

Memo



Date: April 9/10

To: City Manager

From: Community Sustainability Division

File No: DP09-0160
DVP09-0161

Applicant: Meiklejohn Architects Inc.

At: 3441, 3451, 3461 & 3471
Lakeshore Road

Owner: Natisa Development Corp. /
City of Kelowna

Purpose: TO OBTAIN A DEVELOPMENT PERMIT TO APPROVE THE FORM AND CHARACTER OF A MIXED-USE DEVELOPMENT

TO OBTAIN A DEVELOPMENT VARIANCE PERMIT TO VARY THE MAXIMUM ALLOWABLE BUILDING HEIGHT FROM 22.0M/6 STOREYS TO 24.0M/7.5 STOREYS, TO VARY THE REQUIRED SIDE YARD SETBACK (EAST) FROM 3.0M REQUIRED TO 0.0M PROPOSED, AND TO VARY THE REAR YARD SETBACK FROM 15.0M REQUIRED TO 5.0M PROPOSED.

Existing Zones: C9 - Tourist Commercial
P3 - Parks & Open Space
RU6 - Two Dwelling Housing

Proposed Zone: C9 - Tourist Commercial

Existing Future Land Uses: Commercial and Major Park/Open Space

Proposed Future Land Use: Commercial

Report Prepared By: Luke Turri

1.0 RECOMMENDATION:

THAT final adoption of Official Community Plan Amending Bylaw No. 10297 and Zone Amending Bylaw No. 10298 be considered by Council;

THAT Council authorize the issuance of Development Permit No. DP09-0160 for Lot 3, District Lot 134, ODYD, Plan 38150; Lot 39, District Lot 134, ODYD, Plan 3886 except Plan KAP76671; Lot 38, District Lot 134, ODYD, Plan 3886 except Plan 40525; Lot 37, District Lot 134, ODYD, Plan 3886 except Plan 40525; Lot 36, District Lot 134, ODYD, Plan 3886; located at 3441, 3451, 3461 & 3471 Lakeshore Road, Kelowna, BC subject to the following:

- 1) THAT the dimensions and siting of the building to be constructed on the land be in general accordance with Schedule "A";
- 2) THAT the exterior design and finish of the building to be constructed on the land, be in general accordance with Schedule "B";
- 3) Landscaping to be provided on the land be in general accordance with Schedule "C";

- 4) The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a professional landscaper;
- 5) The registration of the consolidation plan at the Land Titles Office prior to issuance of the Development Permit.
- 6) The applicant be required to satisfy the Development Engineering Branch requirements prior to issuance of the Development Permit.

AND THAT the applicant be required to complete the above-noted conditions within 180 days of Council approval of the Development Permit application in order for the permit to be issued.

AND THAT Council authorize the issuance of Development Variance Permit No. DVP09-0161 for Lot 3, District Lot 134, ODYD, Plan 38150; Lot 39, District Lot 134, ODYD, Plan 3886 except Plan KAP76671; Lot 38, District Lot 134, ODYD, Plan 3886 except Plan 40525; Lot 37, District Lot 134, ODYD, Plan 3886 except Plan 40525; Lot 36, District Lot 134, ODYD, Plan 3886; located at 3441, 3451, 3461 & 3471 Lakeshore Road, Kelowna, BC;

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

Section 14.9.5(d) - C9 Development Regulations

Vary the minimum side yard setback (east) from 3.0m required to 0.0m proposed.

Section 14.9.5(e) - C9 Development Regulations

Vary the minimum rear yard setback from 15.0m required to 5.0m proposed.

AND THAT Council **NOT** authorize the issuance of Development Variance Permit No. DVP09-0161 to vary the building height from 6 storeys/22.0m allowed to 7.5 storeys/25.0m proposed for Lot 3, District Lot 134, ODYD, Plan 38150; Lot 39, District Lot 134, ODYD, Plan 3886 except Plan KAP76671; Lot 38, District Lot 134, ODYD, Plan 3886 except Plan 40525; Lot 37, District Lot 134, ODYD, Plan 3886 except Plan 40525; Lot 36, District Lot 134, ODYD, Plan 3886; located at 3441, 3451, 3461 & 3471 Lakeshore Road, Kelowna, BC;

2.0 SUMMARY:

The applicant is seeking a Development Permit to approve the form and character of a 7.5 storey mixed-use building, as well as a Development Variance permit to relax the bylaw regulations for the building height, and the rear (Richter St) and side yard (east) setbacks.

3.0 ADVISORY PLANNING COMMISSION:

The above noted application was reviewed by the Advisory Planning Commission at the meeting on February 2, 2010 and the following recommendations were passed:

THAT the Advisory Planning Commission support Official Community Plan Application No. OCP09-0017, for 3441, 3451, 3461 and 3471 Lakeshore Road; to amend the Official Community Plan future land use designation for two of the subject properties from the "Major Park/Open Space" designation to the "Commercial" designation.

