



Public Hearing No. 3

penticton.ca

Public Hearing

to be held at the City of Penticton, Council Chambers
171 Main Street, Penticton, B.C.

To view the Council Meeting, visit www.penticton.ca

Tuesday, July 19, 2022
at 6:00 p.m.

1. Mayor Calls Public Hearing to Order for **“Zoning Amendment Bylaw No. 2022-37”** 1-35
 - CO Reads Opening Statement and Introduction of Bylaw
“Zoning Amendment Bylaw No. 2022-37”
Purpose: To amend Zoning Bylaw No. 2021-01 as follows:

Rezone Lot 1 District Lot 250 Similkameen Division Yale District Plan 37914, located at 924 Fairview Road, from RD1 (Duplex Housing) to RM2 (Low Density Multiple Housing).

The applicant is proposing to construct a 7-unit, three-storey townhouse development consisting of one fourplex and one triplex. Access will be from a new internal driveway and each unit will have its own garage and rear yard.

Notice: Pursuant to the *Local Government Act* the Public Hearing was advertised on Friday, July 8, 2022 and Wednesday, July 13, 2022 in an online news source and the newspaper.
 - CO Two letters have been received regarding the Zoning Amendment Bylaw (as of noon Wednesday, July 13, 2022).
 - Mayor Requests Development Services staff describe the proposed bylaw
 - Mayor Invitation to applicant for comment or elaboration on the application
 - Mayor Invitation to electronic and in person participants to present their views
 - Mayor Invites Council members to ask questions
 - Mayor Invites applicants to respond to questions and participants may provide new additional information
- PUBLIC HEARING for “Zoning Amendment Bylaw No. 2022-37” is terminated and no new information can be received on this matter.

Regular Council Meeting
held at the City of Penticton Council Chambers
171 Main Street, Penticton, B.C.

Tuesday, July 5, 2022
at 1:00 p.m.

Resolutions

- 8.11 Zoning Amendment Bylaw No. 2022-37
Development Variance Permit PL2022-9303
Development Permit PL2022-9302
Re: 924 Fairview Road

251/2022

It was MOVED and SECONDED

THAT Council give first reading to "Zoning Amendment Bylaw No. 2022-37", a bylaw to rezone Lot 1 District Lot 250 Similkameen Division Yale District Plan 37914, located at 924 Fairview Road, from RD1 (Duplex Housing) to RM2 (Low Density Multiple Housing);
AND THAT Council forward "Zoning Amendment Bylaw No. 2022-37" to the July 19, 2022 Public Hearing;
AND THAT Council, prior to adoption of "Zoning Amendment Bylaw No. 2022-37", require a 0.8m road dedication along the frontage of the subject property be registered with the Land Title Office;
AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2022-37", consider "Development Variance Permit PL2022-9303", a permit to vary Section 10.9.2.9 of Zoning Bylaw 2021-01, to reduce the required rear yard setback from 6.0m to 5.4m;
AND THAT Council, subject to approval of "Development Variance Permit PL2022-9303", approve "Development Permit PL2022-9302", a permit to approve the form and character of a 7-unit townhouse development.

CARRIED UNANIMOUSLY



Council Report

penticton.ca

Date: July 5, 2022
To: Donny van Dyk, Chief Administrative Officer
From: Steven Collyer, Planner II
Address: 924 Fairview Road

File No: RMS/924 Fairview Rd

**Subject: Zoning Amendment Bylaw No. 2022-37
Development Variance Permit PL2022-9303
Development Permit PL2022-9302**

Staff Recommendation

THAT Council give first reading to "Zoning Amendment Bylaw No. 2022-37", a bylaw to rezone Lot 1 District Lot 250 Similkameen Division Yale District Plan 37914, located at 924 Fairview Road, from RD1 (Duplex Housing) to RM2 (Low Density Multiple Housing);

AND THAT Council forward "Zoning Amendment Bylaw No. 2022-37" to the July 19, 2022 Public Hearing;

AND THAT Council, prior to adoption of "Zoning Amendment Bylaw No. 2022-37", require a 0.8m road dedication along the frontage of the subject property be registered with the Land Title Office;

AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2022-37", consider "Development Variance Permit PL2022-9303", a permit to vary Section 10.9.2.9 of Zoning Bylaw 2021-01, to reduce the required rear yard setback from 6.0m to 5.4m;

AND THAT Council, subject to approval of "Development Variance Permit PL2022-9303", approve "Development Permit PL2022-9302", a permit to approve the form and character of a 7-unit townhouse 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 7-unit townhouse development on the subject property (Figure 1). The proposal consists of one fourplex and one triplex, accessed from a new internal driveway. Each unit has its own garage and rear yard. The buildings are three storeys in height.

To facilitate the proposed development, the applicant is requesting that the property be rezoned from RD1 (Duplex Housing) to RM2 (Low Density Multiple Housing) to allow the multifamily use. A development variance permit application has been submitted to request that the required rear yard setback be reduced from 6.0m to 5.4m. The applicant has also submitted a development permit application for approval of the form and character of the proposed townhouse development. All three applications are being presented to Council concurrently for consideration.



Figure 1 - Rendering of proposed development

Background

The subject property is located on the east side of Fairview Road, south of Martin Street (Figure 2). The property contains a single detached dwelling, which is proposed to be demolished. Apartment buildings are located on neighbouring properties to the north and south, with other apartments and townhomes located in the surrounding area. The Lake-to-Lake bike route runs in front of the subject property, with an access to the property in the location of the current and proposed driveway. The property is within walking distance of the downtown, Penticton Public Library, KVR Middle School and Penticton Secondary School.

Climate Impact

The Community Climate Action Plan (CCAP) was adopted by Council in 2021 and outlines various areas of focus to make progress towards the City’s climate change mitigation and adaptation goals. The new buildings will be required to meet Step 3 of the Energy Step Code. The building permit plans will be reviewed once that application is made to ensure the new buildings comply with Step 3 requirements. In addition, the property is located along the Lake-to-Lake bike route and adding additional homes along the route help support active transportation as an alternative to driving. Each unit has a garage for secure bicycle storage and a bike rack is proposed on the property for visitors.



Figure 2 - Property location map

Technical Review

This proposed development was reviewed by the Technical Planning Committee, a group of internal staff who review development applications. The committee identified a 0.8m road dedication along the Fairview Road frontage and recommend that the dedication occur through the rezoning process, in order to achieve the desired road right-of-way width. The applicant is aware of this recommendation and has designed their development accordingly. Other updates to the plans were completed to address the staff review comments. Future requirements related to the building permit stage have been provided to the applicant, in the effort to expedite that future approvals process, should Council ultimately approve the planning applications.

Development Statistics

The following table outlines how the proposed development meets the applicable Zoning Bylaw regulations:

	RM2 Zone Requirement	Provided on Plans
Minimum Lot Width*:	18 m	19.6 m
Minimum Lot Area*:	540 m ²	1,142 m ²
Maximum Lot Coverage:	40%	37%
Maximum Density:	0.8 Floor Area Ratio (FAR)	0.75 FAR
Vehicle Parking:	1 parking space per dwelling unit 0.25 visitor parking spaces per dwelling unit Total: 8 parking spaces required	7 parking spaces in unit garages 2 visitor parking spaces Total: 9 parking spaces provided
Bicycle Parking:	Class I: 0.5 spaces per dwelling unit Class II: 0.1 spaces per dwelling unit	Class I: each unit has a garage** Class II: 1 bicycle rack provided
Required Setbacks		
Front Yard (Fairview Rd):	3.0 m	3.0 m
Side Yard (north):	3.0 m	3.0 m
Side Yard (south):	3.0 m	7.1 m
Rear Yard (east):	6.0 m	5.4m – Variance Requested
Maximum Building Height	12 m	10 m
Other Information:	*Lot width and lot area are only applicable at the time of subdivision. ** Section 6.4.3.5 allows unit garages to count as secure bicycle parking when each unit has access to its own garage space.	

Analysis

Rezoning

The OCP designation for the property is 'Urban Residential'. This land use designation supports townhouses, stacked townhouses, low-rise and mid-rise apartment buildings (Figure 3). The proposed 7-unit townhouse development is a consistent use with the Urban Residential designation.

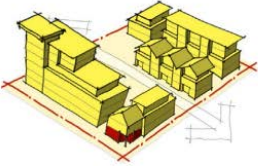
Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
 <p>Urban Residential</p>	Higher-density 3-6 storey apartment neighbourhoods in higher-amenity areas where building construction is primarily wood frame.	<ul style="list-style-type: none"> Townhouses and stacked townhouses Low-rise and mid-rise apartment/condo buildings 	<ul style="list-style-type: none"> Residential Limited Retail/Service 	<ul style="list-style-type: none"> Heights up to 6 storeys 	<ul style="list-style-type: none"> RM3
<p>Site-Specific Urban Residential Policy Statement: 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.</p>					

Figure 3 - Excerpt from Land Use Designations table (OCP)

Staff consider that the proposed rezoning to the RM2 zone will allow for development that conforms to the following OCP Policies:

- Policy 4.1.1.1 Focus new residential development in or adjacent to existing developed areas.
- The property is located in an existing developed area with municipal services.
- Policy 4.1.1.4 Ensure all new developments fully cover the cost of the required infrastructure and services they require, including roads, water, sewer, storm water, and provision of parks, schools, and emergency services.
- The developer is responsible to cover development costs including any required infrastructure upgrades. The City covers the surveying and registration costs of the road dedication. The developer will pay DCC's at the building permit stage to help account for the increased demand on municipal infrastructure.
- Policy 4.1.3.1 Encourage more intensive "infill" residential development in areas close to the Downtown, to employment, services and shopping, through zoning amendments for housing types compatible with existing neighbourhood character, with form and character guided by Development Permit Area Guidelines.
- There are other multifamily developments located along Fairview Road. The property is located along an urban collector road with a bike route, bus route, and is close to schools and commercial areas. The plans meet the applicable Development Permit Area Guidelines in the OCP.
- Policy 4.1.3.4 Encourage developments that include one-bedroom and two-bedroom units in suitable neighbourhoods to enable people to downsize as they age and to provide entry-level housing for those people entering the housing market. At the same time, provide 3-bedroom units, or larger, to accommodate families.
- All 7 units are proposed to have 3-bedrooms and 2 full bathrooms. This provides an accommodation option for families.
- 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.
- The Lake-to-Lake bike route runs in front of the subject property and about 80m from a bus stop. The property is within walking distance of the downtown, shops, services, Penticton Public Library, KVR Middle School and Penticton Secondary School

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.

- The applicant has submitted a Development Permit application in conjunction with the rezoning request for Council’s consideration. Attachments ‘E’ and ‘F’ show how the proposed development meets the applicable OCP design guidelines.

Staff consider that the application proposes an appropriately scaled development in an area of the community that has been identified for increased density within the OCP. Given that there is adequate policy through the OCP to support the development, staff recommend that Council give first reading to “Zoning Amendment Bylaw No. 2022-37” and forward the bylaw to the July 19, 2022 Public Hearing.

Development Variance Permit

When considering a variance to a City bylaw, staff encourages Council to consider whether approval of the variance would cause a negative impact neighbouring property and if the variance request is reasonable. Staff have reviewed each of the requested variances and are recommending support for the following reasons:

1. Section 10.9.2.9: To reduce the minimum rear yard setback from 6.0m to 5.4m.
 - a. The City is recommending a 0.8m road dedication along the frontage of the property, which will move the front property line once the dedication occurs,
 - b. In order to meet the required front yard setback the applicant has shifted the buildings back on the property and is requesting that the rear building be 0.6m (2ft) closer to the rear lot line,
 - c. The adjacent property to the rear is a duplex, which has its driveway along the shared lot line (Figure 2),
 - d. A landscaped area and a visitor parking space are proposed adjacent to the rear lot line which helps to provide a buffer between the properties (Figure 4),
 - e. Only the southeast corner of the building will be at 5.4m from the rear property line, due to the angle of the property line. The other corner of the building is 6.4m from the rear property line,
 - f. Given the proposed site layout, the reduced rear yard setback is not anticipated to negatively impact the rear neighbour.

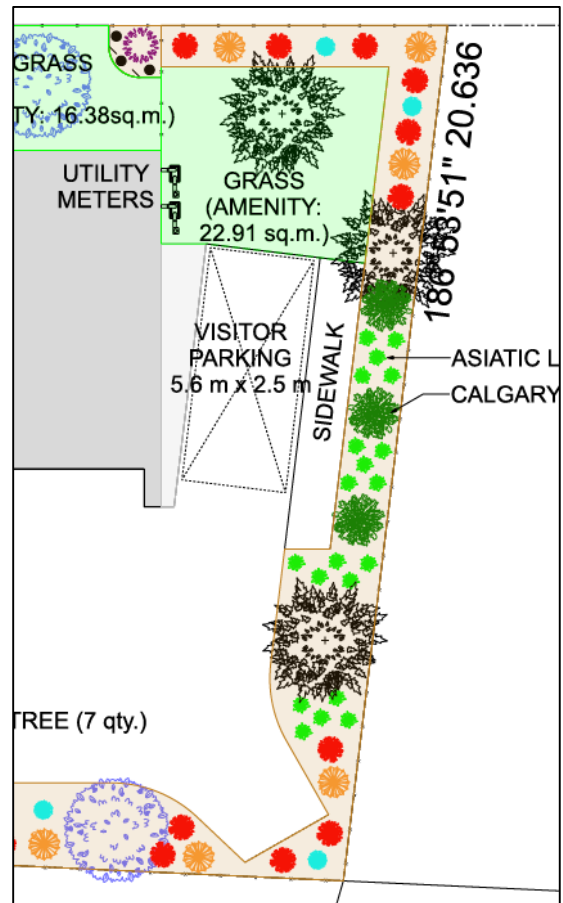


Figure 4 - Rear yard setback

Given the reasons above, staff support the development variance permit application. Staff recommend that Council approve “Development Variance Permit PL2022-9303” and direct staff to issue the permit.

