

City of Kelowna
Regular Council Meeting
AGENDA



Monday, September 14, 2020
1:30 pm
Council Chamber
City Hall, 1435 Water Street

Pages

1. Call to Order

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

This Meeting is open to the public and all representations to Council form part of the public record. A live audio-video feed is being broadcast and recorded on kelowna.ca and a delayed broadcast is shown on Shaw Cable.

In accordance with Order of the Provincial Health Officer on Gatherings and Events, the City is required to collect the first and last name and telephone number or email address of everyone attending a Council meeting. Thank you for your co-operation.

2. Confirmation of Minutes

5 - 12

PM Meeting - August 24, 2020

3. Development Application Reports & Related Bylaws

3.1 Water St 1660 - TA20-0001 - 1157695 B.C. Ltd.,Inc.No.BC1157695

13 - 70

Mayor to invite the Applicant, or Applicant's Representative, to come forward.

To consider a Staff recommendation of Non-support for the proposed site-specific Text Amendment to allow Short Term rentals as a permitted land use specifically for the subject property 1660 Water Street.

3.2 Lake Ave 286 - Z20-0058 (BL12099) - Ian James Mackay

71 - 88

To rezone the subject property to facilitate the development of a carriage house.

3.3 Lake Ave 286 - BL12099 (Z20-0058) - Ian James Mackay

89 - 89

To give Bylaw No. 12099 first reading in order to rezone the subject property from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone.

3.4	Mayfair Ct 694 - Z20-0036 (BL12100) - Brandi J. Watson and Brent F. Watson	90 - 110
	To rezone the property from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone to allow for the development of a carriage house.	
3.5	Mayfair Ct 694 - BL12100 (Z20-0036) - Brandi J. Watson and Brent F. Watson	111 - 111
	To give Bylaw No. 12100 first reading in order to rezone the subject property from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone.	
3.6	TA20-0017 (BL12101) - City of Kelowna	112 - 122
	To amend Zoning Bylaw regulations for required number of parking stalls from 2 stalls to 1 stall for the use of Child Care Centre, Minor.	
3.7	BL12101 (TA20-0017) - City Of Kelowna	123 - 123
	To give Bylaw No. 12101 first reading in order to amend Zoning Bylaw No. 8000 parking requirements for Child Care Centre, Minor.	
3.8	Lakeshore Rd 3290, 3340 - Z19-0078 (BL12102) - Stober Construction Ltd., Inc. No. 125611	124 - 241
	To consider a Rezoning application to rezone 3340 Lakeshore Road from the C1 & C9 zones to the C4 zone and 3290 Lakeshore Rd from the C1 & C9 zones to the P3 zone to facilitate a mixed use development.	
3.9	Lakeshore Rd 3290, 3340 - BL12102 (Z19-0078) - Stober Construction Ltd., Inc. No. 125611	242 - 242
	To give Bylaw No. 12102 first reading in order to rezone 3340 Lakeshore Road from the C1 - Local Commercial & C9 - Tourist Commercial zones to the C4 - Urban Centre Commercial zone and 3290 Lakeshore Road from the C1 - Local Commercial & C9 - Tourist Commercial zones to the P3 - Parks and Open Space zone to facilitate a mixed use development.	
3.10	Frederick Rd 4633 - Z20-0017 (BL12103) - 1232798 B.C. Ltd., Inc.No. BC1232798	243 - 261
	To rezone the subject property from the RU1 – Large Lot Housing zone to the RU2 – Medium Lot Housing zone to facilitate a 2-lot subdivision.	
3.11	Frederick Rd 4633 - BL12103 (Z20-0017) - 1232798 B.C. Ltd., Inc. No. BC1232798	262 - 262
	To give Bylaw No. 12103 first reading in order to rezone the subject property from the RU1 – Large Lot Housing zone to the RU2 – Medium Lot Housing zone.	

4.	Bylaws for Adoption (Development Related)	
4.1	Speer St 2268, 2276, 2284, 2292 and Pandosy St 2269 - OCP18-0017 (BL11662) - Interior Health Authority	263 - 263
	Requires a majority of all members of Council (5).	
	To adopt Bylaw No. 11662 in order to change the Future Land Use Designation of the subject properties from the HLTH - Health District designation to the EDINST - Educational/Major Institutional designation to accommodate the proposed surface parking lot in support of Kelowna General Hospital.	
4.2	Speer St 2268, 2276, 2284, 2292 and Pandosy St 2269 - Z18-0077 (BL11663) - Interior Health Authority and City of Kelowna	264 - 264
	To adopt Bylaw No. 11663 in order to rezone the subject properties from the RU6 - Two Dwelling Housing zone to the P1 - Major Institutional zone in order to accommodate the proposed surface parking lot in support of Kelowna General Hospital.	
5.	Non-Development Reports & Related Bylaws	
5.1	Q2 2020 Planning and Development Statistics	265 - 279
	This report updates Council on Building and Development Statistics from Q2 2020.	
5.2	City Wastewater Treatment - Biosolids Management	280 - 303
	To update Council on City Wastewater Treatment - Biosolids Management.	
5.3	Canada Infrastructure Grant Application - City Park	304 - 315
	To proceed with an application for a playground, pier and gathering circle for City Park.	
5.4	Glenmore Recreation Park	316 - 323
	To undertake a budget amendment to the 2020 Financial Plan to include the transfer of \$1,363,000 of reserve funding, held from the 2019 CCR Grant Application, to the Glenmore Recreation Park project.	
5.5	COVID-19 Pandemic Delegations of Authority	324 - 332
	To receive information on the COVID-19-related delegations of authority for Development Planning and Real Estate.	
6.	Resolutions	
6.1	Draft Resolution - City of Kelowna Tax Sale	333 - 333

7. Mayor and Councillor Items

8. Termination



City of Kelowna
Regular Council Meeting
Minutes

Date:	Monday, August 24, 2020
Location:	Council Chamber City Hall, 1435 Water Street
Members Present	Mayor Colin Basran, Councillors Maxine DeHart*, Gail Given, Brad Sieben*, Mohini Singh, Luke Stack and Loyal Wooldridge
Members Participating Remotely	Councillor Charlie Hodge
Members Absent	Councillor Ryan Donn
Staff Present	City Manager, Doug Gilchrist; City Clerk, Stephen Fleming; Divisional Director, Planning & Development Services, Ryan Smith*; Community Planning & Development Manager, Dean Strachan*; Planner Specialist, Adam Cseke*; Planner, Aaron Thibeault*; Planner, Tyler Caswell*; Corporate Finance Manager, Shelly Little*; Divisional Director, Financial Services, Genelle Davidson*; Urban Planning Manager, James Moore*; Infrastructure Engineering Manager, Joel Shaw*; Infrastructure Operations Department Manager, Ian Wilson*; Integrated Transportation Department Manager, Rafael Villarreal*; Senior Transportation Planning Engineer, Chad Williams*; Transportation Engineering Manager, Gordon Foy*; Legislative Coordinator (Confidential), Arlene McClelland

(* Denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 1:33 p.m.

Mayor Basran advised that the meeting is open to the public and all representations to Council form part of the public record. A live audio-video feed is being broadcast and recorded on kelowna.ca and a delayed broadcast is shown on Shaw Cable.

2. Confirmation of Minutes

Moved By Councillor Wooldridge/Seconded By Councillor Given

R0546/20/08/24 THAT the Minutes of the Regular Meetings of August 10, 2020 be confirmed as circulated.

Carried

3. Development Application Reports & Related Bylaws

3.1 DeHart Rd 664 - Z20-0050 (BL12077) - Carolyn Rae Stevenson

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Sieben/Seconded By Councillor Singh

R0547/20/08/24 THAT Rezoning Application No. Z20-0050 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A District Lot 358 ODYD Plan KAP90312, located at 664 DeHart Road, Kelowna, BC from the RU₁ – Large Lot Housing zone to the RU_{1c} – Large Lot Housing with Carriage House zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration.

Carried

3.2 DeHart Rd 664 - BL12077 (Z20-0050) - Carolyn Rae Stevenson

Moved By Councillor Given/Seconded By Councillor Singh

R0548/20/08/24 THAT Bylaw No. 12077 be read a first time.

Carried

3.3 Grantham Rd 2368 - Z20-0049 (BL12078) - Bernard Schmidt and Beverly Schmidt

Staff:

- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Singh/Seconded By Councillor Wooldridge

R0549/20/08/24 THAT Rezoning Application No. Z20-0049 to amend the City of Kelowna Zoning Bylaw no. 8000 by changing the zoning classification of Lot A Section 4 Township 26 ODYD Plan 38370, located at 2368 Grantham Road, Kelowna, BC from the RR₁ – Rural Residential 1 zone to the A₁ – Agriculture 1 zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for future consideration.

Carried

3.4 Grantham Rd 2368 - BL12078 (Z20-0049) - Bernard Schmidt and Beverly Schmidt

Moved By Councillor Singh/Seconded By Councillor Given

R0550/20/08/24 THAT Bylaw No. 12078 be read a first time.

Carried

3.5 Grantham Rd 2380 - Z20-0051 (BL12079) - Diana Lynn Nixon

Councillor Sieben declared a conflict of interest as he is related to the owner of the subject property and departed the meeting at 1:48 p.m.

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Singh/Seconded By Councillor Wooldridge

R0551/20/08/24 THAT Rezoning Application No. Z20-0051 to amend the City of Kelowna Zoning Bylaw no. 8000 by changing the zoning classification of Lot B Section 4 Township 26 ODYD Plan 38370, located at 2380 Grantham Road, Kelowna, BC from the RR1 – Rural Residential 1 zone to the A1 – Agriculture 1 zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for future consideration.

Carried

3.6 Grantham Rd 2380 - BL12079 (Z20-0051) - Diana Lynn Nixon

Moved By Councillor Singh/Seconded By Councillor Given

R0552/20/08/24 THAT Bylaw No. 12079 be read a first time.

Carried

Councillor Sieben rejoined the meeting at 1:50 p.m.

3.7 St. Paul St 1193 - Z18-0011 (BL12080) - Evergreen Lands Limited, Inc No. BC0382754

Councillor DeHart declared a conflict of interest due to her employment with a major hotel and departed the meeting at 1:51 p.m.

Staff:

- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Given/Seconded By Councillor Sieben

R0553/20/08/24 THAT Rezoning Application No. Z18-0011 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 1, District Lot 139, ODYD, Plan EPP54107 located at 1193 St. Paul Street, Kelowna, BC from the I4 – Central Industrial zone to the C7 – Central Business Commercial zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Development Planning Department dated Feb 5th 2018;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered in conjunction with Council's consideration of a Development Permit and a Development Variance Permit for the subject property.

Carried

3.8 St. Paul St 1193 - BL12080 (Z18-0011) - Evergreen Lands Limited, Inc No. BC0382754

Moved By Councillor Wooldridge/Seconded By Councillor Singh

R0554/20/08/24 THAT Bylaw No. 12080 be read a first time.

Carried

Councillor DeHart rejoined the meeting at 2:04 p.m.

3.9 Pacific Ave 1145 - Z20-0047 (BL12081) - Okanagan Opportunity (Pacific) GP Inc., Inc. No. BC1188652

Staff:

- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor Given

R0555/20/08/24 THAT Rezoning Application No. Z20-0047 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A, District Lot 137, ODYD, Plan EPP84914, located at 1145 Pacific Avenue, Kelowna, BC from the RM5 – Medium Density Multiple Housing zone to the RM5r – Medium Density Multiple Housing (Residential Rental Tenure Only), be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the approval of the Ministry of Transportation and Infrastructure.

Carried

3.10 Pacific Ave 1145 - BL12081 (Z20-0047) - Okanagan Opportunity (Pacific) GP Inc., Inc. No. BC1188652

Moved By Councillor Wooldridge/Seconded By Councillor Singh

R0556/20/08/24 THAT Bylaw No. 12081 be read a first time.

Carried

3.11 Clement Ave 599 - Z20-0046 (BL12082) - Okanagan Opportunity GP Inc

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Wooldridge/Seconded By Councillor Stack

R0557/20/08/24 THAT Rezoning Application No. Z20-0046 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A, District Lot 139, ODYD, Plan EPP82176, located at 599 Clement Avenue, Kelowna, BC from the RM6 – High Rise Apartment Housing zone to the RM6r – High Rise Apartment Housing (Residential Rental Tenure Only), be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND FURTHER THAT Council waives the requirement for a car-share program to be provided on-site as identified in Development Variance Permit DVP17-0248.

Carried

3.12 Clement Ave 599 - BL12082 (Z20-0046) - Okanagan Opportunity GP Inc

Moved By Councillor Wooldridge/Seconded By Councillor Singh

R0558/20/08/24 THAT Bylaw No. 12082 be read a first time.

Carried

3.13 Lakeshore Road 4071 - OCP19-0013 (BL12091) Z19-0144 (BL12092) - Greencorp Ventures Inc., Inc. No. BC0987730

Staff:

- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor Sieben

R0559/20/08/24 THAT Official Community Plan Map Amendment Application No. OCP19-0013 to amend Map 4.1 in the Kelowna 2030 – Official Community Plan Bylaw No. 10500 by changing the Future Land Use designation of Lot A Section 6 Township 26 ODYD Plan 10613, located at 4071 Lakeshore Rd., Kelowna, BC from the S2RES – Single / Two Unit Residential designation to the MRM – Multiple Unit Residential (Medium Density) designation, be considered by Council;

AND THAT the Official Community Plan Map Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT Council considers the Public Information Session public process to be appropriate consultation for the *Purpose* of Section 879 of the *Local Government Act*, as outlined in the Report from the Development Planning Department dated August 24, 2020;

AND THAT Rezoning Application No. Z19-0144 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A Section 6 Township 26 ODYD Plan 10613, located at 4071 Lakeshore Rd., Kelowna, BC from the RU1 – Large Lot Housing zone to the RM5 – Medium Density Multiple Housing zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Development Planning Department dated August 24, 2020;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered in conjunction with Council's consideration of a Development Permit and Development Variance Permit for the subject property.

Carried

3.14 Lakeshore Rd 4071 - BL12091 (OCP19-0013) - Greencorp Ventures Inc., Inc. No. BC0987730

Moved By Councillor Stack/Seconded By Councillor Sieben

R0560/20/08/24 THAT Bylaw No. 12091 be read a first time;

AND THAT the bylaw has been considered in conjunction with the City's Financial Plan and Waste Management Plan.

Carried

3.15 Lakeshore Rd 4071 - BL12092 (Z19-0144) - Greencorp Ventures Inc., Inc. No. BC0987730

Moved By Councillor Sieben/Seconded By Councillor Stack

R0561/20/08/24 THAT Bylaw No. 12092 be read a first time.

Carried

4. Bylaws for Adoption (Development Related)

4.1 Hwy 33 E 1799 - BL12058 (LUC20-0002) - 1231306 B.C. Ltd., Inc. No. BC1231306

Moved By Councillor Stack/Seconded By Councillor DeHart

R0562/20/08/24 THAT Bylaw No. 12058 be adopted.

Carried

4.2 Hwy 33 E 1799 - BL12059 (OCP20-0012) - 1231306 B.C. Ltd., Inc. No. BC1231306

Moved By Councillor DeHart/Seconded By Councillor Stack

R0563/20/08/24 THAT Bylaw No. 12059 be adopted.

Carried

4.3 Hwy 33 E 1799 - BL12060 (Z20-0043) - 1231306 B.C. Ltd., Inc. No. BC1231306

Moved By Councillor Stack/Seconded By Councillor Sieben

R0564/20/08/24 THAT Bylaw No. 12060 be adopted.

Carried

4.4 Highway 97 N 2339-2397 - BL12083 (Z20-0014) - Dilworth Shopping Centre Ltd., Inc. No. 319846

Moved By Councillor Sieben/Seconded By Councillor Stack

R0565/20/08/24 THAT Bylaw No. 12083 be adopted.

Carried

5. Non-Development Reports & Related Bylaws

5.1 2019 Annual Report

Staff:

- Displayed a PowerPoint Presentation outlining the 2019 Annual Financial Report.

Moved By Councillor Singh/Seconded By Councillor Sieben

R0566/20/08/24 THAT Council receives, for information, the 2019 Annual Report for the year ended December 31, 2019 attached to the report of the Corporate Finance Manager dated August 24, 2020;

AND THAT Council receives, for information, the 2019 Statement of Financial Information report that includes: Council Remuneration and Expense Report, Schedule of Remuneration and Expenses paid to or on behalf of each employee, Schedule of Payments to Suppliers of Goods and Services and Schedule of Payments to Suppliers for Grants and Contributions attached to the report of the Corporate Finance Manager dated August 24, 2020.

Carried

5.2 Model City Infrastructure

Staff:

- Displayed a PowerPoint Presentation, including videos, of the Model City Infrastructure analysis tool and responded to questions from Council.

Moved By Councillor Given/Seconded By Councillor Wooldridge

R0567/20/08/24 THAT Council receives, for information, the report from the Development Planning Department, dated August 24, 2020, regarding the ModelCity Infrastructure tool.

Carried

5.3 Chemical Storage Facility Budget Amendment

Staff:

- Provided reasons for the budget amendment request in order to fund a portable chemical storage facility at the City Public Works Yard and responded to questions from Council.

Moved By Councillor Hodge/Seconded By Councillor DeHart

R0568/20/08/24 THAT Council receive for information the report from the Infrastructure Operations Department and the Corporate Human Resources Department dated August 24, 2020 regarding a new chemical storage facility at the City Public Works Yard;

AND THAT Council approve the amendment of the 2020 Financial Plan to include up to \$300,000 for the purchase and installation of a new chemical storage facility with funding from the WorkSafe Certificate of Recognition reserve.

Carried

5.4 2020 Active Transportation Corridors Update

Staff:

- Displayed a PowerPoint Presentation with an update on the Pedestrian Bicycle Master Plan and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor Sieben

R0569/20/08/24 THAT Council receives for information, the report from Integrated Transportation dated August 24, 2020, with regard to the 2020 Active Transportation Corridors Update;

AND THAT Council receives for information, the progress and opportunities report to expand the All Ages and Abilities biking network.

Carried

5.5 Lakeshore Corridor – Transportation Update

Staff:

- Displayed a PowerPoint Presentation with an update on transportation conditions within the Lakeshore Corridor and responded to questions from Council

Moved By Councillor DeHart/Seconded By Councillor Sieben

R0570/20/08/24 THAT Council receives, for information, the report from the Integrated Transportation Department dated August 24, 2020, with respect to transportation conditions along the Lakeshore Corridor and at Eldorado Rd / Anne McClymont Elementary.

Carried

6. Mayor and Councillor Items

Councillor Given:

- Inquired as to the authority of City Bylaw Enforcement Officers to issue new Provincial COVID-19 related fines.

City Manager:

- Confirmed that the RCMP has the authority to issue Provincial fines, but not City Bylaw Enforcement Officers.

Councillor Singh:

- Inquired whether City Bylaw Enforcement Officers are also special Constables.

City Manager:

- Confirmed that no City staff are Provincial Special Constables nor are there any plans for such a designation.

Moved By Councillor Sieben/Seconded By Councillor Hodge

R0546/20/08/24 THAT Council directs staff to bring forward a report on the various COVID-19 delegated authorities.

Carried

7. Termination

This meeting was declared terminated at 4:33 p.m.

Mayor Basran

/acm



City Clerk

REPORT TO COUNCIL



Date: Sept 14, 2020
To: Council
From: City Manager
Department: Development Planning Department
Application: TA20-0001 **Owner:** 1157695 B.C. LTD., INC.NO. BC1157695
Address: 1660 Water Street **Applicant:** Anthony Beyrouti
Subject: Text Amendment Application
Existing OCP Designation: MXR – Mixed Use (Residential/Commercial)
Existing Zone: C7 – Central Business Commercial

1.0 Recommendation

THAT Zoning Bylaw Text Amendment Application No. TA20-0001 to amend City of Kelowna Zoning Bylaw No. 8000 as outlined in Schedule "A" attached to the Report from the Development Planning Department dated September 14, 2020 for Lot A District Lot 139 ODYD Plan 22722 located at 1660 Water Street NOT be considered by Council;

AND THAT the Zoning Bylaw Text Amendment Bylaw NOT be forwarded to a Public Hearing for further consideration.

2.0 Purpose

To consider a Staff recommendation of non-support for the proposed site-specific Text Amendment to Short Term rentals as a permitted land use within the C7 zone specifically for the subject property 1660 Water Street.

3.0 Development Planning

Staff do not support the site-specific Text Amendment to allow Short Term Rentals for this subject property.

On December 3, 2018, Council directed staff to proceed with preparing bylaws to implement the proposed short-term rental accommodation regulations and licensing requirements related to the regulations. The proposed regulations were based on the guiding principles Council endorsed on July 16, 2018 as well as best practice research and input from residents and stakeholders. Multiple public hearing and Staff engagement occurred with the last public hearing on short term rentals occurring on May 6th, 2019. The three guiding principles endorsed by Council are:

1. Ensure short-term rental accommodations do not impact the long-term rental housing supply in a negative way;
2. Ensure short-term rental accommodations are good neighbours; and
3. Ensure equity among short-term accommodation providers.

Staff outlined the proposal to limit short-term rentals to an operator's principal residence, except for select commercial areas. This has been carried through to the regulations with some adjustments based on stakeholder and resident feedback. The result was the introduction of short-term rental accommodation as a new secondary use in an operator's principal residence in single / two-unit residential, multi-unit residential, and mixed-use commercial zones. This meant short term rental accommodations were removed as an allowable land use in all properties zoned C4 and C7. The intent was to guard against an entire building being operated as short-term rental and its associated intense impact to the neighborhood and conflict amongst owners within the building.

The applicant's argument is a single operator of a rental building without specific length of stays (i.e. short- and long-term stays) can mitigate those concerns. There would be a front desk and a mechanism to address complaints. Further, the single owner / operator would be vested in operating the building harmoniously.

Staff are not recommending support as Council recently (in spring / summer of 2019) adopted these regulations. The debates about the impacts of short-term rentals and the impacts of single owner operated short term rentals occurred at that time. Staff recommend the rules be applied consistently within the community with no site-specific exemptions. Pending resource availability, Staff are anticipating a full review of the City's short-term regulations in 2021/2.

4.0 Proposal

4.1 Project Description

The proposal is to build a mixed-use development within 3 towers (732 suites total; 534 market residential units, 198 short term rental units and ground floor commercial retail space) at 234-278 Leon Ave, 1620-1630 Water Street and 1660 Water Street. Should the applicant proceed to the Development Permit and Development Variance Permit stage, Staff will bring forth a Council report for those permits detailing the form and character conformance to the design guidelines with analysis of any proposed variances

Subject Property Map: 1660 Water Street



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Compact Urban Form.¹ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Contain urban growth.² Reduce greenfield urban sprawl and focus growth in compact, connected and mixed-use (residential and commercial) urban and village centres.

Mixed Use.³ Integration of residential uses into commercial developments as mixed-use projects is encouraged in Urban Centres, provided that the ground floor use remains commercial.

Residential Land Use Policies.⁴

- Support a greater mix of housing unit size, form and tenure in new multi-unit residential and mixed use developments.
- Ensure context sensitive housing development.

¹ City of Kelowna Official Community Plan, Policy 5.3.2 (Development Process Chapter).

² City of Kelowna Official Community Plan, (Chapter 1 Introduction).

³ City of Kelowna Official Community Plan, (Chapter 4 Future Land Use).

⁴ City of Kelowna Official Community Plan, Objective 5.22 (Chapter 5 Development Process).

Commercial Land Use Policies.⁵ Encourage Mixed-use commercial development.

6.0 Application Chronology

Date of Application Received: January 9th 2020

Public Notification Received: Aug 31st 2020

7.0 Alternate Recommendation

THAT Zoning Bylaw Text Amendment Application No. TA20-0001 to amend City of Kelowna Zoning Bylaw No. 8000 as outlined in Schedule "A" attached to the Report from the Development Planning Department dated September 14, 2020 for Lot A District Lot 139 ODYD Plan 22722 located at 1660 Water Street be considered by Council;

AND THAT the Zoning Bylaw Text Amendment Bylaw be forwarded to a Public Hearing for further consideration;

AND FURTHER THAT final adoption of the Zoning Bylaw Text Amendment Bylaw be considered subsequent to the approval of the Ministry of Transportation and Infrastructure.

Report prepared by: Adam Cseke, Planner Specialist

Reviewed by: Dean Strachan, Community Planning & Development Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Schedule 'A' Proposed Text Amendments TA20-0001

Attachment 'A' Applicant's rationale and architectural drawing package

⁵ City of Kelowna Official Community Plan, Objective 5.24 (Chapter 5 Development Process).

Schedule A – Proposed Text Amendments TA20-0001


No.	Section	Current Wording	Proposed Wording	Reason for Change
1.	Section 14.7.2 – C7 – Central Business Commercial – Principal Uses	n/a.	(xx) Short-term rental accommodation only for Lot A, District Lot 139, ODYD, Plan 22722, known as 166o Water Street but must be operator as a single real estate entity.	To permit short term rentals as a principal use for this property.

SCHEDULE _____ **A** _____

This forms part of application
TA20-0001 _____

Planner
Initials

AC



City of
Kelowna
DEVELOPMENT PLANNING



HDR Architecture Associates Inc.
210 Hastings Avenue
Penticton, BC
V2A 2V6

ATTACHMENT		A
This forms part of application		
# TA20-0001		
Planner Initials	AC	 City of Kelowna DEVELOPMENT PLANNING

December 20, 2019 (March 30, 2020 Update) (July 15 2020 Update)

City of Kelowna Planning and Development Services
1435 Water Street
Kelowna BC, V1Y 1J4

RE: WATER STREET by the Park, 234-278 Leon Ave & 1620-1630 Water Street
Design Rationale: Development Permit Submission
Replacement Sheets Issued March 30, 2020
Replacement Sheets Issued July 15, 2020 (Cover Sheet, A08, A11, A23, A24, A25, A26.1)

To whom it may concern,

Anthony Beyrouti has commissioned our firm, HDR Architecture Associates, Inc., to provide architectural design services for the development permit application (development variance permit and text amendment) for a new purpose built mixed use development (732 suites total; 534 market residential units, 198 short term rental units + CRU) at 234-278 Leon Ave & 1620-1630 Water Street in Kelowna.

A new mass timber pedestrian bridge is proposed to connect both sites across Leon Avenue; providing joint access to parking and a new gateway to Kelowna City Park. Parking (749 stalls + additional 20 Bonus compact stalls) is provided for both sites on the north side of Leon Ave with one level underground and the remaining above grade. The parking structure is concealed by a double height CRU space and a gently curving mass timber (glulam) and polycarbonate external screen. The open parking structure will allow light to wash through the mass timber supporting structure and polycarbonate screen; providing a warm glow to the streetscape below (refer to cover sheet).

The CRU space at grade will help rejuvenate and enliven the streetscape; the public realm modifications allow for soft and hard landscaping treatments (refer to L1). Angled parking on the north side of Leon Avenue is replaced with parallel parking (similar to the south side of the street); this allows a more generous pedestrian oriented streetscape with an additional bike lane. Greening of the street will act as a natural gateway to one of Kelowna's most precious resources (City Park and the waterfront). A continuous CLT (cross laminated timber) canopy at street level provides protection from the elements; activities within the building are visible through the glazed façade to activate the street (eyes on the street for security).

hdrinc.com/ca

500 – 1500 West Georgia Street, Vancouver, BC, CA V6G 2Z6
T (604) 687-1898

Registered Architects: Jim Aalders, Arch. AIBC, MRAIC, LEED AP, NCARB Mark Hentze, Arch. AIBC, NLAA, MRAIC, NCARB, IAKS Troy Ransdell, Arch. AIBC, MBA John Scott, Arch. AIBC, AAA, MRAIC, NCARB, AIA Rod Windjack, Arch. AIBC, MRAIC, LEED AP



There are many good reasons to explore the full potential of wood, as a viable option to steel and concrete, but as architects, our primary interest is in the fact that wood sequesters carbon dioxide at a rate of 1-1.2 tons/m³ of wood. In a world where the construction industry is responsible for 40-50% of CO₂ emissions, renewable materials, such as wood, can mitigate the rate of global warming. With massive human migration occurring in developing countries, such as Asia and South America, triggering a massive building boom, new forms of construction for housing must be explored that are viable solutions to the traditional multi storey, concrete, apartment block that are commonly constructed in these areas. This development is proposing to use wood in strategic locations to maximize the benefits.

The current C7 (Central Business Commercial) zoning will accommodate the scheme presented except for the following variances (3) and text amendment:

1 - HEIGHT VARIANCE: THE DEVELOPMENT IS 58.2 M HIGHER THAN THE ZONE ALLOWS (76.5 M), HOWEVER THE TOWERS MATCH THE CITY'S VISION FOR THE FUTURE OF THIS ZONE (OCP), THE FAR IS COMPLIANT WITH THE ZONING BYLAW.

Tower A	82.9 M	(6.4 M variance)
Tower B	134.72 M	(58.20 M variance)
Tower C	92.04 M	(15.54 M variance)

2 - PARKING VARIANCE: THE PARKING PROVIDED MEETS THE REQUIRED **743 STALLS** WITH THE USE OF **10 CAR SHARE COMPACT STALLS** (IN ADDITION **20 BONUS COMPACT STALLS** ARE PROVIDED IN THE DEVELOPMENT WHICH ARE NON COMPLIANT UNDER THE NEW PARKING BYLAW). WE FEEL THAT LESS CARS WILL BE REQUIRED; THE BUILDING IS IN A CENTRAL LOCATION IN THE CITY CORE WITH ACCESS TO PUBLIC TRANSIT AND BIKE ROUTES. Refer to sheet A08

3 - SHORT TERM BIKE PARKING: THE CALCULATIONS PROVIDED IN THE BYLAW ARE MEANT FOR SMALLER DEVELOPMENTS; THE **166** REQUIRED PER THE CURRENT BYLAW EXCEEDS ANY TEMPORARY USE IN THIS DEVELOPMENT. THUS A SHORTFALL OF **137**.

LONG TERM BIKE PARKING: RATIO OF FLOOR MOUNTED BIKE SPACES; SHORTFALL OF **39**. Wall mounted spaces are in excess of **71**. TOTAL 598 STALLS PROVIDED (EXCESS OF **33**). Refer to sheet A08.

4 - TEXT AMENDMENT; ALLOW FOR **SHORT TERM RENTALS for Tower C** (198 units over 22 storeys). Confining the short term rentals to Rental tower C allows for the rental accommodation to be managed by one entity.

Tower A	(25 storey total / 19 storey market housing)
Tower B	(42 storey total / 36 storey market housing)
Tower C	(28 storey total / 22 storey short term rental)

ATTACHMENT A

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**City of
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DEVELOPMENT PLANNING



Towers A and B are oriented East West with a slight v shaped deck articulation to accentuate the slender form as seen from Harvey Avenue. The translucent glass guards on the tower balconies provide a sculptural aesthetic while minimizing the visual impact of ones possessions. This proposal will be a positive contribution to our community by allowing more housing and commercial opportunities and allowing densification in an area which is within the downtown core and its associated amenities. This project is in close proximity to bike and walking trails and a viable alternative to urban sprawl and hope for a reduction in vehicular reliance. The developer would like to work with the City of Kelowna to provide a public contribution for community benefit; to help combat the housing crisis.

Sincerely,
HDR Architecture, Inc.

Robert Cesnik ARCHITECT AIBC, MRAIC, LEED AP BD+C
Associate

ATTACHMENT		A
This forms part of application		
# TA20-0001		
Planner Initials	AC	 City of Kelowna DEVELOPMENT PLANNING



WATER STREET BY THE PARK

Client: Anthony Beyrouiti

Project No. 10141492

Project Address : 234-278 Leon Ave & 1620-1630 Water st,
Kelowna, BC

DEVELOPMENT PERMIT

Issue Date: 20/12/2019

DEVELOPMENT PERMIT - REPLACEMENT SHEETS

Issue Date: 30/03/2020

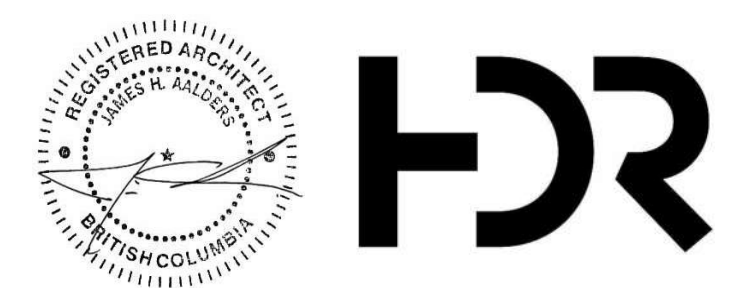
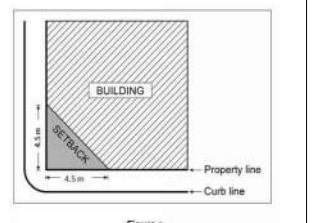
DEVELOPMENT PERMIT - REPLACEMENT SHEETS



ARCHITECTURE DRAWINGS LIST		DP REPLACEMENT
A01	SITE ANALYSIS	
A02	CONTEXT PHOTOS	
A03	CONTEXT PHOTOS	
A04	CONTEXT PHOTOS	
A05	SITE ANALYSIS	
A06	FUTURE DEVELOPMENT	
A07	EXISTING DEVELOPMENT	
A08	SITE PLAN	Yes
A09	SITE SURVEY	
A10	PLAN - UNDERGROUND PARKING P0	
A11	PLAN - MAIN FLOOR CRU + PARKING P1	Yes
A12	PLAN - MAIN FLOOR CRU + PARKING P1	
A13	PLAN - SECOND FLOOR + PARKING P2	
A14	PLAN - SECOND FLOOR + PARKING P2	
A15	PLAN - THIRD FLOOR + PARKING P3	
A16	PLAN - THIRD FLOOR + PARKING P3	
A17	PLAN - FOURTH FLOOR + PARKING P4	
A18	PLAN - FOURTH FLOOR + PARKING P4	
A19	PLAN - FIFTH FLOOR + PARKING P5	
A20	PLAN - FIFTH FLOOR + PARKING P5	
A21	PLAN - SIXTH FLOOR - RESIDENTIAL AMENITY R1	
A22	PLAN - SIXTH FLOOR - RESIDENTIAL AMENITY	
A23	PLAN - SEVENTH FLOOR - RESIDENTIAL LIVING R2	Yes
A24	PLAN - SEVENTH FLOOR TOWER A - RESIDENTIAL R2A	Yes
A25	PLAN - SEVENTH FLOOR TOWER B - RESIDENTIAL R2B	Yes
A26	PLAN - SEVENTH FLOOR TOWER C - R2	
A26.1	PLAN - PENTHOUSE FLOOR TOWER A + B - RESIDENTIAL R2A	Yes
A27	ELEVATIONS	
A28	ELEVATIONS	
A29	ELEVATIONS	
A30	SECTION	
A31	FUTURE CONTEXT	
A32	SOLAR ANALYSIS	
A33	SHADOW ANALYSIS	
A34	MATERIALS & FINISHES	
A35	PERSPECTIVE	
A36	PERSPECTIVE	

LANDSCAPE DRAWINGS LIST	
L14	CONCEPTUAL LANDSCAPE PLAN
L24	WATER CONSERVATION/IRRIGATION PLAN
L34	OFFSITE LANDSCAPE PLAN
L44	OFFSITE IRRIGATION PLAN

PROJECT DATA AND ZONING BYLAW SUMMARY			
SITE	LEGAL DESCRIPTION	CIVIC ADDRESS	ZONING
PROJECT LOT	LOTS 1-8, BLOCK 10, PLAN 462 & LOT A, PLAN 22722	234 - 278 LEON AVE & 1620-1630 WATER ST., KELOWNA, BC	C7 - CENTRAL BUSINESS COMMERCIAL
LOT AREA	4,573.9 sm (49,233 SF) / 1,748.9 sm (12,366.4 SF)		
PROJECT DESCRIPTION:		BICYCLE PARKING:	
CONSTRUCTION OF A MIXED USE DEVELOPMENT WITH RESIDENTIAL, COMMERCIAL AND PARKING COMPONENTS		PROPOSED:	LONG TERM = 598 SHORT TERM = 29
SITE AREA:		REQUIRED:	LONG TERM: 0.75 PER 2 BEDROOM OR LESS + 1.0 PER 3 BEDROOM OR MORE + 1 PER 500sm GFA (COMMERCIAL) SHORT TERM: 6 PER ENTRANCE + 1/5 OVER 70 UNITS + 2 PER ENTRANCE (COMMERCIAL)
49233SF + 12366SF = 61600SF TOTAL			
MAX BUILDING HEIGHT:		SETBACKS:	
PROPOSED: APPROX. 134.72m (442'-0")		0 TO 15m:	ALLOWABLE: PROPOSED
ALLOWABLE: 76.5m (250'-11 3/4")		MINIMUM FRONT YARD:	0.0m 0.0m
DIFFERENCE: 58.2m (191'-0")		MINIMUM SIDE YARD:	0.0m 0.0m
PARKING:		MINIMUM REAR YARD:	0.0m 0.0m
PROPOSED:	PARKING STALLS + BONUS NON-COMPLIANT COMPACT STALLS	FIRST STOREY ONLY, TRIANGULAR SETBACK (SEE FIGURE 1):	4.5m 4.5m
REQUIRED:	RESIDENTIAL: 0.8 PER STUDIO UNIT, 0.9 PER 1 BR UNIT, 1.0 PER 2-3 BR UNIT, 0.14 PER UNIT AS VISITOR, 20% REDUCTION PER SHORT TERM RENTAL COMMERCIAL: 0.9 PER 100 SM GFA	MAXIMUM FLOOR PLATE	N/A 0000
		16m AND ABOVE:	
		MINIMUM FROM ABUTTING STREET:	3.0m 3.0m
		MINIMUM FROM ANY PROPERTY LINE	4.0m 4.0m
		ABUTTING ANOTHER PROPERTY:	
		MAXIMUM FLOOR PLATE (PER TOWER):	1,221sm 693-693-617sm



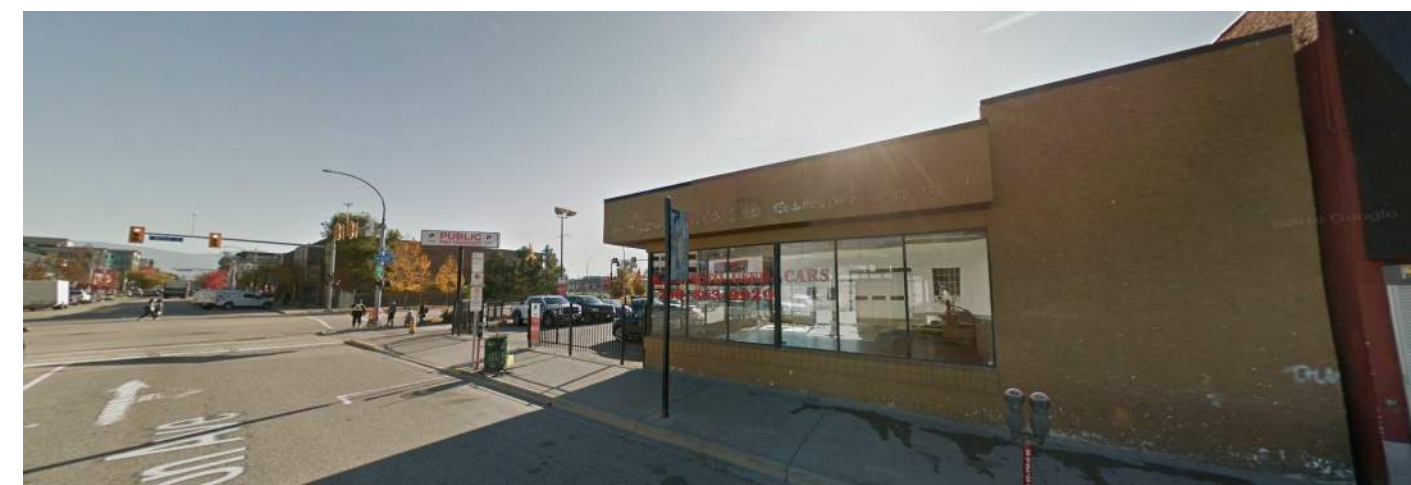
- ① PROPOSED MIXED USE DEVELOPMENT
- ② DOWNTOWN MARINA
- ③ KELOWNA CITY HALL
- ④ KELOWNA CITY PARK
- ⑤ OKANAGAN LAKE
- ⑥ LEON & WATER INTERSECTION
- ⑦ LEON AVE & SERVICE ROAD LOOKING EAST
- ⑧ WATER ST LOOKING NORTH
- ⑨ LEON AVE LOOKING SOUTH



⑥



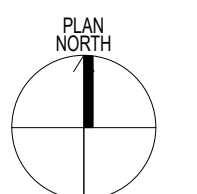
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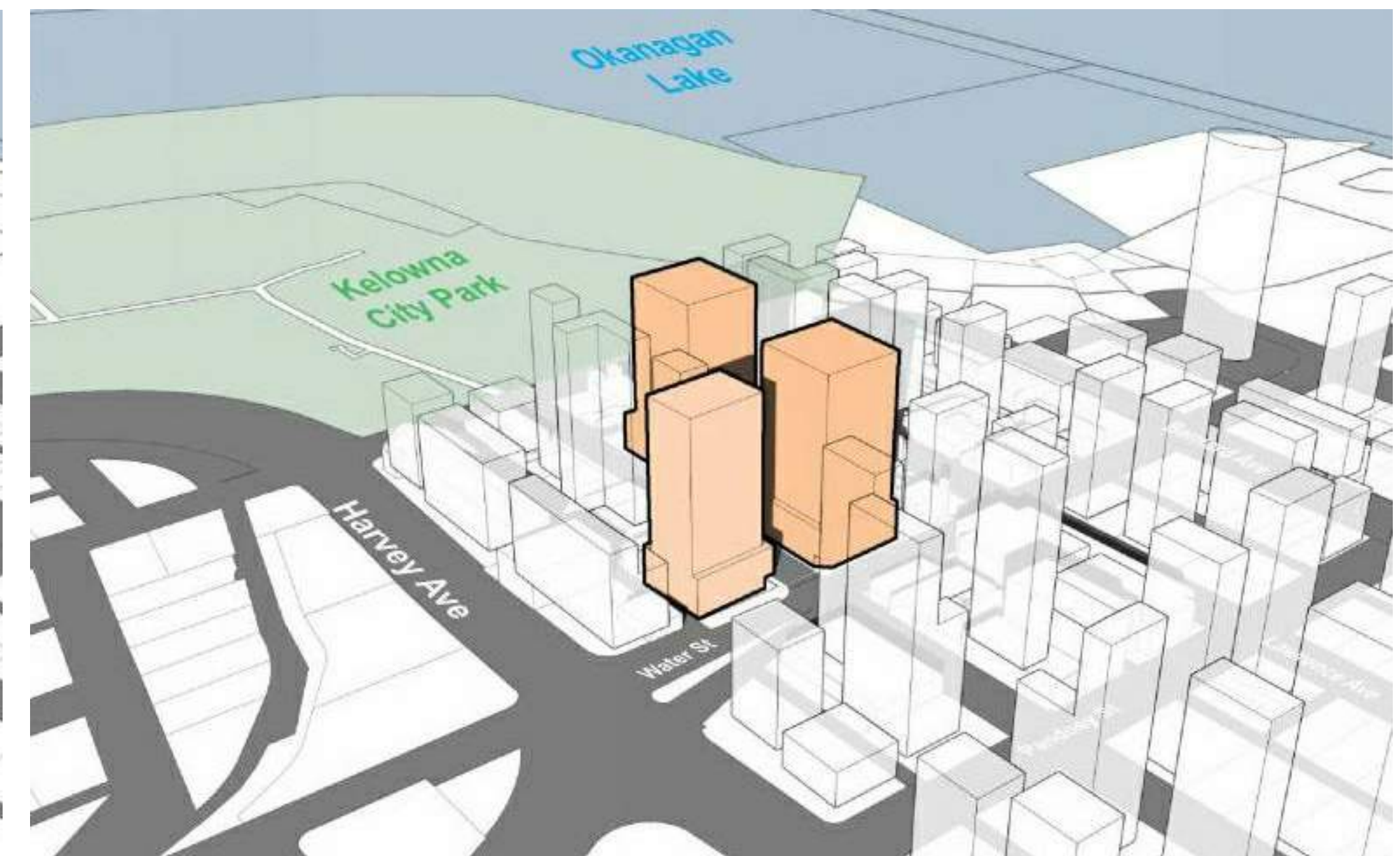
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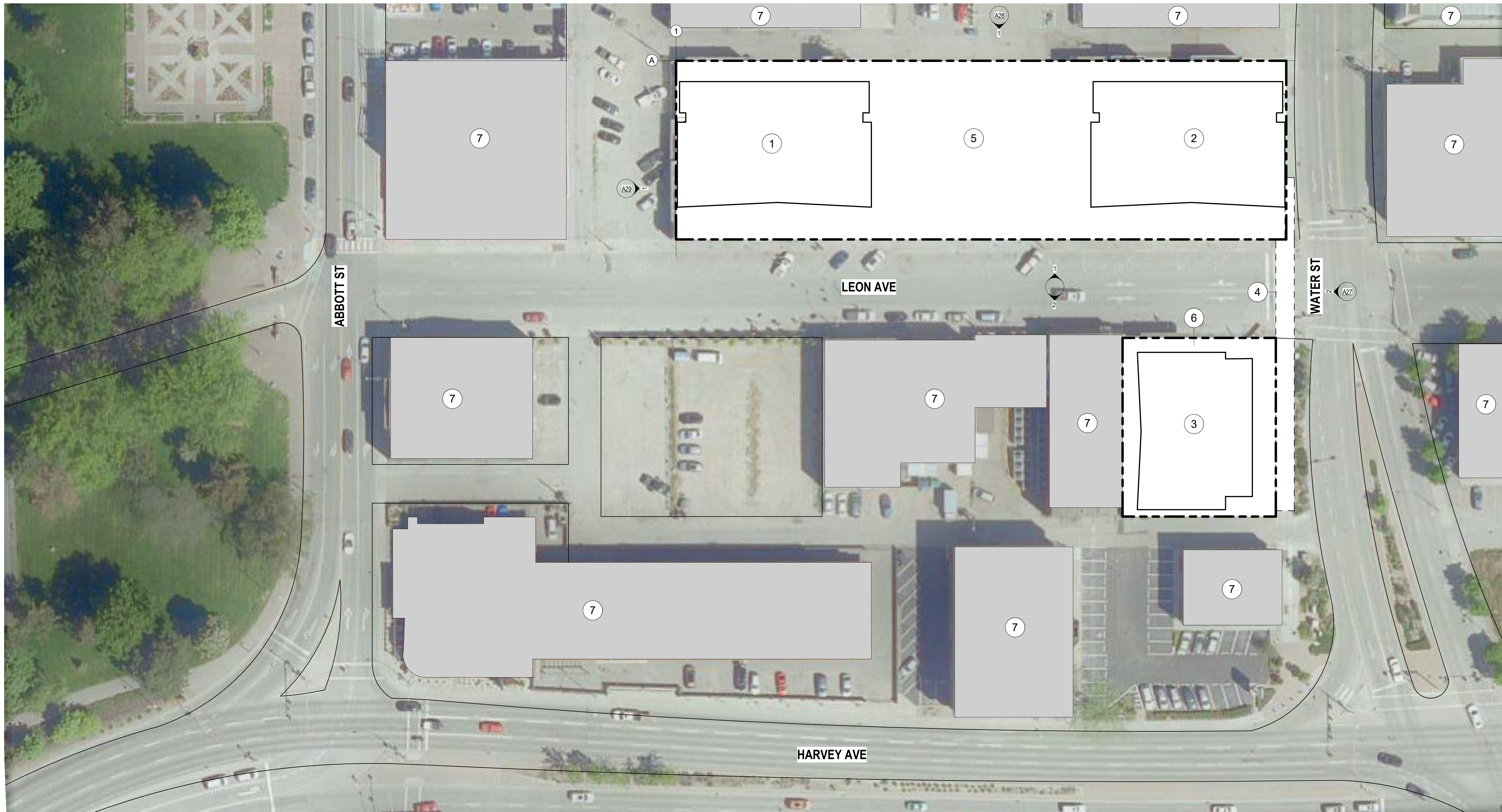


ALLOWABLE ZONING

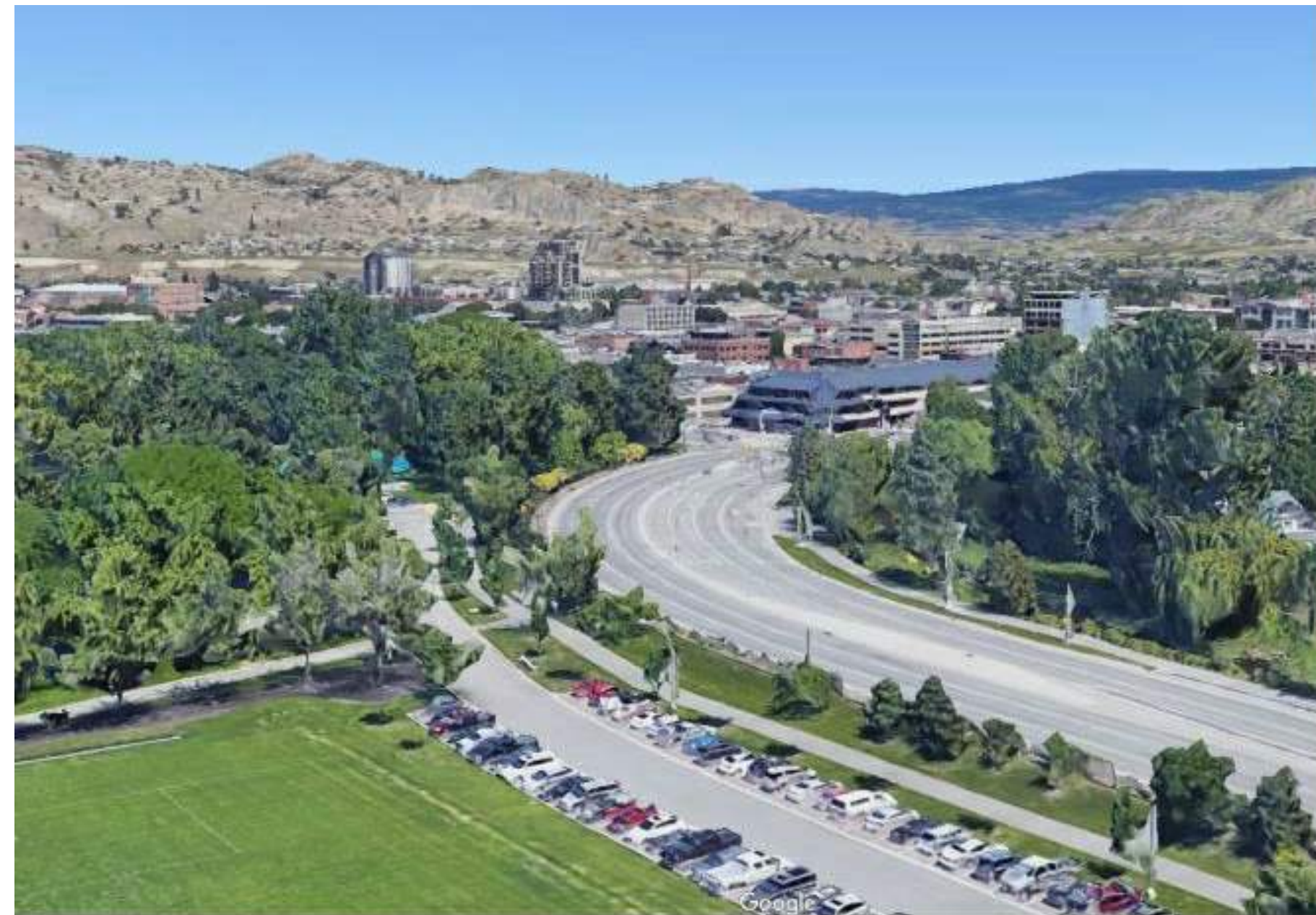


FUTURE ZONING

ATTACHMENT A
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 City of Kelowna
 DEVELOPMENT PLANNING
 Planner Initials AC



- ① PROPOSED TOWER A (19 STOREYS)
- ② PROPOSED TOWER B (36 STOREYS)
- ③ PROPOSED TOWER C (22 STOREYS)
- ④ PROPOSED PEDISTRIAN BRIDGE
- ⑤ PROPOSED PODIUM (TOWER A & B)
- ⑥ PROPOSED PODIUM (TOWER C)
- ⑦ EXISTING STRUCTURE



1 - VIEW FROM BRIDGE / VIEW FROM NORTH OF WATER STREET



2 - VIEW FROM EAST HARVEY AVE



3 - VIEW LOOKING SOUTH ALONG WATER ST



4 - VIEW FROM NORTH OF OKANAGAN LAKE / VIEW FROM SOUTH OF WATER ST



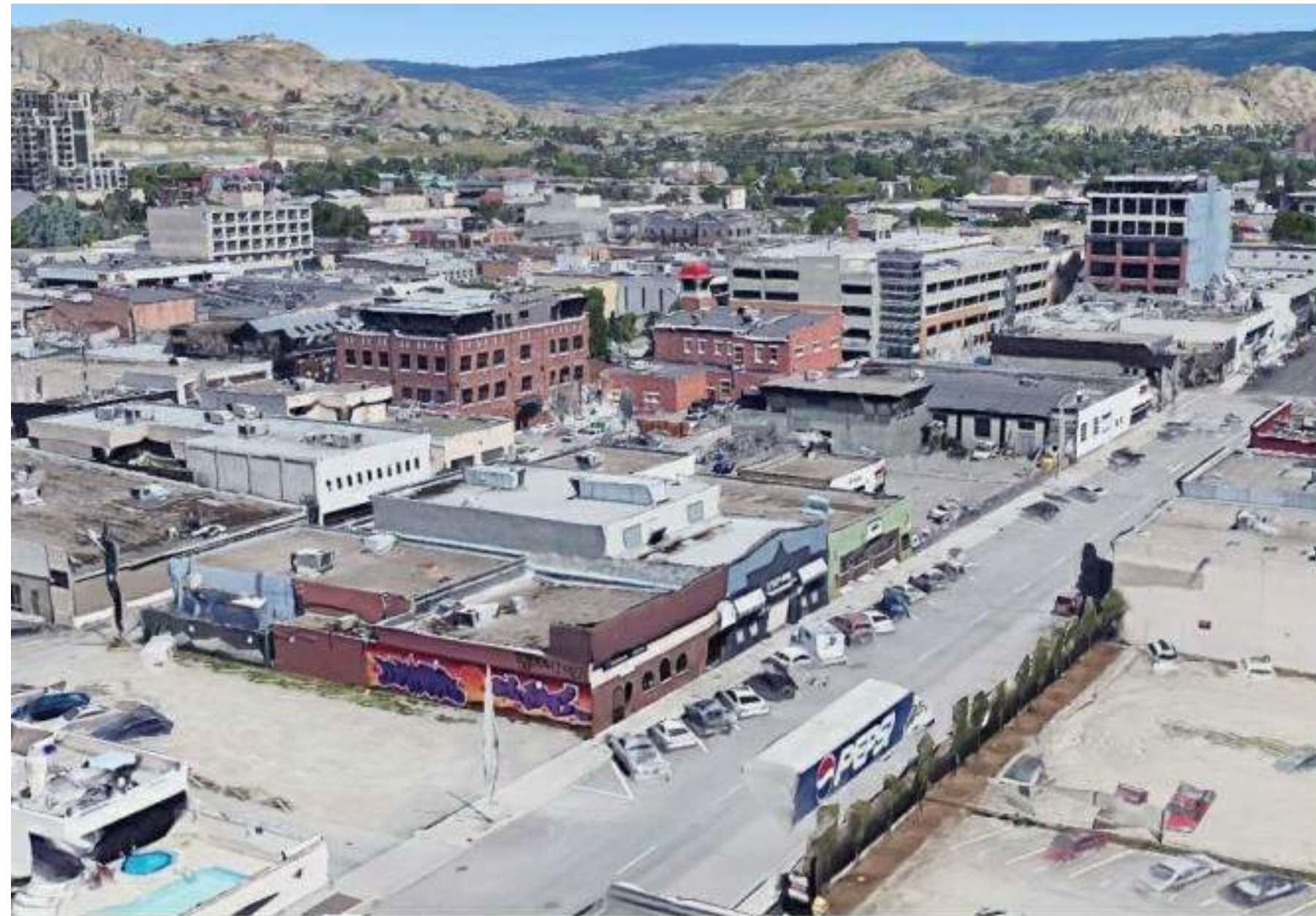
5 - VIEW FROM WEST OF OKANAGAN LAKE



6 - VIEW LOOKING NORTH ALONG PANDOSY ST



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1 - VIEW FROM SOUTH WEST LEON AVE / VIEW FROM EAST LEON AVE



2 - VIEW FROM EAST LEON AVE / VIEW FROM CITY PARK TOWARDS LEON AVE



3 - VIEW FROM NORTH WEST WATER ST / VIEW FROM WEST WATER ST



4 - VIEW FROM SOUTH WEST WATER ST / VIEW FROM WATER ST AT SOUTH TOWER

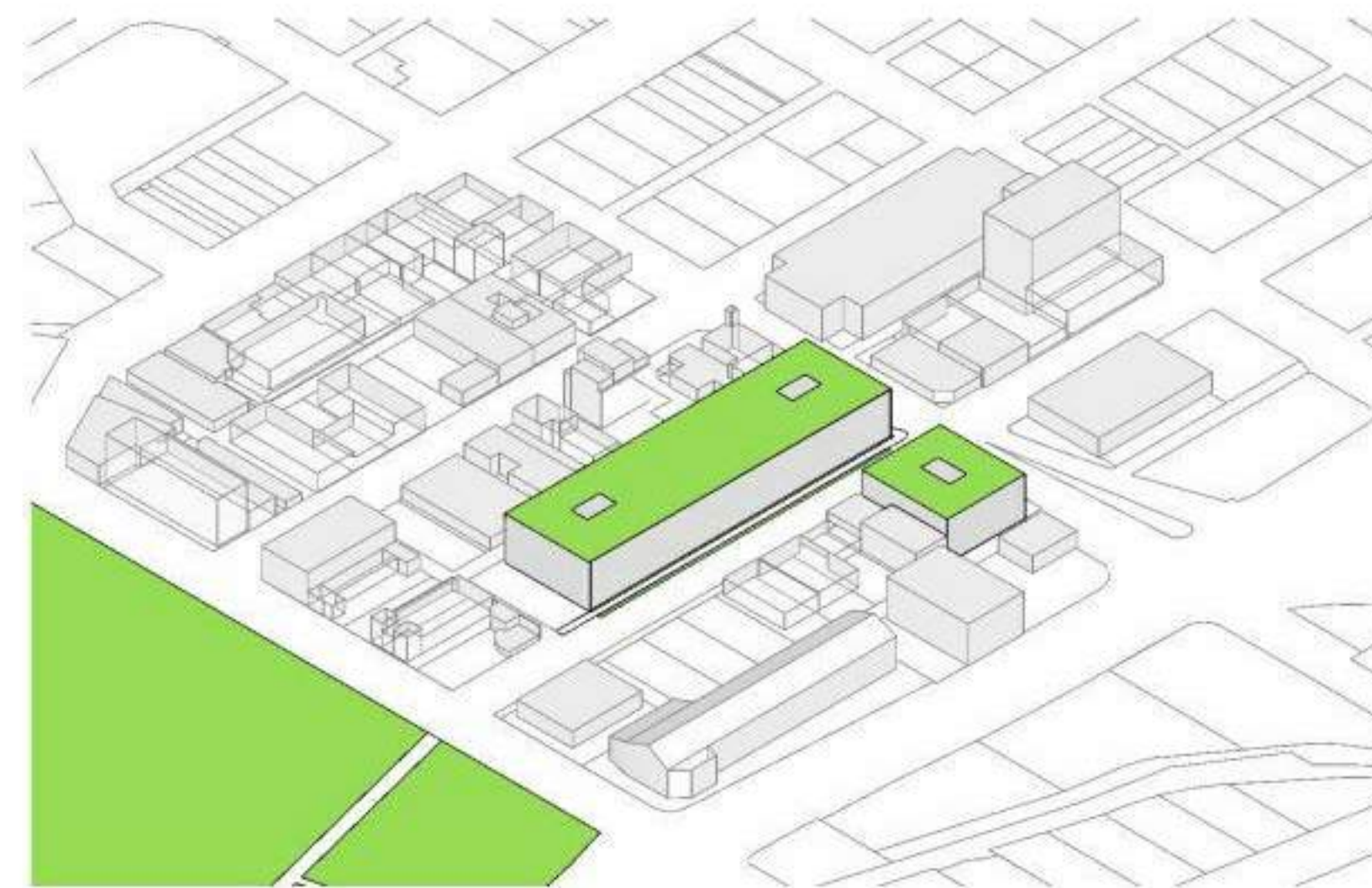
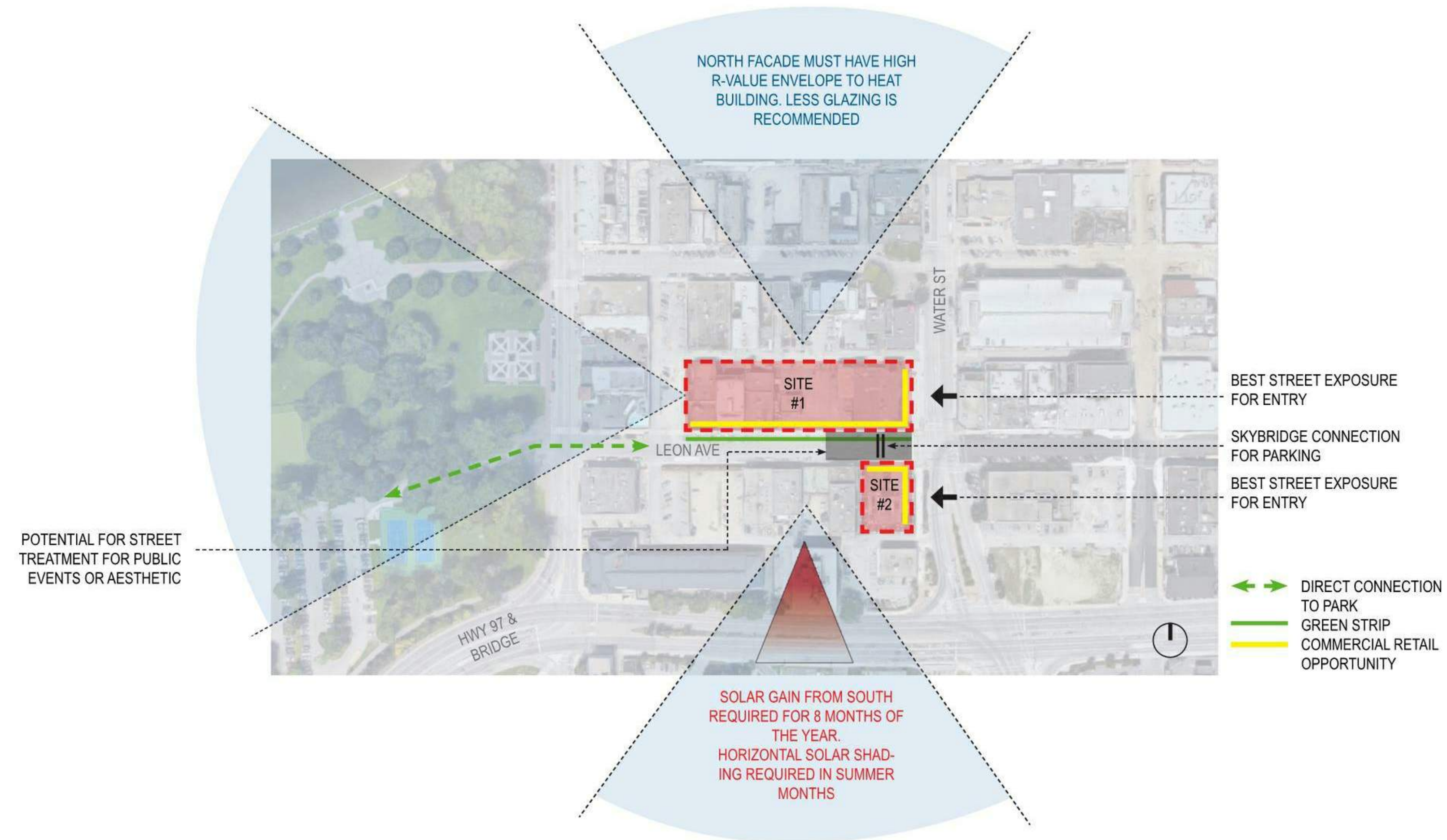


5 - VIEW FROM CITY PARK

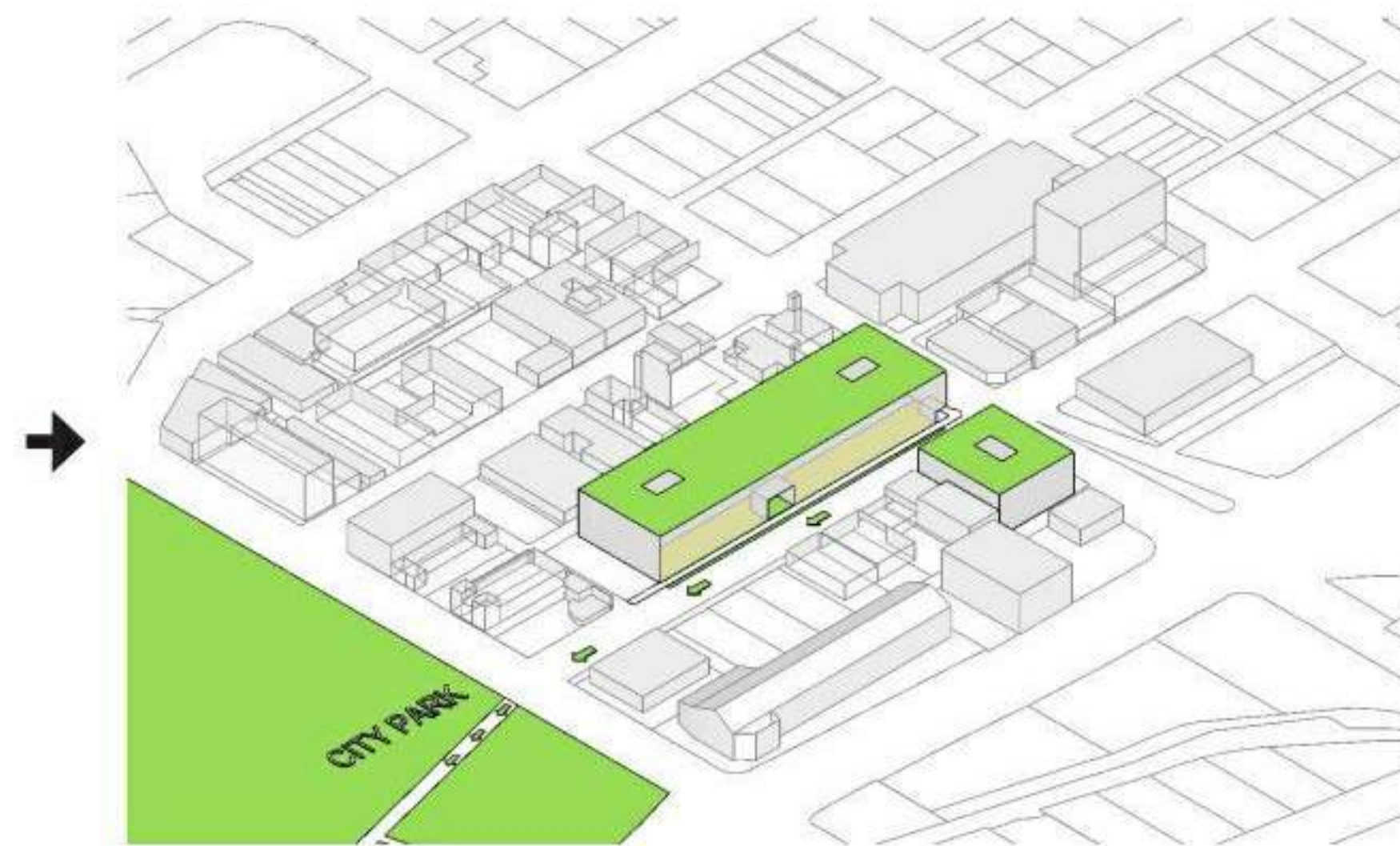


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 DEVELOPMENT PLANNING



PROVIDING **AMENITIES** ON TOP OF THE PODIUM PROVIDES OUTDOOR SPACE FOR USERS OF THE BUILDING. BY BRINGING THE GROUND PLANE UP, IT TAKES ADVANTAGE OF PARK AND MOUNTAIN VIEWS.



PROVIDING **COMMERCIAL RETAIL UNITS** AND A **GREEN STRIP** ALONG SIDEWALK INVITES PUBLIC FROM CITY PARK TO THE SITE.



One Water Street - 36 & 29 Storeys



Westcorp - 33 Storeys



Brooklyn - 25 Storeys



Ella - 20 Storeys



Prospera Towers - 37 & 27 Storeys

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Landmark VI - 17 Storeys



Skye - 26 Storeys



Discovery Point Resort - 22 Storeys



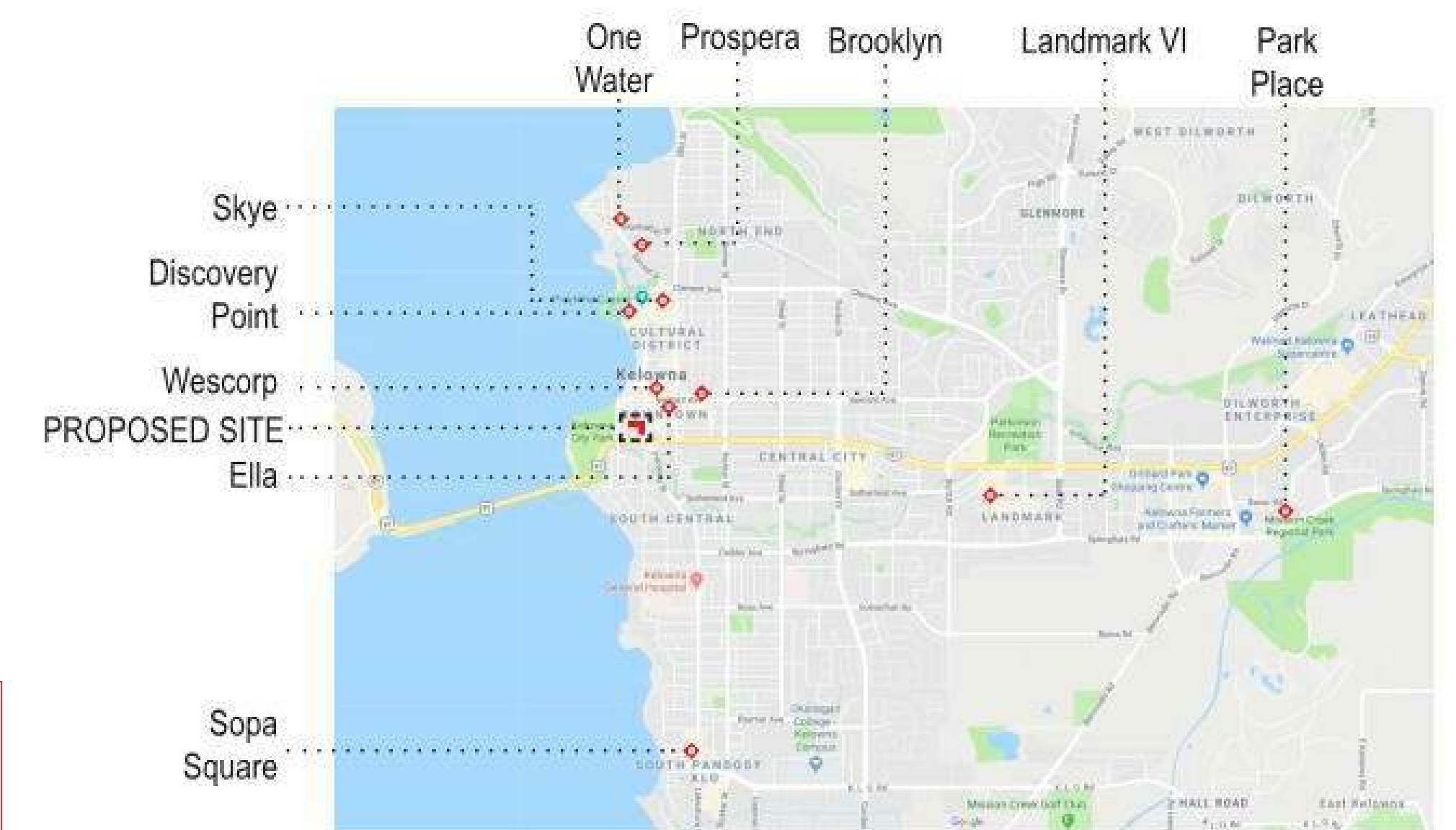
Park Place - 17 Storeys



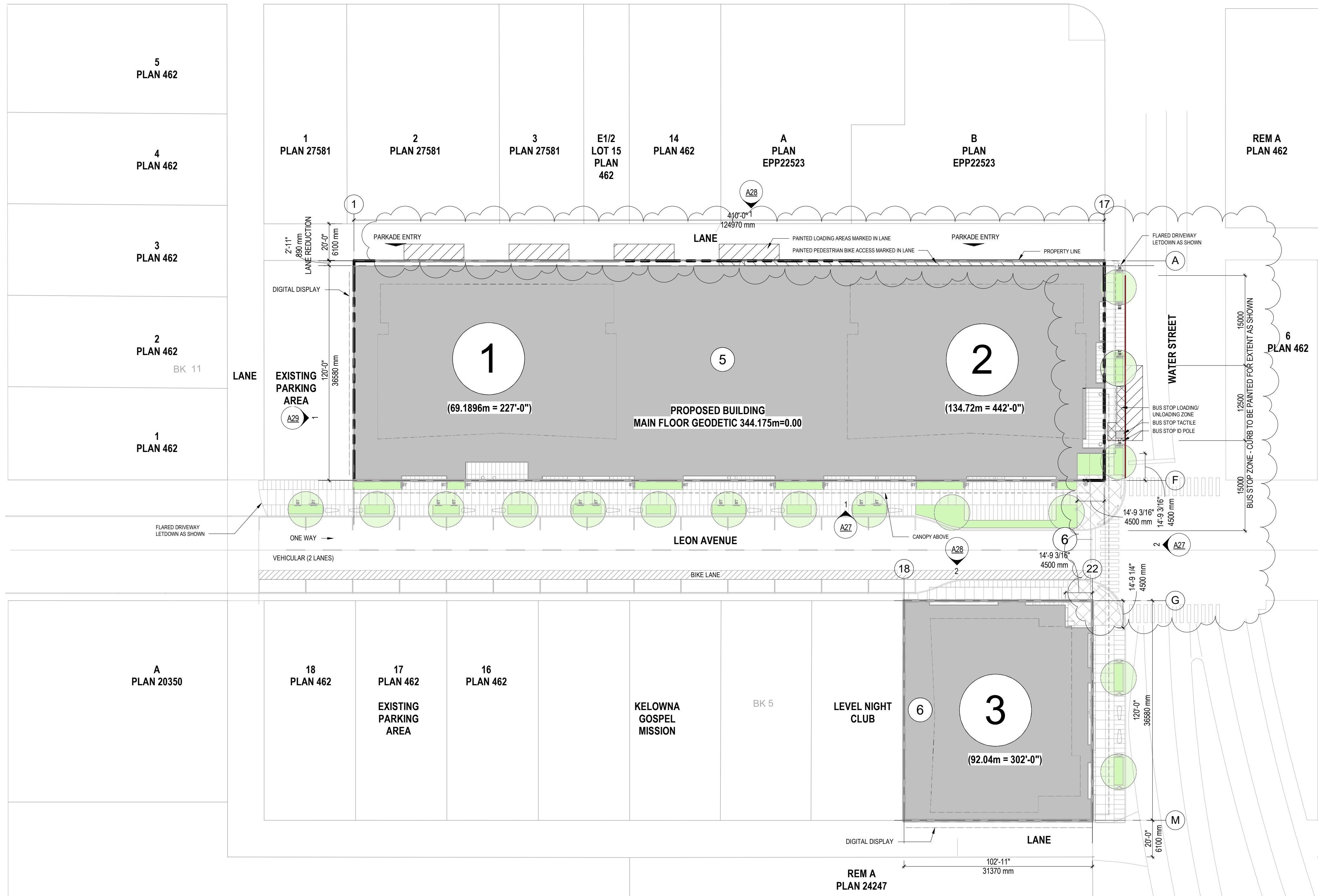
Sopa Square - 14 Storeys



Name:	Landmark VI	Skye	Discovery Pointe Resort	Park Place	The Lagoons	The Dolphins	Landmark II	Kiwanis Tower	Sandman Hotel
Status:	Built 2013	Built 2010	Built 2005	Built 2005	Built 2000	Built 1994	Built 1994	Built 1976	Built 2009
Floors:	17	26	22	17	17	17	11	12	12
Use:	Office	Residential	Mixed-Use	Residential	Residential	Residential	Office	Residential	Hotel
Roof:	81m		70.1m		56.1m	56.1m			



ATTACHMENT A
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 City of Kelowna
 DEVELOPMENT PLANNING
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ZONING BYLAW SUMMARY			
SITE	LEGAL DESCRIPTION	CIVIC ADDRESS	ZONING
PROJECT LOT	LOTS 1-8, BLOCK 10, PLAN 462 & LOT A, PLAN 22722	234 - 278 LEON AVE & 1620-1630 WATER ST, KELOWNA, BC	C7 - CENTRAL BUSINESS COMMERCIAL
LOT AREA	4,573.9 sm (49,233 SF) / 1,748.9 sm (12,366.4 SF)		

CRITERIA	ZONING ANALYSIS TABLE	
	C7 ZONE REQUIREMENTS	PROPOSAL
DEVELOPMENT REGULATIONS		
	PRINCIPLE BLDGS	PRINCIPLE BLDGS
HEIGHT	76.5m (250'-11 3/4")	TOWER A = 82.9m (272'-0") = 6.4m VARIANCE TOWER B = 134.7m (442'-0") = 58.2m VARIANCE TOWER C = 92.04m (302'-0") = 15.54m VARIANCE
FRONT YARD	0m	0m
FRONT YARD	0m	0m
SIDE YARD	0m	0m
SETBACKS FOR PORTIONS OF HEIGHT >16 m ABUTTING A STREET	3m	3m
SETBACK FOR PORTIONS OF HEIGHT >16 m ABUTTING A PROPERTY	4m	4m
SITE COVERAGE	N/A	100%
LOT AREA	N/A	5722.8m2 (61600sf)
NET AREA	N/A	51953.9m2 (559227sf)
FAR	9.0	9.0

OTHER REGULATIONS		
NUMBER OF RESIDENTIAL UNITS	N/A	732 UNITS
CRU AREA	N/A	4106 m2 (44201 sf)
MINIMUM PARKING REQUIREMENTS	<p>RESIDENTIAL BASE PARKING REQUIRED:</p> <p>0.8 PER STUDIO UNIT (66 STUDIOS) = 53 0.9 PER 1 BR UNIT (372 UNITS) = 335 1.0 PER 2 BR OR MORE UNIT (294 UNITS) = 294 0.14 PER UNIT VISITOR (732 UNITS) = 102 SUB-TOTAL RESIDENTIAL REQUIRED = 784 (TOWER A = 381, TOWER B = 197, TOWER C = 206) 20% REDUCTION PER SHORT TERM RENTAL (206 STALLS*0.2) = -41 COMMERCIAL: 0.9 PER 100 SM GFA = 37 STALLS. HOWEVER, THESE STALLS GROUPED WITH VISITOR, THEREFORE NOT ADDED</p> <p>TOTAL PARKING REQUIRED = 784-41 = 743 STALLS</p>	<p>TOTAL PARKING PROVIDED</p> <p>REGULAR: 349 STALLS @ 6.0m X 2.5m or 6.0m X 2.7m next to columns "REGULAR REDUCED": 35 STALLS @ 5.2m X 2.5m or 5.2m X 2.7m next to columns HC ACCESSIBLE STALLS: 15 STALLS @ 2.5m X 1.5m access X 6.0m HC ACCESSIBLE VANS: 2 STALLS @ 3.3m X 1.5m access X 6.0m SMALL CAR: 298 STALLS @ 4.8m X 2.3m or 4.8m X 2.5m next to columns COMPACT (CAR SHARE): 10 STALLS @ 3.4m X 2.0m COMPACT (BONUS NON-COMPLIANT): 20 STALLS @ 3.4m X 2.0m TOTAL: 349+35+15+2+298+10+20 = 729 STALLS CAR SHARE BONUS @ 5:1 RATIO = 10x5 = 50</p> <p>GRAND TOTAL: 349+35+15+2+298+50 = 749 STALLS TOTAL PROVIDED + 20 Bonus compact non-compliance stalls</p>
MINIMUM BICYCLE PARKING REQUIREMENTS	<p>LONG TERM RESIDENTIAL: 0.75 PER 2 BEDROOM OR LESS UNITS: 702*0.75 = 527 1.0 PER 3 BEDROOM OR MORE UNITS: 30 LONG TERM COMMERCIAL: 1 PER 500SM GFA = 4106SM/500SM = 8 THEREFORE: 527+30+8 = 565 LONG TERM STALLS REQUIRED SHORT TERM RESIDENTIAL: 6/ENTRY+1/5 UNITS ABOVE 70 = 6*3 = 18 + 732*0.2 = 662/5-132 = 150 SHORT TERM COMMERCIAL: 2/ENTRY (GREATER VALUE THAN 1/750SM) = 2*8 = 16 THEREFORE: 150+16 = 166 SHORT TERM STALLS REQUIRED</p>	<p>LONG TERM BIKE PARKING PROVIDED</p> <p>FLOOR MOUNTED: 122 STALLS (2 PER) = 244 WALL MOUNTED: 177 STALLS (2 PER) = 354 244+354 = 598 LONG TERM STALLS PROVIDED SHORTFALL OF 39 FLOOR MOUNTED FOR 56:50 RATIO</p> <p>SHORT TERM BIKE PARKING PROVIDED</p> <p>FLOOR MOUNTED: 29 SHORTFALL OF 137 SHORT TERM BIKE PARKING</p>
PRIVATE OPEN SPACE	6.0 m ² / BACHELOR DWELLING, 10.0 m ² / 1BR DWELLING, AND 15.0 m ² / 2BR+ (6x66)+(10x372)+15(294) = 8526m ² TOTAL REQ'D	16142.83m2 (173760sf)
SHARED AMENITY SPACE	N/A	4493.72m2 (48370sf)

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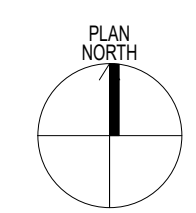
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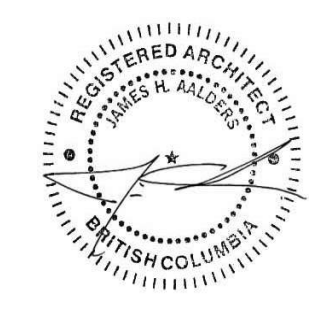
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 Tower B (42 storey total / 36 storey market housing)
 Tower C (28 storey total / 22 storey short term rental)

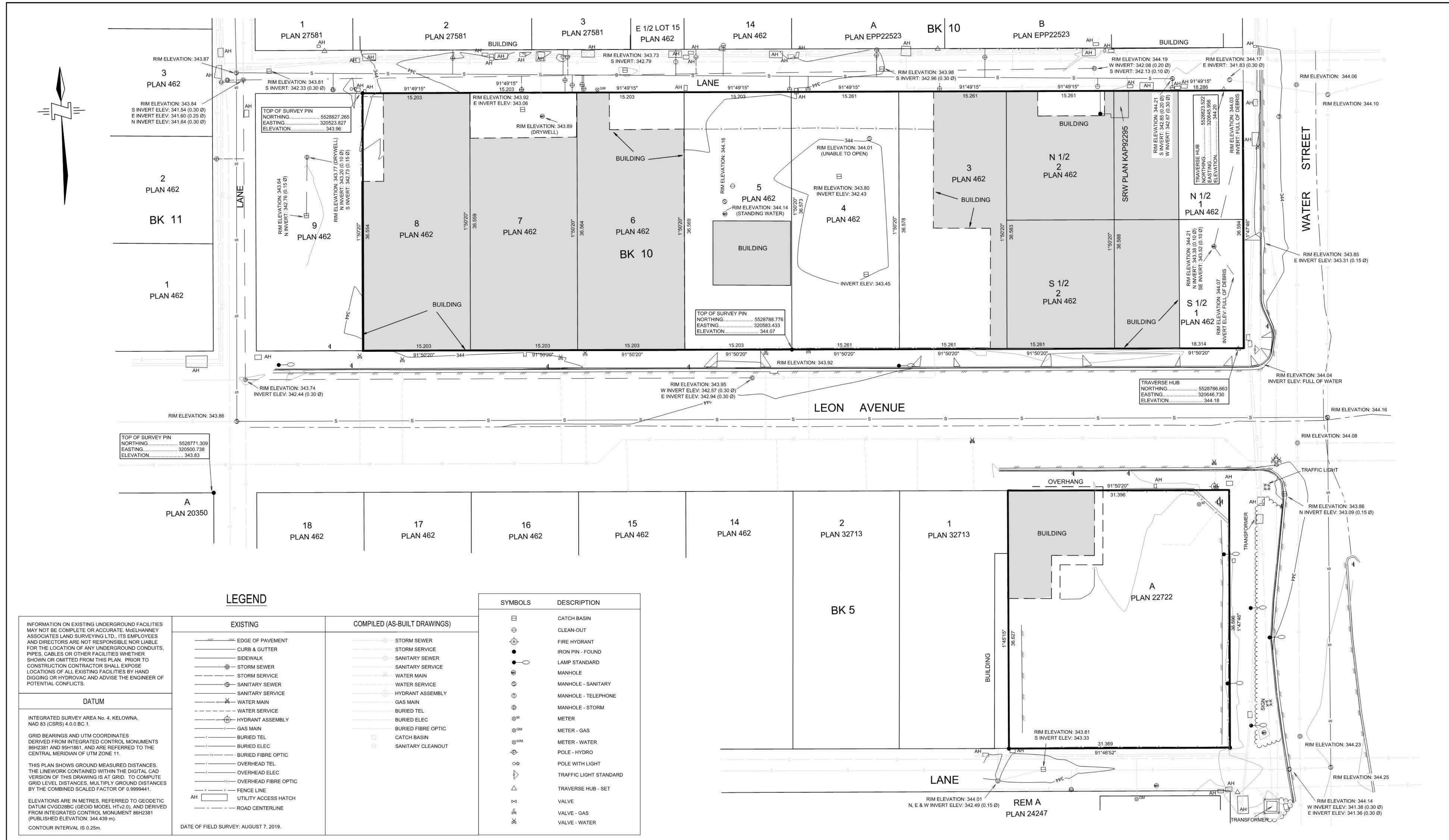
2 01-A-FLOOR PLAN - TOWERS A+B
1:400

- 1 PROPOSED TOWER A (25 STOREYS) (19 STOREYS MARKET RESIDENTIAL)
- 2 PROPOSED TOWER B (42 STOREYS) (36 STOREYS MARKET RESIDENTIAL)
- 3 PROPOSED TOWER C (28 STOREYS) (22 STOREYS SHORT TERM RENTAL)
- 4 PROPOSED CROSS OVER BRIDGE
- 5 PROPOSED PODIUM (TOWER A & B)
- 6 PROPOSED PODIUM (TOWER C)

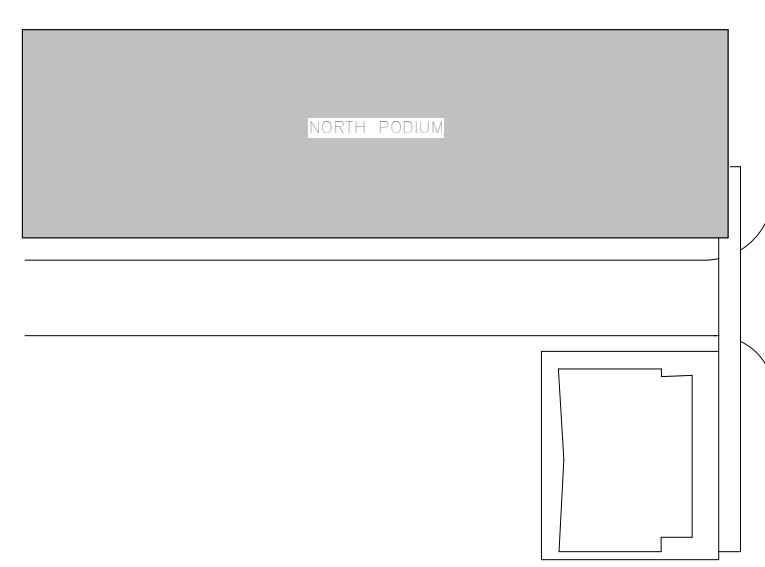


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 City of Kelowna DEVELOPMENT PLANNING
 Planner Initials AC





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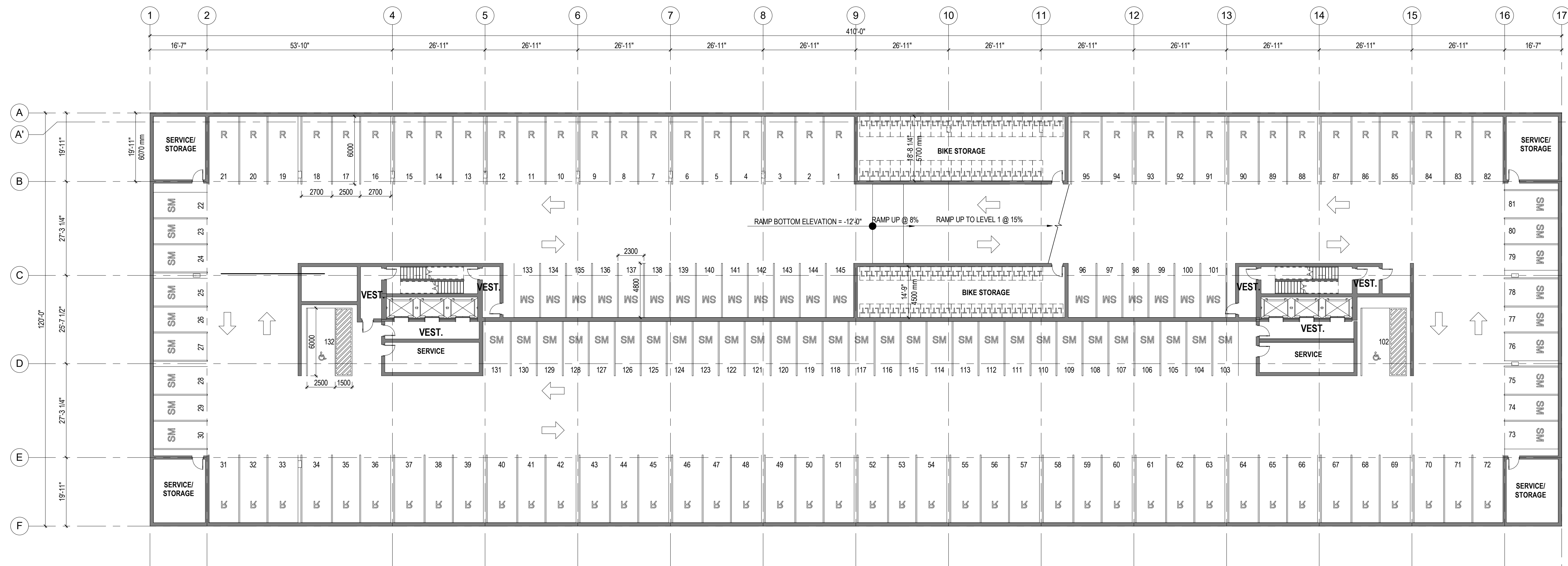


KEY PLAN

OVERALL PARKING SCHEDULE	
PARKING STALL TYPE	COUNT
Compact - 3.4m x 2.0m (BONUS non-compliant)	20
Compact Car Share - 3.4m x 2.0m	10
HC Parking Space - 2.5m x 6.0m or 3.3m x 6.0m (Van) + 1.5m access	17
Regular - 6.0m x 2.5m or 6.0m x 2.7m at columns	384
Small - 4.8m x 2.3m or 4.8m x 2.5m at columns	298
Grand total:	729

PARKING SCHEDULE - LEVEL 0		
PARKING STALL TYPE	LEVEL	COUNT
HC Parking Space - 2.5m x 6.0m or 3.3m x 6.0m (Van) + 1.5m access	LEVEL 0	2
Regular - 6.0m x 2.5m or 6.0m x 2.7m at columns	LEVEL 0	77
Small - 4.8m x 2.3m or 4.8m x 2.5m at columns	LEVEL 0	66
Grand total:		145

