

August 26, 2021

Subject Properties:

- 1) **182 Van Horne Street** (Lot 4 District Lot 202
Similkameen Division Yale District Plan EPP91681)
- 2) **175 Abbott Street** (Lot 10 District Lot 202
Similkameen Division Yale District Plan EPP91681)

Application:

Development Variance Permit PL2021-8939

The applicant is proposing to construct a duplex development on each of the subject properties (182 Van Horne St and 175 Abbott Street). The current design of the properties includes a driveway from the street to provide vehicular access, which is not permitted in the RD3 (Residential Infill) zone for duplex developments. To facilitate the proposal, the applicant has requested the following variance request:

- Vary Section 10.6.3.2 of Zoning Bylaw No. 2021-01, to allow vehicle access from the street for a duplex development.

Information:

You can find the staff report to Council and Development Variance Permit PL2021-8939 on the City's website at www.penticton.ca/publicnotice.

Please contact the Planning Department at planning@penticton.ca or (250) 490-2501 with any questions.

Council Consideration:

Council will consider the Development Variance Permit at its Regular Council Meeting scheduled for **1:00 pm, Tuesday, September 7, 2021** at the Penticton Trade & Convention Centre, 273 Power Street, Penticton, B.C.

All meetings will be live streamed via the City's website at: www.penticton.ca/city-hall/city-council/council-meetings. Select the 'Watch Live' button.



Public Comments:

Any person whose interest may be affected by the proposed Development Variance Permit, may submit a petition or written comments by mail or email no later than **9:30 am, Tuesday, September 7, 2021** 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 September 7, 2021 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.

Audrey Tanguay
Planning Manager

Date: September 7, 2021
To: Donny van Dyk, Chief Administrative Officer
From: Nicole Capewell, Planner II
Address: 182 Van Horne Street & 175 Abbott Street
Subject: Development Variance Permit PL2021-8940

File No: RMS/182 Van Horne St

Staff Recommendation

THAT Council deny "Development Variance Permit PL2021-8940" for Lot 10 District Lot 202 Similkameen Division Yale District Plan EPP91681, located at 175 Abbott Street, and Lot 4 District Lot 202 Similkameen Division Yale District Plan EPP91681, located at 182 Van Horne Street, a permit to vary Section 10.6.3.2 of Zoning Bylaw No. 2021-01, to allow vehicle access from the street for a duplex development.

Strategic Priority Objective

Community Vitality: The City of Penticton, guided by the Official Community Plan, will promote the economic wellbeing and vitality of the community.

Proposal

The applicant is proposing to construct a duplex development on each of the subject properties; 182 Van Horne St and 175 Abbott Street. The current design of the properties includes a driveway from the street to provide vehicular access, which is not permitted in the RD3 (Residential Infill) zone for duplex developments. The applicant has submitted a development variance permit application to allow a front driveway on both of the subject properties.

Background

The subject properties (Figure 1) are zoned RD3 (Residential Infill) and are designated by the Official Community Plan (OCP) as 'Infill Residential'. These properties were created in 2018, when the parent parcel, 157 Abbott Street, was



Figure 1 - Property location map

subdivided into 11 lots after being rezoned from RM4 (Medium Density Multiple Housing) to a newly created RD3 (Residential Infill) zone.

The RD3 zone was introduced in June 2018 to address some of the development trends at the time, which included carriage houses, clustering of housing and subdividing urban lots to create two or three new building lots. The RD3 zone was intended for areas of existing single-family housing undergoing transition to higher density, while offering a built form similar to single family and duplex housing. The RD3 zone does not allow apartments or townhouses, which may be more disruptive in traditionally single-family neighbourhoods. The RD3 zone was designed similar to the R3 (Small Lot Residential: Lane) and RD2 (Duplex Housing: Lane) zones, with minimal front yard setbacks (4.5m) and reduced side yard setbacks (1.2m) to allow for subdivision and infill development to occur with up to three dwelling units per lot.

The reduced front yard setbacks were proposed to ensure interaction between the public and private realms, and maintain similar setbacks to existing zones within infill areas. The front yard setback was also designed to ensure there would be a large enough space for a tree to be planted as part of the development. The RD3 zone, with respect to duplex development, does not allow driveway access from the street, as this zone is intended for residential neighbourhoods undergoing infill development where lanes are typically provided for vehicle access. This maintains the boulevard along the street as uninterrupted areas for landscaping and on-street parking.

Technical Review

The application was reviewed by the City's Technical Planning Committee (TPC). Road widening and street improvements including sidewalks and boulevard trees were handled as part of the 2018 subdivision applications. Standard comments were provided for the duplex development proposed. The proposed building is required to conform to the BC Building Code. These items have been communicated to the applicant.

Development Statistics

The following table outlines the proposed development statistics on the plans submitted with the Development Variance application:

	RD3 Zone Requirement	182 Van Horne St Provided on Plans Duplex – 2 units	175 Abbott St Provided on Plans Duplex w/ suite – 3 units
Minimum Lot Width:	9.1 m	10.063 m	12.014 m
Minimum Lot Area:	275 m ²	380 m ²	452 m ²
Maximum Lot Coverage:	55%	51.4%	49.9%
Maximum Density:	1.0 Floor Area Ratio (FAR)	0.95 FAR	0.95 FAR
Vehicle Parking:	1 per dwelling unit	1 per dwelling unit = 2 required spaces 2 spaces provided	1 per dwelling unit = 3 required spaces 3 spaces provided

Required Setbacks			
Front Yard (Van Horne St):	4.5 m	4.59 m	4.52 m
Side Yard (north):	1.2 m	1.35 m	1.25 m
Side Yard (south):	1.2 m	1.35 m	1.25 m
Rear Yard (lane):	6.0 m	6.10 m	6.06 m
Maximum Building Height	10.5 m	10.4 m	10.12m
Other Information: In the case of duplex development, where a rear lane is provided, vehicle access must be from the rear lane.		Variance requested to allow vehicle access from the street for duplex development.	

Analysis

When considering a variance to a City bylaw, staff encourages Council to consider whether approval of the variance would cause a negative impact on neighbouring properties and if the variance request is reasonable. The proposed variance and staff's analysis are as follows:

The applicant has requested a variance to Section 10.6.3.2 of Zoning Bylaw No. 2021-01, to allow vehicle access from the street on an RD3 zoned property, where a rear lane is provided.

