1. **ADOPTION OF AGENDA**

2. **ADOPTION OF MINUTES**
   
   Tuesday, November 10, 2015 (attached)

3. **NEW BUSINESS**
   
   a) **28TH AND 29TH AVENUE TRAFFIC AND PARKING MANAGEMENT IMPROVEMENT OPTION** – Referral Resolution and Report attached
   
   b) **DEVCO HOMES LTD. (DVP00324)** – DEVELOPMENT VARIANCE PERMIT APPLICATION FOR #1, 70 KESTREL PLACE

4. **INFORMATION ITEMS**
   
   The Manager, Current Planning provided a verbal update of APC items discussed at the previous council meeting.

5. **NEXT MEETING**
   
   a) The next meeting is tentatively scheduled for Tuesday, December 15, 2015.

6. **ADJOURNMENT**
THE CORPORATION OF THE CITY OF VERNON

MINUTES OF ADVISORY PLANNING COMMITTEE MEETING
HELD

TUESDAY, NOVEMBER 10, 2015

PRESENT:  VOTING
Joanne Georgeson, Chair
Mark Longworth, Vice-Chair
Don Schuster
Ian Murphy
Gordon Redmond
Lisa Kongsdorf
Klaus Tribes
Jamie Paterson
Vicki Topping
Barry Beardsell

NON VOTING
Councilor Spiers
Corbin Kelley, Youth Member

STAFF:  Kim Flick, Director, Community Development, Engineering & GIS
Dale Rintoul, Manager, Current Planning
Janice Nicol, Committee Clerk

ORDER
The Chair called the meeting to order at 3:59 p.m.

ADOPTION OF AGENDA
Moved by Jamie Paterson; seconded by Klaus Tribes:

THAT the agenda for the Advisory Planning Committee meeting of Tuesday, November 10, 2015 be adopted.

CARRIED.

ADOPTION OF MINUTES
Moved by Mark Longworth, seconded by Vicki Topping:

THAT the minutes for the Advisory Planning Committee meeting of Tuesday, October 27, 2015 be adopted.

CARRIED.
NEW BUSINESS:

ARTHUR FENWICK – DEVELOPMENT VARIANCE PERMIT APPLICATION FOR STRATA LOT 1, STRATA PLAN KAS3406, DL6, ODYD 8152 Okanagan Landing Road

The Advisory Planning Committee reviewed the development variance application DVP00330.

The following point was noted:

- The staff report states the adjacent neighbours requested the applicant to submit the development variance permit application, thus indicating there is support from the neighbours.

Moved by Klaus Tribes, seconded by Jamie Paterson:

THAT the Advisory Planning Committee recommends that Council support the application submitted by Arthur Fenwick to vary the minimum rear yard setback from 7.5m to 5.0m and to vary the maximum site coverage from 40% to 45% in order to construct a two bay garage onto a single family dwelling located on Strata Lot 1, Strata Plan KAS3406, DL 6, ODYD (8152 Okanagan Landing Road) subject to the following:

That the site, elevation and floor plans are to be attached to and are to form part of the development variance permit as Schedule ‘A’.

CARRIED.

KEITH DAHLN CONSTRUCTION LTD. – DEVELOPMENT VARIANCE PERMIT APPLICATION FOR LOTS 6 & 7, STRATA PLA KAS2084, DL 297, ODYD 6, 30 Kestrel Place

The Advisory Planning Committee reviewed the development variance application DVP00333.

The following points were noted:

- There was concern over the parking spaces in front of the proposed garage as the size of both spaces seem inadequate.

- It was also noted that the proposed three outside parking space were not required as the bylaw only require two spaces and there will be two spaces in the garage.

Moved by Mark Longworth, seconded by Don Schuster:

THAT the Advisory Planning Committee recommends that Council support the development variance permit application
submitted by Keith Dahlen Construction Ltd. on behalf of Sheldon and Claire Marcotte to vary the minimum front yard setback from 3.5m (11.48 ft) to 1.088m (3.57 ft) for a proposed two bay garage on Strata Lots 6 and 7, Strata Plan KAS2084, DL 297, ODYD (6, 80 Kestrel Place), subject to the following:

a) The site and building elevation plans are to be attached to and are to form part of the development variance permit as Schedule ‘A’.

CARRIED, with Gordon Redmond opposed.