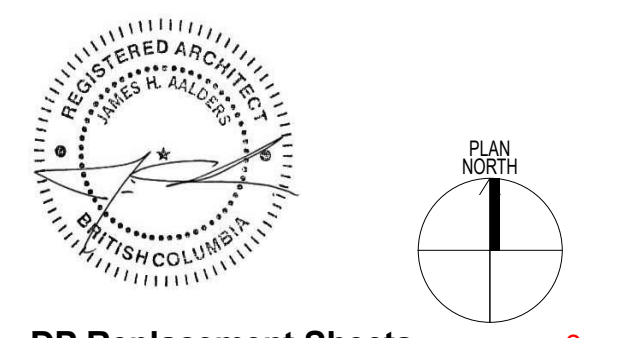
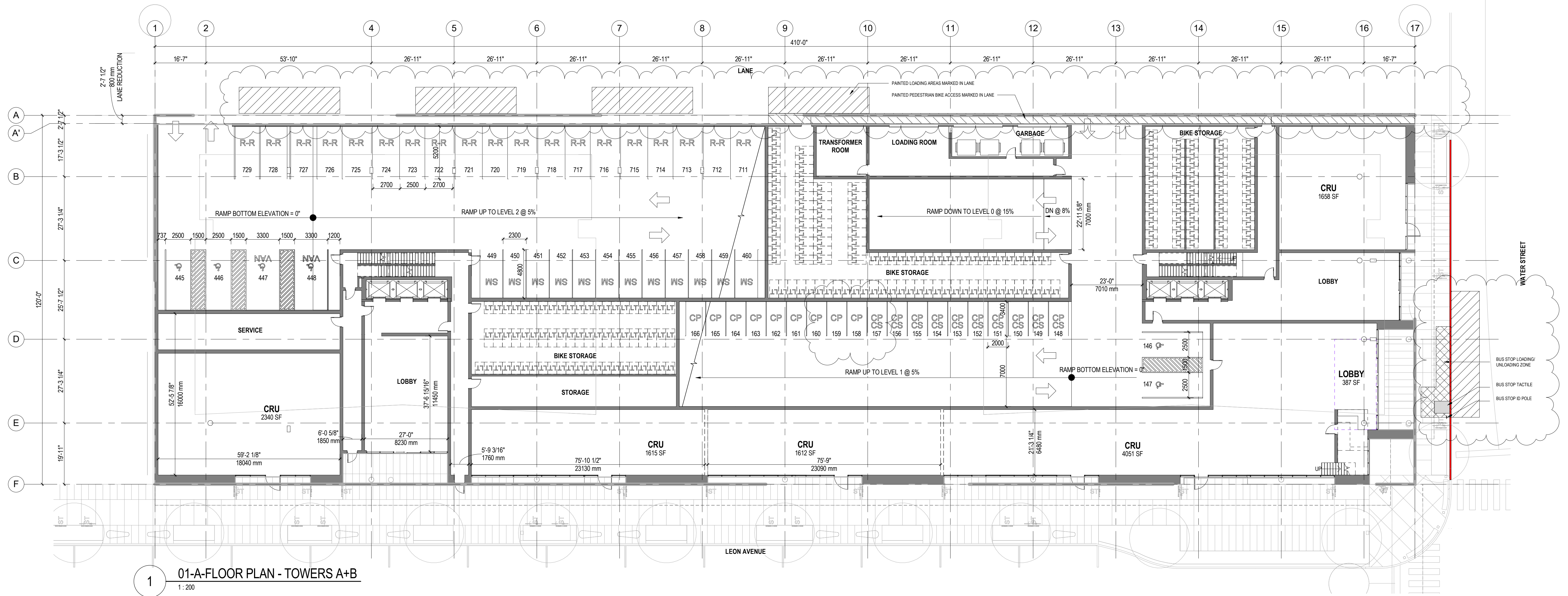
ATTACHMENT A
 This forms part of application
 # TA20-0001
 City of Kelowna
 DEVELOPMENT PLANNING
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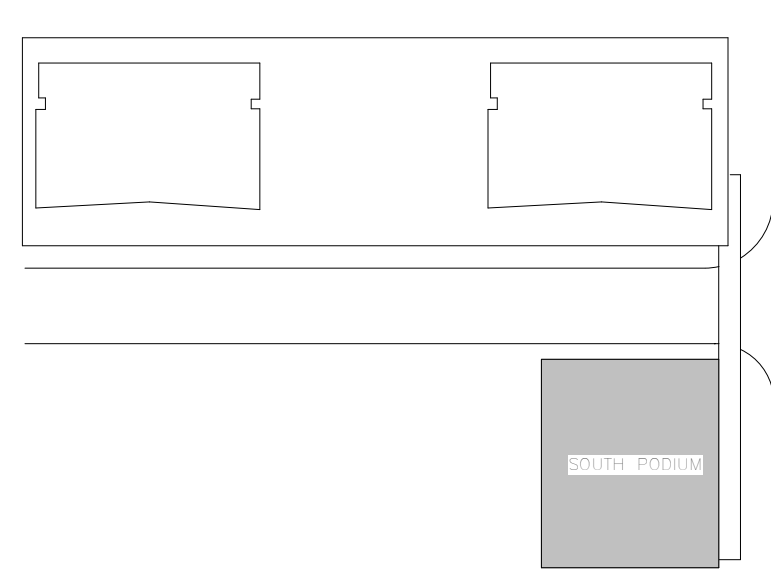
1 00-A-BASEMENT PLAN - TOWERS A+B
 1:200

PARKING SCHEDULE - LEVEL 1		
PARKING STALL TYPE	LEVEL	COUNT
Compact - 3.4m x 2.0m (BONUS non-compliant)	LEVEL 1	20
Compact Car Share - 3.4m x 2.0m	LEVEL 1	10
HC Parking Space - 2.5m x 6.0m or 3.3m x 6.0m (Van) + 1.5m access	LEVEL 1	7
Regular - 6.0m x 2.5m or 6.0m x 2.7m at columns	LEVEL 1	34
Small - 4.8m x 2.3m or 4.8m x 2.5m at columns	LEVEL 1	27
Grand total:		98

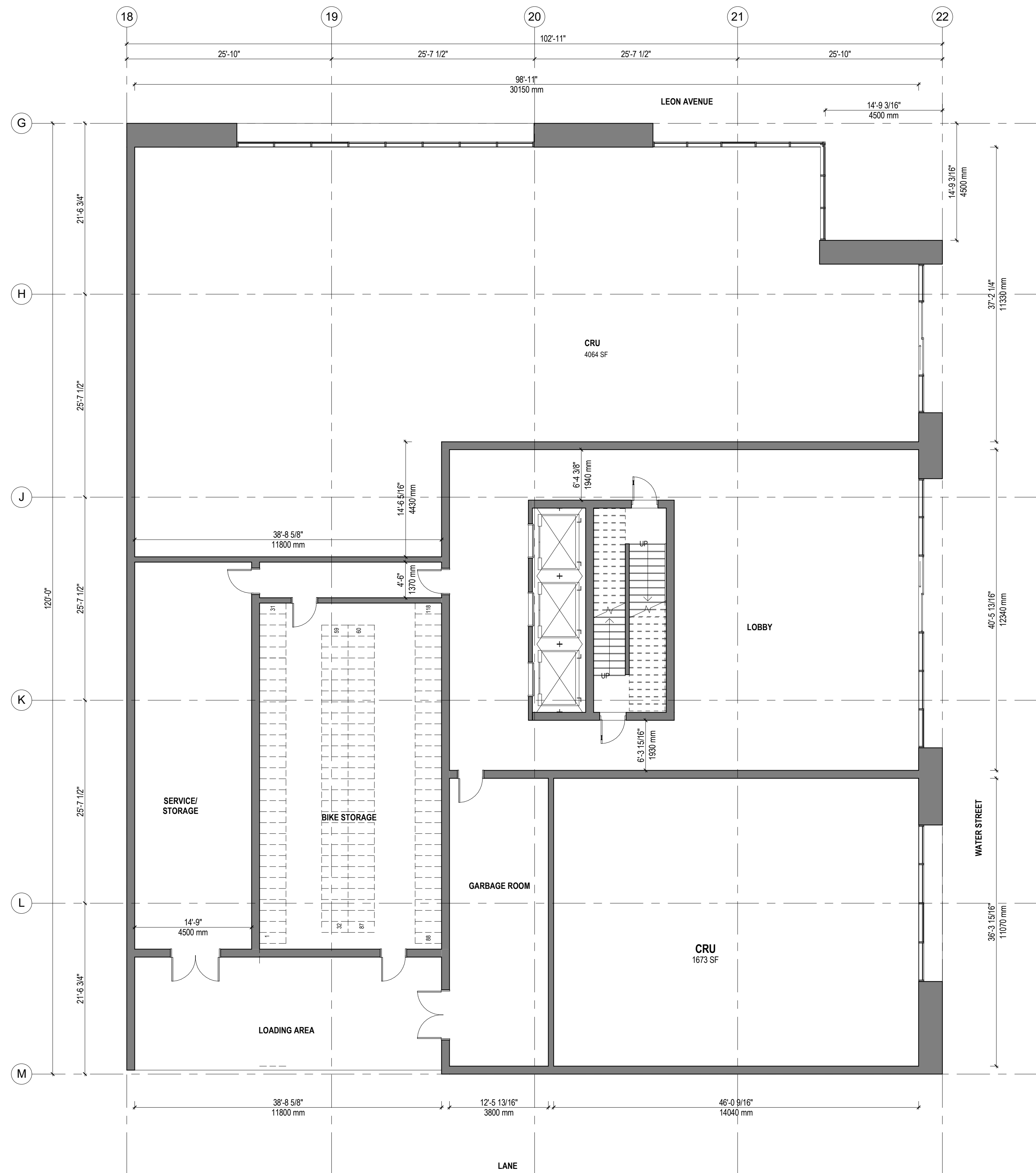
KEY PLAN



DP Replacement Sheets
 Development Permit 20/12/2019

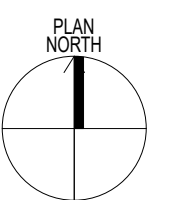


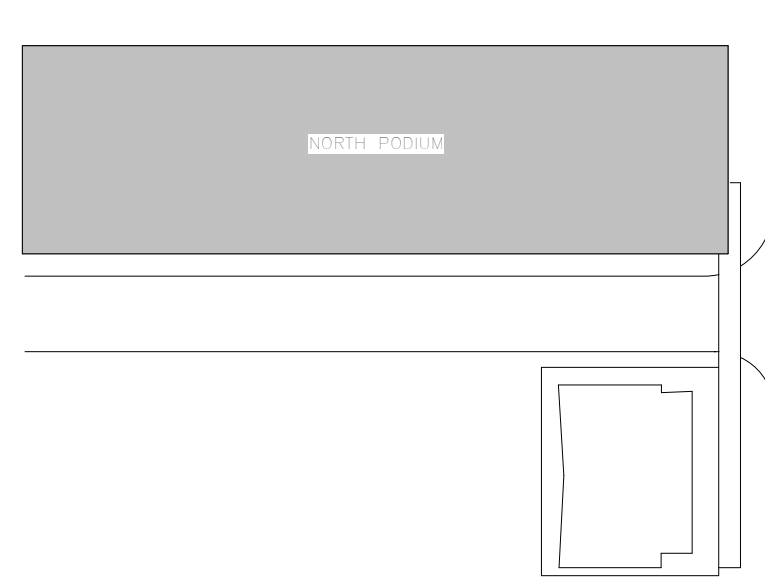
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 DEVELOPMENT PLANNING
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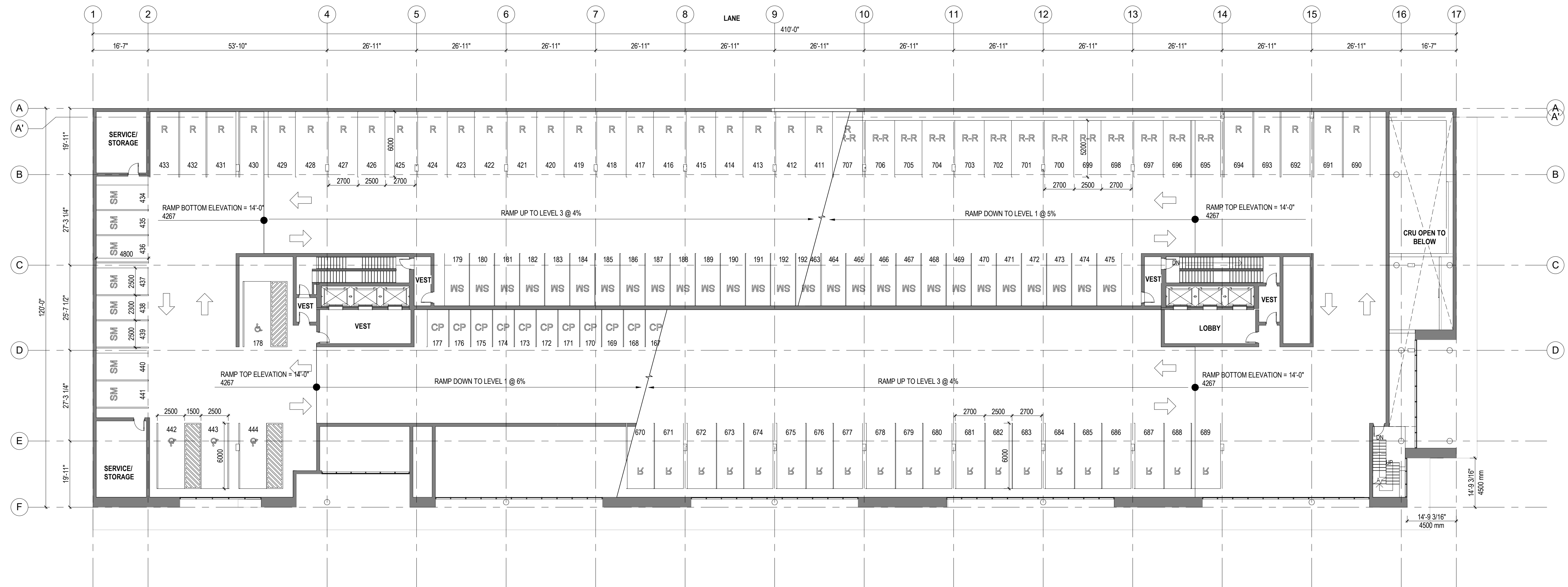
1 01-A-FLOOR PLAN - TOWER C
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KEY PLAN

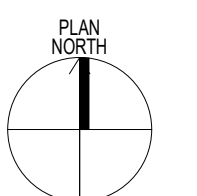
PARKING SCHEDULE - LEVEL 2			
PARKING STALL TYPE	LEVEL	COUNT	
HC Parking Space - 2.5m x 6.0m or 3.3m x 6.0m (Van) + 1.5m access	LEVEL 2	4	
Regular - 6.0m x 2.5m or 6.0m x 2.7m at columns	LEVEL 2	71	
Small - 4.8m x 2.3m or 4.8m x 2.5m at columns	LEVEL 2	35	
Grand total:		110	

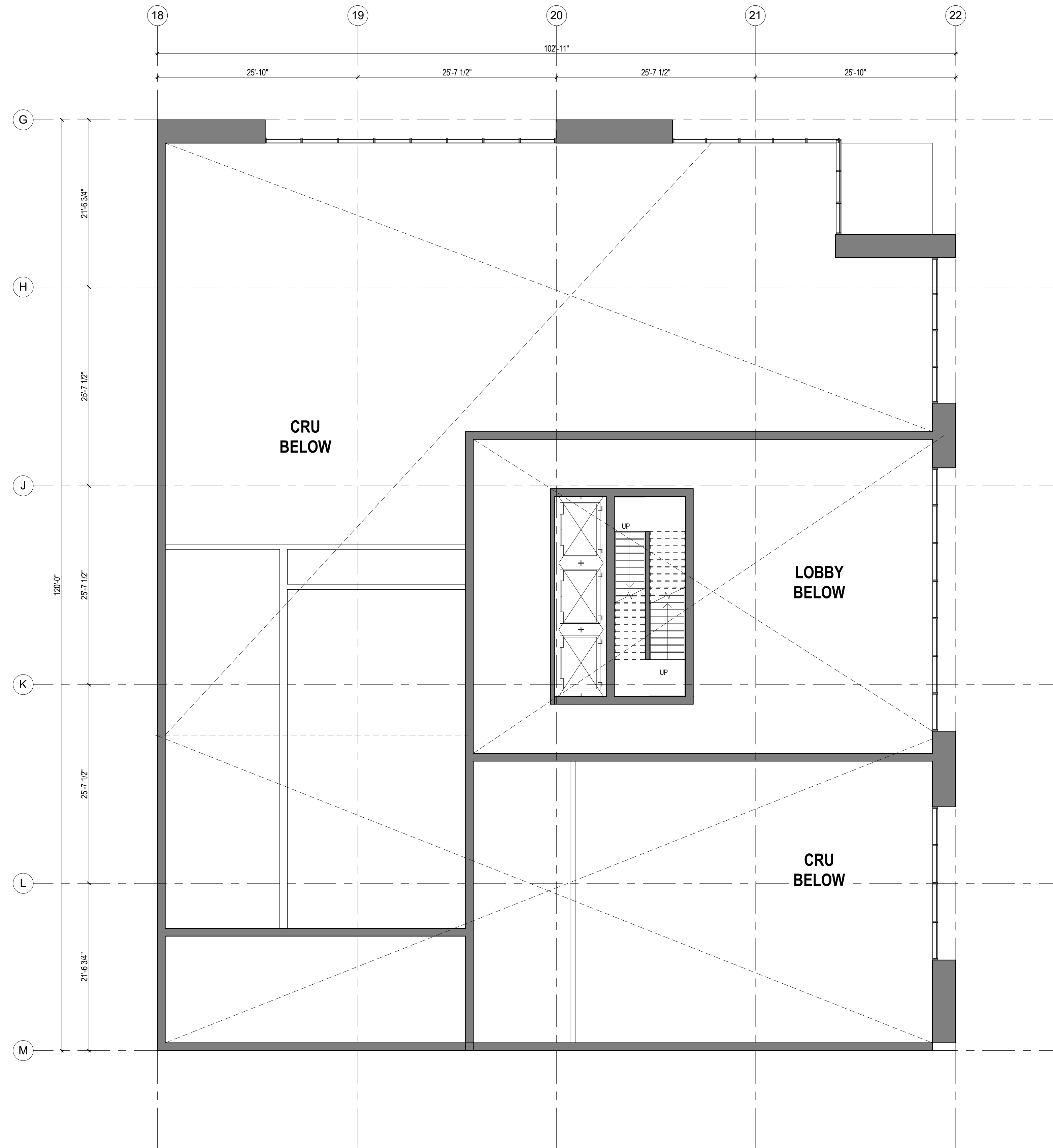
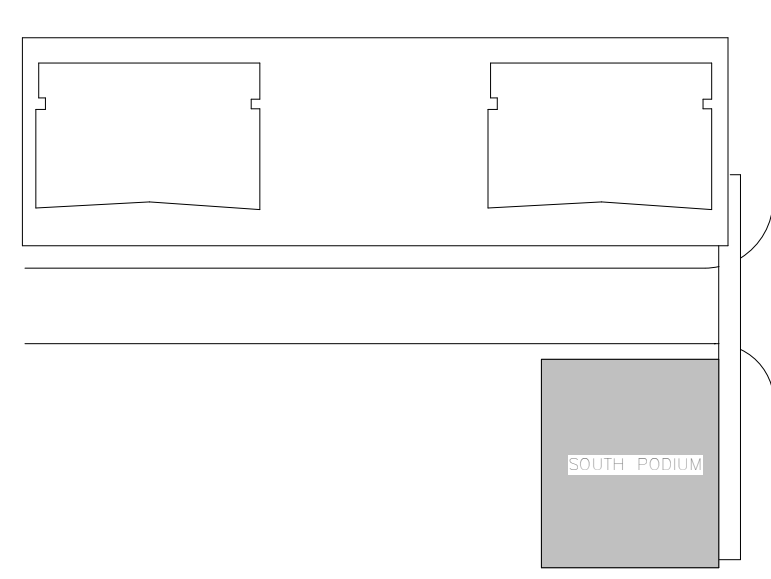


1 02-A-FLOOR PLAN
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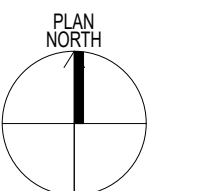
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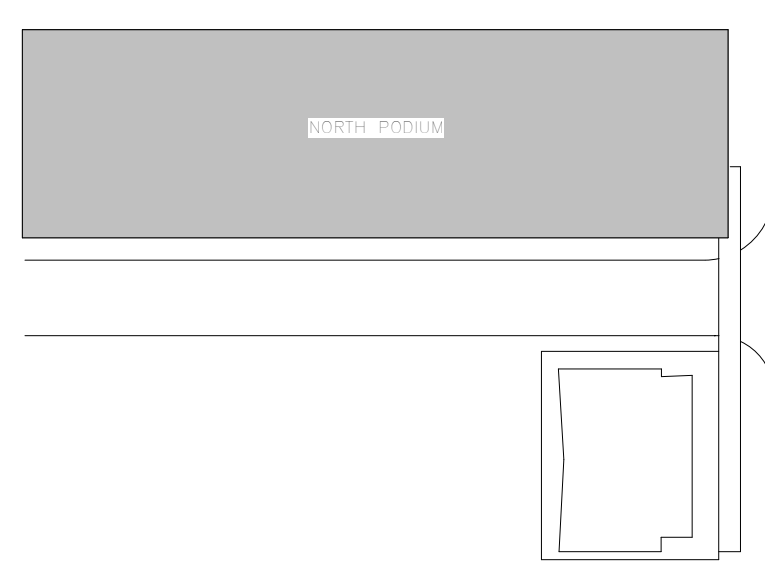




1 02-A-FLOOR PLAN - TOWER C
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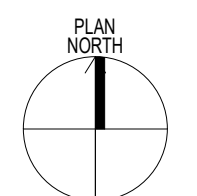
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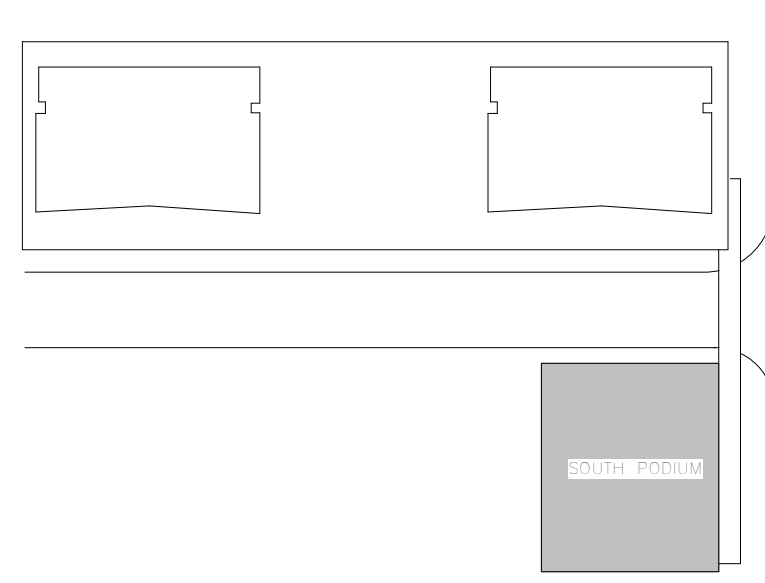
PARKING SCHEDULE - LEVEL 3		
PARKING STALL TYPE	LEVEL	COUNT
HC Parking Space - 2.5m x 6.0m or 3.3m x 6.0m (Van) + 1.5m access	LEVEL 3	2
Regular - 6.0m x 2.5m or 6.0m x 2.7m at columns	LEVEL 3	83
Small - 4.8m x 2.3m or 4.8m x 2.5m at columns	LEVEL 3	70
Grand total:		155



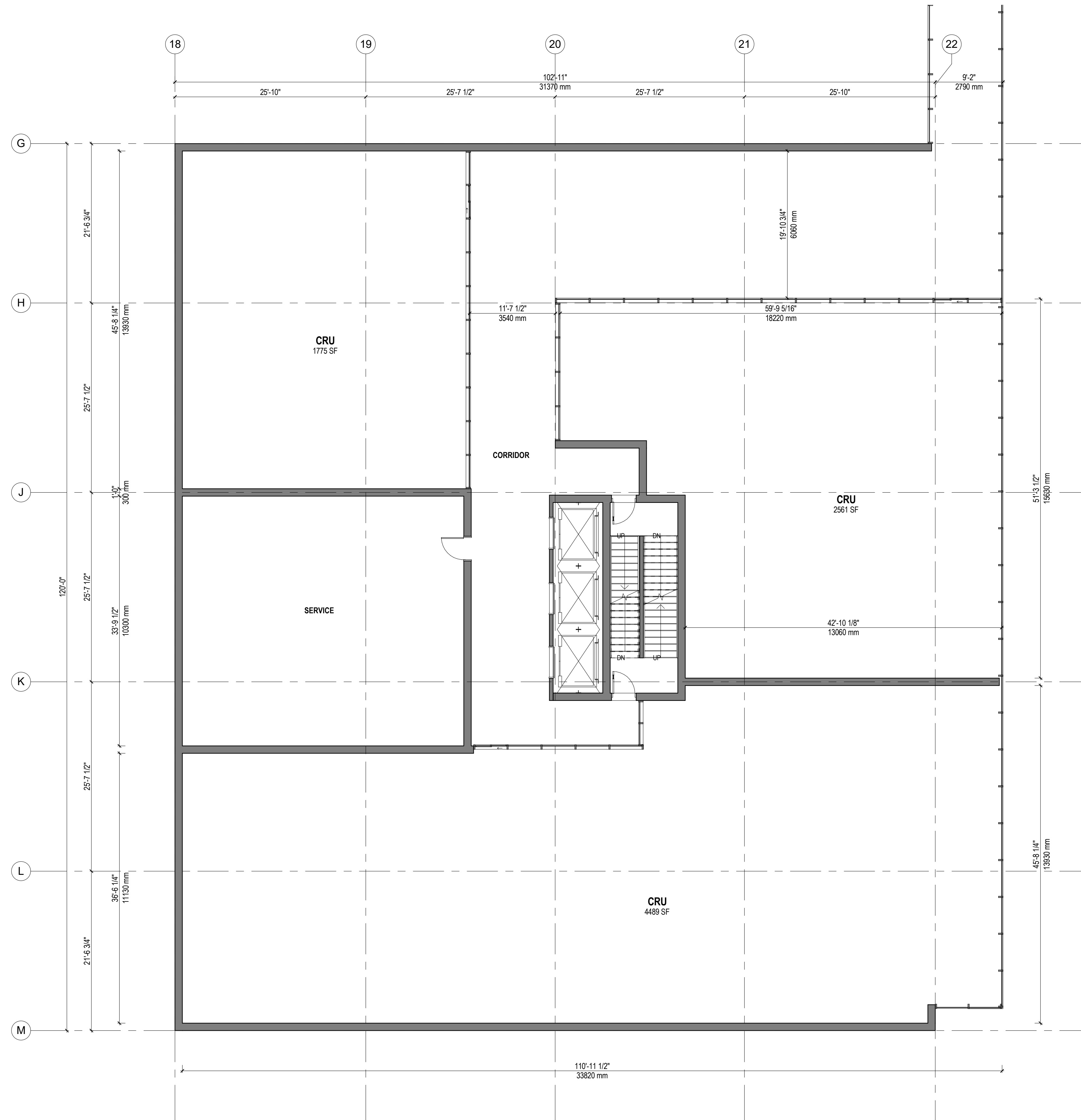
1 03-A-FLOOR PLAN
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City of Kelowna
DEVELOPMENT PLANNING

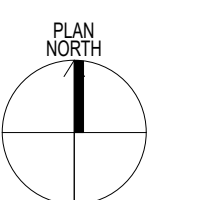


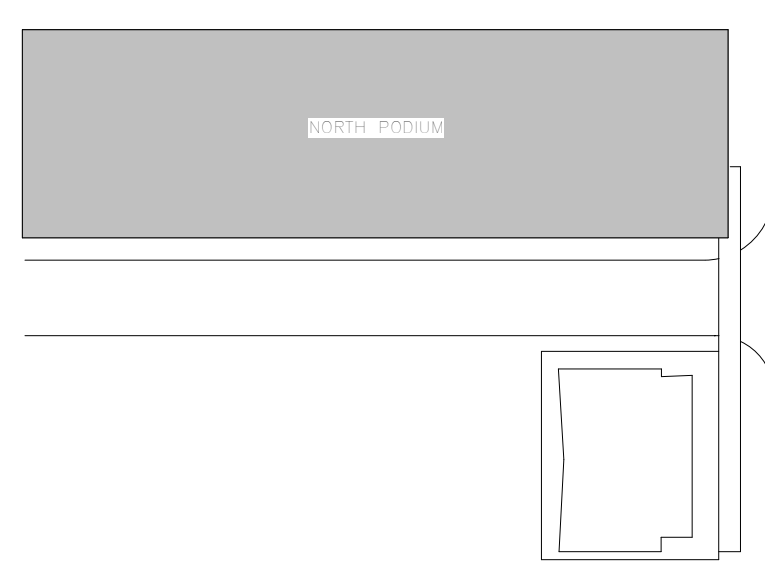


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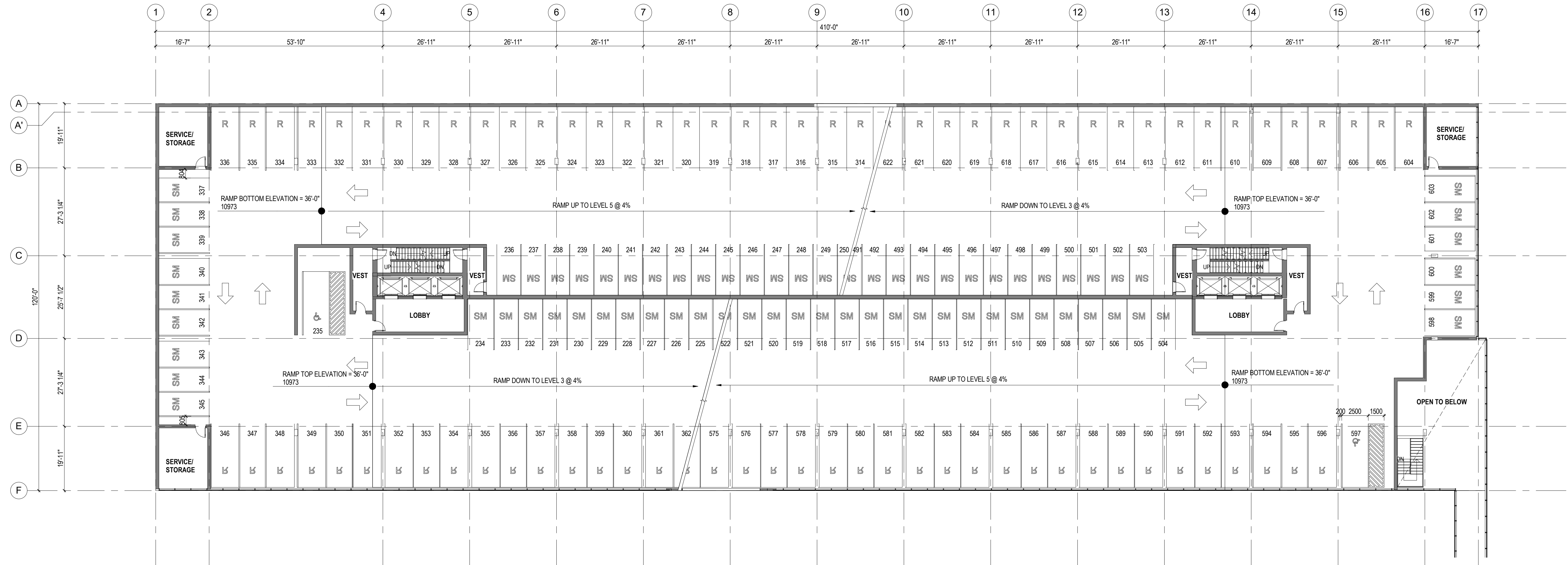
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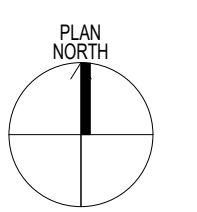
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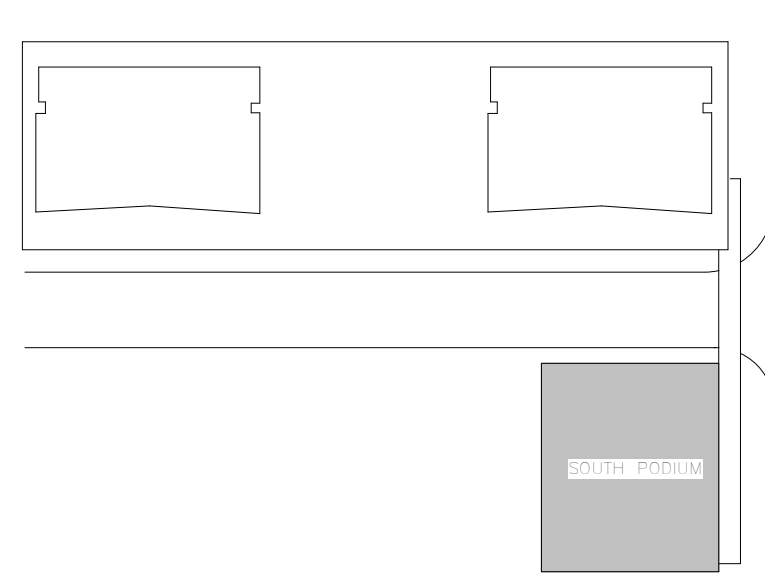
PARKING SCHEDULE - LEVEL 4		
PARKING STALL TYPE	LEVEL	COUNT
HC Parking Space - 2.5m x 6.0m or 3.3m x 6.0m (Van) + 1.5m access	LEVEL 4	2
Regular - 6.0m x 2.5m or 6.0m x 2.7m at columns	LEVEL 4	81
Small - 4.8m x 2.3m or 4.8m x 2.5m at columns	LEVEL 4	71
Grand total:		154



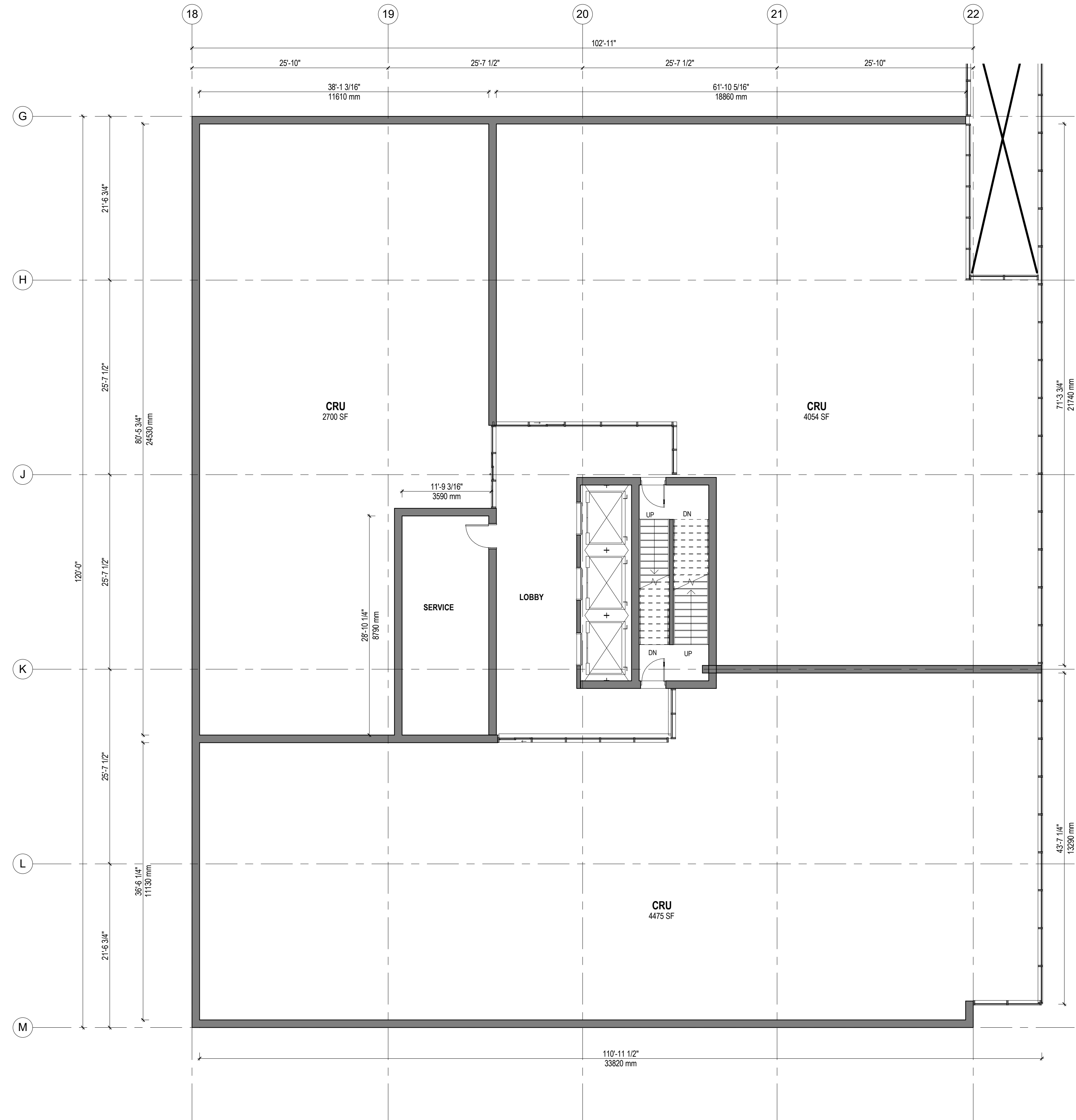
1 04-A-FLOOR PLAN
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City of Kelowna
DEVELOPMENT PLANNING





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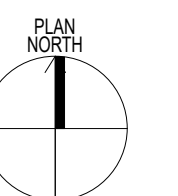


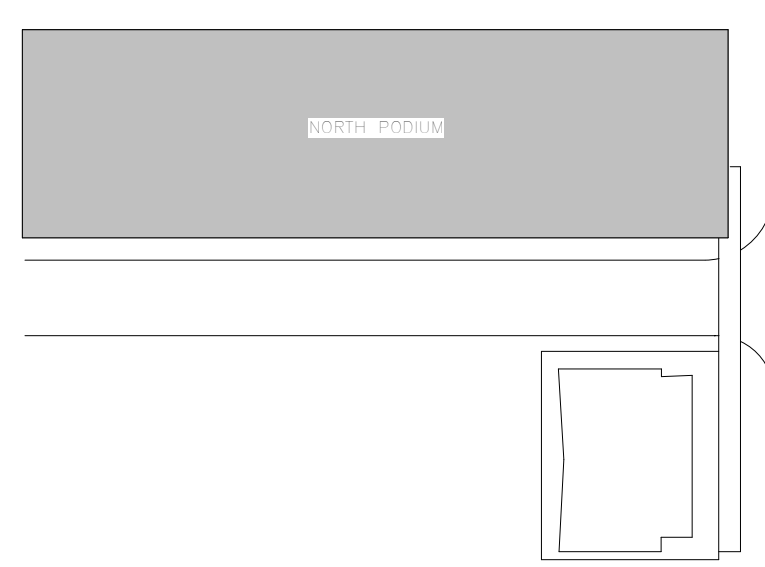
1 04-A-FLOOR PLAN - TOWER C
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City of Kelowna
DEVELOPMENT PLANNING





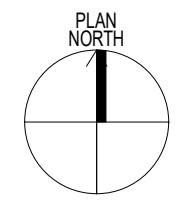
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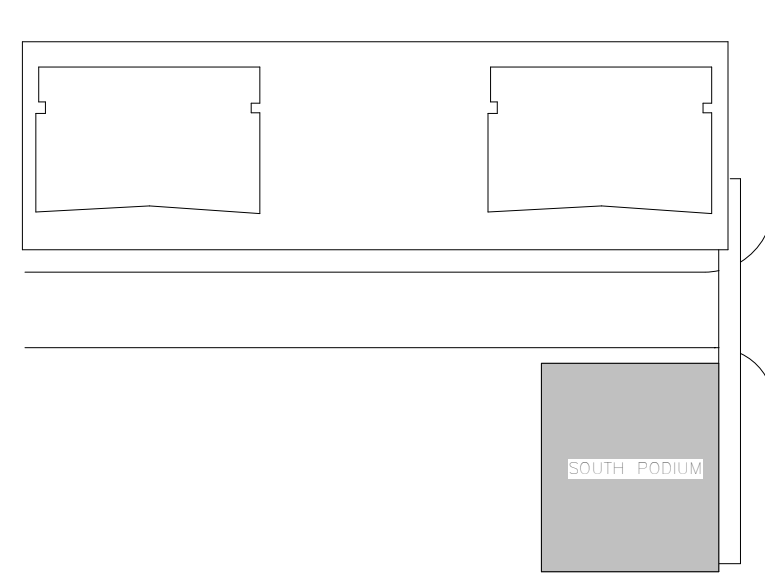
PARKING SCHEDULE - LEVEL 5		
PARKING STALL TYPE	LEVEL	COUNT
HC Parking Space - 2.5m x 6.0m or 3.3m x 6.0m (Van) + 1.5m access	LEVEL 5	1
Regular - 6.0m x 2.5m or 6.0m x 2.7m at columns	LEVEL 5	38
Small - 4.8m x 2.3m or 4.8m x 2.5m at columns	LEVEL 5	29
Grand total:		68



1 05-A-FLOOR PLAN
1:200

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City of Kelowna
Planner Initials AC

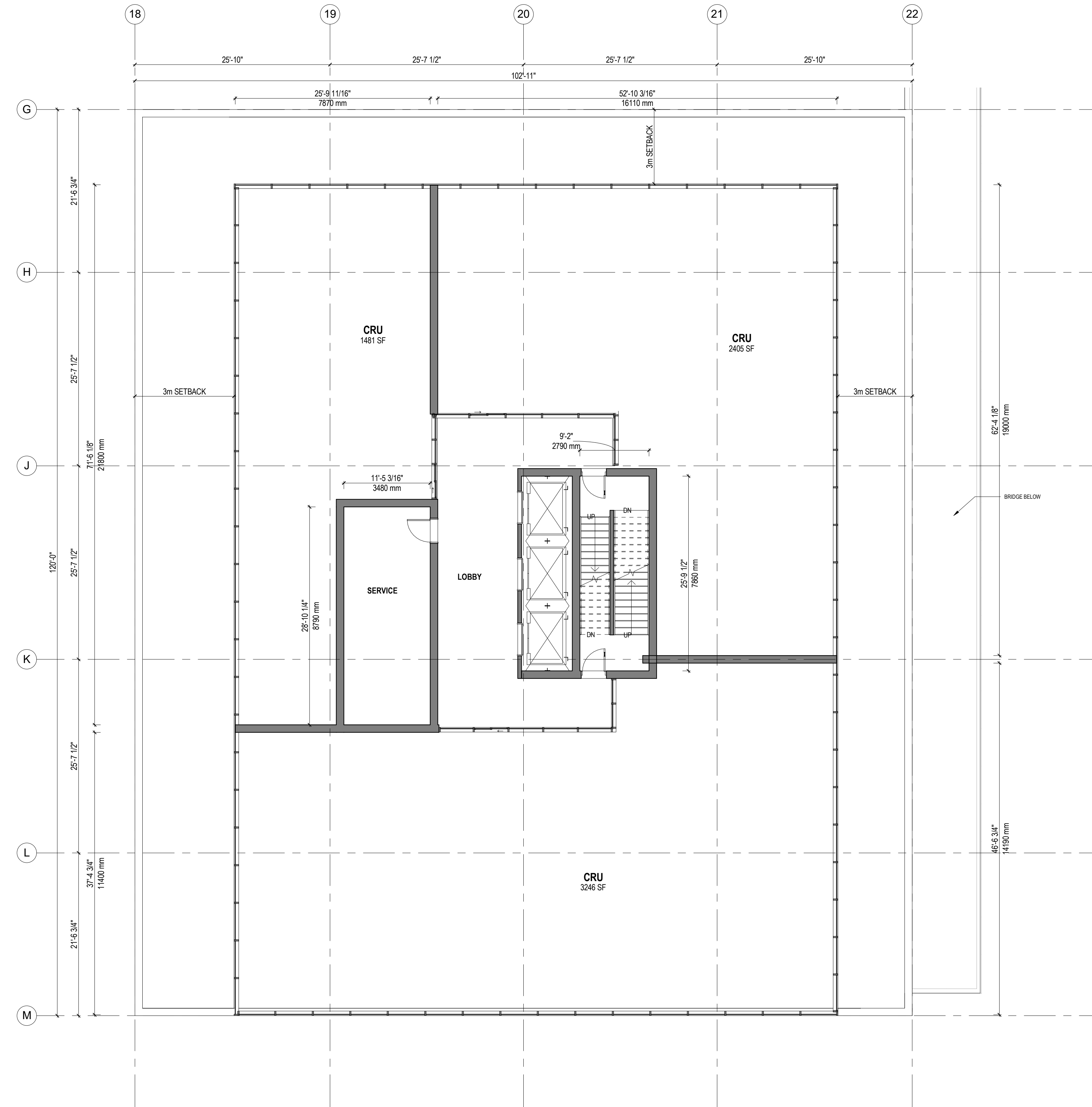




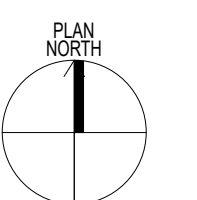
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 # TA20-0001

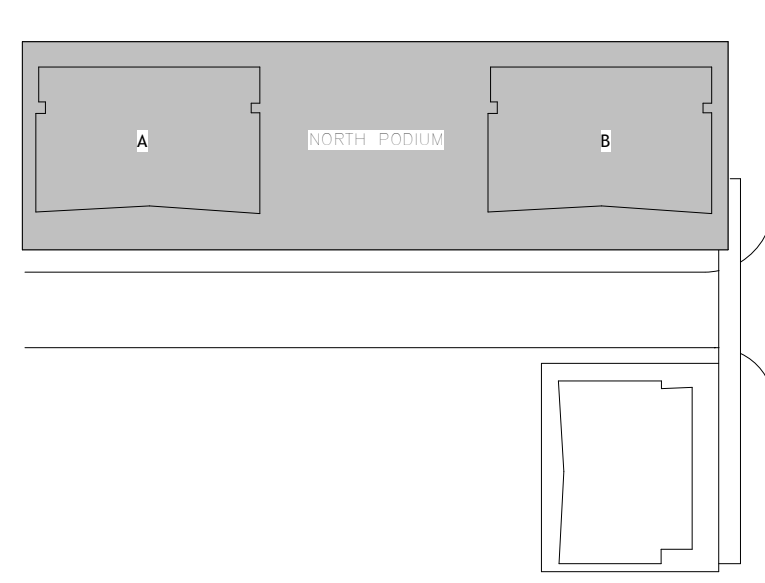
Planner Initials **AC**

City of Kelowna
 DEVELOPMENT PLANNING

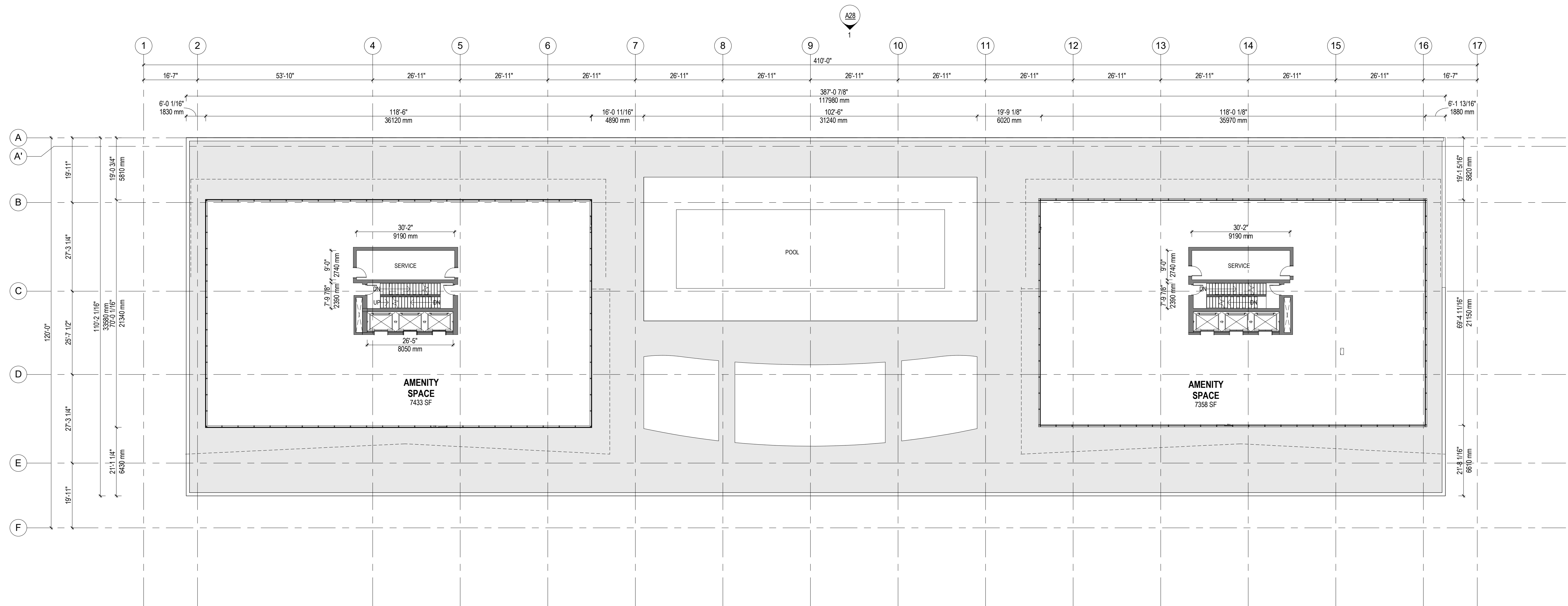


1 05-A-FLOOR PLAN - TOWER C
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KEY PLAN

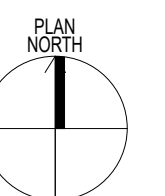


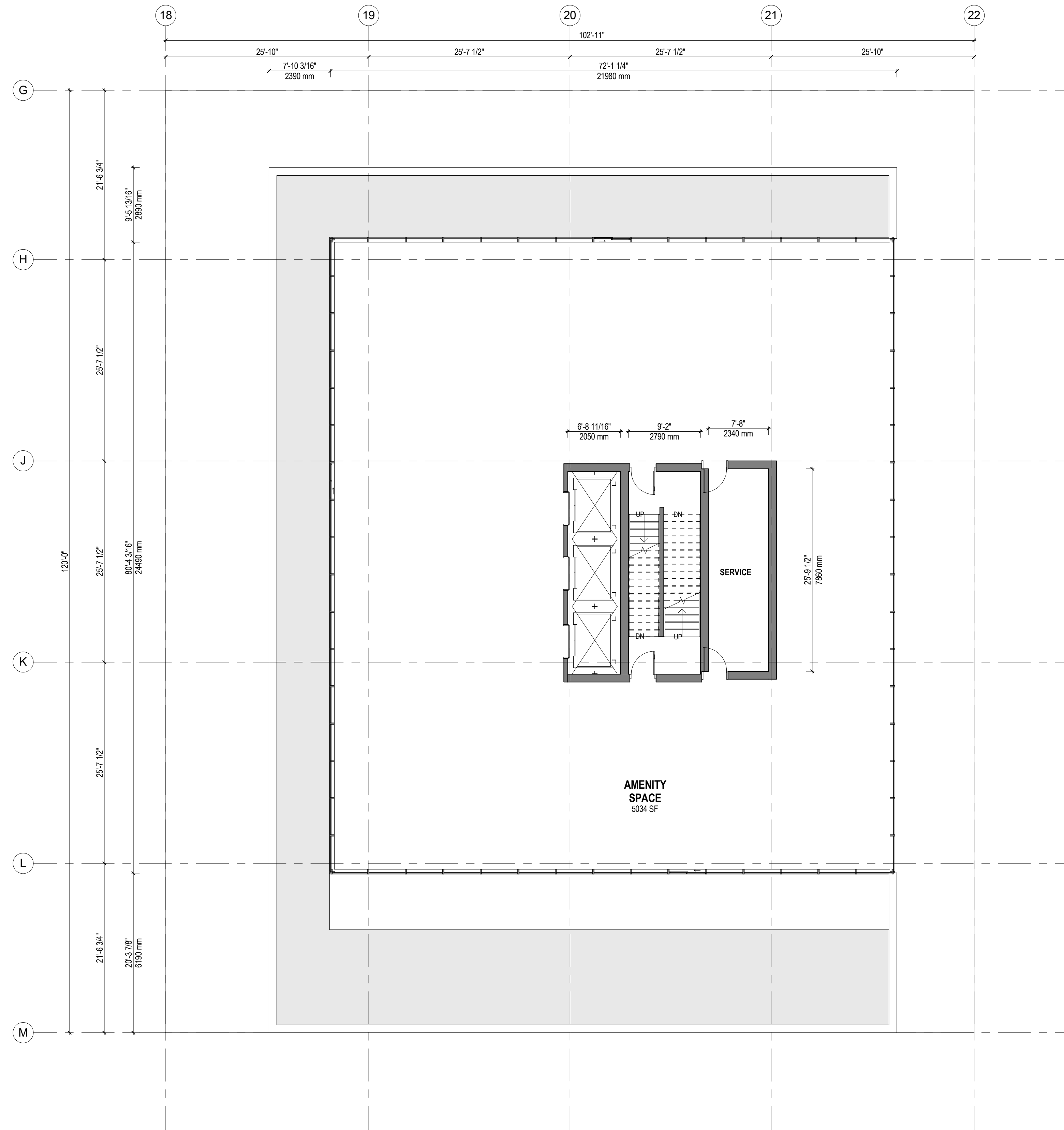
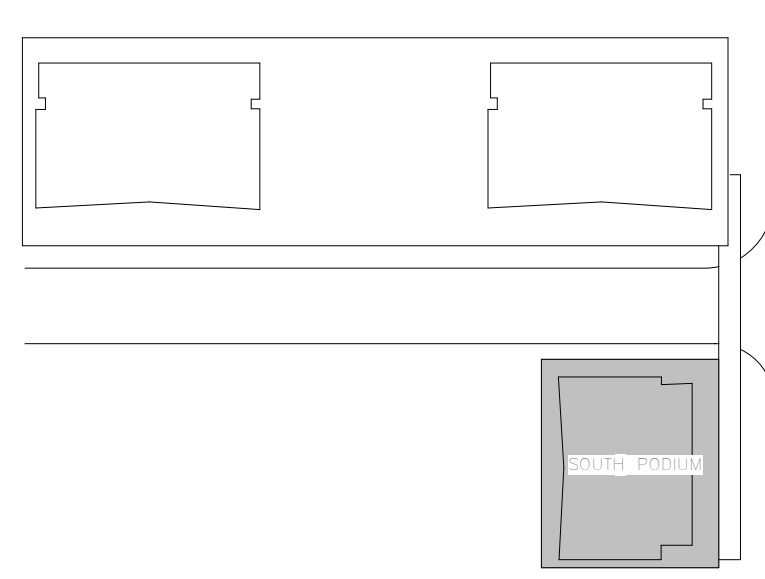
1 06-A-FLOOR PLAN
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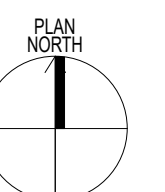
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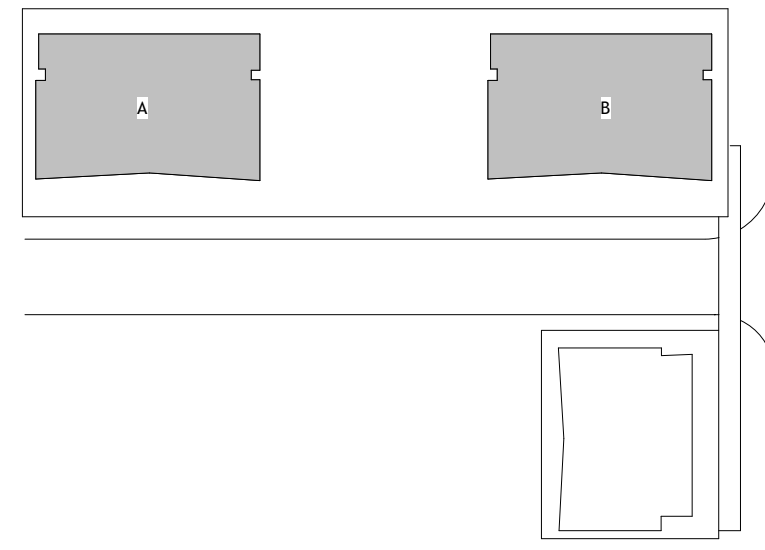




1 06-A-FLOOR PLAN - TOWER C
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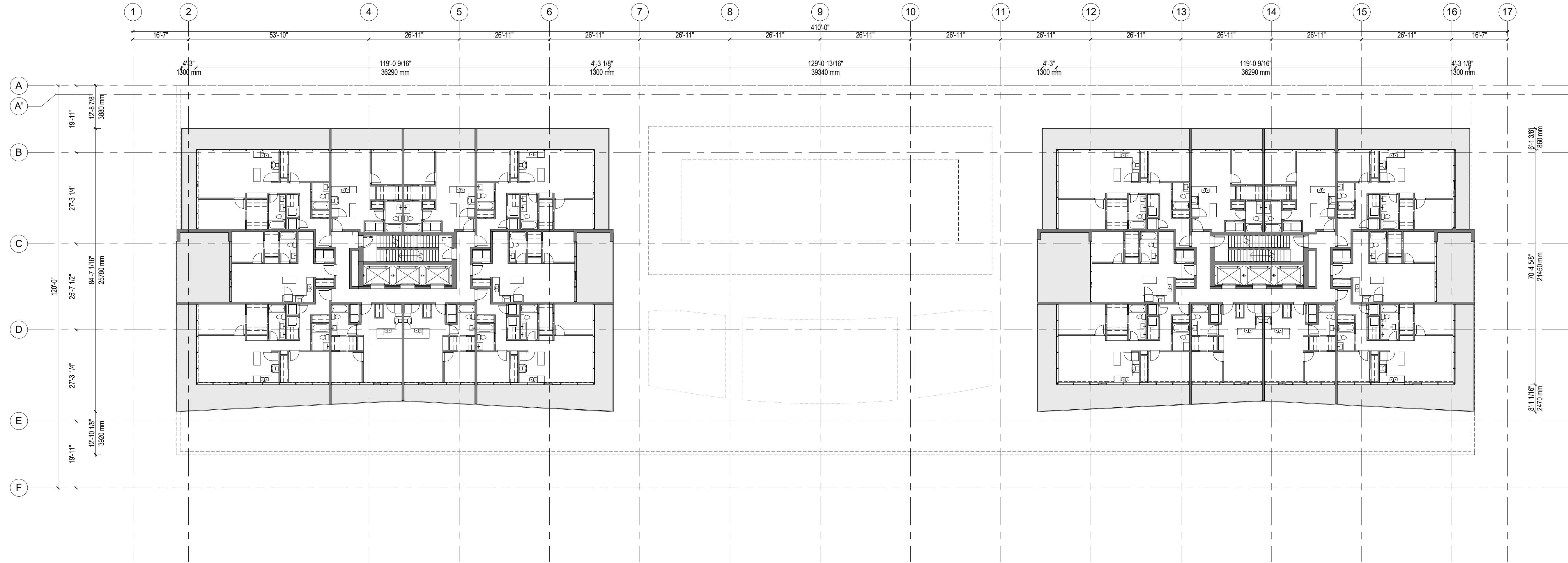
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TA20-0001
Planner Initials AC
City of Kelowna
DEVELOPMENT PLANNING





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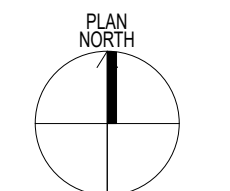
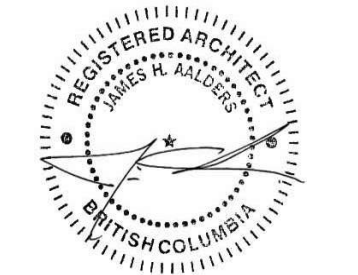
UNIT TYPE SUMMARY			
UNIT TYPE	TOWER A (25 STOREYS) MARKET HOUSING	TOWER B (42 STOREYS) MARKET HOUSING	TOWER C (27 STOREYS) SHORT TERM RENTAL
STUDIO A (360SF)	N/A	N/A	44
STUDIO B (360SF)	N/A	N/A	22
1 BEDROOM A (510SF)	N/A	N/A	44
1 BEDROOM B (530SF)	38	72	N/A
1 BEDROOM C (535SF)	38	72	N/A
1 BEDROOM D (600SF)	N/A	N/A	22
1 BEDROOM E (620SF)	38	72	N/A
2 BEDROOM A (815SF)	N/A	N/A	44
2 BEDROOM B (885SF)	38	72	N/A
2 BEDROOM C (975SF)	38	72	N/A
2 BEDROOM D (1075SF)	2	2	N/A
2 BEDROOM E (1090SF)	2	2	N/A
2 BEDROOM F (1260SF)	4	4	N/A
3 BEDROOM A (960SF)	N/A	N/A	22
3 BEDROOM B (1420SF)	4	4	N/A
TOTAL UNIT TYPES	182	352	198
TOTAL UNITS		732	



1 07-A-FLOOR PLAN
1:200

A27

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TA20-0001
City of Kelowna
Planner Initials AC



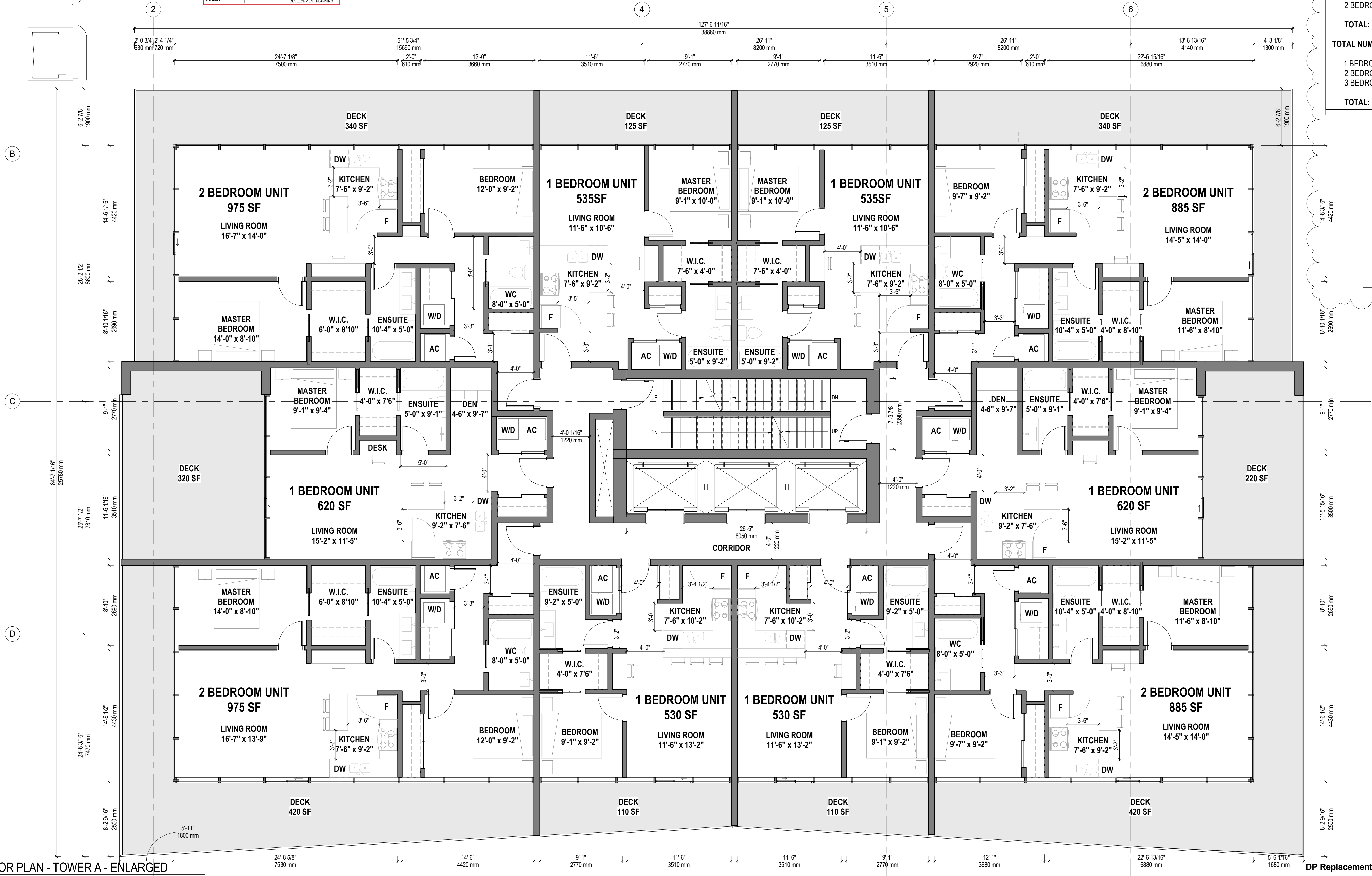
DP Replacement Sheets
Development Permit 20/12/2019



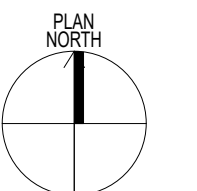
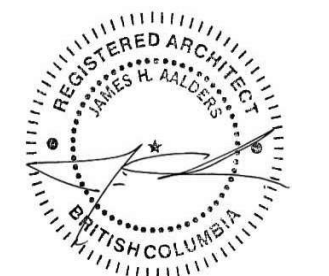
NUMBER OF UNITS/FLOOR	
1 BEDROOM:	6 UNITS
2 BEDROOM:	4 UNITS
TOTAL:	10 UNITS
TOTAL NUMBER OF UNITS (36 FLOORS)	
1 BEDROOM:	102 UNITS
2 BEDROOM:	76 UNITS
3 BEDROOM:	4 UNITS
TOTAL:	182 UNITS

SUITE MATRIX	
1 BEDROOM:	530 SF
1 BEDROOM:	535 SF
1 BEDROOM:	620 SF
2 BEDROOM:	885 SF
2 BEDROOM:	975 SF
PH 2 BEDROOM + DEN:	1075 SF
PH 2 BEDROOM + DEN:	1090 SF
PH 2 BEDROOM + DEN:	1260 SF
PH 3 BEDROOM:	1420 SF

KEY PLAN

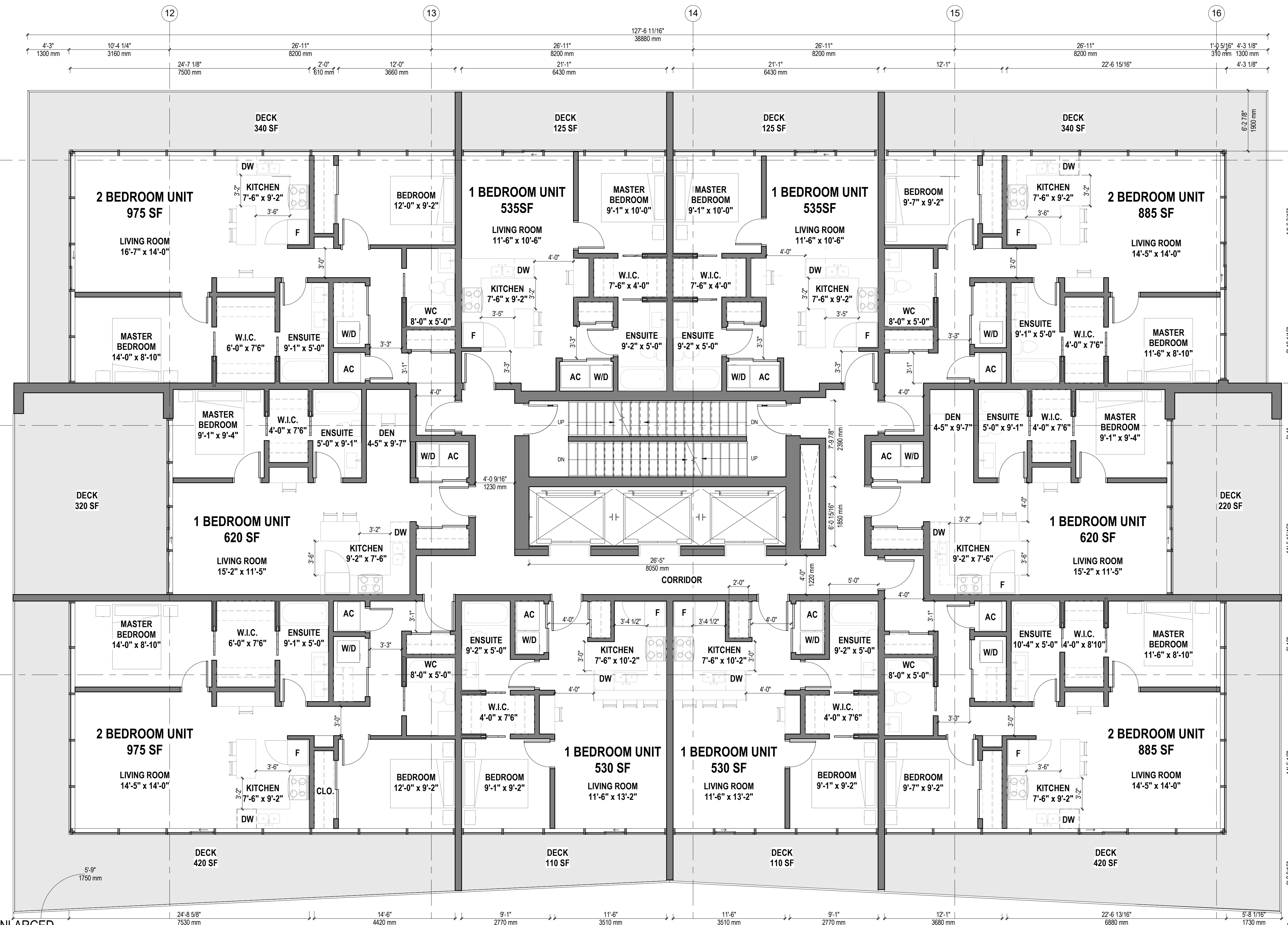
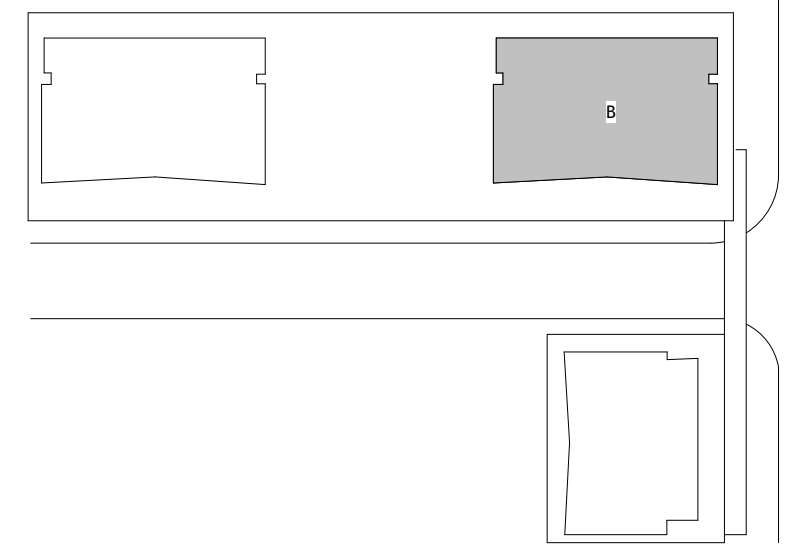


07-A-FLOOR PLAN - TOWER A - ENLARGED
 3/16" = 1'-0"

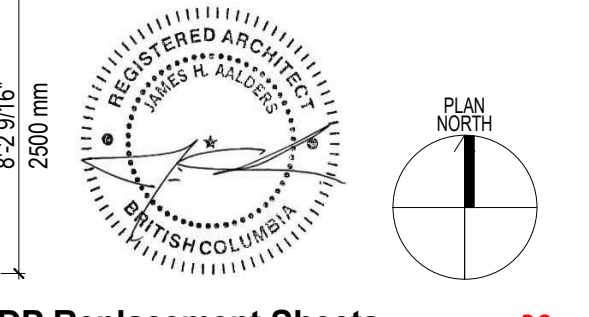


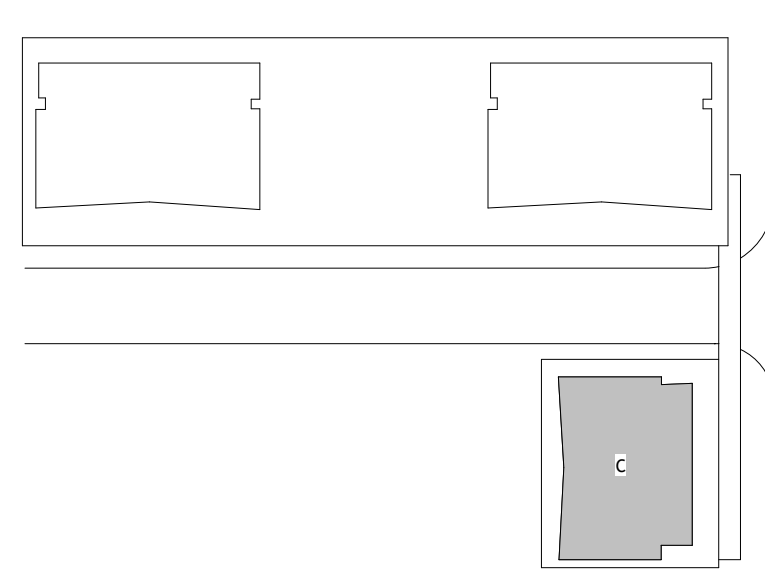
NUMBER OF UNITS/FLOOR	
1 BEDROOM:	6 UNITS
2 BEDROOM:	4 UNITS
TOTAL:	10 UNITS
TOTAL NUMBER OF UNITS (36 FLOORS)	
1 BEDROOM:	204 UNITS
2 BEDROOM:	144 UNITS
3 BEDROOM:	4 UNITS
TOTAL:	352 UNITS

SUITE MATRIX	
1 BEDROOM:	530 SF
1 BEDROOM:	535 SF
1 BEDROOM:	620 SF
2 BEDROOM:	885 SF
2 BEDROOM:	975 SF
PH 2 BEDROOM + DEN:	1075 SF
PH 2 BEDROOM + DEN:	1090 SF
PH 2 BEDROOM + DEN:	1260 SF
PH 3 BEDROOM:	1420 SF

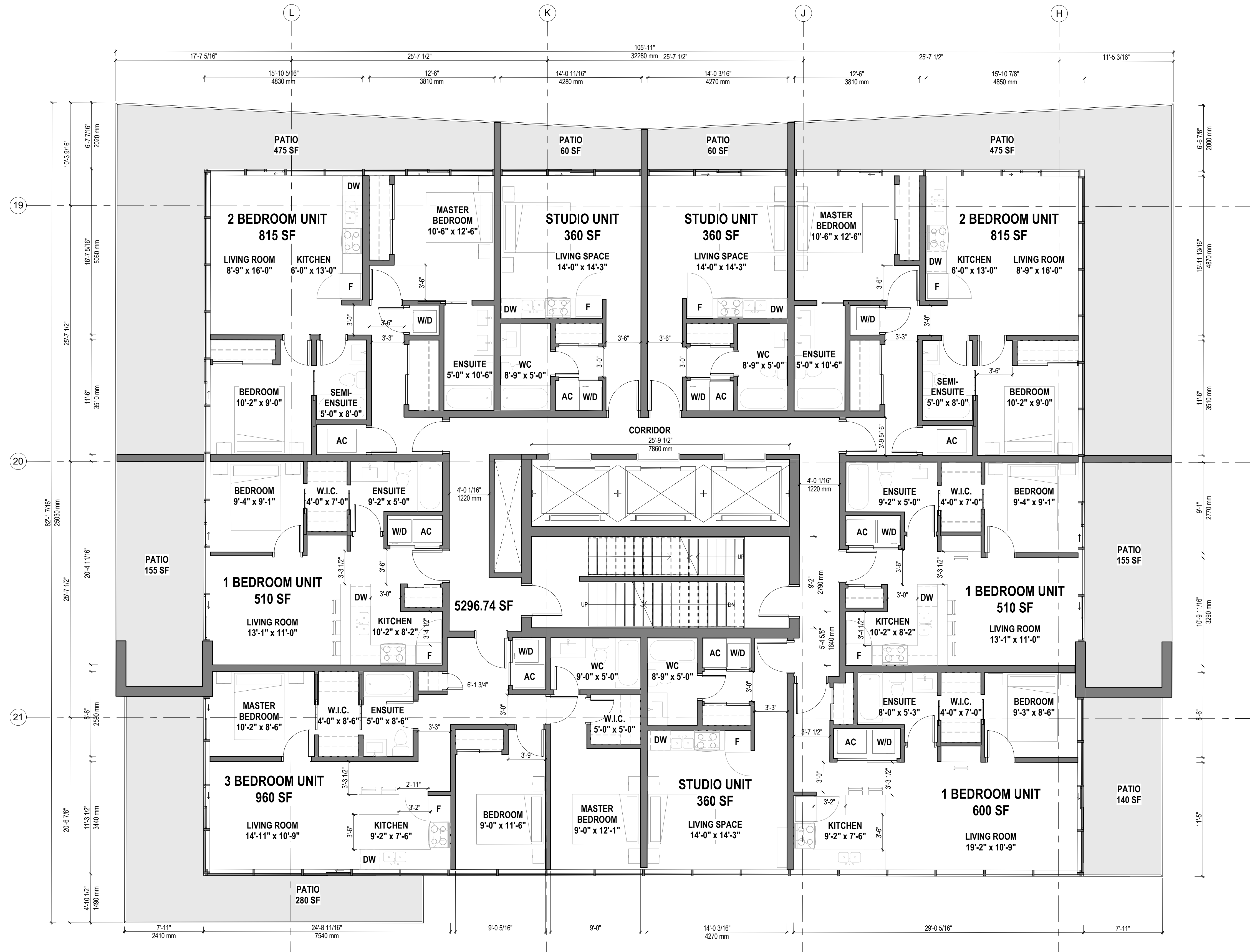


07-A-FLOOR PLAN - TOWER B - ENLARGED
 3/16" = 1'-0"





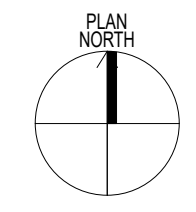
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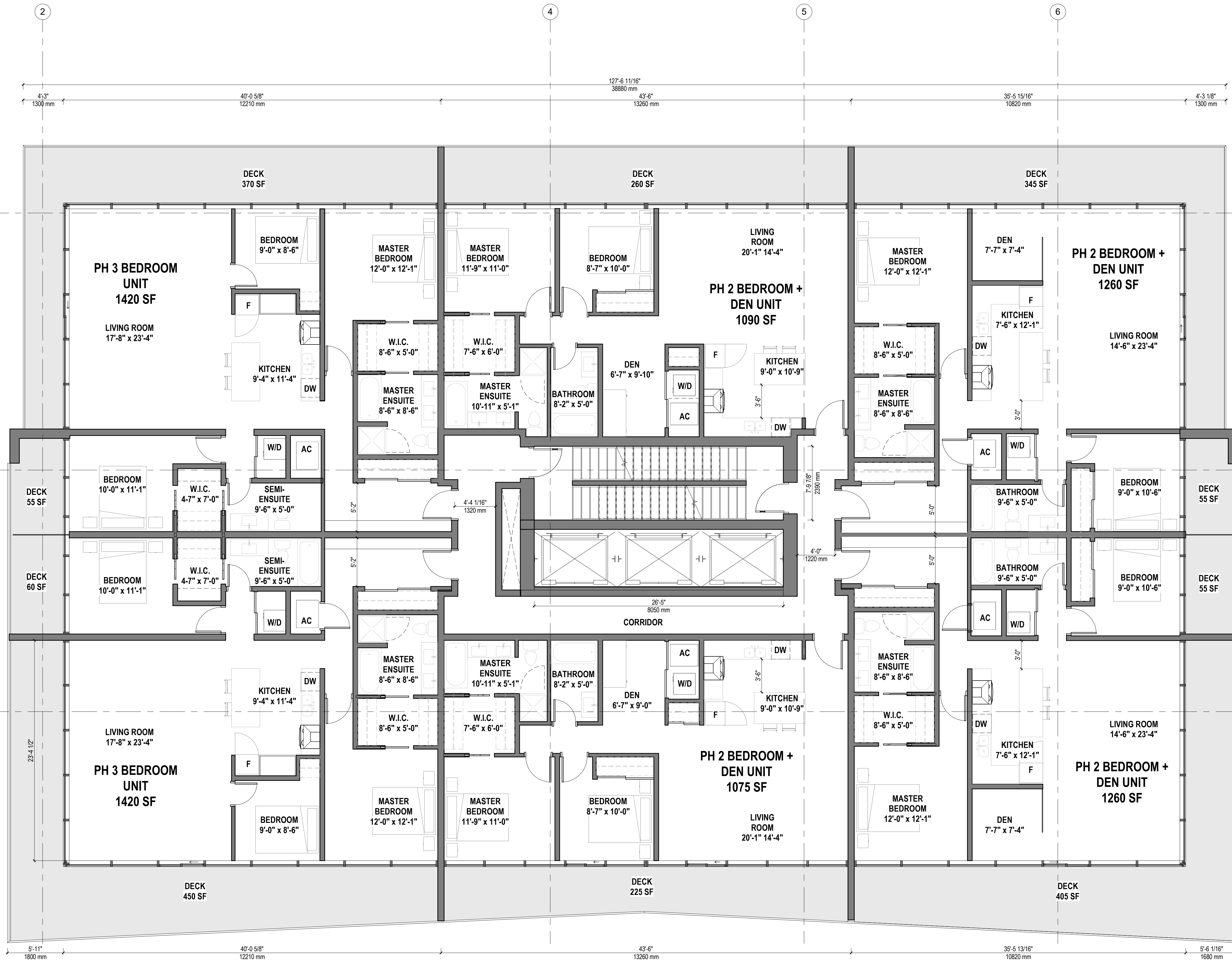
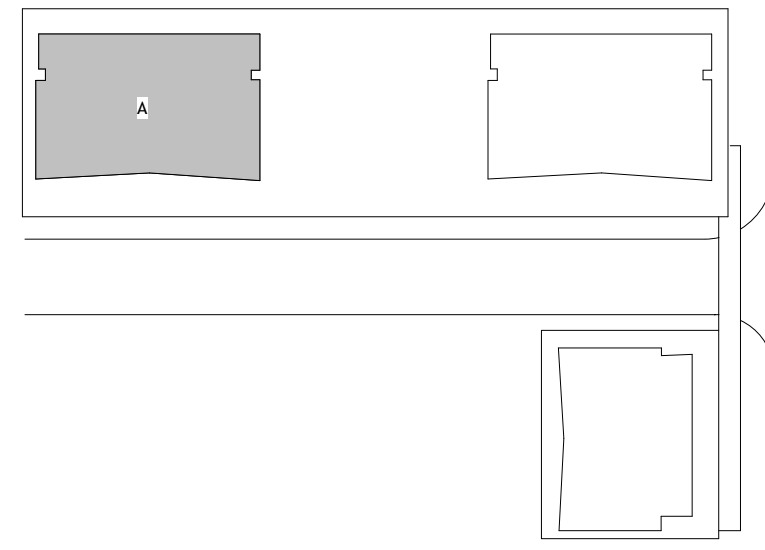


NUMBER OF UNITS/FLOOR	
STUDIO:	3 UNITS
1 BEDROOM:	3 UNITS
2 BEDROOM:	2 UNITS
3 BEDROOM:	1 UNIT
TOTAL:	10 UNITS
TOTAL NUMBER OF UNITS (22 FLOORS)	
STUDIO:	66 UNITS
1 BEDROOM:	66 UNITS
2 BEDROOM:	44 UNITS
3 BEDROOM:	22 UNITS
TOTAL:	198 UNITS
SUITE MATRIX	
STUDIO:	360 SF
1 BEDROOM:	510 SF
2 BEDROOM:	815 SF
3 BEDROOM:	960 SF

1 07-A-FLOOR PLAN - TOWER C - ENLARGED
3/16" = 1'-0"

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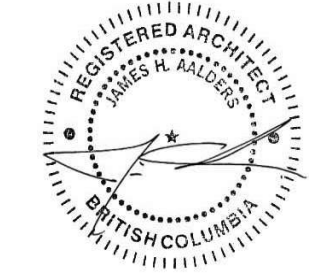


NUMBER OF UNITS/FLOOR	
1 BEDROOM:	6 UNITS
2 BEDROOM:	4 UNITS
TOTAL:	10 UNITS
TOTAL NUMBER OF UNITS (36 FLOORS)	
1 BEDROOM:	102 UNITS
2 BEDROOM:	76 UNITS
3 BEDROOM:	4 UNITS
TOTAL:	182 UNITS

SUITE MATRIX	
1 BEDROOM:	530 SF
1 BEDROOM:	535 SF
1 BEDROOM:	620 SF
2 BEDROOM:	885 SF
2 BEDROOM:	975 SF
PH 2 BEDROOM + DEN:	1075 SF
PH 2 BEDROOM + DEN:	1090 SF
PH 2 BEDROOM + DEN:	1260 SF
PH 3 BEDROOM:	1420 SF

1 45-A-FLOOR PLAN - TOWER A - ENLARGED
3/16" = 1'-0"

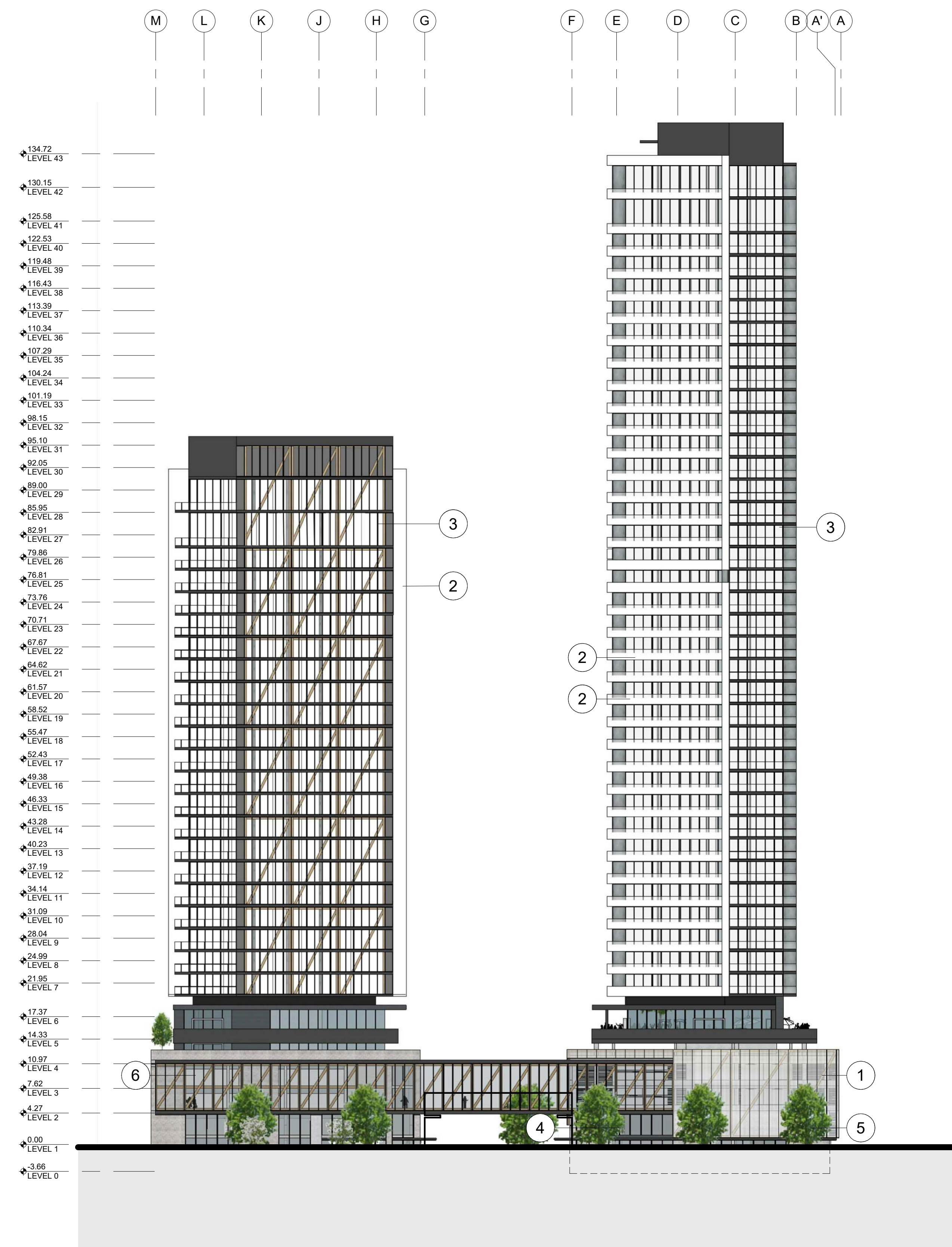
ATTACHMENT A
This forms part of application # TA20-0001
Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING



- ① POLYCARBONATE TRANSLUCENT PANELS
- ② PREFINISHED WHITE METAL CLADDING
- ③ PREFINISHED GREY METAL CLADDING
- ④ CORTEN
- ⑤ GREY BRICK VENEER
- ⑥ WOOD / CLT
- ⑦ FROSTED GLASS
- ⑧ NATURAL CONCRETE



① LEON AVE SOUTH ELEVATION
1/32" = 1'-0"



② WATER STREET EAST ELEVATION
1/32" = 1'-0"

ATTACHMENT A
This forms part of application
TA20-0001

Planner Initials AC

- ① POLYCARBONATE TRANSLUCENT PANELS
- ② PREFINISHED WHITE METAL CLADDING
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- ④ CORTEN
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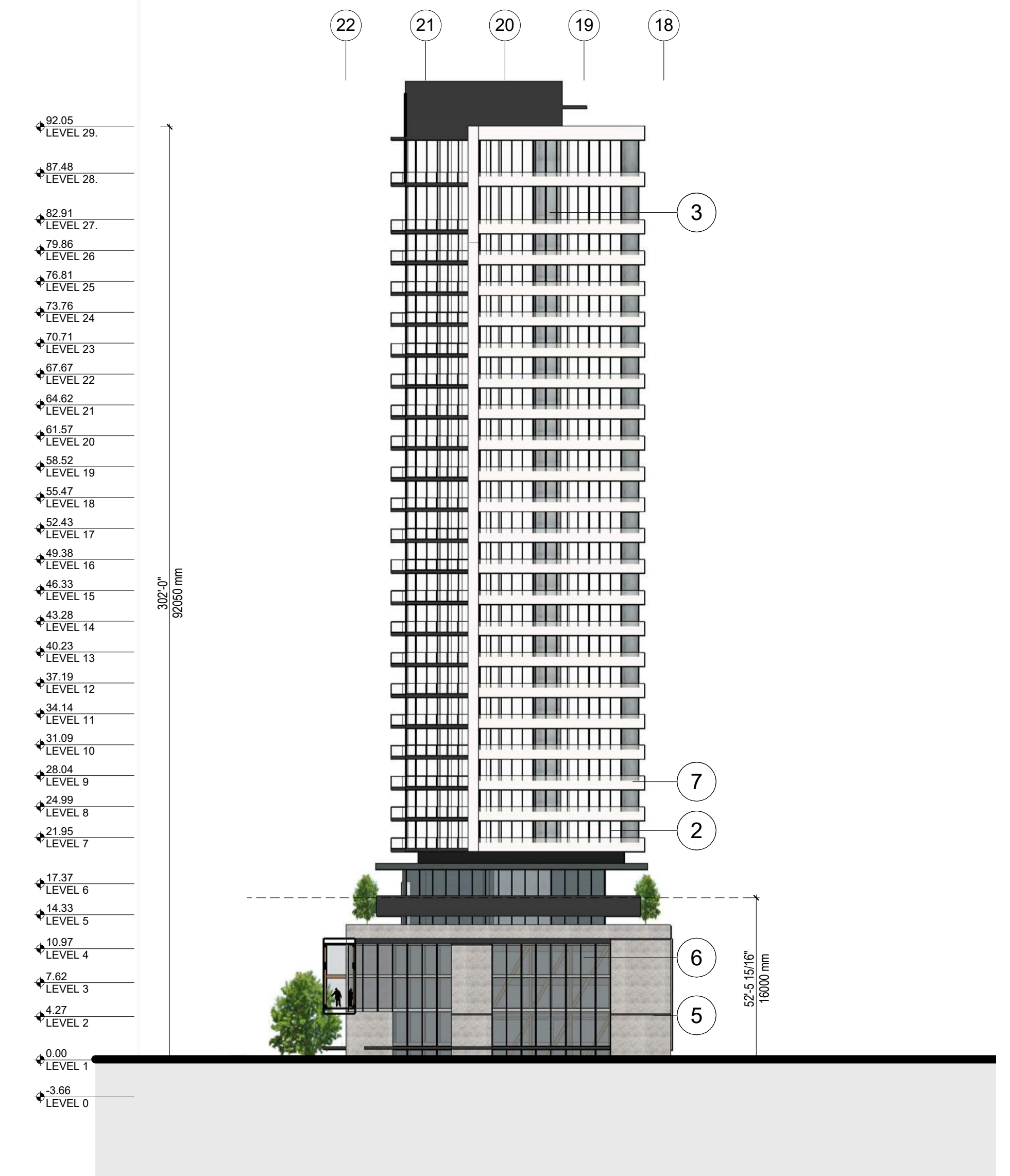


① NORTH ELEVATION
1/32" = 1'-0"

