

# REPORT TO COUNCIL



**Date:** September 12<sup>th</sup>, 2016

**RIM No.** 1250-30

**To:** City Manager

**From:** Community Planning Department (AC)

**Application:** Z16-0040 & OCP 16-0007      **Owner:** City of Kelowna & Inc. No. 0984342 B.C. Ltd.

**Address:** 3441, 3451, 3461, & 3471 Lakeshore Rd      **Applicant:** Zeidler BKDI Architects (Jean Guy Beliveau)

**Subject:** Rezoning and OCP Amendment Application

**Existing OCP Designation:** MXR - Mixed Use (Residential / Commercial) & S2RES Single / Two Unit Residential

**Proposed OCP Designation** MXR - Mixed Use (Residential / Commercial)

**Existing Zone:** C9 - Tourist Commercial & RU6 - Two Dwelling Housing

**Proposed Zone:** C4 - Urban Centre Commercial

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## 1.0 Recommendation

THAT Official Community Plan (OCP) Amendment Application No. OCP16-0007 to amend the City of Kelowna's Official Community Plan Bylaw No. 1050 by changing the OCP's land use designation of Lot 36, District Lot 134, ODYD, Plan 3886, located on 3471 Lakeshore Rd, Kelowna, BC, from the S2RES - Single / Two Unit Residential designation to the MXR - Mixed Use (Residential / Commercial) designation be considered by Council;

AND THAT Rezoning Application No. Z16-0040 to amend the City of Kelowna's Zoning Bylaw No. 8000 by changing the zoning classification of the following lots be considered by Council:

- Lot 36, District Lot 134, ODYD, Plan 3886, located on 3471 Lakeshore Rd, Kelowna, BC from the RU6 - Two Dwelling Housing zone to the C4 - Urban Centre Commercial zone;
- Lot 37, District Lot 134, ODYD, Plan 3886, except Plan 40525 located on 3461 Lakeshore Rd, Kelowna, BC from the C9 - Tourist Commercial zone to the C4 - Urban Centre Commercial zone;
- Lot 38, District Lot 134, ODYD, Plan 3886, except Plan 40525 located on 3461 Lakeshore Rd, Kelowna, BC from the C9 - Tourist Commercial zone to the C4 - Urban Centre Commercial zone;

- Lot 39, District Lot 134, ODYD, Plan 3886, except Plan 76671 located on 3451 Lakeshore Rd, Kelowna, BC from the C9 - Tourist Commercial zone to the C4 - Urban Centre Commercial zone;
- Lot 3, District Lot 134, ODYD, Plan 38150, located on 3441 Lakeshore Rd, Kelowna, BC from the C9 - Tourist Commercial zone to the C4 - Urban Centre Commercial zone;

AND THAT the Official Community Plan and Zone Amending Bylaws be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Official Community Plan and Zone Amending Bylaw be subsequent to the following:

The outstanding conditions identified in Attachment "A" associated with the report from the Community Planning Department dated August 15<sup>th</sup> 2016.

## **2.0 Purpose**

To change the future land designations and rezone the subject properties to the C4 - Urban Centre zone to facilitate a proposed 6 storey mixed use (residential, retail & office) building.

## **3.0 Community Planning**

### **3.1 Zoning and OCP Amendment**

The Official Community Plan's (OCP) Future Land Use Map identifies 4 out of the 5 lots as MXR - Mixed Use (residential / commercial). The remainder corner lot is identified as single family. Staff are supportive of redevelopment of all the lots between Richter St and Swordy Rd as one comprehensive mixed use project. Therefore, redesignating the corner lot and rezoning all the lots to the C4 - Urban Centre Commercial zone is consistent with this vision. Adding additional density within the South Pandosy Urban Centre will increase the viability and vibrancy of the nearby commercial area and walkability within the neighbourhood. The density is further supported by the close proximity of Boyce-Gyro Beach Park, the shops and services of the South Pandosy Town Center are within a 10-minute walk and Okanagan College is within a 20-minute walk. The Walk Score for the properties are 74 out of 100. This means the site is very walkable and most errands can be accomplished on foot.

The proposed land uses and density reinforce the City's goals for urban centre revitalization as described in the Urban Centres Roadmap. For example, the incorporation of three floors of residential will add much needed residential density to the South Pandosy Urban Centre. Currently, the population density is approximately 25 people per hectare in South Pandosy, but the long-term goal for the urban centre is upwards of 100 people per hectare. Moreover, the ground floor retail and public space along Lakeshore Road will complement the nearby park and beach activities at Gyro Beach, providing additional amenities at the south end of the South Pandosy Urban Centre. In addition, the project will serve as an effective transition from the townhouse development on the adjacent lot and the commercial development on Lakeshore within the South Pandosy Urban Centre.

In summary, Community Planning supports the rezoning and OCP amendment required for this mixed-use infill project. This project is a positive example of how urban infill projects can support the revitalization of an urban centre, adding people and employment to the area and improving the surrounding public realm.

### **3.2 Initial Commentary on Proposed Variances**

The proponent has well developed plans for the site. See Section 4.1 Project Description and the attachments for further information. There are some Development Permit details such as but not limited to: parking stall sizes, cash-in-lieu of parking, and material selection that needs to be finalized prior to Council reviewing the Development Permit. The zoning analysis of the proposal has determined three potential variances. One variance is potentially a 15 vehicle stall reduction or approximately 10%. The site is within the South Padosy Cash-in-Lieu of Parking Area and this variance will be eliminated when the applicant participates in the program.

The long-term goal for urban centres is to reduce parking and shift more trips to walking, cycling and transit. However, a shift to alternative transportation generally requires parking management and improved alternative transportation options. To further justify the parking variance, the applicant could provide a car-share vehicle, car-share memberships for the residents, or some other means of alternate transportation as a means to reduce the reliance on single-occupancy vehicles for the residents.

Another potential variance is the ratio of parking stall sizes. However, that detail is still to be determined as the applicant may choose to add additional smaller sized stalls onsite. A final determination on how the parking deficit is handled will be clarified when the Development Permit / Development Variance Permit is considered by Council.

The last potential variance is related to building height. In the C4 zone, the base permitted height is 4 storeys with various bonuses that can increase that height up to 7 storeys. This proposal does not qualify for the C4 zone height bonuses because those height bonuses were prescriptive and directly related to the original SOPA Square development. The proposal is for 6 storeys, therefore, a height variance is necessary. Staff was initially going to propose a series of text amendments to change the height bonusing within the C4 zone. The purpose of changing the height rules would be to develop a series of height bonusing that could viably apply to other developments. Rather than expediting a text amendment in association with this application, Staff plans to review the entire C4 zone in 2017 and propose a series of text amendments that overhaul the zone. Changing the height provisions will be a part of that review. In the meantime, Staff will support taller mixed use developments on a case by case basis when height variances are apply for.

### **3.3 Notification**

Council's Public Notification Policy #367 has been met by informing property owners within 50 metres of the proposed development and holding a public open house. The public open house was held on August 4<sup>th</sup> 2016 from 6:00pm to 8:00pm at 201 - 3975 Lakeshore Road.

