

# REPORT TO COUNCIL DEVELOPMENT PERMIT & DEVELOPMENT VARIANCE PERMIT



**Date:** June 17, 2025  
**To:** Council  
**From:** City Manager  
**Address:** 211 Kneller Road  
**File No.:** DP23-0135 DVP25-0101  
**Zone:** CA1r – Core Area Mixed Use Rental Only

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## 1.0 Recommendation

THAT Rezoning Bylaw No. 12464 be amended at third reading to revise the legal description of the subject properties from:

- Lot 1 Sections 26 and 27 Township 26 ODYD Plan KAP58054, located at 235 Kneller Road, Kelowna, BC;
- Lot 2 Sections 26 and 27 Township 26 ODYD Plan KAP58054, located at 239 Kneller Road, Kelowna, BC;
- Portions of Lot B Section 27 Township 26 ODYD Plan KAP73698, located at 1161 Kneller Court, Kelowna, BC; and
- Portions of Lot 1 Section 27 Township 26 ODYD Plan EPP63257, located at 175 Kneller Road, Kelowna, BC;

to Lot A Section 27 Township 26 ODYD Plan EPP137707, located at 211 Kneller Road, Kelowna, BC;

AND THAT final adoption of Rezoning Bylaw No. 12464 be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP23-0135 and Development Variance Permit No. DVP25-0101 for Lot A Section 27 Township 26 ODYD Plan EPP137707, located at 211 Kneller 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 amount of 125% of the estimated value of the Landscape Plan, as determined by a Registered Landscape Architect;

AND THAT variances to the following sections of Zoning Bylaw No. 12375 be granted:

### **Table 8.3 – Required Residential Off-Street Parking Requirements**

To vary the minimum number of off-street parking spaces from 39 stalls required to 33 stalls proposed.

**Section 14.11 – Commercial and Urban Centre Zone Development Regulations**

To vary the minimum front yard setback from 4.5 m permitted to 3.02 m proposed.

**Table 14.11 – Commercial and Urban Centre Zone Development Regulations**

To vary the minimum rear yard setback for an accessory building from 4.5 m permitted to 1.64 m proposed.

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

**2.0 Purpose**

To issue a Development Permit for the form and character of apartment housing and a Development Variance Permit to vary the minimum number of off-street parking spaces, the minimum front yard setback, and the minimum rear yard setback for an accessory building.

**3.0 Development Planning**

Staff support the proposed Development Permit and Development Variance Permit for the form and character of apartment housing. The proposal aligns with the Official Community Plan (OCP) Form and Character Design Guidelines for Low & Mid-Rise Residential Development. Key guidelines that are met include:

- Orienting the primary building façade and main entryway to the street;
- Locating off-street parking away from public view, primarily in an underground parkade;
- Expressing a unified architectural concept that incorporates a range of architectural features and details, including substantial natural building materials; and
- Providing attractive, engaging, and functional on-site open spaces, including shared rooftop amenity space.

Proposed materials primarily include silver, blue, gray, and woodgrain fibre cement panels, natural stone veneer, and timber beams. Common amenity space includes an indoor lounge, common rooms, and playroom, a rooftop patio with outdoor furniture, community garden planters, and outdoor kitchen, and a playground structure. 13 new trees will be planted around the perimeter of the site.

**Front Yard Setback Variance**

The applicant is seeking a variance to the minimum front yard setback from 4.5 m permitted to 3.02 m proposed. When the project was originally proposed, the proposal originally included a portion of the building as office space for a non-profit organization. Therefore, the applicant sought rezoning to the CA1r – Core Area Mixed Use Rental Only zone to facilitate these mixed uses. As the design progressed, the office component of the project was removed.

The CA1r has a 4.5 m front yard setback, in comparison to the 3.0 m front yard setback in the MF3 zone. The proposed front yard setback variance would allow the setback of the building to be consistent with the MF3 zone.

**Rear Yard Setback Variance**

The applicant is proposing a variance to the minimum rear yard setback from 4.5 m permitted to 1.64 m proposed for an accessory building. The CA1r zone requires that accessory buildings meet the same setbacks as principal buildings. By comparison, the MF3 zone has a 1.5 m setback for accessory buildings.

The proposed variance would facilitate the setback of the building to be consistent with the MF3 zone. The proposed accessory building is to accommodate for waste & recycling. The variance could have been avoided by fencing the waste & recycling bins, however the proposed building provides a more visually appealing enclosure.

Parking Variance

The applicant is proposing to vary the minimum number of off-street parking spaces from 39 stalls to 33 stalls. The applicant has submitted a substantial parking rationale (Attachment D) in support of the proposed variance. The proposed development will be operated by a non-profit society as a transitional supportive housing development. When comparing with similar developments across the Province, these types of housing are typically provided with a much reduced parking rate. Additionally, affordable housing projects in general typically demonstrate much lower parking demand by tenants.