ATTACHMENT A
This forms part of application
TA20-0001

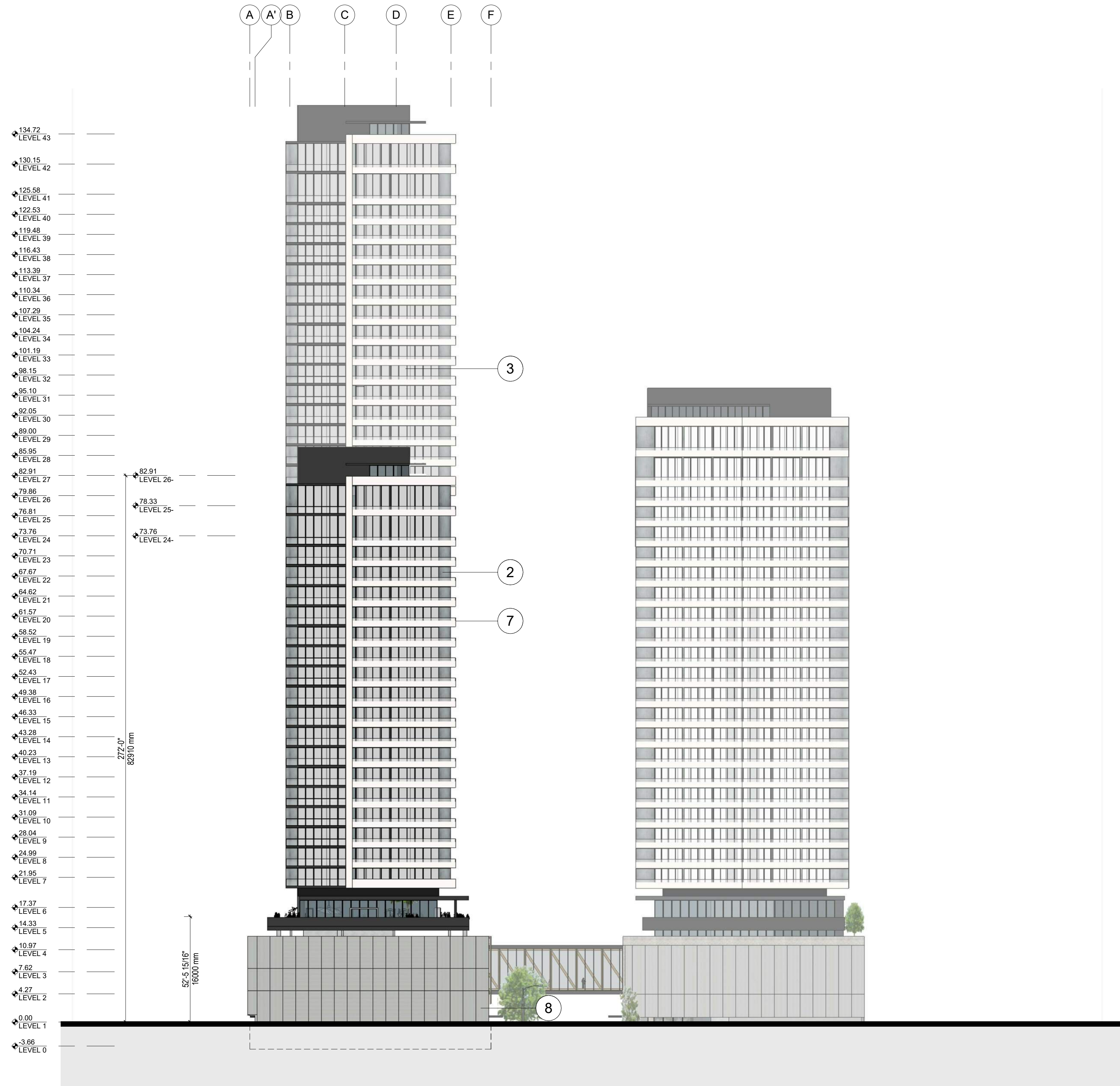
Planner Initials **AC**

City of **Kelowna**
DEVELOPMENT PLANNING



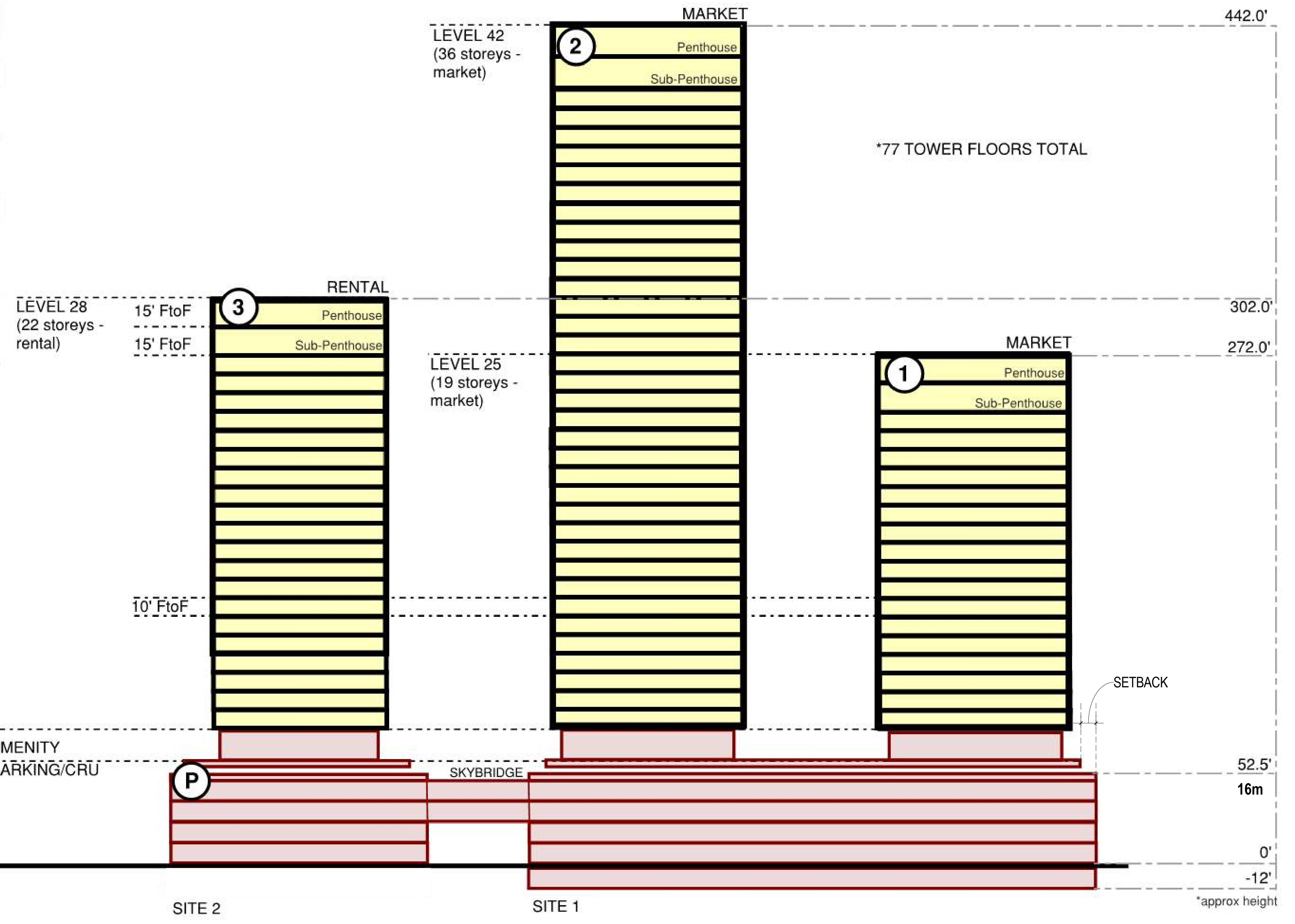
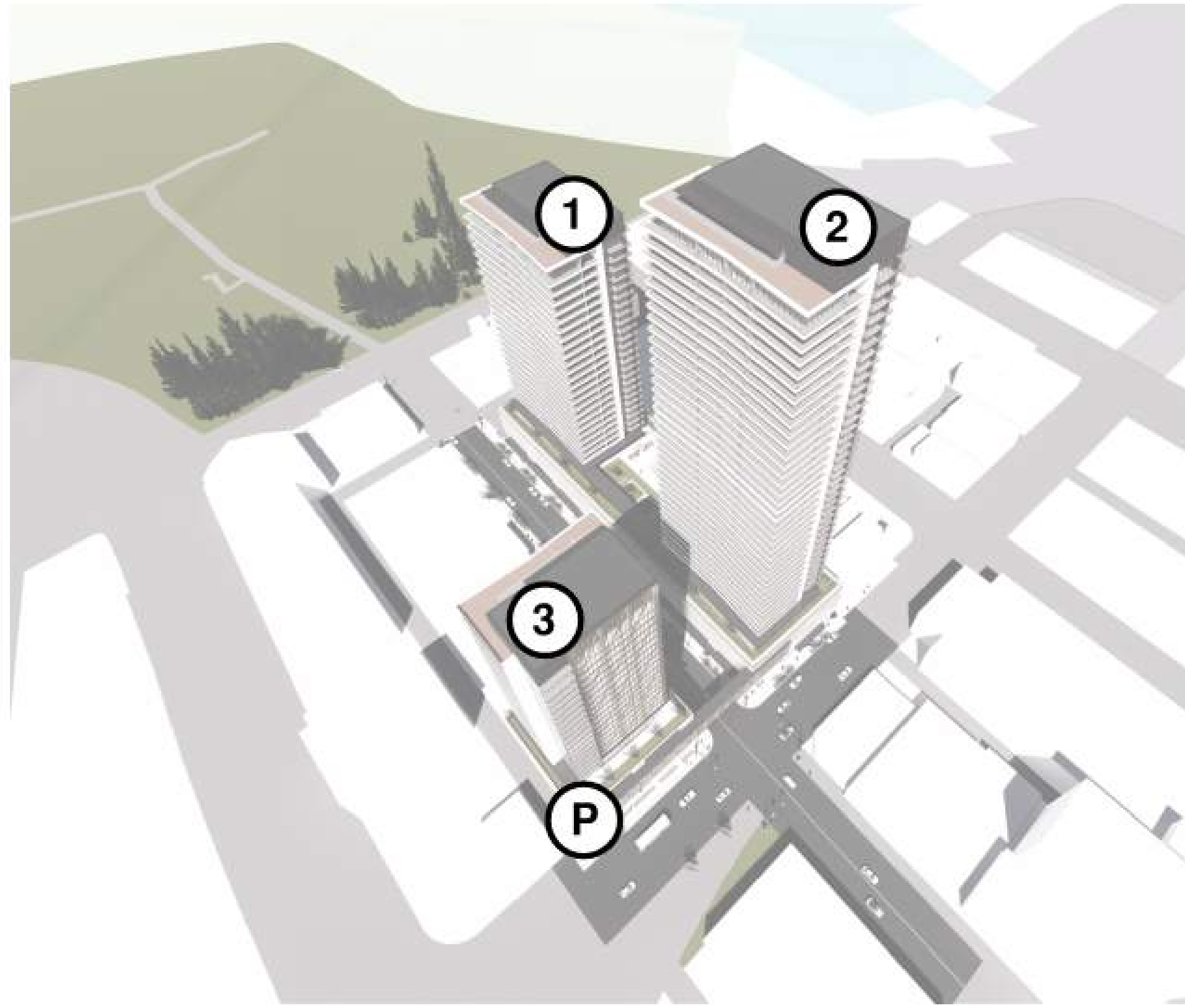
② LEON AVE NORTH ELEVATION
1/32" = 1'-0"

- ① POLYCARBONATE TRANSLUCENT PANELS
- ② PREFINISHED WHITE METAL CLADDING
- ③ PREFINISHED GREY METAL CLADDING
- ④ CORTEN
- ⑤ GREY BRICK VENEER
- ⑥ WOOD / CLT
- ⑦ FROSTED GLASS
- ⑧ NATURAL CONCRETE



1 WEST ELEVATION
1/32" = 1'-0"

ATTACHMENT A
This forms part of application
TA20-0001
Planner Initials AC
City of Kelowna
DEVELOPMENT PLANNING



ATTACHMENT A

This forms part of application # TA20-0001

Planner Initials AC

City of Kelowna
DEVELOPMENT PLANNING

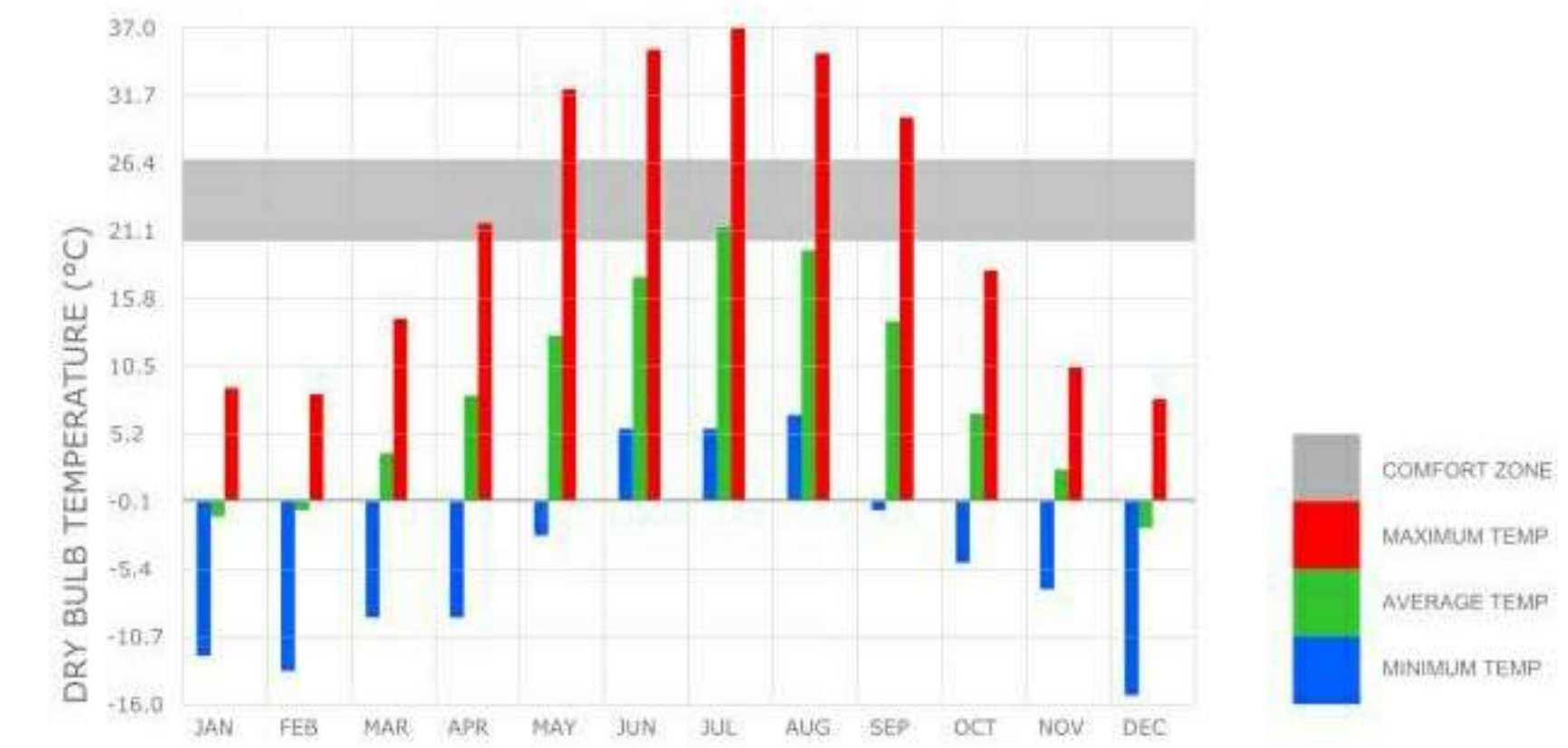
ATTACHMENT A
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 # TA20-0001
 City of Kelowna
 DEVELOPMENT PLANNING
 Planner Initials AC



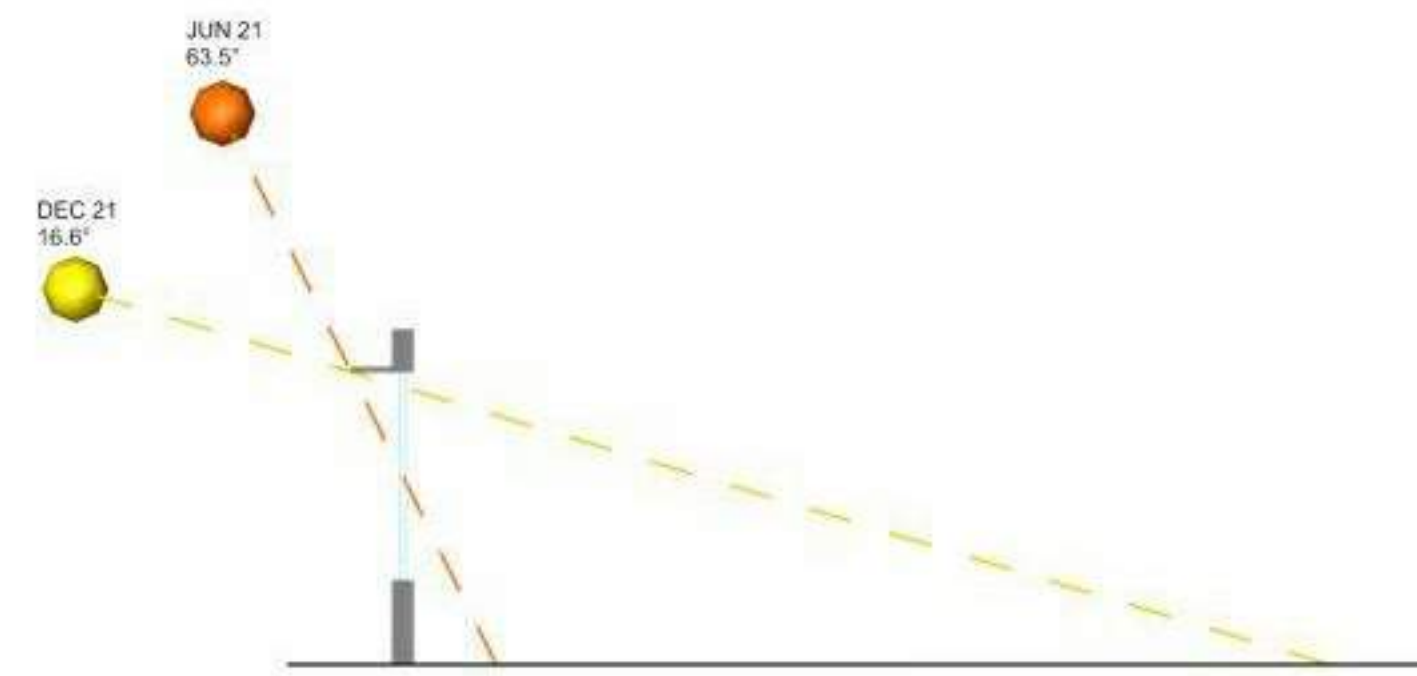
NORTH EAST VIEW (CURRENT)



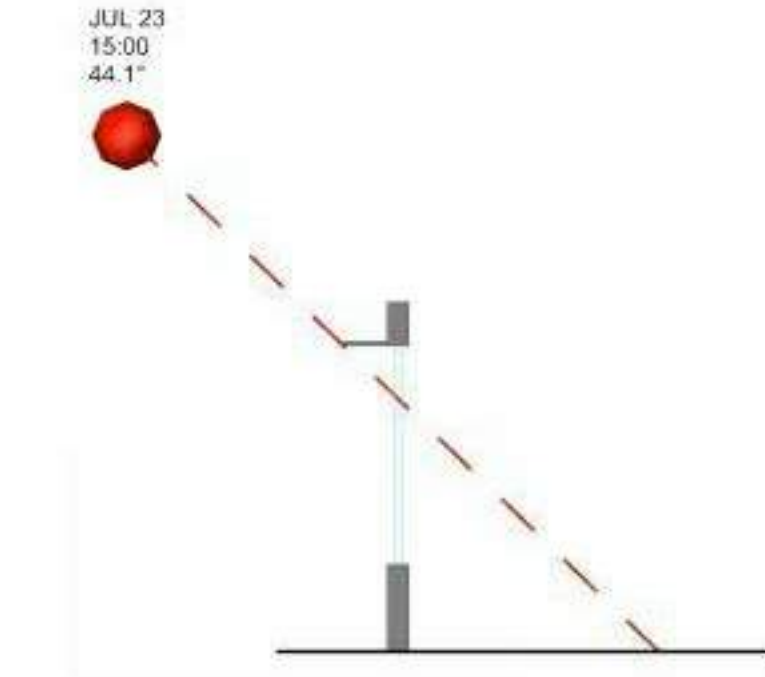
NORTH EAST VIEW (FUTURE)



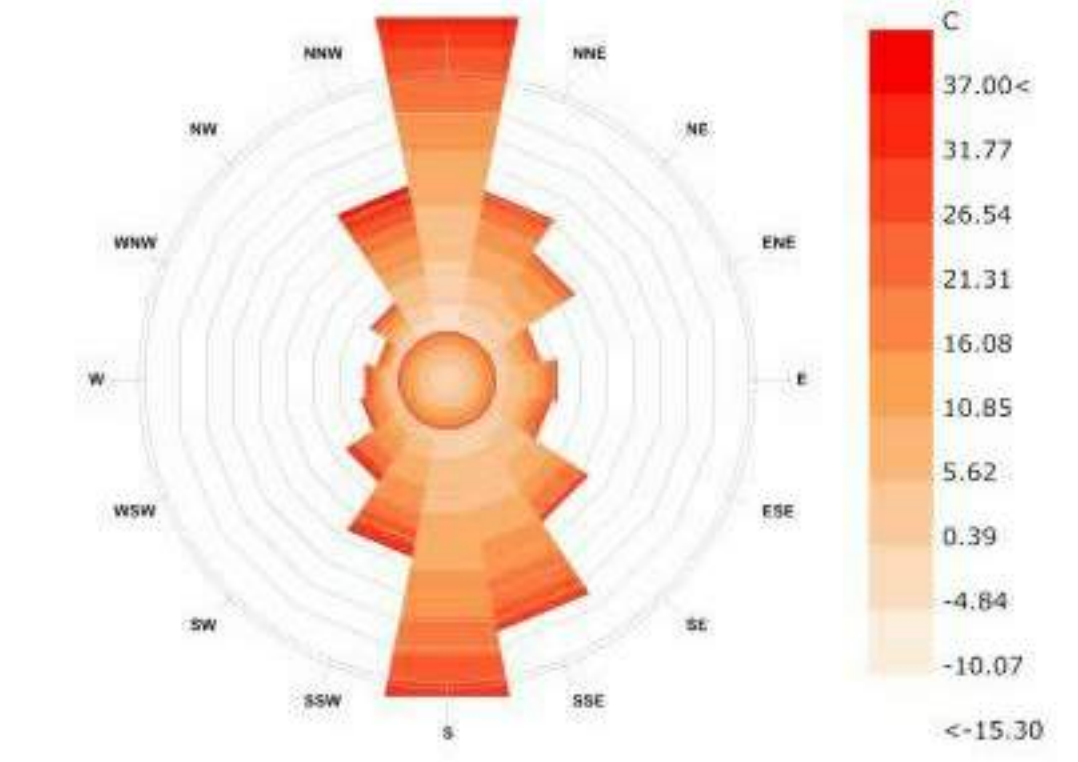
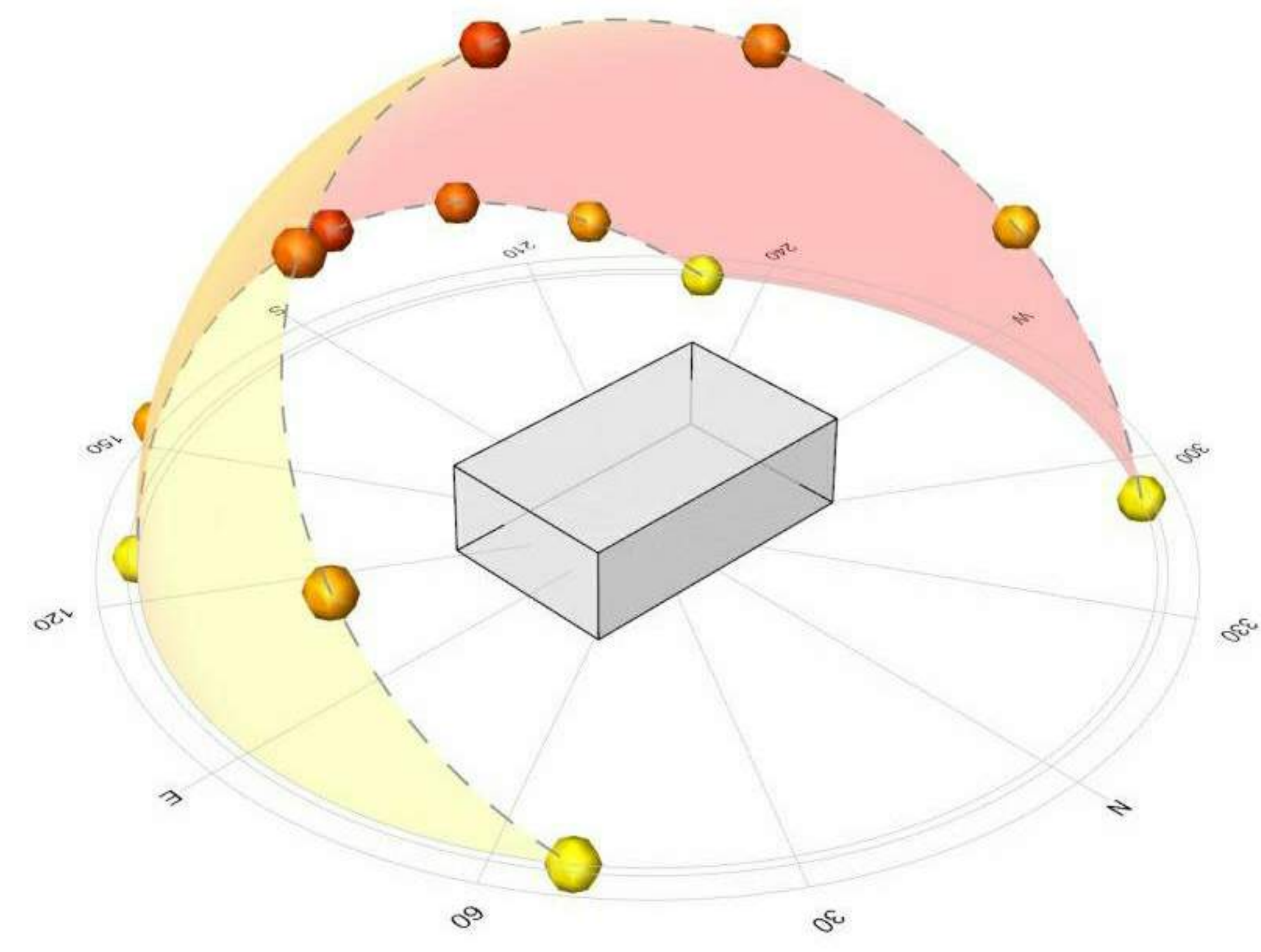
TEMPERATURE + COMFORT



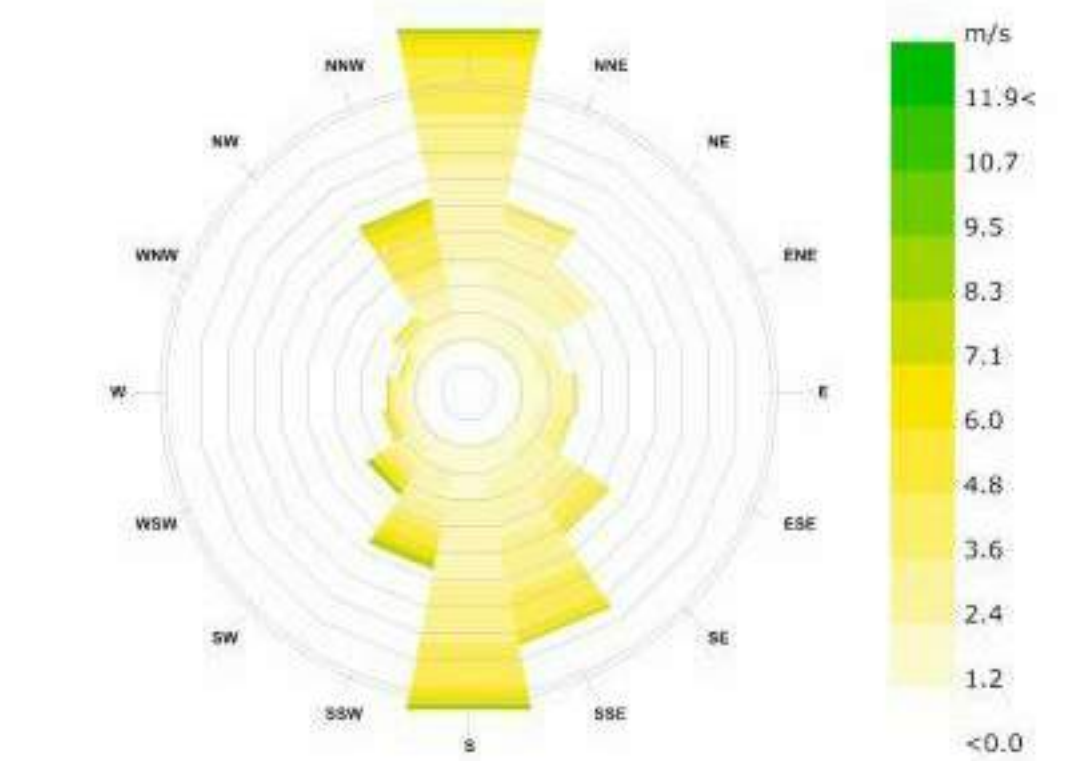
SUN ANGLES AT NOON ON WINTER AND SUMMER SOLSTICES (2' OVERHANG SHOWN)



SUNG ANGLE DURING HOTTEST TIME OF YEAR (2' OVERHANG SHOWN)



ANNUAL WIND ROSE - DRY BULB TEMPERATURE



ANNUAL WIND ROSE - WIND SPEED
 (Most Frequent Wind from the South for 10.37% of the Year)



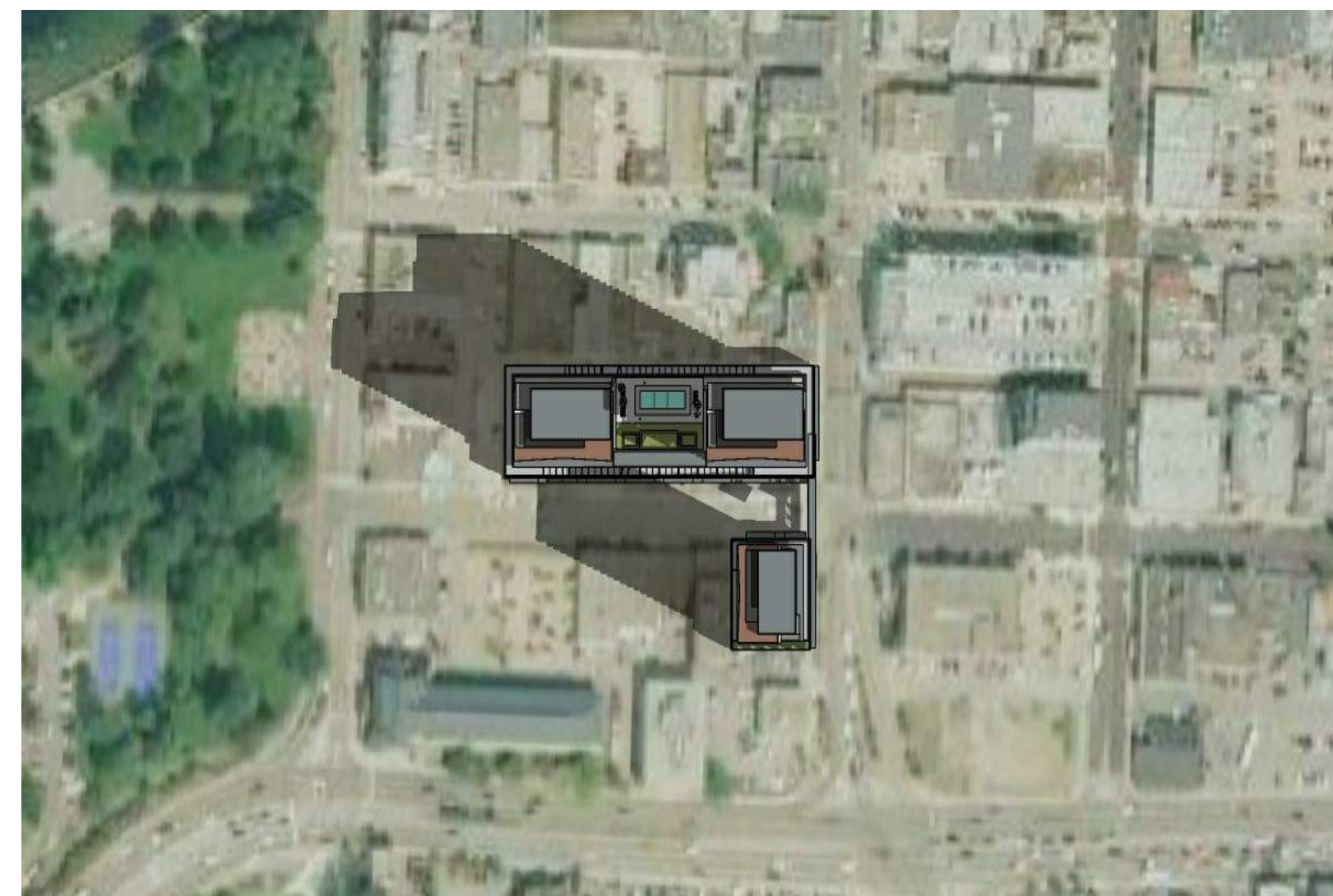
MARCH 21 - 9:00AM



MARCH 21 - 12:00PM



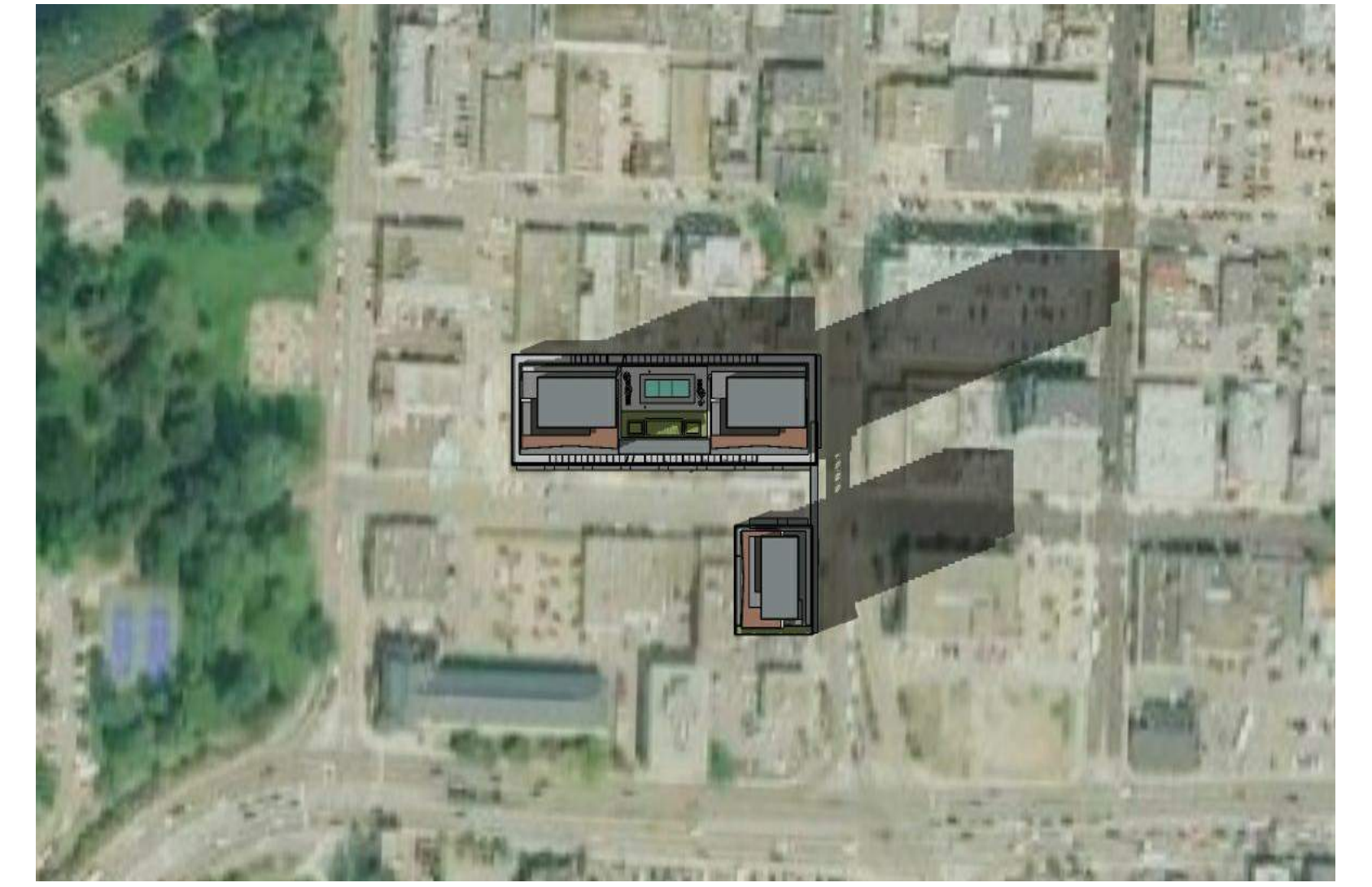
MARCH 21 - 3:00PM



JUNE 21 - 9:00AM



JUNE 21 - 12:00PM



JUNE 21 - 3:00PM



DECEMBER 21 - 9:00AM

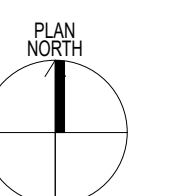


DECEMBER 21 - 12:00PM

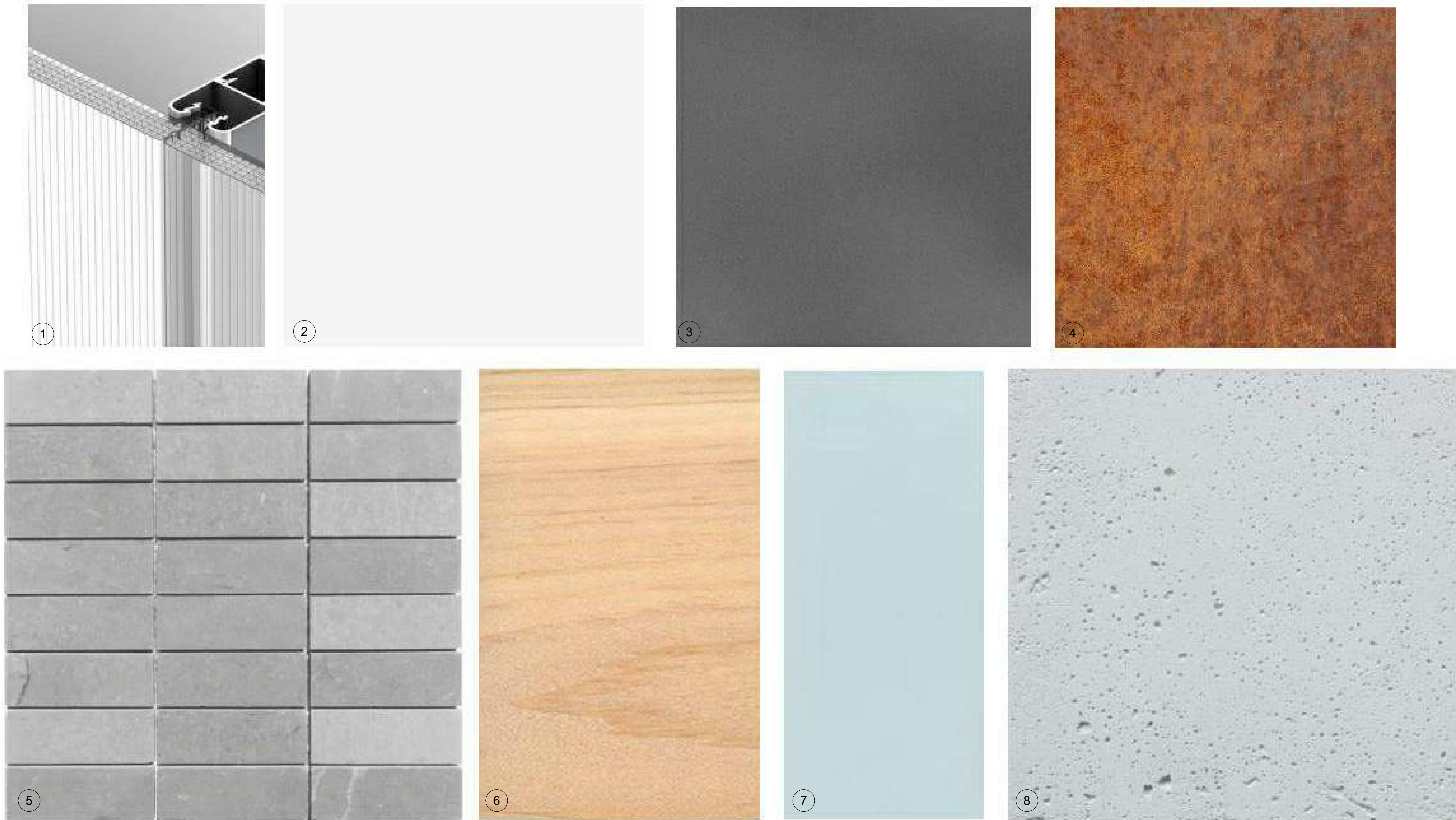


DECEMBER 21 - 3:00PM

ATTACHMENT A
This forms part of application
TA20-0001
Planner Initials AC
City of Kelowna
DEVELOPMENT PLANNING

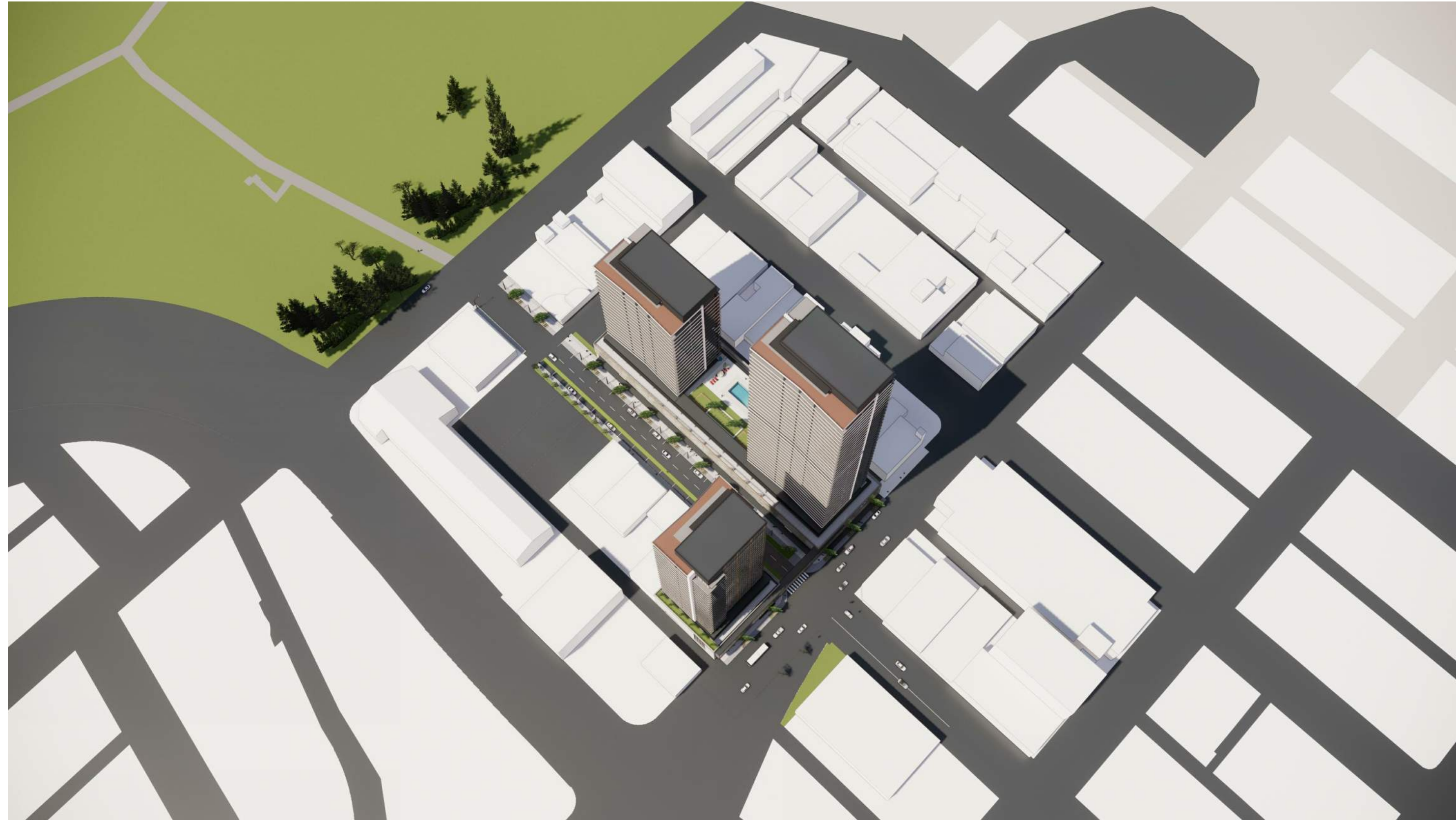


DP Replacement Sheets 30/03/2020
Development Permit 20/12/2019



- ① POLYCARBONATE TRANSLUCENT PANELS
- ② PREFINISHED WHITE METAL CLADDING
- ③ PREFINISHED GREY METAL CLADDING
- ④ CORTEN
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ATTACHMENT A
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 # TA20-0001
 City of Kelowna
 DEVELOPMENT PLANNING
 Planner Initials AC



BIRDS' EYE VIEW LOOKING NORTH WEST



BIRDS' EYE VIEW LOOKING SOUTH WEST



BIRDS' EYE VIEW LOOKING SOUTH EAST



BIRDS' EYE VIEW LOOKING NORTH

DP Replacement Sheets 30/03/2020
 Development Permit 20/12/2019



LEON AVE VIEW LOOKING WEST



WATER STREET VIEW LOOKING NORTH WEST



KELOWNA PARK VIEW LOOKING EAST



BIRDS' EYE VIEW LOOKING NORTH EAST

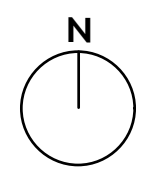
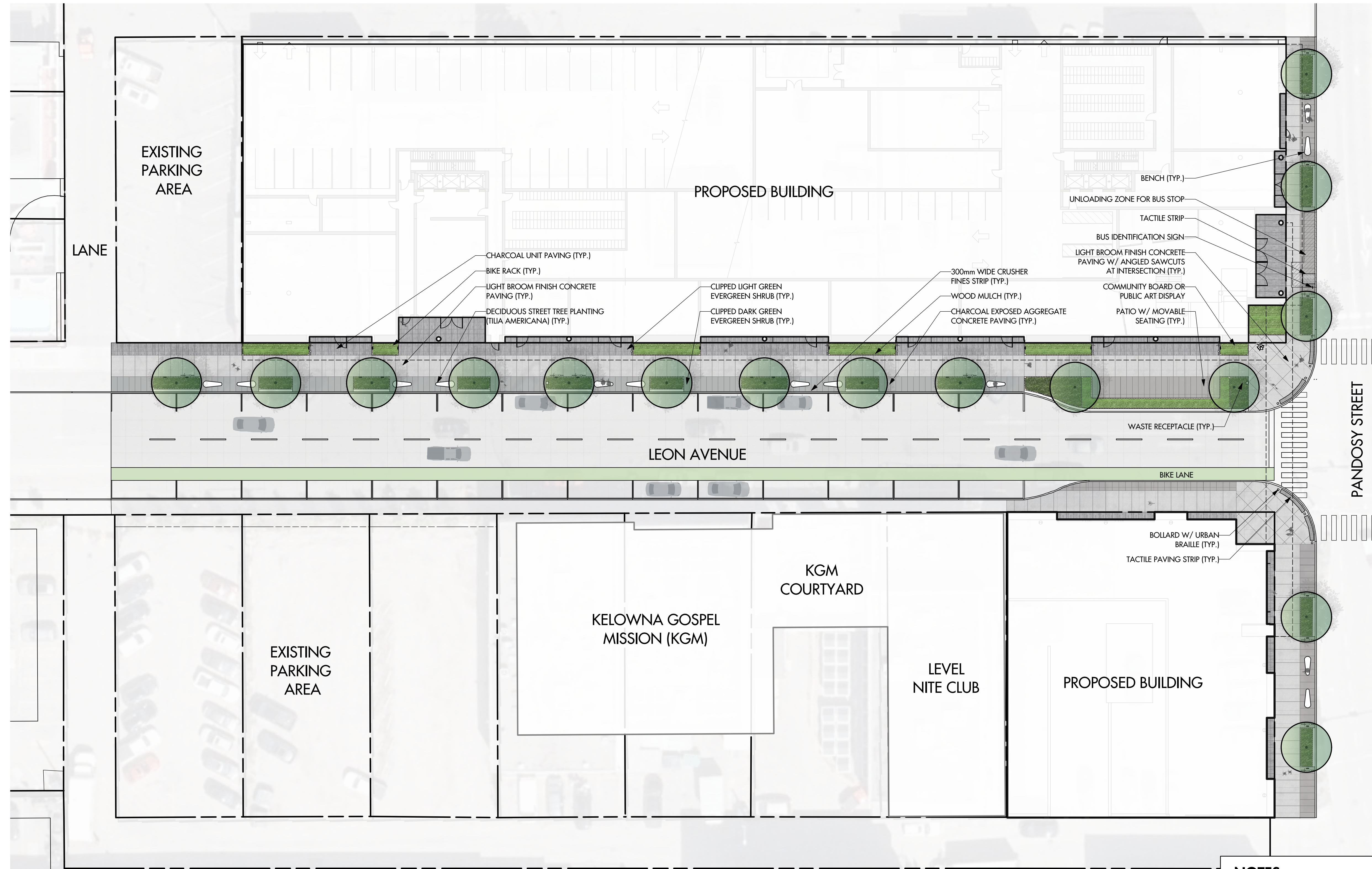
DP Replacement Sheets 30/03/2020
Development Permit 20/12/2019

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OUTLAND DESIGN
LANDSCAPE ARCHITECTURE

303 - 590 KLO Road
Kelowna, BC V1Y 7S2
T (250) 868-9270
www.outlanddesign.ca



PROJECT TITLE

WATER STREET BY THE PARK

Kelowna, BC

DRAWING TITLE

CONCEPTUAL LANDSCAPE PLAN

ISSUED FOR / REVISION

1	19.12.18	Development Permit
2	20.06.12	Development Permit
3		
4		
5		

PROJECT NO. 19-077

DESIGN BY FB

DRAWN BY KM

CHECKED BY FB

DATE JUNE 12, 2020

SCALE 1:100

PAGE SIZE 24"x36"

SEAL



DRAWING NUMBER

L1/4

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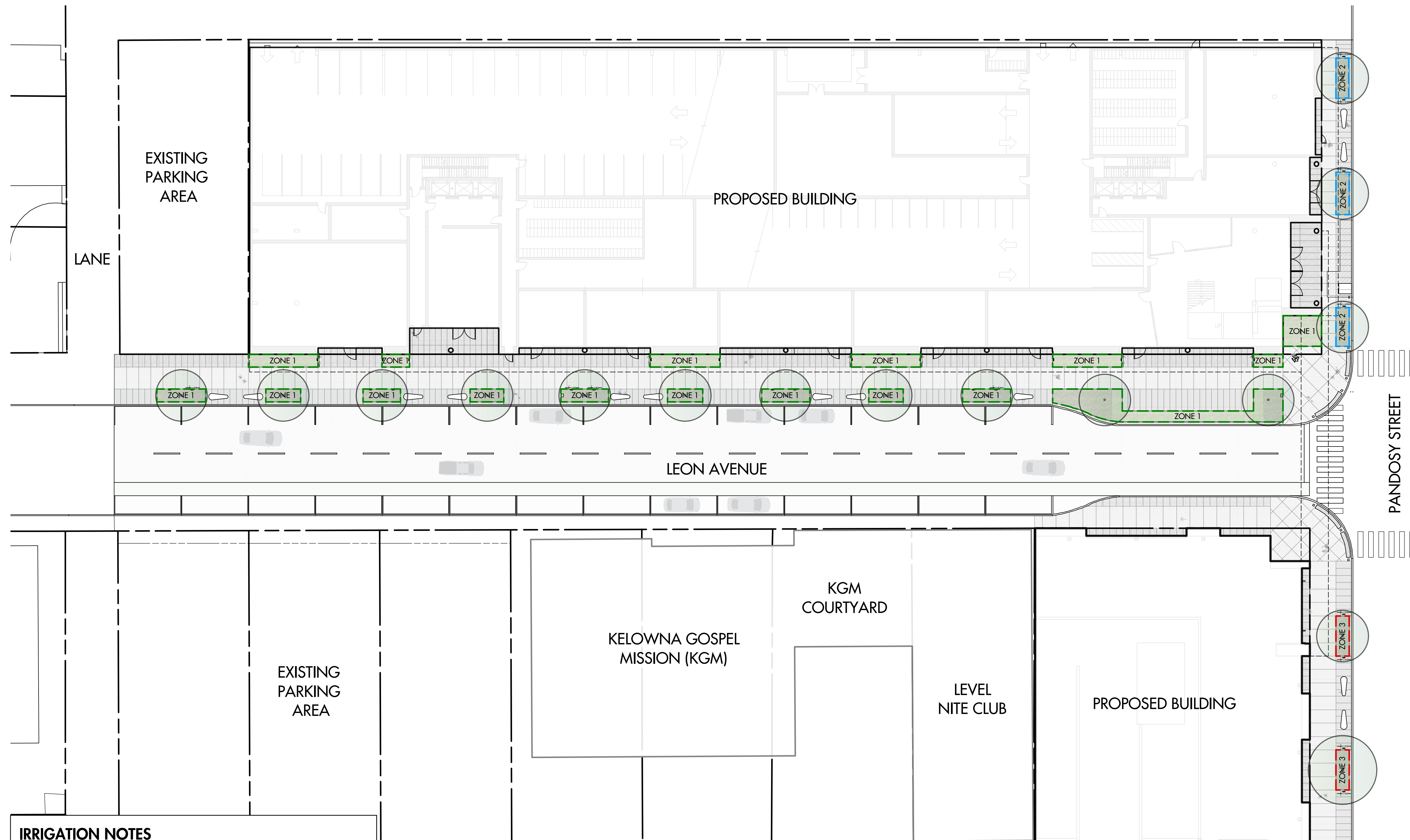
ATTACHMENT A
This forms part of application # TA20-0001
Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

PLANT LIST

BOTANICAL NAME	COMMON NAME	QTY	SIZE/SPACING & REMARKS
TREES			
TILIA AMERICANA	AMERICAN LINDEN	16	6cm CAL.
SHRUBS			
BUXUS 'NORTH STAR'	NORTH STAR BOXWOOD	214	#02 CONT. /0.75M O.C. SPACING
LIGUSTRUM VULGARE 'LODENSE'	LODENSE PRIVET	61	#02 CONT. /1.2M O.C. SPACING

- NOTES**
1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED THE CANADIAN NURSERY LANDSCAPE ASSOCIATION STANDARDS.
 2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.
 3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm DOUGLAS RED FIR MULCH AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS IN WOOD MULCH AREAS.
 4. TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT.
 5. SITE GRADING AND DRAINAGE WILL ENSURE THAT ALL STRUCTURES HAVE POSITIVE DRAINAGE AND THAT NO WATER OR LOOSE IMPEDIMENTS WILL BE DISCHARGED FROM THE LOT ONTO ADJACENT PUBLIC, COMMON, OR PRIVATE PROPERTIES.

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IRRIGATION NOTES

1. IRRIGATION PRODUCTS AND INSTALLATION METHODS SHALL MEET OR EXCEED THE REQUIREMENTS OF THE WATER USE REGULATION BYLAW NO. 10480 AND THE SUPPLEMENTARY SPECIFICATIONS IN THE CITY OF KELOWNA BYLAW 7900 (PART 6, SCHEDULE 5).
2. THE IRRIGATION SYSTEM SHALL MEET THE REQUIREMENTS, REGULATIONS, AND BYLAWS OF THE WATER PURVEYOR.
3. THE IRRIGATION SYSTEM SHALL BE EQUIPPED WITH AN APPROVED BACKFLOW PREVENTION DEVICE, WATER METER, AND SHUT OFF VALVE LOCATED OUTSIDE THE BUILDING ACCESSIBLE TO THE CITY.
4. AN APPROVED SMART CONTROLLER SHALL BE INSTALLED. THE IRRIGATION SCHEDULING TIMES SHALL UTILIZE A MAXIMUM ET VALUE OF 7" / MONTH (KELOWNA JULY ET), TAKING INTO CONSIDERATION SOIL TYPE, SLOPE, AND MICROCLIMATE.
5. DRIP LINE AND EMITTERS SHALL INCORPORATE TECHNOLOGY TO LIMIT ROOT INTRUSION.
6. IRRIGATION SLEEVES SHALL BE INSTALLED TO ROUTE IRRIGATION LINES UNDER HARD SURFACES AND FEATURES.
7. IRRIGATION PIPE SHALL BE SIZED TO ALLOW FOR A MAXIMUM FLOW OF 1.5m / SEC.
8. A FLOW SENSOR AND MASTER VALVE SHALL BE CONNECTED TO THE CONTROLLER AND PROGRAMMED TO STOP FLOW TO THE SYSTEM IN CASE OF AN IRRIGATION WATER LEAK.

IRRIGATION LEGEND

- ZONE #1:** HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 195 sq.m.
MICROCLIMATE: SOUTH EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 108 cu.m.
- ZONE #2:** HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 21 sq.m.
MICROCLIMATE: EAST EXPOSURE, HEAVILY SHADED BY TREES AND BUILDING
ESTIMATED ANNUAL WATER USE: 12 cu.m.
- ZONE #3:** HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 14 sq.m.
MICROCLIMATE: EAST EXPOSURE, HEAVILY SHADED BY TREES AND BUILDING
ESTIMATED ANNUAL WATER USE: 8 cu.m.

WATER CONSERVATION CALCULATIONS

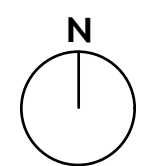
LANDSCAPE MAXIMUM WATER BUDGET (WB) = 258 cu.m. / year
 ESTIMATED LANDSCAPE WATER USE (WU) = 128 cu.m. / year
 WATER BALANCE = 130 cu.m. / year
 *REFER ATTACHED IRRIGATION APPLICATION FOR DETAILED CALCULATIONS

ATTACHMENT A
 This forms part of application # TA20-0001
 Planner Initials AC
 City of Kelowna DEVELOPMENT PLANNING



OUTLAND DESIGN
 LANDSCAPE ARCHITECTURE

303 - 590 KLO Road
 Kelowna, BC V1Y 7S2
 T (250) 868-9270
 www.outlanddesign.ca



PROJECT TITLE

WATER STREET BY THE PARK

Kelowna, BC

DRAWING TITLE

**WATER CONSERVATION/
 IRRIGATION PLAN**

ISSUED FOR / REVISION

1	19.12.18	Development Permit
2	20.06.12	Development Permit
3		
4		
5		

PROJECT NO: 19-077

DESIGN BY: FB

DRAWN BY: KM

CHECKED BY: FB

DATE: JUNE 12, 2020

SCALE: 1:100

PAGE SIZE: 24"x36"

SEAL

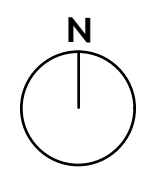
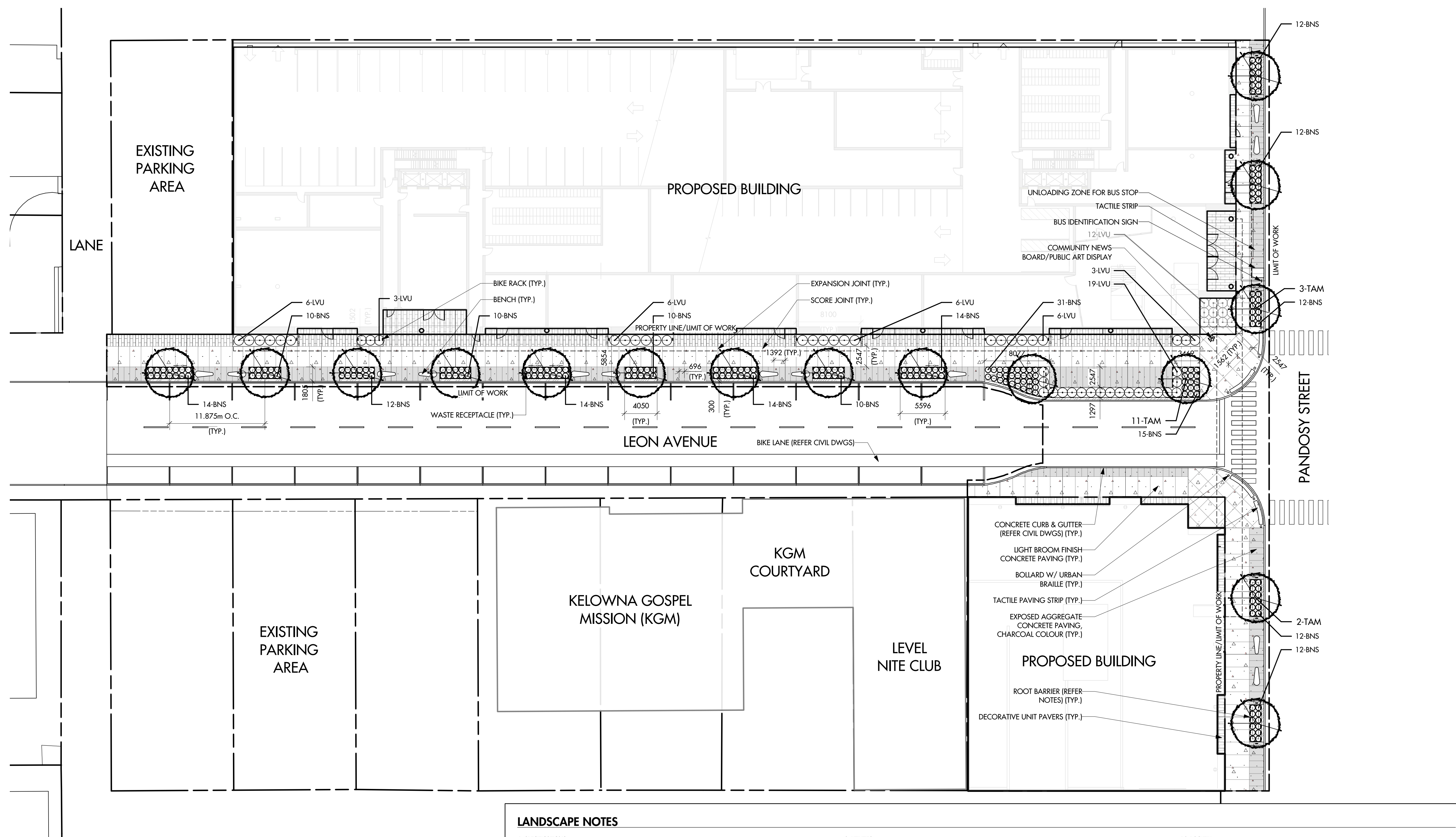


DRAWING NUMBER

L2/4

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PROJECT TITLE

WATER STREET BY THE PARK

Kelowna, BC

DRAWING TITLE

OFFSITE LANDSCAPE PLAN

ISSUED FOR / REVISION

1	19.12.18	Development Permit
2	20.06.12	Development Permit
3		
4		
5		

PROJECT NO: 19-077

DESIGN BY: FB

DRAWN BY: KM

CHECKED BY: FB

DATE: JUNE 12, 2020

SCALE: 1:100

PAGE SIZE: 24"x36"

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ATTACHMENT A
This forms part of application # TA20-0001
Planner Initials: AC
City of Kelowna Development Planning

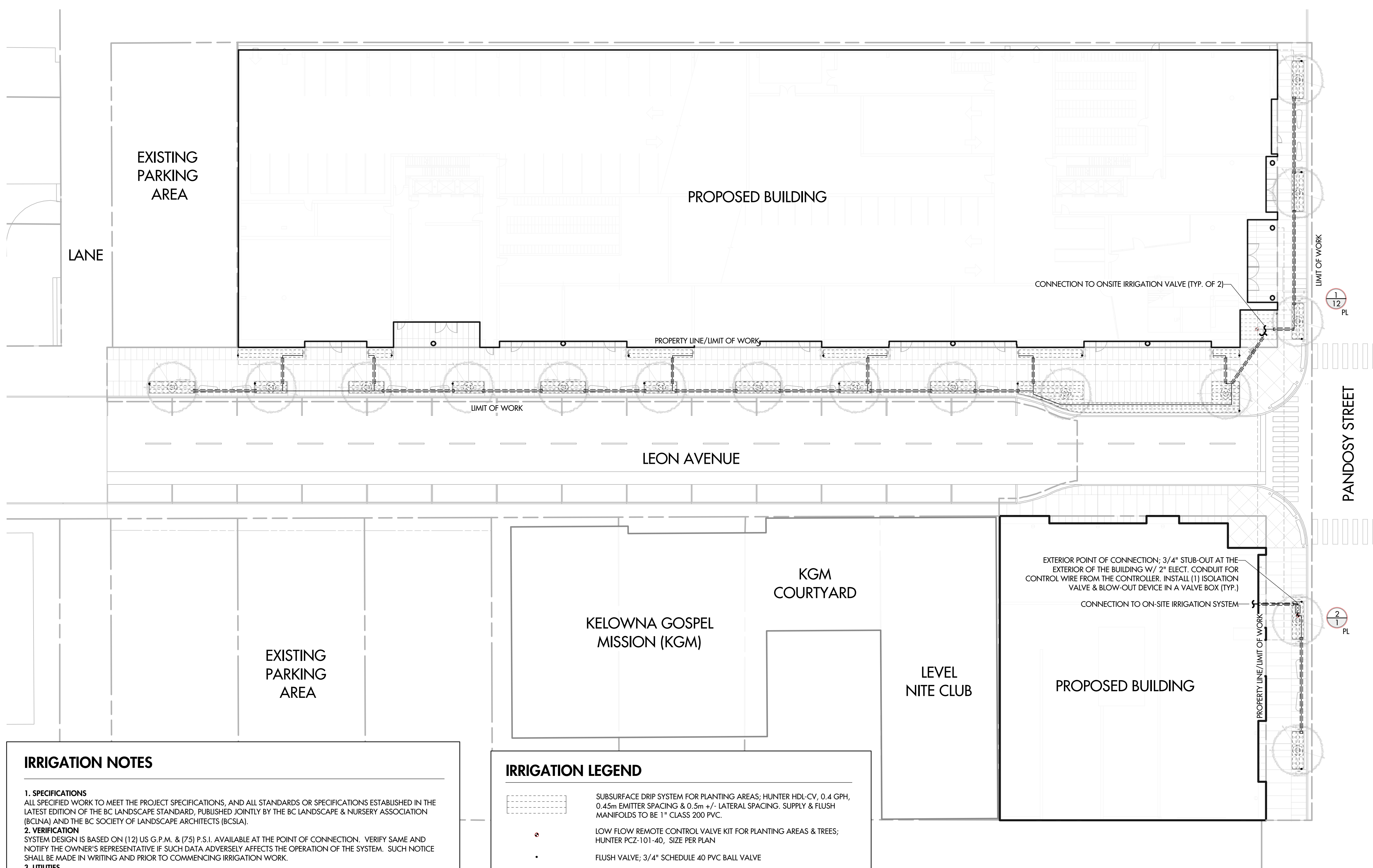
PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE/SPACING & REMARKS
TREES				
TAM	16	TILIA AMERICANA	AMERICAN LINDEN	6cm CAL. / 8cu.m OF GROWING MEDIUM PER TREE
SHRUBS				
BNS	214	BUXUS 'NORTH STAR'	NORTH STAR BOXWOOD	#02 CONT. / 0.75M O.C. SPACING
LVU	49	LIGUSTRUM VULGARE 'LODENSE'	LODENSE PRIVET	#02 CONT. / 1.2M O.C. SPACING

LANDSCAPE NOTES

- SPECIFICATIONS**
ALL WORK TO MEET PROJECT SPECIFICATIONS & CITY OF KELOWNA BYLAW 7900, SUBDIVISION BYLAW, SCHEDULE 5, AND ALL STANDARDS OR SPECIFICATIONS ESTABLISHED IN THE LATEST EDITION OF THE CANADIAN LANDSCAPE STANDARD, PUBLISHED JOINTLY BY THE CANADIAN NURSERY LANDSCAPE ASSOCIATION (CNLA) AND THE CANADIAN SOCIETY OF LANDSCAPE ARCHITECTS (CSLA).
- DIMENSIONS**
ALL WRITTEN DIMENSIONS SUPERSEDE SCALED DIMENSIONS.
- INSPECTIONS**
THE CONTRACTOR IS RESPONSIBLE TO GIVE THE SITE INSPECTOR 48 HOURS NOTICE BEFORE ALL REQUIRED INSPECTIONS.
- LIMIT OF WORK**
ALL WORK OF THE CONTRACTOR SHALL BE WITHIN THE LIMIT OF WORK / PROPERTY LINE SHOWN ON THE DRAWING. THE CONTRACTOR SHALL VERIFY THE LIMIT OF WORK ON SITE WITH THE SITE INSPECTOR PRIOR TO CONSTRUCTION.
- DESIGN INTENT**
THESE DRAWINGS REPRESENT THE GENERAL DESIGN INTENT TO BE IMPLEMENTED ON THE SITE. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LANDSCAPE ARCHITECT FOR ANY ADDITIONAL CLARIFICATION OR DETAILS NECESSARY TO ACCOMMODATE SITE CONDITIONS OR ARCHITECTURAL DETAILS.
- CONTRACTOR'S JOB SITE CONDITIONS**
CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR SITE CONDITIONS DURING CONSTRUCTION, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER AND THE LANDSCAPE ARCHITECT HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE LANDSCAPE ARCHITECT.
- COMPOSITE BASE SHEET**
THE PROPOSED IMPROVEMENTS SHOWN ON THESE DRAWINGS ARE SUPERIMPOSED ON A BASE SHEET. THIS BASE SHEET IS COMPILED FROM THE TOPOGRAPHIC SURVEY, OTHER ARCHITECTURAL AND/OR ENGINEERING DOCUMENTS, AND OTHER DATA AS MADE AVAILABLE TO THE LANDSCAPE ARCHITECT. THE LANDSCAPE ARCHITECT SHALL NOT BE HELD LIABLE FOR CHANGES, INACCURACIES, OMISSIONS, OR OTHER ERRORS ON THESE DOCUMENTS. THE COMPOSITE BASE SHEET IS PROVIDED AS AN AID ONLY AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING THESE DOCUMENTS AND INCORPORATING/INTEGRATING ALL CONSTRUCTION AS REQUIRED TO ACCOMMODATE SAME ARCHITECT.
- UTILITIES**
PRIOR TO CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES INVOLVED AND REQUESTING A VISUAL VERIFICATION OF THE LOCATIONS OF THEIR UNDERGROUND FACILITIES. MOST UTILITY COMPANIES ARE MEMBERS OF THE UNDERGROUND SERVICE ALERT 'CALL BEFORE YOU DIG' PROGRAM. THE CONTRACTOR OR ANY SUBCONTRACTOR FOR THIS CONTRACT SHALL NOTIFY MEMBERS 48 HOURS IN ADVANCE OF PERFORMING EXCAVATION WORK BY CALLING THE TOLL-FREE NUMBER (800) 474-6886. EXCAVATION IS DEFINED AS BEING 18 OR MORE INCHES IN DEPTH BELOW THE EXISTING SURFACE.
THE CONTRACTOR IS CAUTIONED THAT ONLY EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATION, AND DEPTHS OF SUCH UNDERGROUND UTILITIES. HOWEVER, THE CONSULTANT CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES, NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH ARE NOT SHOWN ON THESE DRAWINGS.
- SLEEVING**
REFER TO IRRIGATION PLAN FOR REQUIREMENTS OF SLEEVING UNDER PAVING.
- PROJECT STAKING**
ALL PROPOSED STAKING FEATURES SHALL BE STAKED IN FIELD FOR REVIEW BY THE OWNER'S INSPECTOR PRIOR TO CONSTRUCTION. ALL CURVES SHALL BE SMOOTH AND CONTINUOUS WITH CAREFULLY MATCHED TANGENTS.
ALL PROPOSED TREE LOCATIONS SHALL BE STAKED IN FIELD FOR REVIEW BY THE OWNER'S INSPECTOR PRIOR TO INSTALLATION.
- GRADING AND DRAINAGE**
ALL PROPOSED PAVING AND TURF AREAS SHALL SMOOTHLY CONFORM TO EXISTING ADJACENT FEATURES. PROVIDE POSITIVE DRAINAGE ON ALL PAVING AND THROUGHOUT ALL TURF & PLANTING AREAS.
- CONTROL JOINTS**
CONTROL JOINTS WITHIN CONCRETE PAVING ARE TO BE SPACED AS FOLLOWS: SCORE JOINTS ARE TO BE A MAXIMUM OF 3.0m APART & EXPANSION JOINTS ARE TO BE A MAXIMUM OF 9.0m APART.
- GROWING MEDIUM PLACEMENT**
GROWING MEDIUM SHALL BE PLACED AT 300mm MIN. DEPTH IN ALL PLANTING AREAS & 1000mm MIN. DEPTH IN ALL TREE PITS, AS SHOWN ON DRAWINGS UNLESS OTHERWISE NOTED. EXTEND LENGTH OF TREE TO FIT TO ACHIEVE REQUIRED GROWING MEDIUM VOLUME. CONTRACTOR TO IMPORT GROWING MEDIUM OR SCREEN, AMEND & PLACE STOCKPILED ON-SITE TOPSOIL. GROWING MEDIUM TO MEET PROPERTIES FOR TREE PITS & LOW TRAFFIC LAWN AREAS, AS PER TABLE 2 IN THE CITY OF KELOWNA'S SUPPLEMENTAL TOPSOIL & FINISH GRADING SPECIFICATIONS.
- BACKFILL**
EXCAVATED MATERIAL NOT SUITABLE FOR BACKFILLING SHALL BE REMOVED AND LEGALLY DISPOSED OF OFF-SITE.
- WOOD MULCH**
THE CONTRACTOR SHALL SUPPLY AND PLACE OGO-GROW WOOD MULCH AT 75mm MIN. DEPTH TO THE PLANTING AREAS, AS SHOWN ON THE DRAWINGS. NO PLASTIC FILM OR WEED BARRIER FABRIC IS PERMITTED UNLESS OTHERWISE SPECIFIED ON THE DRAWINGS. THE WOOD MULCH PRODUCT SHALL BE NON-HAZARDOUS, FREE OF CHUNKS, STICKS, SOILS, STONES, CHEMICALS, ROOTS AND SALT.
- ROOT BARRIER**
SHALL BE 450mm DEEP, AVAILABLE FROM DEEP ROOT OR APPROVED EQUAL. INSTALL IN 6.0m TYP. LENGTHS, AS SHOWN ON THE DRAWINGS. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
- PLANT MATERIAL**
ALL PLANT MATERIAL SUPPLIED AND PLACED BY THE CONTRACTOR MUST BE CERTIFIED TO BE FREE OF SUDDEN OAK DEATH (PHYTOPHTHORA RAMORUM), ACCORDING TO THE CANADIAN FOOD INSPECTION AGENCY (CFIA), OR BCNA STANDARDS. THE CONTRACTOR WILL BE HELD RESPONSIBLE TO THE OWNER FOR THE SUPPLY AND PLACEMENT OF DISEASED PLANTS RESULTING FROM HIS NEGLIGENCE. PLANT MATERIAL AND PRODUCTS SHALL BE AVAILABLE FOR OPTIONAL INSPECTION BY THE LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. THE CONTRACTOR SHALL PROVIDE A (1) YEAR REPLACEMENT GUARANTEE ON ALL PLANT MATERIAL TO THE OWNER FROM THE DATE OF SUBSTANTIAL PERFORMANCE.
- SUBSTITUTION**
THE CONTRACTOR SHALL NOT SUBSTITUTE PLANT MATERIAL OR PRODUCTS WITHOUT THE WRITTEN CONSENT OF THE LANDSCAPE ARCHITECT. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL AND REPLACEMENT OF ANY UNAPPROVED SUBSTITUTIONS.
- QUANTITIES**
THE QUANTITIES SHOWN ON THE LABELS ARE NOT TO BE CONSTRUED AS THE COMPLETE AND ACCURATE LIMITS OF THE CONTRACT. FURNISH AND INSTALL ALL PLANTS SHOWN SCHEMATICALLY ON THE DRAWINGS.
- TREE LOCATIONS**
ALL PROPOSED TREE LOCATIONS SHALL BE STAKED IN FIELD FOR REVIEW BY THE OWNER'S INSPECTOR PRIOR TO INSTALLATION.

0 5 10 15 20 25 M



IRRIGATION NOTES

- 1. SPECIFICATIONS**
ALL SPECIFIED WORK TO MEET THE PROJECT SPECIFICATIONS, AND ALL STANDARDS OR SPECIFICATIONS ESTABLISHED IN THE LATEST EDITION OF THE BC LANDSCAPE STANDARD, PUBLISHED JOINTLY BY THE BC LANDSCAPE & NURSERY ASSOCIATION (BCINA) AND THE BC SOCIETY OF LANDSCAPE ARCHITECTS (BCSLA).
- 2. VERIFICATION**
SYSTEM DESIGN IS BASED ON (12) US G.P.M. & (75) P.S.I. AVAILABLE AT THE POINT OF CONNECTION. VERIFY SAME AND NOTIFY THE OWNER'S REPRESENTATIVE IF SUCH DATA ADVERSELY AFFECTS THE OPERATION OF THE SYSTEM. SUCH NOTICE SHALL BE MADE IN WRITING AND PRIOR TO COMMENCING IRRIGATION WORK.
- 3. UTILITIES**
VERIFY LOCATION OF ALL ON-SITE UTILITIES. RESTORATION OF DAMAGED UTILITIES SHALL BE MADE AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE.
- 4. SCHEMATIC**
SYSTEM FEATURES ARE SHOWN SCHEMATICALLY FOR GRAPHIC CLARITY. INSTALL ALL PIPING AND VALVES IN COMMON TRENCHES WHERE FEASIBLE AND INSIDE PLANTING AREAS WHENEVER POSSIBLE.
- 5. WATER SERVICE LINE**
EXISTING.
- 6. ELECTRICAL SERVICE**
BY OTHERS, REFER ELECTRICAL DWGS
- 7. SLEEVEING**
ADEQUATELY SIZE ALL SLEEVES SHOWN ON PLAN. SLEEVES SHALL BE INSTALLED AT THE NECESSARY DEPTHS PRIOR TO PAVEMENT CONSTRUCTION. SLEEVEING SHALL EXTEND 300MM FROM EDGE OF PAVING INTO LAWN OR PLANTING AREA, AND SHALL HAVE ENDS CLEARLY MARKED ABOVE GRADE UNLESS OTHERWISE SHOWN.
- 8. GRAPHIC CLARITY**
MAIN LINE & IRRIGATION COMPONENTS SHOW ON PLAN FOR GRAPHIC CLARITY. CONTRACTOR TO VERIFY ALL MATERIALS IN THE FIELD. VALVE BOXES TO BE LOCATED IN PLANTING AREAS.
- 9. TESTS AND INSPECTIONS**
AT VARIOUS MILESTONES DURING CONSTRUCTION, INSPECTION AND TESTING OF COMPONENTS WILL BE REQUIRED TO ENSURE PERFORMANCE OF IRRIGATION SYSTEM MEETS EXPECTED STANDARDS. PROVIDE EQUIPMENT AND PERSONNEL NECESSARY FOR PERFORMANCE OF INSPECTIONS AND TESTS. CONDUCT ALL INSPECTIONS AND TESTS IN THE PRESENCE OF THE CONTRACT ADMINISTRATOR. KEEP WORK UNCOVERED AND ACCESSIBLE UNTIL SUCCESSFUL COMPLETION OF INSPECTION OR TEST.

IRRIGATION LEGEND

- SUBSURFACE DRIP SYSTEM FOR PLANTING AREAS; HUNTER HDL-CV, 0.4 GPH, 0.45m EMITTER SPACING & 0.5m +/- LATERAL SPACING. SUPPLY & FLUSH MANIFOLDS TO BE 1" CLASS 200 PVC.
- LOW FLOW REMOTE CONTROL VALVE KIT FOR PLANTING AREAS & TREES; HUNTER PCZ-101-40, SIZE PER PLAN
- FLUSH VALVE; 3/4" SCHEDULE 40 PVC BALL VALVE
- VALVE NUMBER
GALLONS PER MINUTE (GPM)
LANDSCAPE TYPE (PL-PLANTING AREA)
- ISOLATION VALVE; RED-WHITE #206
- MAIN LINE; 1" SDR-11 HDPE
- LATERAL LINE; 1" PRIME 100 LDPE
- IRRIGATION SLEEVE; SCHEDULE 40 PVC, 3" MIN. OR TWICE THE DIA. OF PIPE CONTAINED. INSTALL IRRIGATION WIRING IN SEPARATE 2" ELECTRICAL CONDUIT. EXTEND SLEEVE 0.3m PAST EDGE OF HARD SURFACE.
- CONNECTION TO ON-SITE IRRIGATION VALVE/SYSTEM
- EXTERIOR IRRIGATION POINT OF CONNECTION (POC)
- ISOLATION VALVE; 1" RED-WHITE #206
- BLOW-OUT DEVICE; 1" SCHEDULE 40 TEE W/ RED WHITE BALL VALVE, 3/4" 600 #WOG W/ PLUG, ANGLE STRAIGHT UP

IRRIGATION ZONE CHART

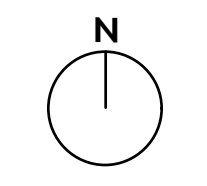
ZONE #	VALVE SIZE	LANDSCAPE TYPE	PRODUCT TYPE	APPLICATION RATE	OPERATING PRESSURE	ZONE FLOW	OPERATING TIME
1	1"	PLANTING AREAS	DRIP	7.4mm/hr	40 PSI	12 GPM	45 MINS / 2X PER WEEK
2	1"	PLANTING AREAS	DRIP	7.4mm/hr	40 PSI	1 GPM	45 MINS / 2X PER WEEK

TOTAL RUNTIME PER WEEK = 180 MINS / WEEK (3 HRS)

* OPERATING TIMES ARE SHOWN AS A BASE THEORETICAL SCHEDULE ONLY, BASED ON EVERY DAY WATERING IN JULY. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SETTING THE IRRIGATION SCHEDULE TO ENSURE THAT PLANT MATERIAL RECEIVES ADEQUATE WATERING.

303 - 590 KLO Road
Kelowna, BC V1Y 7S2
T (250) 868-9270
www.outlanddesign.ca

ATTACHMENT A
This forms part of application # TA20-0001
Planner Initials AC City of Kelowna DEVELOPMENT PLANNING



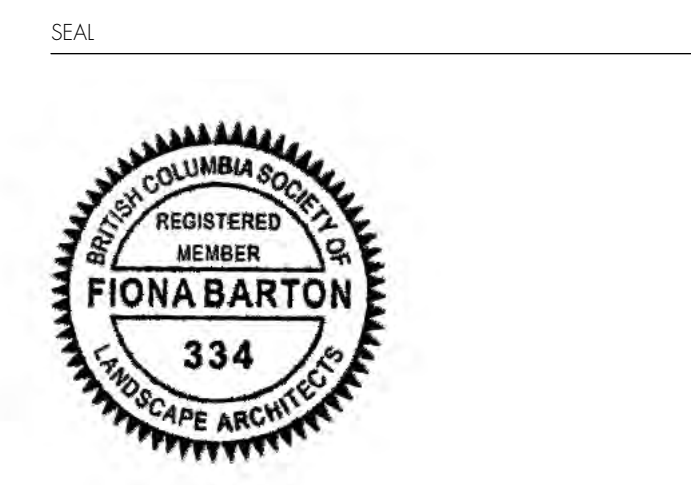
PROJECT TITLE
WATER STREET BY THE PARK

Kelowna, BC
DRAWING TITLE
OFFSITE IRRIGATION PLAN

ISSUED FOR / REVISION

1	19.12.18	Development Permit
2	20.06.12	Development Permit
3		
4		
5		

PROJECT NO: 19-077
DESIGN BY: FB
DRAWN BY: KM
CHECKED BY: FB
DATE: JUNE 12, 2020
SCALE: 1:100
PAGE SIZE: 24"x36"



DRAWING NUMBER

L4/4

ISSUED FOR REVIEW ONLY
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TA20-0001 1660 Water St

Text Amendment Application



Proposal

- ▶ To consider a Staff recommendation of non-support for the proposed site-specific Text Amendment to Short Term rentals as a permitted land use within the C7 zone specifically for the subject property 1660 Water Street.

Development Process

Jan 9th 2020

Development Application Submitted

Staff Review & Circulation

Aug 31st 2020

Public Notification Received

Sept 14th 2020

Initial Consideration

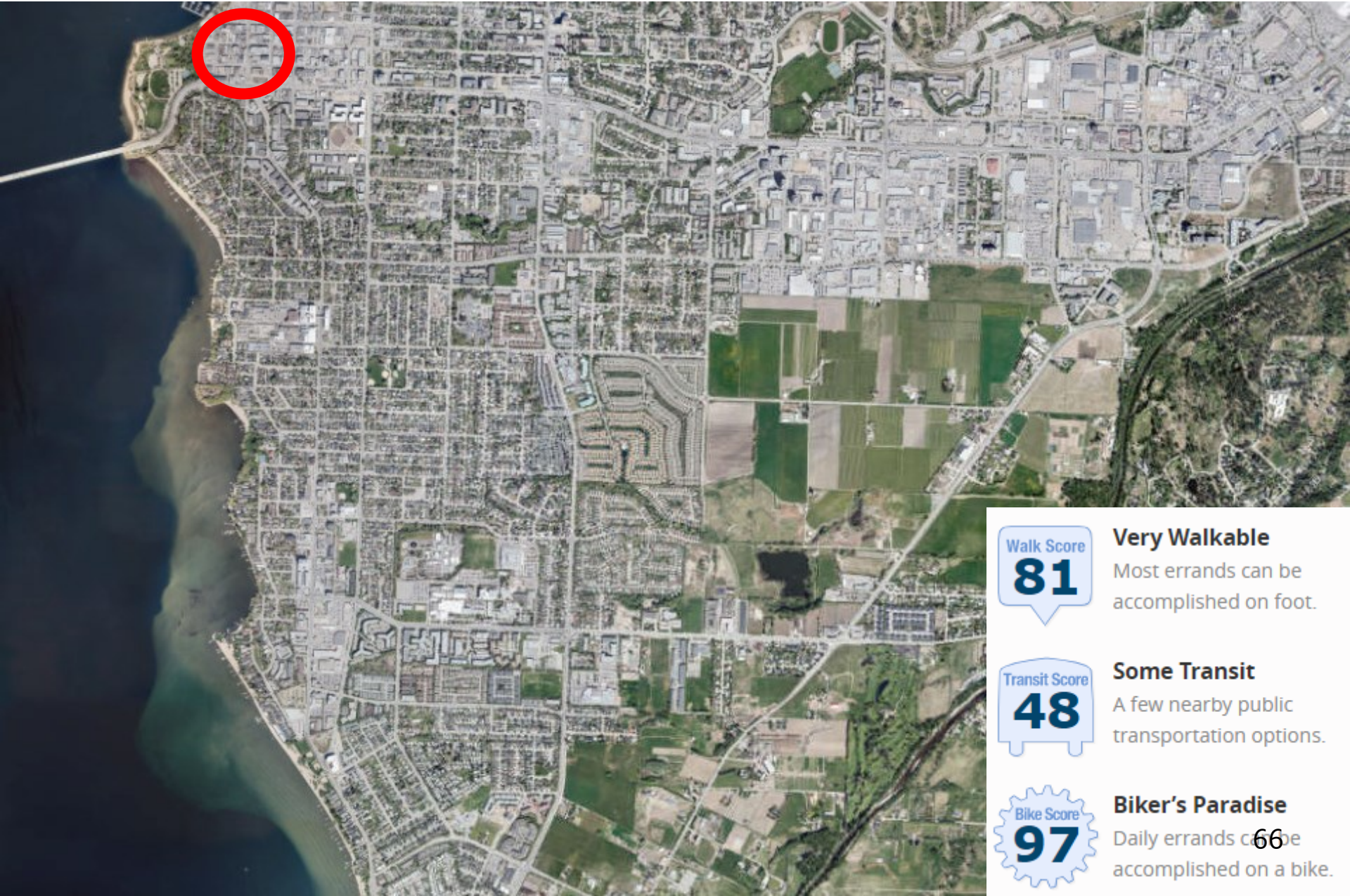
Public Hearing
Second & Third Readings

Final Reading

Building Permit

Council Approvals

Context Map



Walk Score
81

Very Walkable
Most errands can be accomplished on foot.

Transit Score
48

Some Transit
A few nearby public transportation options.

Bike Score
97

Biker's Paradise
Daily errands can be accomplished on a bike.

Short-Term Rental History

- ▶ Initial Direction to Staff – Dec 3rd 2018
- ▶ Council endorsed STR principles – July 16th 2018
- ▶ Multiple Public Hearings - Last one on occurred May 6th 2019
- ▶ Principles:
 - ▶ Ensure short-term rental accommodations do not impact the long-term rental housing supply in a negative way;
 - ▶ Ensure short-term rental accommodations are good neighbours; and
 - ▶ Ensure equity among short-term accommodation providers.

Staff Recommendation

- ▶ Staff recommend **Non-support** of the proposed Text Amendment
 - ▶ Recommend sticking with current regulations on Short-Term Rentals
- ▶ Recommend the Bylaw **Not** be forwarded to Public Hearing



Conclusion of Staff Remarks

REPORT TO COUNCIL



Date: September 14, 2020
To: Council
From: City Manager
Department: Development Planning
Application: Z20-0058
Address: 286 Lake Avenue
Subject: Rezoning Application
Existing OCP Designation: S2RES – Single / Two Unit Residential
Existing Zone: RU1 – Large Lot Housing
Proposed Zone: RU1c – Large Lot Housing with Carriage House

Owner: Ian James Mackay
Applicant: Urban Options Planning & Permits

1.0 Recommendation

THAT Rezoning Application No. Z20-0058 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 9 Block D District Lot 14 Osoyoos Division Yale District Plan 2220, located at 286 Lake Avenue, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the approval of the Ministry of Transportation and Infrastructure.

2.0 Purpose

To rezone the subject property to facilitate the development of a carriage house.

3.0 Development Planning

Development Planning Staff recommend support for the proposal to rezone the subject property to the RU1c – Large Lot Housing with Carriage House zone to facilitate the development of a carriage house. The Official Community Plan (OCP) Future Land Use designation of the subject property is S2RES – Single / Two Unit Residential, which supports this zoning change. The concept of the carriage house is aligned with the OCP

Policies of Compact Urban Form – increasing density where infrastructure already exists, and of Carriage Houses & Accessory Apartments. The property is connected to City sanitary sewer and within the Permanent Growth Boundary.

The subject property is located within the Abbott Marshall Heritage Conservation Area. As such, should Council support the Rezoning application, Staff issuance of a Heritage Alteration Permit would be required prior to a building permit being issued. The applicant has submitted preliminary drawings for the carriage house which demonstrates that it can be constructed without any variances (see Attachment C).

The applicant has confirmed the completion of public notification in accordance with Council Policy No. 367.

4.0 Proposal

4.1 Background

The subject property has a single family dwelling that will be retained through this development. The existing 1 ½ storey dwelling was constructed in 1922 and is a good representation of the Late Arts & Crafts era. Should Council support the proposed rezoning, a Heritage Alteration Permit would be required for the carriage house, to ensure it meets the OCP’s Heritage Guidelines, and is compatible with the form and character of the existing dwelling.

The existing detached garage, with access on Water St would be removed.

4.2 Project Description

The applicant has provided preliminary designs for a new carriage house. A conceptual site plan has been submitted showing the carriage house can be constructed without variances.

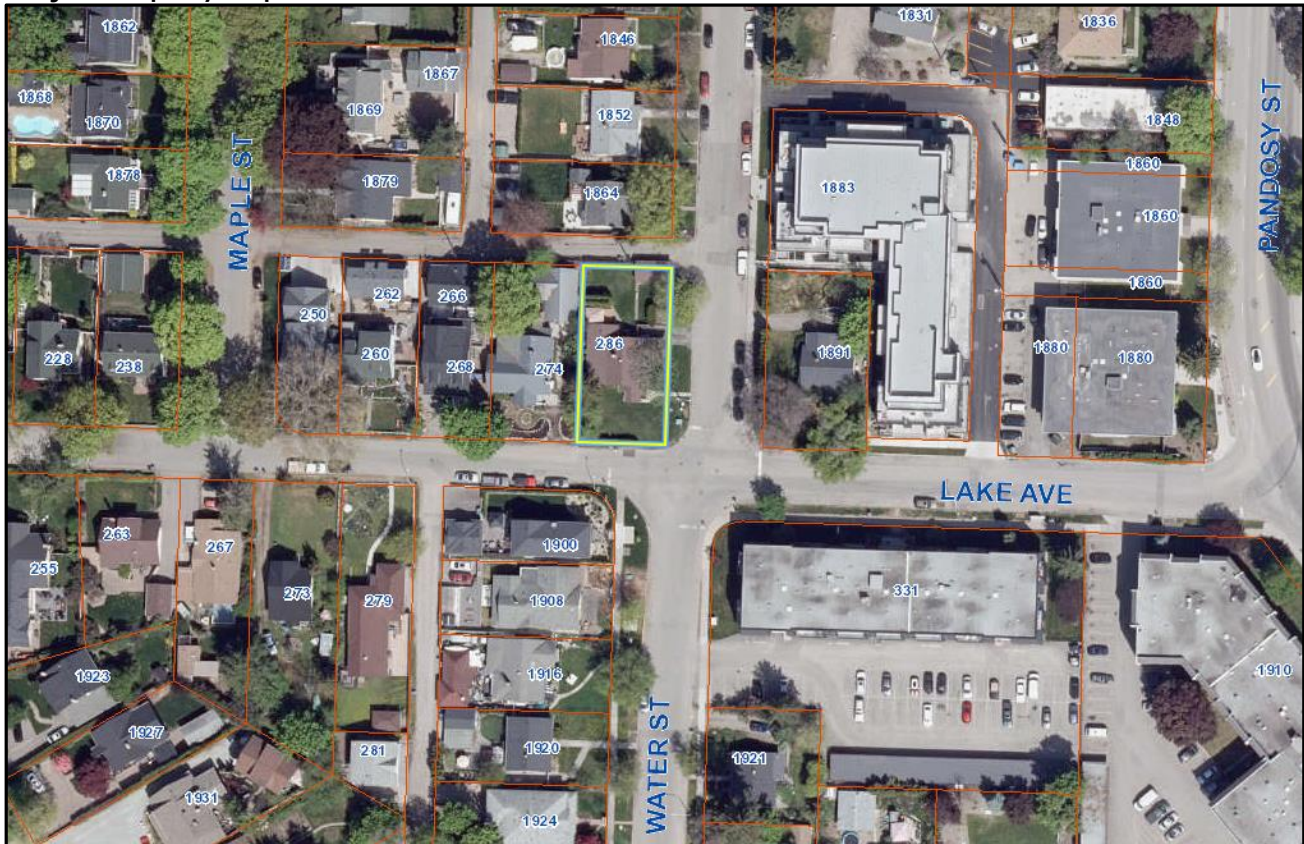
4.3 Site Context

The subject property is located at the corner of the Lake Avenue and Water Street. It is within the Abbott Marshall Heritage Conservation Area and within the City’s Central City OCP Sector. The Walk Score is 74, indicating most errands can be accomplished on foot.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU ₁ – Large Lot Housing	Single Dwelling Housing
East	RU ₁ – Large Lot Housing	Single Dwelling Housing
South	RU ₁ – Large Lot Housing	Single Dwelling Housing
West	RU ₁ – Large Lot Housing	Single Dwelling Housing

Subject Property Map: 286 Lake Avenue



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 1: Introduction

Goals for a Sustainable Future:

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

Chapter 5: Development Process

Objective 5.22 Ensure context sensitive housing development

Policy .6 Sensitive Infill. Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

Policy .12 Carriage Houses & Accessory Apartments. Support carriage houses and accessory apartments through appropriate zoning regulations.

