

City of Kelowna

Regular Council Meeting

AGENDA



Tuesday, June 1, 2021
7:30 pm
Council Chamber
City Hall, 1435 Water Street

Pages

1. Call to Order

2. Reaffirmation of Oath of Office

The Oath of Office will be read by Councillor Wooldridge.

3. Confirmation of Minutes

1 - 10

Public Hearing - May 11, 2021
Regular Meeting - May 11, 2021

4. Development Permit and Development Variance Permit Reports

Mayor to invite anyone participating online who deems themselves affected by the required variance(s) to indicate they wish to speak for each item.

4.1. START TIME 7:30 PM - Springfield Rd 1975 - DVP21-0020 - FortisBC Inc

11 - 29

To vary the minimum side yard setback from 7.5m required to 3.0m proposed to facilitate the construction of an enclosed vehicle parking building.

4.2. START TIME 7:30 PM - Lakeshore Rd 3290 3340 - BL12102 (Z19-0078) - Stober Construction Ltd., Inc. No. 125611

30 - 30

To adopt Bylaw No. 12102 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.

4.3. START TIME 7:30 PM - Lakeshore Rd 3340 - DP19-0133 DVP21-0076 - Stober Construction Ltd., Inc. No 125611

31 - 189

To consider the form and character of a proposed mixed-use terraced building with a height variance from 15 metres and four storeys to 48 metres and fourteen storeys.

5. Reminders

6. Termination



City of Kelowna Public Hearing Minutes

Date: Tuesday, May 11, 2021
 Location: Council Chamber
 City Hall, 1435 Water Street

Members Present Mayor Colin Basran, Councillors Maxine DeHart, Ryan Donn*, Gail Given, Brad Sieben* and Loyal Wooldridge

Members participating remotely Councillors Mohini Singh and Luke Stack

Members Absent Councillor Charlie Hodge

Staff Present City Manager, Doug Gilchrist; City Clerk, Stephen Fleming; Deputy City Clerk, Laura Bentley; Development Planning Department Manager, Terry Barton; Community Planning & Development Manager, Dean Strachan*; Planner Specialist, Lydia Korolchuk*

Staff participating remotely Legislative Coordinator (Confidential), Arlene McClelland

(* Denotes partial attendance)

1. **Due to COVID-19 a Public Hearing Agenda will also include Regular Meeting Items**
2. **Call to Order the Public Hearing**

Mayor Basran called the Hearing to order at 6:02 p.m.

Mayor Basran advised that the purpose of the Hearing is to consider certain bylaws which, if adopted, will amend "Kelowna 2030 - Official Community Plan Bylaw No. 10500" and Zoning Bylaw No. 8000", and all submissions received, either in writing or verbally, will be taken into consideration when the proposed bylaws are presented for reading at the Regular Council Meeting which follows this Public Hearing.

Mayor Basran advised that in accordance with the Order of the Provincial Health Officer on Gatherings and Events, applicants and the public are not permitted to attend in person. Participation by applicants and the public will be by electronic means only.

Councillor Donn joined the meeting at 6:05 p.m.

3. **Individual Bylaw Submissions**

- 3.1 **TO BE DEFERRED - Lakeshore Rd 4346 - LUCT20-0014 (BL12135) Z20-0101 (BL12136) - British Columbia Telephone Company, Inc. No. 1801A**

Moved By Councillor Wooldridge/Seconded By Councillor Given

R0499/21/04/11 THAT the application for 4346 Lakeshore Road - LUCT20-0014 (BL12135) Z20-0101 (BL12136) - British Columbia Telephone Company, Inc. No. 1801A be deferred to the June 1, 2021 Public Hearing at 6:00 p.m. to be held by electronic means.

Carried

Items 4 to 7 were not dealt with due to the above referral.

8. Call to Order the Public Hearing -START TIME 6:00 PM - Bulman Rd 3770 - LUCT20-0015 (BL12137) - City of Kelowna

Mayor Basran called the Hearing to order at 6:06 p.m.

9. Individual Bylaw Submissions

9.1 START TIME 6:00 PM - Bulman Rd 3770 - LUCT20-0015 (BL12137) - City of Kelowna

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Mayor Basran invited anyone participating online who deemed themselves affected to indicate they wish to speak followed by comments from Council.

No one participating online indicated they wished to speak.

There were no further comments.

10. Termination

The Hearing was declared terminated at 6:08 p.m.

11. Call to Order the Regular Meeting

Mayor Basran called the meeting to order at 6:08 p.m.

12. Bylaws Considered at Public Hearing

12.1 START TIME 6:00 PM - Bulman Rd 3770 - BL12137 (LUCT20-0015) - City of Kelowna

Moved By Councillor Wooldridge/Seconded By Councillor Given

R0500/21/04/11 THAT Bylaw No. 12137 be read a second and third time and be adopted.

Carried

13. Termination

The meeting was declared terminated at 6:09 p.m.

14. Call to Order the Public Hearing - START TIME 6:00 PM - TA20-0015 (BL12193) - Health District Rental Only Subzones - City of Kelowna

Mayor Basran called the Hearing to order at 6:09 p.m.

15. Individual Bylaw Submissions

**15.1 START TIME 6:00 PM - TA20-0015 (BL12193) - Health District Rental Only Subzones
- City of Kelowna**

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Mayor Basran invited anyone participating online who deemed themselves affected to indicate they wish to speak followed by comments from Council.

Online Participants:

Angela Holmes, Birch Avenue

- Asked for clarification on language regarding residential rental tenure in perpetuity.
- Inquired as to why there is a 10% reduction for parking requirement in a zone within the hospital area.

Staff:

- Provided comments on the residential rental tenure and provided rationale for the parking.

There were no further comments.

16. Termination

The Hearing was declared terminated at 6:16 p.m.

17. Call to Order the Regular Meeting

Mayor Basran called the meeting to order at 6:16 p.m.

18. Bylaws Considered at Public Hearing

**18.1 START TIME 6:00 PM - BL12193 (TA20-0015) - Health District Rental Only Subzones
- City of Kelowna**

Moved By Councillor Given/Seconded By Councillor Wooldridge

Re501/21/04/11 THAT Bylaw No.12193 be read a second and third time and be adopted.

Carried

19. Termination

The meeting was declared terminated at 6:17 p.m.

The meeting adjourned at 6:17 p.m.

The meeting reconvened at 6:20 p.m.

**20. Call to Order the Public Hearing - START TIME 6:20 PM - Supplemental Report - TA20-0024
(BL12203) - Vaughan Ave 889 and Clement Ave 880 890**

Mayor Basran called the Hearing to order at 6:20 p.m.

21. Individual Bylaw Submissions

**21.1 START TIME 6:20 PM - Supplemental Report - TA20-0024 (BL12203) - Vaughan Ave
889 and Clement Ave 880 890**

Councillor Sieben declared a conflict of interest as he provides insurance services to the applicant and departed the meeting at 6:22 p.m.

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Jason Broome, Royal Avenue, Applicant

- Commented on achieving a commercial operation of gummy manufacturing.
- Spoke to their investment in odour control in order to be in compliance with federal regulations.
- Advised that there will be no retail on site .
- Available for questions.

Mayor Basran invited anyone participating online who deemed themselves affected to indicate they wish to speak followed by comments from Council.

No one participating online indicated they wished to speak.

Staff:

- Responded to questions from Council.

Jason Broome, Applicant

- Commented that this building is purpose built for the proposed use.
- Spoke to the differences between the proposed manufacturing and cannabis cultivation.

There were no further comments.

22. Termination

The Hearing was declared terminated at 6:36 p.m.

23. Call to Order the Regular Meeting

Mayor Basran called the meeting to order at 6:36 p.m.

24. Bylaws Considered at Public Hearing

24.1 START TIME 6:20 PM - Vaughan Ave 889 and Clement Ave 880 890 - BL12203 (TA20-0024) - 1568447 Alberta Ltd., Inc.No.A0093042

Moved By Councillor Wooldridge/Seconded By Councillor Given

RO502/21/04/11 THAT Bylaw No. 12203 be read second and third time and be adopted.

Carried

25. Termination

The meeting was declared terminated at 6:38 p.m.

Councillor Sieben rejoined the meeting at 6:39 p.m.

26. Call to Order the Public Hearing - START TIME 6:20 PM - Supplemental Report - TA21-0010 (BL12132) Z20-0032 (BL12133) - 4350 June Springs Rd - Frank Robert Vezer

Mayor Basran called the Hearing to order at 6:39 p.m.

27. Individual Bylaw Submission

27.1 START TIME 6:20 PM - Supplemental Report - TA21-0010 (BL12132) Z20-0032 (BL12133) - 4350 June Springs Rd - Frank Robert Vezer

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Rina Jeyakumar, Araya Law, Applicant's Representative

- Made comment that the structure was constructed with permits in 2003 and is structurally the same today.
- Spoke to the septic system concerns and noted the system would be reinspected through building permits for carriage house use.

Mayor Basran invited anyone participating online who deemed themselves affected to indicate they wish to speak followed by comments from Council.

No one participating online indicated they wished to speak.

There were no further comments.

28. Termination

The Hearing was declared terminated at 6:46 p.m.

29. Call to Order the Regular Meeting

Mayor Basran called the meeting to order at 6:46 p.m.

30. Bylaws Considered at Public Hearing

30.1 START TIME 6:20 PM – June Springs Rd 4350 – BL12132 (TA21-0010) – Frank Robert Vezer

Moved By Councillor Sieben/Seconded By Councillor DeHart

R0503/21/04/11 THAT Bylaw No. 12132 be read a second and third time and be adopted.

Carried

Mayor Basran, Councillors DeHart and Singh - Opposed

30.2 START TIME 6:20 PM - June Springs Rd 4350 - BL12133 (Z20-0032) - Frank Robert Vezer

Moved By Councillor Sieben/Seconded By Councillor DeHart

R0504/21/04/11 THAT Bylaw No. 12133 be read a second and third time and be adopted.

Carried

Mayor Basran, Councillors DeHart and Singh - Opposed

31. Termination

The meeting was declared terminated 6:48 p.m.

32. Call to Order the Public Hearing - START TIME 6:20 PM - Cedar Ave 417 - Z21-0002 (BL12209) - 0965634 B.C. Ltd., Inc. No. 0965634

Mayor Basran called the Hearing to order at 6:48 p.m.

33. Individual Bylaw Submissions

33.1 START TIME 6:20 PM - Cedar Ave 417 - Z21-0002 (BL12209) - 0965634 B.C. Ltd., Inc. No. 0965634

Staff:

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

Kevin Edgecombe, KLO Road, Applicant

- Displayed a PowerPoint Presentation summarizing the application.
- Intentions are to rezone the property to the C4 zone; believe it is in keeping with the intended future land use of the area and meets long range planning initiatives.
- Commented on discussions with staff which resulted in new iterations of the plan and attempts to acquire the adjacent property to the east.
- Spoke to the neighbourhood consultation that resulted in positive feedback as well as some concerns with parking being a big concern; however, the parking bylaw has been met.
- Displayed a Parking Analysis and breakdown of stalls required and stalls provided.
- Believes the project and site location fits with the 2030 Official Community Plan and also fits into the Draft 2040 Official Community Plan; provides opportunity for improved density in Urban Centres.
- Spoke to the C4 zone benefits to the community.
- Spoke to the proposed building and its evolution, the floor plans and six variance requirements.
- Displayed proposed building renderings.
- Responded to questions from Council.

Mayor Basran invited anyone participating online who deemed themselves affected to indicate they wish to speak followed by comments from Council.

Online Participants:

Robert Stupka, Scott Road

- Supportive of the development, concept and scale for the neighbourhood.
- Made comment to the building orientation and context.
- Spoke to the importance for connections along KLO Road and streetscaping.
- Displayed a map and images of the neighbourhood context and questioned whether there would be street parking along Cedar Avenue and what vision and opportunity there is for the Cedar Avenue and Pandosy Street intersection.
- Displayed a Draft 2040 Official Community Plan map of proposed building heights and questioned what the integration would look like to surrounding properties.

Kevin Edgecombe, Applicant

- Made comment on the interface between buildings as the development takes form.
- Spoke to the project and product being suitable in an urban environment it is located in and commented that they are not marketing view corridors on this project.

Staff:

- Responded to questions from Council.

There were no further comments.

34. Termination

The Hearing was declared terminated at 7:27 p.m.

35. **Call to Order the Regular Meeting**

Mayor Basran called the meeting to order at 7:27 p.m.

36. **Bylaws Considered at Public Hearing**

36.1 **START TIME 6:20 PM - Cedar Ave 417 - BL12209 (Z21-0002) - 0965634 B.C. Ltd., Inc.
No. 0965634**

Moved By Councillor DeHart/Seconded By Councillor Sieben

R0505/21/04/11 THAT Bylaw No. 12209 be read a second and third time.

Carried

37. **Termination**

The meeting was declared terminated at 7:37 p.m.

Mayor Basran

/acm

Don

BS

Deputy City Clerk



City of Kelowna Regular Meeting Minutes

Date: Tuesday, May 11, 2021
Location: Council Chamber
City Hall, 1435 Water Street

Members Present Mayor Colin Basran, Councillors Maxine DeHart, Ryan Donn, Gail Given, Brad Sieben and Loyal Wooldridge

Members participating remotely Councillors Mohini Singh and Luke Stack

Members Absent Councillor Charlie Hodge

Staff Present City Manager, Doug Gilchrist; City Clerk, Stephen Fleming; Deputy City Clerk, Laura Bentley; Development Planning Department Manager, Terry Barton; Planner, Andrew Ferguson

Staff participating remotely Legislative Coordinator (Confidential), Arlene McClelland

(* Denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 7:37 p.m.

2. Reaffirmation of Oath of Office

The Oath of Office was read by Councillor Sieben.

3. Confirmation of Minutes

Moved By Councillor Wooldridge/Seconded By Councillor Donn

R0506/21/04/11 THAT the Minutes of the Public Hearing and Regular Meeting of April 20, 2021 be confirmed as circulated.

Carried

4. Development Permit and Development Variance Permit Reports

4.1 START TIME 7:00 PM - Highway 33 W 590 - DP20-0055 DVP20-0056 - 0838239 B.C. Ltd., Inc. No BCo838239

Staff:

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

Geoff MacKay, St Paul Street and Andrew Ambrozy, Manhattan Drive, Applicants

- The application before Council has been a year in the making with the pandemic slowing the process somewhat.
- Spoke to Argus Properties operations and residential portfolio and noted that Argus Properties will own and operate the proposed building.
- Spoke to the site being a busy, vibrant urban centre on a transit corridor and has a true potential for live, work and play area.
- The densification is in line with the Official Community Plan.
- Commented on underground parking and thought it was important to build for future growth.
- The intent is to provide affordable rental housing in the Rutland area.
- Responded to questions from Council.

Mayor Basran invited anyone participating online who deemed themselves affected to indicate they wish to speak followed by comments from Council.

Online Participants:

Wesley Shennan, Hollywood Road

- In support of this application.
- Believes access to this proposal is very good from both Hollywood Road and Hwy 33.
- Believes this development will not have a negative impact on the neighbourhood.

There were no further comments.

Moved By Councillor Sieben/Seconded By Councillor Singh

Ro507/21/04/11 THAT Council authorizes the issuance of Development Permit No. DP20-0055 and Development Variance Permit No. DVP20-0056 for Lot B Sections 26 and 27 Township 26 ODYD Plan 30302, located at 590 Highway 33 West, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A,"
2. The exterior design and finish of the building to be constructed on the land, be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;

AND THAT a variance to the following section of Zoning Bylaw No. 8000 be granted:

Section 14.4.5(c): C4 – Urban Centre Commercial Development Regulations

To vary building height from the lesser of 15.0 m or 4 storeys permitted to 22.6 m or 6 storeys proposed.

AND FURTHER THAT this Development Permit and Development Variance Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

Carried

5. Reminders – Nil.

6. **Termination**

The meeting was declared terminated at 8:19 p.m.

Mayor Basran

/acm

Deputy City Clerk

DRAFT

REPORT TO COUNCIL



Date: June 1, 2021
To: Council
From: City Manager
Department: Development Planning
Application: DVP21-0020
Owner: BC Gas Inc., Inc.No. 368681
Address: 1975 Springfield Road
Applicant: MQN Architects
Subject: Development Variance Permit Application
Existing OCP Designation: PSU – Public Services / Utilities
Existing Zone: P4 - Utilities

1.0 Recommendation

THAT Council authorizes the issuance of Development Variance Permit No. DVP21-0020 for Lot 2 District Lot 129 ODYD Plan KAP45185, located at 1975 Springfield Road, Kelowna, B.C.;

AND THAT a variance to the following section of Zoning Bylaw No. 8000 be granted:

Section 16.4.5(c): P4 – Utilities, Development Regulations:

To vary the side yard setback from 7.5m required to 3.0m proposed.

AND FURTHER THAT this Development Variance Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

2.0 Purpose

To vary the minimum side yard setback from 7.5m required to 3.0m proposed to facilitate the construction of an enclosed vehicle parking building.

3.0 Development Planning

Staff support the proposed Development Variance Permit for the side yard setback. This property borders a split zoned property of P2 - Educational / Major Institutional and R4 – Transitional Low Density Housing which is currently occupied by Trinity Church. Existing buildings on the subject property are located 4.5m from the property line and are considered legal non-conforming and the proposed variance will only impact a small portion of the property line. The proposed building is adjacent to an existing large surface parking lot buffered by existing landscaping. Staff support this application, as there are no anticipated negative impacts.

The subject property is located adjacent to the Agricultural Land Reserve. This application has been submitted in conjunction with a Farm Protection Development Permit to provide landscape buffering along the south and east property lines.

4.0 Proposal

4.1 Project Description

The proposal is to vary the side yard setback on the West side of the property from 7.5m required to 3.0m proposed to facilitate the construction of a covered and enclosed vehicle parking building. The proposed building is 5.87m in height, 12.61m across and 50.75m long to accommodate the storage of eight fleet vehicles.

4.2 Site Context

The subject property is zoned P₄ – Utilities and has a Future Land Use Designation of PSU – Public Services / Utilities. The property is located on the south side of Springfield Road and east of Spall Rd in the Central City OCP Sector. The surrounding area is primarily zoned agriculture, service commercial, public / institution, and multi-family residential.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	C10 – Service Commercial	Commercial businesses
East	A1 – Agriculture 1	Vacant lot
South	A1 – Agriculture 1	Active agriculture
West	RM ₄ – Transitional Low Density Housing / P ₂ – Educational / Major Institutional	Apartment building Religious assembly

Subject Property Map: 1975 Springfield Road



4.3 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	P ₄ ZONE REQUIREMENTS	PROPOSAL
Development Regulations		
Max. Height (accessory)	23.0m	11.5m
Min. Front Yard	6.0m	12.2m
Min. Side Yard (east)	15.0m	18.3m
Min. Side Yard (west)	7.5m	3.0m●
Min. Rear Yard	15.0m	19.5m
● Indicates a requested variance to Section 16.4.5(c): P ₄ – Utilities: Development Regulations		

5.0 **Application Chronology**

Date of Application Accepted: January 28, 2021

Date Public Consultation Completed: April 16, 2021

Report prepared by: Bronwyn Wydeman, Planner I
Reviewed by: Dean Strachan, Community Planning & Development Manager
Reviewed by: Terry Barton, Development Planning Department Manager
Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment A: Draft Development Variance Permit DVP21-0020

Attachment B: Conceptual Drawing Package



Development Variance Permit DVP21-0020

This permit relates to land in the City of Kelowna municipally known as

1975 Springfield Road

and legally known as

Lot 2 District Lot 129 ODYD Plan KAP45185

and permits the land to be used for the following development: **Utility services**

The present owner and any subsequent owner of the above described land must comply with any attached terms and conditions.

Date of Council Decision **June 1, 2021**

Decision By: COUNCIL

Development Permit Area: (N/A)

Existing Zone: P₄ - Utilities

Future Land Use Designation: PSU – Public Services / Utilities

This is NOT a Building Permit.

In addition to your Development Permit, a Building Permit may be required prior to any work commencing. For further information, contact the City of Kelowna, Development Services Branch.

NOTICE

This permit does not relieve the owner or the owner's authorized agent from full compliance with the requirements of any federal, provincial or other municipal legislation, or the terms and conditions of any easement, covenant, building scheme or agreement affecting the building or land.

Owner: BC Gas Inc., Inc. No. 368681

Applicant: MQN Architects

Planner: Bronwyn Wydeman

Terry Barton
Community Planning Department Manager
Planning & Development Services

Date

1. SCOPE OF APPROVAL

This Development Permit applies to and only to those lands within the Municipality as described above, and any and all buildings, structures and other development thereon.

This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this permit, noted in the Terms and Conditions below.

The issuance of a permit limits the permit holder to be in strict compliance with regulations of the Zoning Bylaw and all other Bylaws unless specific variances have been authorized by the Development Permit. No implied variances from bylaw provisions shall be granted by virtue of drawing notations that are inconsistent with bylaw provisions and that may not have been identified as required Variances by the applicant or Municipal staff.

2. CONDITIONS OF APPROVAL

- a) The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";

Section 16.4.5(c): P4 – Utilities, Development Regulations:

To vary the side yard setback from 7.5m required to 3.0m proposed.

This Development Permit is valid for two (2) years from the date of approval, with no opportunity to extend.

5. INDEMNIFICATION

Upon commencement of the works authorized by this Permit the Developer covenants and agrees to save harmless and effectually indemnify the Municipality against:

- a) All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality said Permit.

All costs, expenses, claims that may be incurred by the Municipality where the construction, engineering or other types of works as called for by the Permit results in damages to any property owned in whole or in part by the Municipality or which the Municipality by duty or custom is obliged, directly or indirectly in any way or to any degree, to construct, repair, or maintain.

**The PERMIT HOLDER is the CURRENT LAND OWNER.
Security shall ONLY be returned to the signatory of the
Landscape Agreement or their designates.**

E

DVP21-0020

Planner Initials TC

FORTIS SPRINGFIELD RENOVATION
1975 SPRINGFIELD RD. #100, KELOWNA, BC V1Y 7V7

ISSUED FOR EMPLOYEE ENGAGEMENT
ON 2021/04/08

PROJECT: 18286
SCALE: 1/16" = 1'-0"

FORTISBC SPRINGFIELD

CIVIC ADDRESS: 1975 SPRINGFIELD ROAD, KELOWNA, BC
LEGAL ADDRESS: LOT 2, DISTRICT LOT 129, O.D.Y.D, PLAN KAP45185
PID: 017-369-843

PROJECT NAME: FORTISBC SPINGFIELD - RENOVATION & ADDITION
APPLICANT: MQN ARCHITECTS - JENNIFER FOSSUM
CONTACT INFORMATION: 100 - 3313 32ND AVENUE
VERNON, BC V1T 2M7
PHONE: 250-542-1199
EMAIL: JENNIFER@MQN.CA

FINISH SCHEDULE:
WALLS & EXPOSED COLUMNS: ZINC GREY
OVERHEAD DOOR FRAME, MANDOOOR & FRAME: ZINC GREY
ROOF & FLASHING: REGAL BLUE
OVERHEAD DOORS: POLAR WHITE
**ALL EXTERIOR FINISHES TO MATCH EXISTING SHED BUILDING



EXISTING SHED BUILDING, ENCLOSED SECTION



EXISTING SHED BUILDING, OPEN SECTION



ATTACHMENT

B

This forms part of application

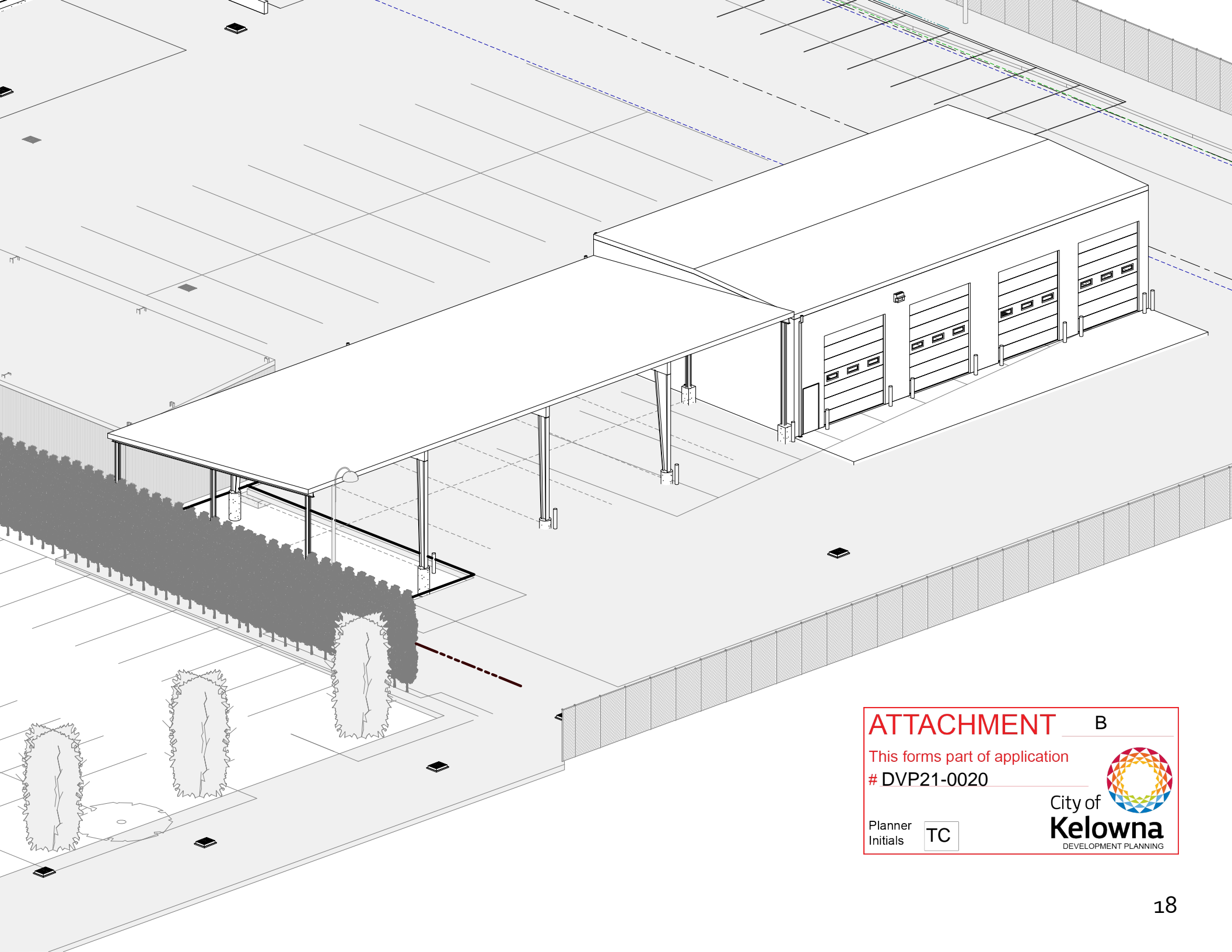
DVP21-0020

Planner Initials

TC

City of Kelowna

DEVELOPMENT PLANNING



ATTACHMENT **B**

This forms part of application
DVP21-0020

Planner Initials **TC**

City of **Kelowna**
DEVELOPMENT PLANNING





DVP21-0020

1975 Springfield Rd.

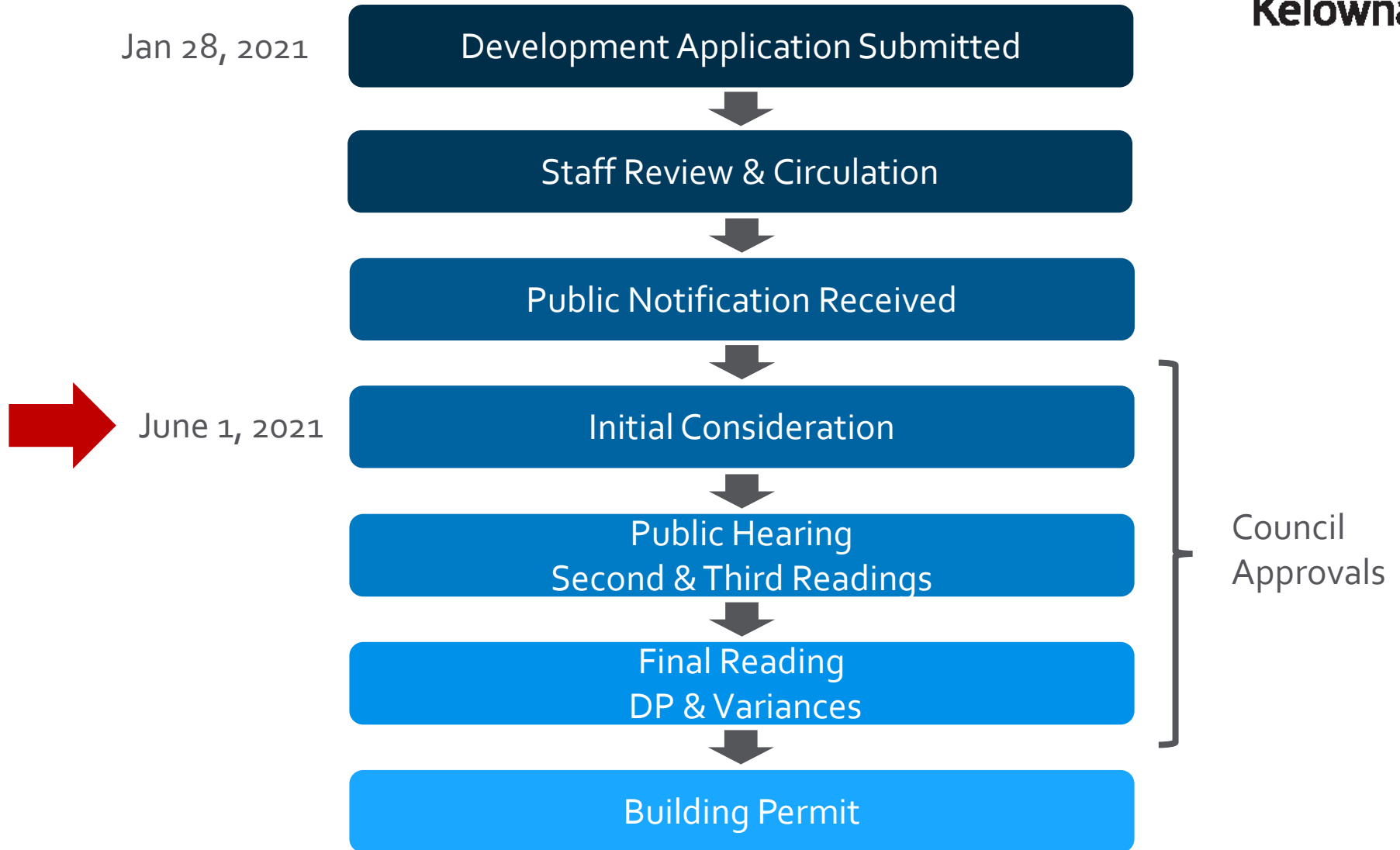
Development Variance Permit



Proposal

- ▶ To vary the minimum side yard setback from 7.5m required to 3.0m proposed to facilitate the construction of an enclosed vehicle parking building.

