

September 19, 2019

Subject Property:

701 Alexander Ave

Lot 2, District Lot 2, Group 7, Similkameen Division Yale (Formerly Yale Lytton) District, Plan 1913, Except Plan B5522

Application:

Development Variance Permit PL2019-8565

The applicant(s) are proposing to construct a new single family dwelling fronting Churchill Avenue and a two-storey carriage house, with a building footprint of 114m², fronting Alexander Avenue. The current design of the proposed carriage house does not meet all provisions of Zoning Bylaw 2017-08, therefore, the applicant(s) are requesting the following two variances to allow for the construction of the carriage house.

- Section 8.2.3.2: to increase the maximum building footprint of a carriage house in the R2 (Small Lot Residential) zone from 90m² or 15% lot area, not including the principal residence, whichever is less, to 114 m²; and
- Section 8.2.3.3: to increase the maximum height of a carriage house in the R2 (Small Lot Residential) zone where no lane exists, from 5.0m and one floor to 7.6m and two floors.

Information:

The staff report to Council and Development Variance Permit PL2019-8565 will be available for public inspection from **Friday, September 20, 2019 to Tuesday, October 1, 2019** at the following locations during hours of operation:

- Penticton City Hall, 171 Main Street
- Penticton Library, 785 Main Street
- Penticton Community Centre, 325 Power Street

You can also find this information on the City's website at www.penticton.ca/publicnotice.

Please contact the Planning Department at (250) 490-2501 with any questions.

Council Consideration:

Council will consider this application at its Regular Council Meeting scheduled for **6:00 pm, Tuesday, October 1, 2019** in Council Chambers at Penticton City Hall, 171 Main Street.

Subject Property



Public Comments:

You may appear in person, or by agent, the evening of the Council meeting, or submit a petition or written comments by mail or email no later than **9:30 am, Tuesday, October 1, 2019** to:

Attention: Corporate Officer, City of Penticton

171 Main Street, Penticton, B.C. V2A 5A9

Email: corpadmin@penticton.ca

No letter, report or representation from the public will be received by Council after the conclusion of the October 1, 2019 Council Meeting.

Please note that all correspondence submitted to the City of Penticton in response to this Notice must include your name and address and will form part of the public record and will be published in a meeting agenda when this matter is before the Council or a Committee of Council. The City considers the author's name and address relevant to Council's consideration of this matter and will disclose this personal information. The author's phone number and email address is not relevant and should not be included in the correspondence if the author does not wish this personal information disclosed.

Blake Laven, RPP, MCIP

Manager of Planning

Date: October 1, 2019
To: Donny van Dyk, Chief Administrative Officer
From: Nicole Capewell, Planner 1
Address: 701 Alexander Avenue

Subject: Development Variance Permit PL2019-8565
Development Permit PL2019-8565

File No: 2019 PRJ-112

Staff Recommendation

Development Variance Permit

THAT Council approve "Development Variance Permit PL2019-8565", for Lot 2 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 1913 Except B5522, located at 701 Alexander Avenue, a permit to increase the maximum building footprint of a carriage house from 90m² to 114 m², and to increase the height of a carriage house from 5.0m to 7.6m.

AND THAT staff be directed to issue "Development Variance Permit PL2019-8565".

Development Permit

THAT Council, subject to issuance of "Development Variance Permit PL2019-8565", approve "Development Permit PL2019-8593" for 701 Alexander Ave, a permit to allow for the construction of a carriage house.

Strategic priority objective

Community Design: The City of Penticton will attract, promote and support sustainable growth and development congruent with the community's vision for the future.

Background

The subject property (Figure 1 – Location Map) is zoned R2 (Small Lot Residential) and is designated within the City's Official Community Plan as 'Infill Residential'. 'Infill Residential' is described as transitional lower-height residential areas with new housing types compatible with existing single detached houses in character and scale but providing more units per lot. The subject property is approximately 756 m² (8,145 sq. ft.) in area and contains an older stock single family house and accessory building (garage). Photos of the site are included as Attachment 'C'.

This area of the City contains a variety of zoning types (single family, duplex, multi-family, parks), which results in a variety of housing types including single family dwellings, secondary suites, carriage houses, duplexes, apartment buildings, etc. (Attachment 'A'). This area of the City is also within walking distance of the downtown, Okanagan Lake, the South Okanagan Events Center, and many other desired amenities and services. This area is well serviced for alternative methods of transportation, with adequate sidewalk connections for pedestrians, as well as transit stops located nearby along Churchill Avenue.

The applicant(s) intend to demolish the existing structures (house and garage) on the property and reconstruct a new single family dwelling with a carriage house. A demolition permit has been issued for the property, and the applicant(s) are currently in the process of removing the existing structures. The applicant(s) have also recently applied for a Building Permit for the new single family dwelling on the property.

The subject property has street frontage onto both Alexander Avenue and Churchill Avenue.

