

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)**

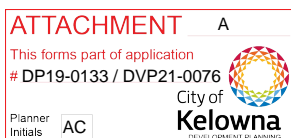
Before any bond or security required under this Permit is reduced or released, the Developer will provide the City with a statutory declaration certifying that all labour, material, workers' compensation and other taxes and costs have been paid.

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
TH9	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	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	3 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

[illegible]

Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A2.00

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

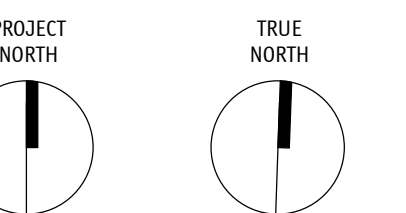
Drawing Title

SITE PLAN 1/32"

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

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

2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Melkior Architects Inc. and may not be used without the written consent of Melkior Architects Inc.

[illegible]

Abstract Title

340
AKESHORE

D LAKESHORE RD, KELOWNA BC, V1X 6L4

A3.01

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

Working Title

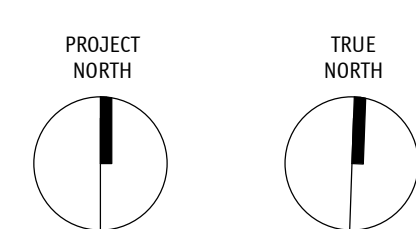
LEVEL 1

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

No.	19-1847
e	1/16" = 1'-0"
own	Author
checked	Checker

Checked	Checker
30-Kirkova, Card Backs (2277979-1841-3240) Lakshmi (13.0) Dravida (2.7) Gurnani (10/17/22) 3240-3240 Lakshmi (13.0)	

2021-04-14
REVISED DP



copyright reserved. This plan and design is and at all times remains the exclusive property of Melkior Architects Inc. and may not be used without the architect's consent.

[illegible]

Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

A3.02

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

Drawing Title

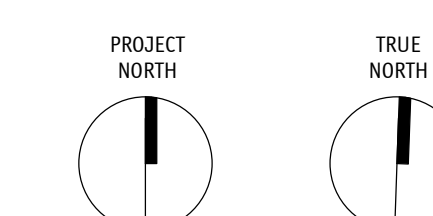
LEVEL 2

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

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

2-105 Kolkova Cad Backlog 227979-1841 3340 Lakewood 17.0 Drainage 2.1 Current Flow 72-3546 3340 Lakewood

2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Melkiojohn Architects Inc. and may not be used without the

[illegible]

Project Title

3340
LAKESHORE

3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.03

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

Drawing Fit

LEVEL 3

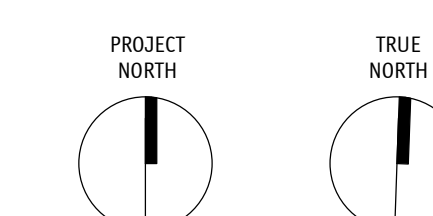
Scale 1/16" = 1'-0"

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

Checked 39
 Z:\00-Kirkens Cad Backlog\227979-1841-3340-Laboratory\1.D\Drawings\2.1 Current\Drawings\2A-150a-3340-Laboratory



2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of MelilloJohn Architects Inc. and may not be used without the Architect's consent.

[illegible]

Project Title

3340
LAKESHORE

3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.04

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

Drawing Title

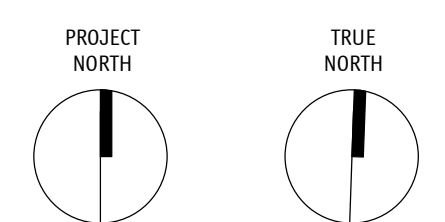
LEVEL 4

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

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



2021-04-14
REVISED DP



copyright reserved. This plan and design is and at all times remains the exclusive property of Mellicoe-John Architects Inc. and may not be used without the architects' consent.

[illegible]

Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.05

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

Drawing Title

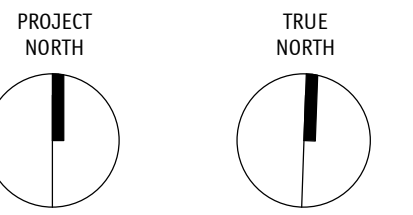
LEVEL 5

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

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



2021-04-14
REVISED DP



copyright reserved. This plan and design is and at all times remains the exclusive property of Melkiesohn Architects Inc. and may not be used without the architects' consent.

[illegible]

Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

A3.06

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

Drawing Title

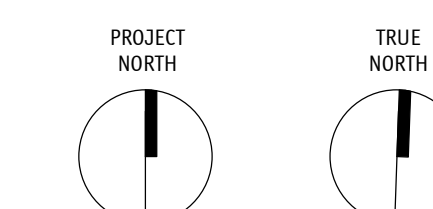
LEVEL 6

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

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



2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Melkiejohn Architects Inc. and may not be used without the

[illegible]

Project Title

3340
LAKESHORE

3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.07

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

Drawing Fit

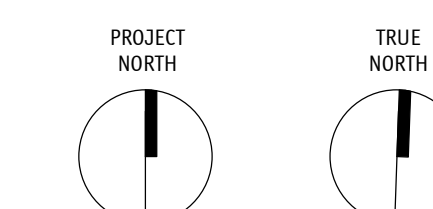
LEVEL 7

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

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



2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Melillejohn Architects Inc. and may not be used without the

[illegible]

Project Title

3340
LAKESHORE

3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.08

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

Drawing Fit

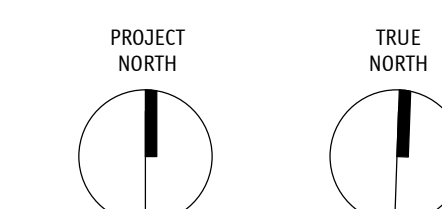
LEVEL 8

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

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



2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Melillejohn Architects Inc. and may not be used without the

[illegible]

Project Title

3340
LAKESHORE

3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.09

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

Drawing Fit

LEVEL 9

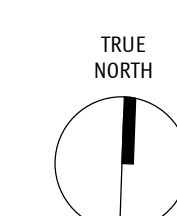
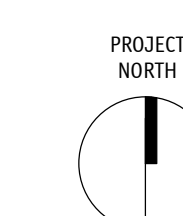
Scale $1/16'' = 1'-0''$

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

2100 Kilbuck Cnd Rocky 207978 1841 3340 Lakewood 0.0 Dream 0.1 Currier Buff 77-3546 3340 Lakewood



2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Melkiojohn Architects Inc. and may not be used without the

[illegible]

Project Title

3340
LAKESHORE

3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.10

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

Drawing Title

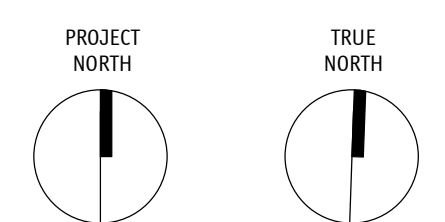
LEVEL 10

Scale 1/16" = 1'-0"

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



2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Mellicke/John Architects Inc. and may not be used without the

	Date	Revision
1	2021-03-02	0P SUBMISSION
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		
81		
82		
83		
84		
85		
86		
87		
88		
89		
90		
91		
92		
93		
94		
95		
96		
97		
98		
99		
100		

Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.11

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

Drawing Title

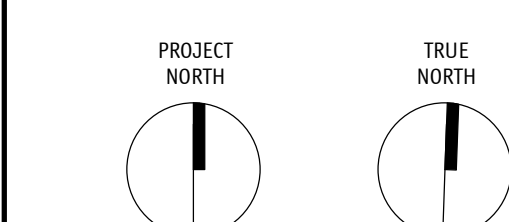
LEVEL 11

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

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



2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Melkiejohn Architects Inc. and may not be used without the

[illegible]

Project Title

3340
LAKESHORE

3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

A3.12

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

Drawing Title

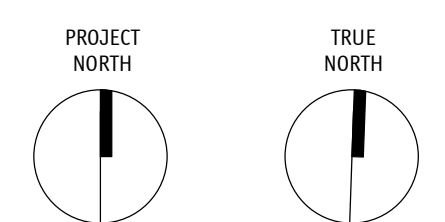
LEVEL 12

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

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



2021-04-14
REVISED DP



copyright reserved. This plan and design is and at all times remains the exclusive property of Melkidejohn Architects Inc. and may not be used without the

	Date	Revision
1	2021-03-02	0P SUBMISSION
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		
81		
82		
83		
84		
85		
86		
87		
88		
89		
90		
91		
92		
93		
94		
95		
96		
97		
98		
99		
100		

Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.13

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

Drawing Title

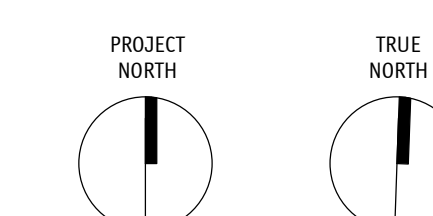
LEVEL 13

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

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



2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Melillejohn Architects Inc. and may not be used without the

[illegible]

Project Title

3340
LAKESHORE

3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.14

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

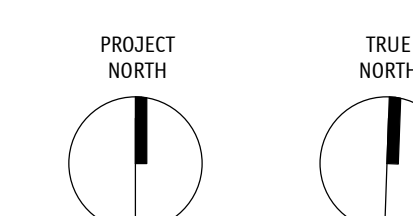
Drawing Fit

LEVEL 14

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

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

2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Melkidejohn Architects Inc. and may not be used without the

[illegible]

Project Title

3340
LAKESHORE

3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

A3.15

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

Drawing Title

ROOF/MECH

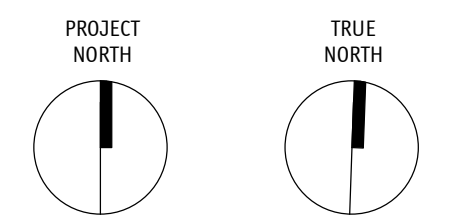
Scale 1/16" = 1'-0"

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

Checked _____ Checker _____
Z:\00-Kolovna Cad Backup\2027773-1841-3340-Lakshmi\1.0-Drawing\1.1-Curves\Pen\73-1841-3340-Lakshmi



2021-04-14
REVISED DP



copyright reserved. This plan and design is and at all times remains the exclusive property of Melkior Architects Inc. and may not be used without the architects' consent.

[illegible]

Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

aving Number

A8.01

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

swing fit

LAKE SHORE ELEVATION VIEW

Scale

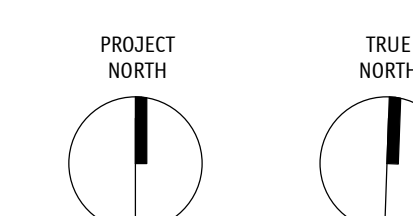
Lab No.	19-1847
---------	---------

2000

checked



2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Melkiorjohn Architects Inc. and may not be used without the Architects' consent.

[illegible]

Project Title

3340
LAKESHORE

3340 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

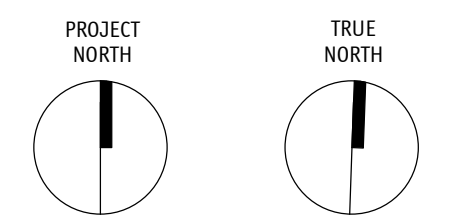
LAKESHORE/LANFRANCO
ELEVATION VIEW

Scale

Job No.	19-1847
Scale	
Drawn	Author
Checked	Checker



2021-04-14
REVISED DP



copyright reserved. This plan and design is and at all times remains the exclusive property of Melkiesjohn Architects Inc. and may not be used without the architects' consent.

[illegible]

Project Title

3340
LAKESHORE

440 LAKESHORE RD, KELOWNA BC, V1X 6L4

Drawing Number

ΛΘ 03

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

Drawing Title

WATT

/TEW

71LW

Scale

Web No.

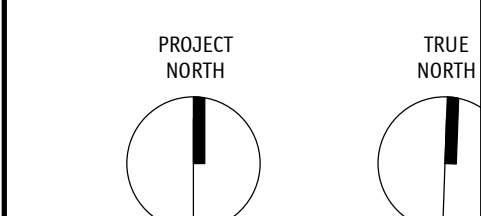
scale

mean

checked
077973-1941 2240 Lfms



2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Melidjo John Architects Inc. and may not be used without the Architects' consent.

