



# AQUA

Truswell & Capozzi Road  
Kelowna, BC

## Community Master Plan & Vision Summary

February 2017

Sketch: Waterfront Overview



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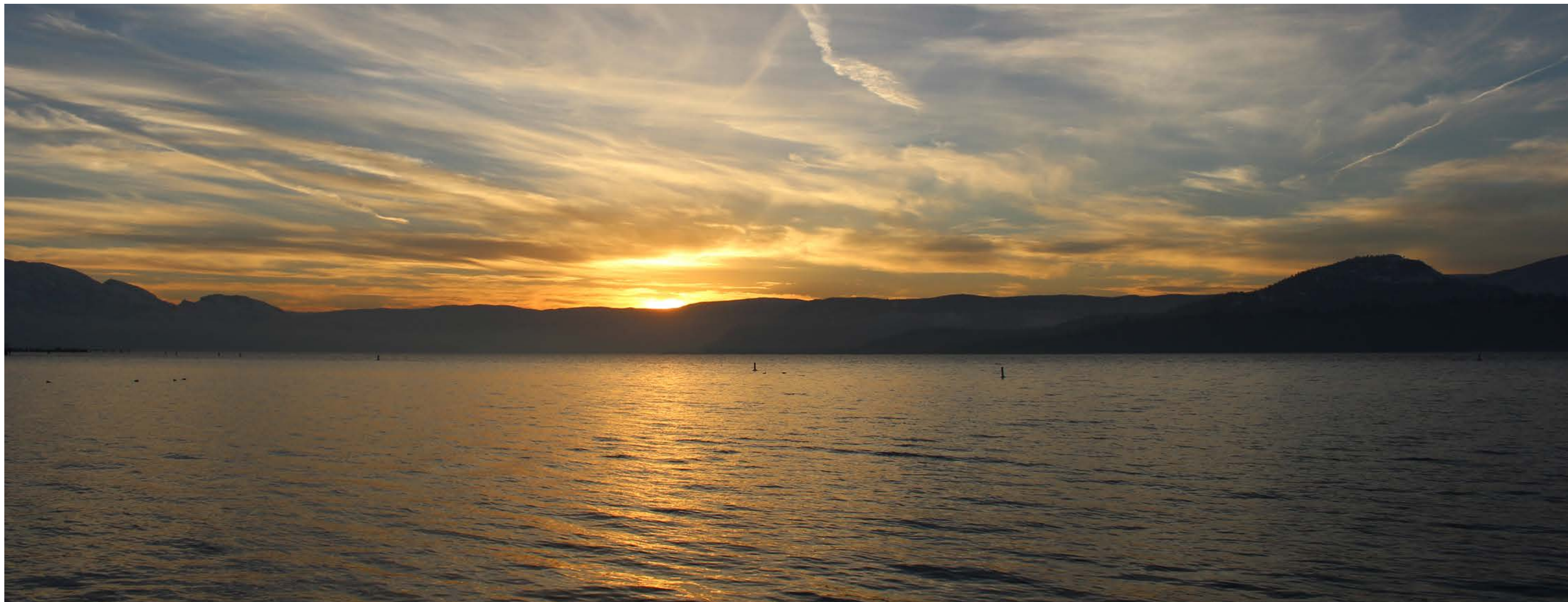
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		WSP/MMM Group			

Okanagan Lake View





# AQUA

## 1.0

Sketch: View at Corner Public Plaza of Capozzi & Truswell Road



## 1.0 Development Proposal

### 1.1 Introduction

Aqua is a proposed waterfront community situated on 6.25 acres, located in the Cook Road Tourist Commercial Area of Kelowna. The vision for Aqua includes a wide range of public amenities; openness to the water, a flowing landscape plan, public spaces, and places to sit, walk, reflect, gather, and celebrate.

### A Dynamic Waterfront Destination

Aqua will help to create a dynamic destination aligned with the City's goals to create a vibrant node of mixed tourist and residential accommodations and uses in the Mission Creek neighbourhood. The development at Aqua will add life and vitality to the existing residential neighborhood by clustering a critical mass of residential homes with local amenities that will enhance the neighborhood and add to the waterfront experience.

Site Context



Site Context



- Transit Route
- PED / Bikes
- Existing Site

## 1.2 Application Summary

### Existing Zoning:

C9 Tourist Commercial (Existing Boat Storage) / RU1 – Large Lot Single Family (Waterfront Lots)

### Proposed Zoning:

C9 – Tourist Commercial  
 This zone is supported within the existing OCP designation of “Mixed-Use Tourism” (MXT), which envisions: “developments that provide for a mix of hotel, apartment hotel, multiple unit residential uses and associated commercial uses intended to service the tourism market” (Kelowna 2030 OCP).

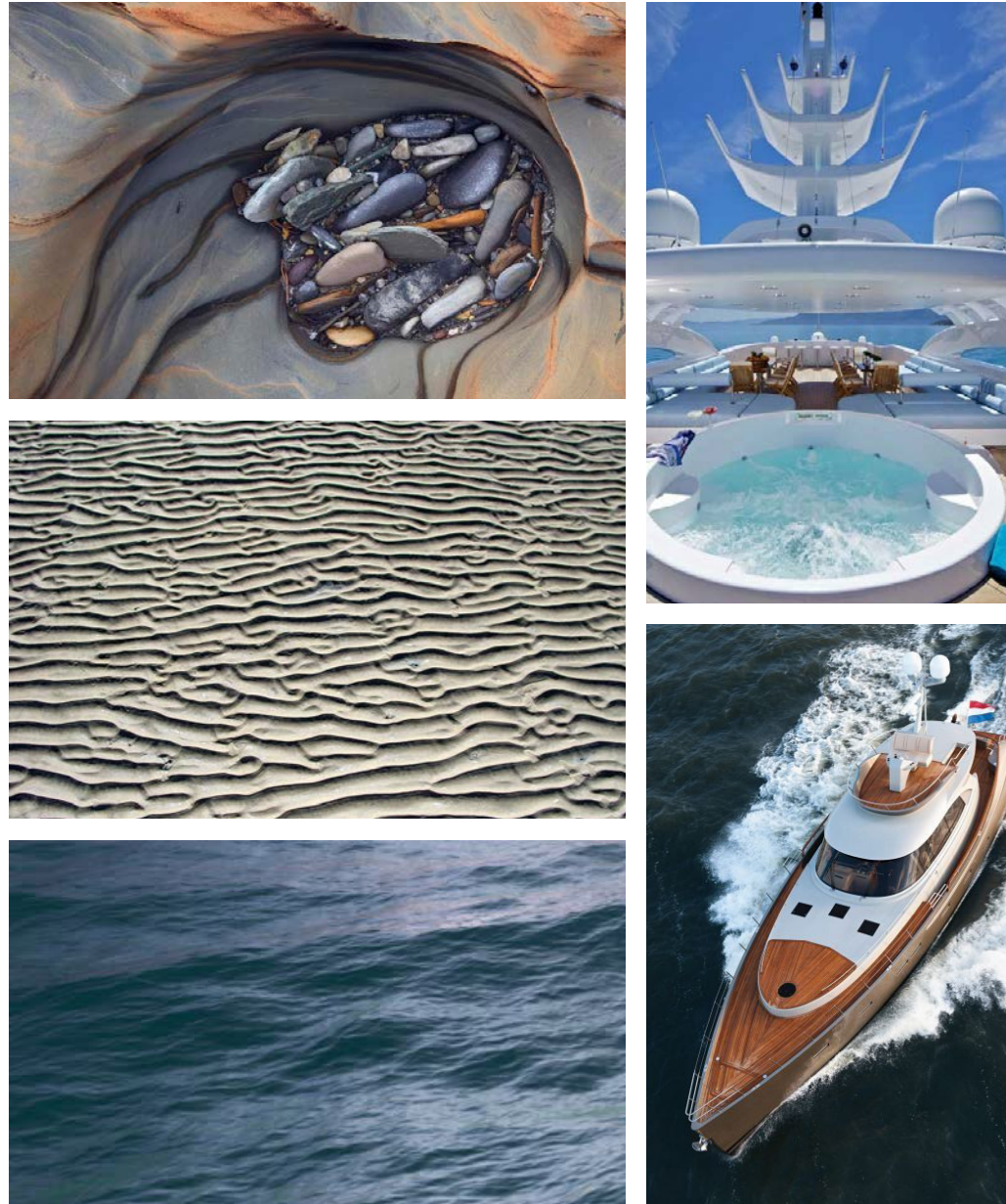
### Development Permit & Development Variance Permit

A Development Permit is sought to approve the form & character of the proposed residential community and boat valet operation. Mission Group is also requesting the approval of residential tower heights above the six storey limit currently permitted in the C9 zone. Previous height variances within the Cook Road Tourist Commercial area have been approved where design and community benefits have warranted. The Aqua community is proposed with tower heights between 13 and 19 stories (up to 60m).

Architectural / Landscape Inspiration







**1.3 Statement of Development Rationale**

With the OCP designation for allowable density in place along the waterfront, Aqua is slated to continue building on the City of Kelowna’s vision for this area. Therefore, Mission Group’s focus in this application is how to appropriately allocate the prescribed density in a sophisticated form that maintains view corridors through the site. Mission Group and their consultants have worked collaboratively with the City of Kelowna and followed an extensive process of public consultation to develop a masterplan that focuses on the following guiding principles:

**A. Built Form**

- Permit increase in overall building heights with taller buildings in locations that optimize views through the site
- Balance building height and massing with the impact of overshadowing of adjacent buildings, public spaces, and streets
- Minimize view blockage
- Building height and massing should reinforce, compliment and enhance the visual character of the street, and contribute to enhancing the public realm

**B. Character**

- Incorporate a visually distinctive and consistent architectural design
- Reinforce a sense of place through increased pedestrian activity along the waterfront
- Treat building exteriors to capture the marine character of the waterfront

**C. Community Amenities**

- Maximize the public use of the waterfront
- Enhance Mission Creek Greenway connections
- Encourage shoreline enhancements
- Create a more efficient layout and operation of the public parking areas and boat launch staging area

**D. Access and Circulation**

- Incorporate pedestrian-oriented design
- Provide trail connections to existing pedestrian and Lakeshore bike pathways
- Develop a transportation management plan

**E. Sustainability**

- Incorporate prevailing innovative green building design and construction
- Utilize native, non-invasive and drought tolerant landscaping

- Explore opportunities to enhance aquatic habitat
- Incorporate Crime Prevention through Environmental Design (CPTED) principals

**F. Parking**

- Improve off street parking for truck, trailer, and vehicles at the public boat launch
- Incorporate bicycle parking and storage
- Locate parking areas so they do not visually dominate the community

**G. Waterfront**

- Create an identifiable neighbourhood focus along the waterfront
- Provide pedestrian walkways and spaces with appropriate landscape elements including outdoor furniture and lighting
- Link the Mission Creek Greenway to the waterfront

