



Transmittal Page 1 of 4

To: Planning Department
CC: Ed Romanowski
Chris Blake

City of West Kelowna
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March 7, 2024

**Re: Design Rationale for the Proposed Development of
3715, 3717 Hoskins Road & 2424 Dobbin Road, West Kelowna, BC (The Site)**

Dear City of West Kelowna Planning Department,

Further to the submitted information as it pertains to the Development Permit associated with the proposed Development of a land assembly consisting of 3715 and 3717 Hoskins Road and 2424 Dobbin Road in West Kelowna, we offer the following Rationale for the project:

The proposed development, referred to as 3717 Hoskins Road, would be a major step toward achieving a mixed-use residential and commercial project in the City's Westbank Urban Centre in accordance with the newly adopted OCP. Up to 65 rental suites will provide a wide range of unit types (studio, one-bedroom, one-bedroom & den, and two-bedroom) targeting low to mid income earners. The suites will be highly energy efficient with large private outdoor living areas for each suite as well as shared rooftop viewing, lounging, and cooking areas. Located just north-east of the new City Hall and Regional Library building, 3717 Hoskins Road is in the south-east corner of the Westbank Urban Centre - Commercial Core that was created by the new 2040 OCP. The site is one of the most highly accessible and walkable in the Westbank Urban Centre. It is within a three to five-minute walk to major shopping, personal services, recreation facilities and parks, offices, restaurants, municipal transit services, and the new City Hall. Shopping, working, and playing can be accomplished from this location by foot or bike, reducing the overall reliance on vehicles and reducing the carbon footprint of residents. The rapidly growing and diversifying core of the Westbank Urban Centre creates an area that is ideally located for multi-family, mixed-use development.

The previously adopted CD zone approved by Council ensures that the property must be sensitively designed for a transitional type of development from the higher density core to the medium density areas that are in close proximity to the site while creating a development that remains attainable especially for low to middle income earners. Given the commercial core location of the site, the proposed mixed-use development is well suited to align with the needs of the community now and for decades to come as it continues to grow and diversify.

The building design includes an easily accessible lobby entrance with access from Hoskins Road along with two (2) ground floor, destination type commercial units with their own private entry points. Given the existing traffic levels associated with the proximity to Dobbin Road and Main Street, great care has been taken to ensure parking was incorporated seamlessly with minimal visual impact from street frontages. To reduce traffic impacts to the surrounding area, parking has been split over two levels with separate access to each level: one from the abutting laneway to the north, and one from Hoskins Road. This will allow traffic to disperse through the Urban Core with



Transmittal Page 2 of 4

minimal impact to the surrounding community. The entry level parkade provides access to all the visitor, accessible, CRU, and two (2) active car-share spaces. The lobby entrance to the building provides access for all residences (65 rental residences in total) and is located at the intersection of Hoskins Road and Dobbin Road. The proposed unit types and mix is unique for West Kelowna and will bring affordability into a central core that continues to see real estate prices soar. The development consists of twenty (20) studio units, ten (10) 1-bedroom units, twenty-five (25) 1-bedroom + den units, and ten (10) 2-bedroom units. Each unit will feature large, private balcony spaces with 10 to 12 feet of foldable doors to extend the connection between indoor and outdoor space. The rooftop amenity area is entirely an outdoor amenity space for viewing, lounging and cooking with the exception of stair and elevator access as permitted by the City's Zoning Bylaw.

To address life-safety and high building concerns raised by the City, the building has been meticulously designed to ensure the City's fire department can fight a fire within the structure. Per the City's Zoning Bylaw and the B.C. Building Code, the stairwells and elevator lobby are not considered as a storey given it is only to provide access to the rooftop amenities. Given the anticipated concrete structure for the parkade levels and separate access to the lower parkade, the lower parkade can be classified as a separate building ensuring that the remainder of the building can be considered under 3.2.2.50. in the B.C. Building Code. The structure also achieves a height of less than 18m measured from the lowest grade to the top of the sixth level, ensuring that the building is not classified as a "high building".

As enshrined in the CD Zone documentation, the proposed design includes the provision of five (5) EV charging stations (or 9% of stalls) with anticipated expansion of an additional five (5) stalls, thus bringing the total offering of EV charging stalls up to 18%. An additional offering included in the development that would be unique to West Kelowna would be two (2) stalls designated for car share vehicles. Additionally, the proposed development achieves the required number of bicycle parking stalls with the inclusion of a bike wash. These items work in conjunction to reduce the reliance of carbon heavy methods of transportation which contribute to a sustainable approach to the building design that aligns with Healthy City strategies and planning initiatives.