This is considered a 'Double Fronting Lot', defined by the City's Zoning Bylaw as a "*lot which abuts two (2) streets which are parallel or nearly parallel to the lot. This does not include a lot with a second frontage on a rear lane*". The existing house on the property fronts onto Alexander Avenue, however, during the redevelopment of the property, it is the property owner(s) decision as to which street they decide to place their new single family dwelling. The Zoning Bylaw does not require the property owner(s) to continue to use Alexander Avenue as the front yard for their principal dwelling, even though the previous house fronted this side of the property. The property owner(s) have applied for a building permit for a new single family dwelling, which will front onto Churchill Avenue. As a result, the proposed carriage house would be located on the southern side of the property and front onto Alexander Avenue. The carriage house location is set back 6.0m from the south property line, which will be in line with other structures that front onto Alexander Avenue (Figure 2 – Alexander Avenue).



Figure 1 - Location Map



Figure 2 - Alexander Avenue

Because it is the intention of the property owners to match the scale of other houses in the area, the current design of the proposed carriage house does not meet all provisions of the Zoning Bylaw. As such, the applicant(s) are requesting two variances to allow for the construction of the carriage house. These variances include increases to both the height and building footprint of the carriage house.

Proposal

The applicant(s) are proposing to construct a two-storey carriage house with a building footprint of 114m². The carriage house will front onto Alexander Avenue at the south of the property. The applicant is requesting a Development Variance Permit to vary the following sections of Zoning Bylaw No. 2017-08:

1. Section 8.2.3.2: to increase the maximum building footprint of a carriage house in the R2 (Small Lot Residential) zone from 90m² or 15% lot area, not including the principal residence, whichever is less, to 114 m²; and
2. Section 8.2.3.3: to increase the maximum height of a carriage house in the R2 (Small Lot Residential) zone where no lane exists, from 5.0m and one floor to 7.6m and two floors.

The City's Official Community Plan (OCP) was adopted by Council on August 6, 2019. With the adoption of the OCP, came a new requirement for carriage houses to obtain Development Permit approval prior to construction. Development Permits review the form and character (architectural style, materials, etc.) of the buildings proposed. Subject to the Development Variance Permit being supported, the applicant(s) are also seeking approval for a Development Permit to allow construction for the proposed carriage house.

Financial implication

This application does not pose any financial implications to the City. Development costs are the responsibility of the applicant.

Technical Review

This application was reviewed by the City's Technical Planning Committee. Servicing and building code requirements have been identified to the applicant(s) and will be addressed as part of the building permit process. It is the property owner(s) responsibility to provide services and/or upgrade existing services as required. Staff have reviewed the heritage value of the subject property and confirmed that it is not listed on any heritage lists.

Development Statistics

The following tables outlines the proposed development statistics on the plans submitted with the variance application:

	Requirement Carriage House R1 Zone	Provided on Plans
Minimum Lot Area for Carriage House:	370 m ²	757 m ²
Maximum Building Footprint:	90 m ²	114 m ² – Variance Requested
Maximum Carriage House Floor Area (CHFA):	135 m ²	89.5 m ²
Maximum Lot Coverage:	40%	36%
Vehicle Parking:	3	3+
Required Setbacks Front Yard (Churchill Ave): Interior Side Yard (west): Interior Side Yard (east): Rear Yard (south):	6.0 m 1.5 m 1.5m 1.5 m	37.5m 1.7m 1.7m 6.0m
Maximum Building Height	5.0 m and one floor	7.6m and two floors – Variance Requested

Analysis

Development Variance Permit

Approve Development Variance Permit

When considering a variance to a City bylaw, staff encourages Council to be mindful as to whether approval of the variance would cause a negative impact on neighbouring properties and if the variance request is reasonable.

The proposed variances and staff's analysis on each are as follows:

1. *Section 8.2.3.2: to increase the maximum building footprint of a carriage house in the R2 (Small Lot Residential) zone from 90m² or 15% lot area, not including the principal residence, whichever is less, to 114 m².*

The applicant(s) are proposing to redevelop the property at 701 Alexander Avenue. This includes the construction of a new single family home, as well as a carriage house. The applicant(s) have created building designs for both the house and the carriage house, which are complementary of each other (Attachment 'F'). Both buildings feature a modern design with sloped, flat roofs which are south facing to accommodate photovoltaic solar panels and maximize solar gain. The proposed design also reflects many of the modern buildings that have been constructed in this area of the City recently (Attachment 'C').

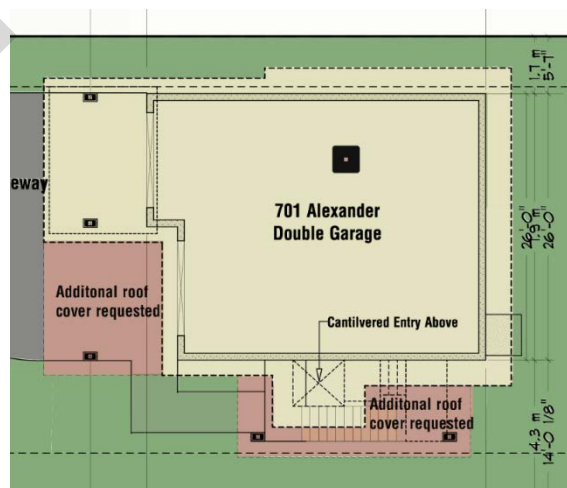


Figure 3 - Carriage House Building Footprint

As indicated within the applicant(s) letter of intent and illustrated in 'Figure 3 – Carriage House Building Footprint', the request for an increase in building footprint is to accommodate roof overhangs, not an increase in livable floor space. The total living space of the carriage house is 964 sq. ft. (max allowable is 1453 sq. ft.), which is only the second floor of the proposed building. The main level will be garage space.