Waterfront Boardwalk



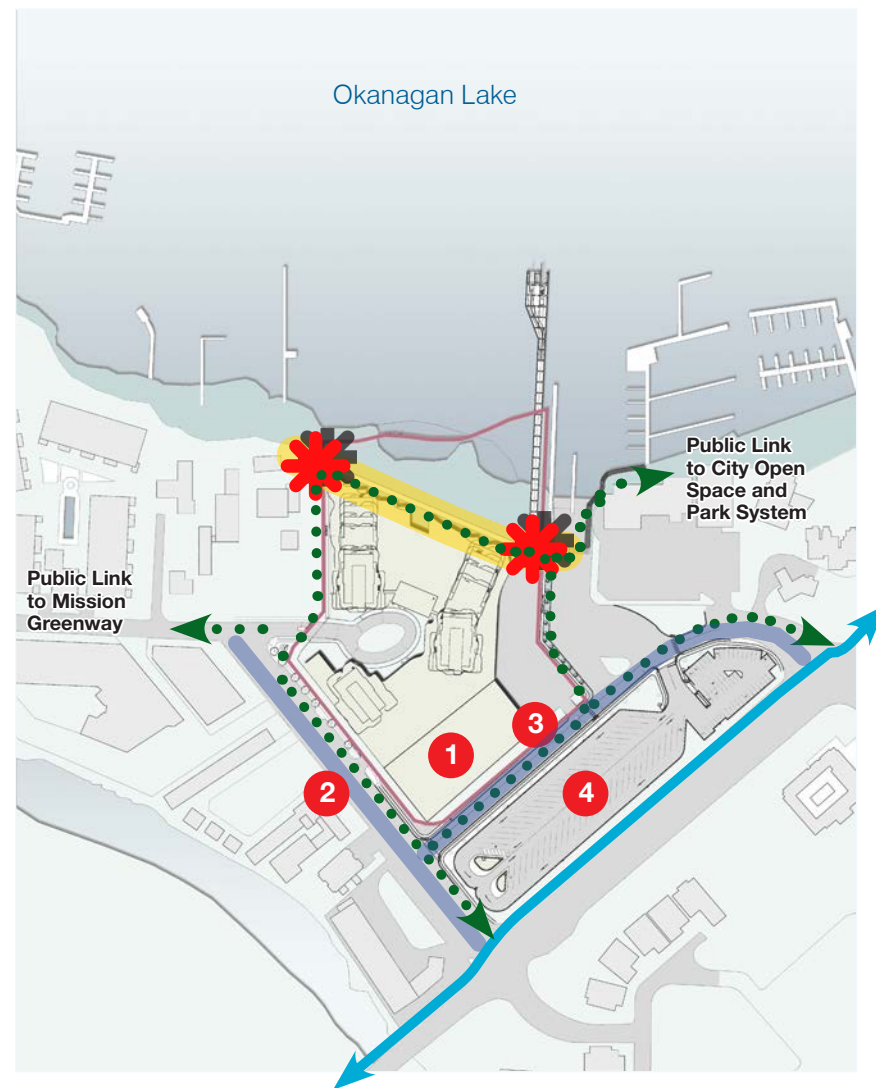
Truswell Road Upgrade



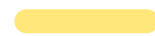







Cook Road Upgrade



Public Benefits Diagram



-  Landmark Elements
-  Pedestrians Connection
-  Waterfront Promenade
-  Existing City Road with Bicycle Lane
-  1 Expanded Boat Storage in Internal Structure
-  2 Truswell Road Upgrades
-  3 Cook Road Extension
-  4 City Boat Launch Parking Lot Improvements

### 1.4 Community Benefits & Infrastructure Improvements

Mission Group has been building strong and vibrant communities in Kelowna for well over a decade. Aqua will exemplify the pinnacle of Mission Group’s developments to date.

Mission Group is committed to working cooperatively with the City of Kelowna, local residents, regional authorities, and other stakeholders to create an innovative development that is suited to the needs of the community, achieves the highest quality construction, and generates an attractive return for the City, community and for our shareholders.

#### 1. Deliver a high quality public realm

A strong focus on the public realm, internal pathways and building interfaces help to create a range of experiences for users. Dedicated public areas and pathways have been created in response to public input and city comments with an expansion of the public realm. The proposal increases the public pathways from the original rezoning application to provide further connections and interest through a series of pedestrian gathering spaces and pathways through the site.

*Attention has been given to ensure pedestrian connections are cohesive with a focus on providing landmark elements and new access points that will open up the waterfront to the public.*

#### 2. Environmental

Mission Group is committed to working with the City of Kelowna and community to have a positive environmental impact on this neighborhood. Community benefits include restoration and naturalization of the lakeshore which will improve environmental quality and erosion resistance. In addition, providing expanded boat storage in an internal structure avoids the addition of a marina and provides multiple environmental benefits including maintaining open views to the water.

#### 3. Transportation & Infrastructure Improvements

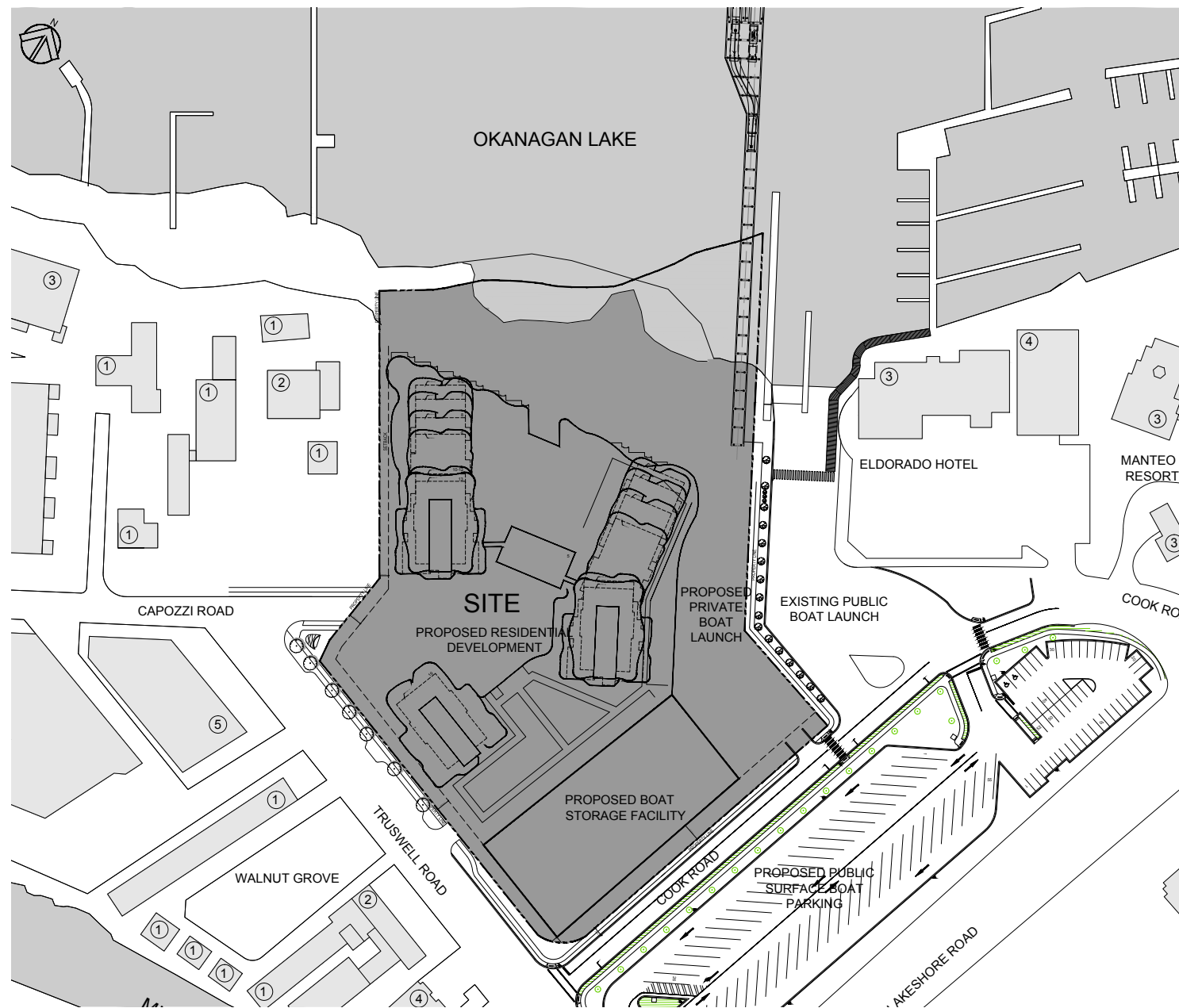
To mitigate current and future traffic and parking concerns, Mission Group is committed to the following transportation improvements to the neighborhood:

- Truswell Road upgrades including sidewalk, lighting, street trees and landscaped boulevard
- Cook Road extension provides alternative access and egress for the neighborhood, as well as adds to the pedestrian and cycling network
- Improved truck, trailer, and vehicle parking with additional landscaping on an improved City Boat Launch parking lot

Context Photos



Context Plan



## 2.0 Site Context

### 2.1 Context and Connectivity

#### Site Connections

The Aqua site is currently bounded by Capozzi Road, Cook Road, Truswell Road, and Lakeshore Road. Lakeshore Road currently exists as a two-lane arterial road that provides north/south connectivity from the site to Highway 97 (Harvey Avenue). In 2014, Lakeshore Road (between Cook Road to Lexington Drive) was reconstructed to provide raised centre medians and multi-use pathways. Truswell Road functions as a two-lane minor collector level facility that connects the existing boat storage area to Lakeshore Road. In the vicinity of the site, Cook Road, functions as a two-lane collector, and provides accessibility to the existing boat launch.

The development of Aqua will also connect to the Mission Creek Greenway Trailhead, located at the intersection of Lakeshore Road and Truswell Road.

### 2.2 Existing Lot Areas & Development Boundaries

Mission Group and the City of Kelowna have entered into a land exchange agreement that provides a series of mutual benefits. As part of the agreement, Mission Group will construct new public improvements, including:

- Creation of more usable, regular shaped development parcels;
- The extension of Cook Road to Truswell; providing alternative access and egress for the neighbourhood, as well as adding to the pedestrian and cycling network.
- A more efficient layout and operation of the public parking areas and boat launch staging area
- Clear areas for queuing and staging will reduce congestion at the public launch
- Landscaped boulevards along the new Cook Road and surrounding the revised boat launch parking areas.

Sketch: Entry Courtyard & Access to Mews Walk



Sketch: Looking Northwest on Truswell Road



## 3.0 Urban Design Principles

### 3.1 Design Principles

A set of design principles have been identified to guide the Aqua lands development.

#### A development that responds in a formal manner to its existing context

Aqua will create a legible overall form that reinforces its contextual relationship to the marine setting by stepping the waterfront buildings down towards the water while introducing a point tower building form along Cook Street. Building forms will be inspired by the lake front environment. Balconies appear as if eroded by flowing water, providing ample private open space, and creating additional shade. Thematically, the buildings will also reference boat and marine forms with curving 'mast' elements at the building leading edges. Designed to open views through the site and to the lakefront, the proposed building forms recognize adjacent patterns of natural features and their relationship to the water while helping to shape future context.

#### A Strong Sense of Place

The Aqua Marine Valet building will feature an added landmark element to activate the corner of Cook Road and the Public Boat Launch. This will act as a gateway to the new development while anchoring a vibrant public realm and creation of "place". Serving as an element of arrival, it will open to a series of public pathways that lead directly to the waterfront and around the site, including a delineated landscaped path through the private and public boat launch areas. New public pathways will

connect to existing pedestrian and cycling networks thereby creating a high-quality pedestrian experience and enhancing a sense of community. The public realm is further activated with the addition of boutique retail along the southwest corner of Truswell Road. The introduction of a lobby along Truswell, adjacent to retail and townhomes will further animate this active frontage and create a strong sense of place. The development's formal entrance off Capozzi Road, into an internal courtyard Porte Cochere will serve as an additional gateway element that signifies an official arrival at this destination.

#### Animated Waterfront

Aqua will engage and animate the public waterfront with appropriate interface considerations with the programming and design of the public realm.

#### Character Palette

The public realm shall be further developed around three character influences: the natural character inspired by the riparian corridor along the waterfront boardwalk; the village character along the Truswell Road side, and the Marine character of the eastern side that interfaces with the private and public boat launches.

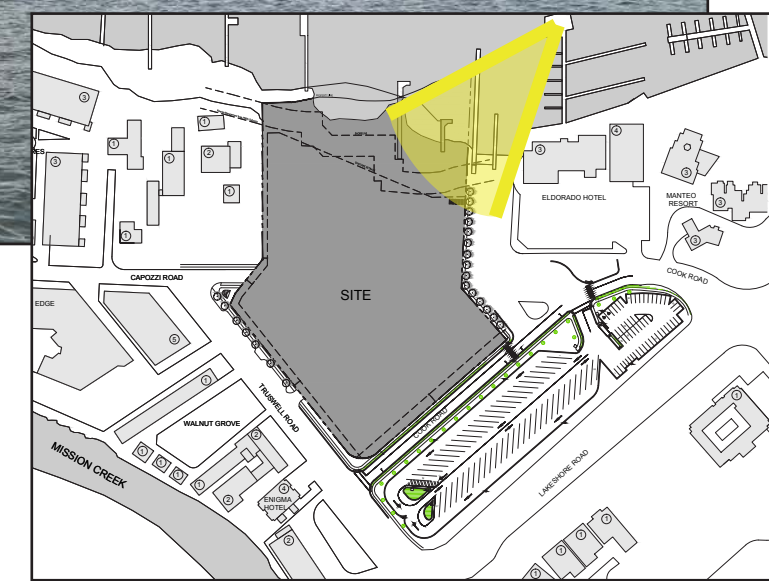
#### Connected Public Spaces

A series of public pathways will be the central features in organizing the community. These areas will be connected by greenways to create a pedestrian and cyclist friendly neighborhood. Permeable east-west and north-south access through the site and beyond will be maximized.