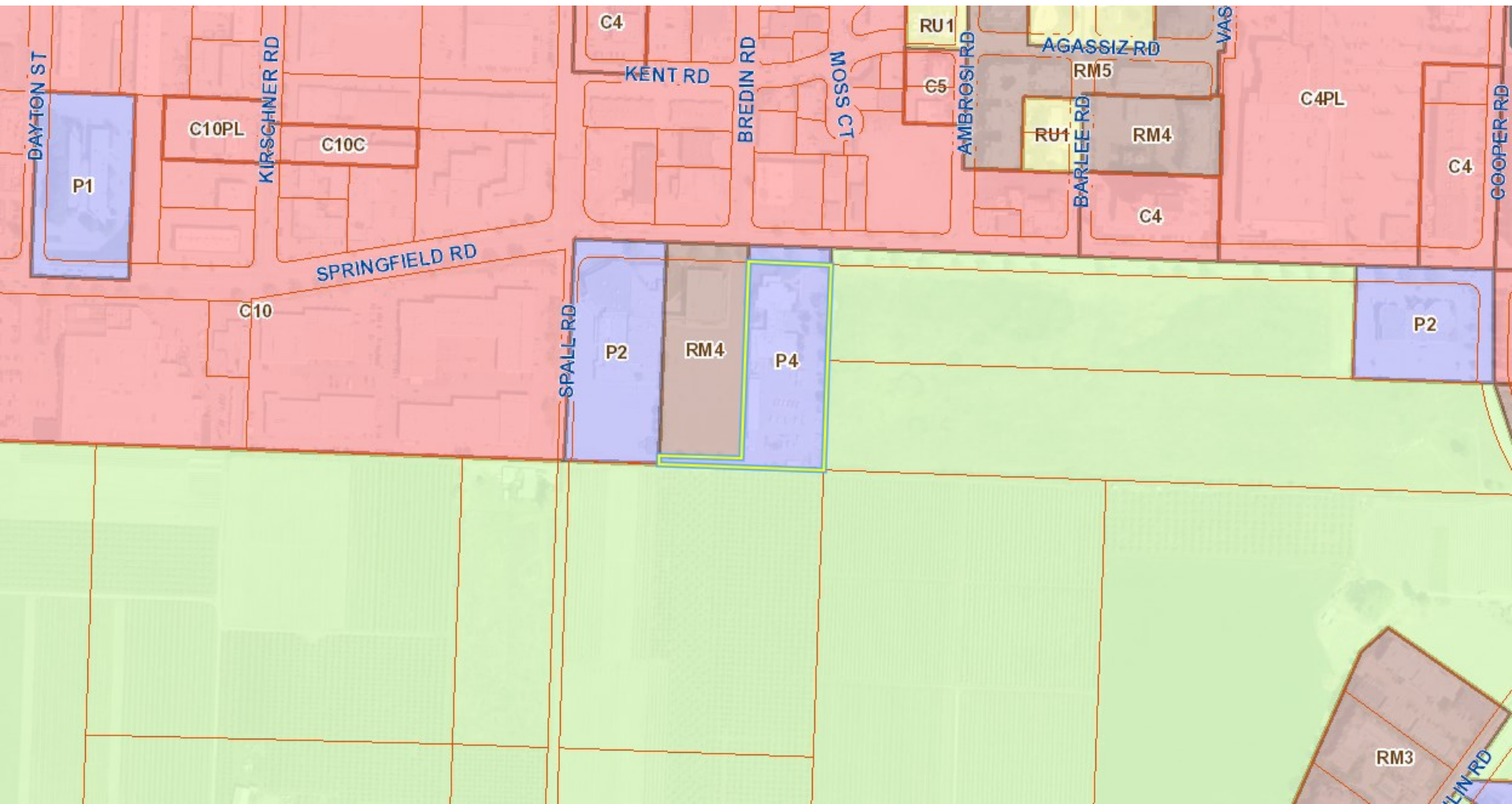
Development Process



Context Map



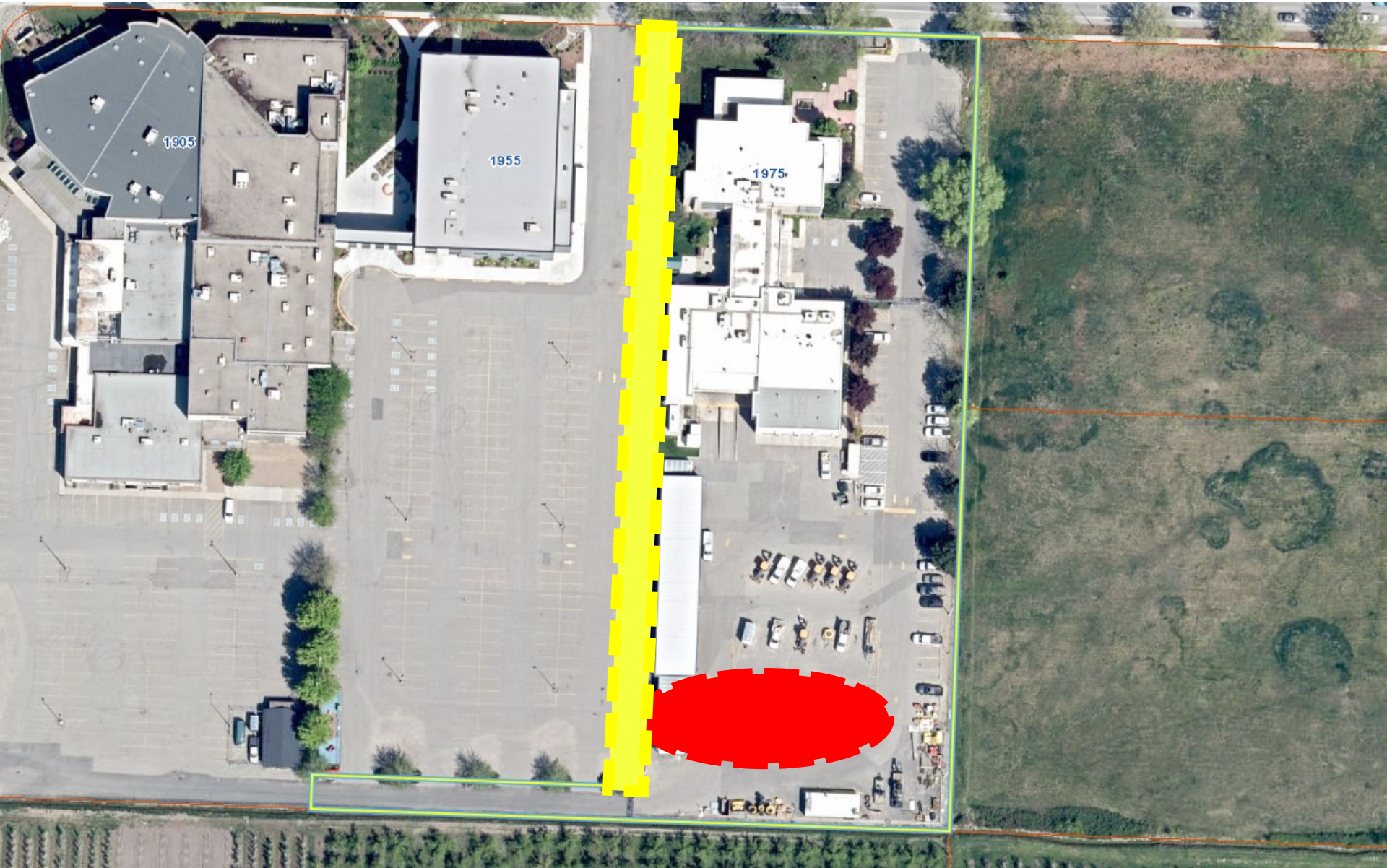
Zoning



Subject Property Map



Subject Property Map



Project/technical details

- ▶ Vary the minimum side yard setback to facilitate the addition of an enclosed vehicle parking building
- ▶ Vary minimum side yard setback from 7.5m required to 3.0m proposed
- ▶ Proposed building is adjacent to an existing large surface parking lot
- ▶ Existing landscaping runs along property line to provide buffering

[illegible]

Staff Recommendation

- ▶ Staff support the proposal to vary the minimum side yard setback for the subject P₄ – Utilities property that is abutting a residential property from the required 7.5m to 3.0m proposed.



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 14th day of September, 2020.

Considered at a Public Hearing on the 6th day of October, 2020.

Read a second and third time by the Municipal Council this 6th day of October, 2020.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: June 1, 2021

To: Council

From: City Manager

Department: Development Planning Department

Application: DP19-0133 / DVP21-0076

Owner: Stober Construction Ltd.,
Inc. No 125611

Address: 3340 Lakeshore Road

Applicant: Stober Construction Ltd – Bob
Dagenais

Subject: Development Permit and Development Variance Permit

OCP Designation: MXR – Mixed Use (Residential / Commercial)

Zone: C4 – Urban Centre Commercial

1.0 Recommendation

THAT final adoption of Rezoning Bylaw No. 12102 (Z19-0078), be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP19-0133 for Lot 1, District Lot 14, ODYD, Plan EPP77760, located at 3340 Lakeshore Road, Kelowna, BC, subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land, be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;
5. Prior to issuance of Building Permit, the applicant register a public access right-of-way and maintenance agreement with the City for the pedestrian walkways along the southern property line.

AND THAT Council authorizes the issuance of Development Variance Permit No. DVP21-0076 for Lot 1, District Lot 14, ODYD, Plan EPP77760, located at 3340 Lakeshore Road, Kelowna, BC;

AND THAT variances to the following section of Zoning Bylaw No. 8000 be granted:

Section 14.4.5 (c): C4 – Urban Centre Commercial, Development Regulations

To vary the maximum height from 15 metres and 4 storeys required to 48 metres (14 storeys) proposed.

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit and Development Variance Permit Application for the permits to be issued;

AND FURTHER THAT this Development Permit and Development Variance Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

2.0 Purpose

To consider the form and character of a proposed mixed-use terraced building with a height variance from 15 metres and four storeys to 48 metres and fourteen storeys.

3.0 Development Planning

The applicant is proposing a mixed-use development situated on 4.4 acres, at the interface between Kelowna South/Boyce-Gyro Beach and the South Pandosy 'Urban Village'. Formerly 'Willow Creek Campground', the property occupies a strategic location where the urban settlement pattern transitions from an urban street grid to the north to a more meandering, suburban 'shoreline' street pattern to the south. The location is a gateway that connects commercial, recreational, and residential areas and the Pandosy Village urban centre to Boyce-Gyro Beach.

The proposal consists of developing a mid-rise terraced building utilizing concrete construction in various combinations, featuring ground-level retail units along Lakeshore Rd and walk-up townhouses and live-work studios on Lanfranco Rd and Watt Rd elevations. The parkade, which is sizeable, is predominately hidden from street view by these ground-oriented uses with the exception of the vehicle entrances off Lanfranco Rd and Watt Rd. The podium is limited to 3 storeys in height which staff feel is an appropriate scale for this specific neighbourhood (as opposed to a 4 or 5 storey podiums observed in the Downtown). The podium structure along Lakeshore Rd includes a mid-block break for a publicly accessible pocket park that the developer is proposing to be called "Pendozi Court" celebrating the history of the area.

The most visually dominate component of the project are the two mid-rise terraced building forms (10 and 14 storeys) that are located above the parkade structure. Their proposed height triggers the developer's request for a variance from a 4 storey maximum as outlined in the C4 zone to 14 storeys.

The current OCP provides policy guidance for building heights in the South Pandosy Urban Centre:

- Height should be generally 4 storeys. 6 storeys within C4 or C9 zoned areas. Potential for 8 storeys where an architecturally distinct and significant buildings are placed at a corner, gateway or view terminus location that is of significance to the community or where a building is of cultural significance to the community.

Building height variances above the 8-storey mark have been approved in the broader area. The developer is requesting a height variance consistent with one of those previously approved variances, the Sopa Square tower. Staff have considered the building height request, the building massing, the proposed urban centre densities, the current policy context, the surrounding building forms, and the various site-specific amenities proposed. Staff are recommending support for the variance based on the following:

- Significant community amenity contribution in the building of a key phase of the Abbott Street Recreation Corridor, a major cycling and pedestrian corridor;
- Other key transportation network improvements including the extension of Lanfranco Road from Lakeshore Rd to Watt Road;
- Environmental improvements with the establishment and public dedication of a riparian area for Fascieux Creek;
- Enhanced streetscape improvements along Lakeshore Road to include a six metre wide public sidewalk area including:
 - The use of Silva cells and trenches below the sidewalk (for increased soil volume) in the road right-of-way and all tree plantings in the streetscape
 - The use of high-quality South Pandosy streetscape materials including the paving pattern, urban braille, street lights, and furniture (e.g. benches, tree grates, trash cans, etc.).
 - Corner setbacks at Lanfranco Rd and Lakeshore Rd that will include community-friendly elements such as public art, landscaping, bench seating, bike parking and patio areas.
- Design solution of the mid-rise terraced form should create a landmark entrance to South Pandosy and help to elevate the level of design in the area.

Furthermore, the height variance allows the developer to achieve a significant amount of density on a large comprehensively planned site. *Imagine Kelowna* provides a vision for achieving denser Urban Centres resulting in more efficiency of the City's transportation network and less reliance on automobiles. The *Urban Centre Roadmap* targets approximately 75-100 residential units per hectare within each Urban Centre. The current population density of the South Pandosy Urban Centre is approximately 30 units per hectare. The development represents approximately 250 units per hectare. Creating a denser development on this key gateway site will help to increase the overall average in the Urban Centre.

Overall, Staff are recommending support for the proposed Development Permit and Development Variance Permit due to the proposal's overall consistency with the Official Community Plan's (OCP) design guidelines.

4.0 Proposal

4.1 Project Description

The applicant is proposing the construction of a mixed-use terraced building over a 3 level parkade. Above the podium the project proposes two terraced buildings. The building on the southern portion of the lot is 10 storeys. The building on the northern portion is 14 storeys. This project will facilitate the construction of Lanfranco Road intersection, the rehabilitation of Fascieux Creek, the construction of Watt Road Active Transportation Corridor connecting Boyce-Gyro Park with the future Pandosy Waterfront Park.

The applicant team has hired a geotechnical engineer which produced a preliminary report on the soil conditions and on the possible construction and foundation techniques that are available to construct a building of this scale.

The applicant's proposed building exterior finishes have been selected to attempt to balance the eclectic architectural designs throughout South Pandosy Village with the more casual, playful feel of the adjacent vibrant and active family-oriented waterfront-park of Boyce-Gyro Beach. The materials are selected to vary from a more solid podium base to a lighter palate on the terraced upper levels and reflect the building massing of 'podium' with a 'terraced middle & top' as noted below:

Podium/Base:

The podium base is a combination of architectural concrete, two-tone Swiss Pearl cement panels installed in a modern random pattern & locally sourced "Kettle Valley Stone" base for planters used for residential and condominium entries.

Windows are a mix of clear anodized and charcoal colour aluminum curtainwall and storefront sections sunshades and canopies provided in a mix of shading 'trellis' forms, and painted steel and concrete canopy forms.

The Pendozi Court on Lakeshore Rd will be contrasted in heritage inspired 'textured' cement stucco with bright colour accents for windows and doors in a deliberate recall to early Okanagan beachfront Motel design.

Terraced Middle/Top:

The upper terrace forms are a mix of glass, Swiss Pearl Cement panels in a two-tone random panels and curved concrete balconies in painted architectural concrete. The balconies are formed with a clear glass guardrail set behind a low concrete 'upstand' that provides a visual privacy and a neat outward appearance. The concrete will be painted in bleached, desert-inspired tones inspired by Okanagan landscapes of clay and sand.

4.2 Community Consultation

Over the past two years, the design has evolved in response to the input received from the community. The applicant hosted three community-wide consultation opportunities (including both in-person and virtual sessions) and many one-on-one neighbour interviews. The applicant conceived and created a virtual platform to ensure a broad community response and created a website to distribute project information in order to receive community input. This informed a greater understanding of the community's aspirations and priorities. The input forum remains open to this day. The summary of consultation results is attached to this report.

4.3 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.

COMMUNITY CONSULTATION

Subject Property Map: 3340 Lakeshore Rd**4.4 Zoning Analysis Table**

Zoning Analysis Table		
CRITERIA	C ₄ ZONE REQUIREMENTS	PROPOSAL
Unit Calculation - Existing Building		
Studio	n/a	2
1 bedroom	n/a	34
Jr 2 bedrooms	n/a	181
2 bedrooms	n/a	48
Townhouse 2 bedroom	n/a	19
2 bedrooms + Den	n/a	42
3 bedrooms	n/a	19
TOTAL	n/a	345 Units
Commercial Retail Units	n/a	5 units (2,042 m ² total area)
Development Regulations		
Max. Floor Area Ratio	1.3 (+ 0.2 + 0.84 bonus) = 2.34	1.68
Max. Site Coverage	75 %	60 %
Max. Height	15 m (4 storeys)	48 m (14 storeys) ❗
Min. Setback (Lanfranco Rd)	0.0 m	3.0 m
Min. Setback (City Parking)	0.0 m	6.0 m
Min. Setback (Watt Rd)	0.0 m	3.0 m
Min. Setback (Lakeshore Rd)	0.0 m	6.0 m measured from back of curb to building face
Other Regulations		

Min. Parking Requirements	2 studio unit x 0.8 = 1.6 34 1-bedroom units x 0.9 = 30.6 272 2-bedroom units x 1.0 = 291 18 3-bedroom units x 1.0 = 18 Visitor Stalls 0.14 x 345 = 48.3 Commercial (1.3 stalls / 100m ² GFA) = 26.5 stalls Total = 416 stalls	489 stalls provided
Min. Bicycle Parking	278 Long Term 77 Short Term	278 Long Term 77 Short Term
Min. Private Open Space	4,987 m ²	18,610 m ²
Min. Loading Space	1	1
ⓘ Indicates a requested variance to Section 14.4.5 (c) Development Regulations - Height.		

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

A summary of key Official Community Plan Development policies for South Pandosy are:

- Height should be generally 4 storeys. 6 storeys within C₄ or C₉ zoned areas. Potential for 8 storeys where an architecturally distinct and significant buildings is placed at a corner, gateway or view terminus location that is of significance to the community or where a building is of cultural significance to the community.
- Encourage the development of landmark buildings at key intersections within the precinct and at the terminus of significant sight lines. Landmark buildings should be distinguished from other buildings through the conscientious use of siting, common entrances, additional storeys, articulation of the footprint or roofline, decorative structures, colour, and other means appropriate to the setting and desired effect.
- Provide a strong gateway or sense of entry to the town centre along the north-south arterials (northbound: Lakeshore Road at Richter Street) (Southbound: Pandosy Street at Wardlaw Avenue). The gateway should be established by the appropriate use of land use, site planning, building design, landscaping, and street section, including streetscape treatment.
- Consider a joint City – developer proposal for combined park / parking / commercial use in a major landmark development at the corner of Lakeshore Rd and Watt Road. The intent is to permit a mixed-use building with commercial at grade level and office and / or residential above. A building up to 8 storeys in height be considered for the site.

Development Process

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.

¹ City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

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

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.

Housing Mix.⁴ Support a greater mix of housing unit size, form and tenure in new multi-unit residential and mixed use developments.

Town Centre (South Pandosy / Rutland / Capri-Landmark)⁵ A vibrant, amenity-rich area wherein different land uses frequently occur within the same building and almost always occur within a one-block area. Town Centres contain a variety of housing types, the presence of which contributes to social diversity. Town Centres are highly urbanized, pedestrian-friendly environments that draw people for work, shopping, and recreation from a broad community of approximately 25,000 residents living within approximately 2 kilometres. Town Centre cores are located at least 2 kilometres from the core of other Town Centres, a City Centre, or a Highway Centre. Density will decrease as the distance from the core increases.

Chapter 4: OCP Land Use Designation Massing and Height.³

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

Chapter 14: OCP Urban Design Guidelines Amenities, ancillary Services and Utilities.⁵

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

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

⁴ City of Kelowna Official Community Plan, Policy 5.27.11 (Development Process Chapter)

⁵ City of Kelowna Official Community Plan, Chapter 17 Definitions.

6.o Application Chronology

Date of Application Received: June 12, 2019
Date Public Consultation Completed: Multiple (see attached community consultation report)
Date of First Reading: September 14, 2020
Date of Public Hearing: October 6, 2020

Report prepared by: Adam Cseke, Planner Specialist
Reviewed and Approved by: Jocelyn Black, Urban Planning Manager
Terry Barton, Development Planning Department Manager
Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment 'A': Development Permit and Development Variance Permit

Schedule 'A': Siting and Dimensions

Schedule 'B': Elevations

Schedule 'C': Landscaping

Attachment 'B': Applicant's Active Transportation Letter Commitment

Attachment 'C': Applicant's Design Rationale Letter and Community Consultation Report

DRAFT Development Permit & Development Variance Permit DP19-0133 / DVP21-0076

ATTACHMENT		A
This forms part of application		
# DP19-0133 / DVP21-0076		
Planner Initials	AC	 City of Kelowna DEVELOPMENT PLANNING



This permit relates to land in the City of Kelowna municipally known as

3340 Lakeshore Road

and legally known as

Lot 1, District Lot 14, ODYD, Plan EPP77760, located at 3340 Lakeshore Road, Kelowna, BC

and permits the land to be used for an apartment building as described in Schedule 'A', 'B', and 'C'.

The present owner and any subsequent owner of the above described land must comply with any attached terms and conditions.

Date of Council Decision June 1, 2021

Decision By: COUNCIL

Development Permit Area: Comprehensive

Existing Zone: C4 – Urban Centre Commercial

Future Land Use Designation: MXR – Mixed Use (Residential / Commercial)

This is NOT a Building Permit.

In addition to your Development Permit, a Building Permit may be required prior to any work commencing. For further information, contact the City of Kelowna, Development Services Branch.

NOTICE

This permit does not relieve the owner or the owner's authorized agent from full compliance with the requirements of any federal, provincial or other municipal legislation, or the terms and conditions of any easement, covenant, building scheme or agreement affecting the building or land.

Owner: Stober Construction Ltd., Inc. No. 125611

Applicant: Stober Construction Ltd – Bob Dagenais

Planner: AC

Terry Barton
Community Planning Department Manager
Planning & Development Services

Date

1. SCOPE OF APPROVAL

This Development Permit applies to and only to those lands within the Municipality as described above, and any and all buildings, structures and other development thereon.

This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this permit, noted in the Terms and Conditions below.

The issuance of a permit limits the permit holder to be in strict compliance with regulations of the Zoning Bylaw and all other Bylaws unless specific variances have been authorized by the Development Permit. No implied variances from bylaw provisions shall be granted by virtue of drawing notations that are inconsistent with bylaw provisions and that may not have been identified as required Variances by the applicant or Municipal staff.

2. CONDITIONS OF APPROVAL

- a) The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
- b) The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
- c) Landscaping to be provided on the land be in accordance with Schedule "C"; and
- d) The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect.

AND THAT the variances to the following section of Zoning Bylaw No. 8000 be granted, as shown on Schedule "A, B, & C":

Section 14.4.5 (c): C4 - Urban Centre Commercial, Development Regulations

To vary the maximum height from 15 metres and 4 storeys required to 48 metres (14 storeys) proposed.

This Development Permit and Development Variance Permit is valid for two (2) years from the date of approval, with no opportunity to extend.

3. PERFORMANCE SECURITY

As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Developer and be paid to the Developer or his or her designate if the security is returned. The condition of the posting of the security is that should the Developer fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the Municipality may enter into an agreement with the property owner of the day to have the work carried out, and any surplus shall be paid over to the property owner of the day. Should the Developer carry out the development permitted by this Permit within the time set out above, the security shall be returned to the Developer or his or her designate. There is filed accordingly:

- a) An Irrevocable Letter of Credit **OR** certified cheque in the amount of **\$392,625 (125% of Cost Estimate)**

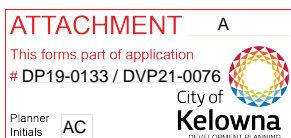
Before any bond or security required under this Permit is reduced or released, the Developer will provide the City with a statutory declaration certifying that all labour, material, workers' compensation and other taxes and costs have been paid.

5. INDEMNIFICATION

Upon commencement of the works authorized by this Permit the Developer covenants and agrees to save harmless and effectually indemnify the Municipality against:

- a) All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality said Permit.

All costs, expenses, claims that may be incurred by the Municipality where the construction, engineering or other types of works as called for by the Permit results in damages to any property owned in whole or in part by the Municipality or which the Municipality by duty or custom is obliged, directly or indirectly in any way or to any degree, to construct, repair, or maintain.



**The PERMIT HOLDER is the CURRENT LAND OWNER.
Security shall ONLY be returned to the signatory of the
Landscape Agreement or their designates.**

SCHEDULE

This forms part of application

DP19-0133 / DVP21-0076

City of Kelowna

development services

Planner Initials

AC

NFA FOR FAR

CRU

		ssf	ssm
CRU.1	LEVEL 1	2412	224.1
CRU.1	MEZZANINE	1556	144.6
CRU.2	LEVEL 1	3597	334.2
CRU.2	MEZZANINE	1462	135.8
CRU.3	LEVEL 1	2809	261.0
CRU.3	MEZZANINE	1324	123.0
CRU.4	LEVEL 1	2253	209.3
CRU.4	MEZZANINE	924	85.8
CRU.5	LEVEL 1	3622	336.5
CRU.5	MEZZANINE	2015	187.2
Subtotal		21,974	2,041.4

TOWNHOUSES

		NO OF BED occupant load	ssf	ssm
TH1	LEVEL 1	2	658	61.1
TH1	LEVEL 2		632	58.7
TH2	LEVEL 1	2	652	60.6
TH2	LEVEL 2		650	60.4
TH3	LEVEL 1	2	652	60.6
TH3	LEVEL 2		650	60.4
TH4	LEVEL 1	2	652	60.6
TH4	LEVEL 2		650	60.4
TH5	LEVEL 1	2	652	60.6
TH5	LEVEL 2		650	60.4
TH6	LEVEL 1	2	643	59.7
TH6	LEVEL 2		641	59.6
TH7	LEVEL 1	2	640	59.5
TH7	LEVEL 2		646	60.0
TH8	LEVEL 1	2	675	62.7
TH8	LEVEL 2		669	62.2
TH8	LEVEL 3		325	30.2
TH9	LEVEL 1	2	658	61.1
TH9	LEVEL 2		658	61.1
TH9	LEVEL 3		318	29.5
TH10	LEVEL 1	2	658	61.1
TH10	LEVEL 2		658	61.1
TH10	LEVEL 3		318	29.5
TH11	LEVEL 1	2	681	63.3
TH11	LEVEL 2		681	63.3
TH11	LEVEL 3		318	29.5
TH12	LEVEL 1	2	654	60.8
TH12	LEVEL 2		654	60.8
TH12	LEVEL 3		318	29.5
TH13	LEVEL 1	2	647	60.1
TH13	LEVEL 2		657	61.0
TH13	LEVEL 3		324	30.1
TH14	LEVEL 1	2	662	61.5
TH14	LEVEL 2		662	61.5
TH14	LEVEL 3		321	29.8
TH15	LEVEL 1	2	658	61.1
TH15	LEVEL 2		658	61.1
TH15	LEVEL 3		318	29.5
TH16	LEVEL 1	2	658	61.1
TH16	LEVEL 2		658	61.1
TH16	LEVEL 3		318	29.5
TH17	LEVEL 1	2	659	61.2
TH17	LEVEL 2		658	61.1
TH17	LEVEL 3		318	29.5
TH18	LEVEL 1	2	659	61.2
TH18	LEVEL 2		658	61.1
TH18	LEVEL 3		318	29.5
TH19	LEVEL 1	2	653	60.7
TH19	LEVEL 2		682	63.4
TH19	LEVEL 3		316	29.4
UNITS				
19	Subtotal	38	28,773	2,673.1

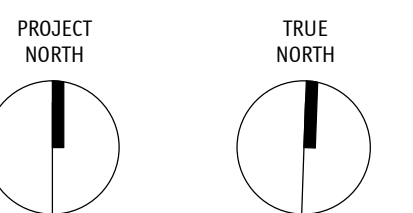
LEVEL 3				
	301	2 BED +D	1003	93.2
	302	2 BED	976	90.7
	303	2 BED	882	81.9
	304	JR 2 BED	812	75.4
	305	JR 2 BED	812	75.4
	306	JR 2 BED	724	67.3
	307	JR 2 BED	727	67.5
	308	2 BED +D	1007	93.6
	309	JR 2 BED	826	76.7
	310	JR 2 BED	718	66.7
	311	1 BED	601	55.8
	312	2 BED	907	84.3
	313	2 BED	863	80.2
	314	3 BED	1303	121.1
	315	JR 2 BED	837	77.8
	316	2 BED +D	1043	96.9
	317	JR 2 BED	712	66.1
	318	2 BED	906	84.2
	319	JR 2 BED	732	68.0
	320	JR 2 BED	735	68.3
	321	JR 2 BED	735	68.3
	322	JR 2 BED	735	68.3
	323	JR 2 BED	735	68.3
	324	JR 2 BED	735	68.3
	325	JR 2 BED	735	68.3
	326	1 BED	629	58.4
	327	2 BED	944	87.7
	328	3 BED	1287	119.6
UNITS				
28	Subtotal	59	23,661	2,188.2

LEVEL 4				
	401	2 BED	966	89.7
	402	2 BED	877	81.5
	403	JR 2 BED	808	75.1
	404	JR 2 BED	808	75.1
	405	JR 2 BED	715	66.4
	406	JR 2 BED	722	67.1
	407	2 BED +D	997	92.6
	408	JR 2 BED	819	76.1
	409	JR 2 BED	715	66.4
	410	1 BED	598	55.6
	411	2 BED	903	83.9
	412	JR 2 BED	754	70.0
	413	1 BED	646	60.0
	414	JR 2 BED	700	65.0
	415	JR 2 BED	709	65.9
	416	JR 2 BED	735	68.3
	417	JR 2 BED	734	68.2
	418	3 BED	1269	117.9
	419	2 BED	862	80.1
	420	1 BED	659	61.2
	421	1 BED	661	61.4
	422	1 BED	654	60.8
	423	JR 2 BED	665	61.8
	424	2 BED +D	994	92.3
	425	1 BED	660	61.3
	426	JR 2 BED	738	68.6
	427	JR 2 BED	738	68.6
	428	JR 2 BED	738	68.6
	429	JR 2 BED	738	68.6
	430	JR 2 BED	734	68.2

NFA FOR FAR				
		NO OF BED occupant load	UNIT ssf	UNIT ssm
	431	1 BED	663	61.6
	432	JR 2 BED	691	64.2
	433	STUDIO	453	42.1
	434	3 BED	1227	114.0
	435	JR 2 BED	837	77.8
	436	2 BED +D	1043	96.9
	437	JR 2 BED	712	66.1
	438	2 BED	908	84.4
	439	JR 2 BED	730	67.8
	440	JR 2 BED	735	68.3
	441	JR 2 BED	735	68.3
	442	2 BED +D	735	68.3
	443	JR 2 BED	735	68.3
	444	JR 2 BED	735	68.3
	445	JR 2 BED	735	68.3
	446	1 BED	629	58.4
	447	2 BED	984	91.4
UNITS				
47	Subtotal	90	36,603	3,400.5
LEVEL 5				
	501	2 BED	970	90.1
	502	2 BED	877	81.5
	503	JR 2 BED	808	75.1
	504	JR 2 BED	808	75.1
	505	JR 2 BED	719	66.8
	506	JR 2 BED	722	67.1
	507	2 BED +D	997	92.6
	508	JR 2 BED	819	76.1
	509	JR 2 BED	715	66.4
	510	1 BED	623	57.9
	511	STUDIO	433	40.2
	512	2 BED +D	1030	95.7
	513	2 BED	878	81.6
	514	JR 2 BED	806	74.9
	515	JR 2 BED	709	65.9
	516	JR 2 BED	735	68.3
	517	JR 2 BED	734	68.2
	518	3 BED	1269	117.9
	519	2 BED	862	80.1
	520	1 BED	659	61.2
	521	1 BED	661	61.4
	522	1 BED	654	60.8
	523	JR 2 BED	665	61.8
	524	2 BED	970	90.1
	525	1 BED	660	61.3
	526	JR 2 BED	738	68.6
	527	JR 2 BED	738	68.6
	528	JR 2 BED	738	68.6
	529	JR 2 BED	738	68.6
	530	JR 2 BED	734	68.2
	531	1 BED	663	61.6
	532	JR 2 BED	742	68.9
	533	JR 2 BED	794	73.8
	534	2 BED +D	1071	99.5
	535	JR 2 BED	837	77.8
	536	2 BED +D	1043	96.9
	537	JR 2 BED	712	66.1
	538	2 BED	967	89.8
	539	JR 2 BED	730	67.8
	540	JR 2 BED	735	68.3
	541	JR 2 BED	735	68.3
	542	JR 2 BED	735	68.3
	543	JR 2 BED	735	68.3
	544	JR 2 BED	735	68.3
	545	JR 2 BED	735	68.3
	546	1 BED	629	58.4
	547	2 BED	983	91.3
UNITS				
47	Subtotal	91	37,050	3,442.0
LEVEL 6				
	601	JR 2 BED	800	74.3
	602	JR 2 BED	769	71.4
	603	JR 2 BED	808	75.1
	604	JR 2 BED	808	75.1
	605	JR 2 BED	719	66.8
	606	JR 2 BED	722	67.1
	607	2 BED +D	997	92.6
	608	JR 2 BED	819	76.1
	609	JR 2 BED	667	62.0
	610	2 BED	991	92.1
	611	3 BED	1177	109.3
	612	JR 2 BED	839	77.9
	613	JR 2 BED	735	68.3
	614	JR 2 BED	734	68.2
	615	3 BED	1269	117.9
	616	2 BED	862	80.1
	617	1 BED	659	61.2
	618	1 BED	661	61.4
	619	2 BED +D	1028	95.5
	620	2 BED	969	90.0
	621	1 BED	660	61.3
	622	JR 2 BED	738	68.6
	623	JR 2 BED	738	68.6
	624	JR 2 BED	738	68.6
	625	JR 2 BED	738	68.6
	626	JR 2 BED	734	68.2
	627	1 BED	663	61.6
	628	JR 2 BED	742	68.9
	629	JR 2 BED	794	73.8
	630	2 BED +D	1071	99.5
	631	JR 2 BED	837	77.8
	632	2 BED +D	1043	96.9
	633	JR 2 BED	712	66.1
	634	2 BED	967	89.8
	635	JR 2 BED	730	67.8
	636	JR 2 BED	735	68.3
	637	JR 2 BED	735	68.3
	638	JR 2 BED	735	68.3
	639	JR 2 BED	735	68.3
	640	JR 2 BED	735	68.3
	641	JR 2 BED	693	64.4
	642	1 BED	539	50.1
	643	2 BED	947	88.0
UNITS				
43	Subtotal	87	34,792	3,232.3
LEVEL 7				
	701	2 BED +D	1038	96.4
	702	JR 2 BED	691	64.2
	703	JR 2 BED	808	75.1
	704	JR 2 BED	719	66.8
	705	JR 2 BED	722	67.1
	706	2 BED +D	997	92.6
	707	JR 2 BED	819	76.1
	708	JR 2 BED	697	64.8
	709	3 BED	1571	145.9
	710	JR 2 BED	818	76.0
	711	JR 2 BED	691	64.2
	712	3 BED	1269	117.9
	713	2 BED	862	80.1
	714	1 BED	659	61.2