[illegible]

Project Title

3340
LAKESHORE

3340 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 $3/32'' = 1'-0''$

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

Checked	Checker
2:30:00	2:30:00



silver & charcoal window



natural concrete



silver metal cladding



cementitious panel -
Largo VintagoReflex VR201



cementitious panel -
Largo VintagoReflex VR202



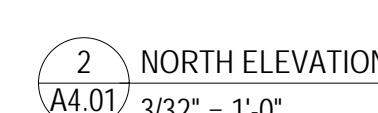
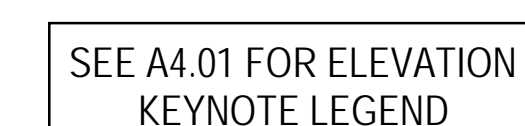
wood looking metal panel



KV stone Granite Rustic



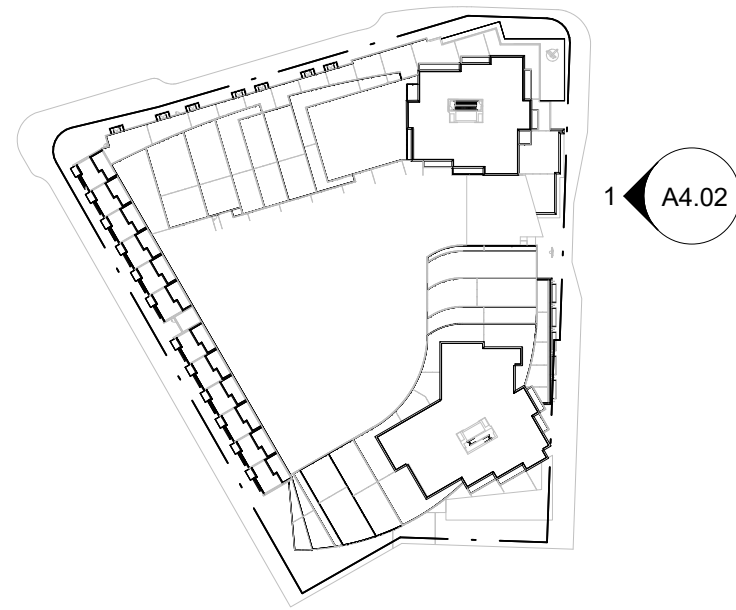
BM - Foggy Morning (painted concrete)

[illegible]

A4.01

Scale As indicated

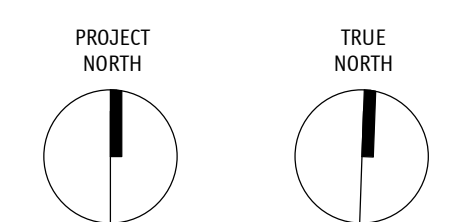
Job No.	19-1847
Scale	As indicated
Drawn	Author
Checked	Checker



SEE A4.01 FOR ELEVATION
KEYNOTE LEGEND



2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Melkielejohn architects inc. and may not be used without the

[illegible]

Project Title

3340
LAKESHORE

340 LAKESHORE RD, KELOWNA BC, V1X 6L4

A4.02

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

Drawing Title

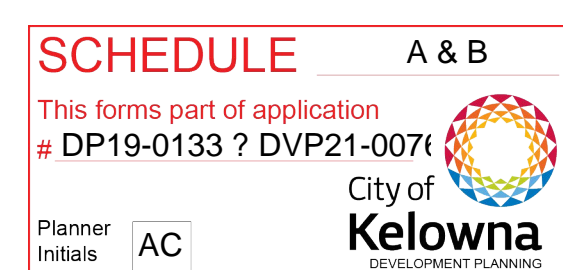
ELEVATIONS

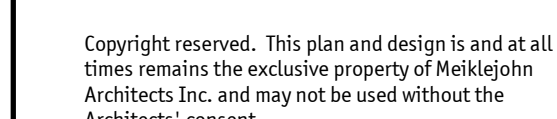
Scale As indicated

Job No.	19-1847
Scale	As indicated

Drawn	CH
Checked	3H

1 EAST ELEVATION
A4.02 $3/32" = 1'-0"$





Project Title

3340
LAKESHORE

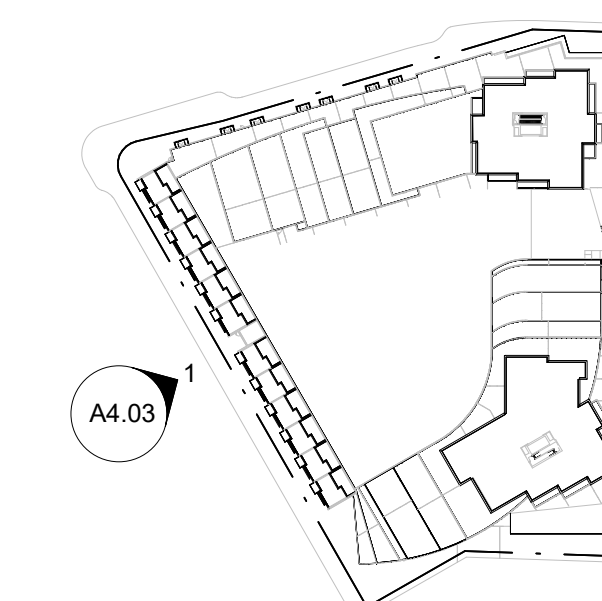
3340 LAKESHORE RD, KELOWNA BC, V1X 6L4

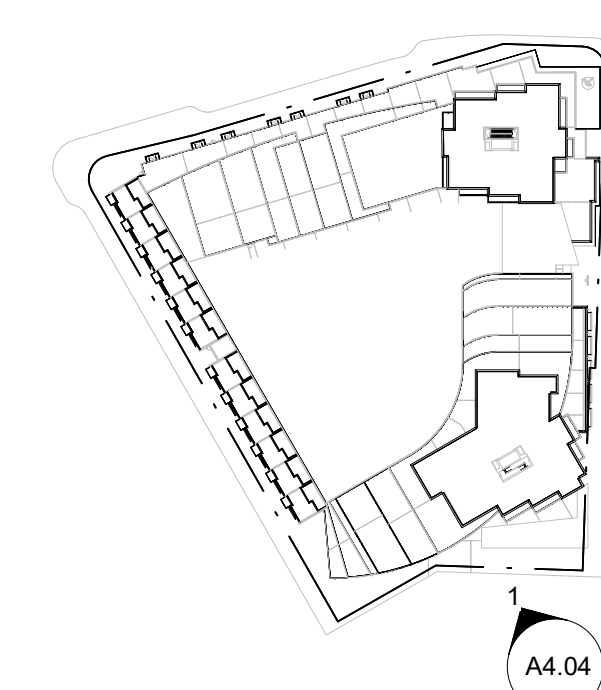
DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title

Scale As indicated

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

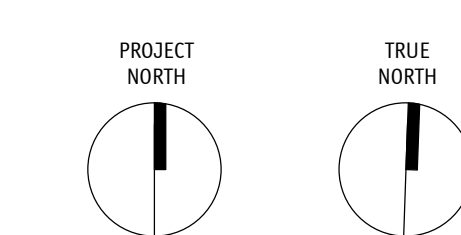




SCHEDULE **A & B**
 This forms part of application
DP19-0133 ? DVP21-0076
 Planner Initials **AC**
 City of Kelowna
 CREATING COMMUNITY TOGETHER



2021-04-14
REVISED DP



Copyright reserved. This plan and design is and at all times remains the exclusive property of Melkiesjohn Architects Inc. and may not be used without the

[illegible]

Project Title

3340
LAKESHORE

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 Fit

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

City of
Kelowna
DEVELOPMENT PLANNING











SCHEDULE **B**

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

Planner Initials **AC**

City of
Kelowna
DEVELOPMENT PLANNING



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.

A handwritten signature in black ink, appearing to read "Byron Douglas", enclosed in a simple oval.

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	The logo for the City of Kelowna, featuring a colorful circular emblem with a geometric pattern.
		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

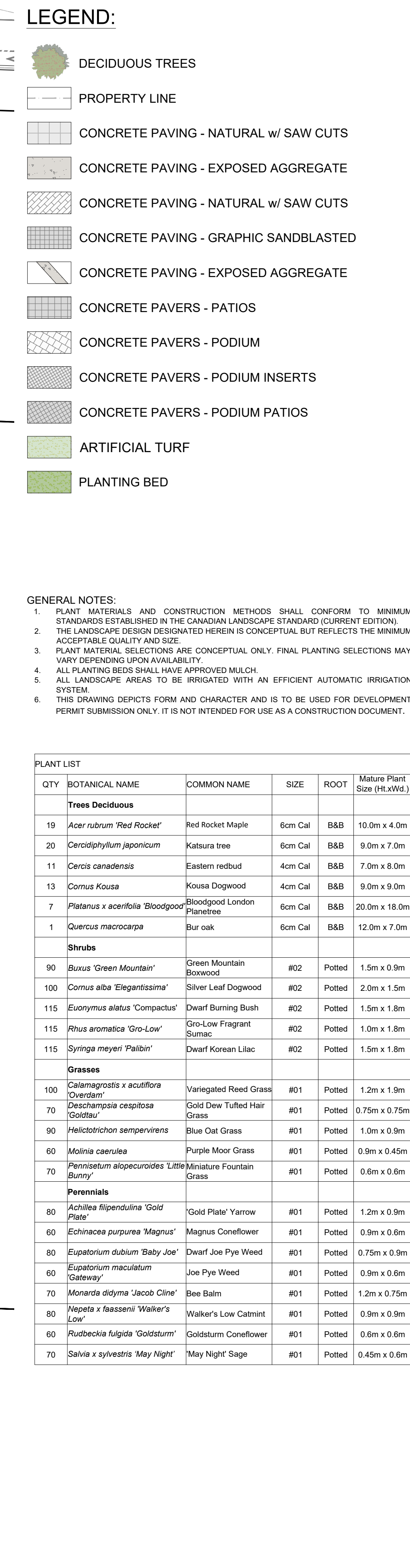
2.0	Podium				
2.0	Artificial Turf	m ²	365	\$200.00	\$73,000.00
2.1	Deciduous Trees, Podium (40mm Cal.)	ea.	19	\$450.00	\$8,550.00
2.2	Landscaped area planting	m ²	875	\$25.00	\$21,875.00
2.3	Imported growing medium for planting areas (450mm depth)	m ³	394	\$65.00	\$25,610.00
2.4	Imported growing medium 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



PLANT LIST						
QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	Mature Plant Size (Ht.xWd.)	
Trees Deciduous						
19	Acer rubrum 'Red Rocket'	Red Rocket Maple	6cm Cal	B&B	10.0m x 4.0m	
20	Cercidiphyllum japonicum	Katsura tree	6cm Cal	B&B	9.0m x 7.0m	
11	Cercis canadensis	Eastern redbud	4cm Cal	B&B	7.0m x 8.0m	
13	Cornus Kousa	Kousa Dogwood	4cm Cal	B&B	9.0m x 9.0m	
7	Platanus x acerifolia 'Bloodgood'	Bloodgood London Planetree	6cm Cal	B&B	20.0m x 18.0m	
1	Quercus macrocarpa	Bur oak	6cm Cal	B&B	12.0m x 7.0m	
Shrubs						
90	Buxus 'Green Mountain'	Green Mountain Boxwood	#02	Potted	1.5m x 0.9m	
100	Cornus alba 'Elegantissima'	Silver Leaf Dogwood	#02	Potted	2.0m x 1.5m	
115	Euonymus alatus 'Compactus'	Dwarf Burning Bush	#02	Potted	1.5m x 1.8m	
115	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	#02	Potted	1.0m x 1.8m	
115	Syringa meyeri 'Paibin'	Dwarf Korean Lilac	#02	Potted	1.5m x 1.8m	
Grasses						
100	Calamagrostis x acutiflora 'Overdam'	Variegated Reed Grass	#01	Potted	1.2m x 0.9m	
70	Deschampsia cespitosa	Gold Dew Tufted Hair Grass	#01	Potted	0.75m x 0.75m	
90	Helictotrichon sempervirens	Blue Oat Grass	#01	Potted	1.0m x 0.9m	
60	Molinia caerulea	Purple Moor Grass	#01	Potted	0.9m x 0.45m	
70	Pennisetum alopecuroides 'Little Bunny'	Miniature Fountain Grass	#01	Potted	0.6m x 0.6m	
Perennials						
80	Achillea filipendulina 'Gold Plate'	'Gold Plate' Yarrow	#01	Potted	1.2m x 0.9m	
60	Echinacea purpurea 'Magnus'	Magnus Coneflower	#01	Potted	0.9m x 0.6m	
60	Eupatorium purpureum 'Baby Joe'	Dwarf Joe Pye Weed	#01	Potted	0.95m x 0.9m	
60	Eupatorium maculatum 'Gateway'	Joe Pye Weed	#01	Potted	0.7m x 0.6m	
70	Monarda didyma 'Jacob Cline'	Bee Balm	#01	Potted	1.2m x 0.75m	
60	Nepeta x faasseni 'Walker's Low'	Walker's Low Catmint	#01	Potted	0.9m x 0.9m	
80	Rudbeckia fulgida 'Goldsturm'	Goldsturm Coneflower	#01	Potted	0.6m x 0.6m	
70	Salvia x sylvestris 'May Night'	'May Night' Sage	#01	Potted	0.45m x 0.8m	