#### Variety of Form and Detail

The buildings and public realm design will pursue a variety of forms, details, and character expressions to provide interest to this new community.

View E - View from Eldorado Harbour





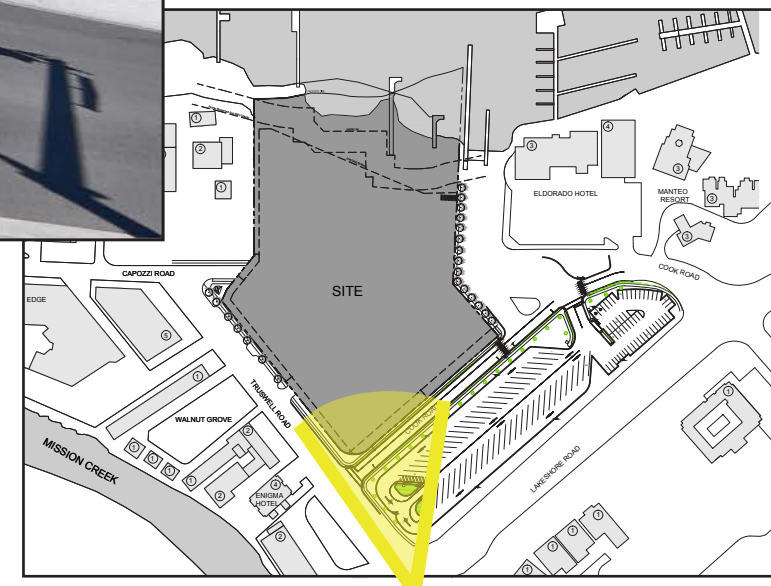


# AQUA

View B - From corner of Lakeshore Road & Truswell

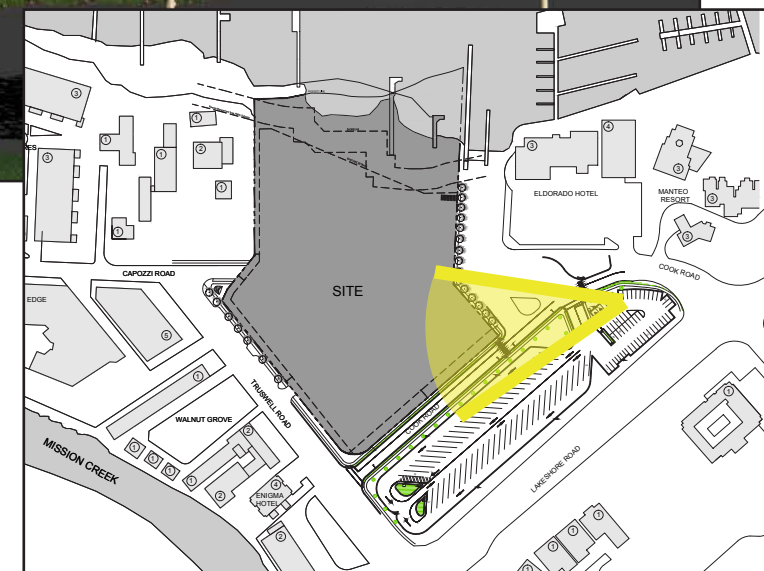


### 3.2 Views/Orientations



# 3.0

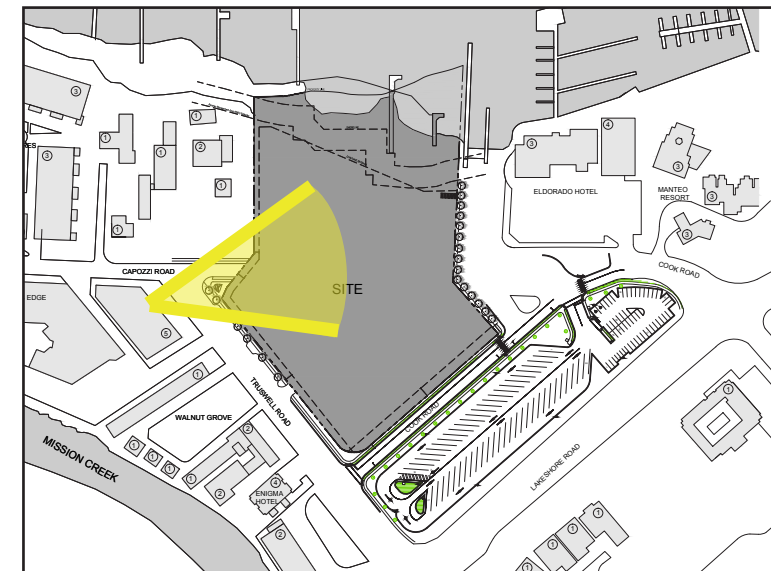
View C - From Cook Road Parking lot



View A - From corner of Capozzi & Truswell



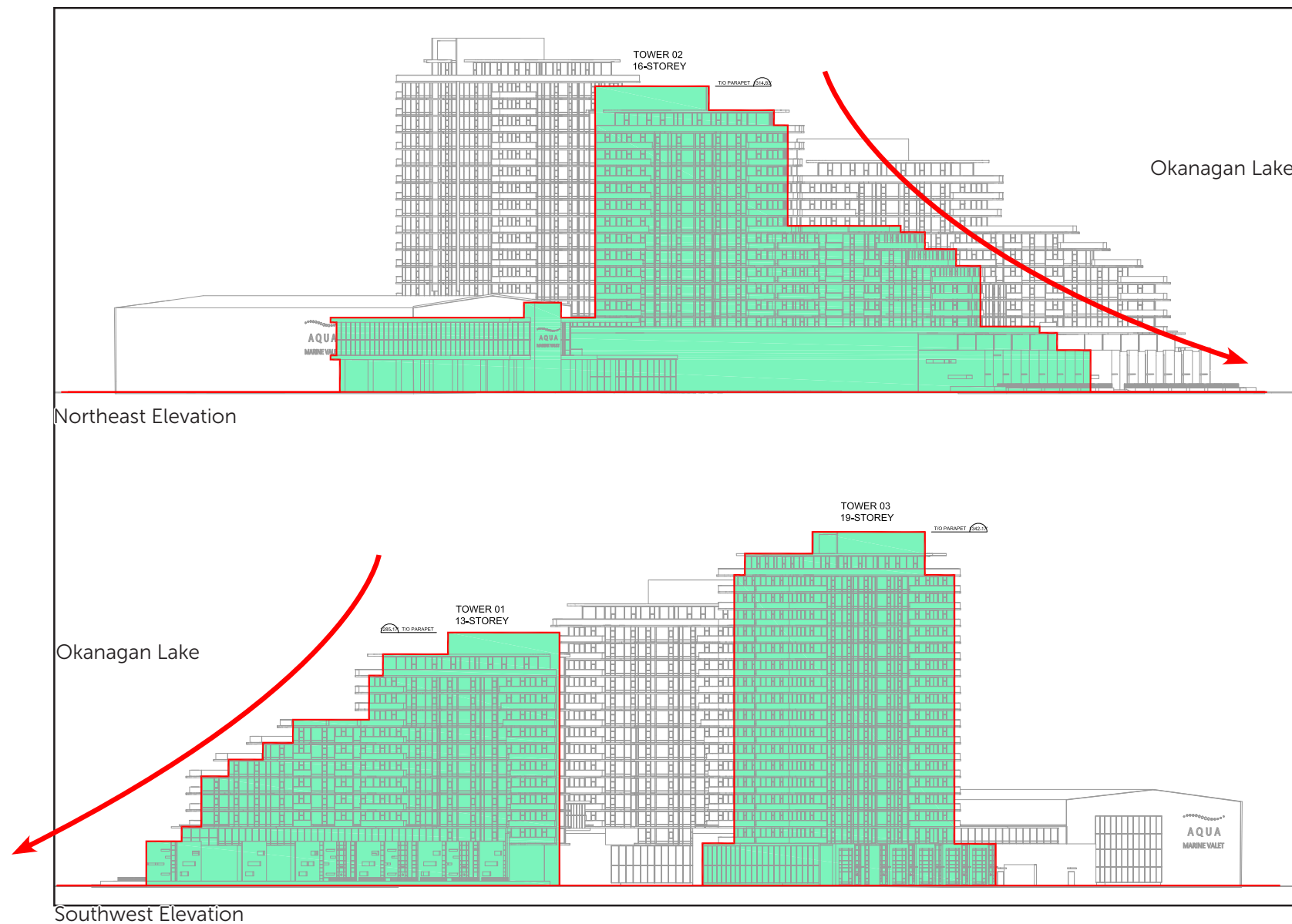
3.2 Views/Orientations



View F - From Water



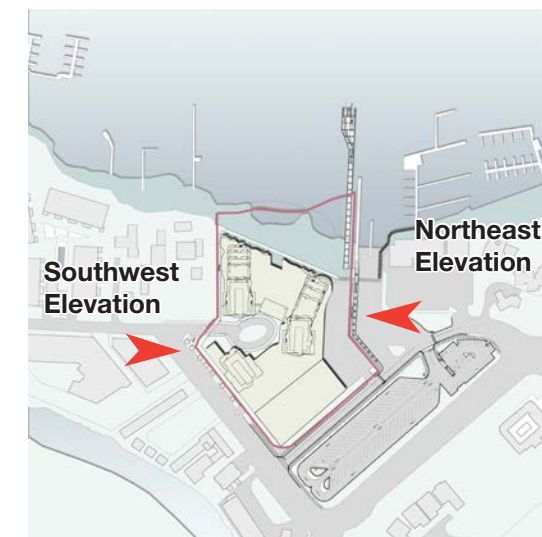
Building Massing Diagrams



**3.3 Massing & Height**

Aqua will be built under the C9 zone which provides a capacity of approximately 37,100 square meters of floor area (approximately 350 homes). Building heights and layouts are dependent upon how this floor area is distributed across the site. Through the community consultation, a variety of building height options were presented to the community ranging from 12 to 24 stories with feedback indicating preference for the proposed building heights in this application. These building heights provide the following benefits:

- Allow slimmer building forms, avoiding bulkier low rise buildings
- Provide more sunlight and less shadowing on adjacent public areas such as the new waterfront boardwalk and private lands
- Offer better view corridors between buildings
- Create more opportunities for architectural interest in a signature design concept



Rendering: View From corner of Capozzi & Truswell - Looking Entry Courtyard



Rendering: View From corner of Capozzi & Truswell - Looking East





# AQUA

## 3.0

Landscape Illustrative Masterplan



3.4 Illustrative Masterplan

Transportation Network



- ..... Pedestrian Route
- - - - Multi-use Route - Cycle & Pedestrian
- ..... Secondary Vehicle Route
- ..... Primary Vehicle Route

**PEDESTRIAN ROUTE:**

- o Adding full sidewalk and landscaping along extended Cook and Truswell.
- o Dedicated pedestrian path added from Capozzi Road to new lakefront public boardwalk

**MULTI-USE ROUTE – CYCLE AND PEDESTRIAN:**

- o Connections to existing multi-use routes via new Cook Road and improved Truswell Road