NFA FOR FAR					
		NO OF BED occupant load	UNIT ssf	UNIT ssm	
	715	2 BED	857	79.6	
	716	2 BED	891	82.8	
	717	JR 2 BED	738	68.6	
	718	JR 2 BED	738	68.6	
	719	JR 2 BED	738	68.6	
	720	JR 2 BED	738	68.6	
	721	JR 2 BED	734	68.2	
	722	1 BED	663	61.6	
	723	JR 2 BED	742	68.9	
	724	JR 2 BED	794	73.8	
	725	2 BED +D	1071	99.5	
	726	JR 2 BED	837	77.8	
	727	2 BED +D	1043	96.9	
	728	JR 2 BED	712	66.1	
	729	2 BED	967	89.8	
	730	JR 2 BED	730	67.8	
	731	JR 2 BED	735	68.3	
	732	JR 2 BED	735	68.3	
	733	JR 2 BED	735	68.3	
	734	JR 2 BED	735	68.3	
	735	JR 2 BED	675	62.7	
	736	1 BED	639	59.4	
	737	2 BED	966	89.7	
UNITS					
37	Subtotal	77	30,574	2,840.4	
LEVEL 8	801	2 BED	930	86.4	
	802	JR 2 BED	749	69.6	
	803	JR 2 BED	719	66.8	
	804	JR 2 BED	732	67.1	
	805	2 BED +D	997	92.6	
	806	JR 2 BED	819	76.1	
	807	3 BED	1182	109.8	
	808	2 BED	956	88.8	
	809	3 BED	1269	117.0	
	810	2 BED	862	80.1	
	811	2 BED +D	1128	104.8	
	812	2 BED	854	79.3	
	813	JR 2 BED	738	68.6	
	814	JR 2 BED	738	68.6	
	815	JR 2 BED	738	68.6	
	816	JR 2 BED	734	68.2	
	817	1 BED	663	61.6	
	818	JR 2 BED	742	68.9	
	819	JR 2 BED	794	73.8	
	820	2 BED +D	1071	99.5	
	821	JR 2 BED	837	77.8	
	822	2 BED +D	1043	96.9	
	823	JR 2 BED	712	66.1	
	824	2 BED	967	89.8	
	825	JR 2 BED	730	67.8	
	826	JR 2 BED	735	68.3	
	827	JR 2 BED	735	68.3	
	828	JR 2 BED	735	68.3	
	829	1 BED	657	61.0	
	830	1 BED	642	59.6	
	831	JR 2 BED	837	77.8	
	UNITS				
	31	Subtotal	65	26,035	2,418.7
	LEVEL 9	901	2 BED +D	1072	99.6
902		JR 2 BED	719	66.8	
903		JR 2 BED	722	67.1	
904		2 BED +D	997	92.6	
905		JR 2 BED	819	76.1	
906		3 BED	1182	109.8	
907		2 BED	956	88.8	
908		3 BED	1270	118.0	
909		2 BED	849	78.9	
910		2 BED	865	80.4	
911		2 BED	932	86.6	
912		JR 2 BED	738	68.6	
913		JR 2 BED	738	68.6	
914		JR 2 BED	734	68.2	
915		1 BED	663	61.6	
916		JR 2 BED	742	68.9	
917		JR 2 BED	794	73.8	
918		2 BED +D	1071	99.5	
919		JR 2 BED	837	77.8	
920		2 BED +D	1043	96.9	
921		JR 2 BED	712	66.1	
922		2 BED	967	89.8	
923		JR 2 BED	730	67.8	
924		JR 2 BED	735	68.3	
925		JR 2 BED	735	68.3	
926		1 BED	638	59.3	
927		1 BED	645	59.9	
928		JR 2 BED	816	75.8	
UNITS					
28		Subtotal	59	23,721	2,203.7
LEVEL 10		1001	2 BED +D	1072	99.6
		1002	JR 2 BED	719	66.8
		1003	JR 2 BED	721	67.0
		1004	2 BED +D	997	92.6
	1005	JR 2 BED	819	76.1	
	1006	3 BED	1182	109.8	
	1007	2 BED	956	88.8	
	1008	3 BED	1270	118.0	
	1009	2 BED	849	78.9	
	1010	2 BED	865	80.4	
	1011	2 BED	930	86.4	
	1012	JR 2 BED	738	68.6	
	1013	JR 2 BED	734	68.2	
	1014	1 BED	663	61.6	
	1015	JR 2 BED	742	68.9	
	1016	JR 2 BED	794	73.8	
	1017	2 BED +D	1072	99.6	
	1018	JR 2 BED	836	77.7	
	1019	2 BED +D	1043	96.9	
	1020	JR 2 BED	712	66.1	
1021	2 BED	967	89.8		
1022	JR 2 BED	730	67.8		
1023	JR 2 BED	735	68.3		
1024	JR 2 BED	711	66.1		
1025	3 BED	1293	120.1		
UNITS					
25	Subtotal	56	22,150	2,057.8	
LEVEL 11	1101	2 BED +D	1163	108.0	
	1102	JR 2 BED	734	68.2	
	1103	1 BED	663	61.6	
	1104	JR 2 BED	742	68.9	
	1105	JR 2 BED	794	73.8	
	1106	2 BED +D	1071	99.5	
	1107	JR 2 BED	837	77.8	
1108	2 BED +D	1043	96.9		
1109	JR 2 BED	712	66.1		

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Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

A2.00

DRAWINGS ARE NOT TO BE SCALED.
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Drawing Title

SITE PLAN 1/32"

Scale $1/32'' = 1'-0''$

Job No.	19-1847
Scale	1/32" = 1'-0"

Drawn	Author
Checked	Checker

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Project Title

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.01

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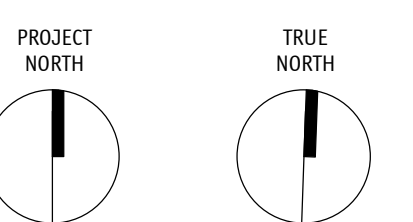
Drawing Title

LEVEL 1

Scale $1/16" = 1'-0"$

Lab No.	19-1847
Scale	1/16" = 1'-0"
Drawn	Author
Checked	Charles

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Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

A3.02

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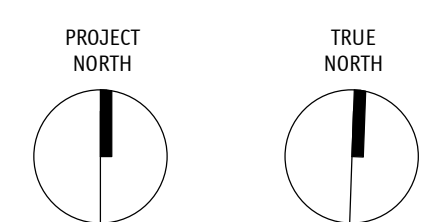
Drawing Title

LEVEL 2

Scale $1/16" = 1'-0"$

Job No.	19-1847
Scale	1/16" = 1'-0"
Drawn	CH
Checked	MM

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Project Title

3340
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440 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.03

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Drawing Title

LEVEL 3

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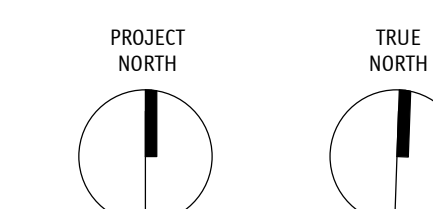
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Scale	1/16" = 1'-0"

NAME	DATE
NAME	DATE

07979-1841 3340 Lakeshore/1.0 Drawings/2.1 Current Profile



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Project Title

3340
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3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.04

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Drawing Title

LEVEL 4

Scale $1/16" = 1'-0"$

Job No.	19-1847
Scale	1/16" = 1'-0"
Drawn	CM

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3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.05

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Drawing Title

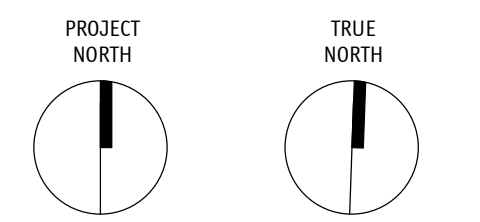
LEVEL 5

Scale $1/16'' = 1'-0''$

Job No.	19-1847
Scale	1/16" = 1'-0"
Drawn	JC
Checked	MM



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Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

A3.06

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Drawing Title

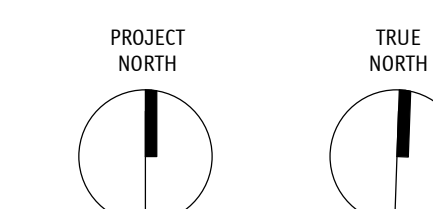
LEVEL 6

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Job No.	19-1847
Scale	1/16" = 1'-0"
Drawn	C.M.
Checked	J.M.



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Project Title

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Drawing Number

A3.07

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Drawing Tip

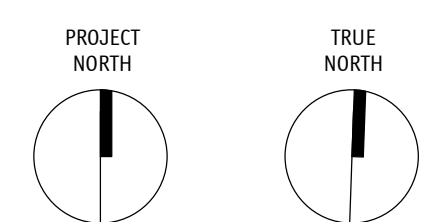
LEVEL 7

Scale $1/16'' = 1'-0''$

Job No.	19-1847
Scale	1/16" = 1'-0"
Drawn	Author
Checked	Checker



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Project Title

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A3.08

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Drawing Title

LEVEL 8

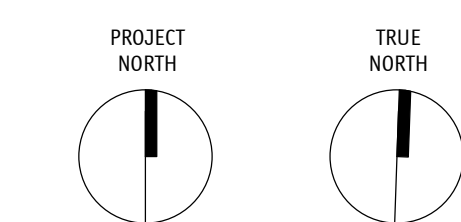
Scale $1/16'' = 1'-0''$

Job No.	19-1847
Scale	1/16" = 1'-0"

NAME	Author
Address	Charles



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Project Title

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Drawing Number

A3.09

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Drawing Title

LEVEL 9

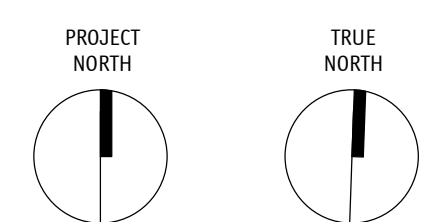
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Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

A3.10

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Drawing Title

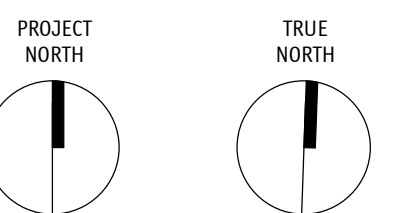
LEVEL 10

Scale $1/16" = 1'-0"$

Lab No.	19-1847
Scale	1/16" = 1'-0"

Drawn	Author
Checked	Checker

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Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.11

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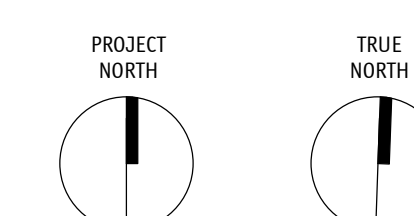
Drawing Title

LEVEL 11

Scale $1/16" = 1'-0"$

Lab No.	19-1847
Scale	1/16" = 1'-0"
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Checked	Checker

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3340 LAKESHORE RD. KELOWNA BC. V1X 6L4

Drawing Number

A3.12

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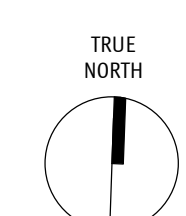
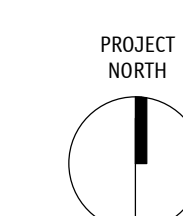
Drawing Title

LEVEL 12

Scale $1/16'' = 1'-0''$

Job No.	19-1847
Scale	1/16" = 1'-0"
Drawn	Author
Checked	Checkers

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Project Title

3340
LAKESHORE

3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

A3.14

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Drawing Title

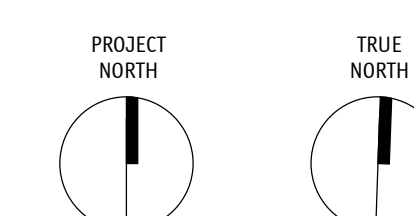
LEVEL 14

Scale $1/16'' = 1'-0''$

Job No.	19-1847
Scale	1/16" = 1'-0"

Scale	1/10 = 1 %
Drawn	Author
Checked	Checker

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Project Title

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3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.15

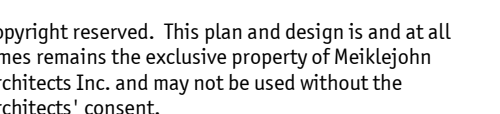
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Drawing Title

ROOF/MECH

Scale $1/16'' = 1'-0''$

Job No.	19-1847
Scale	1/16" = 1'-0"
Drawn	Author
Checked	Checker

Project Title

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

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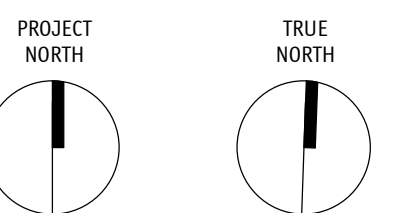
Drawing Title

Scale

Job No.	19-1847
Scale	
Drawn	Author
Checked	Checker



2021-04-14
REVISED DP



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	Date	Revision
A.	2021-02-02	DF SUBMISSION
B.		
C.		
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Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A8.02

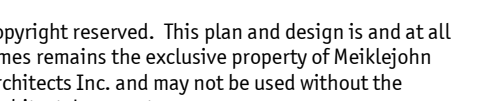
DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title

LAKE SHORE/LANFRANCO
ELEVATION VIEW

Scale

Lab No.	19-1847
Scale	
Drawn	Author
Checked	Checker

Project Title

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A8.03

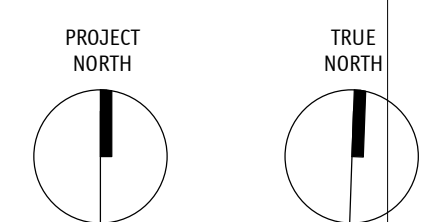
DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title

Scale

Lab No.	19-1847
Scale	
Drawn	Author
Checked	Checker

2021-04-14
REVISED DP



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Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A9.01

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title

BUILDING SECTION

Scale $3/32" = 1'-0"$

Lab No.	19-1847
Scale	3/32" = 1'-0"
Drawn	Author
Checked	Checker



silver & charcoal window



natural concrete



silver metal cladding



cementitious panel -
Largo VintagoReflex VR201



cementitious panel -
Largo VintagoReflex VR202



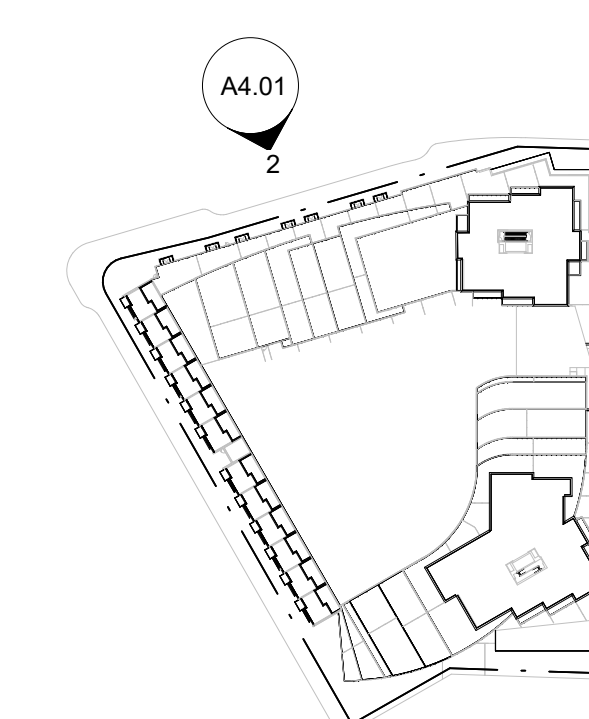
wood looking metal panel



KV stone Granite Rustic



BM - Foggy Morning (painted concrete)



No.	Date	Revision
01	2021-02-02	DP SUBMISSION

Project Title

3340 LAKESHORE RD. KELOWNA BC. V1X 6L4

Drawing Number

A4.01

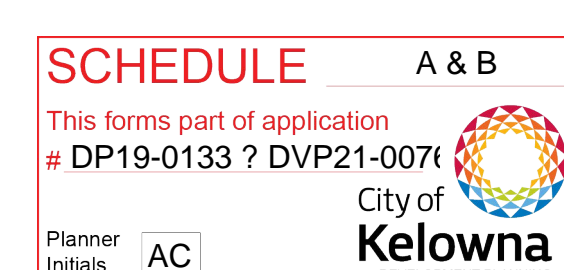
DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

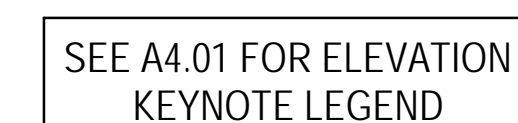
Scale As indicated

Checked	Checker
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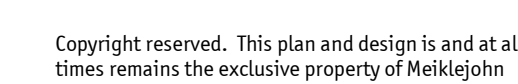


2 NORTH ELEVATION
A4.01 $30^{\circ}32' = 1'-0"$





2021-04-14
REVISED DP

[illegible]

A4.02

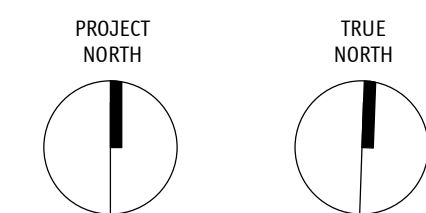
Job No.	19-1847
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Drawn	CM
Checked	MM

SCHEDULE **A & B**

This forms part of application
DP19-0133 ? DVP21-0076

Planner Initials **AC**

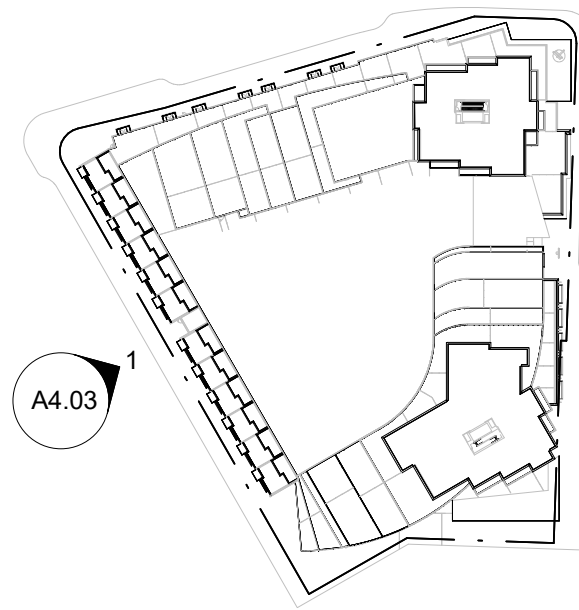
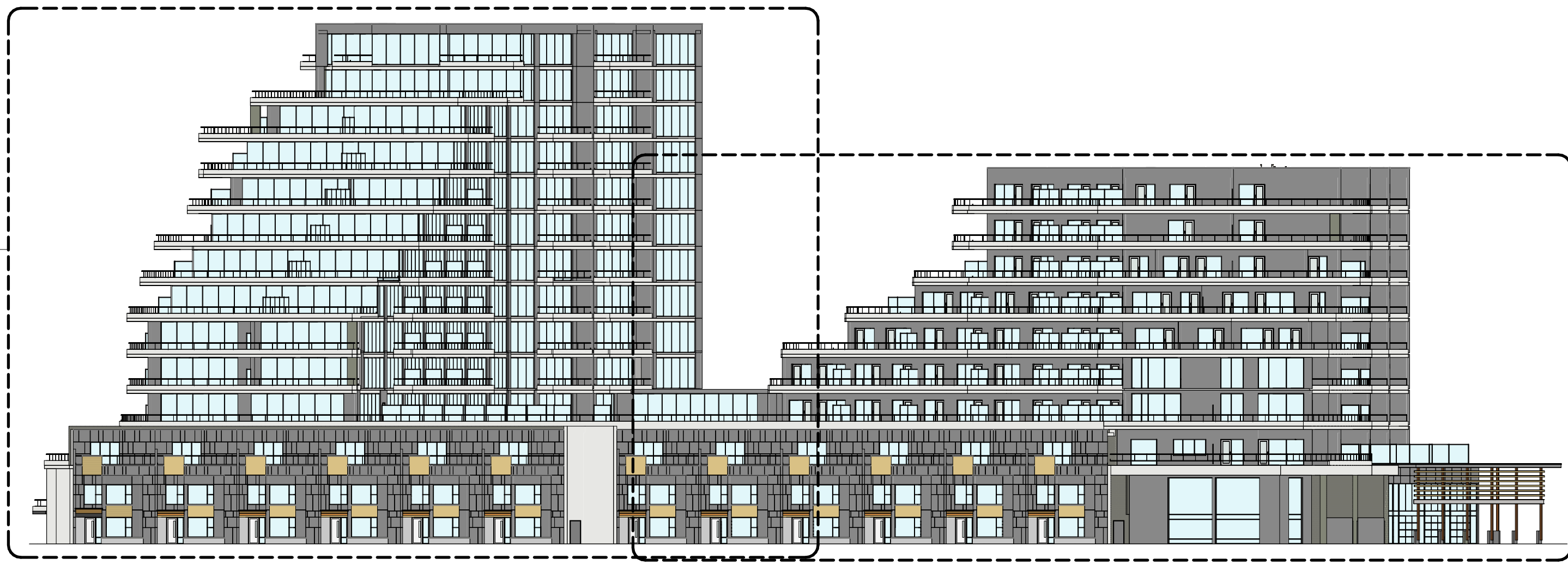
City of Kelowna
DEVELOPMENT PLANNING



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No. Date Revision

01 2021-02-02 DP SUBMISSION



TO PARAPET
ROOFLINE 257'-0"

LEVEL 14 RESIDENTIAL 246'-0"

LEVEL 13 RESIDENTIAL 235'-0"

LEVEL 12 RESIDENTIAL 224'-0"

LEVEL 11 RESIDENTIAL 213'-0"

LEVEL 10 RESIDENTIAL 202'-0"

LEVEL 9 RESIDENTIAL 191'-0"

LEVEL 8 RESIDENTIAL 180'-0"

LEVEL 7 RESIDENTIAL 169'-0"

LEVEL 6 RESIDENTIAL 158'-0"

LEVEL 5 RESIDENTIAL 147'-0"

LEVEL 4 RESIDENTIAL 136'-0"

LEVEL 3 PARKADE 124'-0"

LEVEL 2 PARKADE 113'-0"

LEVEL 1 PARKADE 100'-0"



LEVEL 11 RESIDENTIAL 213'-0"

LEVEL 10 RESIDENTIAL 202'-0"

LEVEL 9 RESIDENTIAL 191'-0"

LEVEL 8 RESIDENTIAL 180'-0"

LEVEL 7 RESIDENTIAL 169'-0"

LEVEL 6 RESIDENTIAL 158'-0"

LEVEL 5 RESIDENTIAL 147'-0"

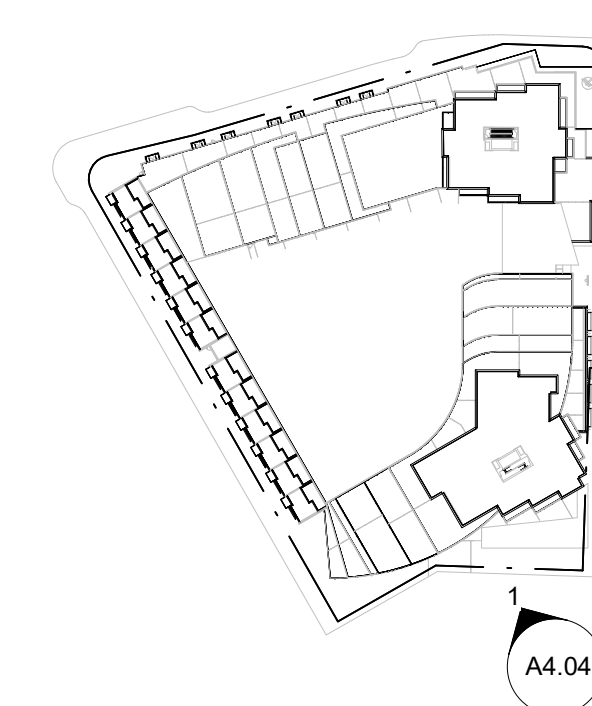
LEVEL 4 RESIDENTIAL 136'-0"

LEVEL 3 PARKADE 124'-0"

LEVEL 2 PARKADE 113'-0"

LEVEL 1 PARKADE 100'-0"

3 WEST ELEVATION ST
A4.03 3/32" = 1'-0"



SCHEDULE **A & B**
 This forms part of application
DP19-0133 ? DVP21-0076
 Planner Initials **AC**
 City of Kelowna
 CREATING COMMUNITY TOGETHER



No.	Date	Revision
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Project Title

3340 LAKESHORE RD. KELOWNA BC. V1X 6L4

Drawing Number

A4.04

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Tip

ELEVATIONS

Scale As indicated

Job No.	19-1847
Scale	As indicated
Drawn	Author
Checked	Checker

SCHEDULE

B

(This forms part of application)

DP19-0133 / DVP21-0076

planner
initials: AC



















April 30, 2021

Ecora File No.: 191016

City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

Attention: **Development Services**

Dear Sir / Madam

Reference: **3340 Lakeshore Road – Development Permit**

As per our client's request, Ecora Engineering and Resource Group Ltd., estimates a landscape development cost of **\$314,100.00** excluding applicable taxes for the above noted property. This price includes landscape materials and installation for on site streetscape and podium (Citygreen strata vault, artificial turf, trees, planting, topsoil, mulch, street furniture and irrigation).


Should you require any explanation of this letter, please contact the undersigned.

Sincerely

Ecora Engineering and Resource Group Ltd.

Byron Douglas, MBCSLA CSLA
Studio Manager
Planning | Landscape Architecture | Urban Design
Direct Line: 250.469.9757 Ext. 1089
byron.douglas@ecora.ca

cc: Bob Dagenais - Stober Group

SCHEDULE		C
This forms part of application		
# DP19-0133 / DVP21-0076		
Planner Initials	AC	 City of Kelowna DEVELOPMENT PLANNING



Estimate of Probable Costs - Reference: LDP1-LDP3

April 30, 2021

Description of work	Unit	Estimated Amount	Estimated Value	Total Value
---------------------	------	------------------	-----------------	-------------

	On Site Soft Landscape Treatment				
1.0	Streetscape				
1.1	Deciduous Trees, Streetscape (60mm Cal.)	ea.	14	\$650.00	\$9,100.00
1.2	Citygreen Strata Vault (9m ³ per tree)	m ³	90	\$250.00	\$22,500.00
1.3	Landscaped area planting	m ²	440	\$25.00	\$11,000.00
1.4	Imported growing medium for planting areas (450mm depth)	m ³	198	\$65.00	\$12,870.00
1.5	Imported growing medium for trees (9m ³ per tree)	m ³	126	\$65.00	\$8,190.00
1.6	Benches Streetscape	ea.	19	\$2,500.00	\$47,500.00
1.7	Street Furniture (Tree Grates, Trash Cans, Bike Racks etc)	LS	1	\$35,000.00	\$35,000.00
1.8	High efficiency irrigation system for planting areas	m ²	440	\$18.00	\$7,920.00
1.0 SUBTOTAL					\$154,080.00

2.0	Podium				
2.0	Artificial Turf	m ²	365	\$200.00	\$73,000.00
2.1	Deciduous Trees, Podium (40mm Cal.)	ea.	19	\$450.00	\$8,550.00
2.2	Landscaped area planting	m ²	875	\$25.00	\$21,875.00
2.3	Imported growing medium for planting areas (450mm depth)	m ³	394	\$65.00	\$25,610.00
2.4	Imported growing medium for trees (1m ³ per tree)	m ³	19	\$65.00	\$1,235.00
2.5	Trellis, Podium	lm	28	\$500.00	\$14,000.00
2.6	High efficiency irrigation system for planting areas	m ²	875	\$18.00	\$15,750.00
2.0 SUBTOTAL					\$160,020.00

SUBTOTAL **\$314,100.00**
10% Contingency **\$31,410.00**

ESTIMATED TOTAL LANDSCAPE BUDGET **\$345,510.00**

This is an estimate and not a guaranteed amount, and is to be used for bonding purposes only.
Costing is based on 2020 contractor pricing and is subject to change.

SCHEDULE


C

This forms part of application
DP19-0133 / DVP21-0076

Planner
Initials

AC

City of
Kelowna
DEVELOPMENT PLANNING





LEGEND:

- DECIDUOUS TREES
- PROPERTY LINE
- CONCRETE PAVING - NATURAL w/ SAW CUTS
- CONCRETE PAVING - EXPOSED AGGREGATE
- CONCRETE PAVING - NATURAL w/ SAW CUTS
- CONCRETE PAVING - GRAPHIC SANDBLASTED
- CONCRETE PAVING - EXPOSED AGGREGATE
- CONCRETE PAVERS - PATIOS
- CONCRETE PAVERS - PODIUM
- CONCRETE PAVERS - PODIUM INSERTS
- CONCRETE PAVERS - PODIUM PATIOS
- ARTIFICIAL TURF
- PLANTING BED

GENERAL NOTES:

- PLANT MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO MINIMUM STANDARDS ESTABLISHED IN THE CANADIAN LANDSCAPE STANDARD (CURRENT EDITION).
- THE LANDSCAPE DESIGN DESIGNATED HEREIN IS CONCEPTUAL BUT REFLECTS THE MINIMUM ACCEPTABLE QUALITY AND SIZE.
- PLANT MATERIAL SELECTIONS ARE CONCEPTUAL ONLY. FINAL PLANTING SELECTIONS MAY VARY DEPENDING UPON AVAILABILITY.
- ALL PLANTING BEDS SHALL HAVE APPROVED MULCH.
- ALL LANDSCAPE AREAS TO BE IRRIGATED WITH AN EFFICIENT AUTOMATIC IRRIGATION SYSTEM.
- THIS DRAWING DEPICTS FORM AND CHARACTER AND IS TO BE USED FOR DEVELOPMENT PERMIT SUBMISSION ONLY. IT IS NOT INTENDED FOR USE AS A CONSTRUCTION DOCUMENT.