HYDROZONE LEGEND:

LOW WATER REQUIREMENTS (GRASSES/PERENNIALS)

MEDIUM WATER REQUIREMENTS (SHRUBS)

SCHEDULE

C

This forms part of application

DP19-0133 / DVP21-0076

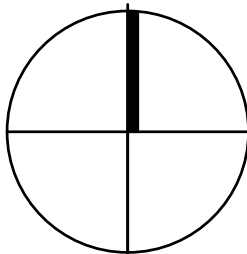
Planner

Initials

AC

City of Kelowna

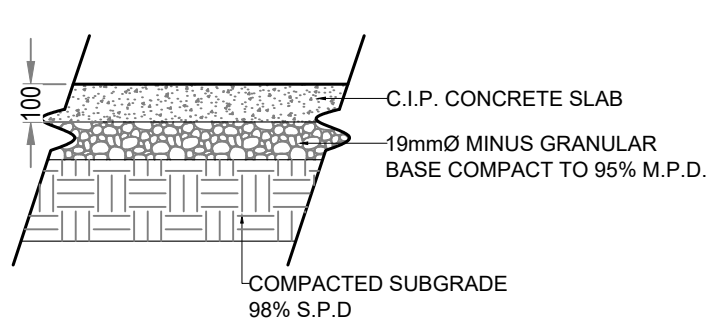
DEVELOPMENT PLANNING



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

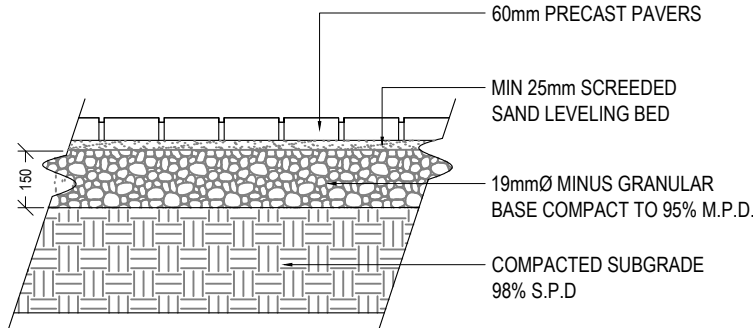
DESIGN: BD
DRAWN: GM
CHK'D: BD
DATE: 01/11/2021
SCALE: 1:300



