

As part of the Provincial Government's Housing Action Plan and new legislation (s. 464 of the Local Government Act, effective November 30, 2023), the City is prohibited from holding a Public Hearing for Zoning Amendment Bylaws that facilitate residential development and are consistent with the Official Community Plan. As such, there is no opportunity to speak to Council in person.

A new residential development is being proposed in your neighbourhood:

### Property:

2564 South Main Street

*Lot 2 District Lot 251 Similkameen Division Yale District Plan 6116 Except Plan M13062*

### Proposal:

The applicant is proposing to construct townhomes comprised of two 3-unit blocks (6 dwelling units in total) (Figure 1). In order to proceed, they have applied for the following:

- 1) Rezone the property from R4-L (Small-Scale Multi-Unit Residential: Large Lot) to RM2 (Low Density Multiple Housing), and
- 2) Vary Section 10.1.2.9.a of Zoning Bylaw 2024-22 to reduce the rear yard setback from 6.0m to 3.0m.



*Figure 1: Rendering of proposed development*

### Information:

You can find the staff report, Zoning Amendment Bylaw No. 2024-25 and Development Variance Permit PL2024-9775 on the City's website at [www.penticton.ca/publicnotice](http://www.penticton.ca/publicnotice) or scan the QR code to the right.



## Council Consideration:

Council will consider giving first reading to Zoning Amendment Bylaw No. 2024-25 at its Regular Council meeting scheduled for **1:00 pm, Tuesday, July 16, 2024** in Council Chambers, Penticton City Hall, 171 Main St.

Consideration of Development Variance Permit PL2024-9775 is subject to adoption of the zoning amendment bylaw. Adoption of the bylaw may occur at a future Council meeting.

All meetings are live streamed via the City's website at: [www.penticton.ca/city-hall/city-council/council-meetings](http://www.penticton.ca/city-hall/city-council/council-meetings). Select the 'Watch Live' button.

### Questions?

Please contact Gabe Tamminga at 250-490-2517 or [gabe.tamminga@penticton.ca](mailto:gabe.tamminga@penticton.ca) with any questions.

## Written Submissions:

All submitted comments will be distributed to Council and must be received by mail or email no later than 9:30 am, Tuesday, July 16, 2024, to:

Attention: Corporate Officer, City of Penticton  
171 Main Street, Penticton, BC V2A 5A9  
Email: [corpadmin@penticton.ca](mailto:corpadmin@penticton.ca)

**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 & Licencing Manager



# Council Report

penticton.ca

**Date:** July 16, 2024  
**To:** Anthony Haddad, City Manager  
**From:** Gabe Tamminga, Planner I  
**Address:** 2564 South Main Street

**File No:** RMS/2564 South Main St

**Subject:** Zoning Amendment Bylaw No. 2024-25  
Development Variance Permit PL2024-9775  
Development Permit PL2024-9776

## Staff Recommendation

THAT Council give first, second, and third reading to "Zoning Amendment Bylaw No. 2024-25", for Lot 2 District Lot 251 Similkameen Division Yale District Plan 6116, Except Plan M13062, located at 2564 South Main Street, a bylaw to rezone the subject property from R4-L (Small-Scale Multi-Unit Residential: Large Lot) to RM2 (Low Density Multiple Housing);

AND THAT Council adopt "Zoning Amendment Bylaw No. 2024-25";

AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2024-25", consider "Development Variance Permit PL2024-9775" for Lot 2 District Lot 251 Similkameen Division Yale District Plan 6116 Except Plan M13062, located at 2564 South Main Street, a permit to vary Section 10.1.2.9.a of the Zoning Bylaw to permit a reduced rear yard setback regulation from 6.0m to 3.0m;

AND THAT Council subject to adoption of "Zoning Amendment Bylaw No. 2024-25", approve "Development Permit PL2024-9776" for Lot 2 District Lot 251 Similkameen Division Yale District Plan 6116 Except Plan M13062, located at 2564 South Main Street, a permit to approve the form and character of two 3-unit townhouses (6 dwelling units);

AND THAT Council require a 5.0m x 5.0m corner cut to be completed prior to issuance of Occupancy Permit.

## Strategic Priority Objective

**Vibrant and Connected:** Support vibrant and diverse activities creating opportunities for connection in community.

## Proposal

The applicant is proposing to construct two 3-unit townhouses (6 dwelling units in total), in line with the property's Official Community Plan future land use designation of 'High Density Residential' (Figure 1). In order to proceed, the applicant has requested the subject property to be rezoned from R4-L (Small-Scale Multi-Unit Residential: Large Lot) to RM2 (Low Density Multiple Housing). Further, the applicant requires a development variance permit to reduce the rear yard setback from 6.0m to 3.0m, and a Development Permit approval for the form and character of the buildings, which have been included for Council's consideration.



Figure 1 - Proposed Development Rendering

## Background

The subject property is 1,233m<sup>2</sup> in area and is located on the east side of South Main Street with Pineview Road to the north (Figure 2). The property currently contains one single-family dwelling and a small accessory building in the rear of the property, next to the laneway. All of the buildings that currently sit on the property will be required to be removed for this development. The surrounding area has a variety of housing types with single-family dwellings and townhomes located in close proximity to commercial properties and services.

## Climate Impact

The development proposes 6 townhouse units on this lot, which is increasing density in an area that is in close proximity to services, schools and transportation. The subject property currently has a bus stop in front, providing residents with a place to access alternative forms of transportation within walking distance of the proposed development. This stop is on the route for the BC Transit Bus 'Route 1 – Okanagan Lake/Wiltse', that provides stops along major services such as schools, grocery stores, the Cherry Lane Mall and the hospital.

According to Zoning Bylaw 2024-22, a Level 2 Electric Vehicle ready space must be provided for each dwelling unit (6 total), creating additional options of sustainable forms of transportation.

The applicant has provided six Class 1 bicycle parking spaces (1 per dwelling unit) and one Class 2 bicycle parking stalls, this is beyond the Zoning Bylaw requirements. This promotes sustainable forms of transportation within this development, as residents are provided with options to store bicycles in a secure way.



Figure 2 - Property Location Map



This development will be required to follow the 2024 BC Building Code. The buildings will have to meet Step 3 of the BC Energy Step Code. Step 3 requires new buildings to be a minimum 20% more efficient than standard (2018 BCBC baseline).

## Technical Review

The application was reviewed by the City's Technical Planning Committee (TPC). Typical frontage and servicing requirements have been identified for the building permit process. These items have been communicated to the applicant.

During TPC review, a 5m x 5m corner cut was identified as required at the intersection of the two laneways fronting the property. The applicant made the required changes to their submitted plans in order to reflect the comments that were provided to them.

## Financial Implication

During the technical review of the application, estimated costs for futures stages were identified for the applicant's knowledge. The applicant is responsible for all development costs, including any service upgrades and the payment of Development Cost Charges (DCC's) to help offset the added demand on City services from the proposed development.

## Development Statistics

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

|                                                    | Zone Requirement (RM2 – Low Density Multiple Housing)                                                                                                                                                | Provided on Plans                                                                                                                            |
|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Minimum Lot Width*:</b>                         | 18 m                                                                                                                                                                                                 | 18.29 m                                                                                                                                      |
| <b>Minimum Lot Area*:</b>                          | 540 m <sup>2</sup>                                                                                                                                                                                   | 1,232.82 m <sup>2</sup>                                                                                                                      |
| <b>Maximum Lot Coverage:</b>                       | 40%                                                                                                                                                                                                  | 27.5%                                                                                                                                        |
| <b>Maximum Density:</b>                            | 0.8 Floor Area Ratio (FAR)                                                                                                                                                                           | 0.69 Floor Area Ration (FAR)                                                                                                                 |
| <b>Vehicle Parking:</b>                            | Total Vehicle Spaces Required:<br><br>1 vehicle parking stall per dwelling unit (6 vehicle parking spaces total)<br><br>0.2 visitor parking stalls per dwelling unit (1 visitor parking stall total) | Total Vehicle Spaces Provided:<br><br>12 vehicle parking stalls (2 per dwelling unit)<br><br>1 visitor parking stall (0.2 per dwelling unit) |
| <b>Level 2 Electric Vehicle (EV) Ready Stalls:</b> | Total EV Ready Required:<br><br>1 per dwelling unit (6 EV Ready total)                                                                                                                               | Total EV Ready Provided:<br><br>6 EV Ready Stalls (1 per dwelling unit)                                                                      |
| <b>Bicycle Parking:</b>                            | Total Class 1 Spaces Required:<br>0.5 per dwelling unit (Class 1)<br><br>Total Class 2 Spaces Required:                                                                                              | Total Class 1 Provided: 6 spaces<br><br>Total Class 2 Provided: 1 space                                                                      |

