



3340 LAKESHORE ROAD

REZONING APPLICATION NUMBER Z19-0078 UPDATE

LEGAL DESCRIPTION

PLAN EPP77760 LOT 1 DISTRICT LOT 14

ADDRESS

3340 LAKESHORE ROAD, KELOWNA

OWNER/DEVELOPER

STOBER GROUP
1700 - 1631 Dickson Avenue, Kelowna, BC

ARCHITECT

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233 Bernard Avenue, Kelowna, BC
250.762.3004

LANDSCAPE ARCHITECT

ECORA Landscape Architecture
540 Leon Avenue, Kelowna, BC
250.488.5367

CIVIL ENGINEERING

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**CITY OF KELOWNA
AREA PLANNER**

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SITE DATA

LEGAL DESCRIPTION

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

CIVIC ADDRESS

3340 LAKESHORE ROAD, KELOWNA

CURRENT ZONING

C1 (LOCAL COMMERCIAL)
C9 (TOURIST COMMERCIAL)

SITE AREA

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



PROPOSED ZONING

C4

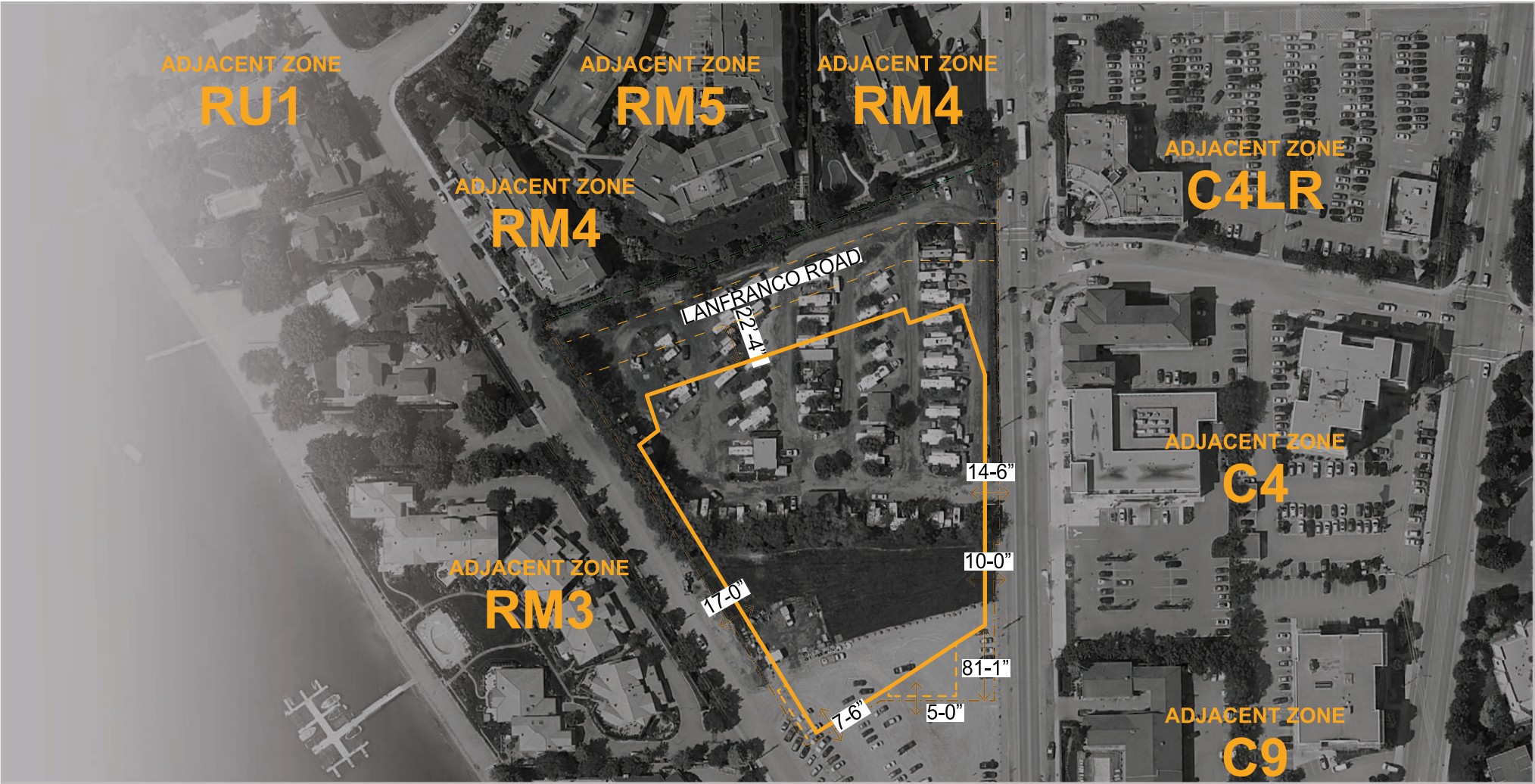
PROPOSED ZONING C4

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

PROPOSED SITE DATA

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

* 135'-0" equals to 15 storeys.



Introduction

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

Community Consultation

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

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



Building Form

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

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

Key Design Principle:

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

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



Podium level and Lanfranco and Watt Road intersection

Urban Design

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

Masterplan Framework

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

Pedestrian Connectivity

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

Human Scaled Elements

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

Distribution of Density & Permeability

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

Concealed Parking

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

KEY CITY PLAN



Design - Architecture & Streetscape

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

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

Ground Level Amenities:

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

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

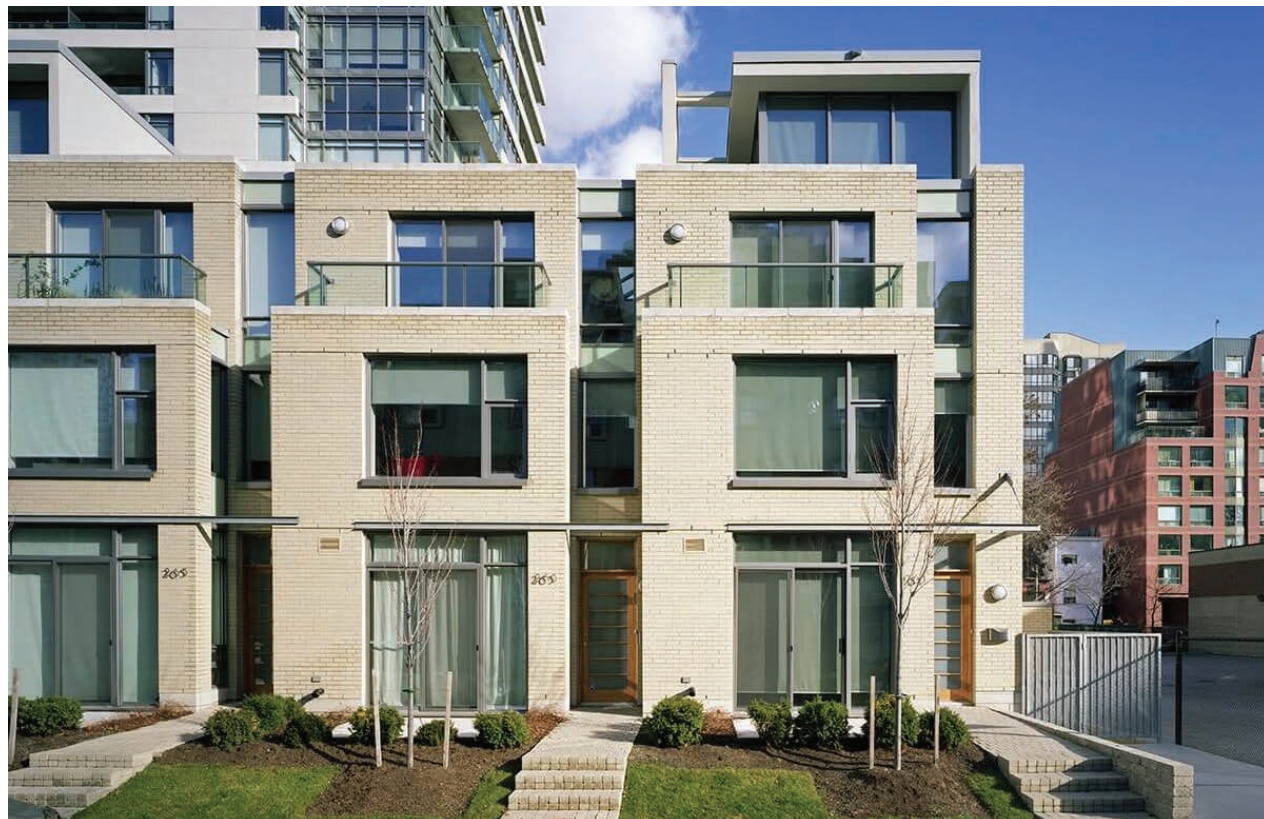
Conclusion

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



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





CIVIC ADDRESS:

3340 LAKESHORE ROAD, KELOWNA

SITE AREA:

191,830.97 sq.ft.17,821.68 sqm

EXISTING ZONING:

C1 / C9

PROPOSED ZONING:

C4

PROJECT DATA

F.A.R.

