

REPORT TO COUNCIL



Date: December 7, 2020

To: Council

From: City Manager

Department: Development Planning Department

Application: DP20-0037 **Owner:** Westcorp on the Lake Inc. Inc.
No. A75763

Address: Lakeshore Rd 3787 - 3795 **Applicant:** Westcorp – Gail Temple

Subject: Development Permit

Existing OCP Designation: MXT – Mixed Use Tourism, MRH – Multiple Unit Residential (High Density), MRM – Multiple Unit Residential (Medium Density)

Existing Zone: CD24 – Comprehensive Development Zone

1.0 Recommendation

THAT Council authorizes the issuance of Development Permit No. DP20-0037 for Lot 1, District Lot 134, ODYD, Plan EPP41204 located at 3787 – 3795 Lakeshore 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 form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit Application for the permit 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 consider the form and character Development Permit of a three phase townhouse development.

3.0 Development Planning

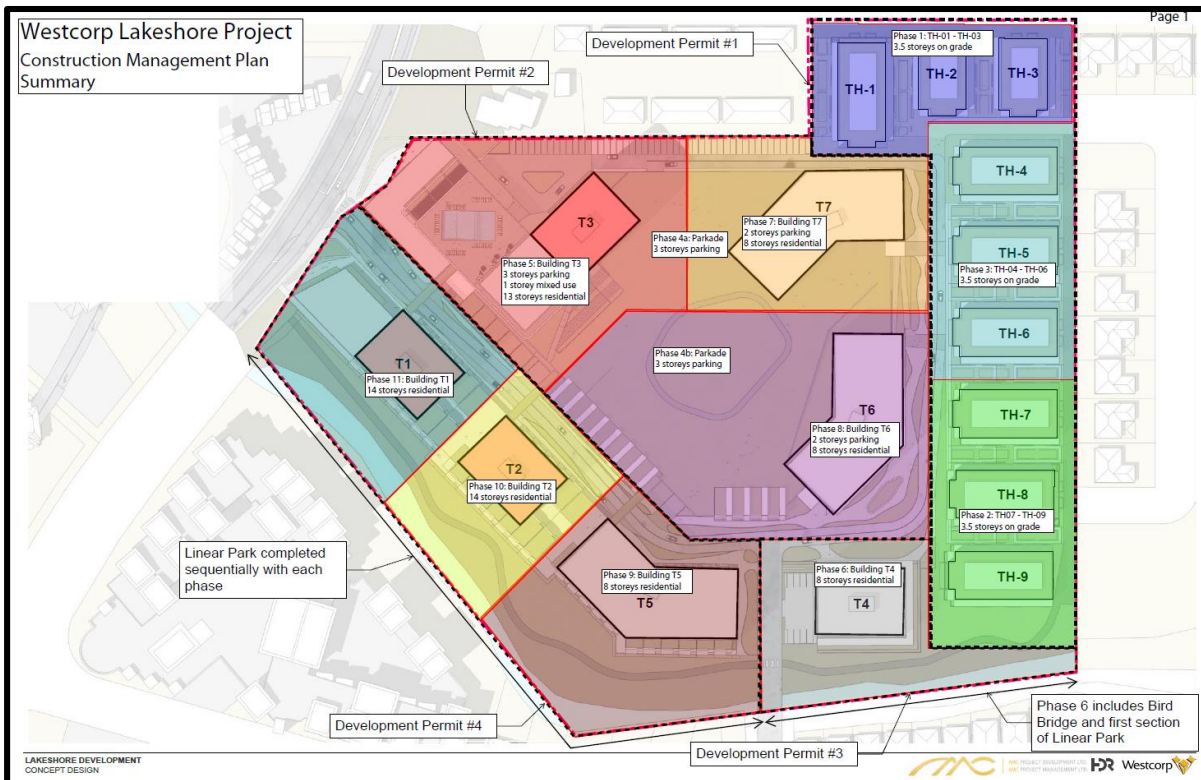
3.1 Background and History

Westcorp purchased the Hiawatha site in 2007, it was a 55+ community with 94 mobile homes. Mobile homeowner's paid monthly pad rent to the landowner. As of July 2015, all mobile homes in the Hiawatha Mobile Home Park are owned by Westcorp. Mobile homes were purchased by Westcorp consistent with the terms of the Relocation Plan approved by City Council in the CD24 approval process. As of Dec 2019, three former mobile homeowners remain as renters in the Hiawatha Mobile Home Park. These tenants pay 70% of the market rent for their units.

