



CITY OF WEST KELOWNA PUBLIC HEARING AGENDA

Tuesday, March 23, 2021, 6:00 P.M.

COUNCIL CHAMBERS

2760 CAMERON ROAD, WEST KELOWNA, BC

Pages

1. CALL THE PUBLIC HEARING TO ORDER

It is acknowledged that this meeting is being held on the traditional territory of the Syilx/Okanagan Peoples.

In accordance with the Provincial Health Officer Order on Gatherings and Events, members of the public are restricted from attending public hearings in person. Public participation will be available by phone or by written submission and all representations to Council form part of the public record. This meeting is being webcast live and will be archived on the City's website.

2. INTRODUCTION OF LATE ITEMS

3. ADOPTION OF AGENDA

4. OPENING STATEMENT

5. PUBLIC HEARING

5.1. Z 20-05; Zoning Amendment Bylaw No. 0154.100, 2021 (PH); 2485 Hayman Road

2

Legal/Address: Lot 5, DL 2689, ODYD, Plan KAP22622, 2485 Hayman Road

Current Zoning: Single Family Residential (R1)

Proposed Zoning: Compact Single Detached Residential (RC3)

Purpose: To provide for a two lot subdivision

6. ADJOURNMENT OF THE PUBLIC HEARING

No other submissions from the public or applicant may be received by Council.

Copies of the proposed bylaws, information and reports are available for review at the City of West Kelowna Planning Department, 2760 Cameron Road, between 8:30 a.m. and 4:30 p.m., Monday through Friday (excluding statutory holidays), or online at <https://calendar.westkelownacity.ca/councilcommittee>.



PUBLIC HEARING REPORT

To: Paul Gipps, CAO

Date: March 23, 2021

From: Hailey Rilkoff, Planner II

File No: Z 20-05

Subject: **Z 20-05; Zoning Amendment Bylaw No. 0154.100, 2021 (PH); 2485 Hayman Road**

BACKGROUND

Bylaw No. 0154.100 (File Z 20-05) was given 1st and 2nd reading at the January 26, 2021 regular Council meeting (Attachment 1).

ADDITIONAL INFORMATION FOR PUBLIC HEARING

Potential Subdivision Analysis

Further to discussion at 1st and 2nd reading, an analysis of properties in the Lakeview Heights neighbourhood with similar potential for rezoning to RC3 (Compact Housing) and subdivision was completed. Just over 400 parcels were identified which have a minimum 875 m² of parcel area¹ and a minimum 28 m² of road frontage². When analyzing each property's existing dwelling siting and size, the approximate number of properties that would allow subdivision (without the removal of the existing home) is reduced to approximately 106 parcels.

This means that approximately 9% of all R1 zoned properties³ in the Lakeview Heights neighbourhood could potentially accommodate at least one new RC3 Zoned lot while retaining the existing dwelling on an R1 Zoned remainder lot.

Public Notification

A notice of application sign has been posted on the subject property in accordance with Development Application Procedures Bylaw No. 0260. Advertisements have been placed in local newspapers and 27 notification letters have been forwarded to property owners within 100 m of the proposed development.

¹ R1 Zone Minimum Parcel Area = 550 m². RC3 Zone Minimum Parcel Area = 325 m². Combined Minimum Parcel Area for subdivision potential = 875 m².

² R1 Zone Minimum Frontage = 16.0 m. RC3 Zone Minimum Parcel Area = 12.0 m. Combined Minimum Parcel Frontage = 28.0 m.

³ There are 1229 R1 Zoned parcels in Lakeview Heights.

At the time of writing this report, eight submissions have been received in relation to the rezoning proposal. The submissions are fairly consistent in outlining concerns which include:

- Smaller parcels altering the character of the Lakeview Heights neighbourhood.
- The precedent approving this rezoning proposal could have, resulting in similar properties looking to introduce more compact development.
- Concerns with increased traffic and parking in the neighbourhood resulting from further density.

Please see *Attachment 1* for the original report.

COUNCIL REPORT / RESOLUTION HISTORY

Date	Report Topic / Resolution	Resolution No.
January 26, 2021	THAT Council give first and second reading to City of West Kelowna Zoning Amendment Bylaw No. 0154.100, 2021 (File: Z 20-05); and THAT Council direct staff to schedule the proposed bylaw amendment for Public Hearing.	C067/21

REVIEWED BY

Brent Magnan, Planning Manager

Mark Koch, Director of Development Services

Shelley Schnitzler, Legislative Services Manager/Corporate Officer

APPROVED FOR THE AGENDA BY

Paul Gipps, CAO

Attachments:

1. January 26, 2021 Council Report: Z 20-05; Zoning Amendment Bylaw No. 0154.100 (1st and 2nd); 2485 Hayman Road
2. Zoning Amendment Bylaw No. 0154.100
3. Public Notification Map
4. Submissions Received up to March 4, 2021



To: Paul Gipps, CAO

Date: January 26, 2021

From: Hailey Rilkoﬀ, Planner II

File No: Z 20-05

Subject: **Z 20-05, Zoning Amendment Bylaw No. 154.100 (1st and 2nd), 2485 Hayman Road**

RECOMMENDATION

THAT Council give first and second reading to City of West Kelowna Zoning Amendment Bylaw No. 0154.100, 2021 (File: Z 20-05); and

THAT Council direct staff to schedule the proposed bylaw amendment for Public Hearing.

STRATEGIC AREA(S) OF FOCUS

Economic Growth and Prosperity – Quality, innovative urban development (Council’s 2020-2022 Strategic Priorities).

BACKGROUND

This application proposes to amend the zoning designation of a portion of the subject property from the R1 – Single Detached Residential Zone to the RC3 – Single Detached Compact Residential Zone to support a future subdivision. The applicant is proposing to create one additional residential lot within the RC3 Zone, which could be developed with a Single Detached Dwelling. If the rezoning is successful, the applicant could apply for subdivision. The applicant has also applied for a setback variance for the proposed new lot which would be considered by Council following adoption of a successful rezoning.

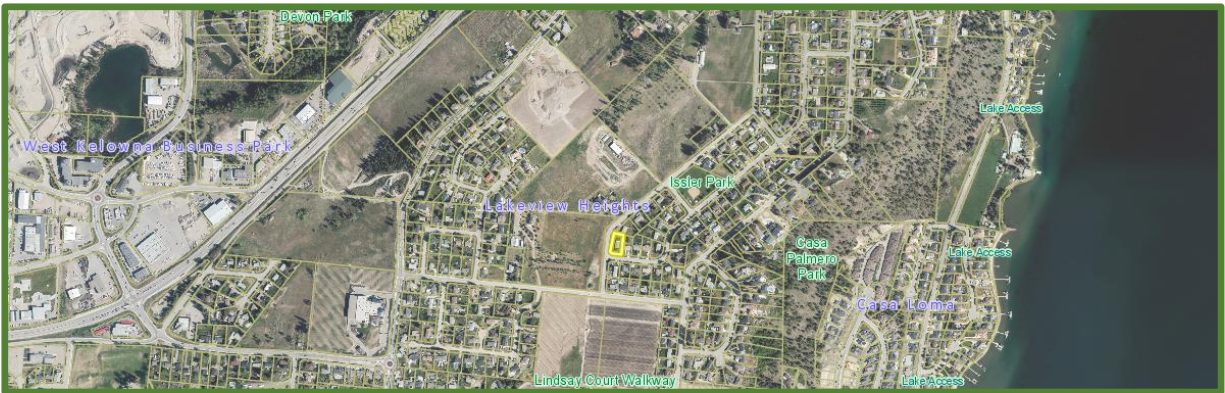
PROPERTY DETAILS			
Address	2485 Hayman Road		
PID	006-793-339		
Folio	36414409.156		
Lot Size	~0.35 Acres (1,428 m ²)		
Owner	1254449 B.C. Ltd	Agent	Lorn Humenuik
Current Zoning	R1 – Single Detached Residential	Proposed Zoning	R1 – Single Detached Residential & RC3 –

		Single Detached Compact Residential
Current OCP	SFR – Single Family Residential	Proposed OCP -
Current Use	Residential	Proposed Use Residential
Development Permit Areas	None	
Hazards	N/A	
Agricultural Land Reserve	Adjacent to ALR (across Hayman Road)	

ADJACENT ZONING & LAND USES

North	^	R1 - Single Detached Residential
East	>	R1 - Single Detached Residential
West	<	A1 – Agricultural (ALR)
South	v	R1 - Single Detached Residential

NEIGHBOURHOOD MAP



PROPERTY MAP



Subject Property

The subject property is ~0.35 acres (1,428 m²), located on the corner of Hayman and Crestview Road. The subject property is located in the Lakeview Heights neighbourhood and is zoned R1 - Single Detached Residential. The property is currently developed with a single detached dwelling. The subject property is located nearby agricultural properties (ALR parcel across Hayman Road) and is surrounded by residential and agricultural land uses.

Proposal

The applicant is proposing to rezone a portion of the subject property to the RC3 – Single Detached Compact Residential Zone to facilitate a 2 lot subdivision.