THAT the Advisory Planning Commission support Rezoning Application No. Z09 0079, for 3441, 3451, 3461 and 3471 Lakeshore Road; to rezone the subject properties from the C9 - Tourist Commercial, P3 - Parks & Open Space and RU6 - Two Dwelling Housing zones to the C4 - Urban Centre Commercial zone.

THAT the Advisory Planning Commission support Development Variance Permit Application No. DVP09-0161, for 3441, 3451, 3461 and 3471 Lakeshore Road; to vary the maximum allowable building height from 15.0m/4 storeys to 25.3m/8 storeys.

THAT the Advisory Planning Commission support Development Variance Permit Application No. DVP09-0161, for 3441, 3451, 3461 and 3471 Lakeshore Road; to vary the required side yard setback (east) from 3.0m required to 0.0m proposed, to vary the rear yard setback from 15.0m required to 5.0m proposed.

THAT the Advisory Planning Commission support Development Permit Application No. DP09-0160, for 3441, 3451, 3461 and 3471 Lakeshore Road; to approve the form and character of an 8-storey mixed-use development.

APC Comment: The Advisory Planning Commission recommends a traffic and pedestrian safety study be performed in the Gyro Beach area. As well, the developer and the City are to consider health risks associated with the electrical substation.

Through the future reconfiguration of the Richter/Lakeshore intersection, traffic and pedestrian safety will be a priority. Through the final design of this road, the Infrastructure Planning Department will take into consideration the high volume of vehicles and frequency of pedestrian movements, particularly between Lakeshore and Gyro Beach.

4.0 BACKGROUND:

Two of the subject properties (3441, 3451 Lakeshore Rd) are currently owned by the City of Kelowna, accommodating a visitor parking lot for the adjacent Gyro Beach Park. The City is currently in the process of creating a parking lot at a former mobile home park (corner of Lakeshore Rd. and Watt Rd) to better service Gyro Beach. As such, the parking capacity at 3441 and 3451 Lakeshore Road is no longer required and the lands may be disposed of, helping to fund the creation of the new expanded beach parking lot. The proponent intends to purchase these two lots, creating a consolidated development parcel with the three existing vacant properties to the south.

The proposed land assembly and redevelopment triggers a substantial road reserve covering approximately 2245m² (36%) of the original land area. This road reserve is taken in consideration of the significant improvements to the Lakeshore/Richter intersection contemplated in the future. As the intersection improvements are only at a preliminary design stage, the road reserve request encompasses the widest ultimate alignment considered for the intersection, recognizing that the full extent of this road reserve may not be required in the future.

4.1 Proposal

The applicant is proposing a 7.5-storey mixed use building including six storeys of apartment housing above one storey of commercial/retail space. The commercial/retail space is placed in front of a 1.5 storey parkade, bringing the total building height to 7.5 storeys.

Vehicular access to the two-storey parkade is provided from both Richter St and Swordy Rd. The parkade would include 123 parking stalls, 34 of which would be provided in tandem. All off-street parking is to be provided indoors, with no surface parking.

The form and finish of the building is dominated by a modern combination of concrete, metal panel and sandstone treatments, with a significant amount of glazing. Glass and aluminum railings trim the private decks and balconies, separated by wood partitions.

The streetscape provides retail opportunities at ground level, divided by the main pedestrian entrance for the above residential units. Red canvas awnings add colour and human scale to the street level. A wide paver walkway bordering the front elevation provides spill-out retail opportunities (cafes, restaurant patios, etc), while creating a natural passage for pedestrians between the Swordy Rd and Richter St.

The landscape plan mirrors the modern styling of the elevations, using a variety of drought-resistant shrubs and grasses. Planting areas are focused around both vehicular driveways, as well as within under-tree planter boxes. Ample street trees line the front elevation, combining with bollards and light posts to create a pedestrian-friendly boulevard. The road reserve area would be occupied by the property owner until the Lakeshore/Richter intersection improvements are ready to be constructed. As such, the area will be landscaped and sculpted with ornamental grasses during this time. Within this area, a walkway/seating area is proposed to create a direct link between the project and the existing crosswalk at Richter St which services Gyro Beach.

A large private amenity area is provided above the parking podium for the residents. This area would include a lap pool, patio area, barbeque/social gathering place, as well as an indoor fitness centre and meeting rooms located above the Richter St. parkade entrance.

The project necessitates a Development Variance Permit to relax the Zoning Bylaw requirements for building height and the rear yard (Richter) and side yard (east) setbacks, as detailed in the table below.