## **4.0 Proposal**

### **4.1 Project Description**

The two of the five subject properties are currently used as temporary public parking. The remainder lots are currently vacant. The proposed building is six storeys high, with a retail base, a dedicated office-oriented second floor, and three levels of market rental housing (89 units) located above the podium. The massing of the upper levels is stepped back allowing the retail area to frame the public plaza in manner that accentuates the pedestrian friendly feeling while hiding the parking facilities. The proximity of the beach naturally led the design to provide plenty of on-site open space for café and restaurant patios at grade. Fitted with a breezeway, the project allocates the commercial parking underneath the building and at the rear of the site. This frames multiple views to the beach from the mid-block public plaza. Residential parking is hidden in a semi-open air parkade integrated into the rear of the podium. A Development Permit

will identify further details associated with the form and character of the project and Staff will comment on the merits of the variances at that time.

#### 4.2 Site Context

The site is located at the south end of the South Pandosy Urban Centre across from Gyro Beach. Specifically, the adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	C9 - Tourist Commercial	Vacant
East	P4 - Utilities	Utilities
South	RM3 - Low Density Multiple Housing	Residential
West	P3 - Parks and Open Space	Park

Subject Property Map: 3441, 3451, 3461, & 3471 Lakeshore Rd



#### 4.3 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	C4 ZONE REQUIREMENTS	PROPOSAL
Development Regulations		
Height	15.0 m / 4.0 storeys	20.5 m / 6 storeys ①
Front Yard (north)	0.0 m	0.0 m
Side Yard (east)	0.0 m	0.0 m
Side Yard (west)	0.0 m	0.0 m
Rear Yard (south)	0.0 m	0.0 m
Site coverage of buildings	75 %	55.8 %



Zoning Analysis Table		
CRITERIA	C4 ZONE REQUIREMENTS	PROPOSAL
FAR	Base Far: 1.3 + Parking within Bldg bonus: 0.1 + Public plaza bonus: 0.18 = 1.58	1.385
Parking Regulations		
Minimum Parking Requirements	158 parking stalls	Main floor / site: 59 stalls + 2 <sup>nd</sup> Floor: 37 stalls + 3 <sup>rd</sup> Floor: 47 stalls = 143 parking stalls ❷
Minimum Loading Spaces	2 spaces	2 spaces
Ratio of Parking Stalls	Full size: 50% Min Medium Size: 40% Max Small Size: 10% Max	Full size: TBD ❸ Medium Size: TBD Small Size: TBD
Minimum Drive Aisle Width	7.0 m	7.0 m
Other Regulations		
Minimum Bicycle Parking Requirements	Class 1: 53 bikes Class 2: 29 bikes	Class 1: 53 Class 2: 29 bikes
Private Open Space	795 m <sup>2</sup>	869 m <sup>2</sup>
❶ A variance to increase the permitted height is requested unless the recommended Staff Text Amendment is approved. ❷ A variance to reduce the number of permitted parking stalls is required unless the applicant chooses to pay cash-in-lieu of parking as per Bylaw #8125 ❸ A variance to amend the ratio of parking stalls may be needed. Detailed drawings outlining the exact proportions will be provided with the Development Permit / Development Variance Permit.		

## 5.0 Current Development Policies

### 5.1 Kelowna Official Community Plan (OCP)

#### Chapter 5: Development Process

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

**Sensitive Infill.**<sup>2</sup> Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

**Contain Urban Growth.**<sup>3</sup> Reduce greenfield urban sprawl and focus growth in compact, connected and mixed-use (residential and commercial) urban and village centres.

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

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

<sup>2</sup> City of Kelowna Official Community Plan, Policy 5.22.6 (Development Process Chapter).

<sup>3</sup> City of Kelowna Official Community Plan, Goals for a Sustainable Future, Objective 1 (Chapter 1 Introduction)

**Building Height<sup>5</sup>:**

- **Other Urban Centres:** Locate taller buildings in the geographic centre of Urban Centres and generally decrease height moving away from the centre, to a maximum of 4 storeys at the periphery of the Urban Centres, where adjoining land is designated for single/two unit housing.
- **South Pandosy:** Generally, 4 storeys. Six storeys within C4 or C9 zoned areas. Potential for 8 storeys where an architecturally distinct and significant buildings is placed at a corner, gateway or view terminus location that is of significance to the community or where a building is of cultural significance to the community.
- **Rutland:** Generally, 4 storeys. Six storeys within C4 or C9 zoned areas. Potential for up to 44 m height (12-14 storeys) in the core of Rutland, as identified in the C7 zone of the Zoning Bylaw.
- **Midtown:** 16 storeys, where the OCP designation provides for high-density multiple-units.
- **Capri/Landmark:** Generally, 4 storeys. Greater height (up to 12 storeys) may be supported on the Capri Shopping Centre site and in the area bordered by Dickson Avenue, Dayton Avenue, Springfield Road and Kirschner Road upon approval of a Council-endorsed comprehensive development plan for the site that provides for a variety of housing types (including but not limited to ground-oriented and rental apartment housing) and the provision of commercial space that is of an amount that, at minimum, equals that which existed in 2010.
- **Elsewhere:** For all areas of the City outside the Urban Centres, buildings heights shall be a maximum of four storeys for residential and six storeys for apartment hotels and hotels. Additional height restrictions may be imposed as a result of airport-related zoning regulations.

**6.0 Technical Comments****6.1 Building & Permitting Department**

- Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permit(s)
- Placement permits are required for any sales or construction trailers that will be on site. The location(s) of these are to be shown at time of development permit application.
- A Hoarding permit is required and protection of the public from the staging area and the new building area during construction. Location of the staging area and location of any cranes should be established at time of DP.
- Requirements of the City of Kelowna fire prevention regulations bylaw No. 10760 for buildings 6 stories and greater are to be shown on the building permit drawings
- A Building Code analysis is required for the structure at time of building permit applications, but the following items may affect the form and character of the building(s):
  - a. An alternative solution proposal for code requirements must be accepted by the Chief Building Inspector prior to the release of the Development Permit
  - b. Door swings and proper exit distance for means of exiting are required. Door swings can not cross property and an additional stairwell may be required for travel distance of the residential floors
  - c. Additional doors and/or corridors may be required to meet minimum exiting requirements of the commercial space. This may include moving of the internal rated

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<sup>4</sup> City of Kelowna Official Community Plan, Policy 5.27.11 (Development Process Chapter)

<sup>5</sup> City of Kelowna Official Community Plan, Policy 5.8.1 (Development Process Chapter)

exit stairwells to meet minimum distances and addition of rated corridors and additional doors.