The new proposed parcel would have the RC3 zoning, while the remainder parcel, with the existing home, would retain the R1 zoning. The applicant has submitted a proposed plan of subdivision (Attachment 2) which shows the proposed new and remainder lot area and dimensions. This proposed plan is subject to an additional subdivision process.

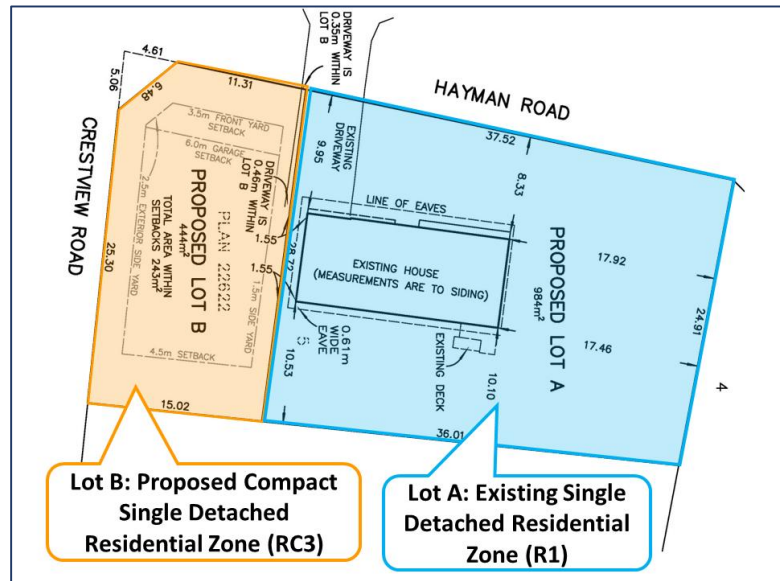


Figure 1 - Proposed Zoning Amendment

The applicant has also applied for a Development Variance Permit to reduce the required building setback from parcels in another zone on the proposed RC3 lot from 4.5 m required to 1.5 m proposed. This reduction would apply to the property boundary between the proposed new and remainder lots.

Bylaw & Policy Review

Official Community Plan Bylaw No. 0100

The property is within the City's *Neighbourhood Growth Management Designation*. This designation anticipates low and medium density residential areas, ground oriented residential, slower traffic movement, and a system of safe bicycle & pedestrian pathways.

The property is within the City's *Single Family Residential* future Land Use Designation which permits single detached, duplex and carriage house building forms including compact or clustered housing. The purpose of this designation is to provide traditional single family housing opportunities and encourage more land efficient compact housing forms.

The OCP encourages sensitive integration of different housing forms in support of neighbourhood diversity and healthy communities¹. Infill development is also supported within existing Neighbourhood GMD areas to permit smaller lot sizes through zoning amendment applications².

The property does not fall within any of the City’s Development Permit Areas and as there is only one additional residential unit proposed a Form & Character Development Permit is not required.

Zoning Bylaw No. 0154

The proposal meets the minimum subdivision regulations for both the remainder lot (R1 Zone) and the proposed new lot (RC3 Zone).

Subdivision Regulation	R1 Zone	Remainder Lot	RC3 Zone	Proposed New Lot
Min Parcel Area	550 m ²	984 m ²	325 m ²	444 m ²
Min Usable Parcel Area	330 m ²	984 m ²	195 m ²	444 m ²
Min Parcel Frontage	16.0 m	37.52 m	12.0 m	15.92 m (Hayman) 30.36 m (Crestview)

The RC3 Zone provides for a more compact single detached dwelling development pattern with a smaller parcel area than the R1 Zone. Attachment 3 includes excerpts from the Zoning Bylaw for the R1 and RC3 Zone subdivision and development regulations.

The Siting Regulations within the RC3 Zone requires a 4.5m setback from parcels in another zone; the applicant proposes to reduce this setback from the proposed remainder R1 lot to 1.5 m, which is the existing interior side setback. A 4.5m setback will be maintained from the parcel boundary with the existing R1 Zoned lot to the East of the subject property (2540 Crestview Road).

Siting Regulation	RC3 Zone Required	Proposed New Lot
Front Parcel Boundary	3.5 m or 6.0 m for a front entry garage/carport	6.0 m
Exterior Side Parcel Boundary	2.5 m or 6.0 m for a front entry garage/carport	2.5 m
Rear Parcel Boundary	3.0 m	>3.0 m
Any Other Zone (North)	4.5 m	1.5 m (Variance Requested)
Any Other Zone (East)	4.5 m	4.5 m
A1 Zone or ALR	15.0m	>18.0m

¹ Section 3.3.1 Residential Objectives

² Section 3.3.1 Residential Policies 10.

Section 3.21 of the Zoning Bylaw requires setbacks and buffers from agricultural land. A 15.0 m setback (49.2 ft) is required from the A1 Zone or land within the Agricultural Land Reserve (ALR). When a road separates a parcel from the A1 Zone or ALR land, the road forms part of the required minimum distance. The road right-of-way of Hayman Road is approximately 18 m wide fronting the subject property, therefore the minimum setback from Agricultural land would be met by any development on the proposed new lot.

Section 2.3 of the Zoning Bylaw requires that for split zoned parcels, each zone area shall be treated as a separate parcel for the purposes of determining compliance with its zone. This section of the Zoning Bylaw was not intended for newly created split zoned parcels but rather for existing parcels that have split zoning due to historic subdivisions.

Technical Review

Planning

The existing lot is 1,428 m², which would support a two lot subdivision within the R1 Zone. However, the existing house on the property is proposed to remain, and is currently undergoing renovations which includes legalizing a secondary suite. The location of the existing house on the lot makes it challenging to subdivide within the R1 Zone, as the minimum parcel area of 550 m² is difficult to achieve with a standard rectangular lot (Figure 2).



Figure 3 - R1 Zone Minimum Lot Area of 550 m² Intersects Existing House



Figure 2 - Proposed Lot Areas (RC3 & R1 Zone)

The reduced setback along the North parcel boundary of the new proposed RC3 lot is not anticipated to create negative impacts. The increased setback from parcels in another zone is intended for large compact residential developments with multiple lots being created adjacent to an existing residential subdivision. This setback was not intended for infill development at the scale as is proposed by this application. Staff do not anticipate this variance application to result in significant negative impacts as one owner is involved and any future owners of either lot would be aware of the reduced setback. The proposed

variance would be specifically brought forward to Council for consideration at the time of adoption of the Zoning Bylaw Amendment.

The applicant is proposing to rezone a portion of the subject property to the RC3 Zone to facilitate a two-lot subdivision. This would create a split zoned parcel until the proposed subdivision is created. In order to prevent a situation of a split zoned lot with multiple residences, each built within the different zone areas, it is recommended that a no-build covenant is registered on the property as a condition of rezoning approval. This covenant would be discharged upon subdivision and would be used as a temporary assurance between the time the Zoning Amendment is adopted and final subdivision registration.

This would be the first property in the Lakeview Heights neighbourhood to rezone to the compact residential zoning. The closest area with similar compact residential zoning is in the Boucherie Centre neighbourhood, along Ross, Brentwood and Ponderosa Roads.

Development Engineering

The applicant has provided a Functional Servicing Report (FSR), prepared by ARDA Consultants Ltd., which does not identify any new servicing concerns. A new fire hydrant is proposed, which is located at the corner of Hayman and Crestview Roads.

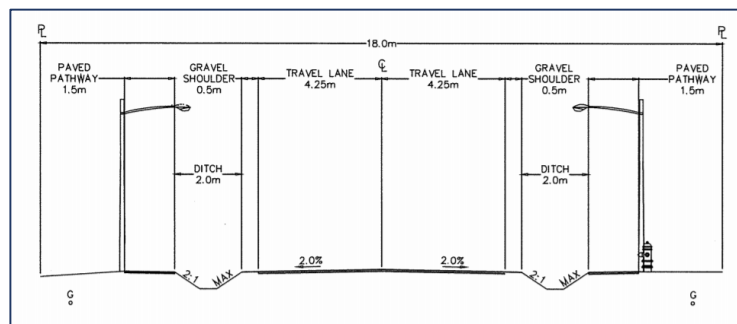


Figure 4 - Rural Minor Collector Road - 18.0 m ROW Standard

The FSR proposes cash-in-lieu for the frontage works to bring Hayman and Crestview roads up to the required standard of Rural Minor Collector road which requires pavement widening, ditching and a pathway. The required upgrades will be considered under a future subdivision application, and the City's Subdivision Approving Officer would determine whether to require the works or to accept cash-in-lieu.

Referral Responses

A referral for this application was circulated to all key departments and agencies. No objections were noted. The subject property is within 800m of a Provincial Highway, therefore Ministry of Transportation and Infrastructure (MOTI) approval is required prior to adoption of the Zoning Amendment. No response has been received from MOTI at the time of writing this report.

In addition to the above Technical Review comments, referral responses have been received from the following departments and agencies who did not advise of any concerns with the proposed rezoning:

- Fire Department
- BC Hydro
- Fortis BC
- TELUS

Advisory Committees

The Advisory Planning Commission (APC) considered this application at the December 16, 2020 APC meeting and carried the following motion:

THAT the APC recommend support for the file as presented.