PJ DEVRIES CONSTRUCTION LTD. – DEVELOPMENT VARIANCE PERMIT APPLICATION FOR LOTS 9 AND 10, BLK 12, PLAN 327, SEC 24, TP 9, ODYD 2501 30th Avenue

The Advisory Planning Committee reviewed the development variance application DVP00337.

The following points were noted:

- There was a concern about the reduction of the rear setback adjacent to the neighbouring property.
- It was nice to see that the design of the addition is consistent with the existing heritage house.

Moved by Klaus Tribes, seconded by Mark Longworth:

THAT the Advisory Planning Committee recommends that Council support the development variance permit application submitted by PJ Devries Construction Ltd. on behalf of Brent and Lydia Phillips to vary the minimum rear yard setback from 7.5m to 1.3m in order to construct an addition onto the single family dwelling located on Lots 9 and 10, Block 12, Plan 327, Sec 34, Twp 9, ODYD (2501 – 30th Avenue), subject to the following conditions:

a) The lots are to be consolidated; and

b) The site and building elevation plans are to be attached to and are to form part of the development variance permit as Schedule ‘A’.

CARRIED.
The Advisory Planning Committee reviewed the rezoning application ZON00259.

The following points were noted:

- There was a concern over the proposal that the trail not be constructed within 15 years;
- There needs to be more negotiation on the timing of development cost charge (DCC) payment as full payment should be required before the rezoning is completed;
- The proposed trail would be built piece-meal over many years;
- Clarification needed on what water rate will be applicable – commercial or residential.
- Clarification needed on how this development will be taxed and what the implications for the City will be.
- Concern that the DCC payment requirement is not reasonable or fair to prospective owners.

Moved by Barry Beardsell, seconded by Mark Longworth;

THAT the Advisory Planning Committee (APC) rejects the application submitted by officials of Strata Corporation KAS3310 (Strand Lakeside Resort) to rezone Strata Plan KAS3310, DL 62, Sec 30, Tp 9, ODYD (7343 Okanagan Landing Road) from C12 – Convention Hotel Commercial to C10A – Tourist Commercial and Residential;

AND FURTHER that the APC recommends that Administration provide the following information with regard to Rezoning Application ZON00259 to allow the APC to reconsider this application:

- Method of receiving payment of the development cost charges;
- How taxation will be applied and at which rate, commercial or residential;
- Which water rates will be applied to the residents of The Strand, commercial or residential;
- Which part of the development cost charges are payable to the Regional District of the North Okanagan and the City of Vernon.
The Advisory Planning Committee reviewed the rezoning application ZON00257.

The following point was raised:

- The proposed rezoning will allow for the property to be subdivided in the same manner as the adjacent property to the north.

Moved by Klaus Tribes; seconded by Jamie Paterson:

THAT the Advisory Planning Committee recommends that Council support the application submitted by Paul Bariesheff to rezone Lot 1, Plan 9822, Sec 2, Tp 8, ODYD (4404 25 Street) from R5 – Four-Plex Residential to R4 – Small Lot Residential in order to subdivide the property into three single family dwelling lots.

CARRIED

The Advisory Planning Committee reviewed the rezoning application ZON00252.

The following points were noted:

- Concerns over pedestrian access;
- Concerns over the use easements and common strata property.

Moved by Mark Longworth; seconded by Don Schuster:

THAT the Advisory Planning Committee recommends that Council support the application submitted by John Blunt to rezone Lot 6, Plan KAP86785, DL 66, ODYD (5001 27th Avenue) from R4 – Small Lot Residential to R5 – Four-Plex Housing Residential in order to construct six townhouse units on the property.

CARRIED.

The Staff Liaison provided an update on APC related items that were discussed at the November 9 Council meeting as follows:
ADVISORY PLANNING COMMITTEE

- Council supported the development variance permit (DVP) application by Tri City Canada Inc. for 3006 29 Avenue.

- Council supported the rezoning and development variance applications by Jeruth Holdings Ltd. for 3214 35 Street, the rezoning application was given 1st and 2nd Readings and a Public Input Session for the DVP and Public Hearing for the rezoning bylaw will be held on December 14, 2015 beginning at 5:30 p.m.