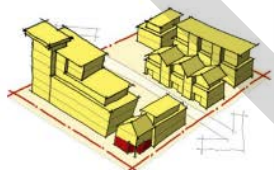
|                                 |                                                                                |                                                                |
|---------------------------------|--------------------------------------------------------------------------------|----------------------------------------------------------------|
|                                 | 0.1 per dwelling unit (Class 2)                                                |                                                                |
| <b>Required Setbacks</b>        |                                                                                | 3.8 m                                                          |
| Front Yard:                     | 3.0 m                                                                          | 3.0 m                                                          |
| Side Yard (north):              | 3.0 m                                                                          | 4.89 m                                                         |
| Side Yard (south):              | 3.0 m                                                                          | 3.0 m <i>*Variance has been requested for the rear setback</i> |
| Rear Yard (lane):               | 6.0 m                                                                          |                                                                |
| <b>Landscape Buffer (south)</b> | Required Landscape Buffer:                                                     | Provided on Plans:                                             |
|                                 | 3.0 m wide buffer                                                              | 3.0 m wide buffer                                              |
|                                 | 1 tree for every 10.0 linear metres                                            | 6 trees                                                        |
|                                 | 1 shrub for every linear metre                                                 | 56 shrubs                                                      |
| <b>Maximum Building Height</b>  | 12 m                                                                           | 10.11 m                                                        |
| <b>Other Information:</b>       | <i>*Lot width and lot area are only applicable at the time of subdivision.</i> |                                                                |

## Analysis

### Zoning Amendment

The Official Community Plan (OCP) land use designation for this property is 'High Density Residential', which supports a variety of housing types in higher-density multi-family neighbourhoods consisting of townhouses and apartments in higher-amenity areas (Table 1). The applicant is proposing to construct two 3-unit townhouses (six dwelling units) on the property. The development and density proposed on the property are aligned with the vision of the properties designated within the "High Density Residential" designation in the Official Community Plan.

Table 1 - OCP Land Use Designation

|                                                                                                                                                                                                                                                                                                                        |                                                                                                                       |                                                                                                                                                                                                                                                      |                                                                                                   |                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| <b>High Density Residential</b><br>                                                                                                                                                                                                 | Higher-density multifamily residential neighbourhoods consisting of townhouses and apartments in higher-amenity areas | <ul style="list-style-type: none"> <li>• Cluster housing</li> <li>• Townhouses</li> <li>• Low-rise and mid-rise apartment buildings</li> <li>• Small-scale neighbourhood commercial building (e.g., corner store, coffee shop, childcare)</li> </ul> | <ul style="list-style-type: none"> <li>• Residential</li> <li>• Limited retail/service</li> </ul> | <ul style="list-style-type: none"> <li>• Up to 6 storeys</li> </ul> |
| <b>Site-Specific High Density Residential Policy Statement:</b><br>556 to 736 Lakeshore Drive West: Development up to a maximum of four storeys can be considered subject to assessment of urban design impacts on Lakeshore Drive and the waterfront, Lakawanna Park and neighbouring properties on Churchill Avenue. |                                                                                                                       |                                                                                                                                                                                                                                                      |                                                                                                   |                                                                     |

Staff consider that the proposed zoning amendment will allow for development that is supported through the following OCP Goals and Policies:

OCP Policy 4.1.1.1 Focus new residential development in or adjacent to existing developed areas.

- OCP Policy 4.1.3.5 Ensure through the use of zoning that more-intensive forms of residential development are located close to transit and amenities, such as parks, schools and shopping.
- OCP 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.
- OCP Policy 4.1.5.1 Recognize that some traditionally single-family neighbourhoods will see intensification as the city grows, but ensure that new forms of residential development are compatible with the neighbourhood in scale and design, and are appropriately located (e.g., greater density closer to collector roads, services and amenities).
- OCP Policy 4.1.6.1 Ensure all residential neighbourhoods in Penticton provide a range of appropriately scaled housing types and tenures, employment opportunities such as home-based businesses, transportation options like walking and cycling, social supports such as childcare facilities, and access to green space and parks.
- OCP Policy 4.2.5.2 Encourage land use planning that results in neighbourhoods that can be easily serviced by transit.

The proposed rezoning to RM2: Low Density Multiple Housing, to allow townhouse units on the subject property is consistent with the increased density and building forms envisioned by the 'High Density Residential' designation.

The OCP policies encourage development in areas close to services and shops to encourage walkability and active transportation. Staff note this property is within walking distance of bus stops, bike lanes, schools and parks.

Given that there is adequate policy through the OCP to support the proposal, staff recommend Council give first, second, third reading and adopt "Zoning Bylaw Amendment Bylaw No. 2024-25".

### ***Development Variance Permit***

When considering a variance to a City bylaw, staff encourage Council to consider whether approval of the variance would cause a negative impact on neighbouring properties, and if the variance request is reasonable. The applicant has requested this variance to accommodate the number of units proposed with this unique lot. The rear line has divided the property, making it challenging to fit everything that is proposed without impeding into the setbacks and meeting the other Zoning Bylaw regulations.

Staff have reviewed the requested variance to reduce rear yard setback from 6.0m to 3.0m and are recommending support for the following reasons:

1. Side and Rear Laneway:

The requested variance is to reduce the rear yard setback from 6.0m to 3.0m. There is a laneway that goes along the north side of the property and then around the rear side, providing an additional buffer between the development and any neighbours nearby.

2. Subject Parcel Shape:

The subject property is unique in shape due to the placement of the laneway. The laneway goes through the rear side of the property but has created a remainder lot on the east side of the laneway that is still a part of the same parcel. This variance would allow the development to be situated closer to the laneway and still not impact a neighbour on the other side of the lane.

As such, staff recommend that Council consider approving the Development Variance Permit after the adoption of the Zoning Amendment Bylaw.

***Development Permit***

The proposed townhouse development is considered within the Multifamily Residential Development Permit Area per the OCP, which is established to manage form and character that strengthens livability, neighborliness, and visual interest.

The proposed development has been designed with the OCP design guidelines in mind. The development proposes a density that is aligned with the OCP designation and provides a design that meets the Zoning Bylaw regulations for setbacks and parking and is within the allowable building heights.

Staff have completed a development permit analysis (Attachment 'D') that shows how the development conforms to the applicable design guidelines. The applicant has also provided a letter of intent and development permit analysis with their submission (Attachment 'E'), which outlines the project and its conformance to the OCP design guidelines.

Staff consider this proposed development to be reasonable in scale in an area of the community that has been identified for increased residential density by the Official Community Plan. Additionally, staff believe that this proposed development will not have negative impacts on the neighbourhood due to the form and design of the buildings.

As such, staff recommend that Council consider approving the Development Permit after considering adoption of the Zoning Amendment Bylaw.

**Alternate Recommendations**

Council may consider that the proposed rezoning is not suitable for this site. If this is the case, Council should deny the bylaw amendment. Staff are not recommending this option, as the proposal is well aligned with the OCP designation for the property, gently increasing density in a high-amenity area of the City.



1. THAT Council deny first reading of “Zoning Amendment Bylaw No. 2024-25”.

Council may also not support the reduction of the rear yard setback from 6.0m to 3.0m. If that is the case, Council may support the zoning bylaw but not support the variance permit. This would require the applicant to conform to the Zoning Bylaw regulation and adjust the proposed design accordingly.

2. THAT Council support first second and third reading and adoption of “Zoning Amendment Bylaw No 2024-25” but not support “Development Variance Permit PL2024-9775”.

If Council were to support Alternative 2, staff would work with the applicant to adjust the development permit plans accordingly, prior to approval of the development permit.