- d. Spatial calculation are required between commercial units which may affect the form and character is glazing is required to be reduced.
- e. Dedicated exits are required from the amenity deck to the public corridor.
- f. Any security system that limits access to exiting needs to be addressed in the code analysis by the architect.
- g. Access to the roof is required per NFPA and guard rails may be required and should be reflected in the plans if required.
- A Geotechnical report is required to address the sub soil conditions and site drainage at time of building permit application. A minimum Geodetic Elevation of 343.66 meters is required for all habitable spaces including the parking garage(s).
- We strongly recommend that the developer have his professional consultants review and prepare solutions for potential impact of this development on adjacent properties. Any damage to adjacent properties is a civil action which does not involve the city directly. The items of potential damage claims by adjacent properties are items like settlement of foundations (preload), damage to the structure during construction, additional snow drift on neighbour roofs, excessive noise from mechanical units, vibration damage during foundation preparation work etc.
- Fire resistance ratings are required for storage, janitor and/or garbage enclosure room(s). The drawings submitted for building permit is to clearly identify how this rating will be achieved and where these area(s) are located.
- An exit analysis is required as part of the code analysis at time of building permit application. The exit analysis is to address travel distances within the units, number of required exits per area, door swing direction, handrails on each side of exit stairs, width of exits etc.
- Size and location of all signage to be clearly defined as part of the development permit. This should include the signage required for the building addressing to be defined on the drawings per the bylaws on the permit application drawings.
- Mechanical Ventilation inlet and exhausts vents are not clearly defined in these drawings for the enclosed parking storeys. The location and noise from these units should be addressed at time of Development Permit.
- Full Plan check for Building Code related issues will be done at time of Building Permit applications. Please indicate how the requirements of Radon mitigation and NAFS are being applied to this structure at time of permit application.

## 6.2 Development Engineering Department

- See Memo (Attachment 'A') dated August 15<sup>th</sup> 2016

## 6.3 Fortis BC (Electric)

- There are FortisBC Inc (Electric) ("FBC(E)") primary distribution facilities along Lakeshore Road and Swordy Road. However, given the proposed building and transformer location noted on the plans provided, extension work might be required to service the proposed development, the cost of which may be significant. Furthermore, FBC(E) requires guaranteed tractor trailer access in order to service the adjacent substation to the east. The applicant is responsible for costs associated with any change to the subject property's existing service, if any, as well as the provision of appropriate land rights where required.
- Otherwise, FBC(E) has no concerns with this circulation.

#### 6.4 Fire Department

- Construction fire safety plan is required to be submitted and reviewed prior to construction and updated as required.
- Engineered Fire Flow calculations are required to determine Fire Hydrant requirements as per the City of Kelowna Subdivision Bylaw #7900. New hydrants on this property shall be operational prior to the start of construction and shall be deemed a private hydrant
- All buildings shall be addressed off of the street it is accessed from.
- A fire safety plan as per section 2.8 BCFC is required at occupancy. The fire safety plan and floor plans are to be submitted for approval in AutoCAD Drawing format on a CD
- Fire Department access is to be met as per BCBC 3.2.5.
- Approved Fire Department steel lock box acceptable to the fire dept. is required by the fire dept. entrance and shall be flush mounted
- All requirements of the City of Kelowna Fire and Life Safety Bylaw 10760 shall be met
- Fire alarm system is to be monitored by an agency meeting the CAN/ULC S561 Standard.
- Contact Fire Prevention Branch for fire extinguisher requirements and placement.
- Fire department connection is to be within 45M of a fire hydrant - unobstructed.
- Ensure FD connection is clearly marked and visible from the street
- Standpipes to be located on intermediate landings.
- Sprinkler zone valves shall be accessible as per fire prevention bylaw - less than 7 feet from floor
- Dumpster/refuse container must be 3 meters from structures or overhangs or in a rated room in the parking garage
- Do not issue BP unless all life safety issues are confirmed

#### 6.5 Real Estate and Building Services

- No on-street parking on any of the frontage around this proposed development. Would not be supportive of any variances to reduce the parking requirements. This is a high parking demand area especially in the summer season.

#### 7.0 Application Chronology

Date of Application Received (complete):  
Date of Notification Letters:  
Date of Public Open House:

July 4<sup>th</sup> 2016  
July 20<sup>th</sup> 2016  
August 4<sup>th</sup> 2016

**Report prepared by:**

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Adam Cseke

**Reviewed by:**

☐

Terry Barton, Urban Planning Manager

**Approved for:**

☐

Ryan Smith, Community Planning Department Manager

**Attachments:**

Attachment A - Development Engineering Memo  
Attachment B - Applicant's Rationale  
Schedule A - Initial Drawings



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**CITY OF KELOWNA**  
**MEMORANDUM**

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**Date:** August 15, 2016  
**File No.:** Z16-0040  
**To:** Community Planning (AC)  
**From:** Development Engineering Manager(PI)  
**Subject:** 3451,3471,3441,3461,3461 Lakeshore Rd. C9 & RU6 to C4

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

The Development Engineering Technologist for this project is Sergio Sartori

.1) Domestic Water and Fire Protection

- a) The development site is presently serviced with 3 (19-mm) water services. The developer's consulting mechanical engineer will determine the domestic, fire protection requirements of this proposed development and establish hydrant requirements and service needs. Only one service will be permitted for this development.
- b) The applicant, at his cost, will arrange for the removal of the existing services and the installation of one new larger metered water service. The estimated cost of this construction for bonding purposes is **\$12,000.00**.
- c) The developer must obtain the necessary permits and have all existing utility services disconnected prior to removing or demolishing the existing structures. The City of Kelowna water meter contractor must salvage existing water meters, prior to building demolition. If water meters are not salvaged, the developer will be invoiced for the meters.

.2) Sanitary Sewer

- a) The development site is presently serviced with 3 100mm-diameter sanitary sewer services. Only one service will be permitted for this development. The developer's consulting civil engineer will determine sanitary sizing for this development. The applicant, at his cost, will arrange for the removal of the existing services and the installation of a new larger service. The new service should tie in to the main on Swordy Rd. The estimated cost of this construction for bonding purposes is **\$10,000.00**

.3) Storm Drainage

- (a) The developer must engage a consulting civil engineer to provide a storm water management plan for these sites which meets the requirements of the City Subdivision Development and Servicing Bylaw 7900. The storm water management plan must also include provision of lot grading plans, minimum basement elevations (MBE), if applicable, and provision of a storm drainage

Attachment                     A                      
This forms part of development  
Permit #                     Z16-0040                    



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service and recommendations for onsite drainage containment and disposal systems.

- (b) Only one service will be permitted for this development. The applicant, at his cost, will arrange the installation of one overflow service. The estimated cost of this construction for bonding purposes is **\$10,000.00**

.4) Road Improvements

- (a) Lakeshore Rd fronting this development must be upgraded to an urban standard to including new barrier curb & gutter, concrete sidewalk, and relocation or adjustment of existing utility appurtenances if required to accommodate the upgrading construction. The estimated cost of the road improvements for bonding purposes is **\$92,300.00**
- (a) Swordy Rd fronting this development must be upgraded to an urban standard to including barrier curb & gutter, concrete sidewalk, and relocation or adjustment of existing utility appurtenances if required to accommodate the upgrading construction. The estimated cost of the road improvements for bonding purposes is **\$25,400.00**

.5) Road Dedication and Subdivision Requirements

By registered plan to provide the following:

- a) Dedicate ~7m width along the full lane frontage of 3441,3451,3461,3461 Lakeshore Rd.
- b) Dedicate ~10m width along the full frontage of 3471 Lakeshore Rd.
- c) Grant statutory rights-of-way if required for utility services.

.6) Electric Power and Telecommunication Services

The electrical and telecommunication services to this building as well as the local distribution wiring must be installed in an underground duct system, and the building must be connected by underground ducting. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services which would be at the applicant's cost.