The application meeting the requirements of Zoning Bylaw No. 8000 as follows:

Criteria	Proposal		C9 Zone Requirements
Existing Lot			
	Before Road Reserve	After Road Reserve	
Site Area (m ²)	6286m ²	4041m ²	1800m ²
Site Width (m)	55.5m	40.0m	30.0m
Site Depth (m)	139.36m	119.0m	35.5m
Development Regulations			
Site Coverage (%)	54% (before reserve)		n/a
F.A.R.	1.27		1.5
Height (m)	24.0m❶		22.0m
Storeys (#)	7.5 storeys❶		6 storeys
Required Setbacks			
	Before Road Reserve	After Road Reserve	
Front (Swordy Rd)	6.0m		6.0m
Side (east)	0.0m❷		3.0m
Side (Lakeshore Rd)	16.5m	0.0m	4.5m
Rear (Richter St)	5.0m❸	0.0m	15.0m
Other Regulations			
Private Open Space	3200m ²		n/a
Parking Spaces (#)	89 Accessible Spaces 34 Tandem Spaces Total: 123 spaces		11 one-bedroom units x 1.25 49 two-bedroom units x 1.5 4 three-bedroom units x 2.0 Residential Total: 96 spaces Commercial Space with GFA less than 1000m ² (2.2 space per 100m ² GFA) Commercial Total: 19 spaces Total Parking Req'd: 115 spaces
Bicycle Stalls (#)	Class I: 34 spaces Class II: 16 space		Total: 46 spaces required
Loading Spaces (#)	1 space		1 space

❶ Indicates a requested variance to the maximum building height (meters/storeys).

❷ Indicates a requested variance to the minimum side yard setback.

❸ Indicates a requested variance to the minimum rear yard setback.

4.2 Site Context

The subject property is located at the southern end of the South Pandosy Urban Centre, within the South Pandosy/KLO Sector, and directly across from Gyro Beach.

Specifically, the adjacent zones and uses are as follows:

Orientation	Zoning	Land Use
North	C9 - Tourist Commercial	Future “Caban” Mixed Use Development Site
East	P4 - Utilities	Fortis Electrical Substation
South	RU1 - Large Lot Housing	Proposed Townhome Development Site Single Family Neighbourhood
West	P3 - Parks & Open Space	Gyro Beach Park

Site Location Map

Subject property: 3441, 3451, 3461 & 3471 Lakeshore Road



5.0 DEVELOPMENT POTENTIAL/CURRENT POLICY:

5.1 South Pandosy/KLO Sector Plan (1997)

- Section 7.2 - Urban Form & Design
 - *Policy 1.8:* Encourage the development of landmark buildings at key intersections within the precinct and at the terminus of significant sight lines. Landmark buildings should be distinguished from other buildings through the conscientious use of siting, common entrances, additional stories, articulation of the footprint or roofline, decorative structures, colour and other means appropriate to the setting and desired effect.
 - *Policy 1.15:* Provide a strong gateway or sense of entry to the urban town centre along the north-south arterials (Northbound: Lakeshore Rd at Richter St, Southbound: Pandosy St. at Wardlaw Ave). The gateway should be established by

the appropriate use of land use, site planning, building design, landscaping and street section, including landscape treatment.

5.2 Official Community Plan

- *Section 6.32 - Mixed Uses:* Work towards increasing the number of buildings with mixed uses by encouraging developers to incorporate retail uses on the lower storeys with office and/or residential above. Hotel uses could also be incorporated in all Urban Centres except Neighbourhood Centres.
- *Section 6.2 - Objectives for Development within Urban Centres:*
 - All development should be an appropriate response to its physical context, or anticipated future context where an area is designated for increased density or land use transition in the OCP.
 - All development should contribute to the creation of pedestrian-oriented streets and public spaces (connections, social interaction).
 - All development should contribute to a sense of community identity and sense of place (integration of development within larger community, belonging, community cohesiveness).
 - All development should facilitate access by, and minimize conflicts among pedestrian, bicycle, and vehicular modes of transportation (access, mobility).
 - All development should promote safety and security of persons and property within the urban environment (CPTED).

6.0 TECHNICAL COMMENTS:

6.1 Building & Permitting

Building permit is required. Architectural and engineered drawings and schedules required. Comprehensive building code analysis is to be provided. Structural and geotechnical engineer peer review required. It is recommended to work with a code consultant to address all requirements pertaining to the high rise.

6.2 Development Engineering Branch

See attached.

6.3 Fire Department

Fire department access, fire flows, and hydrants as per the BC Building Code and City of Kelowna Subdivision Bylaw. Engineered fire flows required to determine if present hydrant location, number of hydrants, and hydrant volume will be adequate. Code analysis required confirming all life safety issues in BC Building Code and BC Fire code are met (detail equivalencies, if any). Additional comments may be required at the Building Permit review. Fire Department access is to be within 3-15M of the primary entrance as per the 3.2.5.5 of the BCBC. Standpipe connections in the stairwells are to be installed on the intermediate landings as per NFPA 13.

7.0 LAND USE MANAGEMENT DEPARTMENT:

Acknowledging the challenges with vehicular access, an irregular lot shape, the neighbouring substation and the substantial road reserve requested, the consolidated site is a challenging development parcel. That being said, the fronting road arterials in Lakeshore Rd and Richter St meet at the southern gateway to the South Pandosy Urban Centre. Combining the location at this intersection with the approved six storey mixed-use project to the north ("Caban") and a proposed townhome development to the south, the proposed land use and density is considered appropriate for the site. The mixed-use development would provide residential units with optimal access to Okanagan Lake with commercial uses servicing Gyro Beach and surrounding residents.