1.5

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

UNIT COUNT/MIX

TOTAL

322

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

PARKING COUNT

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

BICYCLE PARKING

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

RESIDENTIAL SHORT TERM REQUIRED

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

COMMERCIAL LONG TERM REQUIRED

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

COMMERCIAL SHORT TERM REQUIRED

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

BICYCLE PARKING PROVIDED

LONG TERM	245.5
SHORT TERM	72.4
TOTAL	317.9



01



02



03



04



01



02



03

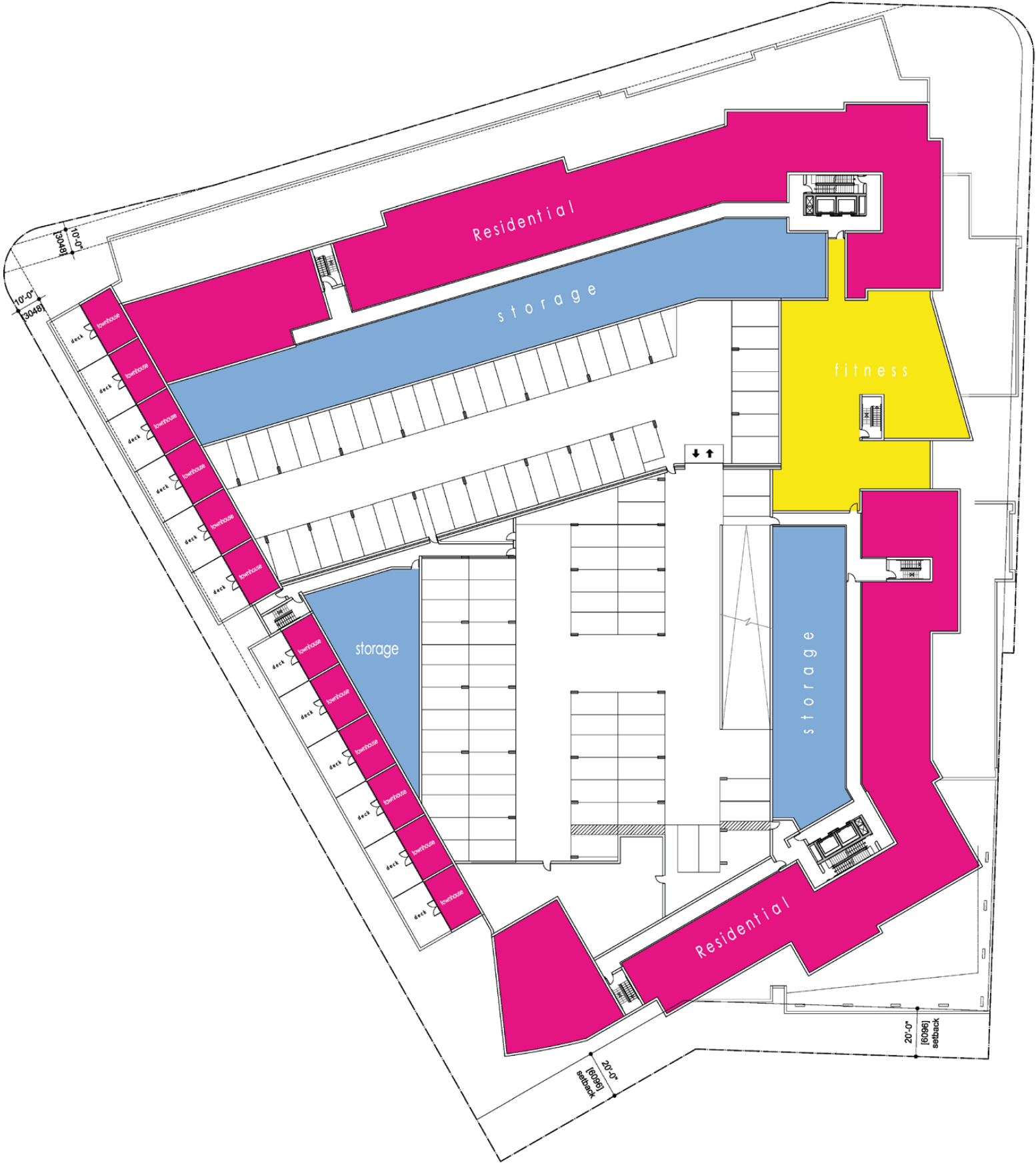


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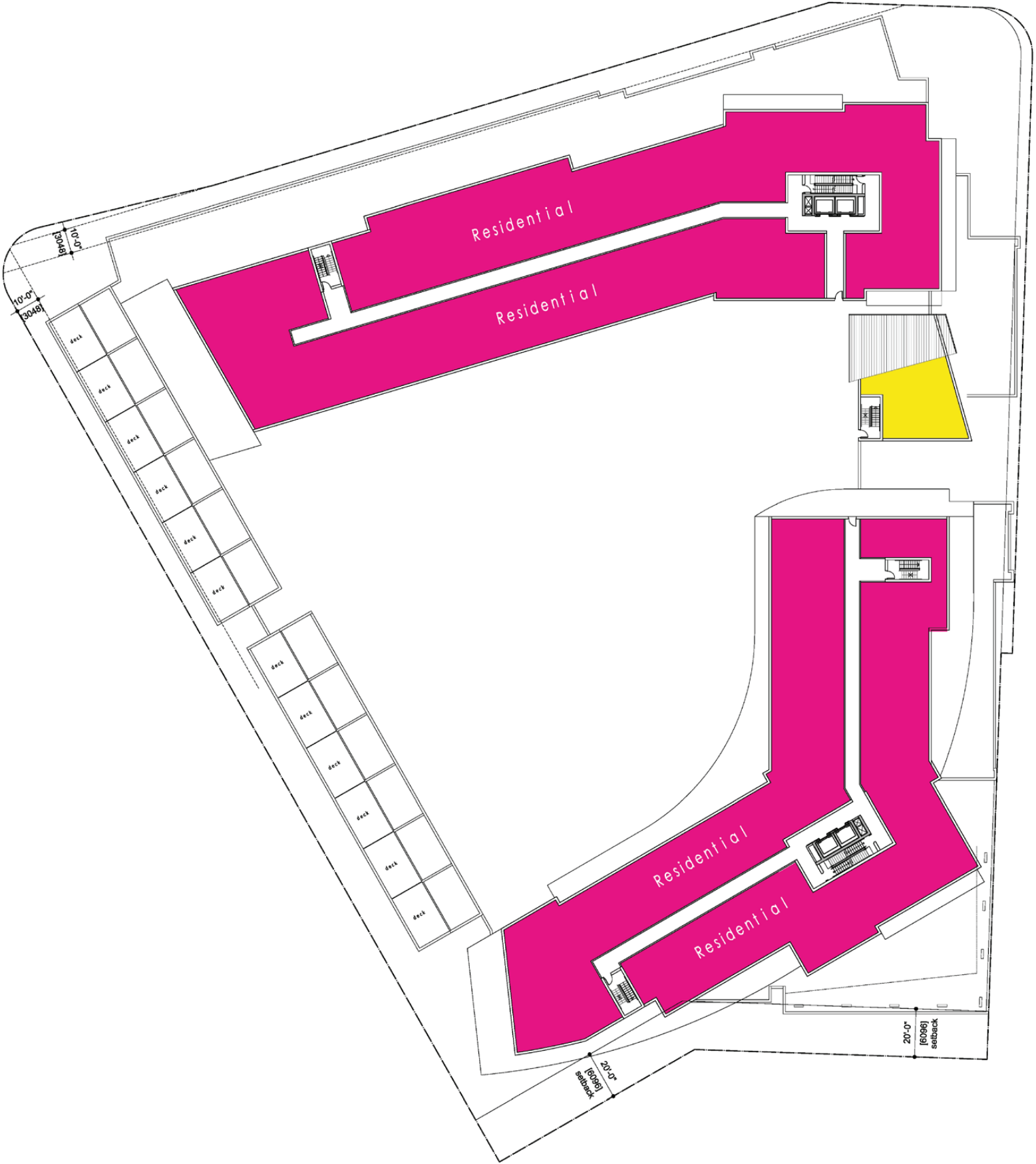
- CRU
- Residential
- Amenities
- Storage Space