Development Permit

The proposed development is included in the Multifamily Residential Development Permit Area, which is established in the OCP to enhance neighbourhoods and create sensitive transitions in scale and density of new multifamily developments by addressing issues such as privacy, landscape retention, and neighbourliness. The applicant has provided a letter of intent and development permit analysis with their submission (Attachments 'D' and 'E'). Staff have also completed a development permit analysis (Attachment 'F') that shows how the development conforms to the applicable design guidelines.

The OCP allows for minor variances through a development permit, rather than a standalone development variance permit application. The applicant is proposing a reduced landscape buffer width along the south property line (Figure 5). Section 5.1.4 of the Official Community Plan allows variances to landscape buffers in cases where "the proposed building locations make establishment of a buffer difficult or impossible or where the trees will not thrive... in cases where the buffer is reduced, compensatory planting elsewhere on site or in the adjacent public realm is required." In this instance, the south landscape buffer is reduced in width on these plans from 3m to 1m at its narrowest point, as a result of the driveway providing access into each unit garage. The north landscape buffer remains at the 3m required width. Staff are supporting the variance through the development permit because the landscape plan shows that the required number of trees and shrubs will be planted along the reduced buffer, at the ratios required by the Zoning Bylaw: 1 tree per 10m and 1 shrub per 1m. As a result, no additional plantings elsewhere on site or in the public realm are required. This reduced landscape buffer allows vehicle access into the units and maintains shrubs and trees along this side of the property adjacent to the neighbouring apartment building.

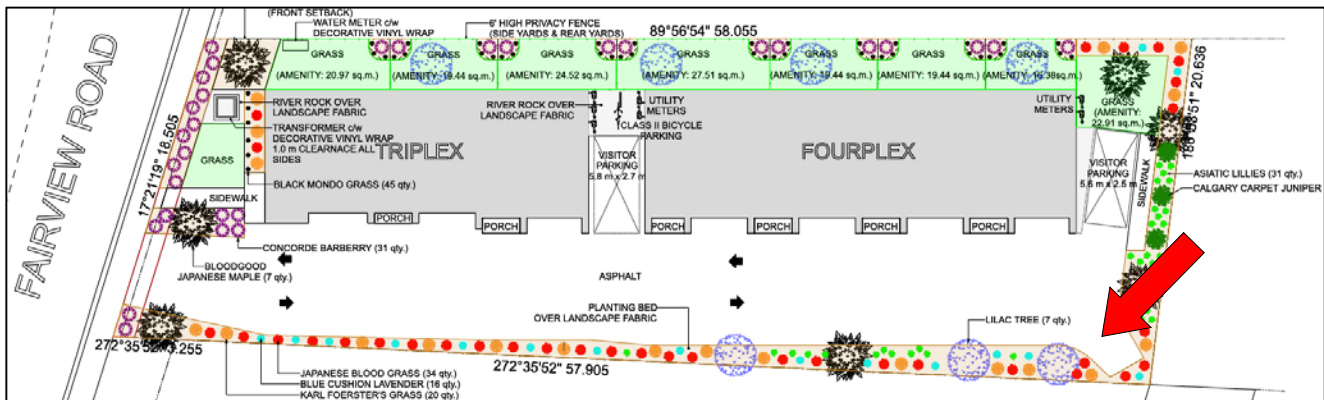


Figure 5 - Landscape plan showing reduced southern landscape buffer (red arrow)

Staff consider that the proposed development has been designed with the OCP policies and design guidelines in mind and with due consideration to neighbourhood fit and buffering impacts on neighbouring property owners. As such, staff recommend that Council consider approving the Development Permit, subject to the adoption of the related Zoning Amendment Bylaw and Development Variance Permit.

Alternate Recommendations

Council may consider the rezoning request and proposed development are not suitable for this property. If this is the case, Council should deny the application. Staff are recommending against this option, as the proposed rezoning achieves the multifamily vision for this property as set out in the OCP.

1. THAT Council deny first reading of "Zoning Amendment Bylaw No. 2022-37".

Attachments

- Attachment A – Zoning Map
- Attachment B – Official Community Plan Map
- Attachment C – Photos of Property
- Attachment D – Letter of Intent
- Attachment E – Development Permit Analysis (applicant)
- Attachment F – Development Permit Analysis (staff)
- Attachment G – Draft Development Variance Permit PL2022-9303
- Attachment H – Draft Development Permit PL2022-9302
- Attachment I – Zoning Amendment Bylaw No. 2022-37

Respectfully submitted,

Steven Collyer, RPP, MCIP
Planner II

Concurrence

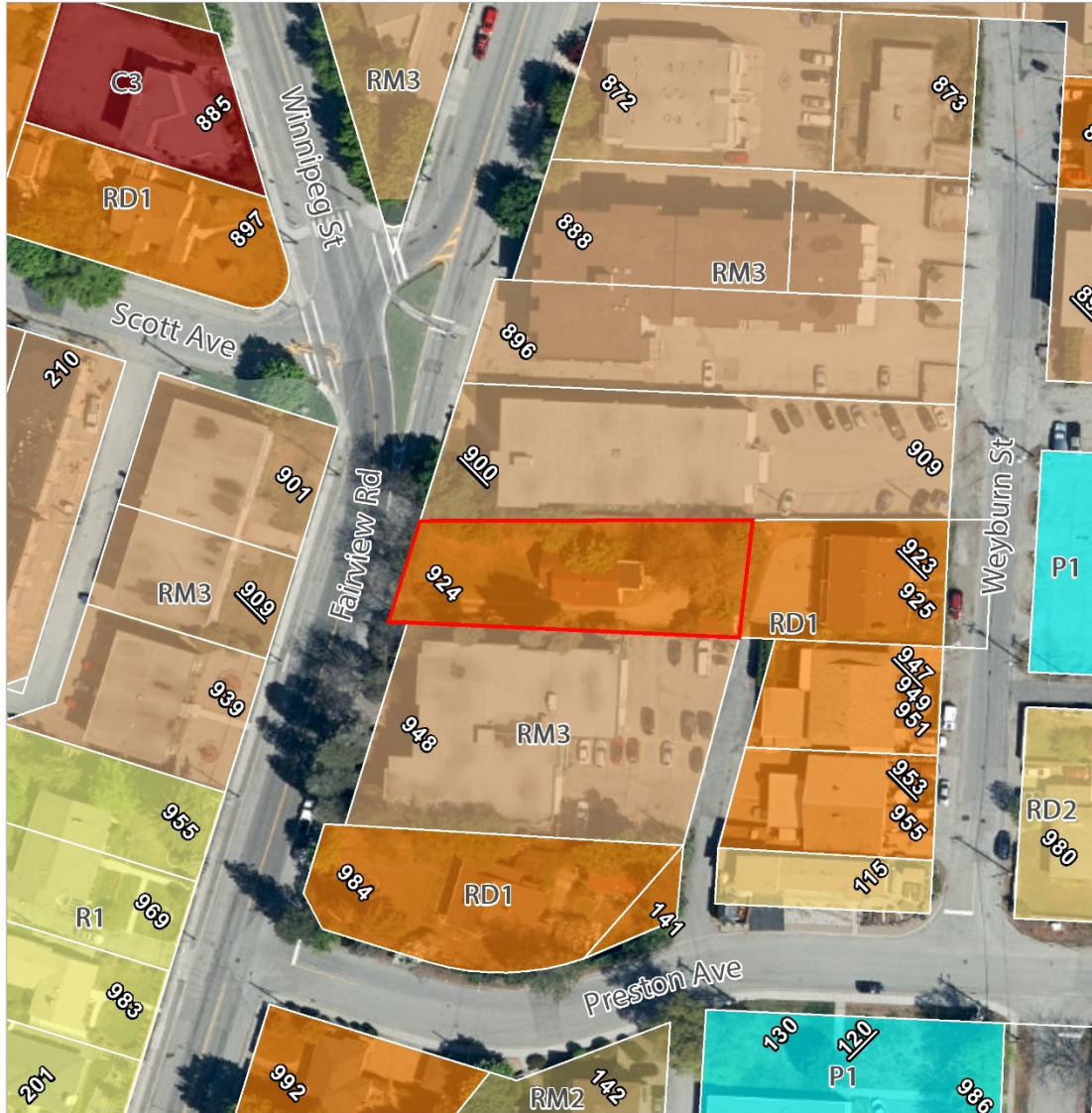
Director of Development Services <i>BL</i>	Chief Administrative Officer DyD
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Attachment A – Zoning Map



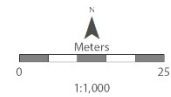
924 Fairview Road

Zoning Map



Legend

- | | | | |
|---|-----------------------------------|---|--|
|  | Subject Parcel |  | RM2 - Low Density Multiple Housing |
|  | R1 - Large Lot Residential |  | RM3 - Medium Density Multiple Housing |
|  | RD1 - Duplex Housing |  | C3 - Mixed Use Commercial |
|  | RD2 - Duplex Housing: Lane |  | P1 - Public Assembly |



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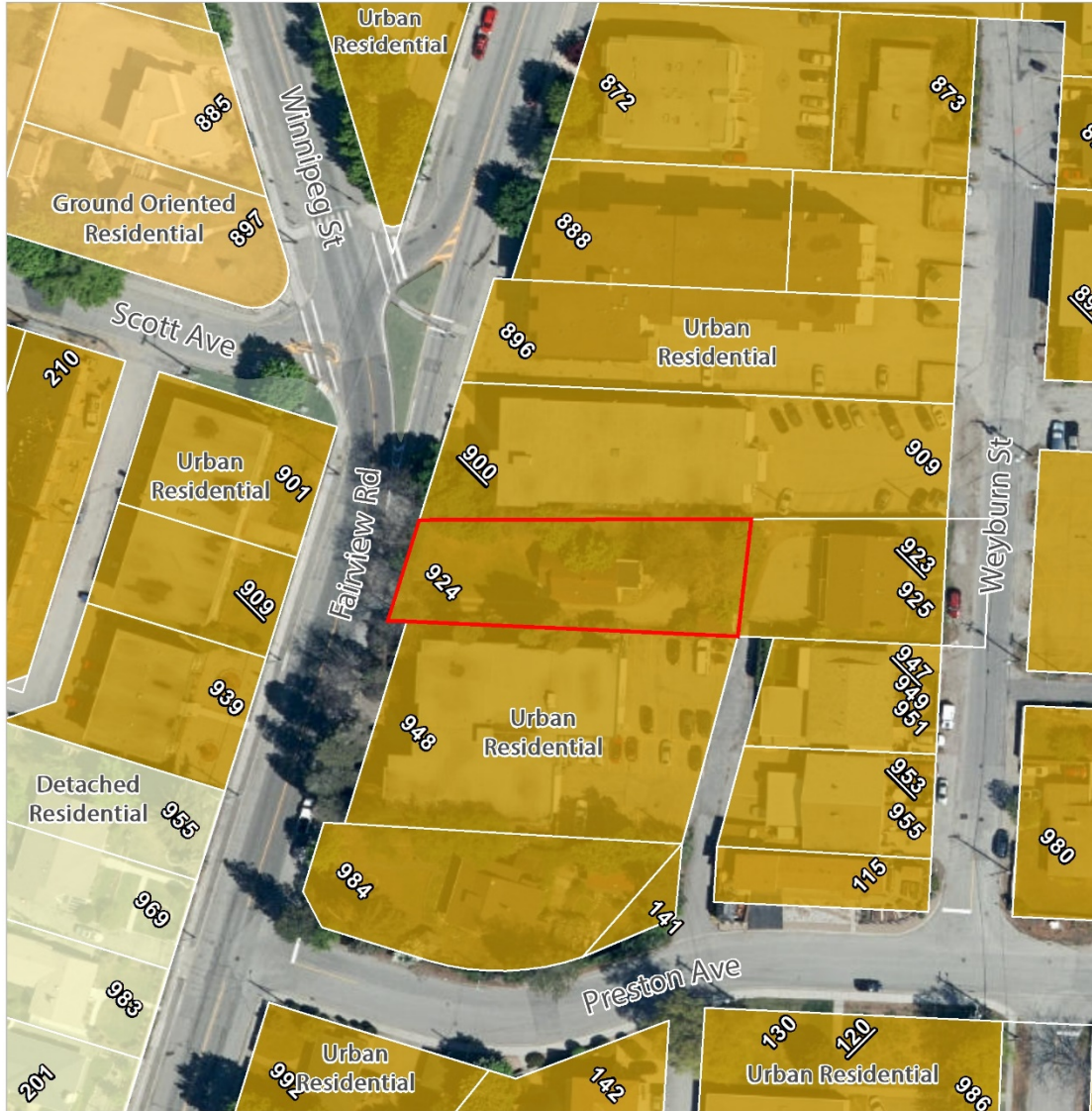
March 22, 2022 10:49:08 AM

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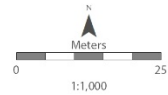
924 Fairview Road