6.0 Technical Comments

6.1 Development Engineering Department

See Attachment A: Development Engineering Memorandum

7.0 Application Chronology

Date of Application Received: July 20, 2020
Date Public Consultation Completed: August 18, 2020

Report prepared by: Kimberly Brunet, Planner II

Reviewed by: Dean Strachan, Community Planning & Development Manager

Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment A: Development Engineering Memorandum

Attachment B: Applicant's Letter of Rationale

Attachment C: Draft Site Plan

CITY OF KELOWNA

MEMORANDUM

Date: July 29, 2020
File No.: Z20-0058
To: Urban Planning Management (KB)
From: Development Engineering Manager (JK)
Subject: 286 Lake Ave. RU1 to RU1c

The Development Engineering Branch has the following comments and requirements associated with this application. The utility upgrading requirements outlined in this report will be a requirement of this development.

1) **GENERAL**

- a) The following requirements are valid for two (2) years from the reference date of this memo, or until the application has been closed, whichever occurs first. The City of Kelowna reserves the rights to update/change some or all items in this memo once these time limits have been reached.
- b) Driveway access must follow all City of Kelowna driveway standards (maximum 6.0 m wide).

2) **DOMESTIC WATER AND FIRE PROTECTION**

- a) This property is currently serviced with a Copper 13mm-diameter water service. One metered water service will supply both the main residence and the carriage house. A Mechanical Engineer to confirm service needed.

3) **SANITARY SEWER SYSTEM**

- a) Our records indicate that this property is currently serviced with a 100-mm diameter sanitary sewer service. The service will be adequate for this application.

4) **POWER AND TELECOMMUNICATION SERVICES**

- a) It is the applicant's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for service upgrades to these services which would be at the applicant's cost. Underground services will be required for all new power and telecommunications services.

James Kay

James Kay, P.Eng.
Development Engineering Manager

AS



July 16, 2020

City of Kelowna
Urban Planning Department
1435 Water Street
Kelowna, BC

RE: Proposed Rezoning, and Heritage Alteration Permit at 286 Lake Avenue

Dear Urban Planner:

The purpose of this application is to rezone the subject property from "RU1 – Large Lot Housing" to "RU1c – Large Lot Housing with Carriage House" to allow for the construction of a carriage house. In addition to this rationale, a Heritage Report by a registered Heritage Professional was prepared as part of the submission materials.

With regards to site details, the current landscape of the property will remain the same. However, the driveway access on Water Street will be removed to provide open space for the existing dwelling, and the garage which is also accessed from Water Street will be removed to provide open space for the carriage house. We believe it is important to highlight the historical nature of the neighbourhood; therefore, the gable of the existing dwelling will be changed to shingles to match the proposed carriage house. Additionally, the proposed carriage house will be pedestrian oriented, with access from Water Street, and vehicle access from the rear lane. The principle dwelling will continue to have pedestrian access from Lake Avenue.

The proposed carriage house includes both parking for the property on the ground floor and a modest suite. The living space, located upstairs, includes 1 bedroom plus den, 1 bathroom, and an open kitchen / living plan. 48m² of outdoor open space is provided on the east side of the carriage house and windows are provided on 3 sides of the carriage house, including a dormer to match the heritage theme of the existing dwelling. The ground floor of the carriage house consists of a garage which contains two regular parking stalls for the primary house, and a parking stall for the carriage house which is separated by a wall.

The downtown area was developed with single unit dwellings on large lots dating back to the early 1900's, a time associated with the early incorporation of the City of Kelowna. The neighbourhood has seen a resurgence of development in the last 20 years. The construction of the proposed carriage house will create density in a desirable area of Kelowna, providing walkable access to many employment and commercial uses in the nearby downtown business district as well as to several parks and beaches on Okanagan Lake.

We believe this proposal is a good fit within the foundation of the neighbourhood and will contribute to positive infill in this area of Kelowna.

Regards,

Birte Decloux – URBAN OPTIONS Planning & Permits

on behalf Ian Mackay

GENERAL NOTES

- 1. The following notes are to be included as part of the drawings.
2. The General Contractor or the Owner/builder shall verify all dimensions, details, structural materials and conditions shown on the drawings or noted in the specifications.
3. The General Contractor or Owner/builder shall resolve any problems arising out of any variances from the drawings and specifications, or from conditions encountered at the job site.
Such resolution shall be the sole responsibility of the General Contractor or Owner/builder.
4. The Designer shall not be responsible for any departure from the drawings and Specifications authorized by any inspection authority during the course of construction.
5. The General Contractor or Owner/builder shall ensure that all work conform to the current Building Code adopted by the authorities having jurisdiction or local Building Codes and By-laws that may take precedence.
6. The General Contractor or Owner/builder shall be responsible for correct placement of this building on the site. Any pre-existing structures must be surveyed prior to construction. The foundation must be surveyed post foundation construction.
7. The Designer shall not be responsible for site conditions such as soil bearing capacity, depths of water tables or buried structures. A geotechnical engineer registered in the province of British Columbia may be required to determine such conditions per the requirements of the authorities having jurisdiction.
8. All work shall be equal in all respects to good building practice.
9. Written dimensions take precedence over scaled drawings.
10. Construction loads on the structure caused by interim storage of materials or use of equipment will not be allowed to exceed the design loads.
11. These drawings are not to be scaled.

ERRORS AND OMISSIONS

- 1. The Designer makes every effort to provide complete and accurate home plans. This office assumes no liability for any errors or omissions that may affect construction.
2. Should any discrepancies be found on this set of drawings, please advise our office at your earliest convenience.

STRUCTURAL DESIGN CRITERIA

- 1. Assumed roof design snow load (live + dead) = 35 psf (1.68 kN/m²)
2. Assumed soil bearing capacity = 2000 psf (95.76 kN/m²)
3. Concrete foundation walls and slabs-on-grade shall have a minimum compressive strength of 3000 psi (20 MPa) at 28 days.
4. All reinforcing bars shall be billet steel complying with CSA-G30.10.
5. Any Structural Engineer's drawings provided take precedence over these drawings.
6. The qualified professional engineer must be registered in the province of British Columbia and in good standing with the Engineering Association of BC.
7. If there is a Structural Engineering involved, they must provide schedules for their design and are responsible for their own design and inspections.
8. If there is no Structural Engineer involved, it is the responsibility of the authority having jurisdiction to confirm all structural design criteria.

FOUNDATION

- 1. Foundations shall be a minimum of 8" thick insulated concrete (exceptions noted) or ICF on solid undisturbed bearing soil or pre-engineered soil approved by a geotechnical engineer certified in the province of British Columbia and below a frost line of 2'-0" below grade.
2. Basement foundation walls shall not be backfilled until:
2.1. Concrete has reached its specified 28 day strength.
2.2. Structural floor framing, including subfloor, required to support the walls is complete and fully nailed and anchored.
3. Foundation wall heights may require adjustment to suit site conditions.
4. All concrete and masonry foundation walls exceeding limits specified in the current Building Code require engineering.
5. All foundation walls 24" (600mm) and higher shall have a minimum of 1 1/2" (12mm) reinforcing bar centered on wall and located 3" (75mm) from the top of wall.
6. Corner reinforcing to be lapped a minimum 24" (600mm).
7. Provide minimum side clear concrete cover of 1 1/2" (38mm).
8. Provide minimum bottom clear concrete cover of 3" (76mm) east against soil.
9. The Contractor shall examine all applicable drawings for locations of embedded items before placing concrete.
10. Perimeter drainage shall be installed where required to the approval of local authorities.

WOOD FRAME CONSTRUCTION:

- 1. Dimensions are taken from outside face of exterior wall sheathing to centerline of interior wall studs. Face of exterior sheathing to be flush with outside face of foundation wall.
Exceptions noted.
2. All studs, plates, backing, blocking and bridging to be No. 2 SPF or better.
3. All joists, rafters, beams and lintels to be No. 2 SPF or better. Exceptions noted.
4. Floor joists shall be doubled under all non-loadbearing partitions parallel to the joists.
5. Joists are to be placed to accommodate heating, plumbing and other services.
6. All lintels to be 2-2x10 (2-38x235) or pre-engineered lintels. Exceptions noted.
7. Wood in contact with concrete to be dampproofed with 45 lb tar saturated felt, 6 mil polyethylene.
8. All wood plates are to be anchored to foundation with 12 mm (1/2") anchor bolts with spacing not exceeding 1800 mm or (6'-0") O.C. Unless noted otherwise by the structural engineer of record.
9. Exterior wood plates are to be level and sealed at contact with concrete foundation.
10. Cross-bridging for floor joists and roof joists shall be 38x38 (2"x2") diagonal type wherever possible. Use solid blocking with T.J's.
11. Cross-bridging rows shall be installed at mid-span for joist spans exceeding 2100 mm (7'-0") or at 2100 mm (7'-0") maximum, unless strapping or sheathing is applied to the underside of joists.
12. Roof trusses may require an engineer's certificate. For pre-engineered trusses, a certificate must be obtained from the truss fabricator.
13. Caulk under all exterior door & window frames and at both sides of exposed masonry chimneys.
14. Caulk under all base plates at exterior walls.
15. Junctions between the floor to rim joist & rim joist to foundation must be sealed.

STEEL CONSTRUCTION:

- 1. All structural steel design & construction must be sealed & approved by a Structural Engineer registered in the province of British Columbia.
2. Fabrication, erection, structural design and detailing of all structural steel and connectors shall be in accordance with CSA-S16-09. Steel decking and metal studs shall be designed, fabricated and installed in accordance with CSA-S16-09 (R2012) and specifications of the manufacturer. Shop drawings shall be sealed by a qualified professional engineer registered in the province of British Columbia.

DECK AND PORCH CONSTRUCTION:

- 1. All framing to be No.2 SPF or better and #1 ACQ pressure treated lumber. Exceptions noted.
2. Girders for floor joists to be a min. 2-ply 2x10 unless noted otherwise. Girders shall be either bolted to posts w/ 1/2" dia. galvanized bolts or anchored into concrete pier.
3. All joists to have blocking at 8'-0" o/c.
4. All ledgers attached to house to have a flashing barrier, lapping behind the siding, between the house and ledger. Ledger shall be bolted to the building with 1/2" dia. galvanized bolts.
5. All footings for posts and piers to be below local frost line. Piers shall extend a minimum of 6" above grade or per plan.
6. All framing material to have appropriate galvanized hangers and anchors.

INSULATION, VENTILATION, AND SEALING:

- 1. Minimum effective insulation requirements (HRV not installed):
1.1. Walls above grade: RSI 3.08 (R-17.5)
1.2. Walls below grade: RSI 2.98 (R-16.9)
1.3 Roof & ceiling / [cathedral & flat]: RSI 8.67 / [RSI 4.67] (R-50 / [R-28])
1.4 Floors Above Unheated Space: RSI 4.67 (R-26.5)
1.5 Under floors above frost line: RSI 1.96 (R-11)
1.6 Heated floors: RSI 2.32 (R-13.2)
Minimum effective insulation requirements (HRV installed):
1.1. Walls above grade: RSI 2.29 (R-16.86)
1.2. Walls below grade: RSI 2.98 (R-16.86)
1.3 Roof & ceiling / [cathedral & flat]: RSI 6.91 / [RSI 4.67] (R-39.23 / [R-28])
1.4 Floors Above Unheated Space: RSI 4.67 (R-26.5)
1.5 Under floors above frost line: RSI 1.96 (R-11)
1.6 Heated floors: RSI 2.32 (R-13.2)
2. Sealant shall be provided where required to prevent the entry of water into the structure.
3. Sealant shall be provided at vertical joints between different cladding materials unless the joint is suitably lapped or flashed to prevent the entry of rain.
4. 6 mil polyethylene vapour barrier shall be installed on the warm side of insulation.
5. Flexible sheet air barrier materials require all joints to be lapped minimum of 50mm (2"), sealed, structurally supported. All sealants must be non-hardening. Vapour barrier tape is recommended to be applied to all joints additionally, even if not required at joint.
6. Windows, Doors, and Skylights shall be sealed to vapour & air barriers.
7. Sealants shall be applied between window frames or trim and the exterior cladding or masonry per British Columbia Building Code 9.27.4, or a Envelope Engineer specifications.
8. Poly hats are required on exterior walls and ceilings for electrical boxes and pot lights. Which must be sealed to the vapour/air barrier.
9. Attic hatches and all electrical penetrations into the attic space along any gaps, spaces, penetrations, irregularities that could inhibit vapour/air leakage must be sealed.
10. Foundation wall insulation to be 3" XPS (R15) of rigid insulation on outside face of concrete, both sides of ICF or min. 1" EPS rigid insulation between a batt filled furring wall & foundation wall.
11. Ceiling insulation is blown cellulose insulation in attic/raft trusses and Sprayed polyurethane foam, medium density closed cell (CAN/ULC S705.1) in floors/cathedral ceilings.
12. Provide a baffle of air space (equal to soffit venting area) between insulation and roof sheathing at exterior wall line.
13. All walls and ceilings between residential spaces and garages or carports shall be insulated.
14. Insulation requirements may vary with heating systems and with local conditions. Verify with local authorities.

INSULATION, VENTILATION, AND SEALING:

- 15. All roof spaces shall be ventilated with soffit, roof or gable vents, or a combination of these equally distributed between the top of roof space and soffits. Unless Sprayed polyurethane foam, medium density closed cell (CAN/ULC S705.1) is used.
16. Venting area for attics and roof spaces shall be a minimum of 1/300 the of attic or roof space area. Unless Sprayed polyurethane foam, medium density closed cell (CAN/ULC S705.1) is used.
17. Vents for unheated crawlspaces shall be closeable, with a minimum total area 1/500 the of the crawlspace area.

FINISHING:

- 1. All interior and exterior finishes shown on the drawings shall be confirmed by the Owner & Contractor.
2. Exterior doors shall be solid core and weather-stripped.
3. All exterior doors with flush/recessed thresholds to have built-in drain in sill or have grate drain and flashing below on the exterior side of the door.
4. Garage doors to dwelling area to be solid core, weather-stripped and self-closing.
5. All horizontal changes in exterior finishes to be flashed. Aswell as any horizontal offsets in cladding may compromise the drainage of moisture from behind the exterior finish above.
6. Flashing to be installed over all unprotected exterior openings.
7. Sliding glass doors shall have safety glass.
8. Window sizes are shown in foot and inches.
9. Door Sizes are shown in feet and inches.
10. Openings in partitions shown without doors are to be full height unless shown as an arch, door opening, or noted otherwise.
11. Lintels at archways are to be framed 2075mm (6'-11") high. Exceptions noted.
12. Coat and clothes closets shall have one rod and shelf. Linen closets shall have 5 adjustable shelves where possible. Broom closets shall have one shelf (unless shown/noted otherwise).
13. All bathrooms shall have a wall medicine cabinet or one lockable cabinet drawer.

HEATING:

- 1. Installation of entire heating system, whether electric, forced warm air or hot water, must comply with manufacturer's directions (where applicable) and conform to requirements of local codes and regulations in all respects.
2. Gas connection will require separate permit and inspection.
3. All supply air ducts to be installed overhead in basement unless specified otherwise.
4. All return air intakes and registers to be located and installed for maximum efficiency by a qualified heating contractor.

PLUMBING:

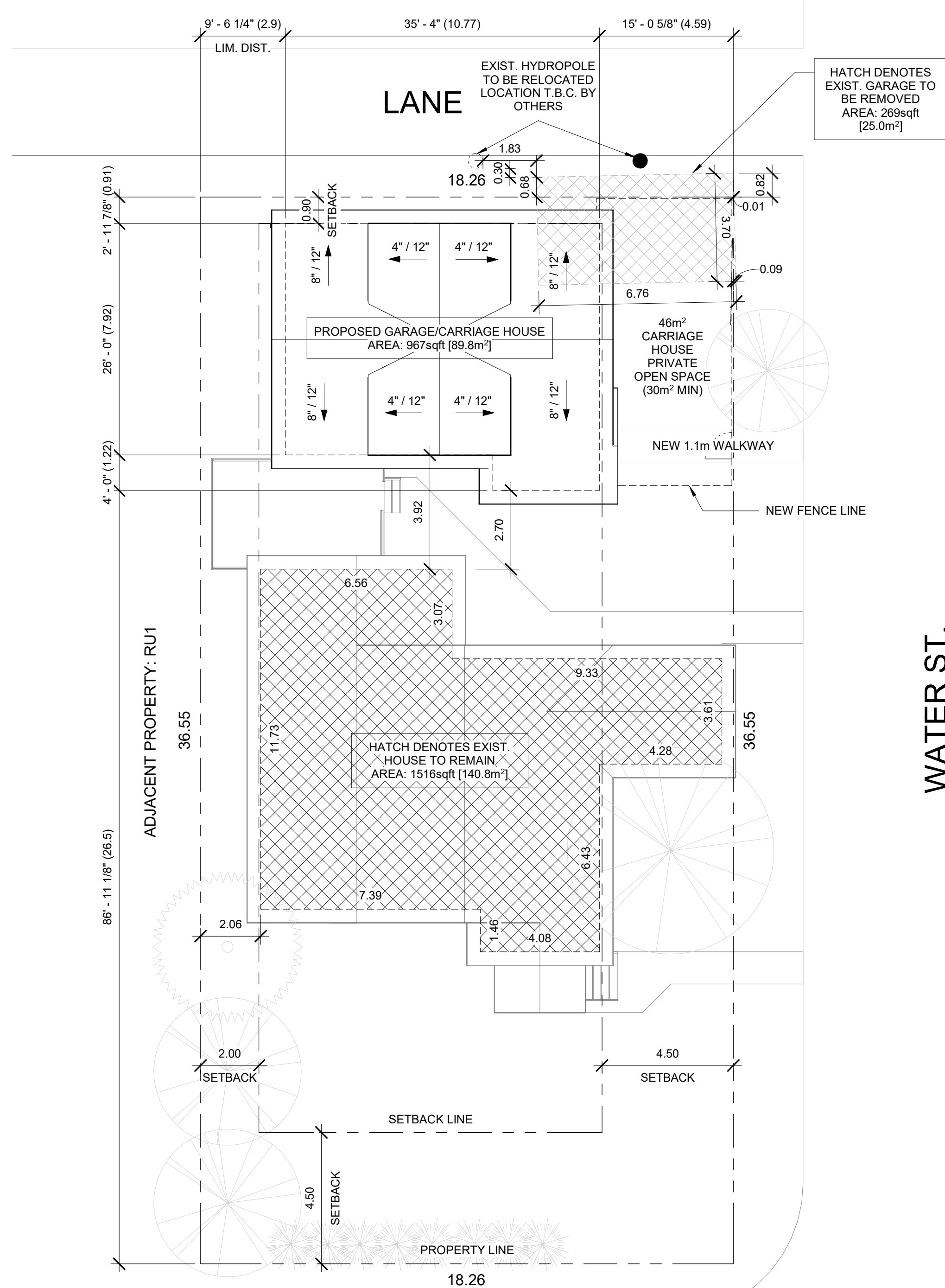
- 1. All materials, equipment and methods of installation shall be in accordance with requirements outlined in Part 7 of the most current British Columbia Building Code and applicable local regulations.
2. When the Owner's property is not located on a municipal sewer system, wells and septic disposal systems are to be located and constructed in accordance with health authorities having jurisdiction.
3. All plumbing materials in contact with soils shall be corrosive resistant.
4. All water closets to be low flush (water efficient) water closets, Unless noted otherwise.
5. All plumbing fixtures to be low flow (water efficient) fixtures. Unless noted otherwise.

ELECTRICAL:

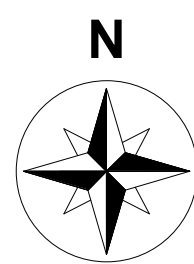
- 1. Installation of electrical items must comply with the most current British Columbia Electrical Code and with the local electrical supplier in all respects.
2. Outlet locations must comply with or exceed current minimum requirements outlined in the British Columbia Building Code. The minimum requirements are to be used as a guide only, and may be adjusted according the Owner's and/or local authority's specific requirements beyond the minimum.
3. All lights to be light emitting diode (LED) lights. Unless Noted Otherwise.

ABBREVIATIONS

Table with 2 columns: Abbreviation and Full Name. Includes AC, AW, B.C.B.C., BD, B.F., BM, BTWN, B.U., CEIL, COL, CONC, CONC. BLK, CONT, C.S., C/W, DIA, DIM, DN, D, D.W., ELECT, ELEV, EQ, E/W, F, F.D, FLR, F.E.P., FND, FRZR, FTG, FUR, GA, G.R, GWB, H.B, HORIZ, HT, H/W, I.H/W, INSUL, LDRY, LIN, LINO, LOUV, MAX, M.C, MFR, SPEC'S, MIN, MIR, MW, N/A, N.B.C, N.T.S, OBSC, O/C, O/H, OH, PKT, P.L.A, PLYWD, R, REQ'D, R.C, R & S, RM, R.O, R/W, R.W.L, S, S/C, SH, S.O.G, SUSP, T/O, TYP, T.B.C, U/S, V.B, VERT, V.H, W, w, W.C, WD, W.P, W.W.M, U.N.O.



ATTACHMENT C
This forms part of application # Z20-0058
Planner Initials KB
City of Kelowna DEVELOPMENT PLANNING



Blue Vision Design Inc.
3448 Cougar Rd
West Kelowna, BC
V4T 2G9
250.864.6666
blue.vision@hotmail.com

Issue Schedule

Table with 3 columns: Issue Number, Description, Date (dd.mm.yy). Contains 2 rows of schedule information.

Ian Mackay
286 Lake Ave
Kelowna, BC V1Y 5W7
P: 250.681.4060
ian_mackay@hotmail.ca

GARAGE/CARRIAGE HOUSE ADDITION

286 LAKE AVE
Kelowna, BC

SITE PLAN

1 SITE PLAN
1" = 10'-0"

BUILDING NOTES

GENERAL ZONING AND SITE INFORMATION

- CIVIC ADDRESS: 286 LAKE AVE
- LEGAL: PLAN 2220, LOT 9
- ZONE: RU1 - SINGLE FAMILY RESIDENTIAL
- AUTHORITY: CITY OF KELOWNA
- TOTAL LOT AREA: 7184sqft [667.4m²]
- MAXIMUM PARCEL COVERAGE: 40% (50% INCL. DRIVEWAYS)

- + EXISTING SITE COVERAGE:
+ EXISTING HOUSE FOOTPRINT: 1516sqft [140.0m²]
+ EXIST. GARAGE FOOTPRINT: 269sqft [25.0m²]
= TOTAL EXISTING SITE COVERAGE 1785sqft [165.8m²] (24.8%)

- + PROPOSED SITE COVERAGE:
+ EXISTING HOUSE FOOTPRINT: 1516sqft [140.0m²]
+ PROPOSED CARRIAGE HOUSE FOOTPRINT: 967sqft [89.8m²]
= PROPOSED TOTAL SITE COVERAGE: 2483sqft [230.7m²] (34.6%)

- CARRIAGE HOUSE FLOOR AREA:
+ CARRIAGE HOUSE LOWER FLOOR AREA: 123sqft [11.4m²]
+ CARRIAGE HOUSE SECOND FLOOR AREA: 677sqft [62.9m²]
= TOTAL CARRIAGE HOUSE FLOOR AREA: 800sqft [74.3m²]

- FRONT YARD SETBACK: 6.0m
- REAR YARD SETBACK: 7.5m
- SIDE YARD SETBACK: 2.3m & 4.5m FOR FLANKING STREET
- MAXIMUM HEIGHT OF MAIN HOUSE: 9.5m (2.5 STOREY)

A1.0



Z20-0058 286 Lake Ave

Rezoning Application



Proposal

- ▶ To rezone the subject property from RU1 – Large Lot Housing to RU1c – Large Lot Housing with Carriage House to facilitate the development of a carriage house.

Development Process

July 20, 2020

Development Application Submitted

Staff Review & Circulation

Aug 18, 2020

Public Notification Received

Sept 14, 2020

Initial Consideration

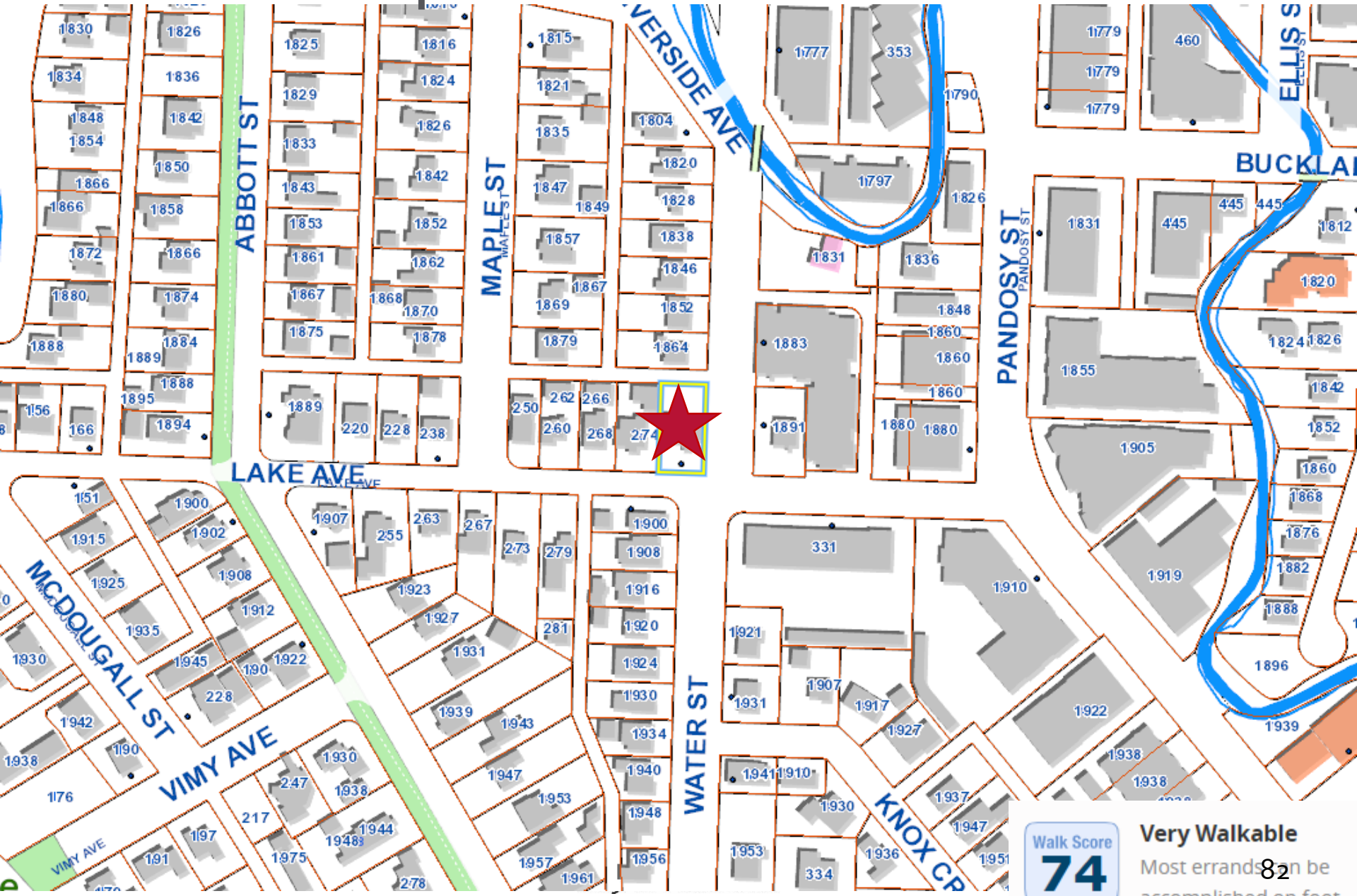
Public Hearing
Second & Third Readings

Final Reading

Heritage Alteration Permit & Building Permit

Council Approvals

Context Map



Walk Score
74

Very Walkable
Most errands can be accomplished on foot.

Subject Property Map





Development Policy

- ▶ Meets the intent of Official Community Plan Urban Infill Policies:
 - ▶ Within Permanent Growth Boundary
 - ▶ Sensitive Infill
 - ▶ Carriage Houses and Accessory Apartments
- ▶ Consistent with Zoning Bylaw – no variances

Staff Recommendation

- ▶ Staff recommend **support** of the proposed rezoning to facilitate development of a carriage house
 - ▶ Meets the intent of the Official Community Plan
 - ▶ Urban Infill Policies
 - ▶ Appropriate location for adding residential density
- ▶ Recommend the Bylaw be forwarded to Public Hearing
- ▶ If supported, a Heritage Alteration Permit would be required prior to any building permits being issued



Conclusion of Staff Remarks

CITY OF KELOWNA
BYLAW NO. 12099
Z20-0058 – 286 Lake Avenue

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 9, Block D, District Lot 14, ODYD, Plan 2220 located at Lake Avenue, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Urban Centre, with its amenities and destinations; and is in close proximity to a number of schools and parks—including Ben Lee Park. Accordingly, the lot has a future land use designation of S2RES – Single / Two Unit Residential which accommodates the RU1c zone; and, as such, the proposal advances the Official Community Plan (OCP) goal of promoting a compact urban form.

In addition, the City’s Healthy Housing Strategy supports infill development such as suites and carriage houses in existing residential neighbourhoods as a way to increase housing options and diversity of forms. Finally, the proposed carriage house is sensitive to the context of the neighbourhood, and, as such, upholds the OCP policy regarding sensitive infill.

4.0 Proposal

4.1 Project Description

The applicant proposes to rezone the subject lot to RU1c – Large Lot Housing with Carriage House to allow for the development of a carriage house. The proposed carriage house is 1 storey in height, with 2 bedrooms, and adheres to all regulations regarding carriage houses.

4.2 Site Context

The property is in the Rutland City Sector and is a block north of the boundary to the Rutland Urban Centre and Ben Lee Park. The lot is in a residential neighbourhood on a street with mainly single family homes, but backs onto an industrial area.

Adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU1 – Large Lot Housing	Single Family Housing
East	RU1 – Large Lot Housing	Single Family Housing
South	RU1 – Large Lot Housing	Single Family Housing
West	I2 – General Industrial	General Industrial

Subject Property Map: 694 Mayfair Ct.



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 5: Development Process

Objective 5.3 Focus development to designated growth areas.

Policy .2 **Compact Urban Form.** Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Objective 5.22 Ensure context sensitive housing development.

Policy .6 **Sensitive Infill.** Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

6.0 Technical Comments

6.1 Development Engineering Department

- See Schedule A

7.0 Application Chronology

Date of Application Received: May 1, 2020

Date Public Consultation Completed: June 18, 2020

Report prepared by: Aaron Thibeault, Planner II

Reviewed by: James Moore, Acting Development Planning Manager

Reviewed by: Terry Barton, Development Planning Department Manager

Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Schedule A: Development Engineering Memo

Attachment B: Conceptual Drawing Package

CITY OF KELOWNA
MEMORANDUM

Date: May 22, 2020
File No.: Z20-0036
To: Community Planning Services (AT)
From: Development Engineering Manager (JK)
Subject: 694 Mayfair Ct RU1 to RU1C

The Development Engineering Branch has the following comments and requirements associated with this application. The utility upgrading requirements outlined in this report will be a requirement of this development.

1. Domestic Water and Fire Protection

- a) The subject lot is within the Black Mountain Irrigation District (BMID) water supply area. The Developer is required to make satisfactory arrangements with BMID for all water and fire protection-related issues. All charges for service connection(s) and upgrading costs, as well as any costs to decommission existing services, shall be the responsibility of the Developer.

2. Sanitary Sewer

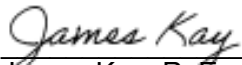
Our records indicate that this property is currently serviced with a 100mm-diameter sanitary sewer service. The service will be adequate for this application.

3. Development Permit and Site Related Issues

Direct the roof drains onto splash pads.

4. Electric Power and Telecommunication Services

It is the applicant's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for service upgrades to these services which would be at the applicant's cost.


James Kay, P. Eng.
Development Engineering Manager

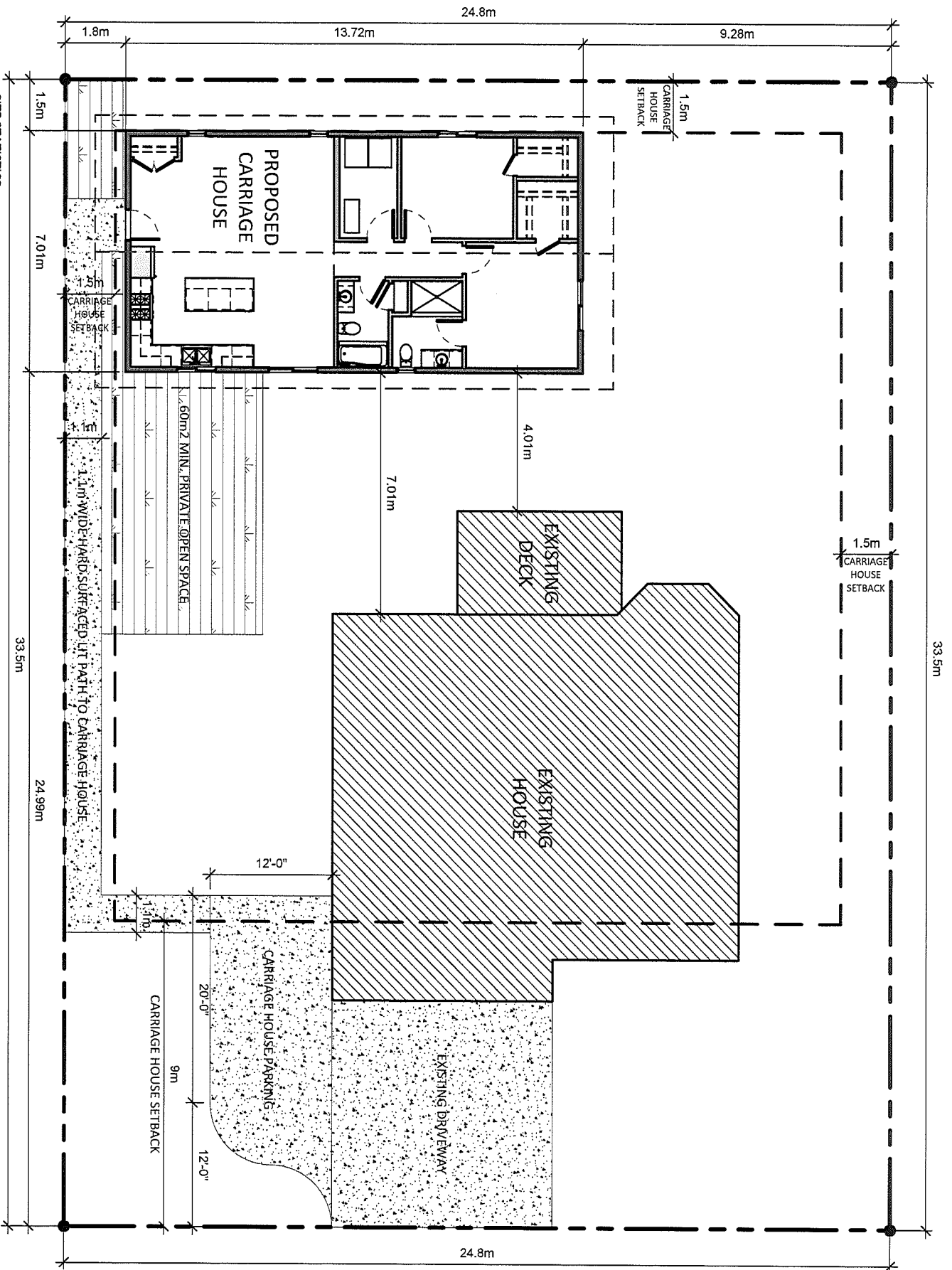
SCHEDULE		A
This forms part of application # Z20-0036		
Planner Initials	AT	 City of Kelowna <small>COMMUNITY PLANNING</small>

JKH

LEGAL DESCRIPTION:
 694 MAYFAIR CRT.
 KELOWNA, BC
 LOT 16, PLAN 43720 ODYD

SITE PLAN

SCALE: 1:150



SITE STATISTICS

CURRENT ZONING: RU1 - LARGE LOT HOUSING
 PROPOSED ZONING: RU1C - LARGE LOT HOUSING WITH CARRIAGE HOUSE

- TOTAL LOT AREA = 831m²
- 40% MAX. SITE COVERAGE = 332.4m²
- SITE COVERAGE AS PROPOSED = 229.3m²
- 50% MAX. SITE COVERAGE WITH DRIVEWAYS = 415.5m²
- SITE COVERAGE WITH DRIVEWAYS PROPOSED = 302.6m²
- MAX. NET FLOOR AREA OF CARRIAGE HOUSE = 100m²
- PROPOSED CARRIAGE HOUSE NET FLOOR AREA = 90m²
- MAX. LOT COVERAGE FOR ACCESSORY BUILDINGS 20% = 168m²
- PROPOSED LOT COVERAGE FOR ACCESSORY BUILDINGS = 96m²
- PRINCIPAL DWELLING HABITABLE FLOOR AREA: 208m²
- 75% ALLOWABLE CARRIAGE HOUSE FLOOR AREA = 156m²
- PROPOSED CARRIAGE HOUSE FLOOR AREA = 43% OF PRINCIPAL DWELLING

REQUIRED:

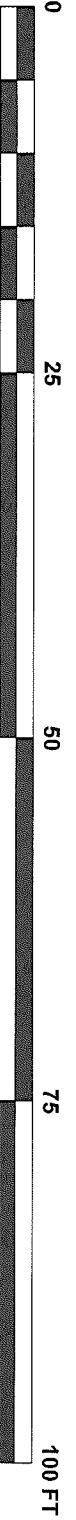
- MAX. HEIGHT: 4.8m
- FRONT YARD SETBACK: 9.0m
- SIDE YARD SETBACK: 1.5m
- REAR YARD SETBACK: 1.5m
- DISTANCE FROM PRINCIPAL BUILDING: 3.0m

PROPOSED:

- 4.31m
- 24.99m
- 1.80m/9.28m
- 1.50m
- 7.01m

GENERAL NOTES:

- ALL WORK SHALL CONFORM TO THE STANDARDS OF THE N.B.C. OF CANADA 2010, THE B.C. BUILDING CODE 2012 AND ALL LOCAL CODES, BYLAWS AND AMENDMENTS
- ALL WORK SHALL BE OF GOOD BUILDING PRACTICE
- ALL BUILDING MATERIALS TO BE OF GOOD QUALITY
- DIMENSIONS TAKE PRECEDENCE OVER SCALED DRAWINGS
- RK STUDIO IS NOT RESPONSIBLE FOR ANY ERRORS AND OMISSIONS THAT MAY ALTER THE OVERALL CONSTRUCTION
- PLEASE REPORT ANY DISCREPANCIES IN THESE DRAWINGS TO RK STUDIO
- ALL TRADES SHALL CONFIRM ALL DIMENSIONS ON SITE PRIOR TO STARTING WORK
- EXTERIOR DIMENSIONS TAKEN FROM OUTSIDE FACE OF STUD AND EXTERIOR FACE OF CONCRETE (U.N.O.)
- INTERIOR DIMENSIONS TAKEN FROM CENTER LINE OF STUD (U.N.O.)
- FOUNDATION WALLS AND FOOTINGS TO BE CONFIRMED BY P.ENG.



ATTACHMENT B

This forms part of application # **Z20-0036**

Planner Initials **AT**

City of Kelowna
 COMMUNITY PLANNING



SHEET TITLE: SITE PLAN		PROJECT NAME: 694 MAYFAIR CRT CARRIAGE HOUSE	
SCALE: 1:150	DATE: YYYY-MM-DD 2019-03-27	ISSUED FOR: WORKING DRAWINGS	DRAWN BY: RK
LEGAL DESCRIPTION: LOT 16, PLAN 43720 ODYD		NOTES:	

RK | STUDIO

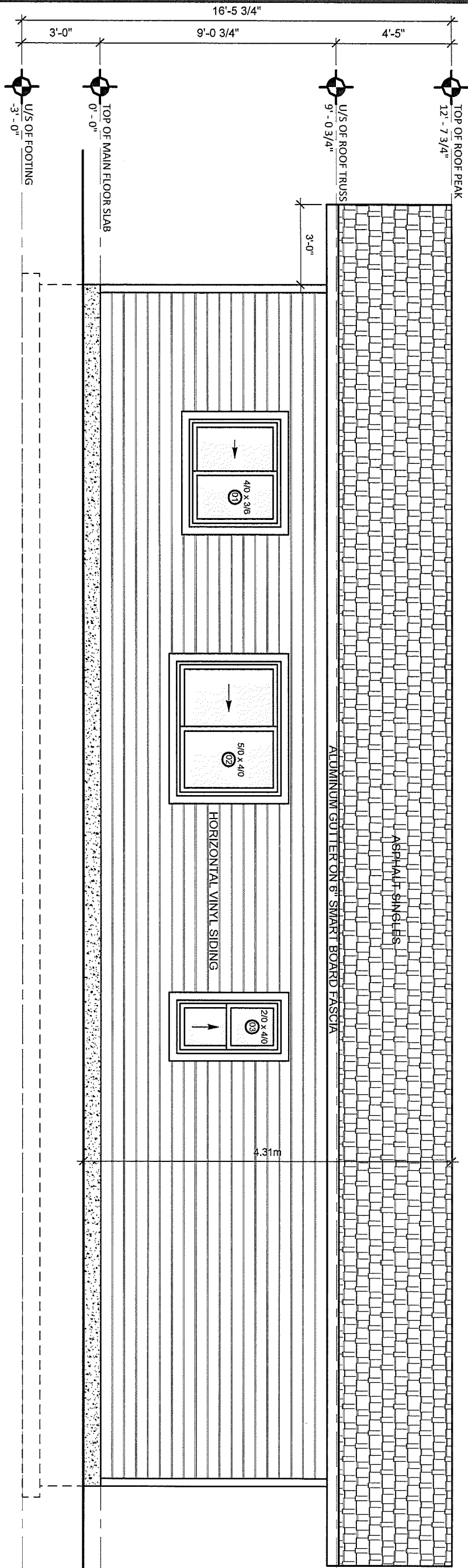
RESIDENTIAL DESIGN AND DRAFTING

1760 KLOPPENBURG RD. KELOWNA, BC V1P 1G2
 (250)-317-6875 ryan.rkstudio@gmail.com

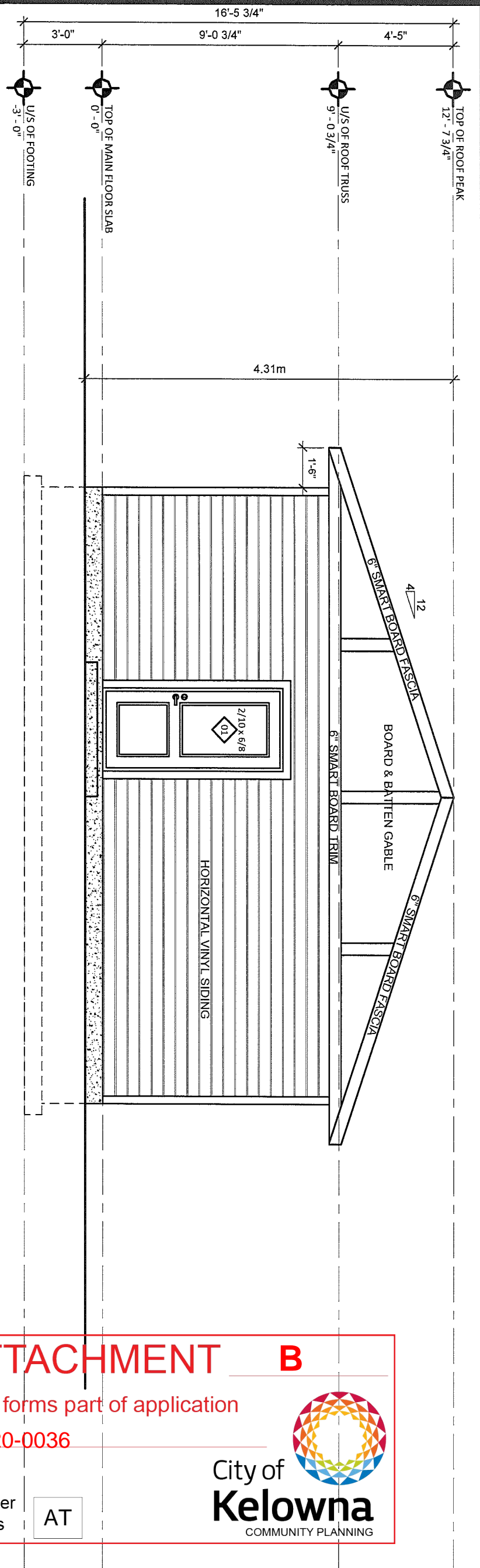
THESE DRAWINGS ARE THE EXCLUSIVE PROPERTY OF RK STUDIO AND ARE NOT TO BE REPRODUCED OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF RK STUDIO

NOTE: PLEASE DETERMINE MAIN FLOOR ELEVATION ON SITE

2 EAST ELEVATION
SCALE: 1/4" = 1'-0"



1 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



ATTACHMENT B

This forms part of application
Z20-0036

Planner Initials

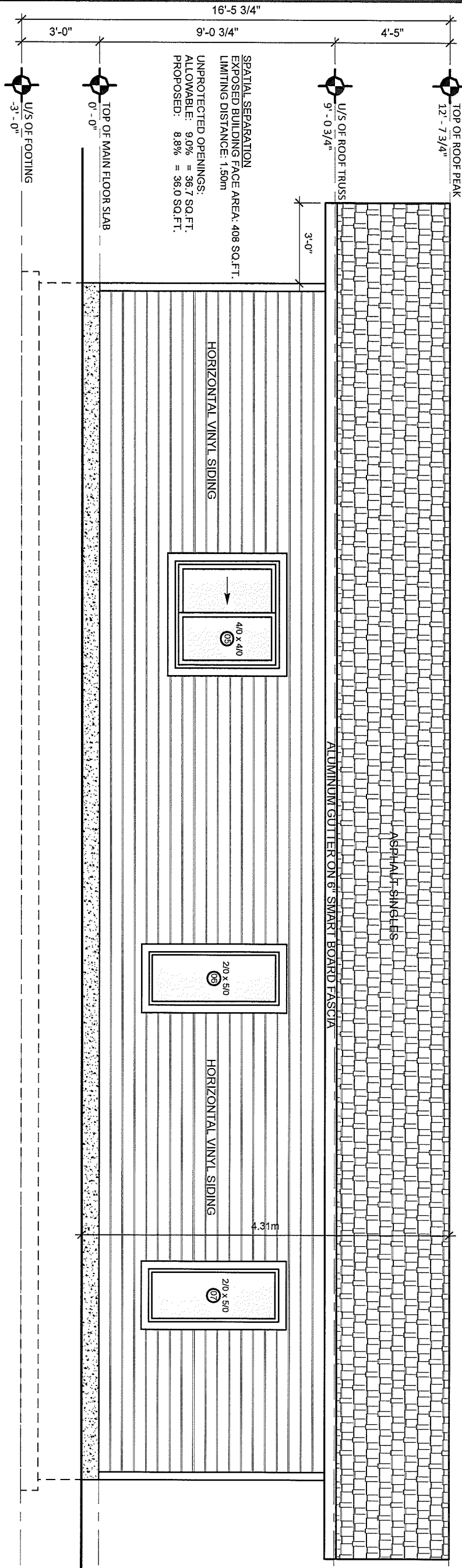


City of
Kelowna
COMMUNITY PLANNING

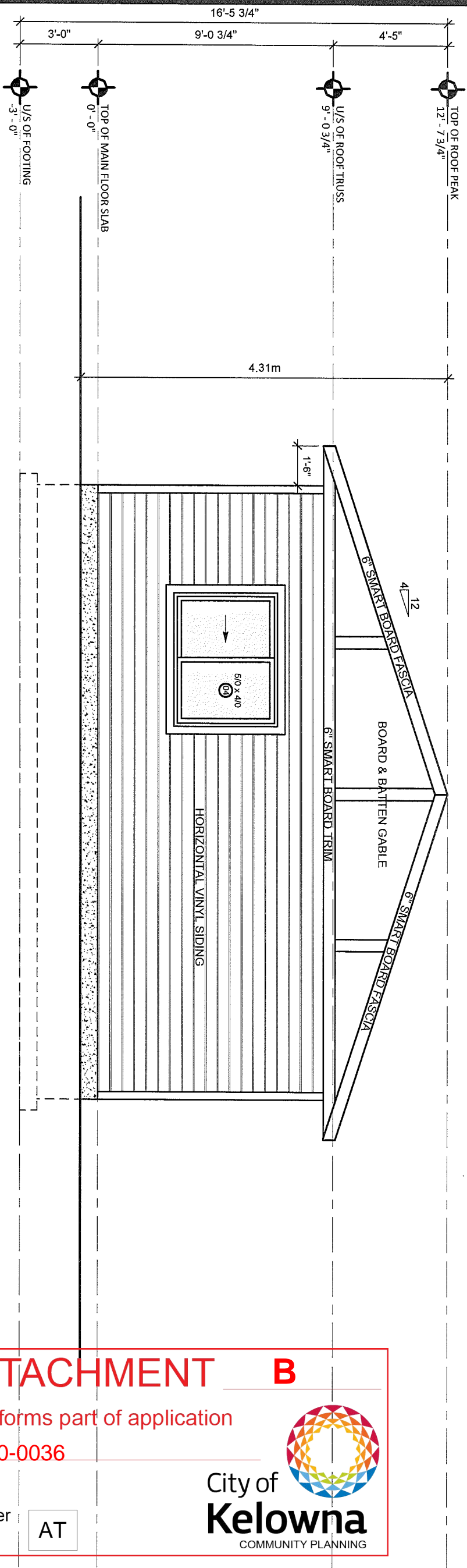
5	SHEET TITLE: ELEVATIONS			PROJECT NAME: 694 MAYFAIR CRT CARRIAGE HOUSE
	SCALE: 1/4" = 1'-0"	DATE: YYYY-MM-DD 2019-03-27	ISSUED FOR: WORKING DRAWINGS	DRAWN BY: RK
	LEGAL DESCRIPTION: LOT 16, PLAN 43720 ODYD			NOTES:
	RK STUDIO RESIDENTIAL DESIGN AND DRAFTING 1760 KLOPPENBURG RD. KELOWNA, BC V1P 1G2 (250)-317-6875 ryan.rkstudio@gmail.com			

THESE DRAWINGS ARE THE EXCLUSIVE PROPERTY OF RK STUDIO AND ARE NOT TO BE REPRODUCED OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF RK STUDIO

NOTE: PLEASE DETERMINE MAIN FLOOR ELEVATION ON SITE



WEST ELEVATION
SCALE: 1/4" = 1'-0"



NORTH ELEVATION
SCALE: 1/4" = 1'-0"

ATTACHMENT B

This forms part of application
Z20-0036

Planner Initials **AT**

City of **Kelowna**
COMMUNITY PLANNING

9	SHEET TITLE: ELEVATIONS		PROJECT NAME: 694 MAYFAIR CRT CARRIAGE HOUSE	
	SCALE: 1/4" = 1'-0"	DATE: YYYY-MM-DD 2019-03-27	ISSUED FOR: WORKING DRAWINGS	DRAWN BY: RK
	LEGAL DESCRIPTION: LOT 16, PLAN 43720 ODYD		NOTES:	

RK | STUDIO

RESIDENTIAL DESIGN AND DRAFTING

1760 KLOPPENBURG RD. KELOWNA, BC V1P 1G2
(250)-317-6875 ryan.rkstudio@gmail.com

THESE DRAWINGS ARE THE EXCLUSIVE PROPERTY OF RK STUDIO AND ARE NOT TO BE REPRODUCED OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF RK STUDIO



Z20-0036 694 Mayfair Court

Rezoning Application



Proposal

- ▶ To rezone the property from the RU₁ – Large Lot Housing zone to the RU_{1c} – Large Lot Housing with Carriage House zone to allow for the development of a carriage house.

Development Process



May 1, 2020

Development Application Submitted

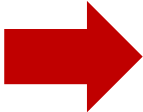


Staff Review & Circulation



June 18, 2020

Public Notification Received



Sept. 14, 2020

Initial Consideration



Public Hearing
Second & Third Readings



Final Reading
DP & Variances

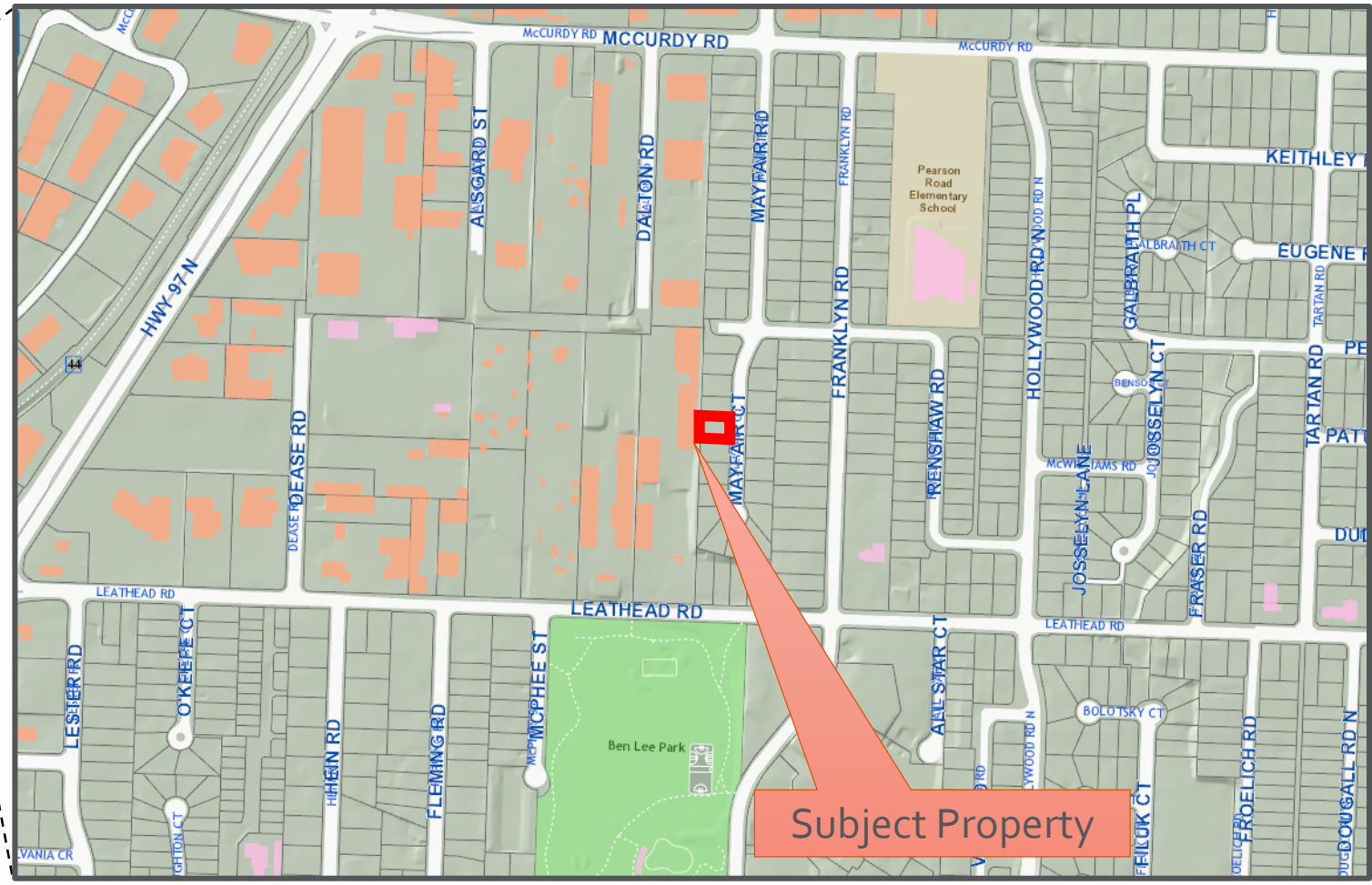
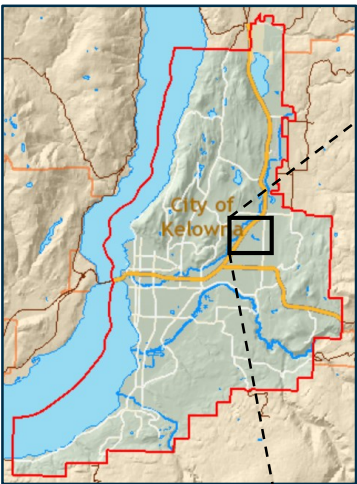


Building Permit

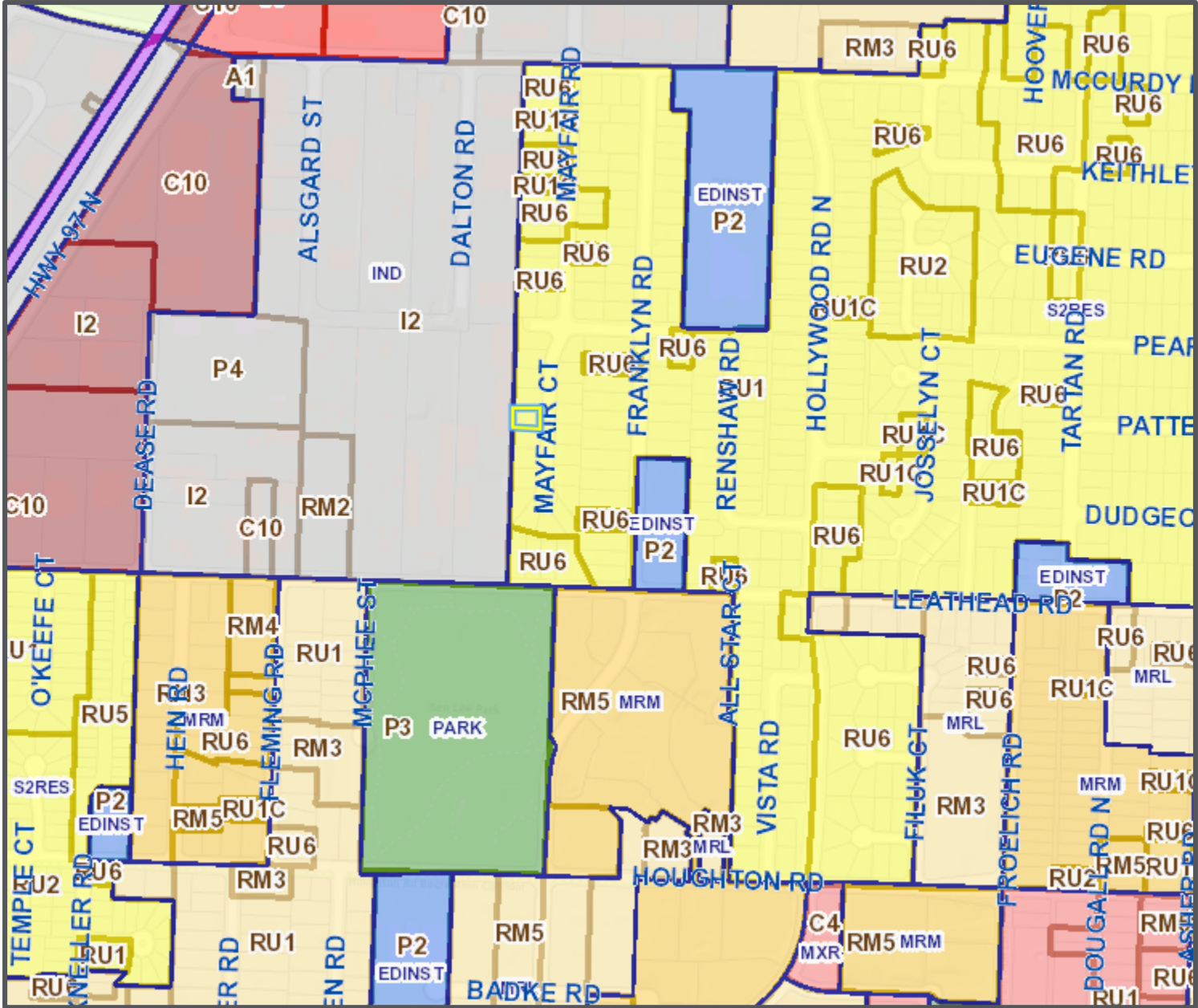


Council Approvals

Context Map



OCP Future Land Use / Zoning



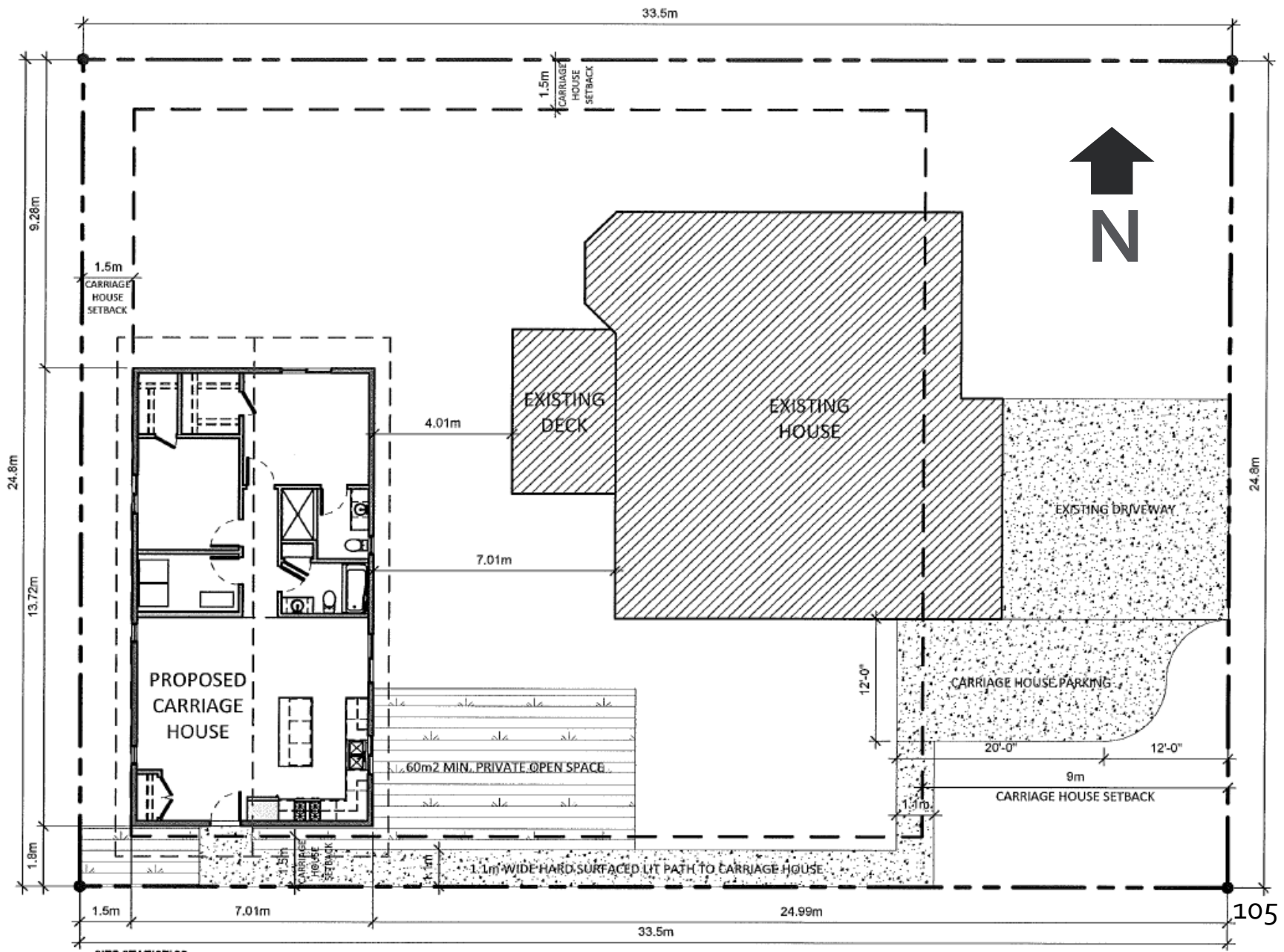
Subject Property Map



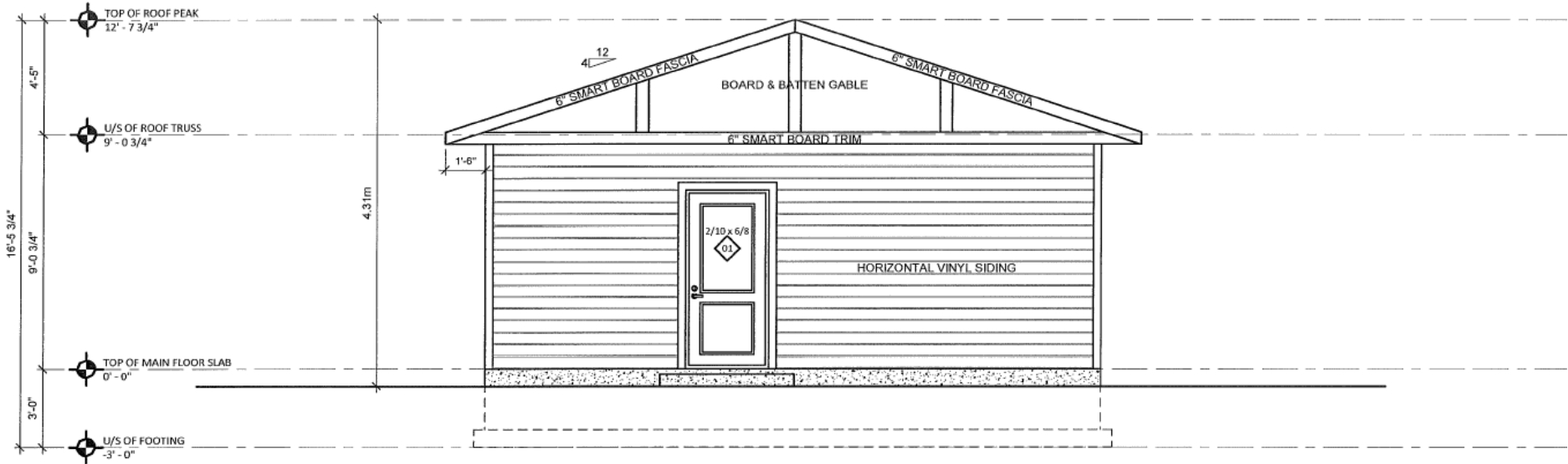
Project/technical details

- ▶ Applicant proposes to rezone the lot to RU1c – Large Lot Housing with Carriage House to allow for the development of a carriage house.
- ▶ The proposed carriage house is 1 storey in height, with 2 bedrooms.
- ▶ Car access for the new carriage house is to be achieved from the front of the lot, as there is no lane.

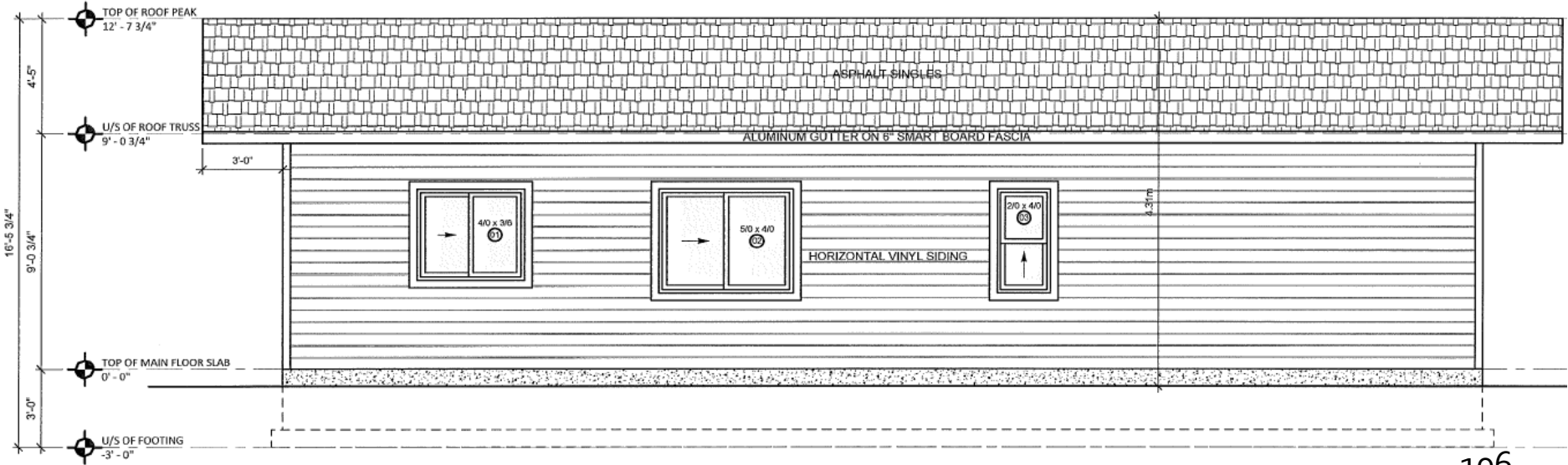
Site Plan



Elevations

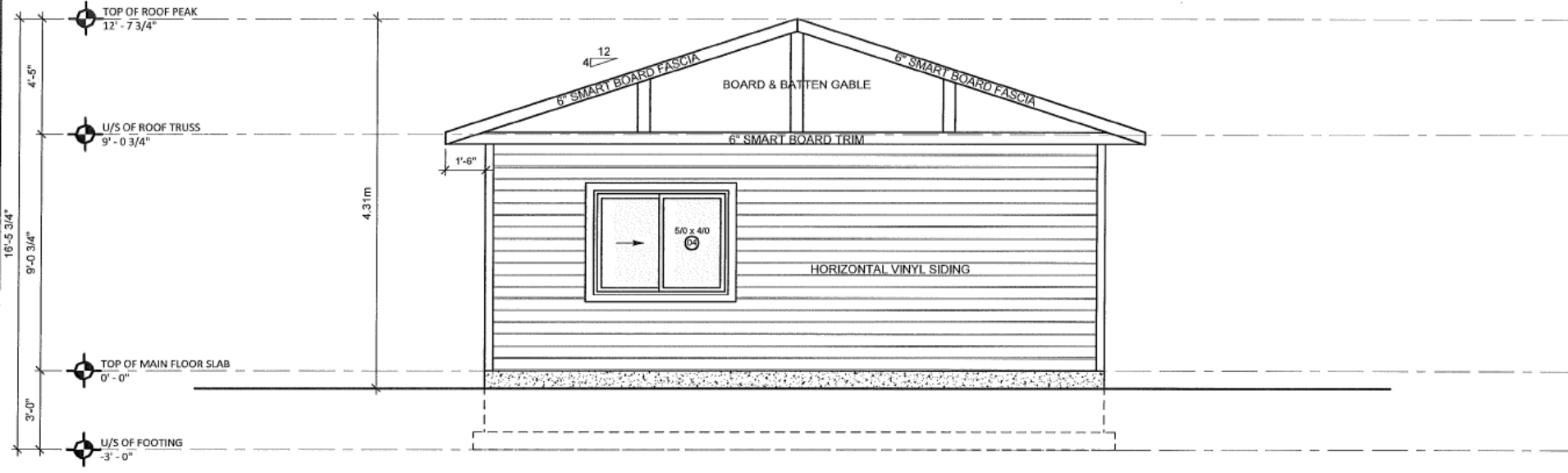


SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

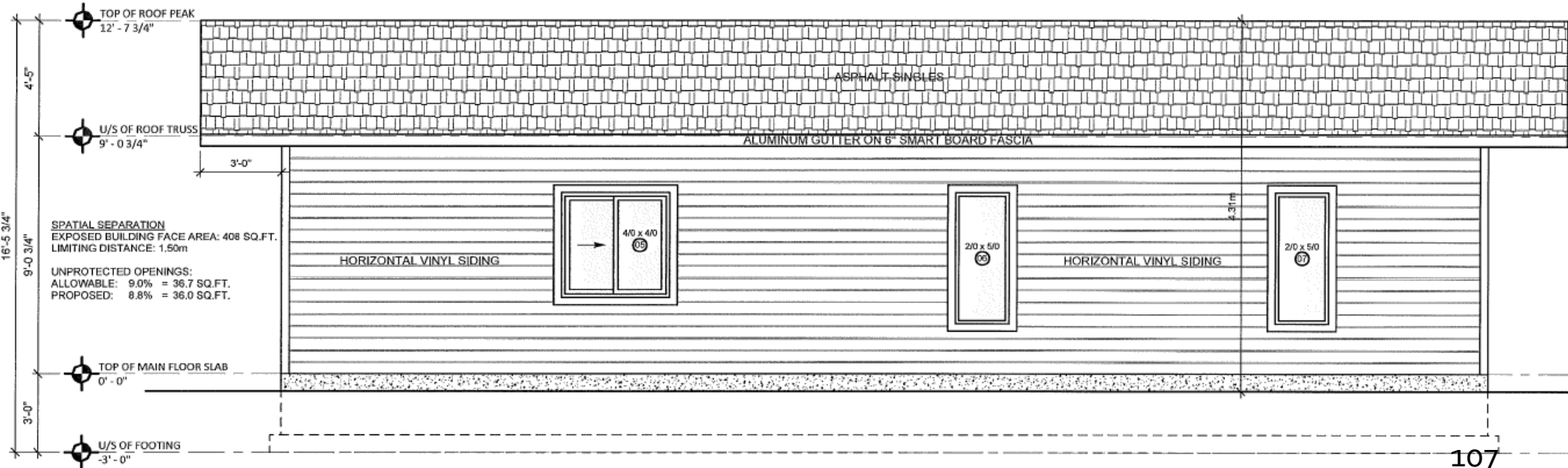


EAST ELEVATION
SCALE: 1/4" = 1'-0"

Elevations



NORTH ELEVATION
SCALE: 1/4" = 1'-0"



WEST ELEVATION
SCALE: 1/4" = 1'-0"

Development Policy

- ▶ In an area of the city with urban services (incl. roads, sewer and water) that are able to accommodate a modest amount of infill, including carriage homes (hence S2RES designation).
 - ▶ Compact urban form
- ▶ Carriage homes are a form of rental housing which is recognized in the Healthy Housing Strategy as being a significant need in the City.
- ▶ Proposed carriage home is an example of sensitive infill.

Staff Recommendation

- ▶ Staff support the proposed RU_{1c} rezoning to allow for the development of a carriage house on the lot.
 - ▶ Compact urban form
 - ▶ Rental housing recognized as a significant need
 - ▶ Sensitive infill



Conclusion of Staff Remarks

CITY OF KELOWNA
BYLAW NO. 12100
Z20-0036 – 694 Mayfair Court

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 16 District Lot 143 ODYD Plan 43720 located at Mayfair Court, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: September 14, 2020
To: Council
From: City Manager
Subject: TA20-0017 – Parking Requirements to reduce the required parking stalls for Child Care Centre, Minor
Department: Development Planning Department

Recommendation:
THAT Zoning Bylaw Text Amendment Application No. TA20-0017 to amend City of Kelowna Zoning Bylaw No. 8000 as indicated in Schedule A and outlined in the Report from the Development Planning Department dated September 14, 2020 be considered by Council;

AND THAT the Zoning Bylaw Text Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND FURTHER THAT final adoption of the Zoning Bylaw Text Amending Bylaw be considered subsequent to the approval of the Ministry of Transportation and Infrastructure.

Purpose:
To amend Zoning Bylaw regulations for required number of parking stalls from 2 stalls to 1 stall for the use of Child Care Centre, Minor.

Background & Discussion:
Child Care Centre, Minor businesses are required to be operated by the principle resident that resides within the home. The current Zoning Bylaw requires 2 parking stalls for this use in addition to the parking requirements of the residential use.

Over the past number of years, several Child Care Centre, Minor business license applications have been submitted only to be rejected because of insufficient parking. This has resulted in dozens of childcare spaces that have not be created within the City. Staff have also received several variance permit applications over the past number of years to reduce the required number of parking stalls that have been approved by Council.

With the proposed text amendment, more residential property owners in single family neighbourhoods will be supported to operate Child Care Centre, Minors. The current requirement of 2 parking stalls is challenging to accommodate on most residential lots, as the principal dwelling parking requirements,

childcare centre requirements, and other zoning regulations make it challenging to comply under the current requirements. Staff believe the requirement of 1 parking stall is sufficient, as provincial regulations, through the *Community Care and Assisted Living Act*, allow no more than 8 children. The care giver's parking stall is provided for on the residential side, allowing the 1 additional parking stall to be used for short durations as children are dropped off and picked up by their parents or caregivers. If an operator chooses to have an additional employee, 1 additional stall will be required. The proposed changes will bring the parking requirements in line with other business uses on residential properties such as Home Base Business, Majors and Bed and Breakfast.

Staff will ensure that a parking management plan be submitted in part with the business licence application. Operators will be responsible for providing a site plan demonstrating how vehicles will maneuver and circulate on and around the site to ensure minimal impact on the neighbourhood.

The inclusion of reduced parking requirements for Child Care Centre, Minor should allow more residential properties to operate small scale childcares with minimal negative impact on the local neighbourhood.

Current Development Policies:

Chapter 8: Economic Development

Objection 8.1 Focus on economic drivers that generate new and sustainable wealth.

Policy .1 Sustainable Prosperity. Assign priority to supporting the retention, enhancement and expansion of existing businesses and post-secondary institutions and the attraction of new businesses and investment identified as bringing sustainable prosperity to Kelowna.

Chapter 10: Social Sustainability

Objective 10.1 Promote social well-being and quality of life by providing facilities and services for all community members

Policy .1 Distribution of Community Resources. Appropriately distribute and locate community resources (such as libraries, parks, meeting places, community policing, recreation services etc.) so that all neighbourhoods have convenient access.

Internal Circulation:

Policy & Planning Department

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Existing Policy:

Submitted by: Jason Issler, Planning Technician II

Approved for inclusion: T. Barton, Development Planning, Department Manager

Attachments:

Schedule 'A': Summary of Changes

Schedule A – Proposed Zoning Bylaw No. 8000 Text Amendment

No.	Section	Current Wording	Proposed	Reason for Change
1.	Section 8 - Parking and Loading, Table 8.3 - Required Off-Street Parking Requirements, Table 8.3.6 Community, Recreational, and Cultural	Child Care Centre, Minor – 2.0 spaces	Child Care Centre, Minor – 1.0 space, plus 1.0 space per employee to a maximum of 2.0 spaces total.	<p>Reduce the parking requirements to help facilitate more Child Care Centre, Minor’s in residential neighborhoods.</p> <p>The proposed change would bring the parking requirements for Child Care Centre, Minor’s in line with parking requirements for Home Based Business, Major’s.</p>

SCHEDULE A

This forms part of application
TA20-0017

Planner
Initials

JI



City of
Kelowna
DEVELOPMENT PLANNING



TA20-0017 Reduce Required Parking for Child Care Centre, Minor

Zoning Bylaw Update

Purpose

- ▶ To amend Zoning Bylaw regulations for required number of parking from 2 stalls to 1 stall for the use of Child Care Centre, Minor.

Objectives

- ▶ The decrease in parking requirements will result in greater supply of daycare spaces without having a negative impact of local neighbourhoods.

Proposed Amendment

Land use / Type of Development	Parking Requirement	
	Minimum	Maximum
Child Care Centre, Minor	1.0 Spaces; 1.0 space per employee	n/a

Supporting Policy

► Kelowna Official Community Plan (OCP)

Chapter 8: Economic Development

Assign priority to supporting the retention, enhancement and expansion of existing businesses and post secondary institutions and the attraction of new businesses and investment identified as bringing sustainable prosperity to Kelowna.

Chapter 10: Social Sustainability

Appropriately distribute and locate community resources (such as libraries, parks, meeting places, community policing, recreation services etc.) so that all neighbourhoods have convenient access.

Staff Recommendation

- ▶ Staff are recommending support for the proposed reduction in parking requirements from 2 stalls down to 1 stall.



Conclusion of Staff Remarks

CITY OF KELOWNA

BYLAW NO. 12101

TA20-0017

Section 8 – Parking and Loading Table 8.3 Required Off- Street Parking Requirements

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT **Section 8 – Parking and Loading, Table 8.3 – Required Off-Street Parking Requirements, Table 8.3.6 Community, Recreational, and Cultural** be amended by:

Deleting the following:

Child Care Centre, Minor	2.0 spaces	n/a
---------------------------------	------------	-----

And replacing it with:

Child Care Centre, Minor	1.0 spaces, plus 1.0 space per employee to a maximum of 2.0 spaces total.	n/a
---------------------------------	---	-----

2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: September 14, 2020
To: Council
From: City Manager
Department: Development Planning Department

Application: Z19-0078 **Owner:** Stober Construction Ltd., Inc.
No. 125611

Address: 3290 & 3340 Lakeshore Rd **Applicant:** Stober Construction Ltd – Bob Dagenais

Subject: Rezoning Application

Existing OCP Designation (3290 Lakeshore Road): MXR – Mixed Use (Residential / Commercial)/PARK – Major Park/Open Space (public)

Existing OCP Designation (3340 Lakeshore Road): MXR – Mixed Use (Residential / Commercial)

Existing Zone: C1 - Local Commercial & C9 – Tourist Commercial

Proposed Zone: C4 – Urban Centre Commercial & P3 – Parks and Open Space

1.0 Recommendation

That Rezoning Application No. Z19-0078 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of:

- Lot 1, District Lot 14, ODYD, Plan EPP77760, located at 3340 Lakeshore Rd, Kelowna, BC from the C1 - Local Commercial & C9 – Tourist Commercial zones to the C4 – Urban Centre Commercial zone, be considered by Council;
- Lot 2, District Lot 14, ODYD, Plan EPP77760, located at 3290 Lakeshore Rd, Kelowna, BC from the C1 - Local Commercial & C9 – Tourist Commercial zones to the P3 – Parks and Open Space zone, be considered by Council.

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Development Planning Department dated June 13th 2019;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered in conjunction with Council's consideration of a Development Permit and a Development Variance Permit for the subject property.

2.0 Purpose

To consider a Rezoning application to rezone 3340 Lakeshore Road from the C1 & C9 zones to the C4 zone and 3290 Lakeshore Rd from the C1 & C9 zones to the P3 zone to facilitate a mixed use development.

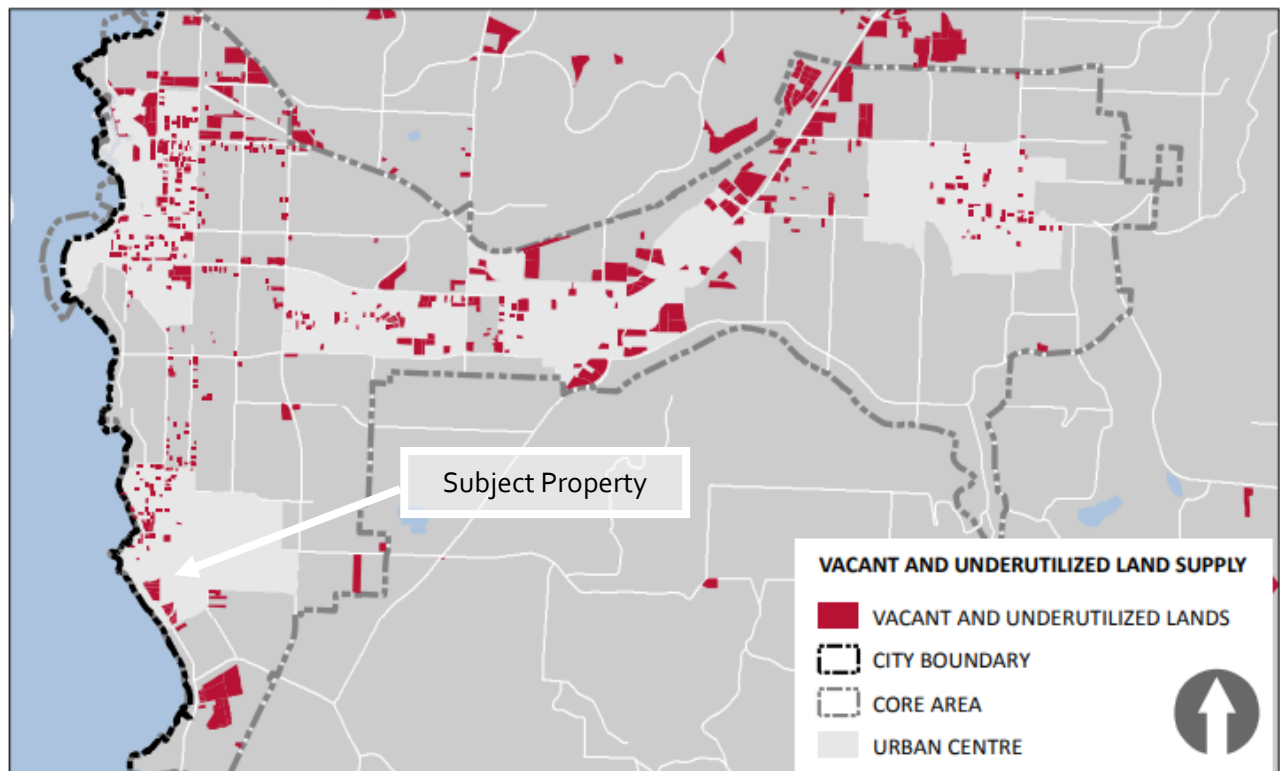
3.0 Development Planning

The subject property is located within the South Pandosy Urban Centre. It is near to services, employment, and nearby amenities including parks, restaurants, and shops. The property is also close to both an Active Transportation corridor and bus routes providing good connectivity to various core destinations without the need for automobile use.

The rezoning application proposes to accommodate a mix of commercial and residential land uses on the subject properties. Based on extensive community consultation, the developer has provided preliminary drawings (attached to this report). Should the land use be supported by Council, Staff will bring forth a Council report for the Development Permit and Development Variance Permit detailing the form & character and variance analysis.

The application is a rezoning to the C4 – Urban Centre Commercial & P3 – Parks and Open Space zones in order to allow a mix of commercial and residential land uses. The zone and the proposed land uses are consistent with the Official Community Plan future land use designation of MXR – Mixed Use (Residential / Commercial). This site was identified in the City of Kelowna’s Urban Centre Roadmap as one of the vacant and / or underutilized parcels of land. Based on a technical analysis of the vacant and underutilized parcels, there is significant capacity to support up to 11,000 dwelling units and 6,500 jobs in the Urban Core.

Development Potential



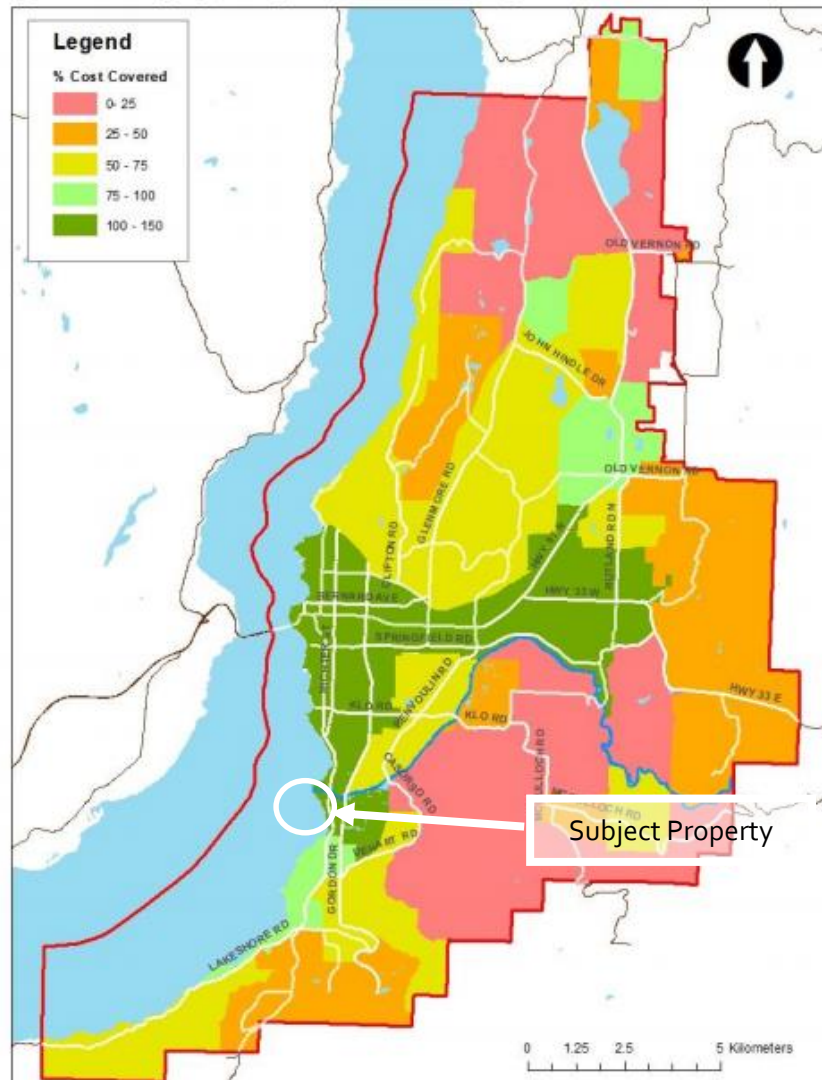
Map of vacant and underutilized parcels in the city's Urban Core and five urban centres

The Urban Centre Roadmap identifies this parcel as a Type 3 Game-Changer Project which has the potential to undergo redevelopment with the greatest opportunity to accelerate Urban Centre revitalization objectives. Some key priorities for Developing in the South Pandosy Urban Centre identified in the Urban Centre Roadmap are:

- Increase residential density of the area and ensure a range of housing types and tenures are available.
- Locate density in areas closest to frequent transit service.
- Connect site to surrounding neighbourhood, through new streets connections as well as pedestrian and cycling routes.
- Introduce additional public or green space alongside residential and commercial density.

Utilizing the ModelCity Infrastructure (MCI) tool can aid in development approval decisions by providing insights into the long-term infrastructure implications of development once the City inherits various infrastructure systems. Two factors appear to drive cost: proximity to the city's Core Area, and residential density of a neighbourhood. That is to say, the more central a development is and the denser a development is, the better it performs from a financial sustainability perspective. Figure 1 shows the per cent of long-term costs covered by each neighbourhood.

Figure 1: Per cent of long-term infrastructure costs covered by revenue



The subject property is within Core Area (shaded green) representing 100-150 percent of long-term infrastructure costs covered by revenue. Overall, Staff are recommending support for the proposed rezoning as the C4 zone is consistent with objectives of the Official Community Plan, the Urban Centre roadmap, and is optimal for significant density according to the ModelCity Infrastructure tool.

4.0 Proposal

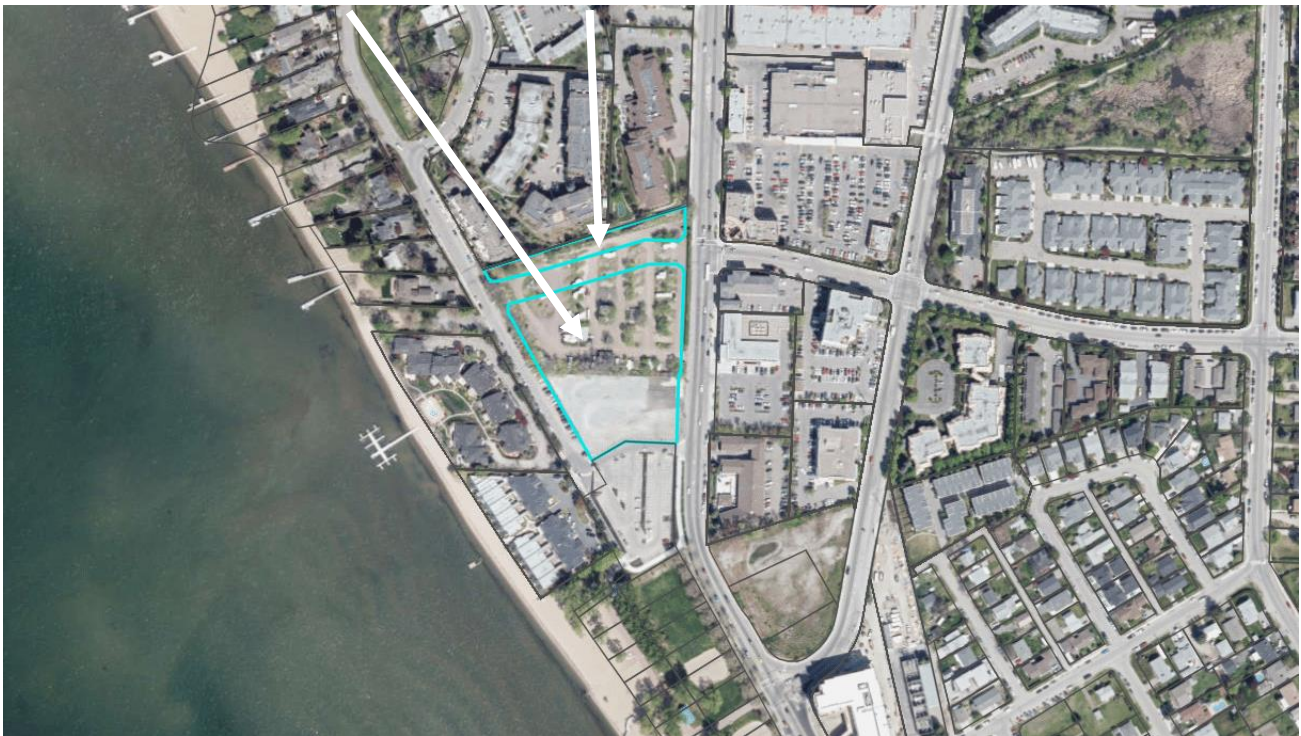
4.1 Project Description

The developer has been engaging in multiple design revision on this site and has performed multiple and extensive public consultation engagements (attached to this report). Based on extensive community consultation, the developer has provided preliminary drawings. Should the land use be supported by Council, Staff will bring forth a Council report for the Development Permit and Development Variance Permit detailing the form and character conformance to the design guidelines with analysis of any proposed variances. Further, Staff have been in negotiation with the developer on significant alternative transportation improvements and will be outlined within the Council report on the variances.

