



APPLICATION RATIONALE | SUBJECT PROPERTY 11470 BOND ROAD

SUMMARY OF THE PROPOSED LAND USE AMENDMENTS

This letter of rationale is provided in support of an application which proposes to transform a 2.5-acre parcel from single family rural lot to a 55-unit townhome development. The intent of this application is to better serve affordable housing demand in the community including young families with children attending the adjacent Davidson Road Elementary School. Additionally, the project is eligible for BC Housing’s “Affordable Home Ownership Program”.

The property is located on the south side of Davidson Road which delineates the “Urban Containment Area Boundary”. The subject property is currently in the Rural Area and proposes Council consider a boundary adjustment to facilitate a zoning and OCP amendment. Below in figure 1., are the proposed land use amendments.

Figure 1. Application Details

	EXISTING	PROPOSED
Zoning Amendment	RR2	RM4
OCP Amendment	Residential Rural	Residential multi-family
Boundary Adjustment	Rural	Urban Containment

KEY FACTORS FOR CONSIDERATION

Zoning Regulation

The current zoning is RR2 Rural Residential for single family dwellings. The application proposes a zoning amendment to RM4 to accommodate town home development with a potential density of up to 55 dwelling units per the conceptual site plan shown in Figure 2. Figure 3. Shows its conformance to the RM4 zone regulations.

One of the key benefits of this amendment, would be reducing the carbon footprint generated from bussing and driving children to school. The subsequent *Development Permit* would provide for much needed frontage improvements along Davidson such as a parking aisle, sidewalk, bicycle lane and corner island at the Bond Road four-way stop. These improvements would prioritize and enhance pedestrian safety. Frontage improvements also include similar upgrades on Bond Road which the District identifies as an active transportation corridor.

One of the key reasons to support the proposed increase in density is in response to the increasing demand for much needed housing in the “missing middle” that is attainable for young families and promotes a healthy lifestyle. Could it be more appropriate than next to an elementary school?

Figure 2. Conceptual Site Plan



SPACE LEGEND

- Vehicular Circulation
- Pedestrian Circulation
- Unit Type A
- Unit Type B
- Unit Type C
- Private Open Space
- Landscape Buffer
- Property Line
- Landscape Buffer Line
- Setback Line

Figure 3. Zoning Regulation Conformance

PROJECT STATISTICS

PROJECT DATA

CIVIC ADDRESS: 11470 Bond Road, Lake Country, BC
LEGAL ADDRESS: Lot 1, Plan KAP74233, Section 16, Township 20, Coquasset Div of Yale Land District, & SEC 21
PROPOSED USE: Townhouses
DATE OF DESIGN: BCRC 2018
PROPOSED OCCUPANCY: RM-4 Low Density Multiple Housing

DEVELOPMENT REPORT (RM4 ZONE)

AREA CALCULATION	REQUIRED	PROPOSED	RM-4 COMPLIANCE
BUILDING HEIGHT (STOREYS)	3	3	
TOTAL PROPOSED UNITS		55 UNITS	
SITE AREA		30,715 sq.m (81,021 sq.ft)	
TOTAL BUILT UP AREA		6,356.6 sq.m (16,622.44 sq.ft)	
FAR	65%	61.6%	
BUILDING COVERAGE	45%	30.56%	
BUILDING, DRIVEWAY & PARKING COVERAGE	60%	56.20%	
PRIVATE OPEN SPACE (25 sq.m/2 BD UNIT)	1375 sq.m	1556.90 sq.m	
SETBACKS	REQUIRED (m)	PROPOSED (m)	RM-4 COMPLIANCE
MINIMUM SETBACK PROVIDED			
NORTH SIDE YARD	4.5	4.5	
SOUTH SIDE YARD	4.5	11.38	
WEST REAR YARD	7.5	11.39	
EAST	6	6	

PARKING REPORT (RM4 ZONE)

