

DP21-0112 DVP21-0113 155 Bryden Road

Development Permit and Development Variance Pemit



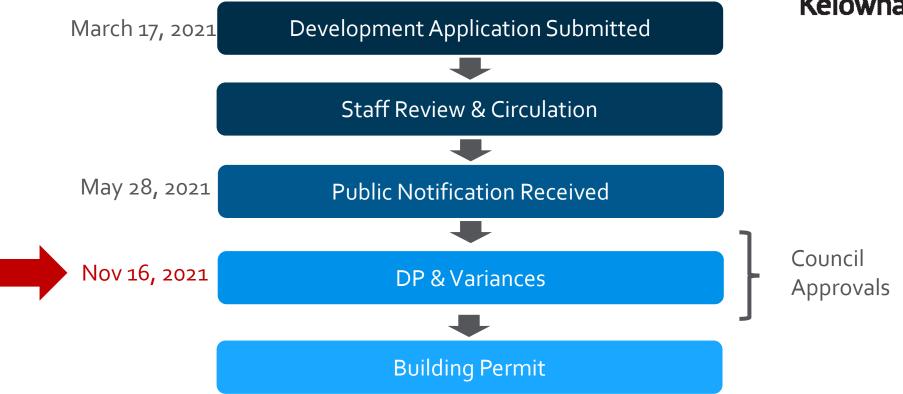


Proposal

➤ To consider the form and character of a multiple dwelling housing development and to vary maximum height on the subject property

