

## Development Variance Permit Application

### Development information: Proposal summary:

We will be constructing a 3 storey multi dwelling residential building. It is directly aligned with the focus of new medium density residential developments in the Okanagan Falls town Centre.

This high-quality design boasts with large balconies promoting lakeside views and private amenity space at the front of the property. The back of the building will be visually pleasing and conform to the standards of the OFTC with Large windows and faux balconies.

### Supporting Rationale:

#### 1- We seek approval for a variance of bylaw 13.1.7(a)(v)- Minimum set backs:

##### a. For a parcel line adjacent to Highway 97 from 4.5m to 0.0m

- Prior to the fire in 2019 caused by the barbershop next door, the building was set on a 0-lot line. Even at a 0-lot line the building will be set back 11.5m away from the existing highway. This allows there to be a buffer from the proposed development from any further road widening.
- The 0.0m setback would allow for the construction of a 3 storey multi-dwelling residential building. This building aligns with the Town Center Plan for development and revitalization.
- Having a Zero lot line adjacent to highway 97 means that we will be able to comfortably add balconies and a good amount of amenity area for our tenants at the front of the building. This aligns with the town plan because it will make the building one that is pedestrian-friendly that is oriented towards Sakha Lake and optimizes public access to the waterfront. It supports increased residential development that in turn supports local businesses. We will be improving and updating the look of the building to meet the requirements of OFTC.
- 5081 8<sup>th</sup> Ave has recently been approved to have a zero-lot line adjacent to highway 97 and is on the same lot line as our building. Approving our variance will help maintain a uniform look in the town centres main block.
- Allowance of this set back variance will not adversely affect the neighbouring properties as most are on the 0.0m lot line adjacent to highway. Our building would look very out of place should the variance not be approved.
- Our request for the 0.0m setback variance is a unique solution to the space issue on this small lot so we can make the best, most attractive residential building possible.
- There will not be a negative affect on the natural site characteristics or environmental qualities. In fact, allowing the variance will provide more available space for landscaping and amenity space

- 2- Variance on parking space requirements is being requested to allow 1 tandem/ two stacked parking space/s per unit;

Bylaw 9.6 (table 9.2) off street parking and loading:

- a. Residential (apartment building, townhouse) from 1.75 per dwelling unit to 1 tandem space/ effectively providing two parking spaces per dwelling unit.
- This variance has no negative impact to the intent of the OFTC. Even if each unit had two registered vehicles, because each unit is provided one tandem space, the residents would have a long driveway like most homes and would require to move their vehicles for each other regardless of the other two units.
  - The parking variance has no affect on any neighbouring properties or public land. We will provide one dedicated tandem parking space per unit on our property.
  - We are actually increasing the number of stalls to 2 per unit by making them tandem.
  - A variance in the parking space will allow for more open amenity space therefore improving the environmental qualities of the lot.
  - The variance will maximize the parking given the property boundaries.

- 3- Variance on off street parking space standards; Bylaw 9.3.8; all parking areas must contain adequate provisions so that vehicles may turn on the parcel.

Please see attached document (turning radius) supporting the need for this variance

- a. Grant variance to allow use of access lane for safe turn around
- The lot in questions is unable to physically meet the requirements of the bylaw.
  - An unlimited access permit to the laneway has been granted to the owners and any tenants of the property therefore creating enough space for vehicles to safely turn.
  - No other properties are affected by the use of the access lane.
  - This is a very unique situation. The size of the lot cannot satisfy the requirements of the bylaw. To satisfy the bylaw we have obtained unlimited, unrestricted use of the back access lane.
  - The variance is the only solution. It isn't physically possible. The access way makes the turn around possible.
  - Granting this variance does no affect on the characteristics of the lot or the overall town centre plan as the drive way is in the back of the property and is only required to maneuver on the lot.