Extensive community engagement was undertaken for the CD24 zone with all surrounding strata councils (Somerville, Mallard's Landing, Erinmore by the Creek, Playa del Sol, River Run), and the KLO Residents Association. Three Public Open Houses were held prior to the 2013 Public Hearing.

Community concerns at that time focused on density and traffic concerns, and with the height of buildings in interface areas. This application does not seek to vary the CD24 density, nor does it seek to alter building heights in the interface area of the site. Proposed amendments and Development Permit Drawings for the first phase townhomes have been shared with all surrounding strata councils and adjacent landowners.

The CD24 zone, CD24 Design Guidelines, and environmental Development Permit for the revitalization of Wilson Creek were approved and adopted in 2013. At that time, a generalized site plan was used to illustrate potential density and height, as well as access and egress of the future development. The applicant has provided a long term phasing plan for the development of the entire site (See Construction Management Plan Summary diagram below). The current Development Permit under consideration is only for the first three phases and consists of the townhouses on the east end of the site. The remainder of the site will be developed with a separate Development Permits coming to Council for review.



In 2013, stacked townhomes, with a maximum height of 10.5m, were planned for the interface areas and those building forms remain in the current vision providing respectful development transition to the adjacent neighbourhood.

Site servicing drawings have been updated to reflect all relevant off-site work that has occurred since 2013. The servicing plan for this development is unchanged from the 2013 submission. The Wilson Creek Revitalization Plan and Wilson Creek Linear Park Plan (2013) are included in this submission.

3.2 Development Permit Phases

This Development Permit is for the townhouse portion of the site and is divided into three phases. Overall, the three and a half storey townhouses will consist of 200 dwelling units (128 two bedroom units & 72 three bedroom units). The drawings on page 4 and 5 of this report showcase the overall site and the phased site plans. The main reason the Development Permit is divided into phases is to ensure various engineering triggers and ensure a minimum quality if the remainder of the site is not developed.

The plan is to have temporary gravel parking solutions for the residents while the main parking podium is under construction that will ultimately handle all the parking for the site. Staff ensured a phasing diagram for each phase in the case the remainder of the site is not redeveloped. This means the landscape bonding will ensure the parking lots are paved, adequate bicycle facilities are provided, garbage and recycling facilities are provided, and the landscape standards are met if the applicant wishes their bond returned without developing the remainder of the site.

The phasing plan for the townhouse development is proposed to proceed as follows:

Townhouse – Phase 1

- Construction of townhomes 1 -3. Project July 2021 to August 2022.
- Construction access will be from Lakeshore Road.
- Residential access will be via Springrose Way.
- Secondary emergency access will be through Lakeshore Road construction access.
- Temporary parking for this phase will be accommodated along the north property line, in the area of townhomes 4, 5, & 6 (see phasing diagrams).

Townhouse – Phase 2

- Construction of townhomes 7 -9. Project October 2021 to December 2022.
- Construction access will be from Lakeshore Road.
- Residential access will be via Springrose Way but prior to occupancy of the last building of this phase, residential access to Cook Road through the Bird Place bridge will be required and opened. Continued residential access through Springrose Way is at the City's discretion, however, a minimum Springrose Way will need to be available for emergency vehicle access.
- Temporary parking for this phase will be accommodated along the north property line, in the location of townhomes 4, 5, & 6 and along Wilson Creek (see phasing diagrams).

Townhouse – Phase 3

- Construction of townhomes 4 -6. Project February 2022 to March 2023.
- Construction access will be from Lakeshore Road.
- Emergency access from Cook Road (via Bird Place bridge), the construction access from Lakeshore Road, and Springrose Way.
- Residential access will be from Cook Road (via Bird Place bridge) and at the City's discretion via Springrose Way.