1

CONCRETE PAVING

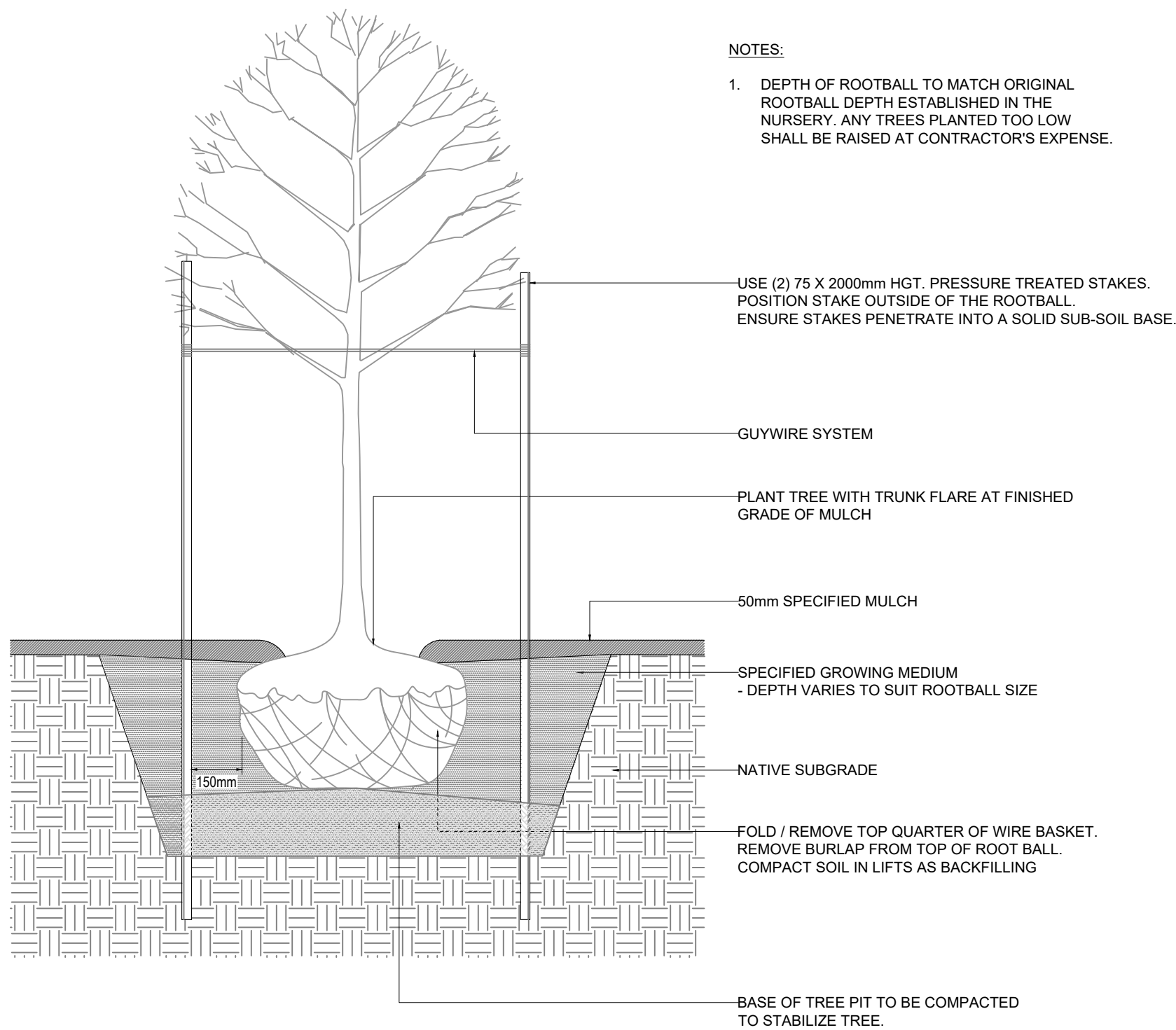
LDP1 1:20



2

CONCRETE PAVERS

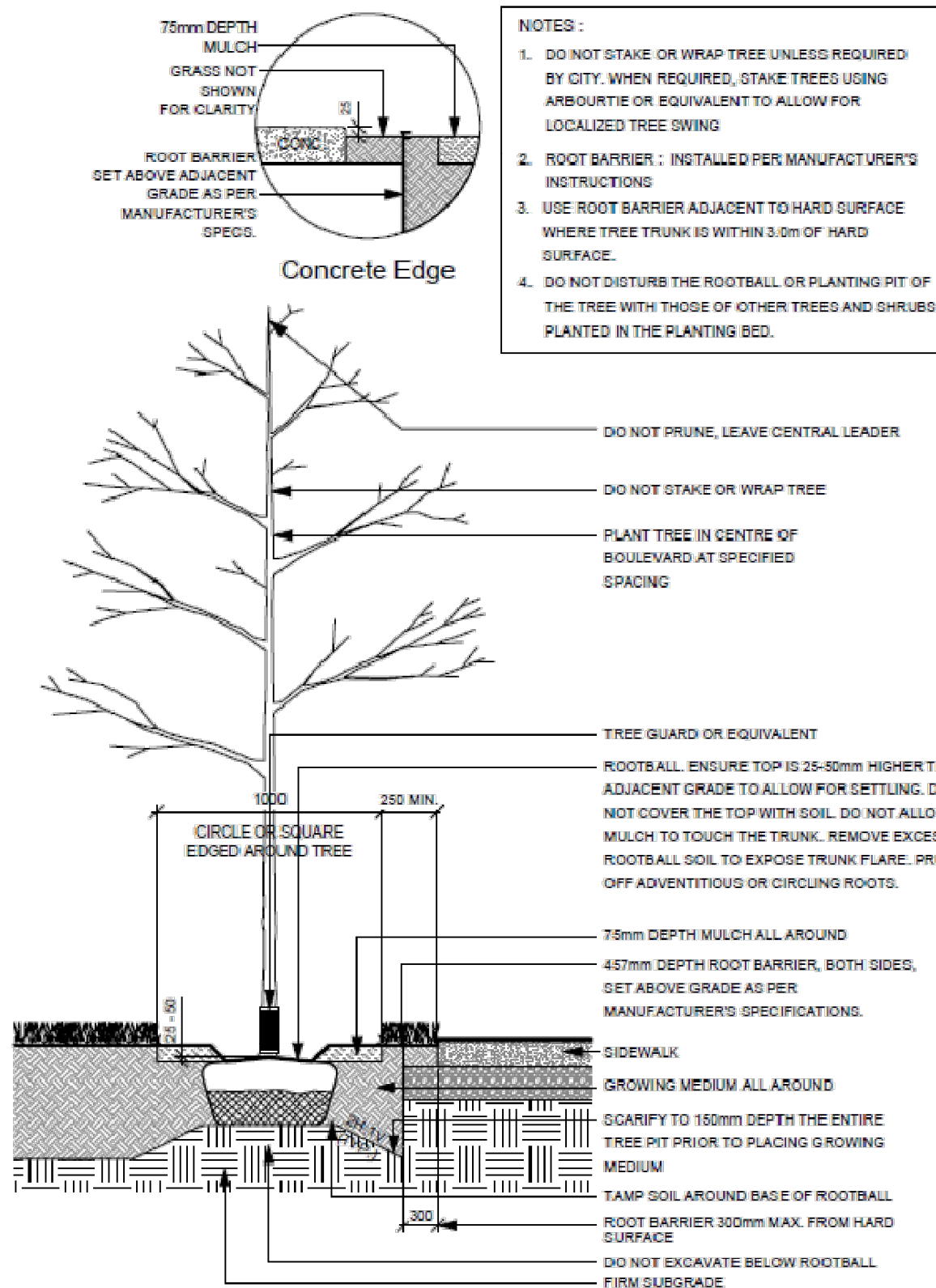
LDP1 1:20



3

TREE PLANTING

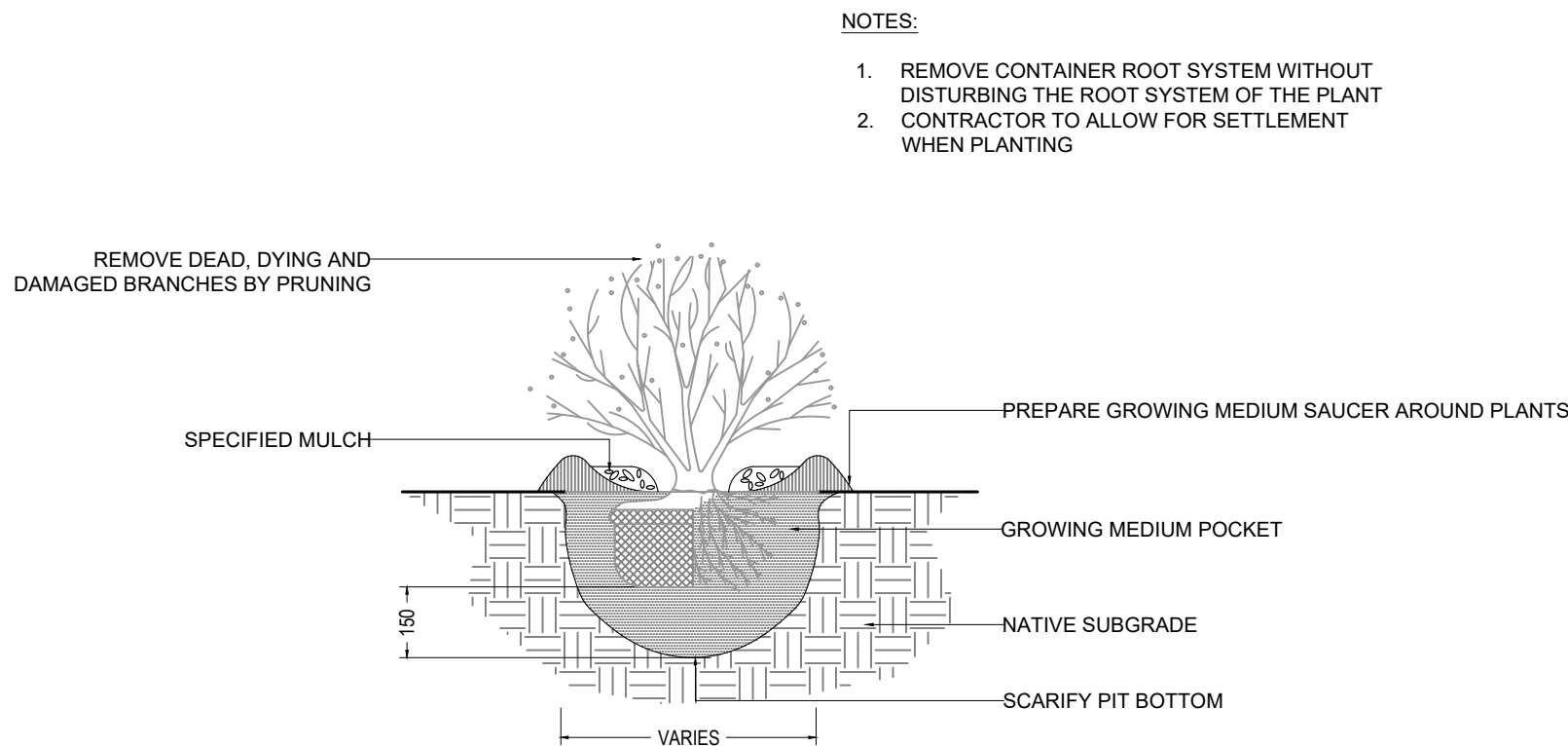
LDP1 1:20



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:

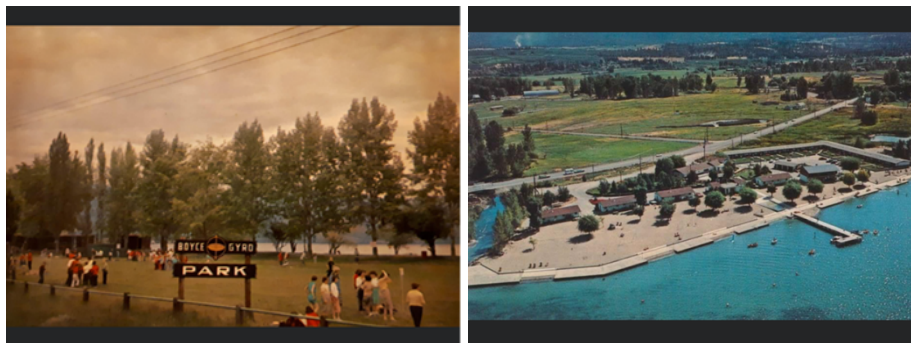
The natural beauty and accessibility of Okanagan Lake are central to Kelowna’s attractiveness and growth. Historically, the South Pandosy/Boyce-Gyro neighbourhood has been a focal point for lake-related tourism and recreation activity. Following World War 2, when “rubber-tire tourism” came of age, the ‘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’.



ATTACHMENT
C

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

Planner Initials AC


 City of
Kelowna
DEVELOPMENT PLANNING

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.

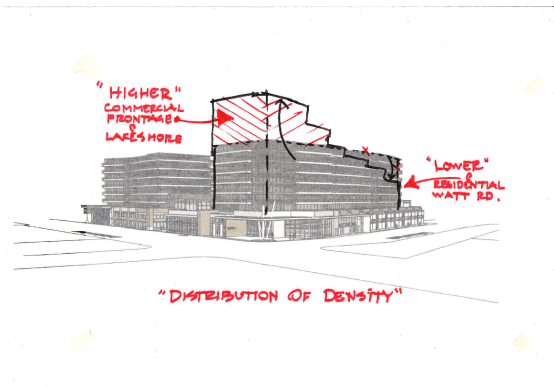
The Building Form

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

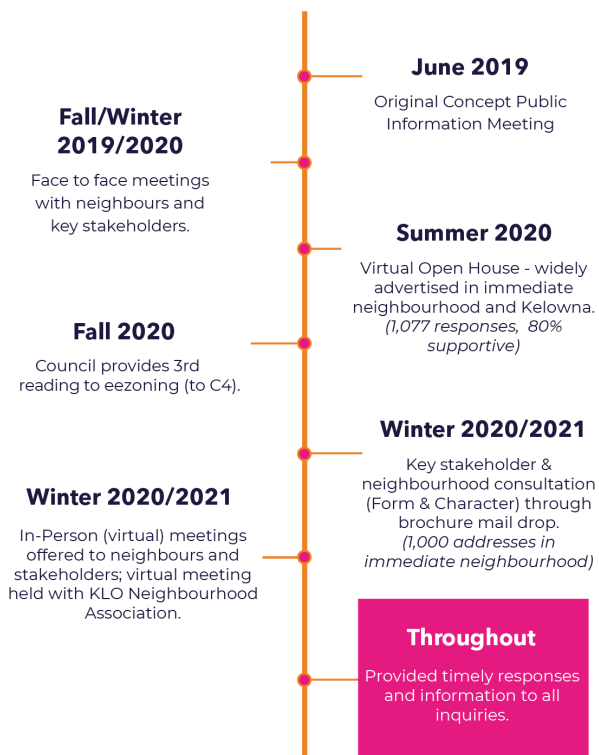
Over the past two years, our design has evolved in response to the input we received from the community.

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>

ATTACHMENT C

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

Planner Initials **AC**

City of **Kelowna**
DEVELOPMENT PLANNING



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.

ATTACHMENT
C

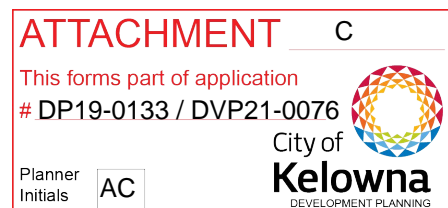
This forms part of application
DP19-0133 / DVP21-0076

Planner Initials **AC**



City of
Kelowna
DEVELOPMENT PLANNING

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>



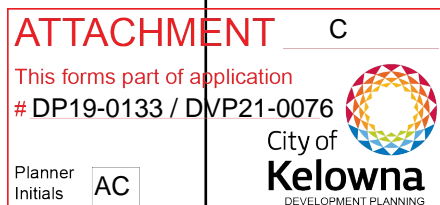
Policy & Planning Rationale for Building Design Principles

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>

ATTACHMENT C

This forms part of application

DP19-0133 / DVP21-0076

Planner
Initials

AC




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>

ATTACHMENT C

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

Planner Initials **AC**



City of
Kelowna
 DEVELOPMENT PLANNING

Policy & Planning Team Input	Policy References/Objectives, Alignment	Our Design Response
	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>

ATTACHMENT C

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

Planner Initials AC

City of Kelowna
DEVELOPMENT PLANNING

Policy & Planning Team Input	Policy References/Objectives, Alignment	Our Design Response
	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.

ATTACHMENT C

This forms part of application

DP19-0133 / DVP21-0076

Planner
Initials

AC



Landscape & The Public Realm

Our Design Vision

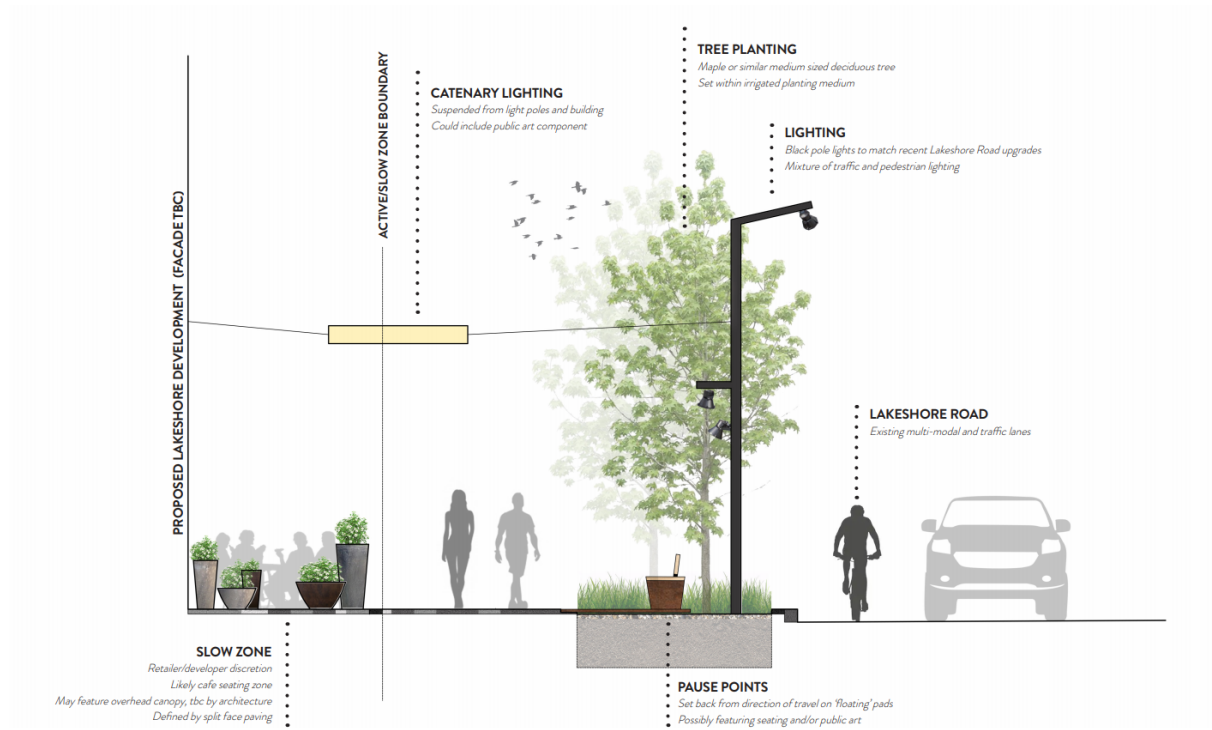
The key design feature is a strong and generous commitment to the public areas – marked by generous pedestrian thoroughfares, a pocket park and plazas that connect Boyce-Gyro Park to Pandosy Village.

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.

ATTACHMENT C

This forms part of application

DP19-0133 / DVP21-0076



City of
Kelowna
DEVELOPMENT PLANNING

Planner
Initials **AC**

- 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.