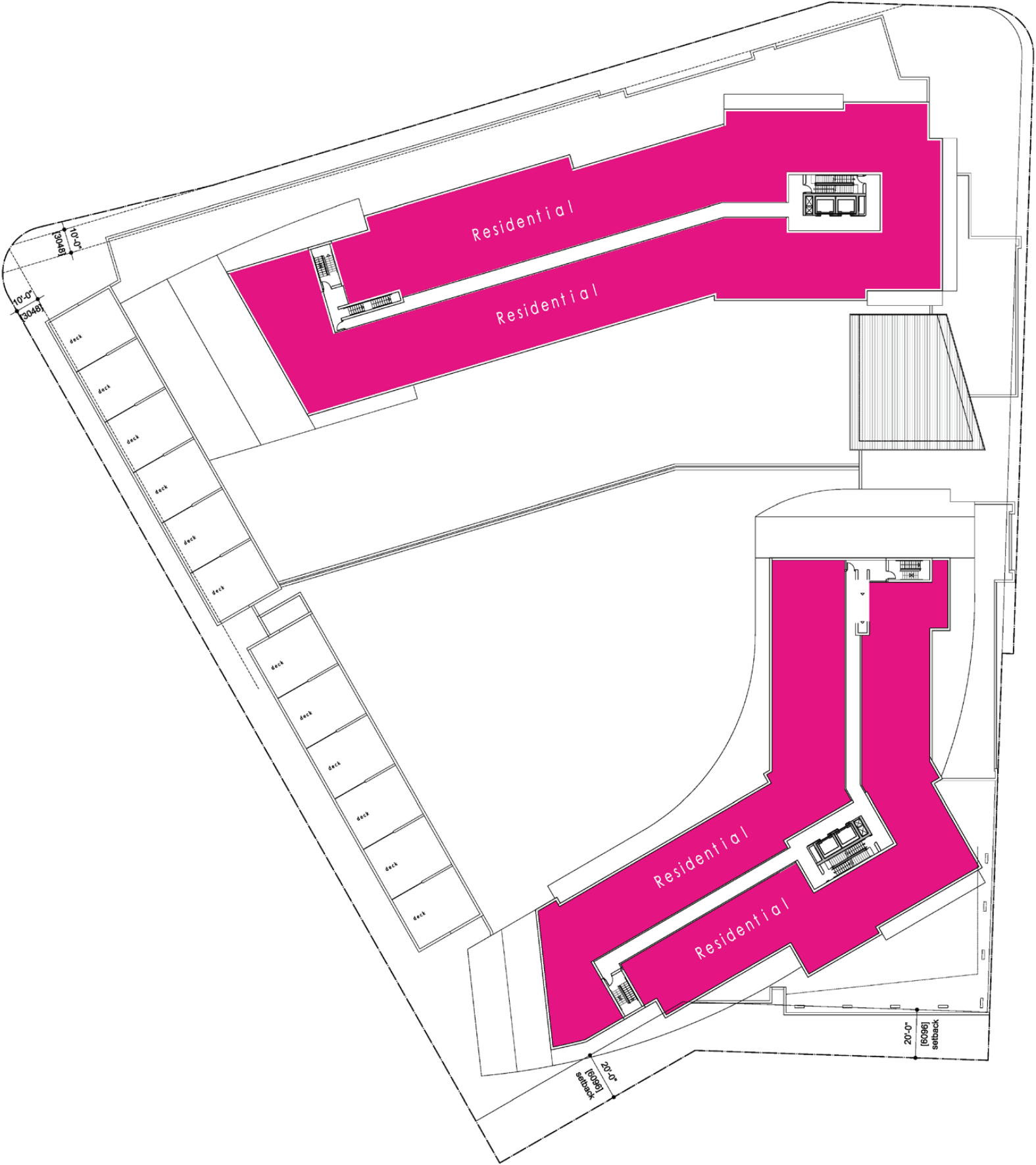




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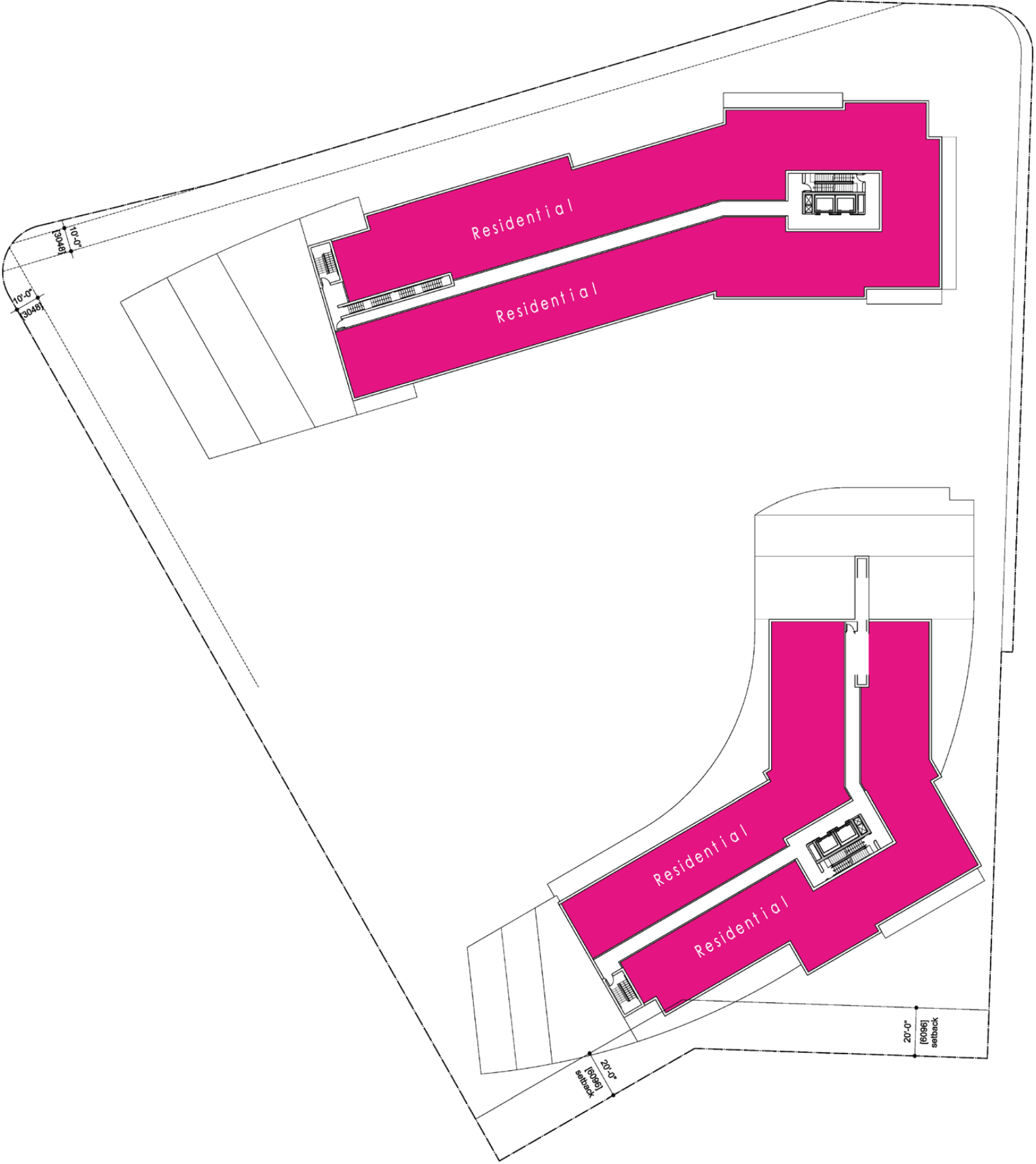
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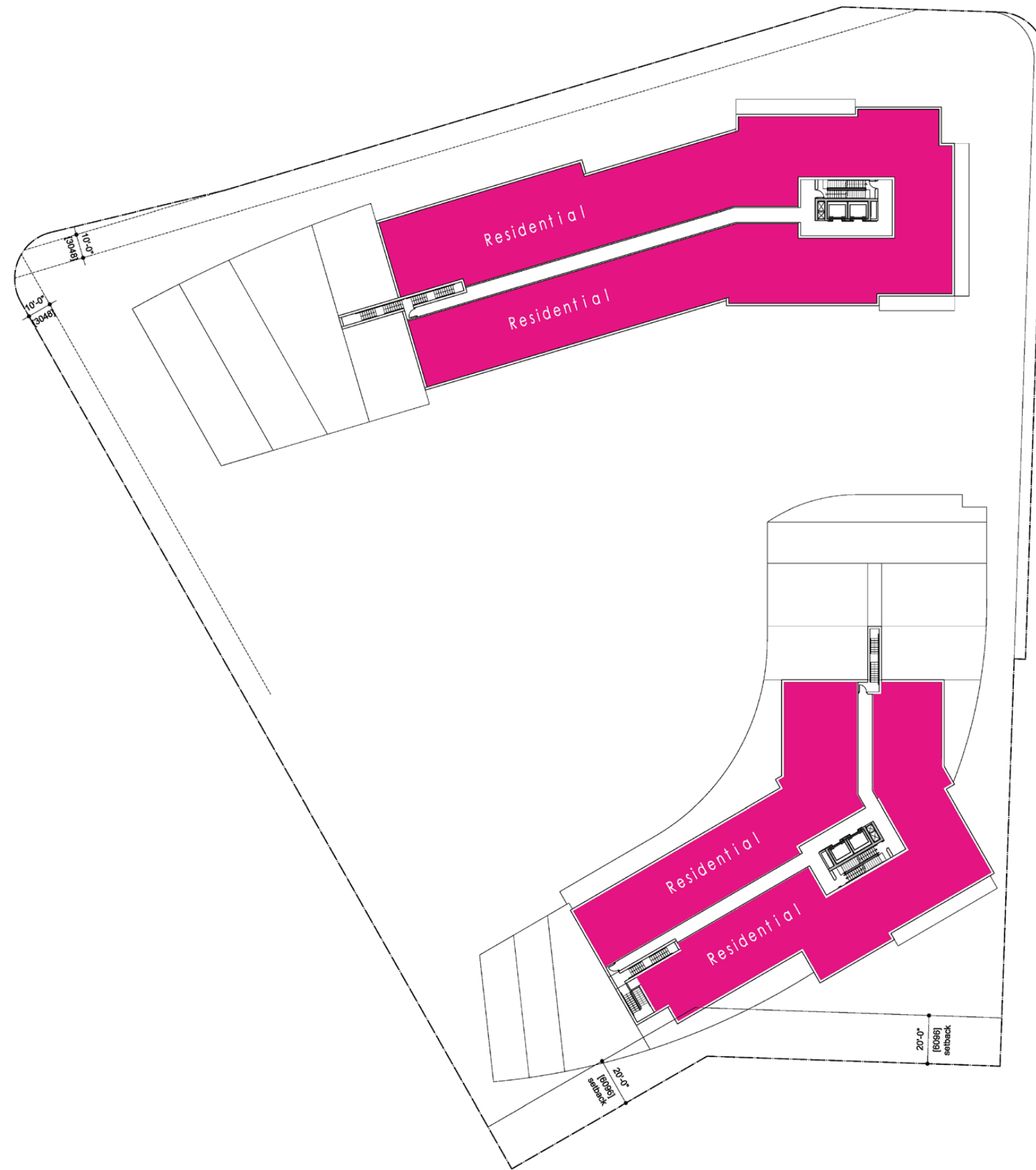