The Agricultural Advisory Committee (AAC) has not considered this application as the committee is currently seeking new members and have not had a scheduled meeting since the application was referred at the beginning of December. However, the AAC was involved in the creation of the agricultural buffer regulations in the Zoning Bylaw which are met by this proposal. The proposal is not anticipated to result in negative impacts to the adjacent agricultural and ALR property.

Public Notification

A notice of application sign has been placed on the subject property in accordance with the Development Application Procedures Bylaw No. 0260, at the corner of Hayman and Crestview Roads.

Legislative Requirements

Council has the authority under Part 14 (S.479) of the *Local Government Act* to create and amend its Zoning Bylaw.

DISCUSSION

While this would be the first compact residential zoning in the Lakeview Heights neighbourhood, the proposed rezoning is consistent with the OCP. The rezoning fits within the OCP designations and is in line with residential policies to support sensitive infill and neighbourhood policies which permit smaller lot sizes through zoning amendment applications.

The subject property has adequate parcel area for both an RC3 and R1 parcel, however would not support two R1 parcels with the location of the existing house. A no-build covenant is recommended to be registered on the subject property as a temporary measure to ensure that a second residence is constructed on the split zoned parcel without subdivision being completed.

The applicant is anticipated to apply for Subdivision after a Public Hearing has been held, and after the Zoning Amendment Bylaw receives third reading. Once the subdivision has been completed and registered, the no-build covenant would be discharged to allow for the construction of a new residence on the newly created RC3 lot.

CONCLUSION

It is recommended that Council give first and second reading to the proposed bylaw amendment (Z 20-05) and direct staff to schedule a Public Hearing to provide an opportunity for residents to provide comments on the proposal.

Alternate Motion(s):

Option 1: Postpone 1st and 2nd Reading

THAT Council postpone first and second reading to City of West Kelowna Zoning Amendment Bylaw No. 0154.100, 2020 (File: Z 20-05).

Should Council postpone consideration of the proposed bylaw amendments, further direction to staff on how to proceed is required.

Option 2: Deny the Application

THAT Council deny File: Z 20-05 for 2485 Hayman Road.

Should Council deny the proposal, the file will be closed. As per the City's Development Applications Procedures Bylaw, the applicant could re-apply for a similar proposal six months after initial Council consideration.

REVIEWED BY

Brent Magnan, Planning Manager

Mark Koch, Director of Development Services

Shelley Schnitzler, Legislative Services Manager/Corporate Officer

APPROVED FOR THE AGENDA BY

Paul Gipps, CAO

Powerpoint: Yes No

Attachments:

1. Zoning Amendment Bylaw No. 0154.100, 2021
2. Applicant's Proposal Summary
3. Proposed Plan of Subdivision
4. RC3 and R1 Zone Excerpts from the Zoning Bylaw

CITY OF WEST KELOWNA

BYLAW NO. 0154.100

A BYLAW TO AMEND "ZONING BYLAW NO. 0154"

WHEREAS the Council of the City of West Kelowna desires to amend "CITY OF WEST KELOWNA ZONING BYLAW NO. 0154" under the provisions of the *Local Government Act*.

THEREFORE BE IT RESOLVED that the Council of the City of West Kelowna, in open meeting assembled, hereby enacts as follows:

1. Title

This Bylaw may be cited as "CITY OF WEST KELOWNA ZONING AMENDMENT BYLAW NO. 0154.100, 2021".

2. Amendments

"Zoning Bylaw No. 0154" is hereby amended as follows:

2.1 By changing the zoning on Lot 5, District Lot 2689, ODYD, Plan 22622, as shown on Schedule 'A', attached to and forming part of this Bylaw, from Single Detached Residential (R1) to Compact Single Detached Residential (RC3).

2.2 By depicting the change on "Zoning Bylaw No. 0154 Schedule B" (Zoning Bylaw map).

READ A FIRST AND SECOND TIME THIS

PUBLIC HEARING HELD THIS

READ A THIRD TIME THIS

APPROVED BY MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE THIS

ADOPTED THIS

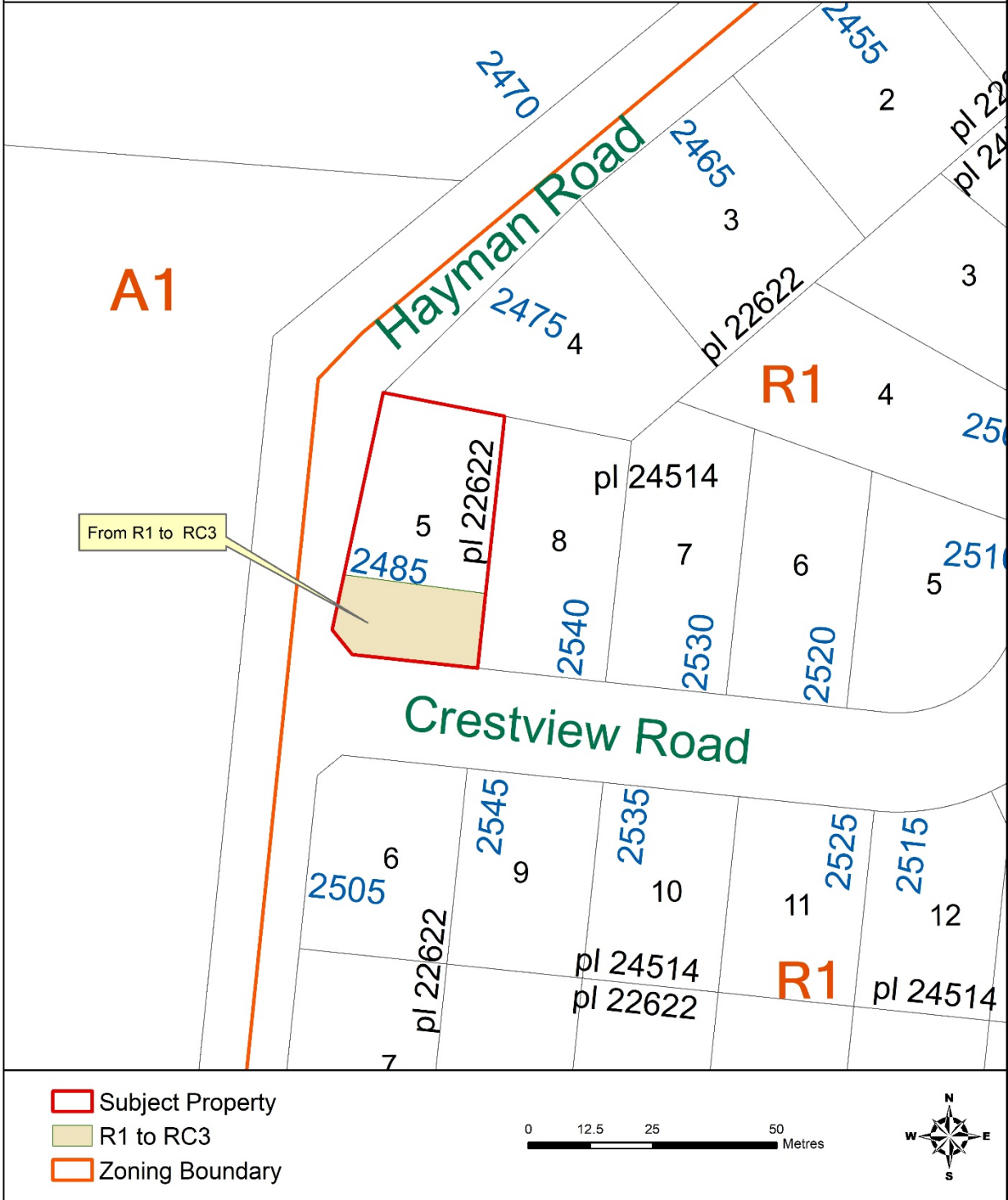
MAYOR

CITY CLERK



SCHEDULE 'A' of BYLAW NO. 0154.100

Date: 2021-01-06



August 13, 2020

**To: City of West Kelowna
2760 Cameron Road
West Kelowna, BC
V1Z 2T6**

Re: 2485 Hayman Road

Our Development Plans

To whom it may concern:

We purchased this house because we saw the opportunity to enhance the value of this property by developing a legal suite in the basement and creating an additional lot that could accommodate a new home. This corner lot is large enough to support this proposal, and we have had a surveyor prepare a proposed subdivision plan for your review. These improvements will substantially increase the value of the property, which in turn will increase your tax revenue... so hopefully we can all win!

We want to make this older home look like new. The roof was replaced within the last few years, but since we will be adding some new windows and door in the basement and building a new deck for the upper level, we will totally refinish the entire home with fresh acrylic stucco. It will look like a new house! The existing garage will be utilized for the basement suite. We want to develop another single car garage under the enclosed sundeck and have applied for another driveway access.

Attached is the Functional Servicing Report for the re-zoning and subdivision of the new lot. In addition to bringing the new power underground to the property and upgrading the fire hydrant to include three ports, we intend to remove most of the fruit trees on the new lot in the area where a house is to be built. So, at the end of the day instead of one home paying taxes on a property valued around \$650,000 the house with a suite will likely be worth around \$900 to \$950,000. A new home on the new lot could easily be in the range of \$750-850,000, so the total value after redevelopment could be close to triple the current value.