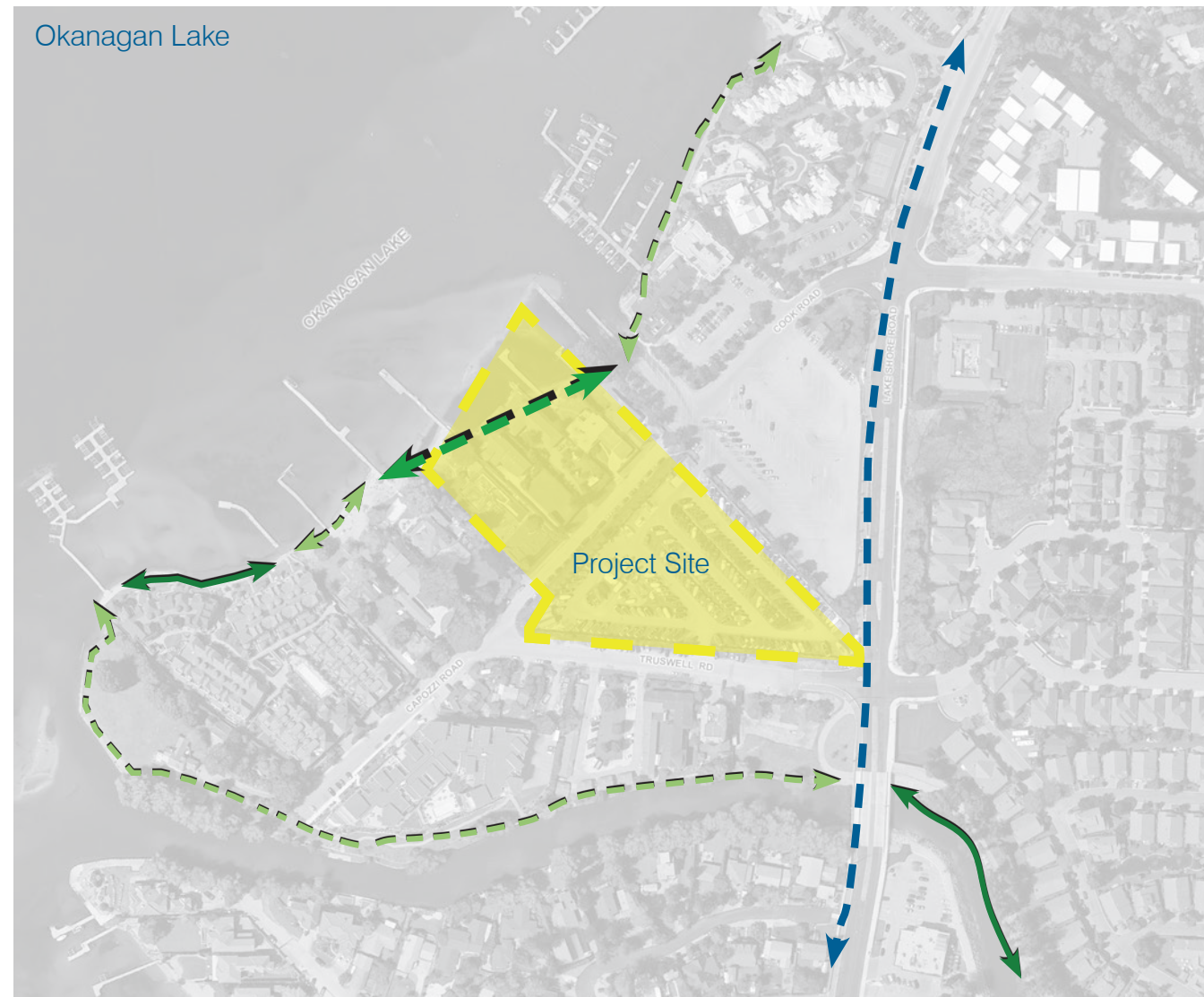
**SECONDARY VEHICLE ROUTE:**

- o Extension of Cook Road to Truswell Road and full upgrade to Truswell Road

MISSION CREEK GREENWAY TRAILHEAD



Mission Creek Greenway and Waterfront Promenade



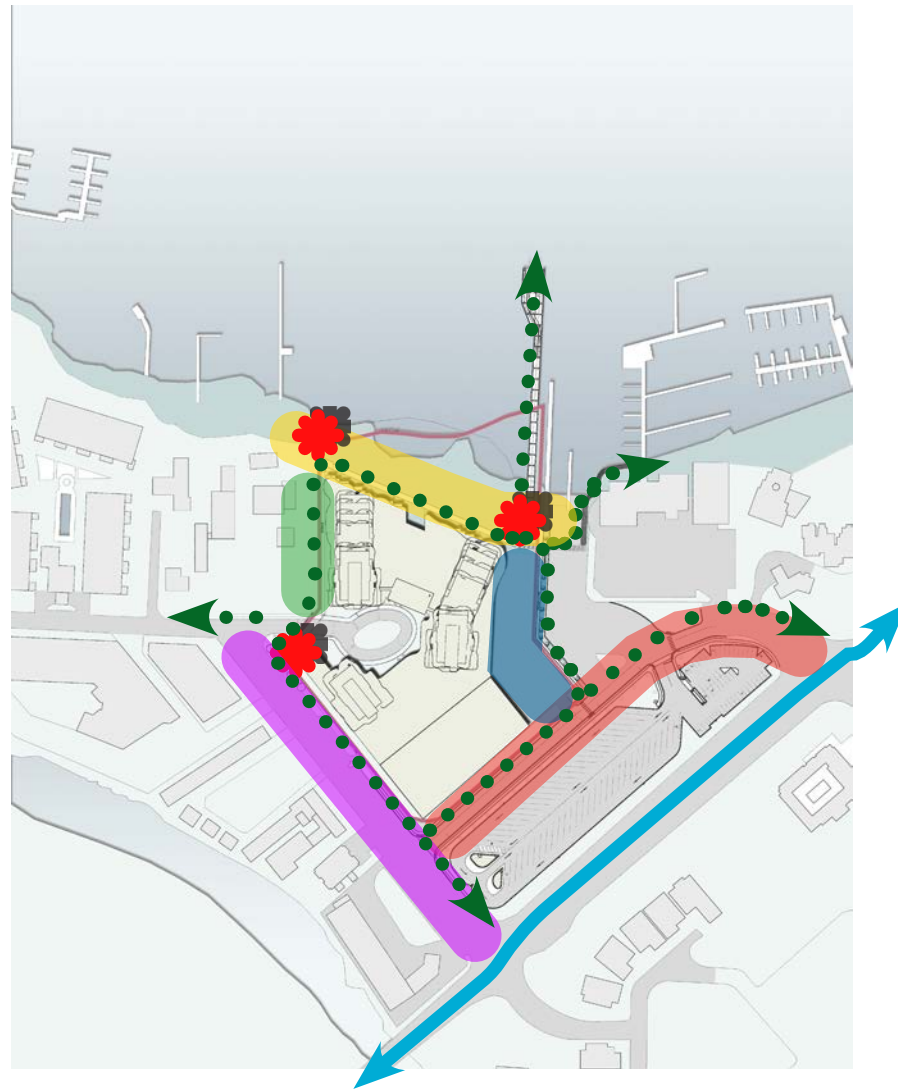
- Proposed Waterfront Boardwalk
- Existing Waterfront Pathway
- Future Mission Creek Greenway Extension
- Existing Bicycle Route

## 4.0 Masterplan Framework

### Mission Creek Greenway and Waterfront Promenade

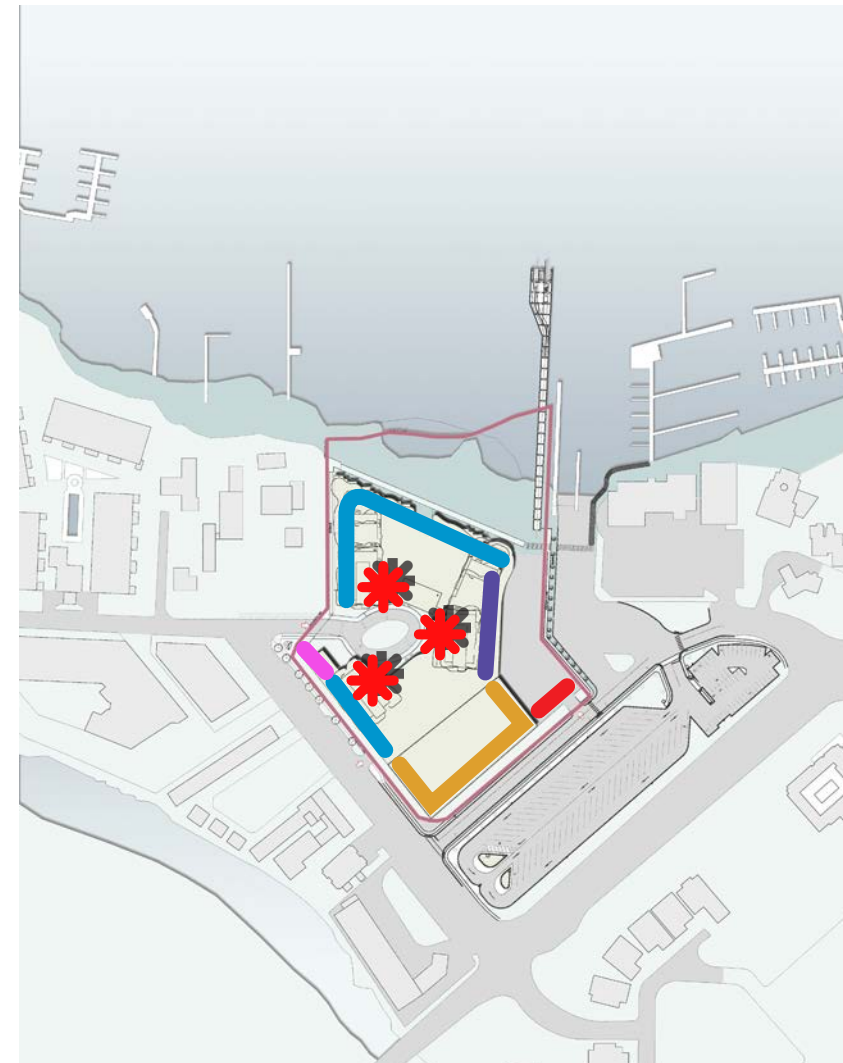
Mission Creek Greenway is one of Kelowna's most used recreational corridors. The Greenway offers a lengthy trail system that traverses through Kelowna's beautiful and diverse landscapes. The waterfront frontage of the Aqua development provides an important greenway connection to this valued community resource, finally connecting Okanagan Lake to the Greenway.

Site Circulation



- Waterfront Boardwalk
- Marine Alley
- Mews
- Upgrade Truswell Frontage to Lakeshore Road
- Cook Road Extension
- Existing City Road
- Pedestrians Connection

Ground Floor Building Uses Diagram



- ✳ Residential Lobby
- Townhomes
- Commercial
- Boat Storage
- AMV Club House
- AMV Operations

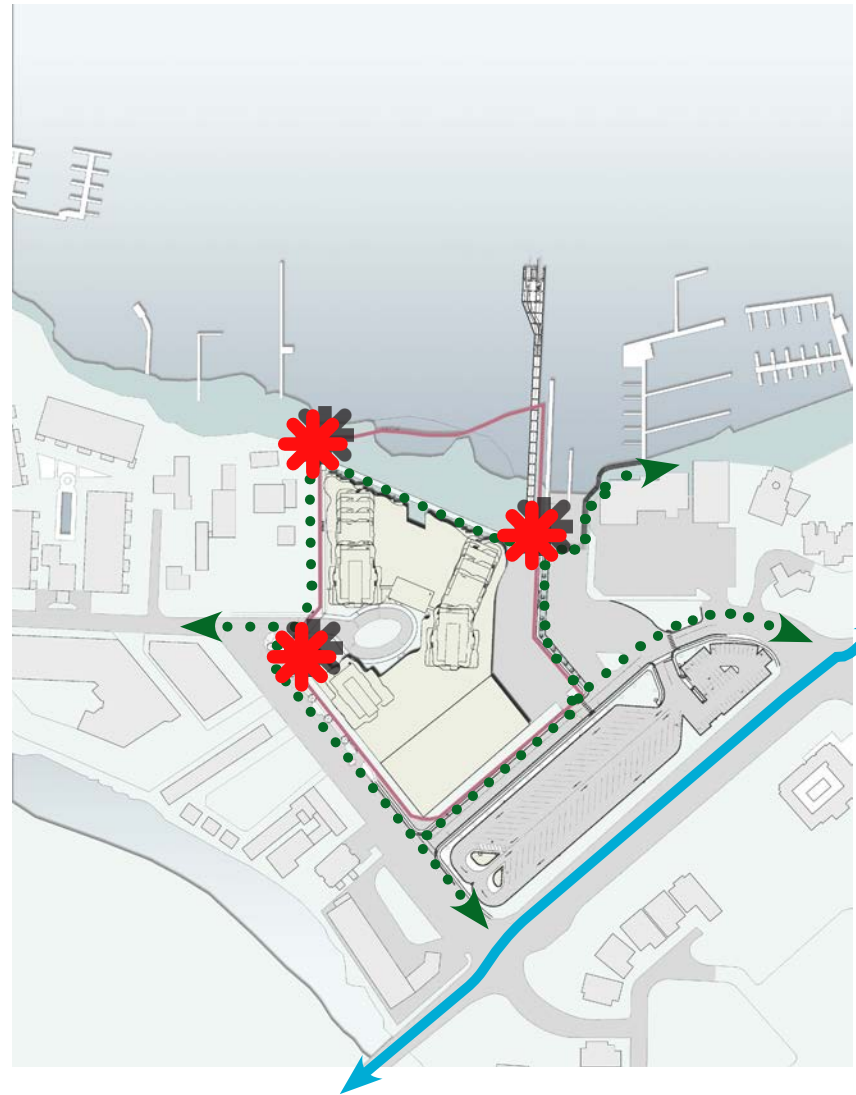
#### 4.1 Permeability & Connectivity




The redevelopment of the Aqua lands will become a hub of connectivity to the lakefront in this dynamic location. The new waterfront boardwalk will be accessed from both the north and south via newly created public pedestrian links. Through thoughtful urban design, the public will be drawn to interact with these spaces, opening up this key location to the rest of the community. Linking Mission Creek Greenway to the lakefront via an upgraded Truswell Road frontage will expand on the existing waterfront pathway north of the Aqua lands that reaches Rotary Beach. Further connectivity is added via the extension of Cook Road to Truswell Road, allowing for improved circulation for all modes of transportation.