.7) Engineering

Road and utility construction design, construction supervision, and quality control supervision of all off-site and site services including on-site ground recharge drainage collection and disposal systems, must be performed by an approved consulting civil engineer. Designs must be submitted to the City Engineering Department for review and marked "issued for construction" by the City Engineer before construction may begin.

.8) Design and Construction

- a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.

Attachment                     A                      
This forms part of development  
Permit #                     Z16-0040                    



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

.9) Servicing Agreements for Works and Services

- a) A Servicing Agreement is required for all works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be

.10) Latecomer Protection

Under provisions of Section 990 of the BC Municipal Act, and in conformance with the City of Kelowna Subdivision Development & Servicing Bylaw No. 7900, the owner is eligible to apply for latecomer protection for the following:

- i) Storm main on Swordy Rd.

.11) Survey Monuments and Iron Pins

If any legal survey monuments or property iron pins are removed or disturbed during construction, the developer will be invoiced a flat sum of \$1,200.00 per incident to cover the cost of replacement and legal registration. Security bonding will not be released until restitution is made.

.12) Bonding and Levy Summary

(a) Bonding

Storm service upgrade	\$10,000.00
Water service upgrade	\$12,000.00
Sanitary service upgrade	\$10,000.00
Road Frontage Improvements	\$117,700.00
<b>Total Bonding</b>	<b><u>\$149,700.00</u></b>

Attachment

A

This forms part of development

Permit #

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**NOTE:** The bonding amounts shown above are comprised of estimated construction costs escalated by 140% to include engineering design and contingency protection and are provided for information purposes only. The owner should engage a consulting civil engineer to provide detailed designs and obtain actual tendered construction costs if he wishes to do so. Bonding for required off-site construction must be provided, and may be in the form of cash or an irrevocable letter of credit, in an approved format. The owner must also enter into a servicing agreement in a form provided by the City.

13) Administration Charge

An administration charge will be assessed for processing of this application, review and approval of engineering designs and construction inspection. The administration charge is calculated as (3.5% of Total Off-Site Construction Cost plus GST).

14) Development Permit and Site Related Issues

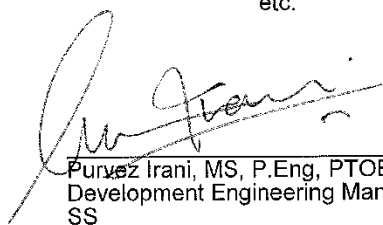
Access and Manoeuvrability

- (i) The future, access and egress from the driveway to the north of the site may be restricted to right-in and right-out onto Richter Street with a future median.
- (ii) Indicate on the site, the locations of loading bays as well as the garbage and recycle bins.

15. Geotechnical Report

As a requirement of this application the owner must provide a geotechnical report prepared by a Professional Engineer qualified in the field of hydro-geotechnical survey to address the following:

- (a) Area ground water characteristics.
- (b) Site suitability for development, unstable soils, etc.
- (c) Drill and / or excavate test holes on the site and install piezometers if necessary. Log test hole data to identify soil characteristics, identify areas of fill if any. Identify unacceptable fill material, analyse soil sulphate content, identify unsuitable underlying soils such as peat, etc. and make recommendations for remediation if necessary.
- (d) List extraordinary requirements that may be required to accommodate construction of roads and underground utilities as well as building foundation designs.
- (e) Additional geotechnical survey may be necessary for building foundations, etc.

  
 Purvez Irani, MS, P.Eng, PTOE  
 Development Engineering Manager  
 SS

Attachment

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This forms part of development

Permit #

Z16-0040



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**CITY OF KELOWNA**  
**MEMORANDUM**

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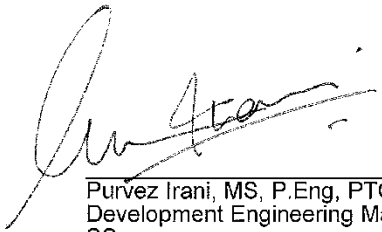
**Date:** August 16, 2016  
**File No.:** OCP16-0003  
**To:** Community Planning (AC)  
**From:** Development Engineering Manager (PI)  
**Subject:** 3451 3441,3461,3471 Lakeshore Rd

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The Development Engineering Branch comments and requirements regarding this OCP amendment application are as follows:

**1. General**

All the offsite infrastructure and services upgrades are addressed in the Rezoning Engineering Report under file Z16-0040.



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Purvez Irani, MS, P.Eng, PTOE  
Development Engineering Manager  
SS

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This forms part of development  
Permit #           Z16-0040          





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**CITY OF KELOWNA**  
**MEMORANDUM**

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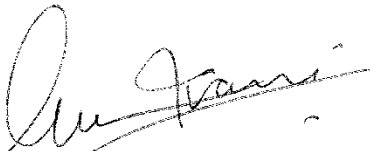
**Date:** August 16, 2016  
**File No.:** DP16-0160  
**To:** Community Planning (AC)  
**From:** Development Engineering Manager (PI)  
**Subject:** 3451 3441,3461,3471 Lakeshore Rd

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The Development Engineering Branch comments and requirements regarding this Development Permit application are as follows:

**1. General**

All the offsite infrastructure and services upgrades are addressed in the Rezoning Engineering Report under file Z16-0040.



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Purvez Irani, MS, P.Eng, PTOE  
Development Engineering Manager

SS

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Permit #                     Z16-0040                    



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**CITY OF KELOWNA**  
**MEMORANDUM**

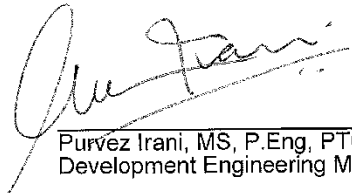
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**Date:** August 16, 2016  
**File No.:** DVP16-0161  
**To:** Community Planning (AC)  
**From:** Development Engineering Manager (SM)  
**Subject:** 3451 3441,3461,3471 Lakeshore Rd

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Development Engineering comments and requirements regarding this development variance permit application are as follows:

This development variance permit application to vary the building height to 6 storeys and reduce the number of stalls by 15 stalls does not compromise any municipal services.

  
Purvez Irani, MS, P.Eng, PTOE  
Development Engineering Manager

SS

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#### PRINCIPALS

**MARTIN VEENHOVEN** | ARCHITECT  
AAA, AIBC, MRAIC, AIA (WA)

June 20, 2016

#### Design Rationale Statement

#### RE: CITY OF KELOWNA REZONING / OCP AMMENDMENT / DP APPLICATION: THE SHORE DEVELOPMENT

Located across the street from Gyro Beach, Kelowna, this development proposal takes advantage of the vibrant street corner created by the intersections of Richter Street, Lakeshore Road, and Swordy Road. In broad terms, the project concept is centered around an interplay of uses that respond to the site context, zoning bylaws, and the Official Community Plan.