Staff are supportive of the form and character of the proposal. The building design utilizes the irregular lot shape, creating a sweeping curve leading into South Pandosy. Modern building materials of concrete, sandstone, metal panel and glass are accentuated with natural-stained wood detailing and red canvas awnings to provide a human-scale to the project. A water feature highlights the Richter Street frontage, helping to break-up the concrete wall and adding to the gateway-quality of the design. Black metal panels contrast with off-white painted concrete throughout the elevations to break-up the building massing.

The proposed streetscape and boulevard treatment would help to improve existing pedestrian movements between Gyro Beach and the east side of Lakeshore Road, while creating the strong pedestrian experience that is envisioned for the South Pandosy Urban Centre. The landscape plan reflects the contemporary design of the building, while providing visual interest along each frontage. The large boulevard provides space for both connectivity through the site and opportunities for the commercial tenants of the building. Self-training ivy is proposed to treat the concrete parkade wall along the east elevation.

The proposed rear and side yard variances reflect the encumbrances of the consolidated lot, and are deemed to be appropriate given that the subject property is triple fronting, and the only adjoining neighbour is the electrical substation to the east. The limited setbacks would also help achieve a unified streetscape at the Lakeshore/Richter intersection as the "Caban" development to the north has previously been given approval from Council for zero setback along the Richter Street frontage. As such, the Land Use Management Department supports the proposed setback variances.

While the Development Permit submission would create the attractive, landmark building desired at this location, the Land Use Management Department is unable to support the proposed height variance. In October, 2007 Council passed a recommendation directing Staff to withhold support for Development Variance Permit applications that result in height beyond six storeys for apartment hotels within the South Pandosy Sector until the OCP review has been completed. This directive was in response to a report from the Policy/Research/Strategic Planning Division with regards to the increased development pressures in the South Pandosy Sector of the City beyond what the OCP had envisaged as well as the increased interest in developing high rise towers in the South Pandosy Sector in excess of 20 storeys.

Land Use Management is complying with this directive not to support height variances within the South Pandosy Sector. However, justification for support could be that the directive was a result of the increased interest in developing high rise towers in this sector, whereas this proposed height variance is for one and a half additional storeys and does not have a significant impact on the overall massing of the project. Furthermore, this project is located within an Urban Centre

where it can be serviced without major infrastructure improvements and is consistent with the Urban Centre Guidelines thus having a positive impact on the surrounding area.

Although staff cannot support this height variance, the gateway nature of the site and its surrounding context may warrant further consideration. The requested variances demonstrate the challenges of lot orientation and the substantial road reserve requested. The proposal is well under the allowable density for the site (1.27 FAR where 1.5 FAR is allowed), and the height is necessitated by the sizable land area covered by road reserve. In addition, the triple-fronting parcel and its location in front of the Fortis substation limit the building's impact on sightlines from surrounding property owner, and the public's enjoyment of the viewscape of the lake.

Following discussion at the March 9, 2010 public hearing (OCP amendment and rezoning application), the applicant has investigated options to mitigate the impact of the proposed height variance. A public open house was held on April 1, 2010 to allow neighbouring property owners the ability to discuss the project with the proponents. Through this consultation, the building design has been amended, with the first level of parking being lowered, allowing the total building height to be reduced from 25.0m originally proposed to 24.0m, and the number of storeys decreased from 8 to 7.5. This diligence to work with the neighbourhood and minimize the height variance is commendable. The property owner has provided a letter in support of the height variance and discusses the criteria in which the project was developed (attached).

7.0 ALTERNATE RECOMMENDATION:

Should Council choose to support the height variance, the following recommendation would be required:

THAT final adoption of Official Community Plan Amending Bylaw No. 10297 and Zone Amending Bylaw No. 10298 be considered by Council;

THAT Council authorize the issuance of Development Permit No. DP09-0160 for Lot 3, District Lot 134, ODYD, Plan 38150; Lot 39, District Lot 134, ODYD, Plan 3886; Lot 38, District Lot 134, ODYD, Plan 3886 except Plan 40525; Lot 37, District Lot 134, ODYD, Plan 3886 except Plan 40525; Lot 36, District Lot 134, ODYD, Plan 3886; located at 3441, 3451, 3461 & 3471 Lakeshore Road, Kelowna, BC subject to the following:

- a) THAT the dimensions and siting of the building to be constructed on the land be in general accordance with Schedule "A";
- b) THAT the exterior design and finish of the building to be constructed on the land, be in general accordance with Schedule "B";
- c) Landscaping to be provided on the land be in general accordance with Schedule "C";
- d) The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a professional landscaper;
- e) The registration of the consolidation plan at the Land Titles Office prior to issuance of the Development Permit.
- f) The applicant be required to satisfy the Development Engineering Branch requirements prior to issuance of the Development Permit.

AND THAT the applicant be required to complete the above-noted conditions within 180 days of Council approval of the Development Permit application in order for the permit to be issued.