PARKING	REQUIRED	PROPOSED	SPACE LENGTH	SPACE WIDTH	RM-4 COMPLIANCE
NUMBER OF BROWSEHOUSE PARKING SPOTS - 2 PER 3 BD UNIT (85 UNITS)	110	110	6 m	2.5 m	
TOTAL	110	110			
NUMBER OF VISITOR PARKING SPOTS - 1 PER 7 DWELLING UNITS	8	8	6 m	2.5 m	
TOTAL	8.0	8			
NUMBER OF CLASS 1 BIKE SPOTS (0.5 PER UNIT)	28	45	1.8	0.6	
NUMBER OF CLASS 2 BIKE SPOTS (0.1 PER UNIT)	6	6	1.8	0.6	

AREA STATEMENT - UNITS

AREA CALCULATION	NO OF BD	NO OF UNITS	LEVEL 1 (GARAGE)	LEVEL 2	LEVEL 3	PROPOSED UNIT AREA - EXCL. GARAGE (sq.m)	(sq.ft)
UNIT A	3	30	67.26 sq.m (723.7 sq.ft)	67.26 sq.m (723.7 sq.ft)	67.26 sq.m (723.7 sq.ft)	94.52 sq.m	1011.40 sq.ft
UNIT B	3	26	66.39 sq.m (714.62 sq.ft)	66.39 sq.m (714.62 sq.ft)	66.39 sq.m (714.62 sq.ft)	132.78 sq.m	1429.23 sq.ft
UNIT C	3	19	51.63 sq.m (555.74 sq.ft)	51.63 sq.m (555.74 sq.ft)	51.63 sq.m (555.74 sq.ft)	103.26 sq.m	1111.48 sq.ft
TOTAL		55					

AREA CALCULATION - BUILDINGS

BUILDING NO.	NET FLOOR AREA (sq.m)	NET FLOOR AREA (sq.ft)
BUILDING 01	472.83 sq.m	5,086.31 sq.ft
BUILDING 02	472.83 sq.m	5,086.31 sq.ft
BUILDING 03	826.58 sq.m	8,899.93 sq.ft
BUILDING 04	265.56 sq.m	2,858.49 sq.ft
BUILDING 05	265.56 sq.m	2,858.49 sq.ft
BUILDING 06	196.20 sq.m	2,120.74 sq.ft
BUILDING 07	413.04 sq.m	4,445.96 sq.ft
BUILDING 08	737.64 sq.m	7,939.96 sq.ft
BUILDING 09	539.06 sq.m	5,786.31 sq.ft
BUILDING 10	265.56 sq.m	2,858.49 sq.ft
BUILDING 11	265.56 sq.m	2,858.49 sq.ft
BUILDING 12	539.06 sq.m	5,786.31 sq.ft
BUILDING 13	794.06 sq.m	8,547.26 sq.ft
TOTAL NET FLOOR AREA	6,356.60 sq.m	68,422.44 sq.ft

ZONING BY-LAW COMPLIANCE

VARIANCE REQUESTED

Official Community Plan Guidance

The Official Community Plan (OCP) is the guiding document for staff and council where it pertains to growth in the community. The subject property is designated in the OCP as Residential Rural (single family). The proposed OCP Amendment would change this designation to Residential Multi-Family to accommodate the proposed RM4 Zoning Amendment. The following are the key considerations for “anticipated” growth:

1. Infill development
2. Maintaining rural character
3. Densification

Below are excerpts from the District’s OCP that reinforce these key considerations:

“This Official Community Plan maintains the rural character of Lake Country while also sensitively accommodating anticipated growth. One of the strategies to achieve this goal is to support appropriate infill development and use the existing land base more intensively. Infill development refers to the development of property in urban areas that may have been passed by when the area was originally developed or the redevelopment of currently built areas.”

“The policies of Council are as follows: a. Implement an infill development strategy that guides the planning, design and construction of spaces that enable additional living or work opportunities on vacant or underutilized lands. b. Continue to permit secondary suites in most single-unit neighbourhoods. c. Acknowledge the preservation of existing community character as an integral component of infill development. d. Support the subdivision or densification of lands located within the Urban Containment Boundary to utilize the land base more efficiently.”

While densification is supported in land within the “Urban Containment Boundary” the opportunity for “Infill” on the subject property is a key consideration. This presents an opportunity to generate some density with “infill” to supply much needed housing. It is an ideal “infill” in the sense there are existing services to accommodate the density and benefits available for the neighborhood. The rural character of the area can be easily maintained through landscaping and architectural form and character in a subsequent development permitting process.