The building has been designed with the stairs to access the suite on the exterior of the building, and includes a roof cover over the stairs, which is included in the calculation of building footprint. The applicant has identified the large roof overhang as a desired feature to ensure increased safety for occupants and visitors of the suite, as the roof overhang will protect the stairway from weather elements such as rain and snow. Additionally, the stairs are designed in a 'U-shape', with a landing in the middle to reduce the distance if someone were to trip or fall. This 'U-shape' also results in wider stairs, needing a larger roof overhang.

The second area of roof overhang, which is included in the calculation of building footprint, is along the front of the carriage house, facing Alexander Avenue. This roof extension may help to shade the southern sun to limit over heating of the deck and living spaces. This roof extension also allows for one continuous roofline, which assists in achieving the modern roofline design of the proposed building. As previously mentioned, the roofline is also consistent with the new single family home design.

Staff consider that the two identified areas of roof overhang, which put the building footprint over the maximum allowable size, are as result of a design that places a priority on safety, function and desired architectural design. Staff consider the request reasonable and recommend Council approval.

2. *Section 8.2.3.3: to increase the maximum height of a carriage house in the R2 (Small Lot Residential) zone where no lane exists, from 5.0m and one floor to 7.6m and two floors.*

The applicant(s) are also requesting a variance to the maximum height of the carriage house from 5.0m and one floor, to 7.6m and two floors. The Zoning Bylaw restricts the height of carriage houses on properties that do not have a lane to be 5.0m and one floor. This height restriction was brought in during an amendment to the carriage house regulations in the fall of 2018, for the purposes of limiting the impact of carriage houses on the backyard privacy of neighbours.

The Zoning Bylaw allows for two-storey carriage houses only on properties that have lanes, given that laneways serve as a buffer between properties. Although the subject property does not have a lane, the property is a double fronting lot (the lot has street access on both sides of the property). Staff consider that a two-storey carriage house on a double fronting lot would have a lesser impact on neighbours backyard privacy than those with a lane, as the width of Alexander Avenue is much wider than that of a lane.

Given that the property is a double fronting lot with street frontage on both sides, it is desirable for there to be a carriage house fronting onto Alexander Ave to maintain the residential character of the area. An accessory building (garage) would be permitted in the proposed carriage house location, but would not contribute the same value to the street as a carriage house does. The proposed carriage house will have amenity space on a deck area that will overlook towards Alexander Avenue and create a connection between the public realm and the suite area of the carriage house. Staff consider it is more desirable to have a carriage house at this location than an accessory building (i.e. garage, storage area).

The desired height variance of 7.6m is due to the desire of having a sloped, flat roof (See Figure 4 – Diagram of Proposed Height Variance). Sloped, flat roofs are a popular design feature of many modern builds within the City and in the Alexander/Churchill neighbourhoods. The City's Zoning Bylaw measures building height on these types of roofs to the topmost part of the roof (as shown in Figure 4). The applicant(s) have identified that the roof is strategically sloped to maximize solar gain, as it is facing towards the south. The sloped roof also matches the roof design of the single family home (as shown in Attachment 'F'), which is supported through the Official Community Plan Intensive Residential Guidelines (Guideline IR4) to have roof pitch be the same as the predominant roof pitch of the primary structure.

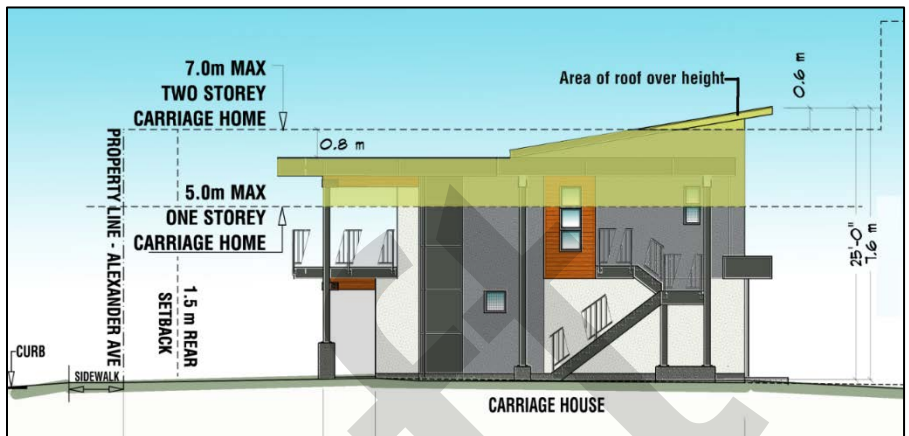


Figure 4 - Diagram of Proposed Height Variance

Given that that the requested height variance is to accommodate a roof design that is promoting energy efficiency, and results in a modern, desirable and interesting design that is compatible with the proposed principal dwelling on the property, staff consider this request reasonable.