The proposed building is six storeys high, with a robust retail base, a dedicated office-oriented second floor, and three levels of market rental housing located above the podium. One of the strongest generating principles for this combination was the project's siting – its adjacency to the beach, its proximity to transit and Mission Park Shopping Centre, and the pedestrian oriented environment afforded by the corner location. As such it was paramount to provide a stepped back massing that allowed the retail to frame the urban realm in such a way as to hide parking facilities while maximizing pedestrian exposure. The proximity of the beach naturally led the design to provide plenty of on-site open space for café and restaurant patios at grade. Fitted with a breezeway, the project tucks away all of the commercial parking underneath the building at the rear of the site, framing multiple views to the beach from its mid block public plaza. In turn, residential parking is hidden in a semi-open air parkade seamlessly integrated into the rear of the podium. This organizing principle for the massing also allows the project to exceed the zoning-required Daylighting Standards Vertical Angles by relying on voluntary setbacks on at the property line on Richter Street, and Swordy and Lakeshore Roads. It is also both the parking arrangement and the provision of the public plaza that afford the project an additional 0.28 floor area ratio as permitted by the zoning bylaw.

Vehicular access to the site is provided via Richter Street and Swordy Road satisfying the requirements of the Fortis right-of-way for service access to the existing facility to the east. Once out of the car, the visitor to the site is funnelled through the breezeway into the heart of the project, thus satisfying general accessibility requirements for retail. The main residential and office entrance for the pedestrian coming in from the parking area or the public plaza is also conveniently located at the breezeway making it an active connector across the site. Designated firefighter access is located on Swordy Road.

All of the floors contain ample outdoor amenity spaces. The office floors contain view responsive corner windows, and the 4<sup>th</sup> floor residential amenity level opens up to an amenity deck overlooking the panoramic views. Visually, the project offers a fresh reinterpretation of the Kelowna vernacular, providing a contemporary twist on local materials.

From an OCP standpoint, the proposed project responds to the densification trends underway in Kelowna. It concentrates a number of mixed uses in one location proximate to an urban centre, therefore containing urban sprawl. It also creates a distinctive and attractive destination - a landmark development in a growing neighbourhood. The site's proximity to transit stops across the street and half a block north on Lakeshore Road, address the recommended environmental sustainability. The site's location next to a public park and beach, easy access to retail and

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restaurants at grade and medical offices on the 2nd floor, as well as its market rental residential offerings, address the social sustainability requirements outlined in the OCP.

Last but not least, the design actively responds to servicing needs. Waste and recycling facilities are enclosed underneath the building at the rear of the site. It is anticipated that waste and recycling will be staged in the lane with thru-access for the trucks. Loading stalls are tucked away out of sight underneath the building as well, allowing clear sight lines to the service areas on the site mandated by CPTED. The site is provided with appropriate landscaping required on public plazas and adjacent public streets. It is also fitted with a few landscape buffer areas that screen the surface parking lot.

Sincerely,  
**Zeidler BKDI Architects**



Jean Guy Beliveau  
Partner

Attachment B

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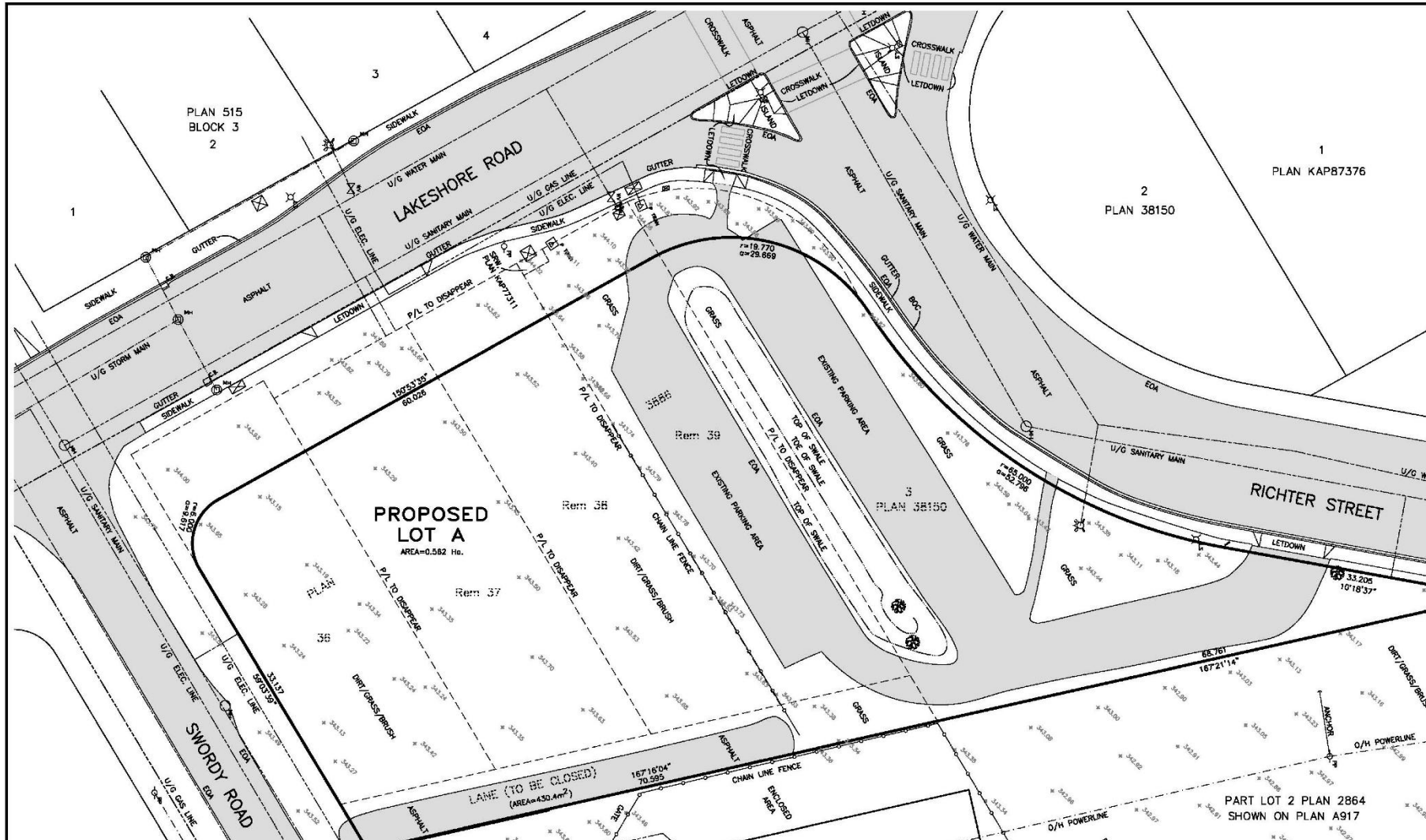