#### 4.2 Porosity & Transparency

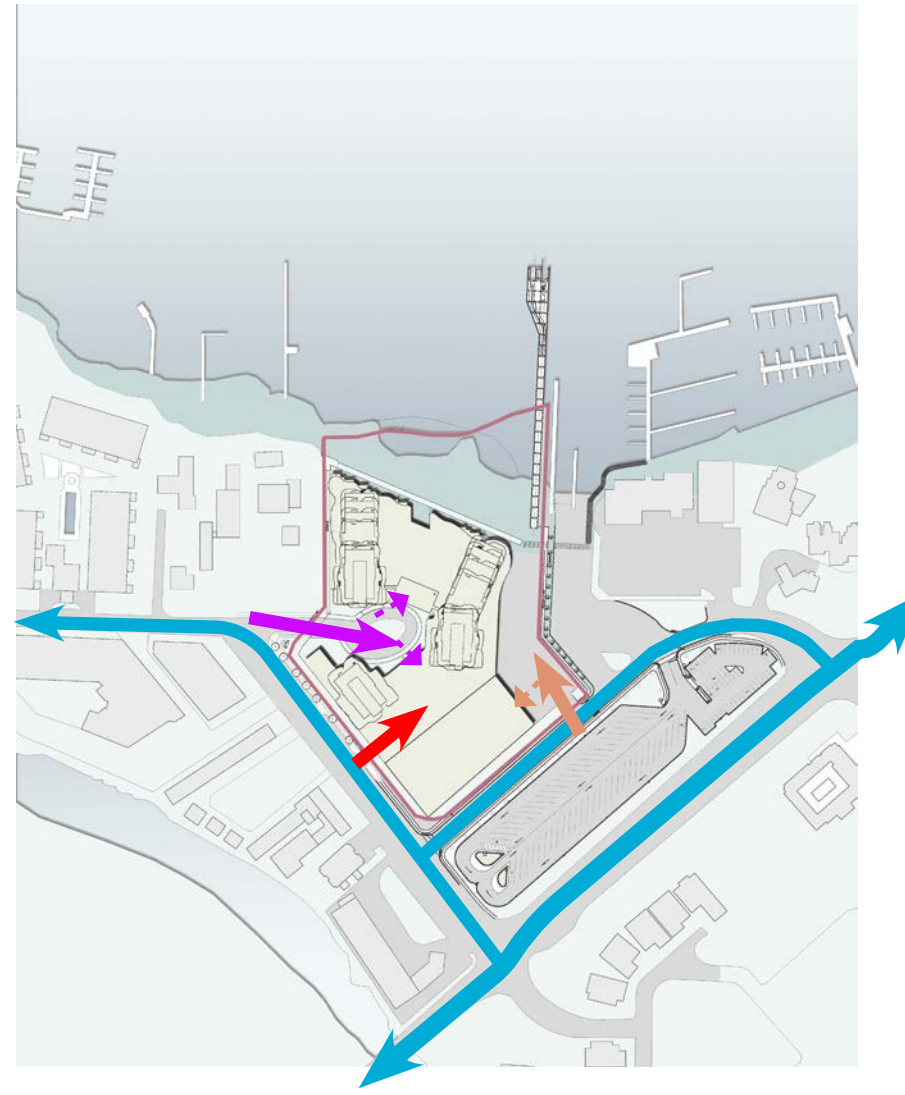
Various degrees of engagement between ground oriented units and public pathways will correspond to the range of building uses. Ground oriented commercial uses will be relatively porous and transparent offering some degree of security and defensible space from the street. Ground oriented apartments and townhomes will be well fenestrated to allow for "eyes on the street" while the access to individual front doors would be defined by adjoining front patios to create defensible private space, and a comfortable transition between the private and public realms.





Pedestrians/ Cyclists Diagram



-  Node
-  City Bicycle Route
-  Pedestrians/ Cyclists Connection

Building Access Diagram



-  City Road
-  Primary Vehicular Access
-  Secondary Vehicular Access
-  Boat Storage and Marina Access

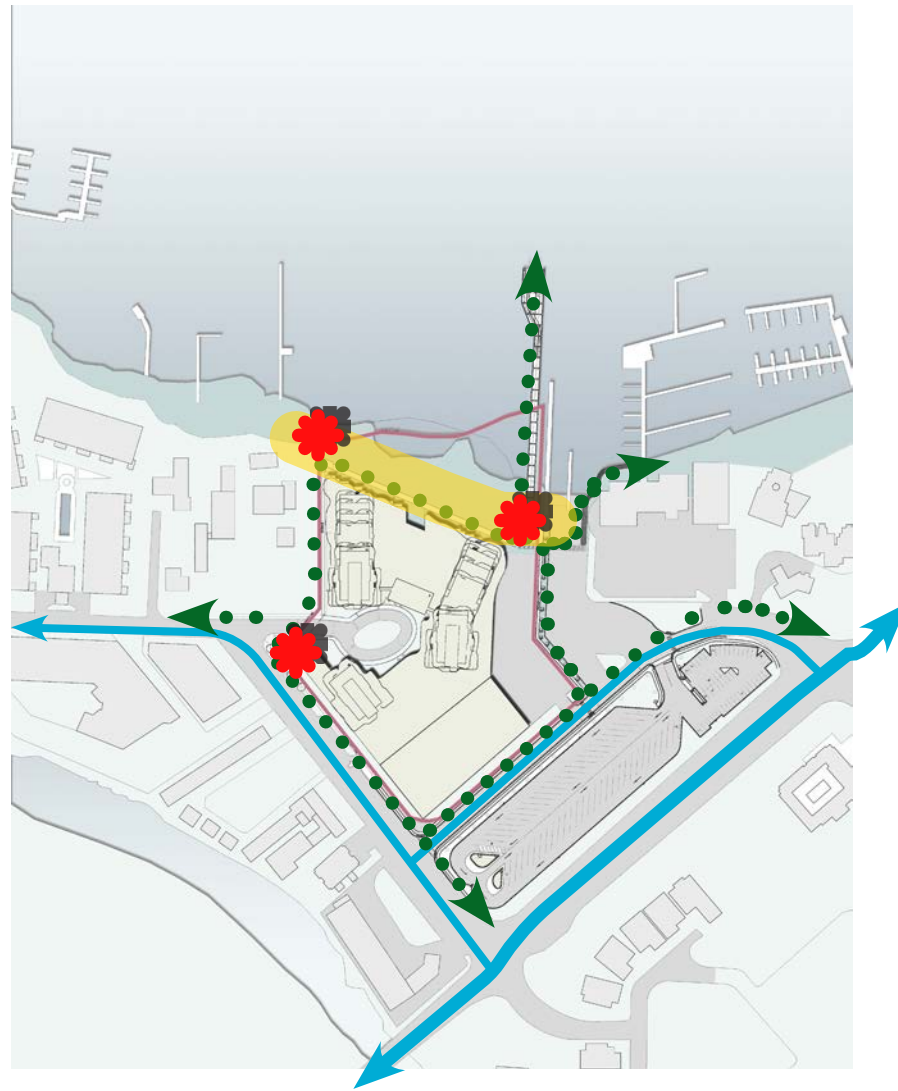
**4.3 Pedestrians/Cyclists**

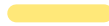


A clear hierarchy of mobility modes will influence the design of the pathways with priority placed on pedestrians followed by cyclists to encourage alternatives to driving. The circulation system seeks to maximize pedestrian permeability through private development sites via the pathways and boardwalk.

**4.4 Building Access & Parking**

Primary vehicular access to the site is from Truswell Road, with secondary access from Capozzi Road. Both access points connect to Cook Road and Lakeshore Road. Primary access to the Boat Storage building and marine access would be along Cook Road. Parking will be accommodated in three levels of above grade parking, located in the podium structure of the buildings. Driveway and lobby entry points are as shown.






Waterfront Boardwalk Access



-  Waterfront Promenade
-  City Road
-  Pedestrians Connection

Public & Private Space Diagram



-  Public Space
-  Privately Owned and Public Accessible Space
-  Private Space
-  City Road
-  Pedestrians Connection

#### 4.5 Waterfront Boardwalk Access

A series of north-south pedestrian corridors and pathways will help improve permeability and access to the waterfront. The expanded pedestrian network will loop around the site and provide connections to the existing waterfront boardwalk in front of the Hotel Eldorado through to the Mission Creek Greenway. The new waterfront boardwalk "Waterfront Promenade" will be accessed via a pathway entrance at the northeast corner of Cook Road and the public boat launch, "Marine Alley", as well as through a southwest path the "Mews". This allows for direct visual access to the waterfront; creates a simplified circulatory flow; and allows for direct pedestrian access to the waterfront from a multitude of locations.

#### 4.6 Public & Private Space

A hierarchy of public spaces are proposed to create a transition between private and public spaces. Areas will be defined through the use of planters and planting, elevating private areas above public to improve safety; low fencing and gates where necessary; and windows and doors for private overview of public areas.

The development site is designed with a publicly accessible internal courtyard configuration that is privately owned and maintained. The courtyard is bisected by the southwest Mews that connects to the adjacent streets, and allows greater pedestrian permeability through the development block.

Sketch: View Along Truswell - Typical Street Treatment



#### 4.7 Public Realm Character

The design strategy proposed encourages a public realm expression that celebrates a marine, urban, and natural character for the waterfront. The public realm and pathways use a cohesive palette of materials and design elements throughout to create the sense of a contemporary and contextually meaningful neighborhood precinct, within which a variety of unique spaces can exist.

##### 4.7.1 Character Palette & Distinct Areas

The character of the public realm is inspired by the context of the waterfront and related boating activity, providing deeper meaning and a sense of place to the community. Reinforcing Aqua's connection to its surroundings, the public pathways, semi-public courtyards, and private outdoor spaces are characterized using a palette of marine, urban, and ecological materials and elements that celebrate the contrasting interface between nature, urbanity and the commercial boating activity that is integral to this community.

##### Marine Character Elements

Aqua celebrates the neighboring marine activity that reinforces the character and authenticity of the boating culture around it. Marine elements can include boating artifacts, decking, pile structures and

other marine and nautical detailing that would be used along the foreshore and throughout the public realm.

##### Urban Character Elements

In contrast to car-based suburban environments, compact walkable urban environments exhibit a greater degree of character and detailing in response to lower travel speeds. Richly textured materials and patterning, greater frequency of fenestration and a range of colours and tones will be designed to provide variation and interest at a walking pace. Specific responses include continuous paving surfaces, planting, lighting, and furnishings that span both pedestrian and vehicular space to slow traffic to reinforce a pedestrian oriented walking environment throughout all areas of the public realm.

##### Natural Character Elements

Aqua is defined by the marine shoreline fronting onto Okanagan Lake. Strong visual connections to the natural marine environment and the mountains provide a context that Aqua will integrate into both visually and functionally. Planting choice will be inspired by the naturalized foreshore planting and new riparian areas that aim to restore the shoreline ecosystem. Tree planting, along the pathways and within courtyards and podium roofs create an urban forest that provides greater ecological connectivity with adjacent riparian corridors.