Urban Containment Boundary

The Urban Containment Boundary was demarcated and noted in the OCP (2018), at a time when there were single family homes on the subject property. It was also a time when the housing supply didn’t appear to be as constrained as has been realized today. The Boundary terminates at Davidson Road. Policy considerations from the OCP:

“Focusing most growth to the Urban Containment Boundary is a key principle of the Lake Country growth management strategy, which seeks to balance providing suitable land for well-planned growth while maintaining the integrity of the rural lands.

- *Maximizing the use of existing infrastructure and minimizing infrastructure cost.*
- *Minimizing air pollution and greenhouse gas emissions by supporting a mix of services near homes and employment, (Schools?) decreasing the need for automobile use.”*

The proposed land use leverages the existing infrastructure, improves on it at no cost to the District, and provides housing next to a school, and nearby 23 Bus service, decreasing the need for automobile use.

Additionally, the buildings will be constructed according to the Step Code in alignment with BC Housing’s Carbon Reduction commitment. This includes the use of electric heat-pumps, increased air tightness and insulation, the reduction in thermal bridging, and heat island effect using lighter coloured roofing materials.

Additionally, from the OCP:

“Requests to develop outside the Urban Containment Boundary must apply to amend Map 3 of this bylaw to designate the subject property as being located in the Urban Containment Boundary. An Urban Containment Boundary map amendment proposal provides proponents with an opportunity to present their application at a conceptual level.”

This application proposes an amendment to the Urban Containment Boundary map in accordance with the District’s procedure. Accompanying this application are supporting documentation which provides information at a conceptual level for Staff and Council to consider. Per the OCP, all submissions to amend Map 3 should provide materials that address the items shown in the following table:

Figure 4. Boundary Amendment Considerations

	Required	Provided
1	Overview of the proposed development concept.	Contained within this Application Rationale
2	Inventory of all land uses proposed for the project.	<i>Figure 2. Conceptual Site Plan: “RM5” Townhomes.</i> Also See EXHIBIT E: CONCEPTUAL SITE PLAN
3	List of the total residential and other unit mix proposed.	<i>Figure 2. Conceptual Site Plan: Total 55 dwelling units broken down into various sizes as show in the key plan</i>
4	Infrastructure proximity and capacity review.	The subject property has community services conveniently located at the property line. See Exhibit A: CTQ Capacity Assessment
5	Review of any resulting impacts on the Town Centre.	The subject property is a short distance to Hwy 97 via several arterial connections, commercial amenities, and the Town Centre Exhibit F: CTQ Transportation Letter; and Exhibit H: 23 Bus Route Okanagan Centre Road.
6	Sensitive Ecosystem Inventory assessment for the site.	No environmentally sensitive areas found. See Exhibit B: TerraWest Environmental Assessment. Also, <i>Figure 6. Nearest Sensitive Ecosystem</i>
7	Preliminary stability and erosion assessment for the site.	No hazards or stability issues found. See Exhibit C: Interior Testing Geotechnical Report
8	Plan ensuring the protection of growth constraints (Items 9, 10, 11, 12, 13 below)	The Proposed Land Use protects the growth constraints per Items 9, 10, 11, 12, 13 below
9	Environmentally Sensitive Areas	There are no ESAs within the subject property. See Exhibit B: TerraWest Environmental Assessment
10	Agricultural Land Reserve	The Subject Property is not within the ALR and does not impact nearby ALR lands per Exhibit B: TerraWest Environmental Assessment. Also see <i>Figure 7. Urban Containment Boundary and ALR Context</i>

