

REPORT TO COUNCIL



Date: November 5, 2012

To: City Manager

From: Land Use Management, Community Sustainability (JM)

Application: Z11-0083 **Owner:** Arnold & Melitta Frank

Address: 1429 KLO Road **Applicant:** Protech Consultants Ltd.

Subject: Rezoning Application

Existing OCP Designation: Multiple Unit Residential (Low Density)

Existing Zone: A1 - Agriculture 1

Proposed Zone: RM7 - Mobile Home Park

1.0 Recommendation

THAT Rezoning Application No. Z11-0083 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 52, DL131, ODYD, Plan 186, Except Plan KAP78326, located on 1429 KLO, Kelowna, BC from the A1 - Agriculture 1 zone to the RM7 - Mobile Home Park zone, be considered by Council;

AND THAT the 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 Variance Permit and a Development Permits for the subject property;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the registration of a Section 219 Restrictive Covenant on title restricting the form of dwelling to "modular" units meeting the CSA A-277 standard;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the requirements of the Development Engineering Branch being completed to their satisfaction.

2.0 Purpose

The applicant is seeking to rezone the subject property from the A1 - Agriculture 1 zone to the RM7 - Mobile Home Park zone in order to develop a modular home park containing a total of 92-94 units.

3.0 Land Use Management

Land Use Management staff are generally supportive of the proposed rezoning, as it is consistent with the Future Land Use designation within the City's Official Community Plan (OCP).

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In favour of the proposed development, the subject area consists of a mix of institutional, agricultural and residential development. Within this broader area, the subject property represents one of three lots on the south side of KLO Road, between the St. Amand subdivision to the east and the City's parks yard to the west, that have never been within the Agricultural Land Reserve (ALR). In fact, these lots have been designated for residential development, in one form or another, for several decades. In the City's current OCP, the subject property is intended for low density multiple unit residential development and is within the Permanent Growth Boundary. The lot immediately to the east of the subject property is designated for medium density residential development.

With the above in mind, the proposal generally fulfills at a high level the long-term objectives of both present and past planning documents. At a more detailed level, the development does provide a form of housing that is typically more attainable in terms of price, and is accessible for a variety of age groups and family types, from senior citizens to young families with children. To this end, the proposal includes amenity areas for a variety of age groups, and separated sidewalk to improve pedestrian circulation within the site. The proposal also features a significant road dedication to the City that facilitates an amended road design for Bothe Road that substantially reduces its impact on Fascieux Creek.

Despite the above, staff have some reservations about the proposal. Foremost among these is density. The density of the proposal is not seen to achieve the highest and best use of the land, and will be very difficult to redevelop to a higher density at a later date. Second, the long-term development of the area will witness a significant population here, with limited opportunities for pedestrian connectivity - outside of major roads - between developments and nearby amenities. This development offers an opportunity to ameliorate this situation by providing a small corridor running east to west midway through the site. Such a corridor has not been provided.

In addition, the Agricultural Advisory Committee (AAC) deliberated on the proposal and recommended against the rezoning, citing the quality of the agricultural land, and the viability of the parcel as a farm unit. The AAC also noted that development in this area may be linked to broader drainage problems for agricultural land in the vicinity, and recommended that this issue be investigated and addressed as necessary prior to development.

On balance, the proposal presents an acceptable level of development on the site that conforms generally with the long-term vision of the OCP, and will provide a desirable housing form (single detached) in a tenure that is more attainable in price point.

4.0 Proposal

4.1 Background

The land under consideration has been subject to several development schemes over the past several years. In 2008, a formal Rezoning and Official Community Plan (OCP) Amendment application was made to develop an 8-building multiple unit residential development, totaling approximately 508 units. The application was eventually abandoned by the applicant.