Official Community Plan Map



Legend

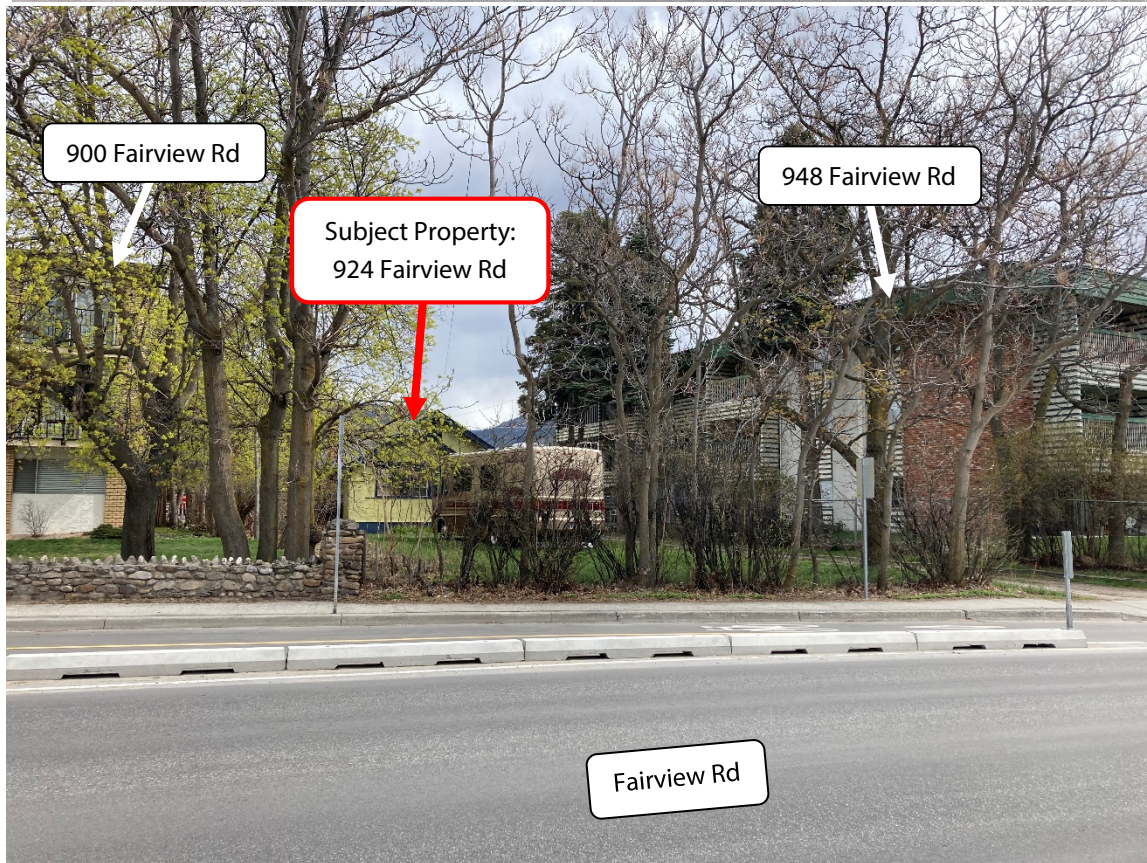
- Subject Parcel
- Detached Residential
- Ground Oriented Residential
- Urban Residential



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March 22, 2022 10:49:55 AM

Attachment C – Photos of Property



Attachment D - Letter of Intent



GIROUX DESIGN GROUP
QUALITY HOME & BUILDING DESIGN SINCE 1950

April 12, 2022

Giroux Design Group Inc.
23216 Garnett Valley Rd.
Summerland BC, V0H 1Z3

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

Re: 924 Fairview Road Rezoning & Development Permit Application

To City of Penticton Planning Department,

This letter is regarding the proposed rezoning and development of the property located at 924 Fairview Road. The property is currently zoned RD1.

The proposal is to rezone the property to RM2 (Medium-density residential areas with multi-family developments) and build two multi-unit townhouses. One triplex and one fourplex will be constructed on the property for a total of seven units. Access to the development is from Fairview Road. A two-way drive aisle provides access to secure garage parking in each unit with two additional guest parking spots. Both townhouses will be modest in size and will provide much needed family housing close to schools, parks, and shopping. The proposal fits within the City of Penticton's Official Community Plan as the area is designated for Ground Oriented Residential development which allows for fourplexes, higher density rowhouses, Townhouses and stacked townhouses.

The city requires a 0.8m road dedication, so we are requesting a 0.6m reduction in setback requirement to compensate for the 0.8 m road dedication. Only a very small portion of the building's corner protrudes past the 6.0m setback. The proposed development requires a variance to the zoning bylaw as we are requesting the minimum rear setback is reduced from 6.0 m to 5.4 m.

We believe the project meets the intent of providing modest densification to an area of town that has a mix of townhouses, and high-density apartment buildings. In contrast to nearby apartment buildings, 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,

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

Attachment E - Development Permit Analysis (applicant)

924 FAIRVIEW ROAD: DEVELOPMENT PERMIT ANALYSIS

PEDESTRIAN CONNECTIVITY

The development is on a road with pedestrian sidewalks and within walking and biking distance to the downtown business core and shopping. The location is central to parks and within blocks of elementary, middle, and high schools. City Bus stops are also located nearby, allowing easy access to transit.

PARKING

Each unit has secured garage parking for two vehicles accessed by a two-way drive lane coming off of Fairview Road with two additional visitor parking spots. No variances are needed for parking as the number of spaces meets the requirements.

DESIGN FOR CLIMATE

The building will meet the requirements of Step 3 of the BC Building Code. Trees to be planted along three property lines are deciduous which will provide shade during the summer and sunlight during the winter as the leaves fall. Each property has its own private rear yard to allow for outdoor living.

ORIENTATION & MASSING

Each unit has its own entry door with a covered porch. The townhouses are three storeys tall and will nicely suit the neighbourhood which is comprised of duplexes, townhouses, and apartment buildings of varying size. At 10 meters tall the building is under the 12 m maximum height allowance. The style of the building is Modern style which will complement the neighbourhood and is in harmony with newer construction in the area.

LANDSCAPING (ENHANCING THE URBAN FOREST)

The landscaping plan for the development includes the planting of 13 trees along the surrounding property lines. Along Fairview a continuous planting bed borders the sidewalk providing pleasing aesthetics and increased curb-appeal. Three trees are to be planted along Fairview and a grass area with surrounding planting beds containing low-maintenance plants will create a pleasing aesthetic and curb appeal for the development and a pleasant environment for occupants. In minimal selected areas, river rock is used to provide a clean, easily maintained utility spaces. A grass lawn at the front property line will provide a pleasant green accent for the property. Grassed rear yards will provide pleasant private areas for each unit and will contain accent planting beds and Lilac trees. The planting strip along the south property line varies in width from 0.3 m at the narrowest spot to 2.1 m at the widest spot, the average width is just over 1.0 m. The reduce width is necessary for the required drive aisle width and the turn around at the rear of the property. We feel this width is sufficient to allow for the required landscape screening along the property line, along with this the apartment to the south also has landscaping and trees which provide a buffer along this property line.

WASTE MANAGEMENT

Garbage and recycling collection is provided by two dumpster bins located in a four-foot-high wood screen fence at the end of the drive lane stored in the rear yards and enclosed with 1.2 m high wood screen.

FENCES

Six-foot-high wood privacy fences will be installed along the surrounding property lines excluding the front property line and will be stepped down to four feet within the front yard setback. Six-foot-high privacy fences will also be between each of the townhouse rear yards. Additional four-foot-high screen fencing will be used to enclose the community garbage bins.

We believe that the rezoning and development of this property is good use of the land and will provide much needed family housing for the city.

Thank you for considering our proposal.

Best regards,



Tony Giroux **ASTTBC.RBD**

Owner/Registered Building Designer

Giroux Design Group Inc.

Attachment F - Development Permit Analysis (staff)

Development Permit Analysis

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 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.).

- The applicant has designed the development with the recommended 0.8 road dedication in mind. The driveway location is in the same spot as the existing driveway, where an entrance through the Lake-to-Lake bike route already exists.

Guideline G3 Private and semi-private open spaces should be designed to optimize solar access.

- The buildings have large windows facing south towards the shared driveway, where the building setback is greater and solar access into each unit is easily achieved.

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

- The proposed front yard setback is minimal (3m at the closest corner of the building) which improves connectivity between the building and the street, and connects with the pedestrian realm.
- The proposed front yard setback is less than the apartment buildings on either side, which each have setbacks of 5m and 9m, however the angle of the front building is about the same as the existing buildings on either side, front yard setbacks
- Landscaping and trees are proposed in the front yard to create interest from the public realm.

Guideline G13 Entry to ground-level residential units should be no more than 1.8m above the grade of adjacent public sidewalks and walkways.

- The entries to each unit are less than 1m above the grade of the shared on-site driveway.

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

- A sidewalk is proposed from the street-facing unit to the public sidewalk along Fairview Road. Seven of the nine parking spaces on-site are provided in garages. By orienting the building lengthwise on the property, there is no parking between the building and the street, and parked cars will not be easily visible from the public realm.

Guideline 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).

- Each townhouse unit has its own entrance at the ground level. The design of the end unit closest to Fairview Road faces towards the street in a positive way with windows and landscaping on that side.

Guideline 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 cantilever upper floors may be considered as a means to breaking up massing while promoting overlook and/or weather protection.

- The design of both buildings includes projections, cantilevers, and multiple finish materials to create visual interest. These features exist on all outward-facing facades and not solely the street-facing façade, which improves the visual interest on all sides. The exception is the sides of the buildings facing each other, where fire safety requirements require no windows or projections on that side. The 0.6m cantilevers over the driveway help add visual interest and provide more living space in each unit.

Guideline G28 Development should activate the public realm (e.g., sidewalks) and shared open spaces by placing active uses at street level.

- The entrance to each townhouse unit is at ground level, with a driveway for vehicle access at the south side. A sidewalk is provided between the street and the street-facing unit. The connection to the public sidewalk helps activate the public realm.

Guideline G29 Development should orient windows, porches, balconies and patios toward the public realm, allowing for casual overlook of parks, open spaces, and parking areas.

- Large windows on all levels of the street-facing triplex facade face Fairview Road and provide for visual overlook onto the public realm. All units have windows looking over the driveway and over the amenity yard areas at the north side of the buildings.

Guideline G35 Tree planting...

- The landscape plan shows three new trees in the front yard, and four trees along each side of the property, with two trees along the rear. These trees and other proposed landscaping provide buffering between the public realm and adjacent properties.

Guidelines G54/G55 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.

- The transformer pad is located at the edge of the front yard in a landscaped area. This location allows easy access by the City staff as needed. The transformer box shall be covered in decorative wrap. The required meter is located within one of the unit yards and will also be wrapped in decorative vinyl, as noted on the landscape plan.

Guideline 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.*

- Each unit garage has room for garbage and recycling carts. Each unit will place the carts in front of the unit garages for collection. The applicant will be required to engage a private collector for this development with an arrangement to not block the driveway with bins or totes.

Guideline MF1 *All multifamily development 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.*

- The plans show a small amenity lawn area at the rear of the property for use by future residents. In addition, each unit has a private yard space on the north side of the buildings. The amenity space provided meets the Zoning Bylaw requirements.
- The subject property is located within walking distance of the KVR trail and recreation amenities at Penticton High School.
- The Lake to Lake bike route runs along the front of this property, providing connections to commercial areas, the downtown, as well as Okanagan and Skaha Lakes.

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

- The landscaping plan shows each unit will have a dedicated lawn amenity area at the rear, with some landscaping provided as well. These areas will be available to each occupant for active or passive outdoor use. 1.8m high fencing will delineate each unit rear yard.

Guideline 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.*

- Two visitor parking spaces are provided. One space is located at the rear of the property. The other space is located between the two buildings. These spaces will be clearly marked for visitors.

Development Variance Permit

Permit Number: DVP PL2022-9303

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 1 District Lot 250 Similkameen Division Yale District Plan 37914
 - Civic: 924 Fairview Road
 - PID: 006-914-888
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 7-unit townhouse development, as shown in the plans attached in Schedule 'A':
 - a. Section 10.9.2.9: to reduce the minimum required rear yard setback from 6.0m to 5.4m.

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 _____, 2022.

Issued this ____ day of _____, 2022.

Angela Collison
Corporate Officer

DRAFT

Development Permit

Permit Number: DP PL2022-9302

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 1 District Lot 250 Similkameen Division Yale District Plan 37914
 - Civic: 924 Fairview Road
 - PID: 006-914-888
3. This permit has been issued in accordance with Section 489 of the *Local Government Act*, to permit the construction of a 7-unit townhouse development as shown in the plans attached in Schedule 'A'.
4. In accordance with Section 489 of the *Local Government Act*, the following provisions of the City of Penticton Zoning Bylaw No. 2021-01 are varied by this permit:
 - a. Table 5.1: to reduce the minimum required width of a landscape buffer (south) from 3.0m to 1.0m.
5. 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, or in conjunction with, an application for a building permit for the development 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.
6. The holder of this permit shall be eligible for a refund of the security described under Condition 5 only if:
 - a. The permit has lapsed as described under Condition 9, 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.