PLANT LIST

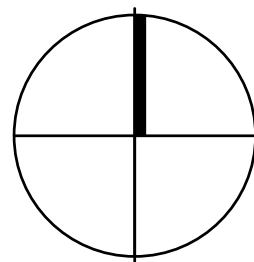
QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	Mature Plant Size (HxWd.)
Trees Deciduous					
19	<i>Acer rubrum</i> 'Red Rocket'	Red Rocket Maple	6cm Cal	B&B	10.0m x 4.0m
20	<i>Cercidiphyllum japonicum</i>	Katsura tree	6cm Cal	B&B	9.0m x 7.0m
11	<i>Cercis canadensis</i>	Eastern redbud	4cm Cal	B&B	7.0m x 8.0m
13	<i>Cornus Kousa</i>	Kousa Dogwood	4cm Cal	B&B	9.0m x 9.0m
7	<i>Platanus x acerifolia</i> 'Bloodgood'	Bloodgood London Planetree	6cm Cal	B&B	20.0m x 18.0m
1	<i>Quercus macrocarpa</i>	Bur oak	6cm Cal	B&B	12.0m x 7.0m
Shrubs					
90	<i>Buxus</i> 'Green Mountain'	Green Mountain Boxwood	#02	Potted	1.5m x 0.9m
100	<i>Cornus alba</i> 'Elegantissima'	Silver Leaf Dogwood	#02	Potted	2.0m x 1.5m
115	<i>Euonymus alatus</i> 'Compactus'	Dwarf Burning Bush	#02	Potted	1.5m x 1.8m
115	<i>Rhus aromatica</i> 'Gro-Low'	Gro-Low Fragrant Sumac	#02	Potted	1.0m x 1.8m
115	<i>Syringa meyeri</i> 'Palibin'	Dwarf Korean Lilac	#02	Potted	1.5m x 1.8m
Grasses					
100	<i>Calamagrostis x acutiflora</i> 'Overdam'	Variegated Reed Grass	#01	Potted	1.2m x 1.9m
70	<i>Deschampsia cespitosa</i> 'Goldtau'	Gold Dew Tufted Hair Grass	#01	Potted	0.75m x 0.75m
90	<i>Helictotrichon sempervirens</i>	Blue Oat Grass	#01	Potted	1.0m x 0.9m
60	<i>Molinia caerulea</i>	Purple Moor Grass	#01	Potted	0.9m x 0.45m
70	<i>Pennisetum alopecuroides</i> 'Little Bunny'	Miniature Fountain Grass	#01	Potted	0.6m x 0.6m
Perennials					
80	<i>Achillea filipendulina</i> 'Gold Plate'	Gold Plate Yarrow	#01	Potted	1.2m x 0.9m
60	<i>Echinacea purpurea</i> 'Magnus'	Magnus Coneflower	#01	Potted	0.9m x 0.6m
80	<i>Eupatorium dubium</i> 'Baby Joe'	Dwarf Joe Pye Weed	#01	Potted	0.75m x 0.9m
70	<i>Eupatorium maculatum</i> 'Gateway'	Joe Pye Weed	#01	Potted	0.9m x 0.6m
60	<i>Monarda didyma</i> 'Jacob Cline'	Bee Balm	#01	Potted	1.2m x 0.75m
80	<i>Nepeta x faassenii</i> 'Walker's Low'	Walker's Low Catmint	#01	Potted	0.9m x 0.9m
60	<i>Rudbeckia fulgida</i> 'Goldsturm'	Goldsturm Coneflower	#01	Potted	0.6m x 0.6m
70	<i>Salvia x sylvestris</i> 'May Night'	May Night Sage	#01	Potted	0.45m x 0.6m

SCHEDULE

This forms part of application
DP19-0133 / DVP21-0076
Planner Initials AC

C

City of Kelowna
DEVELOPMENT PLANNING



SEAL

2	04/30/2021	RE-ISSUED FOR DEVELOPMENT PERMIT
1	04/14/2021	RE-ISSUED FOR DEVELOPMENT PERMIT
0	01/28/2021	ISSUED FOR DEVELOPMENT PERMIT
NO.	DATE (MM/DD/YYYY)	REVISION

DESIGN: BD
DRAWN: GM
CHK'D: BD
DATE: 01/11/2021
SCALE: 1:300

SITE PLAN

LDP-1

Project No. KEL191016



HYDROZONE LEGEND:

LOW WATER REQUIREMENTS (GRASSES/PERENNIALS)

MEDIUM WATER REQUIREMENTS (SHRUBS)

SCHEDULE

C

This forms part of application

DP19-0133 / DVP21-0076

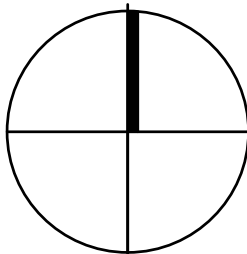
Planner

Initials

AC

City of Kelowna

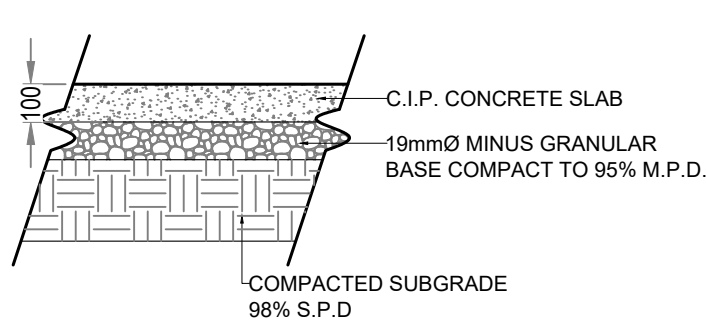
DEVELOPMENT PLANNING



SEAL

2	04/30/2021	RE-ISSUED FOR DEVELOPMENT PERMIT
1	04/14/2021	RE-ISSUED FOR DEVELOPMENT PERMIT
0	01/28/2021	ISSUED FOR DEVELOPMENT PERMIT
NO.	DATE (MM/DD/YYYY)	REVISION

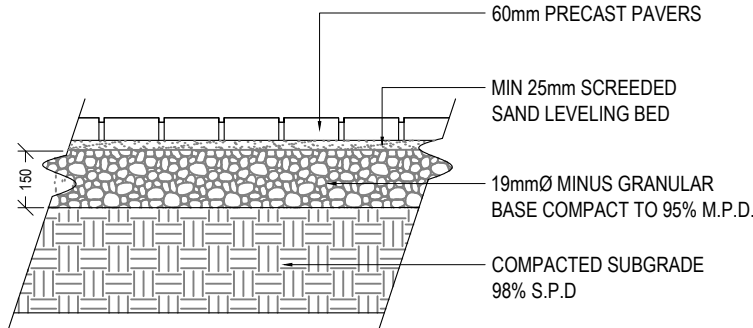
DESIGN: BD
DRAWN: GM
CHK'D: BD
DATE: 01/11/2021
SCALE: 1:300



1

CONCRETE PAVING

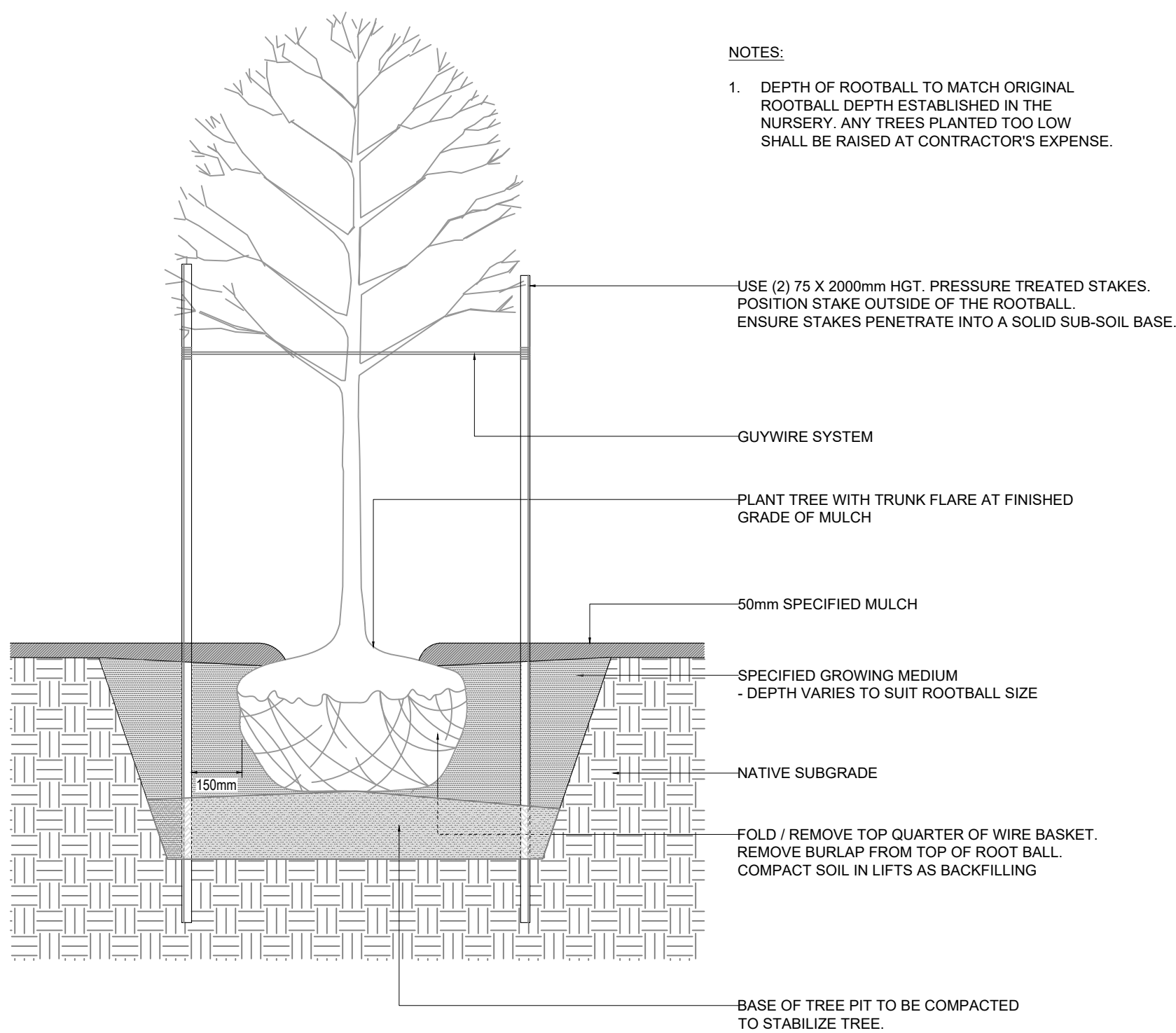
LDP1 1:20



2

CONCRETE PAVERS

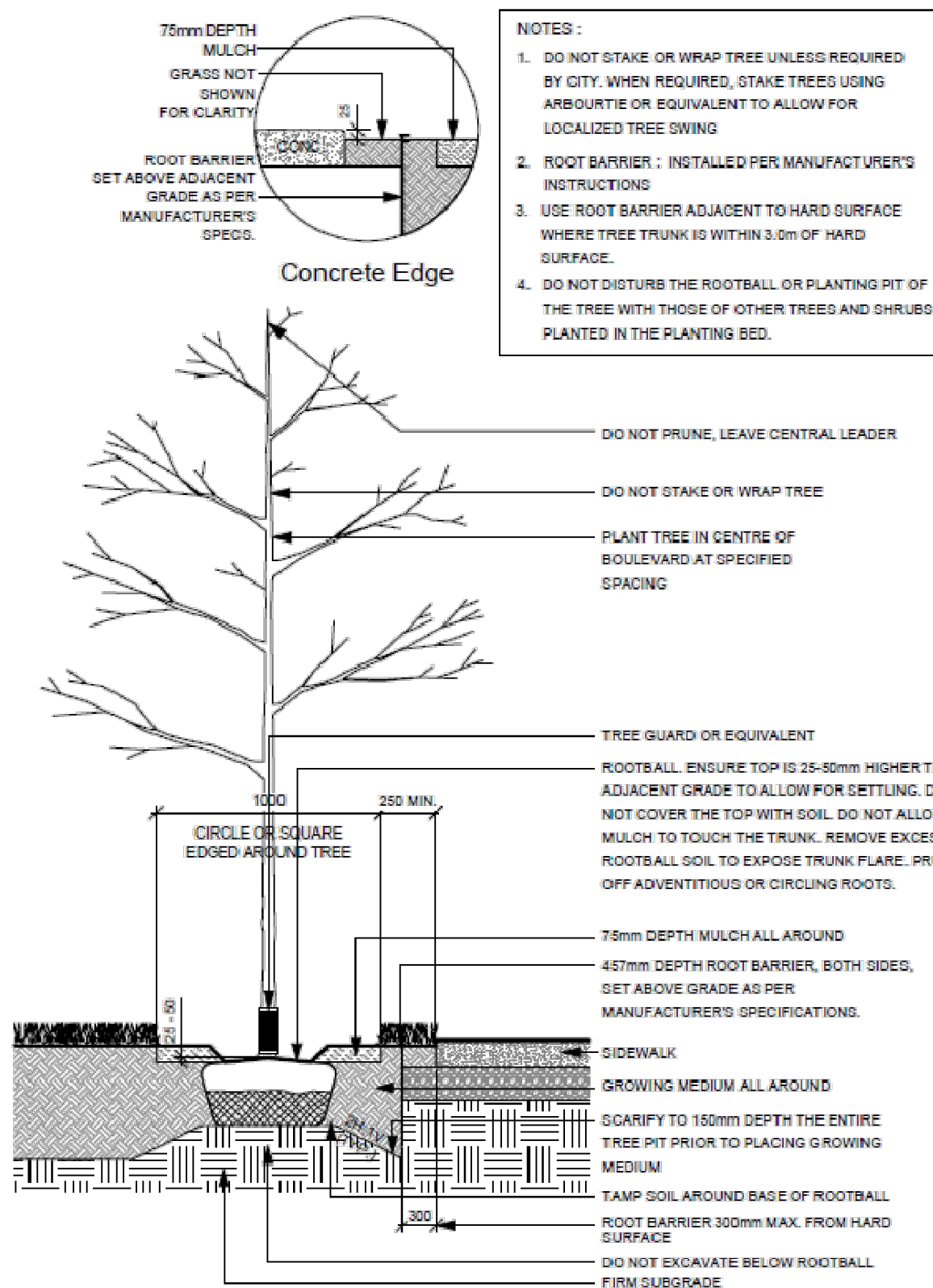
LDP1 1:20



3

TREE PLANTING

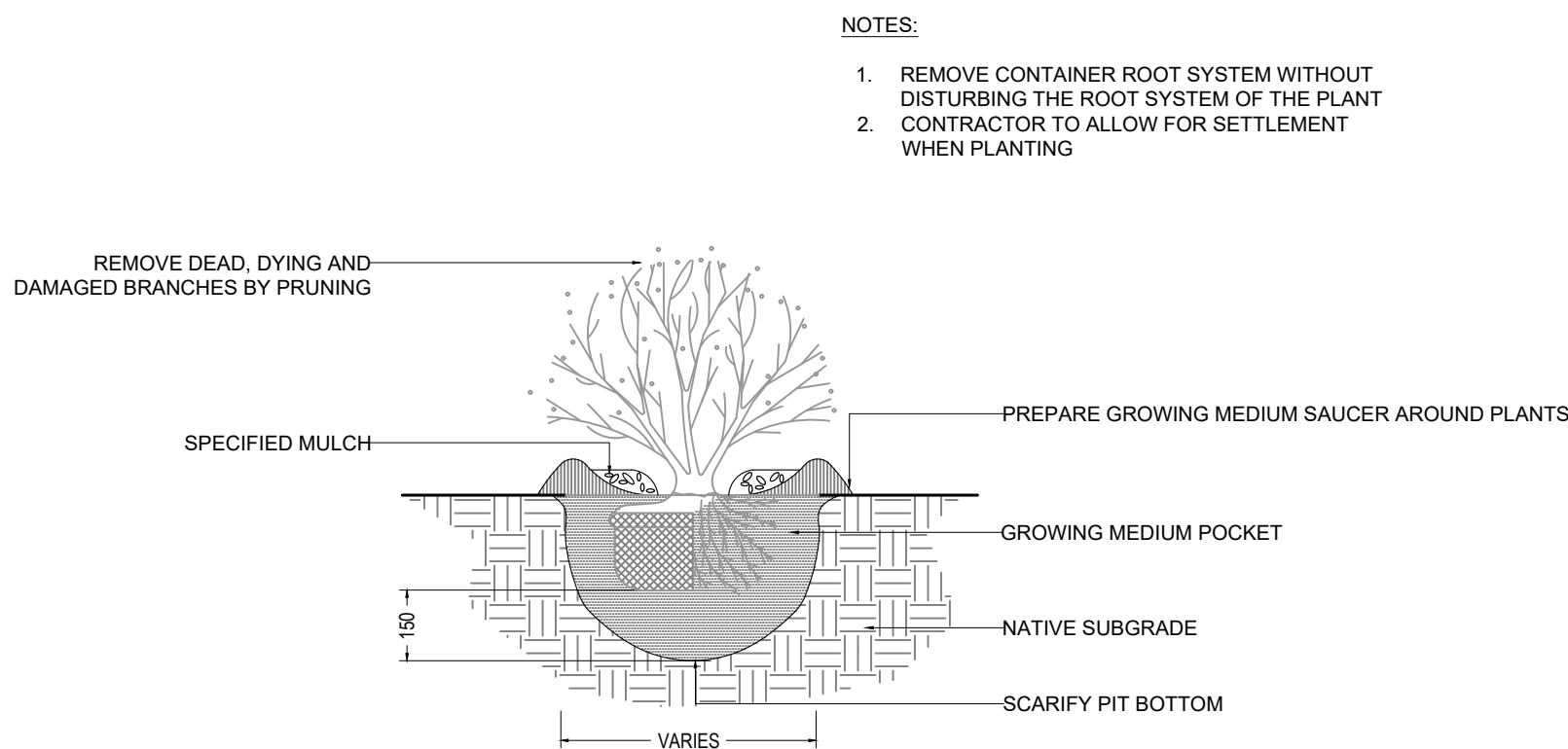
LDP1 1:20



4

ROOT BARRIER AT PAVING

LDP1 NTS



5

SHRUBS PLANTING

LDP1 1:20

2	04/30/2021	RE-ISSUED FOR DEVELOPMENT PERMIT
1	04/14/2021	RE-ISSUED FOR DEVELOPMENT PERMIT
0	01/28/2021	ISSUED FOR DEVELOPMENT PERMIT
NO.	DATE (MM/DD/YYYY)	REVISION



APLIN MARTIN

ENGINEERING ARCHITECTURE PLANNING SURVEYING

April 16, 2021
A&M File: 18-3039

City of Kelowna
1435 Water Street
Kelowna, B.C. V1Y 1J4

Attention: Adam Cseke

Dear Adam,

**Re: Active Transportation Corridor Construction Timeline
3340 Lakeshore Road, Kelowna BC**

The construction of the Active Transportation Corridor (ATC) along Watt Road as part of the proposed multi-family development is currently scheduled to be constructed in Spring/Summer 2023. The construction of the ATC will be tied into the developments Watt Road frontage improvements, which cannot be constructed until the building podium is finished.

If required, the timeline for the construction may be accelerated.

If you have any questions or concerns, please contact the undersigned below.

Yours truly,

APLIN & MARTIN CONSULTANTS LTD.

Josh Graff, AScT
Project Coordinator

ATTACHMENT		B
This forms part of application		
# DP19-0133 / DVP21-0076		
Planner Initials	AC	 City of Kelowna DEVELOPMENT PLANNING

3340 Lakeshore – Design Rationale

Development Permit Application # DP19-0133

May 4, 2021



ATTACHMENT	C
This forms part of application	
# DP19-0133 / DVP21-0076	
Planner Initials	AC
 City of Kelowna <small>DEVELOPMENT PLANNING</small>	

Development & Design Rationale

3340 Lakeshore is a proposed mixed-use development situated on 4.4 acres, at the interface between Kelowna South/Gyro Beach and the South Pandosy 'Urban Village'.

Formerly 'Willow Creek Campground', the property occupies a strategic location where the urban fabric transitions from a street grid to the north to a more meandering, 'shoreline' street pattern to the south. The location is a **gateway** that connects commercial, recreational and residential areas and the Pandosy Village urban centre to Gyro Beach. Development of this property will be a catalyst for completion of the neighbourhood, providing a unique opportunity to better integrate the urban grid.

Our Design Vision

Our vision for this key location is to create a new level of design that fits the existing neighbourhood context, acknowledges the historical context of Gyro beach and the area's recreational legacy and establishes a beautiful precedent for quality, central, walkable living in the 'urban village'.

The development plan for 3340 Lakeshore is guided by the key design principles of **pedestrian connectivity, a human-scaled public realm and a sensitive distribution of density**, all in response to the context of the neighborhood and the surrounding landscape. The building design concept is an iconic and appropriate form with detail that reinforces the relationship to the neighbourhood and street and strengthens the connection between Boyce-Gyro Park and Pandosy Village.

Pedestrian Connectivity

The **pedestrian experience** at the street is a fundamental element of the design. Wide sidewalks – as wide as any in Kelowna - promote multiple levels of pedestrian and community activity. The ground plane on all frontages, (Lakeshore, Watt, Lanfranco) and the new linear park celebrate the pedestrian experience.

As described in detail in the Landscape Design section, these sidewalks will be developed using interesting and high-quality, regionally relevant materials that reflect Kelowna's history, climate, colours and landscape. Sidewalk elements include 'designed' paving treatments, planting, lighting, signage, protective canopies, a 'pocket park' and street furniture to provide opportunities for pleasant 'passage', rest and social interaction. In addition, the multi-modal active transportation corridor and the Lanfranco Extension will provide new access points that will further enhance neighbourhood connectivity to the city and the park and link the waterfront to the village and community beyond.





The new linear park, which will be created with construction of the new section of Lanfranco, provides an important pedestrian connection between the village and the lake.

Human Scaled Elements

3340 Lakeshore will be experienced in the ground plane from the sidewalk. The podium is a key element of the project that introduces scale and has been highly detailed and articulated into smaller elements that are relatable to the pedestrian experience (unlike the flat, monolithic, mundane presentation of the SOPA design). It has been

restricted to only 2 stories and is activated, depending on the surrounding context, by ground-oriented townhomes, restaurants with patios and the retail, commercial and residential lobby areas.

The podium is also 'interrupted' by an interesting pocket-park – Pendozi Court - along Lakeshore and with generous corner setbacks that will include community-friendly elements such as public art, landscaping, bench seating, bike parking and patio areas.



ATTACHMENT		C
This forms part of application		
# DP19-0133 / DVP21-0076		
Planner Initials	AC	 City of Kelowna DEVELOPMENT PLANNING

Pendozi Court

Pendozi Court (an early name for the portion of Lakeshore Road fronting the property) is a midblock ‘pocket park’ that provides an interpretive ‘historical moment’ which acknowledges the vibrant recreational history of the neighbourhood and enhances the community’s experience of the space today.

Background & Community Benefit:

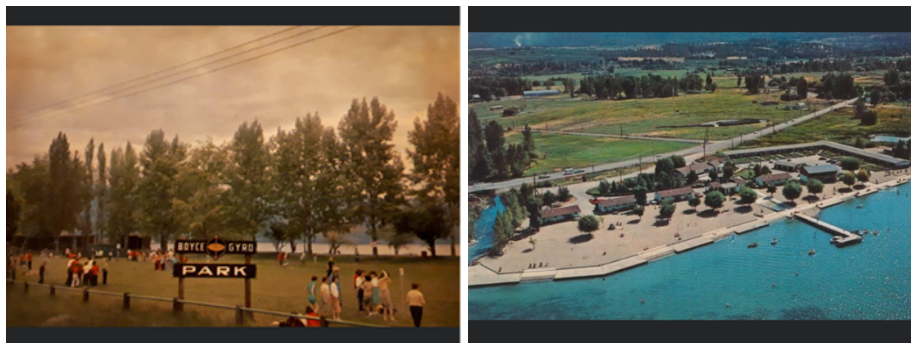
The natural beauty and accessibility of Okanagan Lake are central to Kelowna’s attractiveness and growth. Historically, the South Pandosy/Boyce-Gyro neighbourhood has been a focal point for lake-related tourism and recreation activity. Following World War 2, when “rubber-tire tourism” came of age, the ‘auto court’ became popular in this precinct and became both a powerful draw to the region and an element of the Okanagan ‘brand’.

As owners and operators of the Willow Creek Campground (previously Tiny Town), we have participated in some of this history but it wasn’t until we commissioned an analysis of the neighbourhood by local historian, Wayne Wilson, that we were able to confirm the area’s rightful legacy as a vacation ‘hot spot’, one that revolves around the interface of Boyce-Gyro Park and Okanagan Lake to the south and west and the growing Pandosy Village commercial area to the north, supporting our sense of the property’s place as a ‘gateway’ between the two.

With Pendozi Court, we have created a whimsical public space that reminds the community – or educates them – about a unique and bygone moment in history when tourists and visitors first came in their cars - in large numbers - to enjoy the quintessential Okanagan beach holiday experience.

Historical Notes:

“The early establishment of Boyce Gyro Beach as a community park in the 1930s seems to have been a new approach to community access to beachfront, as the bulk of beach access to this point seems to have been focused on the downtown area or small and narrow ‘beach access’ points.”



“(Post World War II) ...the neighbourhood saw the construction of a growing number of these Auto Courts and Motels...The asset that made these businesses viable was Boyce Gyro Park – a community amenity that was donated by Dr. Boyce in the early 1930s and expanded by the hard work and benevolent approach of ...the Gyro Club...”

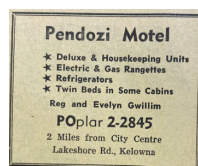
“By the early to mid 1950’s, a number of business interests began to capitalize on the growing tourism sector...this business development was Kelowna’s first lake-oriented response to the burgeoning Post World War II tourism industry.”

“(Post World War II)...the neighbourhood saw the construction of a growing number of these Auto Courts and Motels...The asset that made these businesses viable was Boyce Gyro Park – a community amenity that was donated by Dr. Boyce in the early 1930s and expanded by the hard work and benevolent approach of ...the Gyro Club...”

“By the early to mid 1950’s, a number of business interests began to capitalize on the growing tourism sector...this business development was Kelowna’s first lake-oriented response to the burgeoning Post World War II tourism industry.”

“As this element of the community’s tourism sector continued to strengthen in the area, it is important to remember that these businesses and their patrons contributed in many and significant ways to the commercial, retail and services growth that was occurring just a couple of blocks to the north.”

(Wayne Wilson, Historian BA, MA – 2021 – Full Report Attached).



Pendozi Court – A Historical Living Postcard:

The recreation and tourism history of the neighbourhood – and 3340 Lakeshore itself – inspired us to create a community space with relevance. A mid-block ‘pocket park’ that is based on the idea of a living postcard from a bygone era and a reference to the care-free and fun-filled times when legions of visiting beach-goers arrived by camper and car, times that some may still remember because of the legacy that continues to draw so many visitors to the lakeshore.

The 3340 Lakeshore Planning team will work with City and Museum staff to create the design content for Pendozi Court. It could include the following elements to create a ‘tapestry’ of imagery, information and utility, including:

- A historic wall ‘collage’ with environmental graphics/imagery and storylines;
- A kiosk-retail opportunity envisioned in the form of a leisure-travel trailer or motel cottage from a bygone era (Gelato, anyone?);
- Public seating and soft landscaping;
- Period lighting and signage to further emphasize ‘the postcard moment’; and
- An iconic Kelowna vacation ‘selfie-spot’.



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Distribution of Density & Permeability

As noted, the placement of the two buildings over the podium responds to the neighbourhood context and community input. Heights greater than the current bylaw maximum are being proposed to enable daylight and views between buildings (rather than the 'view-blocking' walls of a long, low rise structure) and more public space at the ground plane. The terraced building design references the surrounding hillside geography.

Ground oriented townhomes and live-work studios along Watt and Lanfranco Roads provide a street-oriented residential component resulting in "eyes on the street". This serves to further animate the residential street experience and, at the same time, design elements such as street-front patios and landscaping also contribute to the traditional notion of residential street animation.

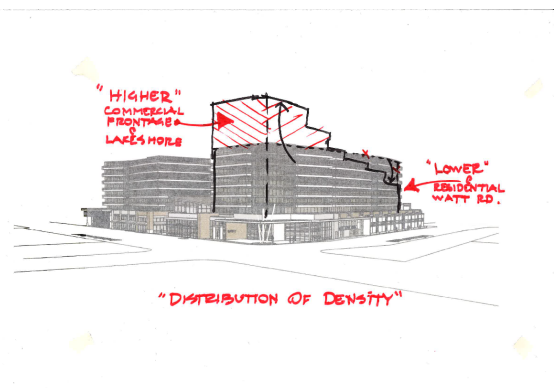
The Building Form

At over 4 acres (original size), the site has provided an opportunity to respond to neighbourhood context and input through the strategic distribution of density. However, the need to accommodate the Lanfranco Road Extension and the Fascieux Creek linear park corridor – negotiated with the land sale transaction – reduced the buildable portion of the site to 3.2 acres. These strategic area-planning decisions have determined our approach to density distribution.



We originally explored the idea of evenly distributing the density across the site which resulted in too much height along Watt Road, a significant concern to many neighbours. A result of our neighbourhood discussions was the realization that the density needed to be pushed to Lakeshore Road. This context has dictated the building form.

With the requested height variance and the flexibility of a larger site, we have been able to respond to the neighbourhood input and context by concentrating the building density towards the busier Lakeshore Road frontage and away from the quieter, residential Watt and Lanfranco Roads. The proposed building configuration reflects a more compact urban form and creates visual interest with a variation in height and separation between the two towers.



We have intentionally kept the podium low to provide an opportunity for a variety of stepped street/building interfaces.



The 'stepped' building form – from the Lakeshore frontage down towards the lake – reduces the perceived building mass and is also a less 'boxy' style that is an appropriate response to this village/recreational transition zone, creating more permeability and reflecting the influence of the surrounding mountain landscape.

Community Consultation

Design Responses to Public Input

Over the past two years, our design has evolved in response to the input we received from the community.

We hosted three community-wide consultation opportunities (including both in-person and virtual sessions) and many one-on-one neighbour interviews, all of which helped us to understand aspirations and priorities. We conceived and created the virtual platform to ensure a broad community response and created a website to distribute project information and to receive community input. The input forum remains open to this day.

We received constructive input and a tremendous and positive response from the community and we have continued to respond to the feedback we receive. We recognize there are always people who are opposed to new development and especially to height and density. The goal for us was to provide as much information as possible to enable people to develop an informed perspective.

We recognize the strategic importance of this site – its' central location and walkability – and the importance of achieving the goals of providing reasonable density “done right” within the ‘urban centre’ context.

COMMUNITY CONSULTATION




Community Input	Our Design Response
The plan presented last year was a surprise to the neighbourhood. The project was too dense and too big, did not adequately consider the potential neighbourhood impact; The presentation lacked enough detail to fully understand what was being proposed;	<p>The current application which is smaller and less dense than the original was developed in direct response to the neighbourhood feedback received in the Fall/Winter of 2019/2020 and was well-received by the neighbours.</p> <p>The original proposal was for approximately 450 residential units contained within 3 buildings while the current proposal is for 332 units contained within 2 mid-sized buildings.</p>

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Community Input	Our Design Response
	We believe that the incorporation of neighbourhood input into the design has improved the plan's 'fit' into the neighbourhood. It has been positively received and the community feedback received validates this.
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;	<p>The street-oriented, 2-storey residential frontages on Watt and Lanfranco and the 2-storey retail facades on the remaining frontages fulfill the terms of our purchase of the one-acre parcel from the City of Kelowna.</p> <p>The project design has been forged by the vision of the 'livable street'. The buildings are well set back from all property lines at street intersections - typically between 30 and 50 feet (the C4 zone does not require any building setbacks).</p> <p>Expansive corner plazas and a 'pocket park' enhance the public realm – creating generous spaces for community activity, enjoyment and passage.</p> <p>Setbacks this generous are extremely rare in Kelowna however this commitment to the public realm is appropriate in this location, where we are transitioning from the public park/beach to the urban village context.</p>
Building height and density should be oriented towards Lakeshore Road.	The project was completely redesigned to '2 elevator cores' (from 3) to concentrate height and density along Lakeshore Road in respect to community feedback regarding the need to retain a quieter residential ambience along the Watt Road corridor.
Parking is an issue, especially in the summer months. There must be enough parking to adequately accommodate residential commercial, retail and visitor users.	A partial third floor of parking was provided in response to community input. The design now provides parking beyond bylaw requirements – we are proposing parking at 125% of the required amount to satisfy these concerns.
Traffic is an important consideration and traffic movements need to respect the capacity limits of Lakeshore Road and the surrounding roads Neighbours are opposed to any parkade access from Watt Road.	Parking access has been reconfigured and is now via the new section of Lanfranco and via the City Parking lot to the south; access to/from Lakeshore and Watt Roads were abandoned in response to community feedback. Parking is fully enclosed and invisible from public view within the podium. Parking management is simplified and security is increased due to use of gated, enclosed parking.
The design must fit with and complement the character of the neighbourhood.	The building materials have been chosen because they demonstrate both 'quality' and 'informality' that suits the park and beach ambience/location. These include a combination of concrete, natural kettle Valley granite, architectural concrete, steel trellises, Swiss pearl panelling and glass.

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Community Input	Our Design Response
	<p>Inspired by the Okanagan lakefront, the architecture will incorporate the local, nature-inspired and familiar 'bleached' Okanagan colours including sand, sagebrush, water and sky.</p> <p>At mid-block along Lakeshore Road, the 'Pendozi Court' will reference the beach and park with landscaping, seating and interpretive heritage displays that reflect a portion of the neighbourhood's history. Additionally, there will be infrastructure to support a possible kiosk retail opportunity and small public events.</p>
<p>Building scale at the street is very important. A 'street wall' type of building along Lakeshore is not desirable.</p>	<p>The development has been designed to 'present' from the sidewalk as a two-storey retail and restaurant structure with the podium and residential levels above being set back from the frontage. The building massing has been broken into smaller individual retail units to create a sense of 'meandering' along Lakeshore Road.</p> <p>The northeast corner is an engaging open space with public art, landscaping and restaurant patios.</p> <p>'Pendozi Court', a midblock pocket park, South Pandosy 'heritage moment' and social-media opportunity adds relief and interest to the Lakeshore frontage.</p> <p>The South plaza includes generous restaurant patio and streetscape facing the Gyro Beach park precinct. The curved and stepped architectural terracing reflect the incline and shapes of surrounding mountain landforms.</p> <p>The building footprint setback and wall glazing creates transparency at the corners.</p>
<p>Kelowna residents (not vacationers) should have the first opportunity to purchase units and to 'live, work and play' in this neighbourhood.</p>	<p>The Planning Team has established a pre-registration opportunity for Kelowna residents. A variety of unit sizes and bedroom counts facilitate homes a variety of different household types.</p>



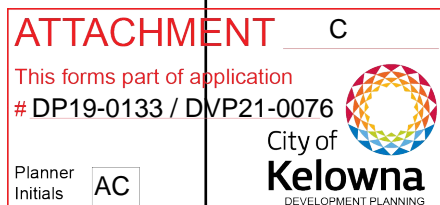
Policy & Planning Rationale for Building Design Principles

3340 Lakeshore lies within the South Pandosy Urban Centre, one of five **designated Urban Centres within the Official Community Plan**. This designation is applied to:

“A vibrant, amenity-rich area wherein different land uses frequently occur within the same building and almost always occur within a one-block area. Town Centres contain a variety of housing types, the presence of which contributes to social diversity. Town Centres are highly urbanized, pedestrian-friendly environments that draw people for work, shopping and recreation from a broad community of approximately 25,000 residents living within approximately 2 kilometres.”

The centrality of this property and its’ proximity to existing transportation and commercial infrastructure and amenities make it an ideal location for a medium-density, mixed-use project.