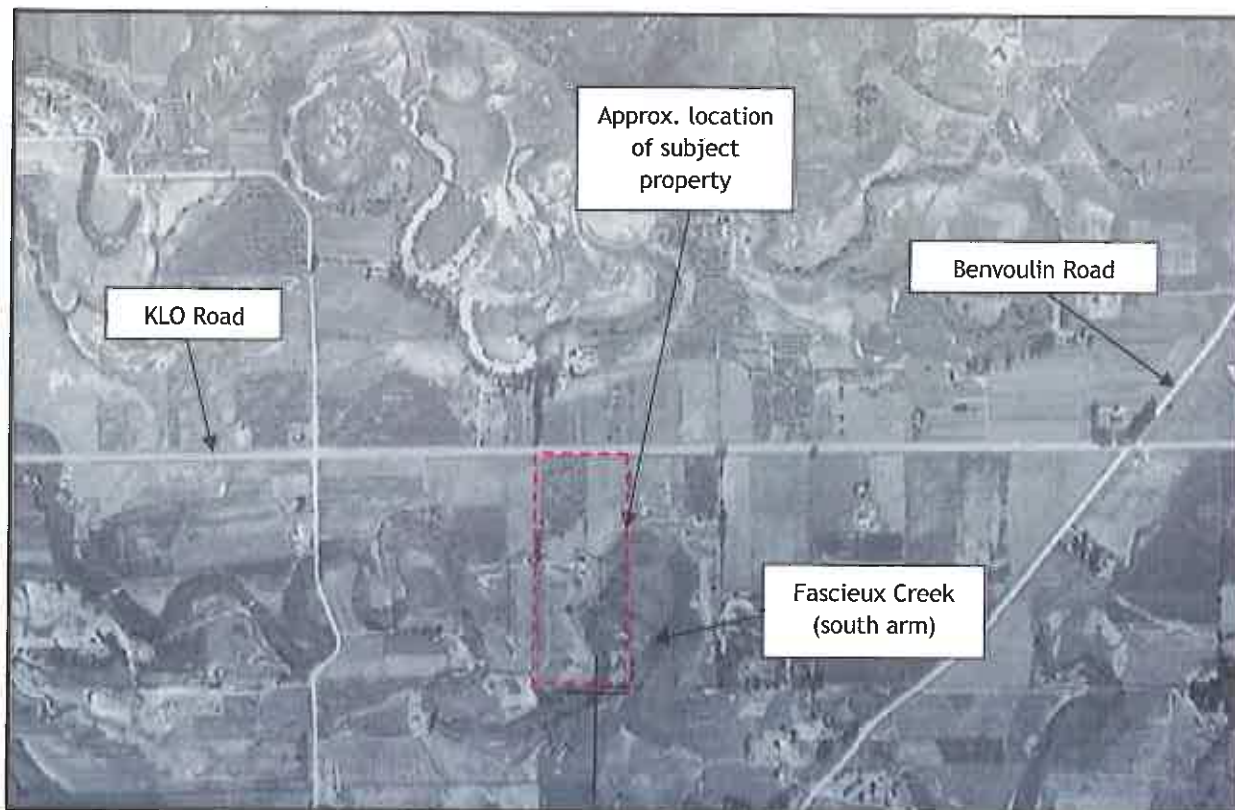
Prior to development interest, the parcel was actively farmed as part of a large, contiguous block of farmland in the area. According to City ortho photo records, it appears that portions of the parcel were being farmed as orchard as early as the 1930's. By the 1950's, the majority of the parcel was orchard. However, by this time, residential development had begun to encroach on the surrounding area. Notable subdivisions in the area include St. Amand, Chamberlain, and Ladner Roads. Subsequent development, such as the Immaculata Regional High School and several multiple unit residential, commercial and office developments, has further isolated the

subject property. Most recently, the adjacent property at 1459-1469 KLO Road was rezoned from A1 to RM5 - Medium Density Multiple Housing, but remains undeveloped with the exception of one single detached home.

The subject property has been designated for residential development for over two decades. The City's 1986 OCP (Bylaw No. 6000-86) gave the parcel the designation of "residential and associated uses". Following this, the City's 1995 OCP designated the parcel for low density multiple unit residential development. The present OCP (Kelowna 2030) carries on this designation. Despite its past agricultural use, the parcel has never been within the Agricultural Land Reserve (ALR).

The south arm of Fascieux Creek runs alongside the southern parcel line of the subject property (see *Figure 1*). The majority of the south arm of Fascieux has been highly modified by development activity over the past 70 years. However, the system still flows year round and is likely fish-bearing, as it is connected directly to Okanagan Lake¹. The portion of Fascieux immediately south of the subject property also contains a wetland area identified as having a "very high wildlife value"². In accordance with the City's OCP, the setback for development adjacent to the south arm of Fascieux Creek is 15m.

Figure 1: Ortho Photo circa 1938 (City of Kelowna)



The OCP 20-Year Major Road Network Map (Map 7.3) identifies a section of the future extension of Bothe Road running through the southernmost portion of the subject property (see *Figure 2*). The applicant will be responsible for dedicating or securing adequate land for future road

¹ City of Kelowna. 2007. *Sensitive Habitat Inventory and Mapping (SHIM) – Inventory Summary Report*. Volume 2, pg. 12.

² EBA Engineering Consultants Ltd. 2006. *Riparian Area Assessment and Mitigation Plan*. pg. 2.

development using an alignment that meets City bylaws and policies respecting riparian areas and wetlands.

Figure 2: 20 Year Major Road Network



4.2 Project Description

The applicant proposes to rezone the parcel to facilitate the development of a 92-94 unit modular home park. The development will take place in multiple phases, with the first phase comprising 16 units to be developed at the northernmost end of the lot, linked directly to KLO Road.

Principal access for the first phases of development will be from KLO Road. Eventually, this access will be shared with adjacent development to the east. An emergency only access road is planned to run from the south-eastern corner of the lot to St. Amand Rd. In the long-term, Bothe Road will be developed along the southern border of the parcel, in accordance with the City's 20-year Servicing Plan. It is intended that this development will provide a full access to Bothe Road, once the extension is in place.

As opposed to a mobile home development from earlier decades, the proposal under consideration will see the eventual construction of 92 to 94 "modular" units. These appear in every respect akin to a modern, one-storey single detached home. Once complete, it is anticipated that the look and feel of the development will more closely resemble that of a modern bareland strata development than that of a typical mobile home park. Each modular unit

is provided its own space, which affords private rear and front yard amenity space, as well as sideyard separation. Each unit will also have its own two-car garage and associated driveway.