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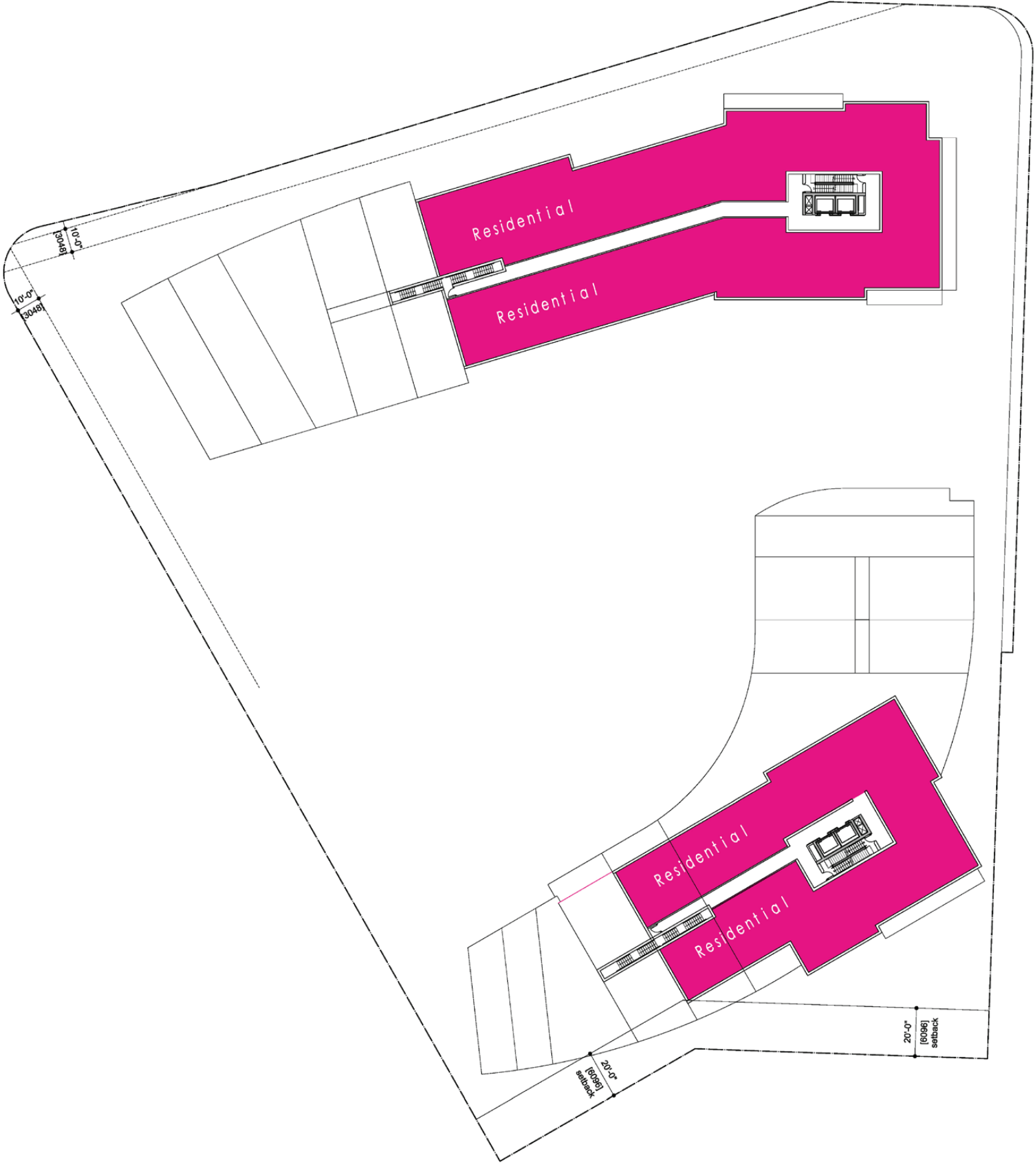
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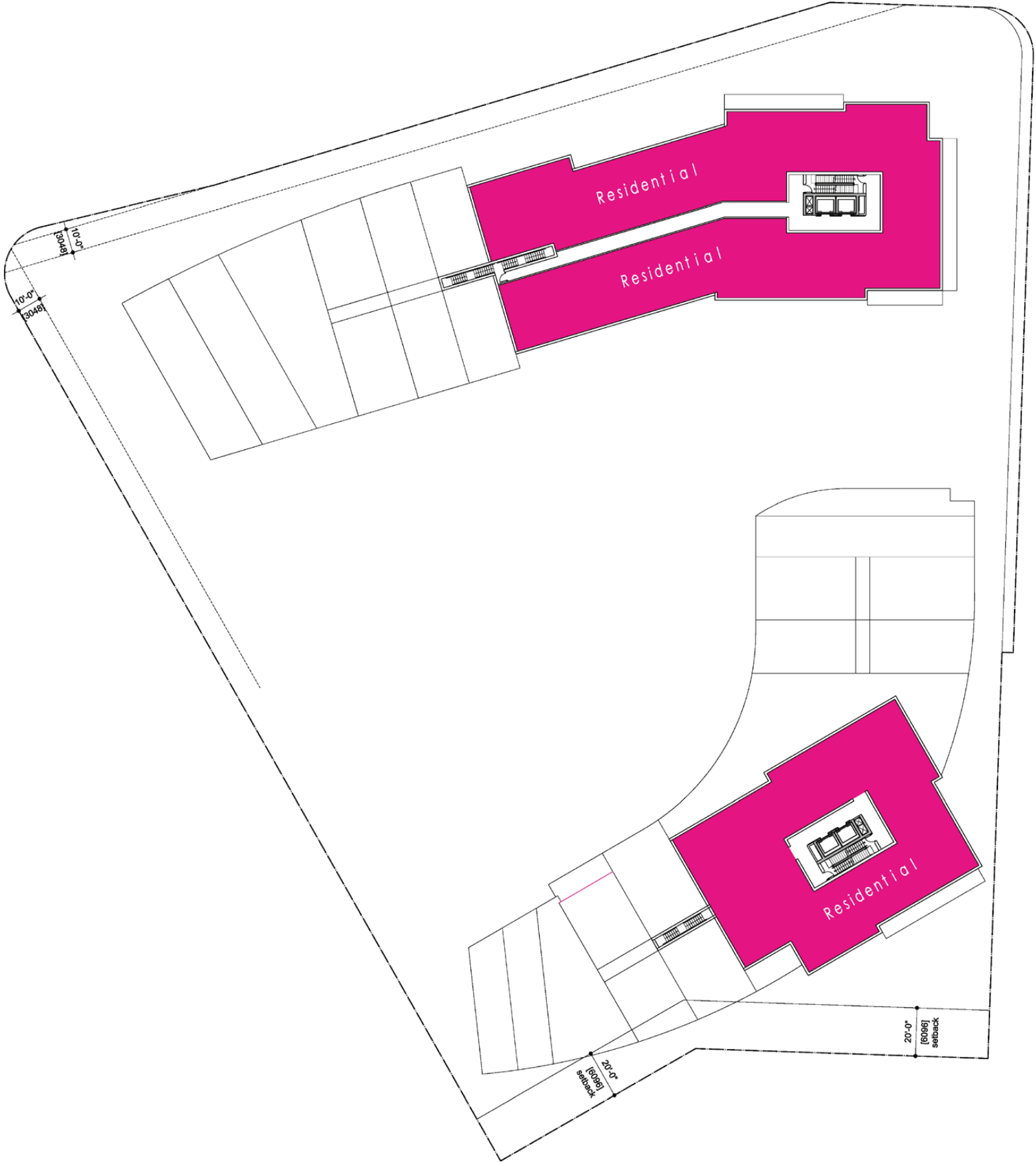