Staff have reviewed this request and are recommending against its approval for the following reasons:

1. Utilizing the laneway for vehicle access provides sufficient room for all of the required parking requirements.

The current proposal for 175 Abbott Street includes a duplex development with one suite proposed, totaling 3 units. The total parking required for this development is 3 parking spaces. The width of the property is wide enough that 4 parking spaces could be accommodated off of the laneway. The current design however, proposes 2 surface parking spaces and 1 parking space located inside a garage from the laneway. Staff consider that the lot is wide enough to meet and exceed parking requirements by maintaining access only from the laneway.

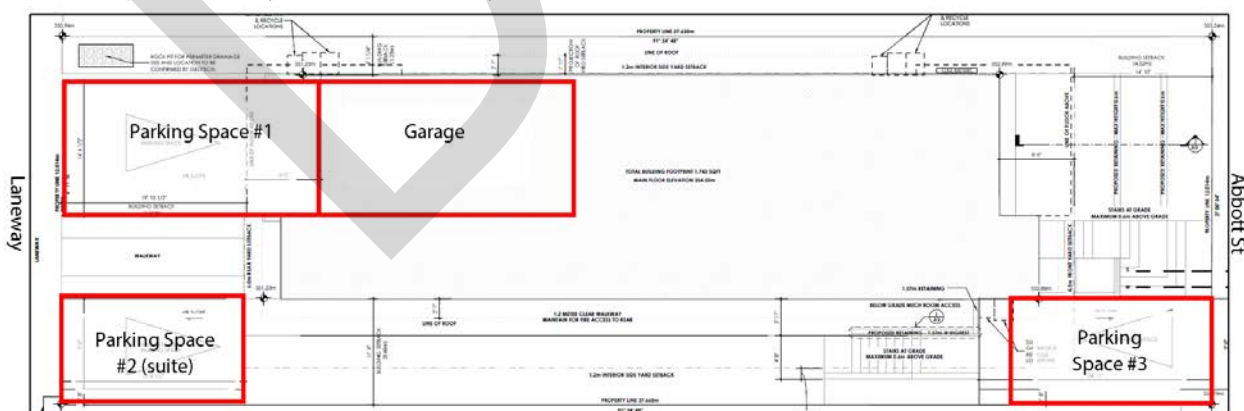


Figure 2 - 175 Abbott Street Parking Layout

The current proposal for 182 Van Horne Street is for a duplex development, totaling 2 units. The development is designed as a front to back duplex with each unit having a garage on its respective side of the property. This results in one garage facing the street and one garage facing the laneway.

The width of the lot at 182 Van Horne Street is wide enough that 3 parking spaces could be accommodated off of the laneway, which would exceed the Zoning Bylaw requirement of 2 parking spaces. As such, staff consider that the lot is wide enough to meet and exceed parking requirements by maintaining access only from the laneway.

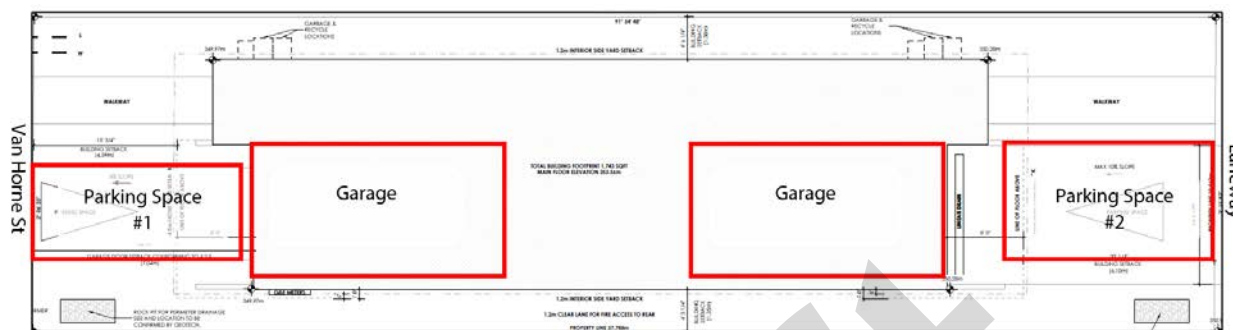


Figure 3 - 182 Van Horne Street Parking Layout

2. The request is not in keeping with the intent of the Zoning Bylaw.

The intent of requiring vehicle access and parking off of the rear lane in the RD3 zone for duplexes is to make highest use of the rear lanes for residential traffic and maintain the street for on-street public parking. In addition, having vehicle access primarily from the rear lane maintains a continuous landscaping strip along the boulevard of the street, which would be lost if multiple driveway crossovers were installed. By allowing a driveway from the street, the amount of on-street parking available is reduced. Three zones in the Zoning Bylaw (RD2, RD3 and RD4) allow for front to back duplexes, and all of these zones require that where there is rear lane access, vehicle access must be from the laneway.

Further, the RD3 zone permits a significantly reduced lot width (9.1m) over the RD1 zone (20m), which is a zone primarily intended for duplexes without a lane. The reduced width is in place because the vehicle access can come from the rear lane and doesn't detract from the front yard. The large width of the RD1 zone allows for a driveway and sufficient room for front yard landscaping. In this case, the lot width at 175 Abbott St is 12.014m and the driveway width proposed is 2.946m. The lot width at 182 Van Horne St is 10.063m, and the driveway width proposed is also 2.946m.

3. The request is not in keeping with the intent of the Official Community Plan (OCP).

The OCP contains policies to guide development in the City. The front driveway is not in keeping with the following OCP policies and design guidelines:

OCP Policy 4.2.2.5	Require that vehicle access to parking in residential areas is from the laneway in neighbourhoods where laneways exist.
OCP Guideline G16	Off-street parking and servicing access should be provided from the rear lane (where one exists) to free the street for uninterrupted pedestrian circulation and boulevard landscaping.
OCP Guideline G17	Parking between the front of buildings and the street is not permitted. Parking should be located at the rear of building/sites.

4. The majority of properties on this block of Van Horne Street and Abbott Street do not have front driveways

The two subject properties are located within an 11-lot subdivision that recently occurred. Of the available lots for development, staff have received a number of development applications, none of which have proposed any front driveways thus far:

1. 158 Van Horne St – No applications yet
2. 166 Van Horne St – No applications yet
3. 174 Van Horne St – No applications yet
4. **182 Van Horne St – Subject property – requested variance for front driveway**
5. 190 Van Horne St – Building Permit issued for single family home with access from rear lane.
6. 181 Abbott St – Application received indicates single family home proposed with access from rear lane.
7. **175 Abbott St – Subject property – requested variance for front driveway**
8. 169 Abbott St – Duplex development proposed with access from rear lane.
9. 163 Abbott St – Duplex development proposed with access from rear lane.
10. 157 Abbott St – contains the existing single family home from original parent parcel of subdivision.