The applicant has worked with staff to develop a site plan for the proposal that provides strong pedestrian connectivity, both through the development to adjacent roadways, and between common amenity spaces within the development. This is achieved by means of a meandering pedestrian walkway separated from the internal strata road by a landscaped boulevard.

Common green space for residents is provided in the form of an open play area in the northern portion of the development, fronting KLO Road. The applicant proposes to use the existing dwelling on the parcel and the land immediately surrounding the dwelling as a second recreation area and common amenity building for residents.

At this time, details of the form and character of the development are unclear, but several variances have been identified. As each phase proceeds, the necessary Development Permits and Development Variance Permits will be processed. The Development Permit stage will be critical in ensuring that the proposal is able to achieve the expectations for the form and character of a low density multiple unit residential development. Of these, staff is concerned about striking a balance between the OCP policy discouraging walled communities, and the pragmatic need for noise attenuation along the parcel's KLO Road frontage.

4.3 Site Context

The subject property is located on the south side of KLO Road, partway between Gordon Drive and St. Amend Road. The Regional Library and offices of the Regional District of the Central Okanagan are located immediately north of the subject property across KLO Road. The south end of the subject lot abuts land situated in the Agricultural Land Reserve (ALR). The surrounding area is comprised of a wide variety of land uses, with none being particularly dominant.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	P1 - Major Institutional	RDCO / Library
East	RM5 - Medium Density Multiple Housing	Undeveloped
South	A1 - Agriculture 1	Farmland
West	P2 - Education and Minor Institutional P4 - Public Utilities	Evangel Tabernacle City of Kelowna - Parks Yard

In the City's 2030 OCP, the subject property is designated Multiple Unit Residential (Low Density) and is located within the Permanent Growth Boundary. The property is not within the Agricultural Land Reserve (ALR), and never has been.

Subject Property Map: 1429 KLO Road



4.4 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	RM7 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Lot Area	2.0 ha	5.2 ha
Lot Width	50.0 m	144.9 m
Lot Depth	50.0 m	334.6 m
Development Regulations		
Maximum Density (dwellings/ha)	20 dwellings/ha * 5.2 ha = 104 units	92 units
Height	7.6 m / one storey	One storey - TBD at Building Permit
Site Front Yard	6.0 m	6.0 m
Site Side Yard (west)	4.5 m	0.0 m [Ⓛ]
Site Side Yard (east)	4.5 m	0.0 m [Ⓛ]
Site Rear Yard	6.0 m	6.0 m
Back of Curb Setback	3.0 m	6.0 m
Building Separation	3.0 m	3.0 m
Setback from Edge of MH Space	1.5 m	1.5 m
Minimum Mobile Home Space	325 m ²	325 m ²
Mobile Home Space Width	12.0 m (minimum)	12.0 m
Mobile Home Space Depth	25.0 m (minimum)	29.0-30.0 m

Other Regulations		
Minimum Parking Requirements	2 stalls/dwelling plus 1 per 7 stalls as visitor	2 stalls per dwelling Visitor parking TBD at Building Permit
Private Open Space (5%)	2,434 m ²	2,753 m ²
Landscape Buffer:		
North	Level 2	Level 2
East	Level 3	Level 3 (opaque fence)
West	Level 3	Level 3 (opaque fence)
South	Level 3	Level 3 (opaque fence)
Mobile Home Park Regulations		
Minimum Landscape Buffer (public road boundaries)	7.6 m	6.0 m ^②
Minimum Landscape Buffer (all other property boundaries)	4.6 m	0.0 m ^③
Minimum setback from Mobile Home Space from:		
- roadway	1.8 m	m
- rear mobile home space line	1.5 m	m
- side mobile home space lines	1.5 m	m
<p>① To vary the minimum site side yard from 4.5m required to 0.0m proposed.</p> <p>② To vary the minimum landscape buffer area for parcel lines abutting a highway from 7.6m required to 6.0m proposed.</p> <p>③ To vary the minimum landscape buffer for internal lot lines from 4.6m required to 0.0m proposed.</p>		

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Compact Urban Form.³ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Complete Communities.⁴ Support the development of complete communities with a minimum intensity of approximately 35 - 40 people and/or jobs per hectare to support basic transit service - a bus every 30 minutes.

Permanent Growth Boundary.⁵ Establish a Permanent Growth Boundary as identified on Map 4.1 and Map 5.2. Support development of property outside the Permanent Growth Boundary for more intensive uses only to the extent permitted as per the OCP Future Land Use designations in place as of initial adoption of OCP Bylaw 10500, except as per Council's specific amendment of this policy. Resource Protection Area designated properties not in the ALR and outside the Permanent Growth Boundary will not be supported for subdivision below parcel sizes of 4.0 ha (10 acres). The Permanent Growth Boundary may be reviewed as part of the next major OCP update.

³ City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

⁴ City of Kelowna Official Community Plan, Policy 5.2.4 (Development Process Chapter).