Sketch: Waterfront Overview



#### 4.8 The Waterfront

The Aqua waterfront will be defined by distinct areas that reinforce a strong sense of place within the community. As the heart of the neighborhood, this public realm space will be active and animated by pedestrians, cyclists and the boating community with daily leisure and boating activities and people watching. This precinct is comprised of a number of distinct areas including "Marine Alley", the "Waterfront Promenade", and the entrance to the "Mews".

A permeable network of publicly accessible pathways and courtyards connected by the north-south Mews and Marine Alley creates a more intimate series of passive neighbourhood oriented spaces. The Waterfront Promenade defines the foreshore of Aqua featuring a range of active and passive activities and experiences catering to a wide range of user groups and enabling a strong connection with the water's edge.

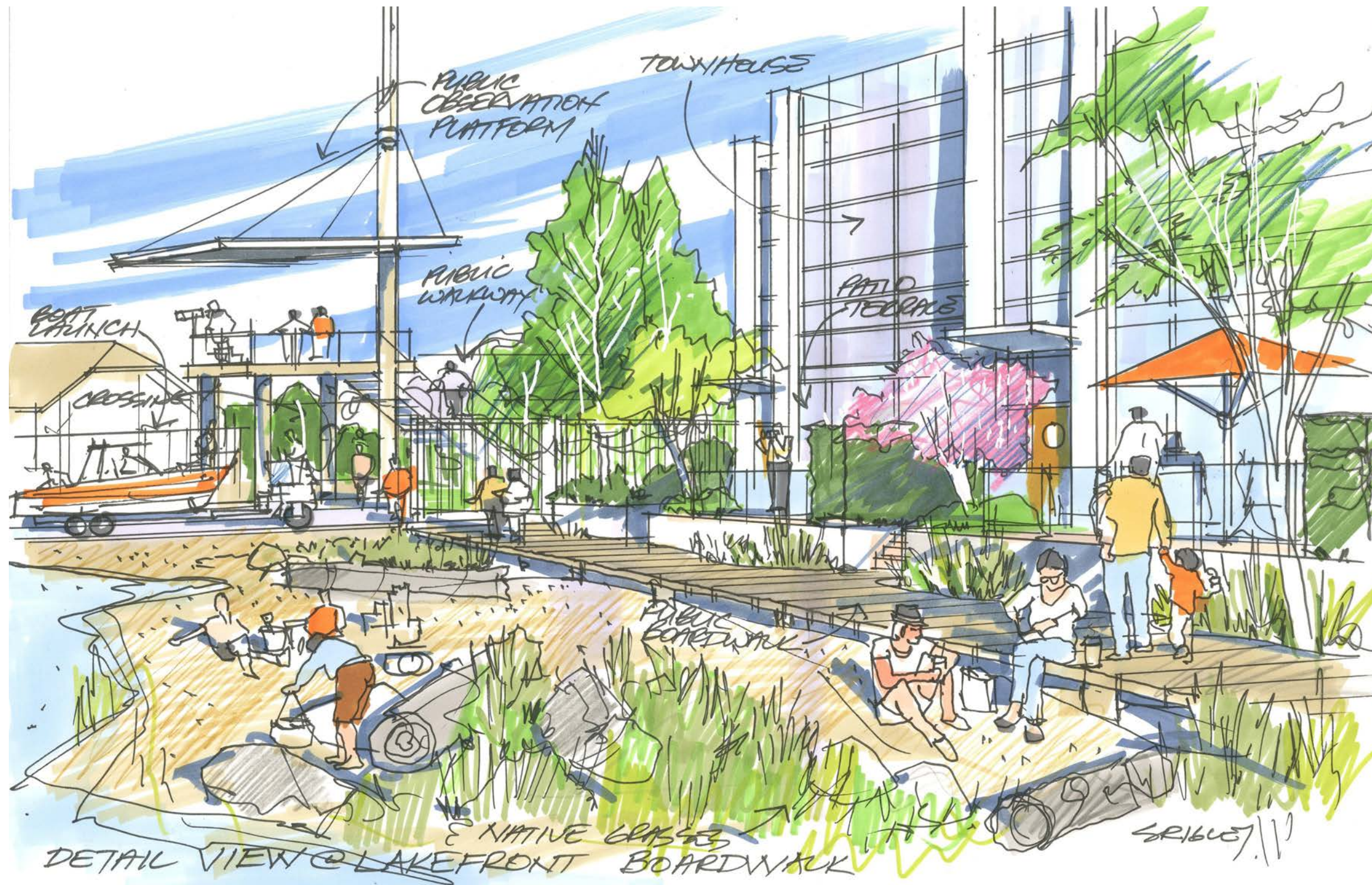
Rendering: Aqua Marine Valet Entry



**4.8.1 "Marine Alley"**

The entrance point to Aqua Marine Valet marks the Gateway to the development and provides an opportunity to engage the public through a pedestrian pathway that links directly to the waterfront. "Marine Alley" will allow pedestrians and cyclists to leisurely observe boating activity at the adjacent public and private boat launches on a delineated pathway located along the eastern property boundary. A wooden lookout structure located at the terminus of Marine Alley at the public boat launch pedestrian crossing, will allow public viewing of boat operations from the lake, while offering views to the Lake and surrounding waterfront activities.

Sketch: Lakefront Boardwalk



#### 4.8.2 "Waterfront Promenade"

The publicly accessible waterfront boardwalk runs parallel to the development frontage and is being proposed as a separated and elevated pedestrian walkway with the potential for planting and seating. The construction of this greenway will be completed in two phases to allow public access to the waterfront to occur in Phase I, while enabling the development for the remaining phases to proceed without disruption to public access.

##### Phase I

In consultation with the City, Phase I will occur during construction of Tower I and will require installation of footings to allow boardwalk placement and the construction of an interim gravel boardwalk with public access.





# AQUA

## 4.0

Section: Waterfront Boardwalk



### Phase II/III

In consultation with the City, the "Waterfront Promenade" boardwalk will be constructed and completed to coincide with the completion of Tower III at Aqua. A concrete boardwalk will be constructed and will include landscaping and public realm components.

Sketch: "The Mews" - Public Access to the Waterfront



#### 4.8.3 Courtyards and "Mews"

Courtyards function as passive gathering spaces, neighborhood gathering space, contemplative space, and natural green space. These courtyards also function as internal corridors through neighbourhood blocks providing access to semi-private open spaces, and private residences. Unique in character, with informal plantings, furnishings and a variety of paving materials, the courtyards provide intimate linkages that are pedestrian in scale. Water features and sculptural landscape elements merge with rich indigenous and sustainable planting to create a sequence of visual delights. Furthermore, paved surfaces within courtyards serve as outdoor plaza space that can accommodate intermittent loading access.

Connecting Aqua's waterfront along the southwestern property line, the Mews is a multi-purpose lane that has been expanded to 4.6 metres in width and is accessible to both pedestrians and cyclists. The addition of townhomes along this formalized passage provides a linear green corridor connection between residential development and the water, while setting context for future adjacent development. Residential townhome frontages are furnished with slightly raised patio spaces that create a comfortable grade separation between public and private space. A two-storey material expression is intended to create an intimate scale to this passageway. The terminus of the Mews at the waterfront will be characterized by a pedestrian 'landing', with a proposed pier extension to create a gathering space and viewing platform.

Illustrative Waterfront Boardwalk Plan

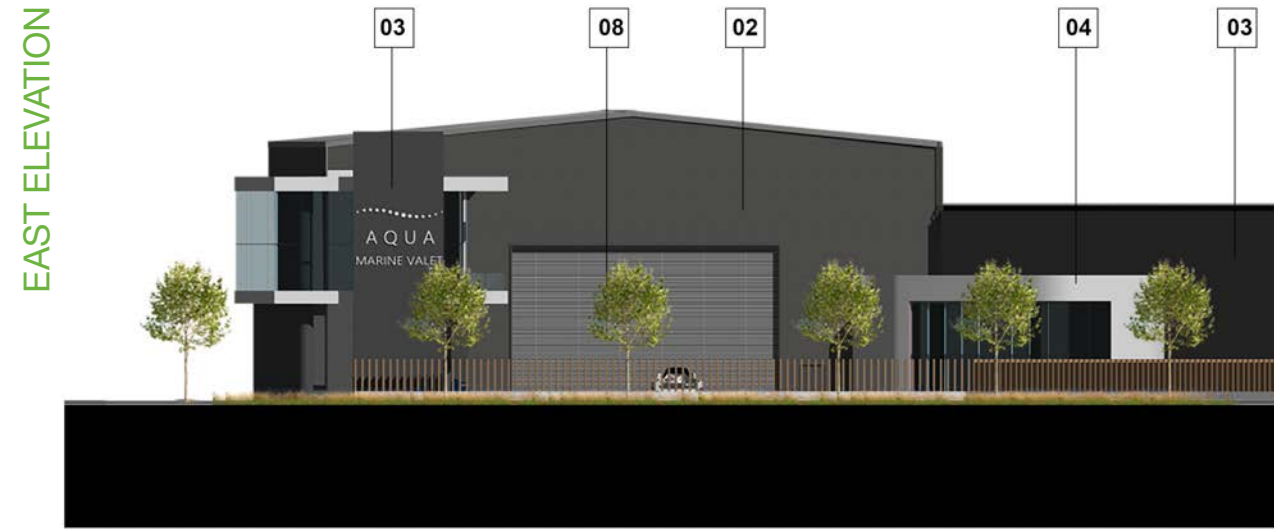
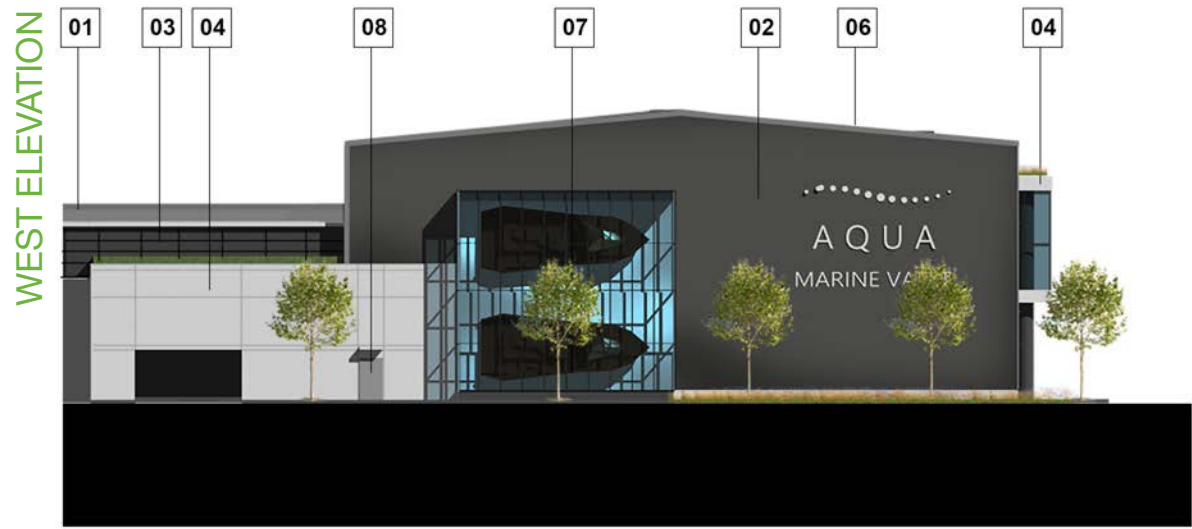


**4.8.4 Illustrative Waterfront Boardwalk Plan**

The plan illustrates the potential improvements to the public waterfront boardwalk and associated shoreline improvements that will be undertaken in tandem with the development phasing of Tower III, in consultation with the City of Kelowna.