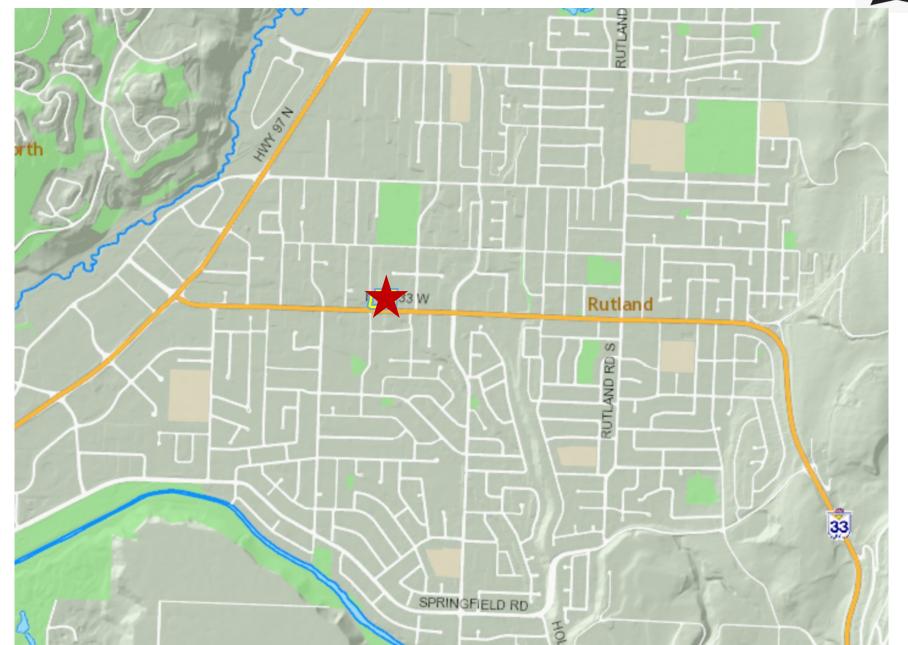
Development Process



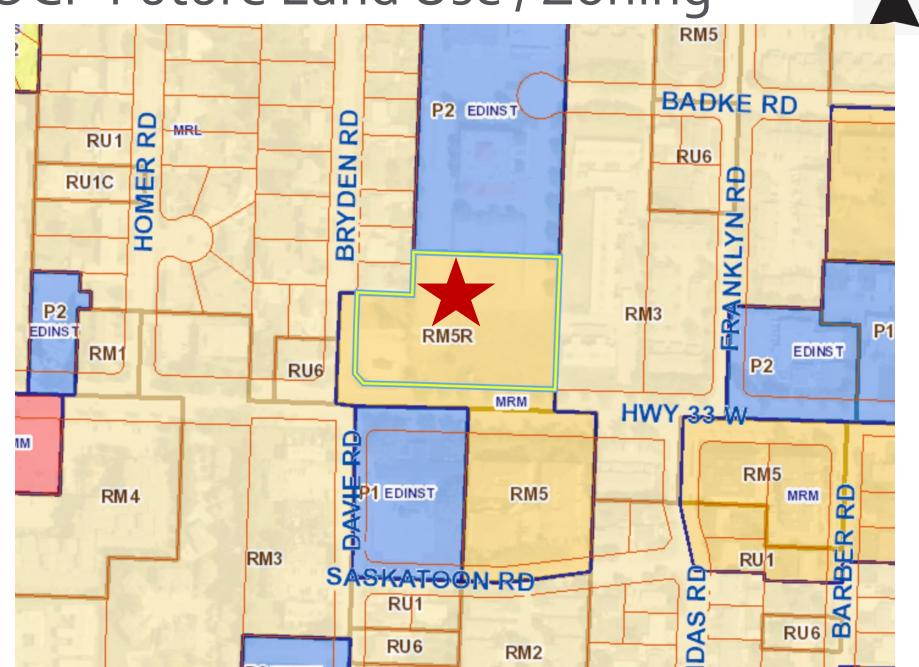


Context Map





OCP Future Land Use / Zoning



Subject Property Map





Project details

- Multiple Dwelling Housing
 - ► Two, six-storey wood frame buildings
 - ▶ 192 dedicated rental units
 - 12 studio units
 - ▶ 84 one-bedroom units
 - ▶ 84 two-bedroom units
 - ▶ 12 three-bedroom units
 - Surface and underground parking
 - Meets parking requirements (20% reduction for "r" subzone)
 - Landscaped recreation areas
 - Outdoor gym equipment, multi-sport court, seating



Variance

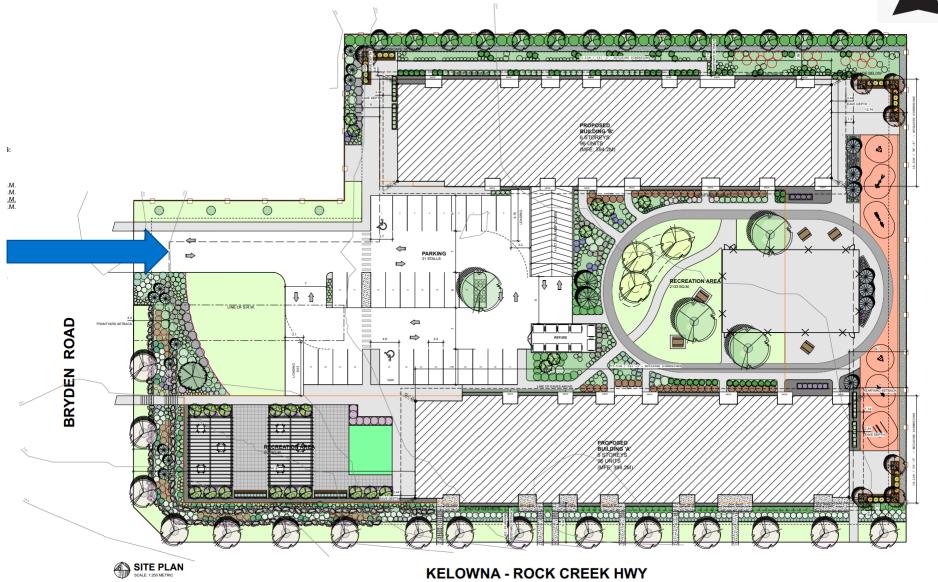
- ► Maximum Building Height
 - ▶ 18.0 m or 4.5 storeys permitted
 - ▶ 18.8 m or 6 storeys proposed

► Rationale

- Overall increase in height is minimal (18 m to 18.8 m)
- The additional height does not negatively impact the supply of on-site parking, or overall form and character objectives.
- ▶ Buildings are located in Rutland Urban Centre
- Directly on Highway 33 West (4 lane arterial)