**Attachments**

- Attachment A – Zoning Bylaw Map
- Attachment B – Official Community Plan Map
- Attachment C – Photos of Property
- Attachment D – Development Permit Analysis (staff)
- Attachment E – Letter of Intent & Development Permit Analysis (applicant)
- Attachment F – Draft Development Permit PL2024-9776
- Attachment G – Draft Development Variance Permit PL2024-9775
- Attachment H – Zoning Amendment Bylaw No. 2024-25

Respectfully submitted,

Gabe Tamminga  
Planner I

Concurrence

|                                     |                      |              |
|-------------------------------------|----------------------|--------------|
| Director of<br>Development Services | GM of Infrastructure | City Manager |
| <i>BL</i>                           |                      |              |





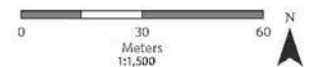


## Official Community Plan Map

2564 South Main Street



-  Subject Parcel    Official Community Plan - Future Land Use
-  High Density Residential
-  Low Density Residential

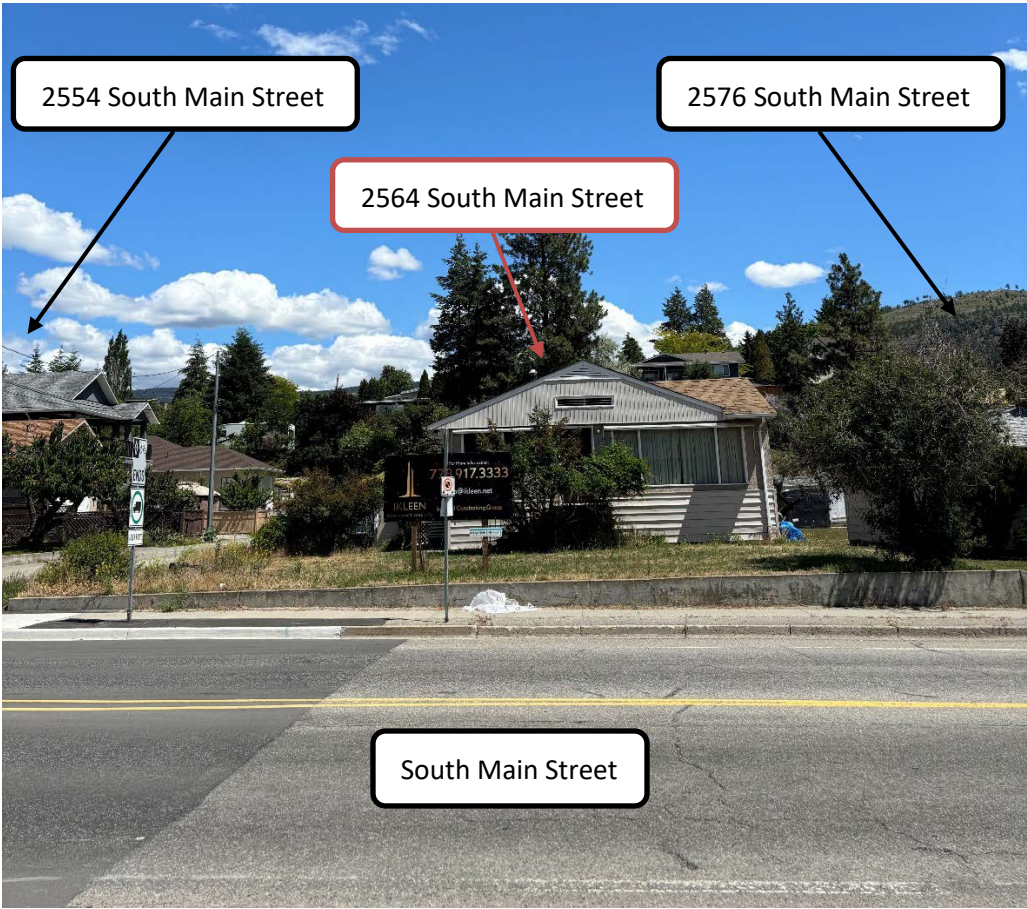


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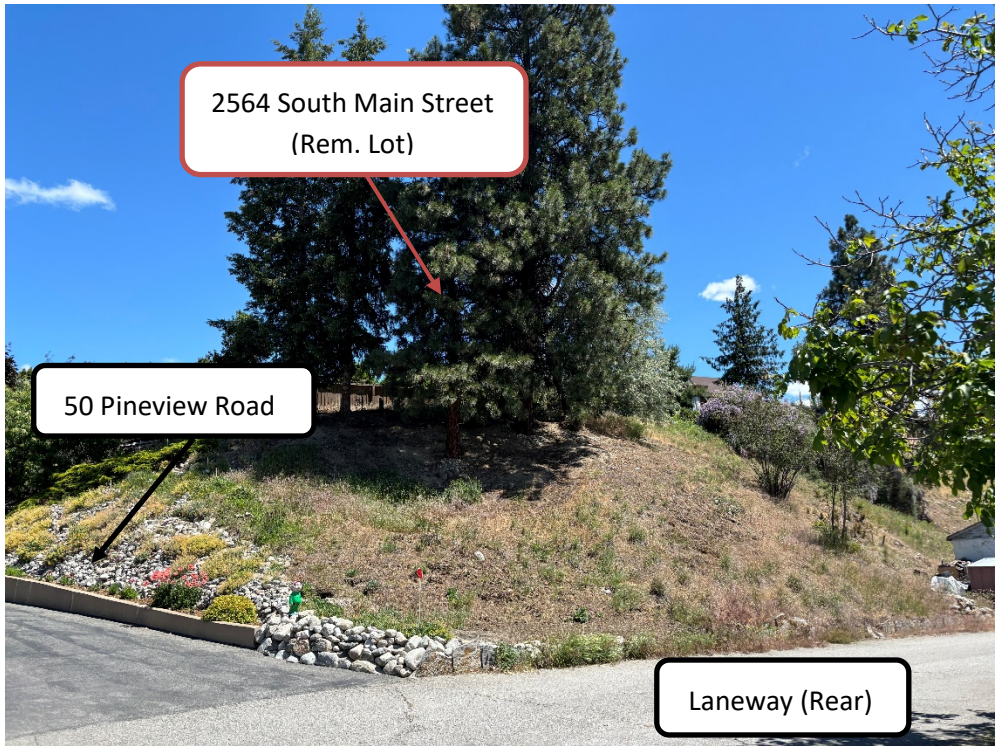
Date: 6/28/2024



Attachment C – Photos of the Property









## Attachment D – Development Permit Analysis (staff)

The proposed development is located within the Multifamily Residential Development Permit Area. The following analysis demonstrates how the proposal is aligned with the applicable design guidelines.

- |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Guideline G1  | <p><i>Prior to site design, analysis shall be undertaken to identify significant on-site and off-site opportunities and constraints, including built and natural elements (e.g., structures, slopes and drainage, significant landscape features, etc.).</i></p> <ul style="list-style-type: none"><li>• The proposed development has taken into account the surrounding area and the buildings were designed with the Zoning Bylaw requirements and conforms to several OCP Design Guidelines.</li></ul>                                                                                        |
| Guideline G5  | <p><i>Siting of buildings should support strong street definition by minimizing front yard setbacks while sensitively transitioning to neighbouring building setbacks.</i></p> <ul style="list-style-type: none"><li>• The setbacks for the front yard are consistent with some of the other more recent developments in the neighbourhood. The applicant has provided sufficient space and has designed the buildings to ensure there is a sensitive transition with the neighbouring properties.</li></ul>                                                                                     |
| Guideline G11 | <p><i>Barrier-free pedestrian walkways to primary building entrances must be provided from municipal sidewalks, parking areas, storage, garbage and amenity areas.</i></p> <ul style="list-style-type: none"><li>• Sidewalks have been provided to ensure there is access from the driveways and parking stalls to front entrances.</li></ul>                                                                                                                                                                                                                                                    |
| Guideline G23 | <p><i>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 cantilever upper floors may be considered as a means to breaking up massing while promoting overlook and/or weather protection.</i></p> <ul style="list-style-type: none"><li>• The buildings have been designed with cantilevered upper floor balconies that provide interesting architectural design and minimal overlook.</li></ul>                                                      |
| Guideline G26 | <p><i>Building designs should minimize impacts on the privacy of adjacent dwellings, including private open spaces.</i></p> <ul style="list-style-type: none"><li>• The proposed balconies are facing the laneway, providing privacy for adjacent properties.</li><li>• The windows facing the property at 2576 South Main Street have been designed for minimal overlook with the back yards along this side as well, providing additional buffer space.</li><li>• Entryways have been designed for access off of the laneway and are setback to maintain privacy between neighbours.</li></ul> |
| Guideline G35 | <p>Tree planting...</p> <ul style="list-style-type: none"><li>• Trees are proposed in the yards providing shade in amenity areas for residents.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                        |

- Automatic irrigation has been noted for landscaping and trees to ensure the longevity.

Guideline MF3

*Amenity spaces should incorporate vegetation for the purposes of active and passive recreation and/or visual interest, and incorporate safe play areas in interior courtyards.*

- The amenity space is at the rear of the building, along the interior side yard. All units have ground floor access at the front entrances and to the amenity space.
- Each amenity space has been landscaped in accordance with the Zoning Bylaw.
- The vegetation has been provided in a way that promotes outdoor recreation and visual interest for residents.

Guideline MF4

Visitor parking should be...

- Visitor parking has been provided off of the laneway, with the stall situated in the center of the proposed development. Thus, providing access to all units.



March 22, 2024

Giroux Design Group Inc.