4.2 Site Context

The subject property is located within the South Pandosy Urban Centre. The surrounding area is mixed between apartment buildings, townhouses, commercial developments, and Boyce-Gyro Park.

Subject Property Map: 3340 Lakeshore Rd & 3290 Lakeshore Rd



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

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

Complete Communities. Support the development of complete communities with a minimum intensity of approximately 35-40 people and/or jobs per hectare to support basic transit service – a bus every 30 minutes. (approx. 114 people / hectare proposed).

Compact Urban Form. Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Objective 5.10. Ensure opportunities are available for greater use of active transportation and transit to: improve community health; reduce greenhouse gas emissions; and increase resilience in the face of higher energy prices.

Objective 5.11. Support parking management programs that promote reduced vehicle ownerships, reduced vehicle trips and increased use of active modes of transportation.

Objective 5.18. Ensure efficient land use.

Objective 5.19. Ensure development is compatible with surrounding land uses.

6.o Application Chronology

Date of Application Received: June 12, 2019
Date Public Consultation Completed: August 17, 2020

Report prepared by: Adam Cseke, Planning Specialist

Reviewed by: Dean Strachan, Community Planning & Development Manager

Approved by: Ryan Smith, Divisional Director, Planning and Development Services

Attachments:

Schedule A: Development Engineering Memorandum June 13th 2019

Attachment 'A': Community Consultation Report

Attachment 'B': Conceptual Drawing Package

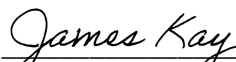
CITY OF KELOWNA
MEMORANDUM

Date: June 13, 2019
File No.: Z19-0078
To: Community Planning (AC)
From: Development Engineering Manager (JK)
Subject: 3340 Lakeshore Road C9 & C1 to C4

The Development Engineering Department has the following comments and requirements associated with this rezoning application. The road and utility upgrading requirements outlined in this report will be a requirement of this development. The Development Engineering Technologist for this project is Jason Angus.

1. General

- (a) All the offsite infrastructure and services upgrades are addressed in the Development Engineering Report under the subdivision application file number S17-0011.
- (b) The proposed Development triggers a traffic impact assessment. The applicant's transportation engineer shall contact the City's Transportation & Mobility group who will determine the terms of reference for the study. Recommendations from the Traffic Impact Analysis (TIA) will become requirements of rezoning.


James Kay P. Eng.
Development Engineering Manager

JA

SCHEDULE	A
This forms part of application # Z19-0078	
Planner Initials	AC
 City of Kelowna DEVELOPMENT PLANNING	



STOBER GROUP

Community Consultation Report

ATTACHMENT A

This forms part of application
Z19-0078

Planner
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City of
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Cover Letter

August 17, 2020

City of Kelowna Planning Department
Mr. Adam Cseke
1485 Water Street
Kelowna, B.C.



**Re: Neighbourhood Consultation Report – REZONING APPLICATION #Z19-0078
3340 Lakeshore Road, Kelowna, B.C.**

This letter report summarizes Stober Group’s neighbourhood consultation activities in support of the Rezoning Application #Z19-0078 for 3340 Lakeshore Road (Willow Creek Campground).

Background

In June, 2019 Stober Group (in association with then-partner District Group) submitted a rezoning application for the 4.4 acre site in the Gyro Beach/South Pandosy neighbourhood. A public information meeting (open house) was also held at Okanagan College to present the application materials to the community. Approximately 40 people attended that meeting and two formal letters of opposition were submitted to the City of Kelowna (from the owners at Shoreline Estates and the owners of the Palisades Apartment complex). The community/neighbourhood feedback indicated enough concern about the form of the proposed project to warrant additional consultation and the development of an updated design.

Additional Consultation & Application Updates:

Over the winter 2019/2020, Stober Group initiated one-on-one and small group meetings with neighbours and other community interests to develop a better understanding of community perspectives. The following is a list of the people that the design team made contact with as part of this outreach:

NAME	PROPERTY
Ron Allen, Eric Miller, Steve Mackay, Bill Ferguson	Watt Road Residents
Greg Salloum	Owner, 3339 Lakeshore Road (Mission Suites)
Evans Premachuk	Owner, 3327 Lakeshore Road (Shoppers Drug Mart)
Tom Dyas, Dwayne Bentley	Owners 3293-3295 Lakeshore Road
Greg Kornell	Owner, 3200 Lakeshore Road (Lakeshore Residences Retirement Living)
Andrew Gaucher	Owner, 3175,3195,3275 Lakeshore Road (Save on Foods Retail Complex)
Bob Callahan	Owner, 3155 Lakeshore Road (Urban Fare Retail Complex)
Martin Russell, Dwight Farris	Owners 3320 Richter (Top floor strata owners)
KLONA Executive (including Paul Clark, Larry Kelly, Robert Stupka, Michael Neale, Richard Drinnan and others)	Various addresses - Neighbourhood Association Executive
Greg Appelt, Justin Bierwirth, Rise Developments	Owner, 3477-3499 Lakeshore (The Shore)

Jason Turcotte, Cressey	Owner, 3377, 3409, 3421 Lakeshore/Richter
Dennis & Terry Crowe	Interested area residents
Palisades Rental Apartments	No response to meeting request
Other attendees of June, 2019 Open House	No response to meeting request
Pandosy Village Business Association	No response to meeting request

The following key points of input were received from the community through this more intensive consultation process:

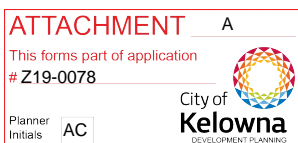
- The plan presented last year (June, 2019) was a surprise to the neighbourhood. The project was too dense and too big and did not adequately consider the potential neighbourhood impact.
- The original presentation lacked enough detail to fully understand what was being proposed.
- The ‘streetscape’ and public realm should be critical elements of the design and need to be generous, welcoming and an enhancement for the whole neighbourhood.
- Building height and density should be oriented towards Lakeshore Road.
- Parking is an issue, especially in the summer months. There must be enough parking to adequately accommodate residential commercial, retail and visitor users.
- Traffic is an important consideration and traffic movements need to respect the capacity limits of Lakeshore Road and the surrounding roads.
- The design must fit with and complement the character of the neighbourhood.
- Building scale at the street is very important. A ‘street wall’ type of building along Lakeshore is not desirable.
- Kelowna residents (not vacationers) should have the first opportunity to purchase units and to ‘live, work and play’ in this neighbourhood.

Project Design Updates & Community Feedback via ‘Virtual Open House’:

The current design, which is the subject of the Rezoning Application update submitted by Stober Group to the City of Kelowna on August 7, 2020, was developed in direct response to the input received through the June, 2019 open house and the subsequent face-to-face neighbourhood/community meetings described above.

The Stober team planned to present the updated design to the community in the context of a second public information meeting/open house to be held in the Spring of 2020 but due to Covid-19 restrictions on public gatherings, the decision was made to instead create a ‘**Virtual Open House**’ (‘VOH’). The VOH is an online platform, designed to provide the community with the information that would normally be presented at an in-person public information meeting/open house and in this case focused on the plan updates that were undertaken in direct response to the input that the design team received during the Summer of 2019 and through the winter 2019 and 2020.

Living at www.3340Lakeshore.ca, the VOH required participants to view a full video presentation on the updated design before providing feedback on the proposal. Upon submitting feedback (including answering ‘yes’ or ‘no’ to the question ‘Do you like what you see so far?’ and with the option to provide additional written comments), participants also have access to the website where they can view all of the necessary background information to the application, including an FAQ page.



Notification, including information on how to view the VOH and provide feedback, was facilitated through the following channels:

- Updated onsite signage provided the online address for the ‘virtual open house’: www.3340Lakeshore.ca;
- The placement of print media ads in The Daily Courier;
- The placement of online advertising through Facebook, Instagram, Simplifi.fi, Google Ads, KelownaNow, LinkedIn, Castanet & The Daily Courier;
- A press release was distributed to local media and press coverage appeared on the following platforms: KelownaNow, Castanet, Okanagan Edge, Capital News, Daily Courier, Meiklejohn Architects blog page;
- Delivery of email notification to each stakeholder that had previously provided input; and
- ‘Post card’ drop to Lakeshore businesses – Collett through Raymer (recipient list attached).

This notification process ran from June 29th through July 21st, 2020. Copies of the notification materials and media coverage are included in the attachments to this report.

Virtual Open House Results and Participant Feedback:

The Virtual Open House’ achieved a level of participation that was well beyond what would normally be seen in comparable public engagement initiatives – a tremendous and positive community response.

<i>Campaign Commencement:</i>	<i>June 28, 2020</i>
<i>Number of VOH Site Visits:</i>	<i>11,885 users (to August 14th)</i>
<i>Number of Website Page Views:</i>	<i>19,803 pages (to August 14th)</i>
<i>Campaign Finish:</i>	<i>Ongoing (advertising program now complete)</i>
<i>Total Responses Submitted to July 21th:</i>	<i>1,005</i>
<i>% City of Kelowna Residents:</i>	<i>88% (884)</i>
<i>% Favorable Responses*:</i>	<i>81% (814)</i>

* ***Favorable Responses*** refers to those who answered ‘yes’ to the question ‘Do you like what you see so far?’ posed on the feedback page. The opportunity to provide an answer to this question was provided only once a visitor had viewed the video presentation.

Written feedback was extensive and a ‘verbatim’ copy of this feedback is attached to this report.

Responding to Community Feedback:

The opportunity to respond en masse to the comments and input received via the Virtual Open House is limited by privacy laws. However, the design team is responding to emails that are received directly from community members (the opportunity to email the design team directly was provided as part of the **Virtual Open House** response page).

For online users, a new section has also been added to the www.3340Lakeshore.ca site that provides updates and answers to the most frequently raised points (see: provide link to updates section). This section will be updated regularly as the application advances.

Conclusion:

Between the original submission date of the application in June of 2019 and the date of this report, the Stober Group team has undertaken to meet and exceed its obligations to conduct neighbourhood and community consultation, as required by the City of Kelowna. Since the original plan was submitted both through in-person and the virtual interface, Stober has had the opportunity to connect with well over 1,000 community members on the proposed land use and key design elements of the application. The feedback to date indicates that the community in general is feeling 'heard' and the results reflect a strong, positive expression for the 3340 Lakeshore plan and its continued evolution in direct response to community input. The design team is sensitive to the concerns that have been expressed and will continue to respond to the concerns that are raised.

In advance of Council consideration of the rezoning application, we believe that the required public consultation objectives have been achieved.

Please do not hesitate to contact the undersigned with any questions you may have.

Best regards,

Mary Lapointe
Community Relations Coordinator

Attachments:

- Copies of notification materials, press coverage for VOH
- Verbatim copy of participant written feedback

cc. Mr. Bob Dagenais, Stober Group



Comments

“Do you like what you see so far?”



yes	I like how the buildings slope into the waterfront is very attractive. Better than simple square box towers. It will actually compliment the Aqua development if it ever gets off the ground along with some of the other proposals we have seen along Lakeshore. Area residents will always have an issue with height with the fallback line of "it blocks the view". From what? Unless they are living in a 4 storey building that can have views over the treetops, there is no view to begin with. Still, building height should remain low, 15/16 stories or less. I have also heard of the concern regarding lack of parking for Gyro beach as it currently stands. That is a city issue, not yours to deal with. The storefront possibilities can only increase services and appeal for the entire neighbourhood. Good job.
yes	housing opportunity for a variety of income levels
yes	Very interesting way to create housing in a prime location with a sense of “place”
no	kelowna is to big for present road system now.
yes	Big project but it has style not just another high rise ,
yes	Great presentation of an opportunity for Kelowna.
yes	Love the idea of having a shopping and residential area. Would be nice if these apartments could be zoned for short term rentals.
yes	Particularly interested in the Fascieux Creek daylighting
yes	It looks like an appealing group of structures near the beach that should attract a lot of interest from people. I have no idea what the neighbourhood animals will think.
yes	Great job Jim Meiklejohn. Beautiful, functional, and respectful of the neighborhood.
yes	Thank you for the opportunity to review this development. Fantastic job in working with the community and bringing these change forward. The design is fresh, modern and breezy; it is a great transition and tie in to the surrounding neighbourhoods. Lookign forward to seeing this building come to fruition.
yes	What a beautiful addition to this area. LOVE the design and the terraced element, this will keep a very 'low-rise' visual profile to these mid-rise towers.
yes	I like the layout out and would be a great addition. The only problem is the presentation mentions moving traffic through the area but nothing about public parking. As a regular visitor to Gyro Beach, parking is an issue now and will be increased when this project is built.
no	Much too dense for that area. Absolutely not, I will vigorously oppose it and live in the area.
no	Dislike the height. High rise buildings shouldn't be spreading out of the downtown area and definitely shouldn't be so close to the lake and park. Lakeshore Rd is two lanes and already cannot support the current amount of traffic. In my opinion it just doesn't fit The Mission area.
no	too high buildings, do not see any green space except for a few trees and bushes. No place for any family to enjoy the outside unless you sit on wood benches atop concrete. Highrises are destroying the essence of our once beautiful city. Bring back green grass for all to enjoy. This plan totally blocks rest of mission area from any sort of view.
yes	Thoughtful design. Looking good. Would commercial strata units be for sale?
yes	Looks great

yes	Seems like a great addition to the neighborhood, one thing that comes to mind is the price point for local buyers, it would be fantastic to make it affordable for our local homeowners to buy into this development. (downsize)
yes	I like the thought that seems to have gone into the project and as a resident particularly appreciate the idea of catering the residential spaces for owners vs renters
yes	Looks great. Hope there won't be short term rentals here with the shore development having so many. Would also like to see lots of one bedroom affordable units here.
yes	Good integration linking community to beach and walking or cycling. Good mix of cafes and housing.
yes	Will there be units available to purchase in the tower aspect of the building? or is it the ground level townhome only?
no	I don't dislike it, i just had to say NO because there was no mention of parking re residents and/or shoppers. You can't rely on the gravel lot in the summer as it is packed with beachgoers.
yes	Beautiful building and I love the architectural thought and massing. I hope it goes through
yes	As long as there is no holiday rentals, keeping the environment calm (as it is now) and not turning it into a loud, party mentality in the summer. Gyro is already packed in the summer, and parking is a nightmare, so the fact that parking for the residents of this building is ON the property, thus not adding to the chaos of the summer crowds, is awesome.
yes	I like the levels as illustrated. I am a photographer and I think there would be opportunities for good architectural photos, and minimalist type abstracts. I also think it would be a good area for such a revitalization.
no	Firstly, advise how long the presentation will be. Secondly, there should be an overview outline showing exactly an overlay of the total project on the location. Thirdly there should be overview outline showing the building location prior to putting the building in the 3-D aspect. When I can't see these relationships, it wastes my time, consequently I won't have time to be positive about this development. Everything else is "sales" talk. This is not being built for my benefit, it is being built so the developer can make lots of money. Other than that this is a very well done conceptual view. Good resolution.
no	The traffic and density is ridiculous for an already overpopulated area of the city. You make it sound like it is for the good of the public. Be honest, it is proposed for the good of Stober Co. No infrastructure exists to handle this.
yes	Pleasing to the eye, it combines beauty with functionality, I love it.
no	When do realize that that the city is becoming a jungle you are taking away any beach and parkland away from the people. This city is becoming over populated with only one way into the city and One way out. To bad this City Mayor and council are not thinking about what they are doing to the community of Kelowna.
no	I think this is another attempt by greedy Stober to displace poor people and small businesses to make a fast buck.
yes	As always in Kelowna, there does not seem to be adequate parking for residents and/or visitors who would commute to and from the area. Council, and the mayor always miss on this point. There is no reference whatsoever as to how the developer would contribute to a transit system. If there are roads, there will be people using cars. Develop an alternate transit system and have the developer commit financially to the project. Kelowna always tries to figure it out

ATTACHMENT A
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Z19-0078

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	after-the-fact. Incorporate it into the fabric of the project at the outset!
yes	I appreciate the attention to detail, especially the ability to walk and engage with others in an urban setting. I do have a concern of high rise building so close to the lake shore. We run the risk of creating dark "tunnels" of moving cars similar to what you find in large cities. Let's not lose what makes Kelowna such a beautiful city, vistas of the lake and mountains. I feel that the high rises should perhaps have fewer floors, say 8 to 10 maximum. Having said that your plan is beautiful.
yes	Impressive design - I like that the height has been brought down to 14 stories and mass pushed to Lakeshore. I think the example of Shores is proving that the streetscape can be positively animated with retail. I'm curious about the parking. The video didn't go into detail. Over 300 residences means over 300 cars - where are they parking. I would like to see if this can be designed with less than 1:1 parking.
no	There is already too much concrete and steel along Lakeshore which is ruining it. This is a huge chunk of land with lakefront. Why not make use of more colour and boardwalk idea. It would be a great location for our needed farmers market which people could walk and cycle to. We are losing local gathering spaces to expensive micro breweries, chain coffee shops and cactus club type places that are for tourists and squeezing out seniors who have the money to go out but don't want the frenetic noise levels. You yourself as well to do seniors ask yourself: would you want to live here in this development of yours. Probably not because it is too congested and little greenery or natural materials. I have no problem with the mid size height terrace idea but please add more colour other than grey. Look to the strip mall on Lakeshore which used to house Marmalade Cat or the beautiful West Rd. and Abbott condos development which has a courtyard of greenery and fountains. Go for the European courtyard community idea with a man made stream and walking bridges running through the farmers' market. During the week it could be use for all the reasonably priced music venues that have been lost. Now that would be something different and to be proud of. Yes it will cost more but I implore the city to build something that would rival Granville Island market in Vancouver which probably didn't seem like a great idea at first but think how many people it attracts. Thank you for this opportunity. I am a 65-year-old upper middle class retiree who has lived here on Abbott since 1990 and am being squeezed out of Kelowna because of cost of living and crime.
no	It looks a bit institutional and clunky and will create a lot of traffic in an area that can ill afford an increase. Not your problem as far as the traffic goes, the city should have widened Lakeshore or created an alternative years ago other than Gordon. I'm sorry that I don't like it, it kind of reminds me of Legos.
no	Honestly, I see too much cement and those flat floors - kind of layers- does not fit with the surroundings.
yes	Over a range of 1 to 10 I would give 6.5
yes	Yes a beautiful addition to the area
no	A monstrosity of buildings.
yes	great
yes	Fantastic!! I love it
yes	I fully support this. It's exciting to see Kelowna grow I to am amazing community and city!
no	Too high, not in harmony with the neighbourhood.
yes	Love it

yes	Lovely to see creative shapes with curves rather than square towers.
yes	Concerned about the increased traffic on Lakeshore and possible spillover onto Gordon
yes	Maybe some grass areas for sitting on too would be great.
yes	Unique design in that it is not over bearing to existing buildings and blends in well with the terraced design.
no	I think either keep the campground or increase the size of Gyro Park. Enough with the high-end nonsense on the Kelowna lakeshore. Enough building, period. The traffic is terrible already, and Kelowna is improperly and over developed. It's a tragedy really. I was born in Kelowna, in the 60's, so I would know.
yes	It looks like a very functional design, visually pleasing with good consideration given to the important public space. Have lots of bike parking! I like that traffic upgrades and creek restoration are part of the project ... although the added density means more traffic.
no	It all sounds great until I hear FOURTEEN stories!!!! Seriously this is the problem key word 14 freakin stories. What are you thinking. I have a home on Scott Road and I live in Vancouver with 7 story buildings and these are huge. Did you really say 14??
yes	I think the concept is stunning! I have lived on Lanfranco Road, in a townhouse complex, for 26 years, and this project will help take Kelowna from a " big small town" to a sophisticated small city. I feel people will want to live there. After all, it is one of the nicest areas of our city already! I really liked the terraced look, it suits the lot and the neighbourhood.
no	Cars are only briefly mentioned...!! This is an area with heavy vehicle usage., the city parking lot is also being used extensively during 8 months of the year.. Where are the condo owner vehicles going to park, certainly not on the street it's always full 7 days a week during the summer months.,Where are the business owners or patrons going to park...We can't stop progress, but whether you like it not people still want the freedom or having a vehicle to go where they want , when they want.. Public transportation in Kelowna is ABSOLUTELY AWFUL to say the least.. My wife and I walk, bike and use our vehicle in this area regularly and it is becoming busier each year.. Your project is going to dramatically increase all those modes of traffic...
yes	I appreciate the thought that has been put into developing the site.
no	Significant lack of close by parking for the existing shops/restaurants which will be exacerbated by your proposed development. The Gyro beach use parking lot is basically full now so, if you are planning on that parking space, think again. I would hate to be a resident on any of the nearby streets faced with my street becoming a parking lot. The shadow created by the high rises is a concern after seeing that further along Pandosy where a recent high rise now stands. It creates a colder atmosphere in the winter as it now has a huge shadow effect over Pandosy Street.. Are these residential units going to be short term like the property nearby that was supposed to be long term but wasn't really ever going to be, and council agreed to the change to short term in the end...even the signage said vacation and short term long before the builder asked for the change. I will be staying in my single family residence as long as possible as I at least have peace and quiet and stability in the neighbours vs rentals being the focus of living units. Just look at the Vancouver scene, people cannot afford to buy units in buildings as they are competing with investment properties which until now has driven up the cost and you need to have 6 figure incomes to even rent. People live further and further away from Vancouver now just to have their own space and now have longer and longer commutes to work. Is this really what we want for Kelowna?

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Z19-0078
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	Lack of caring neighbourhoods and caring neighbours is what evolves from all this densification that our city council is hell bent on having. Our city has dramatically changed in just a few short years which has brought on big city problems mixed with some advantages such as health care and educational facilities but that still doesn't mean we want a city like Vancouver has become. My comments are based on living here for almost 40 years not just a few recent years.
no	will ruin the parking access and availability for tourists and their RV's, plus no overflow traffic from the small Gyro parking lot. rendering looks like a much larger footprint than is truly available.
no	Size is ok but needs more glass, it looks like a prison block or cheap time share.
yes	Amazing. Thoughtful.
yes	Make something new and modern outa wat has been in the past something of a geto and a money grab from lower income people
yes	It's great that this property is finally being developed. It has been an eyesore for so many years. I hope you will be incorporating bike paths and proper sidewalks along Watt Rd. that will link to the Abbott St. recreational corridor.
yes	Looks wonderful however my only concern is the potential for the greater increase in traffic which is already an issue in Kelowna. Lakeshore is often under some sort of construction/modification causing delays in traffic movement in either direction.
yes	What is the timing ?
yes	What is the timing ?
yes	A lot of thought has went into this project it will be loved by all!
no	This is a nice looking concept, my only criticism is that it is too high. I would prefer it conform with other multi-use buildings in the Pandosy Village neighbourhood at 5-6 stories. I am not a fan of high-rises on the waterfront. I also hope that these aren't "luxury" residences, I would like to see more diversity in housing options in the region, allowing waterfront property to be for more than the wealthy investor. I approve of the project, just less height and variable cost options.
yes	Nice design, my only concern is that there is enough parking stalls for each unit and business which plan to operate. The city parking lot to the south is already full. You just need lots of parking space for the people accessing this new building.
yes	Yes, I like the expanding of Kelowna but I don't like where Kelowna is going with all this. Why not do all this planning to go between Rutland and Cooper Rd.? Why take away the beach area of Kelowna that everyone uses? You take away the beach areas and put up high rise complexes that only the rich will use isn't fare. Even myself, being a middle income single elder person won't use this proposed plan. It feels like the city is planning only for the rich. I can't afford to buy a condo and certainly can't afford to rent in one of these high rise buildings. I am considered a middle class person. Why block the view of the lake that everyone uses to put up high rise towers that only rich people will use. Rich people will buy even if the buildings are built a little further away from the lakeshore. Don't take away any more lakeshore area or area with trees. Expand from Cooper east.
yes	Thoughtful design
yes	It's beautiful
no	While the overall design is aesthetically pleasing and I appreciate the effort to design to mesh with the area, the overall size is concerning. Your presentation does not reveal the number of units but the single lane access on lakeshore leads to many other neighbourhood. This street is

	already strained to meet the needs of traffic going south to the ever increasing housing in this region. Adding another hundred or so cars would be hugely problematic. In addition, increased retail and visitors for condo owners will increase parking issues in this area. Have you included public parking in your design?
yes	This has been a long time coming!!
yes	I like the design of the buildings with a variety of heights and graduated levels . It's walkable, accessible, with transit available, pleasing and in a lovely area of Kelowna. There spaces to breathe and enjoy the ambience of the lake and creek.
no	too tall
yes	The design is interesting and modern. However, my biggest concern will be "Will It Be AFFORDABLE"?? we have lots of luxury building in Kelowna and few builds that young adults working in our community can afford. If you are building for the Vancouver, Alberta and International "transplants" NO THANK YOU. We need to keep our young people here to develop and grown the business community - not encourage further investment that does not bring opportunity.
no	I think the architecture is beautiful. My concern is with the larger plan for traffic on Lakeshore and Pandosy, Richter, considering the impact of this along with several other condo towers planned or approved for Lakeshore. In addition to this traffic the impact of the Kestrel Ridge and other large single and multifamily residential developments In Upper Mission funneling into an already congested 2 lane road network.
yes	I like the set back design and the restaurant underneath
yes	Thoughtful design that integrates well within the existing area and sets the tone for the future.
no	Over developed.
yes	Green space. Extension of multi modal transportation. Retail on the street level. Attractive building that doesn't loom over the existing neighborhood.
yes	Generally yes, as it improves the area and removes a old, dated site. Main concern is the impact of traffic. Lots of discussion about bikes and pedestrians but little about traffic mitigation. Adding the light at Lanfranco while making it safer will compound the problem of traffic flow.
yes	It will make this area vibrant and fully support the business' in the area. Look forward to cafes and walkways and sitting areas.
no	Too big, too much traffic already in this location, too busy already. no parking at all in this area which is ridiculous.
yes	i feel the project fits well in the proposed location
yes	It looks to me to be an aesthetically pleasing development with a little different style to what we have now in the city. Kudos.
no	Fourteen stories is too high. The city of Kelowna community plan does not allow that tall of a building. Are you trying to have city council amend this rule? The plan was developed for a reason so should not be changed for developers. Pandosy traffic is already unbearable at times. There needs to be more parking near the beach so anyone can use the facilities as it's all of our beach. How many units will there be in total? This land needs to be available to people that can't afford the unreasonable cost of buying a condo. Keep as camping but make more appealing. I vote "NO" to this project.
yes	Beautiful presentation and building, hopefully this projects gets the go ahead as it would add so much to this area of the city. Best of luck.
yes	It is a beautiful building however, the architect made a statement in this video presentation that

	"This Building belonged to all of Kelowna" in reality, it only belongs to the wealthy families of Kelowna, so lets not kid ourselves in this pretty little video, that we all own this multi trillion dollars project. have a great day.
yes	I think this project looks very classy and well planned out for the area.
yes	Looks very exciting, the design is wonderful
	We love the concept and design, will greatly improve our neighborhood, we live on Abbott street, And look forward to this new development.
yes	Architect and design team, well done.
yes	Looks great
yes	Beautiful buildings. Looks like an exciting project. SOPA to the north, this project will nicely bookend the south.
no	It looks great. But the parking is an issue. There are already too many people working in the area that have nowhere to park for their workplace. You are going to add more establishments with more employees and less parking available. The area really needs a parkade added to it. One that people could actually buy monthly passes.
yes	As long as adequate parking is provided I think it is an exciting project and a welcome addition to the area.
yes	It's great. You have done a super job. Love the stepped back design and what you offer for people walking and riding bikes. This will improve our Mission neighborhood.
yes	Nice design and flow
yes	It looks very good
yes	Beautifully designed buildings. Obvious a great deal of consideration given to the physical location in relation to uses and environment. This development as presented in the video feels "friendly" and "welcoming"...like an open door! Personally if I was a resident of this development I would feel proud each time I entered the property!
yes	I feel that the Stober Group has redesigned this project in a way that fits the Gyro area and will be a great assest to the area and the City of Kelowna.
no	The development is too large and will overpower the beauty of Gyro Beach and the lake. From one angle it looks like a pyramid.
no	The development is too large and will overpower the beauty of Gyro Beach. From one angle it looks like a pyramid.
yes	We live in Pandosy Village and feel this project will fit in with our community beautifully.
yes	I like the terrace approach to the building. Large sidewalks and space for people other than the building residents is nice. Hopefully the city will get its act together and start getting some beach access and park space (Cedar Avenue Park) available for all Kelowna residents. This complex will add many more people to the area and put more pressure on The current beach access. As someone who lives in South East Kelowna I know how hard it can be to get to the lake for a swim in the summer. While a no car utopia seems foremost in the minds of city planners the reality is many of us must use our cars to get to the beach and there must be somewhere to park.
yes	Thanks for this presentation, it is a really refreshing way to learn about a proposed project.
yes	It's an impressive presentation and development. Something we would be interested in only if the residential buildings are built out of steel and concrete. There are so many buildings being

	built in Kelowna that are wood framed. We would never buy in a wood condo building.
no	The area is far too congested. Traffic backs up and it takes forever to get home from a simple errand. We don't want any more multi family buildings as the community is under a lot of pressure from congestion already
yes	Looks like a well thought out development that will make better use of that piece of land and will improve the appearance of the area. Currently when walking by that area (on Watt or Lakeshore) I tend to cross to the other side of the street. With this appealing and well lit development I will no longer feel that is necessary.
yes	Looks fabulous. Please send me more info.
yes	mind stimulating and very pleasant to view and listen to
yes	I love a lot of things in this presentation. I have lived in Kelowna my entire life of 71 years and 45 of those in the Mission. I'm excited that this property will actually be developed but i love the design concept, the shape of the towers and the separation, the connection to the streets and sidewalks, the townhome aspect on the Watt Rd. side, I'm curious about the parking, i'm sure it's there somewhere but i love that i can't see it. I also love that all of the interfaces are friendly with the surrounding properties and streets, and very much unlike down the street where a tall unfeatured concrete wall seemed/seems to have been accepted. Well done, all the best and good luck with this project
yes	Building concept seems great. Building up instead of out is what the city needs to help accommodate the demographic. But for living and working, things need to make sense financially. For living, there has to be a kids park, like the size of the one that mission group made behind the new development just off of Harvey. Families need to feel safe. Even a way for a covered enclosed portion of a park where families can go all year round. For businesses, the small business sector is huge in Kelowna. Not just tech companies. And so for the average of \$25/sqft + triple net, things get crazy. Ownership is a great option, but at what cost? If there's opportunity for small business owners to live, work and play in places close by, and not live in an apartment, then you'd have my vote for sure. Maybe a package designed for a small business owner to own a townhome as well as a space for their business all in one so it's one cost? Possibly the design to be a bit more accommodating to the landscape rather than more similarities to the landmark buildings?
no	The pandosy /lakeshore area is a traffic nightmare without this project. Can't even imagine what a gong show this will become. Close your eyes and when its 30 degrees and gyro beach is wall to wall people at 430 pm, but I have no doubt the project will go forward. Glad I dont live anywhere near that area.
no	Design looks nice. Concerned about guests of the building taking up gyro parking (which is usually already full in Summer forcing people to park on front of single family homes). If I knew that there was going to be more parking than average (rather than less which is usually the case), this might be mitigated. Also concerned that I don't see any track record of Stober doing projects for sale like this. Perhaps it's a bit too big of a project for them to start on.
no	Once Again the wealthier people will benefit. The last of the availability of beach camping for less affluent people will be gone. The only part available will be the shops where you're expected to leave some cash. A good portion of the visitors will feel like they're trespassing on private property.
no	nice design but looks a bit big for my personal preference.

ATTACHMENT A
This forms part of application
Z19-0078
Planner Initials AC

City of Kelowna
DEVELOPMENT PLANNING


	I think this project would be a great piece for all Kelowna's community It should be considered that building doesn't affect on the neighborhood (view of lake, parking spots, etc.)
yes	Thanks
yes	Looks great and has our approval. We would like that you would ensure adequate parking for the complex and if space allowed for additional public parking. We would like to see the building taller. Kelowna is growing up and the City planning needs to keep up with positive change. The community also needs to stop thinking with old age backward ideas.
no	To many stories . Ruins the neighbourhood. To much traffic on watt rd and area
yes	Interesting.
yes	I like the design, it's more pleasing than a single large tower or blocks of medium density that are, in a lot of cases lacking in design sophistication. The area is changing and improving with these new types of developments. At least, that's what I believe. Kelowna is a young, growing city, and should include well-designed developments such as these, which increase density in a sophisticated and thoughtful manner.
yes	I like the theme of responsibility to the neighbourhood and respecting what's there already.
yes	Love it!!
yes	We use this area quite a lot throughout the year especially during the summer months. I have always notices there is a lack of vibrancy particularly when it comes to music,entertainment, dancing etc. would be great to have space in there where businesses could facilitate that for adults to enjoy lounge,bar,pub with dance floor etc. keep in mind this is a fun,hot entertainment location especially during the summer months. Lets have Kelowna be a fun-city not a no fun city. kinda something like the former Rosies restaurant n' Pub is sooo needed in this area :)
yes	Looks fantastic - job well done!
yes	Fantastic architecture and will be a definit improvement to what is there now!
no	"Capping" the project at 14 storeys is still too high. It is 10 storeys higher than the OCP. Sopa should not be the precedent it is trying to be. You have not addressed the traffic issues at all. The east and north sides of the building will be in shadow for 80 per cent of the day. Stober cannot be trusted to do the right thing for Kelowna. Density on the beach is exactly the wrong place for this type of project. I went to your first open house and when I asked where the people going to the beach are going to park I was told "they will have to find other ways to get to the beach, like the bus." You are planning to add 500 to 1000 cars to the corner of Richter and Lakeshore without a plan for traffic at all. Boyce-Gyro Beach Park is going to become the de facto private amenity of your development. Density of this kind may in fact be the wrong approach to human habitat. The worst hit COVID-19 areas of the world were the most densely populated. Indeed, people are moving away from large centres to be in smaller cities and towns. I moved from Vancouver 20 years ago, in part, to be away from downtown Vancouver. Your plan changes the entire character of the neighbourhood. Sopa was wrong-footed and you are following in those ill-placed steps.
yes	I would have appreciated an aerial photo of the demarcation of the development site superimposed



	Certainly, something needs to be done with the site.
	14 stories is too high. Tower development on the waterfront cuts off people from the waterfront - physically and visually.
	The architect used lots of flowery jargon - fabric of the building, softness of the building, all of Kelowna will own this building. How will all of Kelowna own this?
no	How exactly will this project 'knit' together the neighbourhood? Again nice sounding jargon that is clearly an attempt to persuade and coerce.
yes	Nice design, too tall Not clear about parking situation for residents and retail
no	It's just too big.
no	1; I moved from Toronto, Ontario to get away from these types of buildings. 2; Why such a large building, what happens to the campers that look forward to coming to Kelowna for the summer? 3; It is already very noisy living in this area, and building this type of a building just makes it worse. 4; What about all the extra traffic, where is that all going to go?
yes	Cautiously optimistic.
yes	Too high of a project so close to the lake. We keep seeing the curtain affect along the lakeshore in more and places getting higher and wider. Your design is absolutely amazing. With the density increasing the roads are too small. Remember underground (subway) is not a option with the water table. If people avoid car use they still need space to move. The developers need to become responsible and start to push the city to to the right thing.
no	the trailer park is low income housing, where will these people be able to live? are any of them going to be able to afford to live in this building? i think not. we need affordable housing, you stated that it gives people a opportunity to own, the average person doesnt have the ability to own anything. How much of this is affordable for the average person?
yes	Great architecture. World class. Will be a very nice development for Kelowna. Fits the scale of Pandyosy too. Hope it gets approved and developed!
yes	Please explore adding to the bike path grid. Abbott street to gyro via watt rd. Or the separate path along lakeshore.
yes	We live in Lower Mission & we believe this design will only enrich our area & the Lakeshore area. It is a masterful design that will make this part of Lakeshore more of a community. Spectacular, well thought out.
no	I see a traffic & parking problem, you mention that there are roads already in place but they are not big enough for a project this size. What are you doing to contribute to extra transit? or parking or widening of streets? traffic flow?
yes	Excited about the storefront and walkway on lakeshore and additional townhouses on Watt. Looks great!
yes	Beautiful presentation It seems very well thought out I would definitely be interested in living there I fully support the project

ATTACHMENT A

This forms part of application
Z19-0078



City of
Kelowna
DEVELOPMENT PLANNING

Planner
Initials AC

no	Where is all the traffic going to go.? Lakeshore is a nightmare as it is and with this added to the area it's going to be grid locked . I live right in this area and this is just going to make the family feel beach at Gyro another urban mess
yes	This looks very appealing. Great that the towers are set back towards the main traffic side. If I was to say one thing it would be nice if it could have been 10 instead of 14 however that is likely the trade off of having the buildings taper towards the lake.
yes	Beautiful buildings befitting Kelowna.
yes	I see it as an great project.
no	The area is much more congested with both vehicles and people walking than you portray. Lakeshore is a VERY congested road over the spring, summer, and fall. Your buildings, although beautiful, have taken away much of the parking for BoyceGyro Beach.
no	Development is too low. Needs more visibility horizontally. Height of buildings allows more site availability at grade,
yes	Nice and modern for this old city.
yes	I like the design. I walk this area all the time and I believe that lot needs to be redeveloped in a good way.
no	<p>This was not informative. It was strictly a "sales" presentation with no facts! No impact studies for the surrounding areas or traffic studies of trying to make its way through from Mission and upper mission? A new light at the corner of Lanfranco Rd. and Lakeshore should have been installed year's ago by the city.</p> <p>This was a fluff presentation and would've been more suited to potential purchasers than someone voting for Yes or No to your proposal.</p> <p>We live on Lanfranco Rd.and the city destroyed the corner of Lanfranco Rd. and Gordon. I can't tell you the number if times there have been accidents and near accidents. They removed the space vehicles had turing left off of Lanfranco to Gordon. There is now no room for a vehicle to turn right before the vehicle ahead trying to turn left into the insane amount of traffic coming fro Upper Mission. They have to sit behind someone trying to turn left up to 1-3 minutes! Now they are going to add how much more traffic to the other end of Lanfranco?</p> <p>If this complex is allowed to go through the City must first deal with the infastructure issues back to K.L.O. and to Manteo.</p> <p>Anyone remember the Innovation Centre down town? That didn't go well.....the developer changed numerous things re: open roof top for free to everyone for the view plus numerous structural and building cganges. They did all if this "before" going to the City with their New changes for approval. Never heard a word or saw in the Courier re: any ramifications for their arrogance and failure to follow code.</p> <p>The City should put into place a building code restriction that allows for graduated building height as the structures get farther away from the lake?</p> <p>Our City is being bought up by the rich and we need to protect the view for all....</p>

ATTACHMENT A

This forms part of application
Z19-0078


Planner Initials AC



	<p>Saving the view for everyone.</p> <p>Increasing land value as many more will have access to the view with this requirement.</p>
yes	I appreciate the time and effort understanding the area and how it connects to South Pandosy and the Lower Mission and it's interface with the lake and recreation opportunities
yes	I think it will be a great addition to the growing area. Adding more amenities (restaurants, shops, etc) and residential.
yes	My concern is traffic flow. Lakeshore Road is already a disaster! The real estate future could change with this COVID 19. We could see a lot of empty buildings so I don't believe now is the right time for development of any kind.
yes	
no	The 14 stories is too tall. Otherwise looks great. 5 stories or less that close to the water
yes	Street level interface is important. Integration with park stroll and absence of barriers for the public. People don't want to be at the beach and feel caged in.
yes	Very interesting !
no	The height of the towers is too high and should be limited to no more than six storeys. This is still not in keeping with the intentional village atmosphere that has been created in this area up until now. Part of the dialogue talks about public access to the facilities. How and what proportion of the overall development is actually accessible. Architecturally this jars with the village type buildings and atmosphere that currently exists. There is only one high rise in the same area that stands out like a sore thumb. Let it stay that way. Shadows cast along the Lakeshore Road will create a tunnel effect due to 14 storeys on this site. This will detract from the village atmosphere and open views on approach to the lake. Historically Developers request height variances after approval. What is stopping this from happening in this development?
yes	Our concern is Parking at a premium in Mission.
yes	I would like to see an air view so I can see how it relates to the waterfront and be able to better determine the size and layout.
yes	The architecture is very attractive and inviting. I appreciate the mix of neighbourhood-style housing, with ultra-modern housing, with commercial, depending on which street it is facing. It appears that it will not feel too big for the neighbourhood. I think it will be a fine addition to the area and the city.
yes	Absolutely fabulous!! This is very exciting to see, this development has my support 100%. I own and operate Boutique Esthetics Lounge in Pandosy Village, as a local business owner it's very exciting to see such a fabulous development being planned for this area. I am most definitely interested in commercial space in this development.
no	The development looks impressive, however parking and traffic is an issue now and I don't see this being addressed in line with the development. The plans made regarding this from developer are at a big shortfall. If this belongs to everyone then please consider everyone's opinion as our city council doesn't seem to do that .

ATTACHMENT A

This forms part of application
Z19-0078



Planner Initials **AC**

City of Kelowna
DEVELOPMENT PLANNING


	At this point with the work that has been put into this project the council will likely approve anyway. The development is very attractive but lends itself to Vancouver prices and unaffordable for average person to enjoy our area anymore.
yes	I would like to know more about What mix of business/housing is envisaged here. I love the curved and terraced look.
yes	Looks amazing! I hope you have enough parking. Most complexes don't unfortunately.
yes	Fits the hood.
yes	Fits the hood.
yes	Wonderful nice to see our city growing up :)
yes	Love it conforms with pandosy feel I live in westkelowna and enjoy that area
yes	I think the overall design is spectacular as well as being inviting and " easy on the eyes". Especially impressed with the open concept UNDER the structure(s). My one concern is the potential traffic increase on Lanfranco. I have lived at 950 Lanfranco for over 20 years and love my neighbourhood. I am not wanting to see the street turned into a noisy, busy thoroughfare
yes	At first glance it looks like a positive addition to Kelowna and the the area. Need to take a drive down there to get a more personal view of the size and scope of the proposed project.
yes	It's a little of Vancouver in a sense that we have modern amenities but with a small town feel We'd be very interested in looking at the living accommodations
yes	Thoughtfully designed. Any playscape areas for kids ?
no	Buildings are much too large for the area. Keep Pandosy area a "village" not a Vancouver West End"; no charm or community there. A park would be nicer.
no	My concerns are traffic congestion and parking. Traffic flow in the area is already a problem especially given the growing impact of the "Upper Mission" and "Kettle Valley". Also to be considered are the future development plans further down Lakeshore. All being made without addressing traffic flow issues that are already present. Parking is also going to be an issue in that area, I'd be very interested to hear how you plan to absorb that many new vehicles without impacting access to the beach.
yes	Love the details and the thought put into this design. I feel that the complex would look much friendlier if the building heights were lower, perhaps at the maximum level outlined in the OCP. I very much appreciate the consideration given to the Fascieux Creek corridor and hope that area can be brought back to a relatively natural state.
yes	I am enjoying the overall shape of the building and the public spaces. My only concern would be that big chains would be the only companies to afford the lease of the retail spaces. I would prefer local entrepreneurs to be able to populate this area.
no	14 floors is much too high so close to the lake
no	Too big. Where is the traffic going to go? I live in this congested area that has been taken over by the tourists and high rises. The traffic is the worst along with all the street parking.
yes	The concern I have is in the height. Stober had the opportunity to build hi-rise towers at Central Green and they decided to build low rise condos and no retail. Now they are zoned to build lowrise which is in keeping with Pandosy and they want to build hi-rise residential. The whole charm of Pandosy is in the fact that it is not hi-rise and has an urban feel along the lines of downtown copenhagen - one of the most livable cities in the world because it preserves the connection with the street. I think the plan is a beautiful design but it is 8 stories too high. If

	Stober wanted to make profit they could have done so on the Central Green property and built commercial space. It seems hypocritical to me to suggest that this is the best design for the property. The Shore is the right scale for the neighbourhood not this.
yes	Looks good, how affordable will the housing be?
yes	Looks fantastic, like the wide open spaces and the whole project. Truly this is a great design and way better then a straight up tower.
no	What about the tourists that come to Kelowna and can't afford the fancy hotel rooms and would like to stay in their RV. Developers have been eating up prime camping ground for the last 25 years and I think they should leave it alone.
yes	I think this is a great project and an amazing addition to the Pandosy/Lakeshore area. It is a very upscale and fits into the area nicely. The walkability to all amenities is great for those living in the project and with the retail areas will draw locals to the area which will help all business owners in the Pandosy/Lakeshore area. I am all for this.
yes	I am concerned about traffic on Lakeshore and use of parking for the park by the new development. I like the design of the building and the park like walkway along lakeshore.
no	I like the second design better than the first. I feel however, we do not need this height in Mission or Pandosy. Sopa was an exception whose height was allowed to attract a buyer to complete an eyesore building that sat incomplete for years. There are no other buildings, existing or approved, in this neighborhood, that are over 6 floors. That's high enough. This is a quaint neighborhood and excess height doesn't fit. My second concern is unit size. The area already has issues with density. I feel that less but larger units would be better for Stober and the community. Same \$ per sq ft but less to sell and less people. Parking is my third concern. Watt Road and the area around the present gravel lot are mayhem on a sunny weekend. The city planning dept has done an incredibly poor job with parking plans for many blocks in every direction. Now there will be about 100 parking stalls on the gravel lot that are needed for this area in summer and about 60 to 80 along Watt Road that are needed all year long that will be gone. Where are the people who park on Watt Road going to park when they come to work in the medical buildings and retirement homes within one block. Where are the people coming to the beach that use Watt Road and the gravel lot going to park. They will not carry their floaters and coolers and blankets and kids on a bus or bike. They need parking. I know this development is coming. I am not trying to stop it. With this design and density the only winner is Stober. There is no thought to the communities best interest as this is proposed.
yes	I would be very interested in more information.
yes	Concerns about enough parking for residence and visitors?? Retail stores where do people park? Traffic in the area will increase and can the roadways handle it?
no	This development will NOT "belong to all of Kelowna". It will belong to the approx. 320 homeowners. I live in the immediate area and witness the heavy use of the park by local families, toting picnic baskets and water toys. I don't see how this development supports them. Even your presentation primarily shows people in business attire. Where do the city locals fit into this design? Where will the locals park? I can't see these families travelling on transit to spend a day at the beach. While I do think the development as illustrated looks attractive, you carefully minimize the visual effect of a 14 story tower. I cannot support such a tall tower in our neighbourhood.
no	INO. TO TALL AND TO CLASS TO THE BEACH. IT WILL SHADE THE SUN. AND PRIBABLY NOT ENOUGH PARKING hope to see sufficient parking and a place for RV people TO still have a place to go when they come to visit AT gyro beach area. WE HAVE DO FEW RV PARKS

ATTACHMENT A

This forms part of application
Z19-0078

Planner Initials AC



	<p>NEAR WATER The more you build line this. Kelowna will become Concrete city. Like Hawaii. The taller buildings -Should be set back a six plus blocks back. Not in front. It blocks the sun And not all people can do a lot of steps or are in wheelchairs or are seniors. And is this going to be price for the average person</p> <p>If it's too pricey they won't come they'll go elsewhere. It needs to be in expensive for the majority. Our children and children - children I don't like tall building close to the water. On a smaller scale. Like 7 stories.</p>
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yes	Beautiful building and I like that they considered "rounding" it to help it blend into the existing landscape. This will help bring vibrancy to the area and stimulate economy with new shops and restaurants..
yes	I have the sense that a lot of thought has gone into this development. Well Done!
yes	Very functional and very appealing to look at. It has to improve what is presently there and seems to accomplish that.
yes	I like it a lot and think the design of the building is so unique and out of the normal realm of big square buildings. I live fairly close and would be totally in favor of this going ahead. I think it's exciting and well thought out.
yes	Like the terraced architecture. The plan is interesting and attractive.
yes	This will be an exciting addition to our City and to this neighborhood. Please don't let anyone stop you.
no	Uncertain- too big for the area. The building looks nice but we are not sure it is the best use of land in that area.
yes	Love the look of the project but mostly love the thought that went into planning the outdoor space for the public.
no	It is a nice building, however it serves the wealthy and is not affordable housing. Kelowna does not need to develop for the rich any longer and instead help the populations that are marginalized. Also, this presentation does not comment on the impact to the environment that this development will have. It is situated close to Okanagan Lake and does not talk to the point that this much disturbance and increased population near the lake will impact the water.
yes	Townhouses with master up aren't great for seniors.
yes	Good density in a great location. Parking spots being made available seems a bit much to me. Good project for this part of town considering what else is going on down there.
no	Cost of housing? Did not get addressed Only for the rich?and out of towners Too tall for so close to the beach.
yes	I'm very interested
yes	Looks great, thanks.
yes	Looks great, would love to retire there!
yes	This looks like a first class project, which would be great for Kelowna. I would like to have a better understanding of how the parking will work.
no	It looks to me as if two halves of a cruiseship washed up there. Too scary looking for that area.
no	Gyro Beach is a beautiful natural park that should not be touched. It is a family entertainment centre with kids playgrounds and beautiful landscape. We don't need a commercial centre right there, when there is plenty of land near the park.

ATTACHMENT A

This forms part of application
Z19-0078

Planner Initials AC




City of Kelowna
DEVELOPMENT PLANNING

no	Looks too big. Traffic will be greatly impacted especially in summer. The OCP calls for 4-6 story, why should this be an exception? What is the development giving to the community? Completion of the Abbott Recreation Corridor? Better bus service? Restoring Fasciaux creek is not credit to the developer, rather expected.
yes	Beautiful! Love the design of the building. Excited to see what is to come. The only thing I didn't see, was space for parking. If a person isn't living in the building but would like to stop there to eat or have a coffee, where are they going to park?
yes	It is a great addition to the neighbourhood.
yes	It is looking really nice and I look forward to seeing it done. I just hope the price is not that high and the only people buying the townhouses and apartments are the "rich tourists". Such a nice place and location to leave it empty the whole year. Loved the project!
yes	Nikki's test Ryan remove this feedback.
yes	Hi
yes	It looks like a well considered design. It wasn't clear whether there would be public parking included.
no	Another ill thoughtout plan by the city playing to its favorite development group Too crowd on Lakeshore already so why add more condos & townhouses? Just because the city wants the money generated from the Mission Group. Very poor
no	Concept is great, but too high for the neighbourhood - traffic is already crazy!
yes	Please keep the bike lanes for those of us who like to ride.
yes	This is a beautiful location, which historically is a far cry from the original land use and what Kelowna has viewed this property as they drive by for decades. I personally remember "Tenting" on this property in my 20's when our family vacationed here. Well thought out. How can we get our name on a reservation list?
yes	Very well thought out. This is the type of development we need to see more of in our City. Densifying areas of the City like this is smart urban development and if built as presented, this development will become a city landmark that people will point to as a model for others to follow.
yes	Still too tall for how close it is to the waterfront. Should more like 6 and 10 floor tower. The ratio next to the buildings around is not correct, Mission Bay is only a two story and you've got the look of a four story building. A bit misleading to the relative buildings around.
no	on July 4,6,7,8 , starting at 3:30pm traffic is backed up travelling south from cook road to lanfranco road. Density and subsequent vehicles into the area will be worse highest density areas of Vancouver. And, for the most part Kelowna residents only cycle for exercise/entertainment. adding insult to gridlock will be when the Hiawatha lands and your Aqua developments are occupied. further, cycling from kelo at pandosy to bluebird at lakeshore is already a disaster. Their needs to be separated bike lanes through this stretch and, if your development happens to be first to receive a development permit then it makes sense that you upfront the cost of Ike lanes through this stretch and get paid back through latecomers charges
yes	Visually very pleasing. The concept works in that location. It looks inviting to access and use as opposed to the dreary Sopa Square block of concrete. Removing all the existing trees and shrubbery will remove all the important wildlife habitat. It would take many years to reestablish any of this and only if the developer is committed to engaging conservation experts to create

ATTACHMENT A
This forms part of application
Z19-0078

Planner Initials AC




City of Kelowna
DEVELOPMENT PLANNING

	islands of wildlife space within concrete and brick people space.
yes	... Need time to let the info settle in as I revisit the area and reflect on the memories of my childhood, when Gyro beach was the beach "way out of town!"
yes	Good design, but concerned about density. The beach is already too busy on a warm summer day.
no	The overall design is pleasing. However, and this is a big however, the proposed high-rise towers do NOT belong here - this is a transplantation of the city core to the South Pandosy neighbourhood, and should NOT be approved. Buildings of 5-6 stories would be sufficient.
yes	The urban design is respectful to the landscape & the upscale look & feel to the building & it's surroundings makes this beautiful beach area of Kelowna irresistible! I love it!
yes	Well thought out. Where will parking be... underground? What do you mean by this building will belong to the people of Kelowna? This site does add to the legacy of Al Stober, who left a very large footprint in Kelowna.
yes	I like the design and would support it to the degree that it conforms to existing zoning for that location. It should not be necessary for zoning variances if the designers have done their job. If variances are granted then the property should be offered on the market with the new zoning. This will stop investor/developers from buying up land on the assumption that they can bribe/bully/intimidate council to grant variances to boost the return on investment.
yes	I think developing this property is great, the sooner the better. I also think this property should be used to a fuller potential, go higher while you can. Sopa is I think 18 stories, this should be at least that if not more.
yes	Beautiful and well engineered group shows this company care about the community . Go for it.
yes	I think you have put a lot of thought into having the highest end on Lakeshore and the tiered low end towards the park/lake. A pretty sensitive design that to me, meets multiple needs and tastes.....
yes	I like that it is not just another massive high rise. I like that it is a welcoming place and walking friendly
yes	Fourteen storeys sounds too high, but I am well aware that Pandosy is one of Kelowna's urban centres, where growth will be focused. I like the way the massing slopes towards Lakeshore and away from Watt. I am especially ecstatic to see the inclusion of a restoration project for Fascieux Creek and I hope this will be done with ecologic sensitivity and not just as a formal afterthought.
yes	This project will certainly enhance the area from its present state. I think it is exciting and if people aren't on board now they will be once it is complete.
no	I love the idea, however the buildings are too tall. They should not be any higher than what was recently completed on Lakeshore, across the street from Gyro Beach.
yes	Great addition to that area
yes	We look forward to moving there from where we are on Truswell. Not needing to drive much from this new home for us will be a great next step in our lives.
no	What is wrong with following the OCP? If you don't like the zoning, then sell the property. A development like Abbott House on Abbott Street would fit more into the 'village' feel of the area versus these huge, cold, big-city highrises. This won't 'belong to all of Kelowna' - that is PR BS. The size is only to make more profit for the developer. Don't insult the residents' intelligence with this bafflegab!
yes	I like the shape and mixed styles of buildings, esp. downward slope down to Watt Rd, mixed

	residential and commercial and pedestrian/cyclist friendly access, and, of course, access to the beach.
no	The traffic in this area is EXTREMELY high, the population in Kelowna doubles and triples every summer, this overpopulates the beaches, there is no diversion of traffic here, the shopping centers are small, the parking is hard to find. Just bring money and we'll stuff you in. Yikes, Kelowna is getting big and you keep bringing people here to make money from small spaces.
yes	I love the design and location. The replacing of the existing camping facilities is an easy compromise for advancing this area.
yes	The property looks beautiful and well thought out. I like the use of outdoor space to bring a sense of community. It wasn't addressed where the parking will be and how many spots per residential unit there will be. Parking in that neighborhood is very very sparse so residents would need access to adequate parking for their family and guests.
yes	It is a nice set of options you show for the building shape. I think all of them have a clear intention and purpose of bringing safe and impressive good look to the city shapes and designs however it definitely continues with the urban change of this wonderful natural valley. Iron towers and concrete should not be part of a city. I wish architecture was friendlier to nature and was this way able to share another way of living. I appreciate the time and interest you show and give to people around :).
yes	I like the town house complex, would enjoy living close to everything.
yes	I live on West Ave and enjoy the Pandosy community. I can this development continuing to strengthen the appeal of this area. I would prefer to see the highest tower at a max of 10 stories rather than 14 . . . but that is my only comment.
yes	It looks beautiful.
yes	Like the Terracing and transitional aspects of the development. Please incorporate green roofing similar to the vancouver Convention Centre as this further assists environmental impacts.
yes	Stober is putting together a project with the community as a priority and I see a great architectural design evolving pleasing to all respective parties. Best wishes! Dave
no	14 stories is too high, will impede the look of the area
yes	Build it!! Great development
yes	The idea of street living brings a european lifestyle which is great. One concern would be noise due to night life, parking and strata fees. As a single senior price will matter.
yes	Looks like a winner! Reflects the growth of Kelowna in a urban setting.
yes	Great invotation and thought process.
no	I am concerned still about the traffic, as there are few arteries from the upper Mission into downtown Kelowna, and Lakeshore is one of them. This will increase the population of the area a great deal. I like the small town feel of the Pandosy area, and this transforms the area to a very urban setting.
yes	As a Mission resident living in this area I feel this will be a great addition to the neighborhood
yes	beautiful location
yes	Love it! (Wish the original FSR would have stayed in place.) Fully support 1000%. Please seriously consider allocating/reserving space for day-care (both children and senior's). There is serious lack of day-care space in this area and this is perfect location being the key-stone

ATTACHMENT A

This forms part of application
Z19-0078



Planner Initials **AC**

City of **Kelowna**
DEVELOPMENT PLANNING

	development for the southern Pandosy gate-way. I also anticipate this development will strongly attract young families due to the walkability to amenities and the beach. Thanks for the presentation.
no	to high to big
no	Too tall, should not exceed 6 storeys; lacks character, too cold and sharp-edged, too much cement, not nearly enough green space incorporated - not enough trees for shade, or design that represents our surrounding mountains and water. This reminds me of 1970s designs, or at best something you'd see in a large city metro where it would fit - but not here in the beautiful tall-treed colourful eco-diverse Okanagan valley. We dont want just another California style cement block giant. People want something almost alive and breathing - a space that resembles the landscape around it.
no	The concept I find intriguing, the height of the buildings I find very alarming and out of character for the neighbourhood and would not support the current height of 14 stories. I feel this development should keep to the current height restriction of six stories to blend in properly with the neighbourhood and existing buildings so as to avoid becoming an eyesore to the neighbourhood like the sober building is. The developers and City Hall need to remember that they are guests proposing significant changes to the residence of south pandas a village and must listen and accommodate the concerns of the neighbourhood in their proposal. The concept of the two buildings in the retail space in the outdoor spaces I think is fantastic and will greatly enhance the neighbourhood in a positive way.
no	My only objection is the height of the two buildings is too tall.
yes	i like the scaling or cascading forms the bldgs. present.
yes	I think it's a well planned development. When I first read about the height of the 2 Towers, I thought "Whoa" !! It's too much!! When I watched the video explaining the site development, I really liked it. Although I don't live in Kelowna, I've been there a lot in the past 30 yrs. & am very familiar with that area. I feel this would be an asset to the area.
yes	Like the architect design and community ground level development. Find the size and location of the buildings appropriate for the city.
no	Buildings are too high and there was no consideration mentioned for traffic patterns.
yes	Looks nice
no	Please DO NOT build any more businesses along the lake, you wont even know there is a lake behind there and no one can see it...we do not need more traffic as you cant cross the street now without bringing in more traffic and people...I HOPE AND PRAY that you can not build this monstrosity in our neighbourhood, this does not belong here, go downtown but not along our beautiful lake setting...Hope the powers in city hall agree as not one person I have talked to in our area wants this ugly thing here..
yes	Very little about parking in the area for a structure of this density, if the city lot by Gyro beach is it, totally inadequate, not even big enough for beach traffic during peak season. Needs a 6 level parkade & or underground for tenants, retail staff/ customers & beach goers.
yes	Love the concept. Let's get it approved and built ASAP.
no	Ugly, soulless, totally incompatible with the rest of the neighborhood. Your design epitomizes the worst of modern architecture. Anyone living in such a building may be at risk to experience heightened anxiety and depression due to a strong sense of anomie. It is too close to family

ATTACHMENT A
This forms part of application
Z19-0078

Planner Initials AC



City of Kelowna
DEVELOPMENT PLANNING


	friendly Gyro Beach.
yes	Nice layout. It's conceptual and I didn't really see all the features, but I think overall it looks good.
yes	Nothing short of wonderfulKELOWNA HAS ARRIVEDwe may now hit 2 million visitors every summer
yes	Will make for more living space with beautiful surrounds hope it is a go--good luck--
yes	This is beautifully designed. I feel like it has the potential to make the Pandosy/Lakeshore area a better option to the downtown core. Somewhere locals will want to enjoy all year. I do feel like this size and scale of development is much more appropriate for the area. This would make that site beneficial and enjoyable to more people than it is currently. I can already imagine taking a late summer evening stroll around the site and meeting friends for dinner and drinks. Thank you for taking the time to listen and really consider what we have to say about this project. I feel like you should have the community's support. Excellent job and good luck!
yes	Well done, inspiring presentation!!! Can't wait to see the finished project.... this will be a beautiful addition to Kelowna, thank you
yes	We live in this neighborhood are thrilled with what you have presented in this video!!
no	Too Big and tall.
yes	Density without towers... Urban streetscape with pedestrian orientation Townhouses to soften look from Watts Parking self-contained
yes	I think it looks very nice and will be great for the city.
yes	It appears to be a well thought out and integrated development that will add beauty and increased amenities to the neighborhood.
yes	Well thought out, beautiful design with the terraces and canopies, gathering areas and pedestrian comforts...just dont stray from the core values of your intent. Build it just like this...with little to no variation. Keep true to British Columbia and the beauty that she stands for. This is your chance to shine..your legacy....dont F this up. Well Done
no	I would prefer the high rise to be no more than 5 or 6 storeys high.
no	Leave the campground, the trees, the space. Move your big developments back to the Landmark area, the northeast end of town or Rutland. Please, fix Rutland, South Pandosy does not need your development. Third generation Kelowna Lower Mission
no	The terracing and lowering towards Watt rd is a good idea. The layers, and curves are attractive - But The height is still too high for the area - REDUCE the height and maintain the theme.
no	You and your associates are wrecking this beautiful neighborhood in pursuit of greed. "This is a gorgeous neighborhood and everyone seems to like it" - that is because there are no building over 6 feet and no tall buildings wrecking the beach front view. DO NOT build this hideously tall building in a zoning area with 4 to 6 stories MAX>!> If you want lots of condos for people, build them elsewhere where the other buildings surrounding them are equally tall. Not in a residential area and small commercial area with a small town feel and a place all the locals love. You will

	destroy this beautiful town and wreck everyone's happiness. Do NOT wreck this beautiful town!!
no	How do you figure you will share parking with the beach when in the summer that is so full that people try to use the Shoppers parking lot. Are you day dreamers? Also so nice of you to reduce the size of the building. Developers that do not follow set out building guidelines have two approaches to get what they want. First, put in for a higher building knowing that if that is rejected you will get the lower one that you wanted in the first place. Second, have plans already made for a taller building, submit for a shorter one then cry that it's not financially viable. Don't forget to start building with long term tenants in mind and then switch to short term. It's all about the money. Stick to what the city has zoned the area for and stop making these changes. It will be interesting to see what you do and what happens down the line.
no	Too tall, too many people! Do you have a least one parking stall for each unit? Parking is always an issue! You hope people will not drive, but they always do and even multi vehicle per family!
no	The buildings are too high this will affect the skyline from the east. A lot of hard surfaces and sharp edges...nature is rounded. This is too much...there should be more green. The first ideas with the towers are terrible so I am glad that you are not doing that...how about 7 storeys instead of 14?
no	too big too high
no	It's too big! It'll bring too many people to the area, which is already congested. Lakeshore Road isn't getting any wider, but the false video display makes it look much wider than it is. It's a narrow street, choked with cars because of the beach and all the retail/restaurants, etc. added in the last couple of years. We don't need any more of that stuff. Sorry. I don't like it at all.
yes	I appreciate the differentiation of approach between the different street interfaces, and the attention to scale and landscaping to prioritize the pedestrian experience. The massing is thoughtful and doesn't overwhelm the site.
yes	I like the design it's not just another highrise
yes	Interesting design, sensitively integrated to neighbourhoods on all sides. Could make more use of height allowance.
yes	It looks beautiful and welcoming. I hope to see seperate biking and walking lanes to improve safety, as currently this is a major issue.
yes	Sadden by loss of camping and green space, also impressed the the design and community spirit the stobers are entailing! I,m old , don't like change
yes	but I'm afraid as the city grows Lakeshore will become 4 lanes...
yes	Refreshingly different!
yes	I really like how the building facing Watt Rd has a townhouse appearance to blend in with the residential neighbourhood. My only concern is the parking of both Gyro Beach and the new retail spaces that would come. Where would restaurant and cafe patrons park? The public lot by Gyro Beach fills up before 11 am with overflow wrapping all down Watt Rd. Will the parking on Watt Rd remain the same as it is a residential street?
yes	The plans look great! I think it makes much better use of the space than the current trailer park does.
yes	Overall a good approach. My only big concern is the available space for bicycle related traffic and parking. While the presentation is showing a lane on the road, it would be much better and safer (especially for families with kids) to have dedicated (separated from the road) bike lanes on both sides. This area is heavily trafficked (not just in the Summer) and with Gyro close by it will get very crowded there. Imagine 30-40 bikes parked outside the building

	WOW
yes	what a great asset to our city

yes	I live in Toronto, ON but am planning on retiring in BC, possibly Kelowna. Will there be any units in the condo geared towards retirees / seniors or have any features for mildly disabled persons?
yes	Thank you for responding to the pedestrian level experience and Neighbourhood feel with the Townhouse and terraced design. Is there a transit Area planned beyond a typical bus stop? Are there roof gardens planned?
yes	There was little description in the presentation of the upper floors of these buildings. I.e. Are those huge wrap around decks off of individual residences? If so where is the parking?
yes	Seems like an impressive presentation. The design is certainly better than the original 2 ideas, but I still think it would be nice to see more environmentally friendly building materials or features incorporated into the footprint. I also think that the area at Gyro Beach is already so busy and the traffic on Lakeshore getting unbearable.
yes	Visually it is great, it suites the neighborhood
yes	I like
no	Very unhappy with another high density project...our city has no infrastructure to handle the population we have yet alone keep adding these condos on every corner of Kelowna...you can't move in this city and road planning seems non existent...what a nightmare it will be to drive in the lower mission...it already is..I avoid at all costs...
yes	Jim and Byron are rock stars in this video. The photos and fly overs are also excellent. If this is truly what is being built I recommend the City of Kelowna move forward. Excellent presentation.
yes	We'll done! I would be interested in more information on parking, as that would be my biggest concern with property in the immediate area. Also, connecting Multi-use trail/pathway along Abbott/Walnut that is safe.
yes	I think this building plan is amazing. I like the look and feel of it. Wide sidewalks are needed as we see many many pedestrians in the area. I am curious what the plans are for the retail spaces. I am the owner of the Shoppers Drug Mart across the street. We have been in this location for 7 years now and have a firm place in our community. Would love to chat more with you about the project. It is so exciting the see these plans for our neighborhood. I completely agree with the " knitting together " of the neighborhood. This will be a wonderful addition ! Bringing us all together. Couldn't be a better idea ! Thank you :)
yes	I live a block away and I think this would be a great addition to the neighborhood.
yes	Right now Kelowna is saturated with condos , by completion I don't think that will have changed . Inventory will move faster for town home with a small yard . Sopa square was and still is a disaster and that is the last impression that the mission has of condo building
yes	Beautiful building and will really enhance that Lakeshore Rd. Area
no	The congestion along Lakeshore is a complete nightmare now and I can't even imagine how it will be with this..Also more places that will be far out of reach for the average person to buy.
yes	I think it is the best use of the space and fits in nicely with the surroundings.
no	Traffic is horrible as is .We moved way from these high buildings for a reason...no parking and too much traffic..
yes	It's good to see an attractive development planned for this beautiful location. As a resident of the

ATTACHMENT A
 This forms part of application
 # Z19-0078



City of
Kelowna
 DEVELOPMENT PLANNING

Planner
 Initials AC

	lower Mission//Pandosy area I look for reasons not to need to venture far. This is good - will enhance atmosphere and values.
yes	Sounds like a lot of planning towards what the community would like to see. Great job.
yes	A sensitive approach to Designing a Community.
yes	Stunning concept. The only missing viewpoint was the Watt Rd. and the connection of recreation linkages. The impact to traffic in the area due to the number of units needs to be modelled so we can see what the true impact is to Lakeshore Rd., Richter, etc.
yes	This is a beautiful building. Parking was mentioned in passing. I only hope that it does not end up to be yet another development seriously short on parking resulting in crowded side streets unable to accommodate such as some of the new buildings opening in Rutland. Let be real people, families have 2 cars. You can't wish that away by providing fewer spaces. Assuming the parking is adequate, 2 spaces minimum per family sized unit, I look forward to Council passing it unanimously.
yes	I think it is an amazing place weldone
no	It is peaceful and open now like as is.
yes	I think it is amazing and so modern and very attractive. Most of all it allows so many homeowners enjoy the area and the community at large with the retail amenities
yes	I appreciate the realization that this will be everyone's space. Eateries, patio dining, walking space, bike lanes and parking is so important. I'd love to see the use of different textures - rock, brick, wood, etc. I find some Kelowna buildings architecturally unpleasing. A little money into the building with the use of different textures would be nice as this will be seen by everyone. This building seems to be quite modern. Will it fit with the Lakeshore style?
yes	I appreciate the realization that this will be everyone's space. Eateries, patio dining, walking space, bike lanes and parking is so important. I'd love to see the use of different textures - rock, brick, wood, etc. I find some Kelowna buildings architecturally unpleasing. A little money into the building with the use of different textures would be nice as this will be seen by everyone. This building seems to be quite modern. Will it fit with the Lakeshore style?
no	I applaud the thought and creativity that has gone into this plan. I think the towers are too big and the area will not be able to accommodate the increased vehicular traffic.
yes	You've taken community factors into consideration. I'd like to know more about where residence/guests and shoppers/diners will park.
no	Stober has a legacy of mediocre design exemplified by the unimpressive towers that make up the Landmark complex. I really wish you would have looked further to find a more accomplished designer to complete this development. This site deserves better than average.
yes	Beautiful addition to Kelowna. Somewhat worried about traffic flow on Lakeshore.
no	That area already experiences heavy traffic and is way over capacity in terms of vehicles. This proposal will create even more traffic and problems which will be felt all along Lakeshore. Work on improving infrastructure before just putting in more condos.
yes	Very very concerned about the traffic on Lakeshore. ??????????????
yes	The only thing I do not want to see is Lakeshore existing bike paths and road way to never be

	blocked off during construction. Keep this in mind I live just a block in and would be upset over existing roadway. Thank you Don
yes	looks like a great design for the mixed use and area. My request is to ensure that there is adequate parking for residents on-site. the current municipal government appears to think that everyone rides bicycles, not driving vehicles. with the limited parking and Paid parking in the surrounding area, it will be important to ensure that sufficient underground parking satisfies the needs of the residences of your project without adding add'tl undue pressure of parking on the streets surrounding the corridor of 3340 Lakeshore.
no	It's too dense. It's already crowded with traffic and a light at land ran Co will stall traffic the same way as it does at Sutherland and pandosy. A wide sidewalk is not enough for softening the mass of the buildings. I do like that you would not see the vehicles, similar to SOPA. Will there be any affordable housing.
yes	Its bout time this area was cleaned up!
yes	So the city lot parking is not part of the development?
yes	The video shows all of the virtual amenities, but you do not show a site plan nor a scale drawing of the Lanfranco Rd. intersection nor a cross-section of the the Lanfranco Rd. extension. I realize that requires a civil engineer's design, but that should be included in the application.
yes	Yes, I live at Sopa Square, my only Reservation is the removal of the public parking area.
yes	It will be interesting to see if you follow this plan or ask for variances, as that seems to be the way most developers go. Plan gets accepted then they submit variances. I like the curved buildings and see thru balconies. It will increase traffic dreadfully which we don't need. Our roads and infrastructure have not kept up with our development.
yes	This looks like an amazing project and it will be nice to see the old campground finally re-developed!
yes	it's such fantastic project and really looking forward to hearing more about it.
yes	What would the price of a two bedroom condo be
yes	It seems well thought out. It will bring more traffic, but will make the area more of a visiting place for everyone, not just out-of-towners. I'm glad to see Fascieux Creek popping up again as we really enjoy the piece between Richter and Casorso now.
yes	Mary, great presentation, thanks for involving the community. We live at 3224 Watt rd. Our understanding is Watt rd will also be updated, can you share anything further here as well as a bit more detail relative to traffic flow and parking? Watt is currently a very busy street with vehicles, biking and walking, these 3 important components need to be integrated in some way in a safe manner similar to what has been done on Abbott. Love what you have done with the building and site. Marian and Steve McKay
yes	I think it's a wonderful idea, beautifully designed with curves. Still confused on the location, is it going on lakeshore and watt? To replace the campsite?
yes	No Micro suites, these are being overdone and are not affordable. Walk ability is key as is amenities
yes	I live on Walnut Street and I think this proposal is exciting!
yes	Great shared use plan. Would possibly be interesting in a condo.
yes	I will be interested to see the feedback and further planning

ATTACHMENT A

This forms part of application
Z19-0078

Planner Initials AC



City of
Kelowna
DEVELOPMENT PLANNING

no	<p>14 floors is too high. It will take away from the softness of the area. It looks like luxury living once again that locals can't afford to buy. Just the rich people from out of town.</p> <p>With such a big building bringing so many more people into the area, Gyro Beach Park will not be accessible for those of us that live here.</p>
no	<p>14 floors is too high. It will take away from the softness of the area. It looks like luxury living once again that locals can't afford to buy. Just the rich people from out of town.</p> <p>With such a big building bringing so many more people into the area, Gyro Beach Park will not be accessible for those of us that live here.</p>
yes	<p>Looks good. I loved the area because of the natural look and feel to it. The lush trees area gave the impression of being in a forest close to home. Most of this building plan has trees in such a uniformity which reminds me of a typical city block. However I go here as a kind of escape and forest natural appeal to it. How can the development keep the mysterious and natural form of the natural scapes which are current? The naturalized area currently in place keeps the area cool in the summer months with the air pleasant and shady with a healing feel about being near a forest. How can this project keep the rigid tree only every 10 feet apart example out of the design allowing for more naturalized spaces as is currently in place. A forest look is not simply lavender or catmint and fountain grass with trees every 10 feet. The whole reason we go to these beaches is for the feel of the forest in the city; breaks from the usual formal living to the freedom and escape to nature not far from our formal landscaped residential neighbourhoods. Modern is good, yes, although not at the cost of all our lush hidden escapes from everyday life this area provides for us. If only Horticulturalists landscape garden designers, for example how the Lavender and herb farm in South Kelowna, our Japanese gardens or the Vandousen Gardens in Vancouver incorporates design, function and lush underplanting and complimentary multi layered combination planting with trees and plants together in a lush garden bed as an urban forest would allow which invites us in to experience this transformed block as it does sooth and keep us coming back to this experience. We already have downtown scapes with trees and plants limited in their cement boxed beds, how are you going to transform our forested area we love instead?</p> <p>On the idea of parking, with the current parkade become multilayered to be able to provide the parking the increased traffic will cause this location? The parking is limited as it is for the beach alone, how will these new developments create parking spaces for their own residential areas as well as parking spaces for it's retail shops on this 4 acres without taking up the parking scarcity there already is currently for our beach?</p> <p>Lastly, In this presentation, the notion was brought up of the ideal, wanting to bring people in 'who belong here.' How is this goal being achieved? Keeping in mind this land was where the mobile home and RV homes were and are currently, to create this building many homes and people's belonging to this area have to be changed from the current state, surely you do not mean only certain wealthy individuals can belong at such a location only and the average or below average working poor have no belonging in such an area? What means are you going to provide a plan for ownership for the current RVer's on the land or a percentage of below market housing for the rest of us to be able to feel this belonging in our city at this location you speak of as you also speak this area is for all of Kelowna and not simply the wealthy who can afford to own in our neighbourhood beach access area. Other than these pressing questions I have currently, I would be interested in following the development of your overall project.</p>
yes	I like that so much thought has gone into the look and feel of this. Sounds like a wonderful plan.
no	The video was very well done however the population density of the residential area was not

ATTACHMENT A

This forms part of application
Z19-0078

Planner Initials AC



City of Kelowna
DEVELOPMENT PLANNING

	addressed. For example what is the potential population of that building. Parking was mentioned but again not addressed. Where will the parking be for the residence and commercial development. The look is certainly unique and will be a standout for Kelowna. How many potential vehicles will be streaming into the already congested roadway system in this area?
no	As a resident of the Gyro beach area, I feel this building is too big. Gyro beach was absolutely packed with people today. The garbages were over flowing. I couldn't find a path to get my kayak to water. I can't imagine where we will put more people & more cars. THE traffic is high now!
no	As a resident of the Gyro beach area, I feel this building is too big. Gyro beach was absolutely packed with people today. The garbages were over flowing. I couldn't find a path to get my kayak to water. I can't imagine where we will put more people & more cars. THE traffic is high now!
no	14 stories is too high. It needs to be smaller.
yes	Really interesting building. Like how it compliments and mimics some of the new surrounding architecture. Should highlight how much parking is being added (lost).
yes	Hope it's affordable and concrete.
no	Buildings should not be above six stories this close to the lake. Parking is already a problem. For some reason the city passes variances for numbers of parking stalls. If a family lives here and has only one stall then where do their visitors from out of town park? Especially when visitors arrive with all their "toys".
yes	The architecture looks good and well thought out. Like the townhome idea on Watt. Rd.
no	No more development!!!
yes	Sounds great ! Lets see some more details !
yes	From the presentation, it looks like the architecture would enhance that area and give it some added character. It is very attractive and could provide that extra housing that is so needed in Kelowna.
no	The only issue I have is the height of the building. If it was a block or two further from the lake 14 floors would be ok.
yes	Nice scale & form for this site. Look fwd to seeing it take shape!
yes	A beautiful location that I think needs some vibrancy! The architecture looks really nice. I like the tapered buildings. I wonder about parking for the general public though?
yes	I like the design and how well thought out it is. I'm glad to hear that there will be opportunities to purchase a townhouse as part of the development.
yes	I like the architecture & pedestrian space.
no	I do not support this level of densification in the area. High rises are for downtown. 14 story higher rises in Pandosy is ridiculous. The Sopa square is an eyesore, and empty and I do not understand why we need another complex this size in the area. I am happy for a development to take place in this location but NOT at this scope and size proposed. The community has already been negatively impacted from the shore complex.
no	the idea is wrong for the area - there should be no development here in the first place; the area can't accomodate the amount of traffic produced from over developing the area; the design is not attractive and will ruin the esthetic of the area
yes	Beach parking is a concern. Traffic jams along Lakeshore. Infrastructure adequacy?
yes	I think this is great for kelowna. The developers here are always trying to gentrify this place, making it a great place to live and visit.

ATTACHMENT A
This forms part of application
Z19-0078



City of
Kelowna
DEVELOPMENT PLANNING


Planner
Initials AC

no	I will appose this development because there is too much traffic in that area. If this project is to go ahead the Richter/Lakeshore roads would be completely impassable. The ONLY possible solution is for Richter and Lakeshore to become one way roads (3 lanes in each direction).
yes	I like the general over view of the development. I sat on the neighborhood committee and city planning committee for the Pandosy redevelopment. I still strongly feel that high rises should not be there... I would like to see it not as high as proposed... my feelings.
yes	Great plan I fully support this development
yes	Very interesting project. We hope and trust it will be built with the same core values that Stober family has practiced in the past. Looking forward to seeing more.
yes	I like the design for outdoor spaces, and the tiered design on back of the building. Townhouses are also a nice alternative to condos. Hopefully the price won't prohibit locals from owning here.
no	No. The traffic situation on any given day is ridiculous on Lakeshore coming from old and new developments. Don't understand why the city is allowing more building without having roads to accommodate the people and traffic they generate. This development isn't for all of Kelowna, it's for the people who will be able to afford to live there, and the developer who will pocket the profits.
yes	Please provide more detail on parking on the site. Gyro beach parking is already inadequate. What accommodation has been made for restaurant exhaust systems in the bldg?
yes	Very well thought out
yes	Great looking building, but my concern is with road traffic increases to an already crowded street infrastructure
yes	I don't think 14-Stories should be allowed! 6-8 Stories would be more Appropriate with the existing neighbour hood!
yes	The overall design and scope seems well thought out, if stober does as nice of a job here as on the landmark district it will be a huge win for the city
yes	Love the concept, the public spaces, and the overall plan.
yes	Well presented, thoughtful plan.
yes	Beautiful design
yes	Great project!
yes	I find the design ingenious with the varying size level allowing look through views The residential sides look inviting and well sized
yes	This will be an outstanding contribution to the South Pandosy area and the City. Also, Byron nice office.
yes	I appreciate the height of the taller portions being within limits, not stretching them.
no	The 14 stories will TOWER over anything else in the neighbourhood (with the exception of the already over-height SOPA Square). This neighbourhood is suited for 5-6 story buildings. I do like the many curves / shapes and angles which help make it interesting, and break up the visual scale of the building. CURIOUS about loss of existing Watt Rd street parking, as well as providing more parking for Gyro Beach Park
yes	Wasn't keen on the first 2 drawings. I like what I see on this presentation. Visually pleasing, friendly looking space.

ATTACHMENT A

This forms part of application
Z19-0078

Planner Initials AC



City of Kelowna
DEVELOPMENT PLANNING

no	This area is already congested and this will only add to it.
yes	looks really good !
yes	Such a great development. Can't wait to see more. Well done.
yes	Gorgeous! Love it!
yes	It will make the area busier than it already is in the summer, however I am ok with that, even though I am a senior who lives in the area.
no	The architecture is repetitive and un-attractive. You need to hire an architect like the one who designed Abbott house. This structure is too flat with too little change in texture. Different finishes and a softer outline would be more attractive. You can always tell a Meiklejohn building; boring!
no	Has an analysis been done on the ability of the road network in the area to handle the increase in traffic from this project and the other new development a block away? I have to commute past both every day and the traffic is already at a crawl along here. Secondly is the parkade sufficiently sized to provide 2 spaces for each unit + spaces for the employees and customers of the commercial units? Parking in the area is already a mess due to the beach.
yes	Fantastic!
yes	Great build. We are at the moment looking for somewhere that's funky and fashionable.
yes	Great build. We are at the moment looking for somewhere that's funky and fashionable.
yes	This looks to be for high-end engagements and folks who can afford it. That's fine as it reflects the neighborhood. Please consider though that outsiders cyclists, beach-goers, random people will be served with the streetscape first. It does seem that this is your idea. Please ensure that community things like making the sidewalks accessible to the visually impaired is done CORRECTLY rather than just tacked on. I like that the terraced look gives consideration to creating an attractive area. The other pre-proposals were only (ugly) buildings, while this is intended to integrate and elevate. Please create safe parking, out of sight.
yes	I like the design and elements discussed although it may be a bit tall for the area. Parking was addressed but didn't specify how much for the public. The area lacks parking so competing with beach goers is a concern. Also not addressed: PRICE... luxury condos? Mid-range? Mixed? AND Permanent or rentals? Will it be another Air BnB property or will residents actually have the opportunity to purchase a permanent home?
yes	I like the modern aspects of the building. I also like the way it integrates with the rest of the neighborhood.
yes	I really appreciate your concern for the neighbourhood with creating buildings that are not obtrusive. We need more of these complexes in our city. My only concern is parking, as our area is not sunshine 365 days a year, and if you want families to enjoy this space as well as the owners you need to ensure they can access this area and support the restaurants and retailers who will be running their business there. Our city leaders keep reducing parking with every new development and put the burden of parking onto the existing neighbourhood (i.e. Allowing a duplex or 4 plex to be built but the builder does not have to supply extra parking on the property and the existing neighbourhood has to bear the brunt of that situation). I live in the Mission and look forward to enjoying this new development. Thank you for your attention to the aesthetics of the area.
yes	Beautiful and very well thought out!
yes	Congrats!!
yes	Pleasing design features...materials, shape, pedestrian use, and terraces. However, too tall. Ten


	stories in stead of fourteen. Otherwise, a good addition to the area.
yes	Very interesting and would make a welcome addition to our city in my opinion.
yes	I really like the concept. I think traffic concerns will need to be addressed. How many residential units are included in this project? Parking was mentioned but I did not see any details on how this was going to be addressed.
yes	Id love to see what the towers will look like. Do you have any plans done at this point?
yes	We were very excited to hear about this new developmentyour plans will improve upon this beautiful area.
yes	Beautiful
yes	Like the building designs as opposed to "boxes".
yes	There was a short mention of parking. As Gyro parking is being taken away, I would expect there to be decent visitor parking as well as tenant parking available in the "tucked away" lots. We own our condo a block and a half away from Gyro beach so never drive, but that is the main comment we hear from people we meet up with : "sorry we took so long, hard to park." Other than that, love the development happening in our beautiful Lower Mission neighbourhood and happy to welcome this building as well!
yes	It's beautiful. I like the mix of residential store fronts and business with lots of area for active and passive pedestrian activity. The design of the buildings with the tiering down towards the lake is a nice visual effect. It looks like a place that I would love to hang out on a sunny summer day.
yes	Quite impressive model; still a tad perplexed of 14 storey "tower" overwhelming this neighborhood both in height and mass. A building of approx 8 storeys would be more palatable. I applaud the ground floor townhomes on Watt road although the model (although conceptual) does little to impress me from A design standpoint
no	I see a lot of concrete and pavement where there were leafy trees and seasonal recreational vehicles. I anticipate the current seasonal crowds at Gyro beach to become congestion, there already being new developments in progress across Lakeshore drive. I anticipate my currently much-enjoyed cycles along Lakeshore and Watt, listening to birdsong and revelling in the sense of some lingering small town green space and neighbourhood, to become dodging traffic in an urban concrete Lower Mainland vibe. We already have plenty of "Eatery" options in the area, and shopping and retail space, with urban redevelopment of same quite possible along Pandosy. It is not necessary to fill every available space in Kelowna with multi story development and potted nods to green space.
yes	Goodbye trailer park. Long overdue.
yes	The fact that this incorporates a community feel with green space is important to me
yes	It'll never happen like this - it never does :(
yes	Great presentation. You've covered all the bases and over delivered on having a clear understanding of the sensitivity of the location. Design and planning is Incredibly thoughtful and I can an artful expression with key features that consider life at street level. Thankfully this is being treated as a true legacy project vs just trying to get the maximum yield. I've worked in development in Kelowna for the past 24 years and a resident in this area for the same period and I can honestly say, kudos for stretching and expanding your creativity and thinking on this. Nice work!
yes	Would like more information on floor plans and sizes.

yes	Very excited with the architecture of your building and everything that you propose to do to enhance the neighbourhood
yes	It sounds exciting to get such a wonderful development into that area. We live in the Upper Mission.
yes	architects are the best, very well known. project will be good for city, materials are strong and modernn (concret, steel, wood) i do not see any reason for not supporting this project daniel
yes	It's a beautiful building/ complex. I like the wide sidewalks, lighting and landscaping. As a park user, I am concerned that parking for park users will be drastically reduced, either flooding commercial parking lots nearby or neighbourhood residential areas.
yes	hurry up and build a great legacy
no	Current height limits along the lake shore are already at the upper limit of connection of residents to the street level. The current high rise at Pandosy negatively alters the character of the village. Notice the movie shoot taking place at the coffee shop on this date. Did they choose an impersonal high rise as their setting?
yes	I like the tiered side
no	Enough of high rises along the Lakeshore corridor. Enough is enough!! With plans for additional high rises south on Lakeshore, YOU, THE CITY, do NOT have the infrastructure in place to support these types of buildings along Lakeshore and Pandosy. All you are going to create are traffic jams at all the current intersections. If you want to build high, do it downtown, not along our lake fronting type properties. This project is going to tower over the current town houses on Watt - what a disgrace!!
yes	Will any of these units be subsidized housing for low income seniors? And if so how would one apply? We talk a lot about diversity, I am hoping that economic diversity is part of the plan.
yes	This seems to be a well thought out development that will integrate with the local community.
yes	Very interesting and modern looking. Will liven up that area of Kelowna. Look forward to this building getting finished. Good Luck
yes	Looks great! I live on Bechard & Lakeshore. Beautiful project.
yes	Great looking project. Another winner for kelowna.
no	14 stories is so much higher than anything else close by. This will dominate and be overbearing . It will open the door to this area becoming a concrete high rise jungle. The height is not at all in keeping with the current style of the area. Hopefully nothing is approved over the current height restrictions. The current limits are in place for a reason. Why should this be overturned? This would be an eyesore from a height perspective. The design is attractive, if height limited to about 6 floors.
yes	Very impressed. Keep me on your email list as I'm going to be looking into selling my home and moving into an apartment or townhouse in a few years. Thanks
no	I am very concerned about the traffic congestion that is going to be even worse with all these new residents. Also, parking for the beach is already a big problem and this will make it worse. On the positive side, the buildings look very nice, but I am concerned about the entire mission area being way too busy!!!
yes	I am pleasantly surprised. I don't Like towers & I hope this will not be a president, but your plan has interest & is not just a block of concrete. Initially I wasn't in favour but now I see the possibilities. Unfortunately we are turning into Vancouver downtown, with all it's problems & no where to park. I don't enjoy going downtown any more. I am hoping your buildings will not be the start of a concrete jungle in Mission. Thanks for your presentation.

yes	Looks like a good plan. The live/work space would be great for the Lower Mission - with commercial rents so high in the area this would give entrepreneurs / artists a great alternative.
yes	Good looking building.....I like the commercial / residential split....walkable / cyclable. Traffic / parking needs to be managed carefully. Well done.
yes	It is a beautiful building, however as a resident of the Upper Mission area who works on KLO Road, it is only adding further traffic to an area that is congested even outside of the tourist season. Traffic currently backs up from KLO to Lexington (and sometimes beyond). Adding 2 towers plus townhouses is only going to add to the congestion.
yes	Beautiful. Hope the parking doesn't get worse. I do like the way it will connect the village
yes	Great addition to Pandosy, on bus routes, shopping close
yes	VERY EXCITED!!!
no	While it is better than a block, I would like to see Kelowna retain as many site lines to the lake along Lakeshore as possible. You also do not advise what the expected population of the development will be. It seems with all the development at Gyro beach access to the beach and lake will be limited for those who drive to this location now. How many people can this beach sustain now in the summer? The development itself is quite attractive but I would suggest that the developer or the city invest in another beachfront to accommodate those who live in the city and have paid taxes as this beach was built up to its current state.
yes	I think the idea of the tiered towers and open walkways/breezeways. The sense of ample space is great, it doesn't feel tight or congested. Well done, Architects & Stober Group. Thank you for involving the community for feedback.
no	It looks like the property and development will be displacing a large group of families that live year round in the campsite and trailer park. I didn't see anything addressing the displacement of these people. What is their plan for supporting those people? I also assume these townhouses and condos will be sold at very high prices. Having just moved from Vancouver because the cost of living and ability for LOCAL families to buy became insurmountable, I'm concerned these new developers are just creating the same problem here. Condos upwards of \$800-900 thousand are not affordable housing and don't increase the residential capacity when the majority of the population rents. It just creates higher rents that those people can't afford.
yes	Sleek design. Well thought out use of the two main shaped buildings and the use of terraces.
no	You need to help address the traffic issues. Are we getting 2 lanes each way? If not, then what about an HOV or transit lane? The increasing development along this corridor is an issue that is not being addressed only side stepped by a nice looking building with walkways. Until traffic concerns are addressed with better transit or more lanes, increasing development will make this area untenable and a nightmare for Kelowna residents.
yes	The naturalization of Fascieux creek is an important feature as maximization of potential green space around the site is important to maintaining the livability of the area
yes	The presentation was waaaay to long. You're lucky I fast-forwarded to the end.
no	I have lived in Lower Mission for 13 years. The congestion near Gyro beach is reaching unbearable proportions. With the new shore development and upper mission developments believe this is just one more component of more poorly planned parking and poorly designed traffic flow.
yes	Great work with building placement and streetscape! Well done you guys!!!

ATTACHMENT A
This forms part of application
Z19-0078


Planner Initials AC



City of Kelowna
DEVELOPMENT PLANNING

	Very creative and an attractive looking building. Architecturally interesting.
yes	Tracy M
yes	Interesting architecture
yes	seams to fit the area
no	Traffic is already an issue as Lakeshore is one lane south & one north. Traffic will be backed up to KGH during rush hour a.m. and p.m. and I can't imagine what the summer traffic chaos will be like. Parking in our neighbourhood is already a big headache. Where will visitors to the beach and 3340 Lakeshore park. Does your plan include two parking spaces per unit and townhouse? Have you considered that Lanfranco is full of vehicles already and with all the building that happened in 2018, residents living between Lakeshore and Casorso can't park in the streets in their neighbourhood. The building looks wonderful, unfortunately too high density for our Neighbourhood. You try to find a parking spot in the Shoppers Drug Mart on Lakeshore or any of the three Medical buildings on the corner of Lakeshore & Lanfranco, down to Richter and on Richter to Lakeshore. Impossible. Lanfranco now has city parking meters. Sorry but I say NO
yes	It doesn't block views of the shoreline or lake.
yes	It adds to the neighborhood liveability and creates interest.
no	The mass of the building seems huge. Way to large for the area.
yes	Like what we see. Concerned about parking, as this area is already very stressed when it comes to parking throughout the summer months. Parking is always a challenge. Really hope you can factor this in. Units being sold will always need 2 parking spots, plus parking for visitors to the complex. We live in Lower Mission and are already impacted by this oversight.
yes	Looks amazing!! Great addition to an already amazing neighborhood.
yes	Good use of the space. 14 stories seems like a lot but the design minimizes it towards the lake front. Good sidewalk space will be essential to minimize conflict between cyclists and other users
yes	Well thought out design. I like the terraced look of the buildings, widened pedestrian, multi-mode corridor and the clean blended mix of commercial/residential on the site. This design would work well in this neighborhood and fit in with recent development around Boyce-Gyro park.
yes	It's beautiful.
no	Concerned about the volume of traffic in that area - which is already congested during the summer. Adding that much density without sufficient parking (for residences, restaurants & stores) will be a nightmare.
yes	Not enough parking
no	Kelowna is being ruined by all the building going on. We are so crowded now driving is a terrible experience. Street parking makes it worse. Choose somewhere further out of town. Give us a break!!
yes	So far I like what I have seen. A lot of sound reasoning went into the design. I will watch the video again to take in more of what you want to achieve. I must have missed the view from the Watt rd. side. I particularly like the terracing of the building so it doesn't create a corridor effect. I am impressed so far.
yes	Great development for this key piece of land in the Mission area.