Policy & Planning Team Input	Policy References/Objectives, Alignment	Our Design Response
<p>The proposal represents an “ambitious goal” on the part of the developer.</p>	<p>Official Community Plan – designated Mixed Use (Residential/Commercial) MXR.</p> <p>The property is located within the South Pandosy “Urban Centre” – as designated in the Official Community Plan.</p>	<p>The current proposal represents a modest density, well below the maximum allowable density under the C4 zone. It is a large site (4.4 acres in total) and the perceived scale of development reflects the property size rather than the developer’s ambition.</p> <p>The originally requested FAR was 1.85 and the current request has been reduced to 1.5. (Maximum allowable is 2.35). If anything, we are running the risk of under-densifying the property since sites with this potential (size, configuration, location) do not exist.</p> <p>The centrality of the property and its’ proximity to existing transportation and commercial infrastructure and amenities make it an ideal location for a medium-density mixed use project.</p> <p>The proposal is fully aligned with the City’s policy objectives to deliver reasonable density within the ‘urban zone’ and to create central, walkable living for Kelowna residents.</p> <p>This project will be an important model of sustainability in Kelowna with its’ centrality and walkability to the full range of day-to-day services and amenities.</p>



Policy & Planning Team Input	Policy References/Objectives, Alignment	Our Design Response
		<p>The proposal is fully aligned with the City's policy objectives to deliver reasonable density within the 'urban zone' and to create central, walkable living for Kelowna residents.</p> <p>This project will be an important model of sustainability in Kelowna with its' centrality and walkability to the full range of day-to-day services and amenities.</p>
Create a high-quality urban design appropriate to this location/context.	<p>CITY Urban Design Guidelines 2.0 – Context:</p> <p>2.1 Emulate desirable form and character of nearby buildings; 2.3 Design new multi-storey buildings to transition in height where the OCP land use designation provides for smaller structures on adjoining lots; 2.7 Design developments with multiple buildings such that there is a sense of architectural unity or cohesiveness.</p>	<p>The existing neighbourhood commercial/retail context is that of older buildings and/or two storey heights. The podium has been designed to respect that existing building/street relationship.</p> <p>Low podium street frontages (two storey) are a means of ensuring the pedestrian realm is at a relatable scale and character.</p>
Create a mid-block public area that is welcoming to the public (similar to "The Shores").	<p>CITY Urban Design Guidelines 3.0 – Context:</p> <p>3.1 Locate buildings to provide an effective street edge while respecting the established, desired streetscape rhythm.</p> <p>OCP Policy 5.8.1 & 5.8.2 High Quality Urban Design – Public Space & Streetscape</p>	<p>The podium was established to respect the height of established older buildings in the neighbourhood.</p> <p>Pedestrian facades are broken down into smaller scale elements to create/extend an 'urban village' feel.</p> <p>'Interruption' of podium with pocket parks and generous corner setbacks, with community-friendly elements such as art, landscaping, seating, bike parking.</p> <p>The proposed 'pocket' park' on Lakeshore has been expanded and will provide an attractive precinct that acknowledges neighbourhood history (one of the historic names for Lakeshore Road).</p>

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Policy & Planning Team Input	Policy References/Objectives, Alignment	Our Design Response
	<p>CITY Urban Design Guidelines 7.0 (Public and Private Open Space) 7.1 Design varied and interesting public open space to promote social interaction, ensure continuity of pedestrian movement through the site, and accommodate a range of uses and activities year-round; 7.3 Provide an appropriate transition between public and private open space (e.g. landscaping, gathering places, architectural elements, varied building line) and orient building elements such as entrances, lobbies, windows and balconies to face public parks, plazas and open spaces.</p>	<p>A canopy of street trees along all sidewalks.</p> <p>We were required to divide the site to provide the Lanfranco/Fascieux Creek corridor and this has enabled us to achieve a relatable residential interface, in keeping with what is necessary for a neighbourhood to transition.</p> <p>The proposal also includes generous ‘insets’ (plazas) at each corner.</p> <p>The new section of Lanfranco provides a direct pedestrian link to the lakefront access point on Watt Road. The importance of the new section of Lanfranco to Watt Road not only crates a public connection back to the lake but facilitates the greater community benefit of the Fascieux Creek riparian linear park.</p>
Building ‘Horizontal’ Form’ Minimize Perceived ‘Bulk’ & Massing	<p>CITY Urban Design Guidelines 3.0 (Relationship to the Street): Design buildings with multiple street frontages to give equal emphasis to each frontage with respect to building massing, materials, details, and landscaping.</p> <p>Urban Design Guidelines 4.0 (Massing & Height): 4.1 Mitigate the actual and perceived bulk of buildings by utilizing appropriate massing, including:</p> <ul style="list-style-type: none"> • Visually-interesting rooflines (e.g. variations in cornice lines and roof slopes); • Step back upper floors to reduce visual impact; • Detailing that creates a rhythm and visual interest along the line of the building; • Building frontages that vary architectural treatment in regular intervals in order to maintain diverse and aesthetically appealing streets. <p>4.2 Ensure developments are sensitive to and compatible with the</p>	<p>The building forms at the street level are broken into smaller ‘mini-blocks’ each with a different character that still relates to the overall architectural ‘feel’ and to each separate street frontage.</p> <p>The building’s “RESIDENTIAL TOP” uses curved, terraced forms, combining two ‘conventional’ buildings types (tower and slab) to break up the mass.</p> <p>Public retail facades are broken down into smaller scale elements to create an ‘urban village’ feel.</p> <p>The combination of individual retail units, wide sidewalks and the ‘stepping’ of the residential component back from the 2-storey podium face minimizes perceived bulk and massing. The building upper levels are generously setback from the podium typically between 10 and 40 feet.</p> <p>‘Interruption’ of podium with the pocket park and generous corner setbacks with community-friendly elements such as art, landscaping, seating, bike parking.</p> <p>Low podium street frontages (two storey) are a means of ensuring the pedestrian</p>

Policy & Planning Team Input	Policy References/Objectives, Alignment	Our Design Response
	<p>massing of the established and/or future streetscape.</p> <p>CITY Urban Design Guidelines 2.0 (Context): 2.1 Emulate desirable form and character of nearby buildings. 2.3 Design new multi-storey buildings to transition in height where the OCP land use designation provides for smaller structures on adjoining lots;</p> <p>OCP Policy 5.3.2 – (for creating a) Compact Urban Form</p>	<p>realm is at a relatable scale and character in relation to the ground plane.</p> <p>The existing neighbourhood commercial/retail context is that of older buildings and/or two storey heights. The podium has been designed to respect that existing building/street relationship.</p> <p>Concentration of height and density on the busier Lakeshore frontage.</p> <p>A height variance for the two building forms creates a more compact and less monolithic form and facilitates a more generous public realm at street level.</p> <p>To achieve a more amicable density on this site (and to acknowledge residential context of Watt Road), we have positioned the most significant density toward Lakeshore.</p> <p>The 2-storey podium establishes the ground plane on which we can step the massing back.</p> <p>The parking is a necessity and we have been creative in completely hiding the parking in this 2-storey podium (100% enclosed). Despite this, we have managed to effectively engage each street-front.</p>
<p>Building Form and View Corridors - “Avoid a monolithic building form; acknowledge the need for views through the site”.</p>	<p>Urban Design Guidelines (Objectives): Provide for a scale and massing of commercial buildings that promotes a safe, enjoyable living, pedestrian, working, shopping and service experience.</p> <p>OCP Policy 5.5.1 – (for creating) Context Sensitive Built Form</p>	<p>The curved, terraced forms (that combine the two ‘conventional’ building types – tower and slab – were chosen to provide daylighted views through and around the site and to avoid a ‘monolithic’ building form.</p> <p>Curved, terraced building forms mitigate shadow impacts and create visual movement and interest.</p> <p>Shadow studies demonstrate a minimization of shadowing on key residential neighbours.</p>

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	OCP Policy 5.5.2 – Create View Corridors	<p>Curved balconies provide a ‘soft’ exterior, undulating that is sculpted and iconic.</p> <p>Separate building forms – terraced and with generous space between buildings - provide views through the site.</p>
Enhance Public Circulation	<p>Urban Design Guidelines (Objectives) – Protect and restore the urban ecology (i.e. architectural and site consideration with respect to the ecological impact on urban design).</p> <p>Urban Design Guidelines (Objectives) – Promote interesting, pedestrian friendly streetscape design and pedestrian linkages.</p> <p>Urban Design Guidelines 3.0 (Relationship to the Street): 3.1 Locate buildings to provide an effective street edge while respecting the established, desired streetscape rhythm; 3.2 Develop visual and physical connections between the public street and private buildings (e.g. patios and spill-out activity, views to and from active interior spaces, awnings and canopies); 3.3 Avoid split level, raised or sunken parkade entrances; 3.4 Design buildings with multiple street frontages to give equal emphasis to each frontage with respect to building massing, materials details, and landscaping.</p>	<p>The proposal creates a new road through the site and results in the allocation of property for a new linear public park that also restores/‘daylights’ a buried section of Fascieux Creek.</p> <p>The proposal creates deep ‘insets’ at each corner and a mid-block ‘pocket park’ along Lakeshore.</p> <p>The existing neighbourhood commercial/retail context is that of older buildings and/or two storey heights. The podium has been designed to respect that existing building/street relationship.</p> <p>Parkades are at grade with surrounding public streets.</p>
Design of Facades/ Design Details	<p>Urban Design Guidelines 1.0 (Authenticity and Regional Expression) 1.2 Incorporate forms and images that relate to the region’s natural and cultural landscapes (e.g. incorporate winery or orchard inspired trellises or rooflines that reflect those found on barns and older homes located on/around agricultural lands);</p>	<p>Building materials have been chosen because they demonstrate both the ‘quality’ and ‘informality’ that suits the park and beach ambience, location. These include a combination of concrete, natural kettle Valley granite, architecture concrete, steel trellis, Swiss pearl panel and glass.</p> <p>Inspired by the Okanagan lakefront, the architecture will incorporate the local and</p>

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	1.3 Respond architecturally to summer sun with buildings that have overhangs	familiar 'bleached' Okanagan colour palette including of sand, sagebrush, water and sky. The restaurant CRU at the south end incorporates significant trellis-work and overhangs to mitigate summertime conditions.
Green Roofs		The nature of the design creates a minimum of underutilized roof area (more terraces, few roofs). An amenity podium creates an aesthetically pleasant 'green zone' (viewed from above). The 'green' podium concept is a 'lifestyle' vegetated roof that becomes an 'oasis' in the City. This space will accommodate outdoor amenities for passive and active use: fire pits, bocce, yoga / taichi, hot tubs, sauna and pool, outdoor dining and seating areas, buffered from apartments by timber screens and vegetation.
Diversity of Housing – Affordable, Rental & Family Housing Options	OCP Policy Goal 2 (2013) - Address housing needs of all residents by working towards an adequate supply of a variety of housing.	Rental housing options are already strongly represented in this neighbourhood. Area rental properties include The Palisades, Lakeview Suites, The Shore, Regency Lakeshore (Senior Assisted Living), 'Shoppers Drug Mart Suites', Others The proposal contributes to improved diversity of the neighbourhood housing mix with more opportunities for ownership for a range of household types, including families. 65% of the proposed units will be 2+ bedrooms. At-grade residential townhome create diversity. As with other market development projects in the City, private rental units can be reasonably expected to become a component of the project.

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Landscape & The Public Realm

Our Design Vision

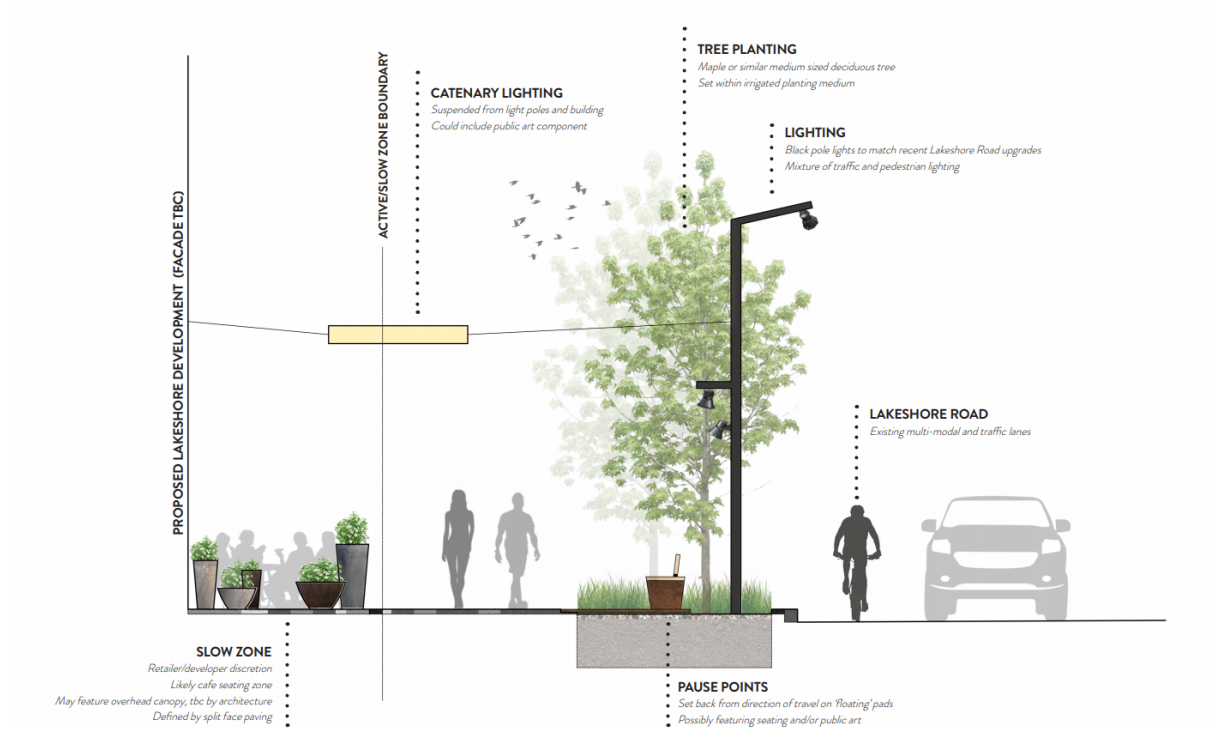
The key design feature is a strong and generous commitment to the public areas – marked by generous pedestrian thoroughfares, a pocket park and plazas that connect Boyce-Gyro Park to Pandosy Village.

Design Concept & Elements

The landscape architectural design draws inspiration from global urban design methodologies that create a focused, human and relaxed scale within the urban realm. The design respects the architecture, the history of the neighbourhood, and the orientation of the property to the beach and village and influences the future uses of the space.

3440 Lakeshore is a **gateway** site within the City and sits on a major road which links two distinct enclaves. We have created large sidewalk zones with patio spaces along the main pedestrian link from north to south ('beach to village'). The significant nodes on the northern and southern corners are either patios or 'plazas' to accommodate community gathering opportunities within the neighbourhood while the architecture responds to the streets surrounding the site by opening up at the corners. As does the urban landscape design, with the residential units facing residential streetscapes and the commercial areas providing that relaxed but urban sense of place.

- Walkability is the most important benefit of this location. The linear thoroughfares are complemented by quality, functional public spaces and valued public amenities such as artwork, seating, soft landscaping and an historical interpretive display.
- The site is enriched through a number of significant nodes created between the architecture and the urban design, adding to the design philosophy, creating both passive and active spaces and, importantly, providing continuity in the public's opportunity to 'use' this space in day-to-day pursuits.
- The diversity of a mixed-use residential design creates an environment which requires flexibility within the landscape, both regarding materials used and the ability to navigate around the site, all the while being welcome and safe to the end user.
- The creation of a new linear park along the length of the new section of Lanfranco ('Fascieux Creek Linear Park') will further enhance the public experience of this space and contribute to environmental diversity by daylighting the creek and introducing new natural habitat.
- Materiality of the landscape component is in keeping with local context and colors, plant species and materials natural to the area.
- **Proposed Stormwater Management Strategy** - The Citygreen Stratavault Stormwater System is currently under consideration. This is a sustainable 'structural vault' system used to restore 'pre-development' storm-water flows, provide the per-tree soil water volume requirements and an opportunity to store and slowly release water into planting zones. The system also allows for sediment catchment prior to release into the City system with benefits to long term system maintenance. Design, if approved, would involve a sealed landscape treatment along the Lakeshore frontage.



Landscaping Details

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 detailed bands of paving tie into the architecture and provide opportunities for graphic art or text that recognizes local cultural and historical references. Sidewalks incorporate creative use of lighting and street trees and furniture which has been designed in conjunction with the planting to ensure CPTED guidelines are being adhered too and to further promote a safe environment. The expectation with this design is that people will linger and take rest in a beautiful place.

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, inter-played with clusters of trees in the plazas at the corners. 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. The overall landscape planting palette (respects 'heritage species') and has been specified to ensure it is minimal maintenance and low water consumption. Features include:

- Low growing, hardy and ornamental planting.
- Planting to soften the built form, screen the road from the pedestrian spaces.
- Planting in mulch, with appropriately selected and spaced deciduous trees.
- Passive zones for cafe seating and/or unstructured public space.
- Unimpeded 3m width active zone.
- Definition of active and passive zones with patterned stone paving, reminiscent of ripples on the water.
- Lakeshore Road multimodal lane (existing).
- Paved thresholds to limit plant trampling between designated road crossing points.

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- Catenary lighting and/or public art, to create ‘enclosure and interest’ to the central space.
- Wire connections mounted on building and kerbside light poles.
- Irregularly spaced, ‘inscribed’ paving bands (inspired by local context).
- Pole lighting, featuring mixed height luminaires (vehicle and pedestrian scale).
- Pedestrian meeting points outside of the travel zone.
- Meeting points feature ground plane interest, seating and/or public art.
- Split face stone ‘shoreline’ break between active and passive zones.
- Multiple corner plazas and a pocket park – spaces for vibrancy and activity.
- Cafe and restaurant patio spaces add to the dynamism of the public realm.
- Fascieux Creek restoration - to be built by the City, will become natural refuge within the neighbourhood.



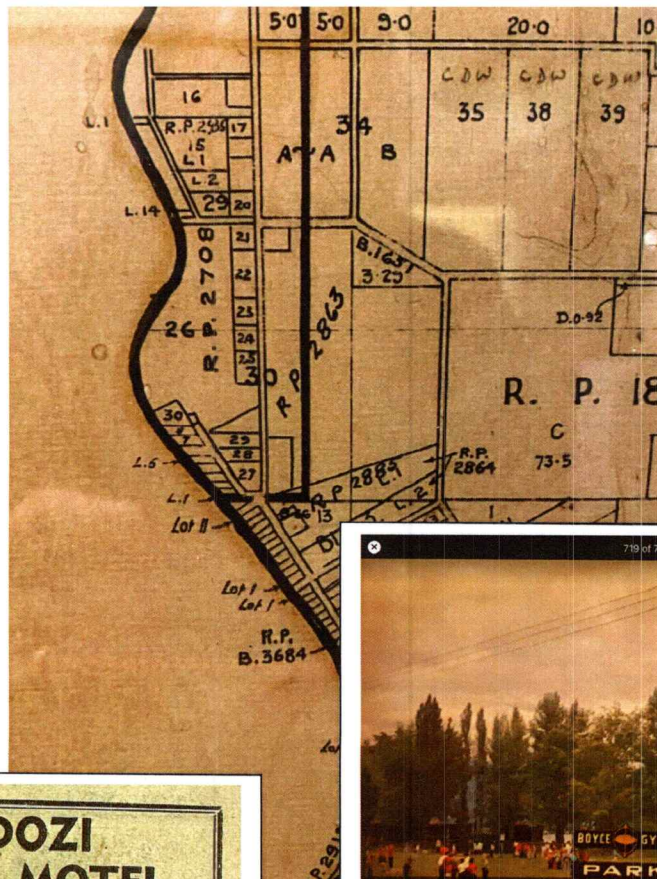
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Vacation – Home/Vacation Home:

A Lakeshore Road Neighbourhood

3340 Lakeshore Road

Wayne Wilson BA, MA



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Vacation – Home/Vacation Home: A Lakeshore Road Neighbourhood

3340 Lakeshore Road

Wayne Wilson BA, MA

The history and geography of the property at 3340 Lakeshore Road is like many other development sites in that a better understanding of the site itself often comes more from learning about the neighbourhood in which it sits. This is a story that is constantly evolving as more historical records come available, as old maps turn up, and as the wider community's archival record strengthens. What follows, then, is a historical geography that traces some of the area's broader changes.

This section of Lakeshore Drive is on the outer reaches of the large deltaic formation that was laid down over ten of thousands of years through the action of Mission Creek and Mill Creek. Early Geologists and Soil Scientists from the Post World War II era simply listed the whole area as an 'alluvial fan' whose soils supported simple agricultural pursuits. The area is crazed by a lattice of old meandering Mission Creek side channels and ancient oxbow structures. Fascieux Creek, which crosses the property, is a perfect example of this relict geomorphology.

For thousands of years, this entire area has been the settled landscape of the Syilx people who claim these unceded lands as part of their traditional territory. At one level, this was clearly part of the Syilx peoples' economic territory, and the archaeological and anthropological record shows complex trade links to the British Columbia coast and other equally distant centres inland.

At another level, these unceded lands hold a continuing and widely defined cultural and spiritual significance to the Syilx people. These external economic linkages and internal cultural/spiritual meanings demonstrate a continuity of settlement practices and perceptions that endure through today.

In this sense, the 'resettlement' of the area began in the 1860s with the arrival of Father Pandosy and with his establishment of a Oblate Catholic Mission a couple of

kilometres to the east of the 3340 Lakeshore Road property. From that small agricultural hearth, pioneers quickly took up the valley bottom lands and their flanking benchlands through a government supported preemption process.

The agricultural economy of this early pioneer landscape turned largely around cattle ranching and grain growing. This was an era of extensive agriculture and it dominated the entire region through to about 1900. The large and hungry mining towns of the Cariboo and the Kootenay region were relatively close at hand and, without a rail system or even a viable road network at that time, it was fortuitous that cattle could 'walk to market' from the large Okanagan ranches.

This extensive agriculture began to give way to more intensive agriculture around the turn of the century when company interests bought out the early large rancher holdings. These companies quickly subdivided the lands into 5 - 40 acre orchard lots, provided the lands with gravity-fed irrigation water and a secondary road system, and sold irrigated orchard lots to hopeful pioneers from the Canadian Prairie and the United Kingdom. Indeed, in the decade between 1904 and 1914 roughly 30,000 acres were transformed from grazing land, hay flats, and grain fields into orchard land! In that decade, the region turned from brown to green.

While the townsite of Kelowna was laid out in 1892, it was not incorporated until almost 15 years later (1905), and until the Post World War II era the 3340 Lakeshore Road lands were actually outside the City Limits. That said, by the 1940s, the neighbourhood was clearly part of a small and strengthening commercial district that has become broadly known as the South Pandosy Village.

Through the 1930s, 1940s, and early 1950s, much of the 3340 Lakeshore Road neighbourhood was owned by Dr. William De Furlong Boyce - one of the City's earliest and strongest boosters. He donated, for example, the land for Knox Mountain Park and for Boyce-Gyro Park - the latter would become a critical factor in the neighbourhood's tourism development.

One of the area's earliest subdivision maps from 1929 shows the 3340 Lakeshore Road property as part of a larger holding simply listed as R. P. 2708. Although other similar larger blocks of land in the area may have been given over to truck gardening and other forms of mixed farming, this lot probably remained undeveloped because of its proximity to Okanagan Lake and because of localized and seasonal flooding of the

land by Fascieux Creek. The contrast to these larger blocks of mixed farming land was the early subdivision of many lakeshore residential lots to the south of R. P 2708.

As the commercial enterprises of the area grew in number and range a couple of blocks to the north, the area on the south side of KLO Road began to show similar trends in the 1940s and 1950s. A few businesses opened along this part of Lakeshore Drive and some residential development began to take place when a few of the larger lots were subdivided into smaller holdings suitable for single family homes.

A couple of examples demonstrate this Post World War II urbanization trend in the area. In 1946, one landowner, across the street from 3340 Lakeshore Road, subdivided 4 residential lots to adjoin an earlier and similar subdivision immediately to the south to make a total of 12 lots. In the early 1950s, lands at the north end of Watt Road were subdivided into residential lakeshore lots, partially through the estate of Dr. Boyce. The doctor himself had subdivided a portion of the large lot number R.P. 2708 into a few smaller residential lots in the summer of 1942.

The neighbourhood's more commercial development began to take clearer shape in this era as well. By the early-to-mid 1950s, a number of business interests began to capitalize on the growing tourism sector. The historical records of this time show the construction of two distinct types of resort developments. It can be argued, in fact, that this business development was Kelowna's first lake-oriented response to the burgeoning Post World War II tourism industry.

On one hand, new 'Motels', 'Motor Hotels', or 'Auto Courts' were built on the lakeshore itself, and examples of this include Beacon Beach Resort, McFall's Lakeshore Resort, Sunny Beach Resort and later, O'Callaghan's Sandy Shores Resort. Wider tourism interests were promoting access to the lake as an amenity not to be missed, and those business interests with actual lake frontage quickly took up the call.

On the other hand and at the same time, the neighbourhood saw the construction of a growing number of these Auto Courts and Motels along Lakeshore Road across from the actual lakefront. The asset that made these businesses viable was Boyce Gyro Park - a community amenity that was donated by Dr. Boyce in the early 1930s and expanded by the hard work and benevolent approach of a 'Service Club' - the Gyro Club, of which Dr. Boyce was an active member. In the late 1990s, the City of Kelowna purchased additional lakeshore lots at the south end of the beach to expand the park's footprint.

Examples of these earliest Auto Court businesses include Pendozi Auto Court, Lakeview Motel, and Park Motel. As an aside, it seems that these various business descriptor names were wrapped into a single term about 1960 and that was 'Motel'. In general, accommodations on the lakefront were called 'resorts' while those inland were called 'motels'.

As this element of the community's tourism sector continued to strengthen in the area, it is important to remember that these businesses and their patrons contributed in many and significant ways to the commercial, retail, and services growth that was occurring just a couple of blocks to the north. Indeed, by the 1960's that commercial development was extending south through the 3340 Lakeshore Road neighbourhood on both sides of the thoroughfare.

The 3340 Lakeshore Road property itself was part of this tourism development sequence, and it emerged with two distinct elements. One component catered to the shorter stay guest with interests in tenting and camping. Known by various names over the years (Tent Town, Tiny Tent Town, Willow Creek Family Campground and RV Park etc.), the business first appears in telephone directories in the mid 1950s as Grandview Auto Park on Mission Road. Curiously, in 1958 its address was listed as Watt Road - but considering the property extended between these roads, such a listing is perhaps not unusual. There is also the prospect that listing the address as Watt Road would have given potential guests the impression that it was on or at least nearer Okanagan Lake's beaches. Aerial photos from the 1960s show this northern portion of the site as holding ample tree coverage to make the best of the 'camping experience' so widely promoted at the time.

The other component of the property's history revolved more around a Recreation Vehicle site that had a more 'permanent resident' complexion to it. This portion of the property, more or less, occupied the southern half of the site. In contrast to the tenting portion, this land was fairly open with few trees, and such a layout would have better facilitated the arrival and departure of trailers and larger RV units. It would appear these two components were developed at the same time.

The earlier impression of this section clearly shows the 1950s and 1960s tourist 'Travel Trailer culture' that was being promoted by the tourism industry. At some point after that, however, the site shifted its focus to a more residential type tenant. In addition,

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Vacation - Home / Vacation Home: A Lakeshore Road Neighbourhood		
Planner	AC	
Initials		
Kelowna DEVELOPMENT PLANNING		

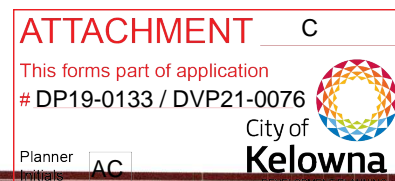
this section effectively traded places with the camping/tenting section to the north. At one point, in the late 1990s, the site held more than 30 RV lots with what appear to be full-time, permanent residents. Issues of the Kelowna Directories of that time period actually list residents' names and telephone numbers.

With degrees of variation, this two-part character remained in place for the ensuing 50 years. In researching this site it is important to remember that it has carried different street addresses - for the most part 3316 and 3326 Lakeshore Road.


Throughout these changes, the area continued to retain and, in fact, grow its important and significant residential character. As mentioned above, landowners were subdividing larger holdings into residential lots in the 1940s, and in the 1950s and 1960s that work continued pick up pace. In 1954, for example, a number of residential lots were subdivided along the newly surveyed Walnut Street and the small residential park along the final reach of Fascieux Creek was established. Through the next couple of decades, development took on a new and even denser residential character as townhouse, apartments, and condominium style development grew in the Watt Road/Walnut Street area.

For all intents and purposes, the neighbourhood's commercial development on the Westside of Lakeshore Road stopped its march south with the 1988 construction of Lakeshore Place residence at 3200 Lakeshore Road. By contrast, on the east side of Lakeshore Road that commercial development continues through today and pinches out where Richter Street intersects Lakeshore Road. That said, an important part of this commercial development holds residences on the upper floors.

These commercial, tourism, and residential developments would have given the neighbourhood a distinct character that turned around three main functions. First, the area has seen a steady increase and stabilization of business activity that continues to strengthen and compliment the South Pandosy Village town centre. Second, increasing residential densification deepens all of the ideal notions of what constitutes an 'urban neighbourhood'. This continuity also provides the area's commercial setting with added resilience. Third, the seasonal ebb and flow of tourism accommodations and their related business functions provides the neighbourhood with a distinctly dynamic pedestrian character as visitors come and go and mix with the City's residents enjoying Okanagan Lake beaches and parks.



The historical reach of 3340 Lakeshore Road and its neighbourhood shows a unique complexion that has balanced both viable commercial development and a comfortable residential character. As residential densification takes place in Kelowna's established 'Urban Town Centres', this area demonstrates a healthy continuity with those planning sensibilities. Certainly all communities are in a state of 'emergence' in one form or another, and this area is no different in this regard. Nevertheless, its historical sequence of development shows a discernible and enviable feel that speaks to the community values that many urbanites seek and all local governments promote – a 'neighbourhood'.

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Facility Amenities

The proposed development at 3340 Lakeshore Road may hold a number of common amenity spaces from meeting rooms and a gym to the foyer and parking. If a neighbourhood is, in large part, about 'context', then there would seem to be a design opportunity to strengthen that neighbourhood look and feel without compromising the distinct architectural goals of the project.

What follows are a few topics that may be worth considering when it comes to everything from naming rooms to facility artwork to small unique design features:

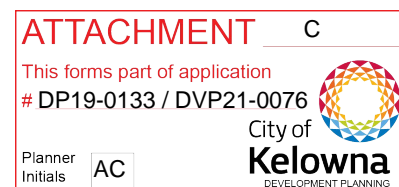
Street Names

As with many pioneer communities across the west, street names often reflects aspects of the area's history. This neighbourhood is no different in that most, if not all, of the streets were named for local families who farmed in the area or had some manner of economic impact on the town. The Okanagan Historical Society, Kelowna Branch, has published a thorough history of Kelowna's street names, and the following listings are represented in that book.

Another factor to keep in mind is that street names often change over time, and this neighbourhood is no exception. The 3340 Lakeshore Road property itself was, at one time, located on Pendozi Street, Mission Road and Lakeshore Road. Curiously, one of the attached maps shows all three names!

Watt Road was once named L'Anse Au Sable Road. Sadly, given the community legacy of the man, Boyce Road no longer exists. Some of the map documents attached in this report reflect this historical curiosity.

Lanfranco Road
Newsom Road
Meikle Avenue
Richter Street
Swordy Road
Watt Road
Abbott Street
North Street/Road
Lakeshore Road (Mission Road and Pendozi Street)

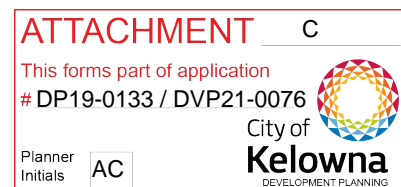


First Nation Connections

Under this heading, the project may benefit from consultation with local First Nation peoples. In its broadest terms, that connection could play out in any number of practical and/or design forms that recognize the unique perspective on the area's flora and fauna. These design considerations could take either highly visible or more subtle forms.

Design Features

Every project holds the potential to maximize its design elements in ways that enhance its inherent neighbourhood connections. The historical longitude and geographic character of the site and its neighbourhood hold any number of design features that could strengthen the look and feel of the overall design. (Vintage motel signage, advertizing samples, pioneer personality photos etc.)



Bibliography and Related Readings

The bibliography for this report is short – a clear reflection of the gaps in the written history of the area. As a quickly emerging commercial, retail, and residential hub, I would hope it would begin to gain the attention of local historians.

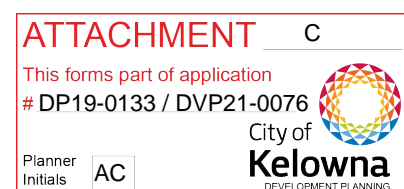
Nasmith, Hugh. **Late Glacial History and Surficial Deposits of the Okanagan Valley**. 1962. Government of British Columbia

Kelley, C. C. **Soils of the Okanagan Valley**. 1949. Government of British Columbia.

Kelowna Street Names – their origins – a brief history. Okanagan Historical Society (Kelowna Branch). 2010.