- Temporary parking for this phase will be accommodated along the north property line and along Wilson Creek (see phasing diagrams).
- It is expected that by the completion of the townhome developments that the first phase of the parkade construction will be complete and parking stalls for the townhomes will be provided within the parkade structure.
- At the completion of phase 3 of the townhomes, Wilson Creek linear park from the southeast corner of the property to Bird Place will be complete and the applicant will complete the last remaining section of sidewalk along the north side of Cook Road (between Bird Place and Playa del Sol).

Figure 1: Overall Townhouse Development



3.3 Development Permit

Staff are recommending support for the proposed Development Permit due to the proposal's consistency with the Official Community Plan's (OCP) design guidelines and the CD24 custom Design Guidelines. The building form, character, and massing fit the OCP guidelines.

4.0 **Proposal**

4.1 Project Description

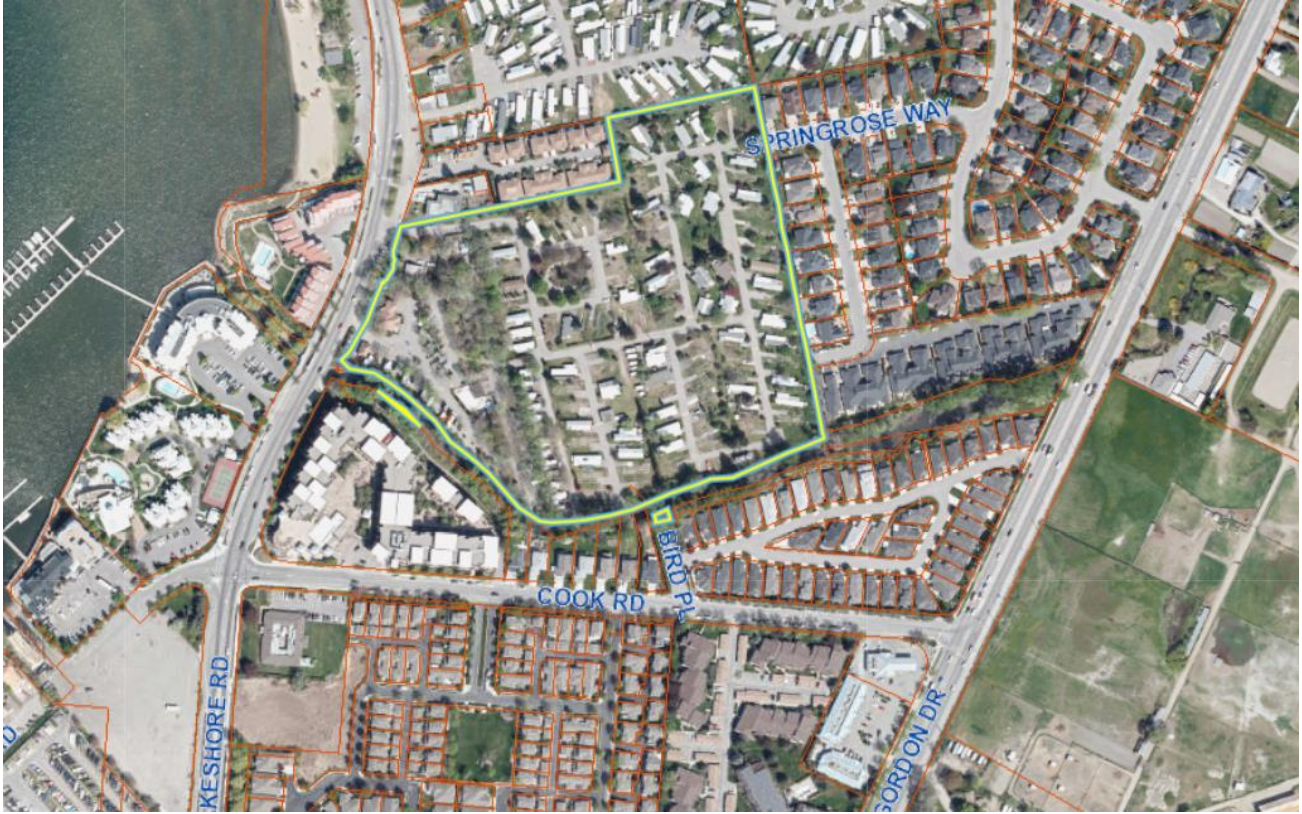
The development proposal is for 200 dwelling units townhouse development with 128 two bedroom units and 72 three bedroom units. The application meets all zoning requirements and does not require any variances.

