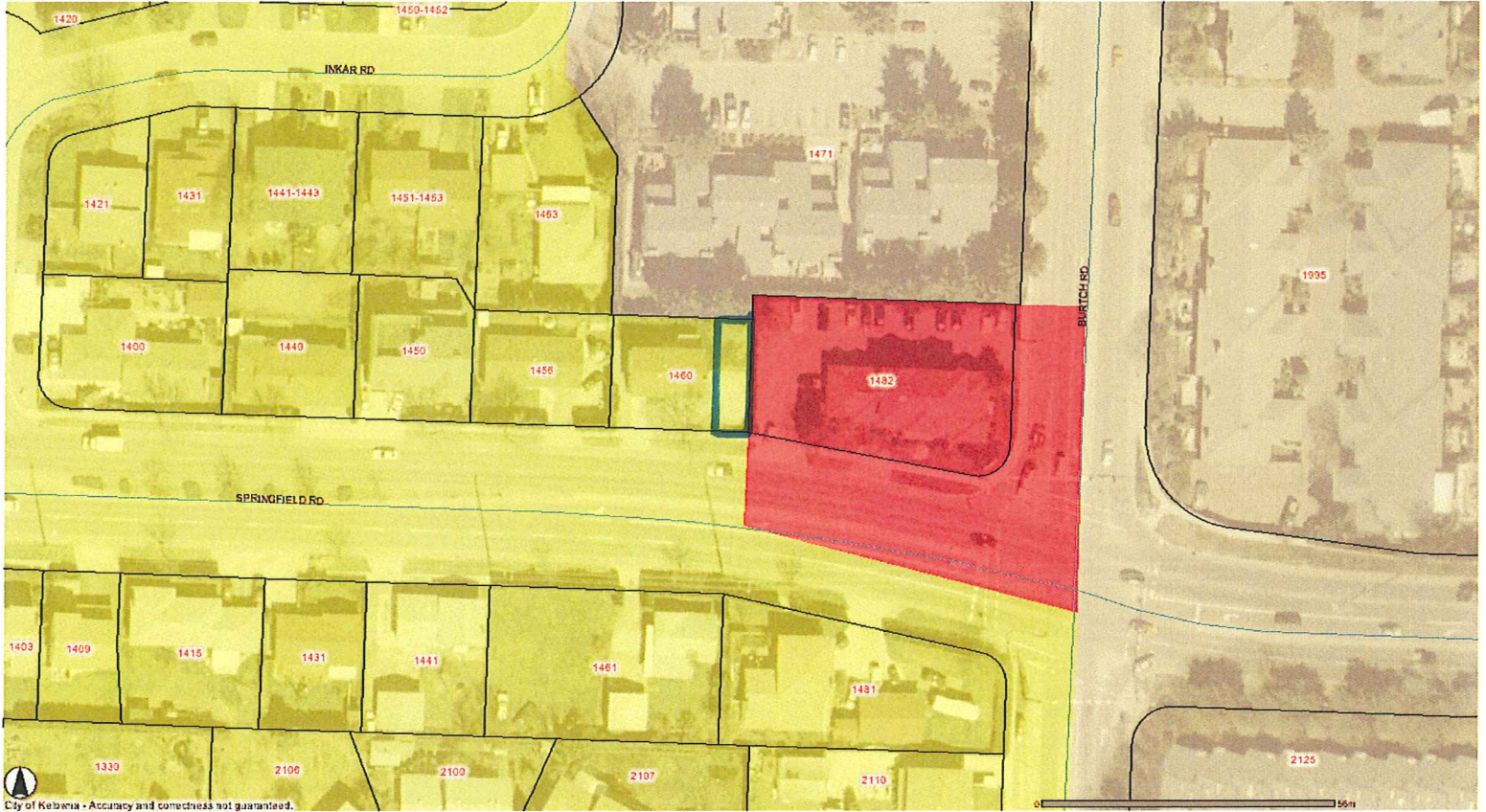
City of Keokuk - Accuracy and correctness not guaranteed.