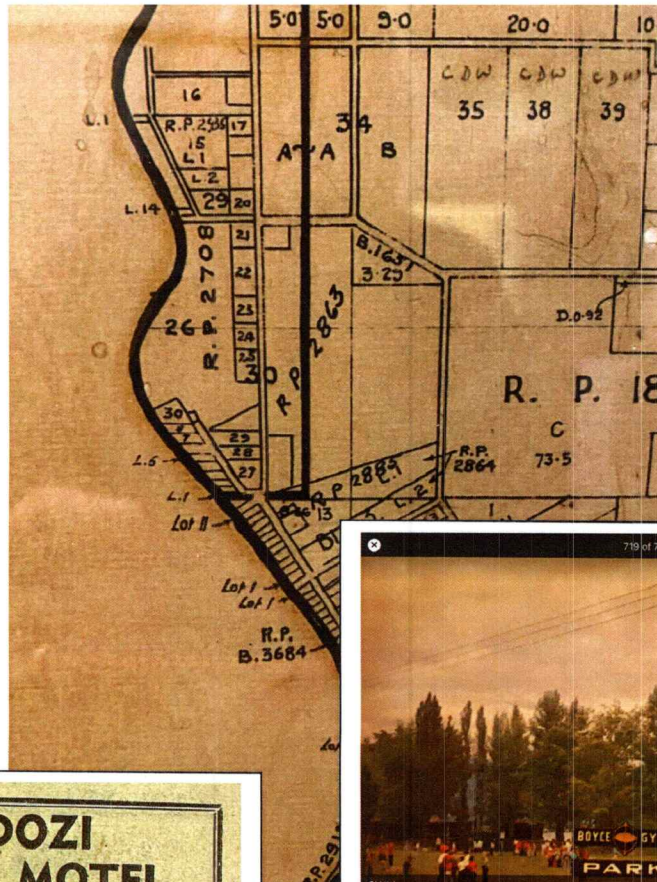
ATTACHMENT		C
This forms part of application		
# DP19-0133 / DVP21-0076		
Planner Initials	AC	 City of Kelowna <small>DEVELOPMENT PLANNING</small>

Vacation – Home/Vacation Home:

A Lakeshore Road Neighbourhood

3340 Lakeshore Road

Wayne Wilson BA, MA



ATTACHMENT C

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

Planner Initials AC

**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 cradled 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,

ATTACHMENT		C
This forms part of application		
# DP19-0133 / DVP21-0076		
		
Vacation - Home / Vacation Home: A Lakeshore Road Neighbourhood		
Planner	AC	Kelowna
Initials		DEVELOPMENT PLANNING

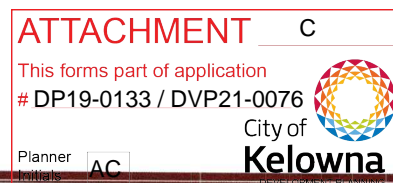
this section effectively traded places with the camping/tenting section to the north. At one point, in the late 1990s, the site held more than 30 RV lots with what appear to be full-time, permanent residents. Issues of the Kelowna Directories of that time period actually list residents' names and telephone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

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

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:

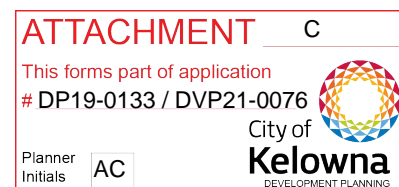
Street Names

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.)

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

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.

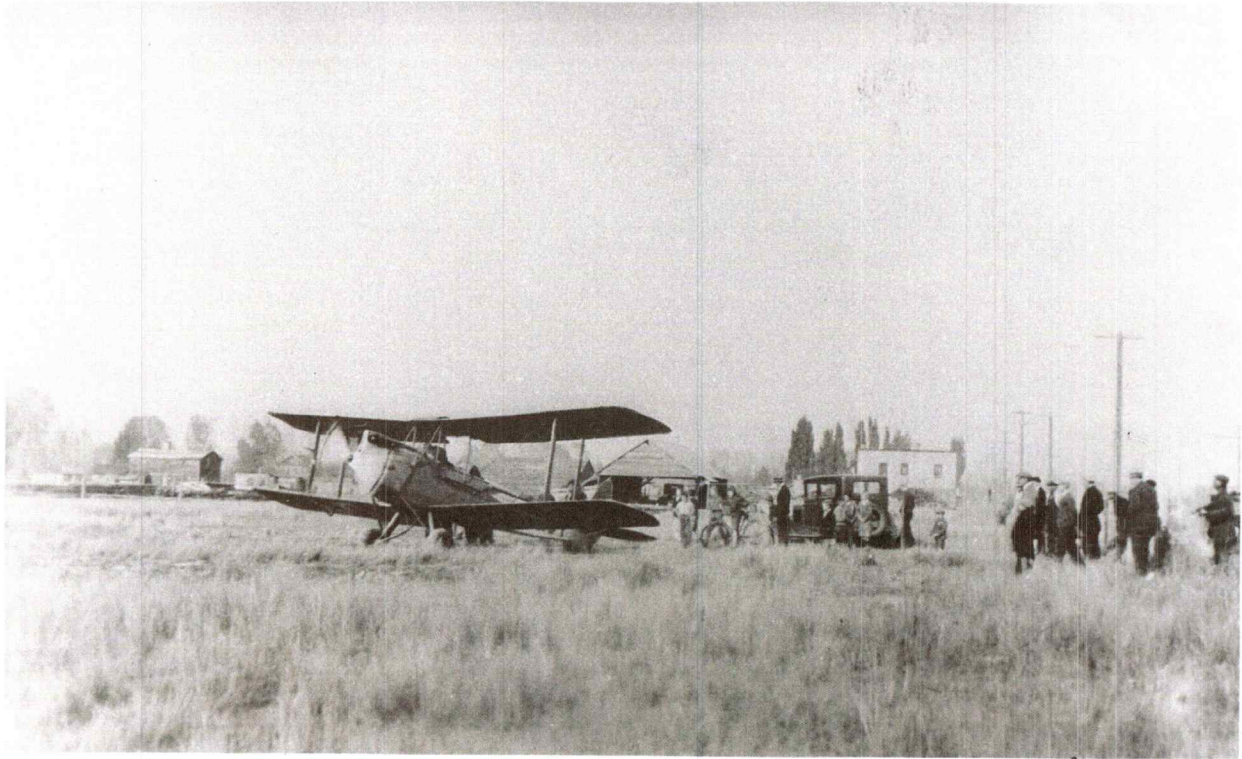
OHS Reports – various issues

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

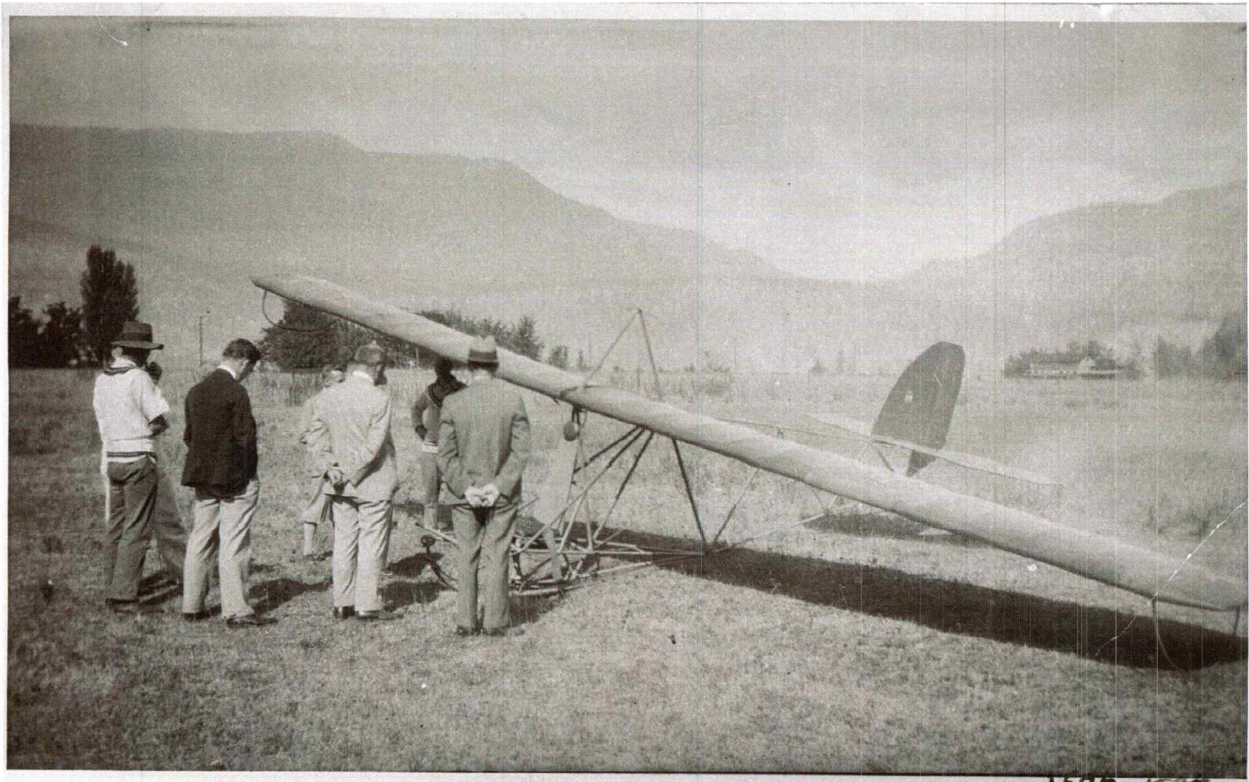
ATTACHMENT		C
This forms part of application		
# DP19-0133 / DVP21-0076		
Planner Initials	AC	 City of Kelowna <small>DEVELOPMENT PLANNING</small>



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

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



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

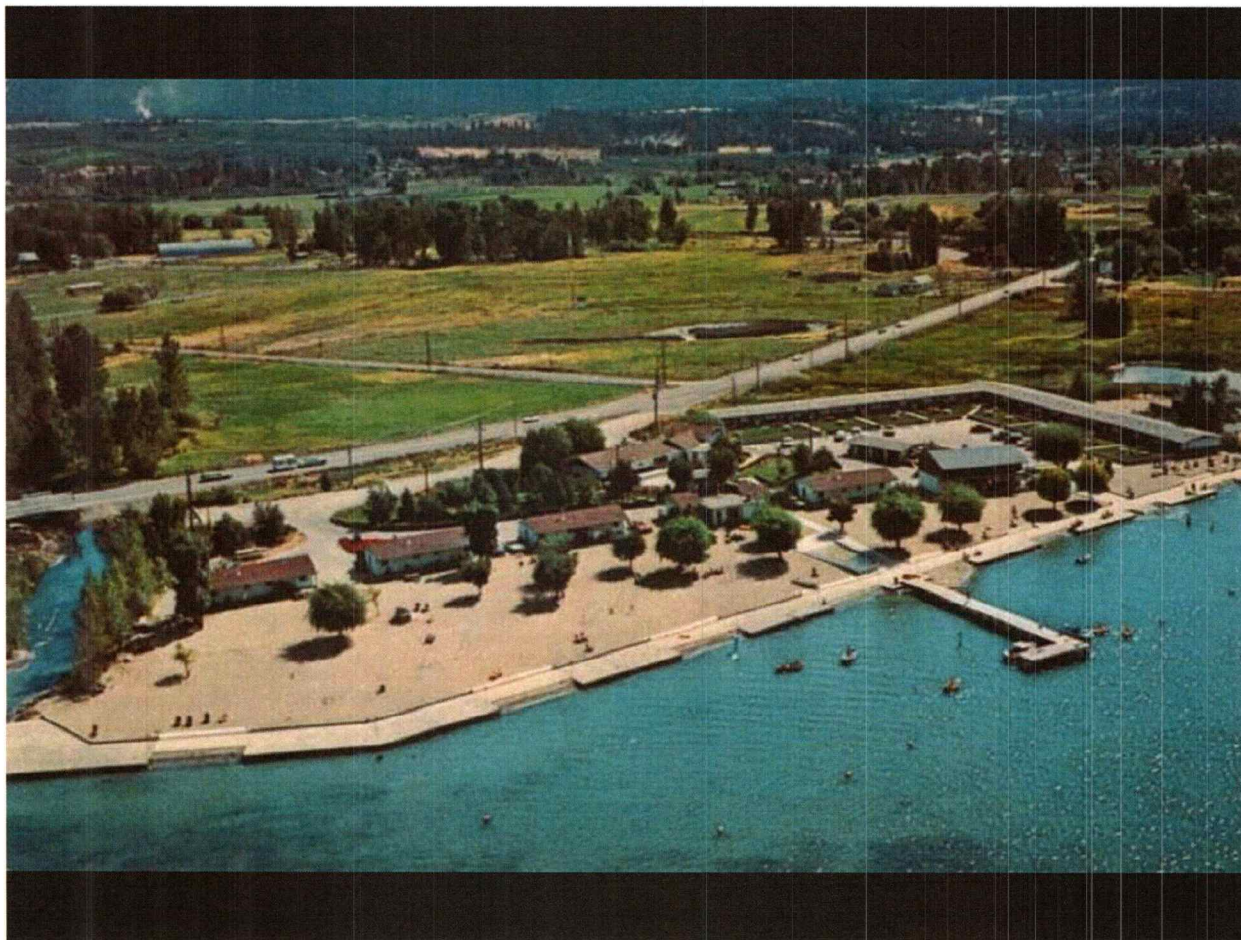
ATTACHMENT		C
This forms part of application		
# DP19-0133 / DVP21-0076		
Planner Initials	AC	 City of Kelowna <small>DEVELOPMENT PLANNING</small>