In conclusion, the applicant(s) have submitted a carriage house design that demonstrates a successful infill project with high architectural integrity, and reflects an individual property owner(s) desire to create a more sustainable building. Staff consider that the proposal meets several OCP policies, including focusing new development within existing neighbourhoods, increasing housing options, working to create attractive, high quality and energy efficient designs, and supporting projects that incorporate solar production.

Lastly, the applicant(s) have provided a letter of support from one of the neighbours within close proximity of the subject property. The neighbour lives directly across Alexander Avenue from the proposed carriage house and would look directly at the proposed building. This letter has been attached for Council's consideration (Attachment 'G').

Given the above, staff consider the requested variances are reasonable and supported through OCP Policy. Staff recommend that Council support the variance application and direct staff to issue the Development Variance Permit.

Deny Development Variance Permit

Council may consider that the proposed carriage house should be designed to fit within the regulations of the Zoning Bylaw. If this is the case, Council should refer the permit back to staff to work with the applicant as directed by Council.

Should Council choose to deny support for the proposed variances, the applicant(s) may choose to construct a single storey garage at the southern end of their property instead of the proposed carriage house. A single storey garage would be a permitted use within the R2 (Small Lot Residential) zone, and would only require Building Permit approval. There would not be a requirement to have a Development Permit.

Development Permit

Support Development Permit

The City of Penticton Official Community Plan (OCP) Bylaw No. 2019-08 was adopted by Council on August 6, 2019. With the adoption of the OCP, came a new requirement for carriage houses to obtain Development Permit approval prior to construction. The Development Permit for the proposed carriage house at 701 Alexander Avenue has been included for Council's consideration.

Carriage Houses are considered within the Intensive Residential Development Permit Area, which is established to manage form and character that strengthens livability, neighborliness, and visual interest. Staff have completed an in-depth analysis of how the proposed carriage house conforms to the Development Permit Guidelines. As shown within the analysis, there is a strong alignment between the plans and the intent of the Intensive Residential Development Permit Area. The development permit analysis has been attached as Attachment 'D'.

In addition to the design guidelines, the City's OCP provides the following policies which support the proposed development:

- Policy 4.1.1.1 Focus new residential development in or adjacent to existing developed areas.
- Policy 4.1.3.1 Encourage more intensive "infill" residential development in areas close to the Downtown, to employment, services and shopping, through zoning amendments for housing types compatible with existing neighbourhood character, with form and character guided by Development Permit Area Guidelines.
- Policy 4.1.3.2 Increase housing options in low-density single family areas through development of secondary suites and carriage houses, and ensure carriage houses are sensitively integrated and designed according to the Intensive Residential Development Permit Area Guidelines.
- Policy 4.1.4.1 Work with the development community – architects, designers and builders – to create new residential developments that are attractive, high-quality, energy efficient, appropriately scaled and respectful of their context.
- Policy 4.4.4.5 Explore and support initiatives to produce renewable energy, such as photovoltaic/solar (solar gardens, large and small-scale installations), heat exchange, geothermal, and district energy systems.

The proposed development demonstrates strong conformance with the Intensive Residential Development Permit Area Guidelines. The proposed development is also strongly supported through OCP Policy. As such, staff recommend that Council approve the Development Permit.

Deny/Refer Development Permit

Council may consider that the applicant(s) can change the design to more accurately reflect the development permit area guidelines. If this is the case, Council should refer the permit back to staff to work with the applicant(s) as directed by Council.

Alternate recommendations

- 1. THAT Council give support for “DVP PL2019-8565” and “DP PL2019-8593” with conditions that Council feels are appropriate.
- 2. THAT Council deny support for “DVP PL2019-8565” and “DP PL2019-8593”.

Attachments

- Attachment A – Zoning Map of Subject Property
- Attachment B – Official Community Plan Map of Subject Property
- Attachment C – Images of Subject Property
- Attachment D – Development Permit Analysis
- Attachment E – Letter of Intent
- Attachment F – Proposed Site Plan
- Attachment G – Letter of Support from Neighbour
- Attachment H – Draft Development Variance Permit (DVP)
- Attachment I – Draft Development Permit (DP)

Respectfully submitted,

Nicole Capewell
Planner 1

Concurrence

Director	Chief Administrative Officer
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Attachment A – Zoning Map of Subject Property

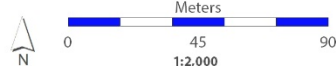


701 Alexander Avenue

Zoning Map



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Friday, September 6, 2019
2:02:50 PM

penticton.ca

Attachment B – Official Community Plan Map of Subject Property



Attachment C – Images of Subject Property



Figure 5 - Looking south towards subject property fronting onto Churchill Avenue



*Figure 6 - Looking north towards subject property from Alexander Avenue
(location of proposed carriage house)*

Development Permit Analysis

The proposed carriage house is located within the Intensive Residential Development Permit Area. The following analysis demonstrates how the proposal is aligned with this development permit area.