# RISE COMMERCIAL DEVELOPMENT



THE SHORE

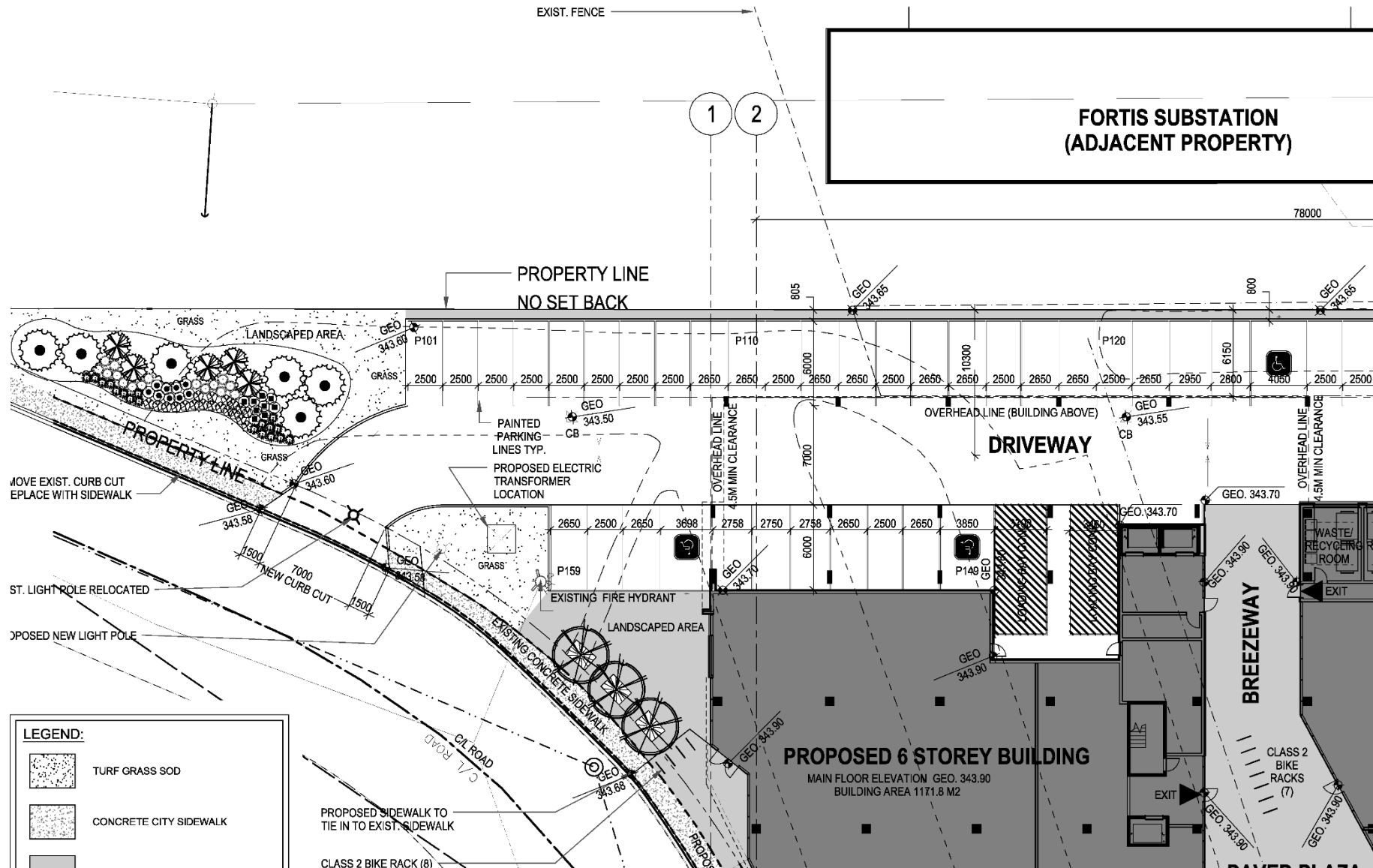


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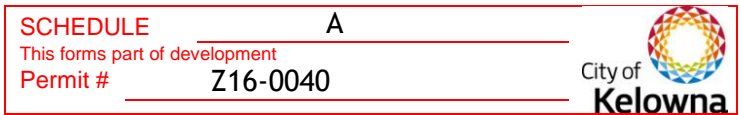