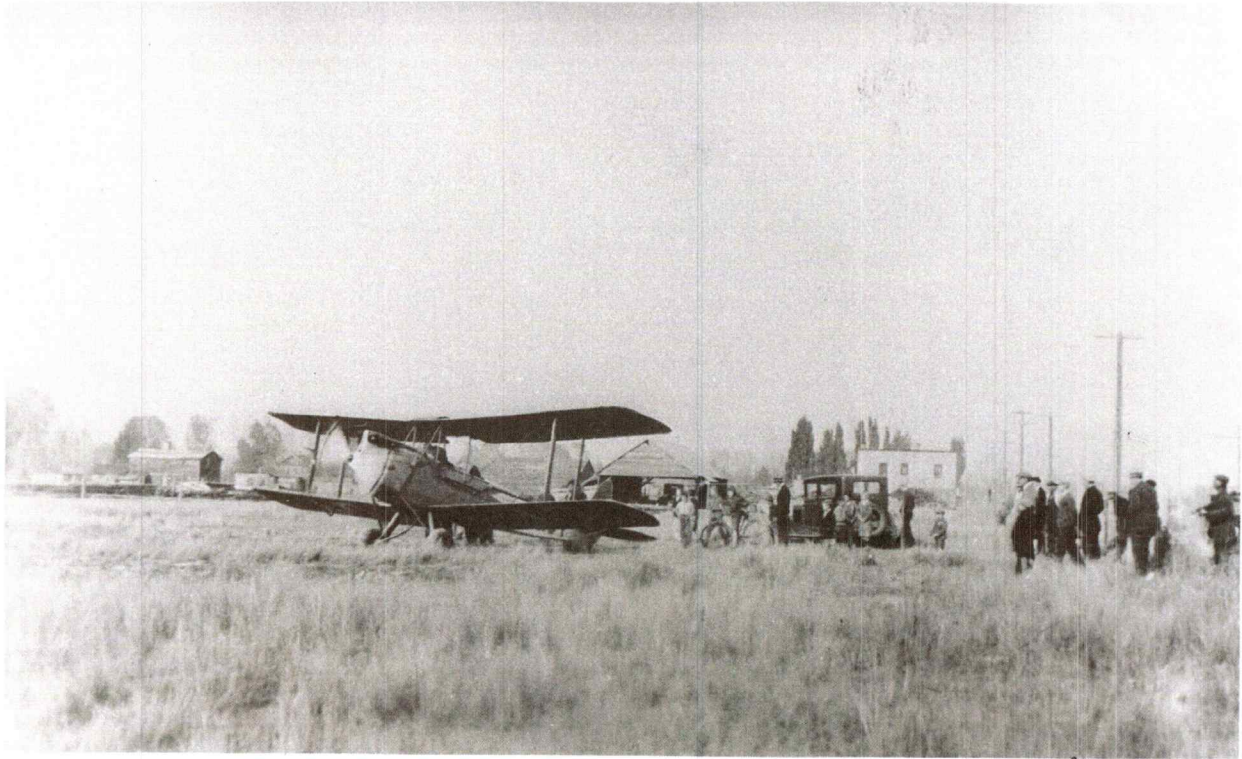
OHS Reports – various issues

The **Kelowna Public Archives** holds a wide array of material that can be plumbed for information on the property and the neighbourhood, and some of that material is included in this report. Advertising for the area's businesses included here are taken from old Okanagan Telephone directories and from the Community Directory publications.



Photographs

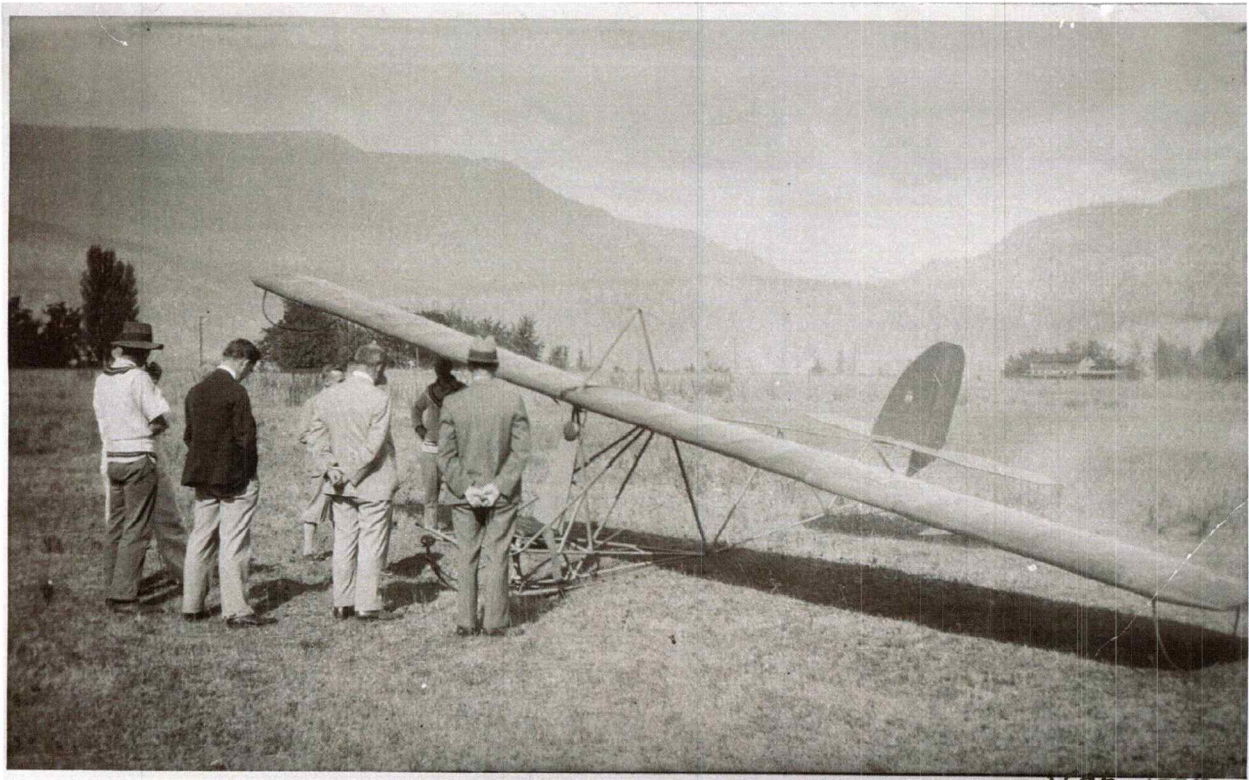
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Dr. Boyce owned large acreage in this study area. This photograph was taken on one of his fields to the east of the 3340 Lakeshore Road property. circa 1930


Kelowna Public Archives – 4047

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Again, an image of Dr. Boyce's field to the east of the 3340 Lakeshore Road property – this view looks northwest toward Bear Creek valley. circa 1930

Kelowna Public Archives – 4048

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This photo of Boyce – Gyro Park was taken in the 1960s. The City of Kelowna took over ownership and management of the park in 1974. Notice that other amenities have been added to the park by this time and these would further encourage visitors to extend their stay.

Facebook Page – 'Old Kelowna'

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Aerial photograph promoting the lakeside 'resort' approach to tourist accommodations in the 1960s. Beacon Beach Resort.


Facebook Group – 'Old Kelowna'

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Just to the east of the property, at 3033 Pandosy Street, is one of the area's larger grocery store operations – Lakeview Market. This and numerous other businesses began to populate both sides of Pandosy Street/Lakeshore Road in the early Post World War II era.


Facebook - 'Old Kelowna'

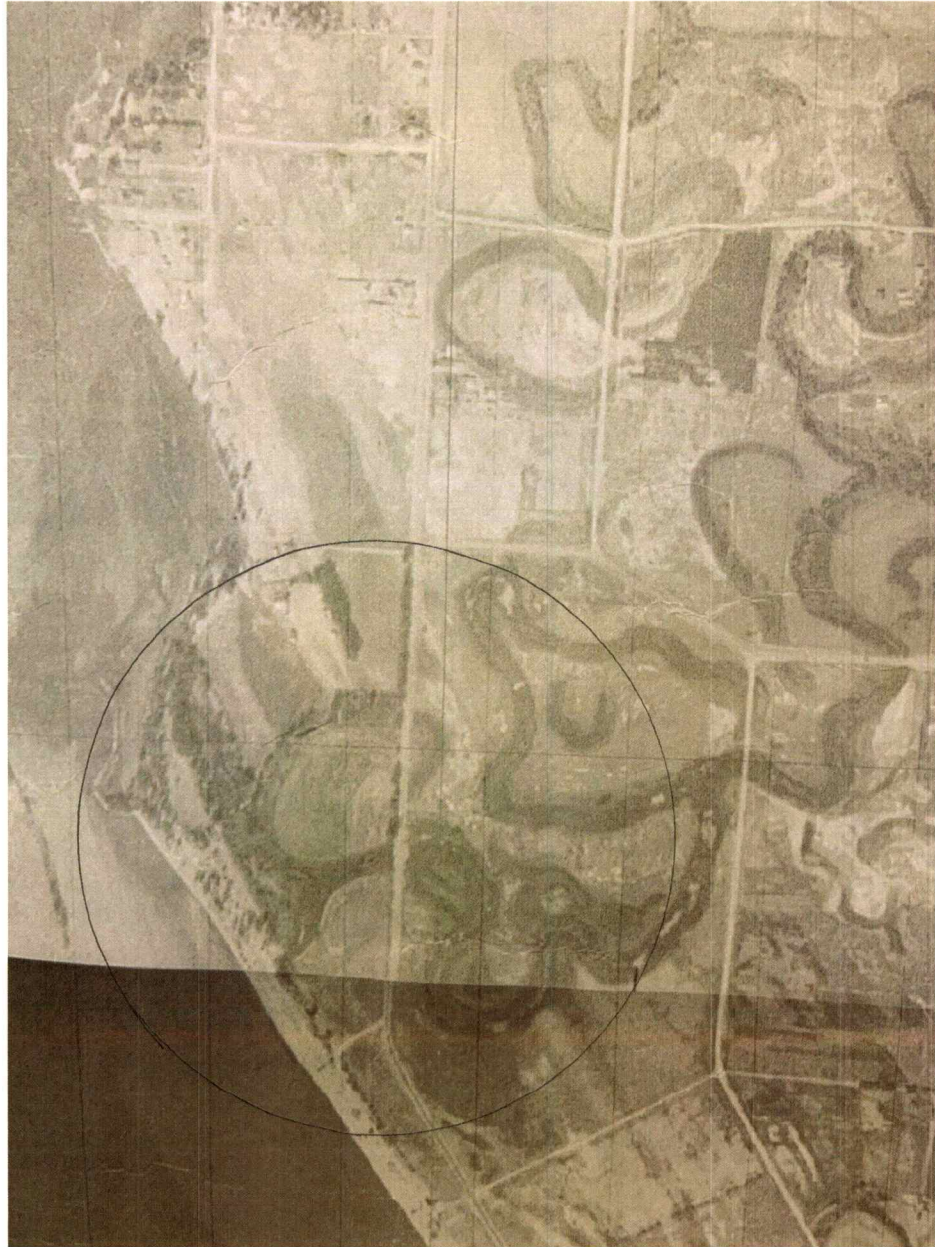
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St. Paul's United Church was built in 1958 at 3131 Lakeshore Road and added to the 'neighbourhood feel' of the area.

Facebook Page – 'Old Kelowna'


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The highlighted area shows the study neighbourhood before any significant residential and/or commercial development began to take place. The meandering character of Fascieux Creek (and other similar ancient waterways) is clearly evident.

Aerial photo – late 1930s


Kelowna Public Archives

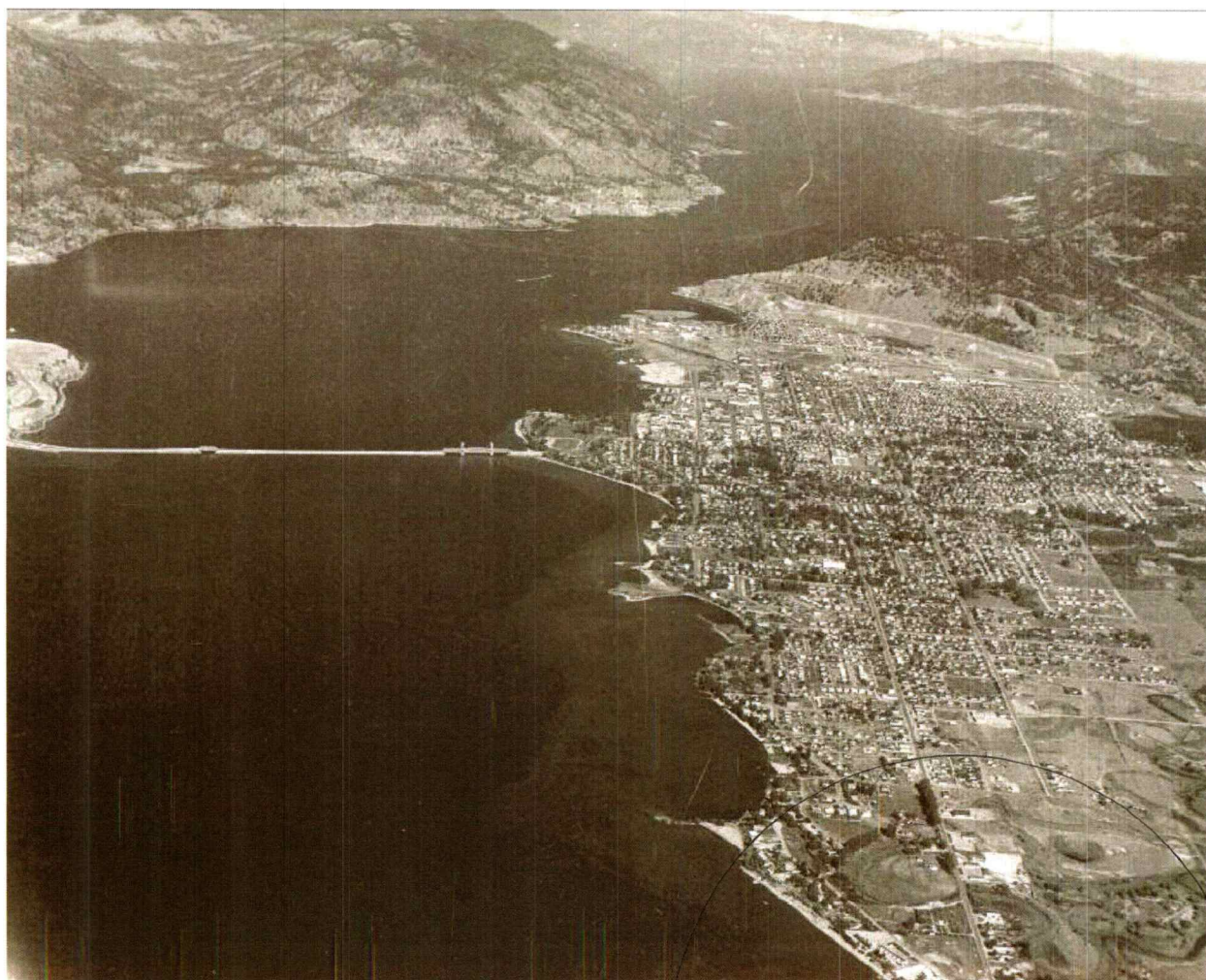
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The immediate-right foreground of this aerial photo shows the 3340 Lakeshore Road property in the early Post World War II era. Circa 1950

Kelowna Public Archives – KPA7820

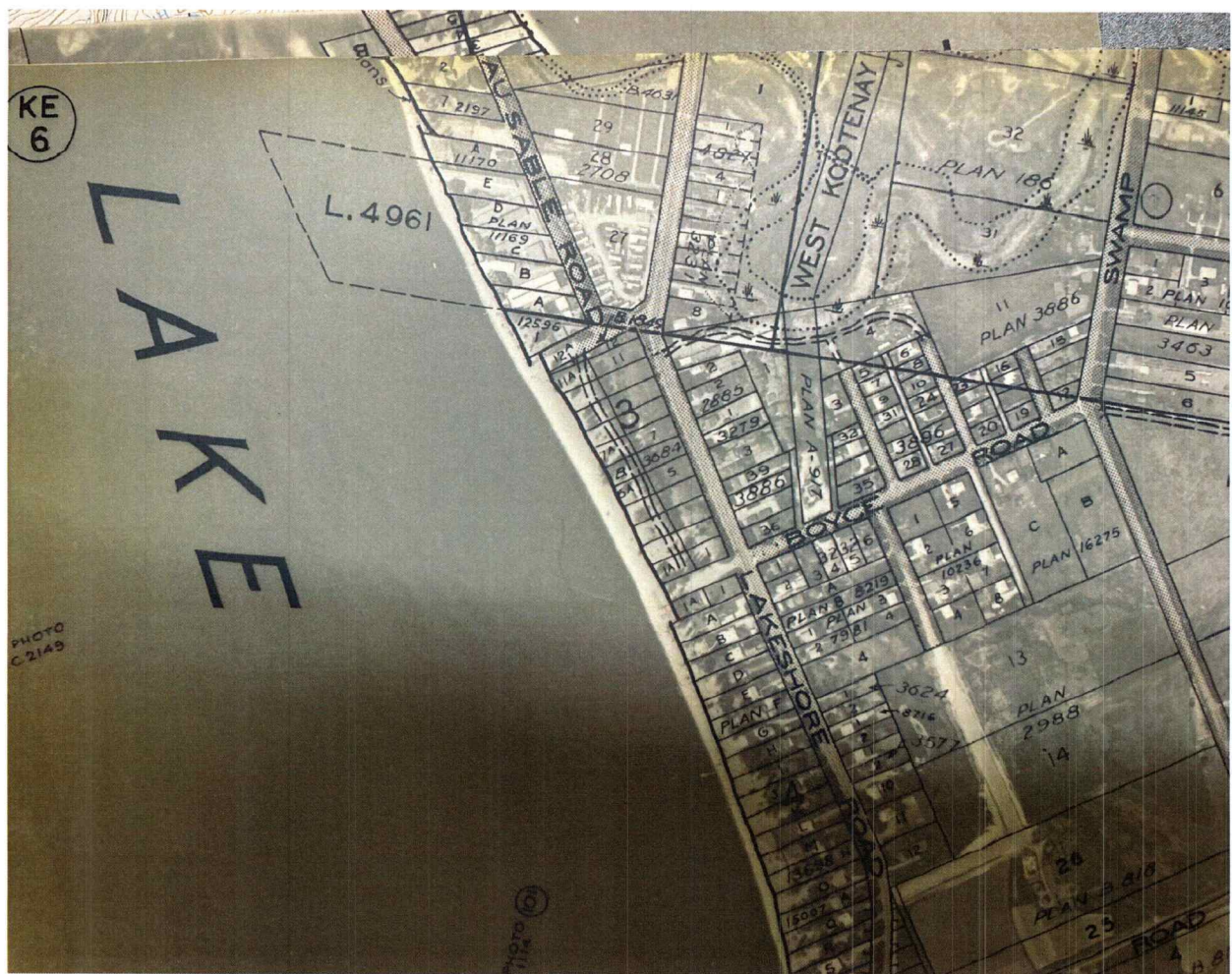
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In this aerial photograph, the 3340 Lakeshore Road property is in the immediate foreground (right), and its neighbourhood show limited development. The early tourism functions are beginning to show up, however, and Watt Road's lake front resorts are just visible. Circa 1960


Kelowna Public Archives – KPA2547

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This aerial photo/planning overlay shows the extent and nature of development on the 3340 Lakeshore Road site at the height of the area's motel-oriented tourism activity. Circa 1968

Kelowna Public Archives

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Without the planning overlay, this aerial photo captures the more detailed development in the neighbourhood. Circa 1968

Kelowna Public Archives


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Development of a more densified residential character in the neighbourhood is shown here along the lower left boundary of the photograph. The Walnut Street residences are built, the Watt Road Park is in place, and it would appear that the base-work is under way for the area's townhouse and apartment construction.

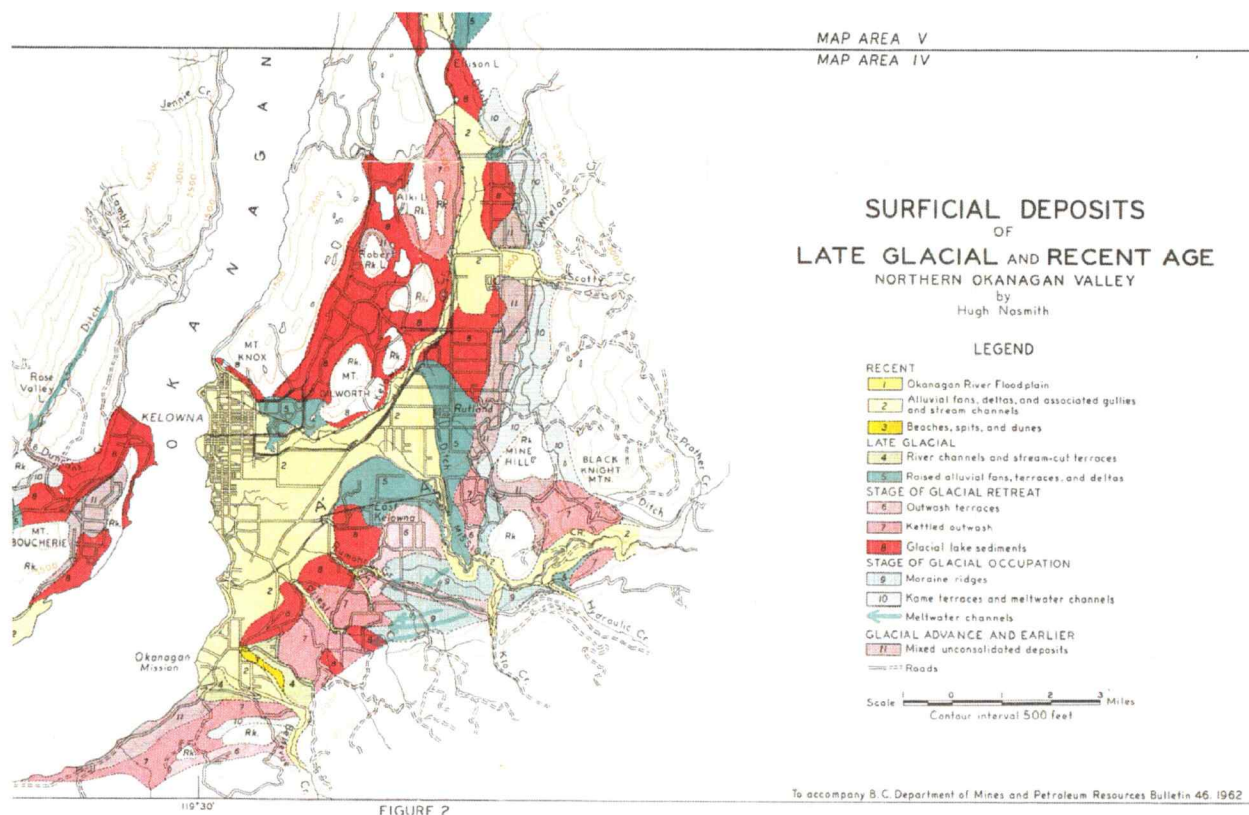
No date, but probably 1960s

Kelowna Public Archives

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Graphic Materials

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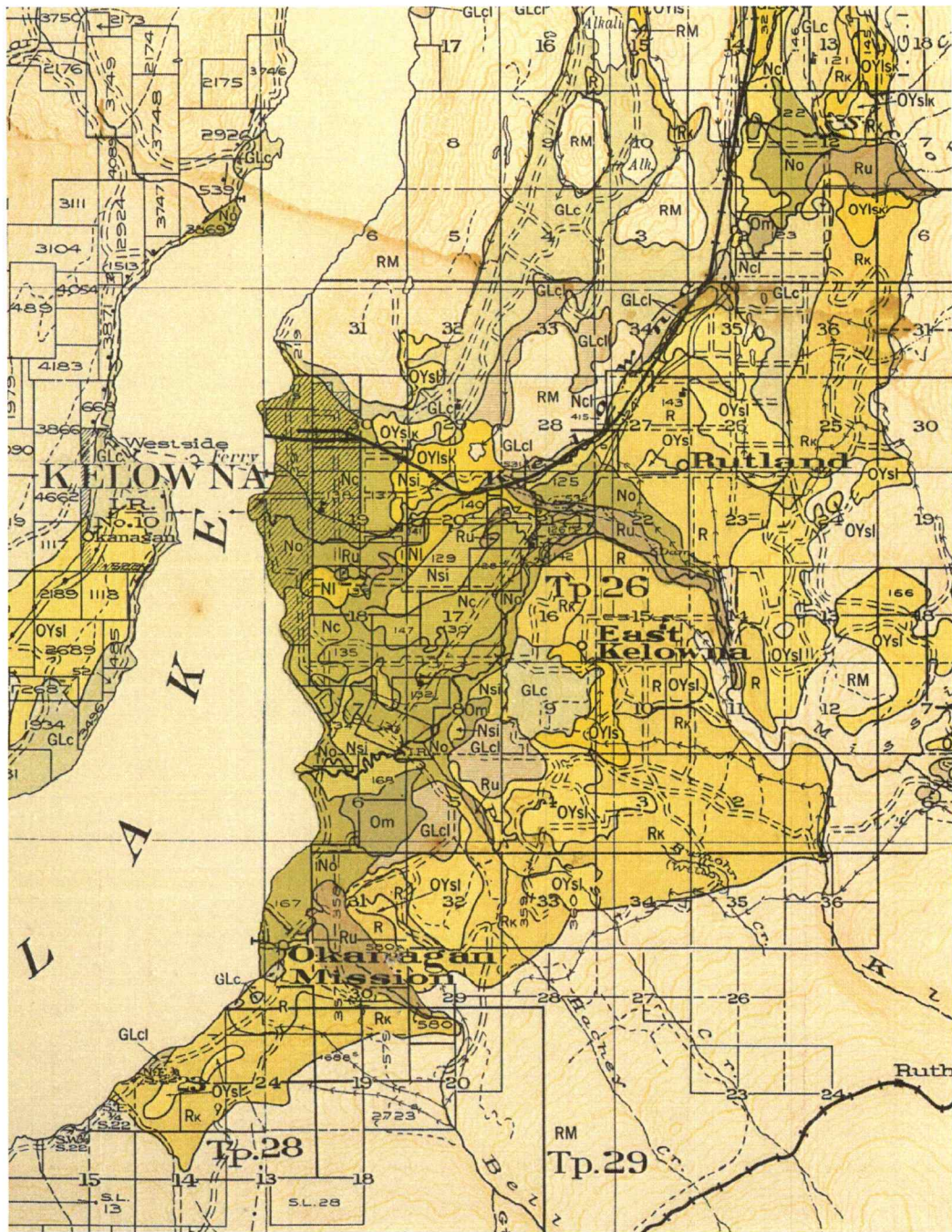
Surficial geology of the area. 1962

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Soil Survey of the area. 1949

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Map of Preemptions for Kelowna area on linen – Circa 1890s

Kelowna Public Archives

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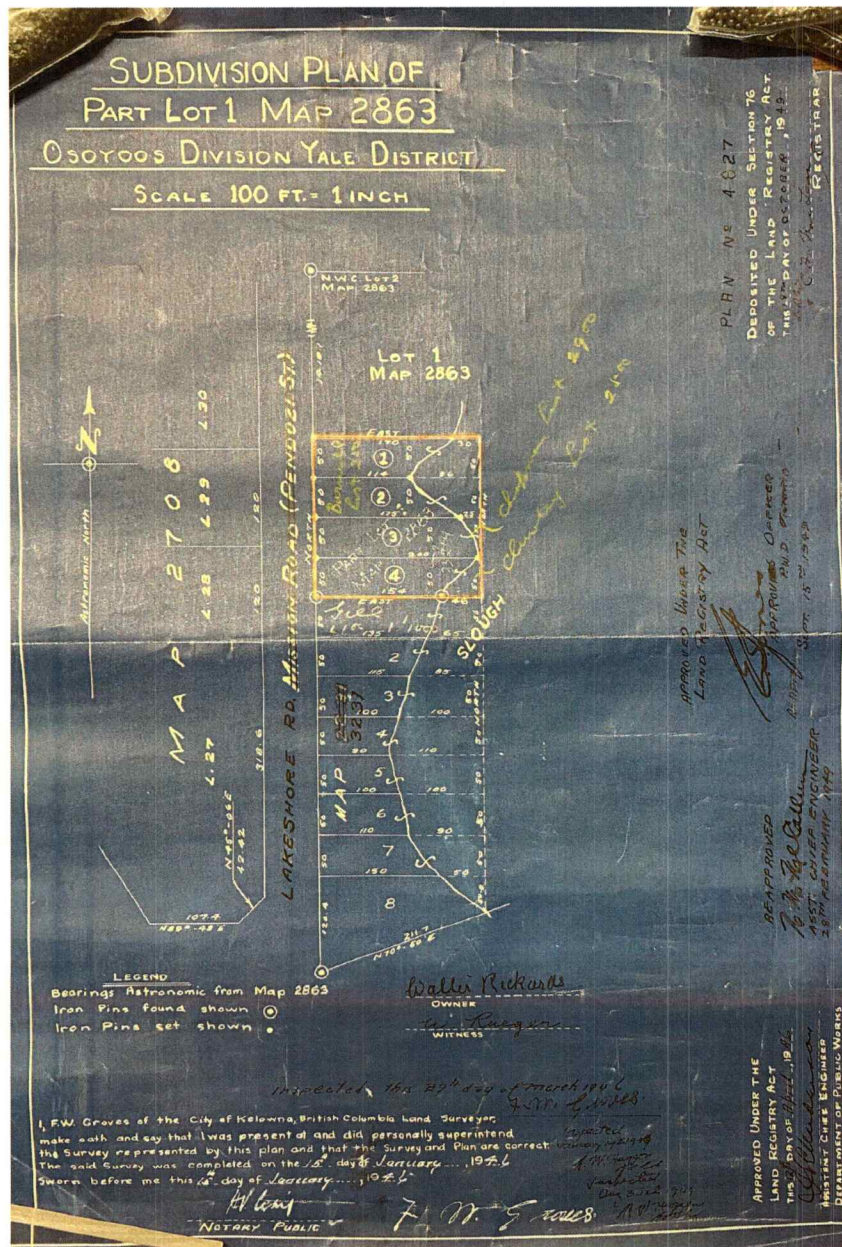
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Dating from 1929, this early subdivision map shows the overall layout of the district just prior to the start of its wider residential and commercial development. Except for the lake front residential lots, the area was dominated by larger acreage lots generally given over to mixed farming practices.

Private collection

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The 'fluid' nature of street names is clearly evident on this 1946 subdivision map. Here the owner is subdividing a larger holding into 50' residential lots directly across the street from the 3340 Lakeshore Road property.

Linen blueprint – subdivision plan, 1946

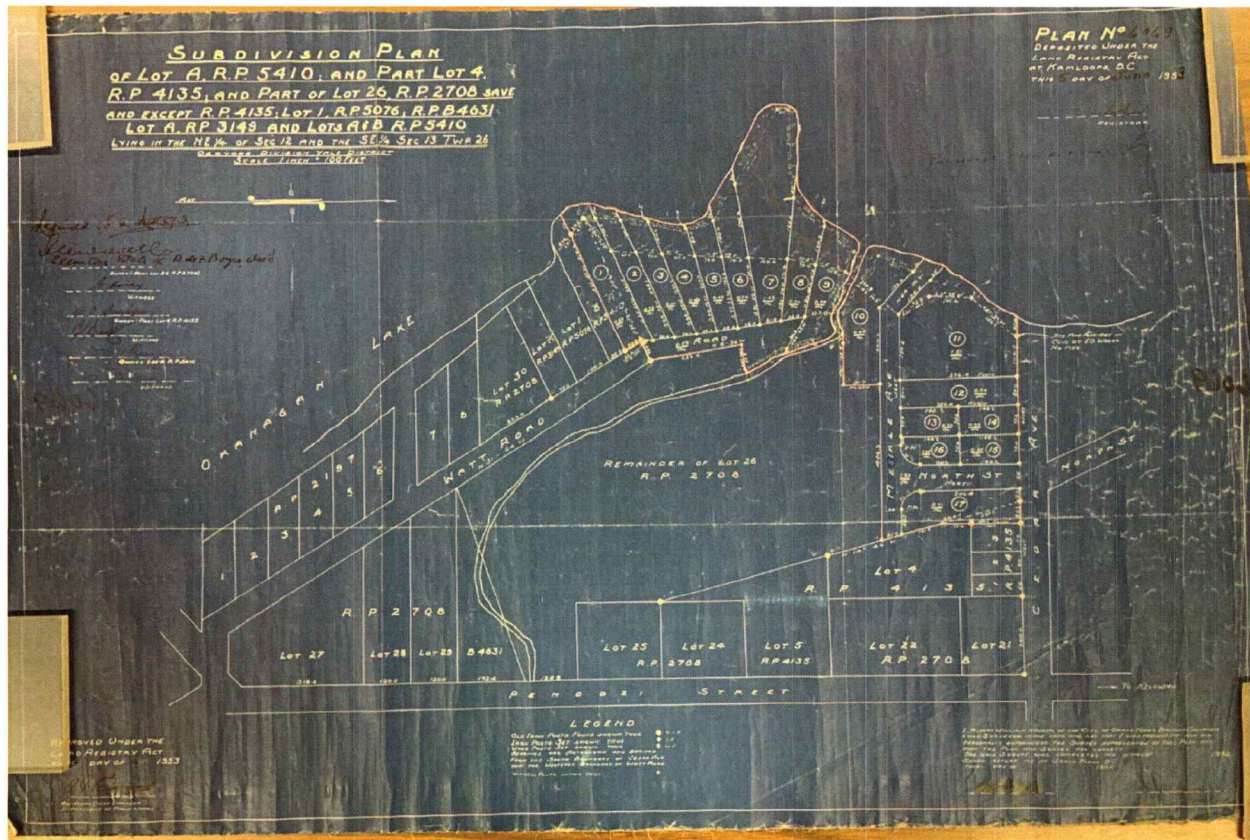
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This subdivision map shows the 3340 Lakeshore Road property as R.P. 2708, Lots 27, 28, and 29. The map also shows further subdivision of residential lakeshore lots.