City of Penticton  
171 Main Street  
Penticton BC, V2A 5A9

Re: 2564 South Main Street Development Permit Application

To City of Penticton Planning Department,

We are proposing to redevelop the property at 2564 South Main St which would allow the construction of two triplexes for 6 dwelling units total. The application requires a development permit for the form and character of the proposed development, rezoning from 'R1 – Large Lot Residential' to 'RM2 – Low Density Multiple Housing', and a major variance to reduce the rear yard setback from 6.0 m to 3.0 m. The proposal falls within the 'Multifamily Residential Development Permit Area' of the Official Community Plan. This is a unique property with a 'hooked' lot across the east lane from the development. On this 'hooked' lot, no new construction is being proposed.

A variance is required to reduce the rear yard setback to keep uniformity of the triplexes and allow for 6 rather than 5 units. Reducing the rear yard setback from 6.0 m to 3.0 will have little to zero negative impact to neighbouring properties, as there is a lane on the east side of the property and the 'hooked' lot which is approximately 20 m in depth before the adjacent properties at Pineview Rd and Craig Dr. The lane and 'hooked' lot provide separation from the proposed development and neighbouring properties, greatly reducing any privacy concerns. The proposal meets all other Zoning Bylaw requirements, with no other variances requested.

The development will provide two triplexes, each with 3 bedrooms a den and a single car garage. The development provides an EV charger in each garage for every dwelling unit. Additionally, short and long-term storage of bicycles has been provided between each triplex. Landscaping is provided on the east, south, and west side of the property. Multiple trees, shrubs, and green space is provided for the residents of every dwelling unit, including the required landscape buffer on the south side of the property to provide separation and privacy between properties.



The property is near Princess Margaret Secondary School and Skaha Lake Middle School, and other amenity areas for recreational and employment opportunities. The property is on South Main St which provides transit, with two transit stops directly in front of the property, and the existing bike lane on South Main St.

We believe the project meets the intent of providing modest densification to an area of town that has a mix of townhouses, with a similar development approved and under construction to the south of this proposal. This development will provide much needed family housing in the area with private outdoor green areas and amenity space for families with children.

Thank you for considering our proposal.

Best regards,

A handwritten signature in black ink, appearing to read 'T. Giroux', with a stylized, cursive script.

**Tony Giroux** **ASTTBC, CTech, RBD, BCABD**  
Owner/Registered Building Designer  
Giroux Design Group Inc.

## Site Planning

### Designing in Context

*Contextual designs feel better because they 'fit.' In light of Penticton's complex and unique landscape, views and urban patterns, it is important that designs reflect this character. Guidelines address site conditions and context, including: sensitivity to on-site features (e.g., terrain and sun angle), adjacencies (e.g., street interface and existing uses), potential impacts (e.g., overlook and shading) and other related opportunities (e.g., energy conservation).*

G1. Prior to site design, analysis shall be undertaken to identify significant on-site and off-site opportunities and constraints, including built and natural elements (e.g., structures, slopes and drainage, significant landscape features, etc.)

A 0.8 m wide road dedication is required along the front property line and South Main St, which has been identified and shown on the site and landscape plans.

G3. Private and semi-private open spaces should be designed to optimize solar access (see Figure G3).

Each unit has a private fenced yard on the south side of the proposed development. This allows residents of every dwelling unit to enjoy sun throughout the warmer months. Having windows on the proposed buildings allows sunlight to enter the windows of each unit in the winter months of the year. Decks are proposed on the north side of each unit, overlooking the lane, which provides shade on hot summer days for residents.

G4. Views through to the mountains and the lakes should be carefully considered and incorporated into the design of new development.

Each row of units will have a view of the mountains either to the north, south or the west that can be enjoyed either from the private decks or via window view.

### Framing Space

*In consideration of Penticton's relatively low-scale urban form, future intensification and development should explore how buildings actively frame space(s) as a means to expand and enhance the public realm. The following guidelines aim to promote positive interactions with particular care and attention to transitions between private and public spaces.*

G5. Siting of buildings should support strong street definition by minimizing front yard setbacks while sensitively transitioning to neighbouring building setbacks.

The proposed triplex closest to South Main Street has been designed at the minimum 3.0 m setback, not including the required 0.8 m road widening. This helps keep "eyes-on-the-street", while also providing easy pedestrian access to every dwelling unit from South Main Street. Landscaping and three trees have been provided at the front of the property to create a sensitive transition from the road and sidewalk to the proposed development.

G7. All designs shall consider Crime Prevention Through Environmental Design (CPTED) principles and balance the reduction of crime and nuisance opportunities with other objectives to maximize the enjoyment of the built environment.

The units are designed with one car garages to allow for secured storage and parking. Each unit will have it's own gated private yard for additional protected outdoor space. Additionally, gated and secure bicycle parking has been provided between each building which is out of view from the street and sidewalk.

#### **Prioritizing Pedestrians**

*A high-quality pedestrian environment is a central quality of any welcoming neighbourhood. Penticton is fortunate to have an extensive neighbourhood street network that links distinct areas in a reasonable walking distance. The following guidelines aim to optimize the quality and connectivity of pedestrian infrastructure and reduce conflict between pedestrians and vehicles.*

G9. Pedestrian connectivity to adjacent properties is encouraged. With the exception of private yards, open spaces shall be designed for public access and connectivity to adjacent public areas (and publicly-accessible private spaces).

The development is within a well-established area of the City of Penticton. Skaha Lake Road is within a short walking distance away, providing connectivity to amenity, and employment areas within the City. Princess Margaret Secondary and Skaha Lake Middle school are also within a short walking distance of the development. A sidewalk connecting the public sidewalk to private entrances has been provided from South Main St.

G12. Where feasible, indicate pedestrian ways with continuity of paving treatments/paving materials.

A 1.2 m wide sidewalk provides access to the units facing west, while the other units can be accessed from the paved drive aisle.

G13. Entry to ground-level residential units should be no more than 1.8m (6.0 ft.) above the grade of adjacent public sidewalks and walkways (see Figure G14).

Entrances to the buildings are either at the same level as the City street and sidewalk, and not more than 1.8 m in height.

#### **Cars and Parking**

*The following guidelines are intended to reduce the impacts of automobile infrastructure – including access and parking – and to further support a high quality pedestrian realm. (see Figure 5-3 and Figure 5.4)*

G16. Site and building access must prioritize pedestrian movement, minimize conflict between various modes of transportation and optimize use of space:

- 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 (see Figure 5-4).
- Where possible, shared automobile accesses should be considered to optimize land use, and to reduce impermeable surface coverage and sidewalk crossings.



Garages provided on the first floor of each unit reduce the need for additional hard surfacing needed for outdoor parking. One visitor parking space has been provided between each proposed building. A lane runs along the north and east side of the development. The existing north lane provides vehicle access to the development from South Main Street, without creating the need for additional vehicle access.

G17. On-site parking location and design should minimize visual impact and provide safe connections for pedestrians:

- Parking between the front of buildings and the street is not permitted.
- Parking should be located at the rear of buildings/sites.
- Shared parking (where varying uses have parking demands that peak at different times of the day) is encouraged to reduce parking requirements.
- Outdoor surface parking areas should incorporate pathways that provide safe, accessible and comfortable pedestrian connections to entries/destinations.

Parking for the development has been provided from the existing lane, no parking has been provided between the front of the buildings and the street. The guest parking space is conveniently placed in the middle of the units to allow for easy access to all units.

## **Architecture**

### **Design for Our Climate**

*In response to Penticton's semi-arid climate, design buildings and landscape architecture that reflect a love for indoor/outdoor living resulting from low annual rainfall and hot summer temperatures.*

G20. Designs should respond to Penticton's setting and climate through use of:

- passive solar strategies;
- optimized placement of windows to maximize natural light;
- energy-efficient building design;
- passive solar principles;
- landscape design and plantings that provide cooling through shade in summer months;
- selecting roof materials to minimize heat loading and increase reflectivity.; and,
- strategies for cross-ventilation.

The units have windows facing both north and south with the end units having windows also facing east and west, allowing for solar gain throughout the year. Each unit has it's own private yard as well as a covered decks on the second floor, and north facing, giving the option for indoor/outdoor living. The new trees are deciduous providing shade in the summer and sun in the winter. Buildings are designed to Step 3 of the Energy Code.

### **Friendly Faces, Friendly Neighbours (Orientation & Massing)**

*Massing (the three-dimensional form) and articulation (how the parts fit together) of architecture are tools that can reduce the apparent size of large buildings and help ensure the sensitive transition to adjacent buildings and open spaces. It can also provide visual interest for pedestrians. New development should consider the scale of its neighbours and avoid abrupt transitions in height and massing between adjacent buildings.*

G21. Orientation of buildings should face public spaces (e.g., street and lane) with a preference for ground-oriented types (e.g., a front door for everyone or every business).