Guideline IR1 Building Siting: front and rear yard setbacks should relate to those of existing neighbouring buildings.

- The proposed carriage house location is 6.0m from the southern property line, which will place the new building at a similar setback to existing neighborhood buildings (See Figure 3 – Alexander Avenue).

Guideline IR2 Intensive residential (infill) development should offer a diversity of housing to support objectives related to affordability and ageing in place.

- The development of carriage houses within low-density single family areas are supported as a method of increasing housing diversity (OCP Policy 4.1.3.2). This proposal will introduce a carriage house within a desirable area of the City, which is within walking distance of the downtown, Okanagan Lake, Lakawanna Park, the South Okanagan Events Center, and other desired amenities and services.

Guideline IR4 Scale: accessory buildings (garages, storage sheds, covered patios/decks, greenhouses) and accessory dwelling units (carriage houses) shall be modest in scale.

- The proposed floor area of the carriage house will not exceed 60% of the principal building.
- As indicated in Attachment 'F' of staff's report, the proposed height of the carriage house will not exceed the height of the principal building.
- The proposed design of the carriage house attempts to follow modern designs of other buildings occurring within this area of the city.
- The exterior trim and finish of the carriage house has been designed to visually match the principal building.
- The roof pitch of the proposed carriage house has been designed to follow the pitch designed for the principal building. However, this is resulting in a requested variance, as the sloped, flat roof results in an increase in building height on the carriage house.

Guideline IR7 Upper floor balconies must overlook the lane (or street if on a corner lot). Ground floor outdoor spaces may open into the site's shared yard space.

- The proposed carriage house includes a balcony on the southern side of the carriage house, which looks directly to the street.

Guideline IR8 Parking: one additional off-street parking space shall be provided per carriage house.

- The proposed design includes parking for the carriage house on the main floor of the building within the garage area. This will allow for 2 parking spaces within the garage, and an additional 2 spaces in front of the garage doors off of Alexander Avenue. The property will also have parking off of Churchill Avenue for the principal residence.

Attachment E – Letter of Intent

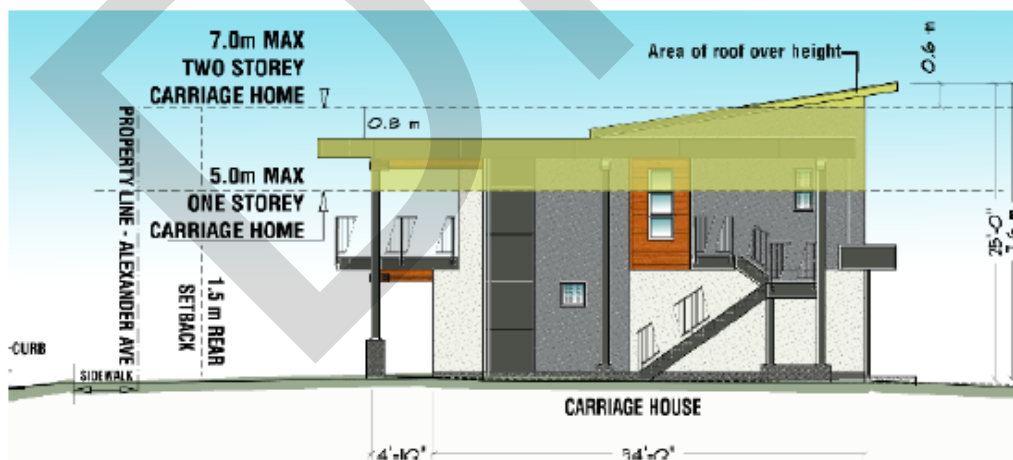
 IRONWOOD RESIDENTIAL DESIGN	Physical Address: 203-69 Nanaimo Ave E., Penticton		Project #	018-18
PO BOX 22024 Penticton, B.C. V2A 8L1 250-276-6440 GST # 85363 8997 RT0001	Date		Sept 7/19	
Rationale for Variance and Development Permit - 701 Alexander Avenue Carriage House				
This outline provides the supporting rationale for the attached development variance permit application. I am requesting two variances; one to exceed allowable carriage house footprint area and the other to allow a 7.6m, two level carriage house accessing a street.				
Design Background				
As shown on the attached site plan, a single family home and carriage home are proposed to be constructed on the property which fronts two streets; Alexander Ave and Churchill Ave. Currently a small, older home fronts Alexander with driveway access off Churchill. (image on left is current home facing Alexander & right image is driveway access from behind on Churchill)				
My clients purchased this large property with the intention of building a unique, smaller scale, contemporary home on Churchill with a detached garage at the rear (Alexander) in order to create a private "courtyard" between the two buildings. (both of which are allowed under the current zoning) The home will be of extremely energy efficient construction to exceed current energy code standards. In addition, large areas of photovoltaic solar panels are being included to further offset energy consumption. South facing, sloped roofs have been chosen to maximize solar gain which is a large factor in locating the home on Churchill Ave. (image below shows both buildings with south facing roofs - Alexander on left and Churchill right)				
				PG 1 OF 2

In addition, hydro pole tension wires located on the Alexander boulevard were not desirable to have in front of the principal residence. We have since had them moved about half way across the boulevard to allow better driveway access for the carriage home / garage.