7. 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

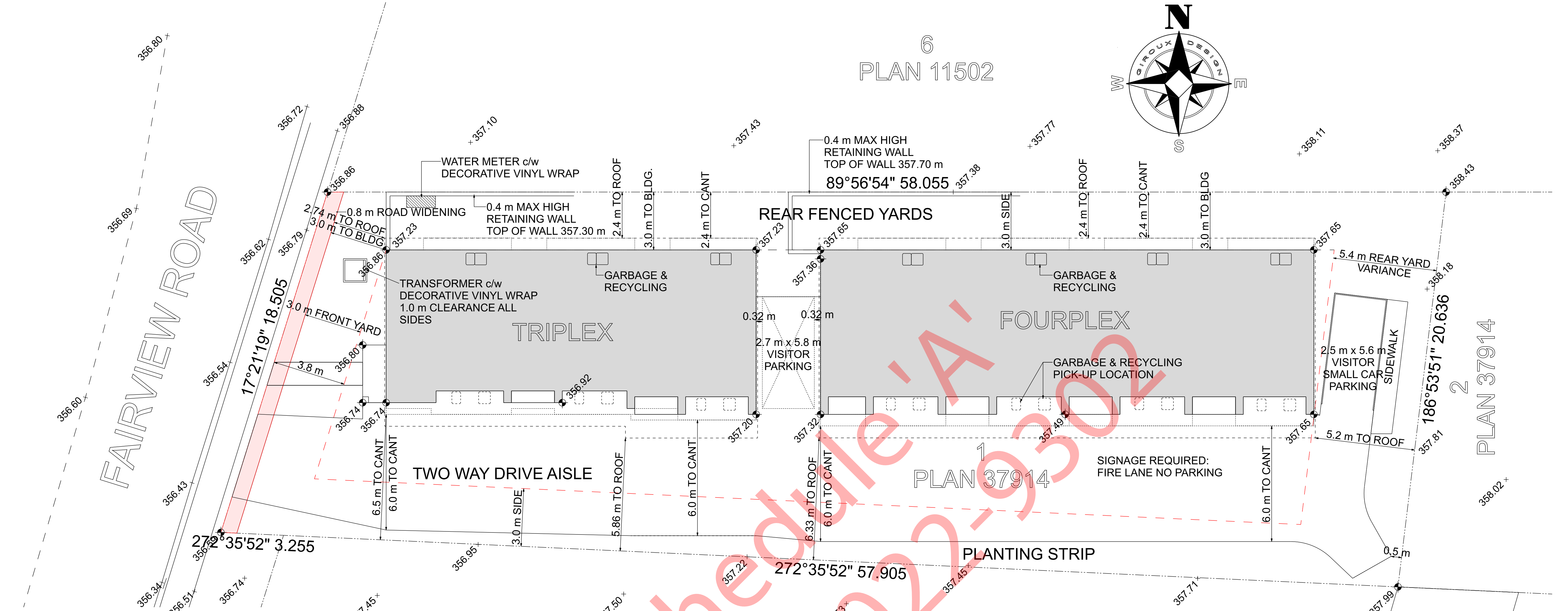
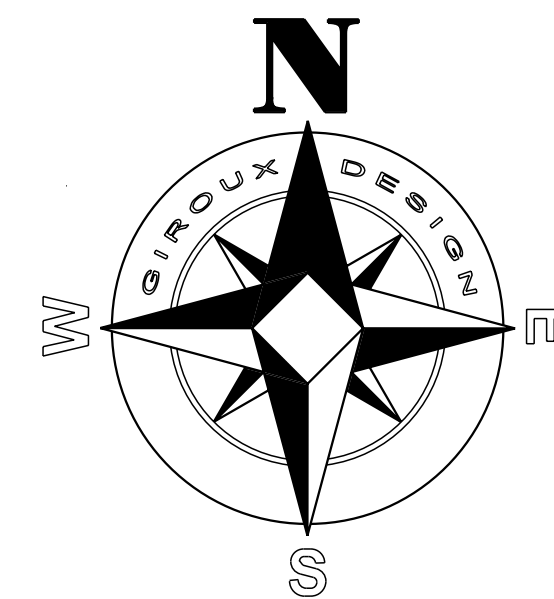
8. In accordance with Section 501(2) of the *Local Government Act*, the lands subject to this permit shall be developed in general accordance with this permit and the plans attached as Schedule 'A'.
9. In accordance with Section 504 of the *Local Government Act*, if the holder of this permit does not commence the development authorized by this permit within 2 years of the date of this permit, this permit shall lapse.
10. **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.**
11. 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.
12. 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 _____, 2022.

Issued this ____ day of _____, 2022.

Angela Collison
Corporate Officer

6
PLAN 11502



SITE PLAN

SCALE: 1:100
 CIVIC ADDRESS: 924 FAIRVIEW ROAD, PENTICTON, B.C.
 LEGAL DESCRIPTION: SITE PLAN OF LOT 1, DL 250, SDYD, PLAN 37914
 PID: 006-914-888

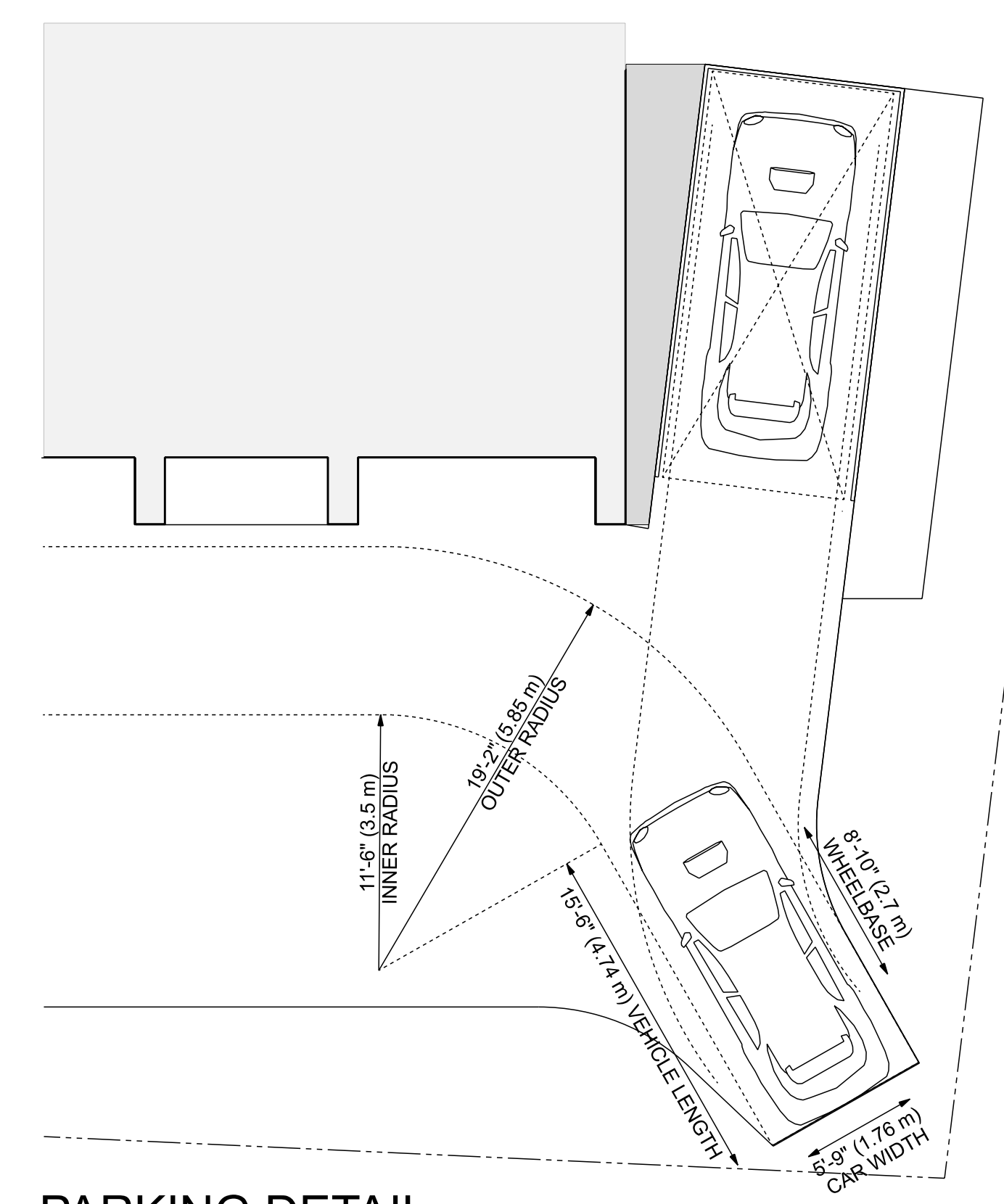
SURVEY BY MANDEVILLE LAND SURVEYING INC.
 PROFESSIONAL BC AND CANADA LAND SURVEYORS
 FILE: 21-045

FIELD SURVEY COMPLETED THIS 23rd DAY OF FEBRUARY, 2021.
 ELEVATIONS ARE GEODETIC (ORTHOMETRIC HTv2.0) DERIVED FROM
 PENTICTON MONUMENT #4815

LOT A: ZONING COMPLIANCE TABLE (CURRENT ZONING RD1-PROPOSED RM2)			
REGULATION	REQUIRED	PROVIDED ON PLANS	VARIANCE REQUIRED
LOT AREA	540 m ²	1141.82 m ²	N/A
MINIMUM LOT WIDTH	18.0 m	18.5 m	N/A
MAXIMUM LOT COVERAGE	40%	35% (399.57 m ²)	NO
MAXIMUM DENSITY	0.80 FAR	0.71 FAR (814.38 m ²)	NO
MAXIMUM HEIGHT	12 m	10.1 m	NO
MINIMUM FRONT YARD (WEST)	3.0 m	3.0 m	NO
MINIMUM INTERIOR SIDE YARD (NORTH)	3.0 m	3.0 m	NO
MINIMUM INTERIOR SIDE YARD (SOUTH)	3.0 m	3.0 m	NO
MINIMUM REAR YARD (EAST)	6.0 m	5.4 m	YES
PARKING SPACES (1 PER UNIT)	9	9	NO
BICYCLE PARKING (CLASS I/CLASS II)	7/1	GARAGES/1	NO
AMENITY AREA (20 m ² PER UNIT)	140 m ²	172.16 m ²	NO

THESE BUILDINGS ARE PART 9 BUILDINGS.
 THESE BUILDINGS ARE SPRINKLERED.

Schedule 'A'
 DP PL2022-9302



PARKING DETAIL
 SCALE: 1:75

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Site Plan

BASRAM PROPERTIES
 RAYMOND BASRAM
 924 FAIRVIEW RD.
 PENTICTON, BC
 DESIGN BY: AIG DATE: 4/22/22
 DRAWN BY: AIG REVISED:

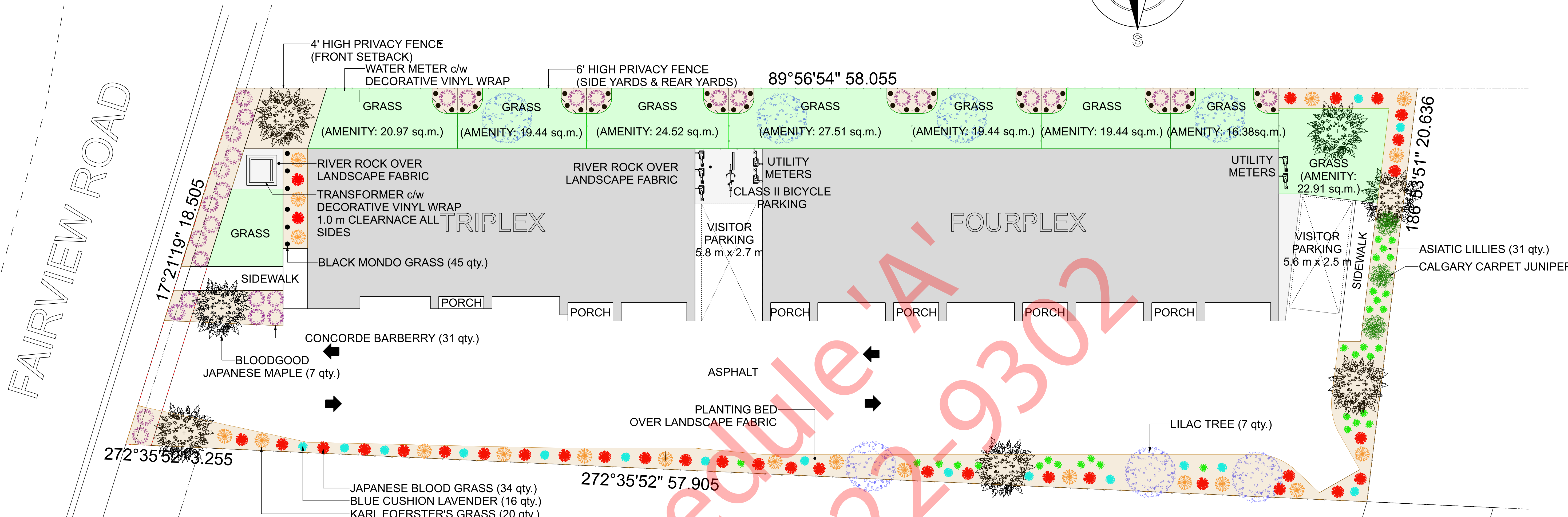
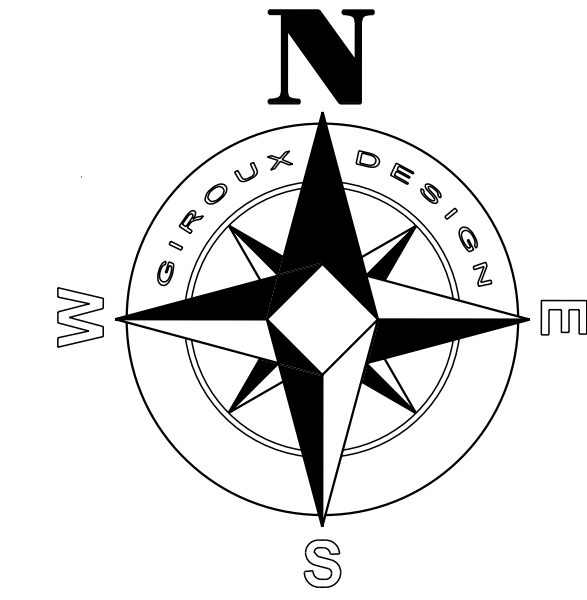
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 buyer for a limited purpose to use the drawings for the construction of the building
 and are not to be used for any other purpose. The purchaser of multiple sets of these drawings
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 not entitle the buyer with license to construct more than one dwelling unit.