As shown above, all properties that have come forward from the recent subdivision have proposed vehicle access from the rear lane provided. While some properties in the area may have existing driveways from the street, staff note that there are only a few and they are pre-existing. Should any properties with a front access be redeveloped and require rear lane access, they would be required to meet today's standard. Several driveways exist for larger, multi-family developments, however parking is located towards the rear of the buildings.

There are a number of properties on the west side of this block of Van Horne Street that have duplex developments; however, all of the required parking on those lots are from the laneway. Staff note that these properties appear to be utilizing the large boulevard area for nose-in parking, which gives the appearance of front street access. However, these parking areas are not on private property, and should the City wish to construct infrastructure in these areas, this parking would be eliminated and likely changed to be typical parallel parking along the street.

Given the reasons above, the request to allow vehicle access from the street is not considered suitable nor in keeping with the intent of the Zoning Bylaw or the Official Community Plan. As such, staff recommend that Council deny the applicant's request to allow vehicular access to both of the subject properties from the street.

Alternate Recommendations

Council may consider the variance request appropriate and reasonable in this instance. If this is the case, Council should approve the application. Staff are recommending against this option, as in staff's opinion it would be contradictory to the intent of the Zoning Bylaw and OCP.

1. THAT Council approve "Development Variance Permit PL2021-8940".

Council may consider the variance request could be appropriate and reasonable on one of the two properties requested. If this is the case, Council should approve the application, for the specified property. Staff are recommending against this option, as in staff's opinion it would be contradictory to the intent of the Zoning Bylaw and OCP for either property to have street vehicle access.

2. THAT Council approve “Development Variance Permit PL2021-8940” for one of the requested properties, as determined by Council.

Attachments

Attachment A – Zoning Map

Attachment B – Official Community Plan Map

Attachment C – Photos of Property

Attachment D – Renderings of Proposed Development

Attachment E – Letter of Intent

Attachment F – Development Permit Analysis – applicant submitted (provided for information)

Attachment G – Draft Development Variance Permit PL2021-8940

Respectfully submitted,

Nicole Capewell
Planner II

Concurrence

Director of Development Services	Chief Administrative Officer
<i>BL</i>	

Attachment A – Zoning Map



182 Van Horne St & 175 Abbott St

Zoning Map



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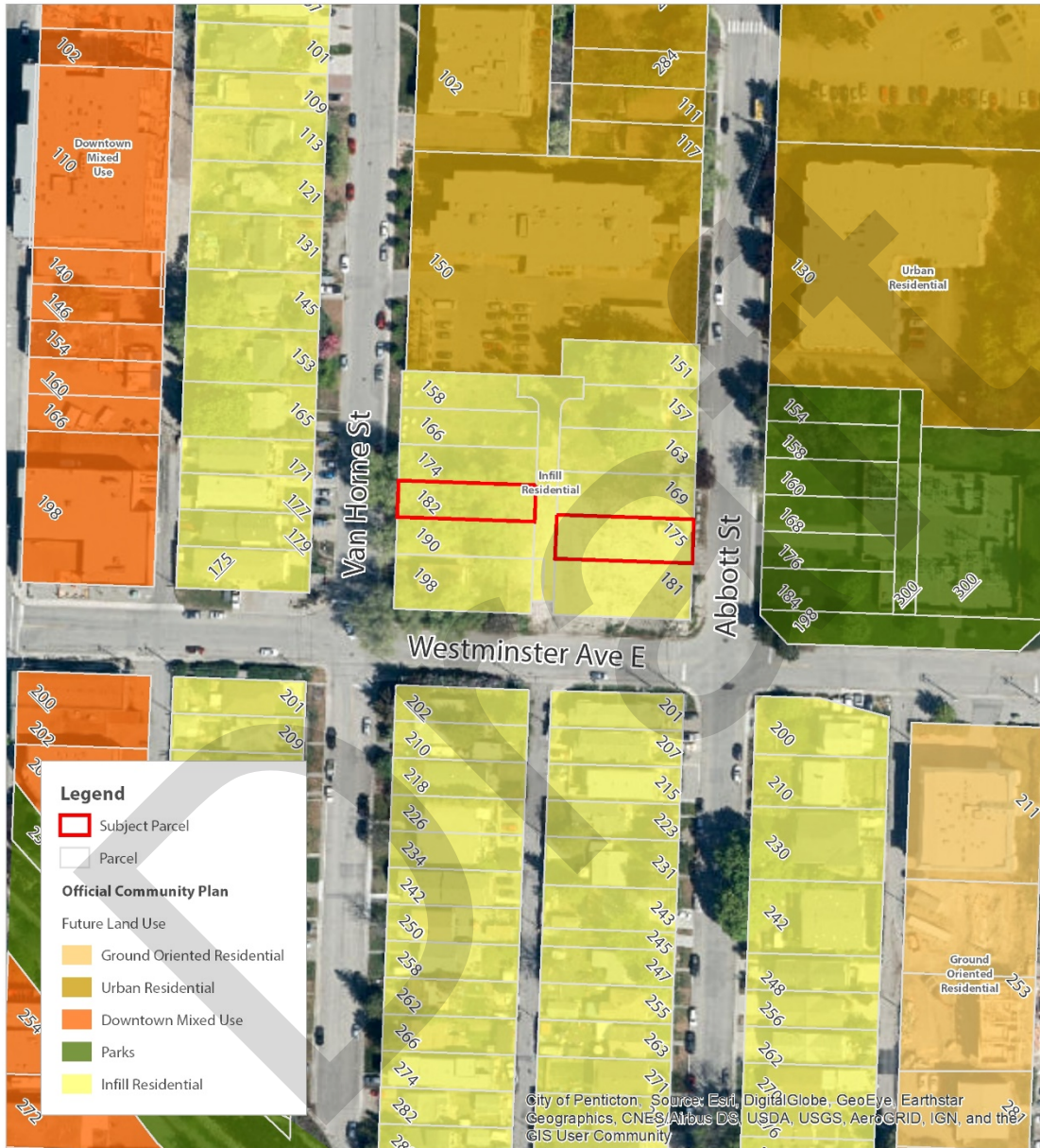