I have had considerable experience doing real estate developments on the Westside and in Peachland. I built the Acorn Homes brand and did more than 20 developments, building over 800 homes and condos. We used to have our office in Acorn Plaza on Carrington Road, a 30,000 square foot office rental building we constructed in 1996.

This little project on Hayman Road is a partnership with Richard Provost and our two companies.

Yours truly,


Sherwin Goerlitz



Richard Provost


January 11, 2021

To: **City of West Kelowna**
2760 Cameron Road
West Kelowna, BC.
V1Z 2T6

Attention: **Hailey Rilkoff, Planner**

RE: **2485 Hayman Road**
Addition of Variance for setback

As requested, we would like to add a variance application to the rezoning we already have under way with you. We believe that this variance will have minimal impact on the adjacent house next door. That house next door does not have a single window on it's south elevation, so I doubt they will even feel the difference of us even adding this variance.

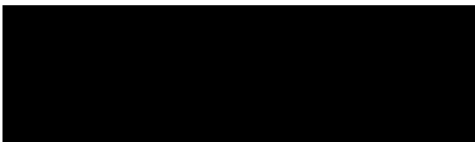
It makes good sense to do this concurrent with our application, so it is ready to go whenever someone is ready to build a new home here.

With the reduced setback it will ensure that if someone wants to have a sundeck on the north east corner of the new home, they may be able to increase the outdoor living space, which will add to their enjoyment of the home.

Thank you again for your help with this application.

Yours truly,

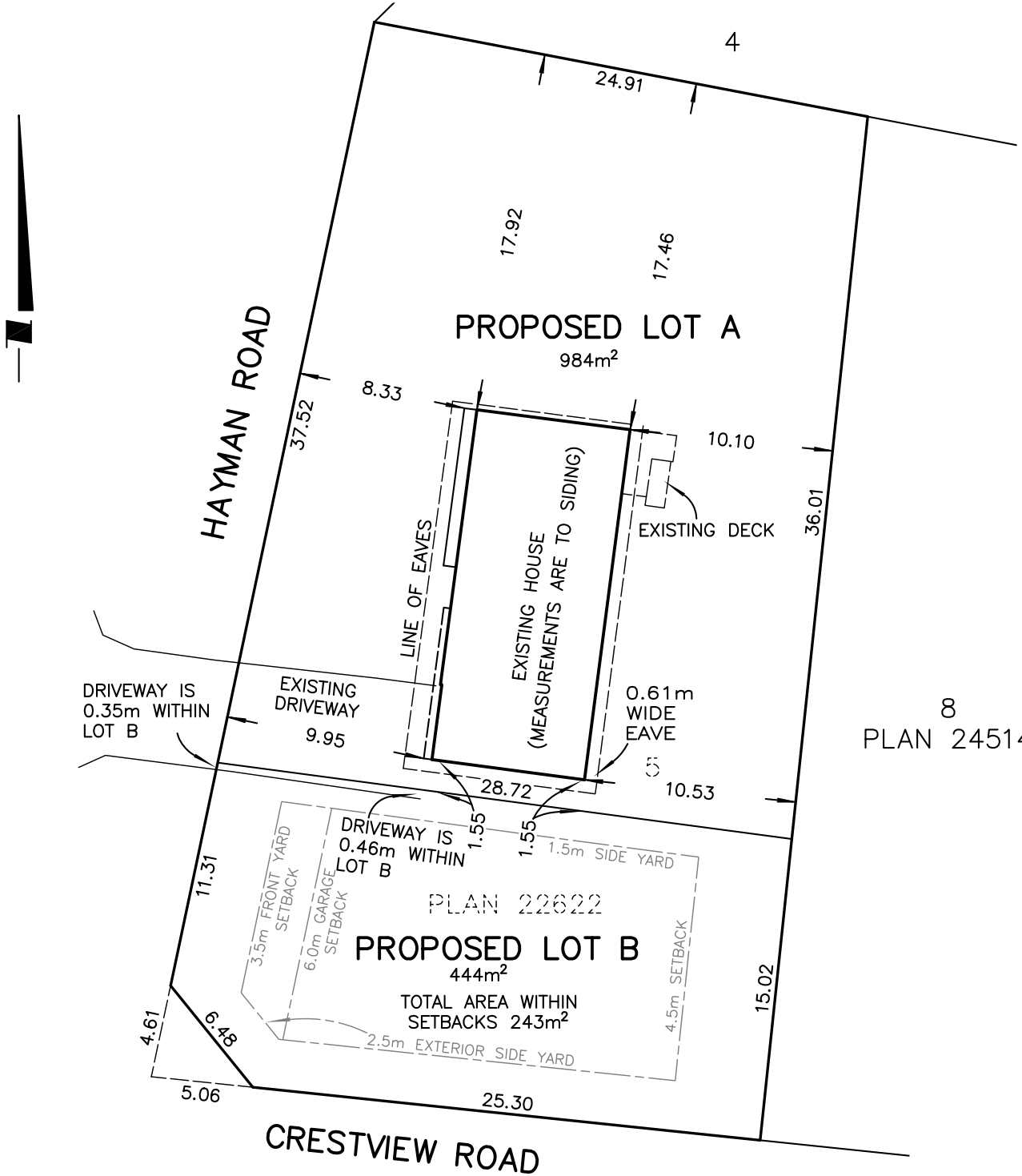
Sherwin Goerlitz



PROPOSED SUBDIVISION PLAN OF LOT 5 DISTRICT LOT 2689 ODYD PLAN 22622

PID: 006-793-339

CIVIC ADDRESS: 2485 HAYMAN ROAD,
WEST KELOWNA



8
PLAN 24514

PROPERTY LINES ARE APPROXIMATE AND ARE SUBJECT TO A FULL LEGAL SURVEY

CLIENT: ACORN DEVELOPMENTS DATE: JUNE 29, 2020

SCALE: 1:300 METRES FILE: 22223 DRAWN BY: RD

Ferguson Land Surveying & Geomatics Ltd.

BC AND CANADA LAND SURVEYORS 404-1630 PANDOSY STREET, KELOWNA, BC
PHONE: (250) 763-3115 FAX: (250) 763-0321

© Ferguson Land Surveying & Geomatics Ltd., ALL RIGHTS RESERVED

THIS PLAN SHOWS REGISTERED CHARGES ON TITLE THAT ARE DEFINED BY SURVEY PLAN OR DESCRIPTION. UNREGISTERED INTERESTS HAVE NOT BEEN INCLUDED OR CONSIDERED.

THIS PLAN IS FOR THE SOLE USE OF THE CLIENT ONLY AND IS NOT TO BE USED FOR THE RE-ESTABLISHMENT OF PROPERTY BOUNDARIES.

10.3. COMPACT SINGLE DETACHED RESIDENTIAL ZONE (RC3)

Bylaw No.
154.36

.1 Purpose

To accommodate single detached residential use on parcels of land that are 325 m² and larger.

.2 Principal Uses, Buildings and Structures

- (a) Single detached dwelling

.3 Secondary Uses, Buildings and Structures

- (a) Accessory uses, buildings and structures
- (b) Care facility, minor
- (c) Home based business, major
- (d) Secondary suite on parcels 550 m² (5,920.2 ft²) or greater

Bylaw No.
154.50

.4 Site Specific Uses, Buildings and Structures - *Reserved*

.5 Regulations Table

SUBDIVISION REGULATIONS		
(a)	Minimum parcel area	325 m ² (3,498.3 ft ²)
(b)	Minimum usable parcel area	195 m ² (2,099.0 ft ²)
(c)	Minimum parcel frontage	12.0 m (39.4 ft)
DEVELOPMENT REGULATIONS		
(d)	Maximum density:	
.1	Single detached dwelling	1 per parcel
.2	Secondary suite	1 per parcel
(e)	Maximum parcel coverage	40%
(f)	Maximum building height:	9.0 m (29.5 ft) to a maximum of 3 storeys except it is 5.0 m (16.4 ft) for accessory buildings and structures
SITING REGULATIONS		
(g)	Buildings and structures shall be sited at least the distance from the feature indicated in the middle column below, that is indicated in the right-hand column opposite that feature:	
.1	Front parcel boundary or private access easement, whichever is closer	3.5 m (11.5 ft) except it is 6.0 m (19.7 ft) for a garage or carport having vehicular entry from the front
.2	Rear parcel boundary or private access easement, whichever is closer	3.0 m (9.8 ft)
.3	Interior side parcel boundary	1.5 m (4.9 ft)

Bylaw No.
154.50

.4	Exterior side parcel boundary or private access easement, whichever is closer	2.5 m (8.2 ft) except it is 6.0 m (19.7 ft) for a garage or carport having vehicular entry from the exterior side
.5	Parcels in another zone	4.5 m (14.8 ft)
.6	A1 Zone or ALR	15.0 m (49.2 ft) except it is 9.0 (24.6ft) if a level 1 buffer is provided.