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'

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



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


Facebook Group – 'Old Kelowna'

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



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'

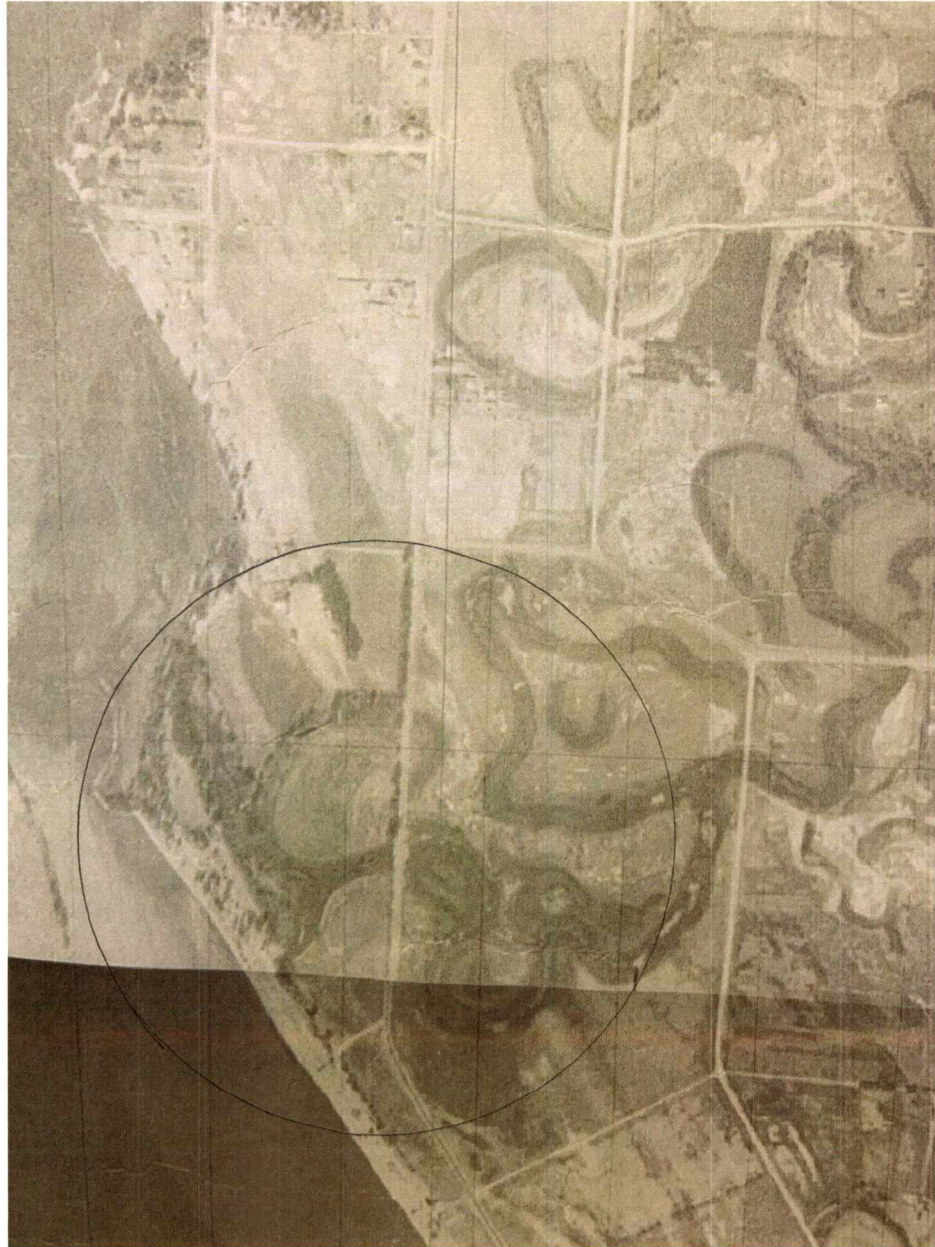
ATTACHMENT		C
This forms part of application		
# DP19-0133 / DVP21-0076		
Planner Initials	AC	 City of Kelowna <small>DEVELOPMENT PLANNING</small>



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'


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



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

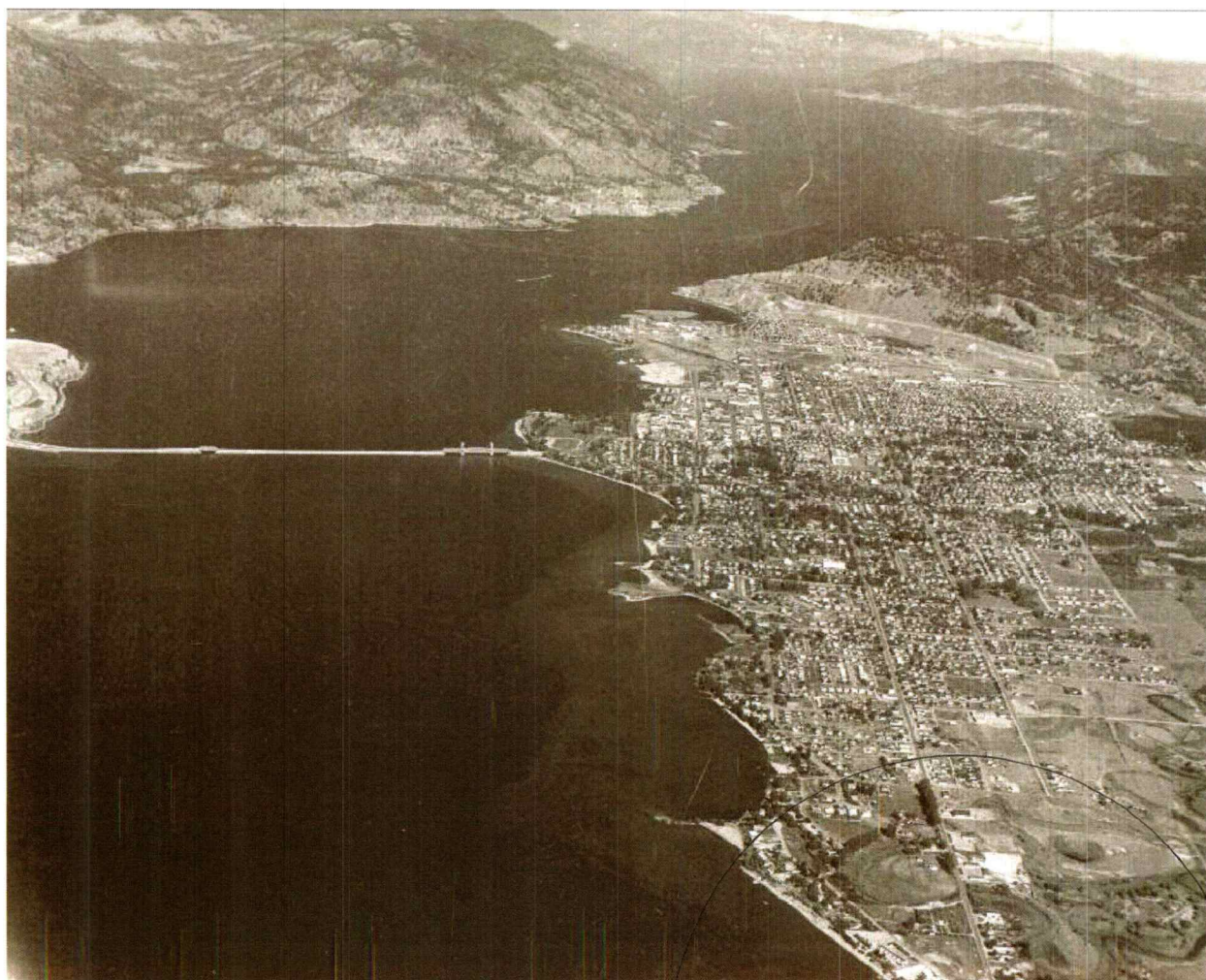
ATTACHMENT		C
This forms part of application		
# DP19-0133 / DVP21-0076		
Planner Initials	AC	 City of Kelowna DEVELOPMENT PLANNING



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

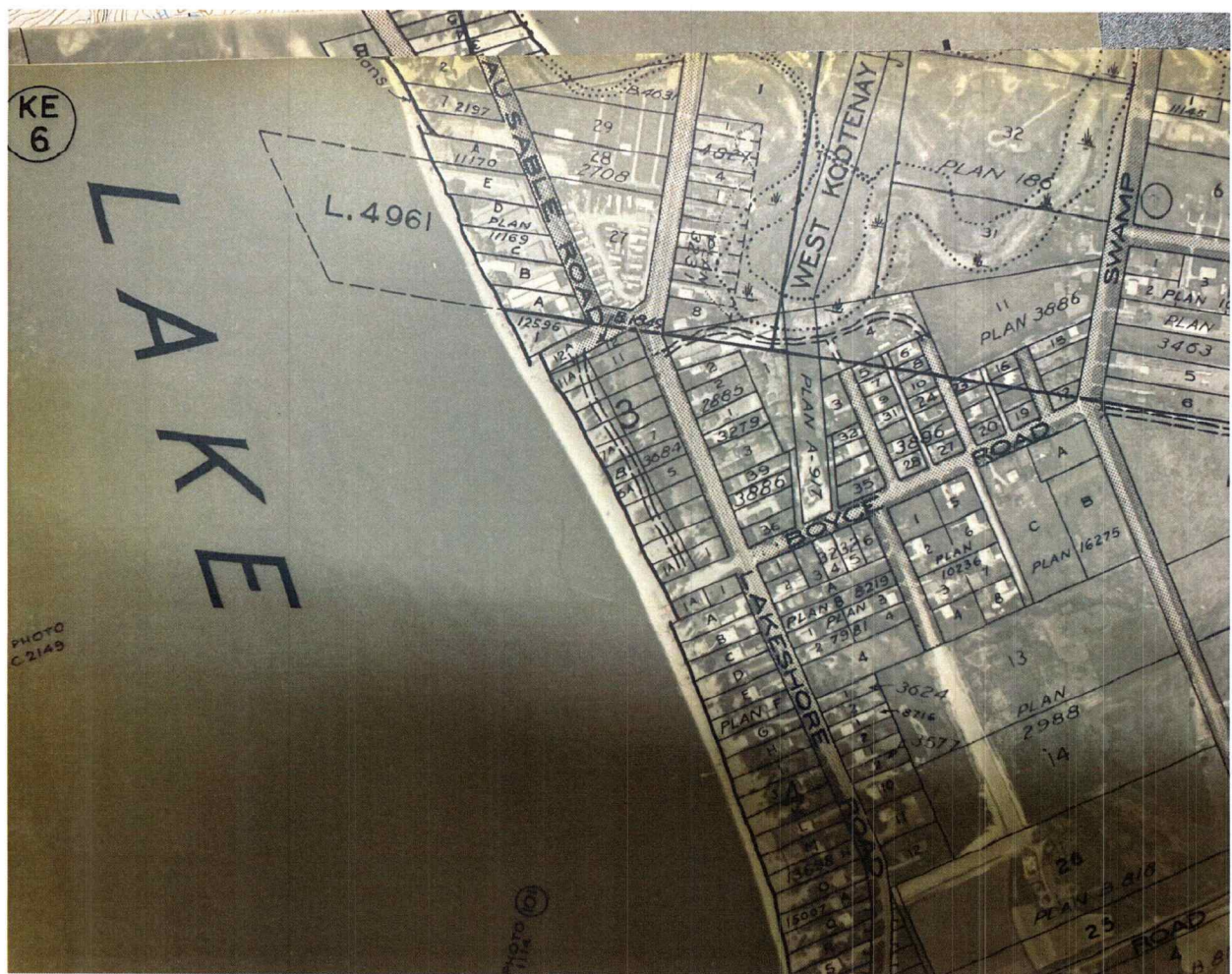
ATTACHMENT		C
This forms part of application		
# DP19-0133 / DVP21-0076		
Planner Initials	AC	 City of Kelowna DEVELOPMENT PLANNING



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

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



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

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



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

Kelowna Public Archives


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




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.