- Council referred a report proposing one way traffic on two downtown roads to the Transportation Advisory Committee and the Advisory Planning Committee for review. This item is to be on the next APC agenda for November 24, 2015.

NEXT MEETING

The next regular meeting of the Advisory Planning Committee is tentatively scheduled for Tuesday, November 24, 2015.

ADJOURNMENT

The meeting of the Advisory Planning Committee adjourned at 5:08 p.m.

CERTIFIED CORRECT:

__________________________ Chair
Council, at their Regular meeting held on November 9, 2015, passed the following resolution:

“THAT Council approve, in principle, changing 28th Avenue between 29th Street and 30th Street to a one way road with traffic flowing only from east to west to enable the implementation of angled parking stalls in that section of 28th Avenue as part of the currently proposed 2016 road and utility upgrade capital project;

AND FURTHER, that Council approve in principle changing 29th Avenue between 30th Street and 29th Street to a one way road with traffic flowing from west to east to enable implementation of angled parking stalls in that section of 29th Avenue as part of the currently proposed 2016 road and utility upgrade capital project;

AND FURTHER, that Council direct Administration to seek public input from adjacent properties, consult with the Downtown Vernon Association Board, and refer the proposal regarding the proposed traffic and parking management changes in 28th and 29th Avenues between 29th Street and 30th Street to the Transportation Advisory Committee and the Advisory Planning Committee for review.

CARRIED.”
THE CORPORATION OF THE CITY OF VERNON

REPORT/RECOMMENDATION TO COUNCIL

SUBMITTED BY: Amanda Watson
Transportation Engineer

DATE: October 26, 2015

FILE: 5410-10 (28th Ave)

SUBJECT: 28TH AND 29TH AVENUE TRAFFIC AND PARKING MANAGEMENT IMPROVEMENT OPTIONS

PURPOSE:

To seek Council approval in principle for the proposed changes to traffic and parking management on 28th Avenue and 29th Avenue (29th Street to 30th Street) to introduce a one way couplet to enable the implementation of angled parking. And to request Council approval to proceed with a public input session as well as consult with the current Downtown Vernon Association Board regarding the proposed changes.

RECOMMENDATION:

THAT Council approve, in principle, changing 28th Avenue between 29th Street and 30th Street to a one way road with traffic flowing only from east to west to enable the implementation of angled parking stalls in that section of 28th Avenue as part of the currently proposed 2016 road and utility upgrade capital project;

AND FURTHER, that Council approve in principle changing 29th Avenue between 30th Street and 29th Street to a one way road with traffic flowing from west to east to enable implementation of angled parking stalls in that section of 29th Avenue as part of the currently proposed 2016 road and utility upgrade capital project;

AND FURTHER, that Council direct Administration to seek adjacent properties and public input as well as consult with the Downtown Vernon Association Board regarding the proposed traffic and parking management changes in 28th and 29th Avenues between 29th Street and 30th Street.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council not approve in principle changing 28th Avenue between 29th Street and 30th Street to a one way road with traffic flowing only from east to west to enable implementation of angled parking stalls in that section of 28th Avenue as part of the currently proposed 2016 road and utility upgrade capital project.
THAT Council not approve in principle changing 29th Avenue between 30th Street and 29th Street to a one way road with traffic flowing from west to east to enable implementation of angled parking stalls in that section of 29th Avenue as part of the currently proposed 2016 road and utility upgrade capital project.

Note: The road and utility upgrades are proposed to proceed in the 2016 Capital Budget. Not converting to one way would limit the ability to increase the on-street parking stalls in these streets. Should Council wish to not explore the one way proposal on 28th Avenue and 29th Avenue, Administration would not solicit input from the public and the Downtown Vernon Association Board on this component.

ANALYSIS:

A. Committee Recommendations:

N/A

B. Rationale:

1. The condition of the road infrastructure and underground utilities in 28th Avenue and 29th Avenue between 30th Street and 29th Street has necessitated the upgrades included in the proposed 2016 Capital road and utility projects. Following the utility upgrades, the roads will be rebuilt in accordance with current road construction standards. However, there is an opportunity to alter the road layout to accommodate the parking stalls that need to be relocated from the 2016 phase of the 29th / 30th Street Corridor Project. The extent of that project is shown in Attachment 1.