Early in the design process we realized that a stand alone, detached garage would not suit the street; is not as welcoming as a home and would be a much smaller scale. Basically, it would be odd to have a one level garage all by itself amongst all the homes facing Alexander. We had the chance to enhance the streetscape, so the decision was made to include a suite above the garage (create a carriage home). My clients have a large family who will enjoy using it during visits and alternatively it can be occupied by a long term tenant. They have run several B and B's over the years and have absolutely zero desire to operate this as a short term rental. They are now retired and want to spend their time outdoors; not managing a property.

Request for Height Variance (from 5.0m one storey to 7.6m two storey)

Once the design was complete, I arranged a pre-application meeting with planning who informed me that while they support the idea of the carriage home, under current zoning the building may not exceed one storey. Zoning bylaw states "where a carriage home accesses a lane, the maximum height is 7.0m and two floors and where no lane exists, maximum height is 5.0m and one floor. Because the definition does not clearly mention "street access" I am limited to one storey. My interpretation of the bylaw intent is that a property with no rear yard vehicle access should not be able to build a two storey home in their back yard. If there is vehicle access then it makes sense to allow a garage underneath and a suite above. I believe I have designed a two storey carriage home that meets the bylaw intent. Planning supports my interpretation of zoning intent but I still must apply to exceed the allowable height of 5.0m. In addition, I have incorporated a small area of sloped roof on the rear of the carriage home which exceeds the two storey 7.0m height by 0.6m. This area of roof serves two purposes; one to the other to allow for solar panels and the other to match the design style of the principal residence. Quite simply, I feel the style of both buildings should closely match; I have created a very distinct home and very much want to ensure the two roofs have a similar feel. For these reasons I ask that you please consider supporting my two level design being 0.6m (24") over height. If the variance were not supported, we would revert back to a conforming one level, double garage.



Project #

018-18

PG 2 of 4

Request to increase "footprint" area (from 968 sq.ft. / 90 sq.m. to 1227 sq.ft. / 114 sq.m.)

The maximum allowable carriage house "footprint" area in urban zones is 968 sq.ft incl. decks over 0.6m above grade. My building floor area as shown is 964 sq.ft including covered deck. I would like to add two extended roof overhangs which increase the allowable footprint by 259 sq.ft.

I don't believe I am deviating from the intent of the bylaw by increasing the building overhangs, but simply adding to the style and more importantly, the safety of the occupants. This is not an increase in living area, only footprint area. I could simply pull the roofs back and no variance would be required. I am proposing a roof extend out to cover the entire the exterior stair leading to the upper level. Most importantly this roof adds a factor of safety to the people using the space while travelling up and down the stair in wet or snowy weather. I had the option to tuck a straight run of stairs tight to the building and pull the roof in closer, but I believe that a "U" shaped stair with a landing is far safer (see image below). If someone were to accidentally take a tumble coming down, they don't have as far to fall. Secondly, the roof certainly adds to the architectural style of the building. The open stair can still function without this roof but gives it more style and safety than a typical 24" overhang. This roof area is 126 sq.ft. (11.7 sq.m)

The other roof across the front of the building (above the right side garage door) is not a *required* roof but a *desired* roof. The extension of this roof across the face of the building provides extra shade for the deck, prevents south sun overheating living spaces and ensures one consistent roof plane across the street facing facade. I am allowed the roof over the deck but would love to extend it across the entire facade. I strongly feel it makes the building less "busy" and more consistent. This roof area is 138 sq.ft. (12.8 sq.m)

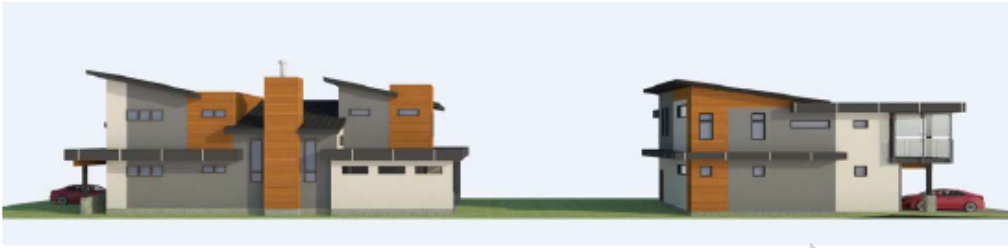


Again, I request that you please consider my reasoning and support the footprint variance as described.

