

DATE OF MEETING | August 29, 2022

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**SUBJECT | DEVELOPMENT PERMIT APPLICATION NO. DP001251
– 2355 KENWORTH ROAD**

OVERVIEW

Purpose of Report

To present for Council's consideration a development permit application for an automobile sales, service and rental development at 2355 Kenworth Road (Hyundai).

Recommendation

That Council issue Development Permit No. DP1251 (2355 Kenworth Road) with the following variances:

- increase the maximum front yard setback from 6.0m to 21.79m and allow 100% of the building face to be set back more than 6.0m from the front yard lot line;
- permit parking in front of the building, and within the maximum front yard setback;
- to waive the minimum required building height of two storeys above grade;
- reduce the minimum landscape buffer along the west side yard lot line from 1.8m to 0.9m; and,
- reduce the Minimum Landscape Treatment Level 2 along the west side yard lot line to the proposed landscape treatment.

BACKGROUND

A development permit application, DP1251, was received from Island West Coast Developments Ltd., on behalf of Bowen Road Developments Ltd., to permit the development of a 1,946m² building for automobile sales, service and rental use at 2355 Kenworth Road (Hyundai).

Subject Property and Site Context

<i>Zoning</i>	Community Corridor (COR3)
<i>Location</i>	The subject property is located east of Bowen Road on the south side of Kenworth Road.
<i>Total Lot Area</i>	7,749m ²
<i>City Plan</i>	Schedule 2 Future Land Use Designations – Mixed-Use Corridor Schedule 9 Development Permit Area (DPA) 4: Abandoned Mine Workings Hazard; and, Schedule 13 Development Permit Area (DPA) 8: Form and Character
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines

The subject property (Lot A, created by SUB1415) is vacant with a slight slope down to the north. The property is surrounded by industrial zoned properties to the west; a community service zoned property (St. John's Ambulance) to the south; and a proposed 40-unit multi-family development which is proposed to be located directly to the east. Several automotive dealerships are located northeast across Kenworth Road.

The subject property was rezoned from High Tech Industrial (I3) to Community Corridor (COR3) in 2017 (RA288) and subsequently rezoned to permit a site-specific use, Automobile Sales and Rental, in 2021 (RA459).

DISCUSSION

Proposed Development

The proposed development is a 1,946m² automotive dealership with a showroom, accessory office, a service area and a separate independent commercial unit.

Site Design

The proposed building will be sited slightly north of the center of the site with parking, display areas and landscaping along the perimeter. The showroom, offices and customer areas face Kenworth Road with the service area located at the rear of the subject property. Service bays are accessed via a drive-thru on the east side of the building. A refuse enclosure is attached to the east side of the building. Vehicles will be displayed inside within the showroom and on an outdoor display area paved with concrete, as well as along the perimeter of the site.

Vehicular access to the lot will be from Kenworth Road via two existing site entrances, and pedestrian access will be provided via two scored concrete crossings. A 1.5m wide pedestrian painted path will demarcate circulation around the site.

Building Design

The proposed building is comprised of a 1,431m² main floor and a 515m² upper mezzanine and encompasses a showroom, accessory offices and service area, lunch room, boardroom, as well as a separate commercial unit. The proposed building is contemporary in design with a predominantly flat roof and incorporates generous glazing facing Kenworth Road. Exterior façade materials include a blend of painted tilt-up concrete panels, aluminum composite panel (linear and wave patterns), and corrugated metal siding. The design of building is largely dictated by corporate brand standards.

Landscape Design

The perimeter of the property incorporates a minimum 1.8m landscape buffer on two sides (front yard and rear yard) and a 0.9m buffer on the west side yard lot line. The adjacent COR3 zoned property on the east side yard lot line which does not require a landscape buffer encompasses a narrow strip of drain rock. Plantings along the front property line (Kenworth Road) include five Persian ironwood and a mix of deciduous shrubs, perennials and ornamental grasses, as well as bioswale plantings. Plantings along the west side yard lot line include Feather reed grass and two landscaped islands in the parking areas each with a Norway maple and native deciduous shrubs.

Plantings along the south (rear yard) property line include eight Weeping White spruce edged with rock mulch with corner plantings of three Bruns Serbian spruce and deciduous shrubs. The refuse/recycling/storage enclosure (attached to the western edge of the building) is clad in corrugated charcoal metal siding and is accessed via metal doors. No perimeter fencing (with the exception of a cast in place concrete retaining wall) is proposed in the southwest corner of the site. Site lighting is provided by post-top mounted directional lights along the perimeter of the site.