2. The 2016 phase of the 29th / 30th Street Utility and Transportation Corridor project will replace the underground sewer and storm utilities in 30th Street from Highway 6 to 30th Avenue. Upgrades to the water system are planned at the road intersections of 28th Avenue and 29th Avenue. The road will be reconstructed with new street lights, sidewalks on both sides, curbs, a two-way asphalt path on the east side separated from the sidewalk by a buffer strip that will house benches, trees and other street furniture. To accommodate these features and maintain turn lanes at certain intersections, eleven on-street parking will need to be relocated from 30th Avenue.

3. Implementing a one way couplet in 28th and 29th Avenues, as shown in Attachment 2, allows for the implementation of angled parking that retains the existing 31 stalls in 28th and 29th Avenues and creates the ability to relocate 11 of the parking stalls from the proposed 30th Street Capital project, and add one new stall. There are currently 48 stalls in this area and with these proposed changes, there would be 49 stalls. 28th Avenue would become one way, from east to west, from its intersection with 29th Street to 30th Street. 29th Avenue would also be one way, from west to east, from its intersection with 30th Street to 29th Street.

4. A single street can have its traffic management altered such that vehicles travel in one direction only, but typically one way couplets are introduced to manage the
traffic flow in the area and provide drivers with an easily understood traffic circulation pattern.

5. The Vernon Fire and Rescue Service and RCMP have no objections to the proposal.

6. These proposed changes were previously presented and agreed to in principle by Council in 2010. Given the length of time since then, Administration is requesting that this Council endorse the proposed traffic and parking management changes, in principle, so that public input can be sought prior to the road and utility upgrades taking place in 2016.

7. At Council’s direction in 2010, the Board of the Downtown Vernon Association (DVA) was consulted and a letter of support was provided (Attachment 2). As the DVA now has different board members, Administration is requesting Council approval to consult with the current Board.

8. The proposed 2016 Capital road and utility projects include the fourth phase of the 29th / 30th Street Corridor Project with works being proposed between Highway 6 and the north side of 30th Avenue. In order to provide the upgrades and multi modal traffic facilities, this phase will need to relocate 11 on-street parking stalls. The proposed changes to traffic and parking management in 28th Avenue and 29th Avenue between 29th Street and 30th Street can accommodate this relocation.

9. Benefits of the proposed traffic and parking management in these two streets are:
   a) improves pedestrian safety at the crosswalks through a shorter crossing distance and reduced vehicle conflicts;
   b) allows for the widening of the sidewalk on the north side of 29th Avenue;
   c) provides additional spaces for street trees; and
   d) relocates, to adjacent side streets, the 2 hour metered parking stalls from the fourth phase of the 29th/30th Street Corridor Project and adds one new stall.

C. Attachments:

Attachment 1 – Extent of 2016 Phase of 29th/30th Street Utility and Transportation Corridor
Attachment 2 – Proposed Traffic and Parking Management Plan
Attachment 3 – October 26, 2010 DVA letter of support

D. Strategic Plan Objectives:

The proposed traffic and parking management changes involves the following objectives in Council’s 2015-2018 Strategic Plan:

➢ Deliver Efficient, Effective and Proactive Municipal Services
➢ Create a safe Efficient and Sustainable Transportation Network
E. **Policy (Existing/Relevance/None):**

N/A

F. **Relevant History:**

On September 30, 2015 Administration held an open house for the proposed 29th / 30th Street Corridor Project between Highway 6 and the north side of 30th Avenue. An Administration Update was provided for Council at its Regular Meeting of October 13, 2015.

At its Regular Meeting of November 8, 2010, Council endorsed the following resolutions:

Relative to the change in traffic and parking:

"THAT Council brings forward, as public information, the following motion declassified from confidential to non-confidential at the October 12, 2010, In-Camera meeting;

THAT Council agree in principle to support the plan to convert 28th Avenue and 29th Avenue between 29th Street and 30th Street to a one way couplet as part of the Polson Greenway project upgrade of 30th Street between Polson Park and 30th Avenue;

AND FURTHER, that Council agree in principle to support the creation of angle parking on 28th Avenue and 29th Avenue between 29th Street and 30th Street as part of the Polson Greenway project upgrade of 30th Street between Polson Park and 30th Avenue;

AND FURTHER, that Council authorizes staff to present the proposed parking relocation plans to the Downtown Vernon Association for comment."