The end unit on the west side of the development has been oriented with the front door to face the existing sidewalk and South Main Street. The front door is at ground level, with a pathway provided to the City sidewalk for anyone to access the development. Landscaping has also been provided at the front of the property directly next to the sidewalk.

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.

Each side of the development has been well thought out to provide visual interest and different massing with a variety of colours. North facing covered decks have been provided on the second storey to break up massing while at the same time providing weather protection to residents while they enjoy the private outdoor amenity space and creating more living space per unit.

#### Eyes on the Street

*Create active and safe shared spaces through orientation of primary building entrances, windows, porches/ balconies to the public realm, sidewalks and other shared open spaces.*

G28. Entries should be visible and clearly identifiable from the fronting public street.

The entrances to each townhouse unit are at ground level, with a driveway for vehicle access running along the north side of the property. A sidewalk has been provided from the City sidewalk on South Main Street to the entrance of the western most unit. The drive aisle allows provides vehicle and pedestrian access to every unit.

G29. Development should orient windows, porches, balconies and patios toward the public realm, allowing for casual overlook of parks, open spaces, and parking areas (see Figure 5-7).

Windows on all levels of the street facing units provide for visual overlook onto South Main Street and the public realm. All units have windows looking over the driveway and over the amenity yard areas on all sides of the buildings.

#### Landscape Architecture

##### Enhance the Urban Forest

Urban forests are recognized for the economic, social, and environmental benefits they provide. In addition to considerations for form & character, enhancement of Penticton's urban forest will support health and well-being for all.

##### G35. Tree planting

- Where space permits, landscaped areas, boulevards and setback areas adjacent to streets should be planted with trees with appropriate soil volumes to ensure longevity.
- All areas with planted trees must be irrigated
- All development fronting a public street shall plant a landscaped area fronting the public road with regularly spaced street trees no further than 10 metres apart, and at least 2.5 meters tall at the time of

planting.

- The planting of additional trees is strongly encouraged, particularly if existing trees cannot be preserved, in order to maintain and expand the urban forest canopy.

Nine new trees are proposed to be planted on the property along the east, south, and west sides of property lines. These trees and other proposed landscaping provide buffering between the public realm and adjacent properties.

#### **Utilities, Mechanical Services and Servicing**

*As essential components of the city's built infrastructure, these elements must be intentionally integrated in the overall design to mitigate impacts on form and character.*

G54/55. Mechanical/Utility cabinets and transformer pads (units) shall be located at the rear of the property, behind the building. Where this is unachievable, units may be located at the edge of the front yard and must be incorporated into landscaped areas and screened from the street.

An electrical transformer is placed in the front yard on the north west side of the development and will be wrapped with vinyl decorative wrap. The water meters are placed in the front yard on the west side of the property and will be incorporated into the design of the western building.

G58. Garbage/recycling areas and other similar structures should be located out of public view in areas that mitigate noise impacts and which do not conflict with pedestrian traffic.

Waste and recycling containers are proposed to be stored within the garage of each dwelling unit during non-collection days. They will be placed in the lane in front of the garage doors facing along the lane for pickup on collection days.

G59. Garbage and recycling bins should be contained within screened enclosures that are coordinated with the overall design.

The storage of the waste and recycling containers has been provided with each garage. This provides screening, and out of view from each dwelling unit, the street, sidewalk and neighbouring properties.

G60. Clear access to refuse/recycling areas must be provided.

Each unit will have its own waste and recycling containers, with collection available along the existing north lane.

#### **Fences**

*Notwithstanding the fencing regulations in the Zoning Bylaw, fencing design should provide a level of privacy to the development but not present an unfriendly solid wall to the public street.*

G63. All plans should show intended fencing.

Fencing is shown on the landscape plans. Fencing has been provided along the south property line, and between each unit's private amenity space. The fencing meets the Zoning Bylaw requirement, and is less than 1.2 m (4 ft) within the front yard setback, and is not greater than 1.8 m (6 ft) outside of the front yard setback.

**MF1.** All multifamily developments should incorporate community amenity spaces that provide opportunity for recreation and play and address the needs of all age groups likely to reside within the development.

Amenity space is provided with each unit having it's own private fenced yard and private covered deck on the second floor. In addition to the private amenity space there is a community amenity area at the east of the property with landscaping and a lawn suitable for play or relaxing.

**MF3.** Amenity spaces should incorporate vegetation for the purposes of active and passive recreation and/or visual interest, and incorporate safe play areas in interior courtyards.

The fenced private yards each have a landscaped section placed to maximize the usefulness of the yard as a play area for children or pets, or for outdoor enjoyment for all age groups. The lawn area at the east end of the property can be used for passive recreation and/or for visual interest, while also allowing for areas of play away from traffic on South Main Street.

**MF4.** Visitor parking should be:

- in public view,
- easily accessible near the main entry to the site, and
- clearly indicated by pavement markings and/or signs

Visitor parking is located in the centre of the property between the buildings and easily accessible to all units. The space will be clearly marked for visitors.

**MF5.** Electric vehicle charging stations should be provided in larger developments.

Each dwelling unit of the proposed development has been provided an electric vehicle charger in the garage space. This also complies with the EV charger requirements of the Zoning Bylaw.





## Development Permit

Permit Number: DP PL2024-9776

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 251 Similkameen Division Yale District Plan 6116 Except Plan M13062
  - Civic: 2564 South Main Street
  - PID: 010-195-921
3. This permit has been issued in accordance with Section 489 of the *Local Government Act*, to permit the construction of a two 3-unit townhouses (6 dwelling units total) as shown in the plans attached in Schedule 'A'.
4. In accordance with Section 502 of the *Local Government Act* a deposit or irrevocable letter of credit, in the amount of \$\_\_\_\_\_ must be deposited prior to beginning works authorized by this permit. The City may apply all or part of the above-noted security in accordance with Section 502 of the *Local Government Act*, to undertake works or other activities required to:
  - a. correct an unsafe condition that has resulted from a contravention of this permit,
  - b. satisfy the landscaping requirements of this permit as shown in Schedule 'A' or otherwise required by this permit, or
  - c. repair damage to the natural environment that has resulted from a contravention of this permit.
5. The holder of this permit shall be eligible for a refund of the security described under Condition 4 only if:
  - a. The permit has lapsed as described under Condition 8, or
  - b. A completion certificate has been issued by the Building Inspection Department and the Director of Development Services is satisfied that the conditions of this permit have been met.
6. Upon completion of the development authorized by this permit, an application for release of securities (Landscape Inspection & Refund Request) must be submitted to the Planning Department. Staff may carry out inspections of the development to ensure the conditions of this permit have been met. Inspection fees may be withheld from the security in accordance with the City of Penticton Fees and Charges Bylaw (as amended from time to time).

## General Conditions

7. 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'.
8. 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.
9. **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.**
10. 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.
11. 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 July, 2024.

Issued this \_\_\_\_ day of July, 2024.

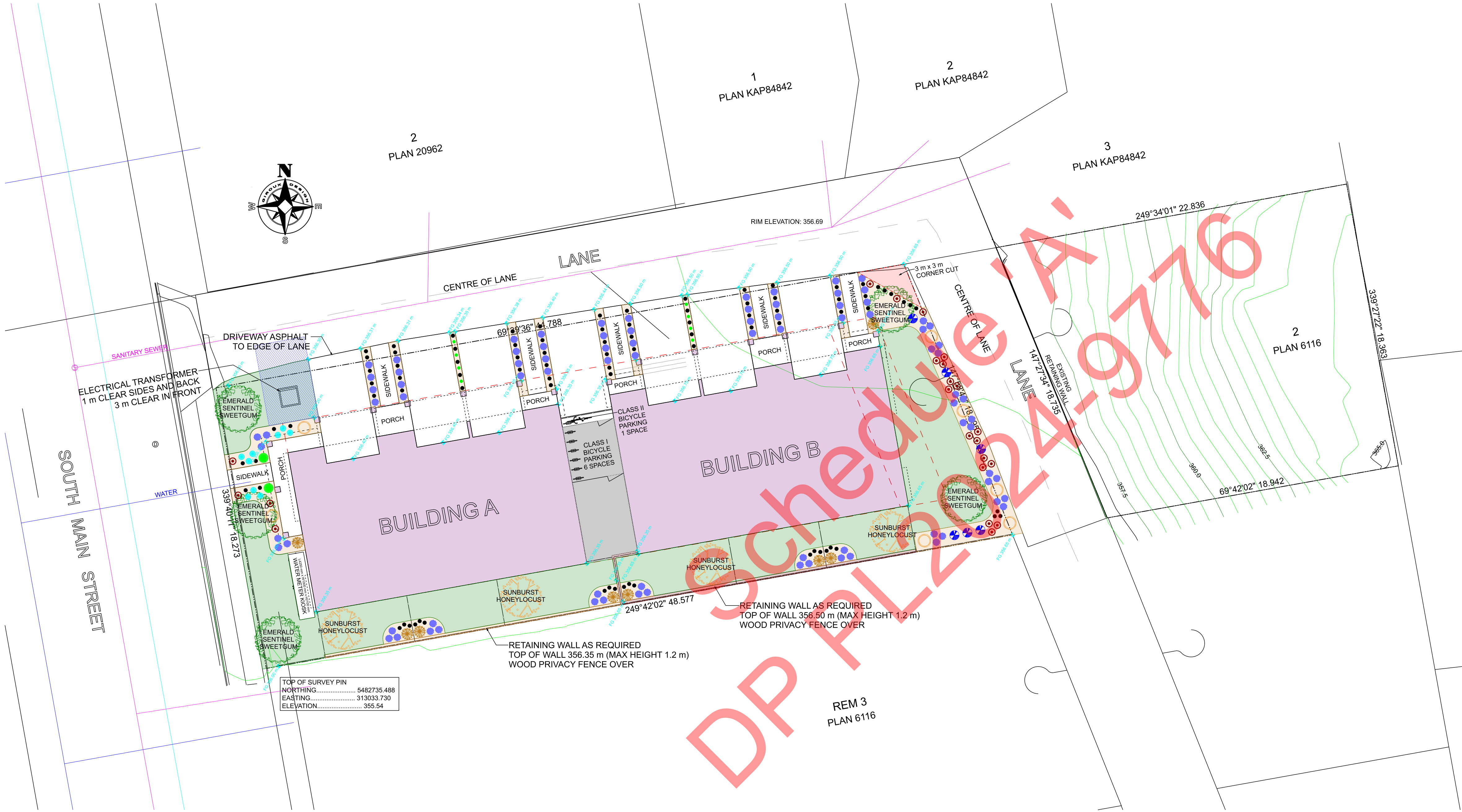
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Angela Collison  
Corporate Officer