.6 Other Regulations

(a) Without limiting the application of the height regulation in Section 10.3.5(f), the height of any single building wall, measured from the lowest elevation of grade at the foot of the wall to the lower surface of the eave, or to the top of the wall in the case of a building without eaves, shall not exceed the lesser of 3 storeys or 9 m (29.5 ft).

(b) **Siting Regulations for Approved Subdivisions**

- .1 the regulations requiring a minimum distance between garages or carports having vehicular entry from parcel boundaries or private access easements, that is greater than the minimum distance required for other buildings and structures, and
- .2 the regulations requiring that the siting of a building or structure be determined in relation to the location of a private access easement, if it is closer to the building or structure than the relevant parcel boundary,

shall not apply to any parcel created by subdivision deposited in the Land Title Office before March 13, 2014 provided that the building permit authorizing the construction of the building or structure is issued before March 13, 2019.

Bylaw No.
154.06

Bylaw No.
154.36

10.4. SINGLE DETACHED RESIDENTIAL ZONE (R1)

.1 Purpose

To accommodate low density single detached residential use on parcels of land that are 550 m² and larger.

.2 Principal Uses, Buildings and Structures

- (a) Single detached dwelling

.3 Secondary Uses, Buildings and Structures

- (a) Accessory uses, buildings and structures
 (b) Bed and breakfast
 (c) Care facility, minor
 (d) Carriage house
 (e) Home based business, major
 (f) Secondary suite

.4 Site Specific Uses, Buildings and Structures

- (a) On Lot 1, Plan 44004, DL 581 ODYD, Except Plans KAP48178 & KAP53981: vineyard and one single detached/caretakers residence.

.5 Regulations Table

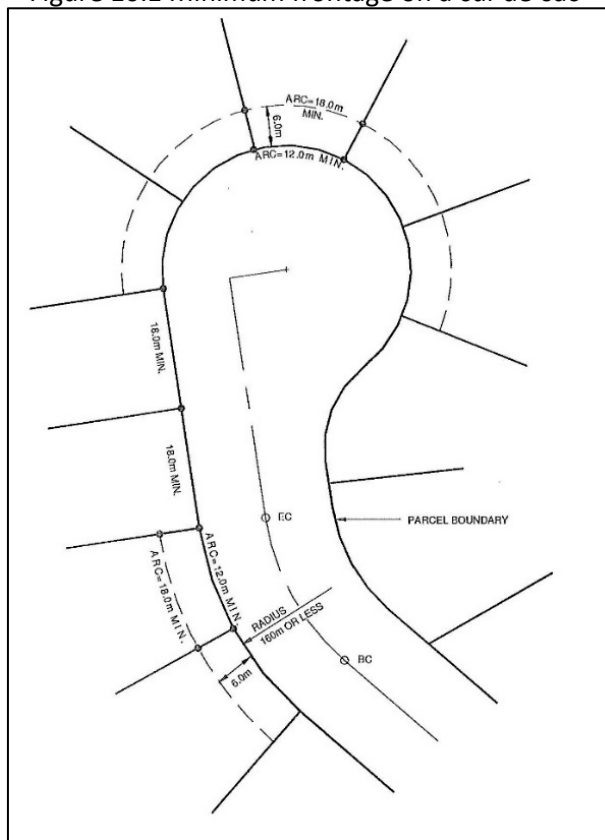
SUBDIVISION REGULATIONS		
(a)	Minimum parcel area	550 m ² (5,920.2 ft ²)
(b)	Minimum usable parcel area	330 m ² (3,552.1 ft ²)
(c)	Minimum parcel frontage	16.0 m (52.5 ft)
DEVELOPMENT REGULATIONS		
(d)	Maximum density:	
.1	Single detached dwelling	1 per parcel
.2	Secondary suite and carriage house	Only 1 secondary suite or only 1 carriage house per parcel
(e)	Maximum parcel coverage	40%
(f)	Maximum building height:	
.1	Single detached dwelling	9.0 m (29.5 ft) to a maximum of 3 storeys
.2	Accessory buildings and structures	5.0 m (16.4 ft)
.3	Carriage house	5.0 m (16.4 ft) to a maximum of 1 storey or 6.5 m (21.3 ft) to a maximum of 1.5 storeys where at least one parking stall is provided in the same building

SITING REGULATIONS		
(g)	Buildings and structures shall be sited at least the distance from the feature indicated in the middle column below, that is indicated in the right-hand column opposite that feature:	
.1	Front parcel boundary or private access easement, whichever is closer	4.5 m (14.8 ft) except it is 6.0 m (19.7 ft) for a garage or carport having vehicular entry from the front
.2	Rear parcel boundary or private access easement, whichever is closer	3.0 m (9.8 ft)
.3	Interior side parcel boundary	1.5 m (4.9 ft)
.4	Exterior side parcel boundary or private access easement, whichever is closer	4.5 m (14.8 ft) except it is 6.0 m (19.7 ft) for a garage or carport having vehicular entry from the exterior side
.5	A1 Zone or ALR	15.0 m (49.2 ft) except it is 9.0 (24.6ft) if a level 1 buffer is provided.

.6 Other Regulations

- (a) Without limiting the application of the height regulation in Section 10.4.5(f).1, the height of any single building wall, measured from the lowest elevation of grade at the foot of the wall to the lower surface of the eave, or to the top of the wall in the case of a building without eaves, shall not exceed the lesser of 3 storeys or 9 m (29.5 ft).
- (b) Without limiting the application of the height regulation in Section 10.4.5(f).3, the height of any carriage house wall, measured from the lowest elevation of grade at the foot of the wall to the lower surface of the eave, or to the top of the wall in the case of a building without eaves, shall not exceed the lesser of 1.5 storeys and 6.5 m (21.3 ft).
- (c) Despite Section 10.4.5(c), the parcel frontage may be less than 16.0 m (52.5 ft) for parcels on a cul-de-sac provided that the radius of the curvature along the parcel frontage is less than 160 m (524.9 ft) and the arc length along the parcel boundary is at least 12.0 m (39.4 ft) as illustrated in Figure 10.1.

Figure 10.1 Minimum frontage on a cul-de-sac



.7 Siting Regulations for Approving Subdivisions

- (a) The regulations requiring a minimum distance between garages or carports having vehicular entry from parcel boundaries or private access easements, that is greater than the minimum distance required for other buildings and structures, and
- (b) The regulations requiring that the siting of a building or structure be determined in relation to the location of a private access easement, if it is closer to the building or structure than the relevant parcel boundary,

shall not apply to any parcel created by subdivision deposited in the Land Title Office before March 13, 2014 provided that the building permit authorizing the construction of the building or structure is issued before March 13, 2019.



CITY OF WEST KELOWNA

BYLAW NO. 0154.100

A BYLAW TO AMEND "ZONING BYLAW NO. 0154"

WHEREAS the Council of the City of West Kelowna desires to amend "CITY OF WEST KELOWNA ZONING BYLAW NO. 0154" under the provisions of the *Local Government Act*.

THEREFORE BE IT RESOLVED that the Council of the City of West Kelowna, in open meeting assembled, hereby enacts as follows:

1. Title

This Bylaw may be cited as "CITY OF WEST KELOWNA ZONING AMENDMENT BYLAW NO. 0154.100, 2021".

2. Amendments

"Zoning Bylaw No. 0154" is hereby amended as follows:

2.1 By changing the zoning on Lot 5, District Lot 2689, ODYD, Plan 22622, as shown on Schedule 'A', attached to and forming part of this Bylaw, from Single Detached Residential (R1) to Compact Single Detached Residential (RC3).