G. **Applicant's Response:**

N/A

H. **Reasons for Bylaw:**

N/A

I. **Resources:**

N/A
BUDGET IMPLICATIONS:

The cost to construct the bulb intersections, signs and road markings would be accommodated as a capital expense within the proposed 28th and 29th Avenue 2016 Capital projects.

Prepared by:
Amanda Watson
Transportation Engineer

Approved for submission to Council:

Will Pearce, CAO
Date: 04/11/2015

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NOTE: City Administrator's comments will be provided if required as an addendum to the report
October 26, 2010

Ed Stranks  
Manager of Engineering Development Services  
City of Vernon  
3400 – 30th Street  
Vernon, BC V1T 5E6

RE: Presentation to DVA Board re Parking

Dear Ed:

On behalf of the DVA and its members I would like to thank you, Kevin Poole and Mark Dowhaniuk for attending the October 15th DVA Board of Directors meeting and reviewing your parking proposals for the southeastern corner of the Downtown area with us.

As you know our members are very concerned over the current supply of parking in the Downtown core and in particular the anticipated loss of even more parking due to planned City initiatives.

The DVA Board, however, was impressed that the City has heard our concerns and is actively exploring new Downtown parking options such as you shared with us on the 15th.

The concepts that you and your colleagues brought to our meeting, particularly with respect to proposed parking changes in the 28th and 29th avenue area, were positively received by our Board at this initial airing. A series of steps are going to need to be taken by the City to fully address Downtown’s parking needs and the implementation of this package of proposals appears to be one of them.

In closing, please extend the DVA’s thanks to the City Council for allowing you to share this information with us.

Sincerely,

Ruth Hoyte,  
President

cc – Mayor Wayne Lippert
REPORT/RECOMMENDATION TO COUNCIL

SUBMITTED BY: Dale Rintoul,
Current Planning

DATE: November 19, 2015

FILE: DVP00324

SUBJECT: DEVCO HOMES LTD. – DEVELOPMENT VARIANCE PERMIT
APPLICATION FOR 1, 70 KESTREL PLACE

PURPOSE:

To review the development variance permit application submitted by Devco Homes Ltd. on behalf of Jay Simmons to vary the minimum side yard setback from 1.5m to 0.4m to accommodate a storage room addition to the existing single family dwelling under construction at 1, 70 Kestrel Place.

RECOMMENDATION:

THAT Council support the development variance permit application submitted by Devco Homes Ltd. on behalf of Jay Simmons to vary the minimum side yard setback from 1.5m to 0.4m to accommodate a storage room addition to the existing single family dwelling under construction on Strata Lot 1, Strata Plan KAS2693, DL 297, ODYD (1, 70 Kestrel Place), subject to the following:

a) The site, floor and building elevation plans illustrating the proposed storage room are to be attached and are to form part of the development variance permit as Schedule 'A'.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council support the development variance permit application submitted by Devco Homes Ltd. on behalf of Jay Simmons to vary the minimum side yard setback from 1.5m to 0.4m to accommodate a storage room addition to the existing single family dwelling under construction on Strata Lot 1, Strata Plan KAS2693, DL 297, ODYD (1, 70 Kestrel Place), subject to the following:

a) The site, floor and building elevation plans illustrating the proposed storage room are to be attached and are to form part of the development variance permit as Schedule 'A'.

b) (other conditions as cited by Council).

Note: This alternative supports the setback variance subject to the condition recommended by staff and other conditions identified by Council.
2. THAT Council not support the development variance permit application submitted by Devco Homes Ltd. on behalf of Jay Simmons to vary the minimum side yard setback from 1.5m to 0.4m to accommodate a storage room addition to the existing single family dwelling under construction on Strata Lot 1, Strata Plan KAS2693, DL 297, ODYD (1, 70 Kestrel Place).

*Note: This alternative does not support the requested side yard setback variance. If the requested variance is denied, the size and configuration of the proposed storage room would need to be revised so as to adhere to the minimum side yard setback of 1.2m. If such a setback cannot be achieved, then the addition for the storage room would not be permitted.*

**ANALYSIS:**

**A. Committee Recommendations:**

At its meeting of November 24, 2015, the Advisory Planning Committee adopted the following resolution:

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**B. Rationale:**

1. The applicant is proposing a minor modification to the floor plan for the single family dwelling that is currently under construction at 1, 70 Kestrel Place. The subject property is shown on Attachments 1 and 2. The proposed building addition is for a small storage room at the northern side of the intermediate floor level as shown on Attachments 3 and 4.