ATTACHMENT A
This forms part of application
Z19-0078



City of
Kelowna
DEVELOPMENT PLANNING

Planner
Initials AC

yes	Curious to know where the cars are going to park given the water table is high and can't go underground. Overall a nice design.
yes	Integration of pedestrian use.
yes	I like the design and all the aspects described in your presentation but I think it is unfortunate we are losing one of the few places for people to camp near the water and within the city. I can remember many years ago camping right on the beach to watch the boat races!
yes	While I appreciate the curves and angle away from the lake so it is not a Box type development, a 14 story building is still too high and blocks the views of others behind. Also, there was no indication of whether any of the price points would apply to those of a lower or fixed income.
yes	In my opinion it's great, the design of the the project looks awesome and I hope it stays that way . Something different in architecture that the city needs and will make the neighborhood look great . One question I have is where will the residents park ? , but other than that I see no issues in my mind at this time .
yes	Well thought out big improvement to the neighbourhood.
no	It seems too large a scale, high density and the buildings too high for the surrounding neighborhood. Next door is a senior residence that might be negatively impacted. With increased car traffic on Watt, there's already safety concerns for cyclists and vehicles especially when you get to Walnut which is narrow. Looks like a cool development but not sure it's right for this location.
yes	Looks like a lot of thought went into this development I like it
yes	Like the pedestrian friendly atmosphere along with a mix of retail and residential. It's a larger city approach to development yet keeps true to Kelowna small-city feel. The terraced towers provide great opportunity for desirable living spaces. A welcome addition to the lower mission/pandosa neighbourhood.
yes	I think the project looks fabulous and I'm hoping it gets the green light to go ahead it's obvious to me that this has been well planned and some very interesting and thought provoking dimensions have been added to this whole project.
no	I'm sorry. It looks inviting but I live 1 mile down the road and have to travel past this area everyday and the traffic is horrendous. What normally took 5-10 minutes to travel now is 20-30 minutes to get thru. Not impressed with the log jam of cars that will now be on this stretch of the road. Why can we not have a nice RV park so people can come and camp and be near the beach. The city in its wisdom has taken that all away. Not to mention all the people that do come to Gyro beach have to park for blocks and walk to get to the park. With this development it will make it even harder. I know that will deter me from coming down to this beach. Sorry, nice possible development but not for it. Not here.
yes	Questions? Cannot see if waterfront/lake access? Does property cross Watt Road for waterfront access? How to visitors of Gyro Park cross to parking lot (beside your property) to park? Where is parking for your building (underneath building)? I cannot walk yet would visit if parking close. Like scaled back look. Great asset to that corner. Thanks. Barbara
no	You speak of urban sprawl. Urban sprawl going up towards the "heavens" along our lake, is still urban sprawl, and is not a solution. We took our grandchildren to Vancouver recently. Asked if they liked the city, their comment was Grandma we can't see the sun. You want to build a high rise, build it away from our beautiful lake and let "all" of us enjoy what is left of views of our lake from Lakeshore. A project of this size would increase the traffic on Lakeshore 10 fold. This road was not constructed to sustain that kind of traffic. It is already experiencing huge congestion at peak

	times and over the summer, continuous congestion. Before city council continues to allow projects such as yours, they should be seriously addressing our infrastructure. Our, water, sewer and road systems are barely sustainable already.
yes	Looks great. I think you could make it taller. The restaurant looks a bit harsh and unwelcoming, but that may be a detail that isn't implemented in the drawings.
yes	I'd love more informations on the residences.
no	It's too dense for the area especially considering it's on the west side of Lakeshore. The tallest buildings should be on the east side of Lakeshore otherwise we will develop in a small strip only closest to the lake. A large developer like Stober should know this since the example set at Landmark is an excellent display of height.
no	The buildings are too high, blocking the view of the lake we see as we come past Tiny Town at the present time. I did not see any significant amount of parking space for the residents of the buildings or for the people who come to enjoy the beach. The overall design is nice but not for this area of the city.
yes	This design is pleasing to look at and will beautify the street corridors. I'm excited to see this kind of infill project in my city.
yes	I like the people focused design of the streetscape. It's important to have the furnishing/vegetation zone that separates the sidewalk from the street, creating a cozy atmosphere and places where people want to linger. It's looking good!
yes	The road infrastructure cannot supper this development. The road is already at a jam during the day. How do you propose to alleviate that issue?
no	Too sterile big buildings not offering a cosy urban village feeling. Also streets look designed for cars only not for lighter traffic and pedestrians. Impression as a whole is cold.
yes	I'm cautiously optimistic. We live in the Mission & a couple to times/ week I cycle or run this route so any project that enhances these outdoor experiences would be helpful . Don't like the tower idea but
yes	Beautifully presented. My only question what is the ratio of units to parking allocation? As with all developments that have occurred to date our city has developed a street parking issue. Well done Jim - you were so easy to listen to.
yes	How many square feet will be in the condo suites?
yes	Excellent plans and presentation Great job and smart looking structure
yes	Beautiful addition to the city
yes	I'm very impressed with this overall development. The architecture is amazing, and very modern. It will be a great addition to the bustling Pandosy district. This Kelowna resident is in full support.
yes	Interesting building concept - well presented
no	I applaud your opening up the creek between Watt and Lakeshore, however, the building is very high for a structure so close to the lake, blocking views for many other housing units. You emphasize 'community' but I see continued destruction of low income homes with your building. Trailer parks allow a more diverse community and I worry that selling these high end units will be used for BNB's or flipped, pushing costs up to create very exclusive and elite housing when more affordable housing should be allowed at least in part of your building.
yes	Very attractive shape and features. Walkable. Has visual appeal - so much better than standard towers. We like the active corridor and walkways. Landscaping and seating look great!


yes	Great Presentation. It seems like a well thought out development. Good Job Jim.!!
yes	Nice design and aesthetics ..a bit concerned on traffic volumes of lakeshore being single lane and what that means for Mission residents getting down to the shopping area.
yes	Nice presentation, well thought out spaces.
yes	Looks like a cool design concept; perhaps setting a precedent for how development along lakeshore may, and will, continue into the future. I would like to see your development incorporate a proper transit hub with consideration for added bus routes in the future. Even so far as to build a traffic circle at the Lanfranco extension (as proposed) so busses have easy-in, easy-out access to the development and Gyro beach as our city grows to mitigate congestion along the Lakeshore/Pandosy corridor.
yes	Looks like a phenomenal concept! A wonderful addition to making the Pandosy Village on of the most beautiful areas in BC
yes	Lovely building and space! Location for this project is great! Are you allowing rentals as in student or Airbnb? As people are having more pets these days is there an area on site for dogs to relieve themselves? Is there pet restrictions in this project? What is the parking allowance for this project for owners and visitors to the retail and restaurants in this complex?
yes	I had heard of apartments, but what I see is an amalgamation of community, Pandosy Village and the Abbott walkway... an extension of all the elements I like most of the area. What pleases me is the shape, it is as if it is a hug. It wraps warmly around the centre and I think that once people see the value to them, which comes at no cost, other than to those who live here, they'll give this a chance.
yes	As a mission resident I think this is a great looking building and will enhance the area.
yes	I really like the design and think it will add nicely to the neighborhood. O
yes	I think it will enhance the community and increase the livability of Kelowna - very Nice
yes	Looks very pleasing to the eye and in you video it would be nice if you could add in the buildings / trees that are already there so you can feel what its like . Just a thought but nice work Tim Traynor Lake Country
yes	Too bad we can't pause the presentation to have a closer look at anything.
yes	Innovative, fresh and livable. Especially nice to have local folks behind this project. Good job!
yes	this is exactly the type of product Kelowna needs in order to accommodate sustainable growth. Its a very attractive project that will be a real asset to the community. Great job!
yes	The architecture is stunning and not overwhelming for the location. I think it will be a beautiful addition to the neighbourhood. It's nice to see more density in the urban centres of Kelowna instead of sprawling outwards, which creates more traffic into the urban cores.
yes	I live in the area and would welcome this development.
yes	We live in this neighbourhood and are very excited about this project. left out is what will be in the towers? And where will the parking be? And could there be traffic calming measures put in place in the current neighbourhood?
yes	Looks great! Would like to know more about where the residents and commercial customers will park? How many parking stalls will be in the project. What will be the ratio of resident to

	commercial customer parking? How will the parking component be accessed?
yes	Looks great! Would like to know more about where the residents and commercial customers will park? How many parking stalls will be in the project. What will be the ratio of resident to commercial customer parking? How will the parking component be accessed?
yes	Cant say anything bad as design looks amazing! Will look much better than an empty lot
no	very concerned about parking for the beach and the enormous pressure and increasing amounts of people on this city/public beach
no	Buildings seem to be too tall and massive. Blocks views for properties behind.
yes	My biggest concern for this size of project is that it is situated at what is already a bottleneck for north-south traffic on Lakeshore. Current City parking requirements for a project of this size do not properly or adequately remove vehicles from the surrounding streets/properties. Without truly inviting vehicles onto the property, this area will become even more congested and uninviting for Kelowna citizens not living in the immediate area.
yes	Great improvements. The Streetscape looks really great What about parking for the residential & commercial. Can you go deep and waterproof like NYC for the parking?
yes	Amazing
yes	Hoping the exterior with change with some pops of colour. Right now it's very plain and boring looking. Not sure if the size of this project fits with the current architecture and landscape in that area but I think the overall design is cool! Looking forward to seeing where this goes in the future.
yes	Look beautiful. Nice job!
yes	This is a beautiful project and will be a great addition to the area.
yes	Love the look
yes	Love this idea. Kelowna needs much more density and this "gateway to the Mission" is a great addition. Please ensure bike paths for our kids (who go to Casorso!).
yes	Excellent presentation would buy
yes	I believe it would be a great add to South Pandosy.
yes	Nice to see cap at 14 storeys tall. Like the step back approach. Good thought processes seem to be happening; engaging with community is key. Would be nice to see some type of moving water feature like fountains in the design. Would be nice to see possibly garden courtyard/s to move through or sit with a packed lunch. I live in Lake Country but two of my siblings live downtown in Kelowna and we visit south Pandosy fairly regularly.
yes	A lot of thought has gone into your presentation. The building design is very unique.
yes	Looks good!
yes	You can see the thoughtfulness of the development, the ability to take initial input and ensuring the development enhances the community. Well done.
yes	The presentation could have more technical details of the buildings as well as some general arrangements.
no	OCP 2030 Policy 5.5.1 limits building heights in S. Pandosy Urban Centre to 4 stories. This is 14 storeys and is non-compliant with the approved community vision for land use, zoning and building height.

ATTACHMENT A

This forms part of application
Z19-0078

Planner Initials **AC**



City of
Kelowna
DEVELOPMENT PLANNING


yes	<p>It's reminiscent of the changes around the Kelowna Yacht Club, outdoor ice rink etc. We moved here 21 years ago and I grew up watching and being a part of Vancouver as it grew up.</p> <p>I like the integration of visiting, living and functioning within this area you are proposing to build. Bringing a growing city together with the natural elements that attract many people here to visit and live takes a keen & devoted team.</p> <p>Thank you for using your talents & resources wisely. A beautiful legacy of working with your community.</p>
yes	Great to have Architect's voice on their building.
yes	Dave Su
yes	Bring it on!!!
yes	Fabulous & thoughtful
yes	Beautiful, classy, considered design - huge thumbs up!
yes	Looks beautiful Separate sidewalk and bike path would be nice though, if space allows.
no	I like the concept but not for there. In my opinion, the area should be converted to public beach/waterfront space. Too much is being taken up by private properties and honestly, for how busy/popular that area is, adding this would be taking away from what Kelowna and the Okanagan is about. Besides, there is plenty of retail very close by. Adding parking and park/Beach access or a board walk i would see as better use for the land. Infrastructure just isn't there to justify adding more condensed residential space.
yes	As you are planning to build residential above commercial, can I stress the importance of keeping the two strata physically separate. Make sure pedestrian access and parking for residential and commercial are distinct with no common property. I live currently in a similar building and there are endless arguments and battles between the two strata which have very different interests particularly when it comes to security and responsibilities for maintenance. Do not mix the residential and commercial parking.
yes	great response to the site. A very well thought out design and streetscape.
no	Absolutely atrocious. Why would you destroy this beautiful longtime area of Kelowna with this purely money making monstrosity? Build this somewhere away from the beautiful lakeshore. Everyone loves that peaceful area. The only people who will want this concrete jungle there are those who will make money off of it. Seriously bloody shocked you would even think of putting this horrible looking structure blocking that area of Kelowna. Are you trying to destroy it?
yes	We appreciate the opportunity to view this virtual presentation. We are quite impressed with the overall concept, especially the staggered design and streetscape elements. We would however like to see more detailed information regarding available parking. For example, how many parking spots will be allocated per residential unit. Also - while the staggered design does help to integrate the buildings into the landscape, we would also prefer that the project height be capped at 10-12 stories if possible.
no	Too dense, need to make this more like the neighborhood. No re zoning.
yes	I do like the plan and concept however I'm concerned about parking, increased traffic on an already busy, backed up narrow 2 lane road leading into Mission. There is so much retail space already in the Pandosy area in the new buildings including Sopa Square, much of it empty and parking is already difficult.

yes	<p>very nice presentation. I do like what I see, however, the presentation should have been more specific showing the distance between the new sidewalk/buildings and the Watt Road landscaping of Mission Bay complex across the street.</p> <p>It appears to be a very wide space for bikes and vehicles when in fact it will be narrow. We live in Mission Bay</p>
yes	<p>Particularly love the neighborhood/community feel, the intended vibrancy and the restoration of the natural “park” and creek. Bravo!</p>
no	<p>This proposal is an eye sore, and an attempted theft of public space to cater to a small few, for the profit of Stober. Find somewhere else to put your weird looking building, like Vancouver for example.</p>
yes	<p>Excellent presentation. Looks like a great addition to Kelowna. Love the modern vibe.</p>
yes	<p>An excellent presentation. This project will enhance the Pandozy experience, it appears well thought out but will need support from current home owners in the area.</p>
yes	<p>Fantastic, we live in the area and I believe this will be an exciting development that gives Kelowna a world class feel.</p>
yes	<p>Great design. Lighting and security will be very important. Would be nice to incorporate some sort of top floor restaurant with views over the lake that can be used all year. Kelowna definitely is lacking restaurants that take in our amazing views.</p>
yes	<p>Lots of thought put into blending in to the surroundings. Love the concept</p>
yes	<p>I would like to see taller towers above the stepped slabs</p>
yes	<p>The project give the impression of open and non intrusive.</p>
yes	<p>The terracing is a great option to integrate density and respect the character of the single-detached housing along Watt Rd.</p>
no	<p>This proposed building is far too tall for lakefront positioning. Anything above eight to ten stories that close to the lakefront is not respectful of the lakefront and shoreline as valued community space and views. To build to 14 stories is a trust and values violation by the developers towards the wider community.</p> <p>What is this new development doing for addressing its part and responsibility in creating affordable housing for the community? There is a significant difference between offering homes to buy and offering intentional set aside affordable housing to need community needs.</p> <p>How are you ensuring store front promotes locally owned and run businesses rather than chain brands like Starbucks? Have you ensured the retail space is designed and committed to local business needs that meet local community demands rather than just money generation space?</p> <p>Any road front space should provide bike separate lanes (a physical barrier between cars and bikes) rather than integrating bike space next to vehicle traffic.</p> <p>How much of this building is committed to clean energy production / generation? What is the solar panel committed space designed into the building to ensure the building is meeting the needs of climate action and doing its part to mitigate climate impacts on the community? This building should ensure it has zero dependence on direct fossil fuel energy to function long term.</p> <p>In 2020, very little of the lot coverage space should be dedicated to flat top car parking. How is the building seeking to incorporate parking into the building structure footprint itself? Using a flat</p>

ATTACHMENT A

This forms part of application
Z19-0078

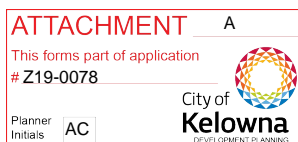
Planner Initials **AC**



City of Kelowna
DEVELOPMENT PLANNING

	lot model is lazy, inefficient, and a disrespectful use of space to the community. The architecture and overall aesthetic is not stellar and does not really add beauty and visual vitality to the community. It's more an imposing aggressively lined structure.
yes	It's time to take this property and maximize it's use and potential. There are other sites like this that need revitalization as well. I'm looking forward to the change!
yes	Love the see through layered design of the buildings- they are tall but they don't block the view. The pedestrian areas are beautiful and well thought out. I want to visit this space. There is no mention of the amenities for those that will live here. I could not tell where the parking area is.
yes	The design is just what we need in Kelowna to pull away from the traditional 'block' styling commonly built here. Well done!
no	There are points I definitely like about the development - I have some questions about the Vaseux (spelling?) creek and what that all involves. Therefore, I am not saying yes or no yet to what I like so far....oh - I guess I have to pick one or the other....I'll choose no for now but certainly will be happy to see the campground gone.
yes	The only concern for me is the traffic? We keep building more and more without building more roads. There is also Mission Group that are planning to build AQUA here. How many more people can this city attract - I know it's money in their pockets - but we are going to bust at the seams. We love the look and it seems like you have done a great job at making this very attractive. As I said the only concern is the increased traffic to this area.
yes	very thoughtful and well resolved. Good luck on the public process -be patient!
yes	Great ideas and a welcome change in that area. It will integrate the Gyro Beach frontage into the bustling mission area.
yes	It is a very well designed use of the space and I hope it will get councils approval.
yes	magnificent design that enhances the area
yes	Great presentation. Much improved design. Very engaging street interface. I will look forward to hearing how the public responds.
yes	Very well thought out. I think with the terracing design you could have actually gone a few floors higher.
yes	This is extremely well planned with seemingly all points, major and minor taken into consideration- vehicle traffic and parking, bike lanes, live/work, pedestrian traffic etc. A real community! I support!
yes	I believe this to be a very fitting architectural beautiful building for the site and one the community should embrace, great job Jim and team it looks amazing.
yes	Great design! When are the floor plans coming out?
no	The presentation doesn't clearly explain gyro beach and lakeshore part of building What is the availability of environmental protection of lake and surrounding areas
yes	Awesome
yes	I appreciate the thought put into the streetscaping and the way that the building will interface with the neighbourhood. It is visually interesting and the organic shapes make a wonderful change from some of the more typical buildings.

no	So between this and the 'reworking' of Hiawatha property, we're losing several dozen 'affordable housing' options. What do you plan to do to accommodate the non-millionaires you will be displacing? Any subsidized housing included? Any consideration at all for anything other than your pocketbook/bottom line?
yes	It is a great looking building. A great addition to the area.
yes	However, I'm still undecided if I fully support the project. I'm not sure if I missed it but was it stated how many residences will be in the Development and what the price range may be? A static map showing the footprint would also be helpful in addition to the dynamic aerial view.
yes	I didn't see anything about parking for the residents of the building, did I miss that?
yes	At this first glance the project elicits a sense of warmth, openness and community. Personally, I was impressed with the vision; the thought and careful consideration that has gone into seeing this vision come to life is inspiring. As a Lower Mission neighbour I look forward to watching this take shape.
yes	Retail looks really good. I like that the parking is hid from view.
yes	
yes	I think that it will be a big improvement for the area.
yes	What percentage of rentals will this project have in its residential development? I purchased in Sunset Waterfront Resort prior to it being built. At the time of purchase I was told that 30% only would be rentals , I lived in my unit for 2 years and during that time there were only 11 permanent residents out of 121 - turned into a rental disaster . Within the first few months the building was being run by a very crooked President on the Council who became a rental manager!! Beware , beware !! The building concepts are nicely appointed & look beautiful- love the curves that soften the edges.
yes	This looks like a very well thought out and attractive development. Let's hope it contains units that are relatively affordable :-).
yes	Would love to be there to enjoy the whole experience!
yes	This is so much better than what was presented before. Thank you for listening. Very interesting and pleasing architecture.
no	I am all for progress and development however i can barely navigate the traffic now. I have lived in the area for years and have seen alot of growth however very little in the area of road Infrastructure. The traffic in this area is maxed out so i do not see how 300 plus more homes will be logical. And for that reason, if there is a vote, mine will be no and i am out. Looks lovely though
yes	I live in the neighborhood and I am happy to see this!
yes	Would be interested to know pricing, understand this is still very early.
yes	I am interested in commercial business opportunities .
yes	I am super pleased that you've put together a plan that thoughtfully promotes human connection with attention to greenery and walkability. It's not just another blocky high rise built to the edge of the street to get maximum square footage. Well done.
yes	Much better than a bunch of boxes, softer and fits the area and.melds into area well.
yes	Great plans, I love it!




no	<p>I respect the need for density & applaud the recognition of integrating into the existing community. Not sure I agree with apparent scale of property (Did you say the total number of doors?).</p> <p>There is not existing infrastructure to handle such large density developments outside of the immediate development property.</p> <p>Show us how this growth is supported for daily living within the walkable/biking area of the proposal - many simple daily tasks are close to maxed out today (grocery & services areas are not scalable for the proposed increase in density).</p>
yes	This is a great addition to the area. Nice concept and development.
yes	<p>Exquisite .</p> <p>A jewel in the heart of Kelowna.</p>
no	<p>My issue is with parking when you go to Gyro Park. When it gets busy and packed in the summer months there is not enough parking. When the Parking lot gets full where are people from farther away than the mission. Like people from black mountain and Rutland supposed to park. A few years ago the parking lot on the south side of Gyro (which has been removed), the parking lot on the north side of Gyro, the then empty lot across Richter (which now is an apartment complex), all the on street parking on Watt Road was all full. I have had to park on the other side of Cedar Avenue and walk to Gyro. My question is with all of these sites being developed where are people supposed to park???</p>
yes	I like the way the buildings are tiered not just straight up highrises.
yes	I like it, I would like to see the eating areas similar to Granville island where you are able to shop and then have a common area to eat. I would like to see unique eateries and shop to create a memorable experience.
yes	I am so pleased to see that this is a Stober development, and that Mr. Meiklejohn is the principal architect. I have full confidence that this project will be stunning! I appreciate the consultation process, forethought, and planning to make the design meet the needs of the community, and be pleasing and creative visually. Kudos to you all!
no	The buildings are too high. I have concerns about traffic congestion and parking.
yes	<p>Overall it sounds like there are a lot of community amenities provided in the plans. I really like the wide sidewalks and attention to flow of people through the spaces. I'd like more details about parking for the number of residences included in this area of town. I was dropping off kids at Gyro Beach today and noted that there is no longer an obvious drop-off zone nor turn around loop at the beach. The lanfranco extension should help with that if a looping route is created along the roadways but it will also add pressure to the municipal parking lot on the corner if guest come to stay/visit with people in this complex and if drop-off zones are lost for beach goers.</p>
yes	It's unclear how you'll join watt road back to lakeshore. I hope this is part of the plan.
yes	I like the lower profile and the spaces that will make it accessible to people in the neighbourhood
yes	<p>Very attractive complex.</p> <p>It will be interesting to see it come about.</p> <p>Love the creek upgrade.</p> <p>It will hopefully have a good selection of prices for the units.</p>
yes	Great looking project. Excellent plan for the area.
yes	I'm intrigued. At first I wasn't sure about the shape of the building, it seemed a bit futuristic. It started to grow on me by the end. I feel this particular area of kelowna is begging to be efficiently utilized. Great start !

ATTACHMENT A

This forms part of application
Z19-0078

Planner Initials AC




City of Kelowna
DEVELOPMENT PLANNING

yes	Amazing piece of architecture, which I think will connect the neighbourhood together.
yes	Looks like a beautiful project. Well thought out and considered space. What about parking? Its definitely a major issue in this neighbourhood.
yes	Beautiful design! But please please ensure adequate parking spaces for the residential units as well as visitors. Too many new developments skimp on parking and it hurts our city. We are a long ways away from widespread vehicle reduction here; and parking garages can be repurposed in the future.
yes	sloped shed roof between 2 buildings seems random & out of place - it does not tie into any of the architectural elements or forms around the site. Otherwise, looks great.
yes	I can't wait to see this built. This is the type of housing our city needs. I appreciate the thoughtfulness towards how the community will use the space. Clearly this developer has gone above and beyond what is required and I hope the community will realize this.
yes	Not sure what makes it a virtual open house? Very exciting to see the concept though.
yes	I don't see how you have connected the Abbott Street corridor which goes along Watt Road to Gryro. You have a lot of street frontage along the front of the townhouses and you could do more to continue the bike/walk corridor of Abbott. People use that, not Lakeshore. Your presentation completely ignores the traffic patterns, ingress and egress to the site. Is this on purpose? Your building appears to be a solid line along the perimeter. If you could vary that you would get a much better pedestrian area, perhaps more covered outdoor seating being all seasons. How about a roof top restaurant or something like that to give the building a legacy image?
yes	We live in the area and go by the site all the time, drive, walk, bike.
no	to high density 14 stories is to high is the parking on site adequate?
yes	Very exciting project. I love it!
yes	Beautiful project
yes	Unique design that Kelowna needs
yes	Get it done. Looks great, very impressive. I live in the neighborhood and think this is a great addition to the area.
yes	Think it is a fabulous idea!
no	It is FAR FAR FAR too large for the area. It is a development for downtown, not for Pandosy Village and a property that is beach-adjacent. It is further densifying an area that is already getting over-run. We have lived in the neighbourhood for 13 years and are feeling the significant increase in congestion. We left Vancouver 15 years ago to escape this kind of development.
yes	Looks very innovative and yet no over powering in structure
yes	Parking is a premium issue for the area and for me when I look at moving to a condo/townhouse. There should be more than one spot per unit. I like the unique design and clean lines of the proposed exterior, the retail/restaurant areas, and the wide landscaped area around the structure.
yes	Wow! looks fantastic! I'm excited if it turns out how you presented. My question is? Lanfranco extension cuts thru the south part of property. Does this mean the land south of Lanfranco will be parking?
no	While I am not opposed to residential development in the Gyro Beach area, I see two problems: (1) 14 stories is too high so close to the waterfront and in a zone of low-rise development, and (2) given the acute shortage of rental units in Kelowna, really you have a moral if not legal

	imperative to focus on the rental market first.
yes	Well thought out, best of luck! Looking forward to watching this all come together.
yes	I like the building shapes as well as the strong interfaces with pedestrians pathway
yes	I think it is a visually pleasing structure. I like the commercial areas and the large sidewalks... I like that you are sympathetic to the Watts Road neighborhood and are putting townhomes along that side of the property... I also like that you are not going higher than SOPA.. which has fit into Pandosy village well.
yes	I love the design, it brings K Town a step up on the world stage. My hope would be to have independent businesses paying realistic rents. I also hope (and I can see from the height) that the buildings will be concrete. (I owned a 2nd floor condo unit at Big White and the noise from above ruined our enjoyment...not sure I would wish 'condo living' on my worst enemy!) Looks great. Good job. Looking forward to a glass of wine and a Poke bowl! Scott Barnard.
yes	Curious - would like to understand more around parking and vehicle flow including access onto and out of the building
yes	I like the design from the street and the buildings. Looks great.
no	6 stories would be more appropriate. 14 stories is ridiculous from several perspectives. The area is already at its maximum, reasonable traffic load. "The Shore" is going to add significant traffic. Approved plans/rezoning for the Hiawatha, Mission Group/Truswell and Manteo-redevelopment projects, if completed, will escalate the traffic load to incomprehensible levels. Additionally, major vistas from the lake looking to the north/east/south will be destroyed. The "wall" that is evolving from north to south along the length of Lakeshore is inappropriate and should be set much, much further inland. While the terracing and view corridor between the towers serve to soften the effect, 14 stories still obliterate the vistas and overload the senses with the massing. On the Lakeshore side of the project, the sheer height of the buildings not only destroys vistas, but reduces the human scale to a pebble beside a cliff, despite the best efforts of the designers. As a resident of Kelowna for 58 years, I see this as just another nail in the coffin for the vistas and human scale of Kelowna that are constantly being stripped away by inappropriate massing near the lake instead of being placed at the base of mountains or constrained to the center of the valley. M.J. Roach, Master of City Planning, Juris Doctor
yes	Looks very modern and open. Live on Lanfranco Road and looking forward to the completion.
yes	Think this compliments an Urban Centre. Would like to see a ample amount of public parking part of the parkade.
yes	Well thought out and beautiful project.
yes	Beautiful buildings. Fits and enhances the area.

ATTACHMENT A
This forms part of application
Z19-0078

Planner Initials AC



City of Kelowna
DEVELOPMENT PLANNING

no	Buildings too blocky. Looks very cramped and congested. Rather see highrise option to open up the ground and create more space.
yes	I am very interested in what you will have for sub penthouse or penthouse plans.
yes	I am truly excited about this project and all of the work Stober Group has done to ensure the community has been heard. They have listened and made adjustments to the project to ensure it is something that will be part of the community. It will be a place that everyone in Kelowna can enjoy. I fully support the project as presented.
yes	Absolutely gorgeous. Building like those will add to the beauty of this city.
yes	Well integrated with the area, needs to ensure there is discreet parking for residence.
no	There is no need for 14 stories to a building in this location which will destroy street views of the surrounding hills and city views from the water. Meiklejohn is disingenuous when he speaks to "allowable" by bylaw and never addresses the single lane traffic on Lakeshore issue for local residents. Also - if the development allows short term rentals this will be an albatross that destroys the neighborhood. More information is needed.
no	I don't approve of 11 and 14 story towers in this part of Kelowna (downtown might be more appropriate). I have a condo in the area and I don't want to see high rise towers, I want to see the sky! The project eliminates street parking on Watt, that is a major concern.
yes	I love this!
yes	The scale of the project seems a perfect fit for the property. We like the fact that the towers step back from the water side creating what must be a number of very desirable patios.
yes	A beautiful plan. Love the tiers on the building. Very elegant with a classic simplicity that will hold through time. The engagement (shopping/socializing) plan is very appealing. Will be very interested to see the interior design plans. A great living opportunity for simplicity in retirement living.
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yes	
yes	Wow! sounds and looks really nice! Sounds like GREAT planning going on and respect the many (!!) factors one must consider. Sounds great ! I like and frequent this area and look forward to it! Well done!
no	I like a number of aspects and think it's a big improvement over the original proposal. I like the max density closer to Lakeshore Rd and the low level residential along Watt Road. Still concerned about overall density and impacts on parking and bot vehicle and pedestrian traffic. Would like to understand what you propose in these areas.
no	Parking was not really addressed Great sales pitch to miss point with most new development Having commercial space is great but there already is a parking issue around there with staff from other retail space parking around there So where does everyone park I'm sure you as most developer's with be asking for a variance to have less parking
yes	Looks great, as an owner at Sopa Square I think it would be a welcome addition to the neighbourhood.
yes	Looks very tasteful

yes	Love the ultra modern design! Interested in small 1 or 2 bdrm if available.
yes	Interested in registering
	I like it, and look forward to seeing it move ahead. I would like to be on a list if there is one for both residential and retail buying opportunities. Thanks
yes	Peter
no	I have lived in Kelowna for 40 some years. Although I support living high rises; you cannot take "recreational places" back along the water. NO! Absolutely not! Kelownians and visitors need a beach access to enjoy as we have it now. Please take your structure to another area away from the beaches. We need peace and tranquility!
yes	I like the idea of the terrace style buildings. Naturalizing the creek is a large bonus. Looking forward to seeing more as the project gets approved.
yes	Thumb's Up. It appears to be a nice friendly place to live and/or visit. Its about time we have more modern architecture in our city. Not too high, lots of space. Hopefully the for sale units will be affordable.
yes	Love the beautiful shape of the buildings. I also really appreciate the incorporation of pedestrian friendly areas, greenery and diversity of retail, hospitality and residential.
yes	seems to fit nicely into existing area. Like the respect to height regulations. i.e. could have built towers but I think made a much wiser choice.
yes	It will look great on that property.
no	I don't think the architecture captures the essence of what living in the Okanagan is like. Looks like a fairly generic condo development and we already of have plenty of those in Kelowna.
yes	Love the contemporary design!
yes	I have one major concern. Developers of condo complexes in Kelowna have not been providing reasonable parking with their units. I understand they are only required to provide a certain amount but the reality is most families, or couples want 2 vehicles and as parking in this neighbourhood is already congested I am concerned with adding 320 units plus people needing parking for eateries, guests and the general beach use.
yes	Interested in how the building will be organized on the interior.
yes	I really like the incorporation of the wide sidewalks and creating pockets where people can gather. I think the shape of the building is beautiful and its very modern. I worry about parking as many people in the Mission will drive down to the area and need parking. I am also concerned that the residential area or townhouses being planned will not be affordable for the majority of people looking to buy in Kelowna.
yes	I think it is beautiful. I think there is already SO MUCH traffic on Lakeshore that it is crazy to add that many people living there with cars...
yes	Multiple spaces both retail, commercial and residential is key! It is a place i could see myself living once complete.
yes	Very well thought out. Shows great potential.
yes	I like the terracing and mixed-use of the property, and I think focusing the retail on Lakeshore and townhouses on Watt is a great idea. The exterior of the building is beautiful. I was happy to see that along Lakeshore the space caters to pedestrians and cyclists rather than just parking. I would have liked to see a bit about accommodation for cyclists, ie. bike locker rentals, and cyclist push-buttons at the new intersection with Lanfranco for crossing Lakeshore.

	<p>I didn't catch from the renderings whether there are plans for the "rooftop" space between the towers. It would be a bit of a shame if it was left unused. A small fenced playground might be a great idea if nothing else.</p> <p>I know it's complicated, but it would be nice to see plans to accommodate L2/destination charging.</p>
yes	<p>Great concept and design. This blends in well with the area and with the extension on LanFranco will help with the flow of things in that area. Job well done. Please send me more information as this is a place I could move into.</p> <p>Thanks</p>
yes	<p>I think it looks spectacular and it's something you would expect to see in A large city. I think it gives the feeling of luxury. Kelowna is stepping up to embrace artistic design with functionality.</p>
yes	<p>I like that the high rise parts of the building have been set back so one doesn't feel like there is just a big wall in front of you. The slopes are a great transition from the retail side of the building to the homes on the lakeside. I really like all the open space around the building with larger sidewalks and the open corners. Pandosy is very much a pedestrian area - one of the reasons I moved here - and I like the fact that you have enhanced the perimeter for foot traffic.</p>
yes	<p>Beautiful and looks to be well thought out. I think it would be a good design and fit for this location. I would hope and encourage that the residential buildings allow for alternate transportation possibilities. I would hope there would be adequate secure bike parking for residents with some charging stations for electric bikes or mobility scooters, and electric vehicle charging station(s) with infrastructure allowing for further charging stations to be added if needed by residents in the future. I think it is important to have the public spaces be pedestrian and bike friendly. I would like to see landscaping and trees be draught tolerant and xeriscaped if possible to reduce water use footprint. I am generally on the conservative side when it comes to large developments in Kelowna, but this is a project I would be happy to see.</p>
yes	<p>Great design! I see this as a welcomed extension to community.</p>
no	<p>Increased traffic as well as numerous more people destined for Gyro Beach which is already at capacity during the spring, summer and fall.</p>
yes	<p>I love this neighbourhood.</p>
yes	<p>I think it looks great and would be interested in living there.</p>
yes	<p>Beautiful building.</p>
yes	<p>I live in the neighbourhood so I'm very interested in watching the progress of your project. I like the very progressive design, especially the tiered aspect of the residential towers. A very interesting concept.</p>
yes	<p>I "LOVE" the design of the two building the way they are terraced towards the lake. FABULOUS!</p>
yes	<p>You talk about owners not rentals?? Buyers will be a lot of out of province and will want to rent their property! That does not help us as much as the seller. We want permanent owners not part timers!! There should not be an exception for a tourist area allowing rentals!!!!</p>
yes	<p>Architecturally it looks like a fine building. I am always concerned with having a big city feeling around a beach area because right now it feels very small town and I like it. I live on Lanfranco and can't quite figure out where this creek area comes into it.</p>
yes	<p>This is an impressive development. Clearly very well thought through. My only question is about parking. I grew up in a house at 3166 Lakeshore Rd in the 60's (now part of the Siesta Motel) and am intimately aware of the very high water table in this area. I would like to know what your</p>

	plans are for parking and how many parking spaces will be provided onsite for each residential unit and for the commercial spaces.
yes	- How do you intend to keep it owner occupied? ie/ 5% rentals allowed or?? - First thought on Lanfranco extension - is round about considered? - First thought on bike path/extension from Gyro when we run/bike past their we tend to go down the back street (Watt is it?) vs. Lakeshore. I would imagine long term most bikers/runners are doing Gyro to City park in the back not on lakeshore so wondering if back side could have that extension of the path from the parking lot vs. along lakeshore. - From the video sounds like you put a lot of thought into doing this right for Kelowna vs. what makes you the most amount of money/density. - How do these 320 units per 4 acres fit into longer term population plan for lower mission? ie/ How many will be in Hiwatha plans which are going forward too? - Is 14 stories too high for that area? Most large towers are downtown. Sopa was off/on for years so not a good comparison. Most buildings along there seem to be 6-8 stories? - lots of questions but I'd like to see your open house. Looks like a good public planning process. thanks.
yes	I wish that is was not quite so high, maybe 8-10 stories?
yes	I think it looks great, but I think it should be taller, maybe 20 stories.
yes	Love it
yes	I see the potential for 1-2 restaurants. What type of indoor car-parking will be allotted to each eatery?
yes	fabulous project,probable the very best ever put forward in the kelowna area
yes	I would like to see floor plans for units.
no	not enough parking as this will spill over to the neighbor hoods. Way to much traffic as anytime you increase people you automatically create more traffic.
yes	Exciting, modern. artistic design, so unlike typical shoe box blocks of various heights. I hope it flies.
yes	Possible the best work Meiklejohn has done yet! The gist of it is very well thought out. I would fully support this as proposed.
no	the topic of parking was barely mentioned. Where will residents park? Where will shoppers park? Where will beach goers park? Where can I a view a blueprint of the property showing intersections and roadways.
yes	Would love to know what anticipated unit sizes are going to be.
yes	very good plan
yes	Unique!! Ownership rather than renting.
yes	I love the terraced look, it reminds me of some of the new construction I've seen on Marine drive in West Vancouver. Beautiful job!
yes	I like the see through aspect of the overall structure
yes	demographic : 51 male, own commercial unit in the area, live in in west kel, love that you are building up, the density is needed, higher is always better in my opinion, should the water table allow it. glad to see you not just dumping chipboard 5 story row housing. quality tall cement buildings are needed here! :)
no	The campground is the last one in Kelowna. Where families can visit and enjoy Kelowna's beaches. Completely against this project

ATTACHMENT A
This forms part of application
Z19-0078

Planner Initials AC




City of Kelowna
DEVELOPMENT PLANNING

yes	I like the look of the buildings and all the pedestrian opportunities. I especially like the extension of Lanfranco which will increase access to the lake. I live south of this neighbourhood and would love to be able to cross Lakeshore at Lanfranco to head to Gyro park. I also like the plans for the re-naturalization of Fascieux Creek.
yes	Awesome
yes	Looks like a great addition to improve the pedestrian options to the public in the Gyro beach area. It feels like they took the pedestrian scale and made it paramount.
yes	Nice design, no 'boxy' feel to any of it. Airy and open.
no	Let people access your site without forcing feedback. Personally I like to see as much as possible before providing feedback.
yes	The stylish sweeping looks great. Going to be a boost to the neighborhood compared to an empty lot and a campground. I live about 300 feet away (3145 Walnut) and would appreciate any illustrative graphics you are able to provide! Thanks.
yes	Has consideration been put into the fact that you will be building on reclaimed swamp land and the technical problems that this will present, especially when the lake level causes flooding in the low lying surrounding areas. Finally the ever present Kelowna parking both short and long term is always a headache to developers.
yes	Absolutely beautiful! My only criticism is, that I would have liked to see the tower structures much taller, to accommodate more housing for the community. Kelowna as a city, should not have restrictions on height in this area, unless it is because of engineering only.
yes	I like the building, but I am concerned about the traffic, now that the mayor has reduced lanes on lakeshore down to 2 lanes. We need to figure out how to move traffic, along with building beautiful buildings.
yes	I really appreciate the shape of the building, the towers seem to echo the variation of the mountains that surround the lake already. I enjoy the varied use of space - retail & housing, townhouses and (i'm assuming?) condos as well. I am excited to see the improvements that this will bring to the neighborhood.
yes	Looks fascinating. I'm curious on the availability for moderate income levels.
yes	Great use of space and the stepped back design is really appealing. We live off Lanfranco and look forward to more commercial space for shops and restaurants
yes	There is no mention of the BEACH...Will there be an extension of Gyro? Will it continue to be private??? As it is, Gyro is always packed.....Having more people in the area will cause issues with further crowding. I assume that the tall buildings will be developed as condos?? Will the residents of these condos and townhouses have private beaches??

ATTACHMENT A

This forms part of application
Z19-0078

Planner Initials **AC**




City of
Kelowna
DEVELOPMENT PLANNING

	<p>This appears to be a very nice design and well thought-out.</p> <p>Questions: How many residential units will there be? How many parking stalls for residents? How much on-site parking is available for the public?</p> <p>One suggestion: I saw that you propose maple trees on the Lakeshore side and that sounds just fine to me. Do yourselves, your future residents patrons of proposed businesses and the passing public a favour and do not let anyone from the city talk or landscape people talk you into using London Plane trees, such as you will see at Gyro Beach and on streets like our own. The city loves them, because they are relatively disease-free and grow a fast canopy, but, they are, and become, a giant (literally) nuisance in about 10-12 years. Many people have allergic reactions to them and fibres on the backs of the leaves and the spikey balls are both irritants and very messy. Some of these trees are at Gyro Beach and on our street (Metcalf Avenue). Several of us in the neighbourhood have had to bring the city to task to have trees removed. I would hate to see any more of these planted in this city.</p> <p>One more thing, I certainly understand that this is a big project, but, hope that interference with Lakeshore traffic can be minimized, perhaps tackling some things from the off-streets during your construction phase.</p> <p>Besides that....nice project and good luck on it.</p>
yes	
yes	A great project. Excited to see floor plans as Well.
yes	Looks beautiful! I have some questions: when will it be completed? Sound proofing between condo units? Street noise barriers? Size of units? Cost to buy? Number of parking spaces per condo? Height is very good as it allows for further development behind to have some view.
yes	I like the way the buildings are stepped back (terraced) from the lake and the residential community along Watt. It is important as you move through the design process to maintain the curves of the buildings along Lakeshore to soften the mass and bulk of the buildings as they present to the rest of the neighbourhood. The wide sidewalks will encourage interaction with the commercial component of the development. Perhaps a bit too tall though. This is an opportunity to create an outstanding architectural addition to the neighbourhood and I like what I see so far. My hope is that this aspect is not lost as the building is refined and the interesting design features are eliminated as it is finally costed.
yes	will make a great entry to south pandosy
yes	Beautiful building.
yes	Love it, its beautiful - additionally I hope there are some or even just a few "affordable" places to either own or rent. However even if I'll never be able to afford a place here I'd love to visit it! Thanks for taking so much care into the design. I myself love design and this building truly shows the care we need in the city. Congrats and well done!
no	I work right across the street from this and we already have an INSANE amount of conflict with parking in this area as there are 3 medical/professional buildings that all have restricted parking (hence why there are always so so so many cars parked along Watt Road.) Where are all the tenants going to park?? Unless you have a plan to build a huge parking lot or a parkade near

	this area, please please please refrain from introducing more housing or businesses. Thinking everyone that works in that building will be riding their bikes to work or walking is just naive and unrealistic.
yes	GREAT.....GREATGREAT
yes	Lakeshore Road in congested now without another huge complex for housing and shops. Perhaps your company and the other companies that are planning to built on lakeshore rd, can get together with the city of Kelowna and pay for widening lakeshore. It is bumper to bumper most times.....
yes	The plans show a beautiful development that nicely combines residential and commercial spaces. While the location will reduce the dependence on cars for the people who live in the development because of the proximity to transit, groceries, restaurants, and other activities, the plan does not acknowledge the problem of traffic congestion in the area. Lakeshore road is one lane, and, especially in rush hours is extremely congested, in part because it is the main access to the upper Mission. Because Kelowna is still primarily a vehicle dependent city, it could be assumed that the majority of residents in the development will own and drive a vehicle and the plan does not show where parking would be for residents, their visitors, or other Kelowna residents who must drive to the Mission area to access beaches and other amenities.
yes	Looks great, love the look.
no	Unbelievable, to take such a naturally beautiful part of Kelowna, and block the view to the lake and mountains.., so a few hundred can enjoy... What a sad, destructive idea to have this development there. That used to be the beauty of the Okanagan, but unfortunately greed is taking over. Money, money , money. so damn sad.
yes	I think it is a great idea and feature. I am curious about parking.
yes	I am a strong supporter of increasing densification in the City's most desirable areas. I think this both provides that while respecting height choices that don't bother the neighbourhood too much. I hope council and the neighbourhood will see the benefits of this project and will approve it.
yes	What is the price range going to be for locals to buy into this? There is no mention of the affordability of the project. Will our fire department be able to handle another high building?
no	Its time we stop talking about taking action on how we build greener, sustainable communities and start practicing it. Continuing to use the same materials and build the same things in the same way with simply something more pleasing to the eye isnt enough anymore. This design "looks" nice but what is it doing for the world? What example is it setting? What ground breaking green tech is it using? Is it pandemic, flood and fire safe/friendly? How so? Where is the greenery on the structure itself (green roofs are nice but not enough)? Think hanging gardens of babylon. Is hempcrete part of the construction material (not token amounts but 50% of the building)? Solar panels? Finally parking parking and more parking. You are adding huge volume to an already jam packed area to say you "think" it's been addressed is not even in the realm of good enough. I think this property design has good "bones" but ultimately is still a ghost with no tangible substance. I support further thought and forward progress on setting the stage for great.
yes	the overall shape of the building is pleasing and I hope you keep a very light facade as you have in your presentation. I believe the light colour downplays the bulk of the structures. Personally, I would be very intrested in a Watt Street townhouse.
yes	Really like the step down as you approach the west side, also what you have done on the key corners is very pleasing to the eye. Well done, look forward to seeing this project move forward.
no	I think putting a huge development like that, in such a small area would not be a good idea.

	Traffic is already crazy in that area, and adding this would only make it worse. I feel like we are adding way too many big buildings like this near the lake, taking away from the beauty that Kelowna is known for. I wish the city would have bought this and turned it into a park for everyone to enjoy, just the way it is. Kelowna doesn't need to become the new Vancouver.
yes	Glad to see height of bldgs not as tall as downtown
yes	Well thought out concept.
yes	Looks like it has taken into account the needs of the area.
yes	i think it will add alot to our city and the Mission area. It in my opinion is very important to connect lakeshore road to the watt st area so the more see through vision you can do the better. You want people to feel invited into the project.
yes	While I'm not a fan of the height, the terraced design helps and is architecturally pleasing to the eye. The surrounding landscape of Kelowna is naturally terraced and a place of immense beauty. Glad to see a high level of architectural /design consideration. Thank you for community engagement and the pursuit of design excellence.
no	Way too much horizontal scale to the buildings that eliminates view corridors. Also, there needs to be much more thought put into the design, as it sits, it simply looks like a residential version of the Landmark District.
yes	Would love to live there. But not as an Condo/Hotel. There are enough short term rentals within the City. Sure it does make it more attractive for investors but people that intend to live year round and support the community want a home and neighborhood not a resort.
yes	Please ensure safety of pedestrians and no blind spots. Also greenery is essential. Overall I like it. I hope it is affordable for the middle class
yes	I live in Springrose way and would like to talk with you guys! This is a fantastic design approach for our area/community. Hope you take off with the project in no time. e would like to register for a property!
yes	I love the terraced buildings. I spent a few months overseas in a terraced building and have dreamed of finding the same style in kelowna. I would like to be put on the pre-purchase list. I hope it will be a concrete structure. I'm wondering about parking for residents. I'm also wondering about the stability of the buildings, given rising lake levels as well as the experience of the development two blocks north. should the whole development be raised up two or more feet to allow to lake levels? Sign us up. Hopefully it will be concrete. I'm thrilled that you are developing a piece of architectural art for our city.
no	I live in Lower Mission and drive past this area 2+ times a day. Right now, the traffic is congested along the length of Lakeshore, worse in the summer months as the hotels/resorts around Cook Road and now Richter and Lakeshore fill up. Having a project of this size is going to make things even worse for the area. In addition, there are other developments just up the road on West and Grove. The other concern I have is the amount of retail/office space. If you look at the buildings in the immediate area (Sopa Square, The Shore, the other buildings surrounding Save On Foods), a lot of the office and retail locations are empty. Sopa Square has been operational for several years and can't secure tenants. How likely is it that this project will be able to fill those restaurant/coffee locations with sustainable businesses? The third criticism I have is so much concrete. How about some trees? Some sitting areas with garden areas facing the Gyro parking lot. Those sidewalk and parking lots get so hot in the

ATTACHMENT A
This forms part of application
Z19-0078
Planner Initials AC
City of Kelowna
DEVELOPMENT PLANNING



summer months. An area that would be cooler would be more inviting than one that's going to be an oven. The one thing I like about the Central Green development is the amount of green space there is on the end.

The final thing I say is please don't build more micro suites. People deserve to have some space to live in. At least 600 sq feet for one bedroom and den. The one thing that was mentioned in the video several times was how big of a space this lot is. I think you can afford to have larger condos.

I hope you'll listen to some of the criticisms other provide. The building design is fine, and I'm sure everyone will agree that something will be better than a campground, but let's be creative with the space. Build something for Kelowna of 2070 not 2020.

yes	Beautiful project and edits from the previous submission. Very excited to see this come to fruition. I am interested as a local investor with potential plans to downsize or summer in a property like this as the area is very desirable to us. At this current time my needs would require an opportunity to offer my unit up for short term rental until the point where we would move in ourselves. As there been any discussion regarding a number of units allowed for this? I realize this may be controversial with council and the public but that kind of rental allowance is also a strong desire for us and for the area. Can't wait to hear more as this unfolds. Good luck to you with the approval process.
yes	Been looking forward to seeing the plans for some time now. Very pleased.
yes	I'm not sure about this project just yet. It's busy in the area now, another 320 units? Just now sure yet.
yes	Spectacular sweeping lines. Great addition to the neighbour hood.
yes	Love it,
yes	Absolutely stunning and fantastic in every respect! Genius ideas!
yes	Love the terraced approach (feels beachy), the connection of Lanfranco to Watt (smaller blocks are so needed in this area), and the daylighting of Facieux Creek. Like the mix of uses and the townhouses at the base along the west side of the project. Lovely pedestrian environment. Please use high quality building materials so as not to compromise the design. So many projects in Kelowna seem to compromise on materials cheapening what could have been an attractive project.
yes	I would like to see an aerial view of the future project with an emphasis on the actual gyro-beach public area and parking existing. I really would like to see public beach spaces and parking untouched - there is already not much of it for the population and future population of Kelowna.
yes	I wonder how many units will be residential, how many rentals and how many businesses. My concerns are about an increase in traffic. I live on Bothe Rd (extension of LanFranco), and I frequent the area multiple times a week.
yes	I'm a bit concerned about the residential and commercial mix of the building. It can create issues in a building with noise and different priorities for the building use. It complicates the strata management of the building.
yes	I'm happy to see there is no really, really tall buildings. Not like downtown. There's no beauty in

	that, just a bunch of tall concrete buildings. This is more appealing.
yes	Great project! Beautiful design.
yes	will bring much needed visual improvements and services to the north end of the Gyro Beach area
yes	I'd like to see evergreens incorporated into the landscaping so that the long grey winters here look a little less drab.
yes	I grew up in this neighborhood and have enjoyed Gyro Beach over the years. The design looks very fitting for the area. Looking forward to seeing the project after it is completed. P.S. My father worked for Al Stober when we first moved to Kelowna in the mid 60s. Also my father had the opportunity to purchase the RV park/campground property some years ago. I believe he said that he could have bought it somewhere around the range of \$50,000.
yes	Fabulous. Thank you Stober Group! Your contribution to our city has always been appreciated by our family Great presentation.
yes	Nice to a better usage and density use - beautiful development proposal - of coarse the main item is preserving the beach and its improvements
yes	Still concerned about the increased vehicle traffic in the area as Pandosy & Lakeshore are both already extremely busy. We like the idea that you have done away with visible above ground parkades and downsized to two towers rather than the three originally proposed. There is already a shortage of supermarket parking at both Save-On and Lakeview Market so how can these existing stores accommodate all these extra cars and customers?. It would really help if your development could include amenities where your residents could shop for at least some of their groceries/produce onsite rather than adding to the current congestion. There are already plenty of restaurants in the area so including space for grocery/produce storefront(s) would be beneficial to the neighborhood.
yes	Looks like a thoughtful project with a long range vision for the community. Thank you for sharing.
yes	I like many things about this project, but I have some concerns. The grocery stores in this area are already at max and I'm very concerned about parking and congestion in the area. The video didn't really address these issues.
no	14 stories is WAY TOO HIGH for the existing character of the neighbourhood.
yes	I like the outdoor space for patios, strolling etc and the opportunity for some storefronts. I also like the townhomes facing the back
yes	Love the concept amazing development! Keep us posted we want to know more.
yes	I really like the overall vision for the project. As a former leader with Intrawest, I understand the challenges of public consultation and the desired social Experiences. My only concern is a social one...this area has traditionally been used by campers and generally low-income users.... how do you transition between the lower income boundaries and users with mid-upper scale user that is reflected in this wonderful project... this is an issue that Kelowna needs to better address. Some beach areas attract social groups that are in conflict with the environment and structure created by the development. For example the excellent new Gyro washroom facilities - operating less than a few weeks were vandalized and defaced. That's a problem - too often seen in Kelowna.

ATTACHMENT A
This forms part of application
Z19-0078


Planner Initials AC



City of Kelowna
DEVELOPMENT PLANNING

	Also, I'd like to see better accommodation for biking eg, racks, stalls, and storage if possible. Overall, a great vision to start! You have my support.
yes	Where is the parking?
yes	It looks great. What a thoughtful and finely crafted development. This will enhance the neighborhood and will be a really beautiful addition to the area. Having Faxiauex creek open and natural again is a real positive as are the wide sidewalks and building overhands for pedestrians. I look forward to seeing it built!
yes	We live very close to here so there are concerns about traffic, parking and safety. I like the discussion about open spaces and accessibility. A Covid-era concern is New architectural responses to a forever changed world. Is density of any kind desirable as we go forward? I don't know. Will this project embed ideas about social distancing in all the common areas/point of access?
no	This building is WAY TOO BIG for the area. The lakeshore corridor is the ONLY way for people that live in kettle valley, upper and lower mission to get anywhere. It is already very difficult to drive at peak times. Adding another 320 vehicles will not help. This is the main corridor for access to the hospital. A huge employer in Kelowna. You have not thought this through other than for profit. Disappointing, to say the least....
yes	A pleasant surprise. Not at all the brutal chunk of concrete I was expecting to see. I like your serious attempt to provide public space, to add materials and shapes that make an aesthetic contribution. If you follow through on what you are proposing I think the building will make a major contribution to the neighbourhood. By the way we have lived on adjacent Walnut Street for thirty five years and have no intention of leaving..
yes	I like the Look of the building and the way it is situated between Lakeshore and Watt Road. I live in a neighbourhood and I think it would be a great addition to our area. Good luck hope to see it soon.
yes	Nice presentation with concern to the residents of the neighborhood.
yes	Buildings have been designed with minimal impact to the surrounding area. I see this as a great use of space and well thought out. Previous designs of towers and cubes would not be accepted by the surrounding neighbours.
yes	Looks beautiful. Only concern is traffic congestion & parking already at a premium ... hope this won't overload things.. It looks very modern compared to existing buildings...
yes	Mixed reaction, frankly. I liked the tiered concept vs. the old box building. I live on Lanfranco Road and am quite concerned about the increased traffic in the area. Extending Lanfranco to Watt and feeding traffic to your building will result in much more traffic volume on Lanfranco. Lanfranco traffic has increased a lot in the past few years as a cut through road from Gordon. The size of your project and the shops and services there will make this problem worse.
yes	I own a townhouse on Cedar and welcome this project with open arms - great job!
yes	We live in lower Mission and we find this project to be exciting for the locals as well as the yearly visitors that come to Kelowna.
yes	I think it's an innovative and pleasing design. The way it's stepped back is a great decision as well as capping the project at 14 stories.
yes	Too early for any specifics but on the right track
yes	I think it is long overdue
yes	Jim & Shirley here; you did a great job!

ATTACHMENT A
This forms part of application
Z19-0078



Planner Initials AC
City of Kelowna
DEVELOPMENT PLANNING

no	Way too much for Lakeshore Road -
yes	I think this is very well thought out and extremely attractive..actually very beautiful and will be a wonderful addition to the neighbourhood
yes	Looks nice, but concerned about lack of parking in that area already. Will there be any public parking planned? With the Shore and the new townhomes across from Gyro and now this, it will seem as though you have to live in one of those developments to access Gyro Beach at all.
yes	As an Owner and Resident of the Pandosy Village, I love the fact that what you have planned to build will add nicely and transition from Pandosy, to Lakeshore, to the Shores of Gyro. This is becoming a great shopping corridor, with alot of services to keep the Residents shopping and keeping local shops lots of business!
yes	You have done a stunning job with these plans! This is such a special property and you have done it justice. The terracing, curved lines, mixed use and landscaping have been well thought out. Good luck with the rezoning application! Terry Crowe
yes	Absolutely beautiful. A gorgeous piece of architectural art. Can't wait to see more information as the process moves forward. Totally agree with the development being for Kelowna residents. I know a profit has to be made; if you don't make a profit you are soon out of business; I also know as a retired businessman that everyone would rather make more profit than less profit..... but please don't make it so expensive that only multi-millionaires will be able to purchase units. It is an amazing location..... we are hoping to live there in the not too distant future. Congratulations to all involved in the planning of this beautiful development.
yes	I think you have done a fantastic job for all parties concerned. It looks like it will be one of the nicest developments architecturally in Kelowna. I say build it.
yes	Very nice to see the developer listened to the surrounding community/residents and responded in a responsible manner. As an owner across the street on the Lake, we appreciate this response from the developer. Our only comment is that we feel 10-12 stories is the maximum that should be allowed here, but otherwise the revised proposal is excellent.
yes	It looks great!
yes	I love the look of the building and the commercial space on the ground is sure to add quality amenities to the neighborhood.
yes	These plans sounds and look fantastic. It would be the perfect addition for the neighbourhood with so much thought being put into very single detail. It looks beautiful and will feel like the perfect addition to the neighbourhood. I can picture myself walking down the street. This development would really add to this city and I would seriously considering living there.
yes	I love it.
yes	Test. Has this been received? Pls respond. Testing testing 1 2 3?
yes	It's a very well thought out development. I really like the building set backs, pedestrian oriented streetscape and neighborhood feel along Watt Road. Great video explaining the underlying rationale for the design of this building on this important site.



Print Ad

Daily Courier
Newspaper



We need **your** input

We've created a Virtual Open House for the proposed development at **3340 Lakeshore Rd** to provide the opportunity for everyone in Kelowna to give their feedback on the project.

View Our Virtual Open House at
www.3340lakeshore.ca

Postcard Graphic

Distributed along Lakeshore Road
(please see next page for Drop Off Locations)



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Please visit 3340lakeshore.ca to:

- 1 Watch the Virtual Open House presentation.
- 2 Provide your feedback after watching the presentation.
- 3 Access the website with more information following the feedback opportunity.

If you are unable to find the information that you need, please contact our Community Relations Liaison, Mary Lapointe, at mlapointe@alstober.com.

ATTACHMENT A
This forms part of application
Z19-0078
Planner Initials AC
City of Kelowna
DEVELOPMENT PLANNING

Drop Off Locations

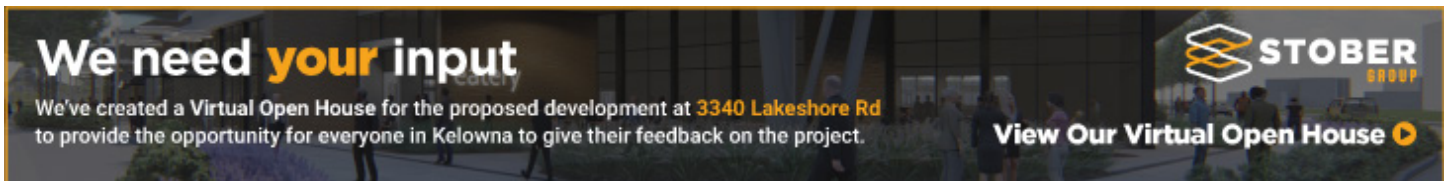
ATTACHMENT A	
This forms part of application # Z19-0078	
Planner Initials	AC
	

1. Interior Health Cardiac Ultrasound (ECHO)
2. European Goldsmith
3. Kelowna Barber Shop
4. Wave Physio
5. Eco Clean
6. Social Pets
7. LBV Lifestyle Boutique
8. Mod Salon
9. Soy Asian Fusion Restaurant
10. Three Wishes Clothing Boutique
11. Bea Scene
12. Jigsaw Clothing
13. NJ's Organic Hair Salon
14. Glo Antiaging
15. 9 Round
16. Tru Frozen Yogurt Bar
17. Famoso
18. Tailored Shave
19. Freshii
20. Canadian Brewhouse
21. Royal Bank
22. Dycks Pharmacist
23. Nu-Reflections - Wig Salon
24. SW Esthetics
25. Teaberry's Fine Teas
26. Joon's Kitchen
27. Thirdson Tattoo
28. Subway
29. Art of Yarn
30. Zabb Thai
31. Choa Vietnamese
32. Chutney Cuisine
33. Momo Sushi
34. Dr. Roy - Chiropractor
35. Pretty Lil Things
36. Devotion Nail Spa & Salon
37. The Flower Bean
38. The Orient Restaurant
39. Fringe Hair
40. The Wax Shop
41. Papito's Pizza
42. Kraze Beauty
43. Roberts Clothing & Shoes
44. Lois Lane
45. Blenz - Mission
46. Fox. Architecture
47. Floral Giftology
48. Kelowna Laser Vision
49. Lily Blue
50. The Marmalade Cafe
51. Hector's Casa
52. William & Son Jewellers
53. Boheme
54. Back Bar Beauty
55. Hush
56. Kelowna Cycle
57. The Wardrobe
58. Be Brave Beauty
59. Worldly Accents
60. The Book Bin
61. Urban Fare
62. Pharmasave
63. BC Liquor Store - Mission
64. Freedom Mobile
65. Stut Footwear and Apparel
66. Westland Insurance
67. Aldila
68. Coco Boutique
69. Torino Ritz
70. Scallywags Kids
71. Mission Creek
72. M&M Meats
73. Frakas
74. Dollar Store - Mission
75. Bosleys - Mission
76. BMO - Mission
77. Starbucks - Mission
78. DQ - Mission
79. KFC - Mission
80. AA Hairs and Nails Spa
81. The UPS Store - Mission
82. First Choice Haircutters Mission
83. Mission Park Chiropractic
84. Rich Tea
85. The Fix Cafe
86. ScotiaBank - Mission
87. Siesta Suites
88. Jeff Frasch RD Dentistry
89. Dr. Keenlen
90. The Mission Taphouse and Grill
91. Alta Via Health
92. Lakeshore Vein and Aesthetics
93. Dr. Brian Ashley
94. Lakeside Diagnostics
95. TD Benefits - Mission
96. Pacific Business Brokers
97. Alliance Therapeutic
98. Patrick Huang
99. Integra Medical Consulting
100. Seki
101. Shoppers Drug Mart
102. Mission Medical
103. Shoppers Simply Pharmacy
104. Image One MRI
105. Krimson Hair Salon
106. Wrap Zone
107. Lakeshore Dental
108. Kelowna Medical Imaging
109. Georgia Cafe
110. BC Cancer
111. Dr. Benjamin Achtem
112. Lakeside Hearing and Balance
113. Dr. M.A. Duncan
114. Dr. C. D. Bakala
115. Dr. Dermot Adams
116. Dr. F Theriault
117. Kelowna Bone and Joint Health
118. Bryshun Mace Lawyers
119. T-one Ramen
120. Pizza Hut - Mission
121. Marble Slab - Mission
122. Shoreline
123. KB and CO
124. SmackDab
125. Hotel Eldorado
126. Lakeshore Automotive
127. Convenient Store - Petro
128. 711 - Mission
129. Kenali
130. Chan Fortune
131. Sun City Physiotherapy
132. Mission Merchants Liquor Store
133. Sunshine Market
134. Unhinged Gift and Lifestyle Boutique
135. Aomi Sushi
136. Barn Owl
137. Mod Salon
138. Tbone's - Mission
139. Dunnenzies
140. Marcus O Broin Jewellery
141. Mission Creek Orthodontics
142. Vital Air
143. Rise
144. Edward Jones
145. Kelowna Respiratory Clinic
146. Discover Dental
147. Lakeshore Animal Hospital
148. Starbucks Coffee
149. Nari Sushi
150. The Medicine Shoppe Pharmacy
151. SunnySide Dental
152. Total Eclipse
153. Orchard City Athletics
154. Liquor Store Creekside
155. Creekside Pub
156. Mission Meats

Google Display Network Ads



GDN Ad #1 (300x50px - GIF)



GDN Ad #2 (728x90px)



GDN Ad #3 (336x280px)



GDN Ad #4 (300x250px)

STOBER GROUP

We need **your** input

We've created a **Virtual Open House** for the proposed development at **3340 Lakeshore Rd** to provide the opportunity for everyone in Kelowna to give their feedback on the project.

View Our Virtual Open House

GDN Ad #5 (300x600px)


We need **your** input

We've created a **Virtual Open House** for the proposed development at **3340 Lakeshore Rd** to provide the opportunity for everyone in Kelowna to give their feedback on the project.

View Our Virtual Open House

STOBER GROUP

GDN Ad #6 (160x600px)

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Social Media Ads

 **Stober Group**
Sponsored · 🌐

The Gyro-Beach, Kelowna South neighbourhood is a vibrant, central, popular location that belongs to everybody. Please watch this 12 minute virtual presentation and provide your feedback on the proposed development located at 3340 Lakeshore Rd.

With the restrictions on gathering, we are unable to provide an in-person meeting so we are providing this presentation to allow the entire Kelowna community to provide their feedback on the proposed development.

We want your input. We need your input.




3340LAKESHORE.CA
Proposed Development Virtual Open House: 3340 Lakeshore Rd. [Learn More](#)

Instagram/Facebook Ad

 **Stober Group**
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We need your input
Proposed Development at 3340 Lakeshore Road
eatery



Watch More

Instagram Story



3340 LAKESHORE ROAD

REZONING APPLICATION NUMBER Z19-0078 UPDATE

LEGAL DESCRIPTION

PLAN EPP77760 LOT 1 DISTRICT LOT 14

ADDRESS

3340 LAKESHORE ROAD, KELOWNA

OWNER/DEVELOPER

STOBER GROUP

1700 - 1631 Dickson Avenue, Kelowna, BC

ARCHITECT

MEIKLEJOHN ARCHITECTS INC.

233 Bernard Avenue, Kelowna, BC

250.762.3004

LANDSCAPE ARCHITECT

ECORA Landscape Architecture

540 Leon Avenue, Kelowna, BC

250.488.5367

CIVIL ENGINEERING

APLIN MARTIN CONSULTANTS LTD.

1258 Ellis Street, Kelowna, BC

250.448.0157

TRAFFIC ENGINEERING

WATT CONSULTING GROUP

778.313.1014

CITY OF KELOWNA

AREA PLANNER

ADAM CSEKE, Planner

acseke@kelowna.ca

250.469.8608

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CONTENTS

1 ZONING DATA	
1.1 SITE DATA	4
2 DESIGN RATIONALE	
2.1 INTRODUCTION	5
2.2 BUILDING FORM	6
2.3 PEDESTRIAN CONNECTIVITY	7
2.4 DESIGN - ARCHITECTURE & STREETScape	8
2.5 PRECEDENTS	9
3 PROJECT STATISTICS	
3.1 AREA/UNIT & PARKING DATA	11
4 SITE CONTEXT	
4.1 VIEWS FROM SITE	12
5 DRAWING PACKAGE	
5.1 FLOOR PLANS	14
5.2 ELEVATION & BUILDING SECTION	28
5.3 BUILDING RENDER	30
5.4 SHADOW STUDIES	31
6 LANDSCAPE DESIGN RATIONALE	
6.1 INTRODUCTION	32
6.2 VIEWS	33
6.3 PRECEDENTS	34

SITE DATA

LEGAL DESCRIPTION

PLAN EPP77760 LOT 1 DISTRICT LOT 14
 PID 030-503-868
 KID 828334

CIVIC ADDRESS

3340 LAKESHORE ROAD, KELOWNA

CURRENT ZONING

C1 (LOCAL COMMERCIAL)
C9 (TOURIST COMMERCIAL)

PROPOSED ZONING C4

MAX FAR 1.3 + bonuses = max 2.35	2.35
SITE COVERAGE	max 75%
BUILDING HEIGHT	15m
SETBACKS	
FRONT YARD	0.0m
SIDE YARD	0.0m
SIDE YARD FROM RM	2.0m
REAR YARD	0.0m
REAR YARD FROM RM	6.0m

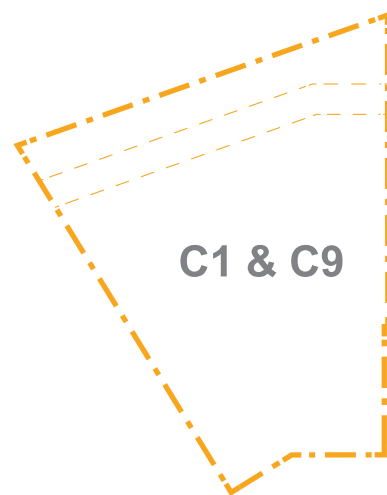
PROPOSED SITE DATA

FAR	1.50
SITE COVERAGE	59.7%
BUILDING HEIGHT	47.25m (155'-0")
SETBACKS	
FRONT YARD (LAKESHORE RD)	Varies Min. 0.0m - 11.43m
REAR YARD (WATT RD)	3.0m
SIDE YARD (PARKING LOT)	6.0m
SIDE YARD (LANFRANCO RD)	3.0m

* 135'-0" equals to 15 storeys.

SITE AREA

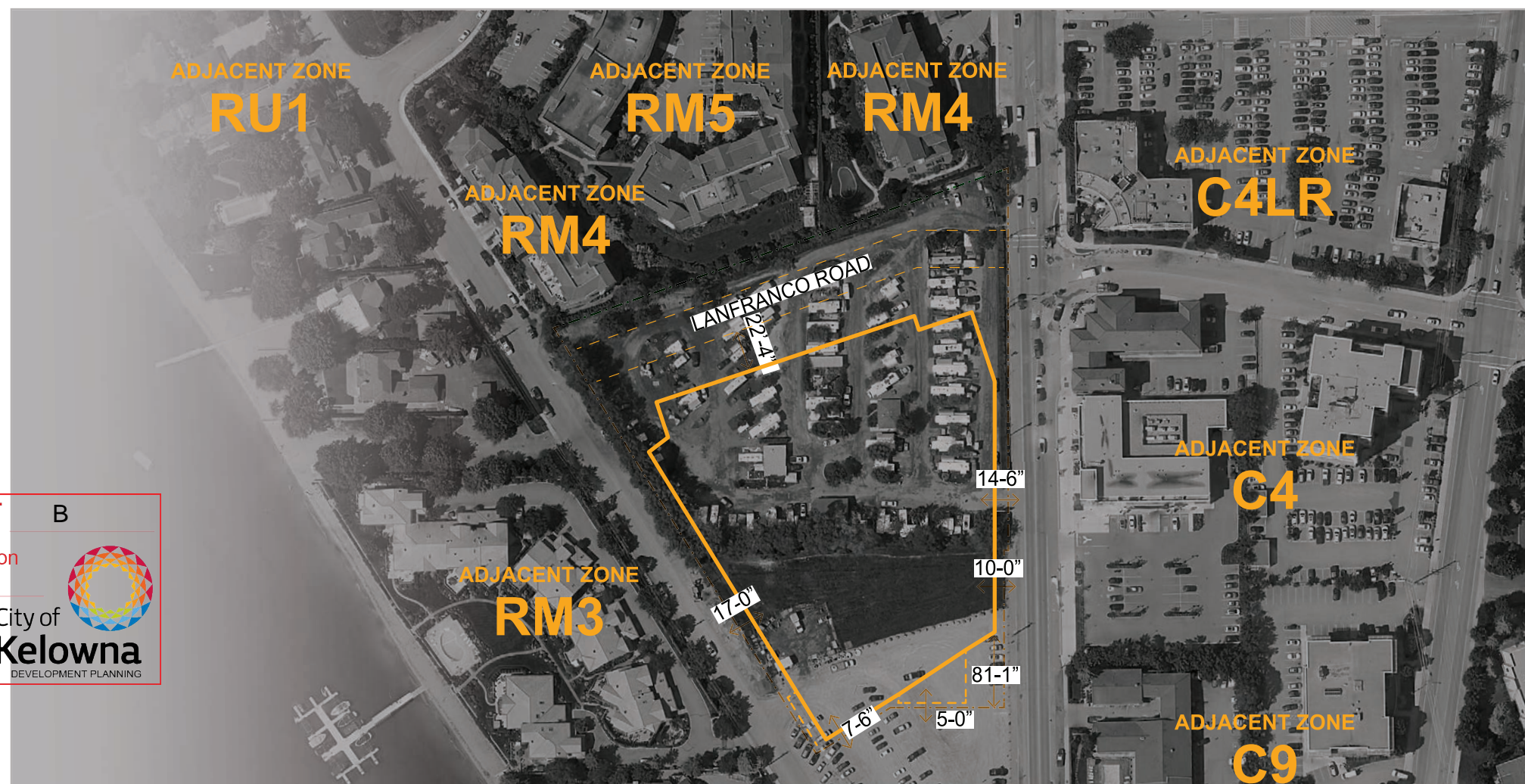
17,821.68 sm (191,830.97 sq. ft.)



PROPOSED ZONING

C4

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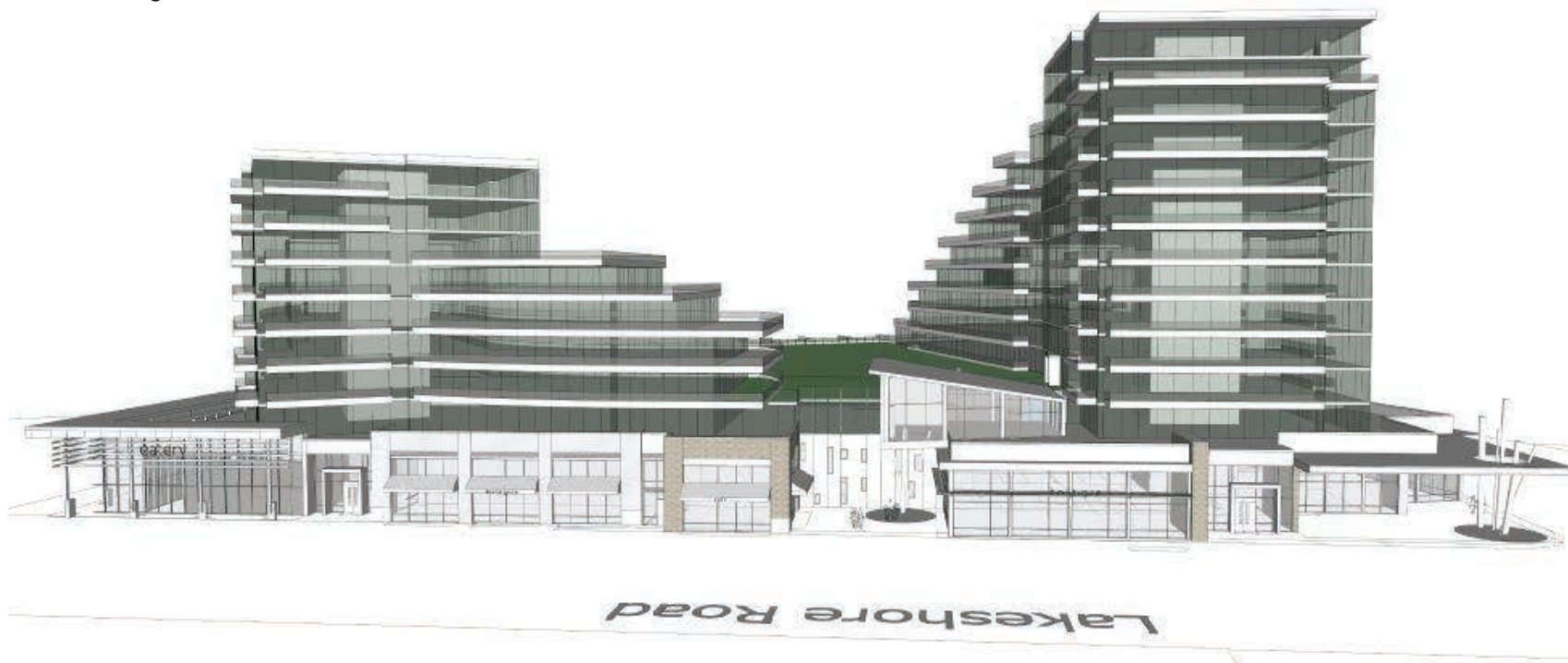
Introduction

The Residences at 3340 Lakeshore is a proposed mixed-use development situated on 4.4 acres, located on the interface between Kelowna South/Gyro Beach and the fast-redeveloping South Pandosy 'Urban Village' to the north. The project site occupies a strategic location in Kelowna where the urban fabric transitions from a street grid to the north to a more meandering, 'shoreline' street pattern to the south. This location acts as a gateway site that connects retail, recreational and residential areas to the Mission urban centre and Gyro Beach. The project vision for this key location is to create a new level of design for this part of Kelowna that includes generous sidewalks with functional public spaces and other valued public amenities such as artwork and places to sit, reflect, gather, and celebrate.

Community Consultation

The design reflects community input gathered through a series of initiatives over the past year. The first public open house was held in June, 2019. Subsequently, the design team reached out to a broader audience including interested neighbours (residential and commercial) and community groups through a combination of one-on-one and small group meetings. The current plan is a direct response to the input received through these sessions.

More recently, the plan was presented to the community as-a-whole through a widely advertised 'virtual open house'. The virtual forum generated a significant and positive community response which was deeply satisfying to the design team. The forum and input mechanisms are still available to the community and we are continuing to respond to feedback we are receiving.



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Building Form

The size of this property, at over 4 acres, provided us with the rare opportunity to strategically **distribute density within the site**. We have been able provide a Compact Urban Form as encouraged by OCP policy 5.3.2. while focusing density away from the quieter, residential neighborhoods of Lanfranco and Watt Road and towards Lakeshore Road; a busy, commercial street. Unlike smaller properties (where one basically has to “choose a height”) this site has allowed us the luxury of ‘arranging multiple heights.’

From a ‘form and character’ perspective this means the placement of **taller building forms along Lakeshore Road** frontage and **lower building forms along Watt and Lanfranco** Roads in order to strengthen their relationship with the neighbors and in accordance with OCP policy 5.5.1 for “Context sensitive built form”. The additional benefit provided by this approach is that it improves the design by creating variation and a **high level of visual interest within the property**:

Key Design Principle:

- Terraced building forms to **minimize shadows and create visual movement** and interest.
- **Curved Balconies** provide a ‘soft’ interface with the use of curved balcony elements.
- **Separate Building Forms** with generous space between to provide **views through the site** (as encourage by OCP Policy 5.5.2. View Corridors.
- Breakdown pedestrian facades into smaller scale elements’ creating an **urban village**.
- **Articulated Podium** to reduce massing and create human scaled visual interest using smaller massing elements for the building podium.
- **Landscaped Roofs** (partial Green Roofs) create useable amenity space on the parkade roof structure in addition to amenity patios on the terraced roof forms of the condominium roofs. They are also locations for potential (depending on tenant interest) green roofs for the restaurant use as encouraged by OCP policy 5.13.5 Urban Agriculture.
- **Low Podium** street frontages (two-storey) as a means to keep the pedestrian realm at a relatable scale and character.

The current density could be archived if heights were reduced along Lakeshore Road, but would be require adding more height in other locations; where height in of greater concern. The resulting ‘evening out’ of height distribution across the property would result in a bulkier, and more monolithic building form with diminished opportunities to create a high-quality public realm on the critically important ground plane.



Podium level and Lanfranco and Watt Road intersection

Urban Design

The Residences at 3340 Lakeshore are guided by key design principles of **pedestrian connectivity, human-scaled elements** and a **sensitive distribution of density** in response to the neighborhood context. As a result of this response, the Residences at 3340 Lakeshore have an **iconic and appropriate** form and detail that reinforces its contextual relationship to this important neighborhood.

Masterplan Framework

Gyro Beach Park is one of Kelowna’s most beloved waterfront parks and the ‘Urban Village’ precinct to the north is one of Kelowna’s most well used and premier shopping areas. This development of new sidewalks on Lakeshore Road will create a **vital pedestrian link of City to Waterfront**. With the recent completion of The Shore and other upcoming projects on surrounding properties (as well as the multi-modal transportation corridor of the Lanfranco extension) this location will continue to grow in use and importance **beyond the immediate neighborhood to the entire City** in accordance with OCP Policies 5.10.1 & 5.10.2 Active Transportation – Pedestrian, Cycling and Transit ‘connectivity’.

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Pedestrian Connectivity

Wide sidewalks to support multiple levels of pedestrian activity. As noted elsewhere, attention has been given to ensure these sidewalks are developed using interesting and high-quality materials that are regionally relevant and reflect Kelowna’s history, climate, colours and landscape. Sidewalk area design elements include ‘designed’ paving treatments, planting, lighting, signage, protective canopies, pocket parks and street furniture to provide opportunities for access, rest and socializing. In addition, the multi-modal active transportation development on the Lanfranco Extension to the north will provide new access points that will connect the city and help open up the waterfront to the public.

Human Scaled Elements

The Residences at 3340 Lakeshore will be experienced (primarily) at a human scale from the sidewalk, through its podium or base. **The podium is of key importance** and, in response, has been highly detailed and articulated into smaller elements. It varies in height between 2 and 3 stories and is activated, depending on the surrounding context, by ground-oriented townhomes, restaurants with patios as well as retail, commercial and residential lobby areas. The podium is also interrupted by interesting ‘pocket parks’ along Lakeshore and Watt roads as well as generous corner setbacks that will include community elements such as art, landscape, bench seating, bike parking and patio areas in accordance with OCP Policies 5.8.1 & 5.8.2: High Quality Urban Design - Public Space & Streetscape.

Distribution of Density & Permeability

The placement of two buildings over the podium (with partial tower elements; both slightly taller than the 8 stories maximum noted by zoning) allow smaller footprints and views through the site (rather than the ‘view-blocking’ walls of a long, low rise structure). Ground oriented townhomes and live-work studios will provide for “eyes on the street” while, at the same time (using design elements such as level changes, patios and gateways) keeping them private and comfortable for the residents.

Concealed Parking

The development provides a total of 477 parking stalls are being provided enough to accommodate all residential, commercial, retail and visitor parking uses and in excess of City Bylaw requirements. This design conceals this three-story parkade (including bike parking and storage spaces) by completely surrounding it with residences, commercial spaces, amenity areas and restaurants. Vehicles will be kept completely out of sight and their access points have been discreetly located on the planned Lanfranco extension and City of Kelowna’s surface parking lot (not Lakeshore or Watt Roads). The adjacent City parking lot will remain and improvements to the adjacent roads – Lanfranco and Watt - will bring more ‘order’ to the on-street parking on those corridors, especially in the busier summer months. The illustration (below) is the Level 1 plan of the development. Levels 2 and 3 plans are quite similar. This diagram shows a thin strip of commercial and retail spaces (in colour) that surrounds and conceals a large parking area. What this clearly illustrates is that the project provides significant amount of parking in its first three stories yet **the parking is completely hidden from view.**

KEY CITY PLAN



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Design - Architecture & Streetscape

The current design has been completed to the standard required for a rezoning application. Additional design detail will be provided as part of the Development Permit Submission following the rezoning process. In the Development Permit process building 'form and character' will become more important and relevant considerations.

People experience their environment, on the ground plane and at eye level. In response, this project focuses on providing high value public amenities at street level. This proposal (by setting the buildings well back from the property lines in excess of City bylaw requirements) provides wide sidewalks well beyond City requirements. Attention has been given to ensure these sidewalks are developed using interesting and high-quality materials that are regionally relevant and reflect Kelowna's history, climate, colours and landscape.

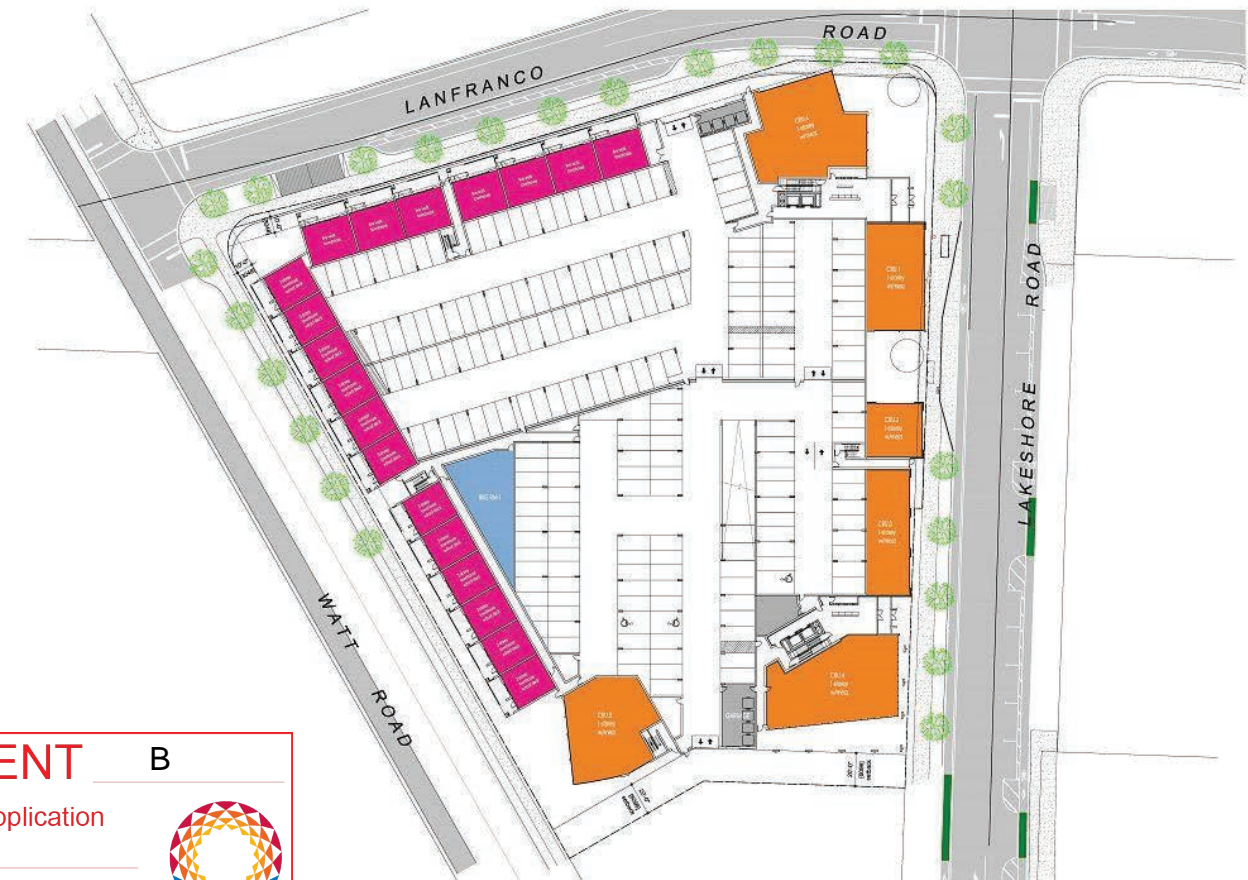
Ground Level Amenities:

- Provide wide sidewalks to support multiple levels of pedestrian activity.
- Develop multi-modal transportation opportunities for biking, transit, pedestrians and vehicles.
- Plant with native, non-invasive and drought tolerant landscaping.
- Breakdown pedestrian facades into smaller scale elements' creating an **urban village**.
- Ground oriented residential to provide Crime Prevention through 'eyes on the street'

Generous setbacks and key intersections and a small 'pocket public space' along Lakeshore creating an engaging and inviting amenity to residents, visitors and passers-by. The multi-modal active transportation development on the Lanfranco Extension to the north will provide new access points that will connect the city and help open up the waterfront to the public.

Conclusion

In conclusion, we believe this project is of exceptional quality that is broadly in alignment with multiple objectives of the community plan. It will provide multiple community benefits including sustainability, pedestrian connectivity, improved transportation opportunities, neighborhood safety, livability, shopping and entertainment with signature architecture that places its taller forms in the most appropriate locations.