⁵ City of Kelowna Official Community Plan, Policy 5.3.1 (Development Process Chapter).

Maximize Pedestrian / Cycling Connectivity.⁶ Require that pedestrian and cyclist movement and infrastructure be addressed in the review and approval of all City and private sector developments, including provision of sidewalks and trails and recognition of frequently used connections and informal pedestrian routes. With new developments, require dedication of on-site walking and cycling paths where necessary to provide links to adjacent parks, schools, transit stops, recreation facilities, employment nodes, cul-de-sacs and large activity areas.

Natural Ecosystem Management.⁷ Ensure the protection of biodiversity, the conservation of critical habitats and the sustainable use of biological resources through the incorporation of an integrated ecosystem management approach and the use of best available knowledge.

Walled Developments.⁸ Prohibit developments enclosed on all sides by walls, gates or other physical or visual barriers if such developments compromise the principles embedded in the "Crime Prevention Through Environmental Design" guidelines and hinder efforts to create more pedestrian, bicycle and transit friendly communities, block access to public park land or inhibit the efficient use of infrastructure.

Protect Agricultural Land.⁹ Retain the agricultural land base by supporting the ALR and by protecting agricultural lands from development, except as otherwise noted in the City of Kelowna Agricultural Plan. Ensure that the primary use of agricultural land is agriculture, regardless of parcel size.

Urban Uses.¹⁰ Direct urban uses to lands within the urban portion of the Permanent Growth Boundary, in the interest of reducing development and speculative pressure on agricultural lands.

Permeability.¹¹ Improve the permeability of strata developments by ensuring that active transportation connections can occur by setting a maximum ratio for direct travel to a road outside the development.

New Residential Developments.¹² Ensure that new residential developments and subdivisions have active transportation links to the nearest arterial or major collector roads at developer cost.

5.2 Agriculture Plan

The subject property is on the Urban side of the Urban - Rural/Agricultural Boundary Map.

Defined Urban - Rural/Agricultural Boundary.¹³ Confirm support for the Agricultural Land Reserve and establish a defined urban - rural/agricultural boundary, as indicated on Map 14 - Urban - Rural/Agricultural Boundary, utilizing existing roads, topographic features, or watercourses wherever possible.

⁶ City of Kelowna Official Community Plan, Policy 5.10.1 (Development Process Chapter).

⁷ City of Kelowna Official Community Plan, Policy 6.1.1 (Environment Chapter).

⁸ City of Kelowna Official Community Plan, Policy 5.22.1 (Development Process Chapter).

⁹ City of Kelowna Official Community Plan, Policy 5.33.1 (Development Process Chapter).

¹⁰ City of Kelowna Official Community Plan, Policy 5.33.3 (Development Process Chapter).

¹¹ City of Kelowna Official Community Plan, Policy 5.36.2 (Development Process Chapter).

¹² City of Kelowna Official Community Plan, Policy 7.8.3 (Infrastructure Chapter).

¹³ City of Kelowna. 1998. *Agriculture Plan*. Policy 1, pg.131.

6.0 Technical Comments

6.1 Building & Permitting Department

- 1) Full Plan check for Building Code related issues will be done at time of Building Permit applications;
- 2) DCC's are payable at each phase of development (i.e.: # units/ha rate);
- 3) A Miscellaneous Permit is required for the Mobile Home Park - fees per Mobile Home Park Bylaw (i.e.: 1st is \$25, remainder are \$15ea);
- 4) A Site Services Permit may be required;
- 5) Individual modular home units will require Building Permits;
- 6) Accessory Structures will require separate permits.

6.2 Development Engineering Department

See attached Development Engineering Memorandum, dated October 30, 2012

6.3 Fire Department

Fire department access, fire flows, and hydrants as per the BC Building Code and City of Kelowna Subdivision Bylaw #7900. The Subdivision Bylaw requires a minimum of 60ltr/sec flow. The access road must be at least 6m in width and have "No Parking" sign along the entire access road.

6.4 Interior Health Authority

See attached letter from Interior Health, dated December 5, 2011.

6.5 Infrastructure Planning

A route of public access between the cul-de-sac at the south end of the proposed development linking to the future extension of Bothe Road should be provided, having a minimum width of 3.0m.

6.6 Telus

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

6.7 FortisBC Energy - Gas

Upon review of the property referral referencing the above noted matter, please be advised that FortisBC facilities will not be adversely affected. FortisBC, therefore, has no objection to the proposed rezoning for purposes of developing a mobile home park. The applicant will need to phone BC1Call to locate the two existing services on the subject property prior to development taking place.

7.0 Application Chronology

Date of Application Received: November 2, 2011

Dispute Resolution Initiated: January 5, 2012

Dispute Resolution Concluded: October 30, 2012

Agricultural Advisory Committee August 9, 2012

The above noted application was reviewed by the Agricultural Advisory Committee at the meeting on August 9, 2012 and the following recommendations were passed:

THAT the Agricultural Advisory Committee NOT support Rezoning Application No. Z11-0083, for 1429 KLO Road, to rezone the subject property from the A1 - Agriculture 1 zone to the RM7 - Mobile Home Park zone in order to develop a 92-unit modular home park.