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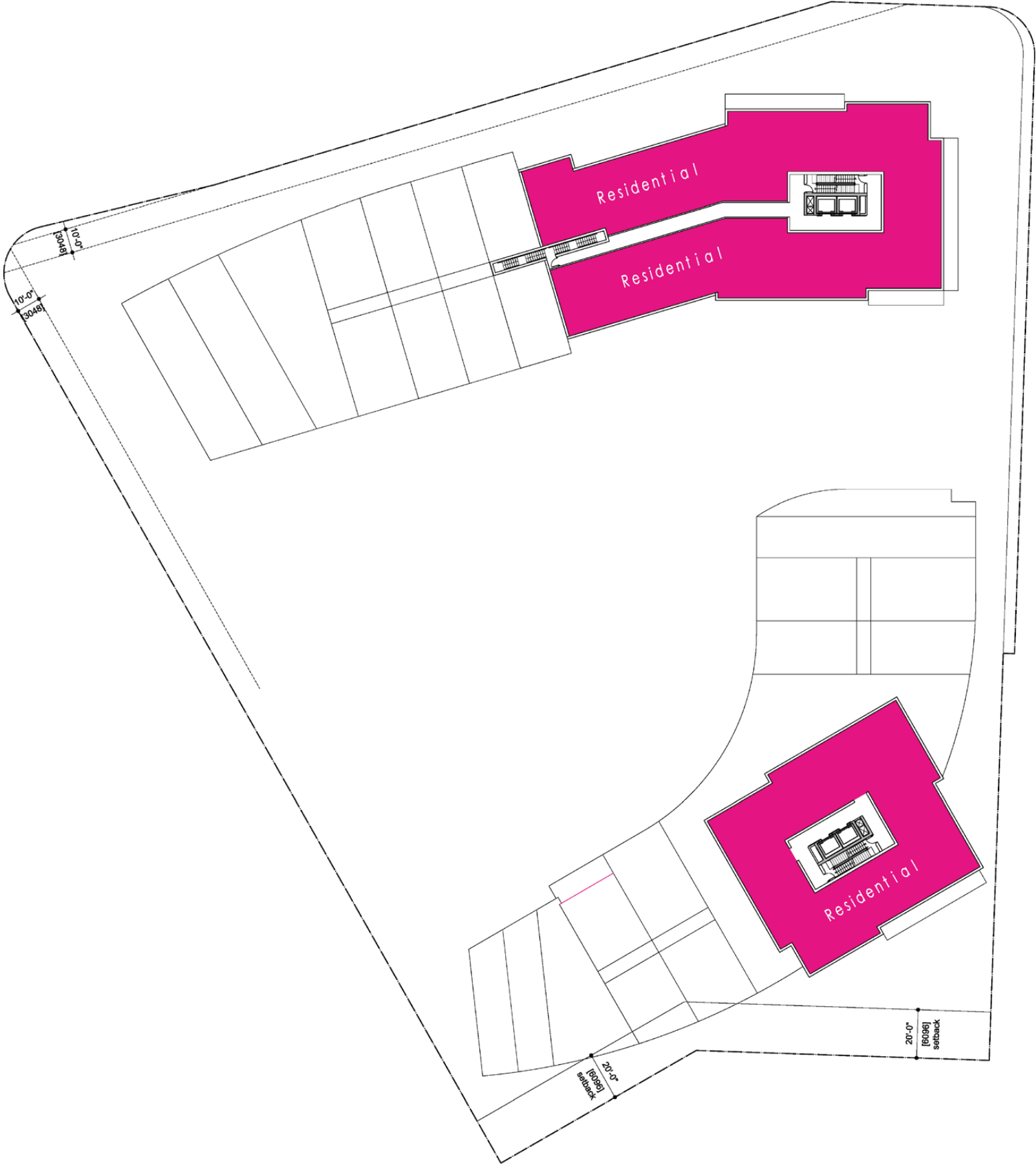
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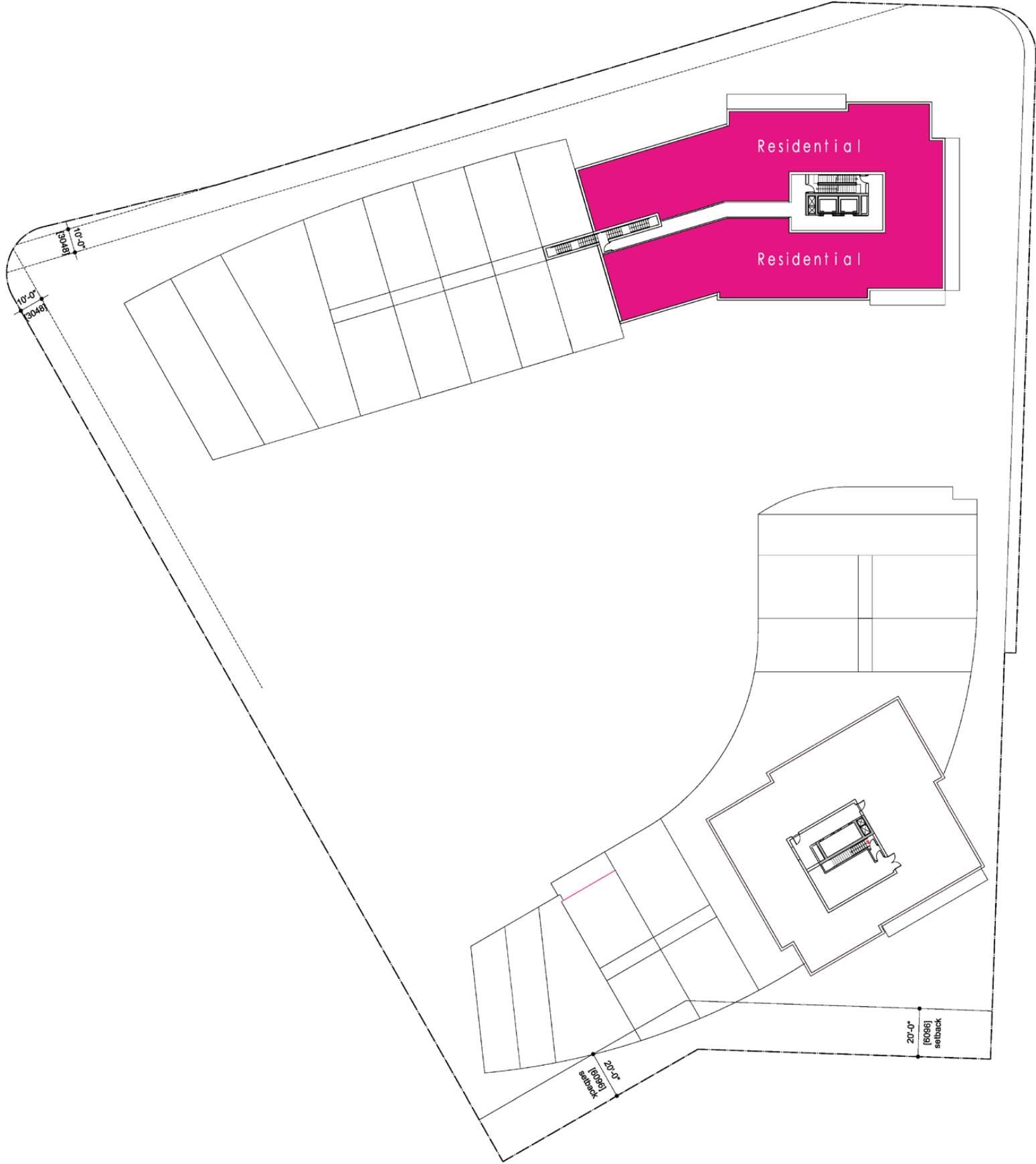