Due to local codes, regulations and building practices and/or because of specific
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 web: www.girouxdesigngroup.com

PLAN NO.
WP-5676
 SLAB
 SHEET NO.
A1

www.girouxdesigngroup.com - www.westhomeplanners.com - www.houseplanners.com



LANDSCAPE PLAN

SCALE: 1:100
 CIVIC ADDRESS: 924 FAIRVIEW ROAD, PENTICTON, B.C.
 LEGAL DESCRIPTION: SITE PLAN OF LOT 1, DL 250, SDYD, PLAN 37914
 PID: 006-914-888

SURVEY BY MANDEVILLE LAND SURVEYING INC.
 PROFESSIONAL BC AND CANADA LAND SURVEYORS
 FILE: 21-045

FIELD SURVEY COMPLETED THIS 23rd DAY OF FEBRUARY, 2021.
 ELEVATIONS ARE GEODETIC (ORTHOMETRIC HTv2.0) DERIVED FROM
 PENTICTON MONUMENT #4815

LANDSCAPE SCHEDULE

- PLANTINGS:**
 Asiatic Lillies (*Lilium asiatica*) 31 qty.
 Black Mondo Grass (*Ophiopogon planiscapus 'Nigrescens'*) 45 qty.
 Blue Cushion Lavender (*Lavandula angustifolia 'Blue Cushion'*) 16 qty.
 Calgary Carpet Juniper (*Juniperus sabina 'Calgary Carpet'*) 3 qty.
 Concorde Barberry (*Berberis thunbergii 'Concorde'*) 31 qty.
 Karl Foerster Grass (*Calamagrostis x acutiflora*) 20 qty.
 Japanese Blood Grass (*Imperata cylindrica 'Red Baron'*) 34 qty.
- TREES:**
 Bloodgood Japanese Maple (*Acer palmatum var. atropurpureum 'Bloodgood'*) 7 qty.
 Lilac (*Syringa reticulata*) 7 qty.
- GARBAGE DISPOSAL:**
 Garbage Bin 1 (Located in Rear Yard)
 Recycling Bin 1 (Located in Rear Yard)
- GROUND COVER/HARD SURFACES:**
 Property Area (1,141.82 sq. m.) 12,290 sq. ft.
 Asphalt (421.92 sq. m.) 4,542 sq. ft.
 Grass (121.94 sq. m.) 1,313 sq. ft.
 Planting Beds-Bark Mulch (185.12 sq. m.) 1,993 sq. ft.
 River Rock-2" Rainbow (17.39 sq. m.) 188 sq. ft.
 Landscape Fabric (202.51 sq. m.) 345 sq. ft.
 Sidewalks/Patios/Pads (32.04 sq. m.) 2,180 sq. ft.
- FENCING:**
 4' High Wood Fence (17.1 linear m.) 56 lin. ft.
 6' High 'Good Neighbour' Privacy Fence (130 lin. m.) 426.5 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.

BASRAN PROPERTIES
 RAYMOND BASRAN
 924 FAIRVIEW RD.
 PENTICTON, BC
 DESIGN BY: AIG DATE: 4/22/22
 DRAWN BY: AIG REVISED:

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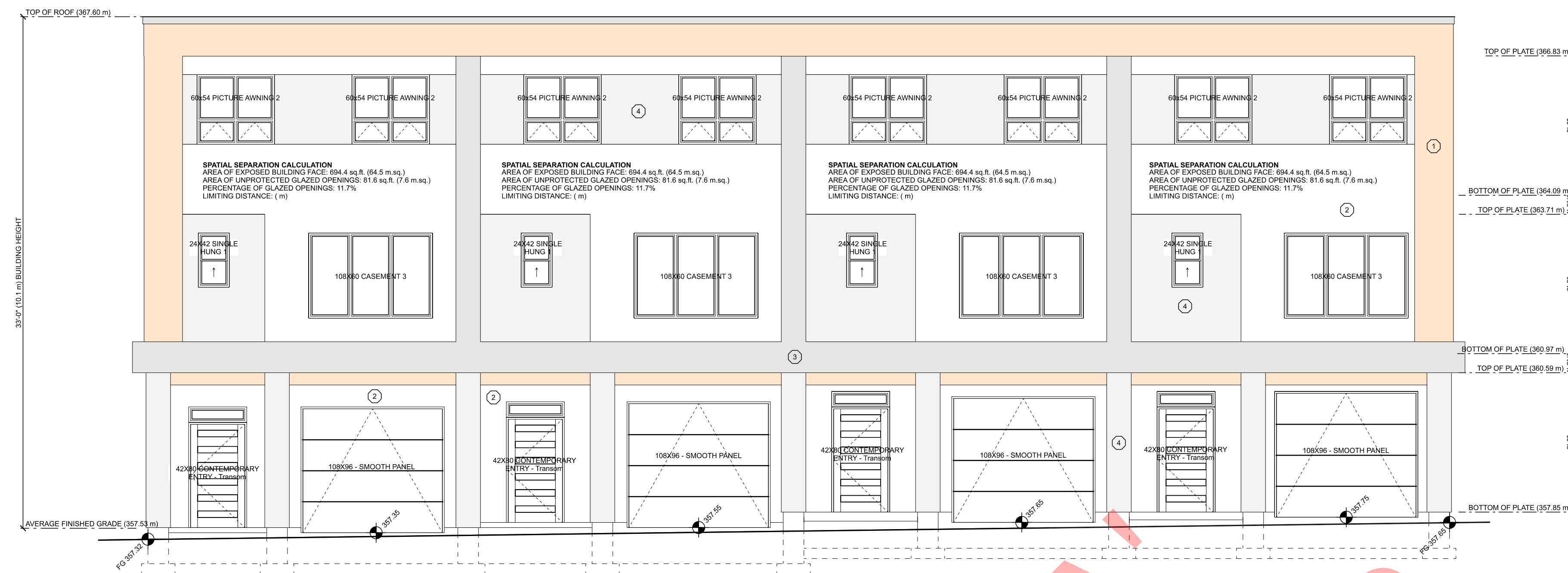
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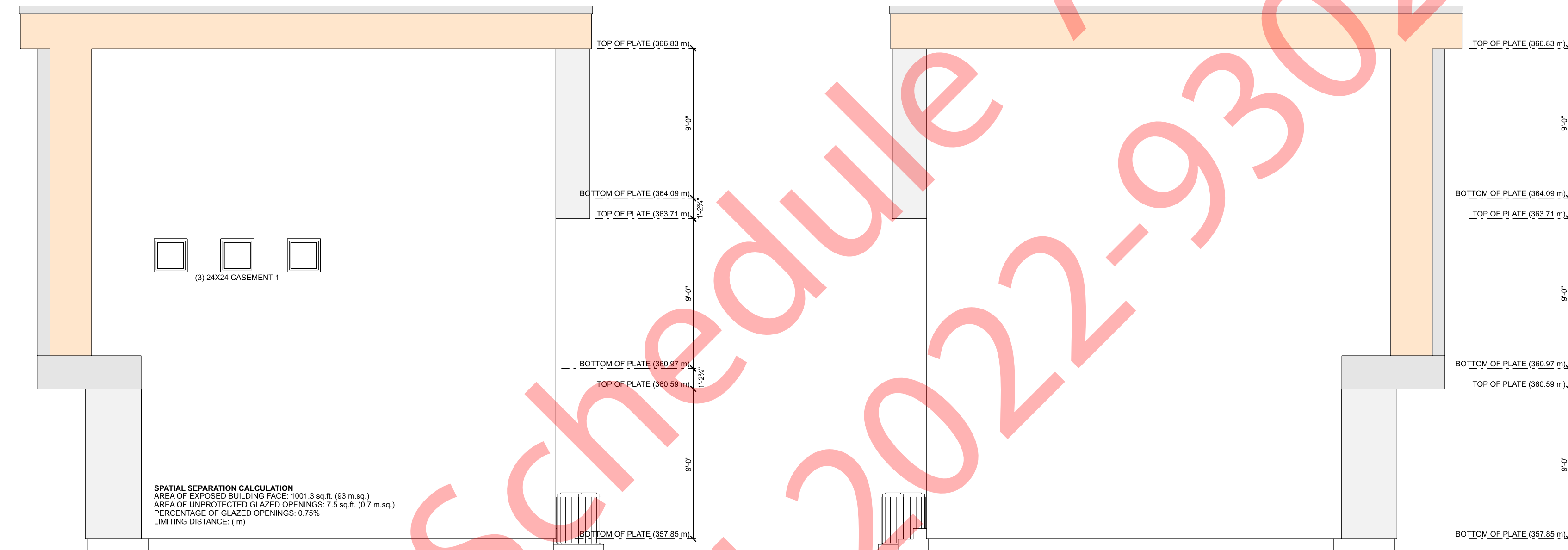
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Landscape Plans

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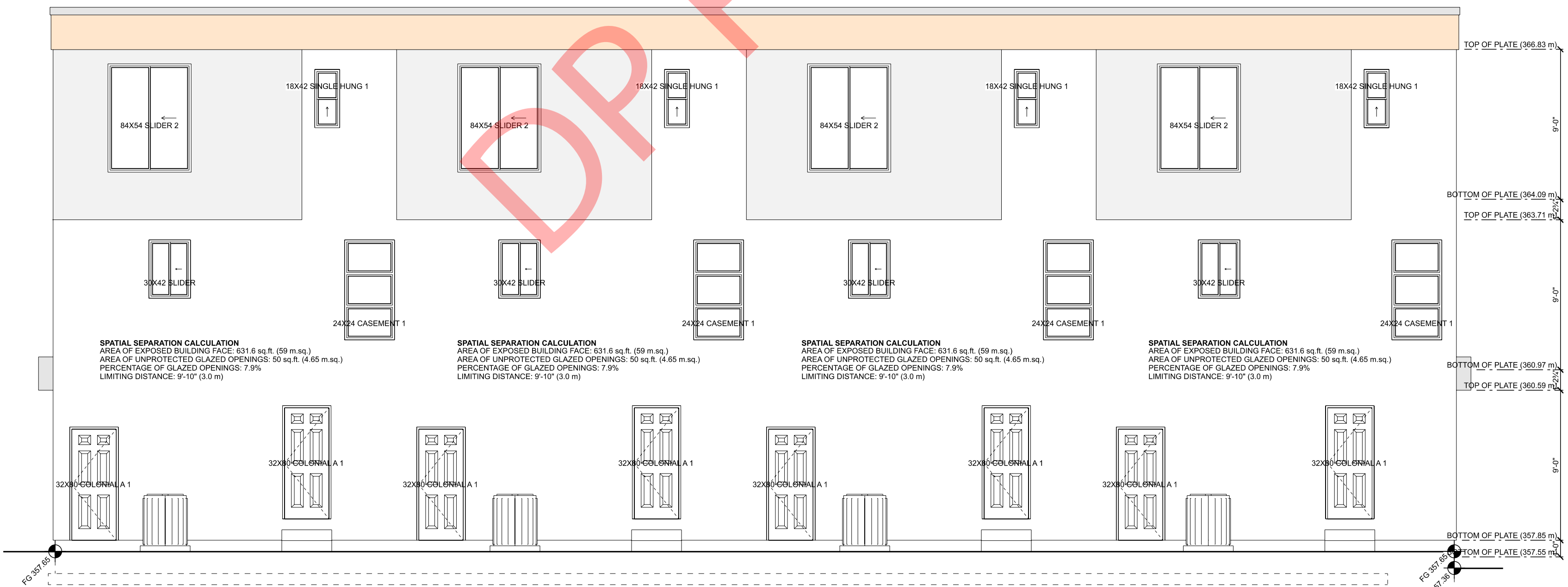


FOURPLEX-FRONT ELEVATION
SCALE: 3/16" = 1'-0"



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

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



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

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Fourplex-Exterior Elevations

BASRAN PROPERTIES
RAYMOND BASRAN
924 FARMVOW RD.
PENTICTON, BC
DESIGN BY: AIG DATE: 4/22/22
DRAWN BY: AIG REVISION:

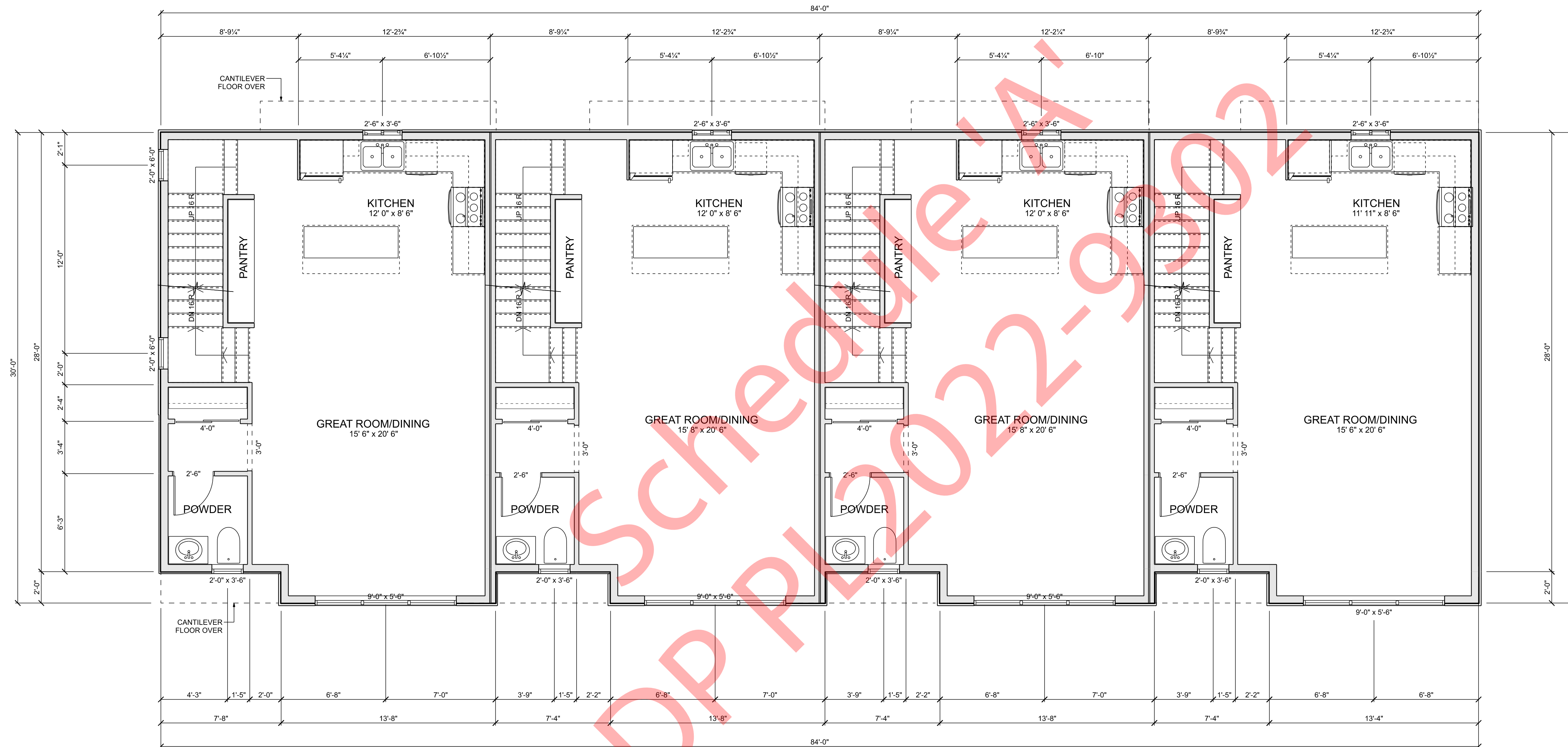
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PLAN NO.
WP-5676
SLAB
SHEET NO.
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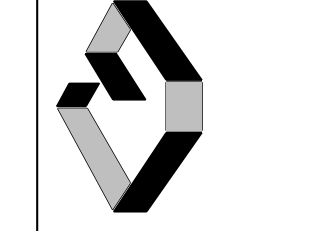