The townhouse are constructed with a modern design. The materials include a combination of wood panels, masonry, and stucco. See the rendering for a list of materials in the attachments.

WOOD	WD	STUCCO	ST
POWDERCOATED STEEL	PS	STEEL CLADDING	SC
CONCRETE	C1	GLASS	G
MASONRY	M	ALUMINUM	AL



Subject Property Map: 3787 -3795 Lakeshore Road



4.2 Zoning Analysis Table

Zoning Analysis Table Phase 1 & 2		
CRITERIA	CD24 ZONE REQUIREMENTS	PROPOSAL
Unit Calculation - Existing Building		
1 bedroom	n/a	0
2 bedrooms	n/a	80
3 bedrooms	n/a	46
Total number of Dwelling Units	n/a	126
Average number of Bedrooms per Dwelling	Minimum 2.25	2.36
Development Regulations		
Max. Floor Area Ratio	1.5 (+ 0.17 bonus) = 1.67	1.62
Max. Site Coverage	40 %	7.4 %
Max. Height	11.5 m / 3 ½ storeys	10.5 m / 3 ½ storeys
Min. North Property Line Setback	7.5 m	7.5 m
Min. East Property Line Setback	7.5 m	7.5 m
Min. South Property Line Setback	3.0 m	3.0 m
Min. Fronting Road Setback	2.0 m	2.0 m
Parking Regulations		

1 bedroom	1.1 spaces / unit x 0 units = 0 spaces	n/a
2 bedrooms	1.35 spaces / unit x 80 units = 108 spaces	Not assigned
3 bedrooms	1.55 spaces / unit x 46 units = 71.3 spaces	Not assigned
Visitor Spaces	1 stall per 7 dwelling units x 126 units = 18 spaces	19
Total number of parking stalls	= 197.3 spaces	208 spaces
Other Regulations		
Min. Long Term Bicycle Parking	0.75 per 2 bedroom units x 80 units = 60 spaces 1.0 per 3 bedroom units x 46 = 46 spaces Total = 126	126 spaces
Min. Short Term Bicycle Parking	6 per entrance (6 x 6 buildings) = 36 spaces	36 spaces
Min. Private Open Space	3,125 m ²	3,711 m ²
Min. Loading Space	0	0

Zoning Analysis Table Phase 3		
CRITERIA	CD24 ZONE REQUIREMENTS	PROPOSAL
Unit Calculation - Existing Building		
1 bedroom	n/a	0
2 bedrooms	n/a	128
3 bedrooms	n/a	72
Total number of Dwelling Units	n/a	200
Average number of Bedrooms per Dwelling	Minimum 2.25	2.36
Development Regulations		
Max. Floor Area Ratio	1.5 (+ 0.17 bonus) = 1.67	1.62
Max. Site Coverage	40 %	11.1 %
Max. Height	11.5 m / 3 ½ storeys	10.5 m / 3 ½ storeys
Min. North Property Line Setback	7.5 m	7.5 m
Min. East Property Line Setback	7.5 m	7.5 m
Min. South Property Line Setback	3.0 m	3.0 m
Min. Fronting Road Setback	2.0 m	2.0 m
Parking Regulations		
1 bedroom	1.1 spaces / unit x 0 units = 0 spaces	n/a
2 bedrooms	1.35 spaces / unit x 128 units = 173 spaces	Not assigned
3 bedrooms	1.55 spaces / unit x 72 units = 112 spaces	Not assigned

Visitor Spaces	1 stall per 7 dwelling units x 200 units = 29 spaces	29
Total number of parking stalls	= 314 spaces	314 spaces
Other Regulations		
Min. Long Term Bicycle Parking	0.75 per 2 bedroom units x 128 units = 96 spaces 1.0 per 3 bedroom units x 72 = 72 spaces Total = 168	168 spaces
Min. Short Term Bicycle Parking	6 per entrance (6 x 9 buildings) = 54 spaces	54 spaces
Min. Private Open Space	5,000 m ²	5,332 m ²
Min. Loading Space	0	0

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 1: Introduction

Contain urban growth. Reduce greenfield urban sprawl and focus growth in compact, connected and mixed-use (residential and commercial) urban and village centres.