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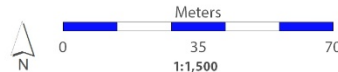


182 Van Horne St & 175 Abbott St

Official Community Plan Map



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Attachment C – Photos of Property

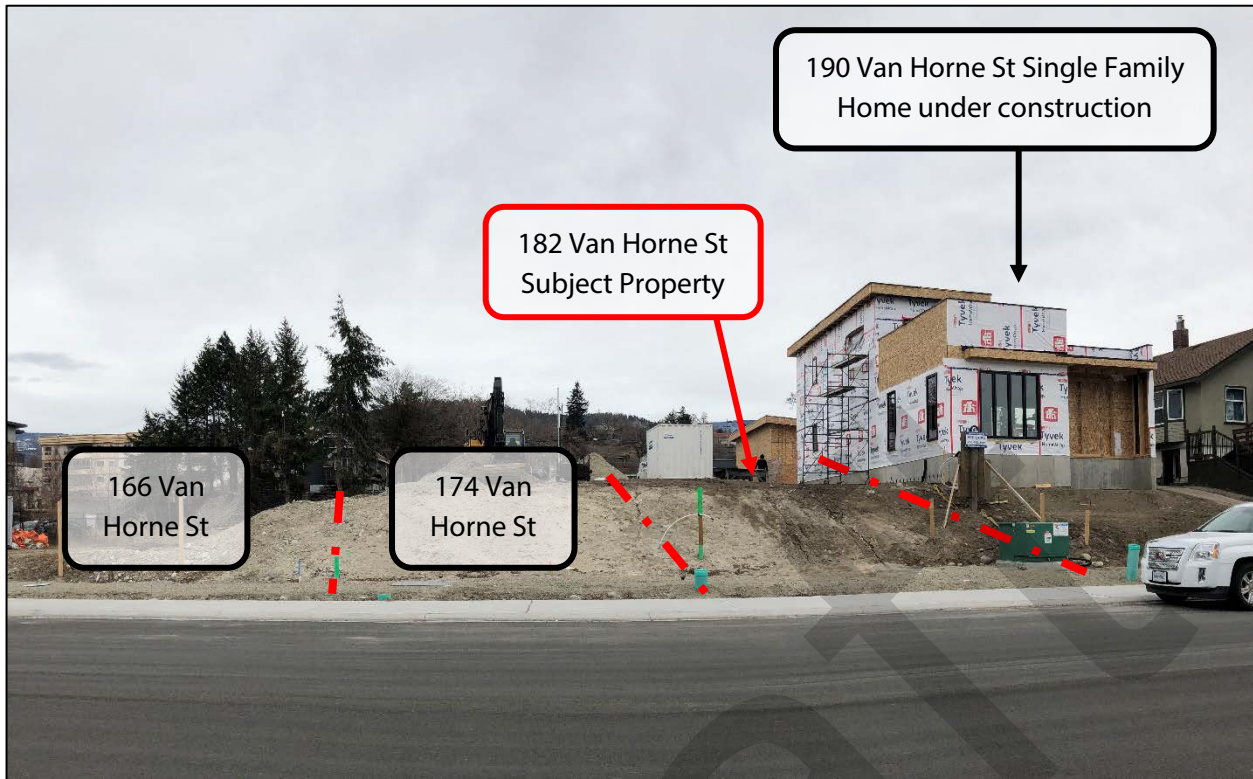


Photo showing location of 182 Van Horne Street



Photo showing location of 175 Abbott Street

Attachment D – Proposed Renderings of Development



182 Van Horne Street from Van Horne Street



182 Van Horne Street from laneway



175 Abbott Street from Abbott Street



175 Abbott Street from laneway

182 Van Horne St. & 175 Abbott St.

Development Variance Permit

May 13, 2021

Nicole Capewell
Planner II
City of Penticton
171 Main Street, Penticton, BC V2A 5A9

Dear Nicole Capewell:

We are proposing to construct two duplexes, one at 182 Van Horne Street and another directly across the lane at 175 Abbott Street. The project will require a variance to allow vehicular access from the fronting street on each lot.

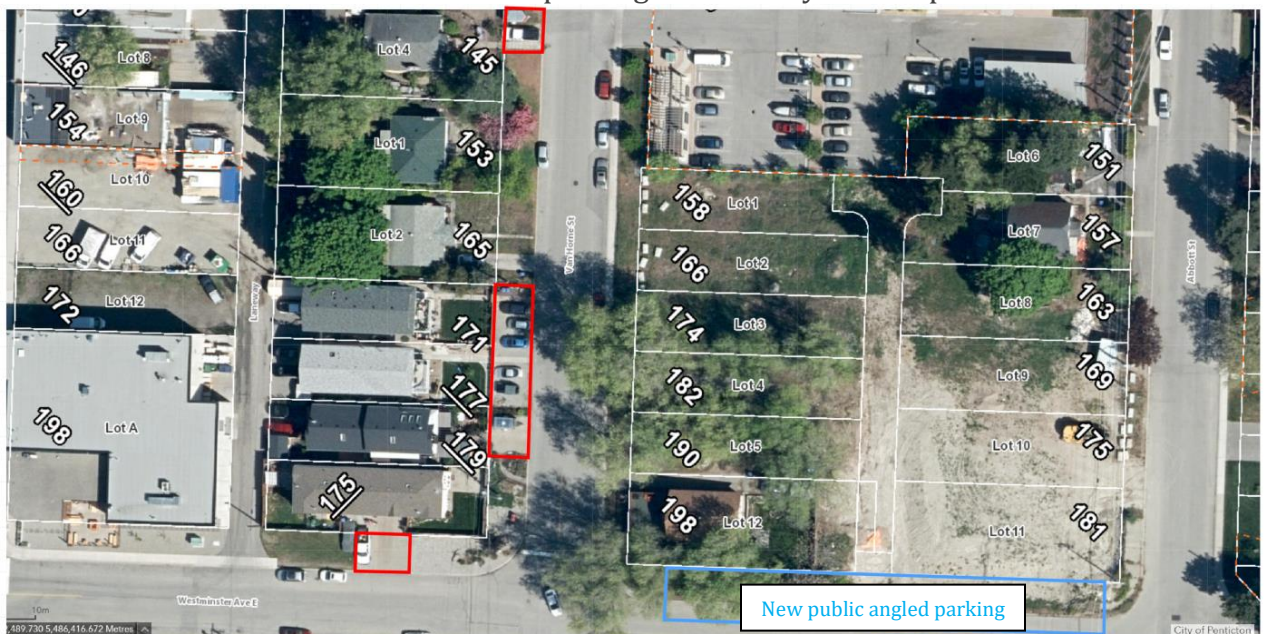
The goal of this project is to build an infill solution that provides more affordable housing and densification to accommodate the increase in population that is expected over the next few years. We believe this is a suitable lot for this townhome project as it is consistent with current development around the area and is already zoned RD3 which allows for duplexes. The zoning additionally allows a carriage house or secondary suite for a total of three dwellings on the property. Our intent is to build a front-back duplex on the Van Horne lot and a front-back duplex with a suite on the Abbott lot.