A portion of the Subject Property to have Future Land Use designation changed from "SINGLE / TWO UNIT RESIDENTIAL" to "COMMERCIAL"

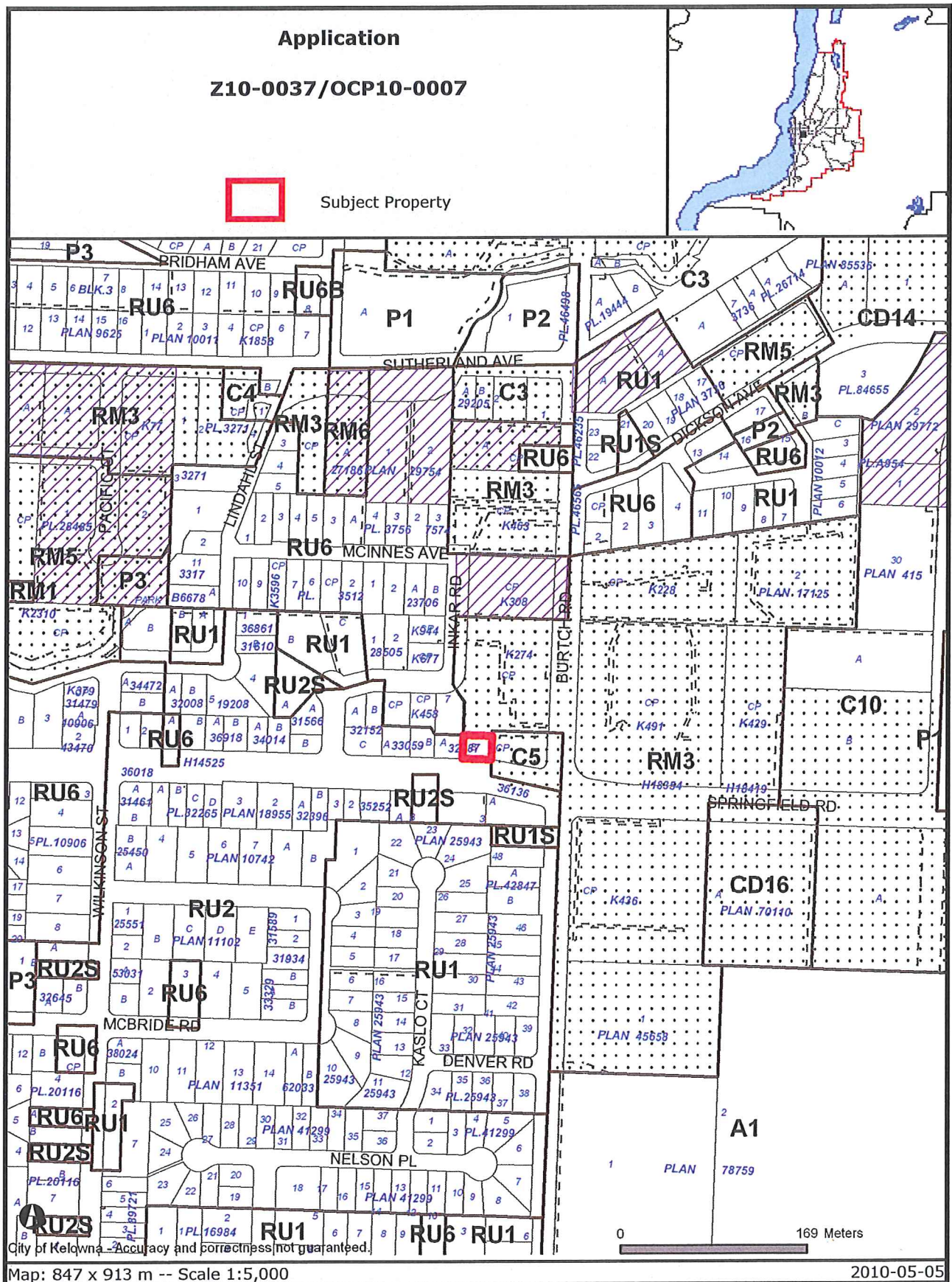


# MAP "B"



**A portion of the Subject Property to have Zoning changed from "RU2 – Medium Lot Housing" to "C5 – Transition Commercial"**





Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



## Rationale

Zoning Bylaw Amendment and Official Community Plan Amendment  
Lot B, Section 19, Township 26, ODYD Plan 32387  
1460 Springfield Road, Kelowna, British Columbia

The purpose of this application is to create seven (7) additional parking spaces to serve the existing office building at the northwest corner of the intersection of Burtch Road and Springfield Road.

The owner does not propose to increase the building area, site coverage or uses within the C5 Zone. His intent is to provide safe and convenient onsite parking for both the employees and clients of the businesses, and to eliminate the need for off-site parking and the resulting impact on the surrounding neighbourhood.

The property is occupied by a two storey heritage residential style commercial building. The ground floor contains two dental businesses and the second floor an office use. The gross floor area of the building is 4,652 sq. ft. (423.8 sq. m.). Site coverage is 21 %, and the floor area ratio is 0.31.