2. The subject property is zoned R6 – Lakeshore Residential which has a minimum side yard setback of 1.5m. The applicant is requesting that the side yard setback be varied to 0.4m to allow for the storage room addition. Attachment 3 is a copy of the intermediate level floor plan which illustrates the proposed addition. Attachment 4 is an enlargement of floor plan in the area where the addition is proposed.

3. Adjacent to the proposed storage room is a retaining wall that appears to encroach into the 1.5m setback area. This wall is to be underground and covered with landscaping and a walkway as shown on the upper floor plan (refer to Attachment 5). This plan also illustrates that part of the storage room is to be under the landscaping on the upper floor plan level. The part of the storage room that is exposed will have a “green roof”.

4. The proposed building addition does not result in the building site coverage exceeding the maximum 40% as contained in the R6 – Lakeshore Residential zoning district that applies to the property. The proposed addition also does not result in the impermeable surface area exceeding the maximum of 50% as contained in the zoning bylaw. The subject house project, including the proposed addition, would have a building site coverage of 33% and an impermeable surface area of 45%. The landscaped permeable areas are shown on Attachments 5 and 6.
5. The storage room is to be accessed from inside the building. The exterior wall of the storage room is pointed out on the north elevation plan (refer to Attachment 7).

6. Staff support the requested variance as the reduced setback would not have a negative impact on the neighbouring property.

C. **Attachments:**

   Attachment 1 – property location plan  
   Attachment 2 – aerial photo of property  
   Attachment 3 – intermediate level floor plan  
   Attachment 4 – enlargement of part of the intermediate level floor plan  
   Attachment 5 – upper level floor plan  
   Attachment 6 – lower level floor plan  
   Attachment 7 – north elevation plan

D. **Strategic Plan Objectives:**

   The subject development variance permit application involves the following goal in Council’s Strategic Plan (2015 – 2018):

   ➢ Support sustainable neighbourhoods by implementing the OCP

E. **Policy (Existing/Relevance/None):**

   1. The subject property is designated Residential – Low Density on the land use map in the Official Community Plan (OCP).

   2. The subject property is zoned R6 – Lakeshore Residetial as per Zoning Bylaw #5000. The minimum side yard setback in the R6 zoning district is 1.5m. The applicant is requesting the setback to be varied to 0.4m.

F. **Relevant History:**

   1. There have been two development variance permits approved and issued for the subject property. On April 30, 2012 DVP00251 was issued which varied the maximum height of a lock block style retaining wall on the vacant property from 1.2m to 3.75m. Attachment 6 illustrates the location of the lock block retaining wall.

   2. On November 26, 2013 DVP00290 was issued which varied the minimum riparian area building setback from 15.0m to 9.5m. This development variance permit allows for the patio, swimming pool and related structures to be located up to the 9.5m setback line as illustrated on Attachment 6.

   3. The building permit for the house on the subject property was issued on August 27, 2014. As of November 6, 2015, the construction has progressed to the foundation stage.
G. **Applicant’s Response:**

The applicant has been provided with a copy of the staff report for their review and the opportunity to provide Council with their comments regarding the report.

H. **Reasons for Bylaw:**

N/A

I. **Resources:**

N/A

**BUDGET IMPLICATIONS:**

N/A

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Prepared by: ________________________________

Dale Rintoul
Manager, Current Planning

Approved for submission to Council:

______________________________

Will Pearce, CAO
Date: ______________________

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**NOTE:** City Administrator's comments will be provided if required as an addendum to the report.
Design Philosophy
- Integration of the house and its site
- Space as the reality of the building
- The logic and continuity of the plan
- Emphasis on the articulative nature of materials used
- Grammar or congruity of all elements in forming the whole

Upper Entry Plan - 100 sq.ft.
Upper Floor Plan - 600 sq.ft.
Intermediate Floor Plan - 1695 sq.ft.
Lower Floor Plan - 1750 sq.ft.
Total Area - 4,193 sq.ft.

OKANAGAN LAKE
Lower Floor Plan - 1700 sq.ft.
scale 1/8" = 1'-0"