MAIN FLOOR PLAN
 SCALE: 1/4" = 1'-0"
 MAIN FLOOR LIVING AREA: 2207.2 sq ft.
 (LIVING AREAS EXCLUDE STAIRS)
 THESE BUILDINGS ARE SPRINKLERED

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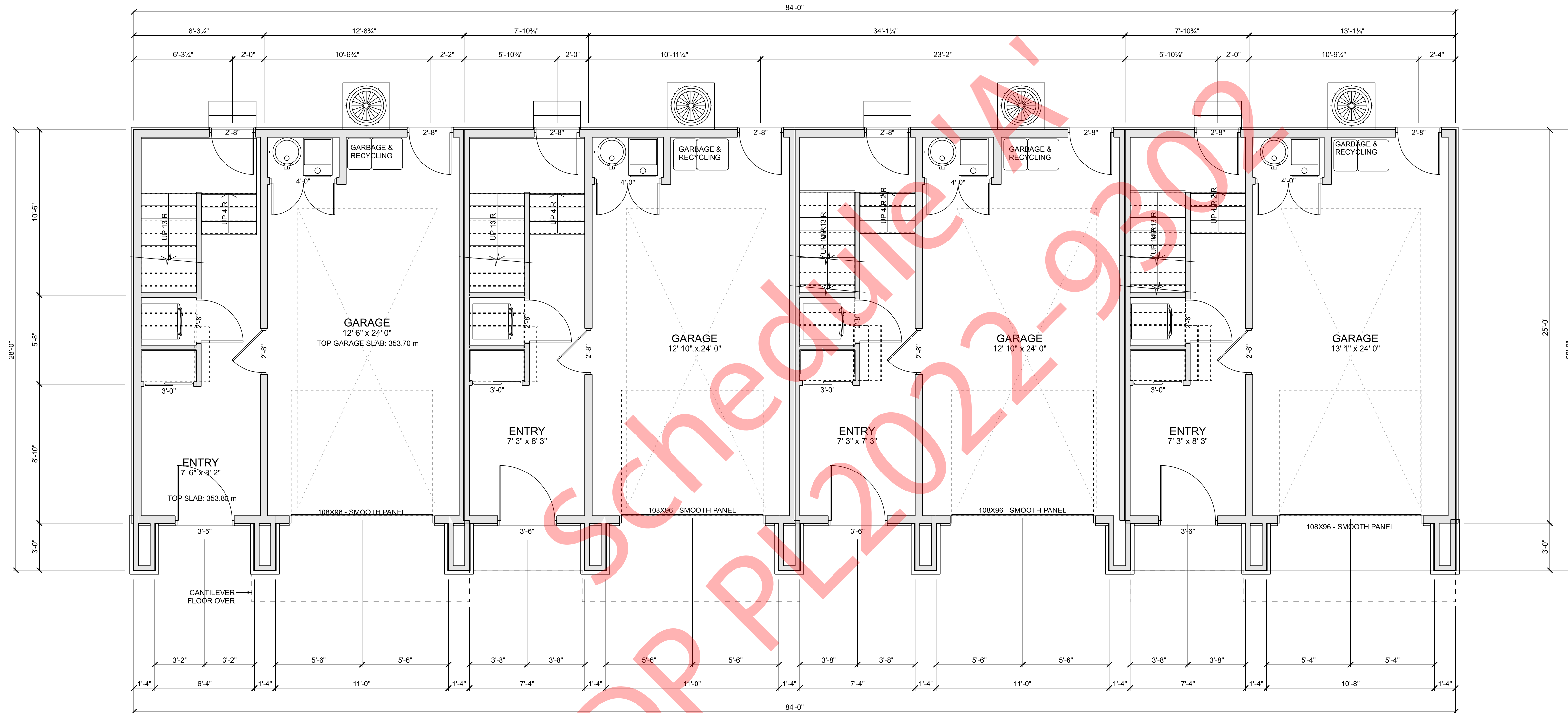


PLAN NO.
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BASRAM PROPERTIES
 RAYMOND BASRAM
 924 FAIRVIEW RD.
 PENTICTON, BC
 DESIGN BY: AJG DATE: 4/22/22
 DRAWN BY: AJG REVISED:

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Fourplex-Main Floor Plans



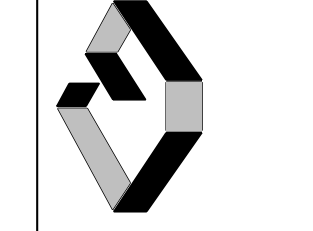
LOWER LEVEL FLOOR PLAN

SCALE: 1/4" = 1'-0"
 LOWER LEVEL LIVING AREA: 466.6 sq ft.
 GARAGE AREA: 1349.0 sq ft.
 (LIVING AREAS EXCLUDE STAIRS)
 THESE BUILDINGS ARE SPRINKLERED

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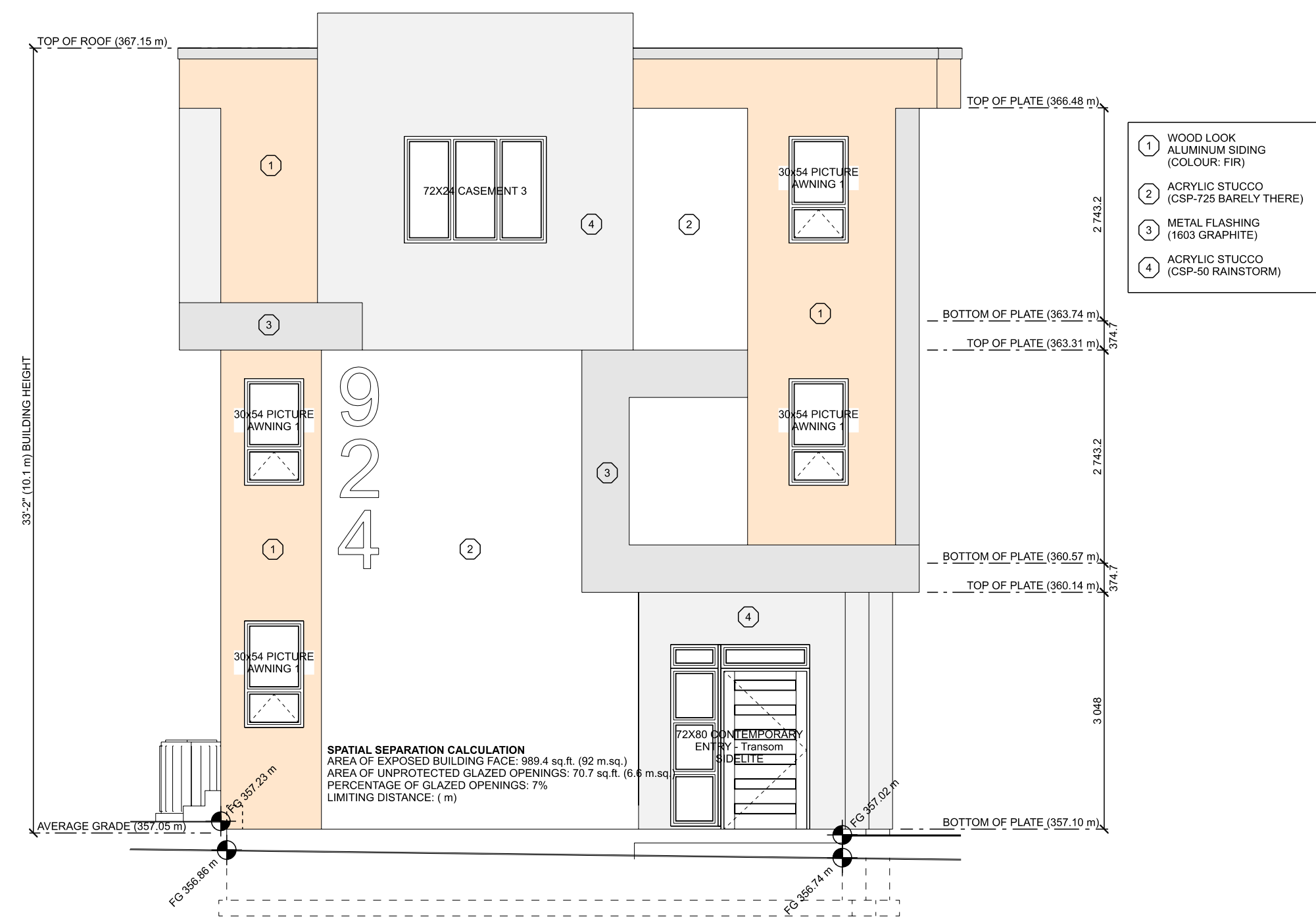
PLAN NO.
WP-5676
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BASRAN PROPERTIES
 RAYMOND BASRAN
 924 FARVIEW RD.
 PENTICTON, BC
 DESIGN BY: AJG DATE: 4/22/22
 DRAWN BY: AJG REVISED:

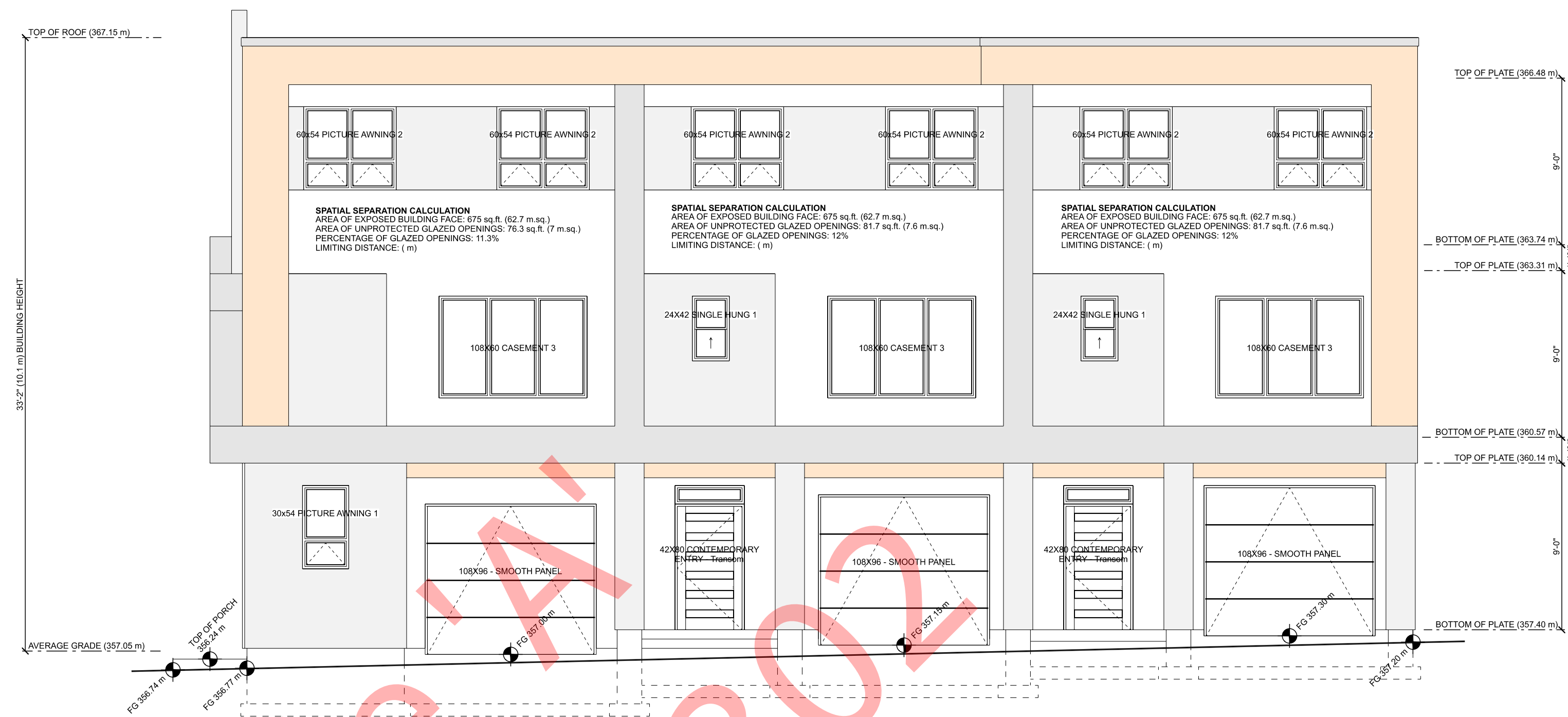
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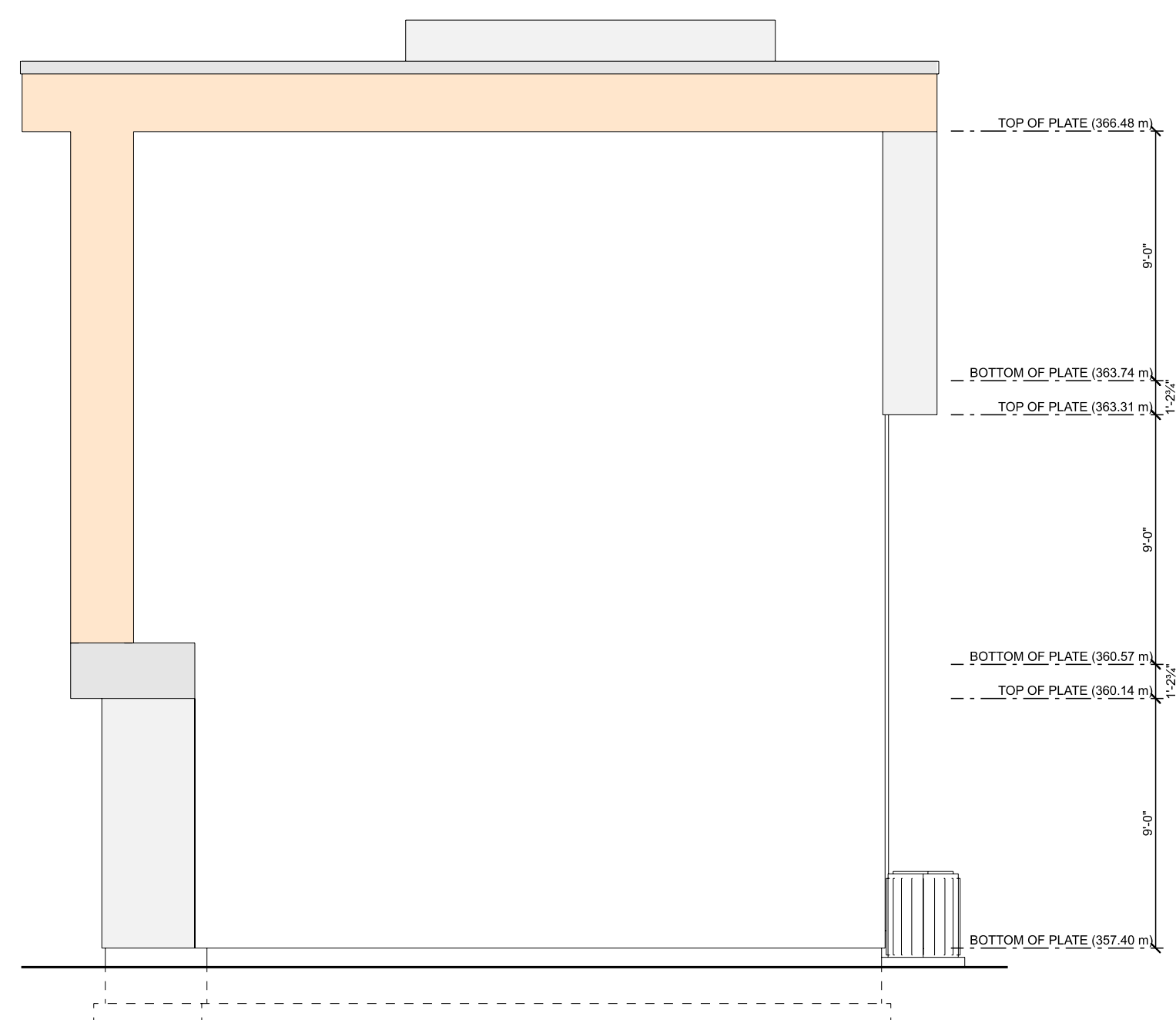
Fourplex-Lower Floor Plans