AND THAT Council authorize the issuance of Development Variance Permit No. DVP09-0161 for Lot 3, District Lot 134, ODYD, Plan 38150; Lot 39, District Lot 134, ODYD, Plan 3886 except Plan KAP76671; Lot 38, District Lot 134, ODYD, Plan 3886 except Plan 40525; Lot 37, District Lot 134, ODYD, Plan 3886 except Plan 40525; Lot 36, District Lot 134, ODYD, Plan 3886; located at 3441, 3451, 3461 & 3471 Lakeshore Road, Kelowna, BC;

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

Section 14.9.5(b) - C9 Development Regulations

Vary the maximum height from 22.0m/6 storeys required to 25.0m/7.5 storeys proposed.

Section 14.9.5(d) - C9 Development Regulations

Vary the minimum side yard setback (east) from 3.0m required to 0.0m proposed.

Section 14.9.5(e) - C9 Development Regulations

Vary the minimum rear yard setback from 15.0m required to 5.0m proposed.

Shelley Gambacort
Director, Land Use Management

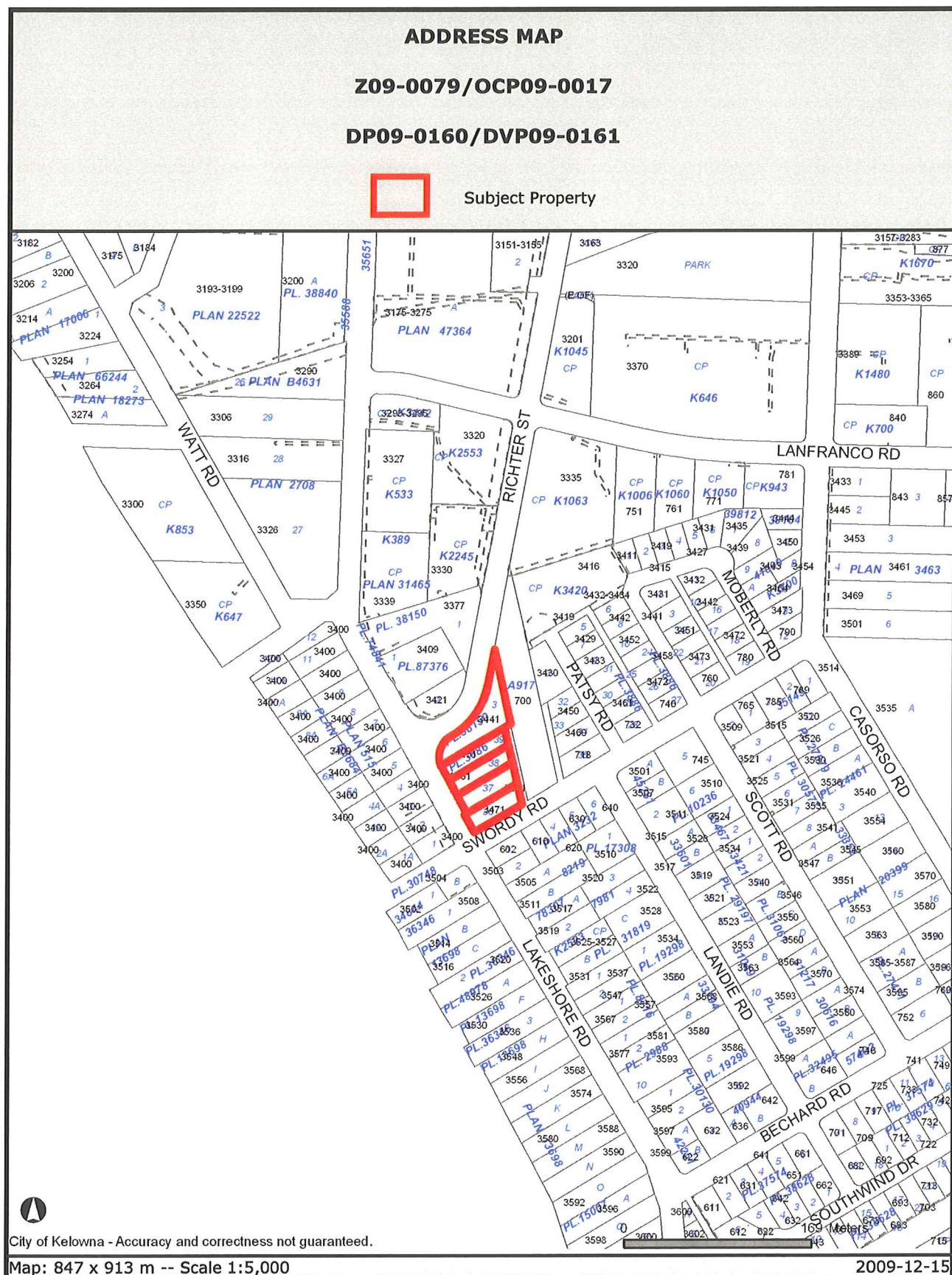
Approved for inclusion:

Jim Paterson
GM, Community Sustainability

Attachments:

Subject Property Map
Schedule "A" - Site/Floor Plans (8 pages)
Schedule "B" - Elevations/Renderings/Colour & Materials Board (7 pages)
Schedule "C" - Landscape Plan
Letter from Natisa Development Corporation dated March 29, 2010





*Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only.
The City of Kelowna does not guarantee its accuracy. All information should be verified.*

CITY OF KELOWNA

MEMORANDUM

Date: March 8, 2010
File No.: Z09-0079 OCP09-0017 DP09-0160 DVP09-0161
To: Land Use Management Department (LT) **Revised Comments**
From: Development Engineering Manager (SM)
Subject: Lakeshore Road, Swordy Road & Richter Street Natisa Development

Development Engineering Services have the following comments and requirements associated with this application to rezone to C4. 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 John Filipenko. ASCT

1. Domestic Water and Fire Protection

- (a) The existing lots are serviced with small diameter water services. 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) Only one service will be permitted for this development. The applicant, at his cost, will arrange for the removal of all existing services and the installation of fire hydrants and one new larger metered water service from the main within Swordy Street. The estimated cost of this construction for bonding purposes is **\$17,000.00**
- (c) It is apparent that the existing 150mm diameter AC water main within Swordy Road, fronting this development, will need to be upgraded for the proposed commercial land use designation. The estimated cost of this construction, for bonding purposes is **\$23,000.00**
- (d) If it is determined that further upgrades to the water distribution system must be made to achieve the required fire flows, additional bonding will be required.
- (e) A water meter is mandatory for this development and must be installed inside the building 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 systems, must be integrated with the on-site irrigation system.
- (f) 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 developer's consulting mechanical engineer will determine the requirements of this proposed development and establish the required size 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 from the main within Swordy Road. The estimated cost of this construction for bonding purposes is **\$20,000.00**

3. Storm Drainage

- (a) The developer must engage a consulting civil engineer to provide a storm water management plan which meets the requirements of the City Storm Water Management Policy and Design Manual. The storm water management plan must also include provision of a lot grading plan, identify minimum basement elevation (MBE), overland drainage routes, floodplain elevations and setbacks, and provision of a storm drainage service for the lot and /or recommendations for onsite drainage containment and disposal systems. The on-site drainage systems may be connected to the street drainage system with an overflow service. The estimated cost of this construction for bonding purposes is **\$3,000.00**
- (b) The subject development must include the design of piped drainage facilities for Swordy Road including drywells, catch basins and curb and gutter construction. The cost of the work is included in the road design calculations.

4. Road Improvements

- (a) Widening of Lakeshore Road as well as the related Richter Street corner realignment, will require the construction of a new curb and gutter, pavement widening and sidewalk along the full frontage of this development. Also required will be a landscape boulevard complete with underground irrigation, the re-location or adjustment of utility appurtenances, and relocation and adjustment of drainage facilities and street lighting.

The City wishes to defer the widening of Lakeshore Road and the related Richter Street corner realignment. Therefore, cash-in-lieu of immediate construction is required. The cash-in-lieu amount is determined to be **\$81,595.00**

The reconstruction costs of the Lakeshore Road / Richter Street intersection, including the modifications required to the traffic signalization, crosswalks and medians, will be budgeted by the City.

- (b) In the interim, the City agrees to grant the Developer a license of occupation over the section of road being dedicated for landscaping and private use along the Lakeshore Road and Richter Street frontage. Underground irrigation systems, must be integrated with the on-site irrigation system.
- (c) Swordy Road must be upgraded to a urban standard (SS-R7) along the full frontage of this proposed development, including a barrier curb and gutter, sidewalk, street lighting, piped storm drainage system with catch basins, manholes / dry-wells, fillet pavement, landscaped boulevard complete with underground irrigation system, street lighting and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. Service upgrades will require additional road cuts. The developer will be required to provide a pavement overlay to the road centerline. The estimated cost for this construction for bonding purposes is **\$70,000.00**. Not included in the estimate are costs for pole relocations.

5. Road Dedication and Subdivision Requirements

By registered plan to provide the following:

- (a) Grant Statutory Rights Of Way if required for utility services.
- (b) Provide an additional highway allowance widening along the frontages of Lakeshore Rd and Richter Street, including corner rounding, as indicated on the Preliminary Design Drawing (2383-RW-101 Rev. No 3). prepared by Associated Engineering.
- (c) The existing abutting lane is indicated as being closed. Transferring of various ownerships is to be dealt with the Community Development & Real Estate Manager.
- (d) Lot consolidation.
- (e) If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, Telus, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager.

6. Electric Power and Telecommunication Services

The existing overhead electrical and telecommunication distribution wiring on Lakeshore Road fronting this development must be relocated to an approved offset within the proposed boulevard area. The developer may choose to have the wiring installed in an underground duct system. The buildings must be connected by underground services.

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. If the electrical source is on the west side of Lakeshore Road, this source must be in underground ducts.

7. Street Lighting

Street lighting including underground ducts must be installed on all fronting roads. The cost of this requirement is included in the roads upgrading item.

8. Engineering

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

9. 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.

10. Bonding and Levy Summary

(a) Bonding

Swordy Road Frontage Improvements	\$ 70,000.00
Swordy Road watermain replacement	\$ 23,000.00
Service Upgrades	\$ 30,000.00
Total	\$ 123,000.00

NOTE: The bonding amount 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.