2.2 By depicting the change on "Zoning Bylaw No. 0154 Schedule B" (Zoning Bylaw map).

READ A FIRST AND SECOND TIME THIS 26TH DAY OF JANUARY, 2021
PUBLIC HEARING HELD THIS
READ A THIRD TIME THIS
ADOPTED THIS

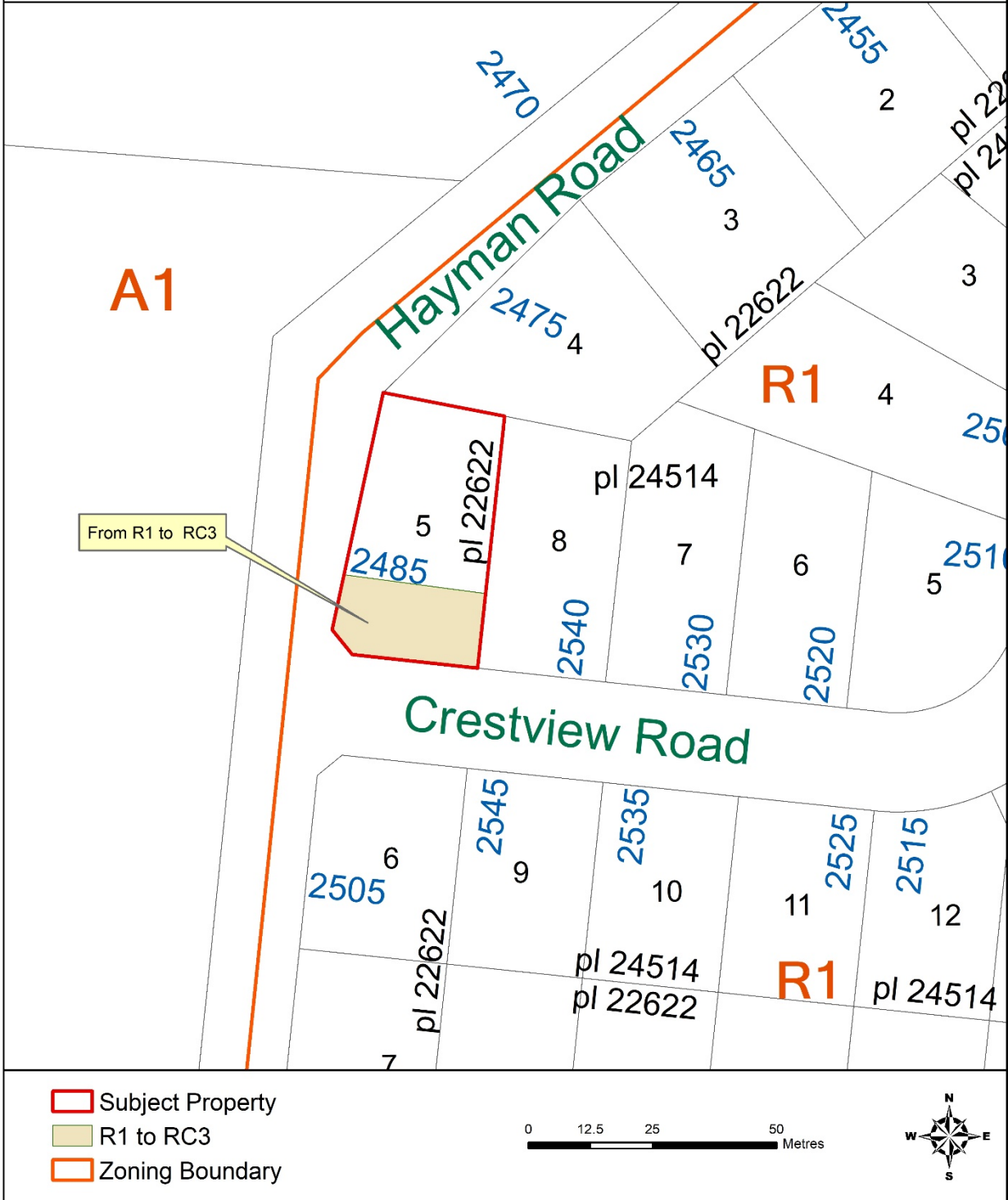
MAYOR

CITY CLERK



SCHEDULE 'A' of BYLAW NO. 0154.100

Date: 2021-01-06

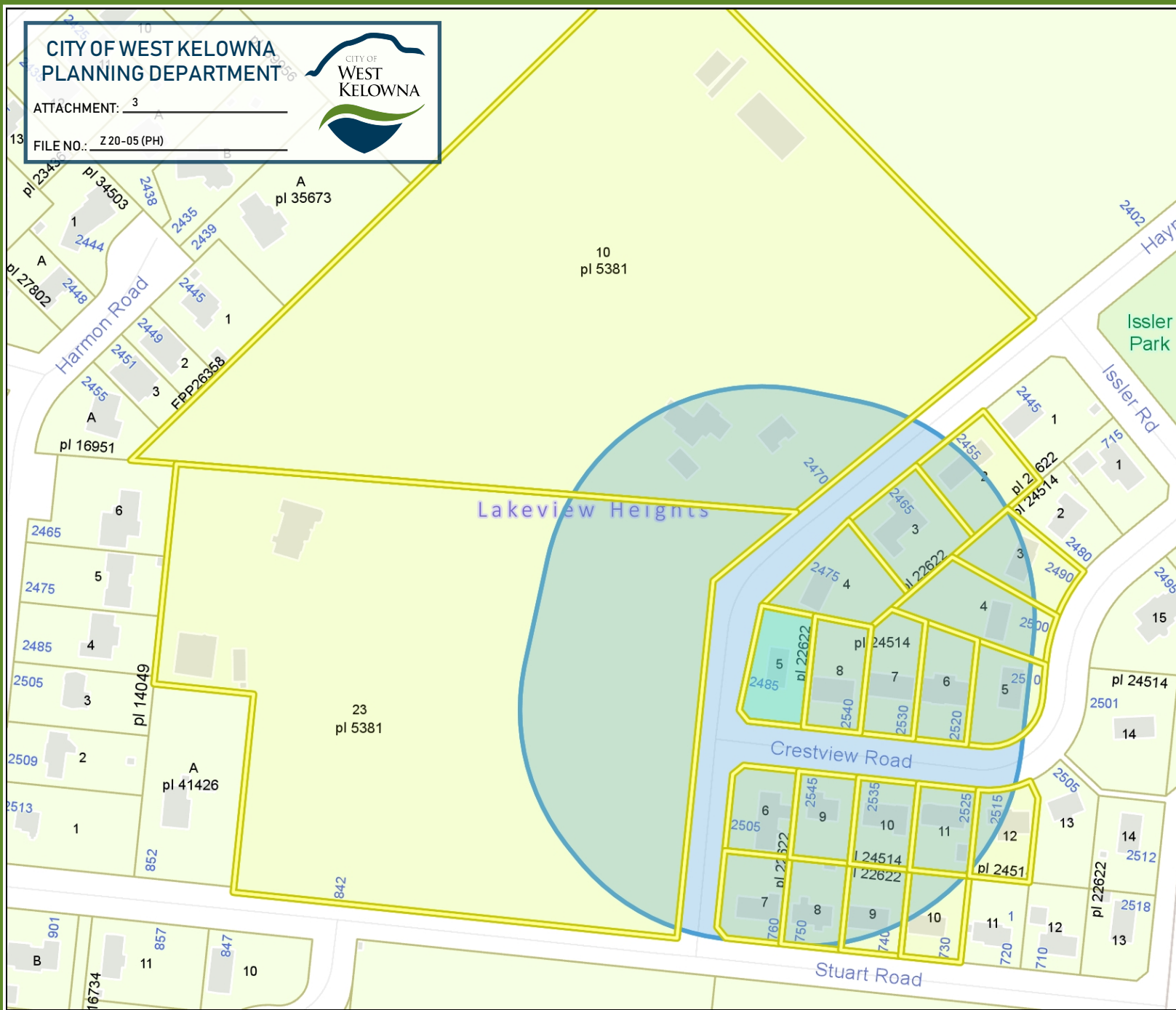


**CITY OF WEST KELOWNA
PLANNING DEPARTMENT**



ATTACHMENT: 3

FILE NO.: Z 20-05 (PH)



**GIS Notification Map
(Z 20-05)**

Legend

Landmarks

- Cemetery
- City Hall
- Community Centre
- Dam
- Fire Hall
- Museum
- RCMP
- School

Tax Parcels

Basemap Parcel Type

- Ownership
- Land Strata
- Building Strata
- Common Property
- Crown Land
- Lease
- Park
- Road Right-Of-Way
- Walkway
- Common Access



Scale 1 : 2,500

Notes

0 64 127 Meters

Map Projection: NAD_1983_UTM_Zone_11N

© City of West Kelowna

Map Produced on: 2/9/2021 9:11:05 AM



This map has been produced by the City of West Kelowna's Geographic Information System. The data provided is derived from a variety of sources with varying levels of accuracy. The City of West Kelowna makes no warranty or representation, expressed or implied, with the regard to the correctness, accuracy and/or reliability of the information contained herein.

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1.

FEB 16 2021

Feb 16, 2021 @ 2:27 pm

Meg Jacks

CITY OF WEST KELOWNA
Development Services

From: [REDACTED]
Sent: February 16, 2021 2:27 PM
To: City of West Kelowna Submissions
Cc: [REDACTED]
Subject: Attention: City Clerk file # Z 20-05

CITY OF WEST KELOWNA PLANNING DEPARTMENT		
ATTACHMENT: 4		
FILE NO.: Z20-05		

Dear Sir/Madam

I would like to express my strong opposition to the proposed RC3 zoning change for the property located 2485 Hayman Rd., West Kelowna.

I have no issue with controlled progress and development and have accepted recent changes to the RC1 zoning requirements such as the minimum lot size reduction from 700m² to 500m², however this proposal to further reduce minimum parcel size to 325m² is to much of a change that will significantly alter the character of the Lakeview Heights neighbourhood. Additionally, the developers request for a setback variance from 4.5 m to 1.5m compounds the problem even further.

There are numerous issues that are apparent with this proposal. One item that is often overlooked is the on street parking that occurs due to small property developments. Although building requirements stipulate two parking spaces per dwelling unit, realistically not many homeowners actually use their garage for parking. In many cases the garage just becomes a secondary storage area and vehicles end up being parked on the street. This is particularly of concern for a small home built on a very small corner lot with an adjacent property that is also being modified to include two separate rental units.