Anecdotal Comment:

The Agricultural Advisory Committee did not support the rezoning application; however, if the property is rezoned, AAC commented that there should be a solid buffer zone between the development and agricultural land and drainage should be dealt with.

Report prepared by:



James Moore, Land Use Planner

Reviewed by:



Danielle Noble Manager, Manager, Urban Land Use

Approved for Inclusion:



Shelley Gambacort, Director, Land Use Management

Attachments:

Subject Property Map

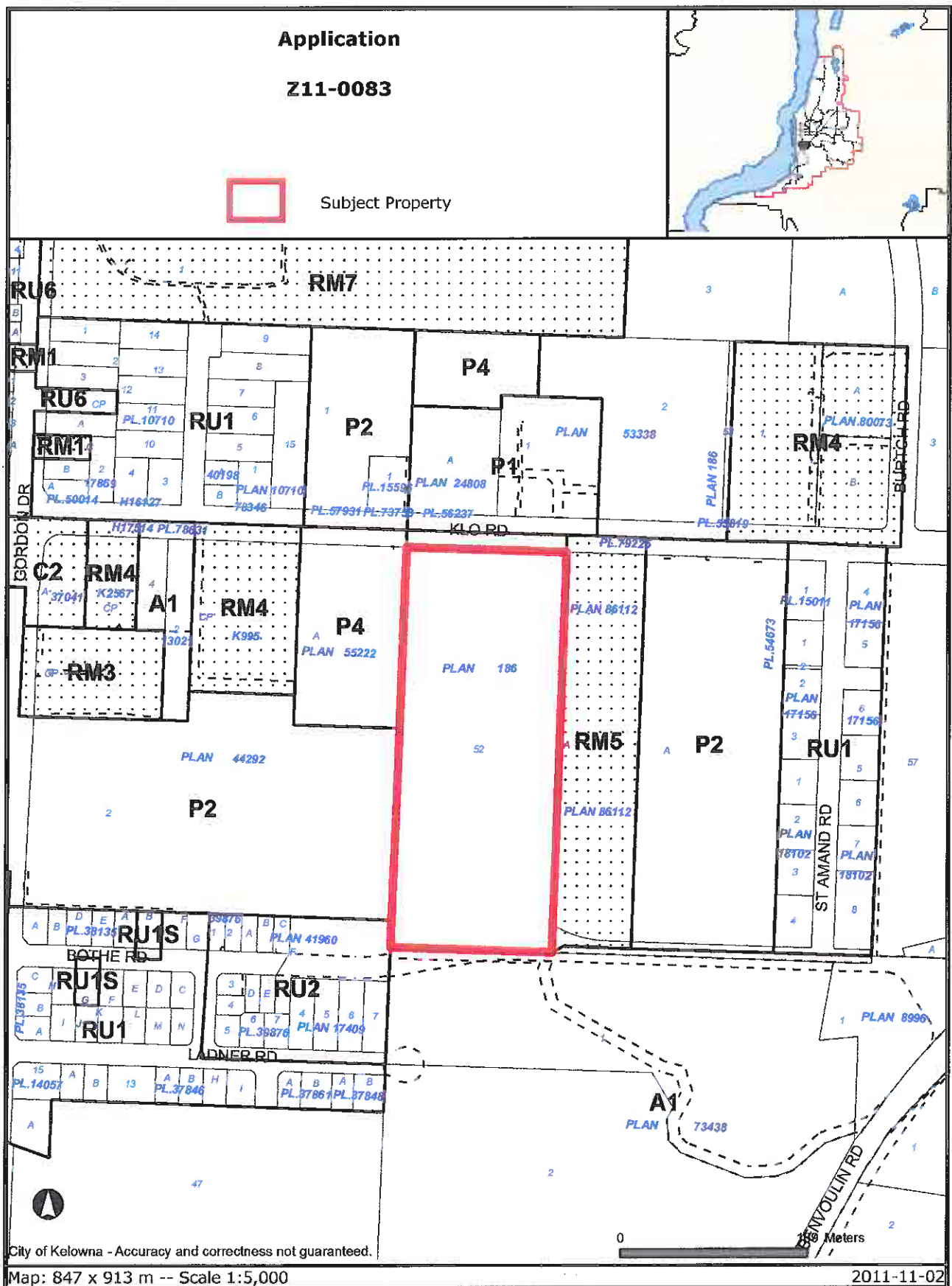
ALR Map

Site Plan

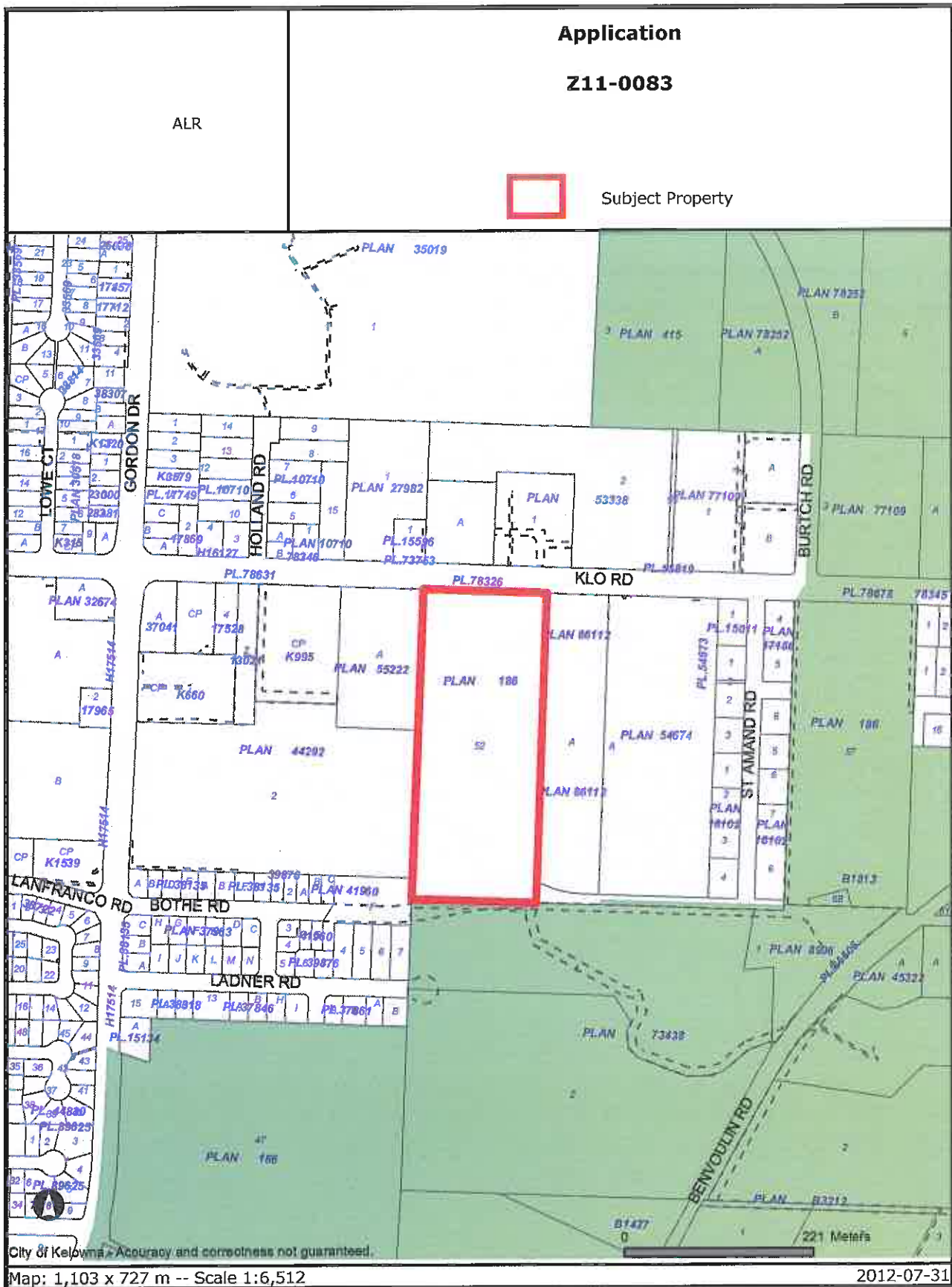
Conceptual Illustrations

Development Engineering Memorandum, dated July 31, 2012

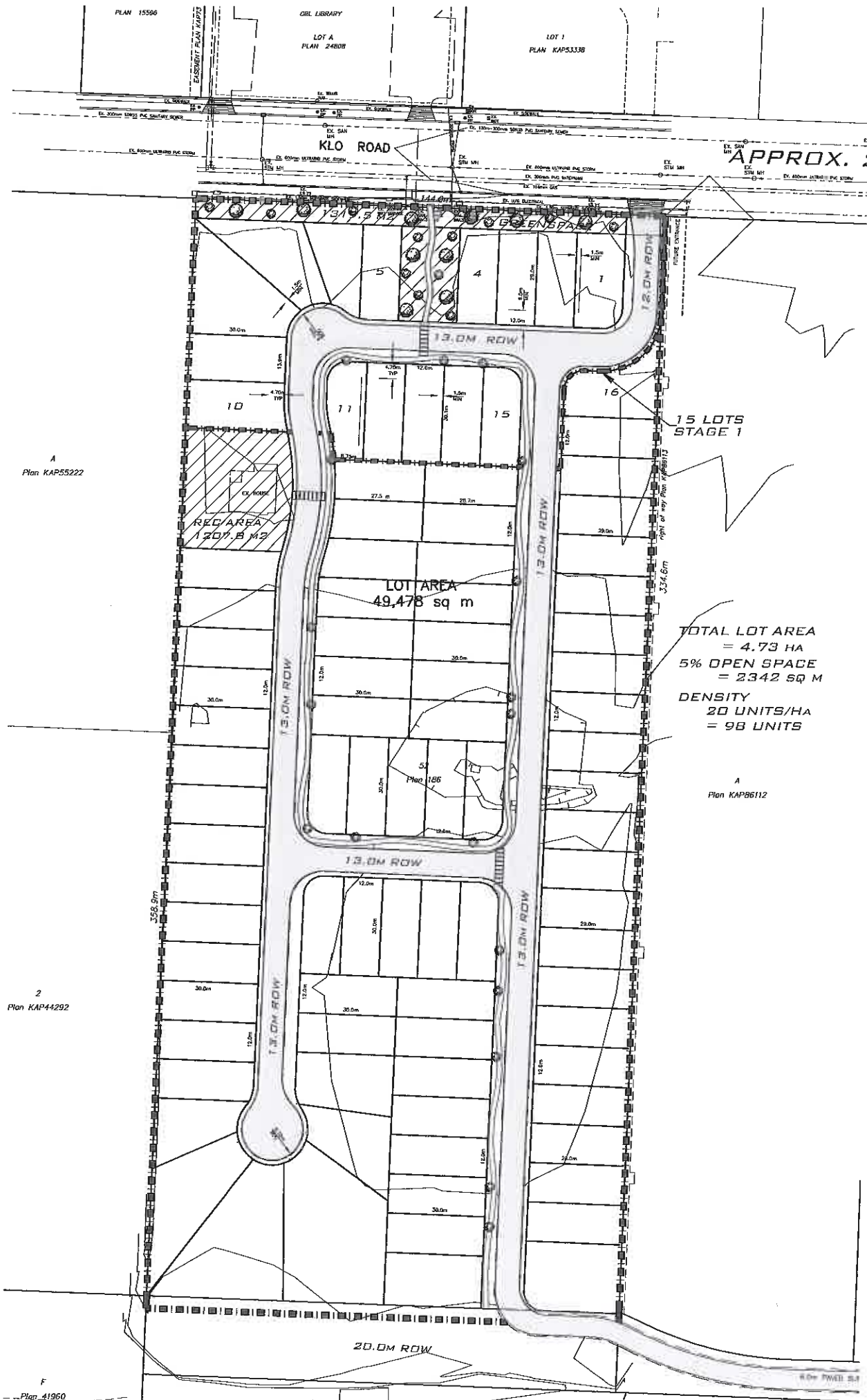
Letter from Interior Health Authority, dated December 5, 2011



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.



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A
Plan KAP55222

TOTAL LOT AREA
= 4.73 HA
5% OPEN SPACE
= 2342 SQ M
DENSITY
20 UNITS/HA
= 98 UNITS

A
Plan KAP66112

2
Plan KAP44292

F
Plan 41960

CITY OF KELOWNA
MEMORANDUM

Date: October 30, 2012
File No.: Z11-0083
To: Land Use Management Department (JM)
From: Development Engineering Manager (Revision 3 Comments)
Subject: Proposed Modular Home Park 1429 KLO Rd Plan 186 Lot 52