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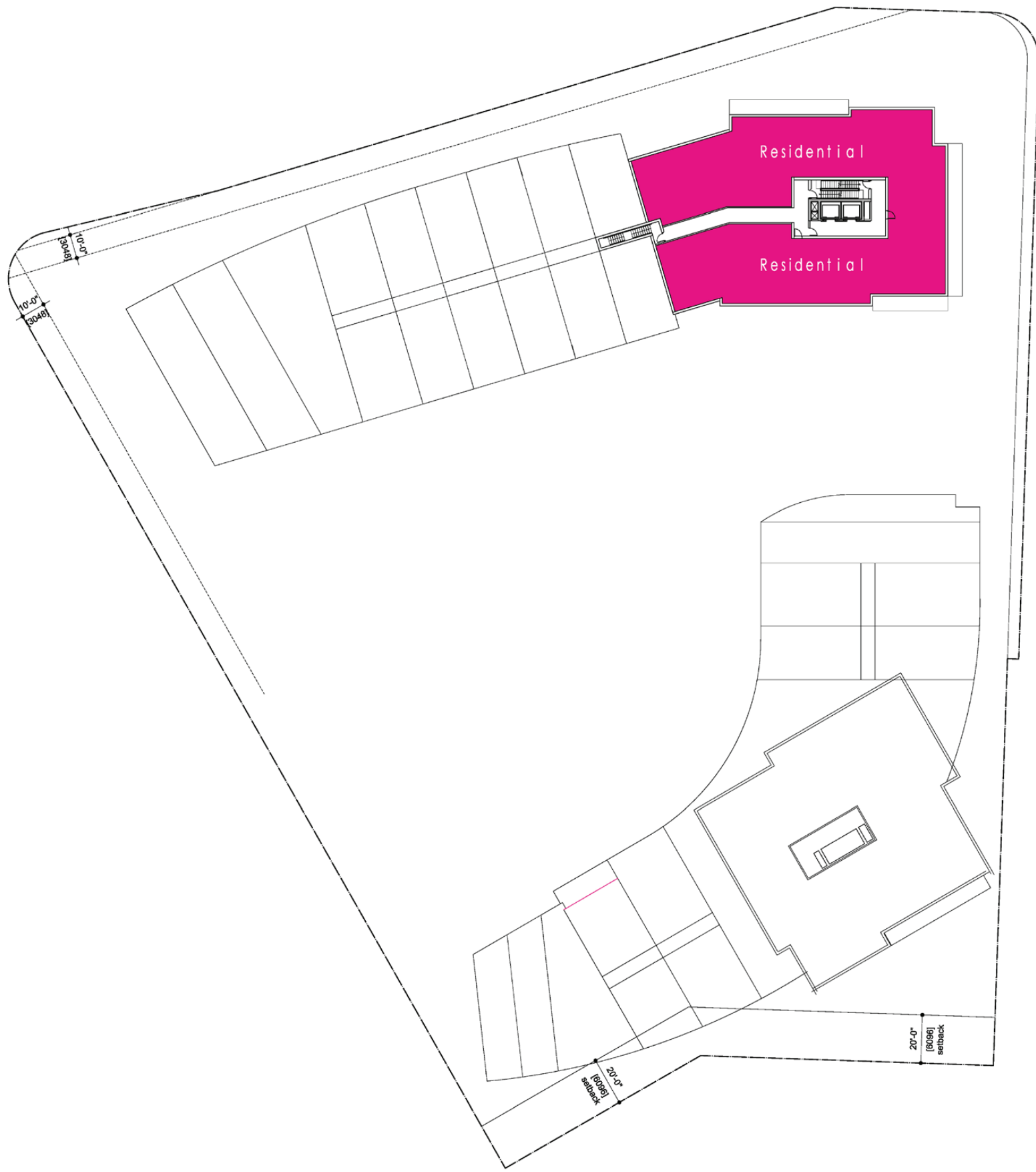
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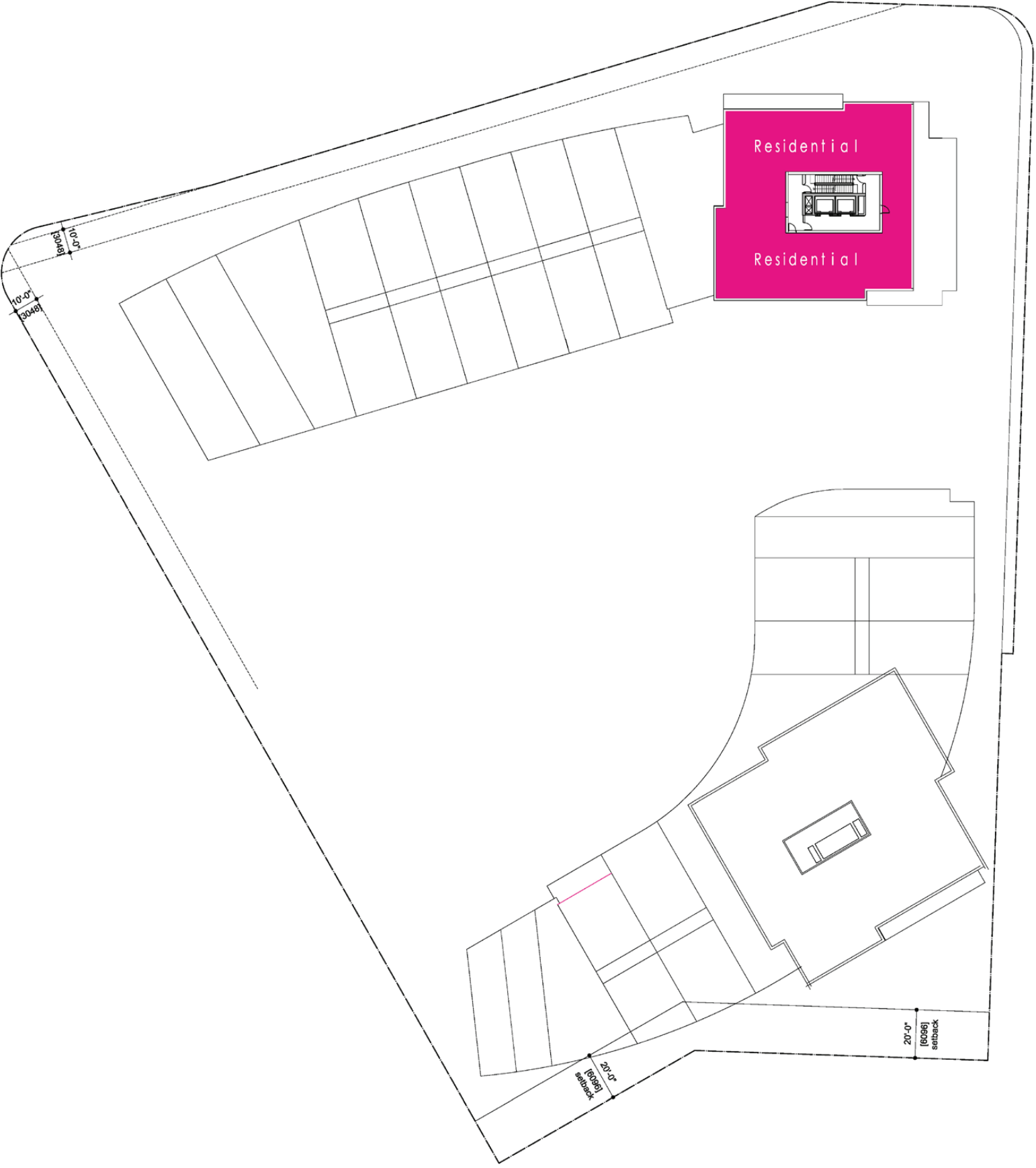




