

REPORT TO COUNCIL



Date: June 23, 2020

To: Council

From: City Manager

Department: Development Planning

Application: DP20-0064, DVP20-0065

Owner: Okanagan Valley Construction Ltd., Inc. No. BCo665697

Address: 300 Nickel Road

Applicant: Okanagan Valley Construction Ltd.

Subject: Development Permit and Development Variance Permit Applications

Existing OCP Designation: MRL – Multiple Unit Residential (Low Density)

Existing Zone: RM1 – Four Dwelling Housing

1.0 Recommendation

THAT Rezoning Bylaw No. 11972 be amended at third reading to revise the legal description of the subject property from Lot 6 Section 27 Township 26 ODYD Plan 8839 to Lot A Section 27 Township 26 ODYD Plan EPP102148;

AND THAT final adoption of Rezoning Bylaw No. 11972 be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP20-0064 for Lot A Section 27 Township 26 ODYD Plan EPP102148, located at 300 Nickel Road, 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 Council authorizes the issuance of Development Variance Permit No. DVP20-0065 for Lot A Section 27 Township 26 ODYD Plan EPP102148, located at 300 Nickel Road, Kelowna, BC;

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

Section 13.7.6(a): RM1 – Four Dwelling Housing Development Regulations

To vary the maximum site coverage of buildings, driveways, and parking areas from 50% permitted to 59.24% proposed.

Table 7.1 – Minimum Landscape Buffer Treatment Levels Schedule

To remove the requirement for a level 3 landscape buffer along a portion of the south side yard.

Table 8.2.7(a): Size & Ratio - Dimensions of Parking Spaces and Drive Aisles

To vary the width of two-way drive aisles serving 90 degree parking from 7.0 m required to 6.0 m proposed.

AND THAT Council's consideration of this Development Permit and Development Variance Permit be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report for the Development Planning Department dated January 20, 2020;

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

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 four dwelling housing development with variances to site coverage, landscape buffering, and drive aisle width.

3.0 Development Planning

Development Planning Staff are supportive of the proposed four dwelling housing development on the subject property. The application is generally consistent with the Official Community Plan (OCP) Urban Design Guidelines as per Attachment B.

Regarding form and character, the proposal includes a ground-oriented entrance facing Nickel Road, multiple building materials, and a variety of architectural articulation. As per Image 1 below, the entrance facing Nickel Road is accentuated by architectural projections, and additional features including awnings and setbacks are incorporated on the other elevations. Proposed materials include wood siding, stone accents, black trim, and paint in neutral tones.



Image 1: Rendering of proposed building

The applicant has proposed a landscape plan that includes multiple trees and a variety of shrubs, grasses, and perennials throughout the proposed development. Private open space areas on the north side of the site are to be defined by screening plantings, and a communal open space area is proposed on the west side of the property.

3.1 Variances

The applicant is requesting variances to site coverage, landscape buffering, and drive aisle width to facilitate this project. The first variance request is to increase the maximum site coverage for buildings, driveways, and parking areas from 50% to 59.2%. The applicant worked with Planning Staff to reduce the site coverage variance and to incorporate permeable pavers on portions of the driveway and parking areas.

The second variance request is to reduce the landscape buffering requirement along a portion of the south property line from 3.0 m to 0.0 m. The applicant is proposing an opaque screening fence along the drive aisle rather than landscaping to allow the drive aisle to retain a functional width. The landscaped area that was to be provided along the drive aisle has been accounted for in other landscaped areas on the site, allowing Staff to support this variance.

The third variance request is to reduce the required drive aisle width from 7.0 m required to 6.0 m proposed. The applicant has provided turning radius calculations to demonstrate that the drive aisle width can be reduced while still allowing for access to parking.

