

REPORT TO COUNCIL



Date: June 18, 2019

RIM No. 0940-50

To: City Manager

From: Community Planning Department (LK)

Application: DP17-0033 & DVP17-0034 **Owner:** Nadeem Hussain

Address: 310 Dougall Road N **Applicant:** New Town Services Inc.

Subject: Development Permit & Development Variance Permit Applications

Existing OCP Designation: MXR – Mixed Use (Residential/ Commercial)

Existing Zone: RU1 – Large Lot Housing

Proposed Zone: C4- Urban Centre Commercial

1.0 Recommendation

THAT Rezoning Bylaw No. 11413 be amended at third reading to revise the legal description of the subject properties from Lot 20 Section 26 Township 26 ODYD Plan 5494 and Lot 21 Section 26 Township 26 ODYD Plan 5494 to Lot A Section 26 Township 26 ODYD Plan EPP75524;

AND THAT final adoption of Rezoning Bylaw No. 11413 (Z17-0014) be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP17-0033 for Lot A Section 26 Township 26 ODYD Plan EPP75524, located at 310 Dougall Road N, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A,"
2. The exterior design and finish of the building to be constructed on the land, be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit Application in order for the permits to be issued;

AND THAT Council authorizes the issuance of Development Variance Permit No. DVP17-0034 for Lot A Section 26 Township 26 ODYD Plan EPP75524, located at 310 Dougall Road N, Kelowna, BC;

AND THAT variances to the following section of Zoning Bylaw No. 8000 be granted:

Section 14.4.5(c): C4 – Urban Centre Commercial Development Regulations

To vary the required maximum building height from the lesser of 15.0 m or 4 storeys permitted to 15.5 m and 5 storeys proposed;

AND FURTHER THAT this Development Permit and Development Variance Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

2.0 Purpose

To consider the form and character of a proposed 5-storey mixed-use building with a variance to the maximum building height.

3.0 Community Planning

Community Planning Staff are supportive of the Development Permit and associated variance as the proposal meets many of the objectives and supporting policies of the Official Community Plan (OCP), as well as the applicable Urban Design Guidelines. Some of these include:

- Promote interesting, pedestrian friendly streetscape design and pedestrian linkages;
- Provide for a scale and massing of buildings that promotes a safe, enjoyable living, pedestrian and working experience;
- Incorporate architectural features and detailing of buildings and landscapes that define an area's character;
- Provide outdoor spaces, including rooftops, balconies, patios and courtyards;
- Mitigate the actual and perceived bulk of buildings by utilizing appropriate massing, including:
 - Architectural elements (e.g. balconies, bay windows, cantilevered floors, cupolas, dormers);
 - Step back upper floors to reduce visual impact;
 - Detailing that creates a rhythm and visual interest along the line of the building;
 - Wall projections and indentations, windows and siding treatments as well as varied material textures should be utilized to create visual interest and to articulate building facades.



The ground floor commercial along Dougall Street is an important objective for the revitalization efforts in the Rutland Urban Centre. As Hwy 33 becomes more vehicle focused due to its provincial highway status, it is the intent to establish Dougall Street as the main boutique retail shopping street effectively creating a 'high street'. Enhanced streetscaping will also be implemented to help the retail experience and overall identity of the area.

The property is within the Rutland Urban Centre and is located on the south side of the McIntosh Road multi-use corridor which will provide good cycling and pedestrian connectivity for the area and to the Rail Trail. The property has a Walk Score of 79 (Very Walkable – Most errands can be accomplished on foot) and a transit score of 40 with a few nearby public transit options. The bike score is 62, make this a very bikeable area.

4.0 Proposal

4.1 Project Description

At-grade commercial extends along both Dougall Rd & McIntosh Rd to aide in providing a pedestrian oriented scale and connection along the streetscape. This enhances the public realm at the street level and will add to creating an active and vibrant urban centre.

There are four storeys consisting of 17 condo units above the commercial space and 6 townhouse units above one level of structured parking. The condo units vary in size from bachelor to 1 and 2-bedrooms and the town-homes provide two-master bedrooms each. All units provide spacious balconies and the townhouses and south facing condos open onto a shared courtyard amenity area. This space provides an outdoor gathering area for the building that is screened and private from the public street realm below.

McIntosh Rd is part of the active transportation network; therefore, vehicular crossings are limited. A new mid-block, one-way east/west half lane will be constructed to connect Dougall Rd to the existing north /south lane along the south side of the property. Site access will be from the north/south lane that extends along the west property line. The Zoning Bylaw Regulations for parking stall requirements have been met with the provision of 31 parking stalls. With the proximity to the active transportation corridor, the amount of bicycle stalls provided far exceeds the amount of bike stalls required.