(b) Levies

Lakeshore Road, Richter Street Frontage. One-time cash payment for future road widening	\$ 81,595.00
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11. 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:

- (a) Storm drainage Main within Swordy Road.
- (b) Water main within Swordy Road.

12. OCP Amendment

We have no concerns or requirements of the OCP amendment application.

13. Development Permit and Site Related Issues

- (a) The submitted drawings will require a complete redesign to facilitate the additional highway allowance widening along the frontage of Lakeshore Road.
- (b) A site grading plan, a site servicing plan and a storm drainage plan are a requirement of this application. Site servicing issues and road access will be further reviewed and comments related to site development will be addressed when a detailed site development design or building permit application is received.
- (c) Access and Manoeuvrability
 - (i) Direct access onto Lakeshore Road will not be permitted. The Development will be limited to one access driveway.

- (ii) The minimum distance to the driveway centreline from a corner rounding iron pin, shall be 26.0m)
 - (iii) Site access locations must be approved by Development Engineering before final adoption of the development permit. This is required to guarantee that the requirements and the limitations of access and egress required by the City have been addressed to the City's satisfaction.
 - (iv) An SU-9 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.
- (d) The request to vary the building height from 15m allowed, to 25.3m proposed, does not compromise Development Engineering servicing requirements.

14. Geotechnical Report

As a requirement of this application and building permit approval the applicant must provide a comprehensive geotechnical report prepared by a Professional Engineer qualified in the field of hydro-geotechnical survey to address the following:

- (a) Area ground water characteristics, including water sources on the site.
- (b) Site suitability for development; i.e. unstable soils, foundation requirements 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.

15. Administration Charge

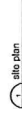
An administration charge will be assessed for processing of this application, review and approval of engineering designs and construction inspection. The administration charge is calculated as (3% of Total Off-Site Construction Cost plus GST) in the amount of **\$2,772.00** (\$ 2,640.00 + 132.00 GST)

Steve Muenz, P. Eng.
Development Engineering Manager
JF/jf

AREA CALCULATIONS			AREA CALCULATIONS UNITS		
	SQFT	EQM	QUANTITY	SQFT	EQM
SITE AREA	67900	6300	UNIT A	1340	123.5
FOOTPRINT:			UNIT B	10	1240
1st FLOOR:			UNIT C	10	1230
PARKADE	25046	2401	UNIT D	10	1190
RETAIL 1	4605	451	UNIT E	10	1190
RETAIL 2	4650	451	UNIT F	1	1140
2nd FLOOR:			UNIT G	8	885
PARKADE	25046	2401	UNIT H	2	2000
LOBBY	335	31	UNIT I	2	2000
3rd FLOOR:			UNIT J	2	3600
TOWER	335	31	TOTAL	64	7675
AMENITIES	1615	1395			712.5
LANDSCAPE	3005	1660			
4th FLOOR:					
INCL BALCONIES	1615	1395			
5th FLOOR:					
INCL BALCONIES	1615	1395			
6th FLOOR:					
INCL BALCONIES	1615	1395			
7th FLOOR:					
INCL BALCONIES	1615	1395			
8th FLOOR:					
INCL BALCONIES	1615	1395			

The site plan shows a rectangular plot bounded by Rüdiger Street to the north and east, and an unnamed street to the south. The proposed building footprint is a long, narrow structure with a central entrance and several windows. A parking area is located to the west of the building, with a dashed line indicating a proposed parking space. The plan also shows a sidewalk, a street light, and a small tree. The text 'Rüdiger Street' is written vertically along the eastern boundary. The text 'proposed parking space' is written near the parking area. The text 'proposed building footprint' is written near the building. The text 'proposed sidewalk' is written near the sidewalk. The text 'proposed street light' is written near the street light. The text 'proposed tree' is written near the tree.

The site plan shows a proposed development at the intersection of Sweeney Road and Lakeshore Road. The building footprint is shown with a parking lot to the west. A dashed line indicates the proposed road alignment. A scale bar shows 10.0m. The plan is labeled 'Proposed Development' and 'Sweeney Road'.



SCHEDULE "A" (1 of 8)
This forms part of development
Permit # DPO9-0160 / DNP09-0161

200 MARKET STREET
SUITE 100
DALLAS, TEXAS 75201
PHONE: 214.462.1113
FAX: 214.462.1113
WWW.M+MARCHITECTS.COM
233 DERNING AVENUE
SUITE 100
DALLAS, TEXAS 75201
PHONE: 214.462.1113
FAX: 214.462.1113
EMAIL: info@m+marchitects.com



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NO.	DATE	DESCRIPTION
01	2020.12.08	Initial Design
02	2021.01.15	Revised Design
03	2021.02.01	Final Design
04	2021.02.01	Final Design
05	2021.02.01	Final Design
06	2021.02.01	Final Design
07	2021.02.01	Final Design
08	2021.02.01	Final Design
09	2021.02.01	Final Design
10	2021.02.01	Final Design