Development Engineering has the following requirements associated with this application to rezone from A1 to RM7. The road and utility upgrading requirements outlined in this report will be a requirement of this development.

The Development Engineering Technologist for this project is John Filipenko. AScT

1. Domestic Water and Fire Protection

- (a) 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.
- (b) This development site is provided with a new 250mm diameter water service.
- (c) A water meter is mandatory for this development and must be installed inside a 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.
- (d) An approved backflow protection device must also be installed on site as required by the City Plumbing Regulation and Water Regulation bylaws.
- (e) The boulevard landscape irrigation systems are to be connected to the on the site irrigation system.

2. Sanitary Sewer

- (a) The developer's consulting mechanical engineer will determine the servicing requirements of this proposed development.
- (b) A new 150mm diameter sanitary sewer service is provided to this development site from a sanitary sewer main on KLO Road.
- (c) Future phases of this development will require the developer to construct a sanitary main on Bothe Road from the existing sanitary sewer system to the east boundary of the development. It is recognized that this main is a part of the

Chamberlain Sewer Connection Area (No. 25). As such, the future costs of this main will be borne by the Connection Area and bonding is not required. It is further recognized, that if sufficient funds are not available from the Connection Area Reserve, the developer will be required to front-end this construction.

- (d) The property is in the Chamberlain Sewer Connection Area.(No. 25)
An area connection fee assessment will be required. The modified charge is \$2,249.56 per single family equivalent (SFE)

The proposed sewer main construction on Bothe Road is eligible to receive a credit. The amount of the credit will be determined when the design engineer has submitted actual construction tender costs.

3. Storm Drainage

- (a) A 150mm diameter storm overflow service is provided to this development site from a storm sewer main on KLO Road.
- (b) Construct storm drainage facilities on Bothe Road within the frontage of this development. The estimated cost for frontage drainage facility improvements for bonding purposes is included in the road upgrading cost estimates.
- (c) The developer must engage a consulting civil engineer to provide a 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 lot and recommendations for onsite drainage containment, treatment and disposal systems.