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LANDSCAPE PLAN  
SCALE: 1:150

CIVIC ADDRESS: 2564 SOUTH MAIN ST., PENTICTON, BC  
PID: 010-195-921  
PLAN: KAP6116, LOT 2, D.L. 251, S.D.Y.D., PL 6116 EXCEPT PL M13062

LANDSCAPE SCHEDULE

PLANINGS:  
Black Mondo Grass (Ophiopogon planiscapus 'Nigrescens') 87 qty.  
Blue Cushion Lavender (Lavandula angustifolia 'Blue Cushion') 85 qty.  
Blue Sedge (Carex flacca) 6 qty.  
Bulbous Oat Grass (Arrhenatherum bulbosum 'Variegatum') 22 qty.  
Dwarf Mondo Grass (Ophiopogon japonicus 'Nanus') 8 qty.  
Elijah Blue Fescue (Festuca glauca 'Elijah Blue') 9 qty.  
Hardy Pampas (Erianthus ravennae) 7 qty.  
Japanese Forest Grass (Hakonechloa maera 'Fubuki') 2 qty.  
Karl Foerster's Grass (Calamagrostis x acutiflora Karl Foerster) 8 qty.

TREES:  
Emerald Sentinel Sweetgum (Liquidambar styraciflua 'Clydesform') 5 qty.  
Sunburst Honeylocust (Gleditsia triacanthos 'Sunburst') 4 qty.

GARBAGE DISPOSAL:  
Garbage Container 6 qty.  
Recycling Container 6 qty.  
Yard Waste Bin 2 qty.

GROUND COVER/HARD SURFACES:  
Property Area (13,313 sq.ft.)  
Asphalt (1704 sq.ft.)  
Grass (2164 sq.ft.)  
Planting Beds-Bark Mulch (977 sq.ft.)  
River Rock-2" Rainbow (315 sq.ft.)  
Landscape Fabric (1292 sq.ft.)  
Sidewalks/Patios (304 sq.ft.)

FENCING:  
4' High Wood Fence (12 lin.ft.)  
6' High 'Good Neighbour' Privacy Fence (225 lin.ft.)

LANDSCAPE NOTES:

SHRUBS SHALL BE A MIN OF NO.2 POT SHRUBS

ALL TREES ARE TO BE A MINIMUM CALIPER OF 60mm WITH A CLEAR STEM HEIGHT OF 1.5 m

NO TREES, FENCES OR STRUCTURES WITHIN ROAD DEDICATION

NO RETAINING WALLS OVER 1.2 m IN HEIGHT ARE PERMITTED WITHIN ANY SETBACK AREA

LANDSCAPED AREAS TO BE EQUIPPED WITH UNDERGROUND IRRIGATION SYSTEM COMPLETE WITH MOISTURE SENSORS & TIMERS.

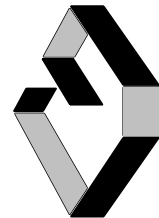
LANDSCAPING AND IRRIGATION TO EXTEND TO EDGE OF CITY SIDEWALKS, CURBS, ASPHALT. (INCLUSIVE OF LANDSCAPING ON CITY BOULEVARD)

DRIVEWAY ASPHALT TO EXTEND TO STREET AND LANE ASPHALT.

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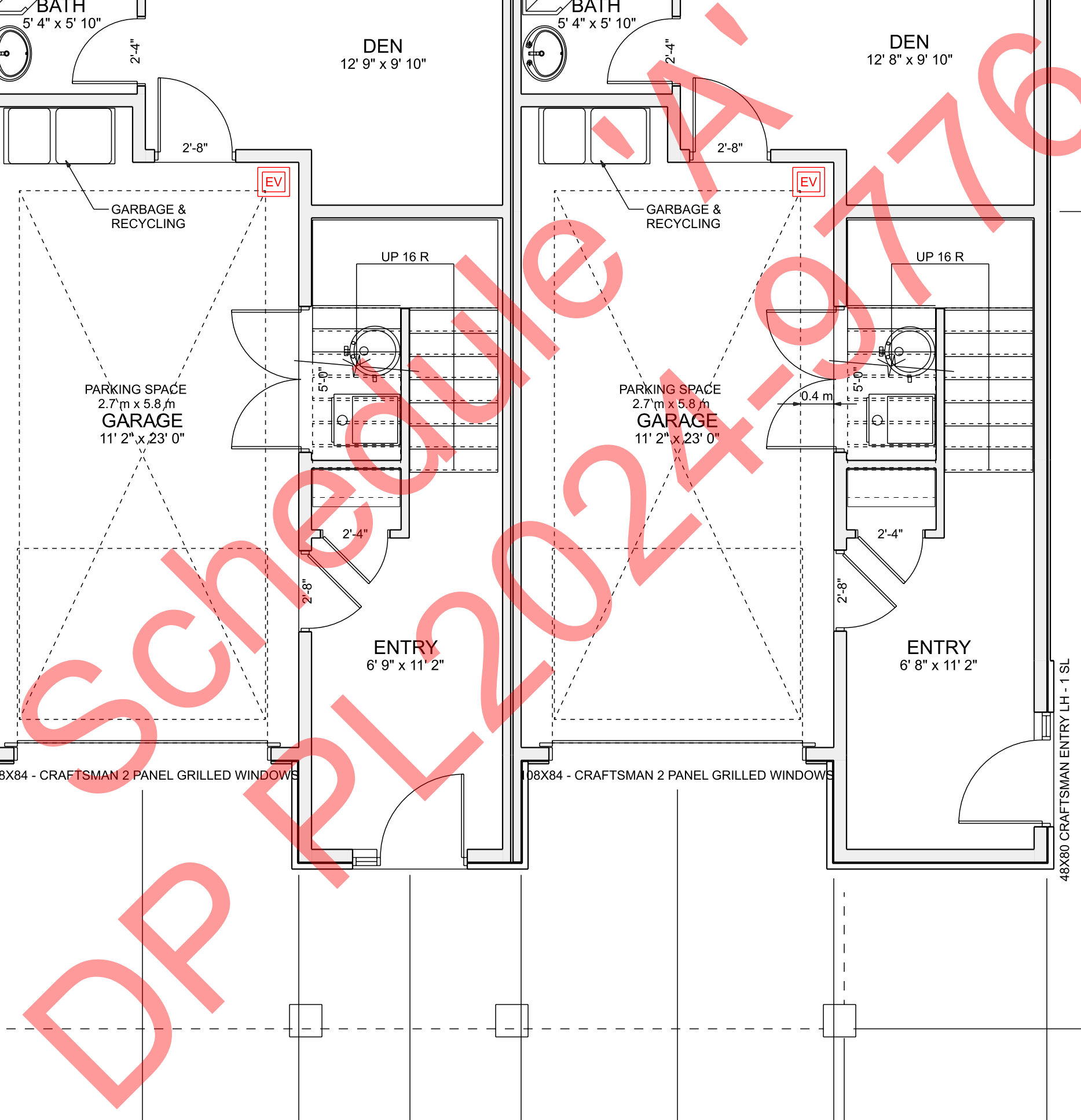


PLAN NO.  
WP-5735  
SLAB  
SHEET NO.  
A2

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Landscape Plan





SCALE: 1/4" = 1'-0"  
TOTAL LOWER FLOOR LIVING AREA: 968 sq ft.  
TOTAL GARAGE & MECHANICAL AREA: 869 sq ft.