Section 10.12.3.4 of the City of Penticton Zoning Bylaw states that in the case of duplex development in the RD3 zone where a lane is provided, vehicular access must be from the lane. While access to both units would be theoretically possible, we are asking for this variance to provide enclosed parking for three units by way of an oversized single garage and to allow for adequate parking for the tenants of the proposed secondary suite. Access from the street would provide numerous benefits for the homeowners and would not negatively affect the neighbourhood:

1. Site topography creates challenges for access from the rear lane to the front entry. Although access is possible there will be numerous steps and a grade change of over 10'. Typically, rear lane parking for front units lends itself better to flatter sites.
2. The Van Horne and Abbott lots are only 10 and 12 meters wide, respectively. The Abbott lot with the suite would be required to dedicate 10.8 out of 12 total meters of its rear property line to provide adequate parking in the rear, leaving very little space for the intended landscaping and access paths to the dwellings. If the Van Horne lot were to have three units (which is permissible if a future purchaser wished to apply for a suite), these 4 spaces could not all be provided by the rear lane and would require a variance or cash-in-lieu for no parking, resulting in more cars parking on the fronting street.
3. The new duplexes will share the laneway with the other lots along Van Horne Street and Abbott Street therefore vehicle access to the rear unit would be achieved using

this lane. With the proposed variance, both units of the Van Horne duplex will have access to fully enclosed oversized garages, which can park 2 vehicles in tandem and another on the driveway apron, for a total of 3 parking spots with one 11' driveway let down. On the Abbott side, the one 11ft., driveway let down will provide parking for one vehicle entirely out of the city boulevard and retain all further street parking with garage access for the rear unit and the suite parking accessed from the lane.

4. This subdivision was created with the vision that the lane would be a "living lane". This was achieved by getting the lane approved as a 4-meter paved lane with 1-meter boulevards (grasscrete) on either side. To keep with the image of the living lane the developers have very strict landscaping standards. It would not be possible to comply with this vision if the entire rear of the lot were to be paved and used for parking which will be the case if all parking is provided off the lane rather than by both the front and back.
5. As illustrated below, there are numerous dwellings along the west side of Van Horne street across from the subject property that are currently using the boulevard as their own private driveways (see attachment A for site photos). This is privatizing much of the potential on street parking. The City has previously stated that the intent of requiring primary access from the rear lanes is to maintain a continuous landscaping strip along the boulevard of the street. This works great in design but is not always practical. To enhance the boulevard, the Developer has kept mature trees at the corner of Westminster and Van Horne St and there will be numerous new trees planted along Van Horne St. Keeping our driveways to a single car width (~11') we can achieve a nice balance of additional parking and a nicely landscaped boulevard.



6. The intent of the zoning bylaw is to maintain the street for on-street public parking. The subject properties are part of the VanAbbott Holdings development that recently completed a land swap with the City of Penticton to create public parking along

Westminster Avenue East that would not have otherwise existed. The creation of the proposed driveways will only result in a loss of 22 lineal feet of on-street parking (equivalent to just over 1 parking stall) which is more than made up for along Westminster Avenue East and the garage and driveway parking provided for each unit. This is an area of town that is incredibly short on parking being so close to the Cannery Brewery and the proposed location of the new Highway 97 brewery. Allowing access to garages and a driveway for these homes will create a net gain in parking and will prevent the homeowners from parking along the street which will ultimately leave that space for the public.

7. The adjacent houses currently proposed along Van Horne Street (190, 174, 166 & 158) and Abbott Street (181, 169, 163 & 157) will not have vehicular access along the street due to their detached garages along the rear. The existing home at 198 Van Horne Street, however, does have vehicular access from the street. The lack of driveways servicing the other homes will ensure that plenty of on-street parking remains in this area.
8. City Council recently rejected a proposal to keep an unpermitted driveway access from the street on the 200 block of Van Horne street. It is also worth mentioning that this driveway is 100% in the street right-of-way or boulevard and not retained on private property. While the concrete was taken up after the rejection, the space has continued to be used for parking. We hope for the above-mentioned reasons that Staff and Council will understand how our situation is different from a recent other rejected proposal.

In summary, please accept the enclosed application package for the duplexes at 182 Van Horne and 175 Abbott Street. We would greatly appreciate your consideration in granting the site-specific allowance to allow us to provide these new homes with proper vehicle space.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cam Gunning', with a stylized flourish at the end.

Cam Gunning

Parallel 50 Construction Ltd.

Attachment A – Parking in adjacent boulevard



Attachment B – Rejected off-street parking, 200 block Van Horne



182 Van Horne Street & 175 Abbott Street

Development Permit Analysis

May 13, 2021

Nicole Capewell

Planner 2

City of Penticton

171 Main Street

Penticton, BC V2A 5A9

Dear Nicole Capewell,

City of Penticton OCP intensive residential development guidelines in *italics* with explanation of how the guideline was considered in the design.

IR1 – Front and rear yard setbacks should relate to those of existing neighbouring buildings & the primary building's front setback should be no greater than 6.0m so that homes engage with the street.

The subject properties are two of many neighbouring new construction projects underway on this block of Van Horne street and Abbott street, all being part of the VanAbbott Holdings “Guernsey Lane” development. The homes on either side of the proposed duplexes are maximizing their use of the lots and are therefore located right on their 4.5-meter front setback line. The main block on the front elevation of the proposed duplexes is located 4.5 meters from the street creating a uniform building frontage along the street. Neighbouring homes on the Abbott side have an accessory structure in the rear at a reduced setback so the rear of our duplexes will be setback creating an interesting diverse laneway. Our building frontage also includes a covered patio which acts as a front porch and encourages engagement with the street.