4. Road Improvements

- (a) KLO Road access driveway removal, curb replacement, boulevard landscaping complete with trees and underground irrigation system will be a requirement of this development. The estimated cost for bonding purposes is **\$20,000.00**
- (b) Bothe Road fronting this development must be constructed to a modified standard (SS-R7) including a barrier curb and gutter, monolithic sidewalk north side, a pipes storm drainage system, curb letdown, landscaped boulevard complete with underground irrigation system, and street lights. It is agreed that the City will construct Bothe Road on its own schedule. The cash in-lieu amount is determined to be **\$100,000.00**
- (c) Provide the City of Kelowna Fire Department with a temporary emergency to the west of the main access in the area designated for the watermain connection and the pedestrian access.

To accommodate the City of Kelowna Fire Department internal circulation requirements, the 1st Phase will have a turn-around in the vicinity of the existing residence. Subsequent phases will be reviewed as to turn-around locations. After Unit #50, a permanent emergency access/ secondary access will be constructed.

5. Road Dedication and Subdivision Requirements

By registered plan to provide the following:

- (a) Dedicate a 24.00m road allowance right-of-way generally from the top of bank of Fascieux creek and also provide a 4.0m wide road reserve for the future construction of Bothe Road.
- (b) Secure and or grant Statutory Rights Of Way for utility services.
- (c) Register a cross access agreement in favour of Lot A Plan 861121 which will facilitate a future common KLO Road access driveway. This agreement need only cover the obligation of the current application, but the site driveway layout must be configured to permit the future common driveways to operate.

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.

7. Street Lighting

Street lighting including underground ducts must be installed on all roads fronting this proposed development. The cost of this requirement is included in the roads upgrading item.

8. Engineering

- (a) Road and utility construction design, construction supervision, and quality control supervision of all off-site and site services 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.
- (b) A lot-grading plan is to be submitted prior to construction and adhered to during the construction of this development. The Bothe Road grade fronting this development will need to be established by the developer's civil consulting engineer to set the sidewalk and driveway access elevations.

9. Geotechnical Report

- a) 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 development.**
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.

- (i) Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
- (ii) Site suitability for development. Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
- (iii) Any special requirements for construction of roads, utilities and building structures.
- (iv) 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.
- viii) Top of bank assessment and location including recommendations for property line locations, septic field locations, building setbacks, and ground water disposal locations.
- ix) Recommendations for items that should be included in a Restrictive Covenant.
- x) Any items required in other sections of this document.
- xi) Recommendations for erosion and sedimentation controls for water and wind.
- xii) Recommendations for roof drains and perimeter drains.

10. Bonding and Levy Summary

(a) Bonding

(i)	Driveway modifications	KLO	\$20,000.00
(ii)	Emergency Access <i>Required after Unit #50</i>	Bothe Rd	\$76,000.00

Not included in the above estimates are the costs to install Electric Power and Telecommunication Services and facilities.

(b) Cash Levy

- (iii) Sewer Connection Charge, Area No 25 (Chamberlain)
To be paid at building permit stage
 $96 \text{ units} \times 0.7 \text{ SFE} / \text{unit} \times \$2,249.56 / \text{SFE} = \underline{\$1,574.69 \text{ per unit}}$
- (iv) Frontage road and drainage works Bothe
The cash in-lieu amount is determined to be \$100,000.00

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 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.

11. Latecomer Protection

- (a) Emergency access within Bothe Road

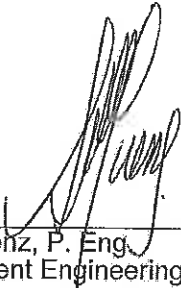
12. Site Related Issues

- (a) The development will be required to contain, treat and dispose of site generated storm water on the site.
- (b) 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.
- (c) Access and Manoeuvrability

The site plan should illustrate the ability of an SU-9 standard size vehicle to manoeuvre 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.

13. Administration Charge

An administration charge is assessed for processing of this application, review and approval of engineering designs and construction inspection. Based on the initial bonding and construction, the administration charge is calculated as (3% of Total Off-Site Construction Cost plus HST) in the amount of **\$2,480.80** (\$2,215.00 + 265.80 HST)



Steve Muenz, P. Eng.
Development Engineering Manager
JF/jf

cc. Building & Permitting Branch Manager (DP) see items 10. (a) (ii) 10. (b) (i)



Interior Health

December 5, 2011

FILE COPY

James Moore
Land Use Management Department
1435 Water Street
Kelowna, BC V1Y 1J4

Dear James,

RE: Rezoning Application No. Z11-0083- 1429 KLO Road Lot 52 Plan 186

Thank you for the opportunity to respond to this rezoning application with a population health perspective.

This rezoning application has changed significantly from the original October 2008 proposal.

The new proposal, a 98 unit modular home park reflects the current economic conditions. From a health perspective, this new proposal offers affordable housing for those in the lower socioeconomic level and is a welcome housing option for Kelowna.

Interior Health supports this application. If you have any questions or comments please contact me at pam.moore@interiorhealth.ca.

Sincerely,

Pam Moore CPHI (C)
Healthy Community Environments
Interior Health Authority

Bus: (250)980-5077 Fax: (250)980-5060

Email: pam.moore@interiorhealth.ca

Web: www.interiorhealth.ca

HEALTH PROTECTION
#200-1835 Gordon Drive
Kelowna, BC V1Y 3H5