Form and Character

The buildings' architectural design has strong modern lines with a flat roof design. The main floor has ground-oriented commercial units with entry doors facing both street frontages. The 5-storey building massing is oriented along McIntosh Rd and then steps down to 3-storey townhouses. This reduces the overall scale of the building and provides a height transition to the single-family dwellings located to the south. The building utilizes vertical elements along with articulation and colour variation to provide visual interest to the facades. The provision of generous patios and balconies with large roof overhangs meet the outdoor amenity space requirements as well as providing visual interest to the overall streetscape.

The building utilizes a natural colour palette for the exterior finishes. This includes low-maintenance stucco in varying colours: gray as the primary colour with brown, light gray and white as accent colours to provide warmth to the modern design. Landscaping along the boulevard will separate the pedestrian realm from the street. Tiered landscaping is provided for the upper courtyard patios to delineate and provide privacy to the inhabitants.

Variance

The applicant is requesting a minor variance to the maximum height from 15 m or 4 storeys to 15.5 m and 5 storeys proposed. The variance applies to the portion of the building which extends along McIntosh Road only. The building height then steps down to three storeys for the townhouses. This provides a transition in

massing to the existing single-family homes to the south. With the massing oriented to the north side of the site, shadowing and overlook conflicts are avoided.

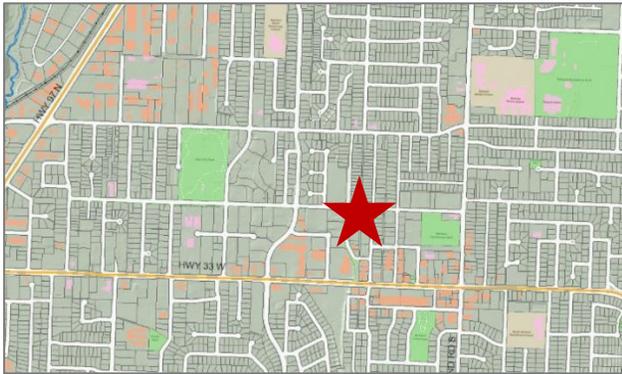
4.2 Site Context

The subject property is located at the Southwest corner of the Dougall Road and McIntosh Road intersection. Two parcels were consolidated to a single titled lot and the existing dwellings have been demolished. The parcel is currently bordered by single family development on all sides, with multi developments further south along Dougall Road and across the rear lane. A recently approved apartment building is now under construction at the NE corner of Dougall & McIntosh.

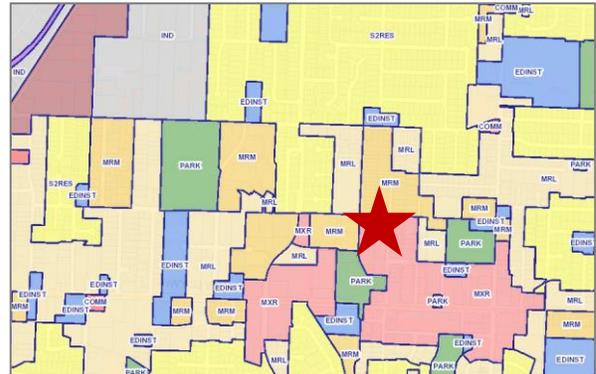
Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU ₂ – Medium Lot Housing	Single Dwelling Housing
East	RU ₁ – Large Lot Housing	Single Dwelling Housing
South	RU ₁ – Large Lot Housing	Single Dwelling Housing
West	C ₄ – Urban Centre Commercial	Single Dwelling Housing