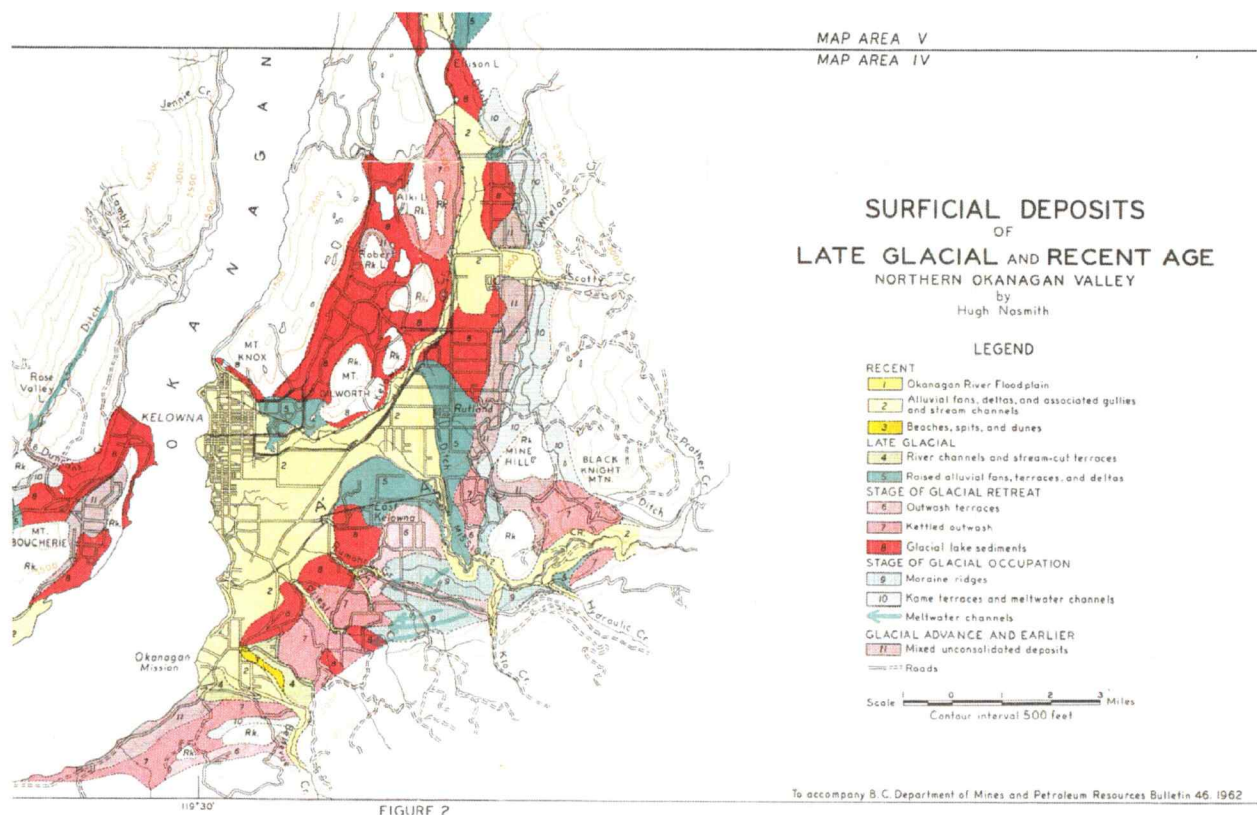
No date, but probably 1960s

Kelowna Public Archives

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

Graphic Materials

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



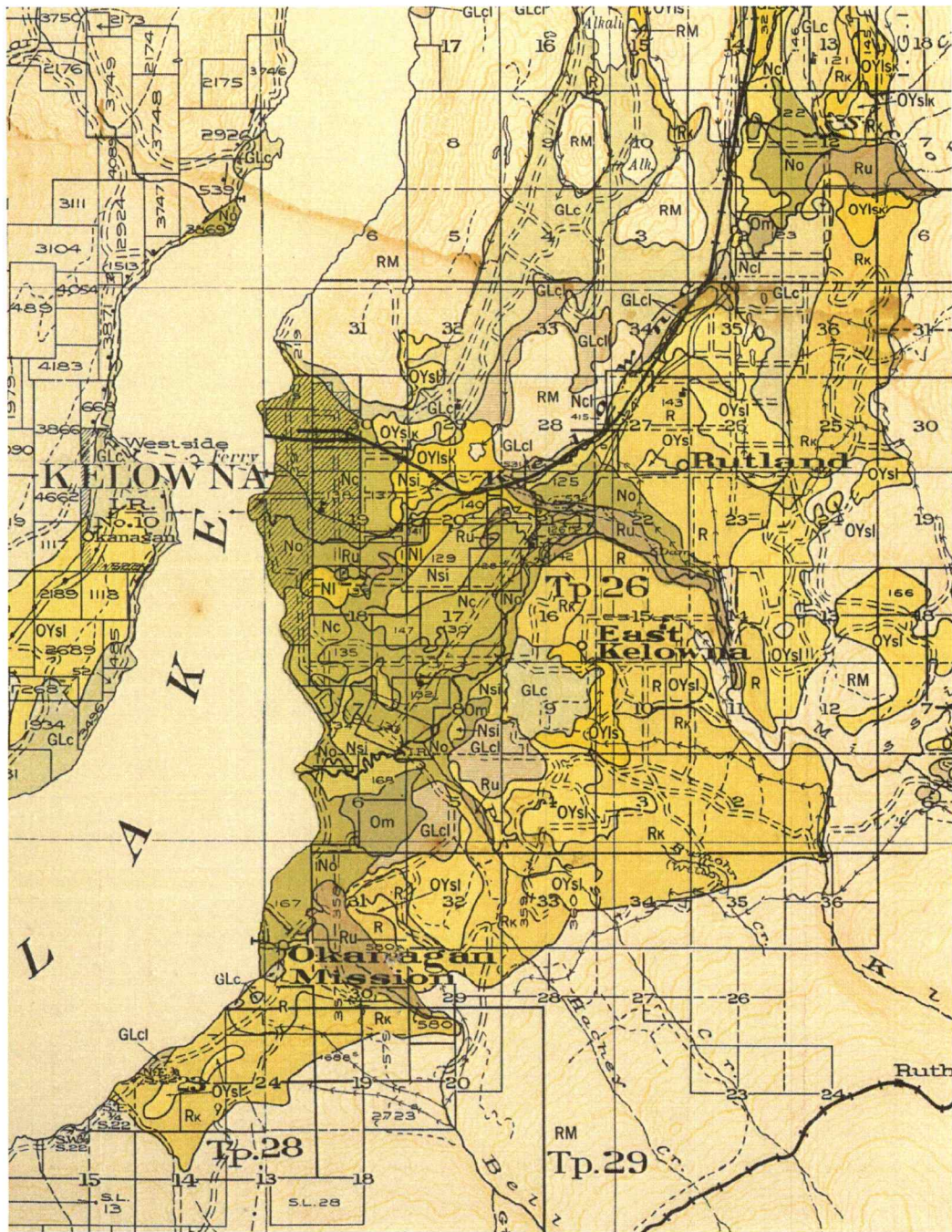
Surficial geology of the area. 1962

ATTACHMENT C

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

Planner Initials **AC**

City of **Kelowna**
DEVELOPMENT PLANNING




Soil Survey of the area. 1949

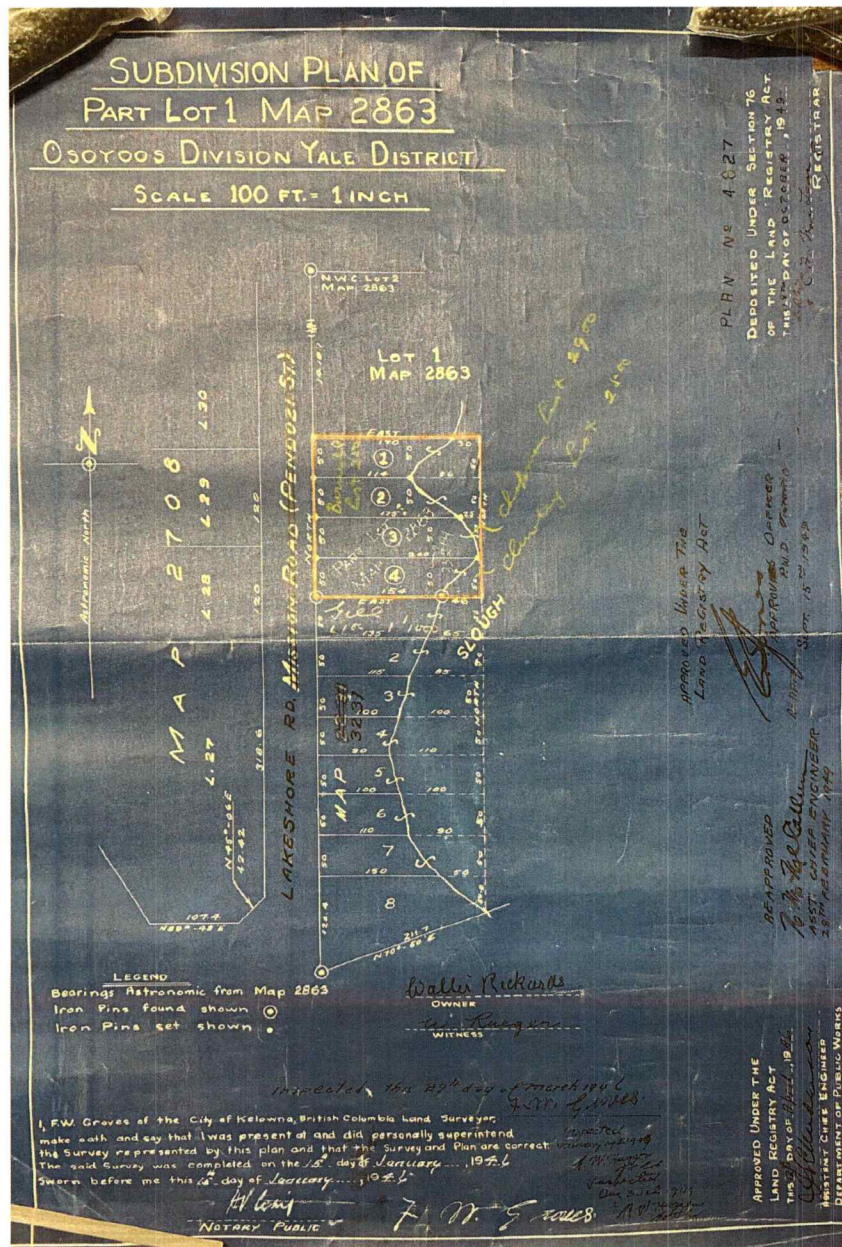
ATTACHMENT		C
This forms part of application		
# DP19-0133 / DVP21-0076		
Planner Initials	AC	 City of Kelowna DEVELOPMENT PLANNING