Chapter 4: Future Land Use

Mixed Use. Integration of residential uses into commercial developments as mixed-use projects is encouraged in Urban Centres, provided that the ground floor use remains commercial.

OCP Land Use Designation Massing and Height.

- Mitigate the actual and perceived bulk of buildings by utilizing appropriate massing, including:
- Architectural elements (e.g. balconies, bay windows, cantilevered floors, cupolas, dormers);
- Visually-interesting rooflines (e.g. variations in cornice lines and roof slopes);
- Step back upper floors to reduce visual impact;
- Detailing that creates a rhythm and visual interest along the line of the building;
- Wall projections and indentations, windows and siding treatments as well as varied material textures should be utilized to create visual interest and to articulate building facades;
- Building frontages that vary architectural treatment in regular intervals in order to maintain diverse and aesthetically appealing streets.

Chapter 5: Development Process

Ensure appropriate and context sensitive built form (OCP Objective 5.5).

Building Height. In determining appropriate building height, the City will take into account such factors as:

- Contextual fit into the surrounding neighbourhood;
- Shadowing of the public realm;
- View impacts;
- Overlook and privacy impact on neighbouring buildings;
- Impacts on the overall skyline;
- Impacts on adjacent or nearby heritage structures;

Chapter 14: OCP Urban Design Guidelines
Amenities, ancillary Services and Utilities.

- Locate loading, garbage, storage, utilities and other ancillary services away from public view. All such areas shall be screened and designed as an integral part of the building to minimize impact;
- Create attractive rear alley facades with high quality materials on buildings facing residential areas (e.g. rear building entrances, windows, balconies, plazas, and plantings).

5.2 CD24 Comprehensive Development Design Guidelines

Overall Development Guidelines

Section 2.1 Building Siting, Massing and Proportion

- In general, building massing will respond to adjacent existing land uses by stepping the heights of buildings from the edges of the site (lower building heights) to the core of site (higher building heights).
- Where residential buildings are situated in close proximity to each other, consideration should be given to stepping back the upper floors of the building to visually reduce the massing by expanding the horizontal relationship between the upper levels when compared to the lower levels.
- Consideration should be given at the site planning level to provide private open space at grade for each ground unit along with transitional landscaped open space from private to semi-private / semi-public space (see CD24 Comprehensive Zoning Bylaw for minimum private open space requirements).
- Buildings should be sited with sensitivity to future development on adjacent properties and in a way that promotes the creation of functional and interconnected outdoor spaces for residents within the community.
- Building siting should consider placement and orientation to maximize use of natural light in building design, and maximize view corridors to Wilson Creek while minimizing views into adjacent developments.
- Buildings should demonstrate a high degree of human scale through emphasis of doors and windows and through appropriate choice of materials and surface detailing to create a rich visual interest at the pedestrian level.
- Building articulation refers generally to the exterior details and the arrangement of both specific and repetitive features. As it is not intended that the CD24 site be developed under one specific architectural theme, care and attention at the preliminary design stage should be made to ensure that different architectural styles be complementary in detail to each other.
- Building facades should have a balance of vertical and horizontal proportions.

Section 2.2 Building Heights and Setbacks

- The CD24 Zone prescribes minimum setbacks to the external property boundaries on the CD24 site.
- Building heights will step in response to the prescribed setbacks as outlined in the CD24 Zone Site Setbacks.
- Designated setback areas along the north and eastern property lines which are immediate to existing residential development should be primarily treated as semi-private to private space allowing for maximum landscape planting and screening and minimum pedestrian access.

- In residential units located at the ground level adjacent to the Wilson Creek Green Space, it is recommended that buildings be sited to maximize the potential for on-grade outdoor private patio spaces.

6.o Application Chronology

Date of Application Received: December 13th 2019

Report prepared by: Adam Cseke, Planner Specialist

Reviewed and Approved by: Dean Strachan, Community Planning & Development Manger
Terry Barton, Development Planning Department Manager
Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment "A" - Draft Development Permit DP20-0037