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**PLAN NO.**  
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**SLAB**  
**SHEET NO.**  
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# Building A-Lower Floor Plan





# Building A-Upper Floor Plan

PLAN NO.  
**WP-5735**

SLAB

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SHEET NO.  
**A5**

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PENTICTON BC

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|----------------|------------------|
| DESIGN BY: AJG | DATE: 2024-05-06 |
| DRAWN BY: AJG  | REVISED          |

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BUILDING A-NORTH ELEVATION  
SCALE: 1/4" = 1'-0"



BUILDING A-WEST ELEVATION  
SCALE: 1/4" = 1'-0"

# Building A-Exterior Elevations (West & North)

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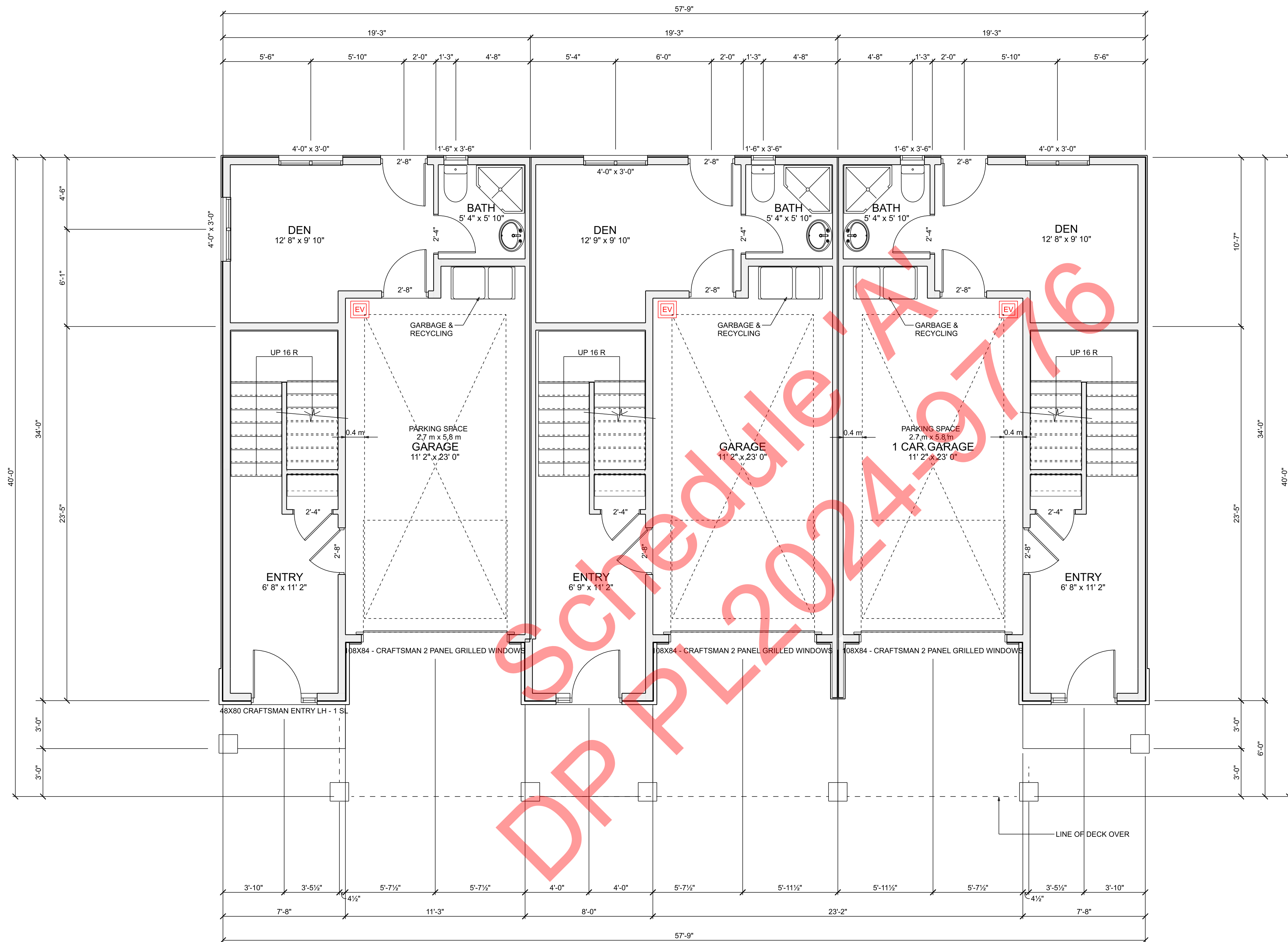
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PLAN NO.  
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SLAB  
SHEET NO.  
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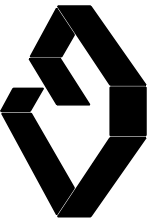




LOWER FLOOR PLAN  
SCALE: 1/4" = 1'-0"  
TOTAL LOWER FLOOR LIVING AREA: 949 sq ft.  
TOTAL GARAGE & MECHANICAL AREA: 886 sq ft.

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Building B-Lower Floor Plan



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PLAN NO.  
**WP-5735**

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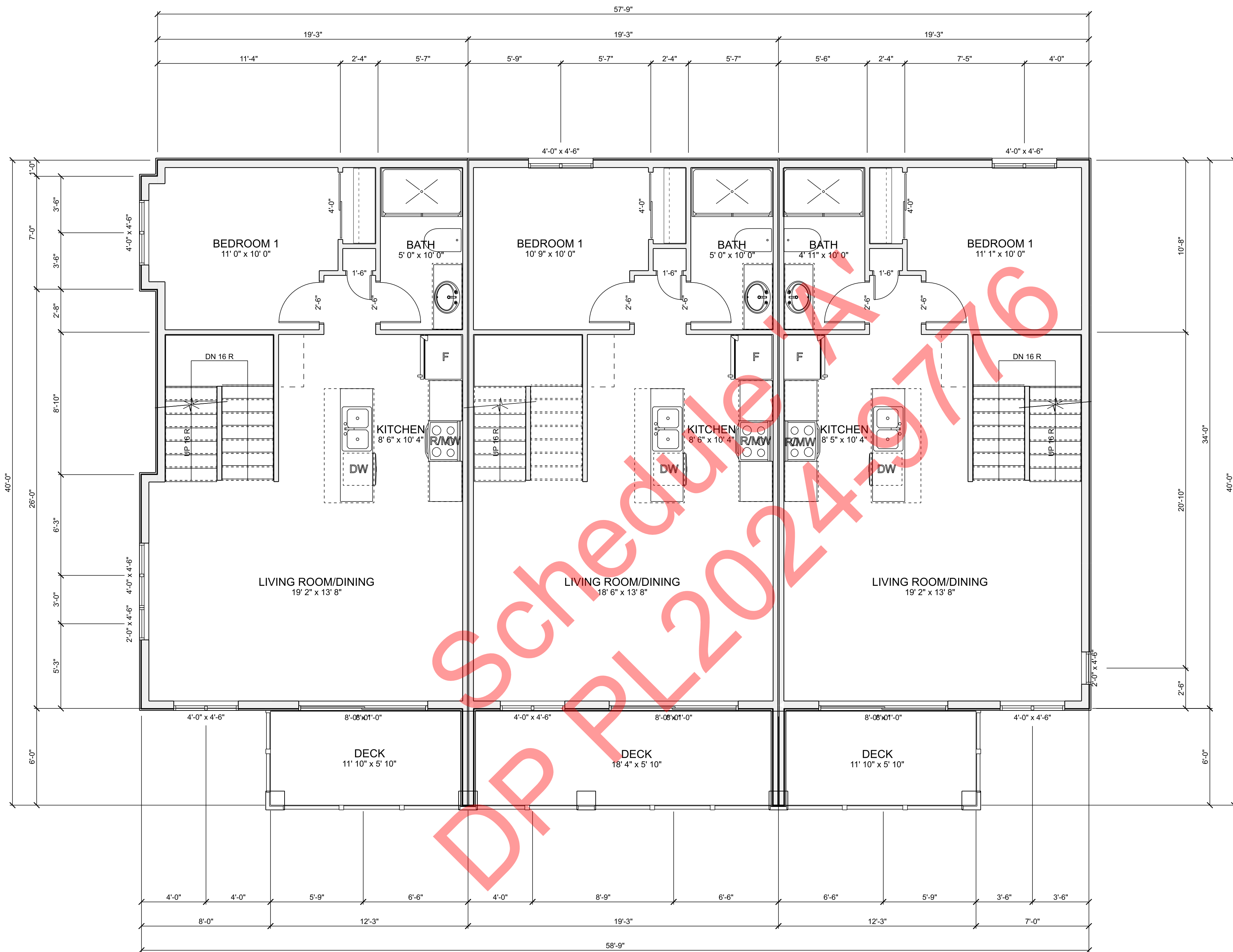
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DRAWN BY: AJG

DATE: 2024-05-06  
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MAIN FLOOR PLAN  
SCALE: 1/4" = 1'-0"  
TOTAL MAIN FLOOR LIVING AREA: 1784 sq ft.  
DECK AREA: 262 sq ft.