Below is a list of design criteria considered during the development permit process for carriage homes. I have listed all criteria which we meet and just one we have not below:

- *accessory dwellings not be more than 60% of the floor area of principal residence = yes
- *height of accessory dwellings must not exceed height of principal building = yes
- *accessory buildings should follow considerations for site and neighbourhood fit = yes
- *accessory buildings that face the lane or street should address them in a positive way = yes
- *exterior finish and trim should match the primary structure = yes
- * roof pitch should be the same as the predominant pitch of the primary structure = yes
- *carriage houses should only be built on sites serviced by lanes or large lots or large lots where impact on neighbours is negligible = yes
- *upper floor balconies must overlook a lane or street = yes
- *limit upper level side yard windows to increase privacy and reduce overlook into neighbouring properties = yes
- *on two storey carriage homes, the second level must not exceed 60% of the lower level footprint area = no

Below is another view from the west property line of home and carriage home in relation to each other on the lot.



Recently constructed home directly across the street at 720 Alexander (left) and proposed location of carriage home on right (white home to be removed)



Homes shown below are directly across from proposed principal residence facing Churchill. (left are on west side and right are on east)

I don't believe our proposed building designs are out of character with the emerging design trend in the area.



Your consideration and support of these variances is greatly appreciated.

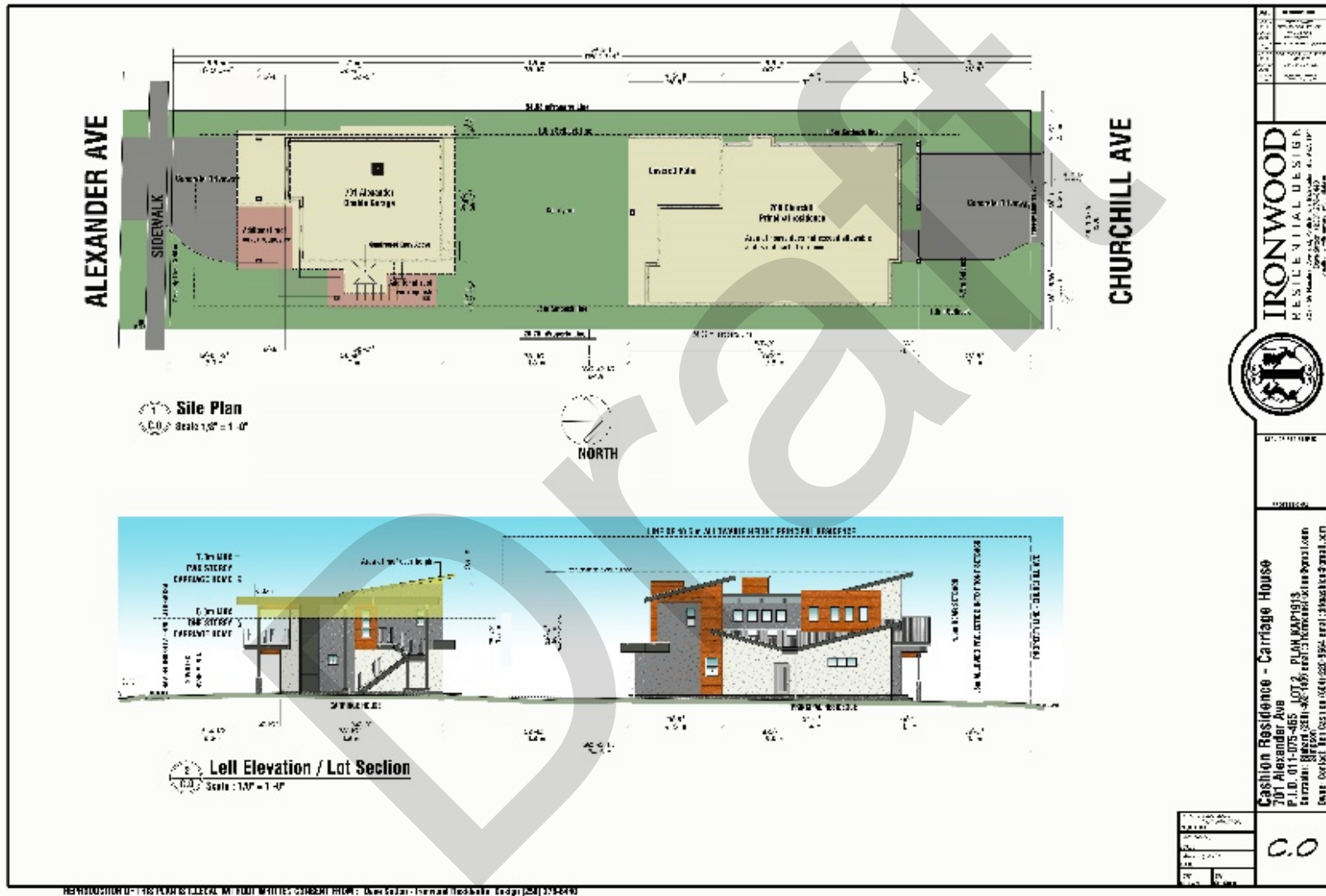
Sincerely,

Dave Sutton
Building Designer

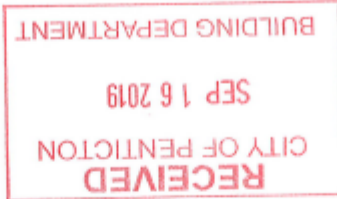
018-18

PG 4 OF 4

Attachment F – Proposed Site Plan



Sept 5, 2019



To whom it may concern:

I am writing in support of the proposed variances to allow a two storey carriage home at 701 Alexander Avenue. I have no opposition to the increased roof cover and feel the style of the two storey structure is well suited to the street.