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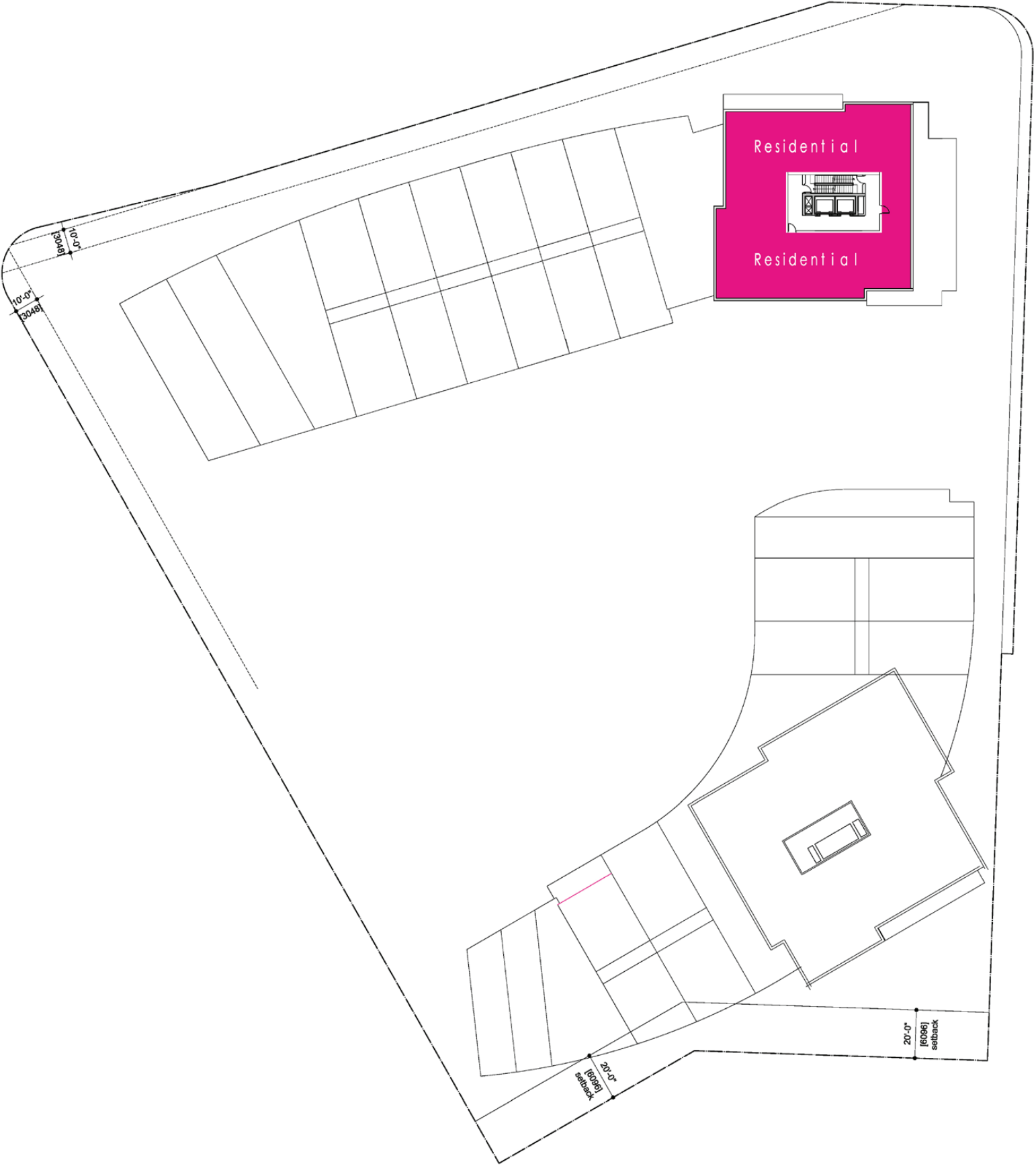
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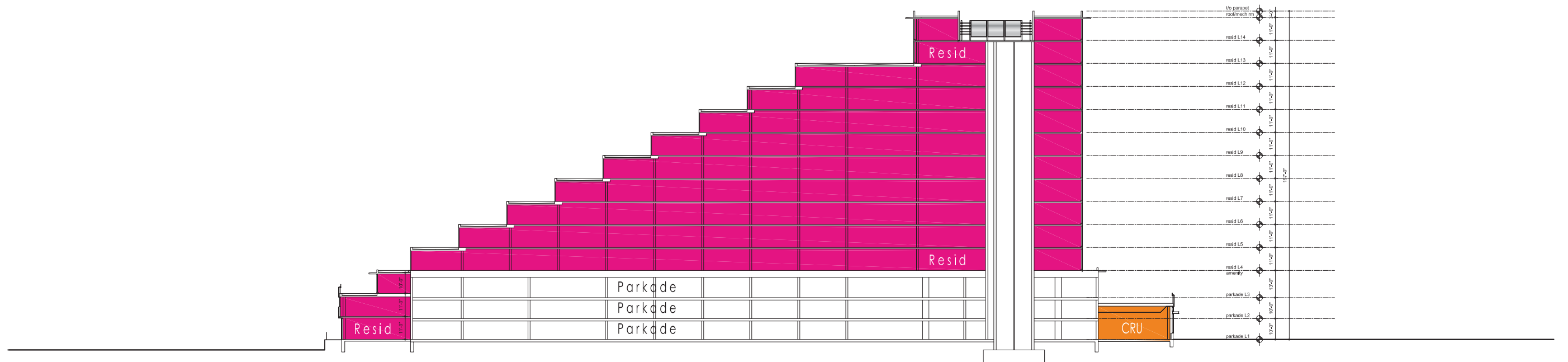
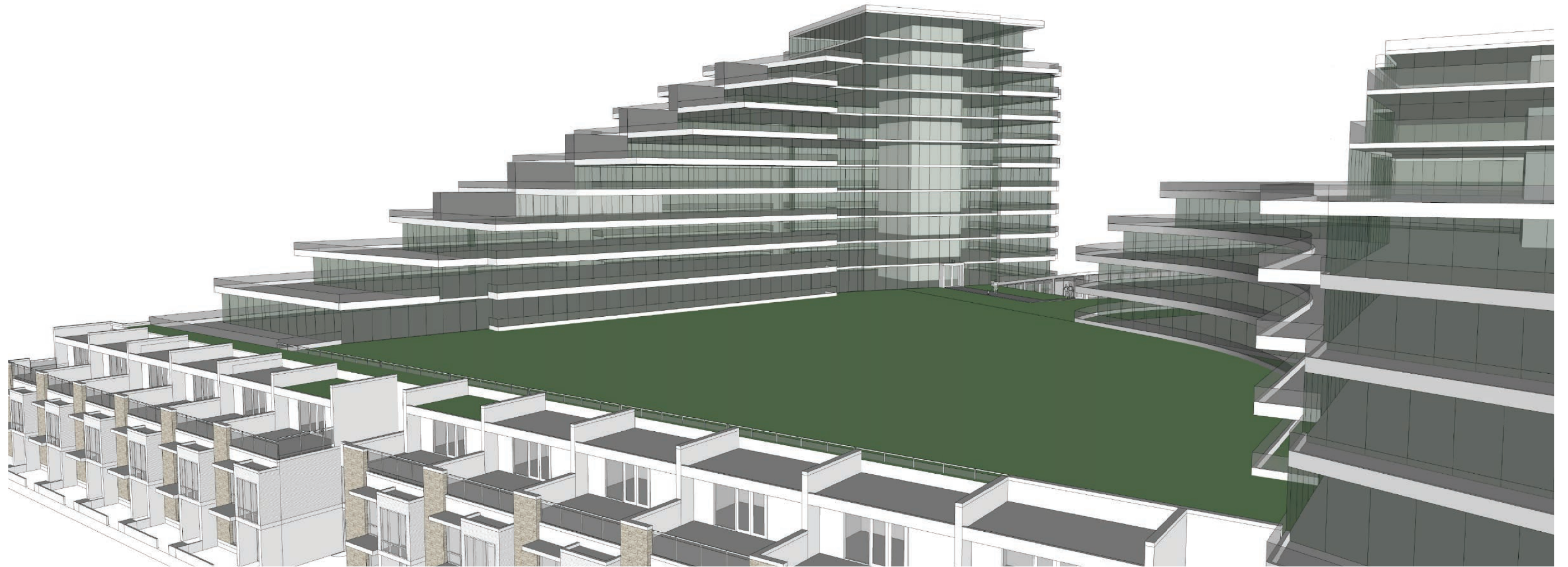