Regards,

Helmuth Kimmich
645 Scantland Rd. West Kelowna, BC
[REDACTED]

Meg Jacks

From: Andrew Stevens [REDACTED]
Sent: February 17, 2021 1:03 PM
To: City of West Kelowna Submissions
Subject: Attn: City Clerk, File Number (Z 20-05)

Hello,

I am writing to express my concern for the Development Proposal sign posted at 2485 Hayman Rd. The proposal is to rezone a portion of the lot from Single Family Residential zone (R1) to Compact Single Detached Residential zone (RC3) for the purpose of a 2 lot subdivision.

I don't believe that changing the zoning of this property would fit well with the community layout and having such a high density of homes and carriage homes on a small track of what is now R1 zoned land would not benefit the community at large. I also believe that this might set a future precedent for other property owners to try and maximize their property footprint by re-zoning and building high density detached housing in the area.

Thank you for your time and consideration,

Andrew Stevens
2750 Lakeridge Rd, West Kelowna, BC V1Z 1Y2

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FEB 17 2021
CITY OF WEST KELOWNA
Development Services

3

Feb 19, 2021

11:57 AM

City of West Kelowna
Development Services
2760 Cameron Road
West Kelowna, BC V1Z 2T6

FEB 18 2021
CITY OF WEST KELOWNA
Development Services

Re: "Zoning Amendment Bylaw No. 154.100"
Location 2485 Hayman Rd. West Kelowna
Legal Description: Lot 5, DL 2689, ODTD, Plan KAP22622
File No.: Z 20-05

Dear Sirs:

When we purchased our property, we had the expectation that the area would remain zoned R1. Changing the area's zoning to allow RC3, compact developments significantly changes the character of the neighbourhood. The zone change would be inconsistent with current surrounding property use and could result in the devaluation of our property values.

The proposed RC3 lot is located at the corner with intersecting roads adjacent to a stop sign and fire hydrant. A concern is that parking issues could arise as a good portion of the property bordering the street would not be available for overflow vehicle parking. This would result in vehicles being parked further along the road in front of neighbouring properties.

Failing to park in front of the neighbours' properties and parking along side said lot, it would pose a danger zone. Cars would have to drive into the center of the road in order to bypass the parked cars before coming to a stop at the stop sign. Presently, the lots in our neighborhood are large enough to accomodate overflow vehicles. There is not the same room for an adequate driveway on this proposed lot. The lot is too small.

We have many people taking their walks on our roads. We have no sidewalks. With cars parked on the road they would have to walk around the cars and possibly be in danger of on coming cars.

It appears that the property owner will not be residing near or on the premises, further contributing to potential noise issues in such a densely populated area, as there is no landlord present to monitor

potential bylaw violations.

On a personal note, I am a long time original resident in my home. I have enjoyed the openness of our neighbourhood properties. To think that I would have potentially four different residences (I've been told a possible carriage house) next door makes me shudder. Some of the fruit trees have already been cut down and I am told that the rest of the trees will also be cut down. The plan is for the house to be much closer to the road than mine, hemming in the openness I have been enjoying. Instead of seeing these beautiful trees, my view would be the back side of a house, were this proposal to go through.

I am opposed to this proposed lot setting a precedent for our neighborhood.

Another aspect of a potential problem is that with the legalization of marijuana, the chances of having pot smokers next door would be four times greater. I have three neighbors who have told me of their problems in this area. All three have young children. The smoke wafts into their yards, and the smell is horrible, and detrimental to their families' health. One of my neighbors tells me that they cannot use their deck when they have their smokes. Another has two little ones They rent a suite downstairs. Initially, they were smoking pot in the house but did eventually limit their smoking to the outdoors. Nevertheless, there is still pot smoke wafting outside. The third neighbor also have children and they had trouble with the smoke while their children were playing outside. I would not want to have this happen next door, potentially, by increasing the density.

In conclusion, I am very much opposed to the proposed RC3 Rezoning of the above named lot and would appreciate your respect for my opinion.

Sincerely,

[REDACTED]
Laurine Semeniuk

2540 Crestview Road

West Kelowna, BC V1Z 1Z3

Telephone No. [REDACTED]
[REDACTED]

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FEB 18 2021
CITY OF WEST KELOWNA
Development Services

February 21, 2021

4
Feb 21, 2021
@ 10:28 AM

Attn: City Clerk, File No. Z 20-05

RE: Proposed RC3 Zoning Application for 2485 Hayman Rd., West Kelowna

Dear Sir/Madam,

As owners of property affected by the proposed zoning change outlined in the referenced file (Z 20-05), we object to any change of the Land Development Code which would zone the property to any classification other than R1 due to the following reasons:

- Changing the zoning of the referenced property to RC3 would add housing to an area that is inconsistent with the surrounding/adjacent buildings and land. It would be inappropriate to add this type of housing when you take into consideration the surrounding character of the area known as Lakeview Heights.
- We purchased property in Lakeview Heights with the expectation that the area would remain zoned R1 – Single Family Residential. Allowing RC3 developments would significantly impact the current character of the neighbourhood and undoubtedly devalue surrounding properties.
- Parking and traffic will be a definite concern. The proposed changes are for a property on a corner lot, adjacent to a stop sign and fire hydrant. There is already extremely limited on-street parking in the immediate area. There will be no room for overflow vehicle parking, forcing overflow parking further along the road in front of neighbouring properties. Furthermore, the intersection at Crestview Road and Hayman Road is a blind corner. With current construction of the property already set to create a dwelling for two rental units, a third dwelling will only add to parking issues and increased traffic, creating overly concentrated living accommodations in a R1 zoned neighbourhood. This will undoubtedly make walking and driving in the neighbourhood more dangerous.
- The proposed zoning change will set a precedent for Lakeview Heights, as other developers would no doubt follow suit, looking to cash in on high density rental properties. It will irreversibly change the surrounding form and character of the area, devastating those who live here by creating dangerous driving/walking conditions and devaluing our properties.

Please do not rezone 2485 Hayman Road from Single Family Residential (R1) to Compact Single Detached Residential zone (RC3). This rezoning would have devastating long term effects on our well-loved neighbourhood, Lakeview Heights.

Respectfully,

Aaron & Jessica Davenport
2525 Crestview Road
West Kelowna, BC
V1Z 1Z4



RECEIVED
FEB 21 2021
CITY OF WEST KELOWNA
Development Services

5
Feb 21, 2021
@ 12:27 PM

Meg Jacks

From: Richard And Katy Andrews <[REDACTED]>
Sent: February 21, 2021 12:27 PM
To: City of West Kelowna Submissions
Subject: Opposition to Rezoning, 2485 Hayman Road from R1 to RC3

Date : February 19, 2021-02-18

Regarding the property:
PID: 006-793-339 Lot #5: KAP22622, Address 2485 Hayman Road

To whom it may concern,

We are writing this letter to object to the proposed rezoning of the property listed above, 2485 Hayman Road in Lakeview Heights, from R1 to RC3 zoning.

We live close by and have resided in this neighbourhood for 28 years. We live in an area with single family homes on larger lots. The changing of zoning to allow RC3 compact development, significantly changes the character of the neighbourhood from which we originally chose to live in. This is inconsistent with the current surrounding properties and could result in a devaluation of properties.

It is our understanding that the owner of such a development would not be living on the premises. With rental properties and a more densely populated zoning area, no landlord would be present to monitor noise levels or other potential bylaw violations.

With the proposed RC3 changes to 2485 Hayman, there are safety concerns to consider. It is a corner property at the intersection of Crestview and Hayman Roads. The slope of the approach of Hayman Road and more cars parked along both streets due to denser housing, would make it very hard to have a clear view from the stop sign on Crestview Road.

The rezoning of this property from R1 to RC3 will set an unwanted precedent in this Lakeview area. This would change the future building density of Lakeview Heights and other developers will follow suit.

For the above reasons we, as residents of the neighbourhood, are strongly opposed to the zoning changes of Lot #5 KAP22622, address 2485 Hayman Road, changing from R1 zoning to RC3 zoning.

Thank you for considering our objections.

Sincerely,
Kathleen and Richard Andrews
715 Issler Road

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FEB 21 2021
CITY OF WEST KELOWNA
Development Services

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FEB 22 2021

CITY OF WEST KELOWNA
Development Services

6 Feb 22, 2021
@ 9:23 AM

Attention: City Clerk, File Number (Z 20-05)
City of West Kelowna
Development Services
2760 Cameron Rd
West Kelowna BC, V1Z 2T6

Hello,

My name is Jason Hudson and I live two doors down from the proposed rezoning (Z 20-05 Zoning Amendment Bylaw No. 154.100) of 2485 Hayman Rd. I am **ADAMANTLY OPPOSED** to the proposed rezoning and variance as contemplated by the developer at 2485 Hayman road.

I don't understand the City's process for allowing a change to a zoning bylaw, or for granting a variance.....but I do understand the character of our neighborhood, and the impact that a precedent setting development like this will have on our quality of life.