The building form takes inspiration from the surrounding neighbourhood with more classic lines and assembled forms. With energy efficiency in mind, the amount of large, glazed openings has been contained to the main lobby space, and CRU frontages. Large balconies have been utilized to reduce the amount of solar gain during summer months while still allowing for transparent connection between indoor and outdoor spaces with the use of foldable door systems to highlight the interconnection of these spaces. With the use of a regular window and door patterning and a reduction in overall glazing area, the energy efficiency of the building is greatly increased. Lobby and commercial access points have been distinguished from the remainder of the building through use of architectural buildouts and glass allowing for transparent connection between residents and the surrounding community. Given the surrounding structures are a more neutral colour palate, the proposed form and character uses grey and white colours to anchor the building while also taking inspiration from Okanagan Lake through incorporating a blue hue. To avoid large expanses of blank wall, a painted graphic that has an organic, curving shape is being proposed along the east and north facades at the parkade levels. Through use of the colour palate on the building with the



Transmittal Page 3 of 4

incorporation of neutral colours, a beautiful architectural element is created. On the prominent façade that fronts onto the intersection of Hoskins Road and Dobbin Road, a large (approximately 3m x 6m), and illuminated public art piece is being proposed that will be mounted to the face of the building. Through use of public art, architectural graphics, lighting, and colour palate, the proposed development offers a thoughtfully designed infill development with the goal of transitioning seamlessly into an existing and established neighbourhood.

The priority to densify precious, developable land within an urban centre while ensuring the neighbouring properties were respected has been incorporated into the accepted CD Zone documentation and the proposed Development Permit documentation. Given the central location of the site in close proximity to major shopping, personal services, recreation facilities & parks, offices, restaurants, municipal transit services, and the new City Hall, the parking calculation within the CD Zone included a cash-in-lieu amount to reduce the required number of parking stalls by seventeen (17) spaces. Given the anticipated demographic of residents and current trends towards smaller vehicles, the CD Zone documentation also included an increase to the amount of small car spaces permitted up to 68% noting that the size requirements contained within the Zoning Bylaw for small-car spaces provides sufficient space for mid-sized SUV's. To offer transport options for the residents, two (2) active car-share spaces will be provided and equipped by the building owner. The parking is titled as part of the overall project (not separately titled) and will be managed by the owner only for the benefit of the residents and commercial space users.

Parking & Loading

Standard: 49 spaces (45 residential, 2 car-share, 2 commercial)

Reduction Explained:

70-49 = 21 space difference proposed

2 car share spaces = a net 4 space reduction space based on 3 spaces per car share vehicle (6 spaces minus the 2 spaces used for vehicles)

Cash-in-lieu for 17 spaces @ \$10,000/space = \$170,000

Visitor: 7 spaces

Total Spaces Provided: 56 spaces (2 accessible)

Loading: 0 space

Reduction Explained:

Dedicated on-street loading area on Hoskins = 0 loading required on-site

18 accessible and regular stalls and 38 small car spaces for a total of 56 spaces (68% small car spaces)

Achieving 65 residences on the site that vary in typology while being sensitive to the neighbourhood was felt to be important from a location and sustainability standpoint. The result is an attractive infill project that provides much needed residential units targeted at low to middle income earners and addresses the human scale at street level while being sensitively designed to reduce impact to the surrounding neighbourhood. Additionally, bicycle storage was regarded as



Transmittal Page 4 of 4

an important aspect while ensuring the required parking stalls were still provided in a discrete manner while including unique features to a mixed-use development such as EV charging and car share stalls. We believe that the proposed development will be well suited for healthy, interactive urban living as West Kelowna continues to develop and transition the Westbank Urban Centre.

In summary, the rationale for this project is as follows:

- i. A highly walkable site in Westbank Urban Centre, the project provides a thoughtful, sustainable, infill housing solution to a site located in the newly created urban centre in West Kelowna's city limits.
- ii. Provide 65 purpose-built rental apartment residences that are targeted at low to middle income earners, provide large private outdoor amenity spaces for each unit, and large rooftop amenity space. The 65 residences in the Urban Centre will be another step toward supporting shops and services throughout the day and evening.
- iii. The development utilizes a parking solution, previously approved by Council, that incorporates a cash-in-lieu payment to reduce the number of spaces required. Additionally, EV charging and two (2) car share vehicles have been incorporated in a discrete and inclusive manner.
- iv. The proposed development results in a building design that is attractive in its design, is inviting and addresses the human scale at ground level and is sensitive to the neighbourhood at large by the way it has been designed, massed on the site, and how parking has been accommodated to disperse through the community with minimal impact to the surrounding properties.
- v. The proposed development provides two (2) destination type commercial units with direct access to the main frontages of the building along Hoskins Road and Dobbin Road.

This proposed development recognizes the City of West Kelowna's strategic approach to overall growth including better use of precious developable land in accordance with the City's OCP/Future Land Use, Healthy City Strategy, and planning initiatives.

We look forward to your supportive comments in response to this Development Permit application to provide a mixed-use building within the City of West Kelowna's Westbank Urban Centre.

Please do not hesitate to contact our office if you have any questions or require additional information in these matters.

Sincerely:

Matt Johnston
Architect AIBC, LEED AP

LIME Architecture Inc.