



(DP 21-01)

SUPPLEMENTAL DESIGN RATIONALE

December 11, 2023

City of West Kelowna
2760 Cameron Road
West Kelowna, BC V1Z 2T6

Attention: Yvonne Mitchell, Planner II at the City of West Kelowna

Re: Development Permit / Development Variance Permit Application for
2405 Bering Road **(DP 21-01)**

Dear Ms. Mitchell,

This development proposal will adhere to the requirements of the current R4 zone as described in the City of West Kelowna Zoning Bylaw No. 1154.

I want to thank you, and West Kelowna's Mayor and Council for this opportunity to provide this addition to our original and primary DP design rationale paper. To be upfront, we're asking for a "reconsideration" of the Development Proposal – unchanged from the original submission. As a family, this is all we have, and all we can do. In what's described as a "housing crisis", having expended over \$600K to date, to NOT build a single home would be shameful.

The primary design rationale talks about the proposed development; the location, intention, what it looks like and how it meets the prescribed zoning parameters and any needed variances and why. With this supplement to the design rationale, I hope to provide greater understanding – if not appreciation, for the thoughts and decisions that shaped the originating concept into the development proposal of today. We named it, "Legacy Town Homes".

Beginnings:

Being intrinsically inclusive by nature, when we began contemplating the redevelopment of our family home site, we first approached the West Kelowna Planning Department for what ideas West Kelowna had in mind. Through consensus and multiple designs, Legacy Town Homes was born. Loving the walkable location, many of our previous and existing (now re-homed) Residents want to return. We wanted to provide more living amenities than the existing Gables buildings do AND keep rental rates as low as we could too. As our family home, we also wanted to generationally retain the property within our family. The need for more purpose-built-rental developments was established and fit well with all stakeholders.

Working with CMHC's (multi-family) Affordable Housing specialists, the "missing middle" was identified as in-need of alternate dwelling types – in our case, alternate meaning, not apartments. This, together with the consensus from Planning, brought us to designing townhomes. Financial viability and 'best' land use practices conceptualized "stack-row" townhomes.

Balancing the Thin-line:

There is a fine line to make all the desired aspects work, it all comes down to trade-offs. In the Central Okanagan, fewer than 7% of new rental stock are townhomes with less than 3% of all rental dwellings being townhomes with most build prior to 1989. Providing greater housing options is not so easy. Affordability versus costs, practical amenities and living space for Residents versus land use – these and most every other decision affects some other component. Site constraints placed great pressure on design. Providing affordability, resident amenities, parking while holding to CMHC's requirements for fiscal operation absent of additional subsidies. (fragment sentence)

A single (surface) parking space can cost \$15,000, underground escalated that parking space \$45K+. More parking and open space takes from living space while adding costs to non-living space that has to be accounted for with operational revenues. Although not required, do we install fire sprinklers throughout the development? I say, our Residents and (ideally) new-Friends, deserve to live close to everything our family enjoyed while living there. Our Residents deserve to enjoy living-space outside their doors and a place to store their seasonal tires and Christmas decorations, they also deserve a safe place to call their home, knowing those fire sprinklers are there if needed. How much space do we dedicate for snow accumulation, it is only seasonal and can be trucked off-site. Waste bins that are rodent attracting, smelly eyesores that take up 2-parking spots or innovate with Molok collectors instead... and the Pros and Cons list goes on and with every decision.

Then there are constraints with site conditions.

- | | |
|------------|---|
| Surrounded | Bordered by 2-roadways AND 1-Right-of-way (Lane), maximizing site use dictated a "street-oriented" building. The lane is a (sanitary sewer) right-of-way / easement , limiting usage and traffic flow. One-Way in from Old Okanagan Hwy. is the only 'logical' choice for accessing the development. While some will likely use the lane for the spaces closest to Bering, we'll "encourage" appropriate traffic flow. Legacy Town Homes is essentially "hemmed in" on three sides. |
| Financial | Affordability. Didn't fully know then but learned a lot. <u>We really wanted a parkade, not a surface parking lot.</u> At a cost of \$2.2 Million, that went out the window quick. We enquired about adjoining lands for added parking. West was a no-go because of the lane and residential concerns. South wanted \$1.7 Million for the land. Neither option being financially viable and if not financially viable, we don't get the financing to build it anyway. |
| Parking | Just prior to submission, there were 19 parking spaces with 2 eliminated for better traffic sightlines. We thought safety should come 1 st , taking parking down to 17 spots. With the above noted cost component, how much is enough, how much is too much? We're on a public transit line and walkably close to work, school, shopping, restaurants, entertainment, and recreation facilities. How about car-sharing (Moto), ride sharing and future autonomous vehicles? |

Parking Cont... As with The Gables, we'll also manage Legacy Town Homes, matching Residents to available suites and the property as a whole. Partly due to location, part economics and partly a mix, historically, we've experienced 35% of our Residents had no vehicle, 35% had one with only 30% having more than one. While there's no on-street parking adjoining Legacy, we expect and would direct additional vehicles be parked, South on Bering Rd. – alongside the U-Haul building. That would be the most practical, conveniently available overflow parking, AND part of the Resident's Lease Agreements. Additional parking adds costs, increased living expenses while taking away from community space, physical living space, affordability, outdoor living space and more. We try to side with the balance that adds to a project, giving more value to Residents.

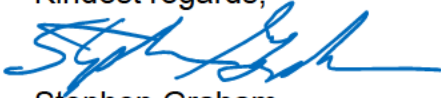
Conclusion:

We hope this provides an understanding for some of the considerations we had with the "trade-off" decision process and how we have tried to bring and provide as much as we could for both our community and our Residents. Honestly, we've done our best to provide balance in all we have done with Legacy Town Homes. Now we must let the proverbial "chips fall where they may" and hope Council can appreciate the challenges we've faced and overcome for the development we are proposing, Legacy Town Homes.

As proud citizens of Westbank and now West Kelowna; our family built The Gables, (literally) with our own hands. Through the years we've welcomed many friends and family, *and* with my Mother's bed and breakfast – The Gables, national and international travelers too. In more recent years, many others joined our Gables Family, to call our home "their home", bringing new life with the invigorating energy and sounds that only families can make. No longer a home to anyone, The Gables now needs to be retired. Our new home, Legacy Town Homes, is our vision and continued commitment to growing with our community as we're excited to welcome the beginning of our "Legacy family". OCPs speak to a vision of a community's future growth, but communities don't 'leap' to this vision, they grow into their OCPs – steady and true, one step at a time.

Again, we thank you for this opportunity with the hope we have the chance to address any concerns in person.

Kindest regards,



Stephen Graham
Graham Legacy Building and Lands Ltd.