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Building B-Main Floor Plan



PLAN NO.  
WP-5735

SHEET NO.  
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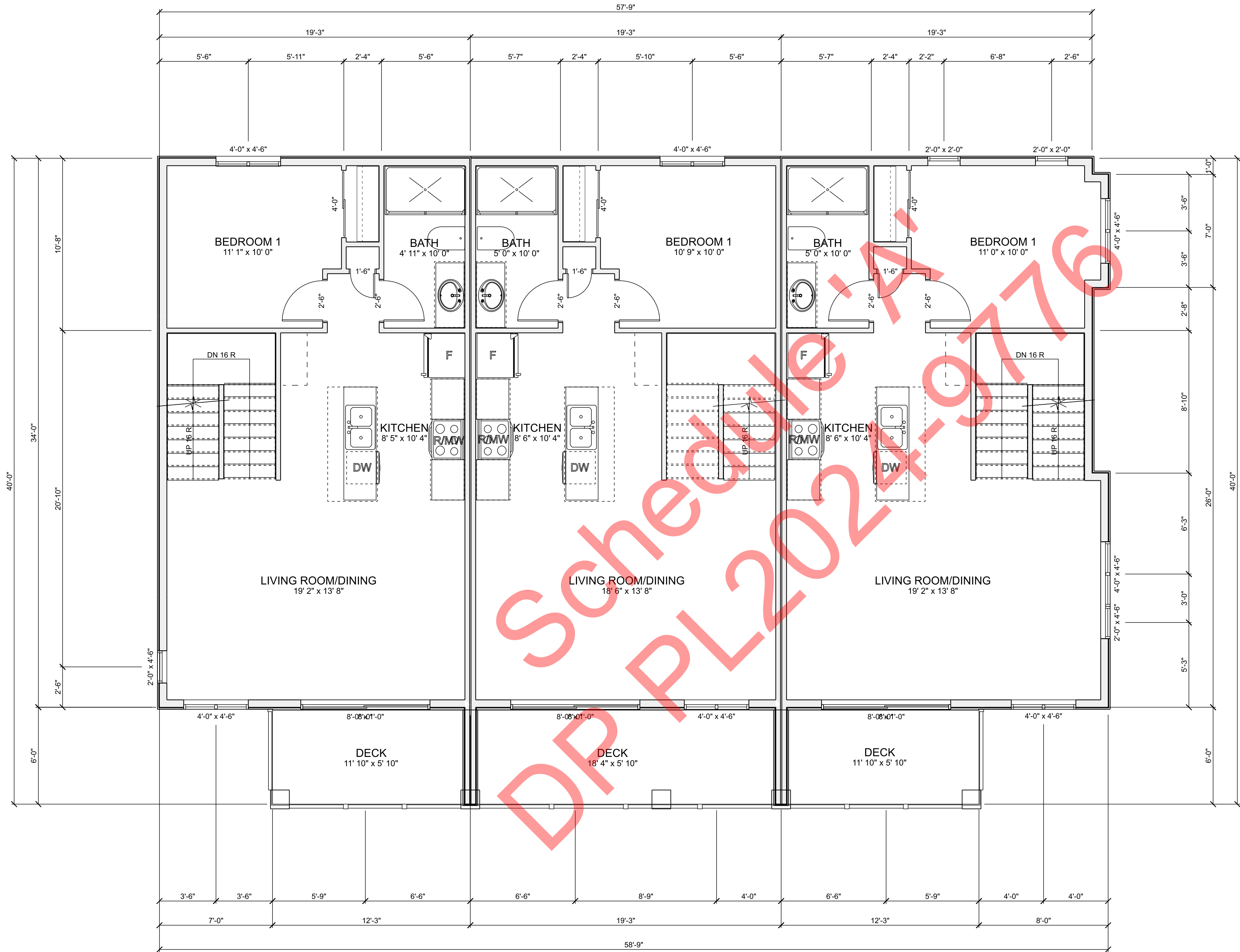
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DATE: 2024-05-06  
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MAIN FLOOR PLAN  
SCALE: 1/4" = 1'-0"  
TOTAL MAIN FLOOR LIVING AREA: 1783 sq ft.  
DECK AREA: 262 sq ft.

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Building A-Main Floor Plan

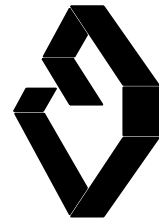
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PLAN NO.  
WP-5735

SLAB

SHEET NO.  
A4





# Building B-Upper Floor Plan

PLAN NO.  
**WP-5735**  
SLAB  
SHEET NO.  
**A10**

|                                                                                     |  |                |                  |
|-------------------------------------------------------------------------------------|--|----------------|------------------|
| CONSTROKING HOLDINGS INC.<br>GUNPREET SINGH<br>2564 SOUTH MAIN ST.<br>PENTICTON, BC |  | DESIGN BY: AJG | DATE: 2024-05-06 |
|-------------------------------------------------------------------------------------|--|----------------|------------------|

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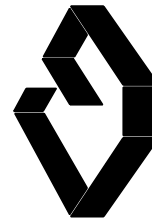
BUILDING B-NORTH ELEVATION  
SCALE: 1/4" = 1'-0"



BUILDING B-WEST ELEVATION  
SCALE: 1/4" = 1'-0"

## Building B-Exterior Elevations (West & North)

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web: [www.girouxdesigngroup.com](http://www.girouxdesigngroup.com)

PLAN NO.  
**WP-5735**

SHEET NO.  
**A11**

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CONSTRUCTING HOLDINGS INC.  
GUNPREET SINGH  
2564 SOUTH MAIN ST.  
PENTICTON, BC

DESIGN BY: AJG  
DRAWN BY: AJG

DATE: 2024-05-06  
REVISED:

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WEST ELEVATION  
SCALE: 3/16" = 1'-0"



EAST ELEVATION  
SCALE: 3/16" = 1'-0"



NORTH ELEVATION  
SCALE: 3/16" = 1'-0"



SOUTH ELEVATION  
SCALE: 3/16" = 1'-0"



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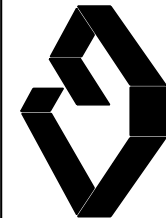
Colour Elevations

CONSTRUCTING HOLDINGS INC.  
GUNPREET SINGH  
2564 SOUTH MAIN ST.  
PENTICTON, BC

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PLAN NO.  
**WP-5735**  
SLAB  
SHEET NO.  
**A13**

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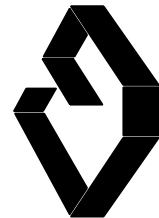
Renderings

|                                                                                     |                  |
|-------------------------------------------------------------------------------------|------------------|
| CONSTRCKING HOLDINGS INC.<br>GUNPREET SINGH<br>2564 SOUTH MAIN ST.<br>PENTICTON, BC |                  |
| DESIGN BY: AJG                                                                      | DATE: 2024-05-06 |
| DRAWN BY: AJG                                                                       | REVISED:         |

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|                            |
|----------------------------|
| PLAN NO.<br><b>WP-5735</b> |
| SHEET NO.<br><b>A14</b>    |

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## Development Variance Permit

Permit Number: DVP PL2024-9775

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 251 Similkameen Division Yale District Plan 6116 Except Plan M13062
  - Civic: 2564 South Main Street
  - PID: 010-195-921
3. This permit has been issued in accordance with Section 498 of the *Local Government Act*, to vary the following sections of Zoning Bylaw 2024-22 to allow for the construction of two 3-unit townhouses (6 dwelling units total) as shown in the plans attached in Schedule 'A':
  - a. Section 10.4.2.9 – Rear Yard Setback reduction from 6.0m to 3.0m.

### 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 July, 2024.

Issued this \_\_\_\_ day of July, 2024.

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Angela Collison  
Corporate Officer

DRAFT











Corporate Officer: \_\_\_\_\_