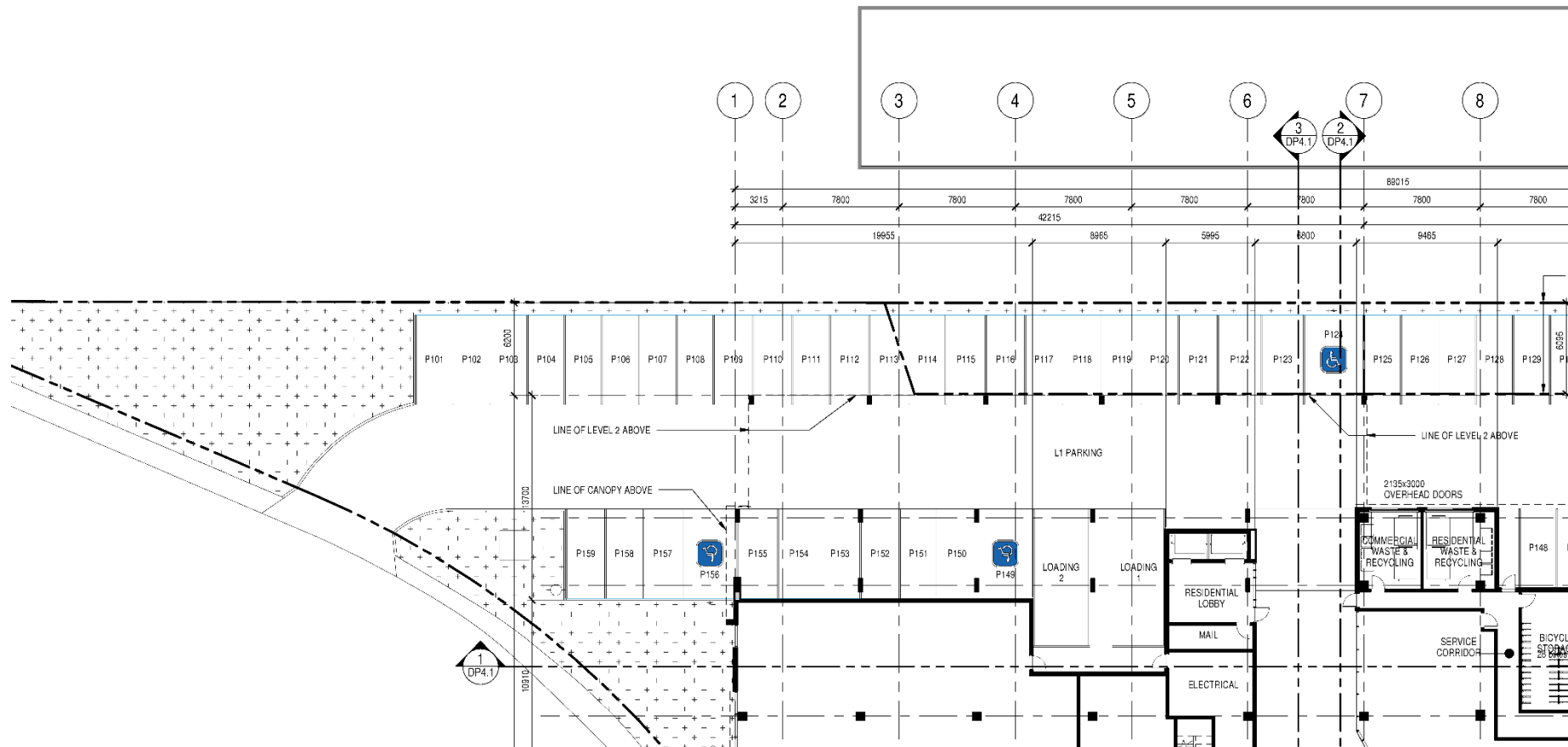


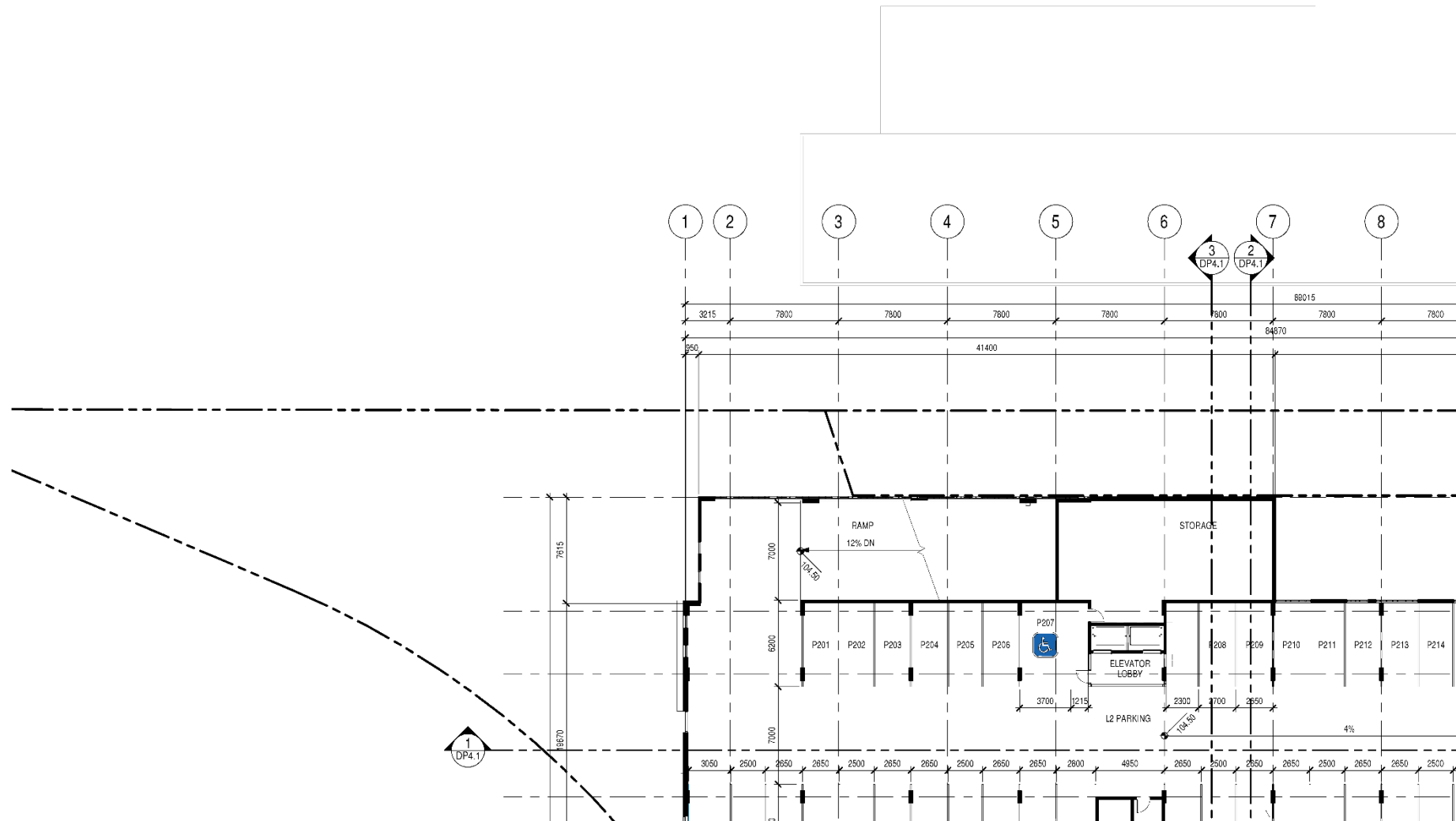


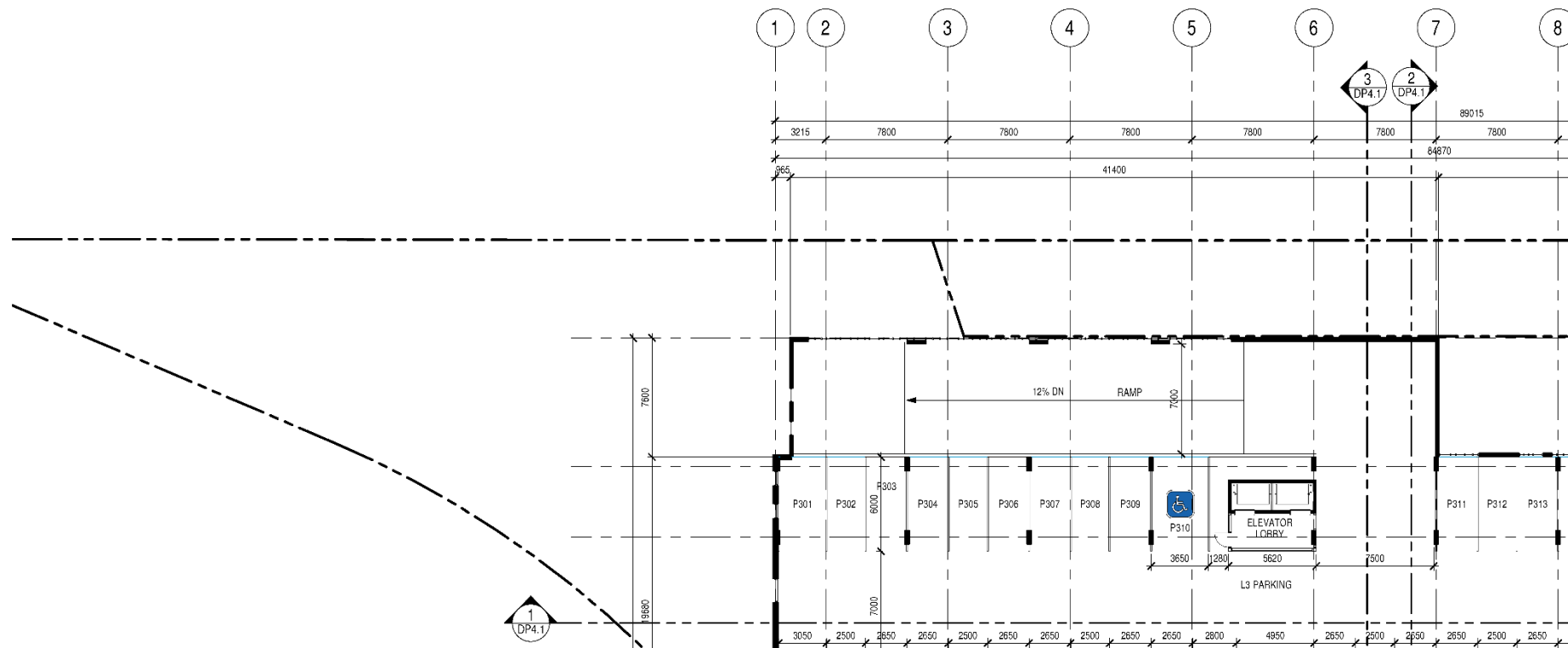






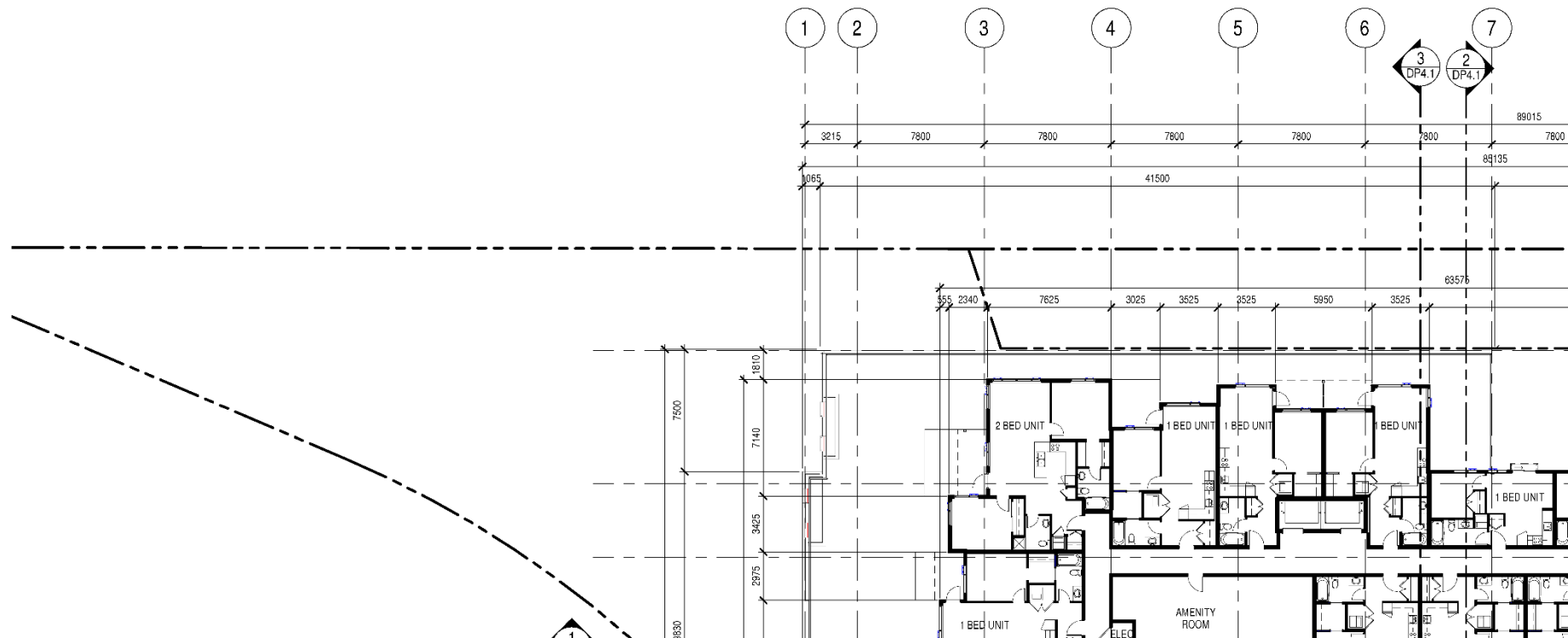