**4.0**

Elevations: AMV Boat Storage Facility and Clubhouse



- 01. GLASS AND ALUMINUM GUARDRAILING
- 02. DARK GRAY HORIZONTAL SIDING
- 03. DARK GRAY ALUMINUM PANEL
- 04. WHITE ALUMINUM PANEL
- 05. SILVER ALUMINUM TRELLIS SYSTEM
- 06. STANDING SEAM METAL ROOF
- 07. GLASS AND ALUMINUM WINDOW SYSTEM
- 08. ALUMINUM DOOR
- 09. METAL PANEL WOOD TONE

Sketch: View Along Cook Road at Marine Alley



#### 4.9 Aqua Marine Valet (AMV)

##### 4.9.1 Design Elements

Cook Road and Truswell Road form the primary entrances to the Aqua development and both roads are intended to be animated and active streets. The commercial nature of the internal boat storage building requires a prescribed form, however, there are opportunities for this building to become the visual and functional cornerstone of the development. The corner of Cook Road and the public boat launch serves as a public gathering place, a place for socializing and an entrance to the public realm at Aqua. A glazed two-storey extension, interconnected to the northeast corner of the boat building celebrates this entrance and provides interest to the building at a human scale along this street frontage, while adding functional space that can be utilized as amenity or commercial area. The corner of Cook Road and Truswell Road also offers opportunity for a street scale expression with a glazed display element, adding interest along this active frontage. A rich landscape palette will soften the base of the boat building and enhance the pedestrian experience.

##### 4.9.2 Operational Program Parameters

The AMV commercial operation will provide indoor storage in a four-storey form that will replace the existing outdoor boat storage and provide valet service for vehicles, thereby reducing vehicular activity at the water's edge. The rationalized public boat launch parking area and the improved pedestrian safety through the public realm components of this operation, will provide a multitude of public benefits. The absence of a private marina will maintain open views over the lake and provide additional environmental benefits.

##### 4.9.3 Conceptual Design of Pier

The AMV boat storage building will be constructed in Phase I and will include a new private launching pier, subject to Ministry of Environmental approvals.

Sketch: View Down Marine Alley Walk



## 5.0 Site Design Parameters

### 5.1 Building Character

The resulting building form has been shaped through the public engagement process as part of the community consultation completed to date.

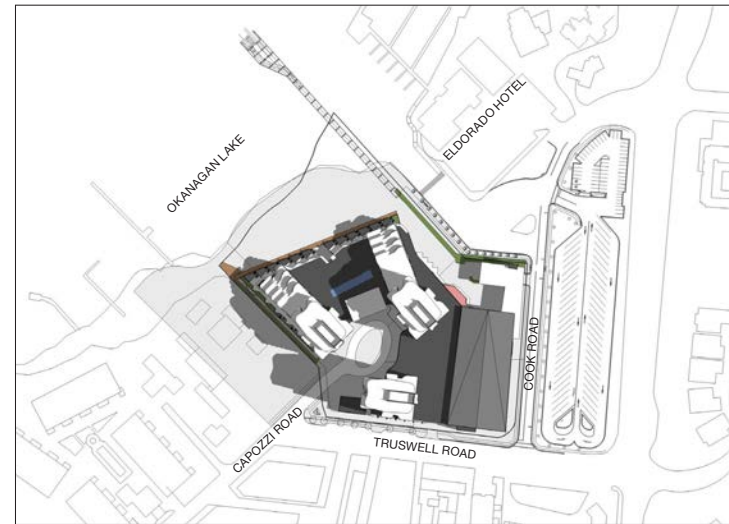
A tower building form has emerged, resulting in three distinct towers with stepped forms and townhomes that bring architectural variety and interest to this development. The design includes the following principles:

- A. STEP-BACK AT UPPER FLOORS  
Create a step back at the penthouse and/or sub penthouse levels
- B. PODIUM AND WINGS  
Keep form to 2-storey expression along the waterfront boardwalk and Cook Road, apart from the separate boat storage building at 4-storeys. Provide stepping over the

three-storey parkade podium on the waterfront buildings.

- C. PODIUM TREATMENT  
Allow for roof access and amenity support areas on the parkade podium.
- D. INTERCONNECTING FORMS  
Allow for a variety of interconnecting form elements that link between base, middle, and top components.
- E. BASE EXPRESSION  
Create a two and three-level street scale expression exploring different approaches to fenestration, recessed entries, balcony relationships, and materiality all relating to the human scale along street frontages and courtyard exposures.
- F. STREET DETAIL  
Create a finer grain of detail, together with useable entrance terraces, fencing, signage, canopies, planters, and lightings, etc., at street frontages, appropriate to residential or commercial usage.

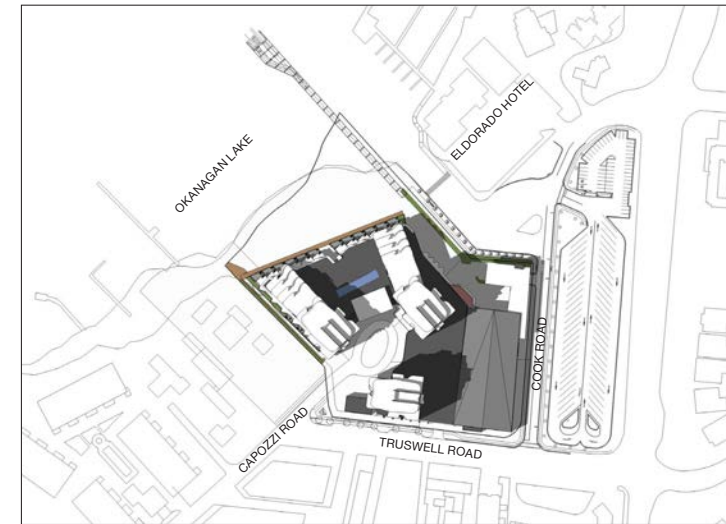
5.2 Shadow Study



Summer Solstice (DST) 9:30 am



Summer Solstice (DST) 12:30 pm



Summer Solstice (DST) 15:30 pm



Vernal Equinox (DST) 9:30 am



Vernal Equinox (DST) 12:30 pm



Vernal Equinox (DST) 15:30 pm

Rendering: East Elevation



Rendering: South Elevation





Rendering: West Elevation

5.3 Building Elevations



# AQUA

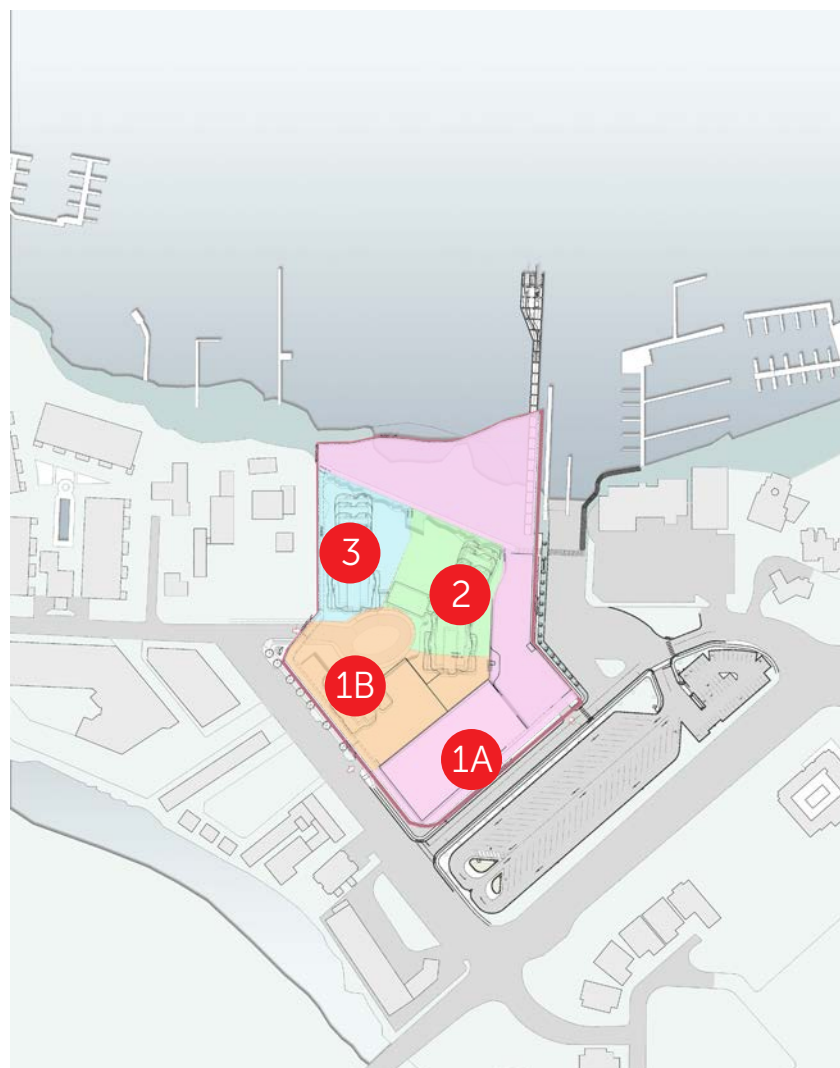


Rendering: North Elevation



# 5.0

Phasing Diagram



- PHASE 1A
- PHASE 1B
- PHASE 2
- PHASE 3

## 6.0 Development Phasing

Aqua will be developed in three phases over an expected 5-7 year build-out. The proposed development area is comprised of two site areas; the Aqua development consolidated parcel and the Aqua Marine Valet subdivided parcel.

### 6.1 Phase I

- Tower I located on Truswell Road including townhomes and portion of related parkade with entrance off Truswell Road
- Stand alone retail building on Truswell Road
- Aqua Marine Valet Building, Launch Area, and Pier
- 'Interim' Waterfront Boardwalk
- Pedestrian Entrance to waterfront via Cook Road "Marine Alley"

### 6.2 Phase II

- Tower II (northeast waterfront) including portion of related parkade

### 6.3 Phase III

- Tower III (southwest waterfront) including waterfront townhomes and portion of remaining parkade
- 'Final' Waterfront Boardwalk "Waterfront Promenade"
- Pedestrian Path along the southwest property line "Mews"
- Completed (inner courtyard) Porte Cochere



# AQUA

Rendering - View from Eldorado Harbour



## 7.0 Conclusion

Mission Group is honored to be a part of this special site. We believe that Aqua will bring signature architecture and vibrant public spaces to its world-class location, celebrating the lakeside experience. The concrete building forms present a contemporary architectural language, inspired by the lakefront environment.

In short, we are confident that Aqua will serve to reinforce the Capozzi/Truswell area as a hallmark lakefront location – a place in which both residents and tourists alike can appreciate and enjoy.

# 7.0

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

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**Date:** December 19, 2016  
**File No.:** Z16-0069  
**To:** Community Planning (RR)  
**From:** Development Engineering Manager (SM)  
**Subject:** 550 Truswell, 3814, 3820, 3828, 3832 & 3838 Capozzi Rd - Resort Development

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Development Engineering Department have the following comments and 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

General

- a) The proposed resort development triggers a traffic impact assessment (TIA). The City Transportation & Mobility department will review and provide the approval of the TIA. Recommendations from the Traffic Impact Analysis (TIA) will become requirements of rezoning.
1. Domestic Water and Fire Protection
- (a) The developer's consulting mechanical engineer will determine the domestic and fire protection requirements of this proposed development and establish hydrant requirements and service needs.
  - (b) It is anticipated that a watermain link will be needed to be maintained between Cook Road (boat launch) and the Capozzi Road, Truswell Road intersection to provide the fire flow requirements to Mission Shores and other developments. If it is determined that upgrades to the existing water distribution system must be made to achieve the required fire flows, additional bonding will be required.
  - (c) Construct a watermain within the new Cook Road extension to Truswell Road. Install a new service at a location that will service the proposed and future phases. The cost of these works will be included in the road construction cost estimate.
  - (d) 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.

- (e) A water meter is mandatory for this development and must be installed inside the buildings on the water service inlet as required by the City Plumbing Regulation and Water Regulation bylaws. The developer or building contractor must purchase the meter from the City at the time of application for a building permit from the Inspection Services Department, and prepare the meter setter at his cost. Boulevard landscaping, complete with underground irrigation system, must be integrated with the on-site irrigation system.

## 2. Sanitary Sewer

- (a) The developer's consulting mechanical engineer will determine the requirements of this proposed development and establish the required size and preferred location of the new service. Only one service will be permitted for this development. The applicant, at his cost, will arrange for the removal of all existing small diameter services and the installation of a new larger service.
- (b) The applicant, at his cost, will arrange for the removal of the existing main within the closed road and the installation of new sanitary service as required. The existing 200mm PVC main within Capozzi Rd may be utilized for the proposed development if sufficient in size. Provide a terminal manhole on the main at the new property line boundary of this development.
- (c) A downstream flow analysis check is required by a consulting civil engineer to determine the impact of additional flow contributions on the existing pipe system. If it is determined that upgrades to the existing facilities must be made, additional bonding will be required.