11	Topography (Slopes)	See Exhibit D: Topographic Survey
12	Terrain Stability (Hazards)	There are no Stability Hazards noted in the District mapping nor identified by Exhibit C: Interior Testing Geotechnical Report
13	Servicing Potential	Community Services are available at the subject property line. See Exhibit A: CTQ Capacity Assessment
14	Project phasing and anticipated absorption plan.	The project will likely be constructed in two or three phases based on market absorption at the time of pre-sale and construction.
15	Identification of any amenity contributions proposed.	While the application is intended to be an affordable housing project, there is a proposed pedestrian connection from Bond Road to the Davidson Elementary which accommodates access/egress from the south. Other interior common area and greenspace amenities will be considered in the Development Permit application and may include a resident Garden, outdoor play area, and indoor gym.
16	Plan showing park sites and trail connections.	See <i>Figure 5. Park and Trail Context Map</i>
17	An analysis of current market demand and a review of existing District land supply.	At the time of application there are no specifically “affordable town homes” listed for sale in the District of Lake Country. While there is land available within the Urban Containment Boundary suitable for townhome development, its value better reflects market priced housing. It would not be eligible for the BC Housing “Affordable Home Ownership Program”. Alternatively, the value created by the added density proposed for the rural land in this application creates the value lift which BC Housing leverages to provide mortgages to qualifying purchasers. See Exhibit G: BC HOUSING AFFORDABLE HOME OWNERSHIP PROGRAM

Figure 5. Park and Trail Context Map



Figure 6. Nearest Sensitive Ecosystem

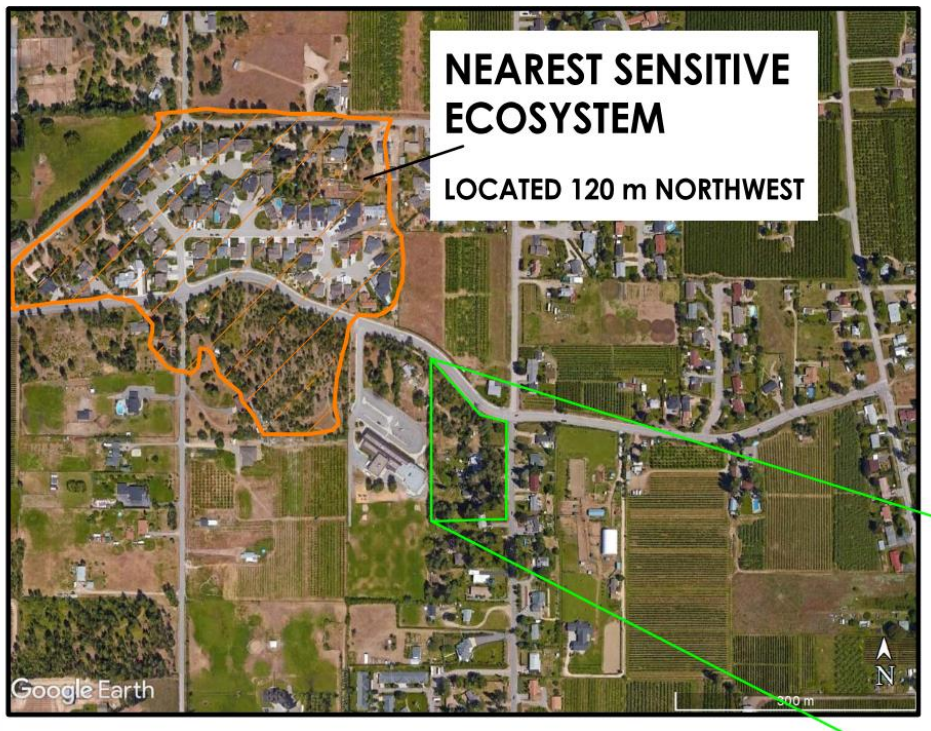
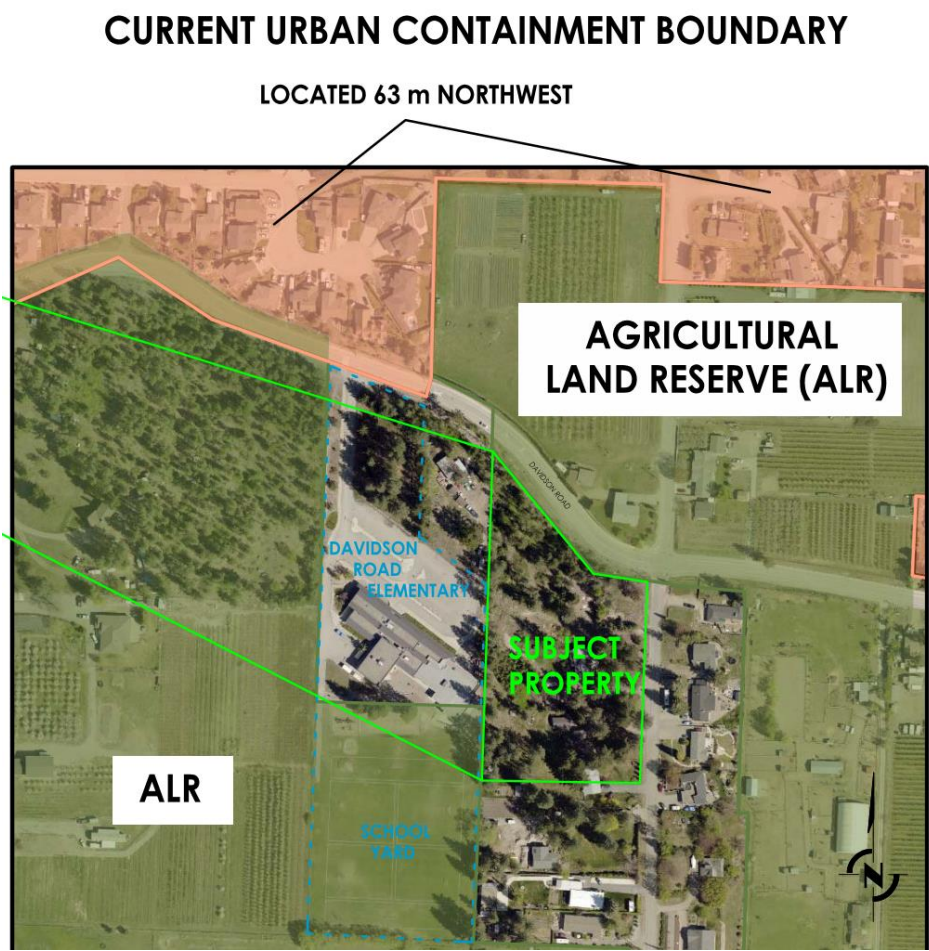