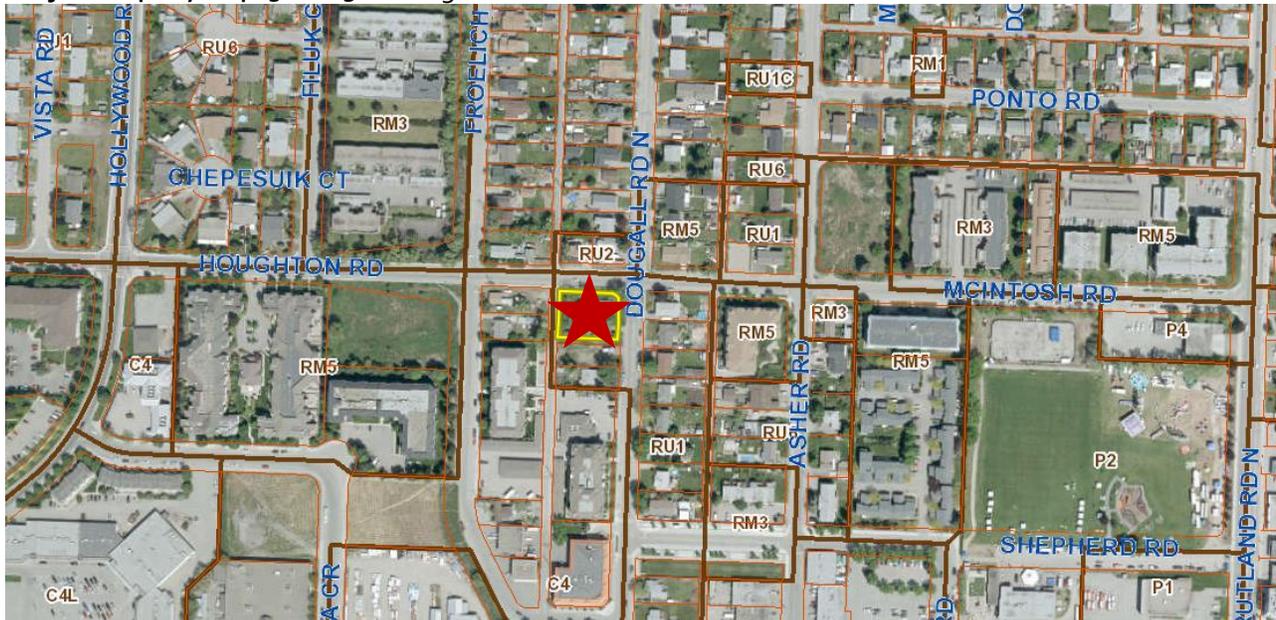
Context Map



Future Land Use



Subject Property Map: 300 & 310 Dougall Road



4.1 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	C4 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Lot Area	460 m ²	1667 m ²
Lot Width	13 m	37.7 m
Lot Depth	30 m	44.3 m
Development Regulations		
Floor Area Ratio	1.47	1.47
Site Coverage	75 %	63 %
Height	15 m or 4 storeys	15.5 m & 5 storeys ^❶
Front Yard (Dougall Rd)	0 m	0 m
Flanking Side Yard (McIntosh Rd)	0 m	0 m
Side Yard (south to lane)	0 m	1.3 m
Rear Yard	0 m	5.3 m
Other Regulations		
Minimum Parking Requirements	27 stalls	31 stalls
Bicycle Parking	Class I - 12 Class II - 4	Class I - 20 Class II - 6
Private Open Space	331 m ²	495 m ²
❶ Indicates a requested variance to the maximum height from 15 m and 4 storeys to 15.5 m and 5 storeys.		

5.0 **Current Development Policies**

5.1 Kelowna Official Community Plan (OCP)

Development Process

Complete Communities.¹ Support the development of complete communities with a minimum intensity of approximately 35-40 people and/or jobs per hectare to support basic transit service – a bus every 30 minutes. (approx. 206 people / hectare proposed).

Compact Urban Form.² Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400-metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Streetscaping.³ Urban Centre roads should be considered as part of the public space and streetscaped with full amenities (i.e. sidewalks, trees and other planting, furniture, bike facilities, boulevards, etc.).

Rutland Urban Centre.⁴ Ensure that the urban design for Uptown Rutland clearly differentiates this commercial district from others in the City and interior of BC. This will be pivotal to making the bus exchange area and redevelopment of Rutland a success. To this end, redevelopment should:

- feature special architecture and/or landmarks that draw the interest of passers-by at the northeast and northwest corners of the Highway 33 and Dougall Road intersection as these are important sites

¹ City of Kelowna Official Community Plan, Policy 5.2.4 (Development Process Chapter).

² City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Policy 5.8.1 (Development Process Chapter).

⁴ City of Kelowna Official Community Plan, Policy 5.20.1 (Development Process Chapter).

that should be used to mark the entranceway to the pedestrian-oriented, commercial core of the TOD.

6.o Application Chronology

Date of Application Received:	February 16, 2017
Date Public Consultation Completed:	February 27, 2017
Date of Rezoning Public Hearing:	June 27, 2017
Date of Rezoning Extension Expiry:	June 27, 2019

Report Prepared by: Lydia Korolchuk, Planner

Approved for Inclusion: Terry Barton, Planning Department Manager

Attachments:

- Attachment A: OCP Comprehensive Design Guidelines
- Attachment B: Draft Development Permit and Development Variance Permit: DP17-0033 & DVP17-0034
- Attachment C: Development Engineering Memorandum
- Schedule A: Site Plan
- Schedule B: Conceptual Elevations
- Schedule C: Landscape Plan