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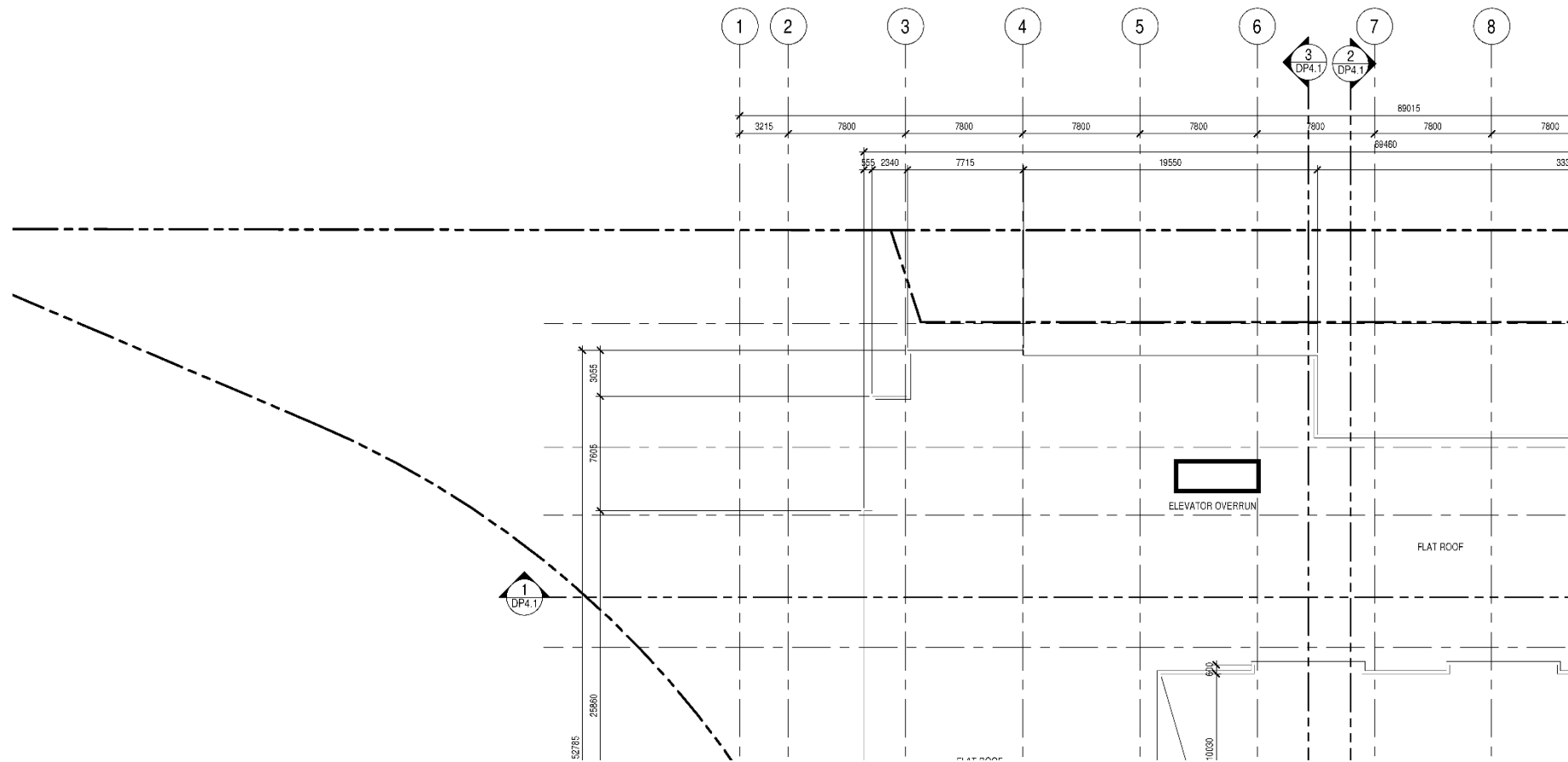




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4 BUILDING ELEVATION - NORTH  
DP3.1 SCALE: 1:200