Figure 7. Urban Containment Boundary and ALR Context



Process to Amend the Urban Containment Boundary per the OCP

To amend the boundary, Staff and Council must consider the “concept level” application criteria as listed and discussed in *Figure 4*. If Council agrees the proposal has merit, it can request the application to prepare an Area Structure Plan (ASP). The ASP provides a linkage amongst all District of Lake Country plans and a specific development proposal.

From the OCP:

“The ASP is a proponent-funded document required for requests to amend the land use designations of those areas proposed for development.

Secondly, once the ASP has been satisfactorily completed, Council will consider the adoption of the proposed plan. If approved, it will amend the future land use designation shown on Map 1 and the zoning of the properties involved.

Council will consider adopting an ASP following a Public Hearing. As a general guideline, lands that are not within the Urban Containment Boundary must not be developed or fragmented beyond their current potential until the majority of comparable development lands have been built out, unless an ASP can clearly demonstrate a lack of current supply.

A property owner or series of property owners making up a majority of the land base under consideration for development may initiate an Urban Containment Boundary map amendment and an ASP application. The actual boundary of the plan area is determined as authorized by resolution of Council. “

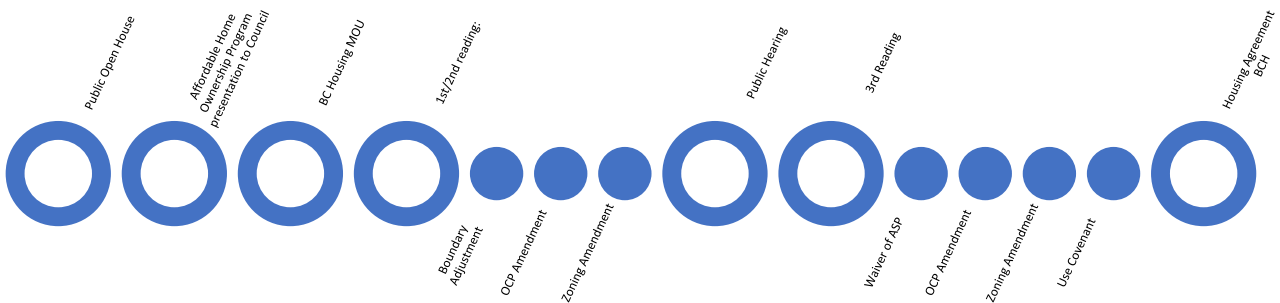
Waiving The ASP Process

While the ASP process is provided as guidance in the OCP, it is at the discretion of Staff and Council whether it applies to an application. Typically, an ASP is necessary for large acreage which is not currently connected to municipal services. An example would be a development such as the Lakestone Community. The applicant requests Staff and Council to consider waiving the ASP requirement, which isn’t a change to the policy, but rather the exercise of its privilege contained within the policy.

The proposed development and its supporting documentation already indicate there are no negative impacts to the 5 growth constraints and how the property is better defined as infill development. An ASP would be a deeper technical dive into the same areas of concern and is unlikely to uncover anything new but would add unnecessary delay and expense. The ability to deliver an affordable housing solution is in part dependent on a timely decision regarding the Boundary Adjustment.

The applicant acknowledges the voice of the immediate neighborhood matters in such a significant change to the OCP and Urban Containment Boundary. It plans to hold an open house in January 2024. A public hearing is also expected as part of the process as well as a site-specific zone, or restrictive use covenant.

Figure 8. Proposed Application Steps



Affordable Home Ownership Program

The application proposes town homes aimed at young families. The applicant wishes to enrol the proposed project in the BC Housing “Affordable Home Ownership Program”. It is essentially an agreement between the Municipality, BC Housing, and the Developer.

A project is eligible when a Municipality provides an expedited process and added value such as densification of land use where it would otherwise not be permitted. BC Housing leverages this added value and provides interest & payment-free financing on 10-20% of the purchase price to qualified purchasers. This reduces the down payment and mortgage payments for the homeowner. An initial meeting between BC Housing and District Staff will occur early in the new year to determine if there is a path forward as part of this application. The Applicant will provide an informative presentation prior to 1st reading.

A non-binding Memorandum of Understanding is required between BC Housing and the District prior to hearing the application. It would state the conditions on which the project would participate in the program. The key condition would be the successful densification of the subject property.

Use Covenant

The applicant acknowledges the District will require a site-specific zone or restrictive use covenant to reflect the “affordability” intent and expedited permitting process. The language must be mutually acceptable and address the need for flexibility to adopt other “affordability” programs such as CMHC, Federal Grants, and Provincial initiatives, should any offer more attractive outcomes for the stakeholders.

Conclusion

Creating affordable housing options for young families is not an easy task. Even more rare is the opportunity to situate it next to an elementary school. This letter of rationale has demonstrated there are no negative impacts to the District’s identified growth constraints, it is an infill opportunity for which there are existing services, aligns with the District’s carbon reduction strategy, and provides improvements to the existing access and egress near Davidson Elementary.

The ability to deliver this housing is dependent on a timely permitting process and the District’s commitment to this end, as well as working within BC Housing’s program to ensure the density is optimized.

This letter and its supporting documentation provided is above and beyond the amount of due diligence and information normally provided for a Zoning/OCP Amendment to ensure Council can make a well-informed decision.

Best regards,

Stephen Duke

Per: Frontside Developments Inc.

EXHIBIT A: CIVIL ENGINEERING CAPACITY STUDY

EXHIBIT B: ENVIRONMENTAL ASSESSMENT

EXHIBIT C: GEOTECHNICAL HAZARD/STABILITY ASSESSMENT

EXHIBIT D: TOPOGRAPHICAL SURVEY PLAN

EXHIBIT E: CONCEPTUAL SITE PLAN

EXHIBIT F: CTQ TRANSPORTATION LETTER

EXHIBIT G: BC HOUSING AFFORDABLE HOME OWNERSHIP PROGRAM

EXHIBIT H: 23 BUS ROUTE OKANAGAN CENTRE ROAD