I understand that the OCP designation for Lakeview Heights is set at medium density and that the city plan is looking towards increasing the density in the area. I do recognize the need for higher density development in our community. I don't think that anyone will argue the need for compact, affordable housing. However, to allow the first redevelopment in our neighborhood to proceed in this location, where it is only feasible with variances is not appropriate, for a number of reasons, including:

- Formal pedestrian connectivity within the neighborhood is lacking. Our low-density neighborhood was developed without sidewalks and pedestrian corridors because of the low volume of traffic, and the low speed of travel on our roadways. This development, and those that follow, will bring more children and seniors to the neighborhood, without addressing this critical safety issue. With Issler park and many young families in the neighborhood, we have children of all ages trying to access the park and there are no sidewalks to safely provide access to the park. With increased density in the area we will see an increase in traffic on roads that are already dangerous for pedestrian and cyclist safety. Families also like to walk their dogs in the area which is becoming increasingly dangerous with speeders on Hayman Road and no sidewalks to provide safe passage.
- Lack of public transit. As the density of the neighborhood increases so should the access to public transit. Increasing density without a supporting public transportation system is irresponsible.
- Lack of visibility or line-of-sight issues on Hayman Road. 2485 Hayman Road is located at the corner of Crestview Road and Hayman Road, as well it is located in close proximity to a blind curve in Hayman Road. Vehicles regularly travel this section of Hayman Road at high speeds often making it difficult to turn left safely from Crestview Road onto Hayman Road. Adding a building next to the stop sign at the corner of Crestview Road and Hayman Road will decrease the line of sight even more to traffic coming around the blind corner on Hayman Road. If vehicles are parked on the side of the road at 2485 Hayman Road due to lack of adequate parking on the property, that will also negatively impact the issue of seeing oncoming traffic when turning left from Crestview Road onto Hayman Road. Adding additional driveways at this location will only further increase the potential for a serious accident. This development will add a driveway in a corner of an already busy road.
- Although the development is technically far enough away from the ALR to meet minimum setbacks, I don't believe that it meets the spirit of the guideline. ALR setbacks are in place to not only protect agricultural land, but also to decrease the nuisance to residents associated with

agricultural operations. At the very least, the City should be looking to implement a transitional density along agricultural interfaces. This approach is consistent with other municipalities who value agriculture and seek to protect our farmland.

- The developer speaks at length about his return on investment in his application. I am sure we can all agree that one man's return on investment cannot be considered to be more important than the wellbeing of an entire neighborhood.
- The developer also details the increases in property tax that will be generated through the development, and the benefit that the City will receive because of it. This is a false argument as is thoroughly documented and understood that residential development is cost neutral to a municipality, at best.
- Lack of onsite parking on the new lot created. A 6m driveway is not sufficient to allow for most vehicles to be parked without impacting streetscape. Further, the lack of onsite parking will just force residents to park on the street where there are already parking constraints.
- We have several rental properties in the area which result in increased street parking. This makes an already dangerous road worse for children and residents walking or cycling. As it is, there is no room in many areas to allow safe parking off the roadway (i.e. parking on the shoulder or boulevards). Many vehicles are often parked on the edge of the road, which is only wide enough to allow two vehicles to safely pass each other. There is no signage to indicate that parking on the road is not allowed, so it will and does happen. Hayman Road is a major thoroughfare in the area and parking on the road would be dangerous.

The rezoning of neighborhoods should be a gradual process, one that is done where the land is of adequate size, and not requiring variances to bend the bylaws. Council should be taking the opportunity to address issues within the areas that are to be rezoned first to ensure there is a smooth transition to higher density housing.

For the first foray into increased density in Lakeview Heights, we should not be considering a proposal that also requires a precedent setting variance. This proposal will increase the density in an area that already has issues with traffic, rentals, street parking, and safe walking/cycling paths for our children and residents. The city needs to look at a slower approach to rezoning, one that will follow a sensible, with lots of adequate size to avoid variances that will further impact the residents of the neighborhood.

My family and I chose to move to this neighborhood because it offered larger lots for our children to play and grow. As we were looking at properties around West Kelowna, we looked at areas with higher density and decided against buying in those neighborhoods because we wanted more space. We made the conscious choice to purchase a home in a neighborhood that offered us the larger lots and the lower density that we were looking for. The community we chose will be irreversibly affected if this proposal goes through and it will allow other developers to move in and further take away the character and safety of our community for their own financial advantage.

Thank you for your consideration,

Jason Hudson
2530 Crestview Rd
West Kelowna, BC
V1Z 1Z3

#7 Feb 22, 2021
3:19 PM

City of West Kelowna – Objections to the proposed RC3 zoning application

File No.: Z 20-05

Date: 14 Feb 2021

Regarding the property:

PID: 006-793-339 Lot#: 5 Plan #: KAP22622, Address: 2485 Hayman Rd.

We, the undersigned owners of property affected by the requested zoning change described in the referenced file, do hereby protest against any change of the Land Development Code which would zone the property to any classification other than R1 .

We, the undersigned object to the proposed rezoning of the subject property being rezoned to accommodate a smaller RC3 lot. We are opposed to this rezoning being approved in Lake View Heights.

Reasons for objection.

1. This rezoning will set a presidency in the area.
2. The proposal will irreversibly change the housing density of Lake View Heights as other developers will follow suite.
3. The subject property will require driveway access either on Hayman which is on a blind corner or opposite 2505 Hayman rd. driveway. Vehicles from this proposed property will be parked along Crestview rd. which poses extra risk to road users approaching the stop on the corner of Crestview and Hayman rd. as they will have to drift into the center of the road to pass the parked cars.
4. There is no guarantee that the developer will not add a carriage house to the existing lot after the rezoning is approved. This will compound the challenges on this corner and potentially lead to decreased property values in the area.

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FEB 22 2021

CITY OF WEST KELLOWNA
Development Services

5. Both Hayman Rd & Crestview Rd do not have sidewalks. The proposal will result in vehicles being parked on the street increasing danger to pedestrians who will have to walk in the street. Vehicles parked on the side of the road will be a particular danger to the children that have to use these roadways to get to Issler park on Issler Rd as well as the schools in the area.
6. We oppose more rental properties in the neighborhood where the owner is not present as rentals do not provide the same control as owner occupied properties.
7. Visually the proposed property will be out of place as it will be set forward as opposed to all the other houses on Crestview rd.
8. Without exception the adjacent property owners are not in favor of the proposal.

Thank you for considering our objections.

Sincerely

Lynton & Chantelle Shardelow

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FEB 22 2021

CITY OF WEST KELOWNA
Development Services

#8 Feb 22, 2021

8:33 pm

February 19, 2021

City of West Kelowna
Development Services
2760 Cameron Road
West Kelowna, BC
V1Z 2T6

Attention: City Clerk, File Number (Z 20-05)

Objection to RC3 zoning application File No. Z 20-05

Lot 5, DL 2689, ODYD, Plan KAP22622, 2485 Hayman Road, West Kelowna

With respect to the City of West Kelowna Council's proposed amendment to Zoning Bylaw No. 0154 to rezone the property at 2485 Hayman Road, West Kelowna from Single Family Residential (R1) to Compact Single Detached Residential (RC3) for the purpose of a 2 lot subdivision, we would like to lobby our concerns and objections, as owners of a nearby residence, as follows:

1. Road Safety: Line of site hindrance around Hayman Road corner
 - a. Building

The property under consideration is on a corner of Hayman Road and Crestview Road. This intersection is well used by Crestview Road properties to access Hayman Road and then Stuart Road in order to travel west toward Boucherie Road or to access Thacker Road to reach the shopping center on Anders Road.

Hayman Road curves around 2485 Hayman Road, the property under current consideration. Because of this curve, from the Crestview stop at the Hayman-Crestview intersection there is a very short line of vision when checking for traffic coming from the right (south) on Hayman toward Stuart Road. Turning left onto Hayman from Crestview requires significant diligence, especially in the winter when the streets are difficult to maneuver in icy/snowy conditions, as vehicles often come around that corner quickly.

The proposed rezoning would position a new residential building with reduced setbacks to both the Hayman and Crestview frontages at this intersection. This would create an additional obstacle around which to check for oncoming traffic, particularly when turning left from Crestview onto Hayman, making this a more hazardous intersection.

b. Parked vehicles

The original building on this property is currently being renovated by the new owners to create two separate residences. This will reasonably result in a greater number of vehicles being parked on the property.

The addition of another residential building on the proposed rezoned small corner portion of this site would exacerbate this concern, particularly if it, too, were to include a secondary suite. Vehicles parked close to or on the sides of either Hayman Road or Crestview Road at this property would potentially further hinder visibility on this blind corner, creating an even more hazardous situation for turning left onto Hayman Road from Crestview Road.

2. Community Character

We also believe that positioning a residential building with such a reduced setback from Crestview Road would change the community character. The original homes in this neighborhood are situated well back from the road, creating a "communal" field of unobstructed frontages. Being set so much closer to Crestview Road, the proposed new building would change the street character, and would particularly affect the adjacent property's view, likely its summer afternoon sunshine, and potentially its value as well.

3. Density

Redevelopment that could allow 2 residences (main and suite) on each of the subdivided lots, plus a potential carriage house on the east side of the original lot, would create a density far in excess of other lots in the neighborhood.

We understand the desire for "fill-in" homes, however we feel that this current proposal is neither appropriate nor safe.

Thank you for taking our concerns into consideration with regards to this rezoning proposal.

Thomas and Pamela Morgan
2505 Crestview Road, West Kelowna