## 3. Storm Drainage

- (a) The developer must engage a consulting civil engineer to provide a storm water management plan for the site, which meets the requirements of the Subdivision, Development and Servicing Bylaw No. 7900. The storm water management plan must also include provision of lot grading plan, minimum basement elevation (MBE), if applicable, and provision of a storm drainage service for the development and / or recommendations for onsite drainage containment and disposal systems.
- (b) Only one service will be permitted for this development. The applicant, at his cost, will arrange for the removal of the existing main within the closed road, and the installation of new storm main as required as well as one new overflow service.
- (c) Construct a storm sewer main within the new Cook Road extension. The cost of these works will be included in the road construction cost estimate.
- (d) Construct a sewer main within the Truswell Road right-of-way. The cost of these works will be included in the road construction cost estimate.

## 4. Road Improvements

- (a) Lakeshore Road fronting this development has been upgraded to a full urban standard therefore no further works are required.
- (b) Cook Road extension to Truswell Rd: Construct the new road to a SS-R4 standard (15.0m), modified to include a 1.5m separate sidewalk on both sides, including barrier curb and gutters, piped storm drainage system, street lighting and boulevard landscaping /irrigation, street lights as required Street parking will be limited to one side of the road right-of-way.

- (c) Truswell Road fronting this development must be upgraded to a full urban standard (SS-R7) including a concrete sidewalk, barrier curb and gutter, piped storm drainage system including catch basins and manholes, pavement widening, landscaped boulevard including trees with irrigation integrated with the on-site landscaping and irrigation system, and re-location or adjustment of existing utility appurtenances if required to accommodate the upgrading construction.
- (d) Capozzi Road fronting this development must be upgraded to a full urban standard (SS-R7) including a concrete sidewalk, barrier curb and gutter, piped storm drainage system including catch basins and manholes, pavement widening, landscaped boulevard including trees with irrigation integrated with the on-site landscaping and irrigation system, and re-location or adjustment of existing utility appurtenances if required to accommodate the upgrading construction.

5. Subdivision

By registered plan to provide the following:

- (a) Provide easements as may be required including Capozzi Road(onsite) for the Cul De Sac.
- (b) Provide a corner rounding at the intersection of Truswell Road and Capozzi Road.
- (c) Lot consolidation.
- (d) Grant statutory rights-of-way if required for utility services.

6. Electric Power and Telecommunication Services

- a) The electrical services to this development must be installed in an underground duct system, and the building must be connected by an underground service. 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.
- b) Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.
- c) Re-locate existing poles and utilities, where necessary. Remove aerial trespass (es).

7. Street Lighting

Street lighting including underground ducts must be installed on all roads fronting on the proposed development.

## 8. 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.

## 9. Design and Construction

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

## 10. 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 named on the insurance policy as an additional insured.

## 11. 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:

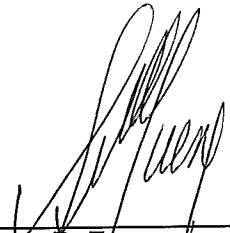
- (a) Area ground water characteristics.

- (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.

12. Development Permit and Site Related Issues

Access and Manoeuvrability

- (i) A MSU standard size vehicle must be able to manoeuvre onto and off the site without requiring a reverse movement onto public roadways. If the development plan intends to accommodate larger vehicles movements should also be illustrated on the site plan. Indicate on the site plan, the locations of the garbage and recycle bins.
- (ii) Perimeter access must comply with the BC Building Code. Fire Truck access designs and proposed hydrant locations will be reviewed by the Fire Protection Officer.

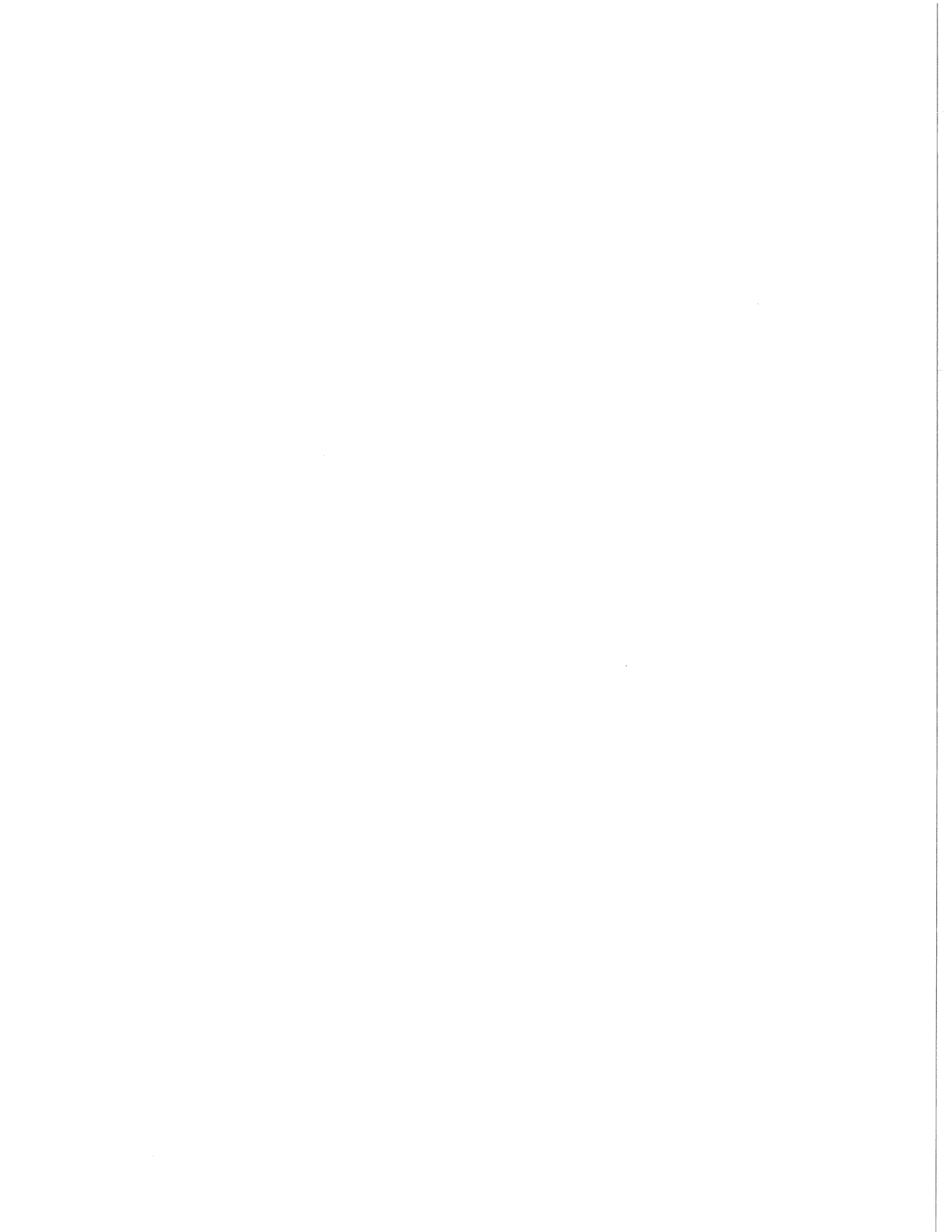


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Steve Muenz, P. Eng.  
Development Engineering Manager

SS





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**CITY OF KELOWNA**

**MEMORANDUM**

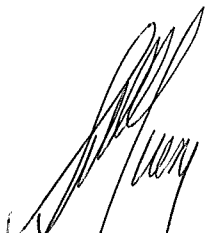
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**Date:** December 19, 2016  
**File No.:** DVP16-0261  
**To:** Community Planning (RR)  
**From:** Development Engineer Manager (SM)  
**Subject:** 550 Truswell, 3814, 3820, 3828, 3832 & 3838 Capozzi Rd - Resort Development

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

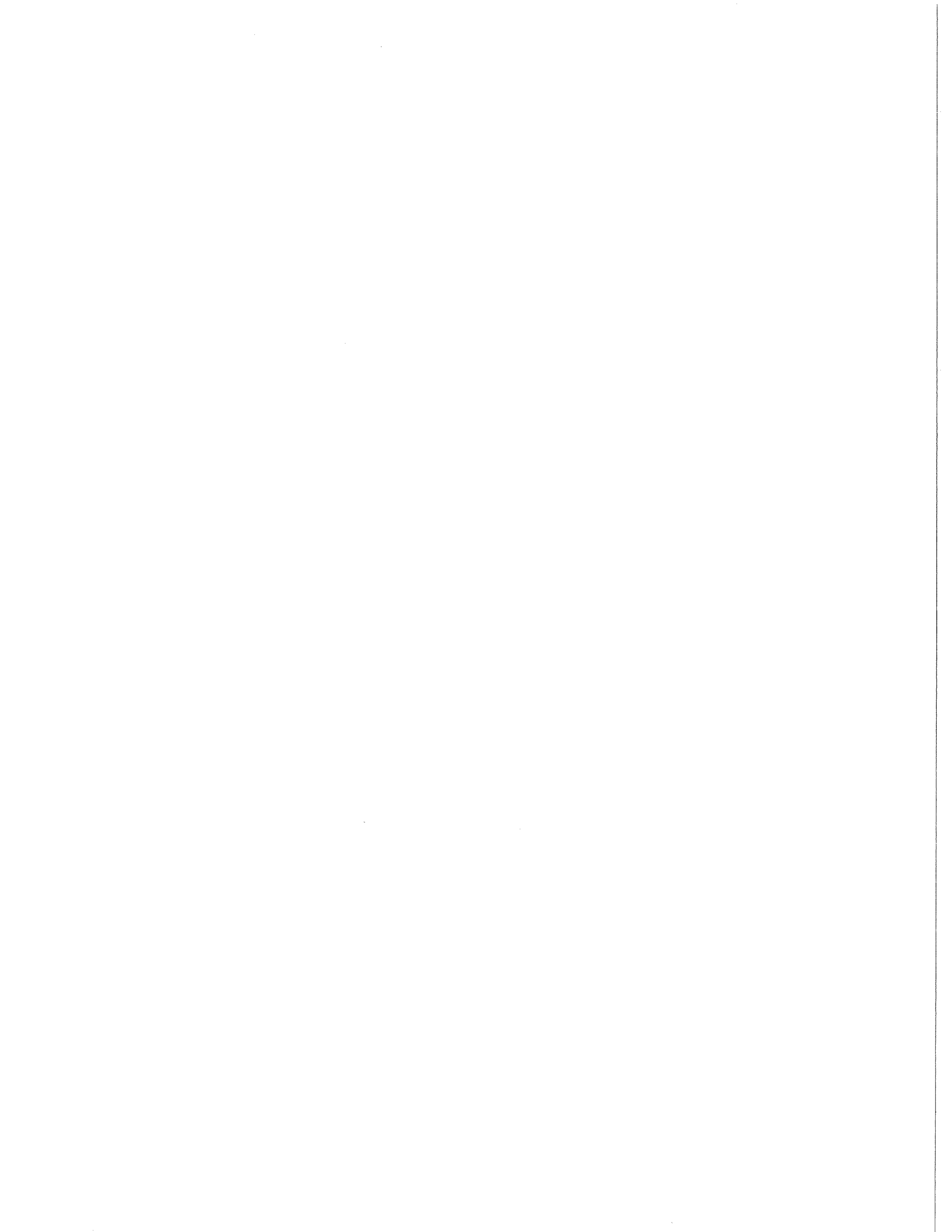
1. To vary the residential building heights in excess of 6 storeys/22.0m does not compromise any municipal services.
2. To vary the boat storage building higher than one storey/6.0m does not compromise any municipal services.



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Steve Muenz, P. Eng.  
Development Engineering Manager

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CITY OF KELOWNA

MEMORANDUM

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**Date:** December 19, 2016  
**File No.:** DP16-0260  
**To:** Community Planning (RR)  
**From:** Development Engineer Manager (SM)  
**Subject:** 550 Truswell, 3814, 3820, 3828, 3832 & 3838 Capozzi Rd - Resort Development

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

1. **General.**

- a) All the offsite infrastructure and services upgrades are addressed in the Development Engineering Report under file Z16-0069.



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Steve Muenz, P. Eng.  
Development Engineering Manager

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