The site currently offers 19 vehicle parking spaces (including one handicap parking space) and a bicycle rack for 4 bicycles. The C5 Zone requires 5 vehicle parking spaces per 100 sq. m. of gross floor area; 22 parking spaces, and 0.60 bicycle parking spaces per 100 sq. m. of gross floor area; 3 bicycle spaces.

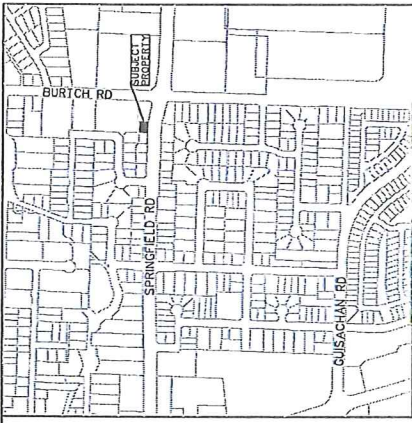
The dental businesses employ 12 people and serve up to 6 patients at one time. The second floor office employs 4 people, and needs 2 visitor parking spaces. Parking congestion often occurs on site during the patient changeover; when up to 12 patients may be on site; 6 finishing their appointments or leaving, and 6 arriving or waiting.

To deal with this parking situation, 7 employees currently park on-site and 5 park off-site. Twenty-five per cent (25%) of the employees use alternate modes of transportation (one walks, one uses transit and four car pool). The only on-street parking available in this area is on Burtch Road, north of Springfield Road.

The owner has purchased the adjacent residential property and wishes to subdivide a 7.54 metre wide strip of land (160.3 sq. metres) from the existing RU2 property, rezone it to C5 and consolidate it with the existing C5 property to create 7 additional parking spaces for staff and client use. In order to do this, the owner is applying for an OCP amendment to extend the existing C5 Zone 7.54 metres to the west, and to rezone the property from RU2 to C5 to permit him to subdivide and consolidate the property into the existing C5 Zone and construct the additional parking. The applicant understands that a landscape plan and bonding for the construction of the landscaping would be required as a condition of approval of the rezoning.

The proposed 7 spaces would result in a total of 26 parking spaces. The additional 4 parking spaces would result in a parking ratio of 118 %, below the Bylaw maximum of 125%.

The existing residence on the remnant RU2 property would remain. The existing residential lot was created in 1981, and meets the minimum width and minimum lot area requirements of bylaw, but does not meet the minimum lot depth requirements of the RU2 Zone. The proposed remaining RU2 lot would continue to meet the minimum lot width and minimum lot area requirements of bylaw, and meet the minimum side yard setback of 1.8 metres.



SITE PLAN  
NTS

LEGAL DESCRIPTION

PLAN KAS 1946, SEC. 19, TP. 26, 00VD  
LOT B, PLAN 32387, SEC. 15, TP. 26, 00VD

ZONING

PROPOSED C5 ZONING

AREAS

TOTAL EXISTING RUZ: 560.3 m<sup>2</sup>  
TOTAL EXISTING C5: 1464.8 m<sup>2</sup>  
TOTAL PROPOSED RUZ: 400.0 m<sup>2</sup>  
TOTAL PROPOSED C5: 1625.1 m<sup>2</sup>