Parking demand should further be reduced by the property's location within two blocks of the Rutland Urban Centre, containing a variety of commercial services and employment. There are bus stops on Highway 33 W within 180 m of the subject property served by bus routes 8, 10, and 98 providing direct service to the Rutland Urban Centre, Downtown Urban Centre, UBCO, Okanagan College, and Orchard Park. Immediately north, an Active Transportation Corridor on Houghton Road provides a direct, protected bicycle route between the Rutland Urban Centre and the Rail Trail.

**4.0 Subject Property & Background**

**4.1 Subject Property Map**



The subject property is located on Kneller Road between Highway 33 W and Houghton Road, two blocks to the west of the Rutland Urban Centre. Highway 33 W is a Transit Supportive Corridor, with transit stops located 200 m from the subject property. Houghton Road is an Active Transportation Corridor, which connects to the Rutland Urban Centre and the Rail Trail.

**5.0 Zoning Bylaw Regulations Summary**

AREA & UNIT STATISTICS	
Gross Lot Area	2907.9 m <sup>2</sup>
<b>Total Number of Units</b>	<b>49</b>
Bachelor	6
1-bed	12
2-bed	19
3-bed	8
4-bed	4

DEVELOPMENT REGULATIONS		
CRITERIA	CA1r ZONE	PROPOSAL
<b>Total Maximum Floor Area Ratio</b>	<b>2.15</b>	<b>1.16</b>
Base FAR	1.6	
Bonus FAR (Rental)	0.3	
Bonus (Underground Parking)	0.25	
Max. Site Coverage (buildings)	75%	41.4%
Max. Site Coverage (buildings, parking, driveways)	85%	77.22%
<b>Max. Height</b>	<b>4 storeys &amp; 18.0 m</b>	<b>15.67 m &amp; 4 storeys</b>
Base Height	4 storeys & 18.0 m	
<b>Setbacks</b>		
Min. Front Yard (west)	4.5 m	3.02 m <sup>❶</sup>
Min. Side Yard (north)	3.0 m	11.09 m
Min. Side Yard (south)	3.0 m	4.36 m
Min. Rear Yard (east)	4.5 m	4.74 m (principal building) 1.64 m (accessory building) <sup>❷</sup>
<b>Amenity Space</b>		
<b>Total Required Amenity Space</b>	<b>1000 m<sup>2</sup></b>	<b>1072.4 m<sup>2</sup></b>
Common	196 m <sup>2</sup>	1072.4 m <sup>2</sup>
<b>Landscaping</b>		
Min. Number of Trees	11 trees	22 trees
Min. Large Trees	6 trees	10 trees
<p><sup>❶</sup> Indicates a requested variance to minimum front yard setback from 4.5 m required to 3.02 m proposed.</p> <p><sup>❷</sup> Indicates a requested variance to the minimum rear yard setback from 4.5 m required to 1.64 m proposed for an accessory building.</p>		

PARKING REGULATIONS		
CRITERIA	CA1r ZONE REQUIREMENTS	PROPOSAL
<b>Total Required Vehicle Parking</b>	<b>39 stalls</b>	<b>33 <sup>❸</sup></b>
Residential	36.6	29
"r" Subzone Reduction	-3.66	
Visitor	7	4

Ratio of Regular to Small Stalls	Min. 50% Regular Max. 50% Small	79% Regular 21% Small
Bicycle Stalls Short-Term	6 stalls	6 stalls
Bicycle Stalls Long-Term	37 stalls	38 stalls
Bonus Stalls Provided for Parking Reduction	n	n
Bike Wash & Repair	y	y
<span style="color: red;">ⓘ</span> Indicates a requested variance to minimum required parking stalls from 39 stalls to 33 stalls.		

**6.o Application Chronology**

Application Accepted: July 17, 2023  
 Neighbour Notification Received: May 23, 2025

**Report prepared by:** Mark Tanner, Planner Specialist  
**Reviewed by:** Carla Eaton, Development Planning Manager  
**Reviewed by:** Nola Kilmartin, Development Planning Department Manager  
**Approved for Inclusion:** Ryan Smith, Divisional Director, Planning & Development Services

**Attachments:**

- Attachment A: Draft Development Permit DP23-0135 DVP25-0101
  - Schedule A: Site Plan & Floor Plans
  - Schedule B: Elevations & Sections
  - Schedule C: Landscape Plan
- Attachment B: OCP Form and Character Development Permit Guidelines
- Attachment C: Renderings
- Attachment D: Applicant’s Parking Variance Rationale

For additional information, please visit our Current Developments online at [www.kelowna.ca/currentdevelopments](http://www.kelowna.ca/currentdevelopments).