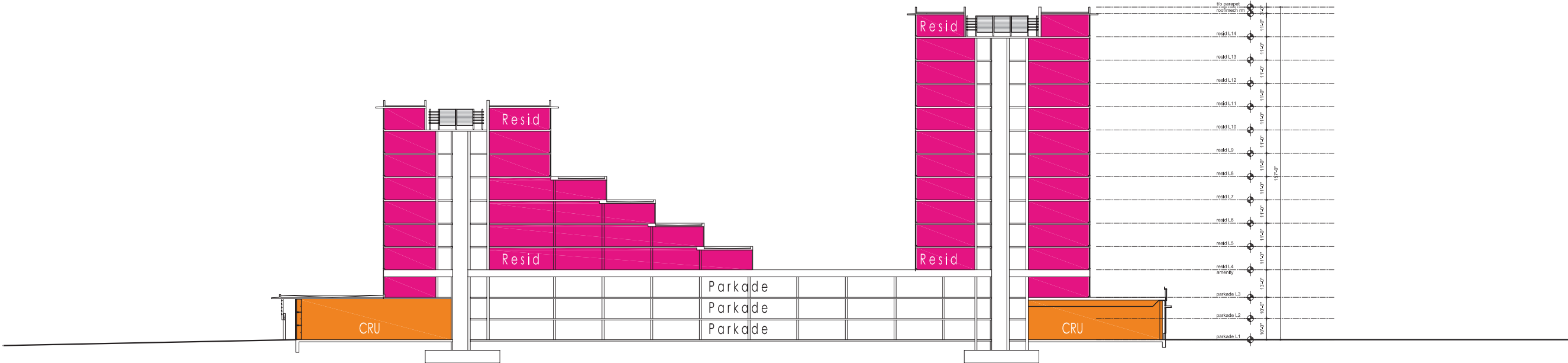


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- Storage Space

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- Amenities
- Storage Space









Lakeshore and Gyro SE



Lakeshore Midblock E



Lakeshore and Lanfranco NE



Lanfranco and Watt Rd NW



Watt Rd Midblock W



Lanfranco N



Watt Rd and Gyro SW



Gyro S



Lakeshore and Lanfranco N

JUNE

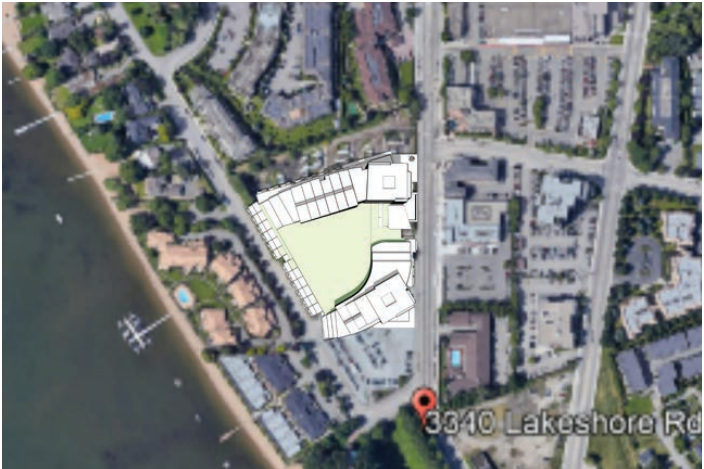
MARCH / SEPTEMBER

DECEMBER

9am



12pm



3pm





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

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

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

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

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





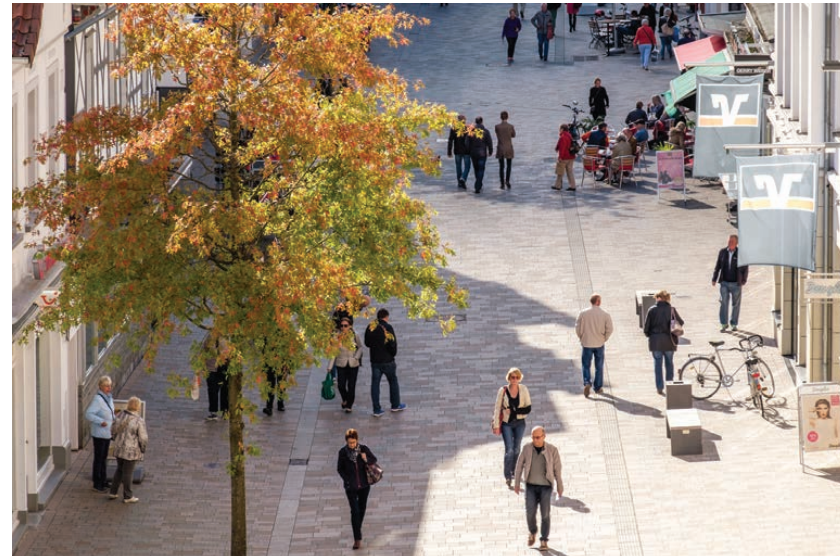
Cafe Patio



Looking N along Lakeshore



SE Corner







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