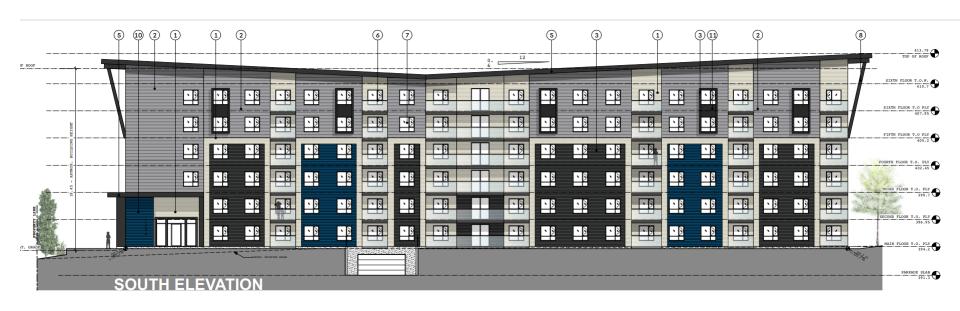
Site Plan





City of **Kelowna**

Elevations (South)





Elevations (East and West)









Materials/Colour Board



















City of Kelowna

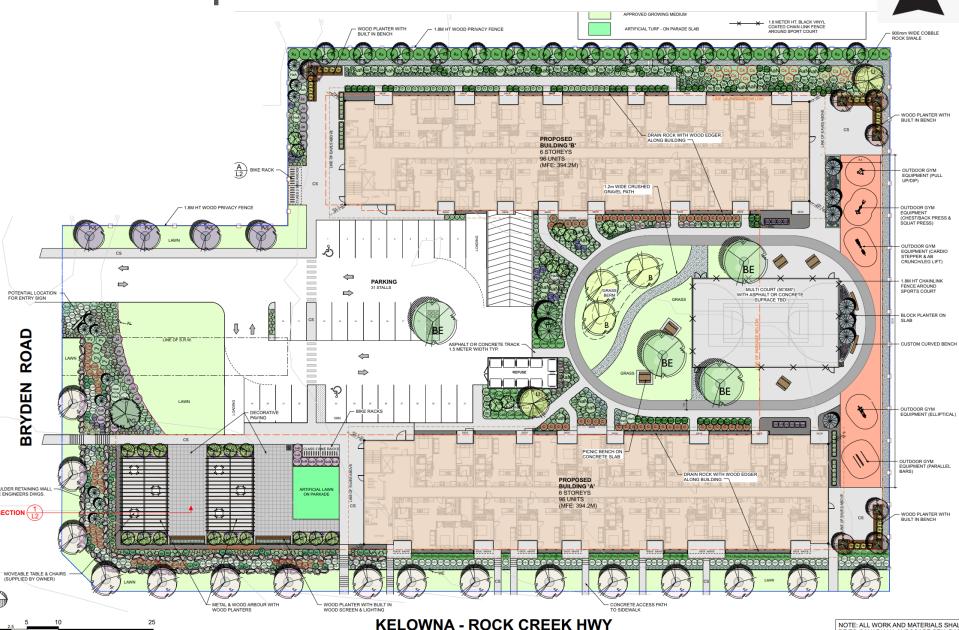
Renderings



Neighbourhood Massing



Landscape Plan



BE TO CANADIAN LANDSCAPE STANDAR



Development Policy

- ► Meets the Intent of OCP Design Guidelines
 - Architectural unity and cohesiveness between buildings
 - ► Façade articulations and projections
 - Ground level access for first-storey units
- Promoting and Protecting Rental Housing is a key direction in the Healthy Housing Strategy
- Proposal is consistent with the Future Land Use designation (MRM)



Staff Recommendation

- Staff recommend support for the DP & DVP application
 - Consistent with OCP Design Guidelines
 - Urban Infill Policies
 - Consistent with Future Land Use Designation (MRM)
 - ► Appropriate location for adding residential density
 - Proximity to shopping areas, parks & cycling corridors, transit and schools.
 - Variance does not negatively impact parking or form and character objectives



Conclusion of Staff Remarks