Level 1 floor plan - (parking surrounded by residential & commercial spaces)

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City of Kelowna
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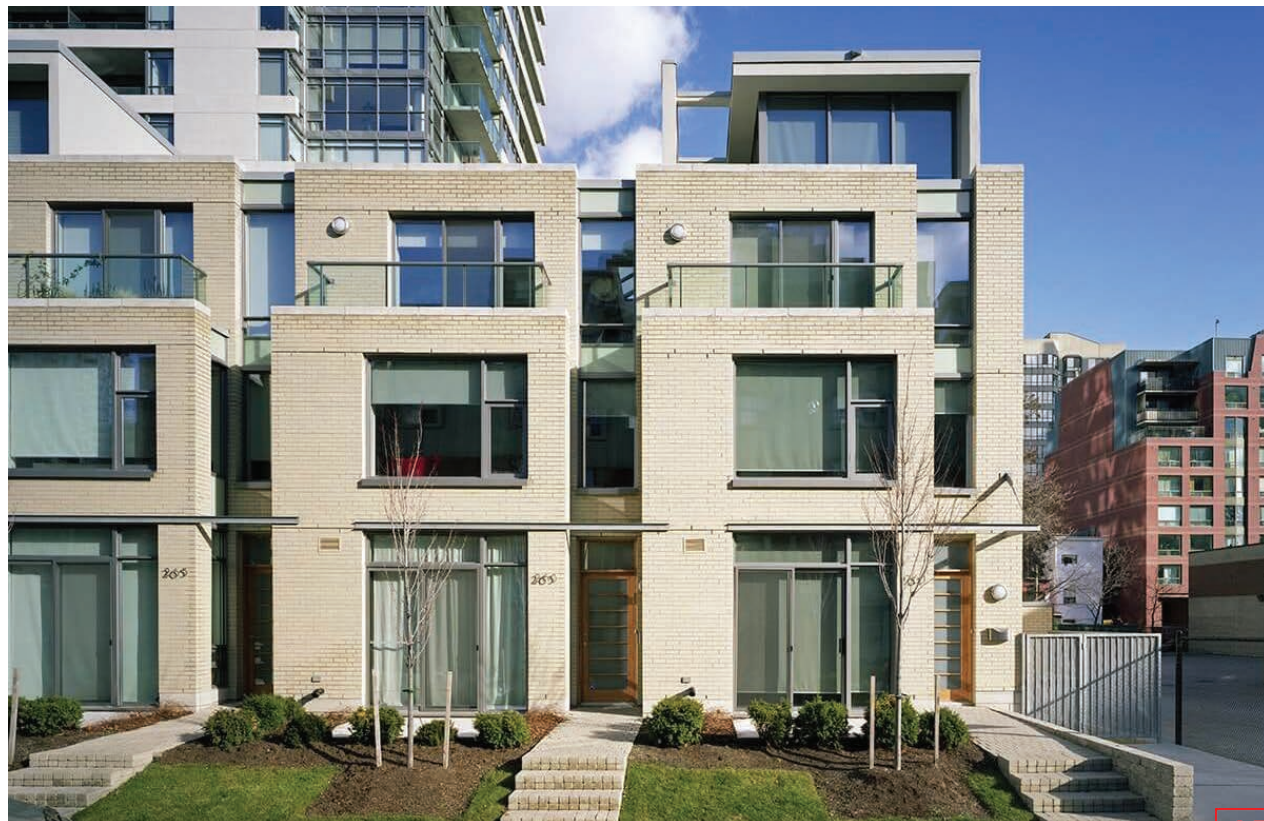


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City of Kelowna
DEVELOPMENT PLANNING



CIVIC ADDRESS: 3340 LAKESHORE ROAD, KELOWNA

SITE AREA: 191,830.97 sq.m 17,821.68 sqm
 EXISTING ZONING: C1 / C9
 PROPOSED ZONING: C4

PROJECT DATA F.A.R. 1.5

LEVEL	GROSS AREA SF	RESIDENTIAL SF	RETAIL SF	PARKING	AMENITY / STORAGE
LEVEL 01	50,234	12,845	21,683	71,167	1840
LEVEL 02	-	10,106	-	72,200	-
LEVEL 03	30,340	28,885	-	36,560	19,260
LEVEL 04	43,580	37,780	-	-	-
LEVEL 05	38,580	33,715	-	-	-
LEVEL 06	33,905	33,715	-	-	-
LEVEL 07	30,645	36,320	-	-	-
LEVEL 08	25,875	22,445	-	-	-
LEVEL 09	22,537	19,720	-	-	-
LEVEL 10	19,870	17,200	-	-	-
LEVEL 11	10,950	9,450	-	-	-
LEVEL 12	7,300	8,080	-	-	-
LEVEL 13	6,450	5,500	-	-	-
LEVEL 14	6,450	5,500	-	-	-
TOTALS	326,716	266,436	21,683	179,927	21,100
		355,574 NET AREA			

UNIT COUNT/MIX TOTAL 322

UNIT TYPE	QUANTITY	PERCENTAGE OF TOTAL	PER STALL (MIN)	TOTAL	PERSTALL (MAX)	TOTAL
Jr 1 BDRM	48	8%	0.9	43.2	1.25	60.0
1 BDRM	60	13%	0.9	54.0	1.25	75.0
Jr 2 BDRM	87	25%	1.0	87.0	1.50	130.5
2 BDRM	47	17%	1.0	47.0	1.50	70.5
2 BDRM 2.5 Bath	36	17%	1.0	36.0	1.50	54.0
2 BDRM + Den	16	8%	1.0	16.0	1.50	24.0
Live / Work	8	3%	1.0	8.0	1.50	12.0
Townhouse	12	6%	1.0	12.0	1.50	18.0
Penthouse	8	5%	1.0	8.0	1.50	12.0
TOTALS	322	100%	-	311.2	-	456.0

PARKING COUNT

REQUIRED			
PROGRAM	AREA / UNIT COUNT	C4 ZONING RATE	TOTAL
RESIDENTIAL	322	-	311.2
VISITOR	-	0.14 STALL / UNIT	45.08
RETAIL	2014SM	0.13 STALL / 100SM	26.182
			-
			-
			382.46

PROVIDED			
PROGRAM	AREA/UNIT COUNT	C4 ZONING RATE	TOTAL
RESIDENTIAL	322	1.23 STALLS/UNIT	397
RESIDENTIAL TANDEM	34	-	-
VISITOR	-	1 STALL/7 UNITS	46
RETAIL	21,683	1.75/1075	27
RETAIL VISITOR	-	-	7
			477

125% REQUIRED

BICYCLE PARKING

RESIDENTIAL LONG TERM REQUIRED			
UNIT TYPE	QUANTITY	PER UNIT	TOTAL
Jr 1 BDRM	48	0.75	36.0
1 BDRM	60	0.75	45.0
Jr 2 BDRM	87	0.75	65.3
2 BDRM	47	0.75	35.3
2 BDRM 2.5 Bath	36	0.75	27.0
2 BDRM + Den	16	0.75	12.0
Live / Work	8	0.75	6.0
Townhouse	12	0.75	9.0
Penthouse	8	0.75	6.0
TOTALS	322	-	241.5

RESIDENTIAL SHORT TERM REQUIRED			
UNIT TYPE	# OF ENTRANCE	QUANTITY	TOTAL
RESID-ENTRY-1	1	6	6.0
161	91	1 every 5 units	18.2
RESID-ENTRY-2	1	6	6.0
161	91	1 every 5 units	18.2
			48.4

COMMERCIAL LONG TERM REQUIRED			
UNIT TYPE	CRU	1 Bike per 500 sm	TOTAL
SF	21,683	-	-
SM	2014	4.03	4.0
			4.0

COMMERCIAL SHORT TERM REQUIRED			
UNIT	# OF ENTRANCE	QUANTITY	TOTAL
CRU-1	2	2	4.0
CRU-2	2	2	4.0
CRU-3	2	2	4.0
CRU-4	2	2	4.0
CRU-5	2	2	4.0
CRU-6	2	2	4.0
TOTAL	10	-	24.0

BICYCLE PARKING PROVIDED	
LONG TERM	245.5
SHORT TERM	72.4
TOTAL	317.9

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ATTACHMENT B

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Planner Initials AC



01



02



03



04



01



02



03



04

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- CRU
- Residential
- Amenities
- Storage Space

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City of Kelowna
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- CRU
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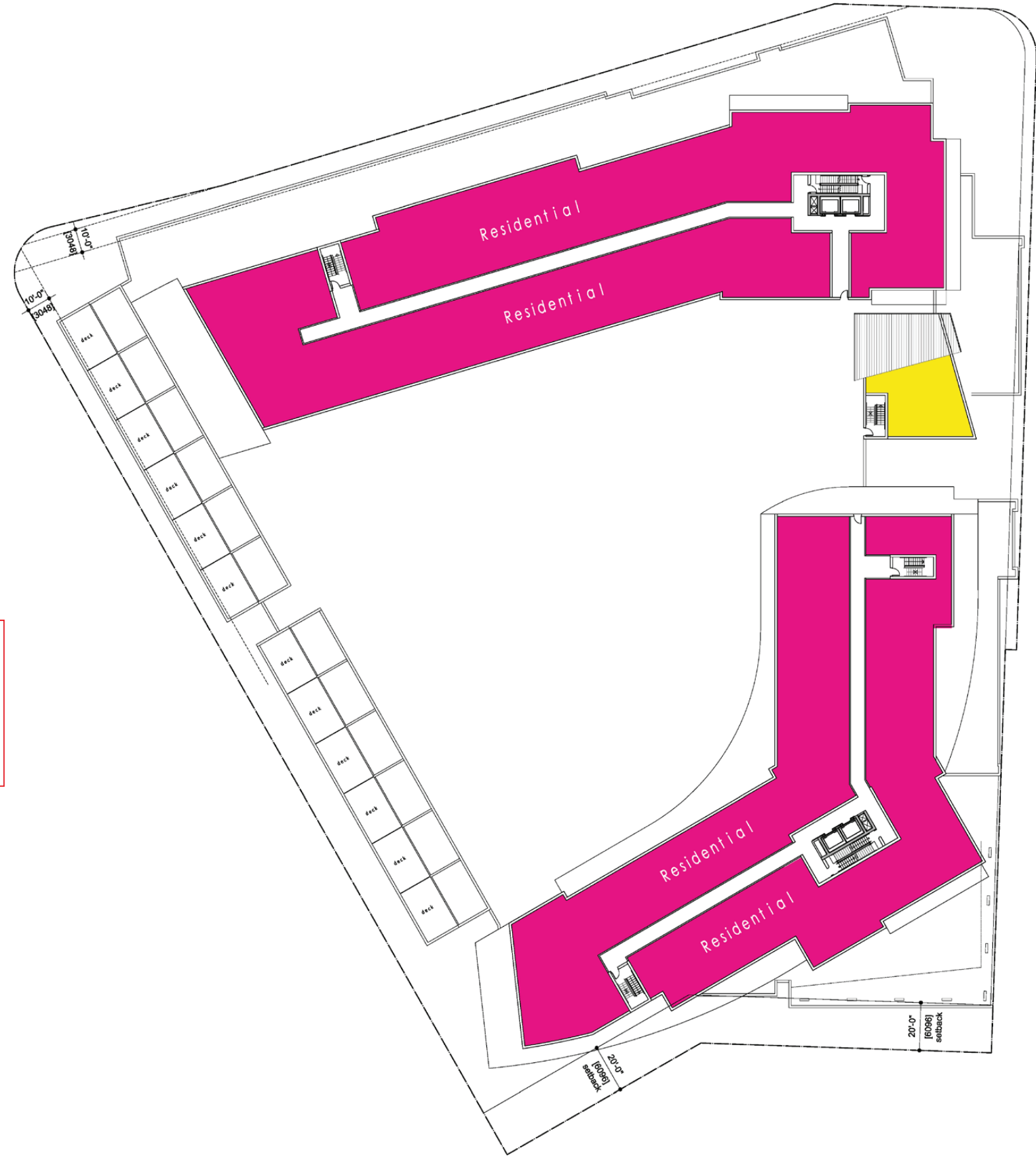
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City of Kelowna
 DEVELOPMENT PLANNING

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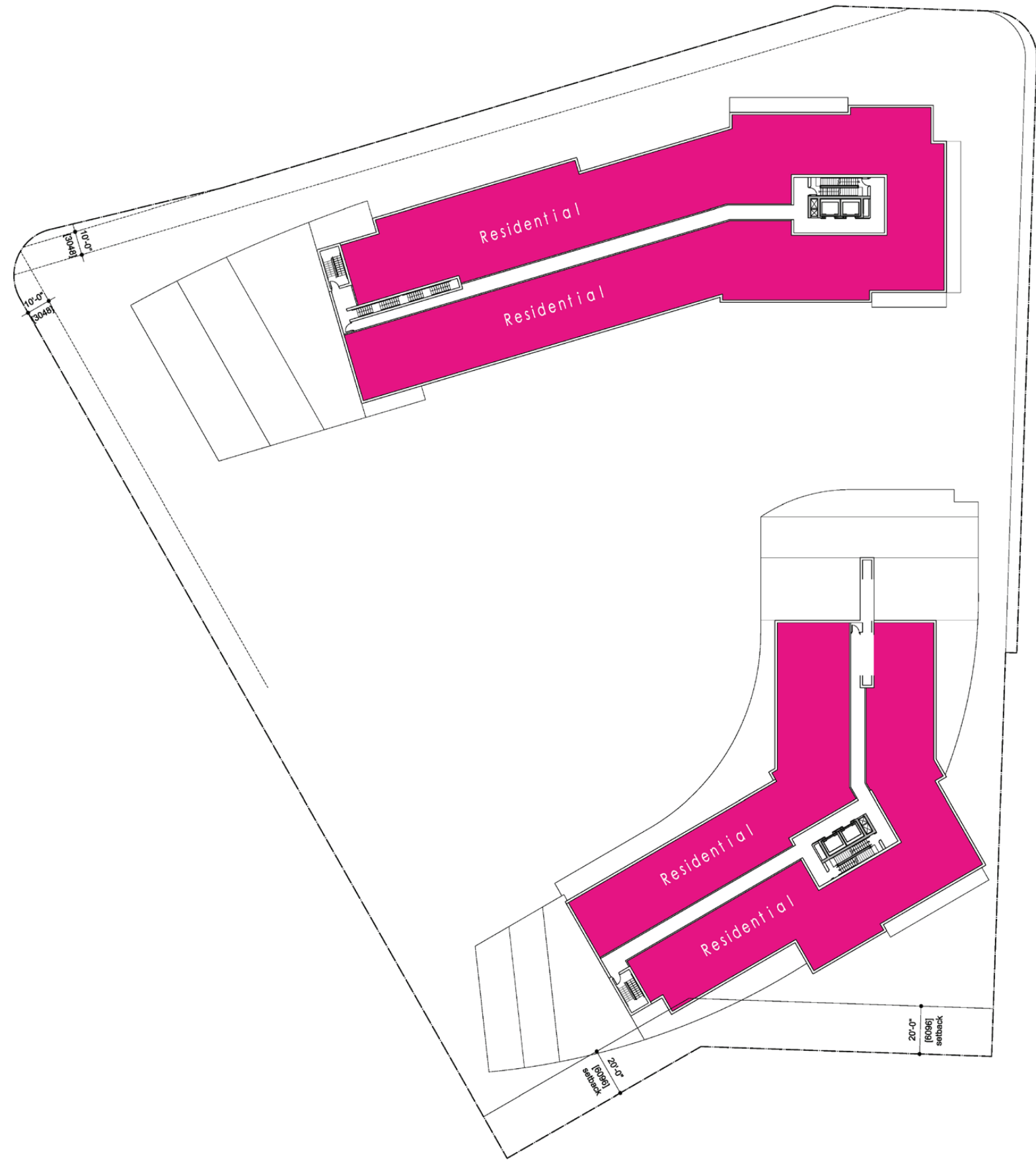
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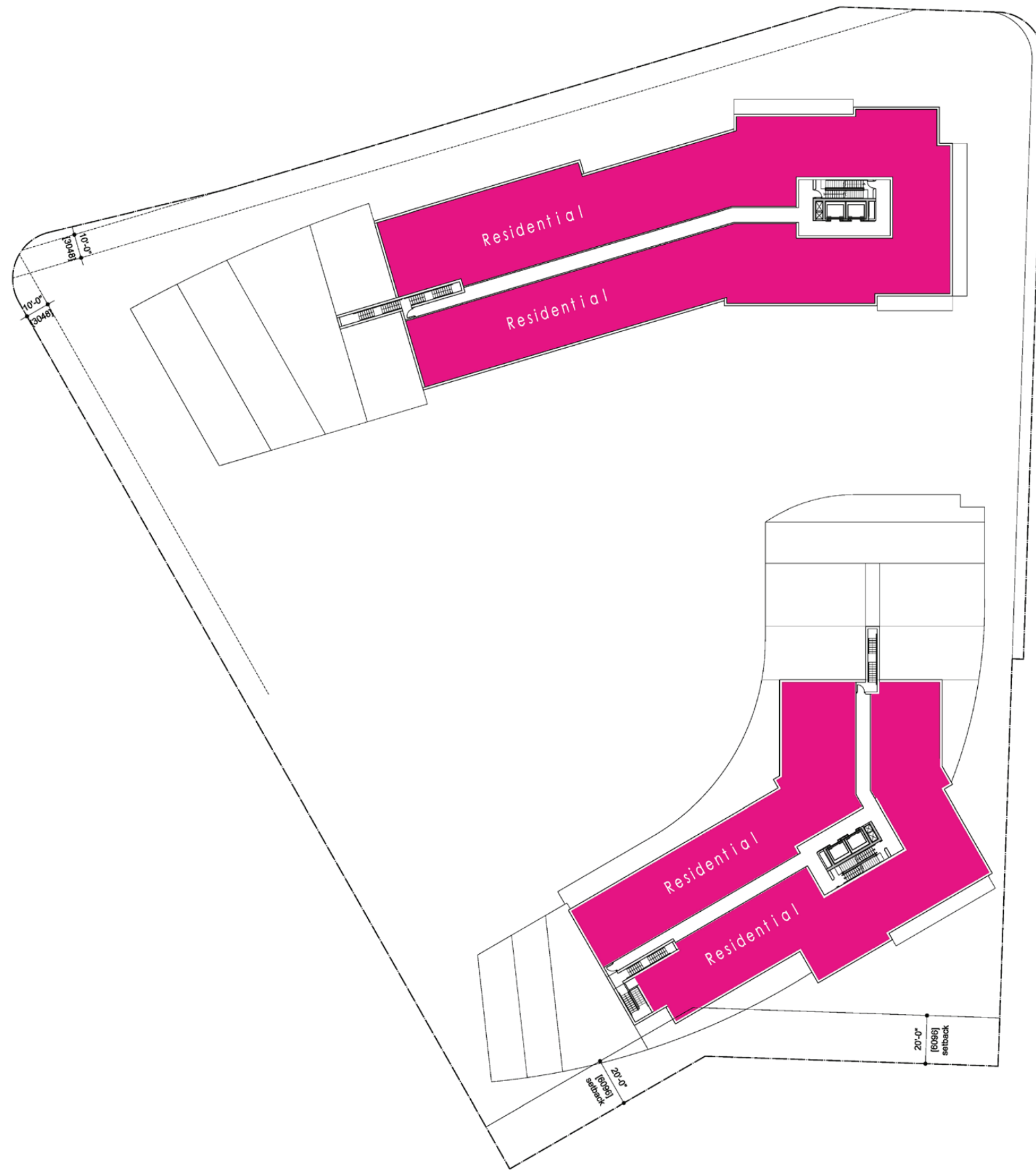
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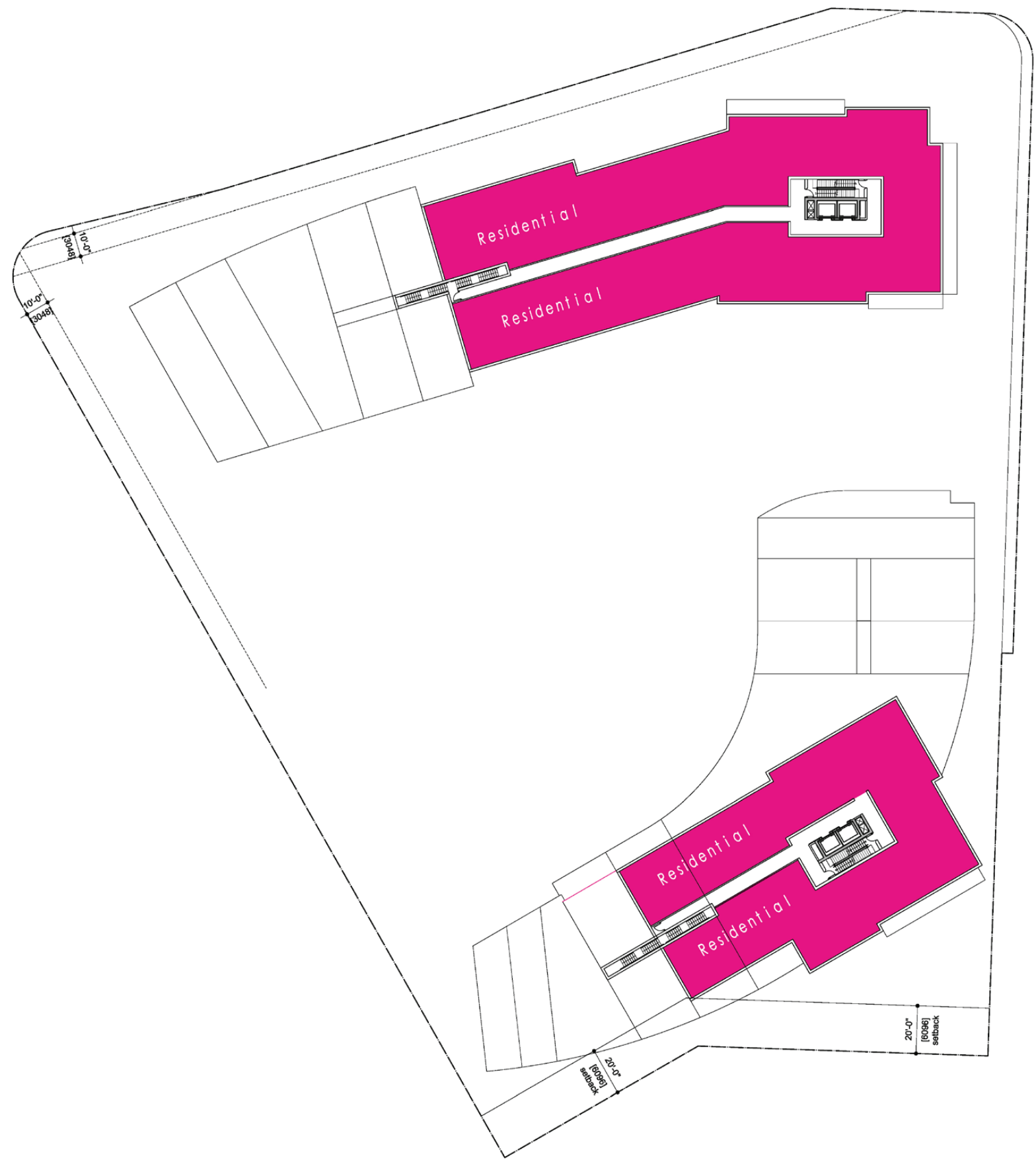
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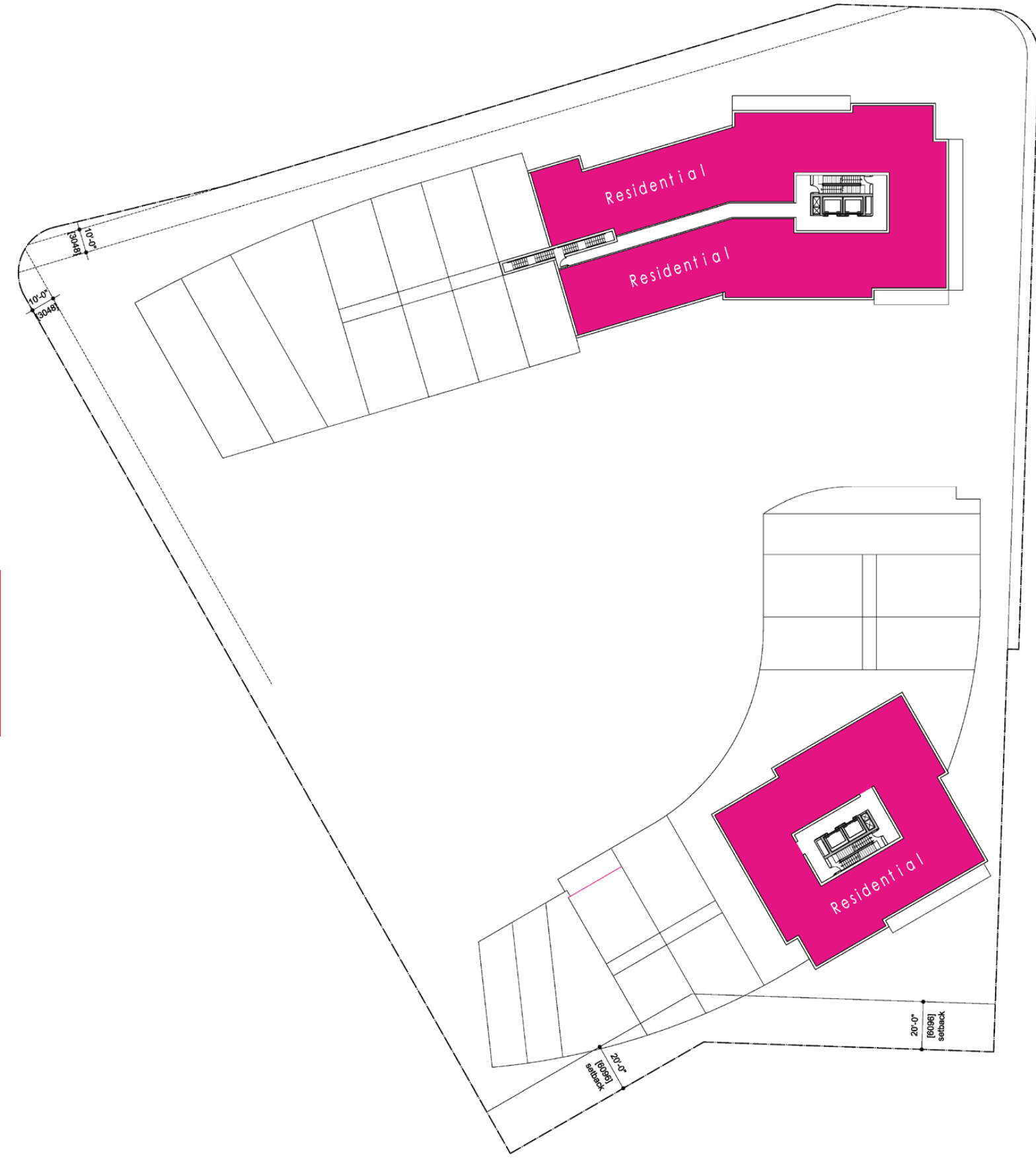
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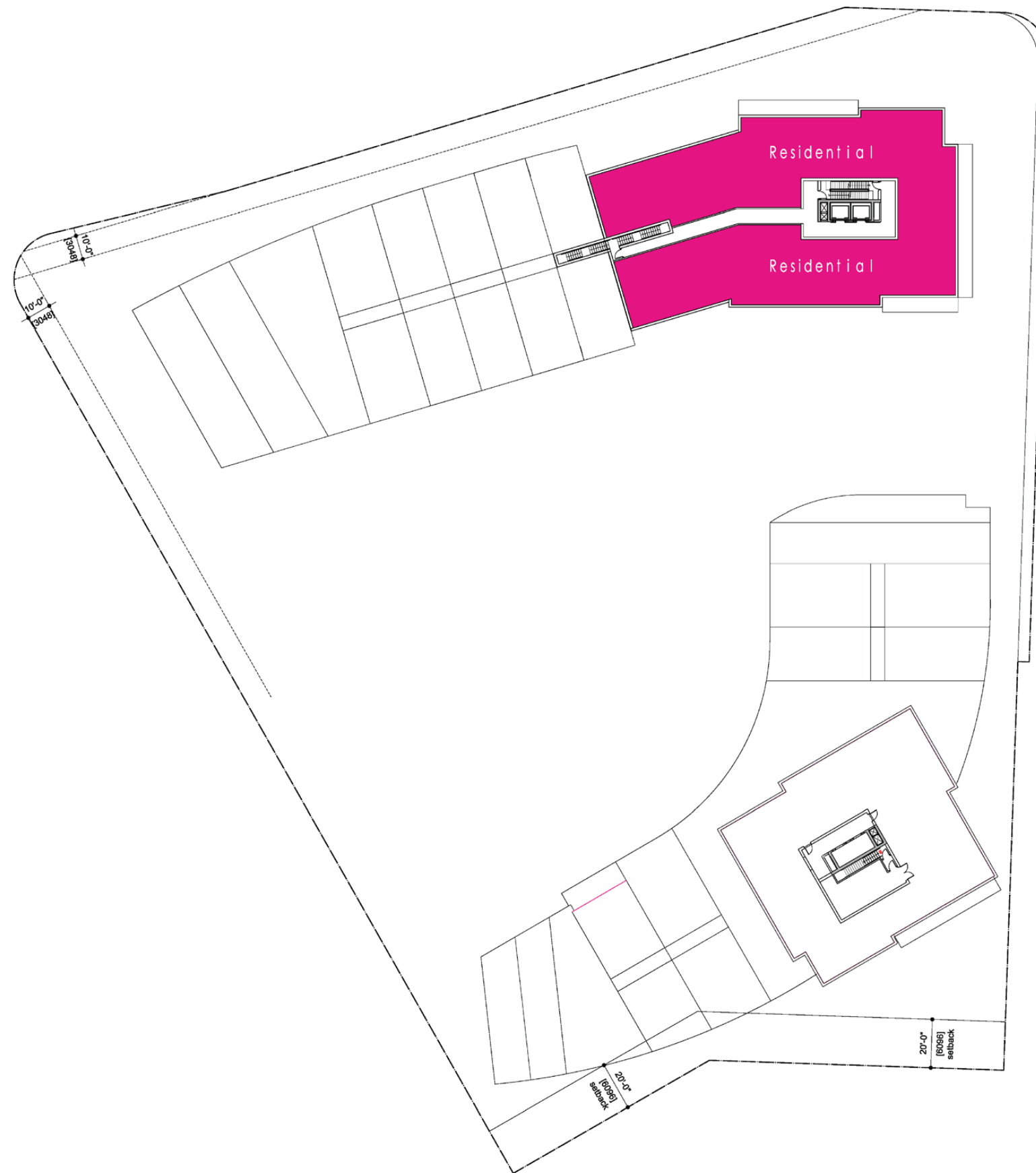
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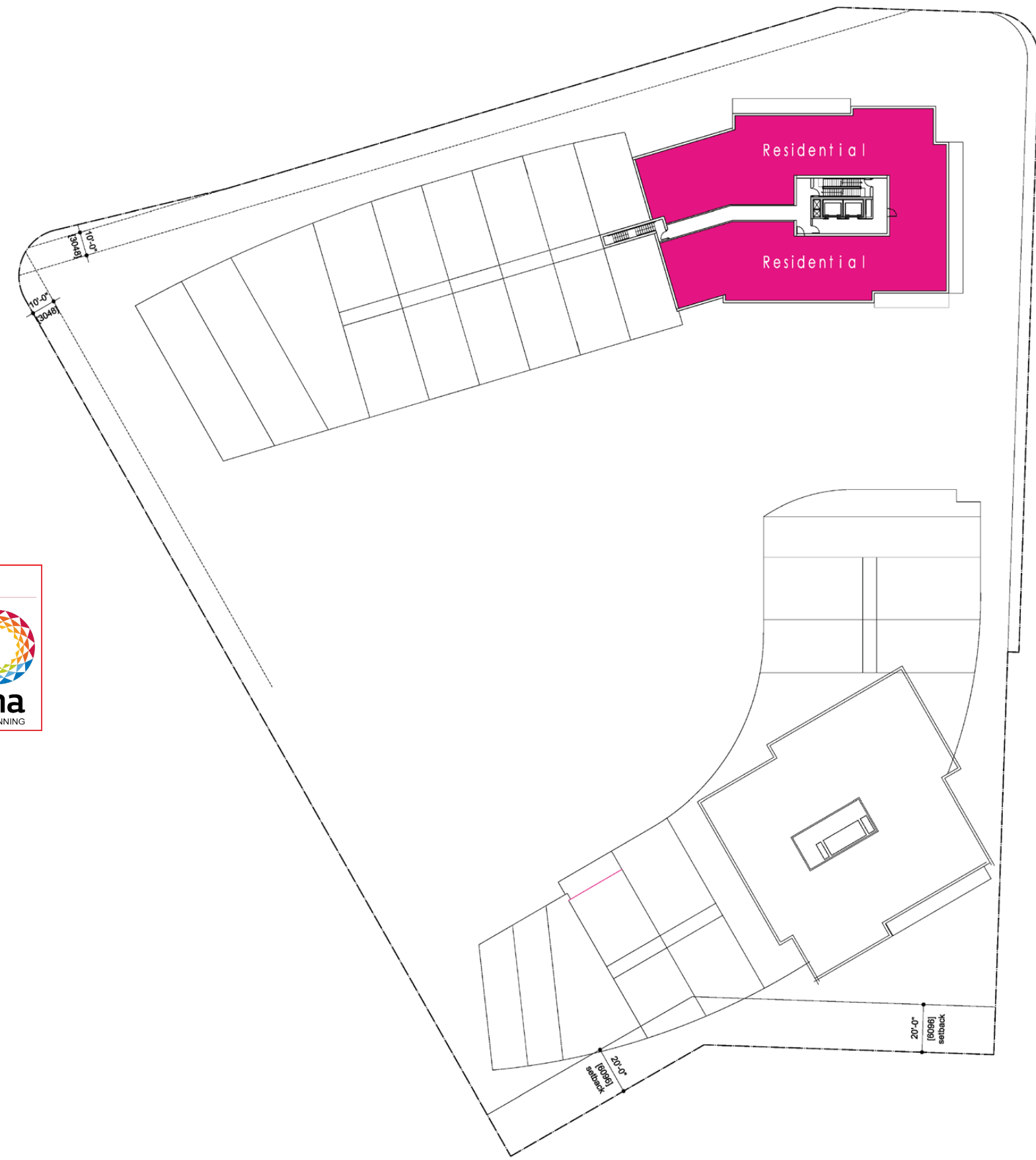
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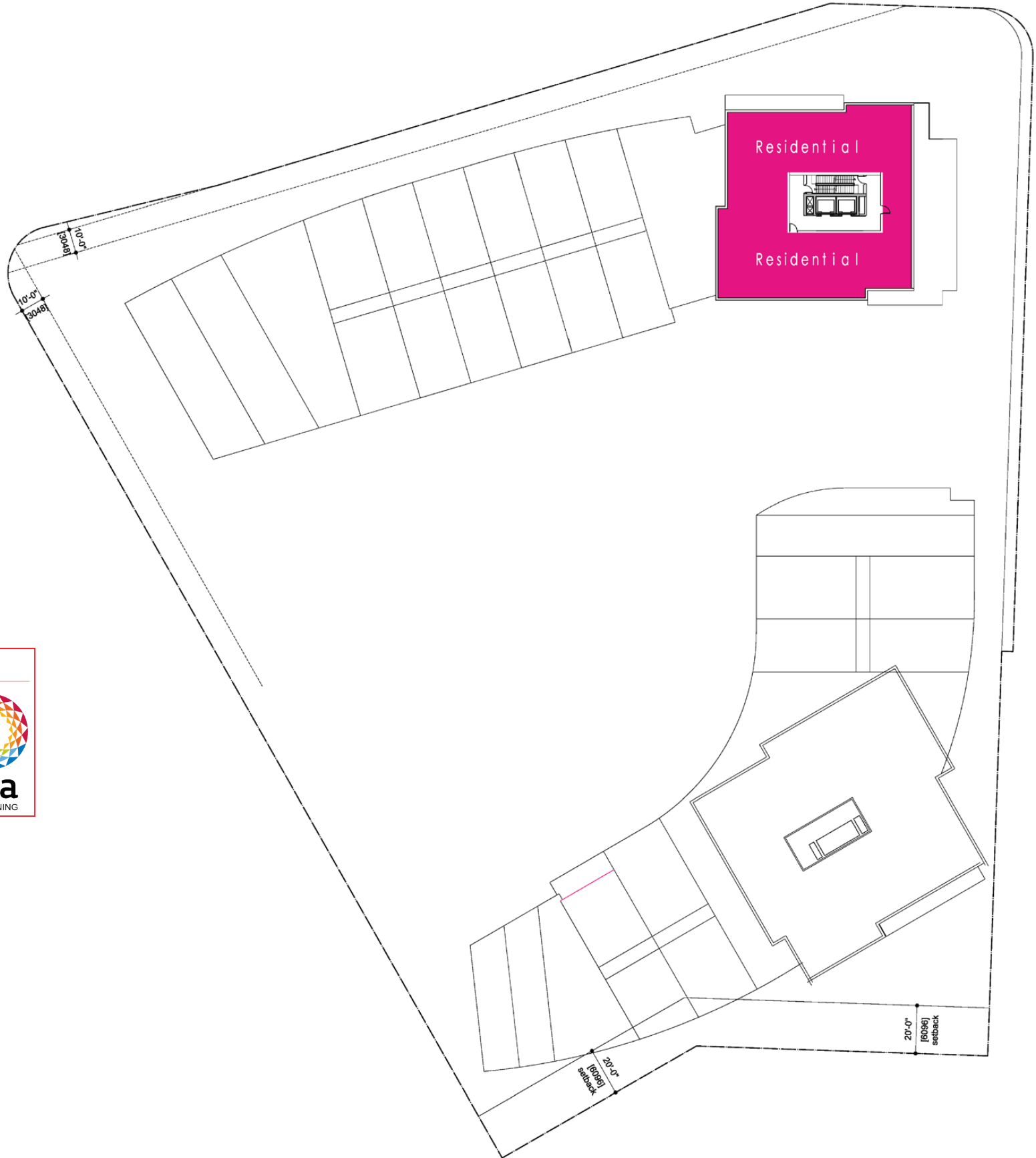
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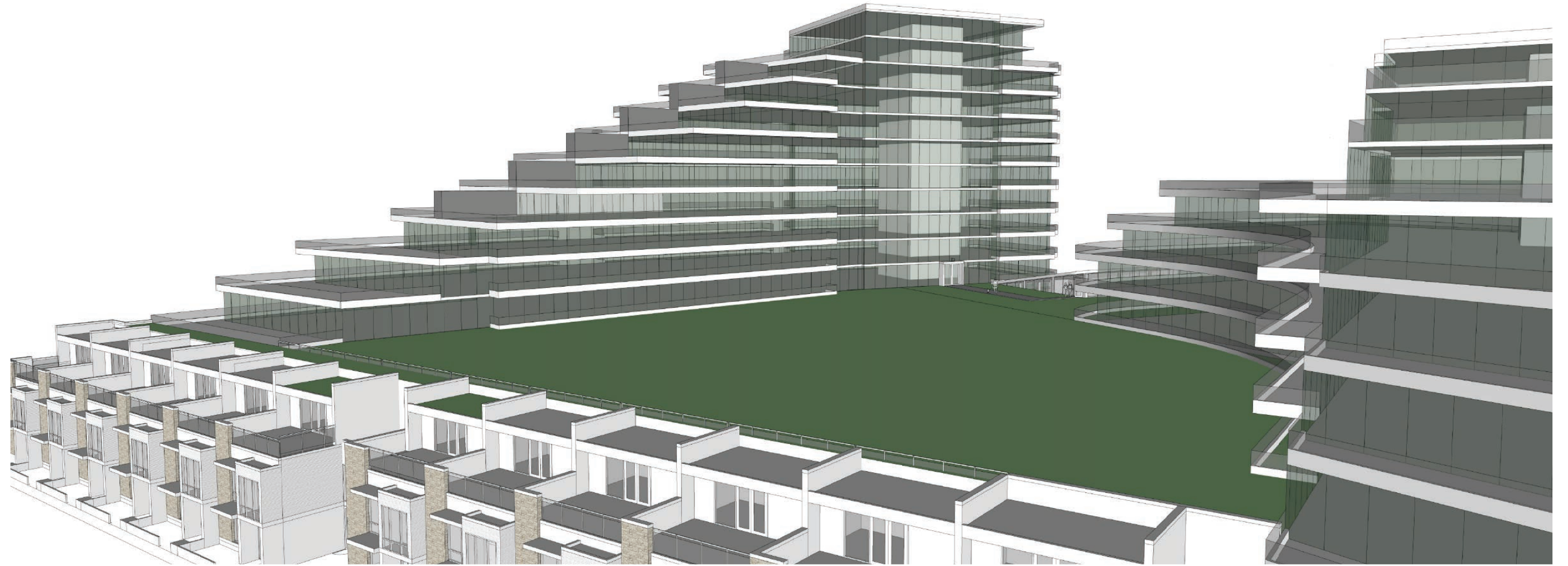
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- Amenities
- Storage Space



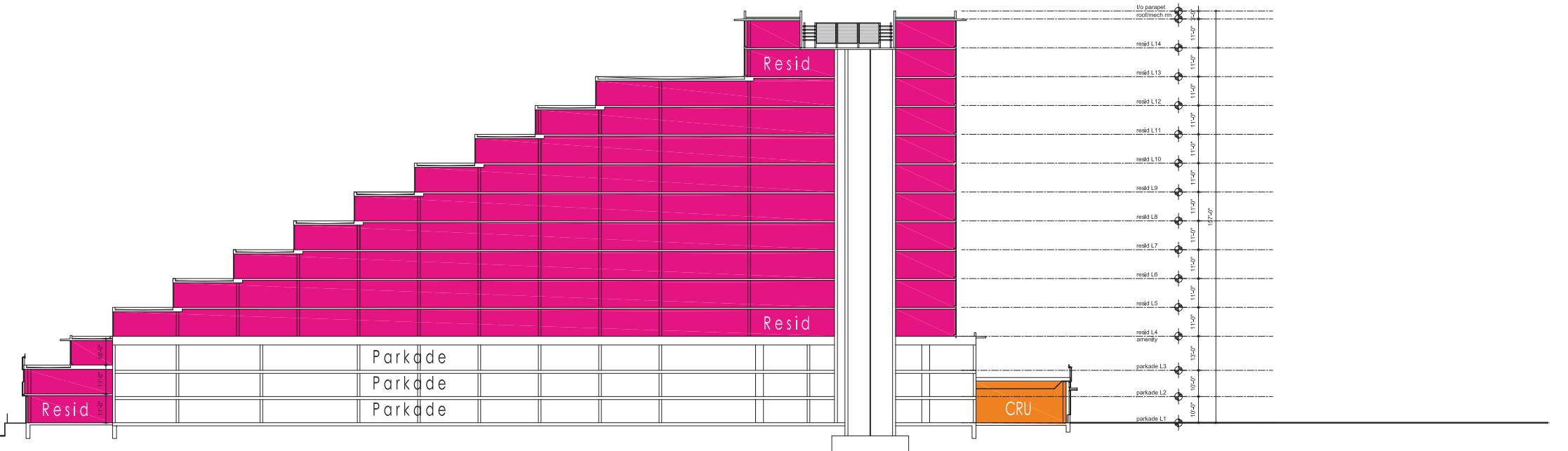
ATTACHMENT B

This forms part of application
Z19-0078

Planner Initials **AC**



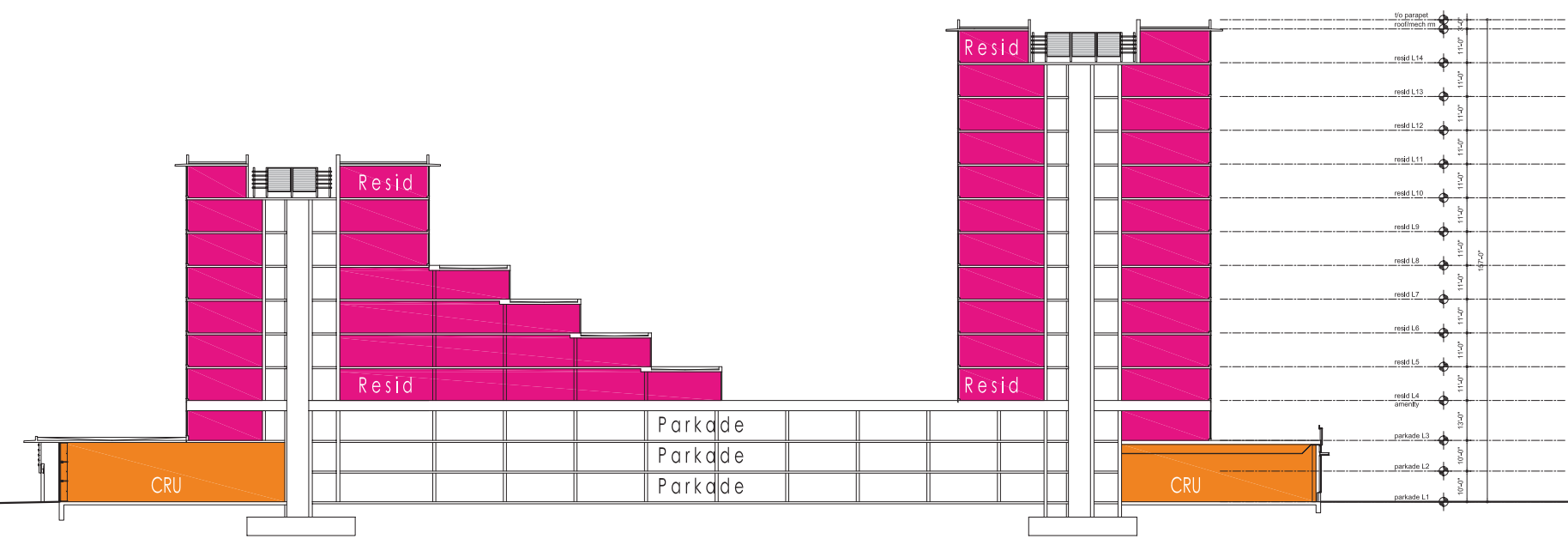
City of Kelowna
DEVELOPMENT PLANNING



ATTACHMENT B

This forms part of application
Z19-0078

Planner Initials **AC**

ELEVATION & BUILDING SECTION 3340 LAKESHORE ROAD



Lakeshore and Gyro SE



Lakeshore Midblock E



Lakeshore and Lanfranco NE



Lanfranco and Watt Rd NW



Watt Rd Midblock W



Lanfranco N



Watt Rd and Gyro SW



Gyro S




Lakeshore and Lanfranco N

ATTACHMENT B

This forms part of application
Z19-0078

Planner Initials **AC**



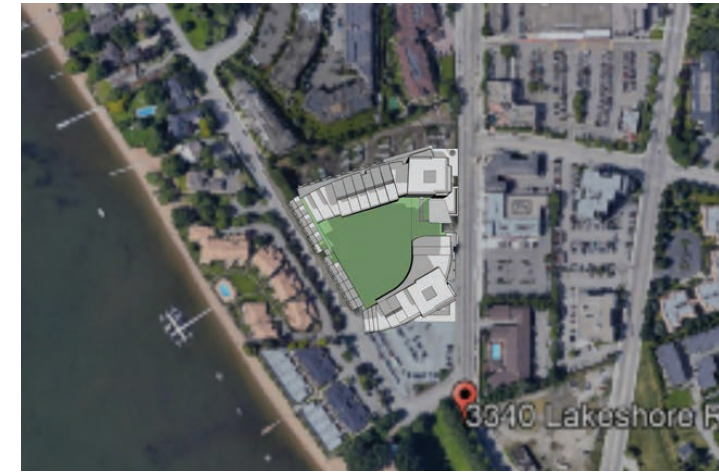
City of
Kelowna
DEVELOPMENT PLANNING

JUNE

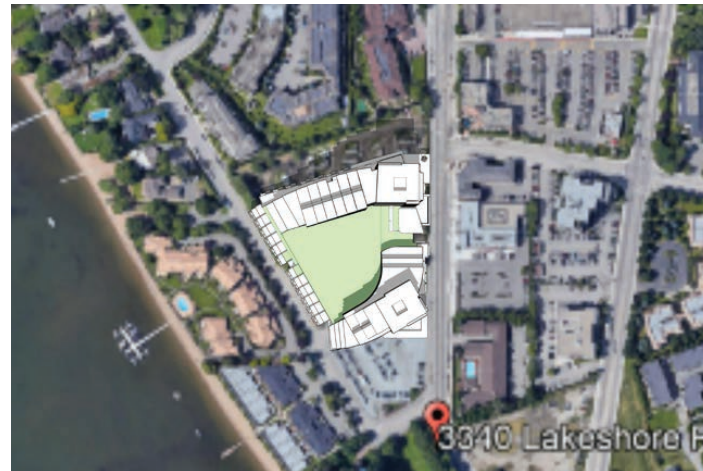
MARCH / SEPTEMBER

DECEMBER

9am



12pm



3pm



ATTACHMENT B

This forms part of application # Z19-0078

Planner Initials AC





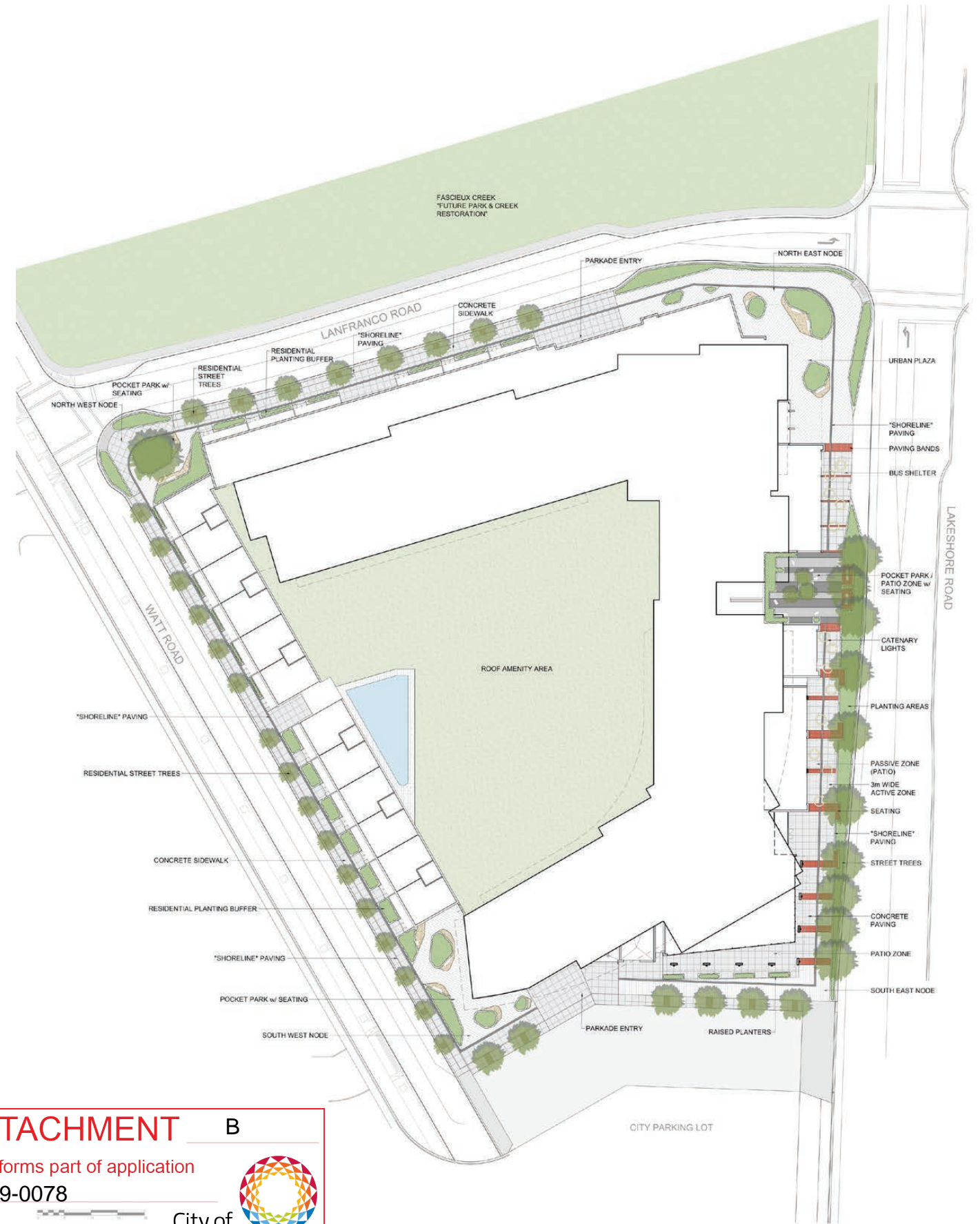
The landscape architectural design intent for the mixed-use development of 3340 Lakeshore Road, Kelowna, is drawing inspiration from global urban design methodologies, providing a human scale to the urban realm and respecting the future uses of the space and style of the architecture being introduced.

The diverse nature of the residential and commercial units creates an environment which requires flexibility within the landscape, both regarding materials used and the ability for access through the site, however all the while being welcoming and safe to the end user.

The site is enriched through a number of significant nodes created between the architecture and the urban design, adding to the design philosophy of creating both passive and active spaces. With this being a landmark site within the City, and on a major arterial we have created large sidewalk zones, aiding to the above notion, with patio spaces created along the main pedestrian link from north to south and connecting the major nodes. The significant nodes on the northern and southern corners are either patios or parklets for community gathering and refuge within the neighbourhood. The architecture reflects the nature of the streets surrounding the site, as does the urban design, with the residential units facing streetscapes of a residential nature and the commercial areas providing the urban sense of place.

The intent of the hard landscape areas is to allow safe and comfortable movement through the space, by using material variation to signify the type of space you are moving through and shoreline paving to assist the visually impaired users. Irregularly spaced bands of paving tie into the architecture and provide opportunities for graphic art or text. Sidewalks have been brought to a human scale by use of catenary lighting, which has been designed in conjunction with the planting to ensure CPTED guidelines are being adhered to and further promote a safe environment. There are seating opportunities along the active routes as well as in the parklets, adding to the overall fabric and vibrancy being created with other materials.

The planting design is based on using local and zone appropriate plant species for year-round interest. A strong backbone of tree lined streets, with species reflecting the difference between residential and urban frontage, is interplayed with clusters of trees in the parklets. The shrub and perennial planting has been designed to add to the vibrancy of the entire site, and are to be a mix to provide colour and form during the seasons, but not to deter from safety and security by being of a low height to ensure sightlines are maintained. The overall landscape planting palette for the development has been specified to ensure it is minimal maintenance and low water consumption.



ATTACHMENT B
 This forms part of application # Z19-0078
 City of Kelowna DEVELOPMENT PLANNING
 Planner Initials AC





Cafe Patio



Looking N along Lakeshore



SE Corner

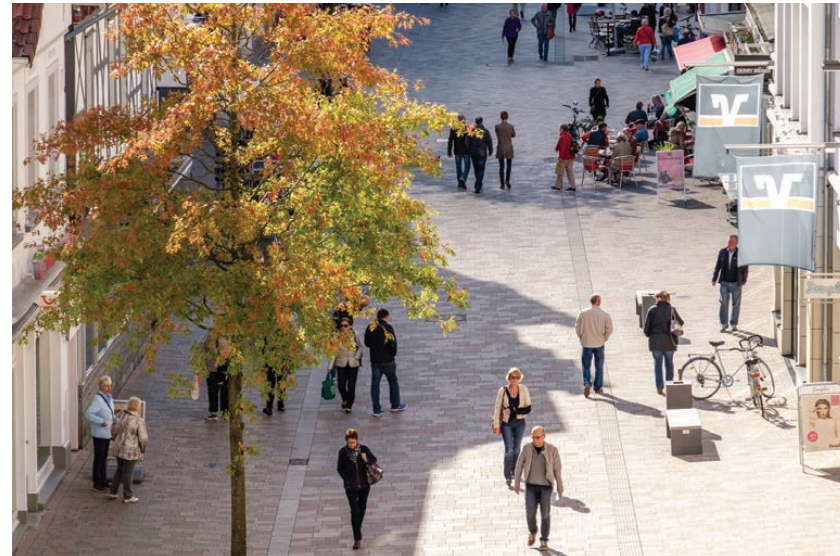
ATTACHMENT B

This forms part of application
Z19-0078

Planner Initials **AC**



City of
Kelowna
DEVELOPMENT PLANNING



ATTACHMENT B

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City of **Kelowna**
DEVELOPMENT PLANNING



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Z19-0078

3340 Lakeshore Rd

Rezoning Application



Proposal

- ▶ To consider a Rezoning application to rezone 3340 lakeshore Road from the C₁ and C₉ zones to the C₄ zone as well as to rezone 3290 Lakeshore Rd from the C₁ and C₉ zones to the P₃ zone to facilitate a mixed use development.

Development Process

June 12th 2019

Development Application Submitted

Staff Review & Circulation

Aug 17th 2020

Public Notification Received

Sept 14th 2020

Initial Consideration

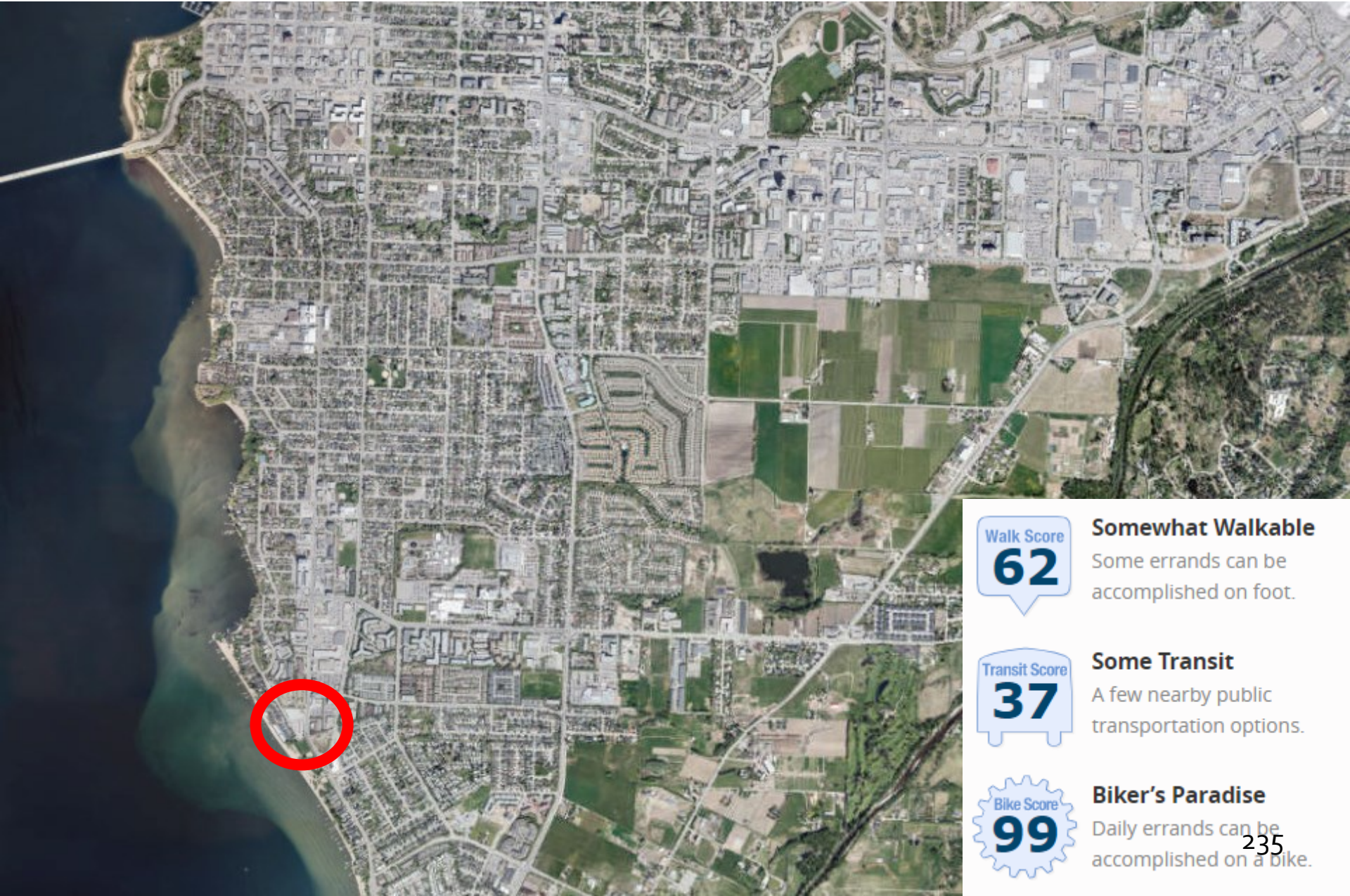
Public Hearing
Second & Third Readings

Final Reading

Building Permit

Council Approvals

Context Map



Walk Score
62

Somewhat Walkable
Some errands can be accomplished on foot.

Transit Score
37

Some Transit
A few nearby public transportation options.

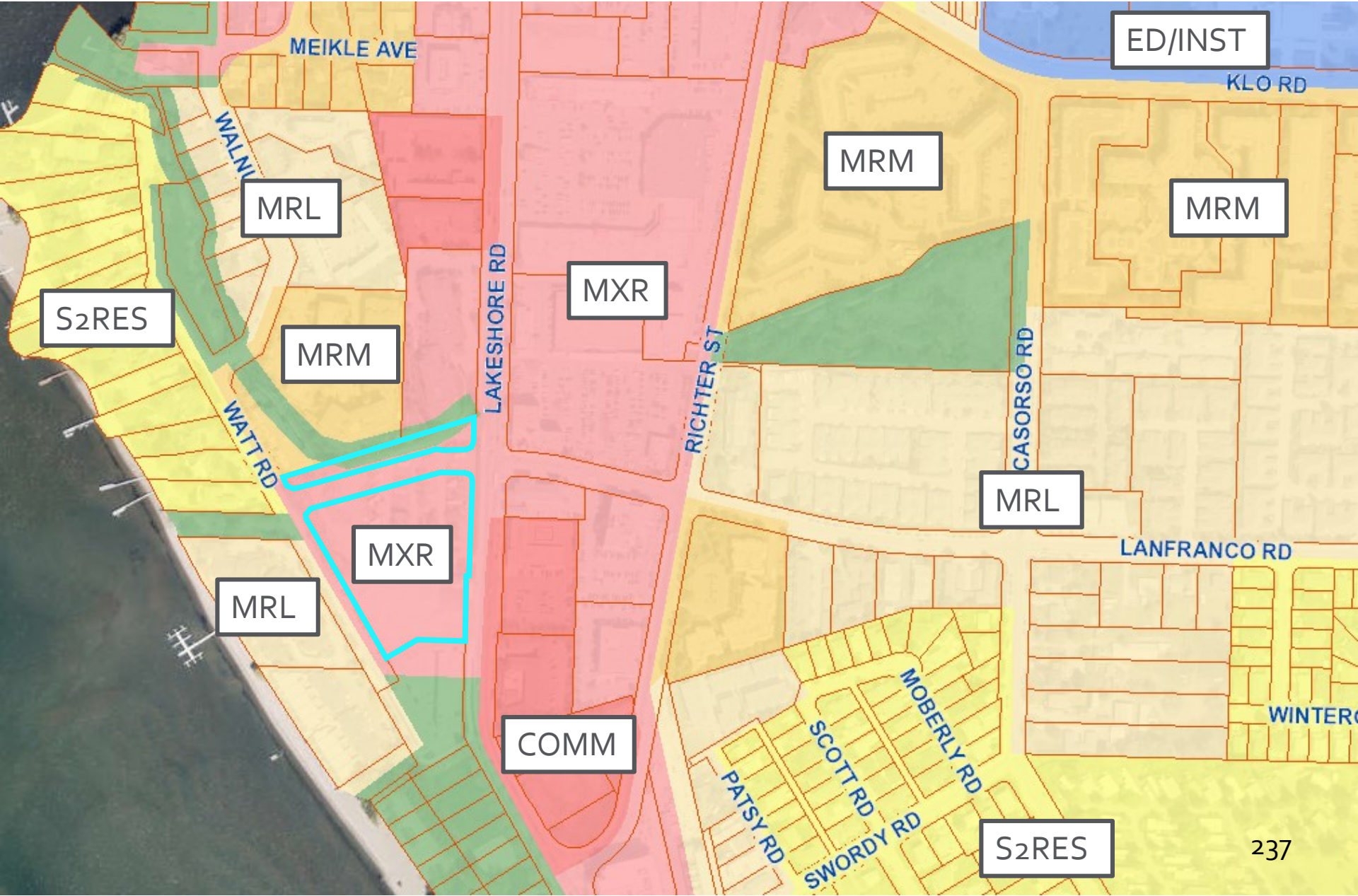
Bike Score
99

Biker's Paradise
Daily errands can be accomplished on a bike.

Subject Property Map



Official Community Plan



Public Consultation

- ▶ Comprehensive and Extensive Public Consultation Process
- ▶ Most comments were related to form & character, scale, height, massing, parking, and details of the development proposal.



Development Policy

- ▶ Meets the intent of Official Community Plan Urban Infill Policies:
 - ▶ Within Permanent Growth Boundary
 - ▶ Complete Communities
 - ▶ Sensitive Infill
 - ▶ Compact Urban Form
- ▶ Consistent with Future Land Use **MXR – Mixed Use (Commercial & Residential)**

Staff Recommendation

- ▶ Staff recommend **support** of the proposed rezoning
 - ▶ Meets the intent of the Official Community Plan
 - ▶ Consistent with Urban Centre & Infill Policies
 - ▶ Appropriate location for adding mixed residential and commercial land uses
- ▶ Recommend the Bylaw be forwarded to Public Hearing



Conclusion of Staff Remarks

CITY OF KELOWNA

BYLAW NO. 12102

Z19-0078 – 3290 and 3340 Lakeshore Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 1 District Lot 14 ODYD Plan EPP77760 located at Lakeshore Road, Kelowna, BC from the C1 – Local Commercial and C9 – Tourist Commercial zones to the C4 – Urban Centre Commercial zone.
2. AND THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 2 District Lot 14 ODYD Plan EPP77760 located at Lakeshore Road, Kelowna, BC from the C1 – Local Commercial and C9 – Tourist Commercial zones to the P3 – Parks and Open Space zone.
3. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: September 14th, 2020
To: Council
From: City Manager
Department: Development Planning

Application: Z20-0017 **Owner:** 1232798 BC Ltd., Inc No. BC1232798
Address: 4633 Frederick Road **Applicant:** Owen Brown
Subject: Rezoning Application

Existing OCP Designation: S2RES – Single/Two Unit Residential
Existing Zone: RU1 – Large Lot Housing
Proposed Zone: RU2 – Medium Lot Housing

1.0 Recommendation

THAT Rezoning Application No. Z20-0017 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A District Lot 580A SDYD Plan 38083, located at 4633 Frederick Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU2 – Medium Lot Housing zone be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Development Planning Department dated September 14th, 2020;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the issuance of a Preliminary Layout Review Letter by the Approving Officer.

2.0 Purpose

To rezone the subject property from the RU1 – Large Lot Housing zone to the RU2 – Medium Lot Housing zone to facilitate a 2-lot subdivision.

3.0 Development Planning

Development Planning staff support the proposal to rezone the subject property to the RU₂ – Medium Lot Housing zone to facilitate a 2-lot subdivision. The subject property has a Future Land Use Designation of S₂RES – Single/Two Unit Residential and is within the City’s Permanent Growth Boundary. As such, the proposed zone is consistent with the Official Community Plan’s (OCP) objectives. In addition, each of the proposed lots meets the minimum dimensions of the RU₂ zone. There are multiple properties in the vicinity that are zoned RU₂. Staff anticipate that the proposed zone and lots will fit within the character of the neighbourhood.

4.0 Proposal

4.1 Project Description

The proposed rezoning from RU₁ – Large Lot Housing to RU₂ – Medium Lot Housing zone is to facilitate a 2-lot subdivision. The existing dwelling will remain and will be able to meet all required setbacks of the new lot. Both of the two lots meet the minimum dimensions of the RU₂ zone, and no variances are required.

4.2 Site Context

The property is located in the North Mission – Crawford OCP Sector and is within the Permanent Growth Boundary (PGB). The surrounding area is primarily RU₁ – Large Lot Housing, RU₁C – Large Lot Housing with Carriage House, RU₂ – Medium Lot Housing and RU₆ – Two Dwelling Housing. The surrounding Future Land use is primarily S₂RES – Single/Two Unit Residential and PARK.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU ₁ – Large Lot Housing	Single-Family Dwelling
East	RU ₁ – Large Lot Housing	Single-Family Dwelling
South	RU ₁ – Large Lot Housing	Single-Family Dwelling
West	RU ₁ – Large Lot Housing	Single-Family Dwelling

Subject Property Map: 4633 Frederick Road



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP).

Chapter 5: Development Process

Objective 5.22 Ensure context sensitive housing development.

Policy .6 Sensitive Infill. Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the neighbourhood with respect to building design, height and siting.

6.0 Technical Comments

6.1 Development Engineering Department

6.1.1 See Schedule A

7.0 Application Chronology

Date of Application Received: February 14th, 2020

Date Public Consultation Completed: March 24th, 2020

Report prepared by: Tyler Caswell, Planner I

Reviewed by: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Schedule A: Development Engineering Memo

Attachment A: Conceptual Drawing Package

**MEMORANDUM**

Date: February 25, 2020
File No.: Z20-0017
To: Suburban and Rural Planning (TC)
From: Development Engineering Manager (JK)
Subject: 4633 Frederick Rd. RU1 to RU2

The Development Engineering Department has the following comments and requirements associated with this application to rezone the subject property from RU1 to RU6. The road and utility upgrading requirements outlined in this report will be a requirement of this development. The Development Engineering Technician for this project is Aaron Sangster.

1. Domestic Water and Fire Protection

- a) The subject property is currently serviced with a 19mm water service. One metered water service will be required for the development. The disconnection of the existing small diameter water services and the tie-in of a larger service is the developer's responsibility. You can engage an engineer and contractor to manage the work on your behalf or it can be provided by City forces at the developer's expense. If you chose to have it completed by City forces, you will be required to sign a Third-Party Work Order and pre-pay for the cost of the water service upgrades. For estimate inquiries please contact Mike Thomas, by email mthomas@kelowna.ca or phone, 250-469-8797.

2. Sanitary Sewer

- a) This property is currently serviced with a 100-mm sanitary service. The developer's consulting mechanical engineer will determine the development requirements of this proposed development and establish the service needs. Only one service will be permitted for this development. The applicant, at their cost, will arrange for the removal and disconnection of the existing services and the installation of one new larger service, if necessary.

3. Storm Drainage

- a) The developer must engage a consulting civil engineer to provide a storm water management plan for the site, which meets the requirements of the Subdivision, Development and Servicing Bylaw No. 7900. The storm water management plan must also include provision of lot grading plan, minimum basement elevation (MBE), if applicable, and provision of a storm drainage service for the development and / or recommendations for onsite drainage containment and disposal systems. Only one service will be permitted for this development. The applicant, at his cost, will arrange the installation of one overflow service if required.

4. Electric Power and Telecommunication Services

- a) All proposed service connections are to be installed underground. It is the

developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services, which would be at the applicant's cost.

5. Road Improvements

- a) Frederick Rd. must be upgraded to a local standard along the full frontage of this proposed development, curb and gutter, drainage system, catch basin, manholes, irrigated landscaped boulevard, pavement removal and replacement, and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. The road cross section to be used is a SS-R3.
- b) Hubbard Rd. must be upgraded to a local standard along the full frontage of this proposed development, curb and gutter, drainage system, catch basin, manholes, irrigated landscaped boulevard, pavement removal and replacement, and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. The road cross section to be used is a SS-R3.

6. Erosion Servicing Control Plan

- a) Provide a detailed ESC Plan for this development as per the Subdivision, Development and Servicing Bylaw #7900.
- b) The developer must engage a consulting civil engineer to provide an ESC plan for this site which meets the requirements of the City Subdivision Development and Servicing Bylaw 7900.
- c) Civil consultant is responsible for all inspection and maintenance.
- d) A Security Deposit for ESC Works equal to 3.0% of the Consulting Engineer's opinion of probable costs of civil earthworks and infrastructure will be added to the Servicing Agreement.

7. Road Dedication and Subdivision Requirements

- a) Grant Statutory Rights of Way if required for utility services.
- b) If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, Telus, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager.

8. Geotechnical Report

Provide a geotechnical report prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below: NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision. The Geotechnical reports must be submitted to the Development Services Department (Subdivision Approving officer) for distribution to the Development Engineering Branch and Inspection Services Division prior to submission of Engineering drawings or application for subdivision approval.

- (i) Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.

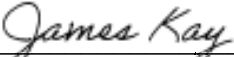
- (ii) Site suitability for development.
- (iii) Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
- (iv) Any special requirements for construction of roads, utilities and building structures.
- (v) Recommendations for items that should be included in a Restrictive Covenant.
- (vi) Recommendations for roof drains, perimeter drains and septic tank effluent on the site.
- (vii) Any items required in other sections of this document.

9. Design and Construction

- (a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- (b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- (c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- (d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- (e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Works & Utilities Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

12. Charges and Fees

- a) Development Cost Charges (DCC's) are payable.
- b) Fees per the "Development Application Fees Bylaw" include:
 - i) Survey Monument, Replacement Fee: \$1,200.00 (GST exempt) – only if disturbed.
 - ii) Engineering and Inspection Fee: 3.5% of construction value (plus GST).


James Kay, P.Eng.
Development Engineering Manager
AS

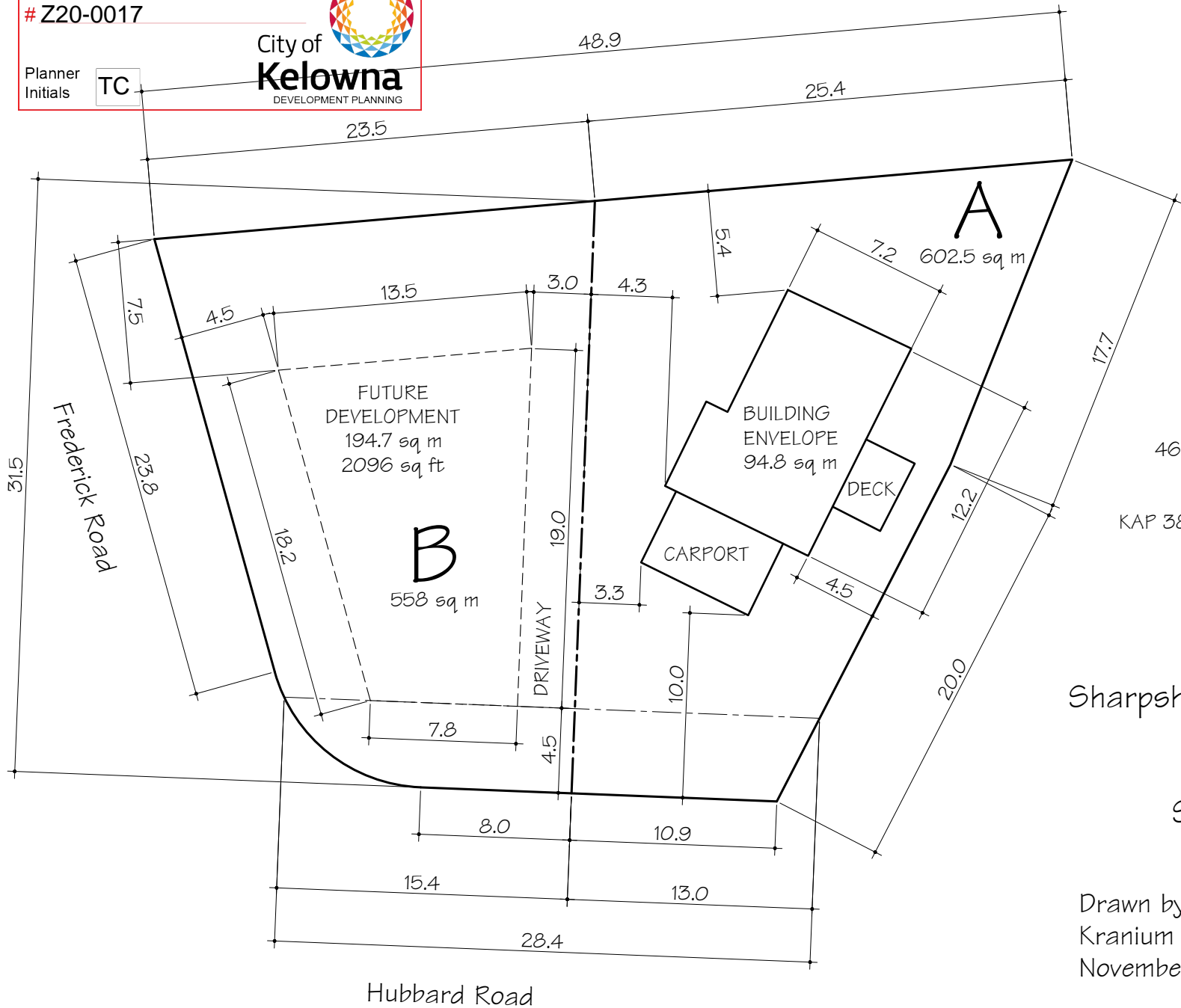
This forms part of application

Z20-0017



City of Kelowna DEVELOPMENT PLANNING

Planner Initials TC



4633 Frederick Road
Kelowna BC
KAP 38083 LOT A DL 508A

Plot Plan
for
Sharpshooter Development
Company

Scale: 1:300

Drawn by R. Kroeker
Kranium Smart Design
November 20, 2019



Z20-0017

4633 Frederick Road

Rezoning Application



Proposal

- ▶ To rezone the subject property from RU1 – Large Lot Housing to RU2 – Medium Lot Housing to facilitate a 2-lot subdivision.

Development Process

Feb 14th, 2020

Development Application Submitted

Staff Review & Circulation

Mar 24th, 2020

Public Notification Received

→ Sep 14th, 2020

Initial Consideration

Public Hearing
Second & Third Readings

Final Reading

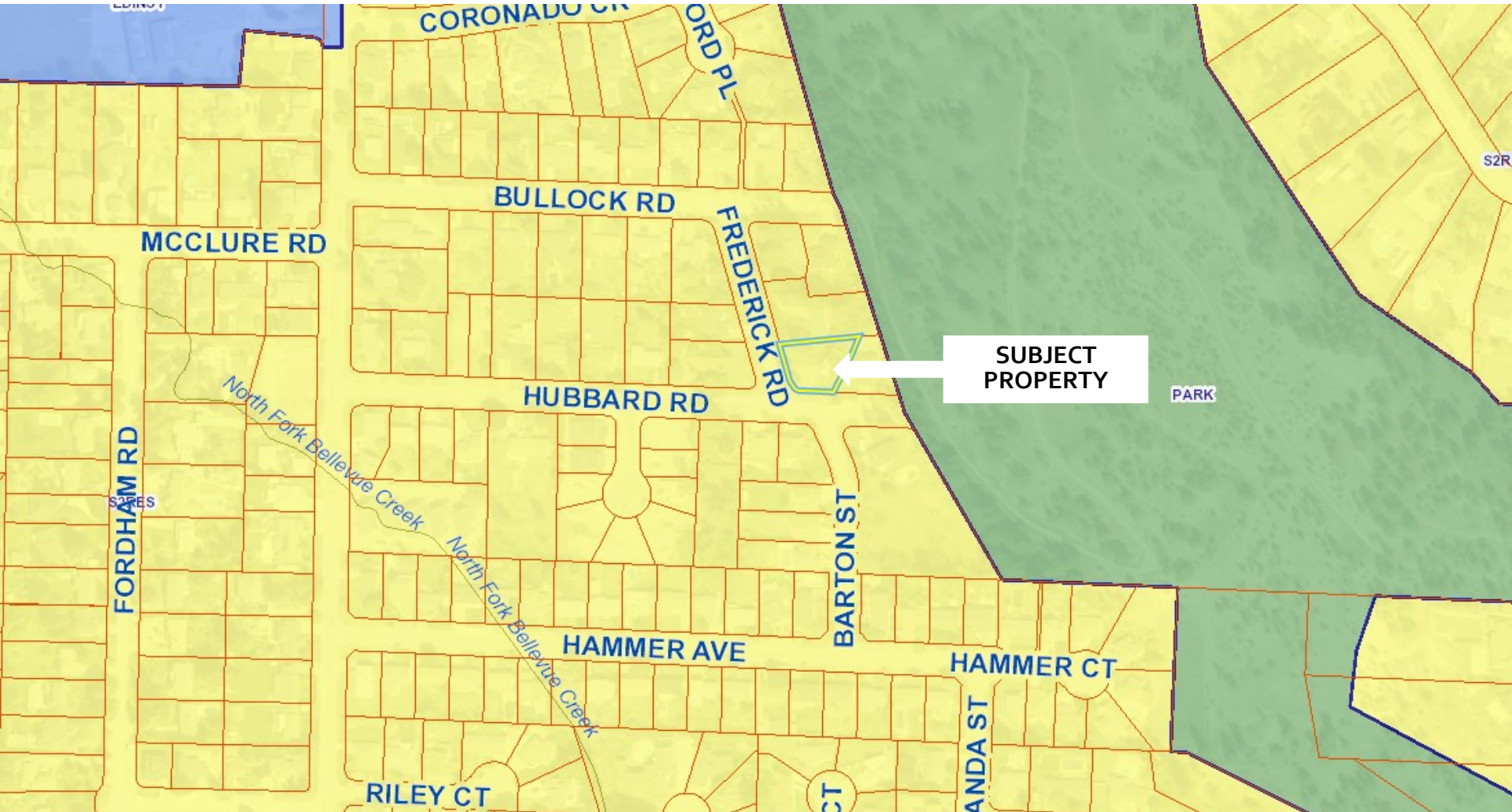
Building Permit

Council Approvals

Context Map



OCP Future Land Use / Zoning



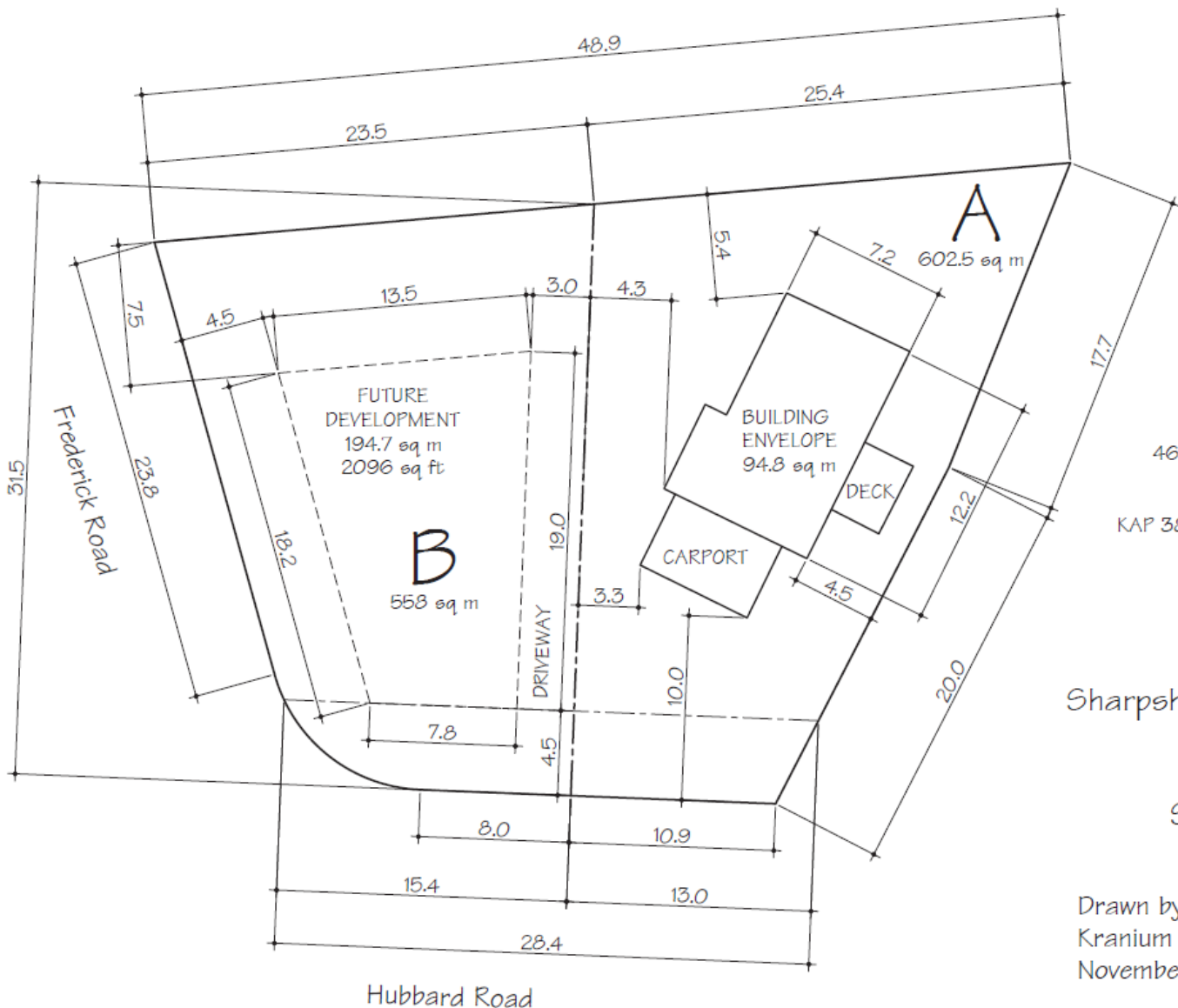
Subject Property Map



Project/technical details

- ▶ Proposed rezoning will facilitate a 2-lot subdivision.
- ▶ The existing dwelling will remain and meet all setbacks.
- ▶ Both lots meet the depth, width and size of the RU₂ zone.

Site Plan



4633 Frederick Road
Kelowna BC
KAP 38083 LOT A DL 508A

Plot Plan
for
Sharpshooter Development
Company

Scale: 1:300

Drawn by R. Kroeker
Kranium Smart Design
November 20, 2019

Development Policy

- ▶ Meets the intent of Official Community Plan Urban Infill Policies:
 - ▶ Within Permanent Growth Boundary
 - ▶ Sensitive Infill
- ▶ Consistent with Zoning Bylaw – no variances

Staff Recommendation

- ▶ Staff recommend **support** of the proposed rezoning to facilitate a 2-lot subdivision
- ▶ Meets the intent of the Official Community Plan
 - ▶ Urban Infill Policies
 - ▶ Appropriate location for adding residential density
- ▶ Recommend the Bylaw be forwarded to Public Hearing



Conclusion of Staff Remarks

CITY OF KELOWNA
BYLAW NO. 12103
Z20-0017 – 4633 Frederick Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot A District Lot 580A SDYD Plan 38083 located at Frederick Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU2 – Medium Lot Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 11662

Official Community Plan Amendment No. OCP18-0017 2268, 2276, 2284 and 2292 Speer Street and 226g Pandosy Street

A bylaw to amend the "Kelowna 2030 – Official Community Plan Bylaw No. 10500".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT Map 4.1 - **GENERALIZED FUTURE LAND USE** of "Kelowna 2030 – Official Community Plan Bylaw No. 10500" be amended by changing the Generalized Future Land Use designation of:
 - a) Lot 17, District Lot 14, ODYD, Plan 413, located on Speer Street, Kelowna, B.C.,
 - b) Lot 16, District Lot 14, ODYD, Plan 413, located on Speer Street, Kelowna, B.C.,
 - c) Lot A, District Lot 14, ODYD, Plan EPP28861, located on Speer Street, Kelowna, B.C.,
 - d) Lot B, District Lot 14, ODYD, Plan EPP28861, located on Speer Street, Kelowna, B.C.,
and
 - e) Lot 10, District Lot 14, ODYD, Plan 413 Except the Westerly 10 Feet Thereof Except Plan EPP53192, located on Speer Street, Kelowna, B.C.

from the HLTH – Health District designation to the EDINST – Educational/Major Institutional designation;

2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 13th day of August, 2018.

Considered at a Public Hearing on the 28th day of August, 2018.

Read a second and third time by the Municipal Council this 28th day of August, 2018.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 11663

Z18-0077

2268, 2276, 2284 and 2292 Speer Street and 2269 Pandosy Street

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of:
 - a) Lot 17, District Lot 14, ODYD, Plan 413, located on Speer Street, Kelowna, B.C.,
 - b) Lot 16, District Lot 14, ODYD, Plan 413, located on Speer Street, Kelowna, B.C.,
 - c) Lot A, District Lot 14, ODYD, Plan EPP28861, located on Speer Street, Kelowna, B.C.,
 - d) Lot B, District Lot 14, ODYD, Plan EPP28861, located on Speer Street, Kelowna, B.C.,
and
 - e) Lot 10, District Lot 14, ODYD, Plan 413 Except the Westerly 10 Feet Thereof Except Plan EPP53192, located on Speer Street, Kelowna, B.C.

from the RU6 – Two Dwelling Housing zone to the P1 – Major Institutional zone.

2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 13th day of August, 2018.

Considered at a Public Hearing on the 28th day of August, 2018.

Read a second and third time by the Municipal Council this 28th day of August, 2018.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: September 14, 2020
To: Council
From: City Manager
Subject: 2020 Q2 Planning and Development Statistics
Department: Planning and Development Services

Recommendation:

THAT Council receive for information the report from the Divisional Director of Planning and Development Services dated September 14, 2020 with information relating to Q2 Planning and Development Statistics;

Purpose:

This report updates Council on Building and Development Statistics from Q2 2020.

Background:

In order to keep Council current with local development and construction trends, the Divisional Director of Planning and Development Services will endeavor to bring quarterly reports forward for Council’s information. As the structure of this report continues to develop, the goal is to improve the connection between Council’s consideration of development applications on a weekly basis and the larger picture of housing goals in the Official Community Plan.

Discussion:

Planning Application Intake Statistics – Q2 2020

The Q2 2020 development application statistics show a noticeable decrease in volume which can be attributed to:

- A) A record number of development applications were submitted in the first quarter of 2020. Although the City’s Development Planning department has been experiencing higher than average development application volumes for the last 4-5 years, this Q1 volume is attributed to the Development Cost Charge increase that was implemented in February of 2020.

- B) Uncertainty caused by the COVID-19 Pandemic meant that fewer new development applications were being made to the City in Q2.
- C) As shown below, the 2020 total to date of 374 is almost on track with 2019's 382. This is down from 2017 and 2018 highs.

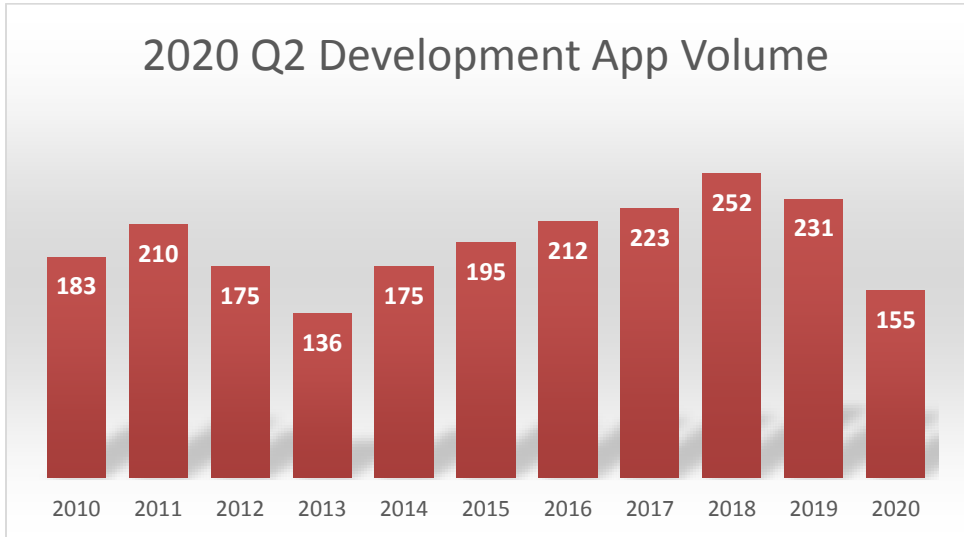


Chart 1

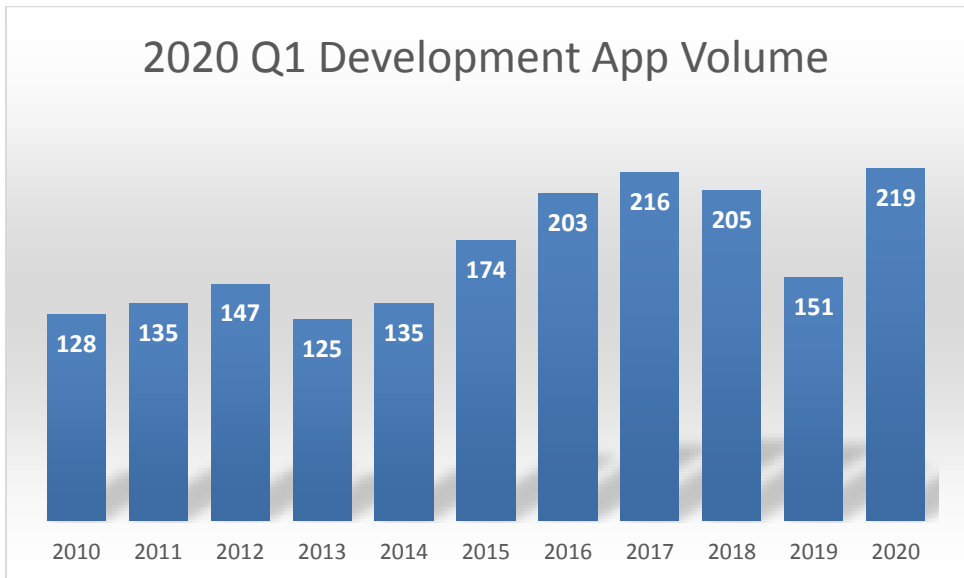


Chart 2

Building and Permitting Statistics Q2 - 2020

The City's Building and Permitting team noted a Q1 reduction in construction value of nearly 50%; however, this is in comparison to 2019 where Building Permits for several very large Commercial, Industrial and Multi-Family projects were permitted.

Q2 Building Permitting activity picked up from \$90 million gross value in Q1 to nearly \$140 million gross value. It now sits close to the 10-year quarterly average (approx. \$138,000,000). The relative strength of this number despite the impacts of COVID19 combined with a strong summer real estate market mean that gross construction value is likely to continue the bounce back for the remainder of this year. The late fall/winter could see a spike in permit applications related to the impending DCC grandfathering deadline in February 2021.

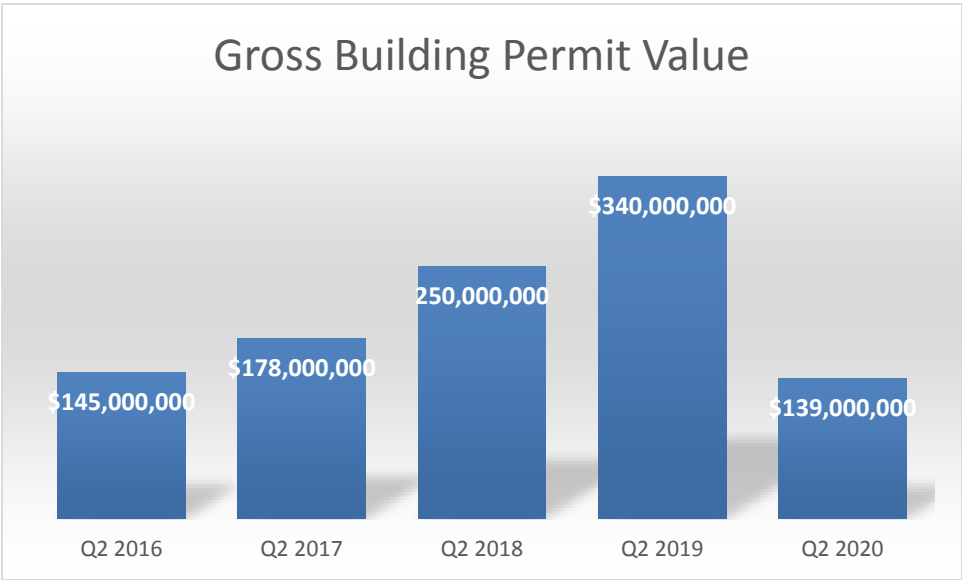


Chart 3

Housing Type and Volumes

While housing starts were less than half the 10-year average in Q1 (Chart 5), they strengthened by the end of Q2 as Kelowna’s real estate market also began to gain confidence.

Chart 6 shows a bounce back in multi-family housing starts. The indicates that some developers planning larger scale multi-family housing projects are choosing to proceed rather than pausing after the initial stages of the COVID-19 shutdown. Single family home construction, which generally represents lower risk investment, continued to proceed at a relatively steady rate and may end 2020 above the 5 year average.

91% of the Q1 housing starts were single family which is well above the 5 year average of 41% for this period. This split shrunk in Q2 to 52% single family housing starts and 48% multi-family. We expect to see this trend continue to reverse itself back towards a stronger multi-family side of the split as developers begin to pull building permits on multi-family developments permitted prior to the DCC grandfathering deadline in February.