Design Advisory Panel

The Design Advisory Panel (DAP), at its meeting held on 2022-FEB-10, accepted DP001251 as presented, with support for the variances with the exception of the variance request related to the Minimum Landscape Treatment Level along the south (rear) property line. The following recommendations were provided:

- Consider finding ways to increase the landscape buffer where possible, especially along the south and east property lines, with the east buffer being more robust;
- Consider a textural change in drive aisle connecting the front of the building to the two driveway entrances to the site; and,
- Consider adding a tribute to reflect the history of the historic Madill site.

The applicant subsequently revised the development proposal in response to the DAP recommendations with the following changes:

- The landscape plan has been updated to incorporate an increased buffer with evergreen trees on the south property line (to 2.09m) and grasses have been added along the west property line. The applicant has noted the proposed multi-family development on the adjacent property proposes wood fencing and robust landscaping and that a landscape buffer is not required as per the Zoning Bylaw.
- The site plan has been updated to include an additional pedestrian access (concrete surfacing scored by saw cuts) for pedestrian access from Kenworth Road and a 1.5m wide pedestrian painted path along the perimeter of the site.
- The applicant has advised a tribute to Madill was not added as it would be more appropriate for the original site as a whole (not a single parcel).

PROPOSED VARIANCES

Maximum Front Yard Setback

Subsection 9.5.1 and Subsection 9.5.4 of the Zoning Bylaw requires a maximum setback of 6.0m for at least 50% of the building face in the COR3 zone. A variance is proposed to increase the maximum front yard setback from 6.0m to 21.79m, a requested variance of 15.79m with 100% of the building face to be set back more than 6.0m from the front yard lot line. The increased setback will allow for vehicle displays consistent with surrounding automotive dealerships. Staff support the proposed front yard setback variance.

Parking

Subsection 9.6.1 of the Zoning Bylaw prohibits parking between the front property line and the front face of a building, and within the maximum front yard setback area (6.0m) within Corridor

zones. A variance is proposed to permit parking between the front face of the building and the front property line abutting Kenworth Road. Staff support the proposed parking variance.

Minimum Building Height

Subsection 9.7.1 of the Zoning Bylaw requires a minimum building height of two storeys above grade within the COR3 zone. As the proposed building is not comprised of two full storeys a variance is required. Staff support the proposed building height variance as the building encompasses a partial second storey and visually appears as 2-storeys. Additionally, a partial second storey is consistent with neighbouring automotive dealerships.

Minimum Landscaping

Subsection 17.2.1 of the Zoning Bylaw requires a minimum landscape buffer of 1.8m. A variance is proposed to reduce the minimum required landscape buffer width along the west side yard lot line from 1.8m to 0.9m. Section 17.11 of the Zoning Bylaw requires Minimum Landscape Treatment Level 2 along a side yard lot line within the COR3 zone. A variance is proposed to reduce the minimum landscape treatment level along the west side yard lot line from Minimum Landscape Treatment Level 2 to no minimum landscape treatment level. Staff support the proposed minimum landscaping variances.

SUMMARY POINTS

- Development Permit application No. DP1251 proposes a new 1,946m² building for automobile sales and rental development at 2355 Kenworth Road.
- Variances are requested to:
 - increase the maximum front yard setback from 6.0m to 21.79m and allow 100% of the building face to be set back more than 6.0m from the front yard lot line;
 - permit parking in front of the building, and within the maximum front yard setback;
 - to waive the minimum required building height of two storeys above grade;
 - reduce the minimum landscape buffer along the west side yard lot line from 1.8m to 0.9m; and,
 - reduce the Minimum Landscape Treatment Level 2 along the west side yard lot line to the proposed landscape treatment.
- Staff support the proposed variances. |

ATTACHMENTS

- ATTACHMENT A: Permit Terms and Conditions
- ATTACHMENT B: Context Map
- ATTACHMENT C: Location Plan
- ATTACHMENT D: Site Plan
- ATTACHMENT E: Building Elevations and Details
- ATTACHMENT F: Building Renderings
- ATTACHMENT G: Landscape Plan and Details
- ATTACHMENT H: Aerial Photo |

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