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

In addition to the two proposed duplexes, there are multiple single-family homes in the works neighbouring the proposed duplexes. Two of these homes are being built by young families while another is being built by a semi-retired couple. The development is aiming to be very diverse, and the proposed duplexes will allow young families and couples to join the development at about half the price of one of the new single family homes bringing age and income diversity into the neighbourhood.

G23 - Articulation of building mass should include horizontal (minor) setbacks and stepbacks (along upper storeys) to provide visual interest and enrich the pedestrian experience. Balconies and/or cantilevered upper floors may be considered as a means to breaking up massing while promoting overlook and/or weather protection.

The front massing of the proposed duplexes is broken up into 3 main components: the main block that is made up of the master bedroom and balcony, the main entry, and the garage entry. The garage wall with the overhead door is under the balcony but setback 8 feet. This was done to minimize the effect that the garage door has on the interaction with the street as attention is drawn to the balcony, which acts as a front porch in the proposed design. The final portion of the front elevation is the entry, which is setback 4' from the end of the balcony. This allows for a small, covered area with a bench and some planters. The entry cover has also been used to create a small balcony to complement the large, covered balcony further encouraging interaction and interest from the street. The Abbott street unit could not have a garage due to grading and height requirements, but it has kept all the main components of the broken up front elevation.

G24 - Street-facing units should utilize a layering of elements – including but not limited to street-facing entries, stairs, stoops, porches, patios and landscape elements – to create transitions between the public (e.g., street, sidewalk), semi-public (e.g., walkway, ramp, stair), semi-private (e.g., stoop, balcony) and private areas.

The proposed units facing the street meet this criterion well as their entries are off from the street and have two patios facing the street. The boulevard and landscaping in the setbacks will be well landscaped to create transitions from the public sidewalk to the stairs and private balconies.

G35 – Tree Planting

The proposed project is part of a development in which landscaping is a priority as is demonstrated by the living lane concept. Mature trees were retained at the corner of Van Horne and Westminster Avenue and additional trees will be planted in both the boulevard and the yards of the properties so that there are many more trees than the minimum one every 10 meters.

G39 – Defining the Public and Private Realms

The boulevard and property lines of this project will be at natural grade to allow for large pedestrian thoroughfares and then landscape terracing will be done to build stairs at grade for access to the front doors of the homes, clearly defining the public vs. semi-private areas.



Development Variance Permit

Permit Number: DVP PL2021-8940

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 4 District Lot 202 Similkameen Division Yale District Plan EPP91681; and
Lot 10 District Lot 202 Similkameen Division Yale District Plan EPP91681
 - Civic: 182 Van Horne Street; and
175 Abbott Street
 - PID: 031-183-450; and
031-183-514
3. This permit has been issued in accordance with Section 498 of the *Local Government Act*, to vary the following sections of Zoning Bylaw 2021-01 to allow for the construction of a duplex development as shown in the plans attached in Schedule 'A':
 - a. Section 10.6.3.2: to allow vehicle access from the street for a duplex development.

General Conditions

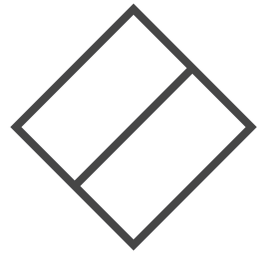
4. In accordance with Section 501 of the *Local Government Act*, the lands subject to this permit shall be developed in general accordance with this permit and the plans attached as Schedule 'A'.
5. In accordance with Section 504 of the *Local Government Act*, if the holder of this permit does not commence 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 _____, 2021.

Issued this ____ day of _____, 2021.

Angela Collison
Corporate Officer

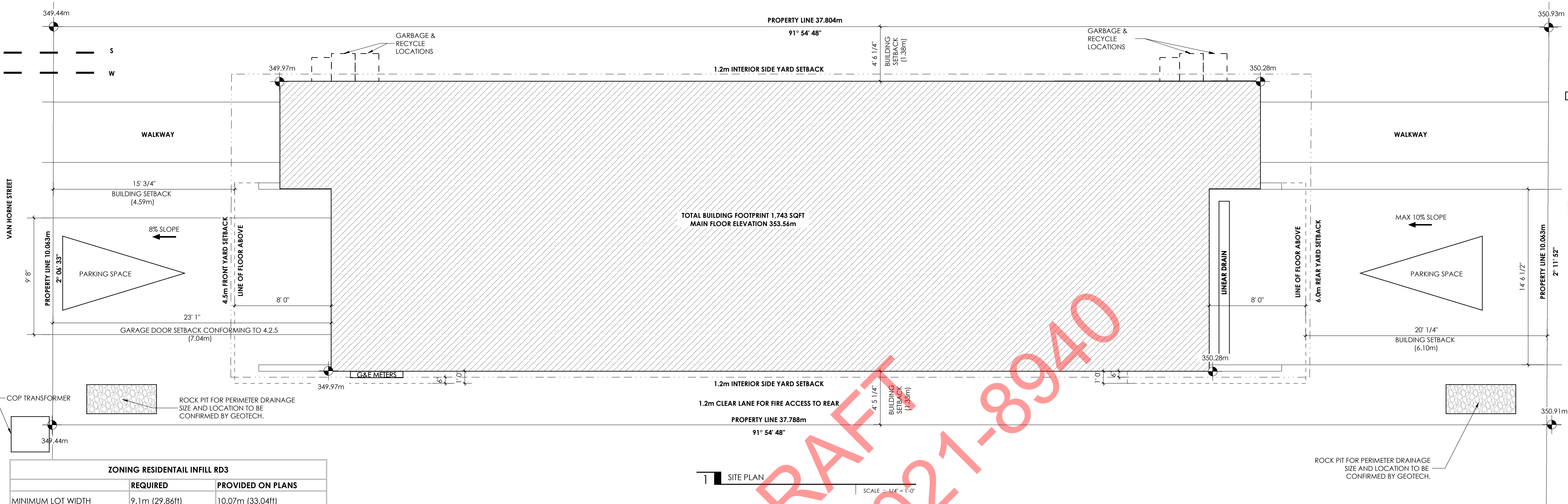
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PARALLEL 50
CONSTRUCTION

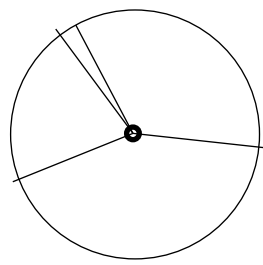
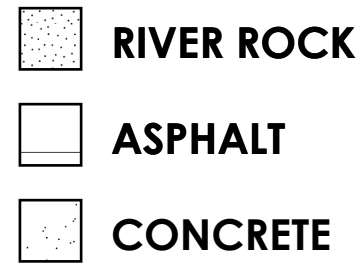
Augmented 3D
Design & Construction