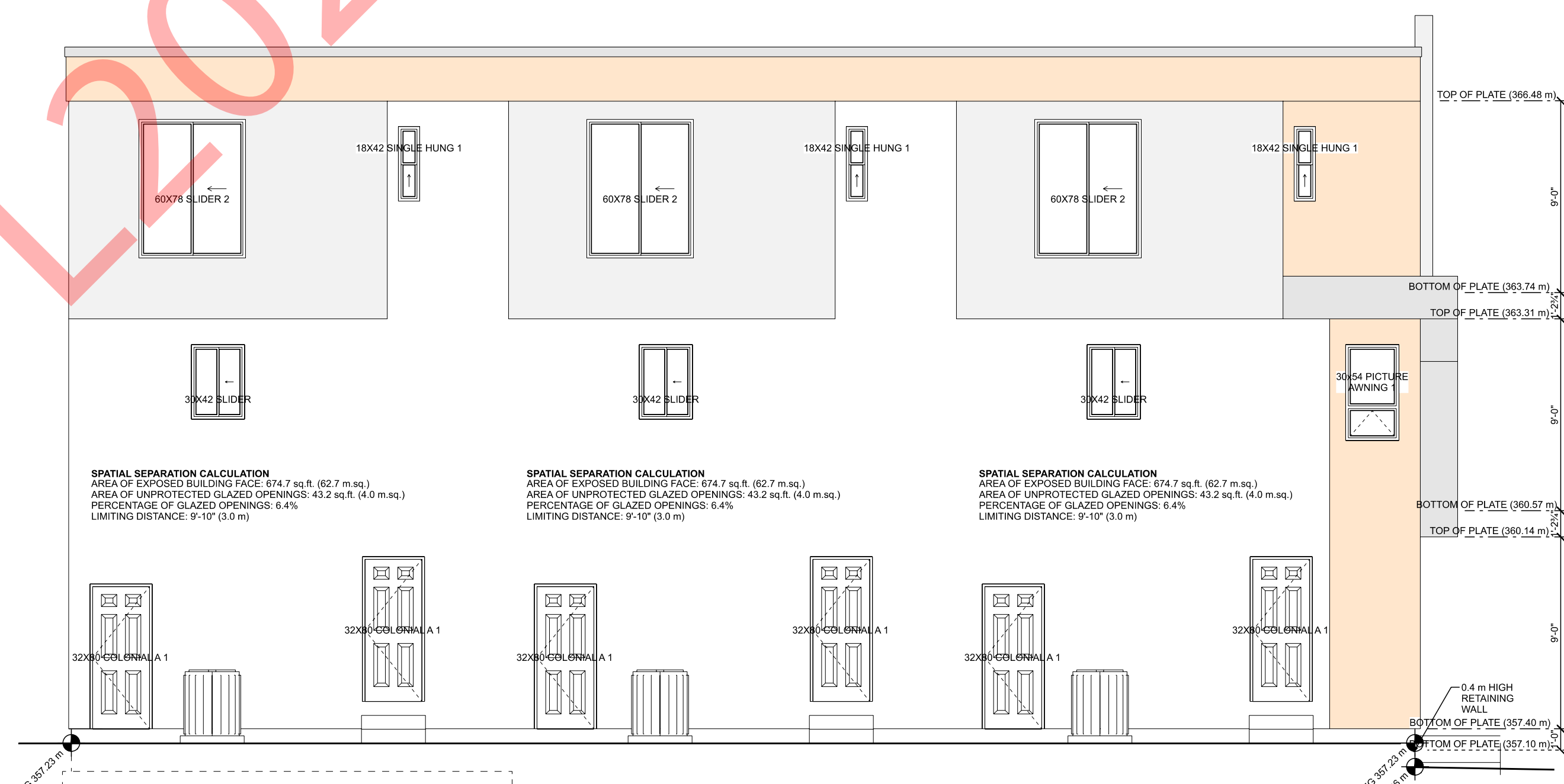
TRIPLEX-LEFT ELEVATION
 SCALE: 1/64



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



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



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

DP PL 2022-930
 Scheduled
 Schedule

BASIRON PROPERTIES
 RAYMOND BASIRON
 924 FANVIEW RD.
 PENTICTON, BC

DESIGN BY: AIG DATE: 4/22/22
 DRAWN BY: JAG REVISED:

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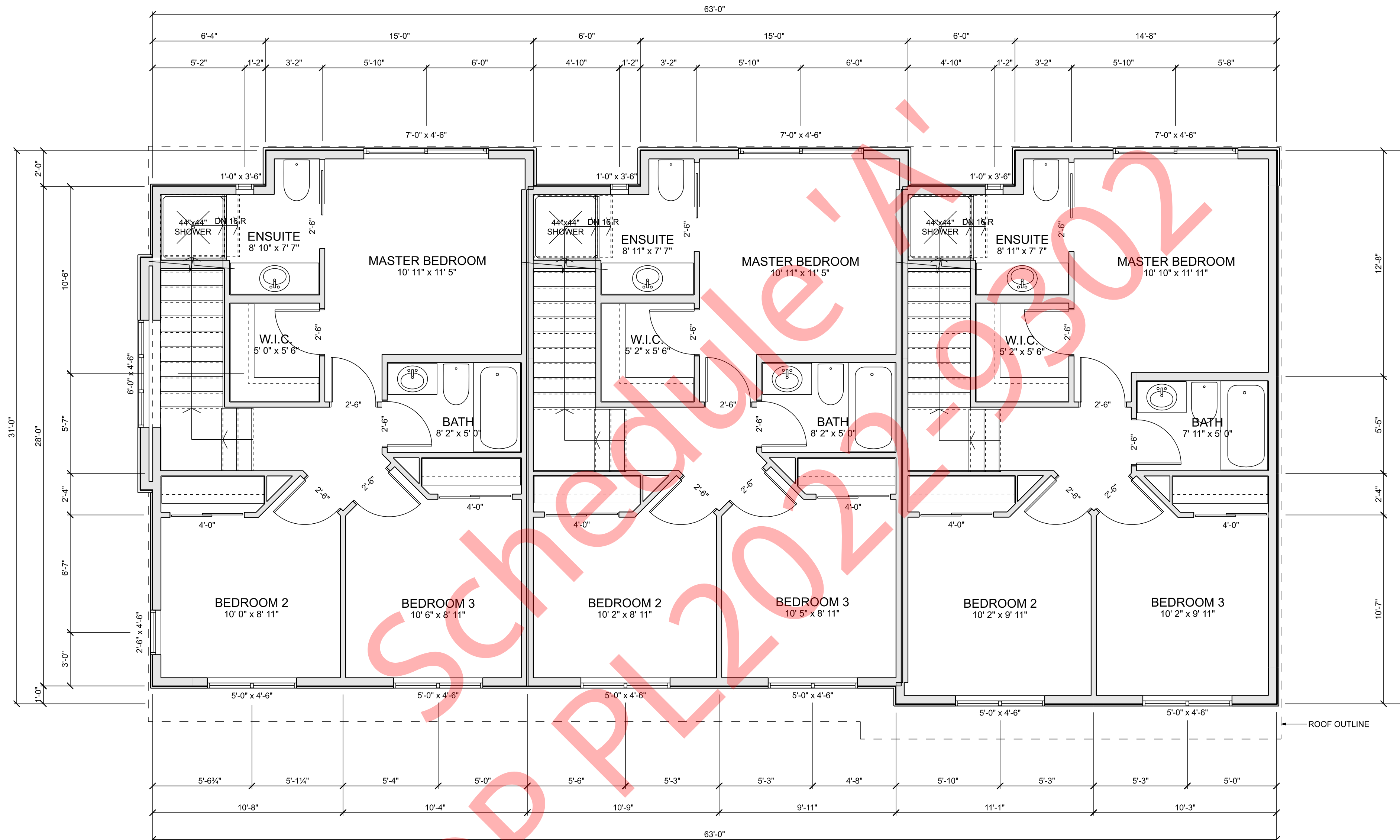
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PLAN NO.
WP-5676
 SLAB
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Triplex-Exterior Elevations



UPPER FLOOR PLAN
 SCALE: 1/4" = 1'-0"
 SECOND FLOOR LIVING AREA: 1730.9 sq. ft.
 (LIVING AREAS EXCLUDE STAIRS)
 THESE BUILDINGS ARE SPRINKLERED

BASRAN PROPERTIES
 RAYMOND BASRAN
 924 FARVIEW RD.
 PENTICTON, BC

DESIGN BY: AIG
 DRAWN BY: AIG

DATE: 4/22/22
 REVISED:

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PLAN NO.
WP-5676

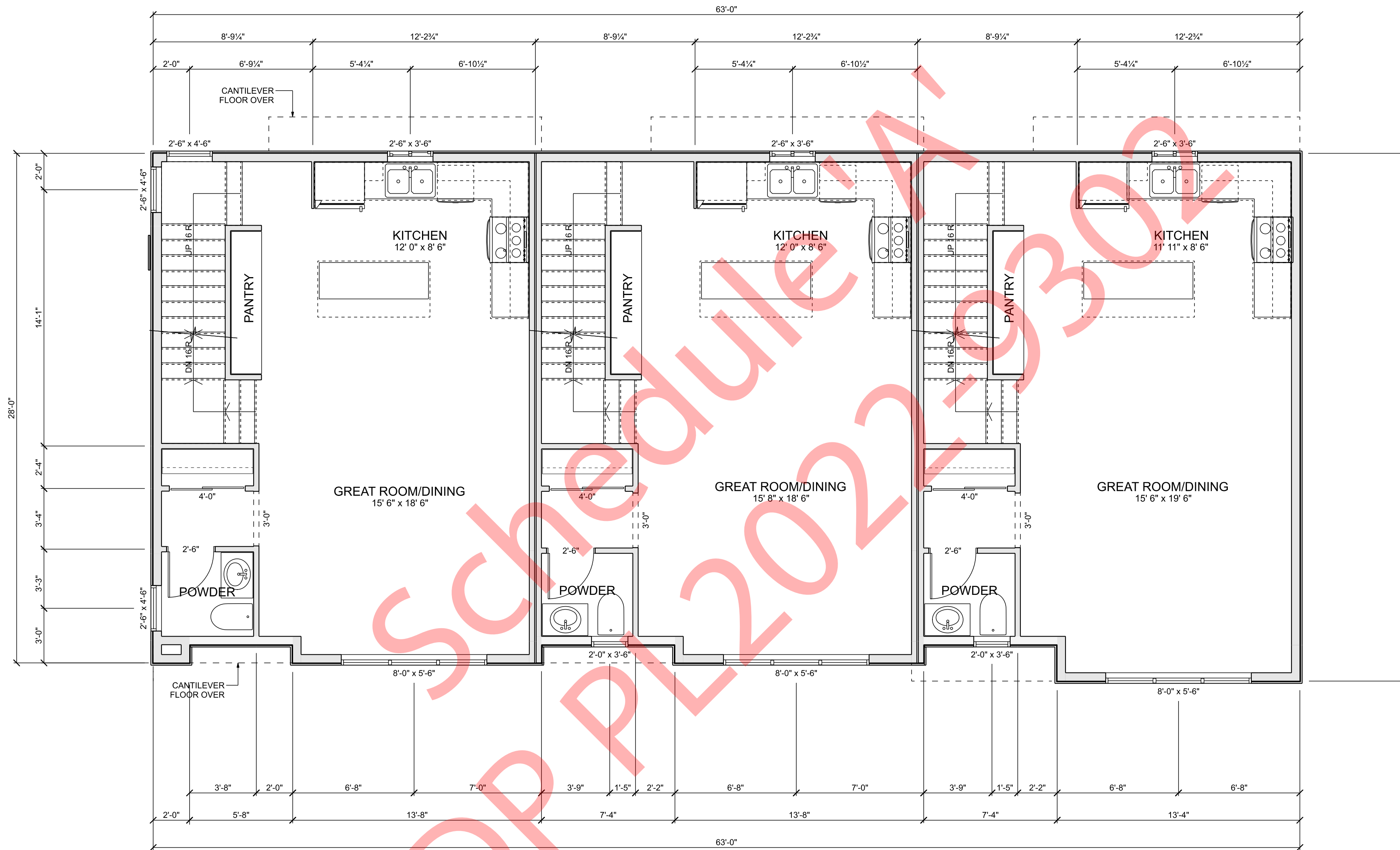
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SHEET NO.
A8

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Triplex-Upper Floor Plans

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MAIN FLOOR PLAN
 SCALE: 1/4" = 1'-0"
 MAIN FLOOR LIVING AREA: 1560.9 sq. ft.
 (LIVING AREAS EXCLUDE STAIRS)
 THESE BUILDINGS ARE SPRINKLERED

BASRAN PROPERTIES
 RAYMOND BASRAN
 924 FAIRVIEW RD.
 PENTICTON, BC

DESIGN BY: AIG DATE: 4/22/22
 DRAWN BY: AIG REVISED:

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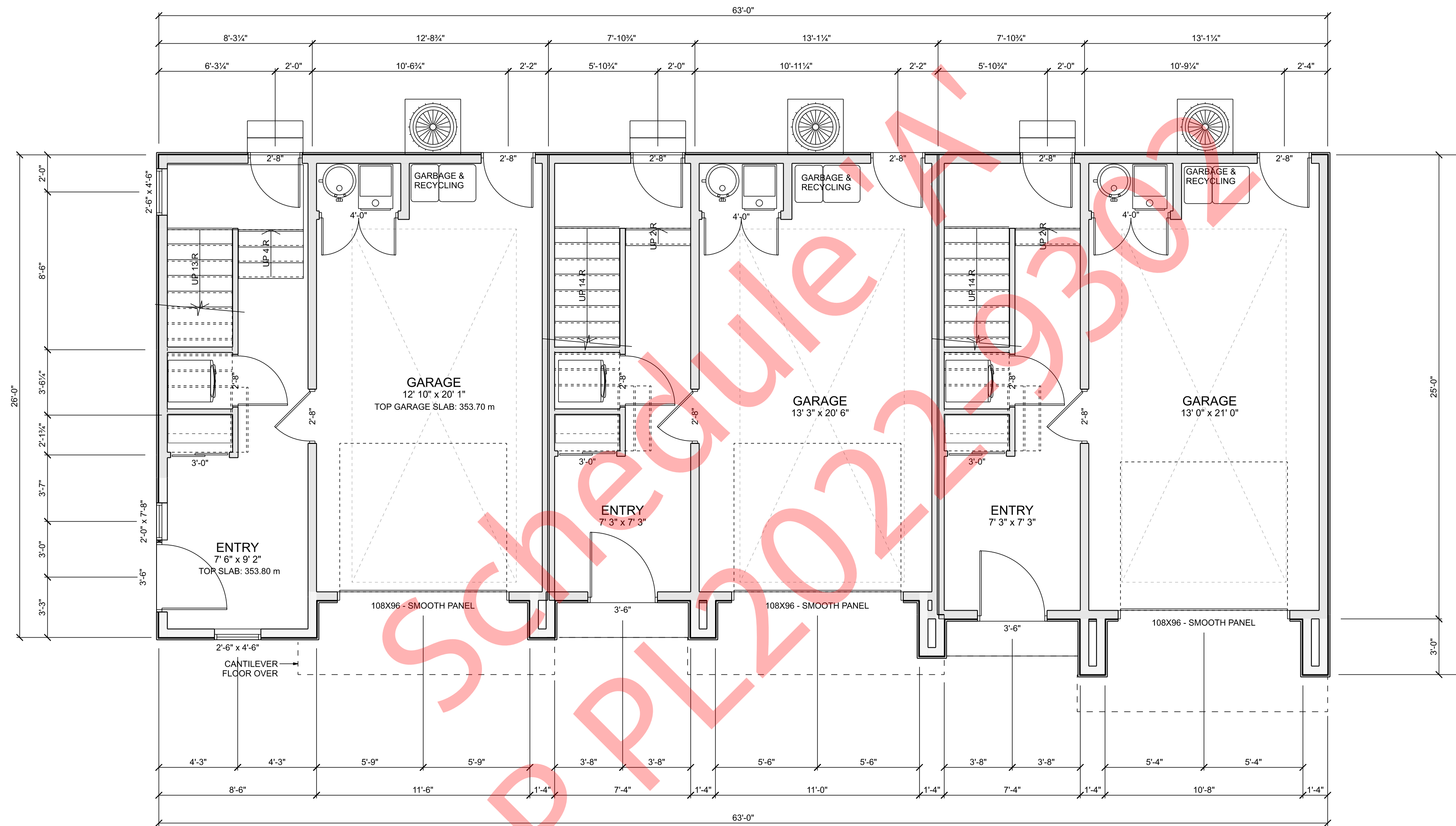
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Triplex-Main Floor Plans

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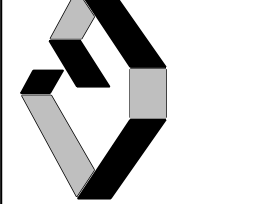
LOWER LEVEL FLOOR PLAN
 SCALE: 1/4" = 1'-0"
 LOWER LEVEL LIVING AREA: 354.7 sq ft.
 GARAGE AREA: 981.6 sq ft.
 (LIVING AREAS EXCLUDE STAIRS)
 THESE BUILDINGS ARE SPRINKLERED

BASRAN PROPERTIES
 RAYMOND BASRAN
 924 FARVIEW RD.
 PENTICTON, BC
 DESIGN BY: AIG DATE: 4/22/22
 DRAWN BY: AIG REVISED:

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Triplex-Lower Floor Plans

The Corporation of the City of Penticton

Bylaw No. 2022-37

A Bylaw to Amend Zoning Bylaw 2021-01

WHEREAS the Council of the City of Penticton has adopted a Zoning Bylaw pursuant the *Local Government Act*;

AND WHEREAS the Council of the City of Penticton wishes to amend Zoning Bylaw No. 2021-01;

NOW THEREFORE BE IT RESOLVED that the Municipal Council of the City of Penticton, in open meeting assembled, hereby ENACTS AS FOLLOWS:

1. **Title:**

This bylaw may be cited for all purposes as "Zoning Amendment Bylaw No. 2022-37".

2. **Amendment:**

2.1 Zoning Bylaw No. 2021-01 is hereby amended as follows:

Rezone Lot 1 District Lot 250 Similkameen Division Yale District Plan 37914, located at 924 Fairview Road, from RD1 (Duplex Housing) to RM2 (Low Density Multiple Housing) as shown on Schedule 'A'.

2.2 Schedule 'A' attached hereto forms part of this bylaw.

READ A FIRST time this	5	day of	July, 2022
A PUBLIC HEARING was held this	19	day of	July, 2022
READ A SECOND time this		day of	, 2022
READ A THIRD time this		day of	, 2022
ADOPTED this		day of	, 2022

Notice of intention to proceed with this bylaw was published on the 8th day of July, 2022 and the 13th day of July, 2022 in an online news source and the newspaper, pursuant to Section 94.2 of the *Community Charter*.

John Vassilaki, Mayor

Angie Collison, Corporate Officer



924 Fairview Rd

Zoning Amendment Bylaw 2022-37

Date

Signature

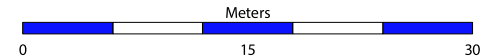


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1:504

June 23, 2022 11:48:45 AM



Coordinate System: NAD 1983 CSRS UTM Zone 11N

From: [Mr Locke](#)
To: [Public Hearings](#)
Subject: Public Hearing - 924 Fairview Rezoning #2022-37 Parking
Date: Wednesday, July 13, 2022 8:31:29 AM

Most occupants of three bedroom accommodation have two, sometimes three vehicles. Unfortunately the Fairview Bicycle Route has reduced parking to the West side of Fairview and often maximized. Parking will become an obstacle when all Units of the Project are occupied. It is probable vehicles will be parked in the two way driveway or in front of each Unit, if the City has no issue, then congestion will result.

The problem with maximizing density is "Limited Parking", parking is the number one issue.

Philip Locke - Owner 948 Fairview Road, Penticton.

From: [Barb Burke](#)
To: [Public Hearings](#)
Subject: Fwd: CITY OF PENTICTON
Date: Wednesday, July 13, 2022 1:50:16 PM
Attachments: [CITY OF.pdf](#)

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Good afternoon, I am writing in opposition to the proposed development at 924 Fairview Rd. Adding another large multi-family dwelling to this area is the wrong direction for the City to be going. If they want to develop within the OPC then that's fine. Fairview is a very busy street and has become even busier with the bike lane. Adding several more cars is a mistake. I have already witnessed several "almosts" along this bike lane area of the street as I live on Preston Ave. Preston Ave is used as a "cut thru" to get downtown and we don't even have full sidewalks on this curvy ave.

The City MUST stop changing the OPC to satisfy and allow developers to get richer. I have expressed my concerns in several feedback forums as well as participating in zoom meetings and it seems to be falling on deaf ears. Many other citizens I have talked to feel the same - public hearings are just a ploy, council will do whatever they want and ppl are going to be voting very differently.

For this proposal, until the City has another OPC to present to the citizens of Penticton, I am adamantly opposed to making further changes. These units are not helping the ppl who need them most, low income. These will be sold at 600K+ I am sure; same as the ones on Argyle.

Not only are they asking for the OPC to be changed but also another variance, which tells me that this property is not meant to have a 7-unit building on it, period.

The City needs to come up with a long range strategy that addresses traffic increases, parking, water and sewer needs, roads etc before they continue with this unabated building. And a water sustainability report needs to be done as well. Once this is done then along with a new OPC, they can be presented to the citizens for direction on where we want to go as a City.

But for now, I am totally opposed to this development. This site MUST remain within the OPC and let the developer comply.

Regards

Barb Burke

Preston Ave, Penticton, BC

Public Hearing - LATE SUBMISSION - 924 Fairview Road

From: L Goldman
Sent: Sunday, July 17, 2022 10:35 PM
To: Planning Info - City of Penticton; Adrienne Fedrigo; Angie Collison; Council; Development Services email; Public Hearings
Subject: RE: 924 Fairview Road

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Mayor and Council, and City Departments,

I am happy to see development of housing on Fairview on the Lake to Lake Bike Route. It is a great to increase some density in the centre of town rather than on the edge. Fairview is already quite crowded and 7 units are too many for that lot.

My main concern is the type of units being built which do not allow for mixed ages and incomes. There is no accommodation for a single person, such as a senior or a younger student or worker, or for a couple with more modest means.

Policy 4.1.3. All 7 units are proposed to have 3-bedrooms and 2 full bathrooms. This provides an accommodation option for families.

We need mixed housing to provide much needed shelter for all our residents. Also the buildings should be designed with common spaces such as a community garden area for residents to have a sense of community for mental health and quality of life.

The design crowds 7 housing units on the property to maximize income from sales, but that design is not as suitable for sustainability or health for the future residents and these units will be out of reach economically for most Penticton citizens. True, we need housing for people who want to join our lovely community and want to work here. We also need to consider those who live here and have no affordable or suitable home. Fewer units (4 or 5) with mixed 3 bedroom, 2 bedroom and 1 bedroom would allow for an outdoor area and diverse resident family make-up.

It is good to see that Step 3 building code will be required. I do not see solar or EV charging mentioned. Will the developer install heat pumps?

Are the trees being planted for aesthetics or with shade properties in mind? As our world heats more every year, shade trees are critical to keep heat manageable in our city. Can the city require developers to plan for plane trees or other adequate canopy plants?

The developer has two waste solutions:

WASTE MANAGEMENT

Garbage and recycling collection is provided by two dumpster bins located in a four-foot-high wood screen fence at the end of the drive lane stored in the rear yards and enclosed with 1.2 m high wood screen.

and bins in each garage Guideline G58.

Parking for extra vehicles and visitors will be very difficult in this neighbourhood. The public is in danger with more cars crossing over the bike lane to enter and exit the property. Fewer units would alleviate some of this danger.

Thank you,
Sincerely,

Limlæmt
Lori Goldman

In matters of truth and justice, there is no difference between large and small problems, for issues concerning the treatment of people are all the same. Albert Einstein