Linen blueprint – development plan, 1953

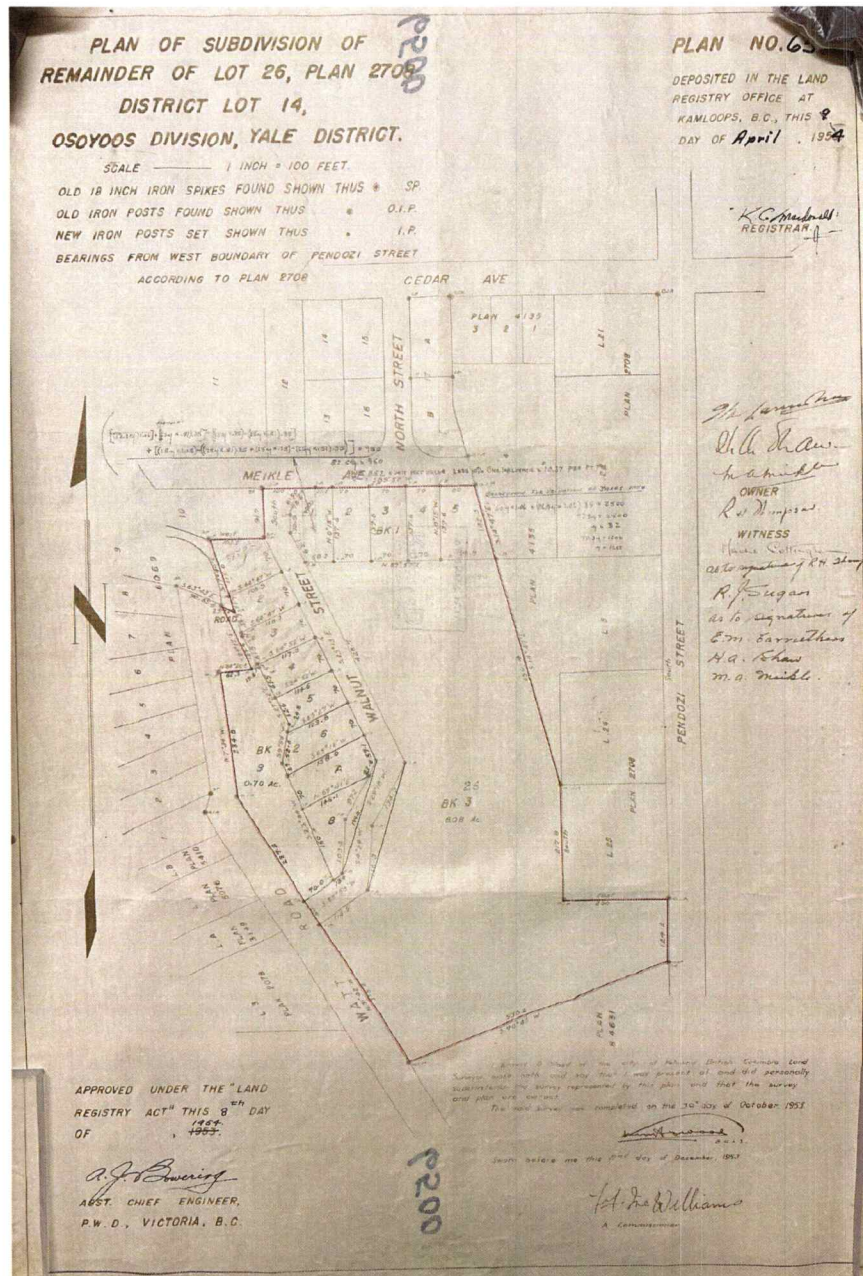
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The newly minted 'Walnut Street' takes shape as the larger lots R.P.2708 is further subdivided into residential lots.

Linen blueprint – subdivision plan, 1954

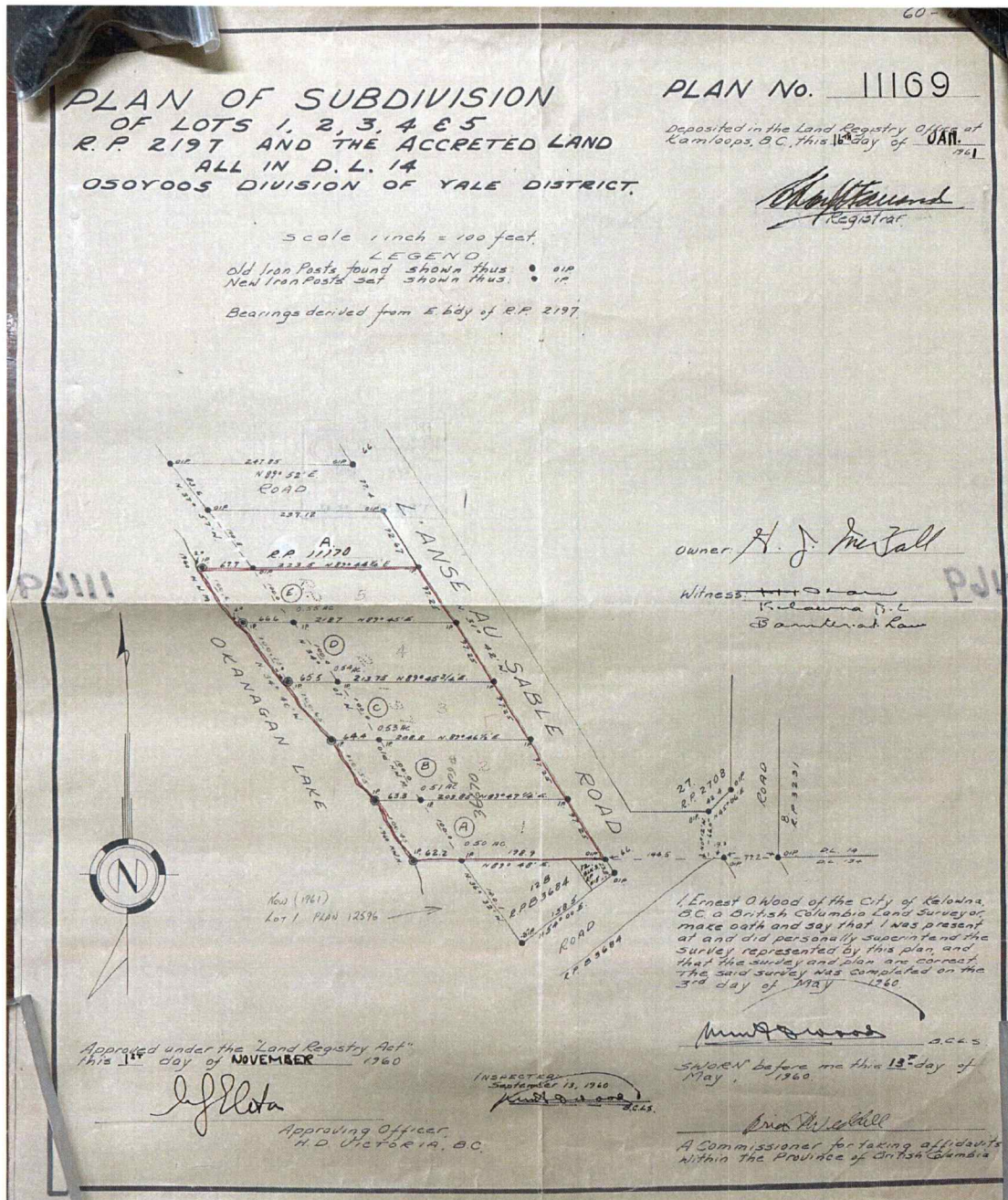
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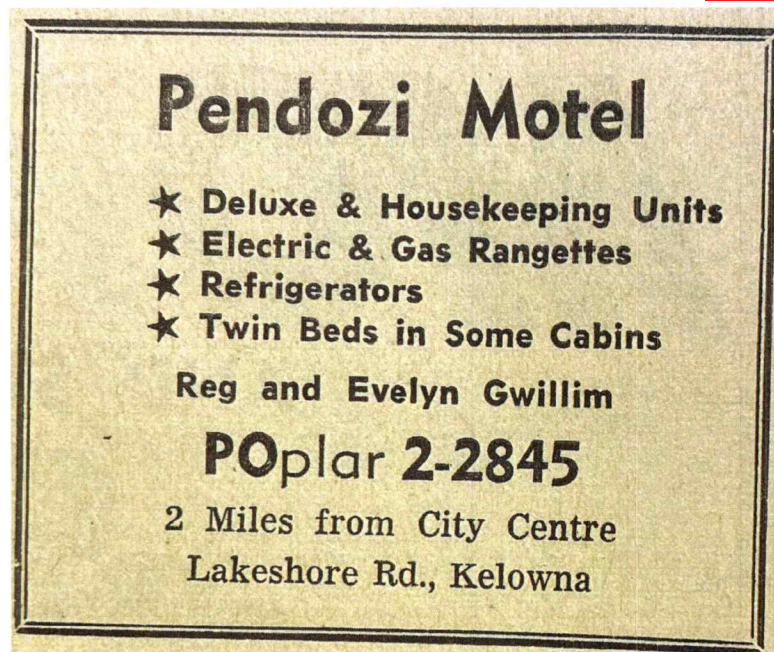


It is unclear when L'Anse Au Sable Road became Watt Road, though they were evidently interchangeable for a number of years.

Subdivision Map – 1960-61

Kelowna Public Archives

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These Motels were typical of the tourism businesses that emerged quickly after World war II to take advantage of a rapidly growing tourism industry across the west. These businesses did not have the benefit of actual lake frontage and took clear advantage of their location across from Boyce-Gyro Park.

BEACON BEACH RESORT MOTEL LTD.

OPEN ALL YEAR
 40 1 & 2 Bedroom
 Modern Carpeted
 Housekeeping Units Overlooking
 Okanagan Lake
 720 ft. of Safe Sandy Private
 Beach
 Shade Trees - Beach Furniture
 Barbecues
 Free - Rowboats - Water Slides
 Wading Pool - Boat Launch
 & Wharf - Tennis Court



762-4225
 3766 LAKESHORE RD., KELOWNA

O'CALLAGHAN'S SANDY SHORES RESORT

One of Kelowna's Largest and
 Finest Resorts

33 Government Approved Units
 328 Ft. of Safe Sandy Private Beach
 Special Off Season Rates




CALL
 EUGEN & ANN BRAUER
 AT
762-4774
 3326 Watt Rd., Kelowna

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Two examples of tourism businesses that took advantage of their location on the shores of Okanagan Lake. Added to other local motel operations, the area took on a distinct rhythm and pattern of seasonal activity.



DP19-0133 & DVP21-0076 3340 Lakeshore Road

Development Permit Application & Variances

Purpose

- ▶ To consider the form and character of a proposed mixed use terraced building with a height variance from 15 metres and four storeys to 48 metres and fourteen storeys.

Development Process

June 12th 2019

Development Application Submitted

Staff Review & Circulation

Aug 17th 2020

Public Notification Received

Sept 14th 2020

Initial Consideration

Oct 6th 2020

Public Hearing
Second & Third Readings

June 1st 2021

Final Reading, Development Permit, & Development
Variance Permit

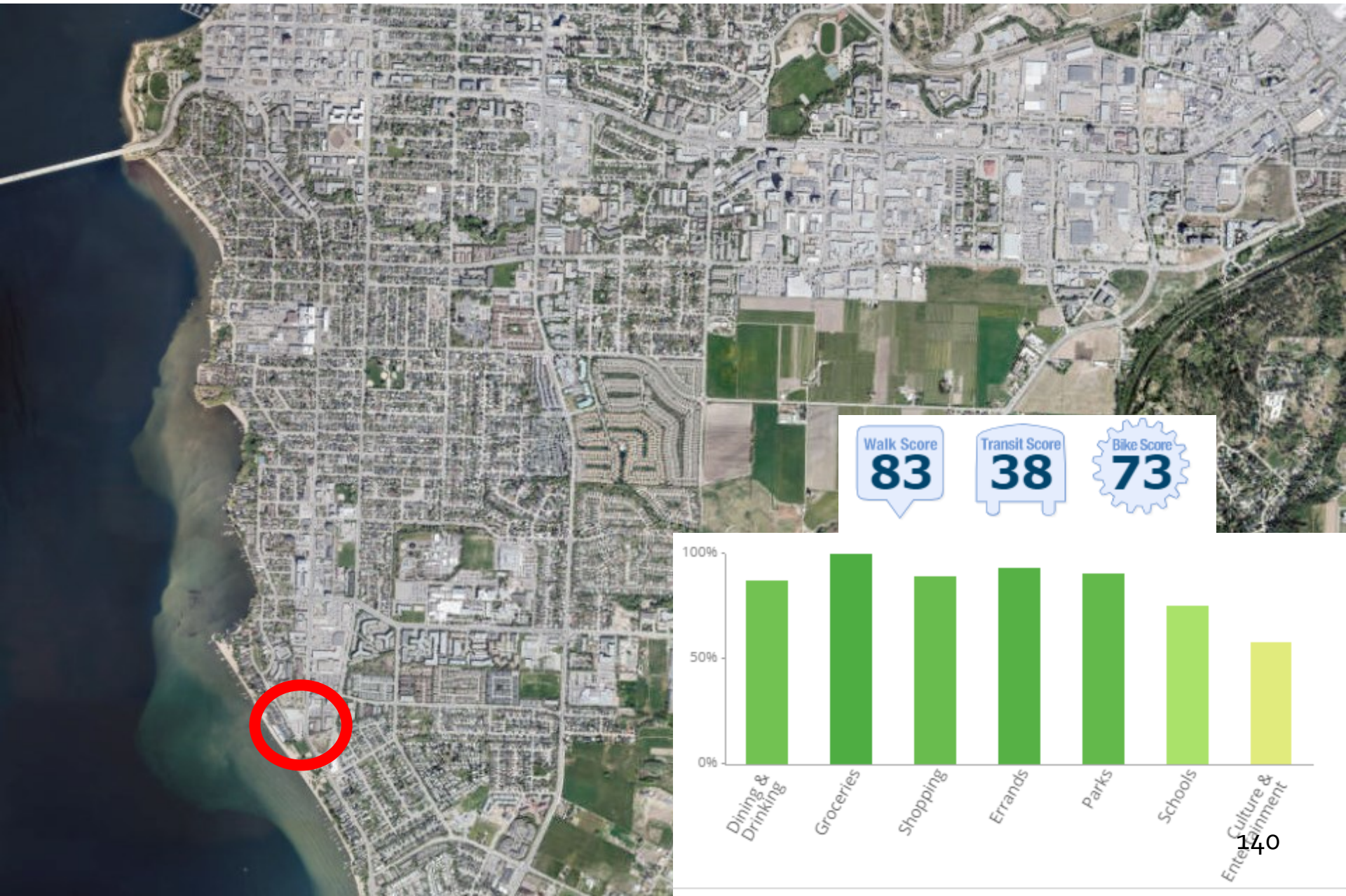
Building Permit

Council
Approvals

COMMUNITY CONSULTATION



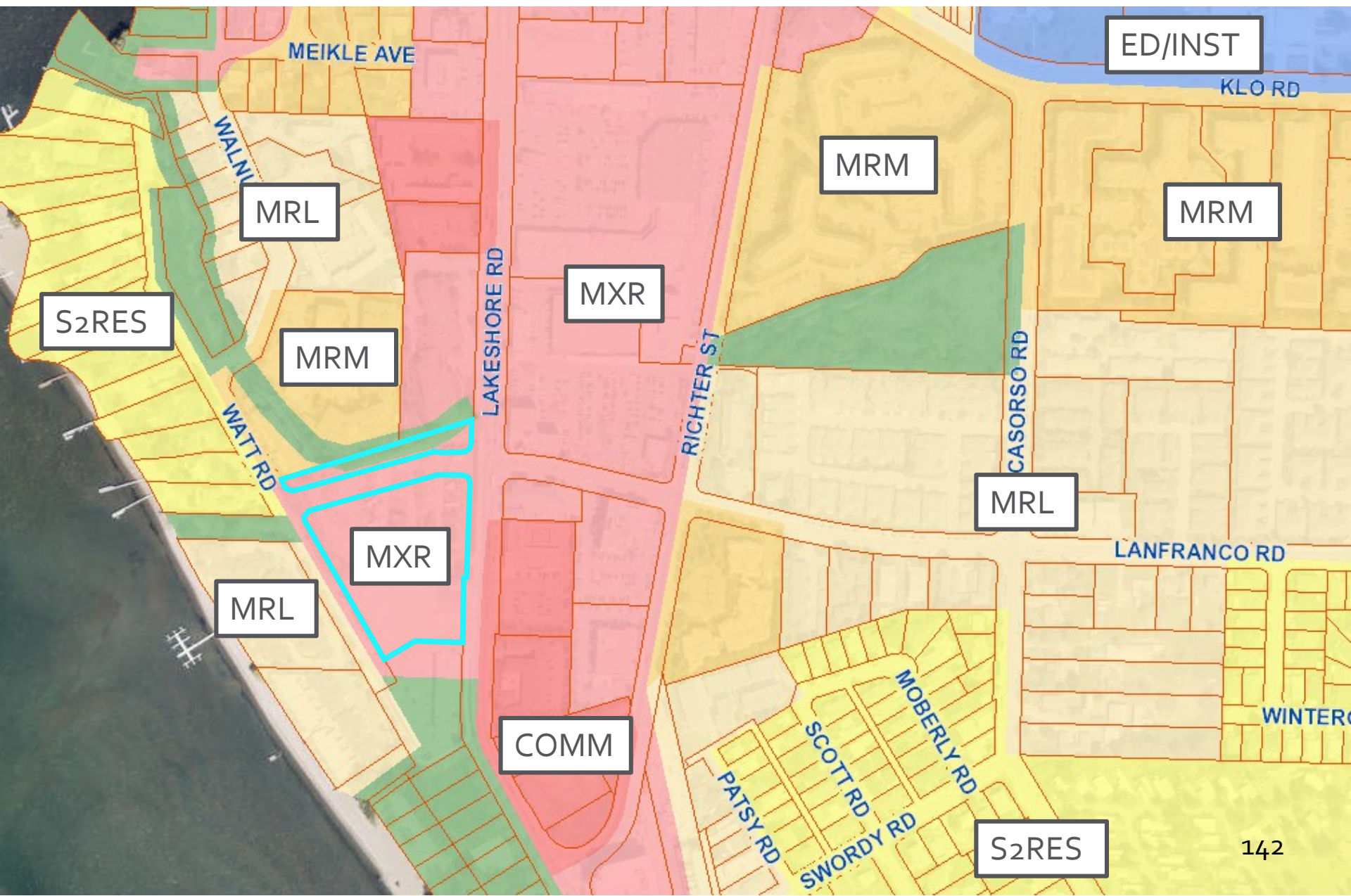
Context Map



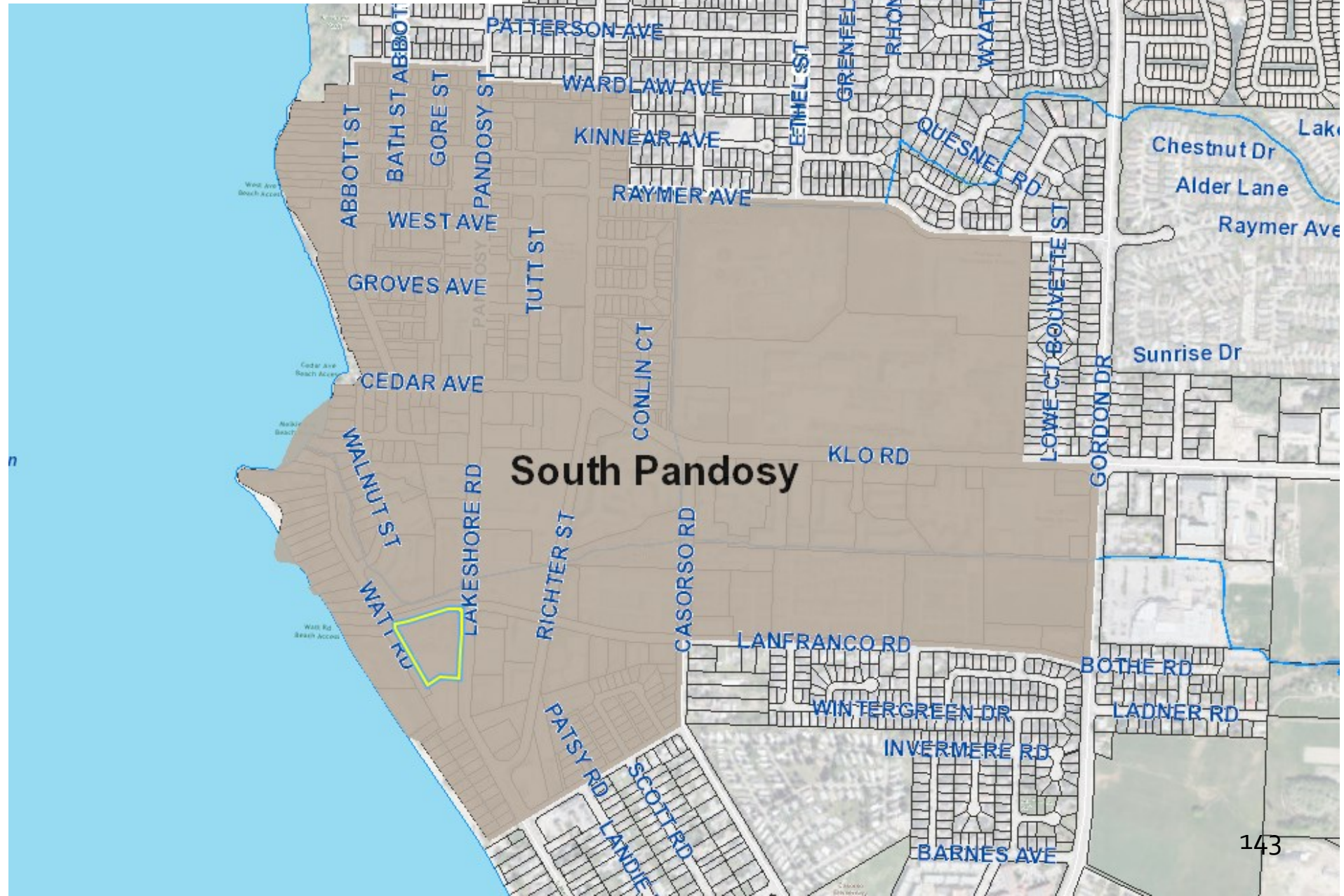
Subject Property Map



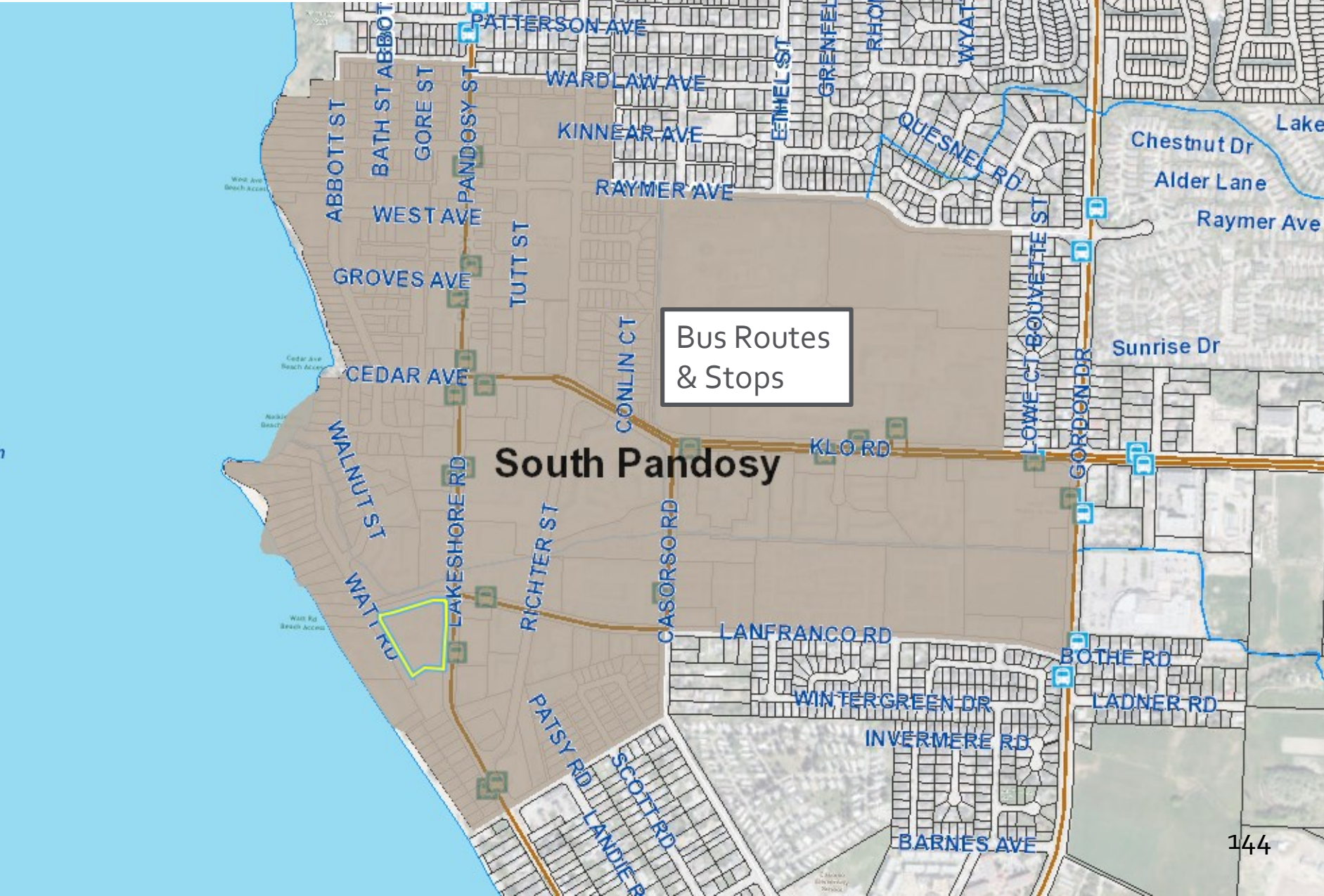
Official Community Plan



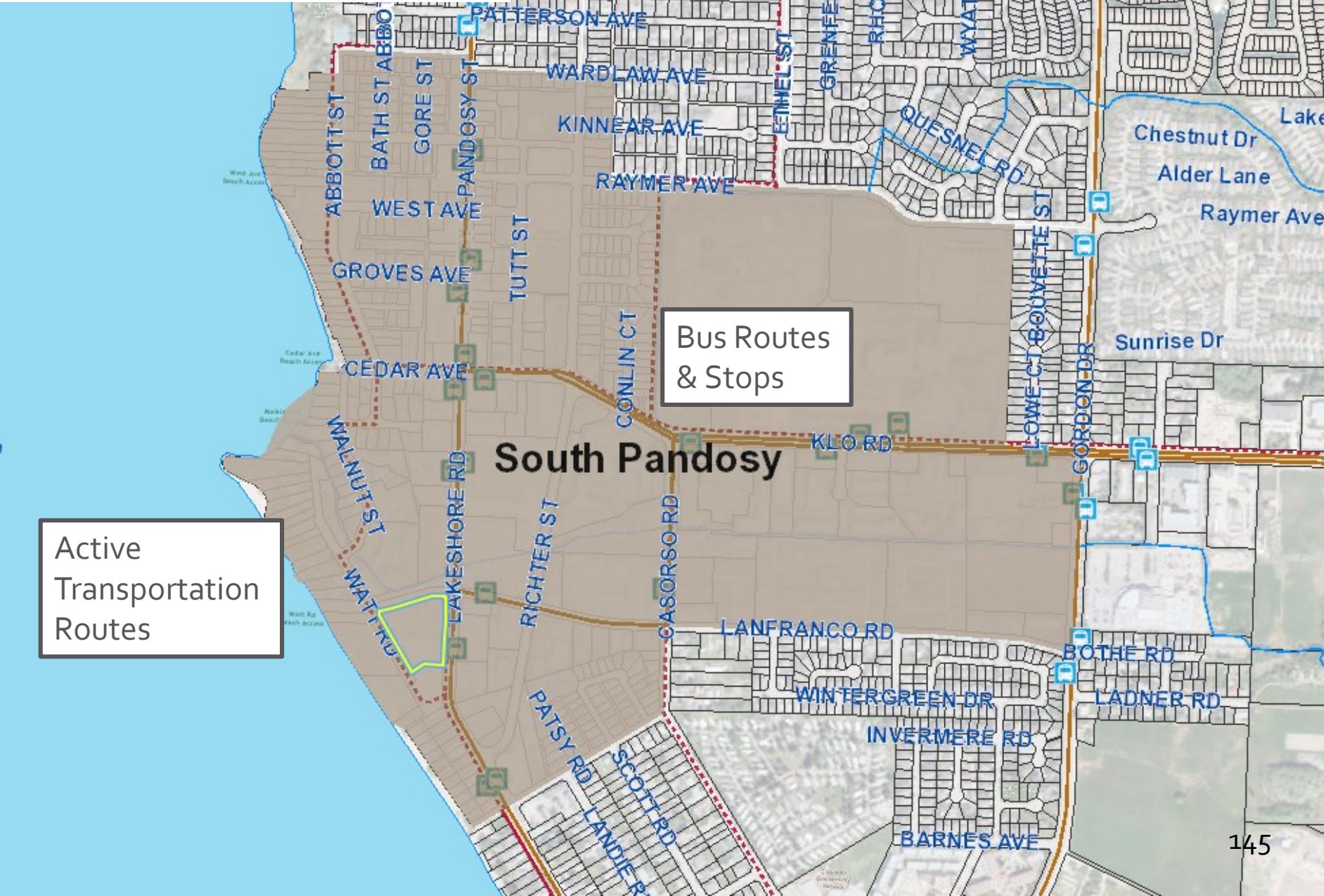
Urban Centre



Urban Centre



Urban Centre



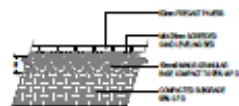
Active
Transportation
Routes

Bus Routes
& Stops

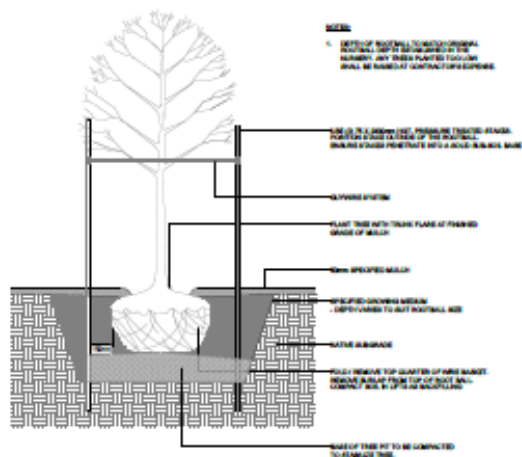
South Pandosy



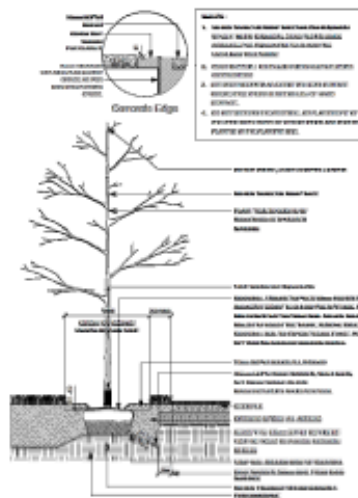
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LDP1 1:20



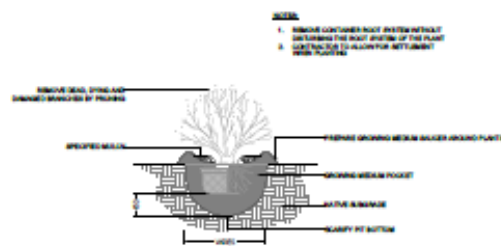
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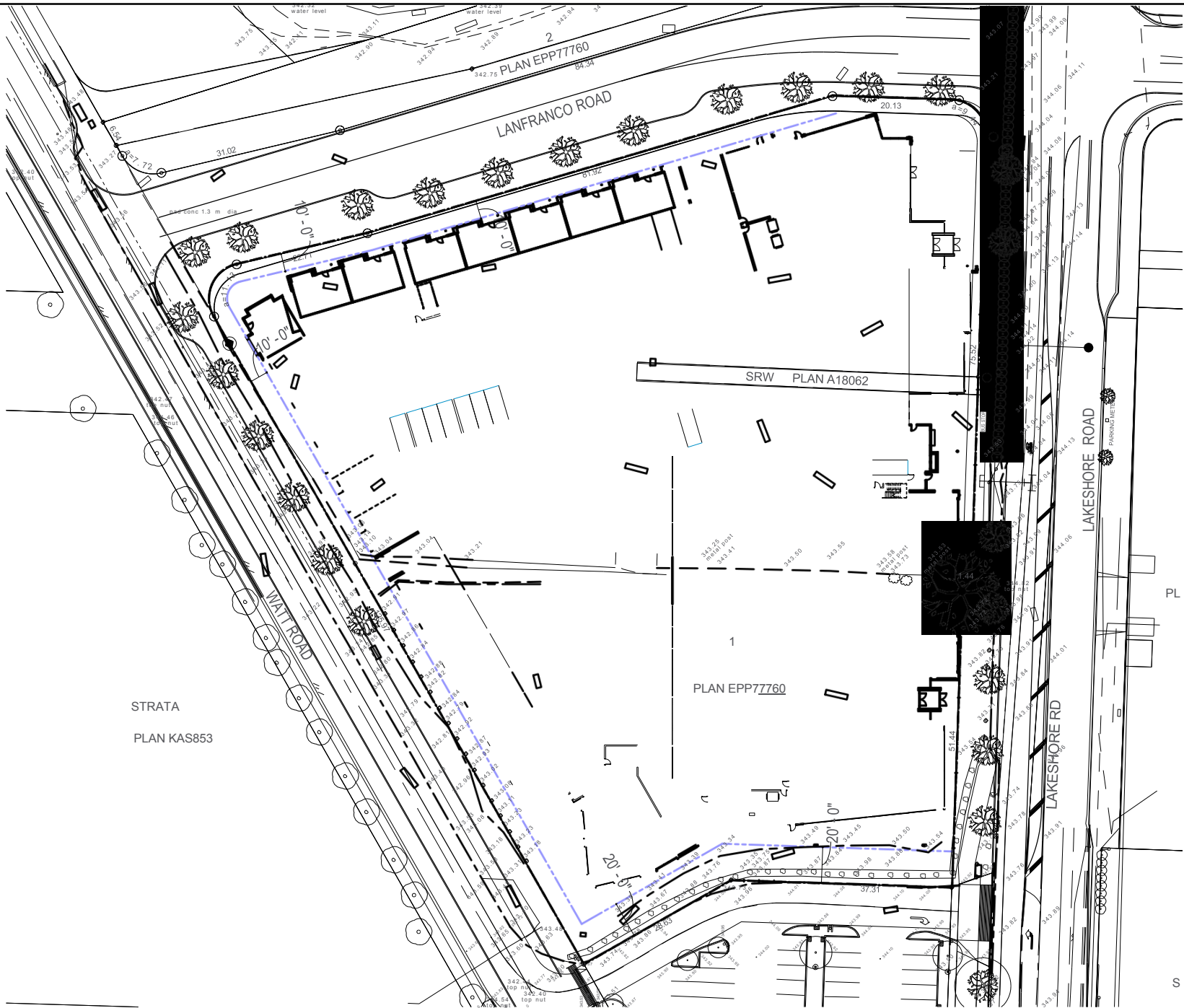
3 TREE PLANTING
LDP1 1:20



4 ROOT BARRIER AT PAVING
LDP1 NTS



5 SHRUBS PLANTING
LDP1 1:20



MEKLEJOHN
ARCHITECTS INC.