My home faces this property almost directly and I will be in view of the building for many years to come. I feel the matching style of both the home & carriage home are extremely creative and of a suitable scale for both Churchill and Alexander.

The new structure will be a welcome addition to my street and has my full support.

Sincerely,

Mike Barrett



City of Penticton
171 Main St. | Penticton B.C. | V2A 5A9
www.penticton.ca | ask@penticton.ca

Development Variance Permit

Permit Number: DVP PL2019-8565

Owner Name
Owner Address

Conditions of Permit

1. This permit is issued subject to compliance with all of the bylaws of the City, except as specifically varied or supplemented by this Permit.
2. This permit applies to:
Legal: Lot 2 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 1913 Except Plan B5522
Civic: 701 Alexander Avenue
PID: 011-075-465
3. This permit has been issued in accordance with Section 498 of the *Local Government Act*, to vary the following sections of Zoning Bylaw 2017-08 to allow for the construction of a carriage house:
 1. Section 8.2.3.2: to increase the maximum building footprint of a carriage house in the R2 (Small Lot Residential) zone from 90m² or 15% lot area, not including the principal residence, whichever is less, to 155.4 m²; and
 2. Section 8.2.3.3: to increase the maximum height of a carriage house in the R2 (Small Lot Residential) zone where no lane exists, from 5.0m and one floor to 7.6m and two floors.

General Conditions

4. In accordance with Section 501 of the *Local Government Act*, the lands subject to this permit shall be developed in general accordance with this permit and the plans attached as Schedule 'A'.
5. In accordance with Section 504 of the *Local Government Act*, if the holder of this permit does not commence the development authorized by this permit within 2 years of the date of this permit, this permit shall lapse.
6. **This permit is not a building permit. In order to proceed with this development, the holder of this permit must hold a valid building permit issued by the Building Inspection Department.**
7. This permit does not constitute any other municipal, provincial or federal approval. The holder of this permit is responsible to obtain any additional municipal, federal, or provincial approvals prior to commencing the development authorized by this permit.

8. This permit does not include off-site infrastructure costs that may be required at the building permit stage, such as Development Cost Charges (DCC's), road improvements and electrical servicing. There may be substantial infrastructure and servicing costs payable at a later date. For more information on servicing and infrastructure requirements please contact the Development Engineering Department at (250) 490-2501. For more information on electrical servicing costs, please contact the Electric Utility at (250) 490-2535.

Authorized by City Council, the ____ day of _____, 2019.

Issued this ____ day of _____, 2019.

Angela Collison,
Corporate Officer



City of Penticton
171 Main St. | Penticton B.C. | V2A 5A9
www.penticton.ca | ask@penticton.ca

Development Permit

Permit Number: DP PL2019-_____

Owner Name
Owner Address

Conditions of Permit

1. This permit is issued subject to compliance with all of the bylaws of the City, except as specifically varied or supplemented by this Permit.
2. This permit applies to:
Legal: Lot 2 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District
Plan 1913 Except Plan B5522
Civic: 701 Alexander Avenue
PID: 011-075-465
3. This permit has been issued in accordance with Section 489 of the *Local Government Act* to permit the construction of a carriage house as shown in the plans attached in Schedule 'A'.

General Conditions

4. In accordance with Section 501(2) of the *Local Government Act*, the lands subject to this permit shall be developed in general accordance with this permit and the plans attached as Schedule 'A'.
5. In accordance with Section 504 of the *Local Government Act*, if the holder of this permit does not commence the development authorized by this permit within 2 years of the date of this permit, this permit shall lapse.
6. **This permit is not a building permit. In order to proceed with this development, the holder of this permit must hold a valid building permit issued by the Building Inspection Department.**
7. This permit does not constitute any other municipal, provincial or federal approval. The holder of this permit is responsible to obtain any additional municipal, federal, or provincial approvals prior to commencing the development authorized by this permit.

8. This permit does not include off-site infrastructure costs that may be required at the building permit stage, such as Development Cost Charges (DCC's), road improvements and electrical servicing. There may be substantial infrastructure and servicing costs payable at a later date. For more information on servicing and infrastructure requirements please contact the Development Engineering Department at (250) 490-2501. For more information on electrical servicing costs, please contact the Electric Utility at (250) 490-2535.

Authorized by City Council, the ____ day of _____, 2019.

Issued this ____ day of _____, 2019.

Angela Collison,
Corporate Officer

Draft