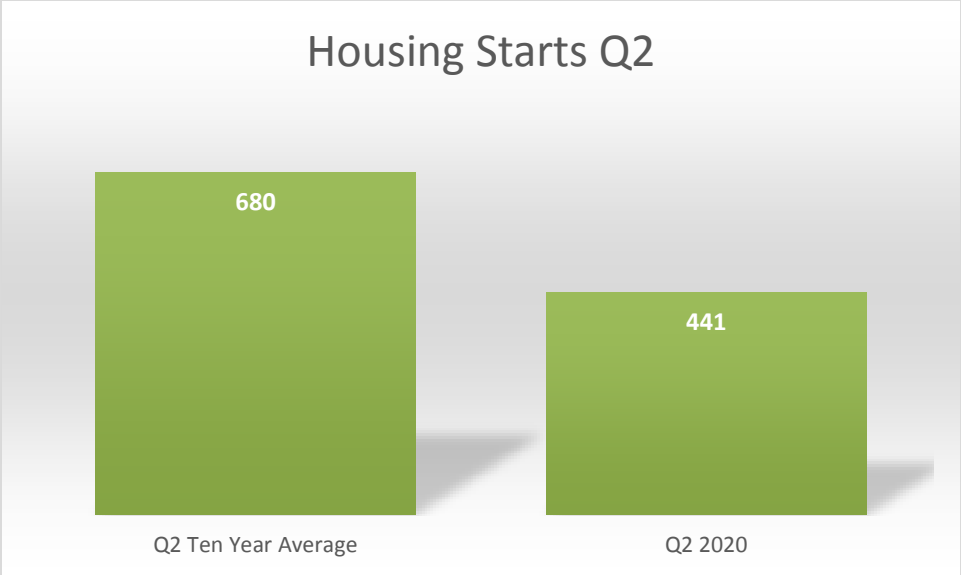


Chart 4

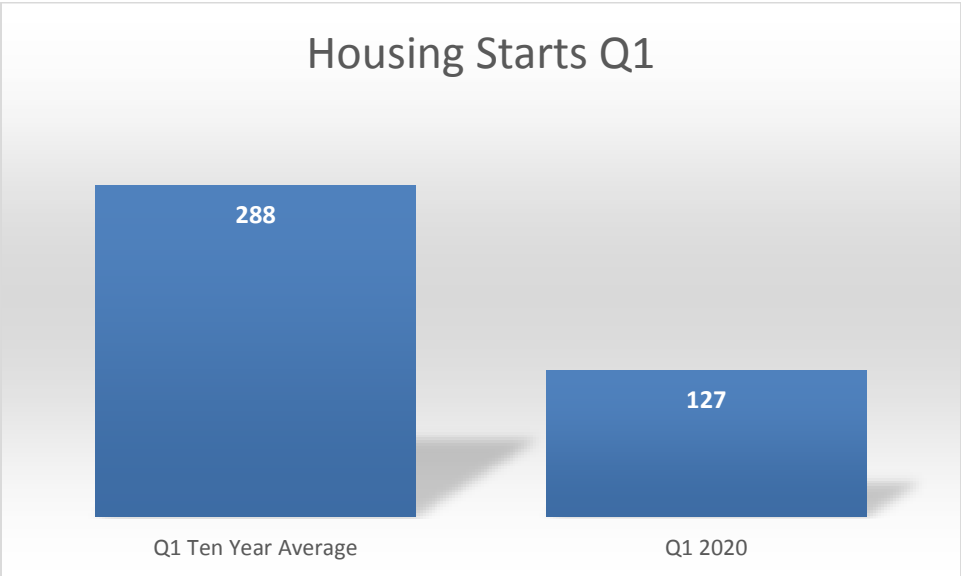


Chart 5

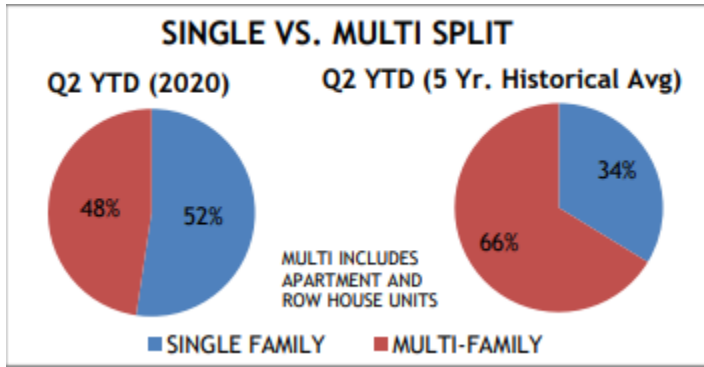


Chart 6

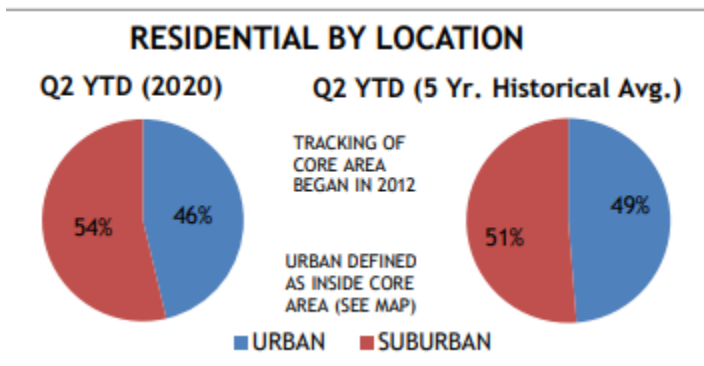


Chart 7

Conclusion:

Planning application numbers for Q2 were down from a very strong first quarter. This was not unexpected given the previous rush to submit applications related to DCC increases and uncertainty created by the COVID-19 crisis. As business recovery efforts get underway, we can likely expect to see higher levels of both development application activity and multi-family housing starts in the months ahead. An upswing in fall building permit activity is likely as developers move permitted projects forward to take advantage of DCC rate grandfathering.

The Planning and Development Services Division will use this information to help match resources to anticipated workload for the remainder of this year and into 2021. The goal being to provide a relatively steady level of service from both the Planning and Building and Permitting teams to all permitting applicants

Q2 Building Permit value is up from a slow start in 2020 Q1, a minor decrease in gross permit value was already anticipated and has been exacerbated by the COVID-19 crisis. The local real estate market has enjoyed a busy summer which will likely increase developer/builder confidence and lead to continued improvement in gross building permit values under application. The Okanagan Mainline Real Estate reported that June sales were up 9% over the same period last year and that July sales were up 38% over June. It should be noted that it was generally expected that 2020 would be a slower year than 2019

due to normal real estate market cycles. Staff will continue to monitor this trend. It appears to be most visible in Q2 2020 development application volumes at this point.

The multi-family/single-family split in housing starts that was heavily leaning towards single family saw a change in Q2 2020. The split began trending back towards the 5-year Q2 average of 66% multi-family vs. 34% single family units (back to 48% multi-family). During the first quarter of 2020 we saw 91% single family units permitted and only 9% multi-family.

Internal Circulation:

**Director, Development Services
Department Manager, Policy and Planning
Department Manager, Development Planning
Divisional Director, Corporate Strategic Services**

Considerations applicable to this report:

N/a

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

External Agency/Public Comments:

Communications Comments:

Financial/Budgetary Considerations:

Submitted by:

R.Smith, Divisional Director of Planning and Development Services

Approved for inclusion:



D.Gilchrist, City Manager

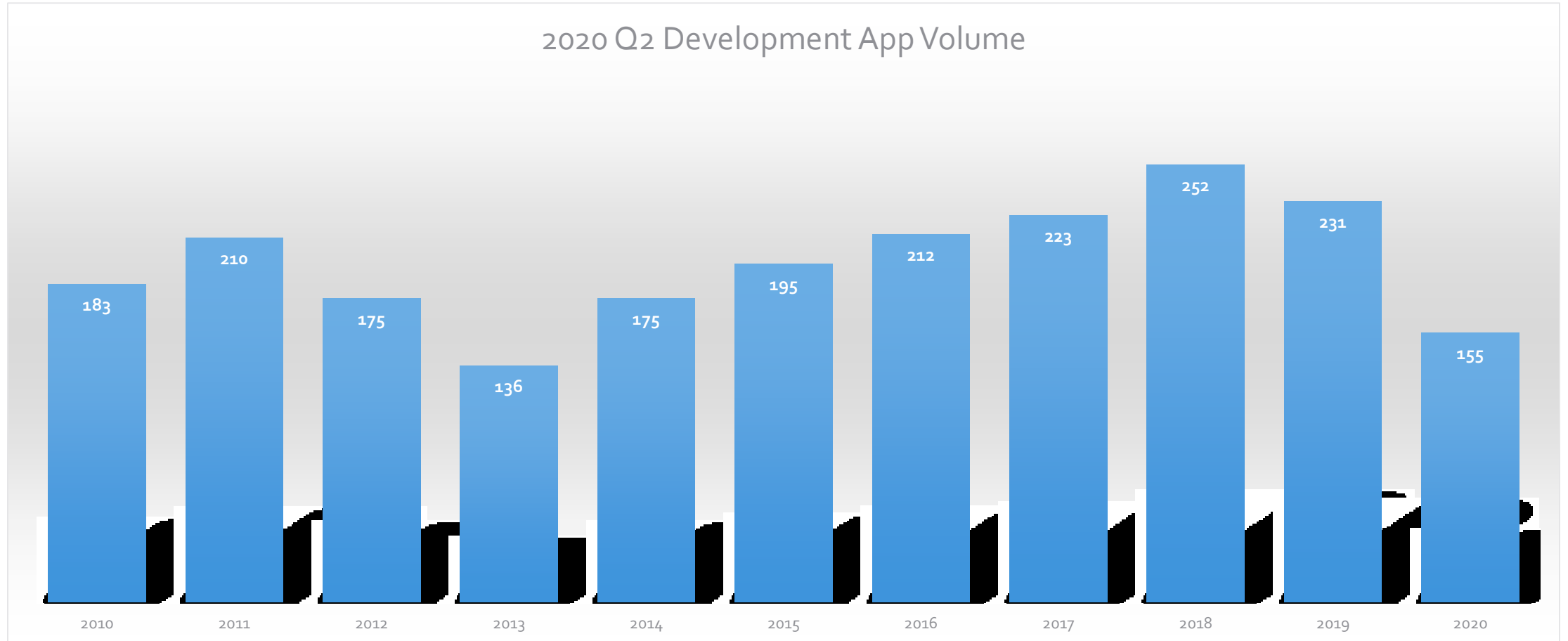


Q2 2020 Building and Development Statistics

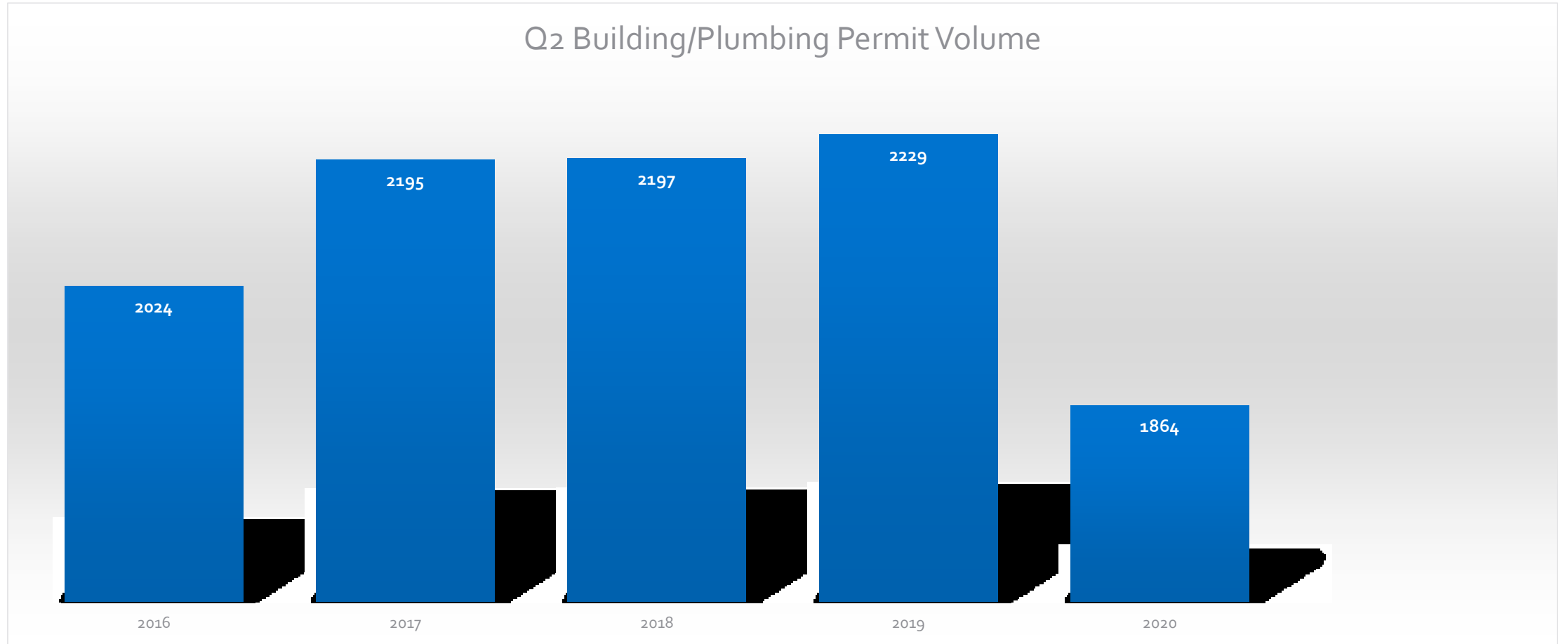
September 14, 2020



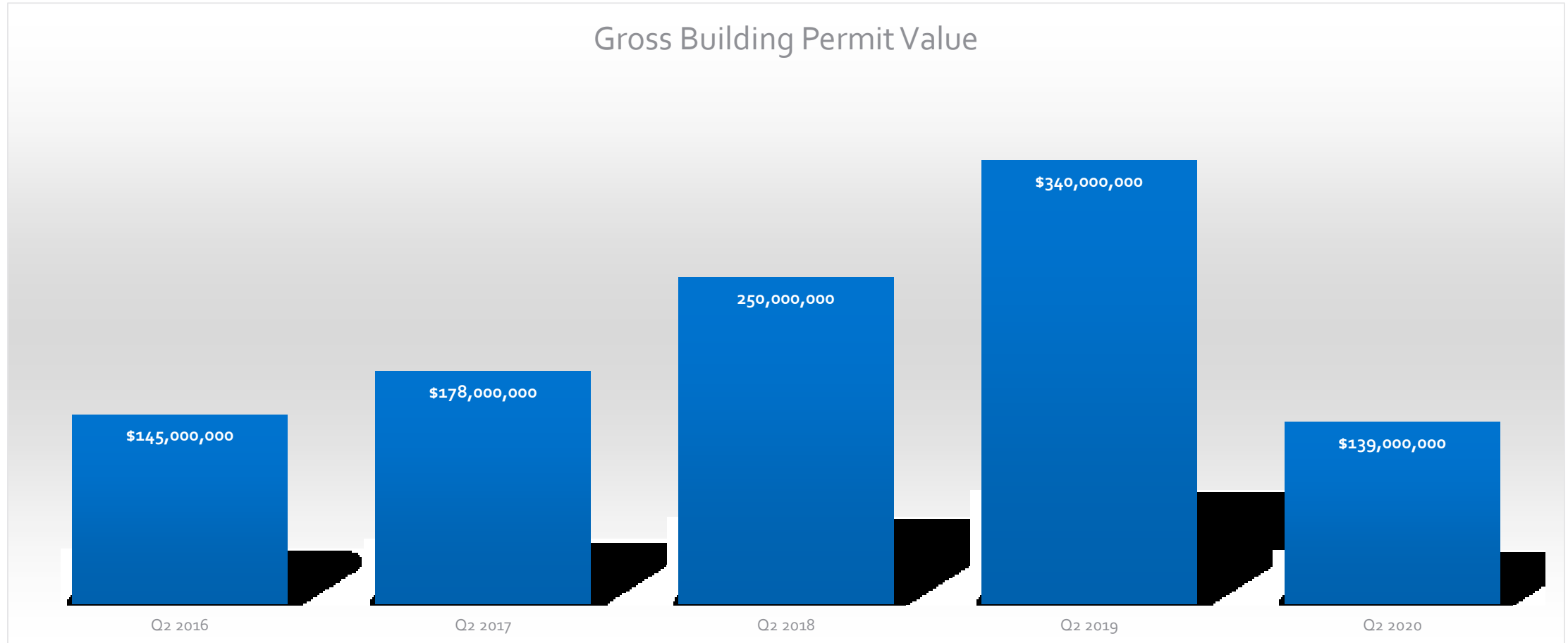
Planning Application Intake Statistics – Q1 2020



Building and Permitting Statistics Q1 - 2020

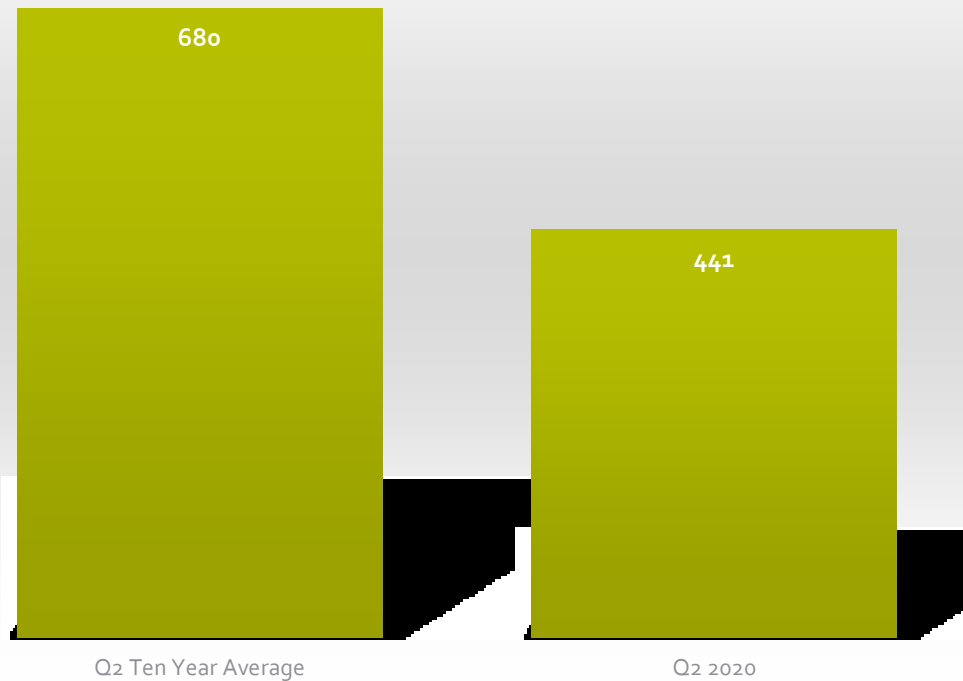


Building and Permitting Statistics Q2 - 2020

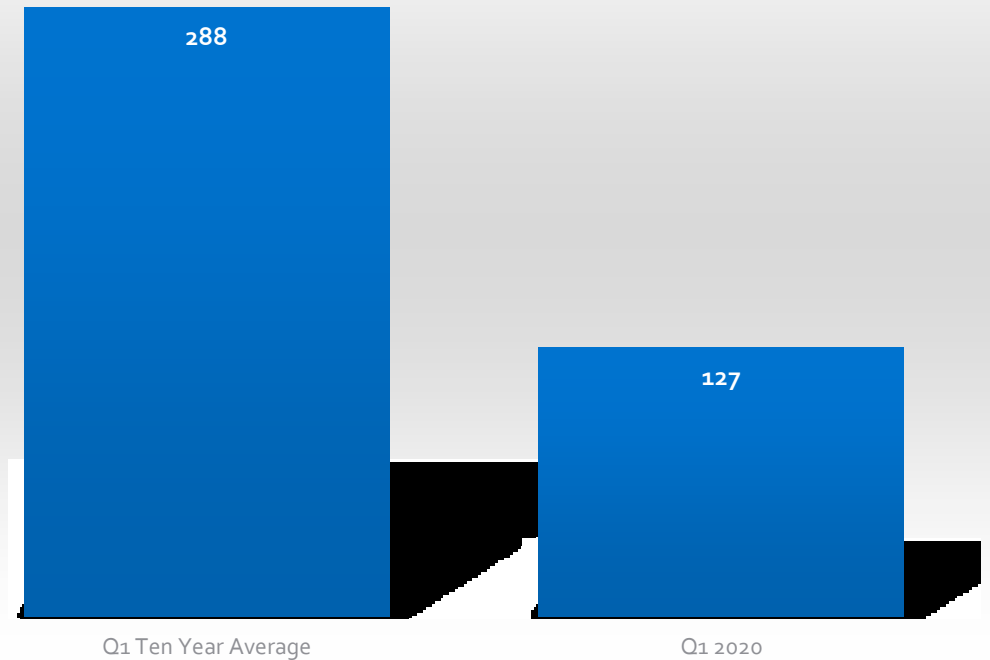


Housing Type and Volume

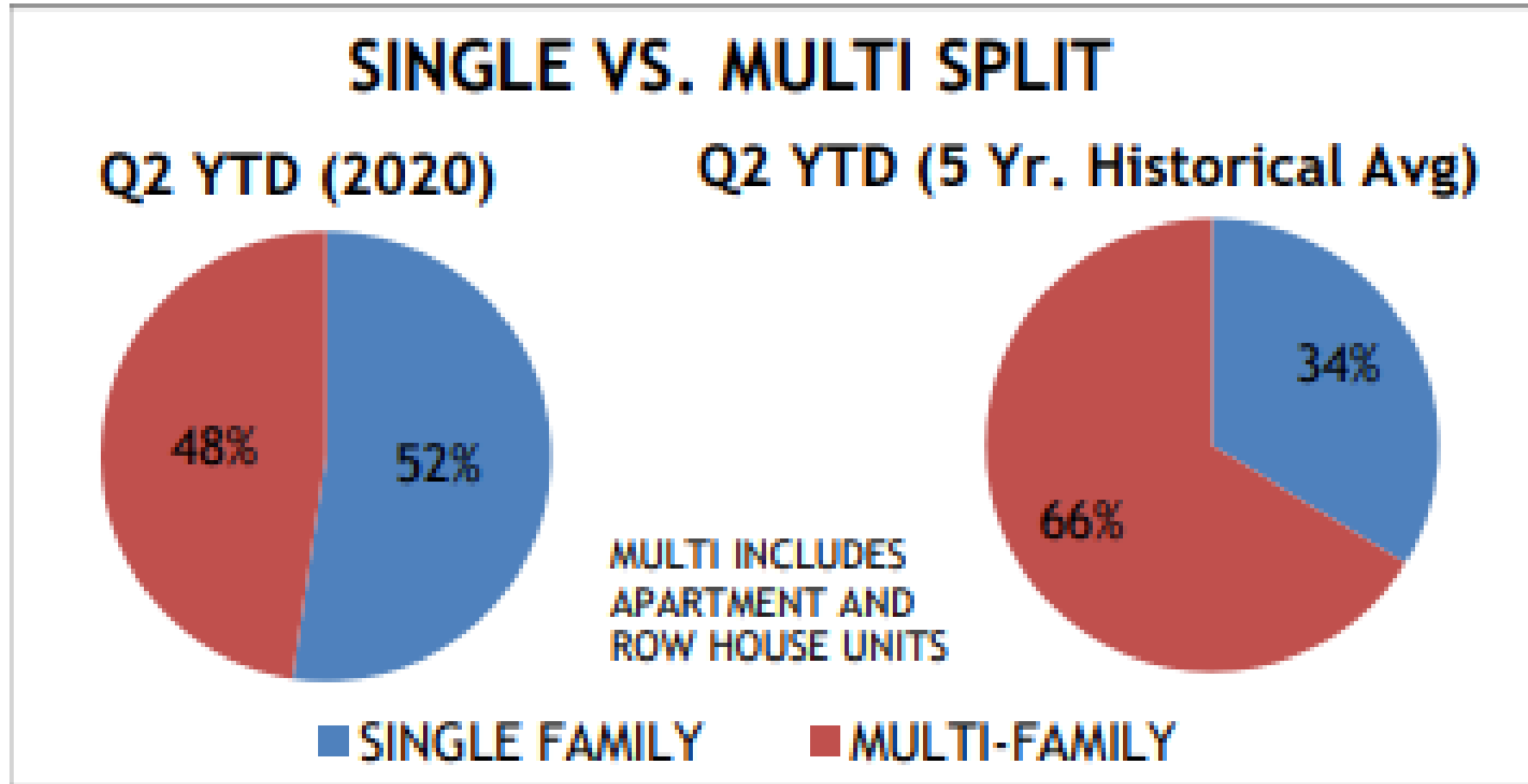
Housing Starts Q2



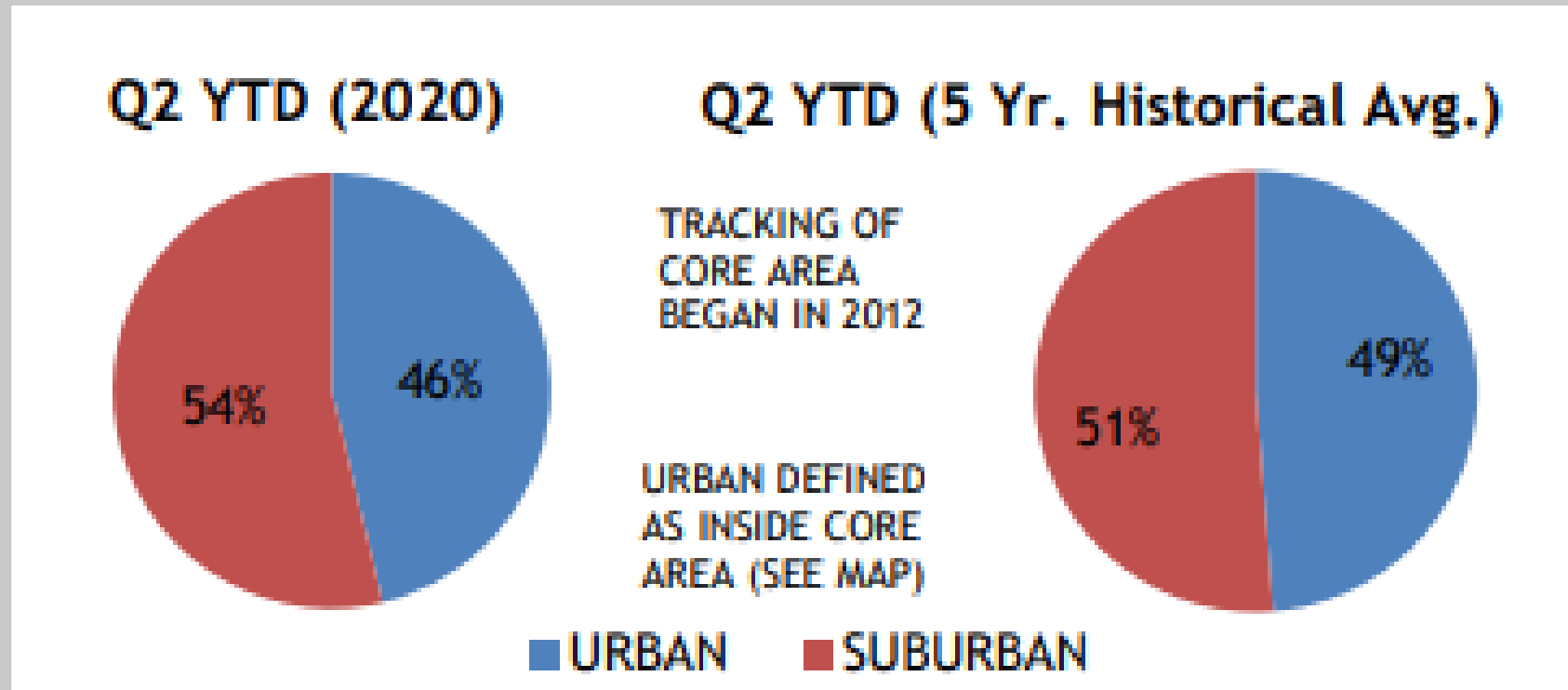
Housing Starts Q1



Housing Type and Volume



Housing Location



Key Takeaways

- ▶ Fewer Development applications submitted in Q2 but this is an expected response to COVID19 and Q1 DCC change related boom.
 - ▶ Expect to finish the year above the 10 year average
- ▶ Single family housing starts remain steady, multi-family housing starts coming back by end of Q2 (multi-family vs. single family trending back towards normal)
- ▶ Q2 Building Permit revenue hovers around 10 year average
 - ▶ Permit numbers down about 12% from 5-year average



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: September 14, 2020
To: Council
From: City Manager
Subject: City Wastewater Treatment - Biosolids Management
Department: Infrastructure Engineering

Recommendation:

THAT Council receives for information, the report from Infrastructure Engineering dated September 14, 2020, regarding the City Wastewater Treatment - Biosolids Management;

AND THAT Council approves staff proceeding to the next phase of Preliminary Design and Final Siting of the Biosolids Management Process.

Purpose:

To update Council on City Wastewater Treatment - Biosolids Management.

Background:

Municipal wastewater in the City of Kelowna is treated at its wastewater treatment facility (WWTF) on Raymer Avenue. The original plant was built in the 1980's, and components have been added to expand to service a population up to 172,500. The City's plan is to add components necessary to fill the Raymer Plant footprint to service a maximum population of 235,000, anticipated to last well beyond 2050 at today's current growth rate.

Residuals, or biosolids, are end products of the wastewater treatment process, and the City relies on managing residuals through composting. Dewatered biosolids are trucked to the Regional Biosolids Composting Facility (RBCF) operated in partnership with the City of Vernon. The RBCF produces a Class A Compost which is marketed and sold as a soil amendment. This Class A Compost product assures that biosolids are completely stabilized to acceptable regulated standards, however there is still a reliance on a number of supplied inputs such as wood chips, hog fuel and water. The final compost product must also be used or marketed for sale. When sales and usage slows, the compost must be stored. When inputs or end markets are impacted, the City has few limited sustainable backup processes to dispose of biosolids.

The current layout of the RBCF is anticipated to reach capacity by mid 2020's, and so both cities, Kelowna and Vernon, collaborated to commission a biosolids management plan in 2017 that helps address next steps. Following an internal stakeholder engagement program and review of potential

biosolids management options, it was recommended that an anaerobic digestion process be further analyzed and designed conceptually to reduce biosolid volumes, thereby extending the life of the current RBCF and allowing for alternate disposal (e.g. land application) when the compost system was not in operation. In 2019, the City retained AECOM to complete a comprehensive feasibility study for a proposed Anaerobic Digestion Facility (the Facility). Assuming a timely permitting and siting process, the Facility is planned to be operational by 2024.

The City's consultant, AECOM is in the process of submitting the final report called the Kelowna Biosolids Feasibility Study by end of September, 2020. This report will be made available on the City's website upon completion. The report will include an executive summary and six technical memoranda (TM):

- TM-1 Background Information Review: Identifying design loading rates and regulatory framework.
- TM-2 - Site Summaries: Reviewing available sites for anaerobic digestion.
- TM-3 - Anaerobic Digestion Options: Reviewing anaerobic digestion technologies that would lead to Class A Biosolids
- TM-4 Biogas, Biosolids and Side streams: A background of added technologies for nutrient handling, post-processing and biogas recovery,
- TM-5 Interim Report: Examining lifecycle cost comparisons between five anaerobic digestion alternatives
- TM-6 Odour Assessment Report - Reviewing the potential effects of future facility odour on local residents and other sensitive receptors.

Facility Siting

The conceptual study included significant effort to determine the optimal site for a new digestion system. Anaerobic digestion is an industrial type process, requiring space, road and truck access and a limit to the amount of residential development that surrounds it. Several locations were analyzed, including at the existing Raymer plant, the landfill, the Brandts Creek Tradewaste Treatment Plant, offsite (example Brenda Mines) and at the future WWTF location on Byrns Road. Adding a digester at the existing WWTF would reduce the expansion footprint and accelerate the need to construct the new plant; which is not a desirable outcome at this time.

The consultant led a decision process involving a number of senior staff based on a number of technical, social, environmental and financial criteria. It was concluded that the optimal site to install an anaerobic digestion process is at the future Byrns Road WWTF site. There is sufficient land in this location for expansion of wastewater treatment capacity to service a City population of over 500,000.

The City owns two properties comprising the Byrns Road site covering an area of 28.4 hectares. For comparison the existing site is on an 8.5 hectare parcel. These properties were purchased specifically to accommodate future expansion and relocation of the existing wastewater treatment facility. Both parcels are currently in the Agricultural Land Reserve and need to be converted to zoning for future Public Services/Utilities (PSU) land use to support the wastewater treatment upgrades. A third adjacent property to the west along Burtch Road is also zoned for future PSU and has been identified for possible future acquisition by the City. The Byrns Road site is adjacent to environmentally sensitive land and is surrounded by ALR land which reduces the likely nuisance impacts of wastewater treatment on sensitive properties.

Digester Alternatives

A conceptual design was completed for the selected site on Byrns Road. Biosolids will be transferred by a 1.6 km pipeline from the WWTF on Raymer Ave for digestion. Following digestion, the dewatered biosolids can be either composted at the RBCF or directly land applied.

Several options for a digestion process were examined, and several resulting products are available at varying costs. The least expensive and less complex digestion method is a Mesophilic digestion process (38°C), which ultimately reduces solids by up to 45 percent and produces Class B biosolids. The Class B biosolids would then be trucked to the RBCF for further stabilization by producing Class A compost. In comparison to simply increasing capacity at the RBCF, the addition of anaerobic digestion would eliminate vehicle traffic through the developed areas surrounding the Raymer Avenue WWTF, reduce truck traffic to the RBCF, and ultimately reduce composting process odours.

The second process of interest is more complex and operationally costly and involves the digestion of using a Thermophilic process (55 °C). This process provides the added pathogen destruction and results in a Class A Biosolid as defined in the Organic Matter Recycling Regulation (OMRR), which allows for many more options for disposal, as they can be directly land applied or further processed to a Class A compost. Having multiple re-use options available for digested solids would allow for flexible strategies and help build resilience within the City's biosolids management plan.

Additional sub-processes can be added post-digestion to better manage materials and provide flexible solutions. Nitrogen and Phosphorus removal into fertilizers are the most marketable, however other considerations such as biogas power generation, digestion of biosolids from Brandts Creek Trade Waste Treatment Plant, odour management, handling of fats, oil and grease (FOG) from private or commercial disposal sites, and the options of a larger regionalized facility to increase output and share operational costs.

The Path Forward

From a technical and engagement perspective, a significant amount of work is required in anticipation of a final design and construction of a facility. The following tasks are required prior to final design of the facility:

- Public engagement to communicate the proposed expansion plans and allow the City an opportunity to address potential concerns.
- An environmental impact assessment of the Fascieux Creek corridor under the Riparian Areas Protection Regulation is recommended to inform the site layout plan and address any concerns ahead of a public information session.
- Piloting of the selected process should be undertaken to develop design criteria for both the digestion and side-streams (i.e., biogas scrubber and centrate treatment). In addition, piloting will generate digested solids that could be used to develop protocols for composting.
- Design of the anaerobic digesters should be reassessed as part of the facility pre-design to account for decisions which allow for receiving trucked dewatered sludge from other facilities or FOG.
- Examine further land purchases and policies to preserve the buffer of the new site with existing and future residential areas.
- Odour sampling is recommended to more accurately reflect the odour potential of the anaerobic processes.

- A capacity assessment for the existing WWTF should be undertaken to more accurately assess projected build-out timeline and consider potential new technologies.

Funding Expectations

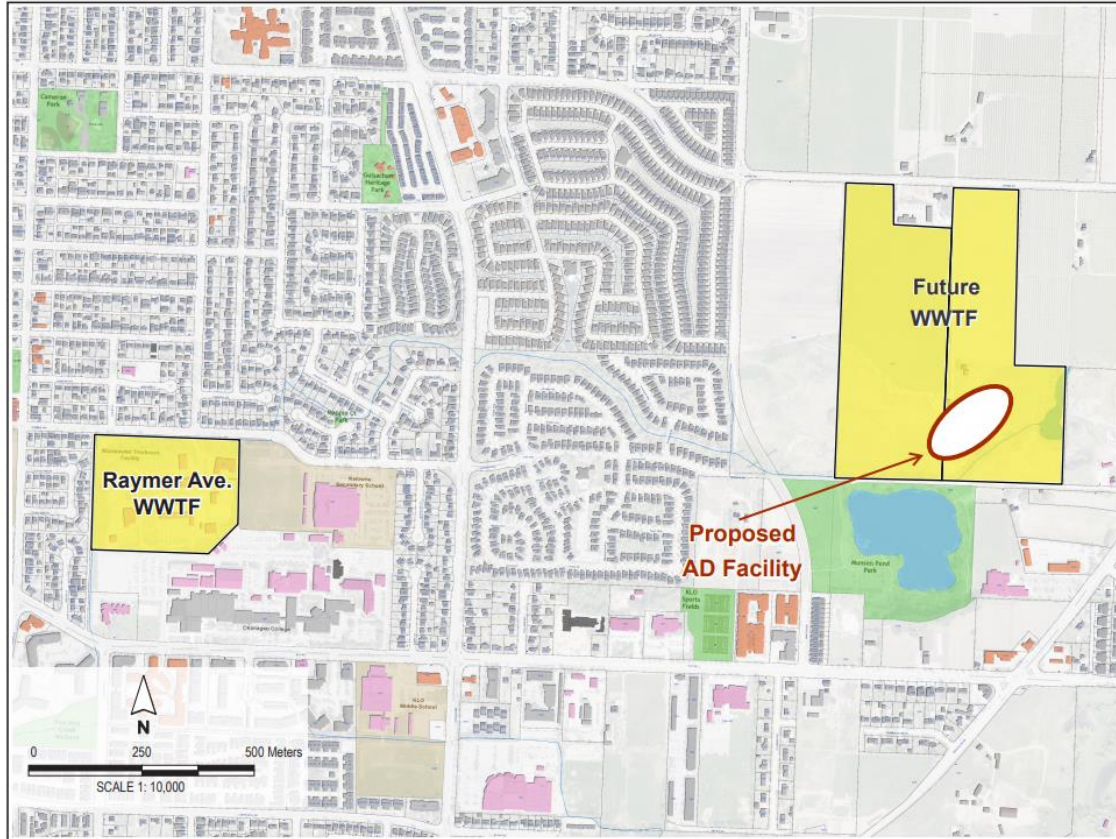
The next stage of preliminary design will set the final process selection. The facility is anticipated to cost between \$60 and \$100M, depending on final options selected, breadth of regionalization and level of regulatory encumbrances. The City's next iteration of the 10 Year Capital Plan will be updated with provisional cost estimate values for the project. Grant opportunities will continue to be pursued by staff. The digestion facility will be included in the City's 20 Year Servicing Plan being developed in coordination with the 2040 Official Community Plan, and will result in cost allocations for future Development Cost Charges and what level of long term borrowing will be required under the Municipal Funding Authority.

Next Steps

On July 27th, Council approved the 20 year level of service goals of providing enhanced wastewater services that improve biosolids management and provide additional resiliency. Staff will continue the preliminary design of the digester system and investigate optional processes that could enhance the both the product and cost-offsets to the Wastewater Utility.

It is recommended that the proposed scope of the next phase of work include:

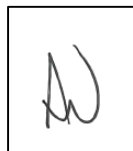
- An investigation into the technical aspects mentioned earlier in the "Path Forward",
- A preliminary design of the facility and provide further detail of the siting requirements,
- An application to the Agricultural Land Commission for Land Removal for siting of the future WWTF at 1639 Byrns Road,
- An application to the Province for amendment of the City's Wastewater Operational Certificate to site a digestion facility at 1639 Byrns Road,
- Further investigation into regional options and cost implications, and
- Confirmation of the cost requirements for inclusion in the DCC program, long term borrowing plan, and long-term utility rate structure.



Internal Circulation:

- Communications
- Deputy City Manager
- Divisional Director, Corporate Strategic Services
- Financial Planning Manager
- Infrastructure Engineering Manager
- Utility Services Manager
- Wastewater Manager
- Landfill and Compost Operations Manager

Submitted by:



Approved for inclusion:

Alan Newcombe, Divisional Director, Infrastructure

Attachment 1 - City Wastewater Treatment - Biosolids Management presentation

- cc:
- Deputy City Manager
 - Divisional Director, Corporate Strategic Services
 - Divisional Director, Financial Services
 - Divisional Director, Infrastructure



Biosolids Feasibility Study

Presentation to Council: September 14, 2020

Infrastructure Engineering

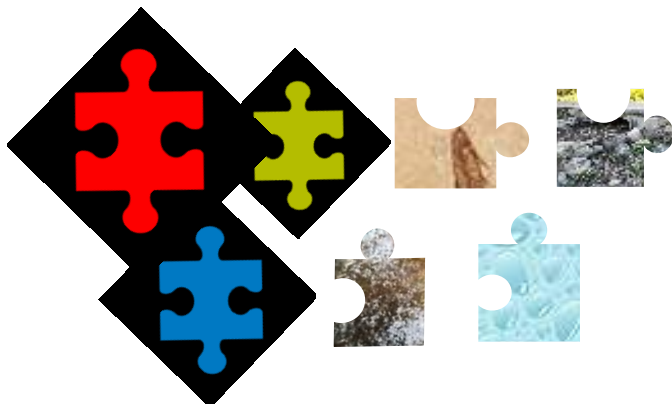
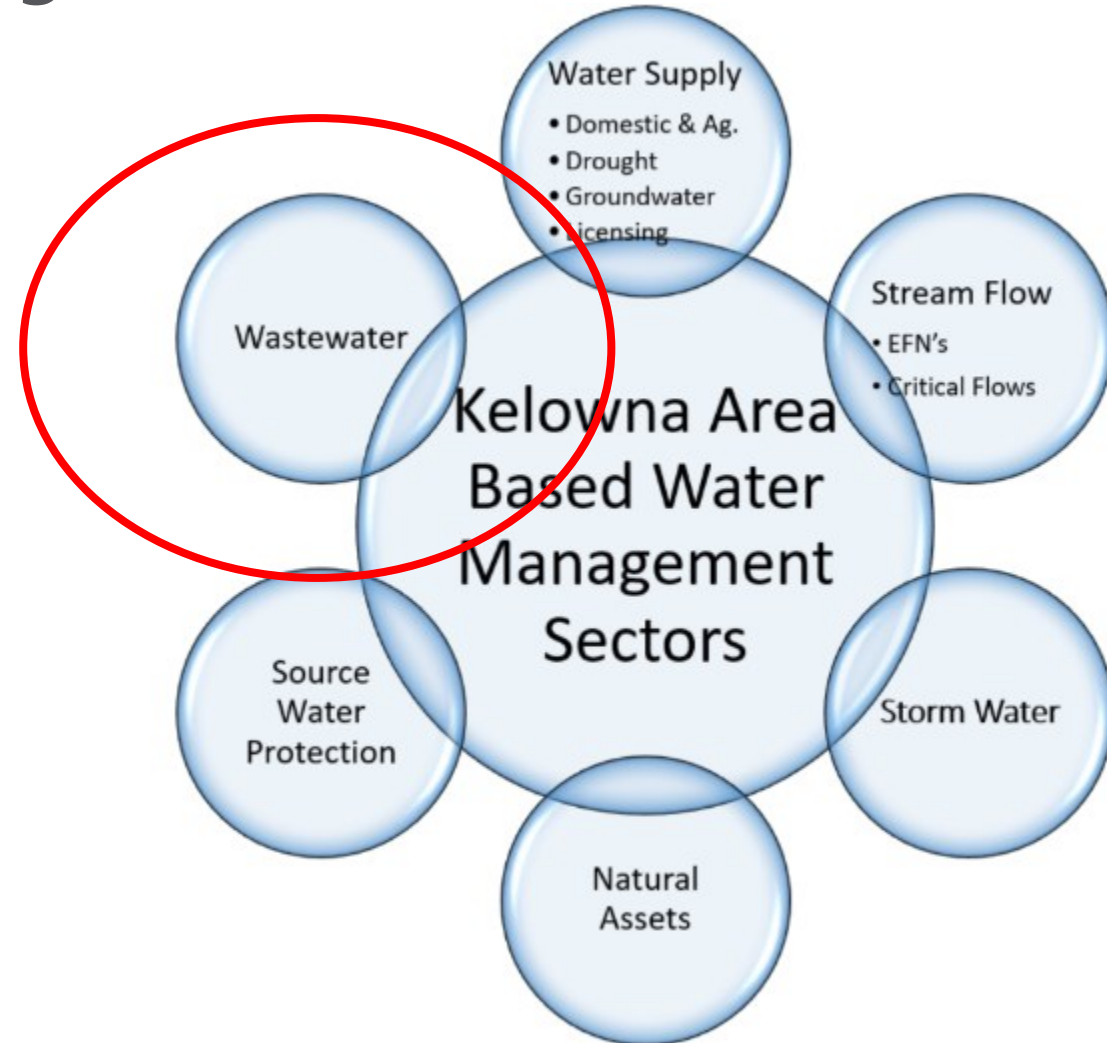


Objective

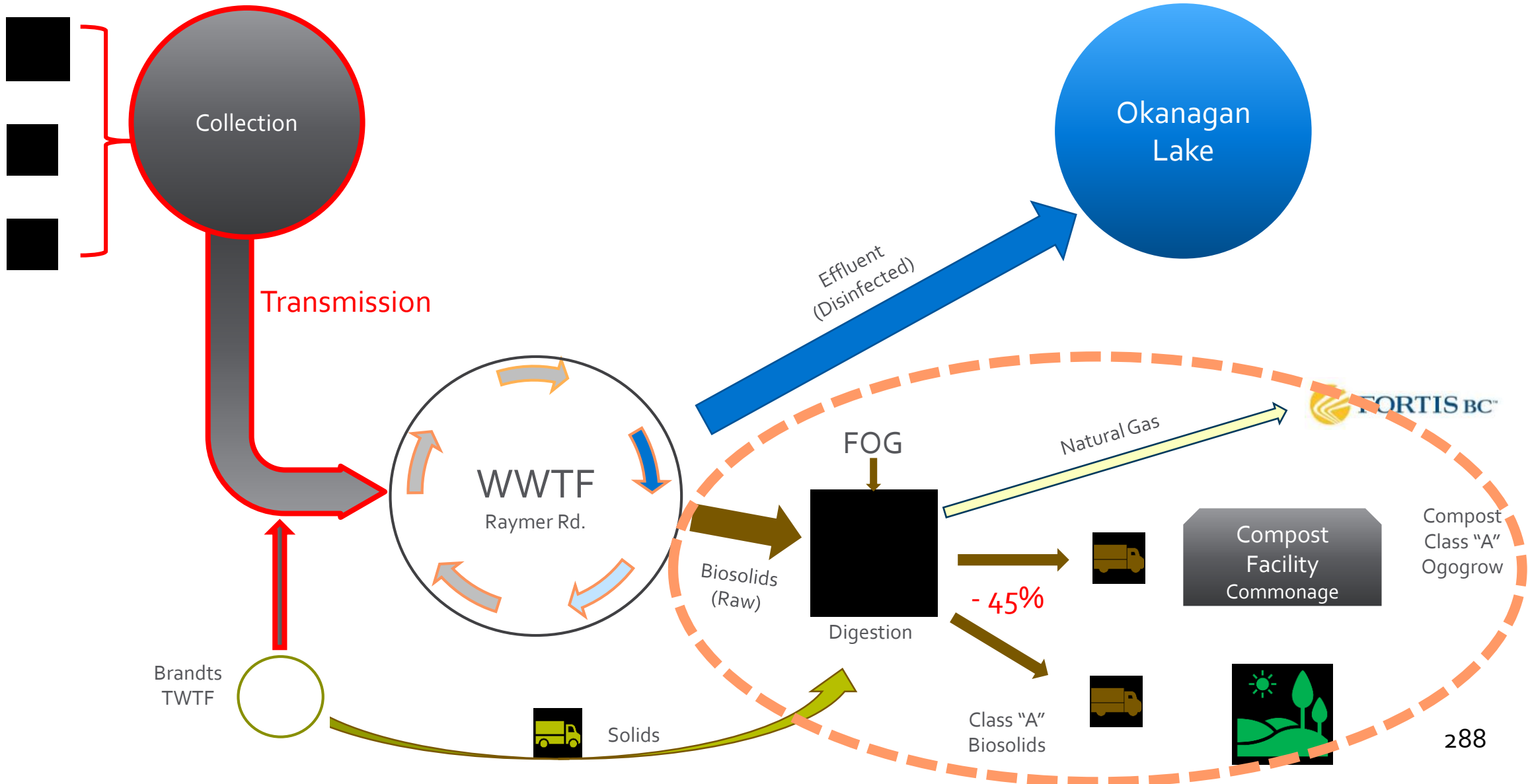
- ▶ Background of Biosolids Issue
- ▶ Review of Completed Feasibility Study
- ▶ Decision Process / Siting Review
- ▶ Next Steps - Recommendation

Area Based Water Management

- ▶ Focus on Okanagan Lake
- ▶ Strategic Planning and Policy initiatives.



2040 Growth Scenario



2040 OCP Level of Service

City of Kelowna Wastewater Utility

2040 LOS

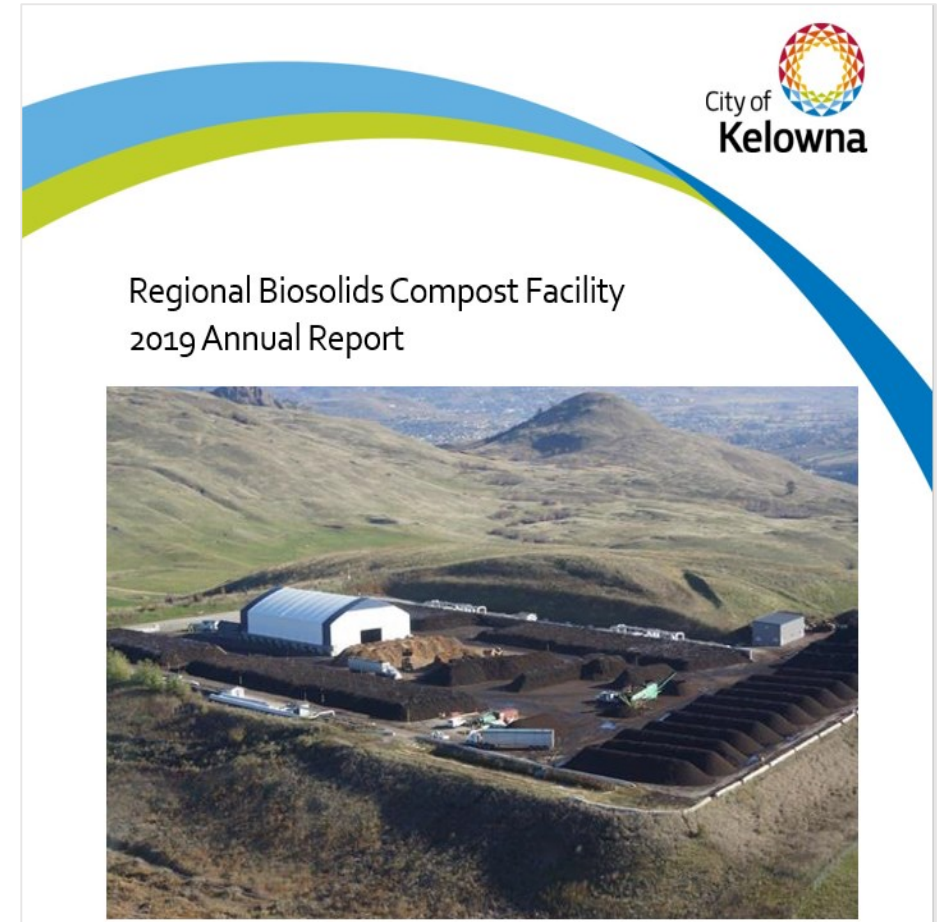
- Capacity to at least 2040
 - Collection for 95% Population
 - Septic – 5%
 - Transmission
- Modern Treatment
 - Effluent Disposal to OK Lake
- Biosolids Management
 - Class "A" Compost
 - Class "A" Biosolids
 - FOG & Tradewaste Solids Removal
 - Regional Facility

Goals

Efficient and cost-effective service
Meets regulatory needs with added flexibility
Aligns to the needs of a growing community
Holistic Approach - Source to Environment
Net reduction in GHG
Improved Operations

COMMONAGE – LIMITATIONS

- Regional Biosolids Composting Facility
 - Opened 2006 – Expanded 2010
 - Produces Class A compost OgoGrow
 - 87 % of capacity (as of 2019)
 - Produces OgoGrow
 - Only method of disposal
- Facility will require expansion
 - 87% of capacity (as of 2019)
- Other Challenges
 - Inventory management
 - Odour complaints (minor)
 - Tolko wood-chip supply
 - Changing regulations



PREVIOUS WORK

Conclusions

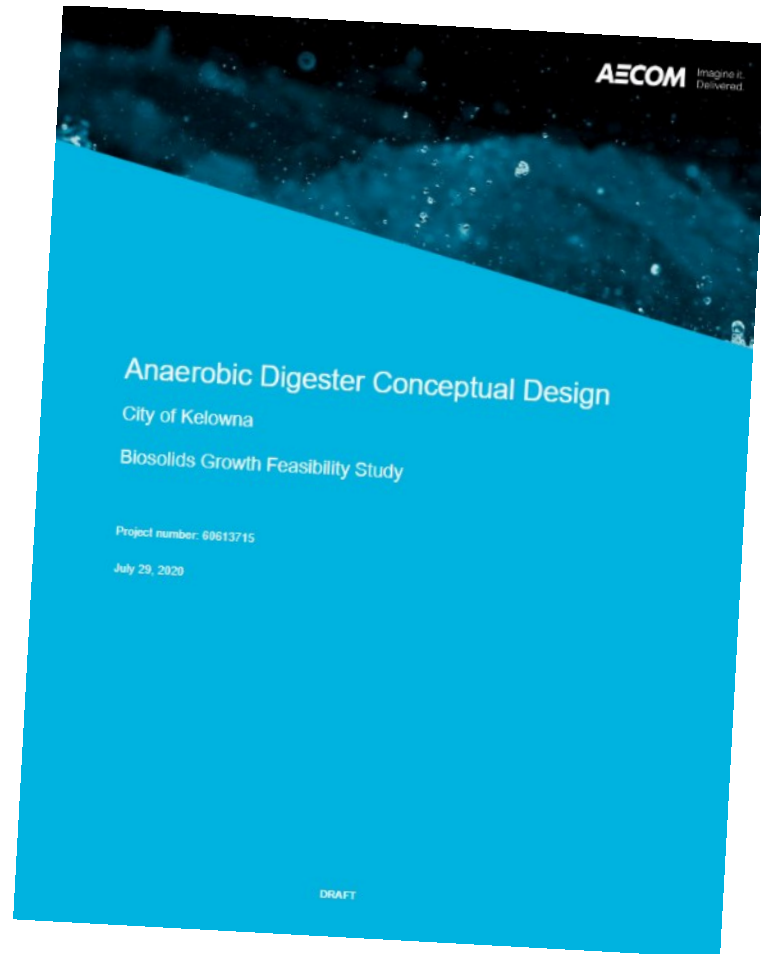
- Biosolids can be reduced by 45 percent.
- Digestion is necessary to manage OgoGrow Inventory
- Communication with regulators and public is essential

Recommendations

- Consider non-financial objectives
- Proceed with conceptual design of digestion
- Implement Public Education
- Engage Provincial stakeholder early (related to land application)
- Investigate land application potential – especially woody biomass



Biosolids Feasibility Study



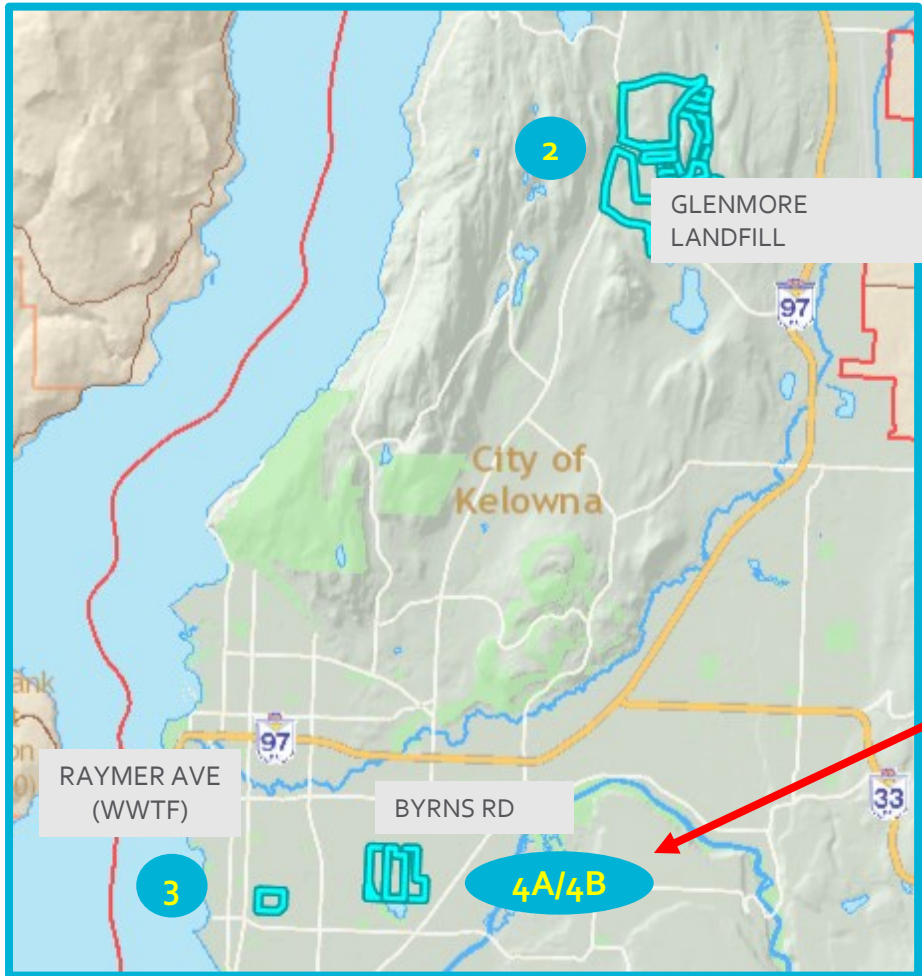
- ▶ Scope
 - Feasibility of anaerobic digestion facility without compromising Kelowna BNR Process.
- ▶ Tech Memos
 - ▶ Background Info
 - ▶ Site Options
 - ▶ Technology Options
 - ▶ Biogas & Sidestreams
 - ▶ Cost/Lifecycle Analysis
 - ▶ Odour Review

AECOM

City of Kelowna

ALTERNATIVE SELECTED IN WORKSHOP C

Commonage (RBCF) ~30km
1



AD Facility Alternatives

1	Status-Quo Biosolids Management
2	Glenmore Landfill AD
3	Raymer Ave WWTF AD
4A	Byrns Road AD
4B	Byrns Regional AD

City of Kelowna

Chilliwack Digester



Nanaimo Digester

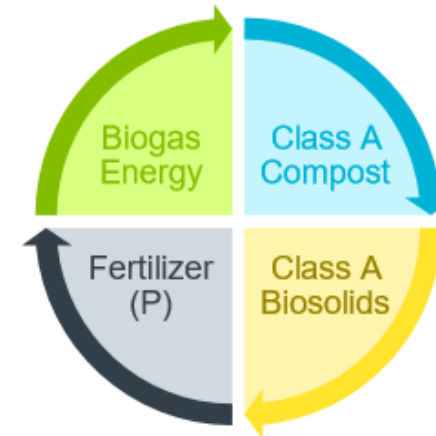


WORKSHOP C – DECISION OBJECTIVES EXAMPLE

Objectives	Alt 2 - Landfill AD	Alt 3 - WWTF Compact
○ Technical Objectives		
○ Meet future capacity requirements	4	1
○ Meet future fats, oils, and grease requirements	3	3
○ Maximize City staff health and safety	4	4
○ Resilience to unanticipated changes in technology, flows and/or loadings	4	4
○ Enhance adaptability and resilience to future regulatory changes	5	4
○ Minimize technical risk for conveyance of biosolids	3	5
○ Social Objectives		
○ Maximize public health and safety associated with volume of traffic	24	32
○ Maximize public health and safety associated with traffic and schools	60	180
○ Minimize nuisance odour exposure	49	592
○ Aesthetics	4	1
○ CoK Reputation: Leadership in sustainable innovation and responsibility	4	4
○ Environmental Objectives		
○ Minimize feed stock / product transport / handling risks	0	0
○ Minimize net GHG emissions	4	4
○ Minimize loss of greenfield	5	0
○ Minimize PERCEIVED impacts to environmentally sensitive areas	5	4
○ Financial Objectives		
○ Minimize Lifecycle total cost	120	103
○ Minimize market and cost risk - wood fibre	4	4
○ Minimize market and cost risk - markets for biosolids products	4	4

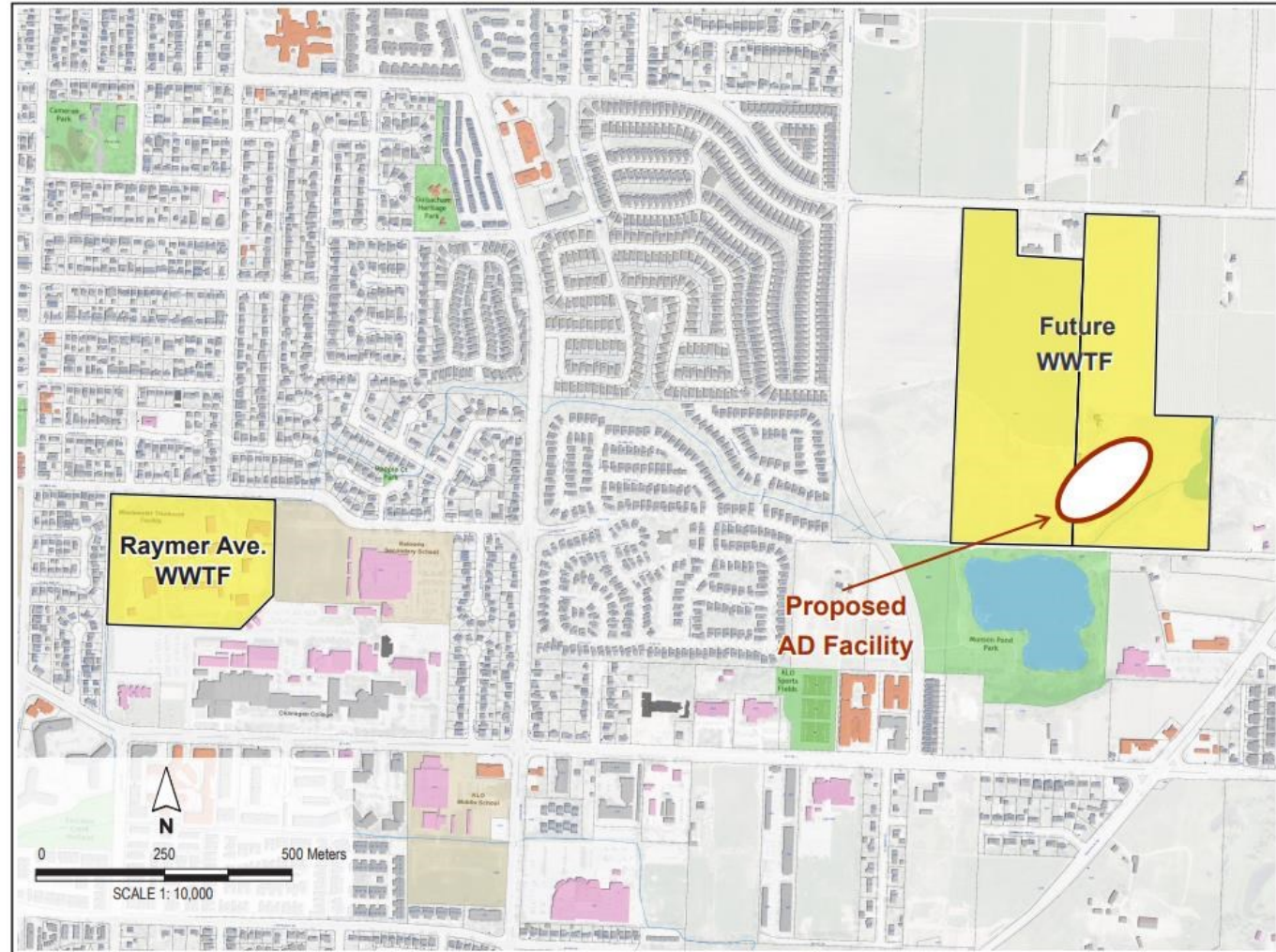
Preferred Option

- Byrns Rd Location
 - Site of future WWTF
- Multiple Stage Anaerobic Digestion
- Raw Biogas sale to FortisBC
- Regionalization potential



Location of Facility

► Byrns Road



REFERENCE: City of Kelowna, July 2020.



City Owned Parcels

- ALR
- Requires Re-Zoning
- Site of Future Wastewater Treatment Facility

Indicative Size of Digestion Facility

Byrns Road

Munson Road



SOUTHEAST BIRDSEYE PERSPECTIVE

Issue Status: DRAFT



NORTH BIRDSEYE PERSPECTIVE

Issue Status: DRAFT

Path Forward

- ▶ Public engagement.
- ▶ Environmental impact assessment of the Fascieux Creek corridor under the Riparian Areas Protection Regulation.
- ▶ Anaerobic Digestion Piloting
- ▶ Decision on Regionalization
 - ▶ Impacts design and traffic.
 - ▶ Provincial
 - ▶ Other Decision Processes.
- ▶ Development buffering with existing and future residential areas.
- ▶ Odour management review.

Next Step - Recommended Scope

- ▶ Investigate technical aspects for the “Path Forward”.
- ▶ Preliminary design of the facility and siting requirements,
- ▶ Application to the Agricultural Land Commission for Land Removal for siting of the future WWTF at 1639 Byrns Road.
- ▶ Application to amend the Wastewater Operational Certificate.
- ▶ Investigate regional options and cost implications.
- ▶ Confirmation of costs requirements for DCC program, long term borrowing, and long-term utility rate structure.



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: September 14, 2020
To: Council
From: City Manager
Subject: Investing in Canada Infrastructure – Community, Culture & Recreation – City Park
Department: Parks & Buildings Planning

Recommendation:

THAT Council receives the report from Parks and Buildings Planning dated September 14, 2020 with respect to the Investing in Canada Infrastructure Program – BC – Community, Culture and Recreation Infrastructure;

AND THAT Council directs staff to submit an application for grant funding application for City Park through the *Investing in Canada Infrastructure Program (ICP) – Community, Culture and Recreation*;

AND THAT the 2020 Financial Plan be amended to include the transfer of \$1,067,000 of reserve funding from the City Park 2019 CCR grant application project to the City Park 2020 CCR grant application project.

AND FURTHER THAT the City of Kelowna will be responsible for its share of the eligible costs, ineligible costs and potential overruns related to the project.

Purpose:

To provide Council with background information on a grant funding opportunity, and a recommendation to proceed with an application for a playground, pier and gathering circle for City Park.

Background:

On June 25, 2020, the Canadian and British Columbian governments committed up to \$100.6 million towards the second intake of the Community, Culture, and Recreation (CCR) Program to support cost-sharing of infrastructure projects in communities across the Province. The Community, Culture, and Recreation (CCR) Program will fund infrastructure projects that will support projects that improve citizen’s access to and quality of cultural, recreational and community spaces.

The CCR Program is a component of the over-arching ICIP which provides funding through an Integrated Bilateral Agreement (IBA) between Canada and British Columbia for capital projects. The goals of ICIP are to create long-term economic growth, build inclusive, sustainable communities and support a low carbon, green economy. This intake is designed to target projects starting in 2021 or 2022.

For a municipality the Government of Canada contribution is up to 40 percent, and the Province of British Columbia contribution is up to 33.33 percent. Therefore, the municipality would be responsible to fund 26.67 percent. The applicant must demonstrate that their share of funding has been, or is being secured, and that a plan is in place to cover any cost overruns beyond budgeted contingencies. Further, the application must demonstrate that funds have been committed to operate, maintain and plan for replacement.

Program information indicates that the projects most likely to receive funds provide value for money and are proportionate to the size of the community that will benefit. Equitable distribution of funding will be a consideration. The program directs applicants to consider the amount of money requested by shortlisted applications in the previous intake. These applications requested an average combined federal-provincial grant of \$2.5 million. Applications must be submitted by October 1, 2020. Full details of the program can be found at:

<https://www2.gov.bc.ca/gov/content/transportation/funding-engagement-permits/funding-grants/investing-in-canada-infrastructure-program/community-culture-recreation>

In the 2019 CCR Grant Program Intake, the City made an application for City Park for a project total of \$8.9 million. Post application feedback from the grant administrators indicated that, while the application was strong, the program was vastly oversubscribed, and it was not able to fund large projects. Through these discussions, staff has revised the grant to focus on the improvements to City Park that most closely fulfill the objectives of the program, being the playground, the gathering circle, the pier and associated shoreline improvements. As such, the request for this grant application is \$2,930,000, with the City portion being \$1,067,000, for a total project cost of approximately \$4 million.

City Park

City Park is one of our primary waterfront parks in downtown Kelowna. It is visited by thousands of tourists every summer, and popular with residents throughout the year. The project will meet the objectives of the grant program by increasing both the access and quality of public spaces in the park. It will deliver on all three of the program areas of focus, community, culture and recreation. The project will build a destination playground, a community gathering circle at The Point, a terminus pier, as well as strengthen the shoreline that anchors these spaces along the waterfront. The project will be the uniqueness of place, through using natural elements, forms and indigenous materials. The spaces will be a backdrop upon which to grow and share culture, create community, and build relationships.

Destination Playground

Staff are excited to have the opportunity to be working with the staff at the Sncewips Heritage Museum, who are providing cultural and artistic direction for the playground design, structure and form. This approach will create play structures, features and spaces for connection that speak to the uniqueness of the Okanagan Valley, based on the legend and principles of the four food chiefs of the Syilx Nation. The project will use natural forms and indigenous and recycled materials. It will provide opportunities for play, learning and community connectedness.

The Point Gathering Circle

The Gathering Circle will create a community and social space at The Point of City Park. This space, currently underutilized, has a history of much community connectedness through the historic Aquatic Centre. It is also the space in the park that is most connected to the water from three directions, south, west and north. The Gathering Circle will provide a venue for cultural sharing, community celebration as well as a potential terminus for recreational events.

The Pier

The Pier will connect to the Gathering Circle, but extend the experience out into the water. Its circular form will represent connection of communities, and afford unique views of the valley.

Shoreline Connection

Anchoring The Pier will be shoreline treatments around The Point's Gathering Circle. The improvements will include social space that meets the water, increasing current access to the water in these locations, and providing seating and viewing opportunities for enjoying the water informally or viewing events such as the fireworks.

Sustainability and Asset Management

The design will have a focus on sustainability and asset management. Through reuse of existing light standards, for example, and choices of recycled rubberized play surfacing and longevity of material selection, the project will be designed for long term wear and use. The surfacing materials will be chosen for high durability and wear.

Financial/Budgetary Considerations:

Applicants are required to demonstrate that their share of funding has been, or is being secured, and that a plan is in place to cover any cost overruns beyond budgeted contingencies. If staff are directed to proceed with the grant application, a budget amendment will be needed to direct funds previously allocated to the 2019 CCR Grant Application to the following:

From the 2019 CCR Grant, which allocated \$2.4 million from General Reserves to the CCR Grant in the current budget, to make amendments to:

- Transfer \$1.067 million to the City Park 2020 CCR Grant Project.

Current annual operating budgets are sufficient to cover the continued operating, maintenance and long-term asset management (renewal) costs of the park.

External Agency/Public Comments:

Staff are collaborating Sncewips Heritage Museum on the programming and design for this project, and have asked for a letter of support for the grant application from Westbank First Nation.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Submitted by:

Melanie Steppuhn, BCSLA, Parks Planner

Approved for inclusion:



Derek Edstrom, Partnerships and Investments Divisional Director

cc:

Financial Services

Civic Operations

Communications & Information

Cultural Services Manager

CITY PARK – Community, Culture and Recreation

City of Kelowna – Grant Application – September 2020



Key Plan – Project Location

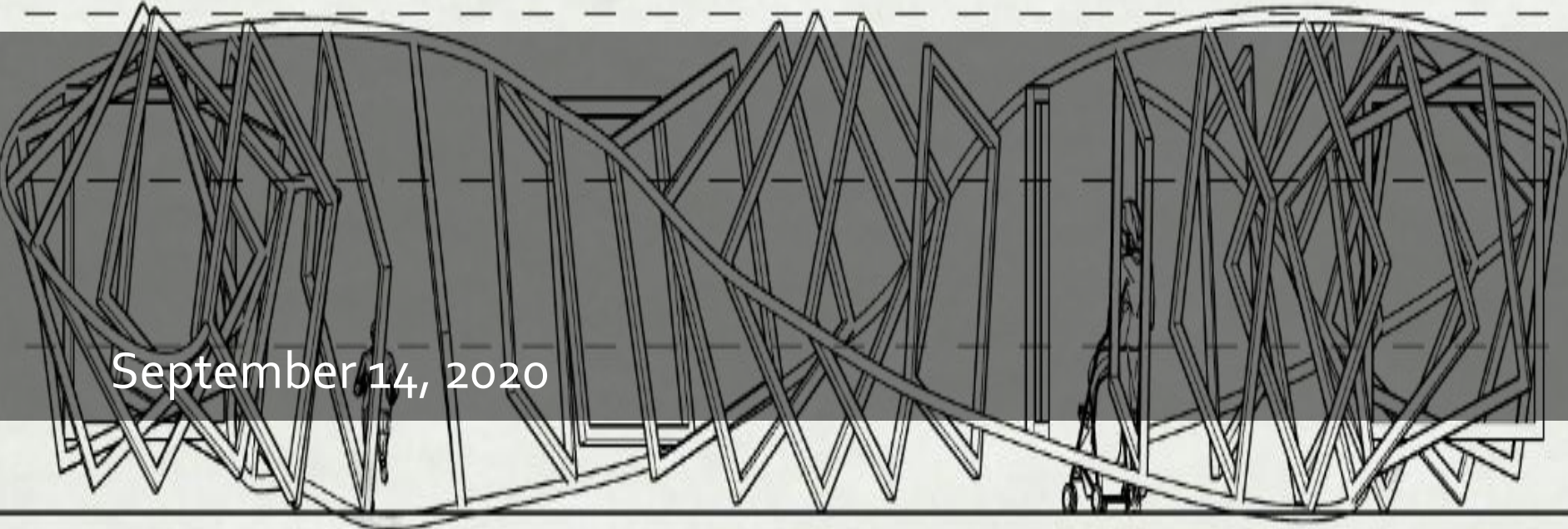


Project – Destination Playground, Pier & Gathering Circle



City of
Kelowna

City Park – CCR Grant Funding Application



September 14, 2020

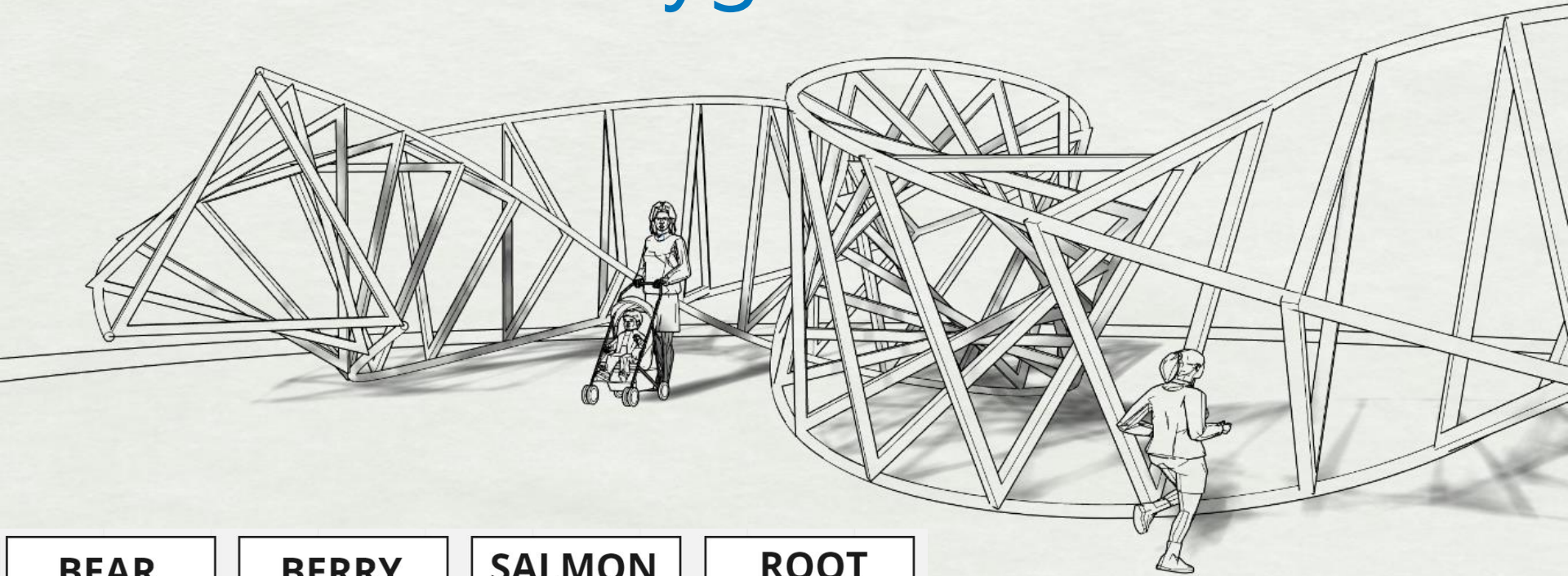
Background

Canada Infrastructure Program

- Community, Culture & Recreation

- 2019 – \$8.9 Million – oversubscribed
- 2019 - \$4 Million - focused program elements
 - Playground
 - Gathering Circle
 - Pier
 - Shoreline Improvements

Destination Playground



BEAR

Skemxist (Black Bear)



Represents: tradition, experience and wisdom, sacrifice, traditional thinking, cultural and historical teachings. Skemxist's gift to the learning process is the wisdom and self-awareness that comes with learning about one's history, culture, and traditional knowledge.

ACTIVITY

STORY TELLING, CEREMONY, MEETING

PLAYGROUND ZONE

FIREPLACE + REST ZONE



BERRY

Siya? (Saskatoon Berry)



Represents: unique relationships, community and innovation; symbolic of new ways, technology, new learning. Siya's gift to the learning process is innovative thinking and new learning.

ACTIVITY

LEARNING, NEW WAY, INNOVATION

PLAYGROUND ZONE

TOTS SENSORIAL PLAYGROUND



SALMON

Nityix (Spring Salmon)



Represents: warriors, hard work and perseverance, overcoming barriers; symbolic of creating a platform on which future generations can stand. Nityix's gift to the learning process is about achieving goals and navigating one's destiny by persevering to overcome obstacles, adversity or challenges: "Don't give up."

ACTIVITY

HARD WORK, ACHIEVEMENT, GOALS

PLAYGROUND ZONE

ALL AGES ADVANCED CLIMBER



ROOT

Speetium (Bitterroot)



Represents: roots, complex relationships, preservation; symbolic of encouraging social responsibility and growth (caring/thoughtful). Speetium's gift to the learning process is about nurturing and fostering relationships and trust.

ACTIVITY

SOCIAL, NURTURING, CARING

PLAYGROUND ZONE

SOCIAL SWING



AN ALL AGES PLAYGROUND
SPLIT INTO FOUR
PROGRAMMED SPACES
DESIGNED TO CREATE HUMAN
ENGAGEMENT BASED ON
FOUR FOOD CHIEFS: BEAR,
BERRY, SALMON AND ROOT.

Pier and Gathering Circle

The Pier



- Cultural Sharing
- Community Space
- Celebration
- Viewing Events

Shoreline Improvements



The Pier

Cold Sands
Shore Stabilization

Gathering
Circle

Washroom

Water
Park(ex.)

Hot Sands
Shore Stabilization

Council Resolution

THAT Council receives the report from Parks and Buildings Planning dated September 14, 2020 with respect to the Investing in Canada Infrastructure Program – BC – Community, Culture and Recreation Infrastructure;

AND THAT Council directs staff to submit an application for grant funding application for City Park through the *Investing in Canada Infrastructure Program (ICP) – Community, Culture and Recreation*; and

AND FURTHER THAT the 2020 Financial Plan be amended to include the transfer of \$1,067,000 of reserve funding from the City Park 2019 CCR grant application project to the City Park 2020 CCR grant application project.



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: September 14, 2020
To: Council
From: City Manager
Subject: Glenmore Recreation Park – Budget Amendment
Department: Parks and Buildings Planning

Recommendation:

THAT Council receives the report from Parks and Buildings Planning dated September 14, 2020 with respect to Glenmore Recreation Park – Budget Amendment;

AND FURTHER THAT the 2020 Financial Plan be amended to include the transfer of \$1,363,000 of reserve funding from the 2019 City Park-CCR grant application project, to the Glenmore Recreation Park project.

Purpose:

To undertake a budget amendment to the 2020 Financial Plan to include the transfer of \$1,363,000 of reserve funding, held from the 2019 CCR Grant Application, to the Glenmore Recreation Park project.

Background:

In January 2019, the City applied for an Investing in Canada Infrastructure Program – BC – Community, Culture and Recreation (CCR) Infrastructure Grant Application for City Park Master Plan. In the 2019 CCR Grant Program Intake, the City made an application for City Park for a project total of \$9.8 million. Post application feedback from the grant administrators indicated that, while the application was strong, the program was vastly oversubscribed, and it was not able to fund large projects. Through these discussions, staff has revised the grant to focus on the improvements to City Park that most closely fulfill the objectives of the program, being the playground, the gathering circle, the pier and associated shoreline improvements. As such, the request for the current year grant application is \$2,930,000, with the City portion being \$1,067,000, for a total project cost of approximately \$4 million.

As the current 2020 grant application has a lower overall budget, the City portion is less than the \$2.4 million that was set aside in 2019. This report proposes to reallocate the excess budget back to Glenmore Recreation Park, in order to advance this project.

The remaining funds available to be reallocated to the Glenmore Recreation Park is \$1,363,000. These funds will go towards the site road, parking lot and electrical connections for Phase II.

Glenmore Recreation Park is a community level park in the north end of the city that will provide residents with recreation facilities. The park is a multi-year construction project. Phase 1 construction involved site preparation, drainage infrastructure and buffering of adjacent agricultural land, and it was completed in 2017. Phase 2 included construction of the 2 sports fields. Phase 3 is ready to go but currently unfunded, includes the construction of the road, parking and electrical connections.

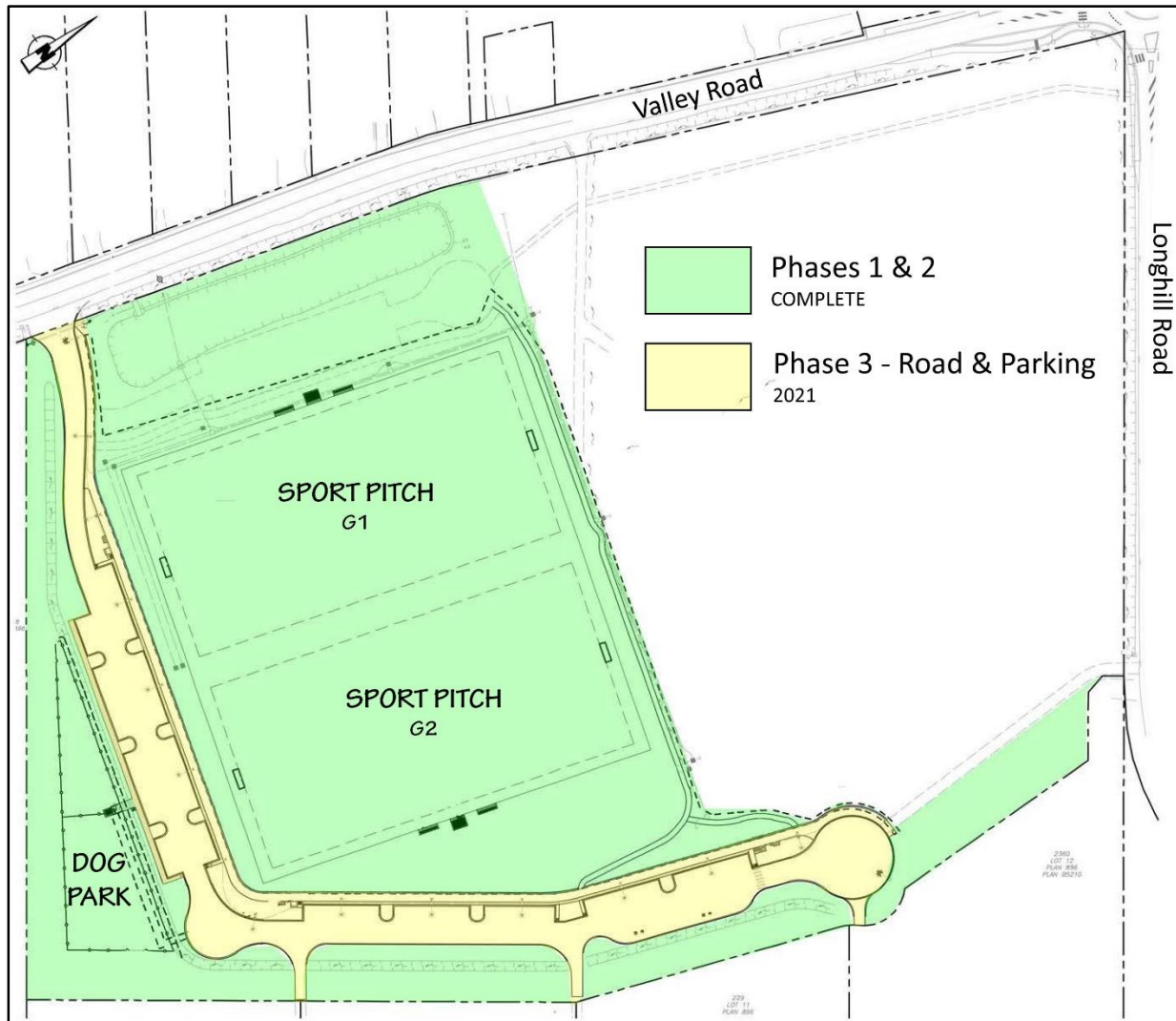


Figure 1 – Glenmore Recreation Park – Site Plan – Phases I and II

Financial/Budgetary Considerations:

Staff are recommending that the reserve funding of \$2.4 million from the 2019 CCR Grant- City Park project, be reallocated through:

- Transfer \$1,067,000 to the City Park 2020 CCR Grant Project (noted in previous report); and
- Transfer \$1,363,000 to the Glenmore Recreation Park.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

External Agency/Public Comments:

Existing Policy:

Submitted by:

Melanie Steppuhn, BCSLA, Parks Planner

Approved for inclusion:



Derek Edstrom, Partnerships and Investments Divisional Director

cc:

Financial Services

Civic Operations

Communications & Information



City of
Kelowna

Glenmore Recreation Park

Budget Amendment

September 14, 2020

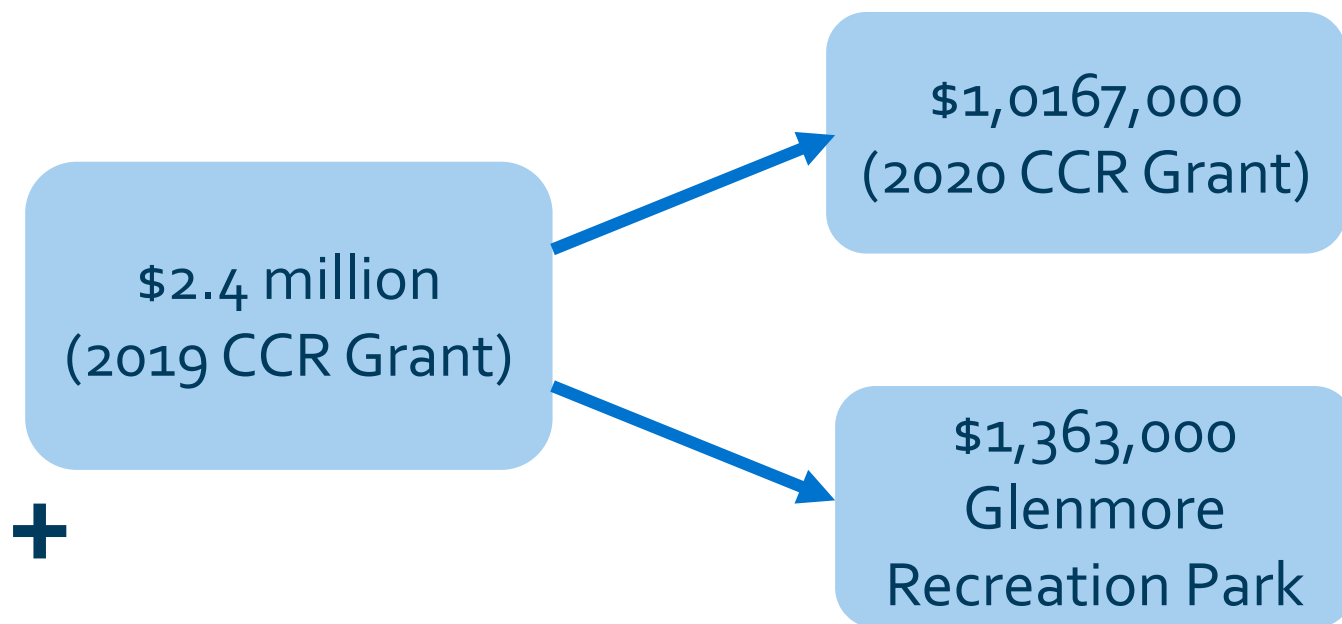


Background

Budget Amendment

- 2019 – CCR Grant – City Portion \$2.4 million
- 2020 – CCR Grant – City Portion \$1,067,000
- This amendment – GRP \$1,363,000

Budget Amendment



Council Resolution

THAT Council receives the report from Parks and Buildings Planning dated September 14, 2020 with respect to Glenmore Recreation Park – Budget Amendment;

AND FURTHER THAT the 2020 Financial Plan be amended to include the transfer of \$1,363,000 of reserve funding from the 2019 City Park-CCR grant application project, to the Glenmore Recreation Park project.



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: September 14, 2020
To: Council
From: City Manager
Subject: COVID-19 Pandemic Council Delegations of Authority
Department: Office of the City Clerk

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated September 14, 2020 with respect to COVID-19 pandemic delegations of authority.

Purpose:

To receive information on the COVID-19-related delegations of authority for Development Planning and Real Estate.

Background:

The COVID-19 pandemic and associated provincial state of emergency, Ministerial Orders, and Public Health Orders impact the way Council meets and how in-person interactions may occur. In response to these Orders and public health guidelines, in spring 2020 Council delegated select authorities related to development applications and real estate transactions. These delegations enable Council and staff to focus on emerging priorities while allowing regular business to proceed. They also support public health guidelines by reducing the need for in-person attendance at Council meetings, particularly by applicants of development projects.

Council directed staff to bring forward a report identifying these delegations of authority for Council's consideration of whether any should remain in place. Council previously reinstated the duties of advisory committees in June, and in July directed staff to no longer recommend that public hearings be waived.

Discussion:

Development Planning

Council delegated several authorities for permits, bylaw extensions, and liquor license applications to the Divisional Director of Planning & Development Services on March 30, 2020 and May 25, 2020. These

delegations include certain conditions and are in addition to items that are normally delegated to the Divisional Director through Development Application Procedures Bylaw No. 10540. Specific COVID-19-related delegations of authority and their application since being implemented are shown below.

Delegation	Application
Permits a) To issue, refuse, and amend development permits (DPs). b) To require security for permit conditions (e.g., landscape security for a DP). c) To issue, amend, and set conditions for temporary farm worker housing permits, in accordance with the ALC Act and Regulations.	Issued DPs: 3 Security required for DPs: 3 This authority was not used.
Bylaw Extensions a) To extend by up to 6 months the deadline of a bylaw at third reading provided no previous extension requests have been made.	Bylaws extended: 1
Liquor Licenses a) To gather views of residents and provide local government input to the LCRB on liquor license applications that do not contravene the public interest and are consistent with Council Policy No. 359 Liquor Licensing Policy & Procedures.	This authority was not used.

Should Council choose to change or remove any of these delegations, an amendment to Development Application Procedures Bylaw No. 10540 would be required.

Real Estate

On March 30, 2020 Council delegated authorities to the City Manager and Divisional Director of Partnership & Investments to facilitate select real estate transactions along with related approvals to execute documents and make necessary budget amendments. These delegations were associated with specific projects, allowing transactions to continue in the event that Council was unable to meet. Council also delegated limited authority for general acquisitions and dispositions.

Delegation	Application
Specific Projects Approved by Council a) City Manager and Divisional Director to approve transactions up to \$8 million. b) Mayor and City Clerk to execute contracts, agreements, and other documents necessary to complete transactions. c) City Manager and Divisional Director to access reserve funds and make necessary budget amendments.	This authority was not used.
General Transactions a) Divisional Director to approve and execute transactions for general and project-based acquisitions and dispositions of property up to \$500,000.	This authority was not used.

Should Council choose to change or remove any of these delegations, an amendment to Delegation of Authority to Enter into Leases and Licences of Occupation Bylaw No. 11550 would be required.

Conclusion:

The three COVID-19-related delegated authorities that were used since being introduced were the ability to: issue DPs, require security as a condition of DP issuance, and extend the deadline of a bylaw at third reading. The other temporarily delegated authorities were not needed to date based on applications and real estate transactions that came forward and Council's ability to continue meeting during this time.

The delegations of authority are in effect until the Government of British Columbia lifts orders restricting the gathering of people. Should Council choose to change any of these delegations, staff would bring forward the appropriate bylaw amendments for Council's consideration.

Internal Circulation:

Planning & Development Services Division
Real Estate Department

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by:

L. Bentley, Deputy City Clerk

Approved for inclusion: S. Fleming, City Clerk

cc:

R. Smith, Divisional Director, Planning & Development Services

D. Edstrom, Divisional Director, Partnership & Investments



COVID-19 Delegations of Authority

September 14, 2020

Background

- ▶ Delegation of authorities for development applications & real estate transactions
- ▶ Purpose:
 - ▶ Focus on emerging priorities
 - ▶ Allow regular business to proceed
 - ▶ Reduce need for in-person interactions

Development Planning

Delegation	Application
Permits	
a) Development permits	Issued DPs: 3
b) Security for permits (e.g., landscape security for DP)	Security required for DPs: 3
c) TFWH permits (consistent with the ALC Act & Regulations)	Not used
Bylaw Extensions	
a) Extend bylaw at third reading by up to 6 months (no previous extension requests)	Bylaws extended: 1
Liquor Licenses	
a) Gather resident views & provide local government input to LCRB on liquor license applications (do not contravene public interest, consistent with Council Policy No. 359)	Not used

Real Estate

Delegation	Application
Specific Projects Approved by Council	
a) Approve transactions up to \$8 million	Not used
b) Execute contracts, agreements & other documents	
c) Access reserve funds & make necessary budget amendments	
General Transactions	
a) Approve & execute transactions for acquisitions & dispositions up to \$500,000	Not used

Conclusion

- ▶ Delegations in effect until the Government of BC lifts orders restricting gathering of people
- ▶ Bylaw amendments needed to change delegations of authority
- ▶ Staff will continue to respond to emerging needs



Questions?

For more information, visit kelowna.ca.

DRAFT RESOLUTION

Re: City of Kelowna Tax Sale Location

THAT Council designates the Kelowna Community Theatre, 1375 Water St to be the location for the September 28, 2020 City of Kelowna Tax Sale.

BACKGROUND:

The Local Government Act sets the date, start time and location for the annual Tax Sale. The City of Kelowna 2020 Tax Sale is scheduled for Monday, September 28, 2020 and cannot be held in Council Chambers due to scheduling conflict with the Council meeting. Due to the scheduling conflict, and to ensure a venue where appropriate social distancing may occur, in accordance with Ministerial Order 192 the City of Kelowna 2020 Tax Sale is scheduled for the Kelowna Community Theatre rather than the usual Council Chambers. A Council resolution is required to change the venue location.

Date: September 14, 2020