ASC

2021-04-14
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DATE: 2021-04-14
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LAKESHORE

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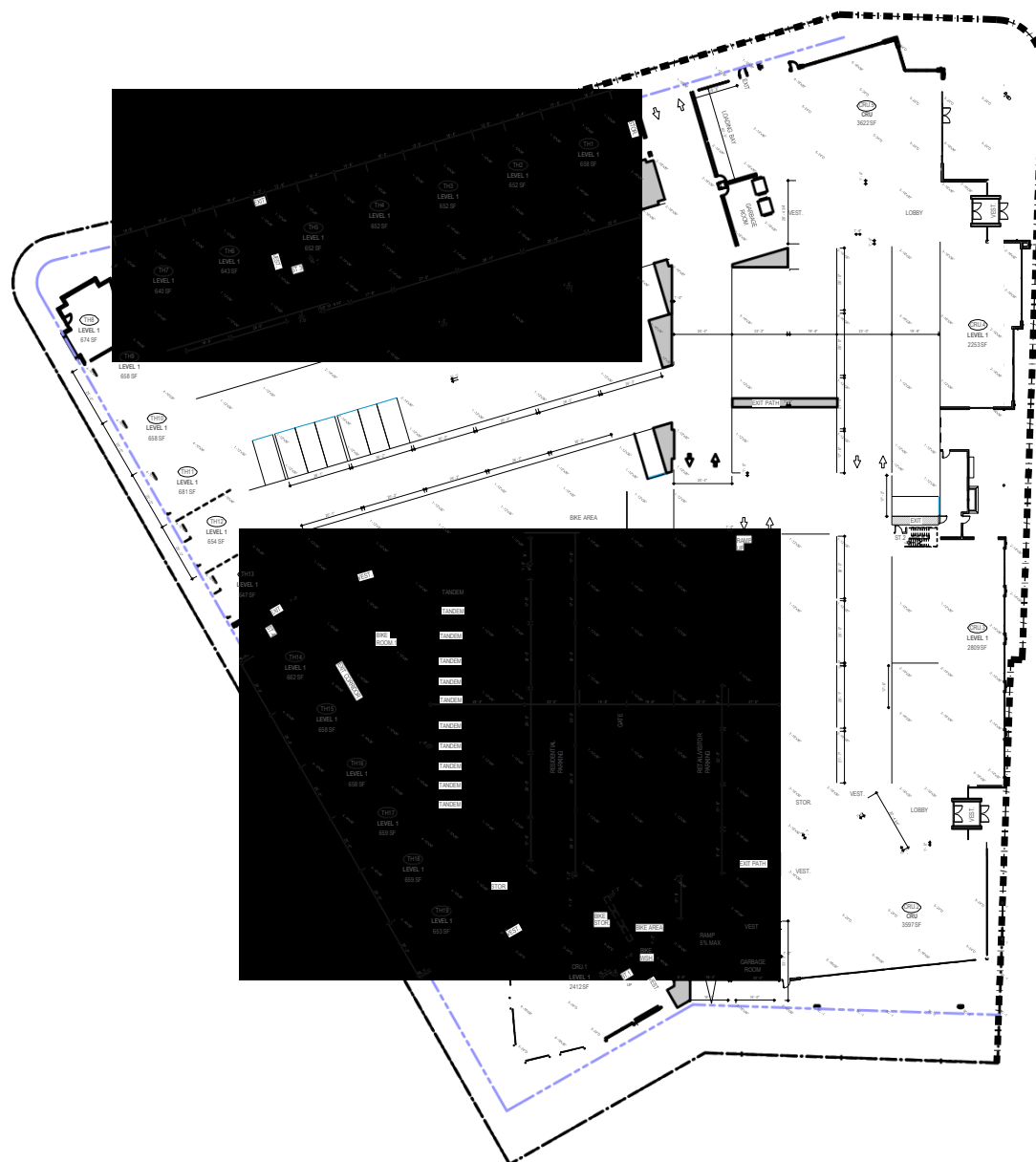
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Figure 1

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1. *Journal of the American Medical Association*, 1997; 277: 1033-1037.

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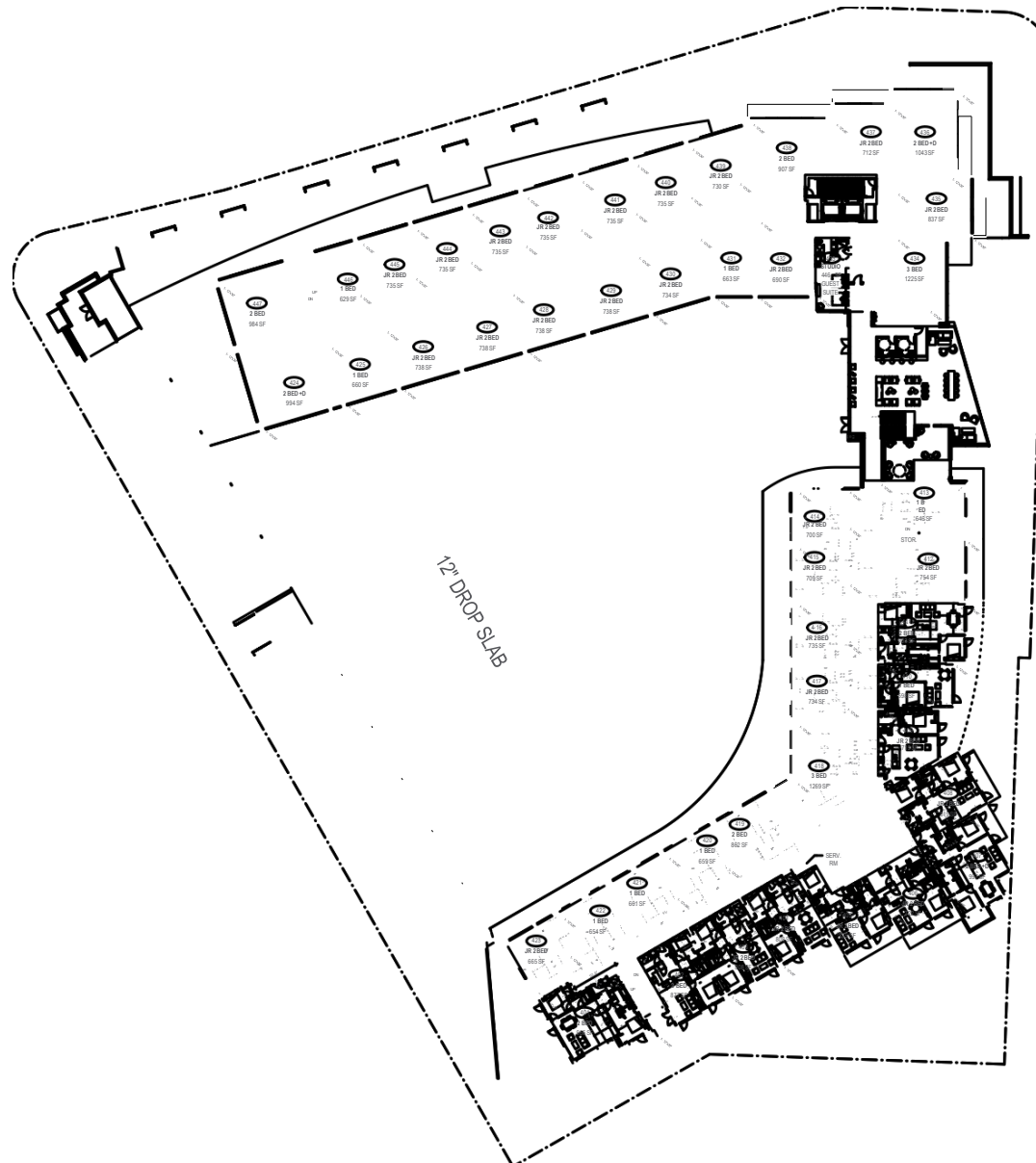
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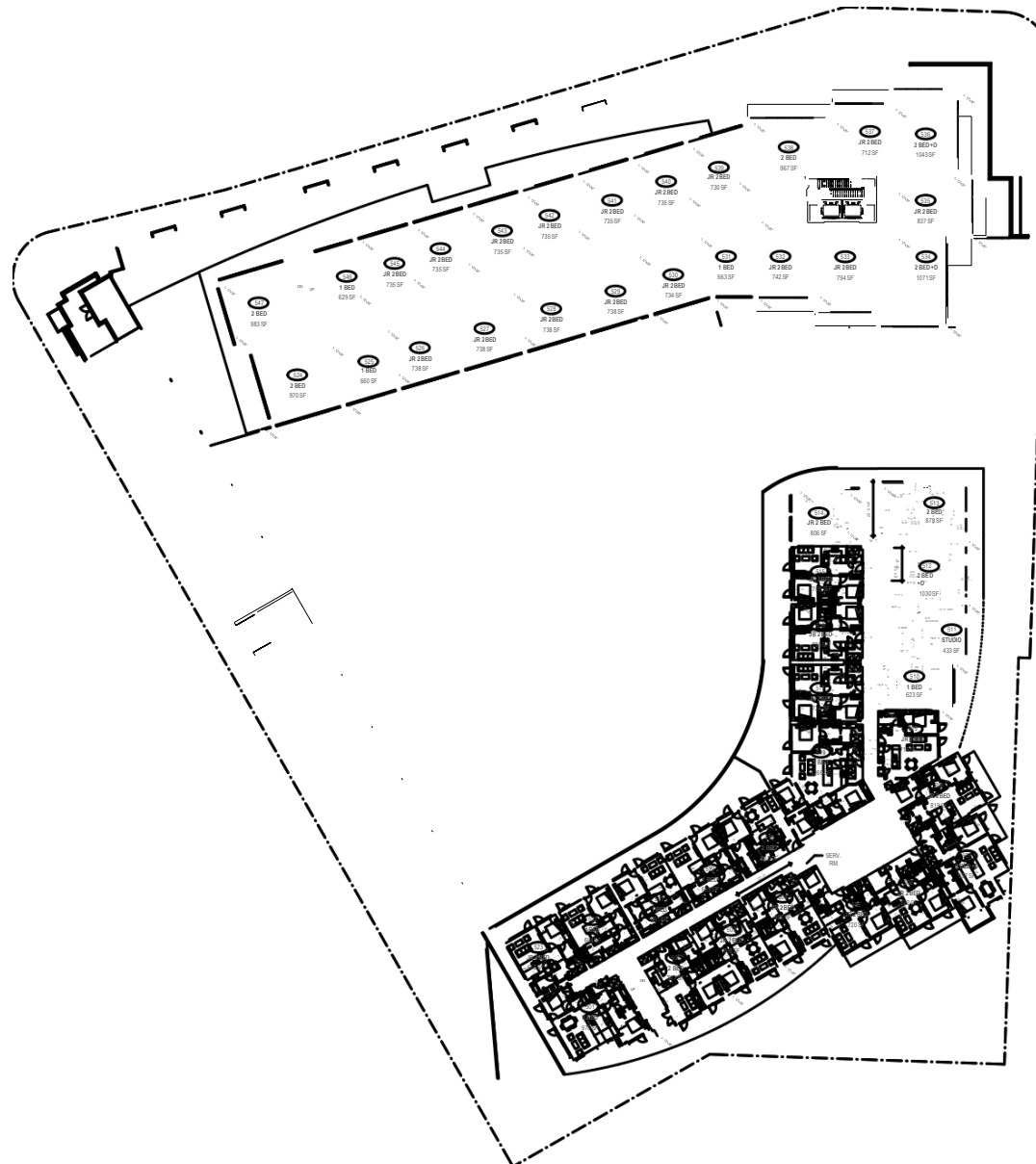
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TABLE 1. Summary of the 1000 Genomes Project

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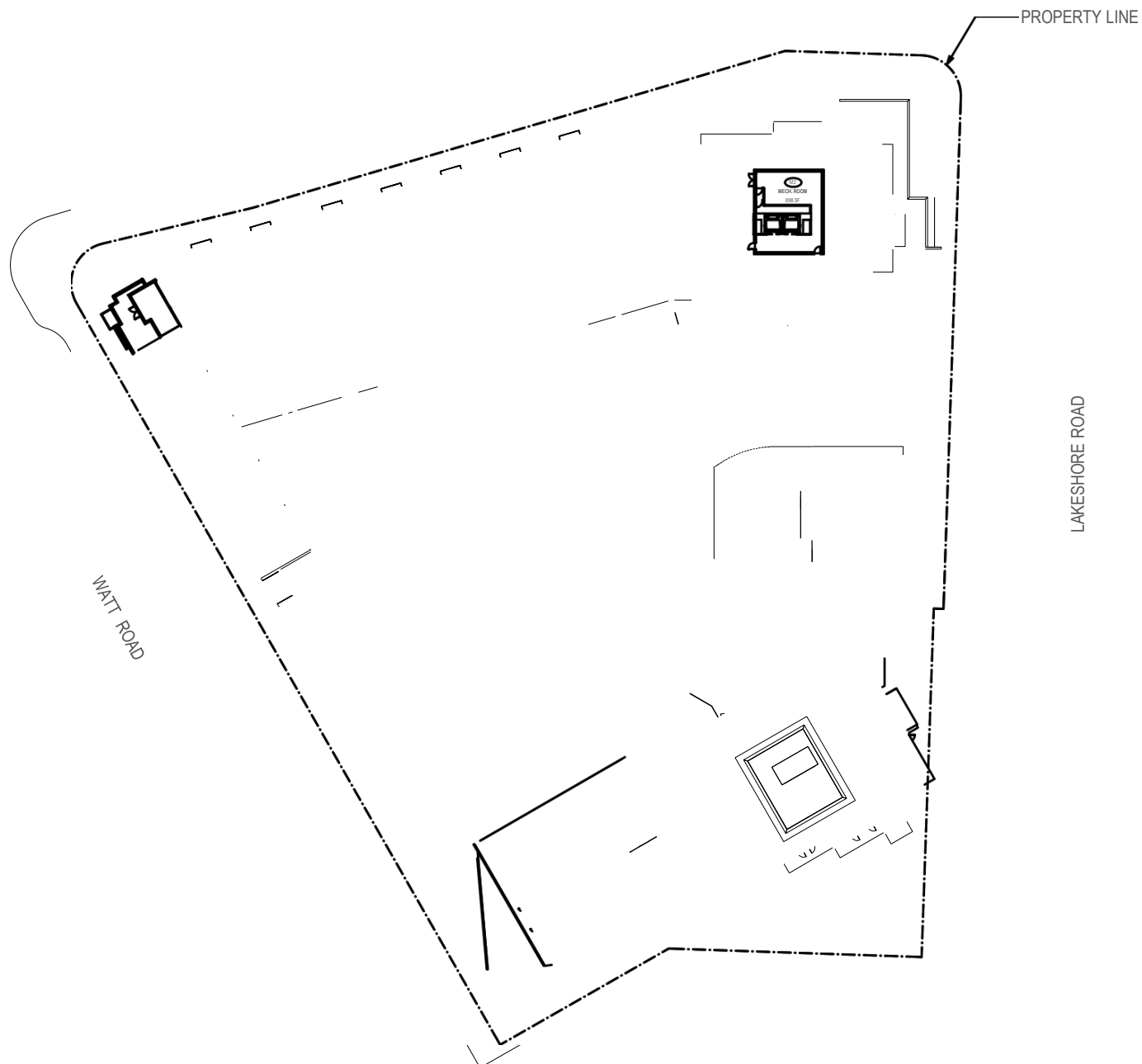
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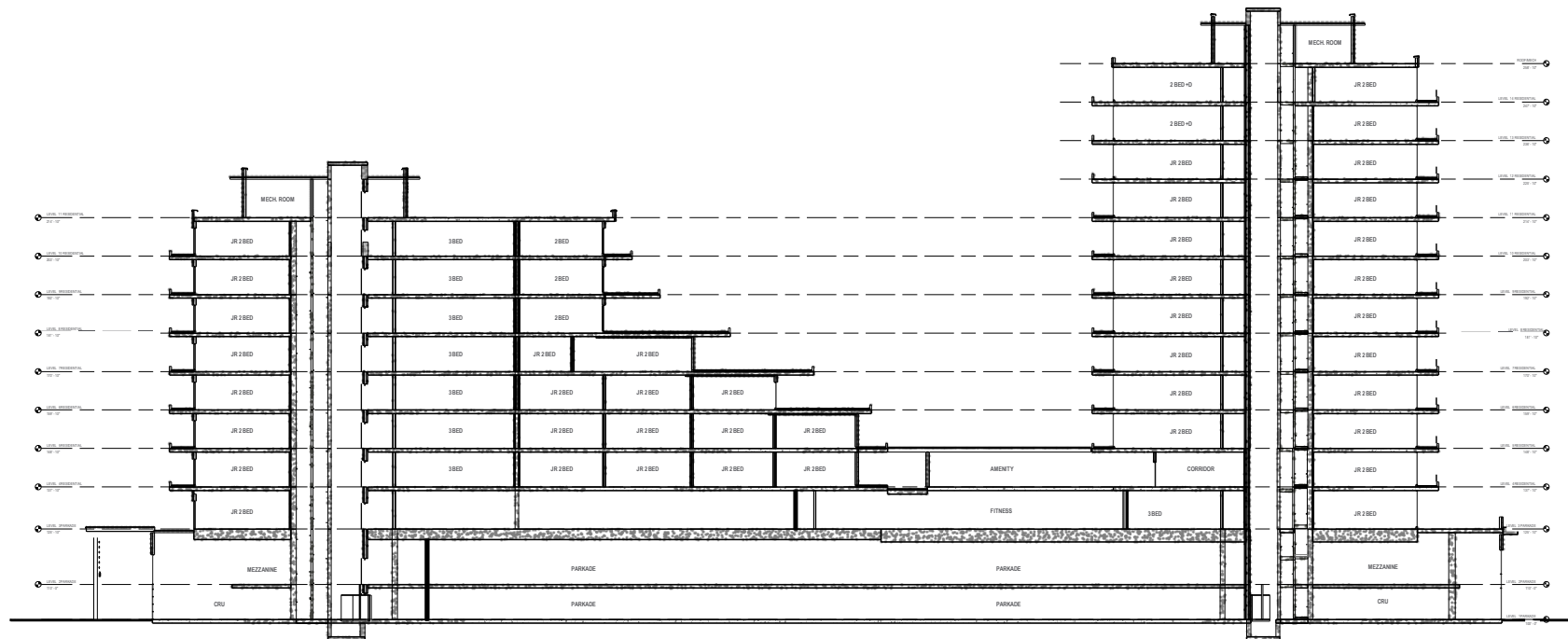
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ELEVATION VIEW
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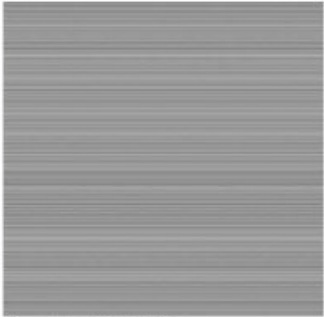
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silver & charcoal window



natural concrete



silver metal cladding



cementitious panel -
Largo VintagoReflex VR201

cementitious panel -
Largo VintagoReflex VR202



wood looking metal panel



KV stone Granite Rustic



BM - Foggy Morning (painted concrete)













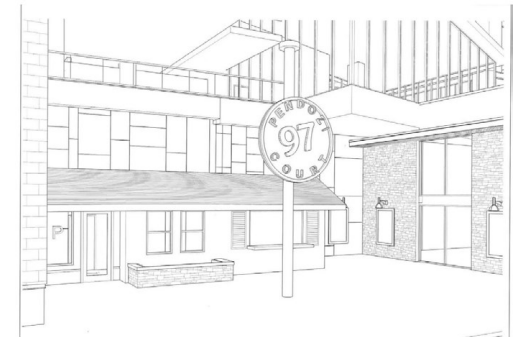




Pendozi Court –

A midblock public space that provides a prime opportunity to create an ‘interpretive moment’ that will enhance the public experience.

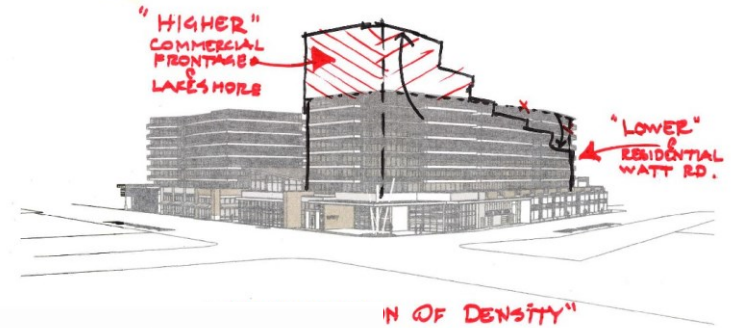
‘Pendozi Court’ is an expanded midblock public space on the Lakeshore Road frontage that forms a significant component of the project. It provides a prime opportunity to create an ‘interpretive moment’ of public enjoyment – designed to acknowledge the colourful history of the neighbourhood and dedicated to rest, respite and refreshment. Our inspiration for this space arises from the post World War 2 history of the neighbourhood (summarized below by local Historian, Wayne Wilson – full report also available as an Appendix to this document). ‘Pendozi’ acknowledges one of the historic names for this section of Lakeshore Road.



Variance

There is only one variance to building height from 4 storeys to 14 storeys.

Distribution of Density and Height Variance



Variance

Reasons to Support Height Variance:

1. Density Targets
 - a. South Pandosy 30 units per hectare / This Development 250 units per hectare
2. Not taller than the tallest building in South Pandosy
3. Significant Community benefits
 - a. Watt Road ATC
 - b. Overflow beach Parking
 - c. Lanfranco Rd construction and other traffic infrastructure improvements
 - d. High quality streetscape materials
4. Interesting unique terraced design despite having large shadow impacts to the northern properties

Development Policy

- ▶ Meets the intent of Official Community Plan Mixed Use and Urban Design Policies:
 - ▶ Compact Urban Form
 - ▶ Contain urban growth
 - ▶ Context sensitive built form
 - ▶ Massing, articulation, & height

Development Policy

The Official Community Plan Development policy for South Pandosy states:

- ▶ Height should be generally 4 storeys. Six storeys within C4 or C9 zoned areas. Potential for 8 storeys where an architecturally distinct and significant buildings is placed at a corner, gateway or view terminus location that is of significance to the community or where a building is of cultural significance to the community.
- ▶ Encourage the development of residential buildings fronting on the Abbott / Watt Road corridor to present a “grander” or more “stately” image than other residential areas which will enhance the desired character of the corridor.
- ▶ Encourage the development of landmark buildings at key intersections within the precinct and at the terminus of significant sight lines. Landmark buildings should be distinguished from other buildings through the conscientious use of siting, common entrances, additional storeys, articulation of the footprint or roof-line, decorative structures, colour, and other means appropriate to the setting and desired effect.
- ▶ Provide a strong gateway or sense of entry to the town centre along the north-south arterials (northbound: Lakeshore Road at Richter Street) (Southbound: Pandosy Street at Wardaw Avenue). The gateway should be established by the appropriate use of land use, site planning, building design, landscaping, and street section, including streetscape treatment.
- ▶ Consider a joint City – developer proposal for combined park / parking / commercial use in a major landmark development at the corner of Lakeshore and Watt Road. The intent is to permit a mixed use building with commercial at grade level and office and / or residential above. A building up to 8 storeys in height be considered for the site.

Staff Recommendation

- ▶ Staff recommend **support** of the Development Permit and Development Variance Permit
 - ▶ Add condition for public right of way easement and maintenance agreement at southern property line.



Conclusion of Staff Remarks

20 Year Development Projection

The development of new housing between 2010 and 2030 is projected to occur as a function of both development / redevelopment in some areas, and development initiatives in new growth areas. Based on previous planning initiatives, and approved projects within the community, a pattern of housing growth is projected to occur on a distribution of 57% multiple unit and 43% single / two unit as shown in Table 3.5.

The 20 Year Servicing Plan and Financing Strategy has been prepared based on the number and distribution of projected housing units to 2030 shown below. Any departures from these projections may trigger a need to review the Servicing Plan and Financing Strategy.

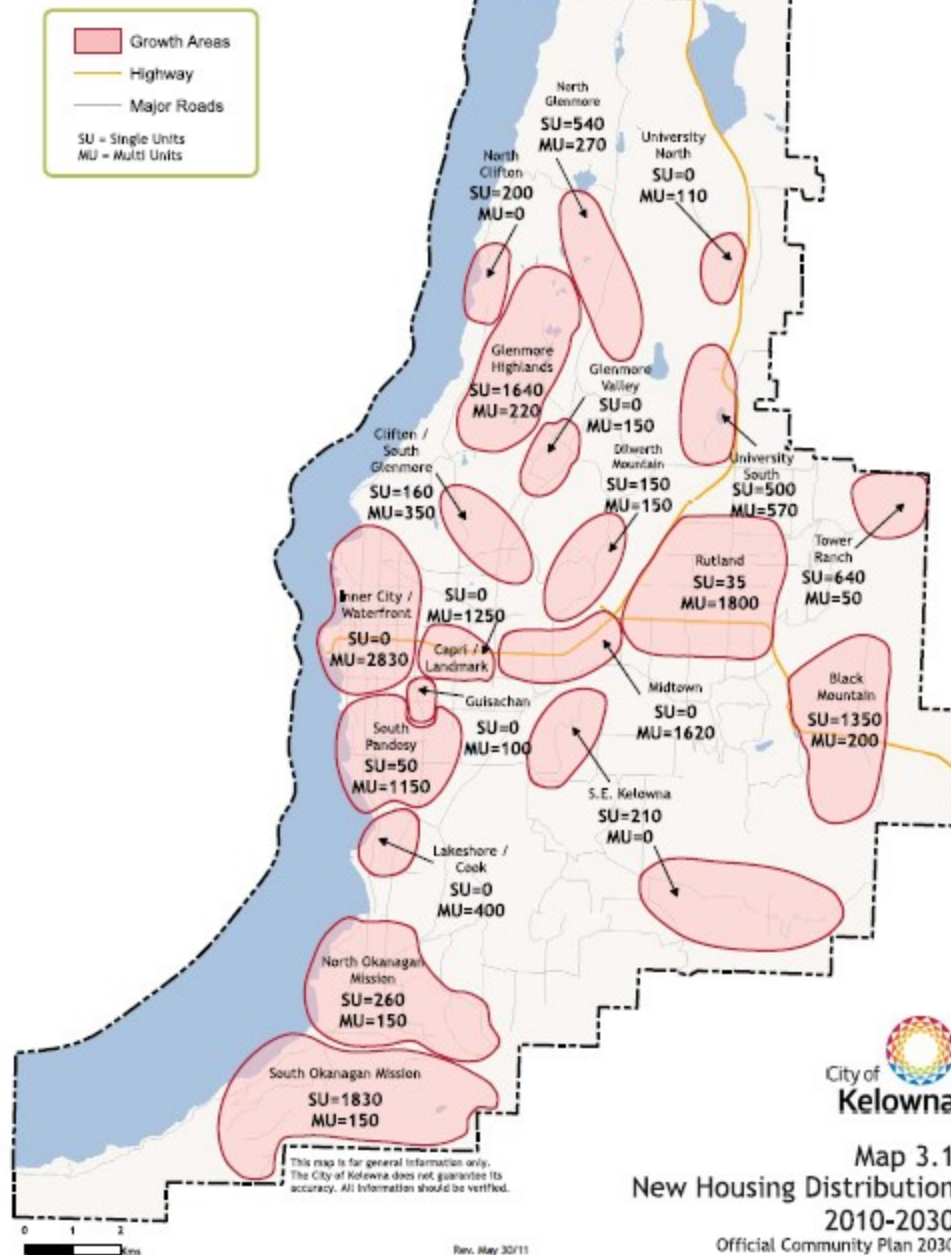
In addition, there is a residual potential for housing beyond 2030 of approximately 2000 single / two unit homes and over 50,000 multiple unit homes within the Permanent Growth Boundary.

Table 3.5 **New Housing Distribution**

	SU	MU	Subtotal
North Clifton	200	0	200
Glenmore Highlands	1640	220	1860
North Glenmore	540	270	810
Glenmore Valley	0	150	150
Clifton / South Glenmore	160	350	510
Inner City / Waterfront	0	2830	2830 (a)
South Pandozy	50	1150	1200
Gulsachan	0	100	100
Lakeshore / Cook	0	400	400
North Okanagan Mission	260	150	410
South Okanagan Mission	1830	150	1980
Southeast Kelowna	210	0	210
Black Mountain	1350	200	1550
Dilworth Mountain	150	150	300 (b)
Midtown	0	1620	1620
Capri / Landmark	0	1250	1250 (c)
Rutland	35	1800	1835
Tower Ranch	640	50	690
University South	500	570	1070
University North	0	110	110
Secondary Suites/Carriage Houses	1000	0	1000
Total	8565	11520	20085

Notes for Table 3.5

- The Inner-City / Waterfront area includes those lands in the South Central, North Central, North End, Kelowna Centre, and Downtown (generally west of Gordon Drive).
- Includes 150 units at Mt. Baldy, outside of LUC.
- Includes those lands west of Gordon Drive (Clement to Springfield), Capri, Bernard / Lawrence Ave, Sutherland / Dickson Ave and Landmark (Burtch, Harvey, Spall, Springfield).



Stats in South Pandosy

- ▶ Built since 2010, net 289 dwelling units (+36 if Gyro beach townhomes are counted)
- ▶ 69 dwelling units are under construction
- ▶ **Total of 366 – 402 dwellings provided**
- ▶ Various number of dwelling currently in planning process
- ▶ At this rate by the end of 2030 there would **732-804 dwelling units**
- ▶ Projected and anticipated to have **1200 dwelling units**

Stats in South Pandosy

Completed

- ▶ 40 units Sole KLO
- ▶ 39 units Now Canada
- ▶ 111 units SOPA
- ▶ 3 units Gore St
- ▶ 3 units Bath St
- ▶ -6 units Golder Bldg
- ▶ +8 units and -8 units level Worman
- ▶ 103 units The Shore
- ▶ 36 units Gyro Beach Townhomes

Under Construction

- ▶ 4 units Osprey / Abbott
- ▶ 17 units Gore St
- ▶ 48 units West Ave