210 Hastings Avenue
Penticton, BC



ZONING RESIDENTIAL INFILL RD3		
	REQUIRED	PROVIDED ON PLANS
MINIMUM LOT WIDTH	9.1m (29.86ft)	10.07m (33.04ft)
MINIMUM LOT AREA	275sqm (2960sqft)	380 sqm (4093 sqft)
MAXIMUM LOT COVERAGE	55%	51.4%
MAXIMUM DENSITY	1.0 FAR	0.95 FAR
MAXIMUM HEIGHT	10.5m (34.4ft)	10.4m (34.2ft)
SETBACKS:		
MINIMUM FRONT YARD	4.5m (14.8ft)	4.59m (15.06ft)
MINIMUM INTERIOR SIDE YARD	1.2m (3.9ft)	1.35m (4.44ft)
MINIMUM EXTERIOR SIDE YARD	3.0m (9.84ft)	N/A
MINIMUM REAR YARD	6.0m (19.7ft)	6.10m (20.02ft)

LEGEND



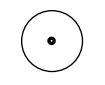
HAWTHORNE (QTY 3)
Plus 1 in Boulevard



LAVENDER (QTY 7)



SEDUM (QTY 14)



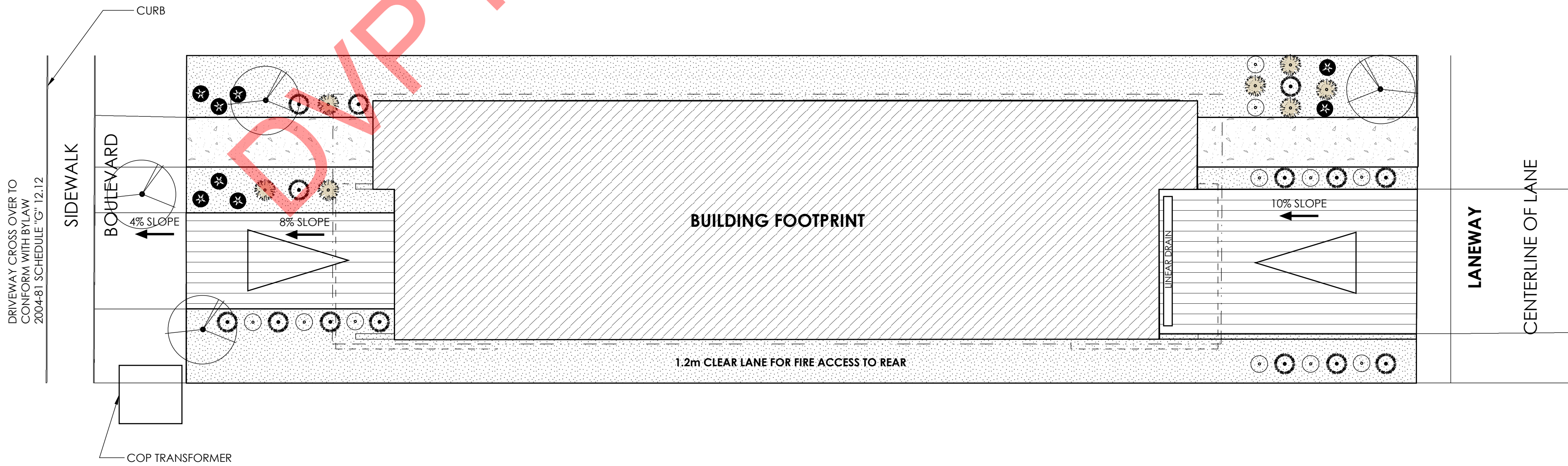
HEMEROCALLIS (QTY 11)



FESCUE GRASS (QTY 8)

LANDSCAPE NOTES:

- TREES MIN. CAL OF 60MM AND CLEAR STEM HEIGHT OF 1.5M
- SHRUBS SHALL BE A MIN. NO. 2 POT SHRUB
- ALL LANDSCAPING SHALL BE WATERED BY A FULLY AUTOMATIC IRRIGATION SYSTEM



2 LANDSCAPE PLAN

SCALE :: 1/8" = 1'-0"

Van Horne Duplex

182 Van Horne Street Penticton, BC

OWNER:
Fawn Court Homes
210 Hastings Avenue
Penticton, BC
drew@par50.com

DOCUMENT DATE:

July 16, 2021

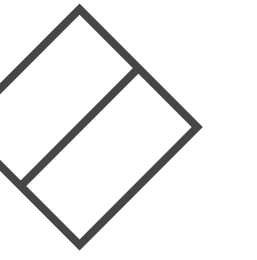
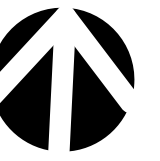
SCALE:

AS NOTED

NO.	DATE:	ISSUE:
01	21.02.26	DESIGN FOR PRICING
02	21.05.06	DESIGN FOR DP
03	21.06.21	TPC COMMENTS UPDATE

A2

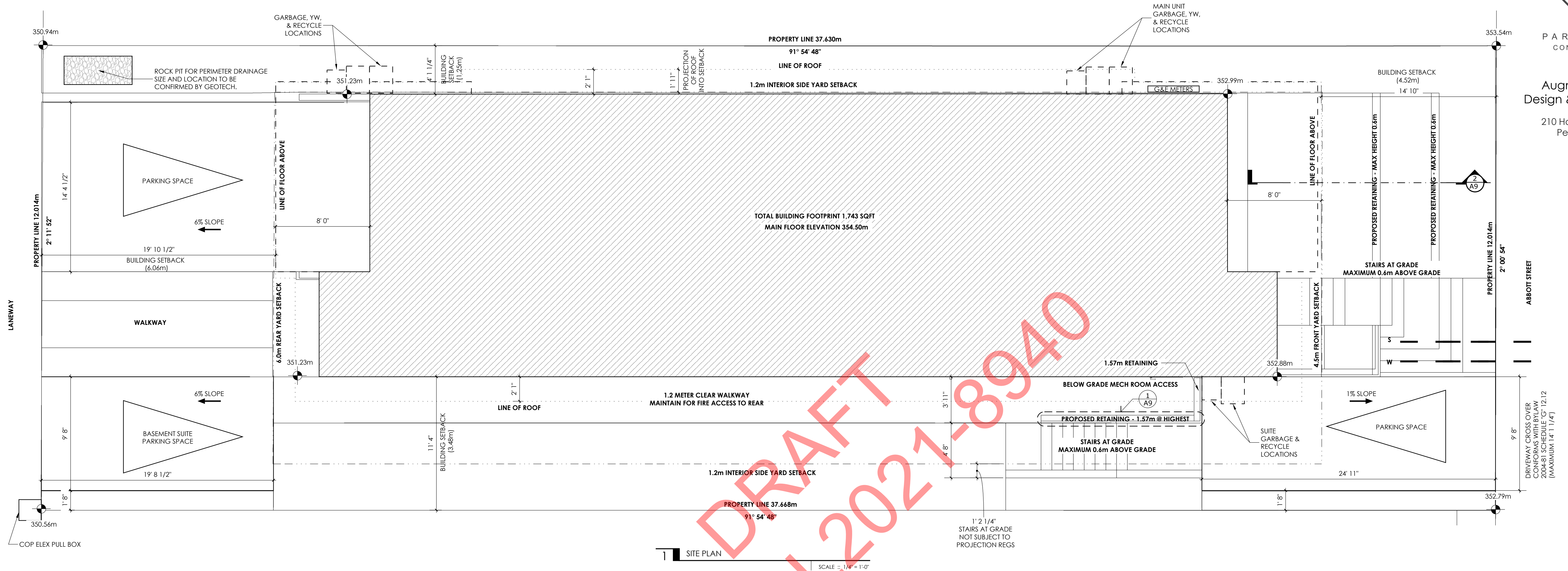
SITE PLAN



ARALLEL 50
CONSTRUCTION

Augmented 3D Design & Construction

10 Hastings Avenue
Penticton, BC



OWNER.
Fawn Court

210 Hastings Avenue
Penticton, BC
drew@par50.com

ZONING RESIDENTIAL INFILL RD3		
	REQUIRED	PROVIDED ON PLANS
MINIMUM LOT WIDTH	9.1m (29.86ft)	12.0m (39.37ft)
MINIMUM LOT AREA	275sqm (2960sqft)	452 sqm (4868 sqft)
MAXIMUM LOT COVERAGE	55%	43.2%
MAXIMUM DENSITY	1.0 FAR	0.95 FAR
MAXIMUM HEIGHT	10.5m (34.4ft)	10.12m (33.21ft)
SETBACKS:		
MINIMUM FRONT YARD	4.5m (14.8ft)	4.52m (14.8ft)
MINIMUM INTERIOR SIDE YARD	1.2m (3.9ft)	1.25m (4.10ft)
MINIMUM EXTERIOR SIDE YARD	3.0m (9.84ft)	N/A
MINIMUM REAR YARD	6.0m (19.7ft)	6.06m (19.9ft)

LEGEND



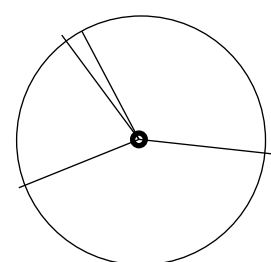
RIVER ROCK



ASPHALT



CONCRETE



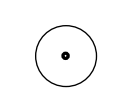
HAWTHORNE (QTY 4)
Plus 1 in Boulevard



LAVENDER (QTY 6)



SEDUM (QTY 10)



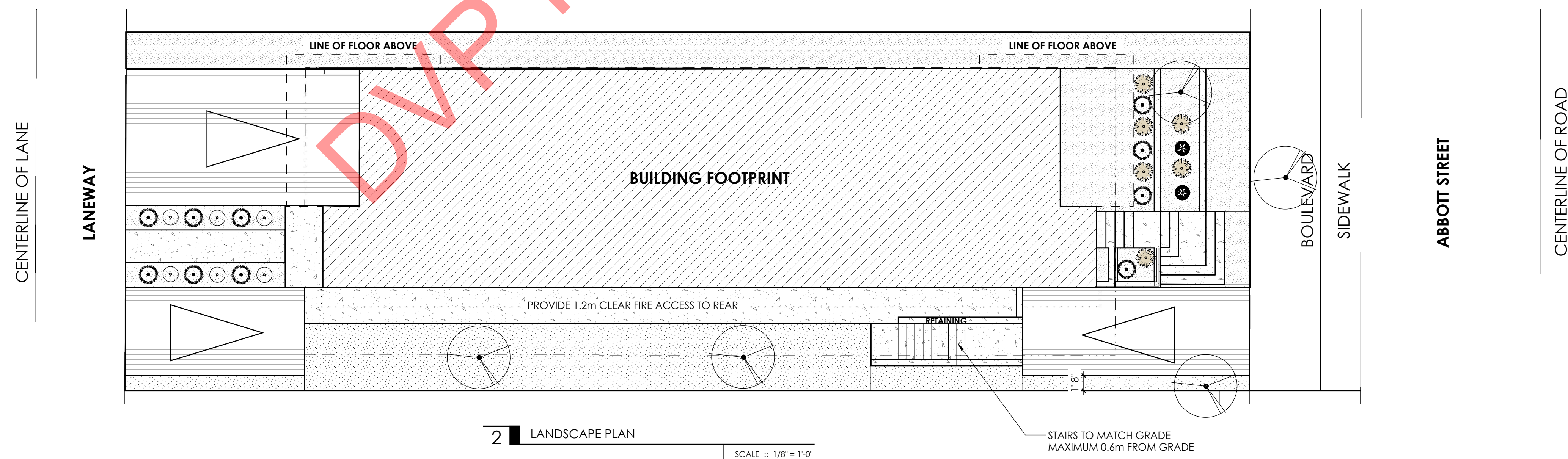
HEMEROCALLIS (QTY 6)



FESCUE GRASS (QTY 2)

LANDSCAPE NOTES:

TREES MIN, CAL OF 60MM AND CLEAR STEM HEIGHT OF 1.5M
-SHRUBS SHALL BE A MIN. NO. 2 POT SHRUB
- ALL LANDSCAPING SHALL BE WATERED BY A FULLY AUTOMATIC IRRIGATION SYSTEM



Abbott Duplex

173 ADRIAN STEEL FERTILIZATION, BC

DOCUMENT DATE:
July 16, 2021

SCALE:

AS NOTED

NO.	DATE:	ISSUE:
01	21.04.29	DESIGN FOR CITY REVIEW
02	21.06.08	TPC COMMENTS UPDATES

A2

E PLAN