		DRAWING NO. 2144-21 CITY FILE NO.	
THE CITY OF KELOWNA DEPARTMENT OF PLANNING		1460 - 1480 SPRINGFIELD ROAD T 146 ENTERPRISES LTD. RE-ZONING PLAN	
DRAWN: PACE APPROVED: PACE DATE: JAN. 25, 2010 SCALE: 1:500	DATE: [ ] BY: [ ] REVISION: [ ]	DATE: [ ] BY: [ ] REVISION: [ ]	DATE: [ ] BY: [ ] REVISION: [ ]
1. CWP 2. CATCH BASIN 3. ELEC. STICK 4. ELEC. BOX 5. HORIZONTAL 6. HORIZONTAL 7. HORIZONTAL 8. HORIZONTAL 9. HORIZONTAL 10. HORIZONTAL 11. HORIZONTAL 12. HORIZONTAL 13. HORIZONTAL 14. HORIZONTAL 15. HORIZONTAL 16. HORIZONTAL 17. HORIZONTAL 18. HORIZONTAL 19. HORIZONTAL 20. HORIZONTAL 21. HORIZONTAL 22. HORIZONTAL 23. HORIZONTAL 24. HORIZONTAL 25. HORIZONTAL 26. HORIZONTAL 27. HORIZONTAL 28. HORIZONTAL 29. HORIZONTAL 30. HORIZONTAL 31. HORIZONTAL 32. HORIZONTAL 33. HORIZONTAL 34. HORIZONTAL 35. HORIZONTAL 36. HORIZONTAL 37. HORIZONTAL 38. HORIZONTAL 39. HORIZONTAL 40. HORIZONTAL 41. HORIZONTAL 42. HORIZONTAL 43. HORIZONTAL 44. HORIZONTAL 45. HORIZONTAL 46. HORIZONTAL 47. HORIZONTAL 48. HORIZONTAL 49. HORIZONTAL 50. HORIZONTAL 51. HORIZONTAL 52. HORIZONTAL 53. HORIZONTAL 54. HORIZONTAL 55. HORIZONTAL 56. HORIZONTAL 57. HORIZONTAL 58. HORIZONTAL 59. HORIZONTAL 60. HORIZONTAL 61. HORIZONTAL 62. HORIZONTAL 63. HORIZONTAL 64. HORIZONTAL 65. HORIZONTAL 66. HORIZONTAL 67. HORIZONTAL 68. HORIZONTAL 69. HORIZONTAL 70. HORIZONTAL 71. HORIZONTAL 72. HORIZONTAL 73. HORIZONTAL 74. HORIZONTAL 75. HORIZONTAL 76. HORIZONTAL 77. HORIZONTAL 78. HORIZONTAL 79. HORIZONTAL 80. HORIZONTAL 81. HORIZONTAL 82. HORIZONTAL 83. HORIZONTAL 84. HORIZONTAL 85. HORIZONTAL 86. HORIZONTAL 87. HORIZONTAL 88. HORIZONTAL 89. HORIZONTAL 90. HORIZONTAL 91. HORIZONTAL 92. HORIZONTAL 93. HORIZONTAL 94. HORIZONTAL 95. HORIZONTAL 96. HORIZONTAL 97. HORIZONTAL 98. HORIZONTAL 99. HORIZONTAL 100. HORIZONTAL	1. CWP 2. CATCH BASIN 3. ELEC. STICK 4. ELEC. BOX 5. HORIZONTAL 6. HORIZONTAL 7. HORIZONTAL 8. HORIZONTAL 9. HORIZONTAL 10. HORIZONTAL 11. HORIZONTAL 12. HORIZONTAL 13. HORIZONTAL 14. HORIZONTAL 15. HORIZONTAL 16. HORIZONTAL 17. HORIZONTAL 18. HORIZONTAL 19. HORIZONTAL 20. HORIZONTAL 21. HORIZONTAL 22. HORIZONTAL 23. HORIZONTAL 24. HORIZONTAL 25. HORIZONTAL 26. HORIZONTAL 27. HORIZONTAL 28. HORIZONTAL 29. HORIZONTAL 30. HORIZONTAL 31. HORIZONTAL 32. HORIZONTAL 33. HORIZONTAL 34. HORIZONTAL 35. HORIZONTAL 36. HORIZONTAL 37. HORIZONTAL 38. HORIZONTAL 39. HORIZONTAL 40. HORIZONTAL 41. HORIZONTAL 42. HORIZONTAL 43. HORIZONTAL 44. HORIZONTAL 45. HORIZONTAL 46. HORIZONTAL 47. HORIZONTAL 48. HORIZONTAL 49. HORIZONTAL 50. HORIZONTAL 51. HORIZONTAL 52. HORIZONTAL 53. HORIZONTAL 54. HORIZONTAL 55. HORIZONTAL 56. HORIZONTAL 57. HORIZONTAL 58. HORIZONTAL 59. HORIZONTAL 60. HORIZONTAL 61. HORIZONTAL 62. HORIZONTAL 63. HORIZONTAL 64. HORIZONTAL 65. HORIZONTAL 66. HORIZONTAL 67. HORIZONTAL 68. HORIZONTAL 69. HORIZONTAL 70. HORIZONTAL 71. HORIZONTAL 72. HORIZONTAL 73. HORIZONTAL 74. HORIZONTAL 75. HORIZONTAL 76. HORIZONTAL 77. HORIZONTAL 78. HORIZONTAL 79. HORIZONTAL 80. HORIZONTAL 81. HORIZONTAL 82. HORIZONTAL 83. HORIZONTAL 84. HORIZONTAL 85. HORIZONTAL 86. HORIZONTAL 87. HORIZONTAL 88. HORIZONTAL 89. HORIZONTAL 90. HORIZONTAL 91. HORIZONTAL 92. HORIZONTAL 93. HORIZONTAL 94. HORIZONTAL 95. HORIZONTAL 96. HORIZONTAL 97. HORIZONTAL 98. HORIZONTAL 99. HORIZONTAL 100. HORIZONTAL		