4.0 **Proposal**

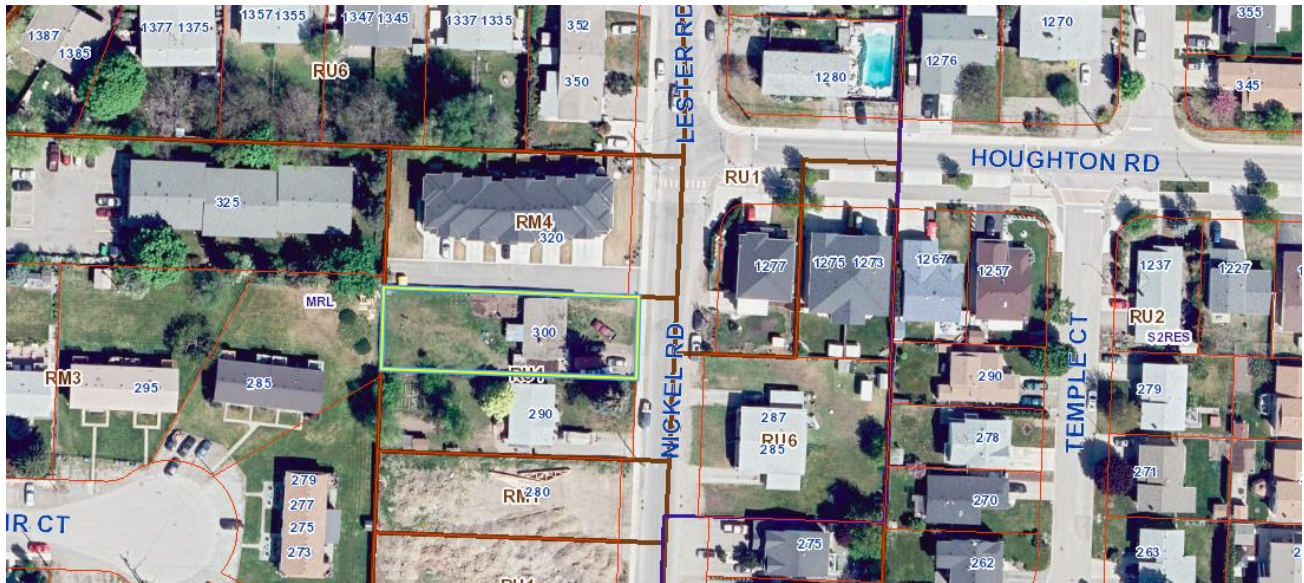
4.1 Project Description

The proposal is for a four-unit development in the form of two two-storey duplexes. Each unit has three bedrooms and a basement. Parking is to be provided in garages and at grade. Private open space requirements are met through at-grade patio areas, and communal garbage and recycling storage is provided on the west side of the site. The Rezoning application associated with this application was considered at Public Hearing and received second and third reading on February 4, 2020.

4.2 Site Context

The subject property is located between the Rutland and Midtown Urban Centres, north of Highway 33 W. The property is in proximity to amenities and services along the Highway 97 N and Highway 33 W corridors, including some public transportation options, and has a Walk Score of 60 – somewhat walkable. Adjacent land uses are as follows:

| Orientation | Zoning | Land Use |
|-------------|--|---------------------------|
| North | RM ₄ – Transitional Low Density Housing | Multiple Dwelling Housing |
| East | RU ₁ – Large Lot Housing | Single Dwelling Housing |
| South | RU ₁ – Large Lot Housing | Single Dwelling Housing |
| West | RM ₃ – Low Density Multiple Housing | Multiple Dwelling Housing |

Subject Property Map: 300 Nickel Road**4.3 Zoning Analysis Table**

| Zoning Analysis Table | | |
|--|-----------------------|---|
| CRITERIA | RM1 ZONE REQUIREMENTS | PROPOSAL |
| Existing Lot/Subdivision Regulations | | |
| Min. Lot Area | 700 m ² | 1,045 m ² |
| Min. Lot Width | 20.0 m | 18.3 m |
| Min. Lot Depth | 30.0 m | 57.2 m |
| Development Regulations | | |
| Max. Floor Area Ratio | 0.6 | 0.56 |
| Max. Site Coverage (buildings) | 40% | 28% |
| Max. Site Coverage (buildings, driveways, and parking areas) | 50% | 59.24% ● |
| Max. Height | 9.5 m / 2.5 storeys | 7.8 m / 2 storeys |
| Min. Front Yard | 4.5 m | 4.5 m |
| Min. Side Yard (south) | 2.5 m | 6.0 m |
| Min. Side Yard (north) | 2.5 m | 2.5 m |
| Min. Rear Yard | 7.5 m | 7.5 m |
| Other Regulations | | |
| Min. Parking Requirements | 8 parking spaces | 8 parking spaces |
| Min. Private Open Space | 100 m ² | 149.5 m ² |
| ● Indicates a requested variance to site coverage of buildings, driveways, and parking areas. | | |

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 5: Development Process

Objective 5.3 Focus development to designated growth areas

Policy .2 Compact Urban Form. 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 per ha 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.

Objective 5.22 Ensure context sensitive housing development

Policy .6 Sensitive Infill. Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height, and siting.

Chapter 14: Urban Design Development Permit Areas

Comprehensive Development Permit Area Objectives

- Convey a strong sense of authenticity through urban design that is distinctive for Kelowna;
- Promote a high urban design standard and quality of construction for future development that is coordinated with existing structures;
- Integrate new development with existing site conditions and preserve the character amenities of the surrounding area;
- Promote interesting, pedestrian friendly streetscape design and pedestrian linkages;
- Provide for a scale and massing of commercial buildings that promotes a safe, enjoyable living, pedestrian, working, shopping and service experience;
- Incorporate architectural features and detailing of buildings and landscapes that define an area's character;
- Promote alternative transportation with enhanced streetscapes and multimodal linkages; and
- Highlight the significance of community institutional and heritage buildings.

6.o Application Chronology

| | |
|---|-------------------|
| Date of Application Received: | May 16, 2019 |
| Date Public Consultation Completed: | December 10, 2019 |
| First Reading: | January 20, 2020 |
| Public Hearing, Second and Third Reading: | February 4, 2020 |

Report prepared by: Arlene Janousek, Environmental Coordinator

Reviewed by: James Moore, Urban Planning Manager

Approved for Inclusion: Terry Barton, Development Planning Department Manager

Attachments:

Attachment A: Draft Development Permit DP20-0064 & DP20-0065

Attachment B: Urban Design Guidelines Checklist

Attachment C: Vehicle Turning Radius Plan

Attachment D: Conceptual Renderings