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

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



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

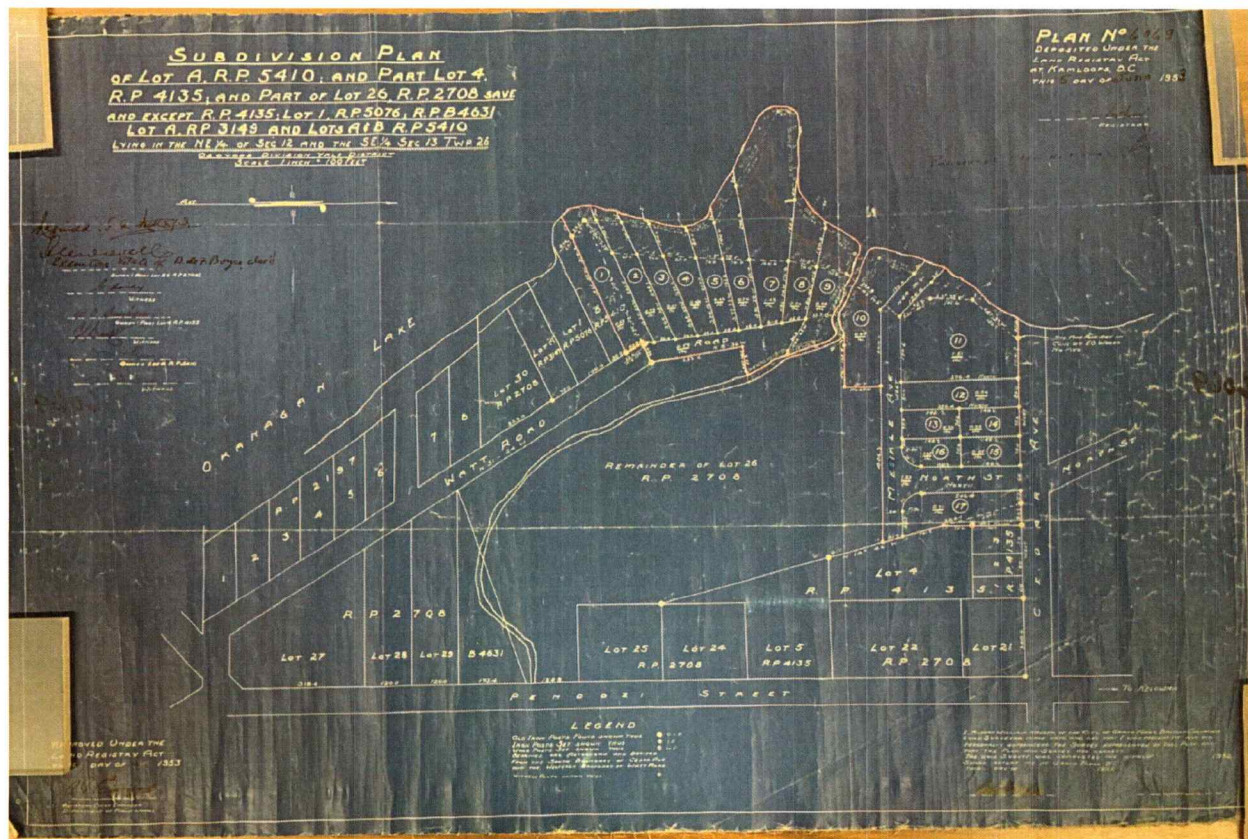
Kelowna Public Archives

ATTACHMENT C

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

Planner Initials **AC**

City of Kelowna
 DEVELOPMENT PLANNING



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

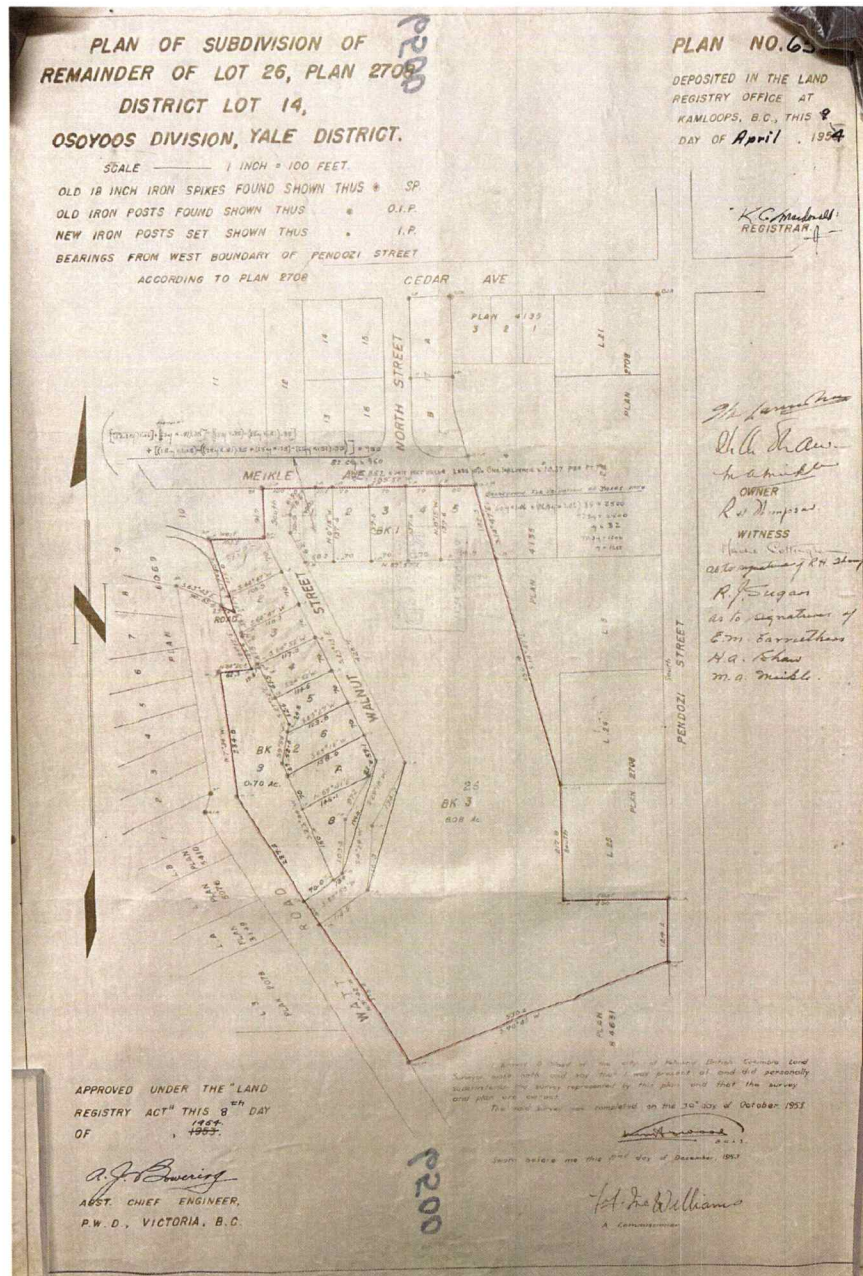
Kelowna Public Archives

ATTACHMENT C

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

Planner Initials **AC**


City of Kelowna
 DEVELOPMENT PLANNING



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

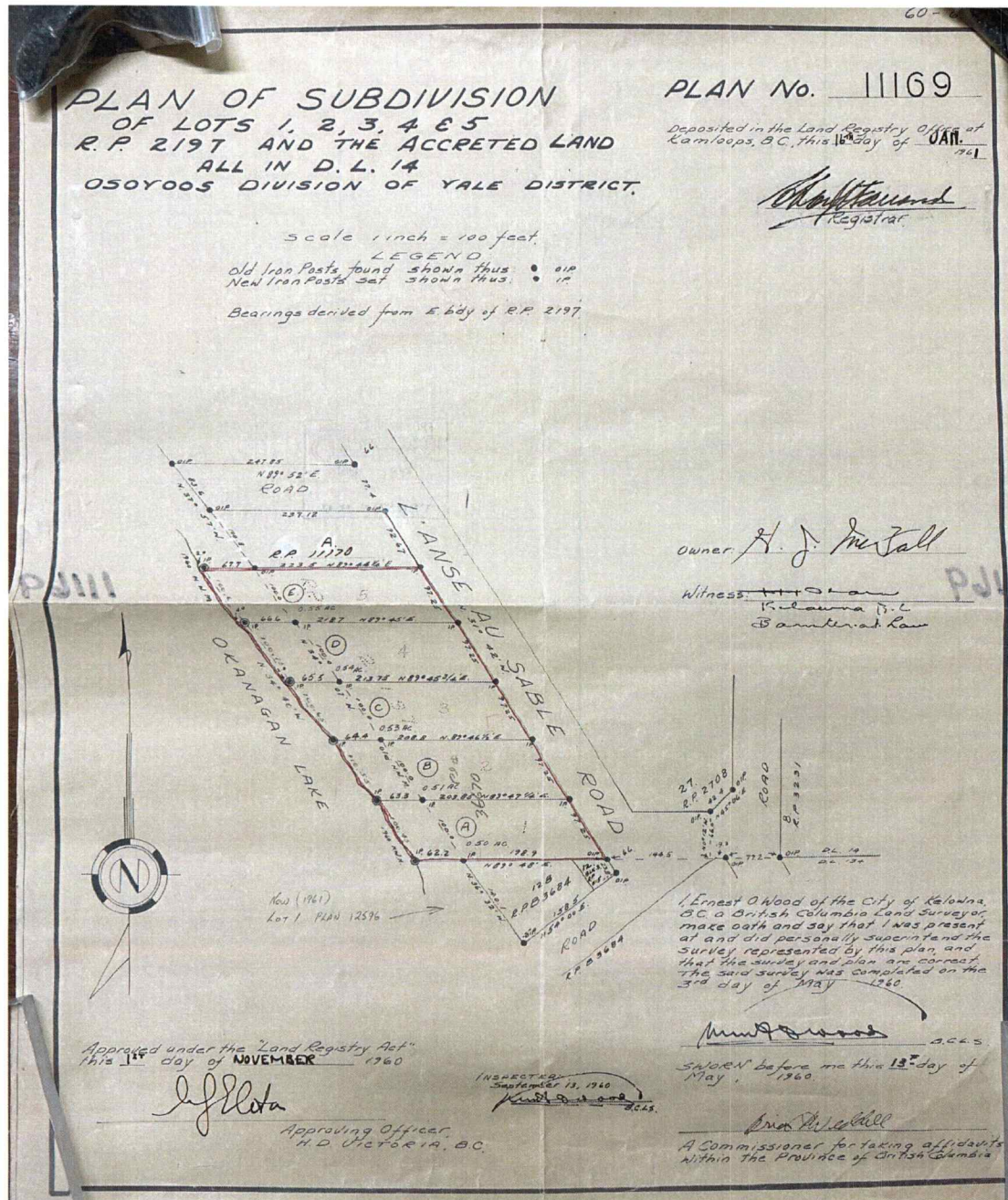
Kelowna Public Archives

ATTACHMENT C

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

City of
Kelowna
DEVELOPMENT PLANNING

Planner
Initials **AC**

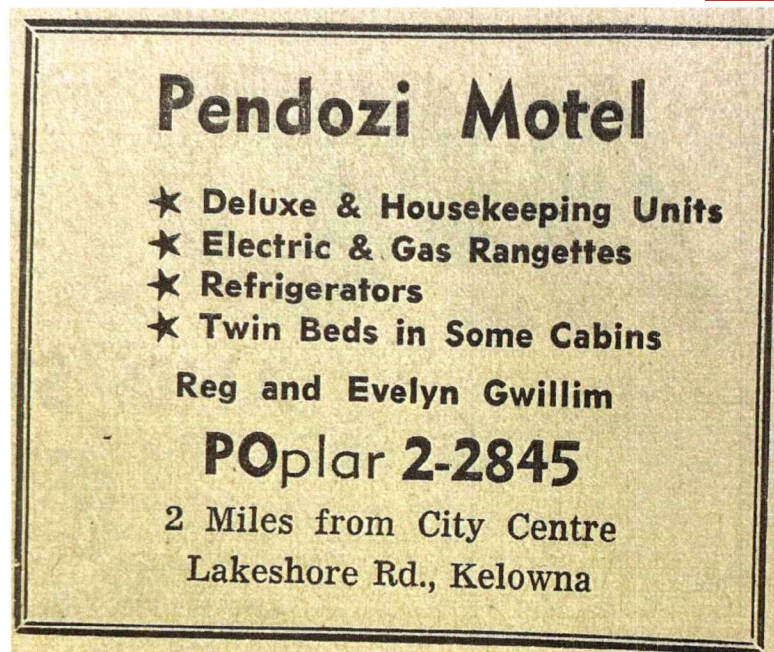


It is unclear when L'Anse Au Sable Road became Watt Road, though they were evidently interchangeable for a number of years.

Subdivision Map – 1960-61

Kelowna Public Archives

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



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

ATTACHMENT C

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

Planner Initials **AC**

City of
Kelowna
 DEVELOPMENT PLANNING



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.