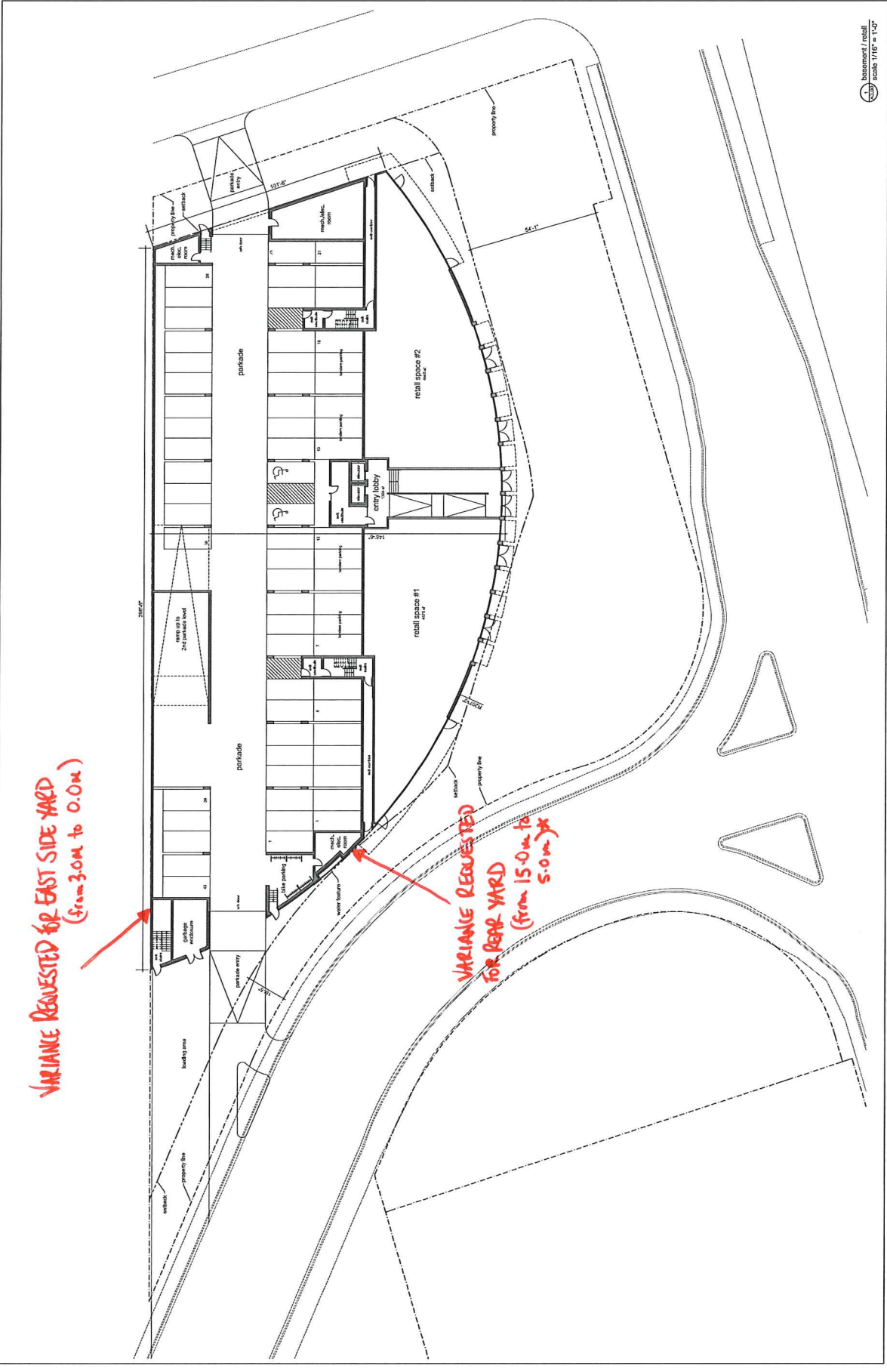
Project Name
**WATERMARK
GYRO BEACH
(Nabisa Development)**
3441 W. 14th Street, Suite 100, Fort Worth, TX 76102
Owner: NABISA DEVELOPMENT, LLC
Architect: M+M ARCHITECTS, INC.

Sheet Number
A3.00
OF
3

Drawings are to be used in accordance with the following notes:
1. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
2. ALL DIMENSIONS ARE TO BE VERIFIED BY THE FIELD ENGINEER.

Basement
Retail Floor Plan

DATE	2021.02.01
BY	MM
CHECKED	MM
SCALE	1/8" = 1'-0"



SCHEDULE "A" (2 of 8)
This forms part of development
Permit # **DP09-0160 / DP09-0161**

240 EAST STREET
 SUITE 100
 ATLANTA, GA 30303
 TEL: 404.525.1212
 FAX: 404.525.1213
 WWW.M+MARCHITECTS.COM
 211 HUNTER AVENUE
 ATLANTA, GA 30308
 TEL: 404.525.1212
 FAX: 404.525.1213
 EMAIL: INFO@M+MARCHITECTS.COM

m+m
 MEKELEJOHN ARCHITECTS INC.

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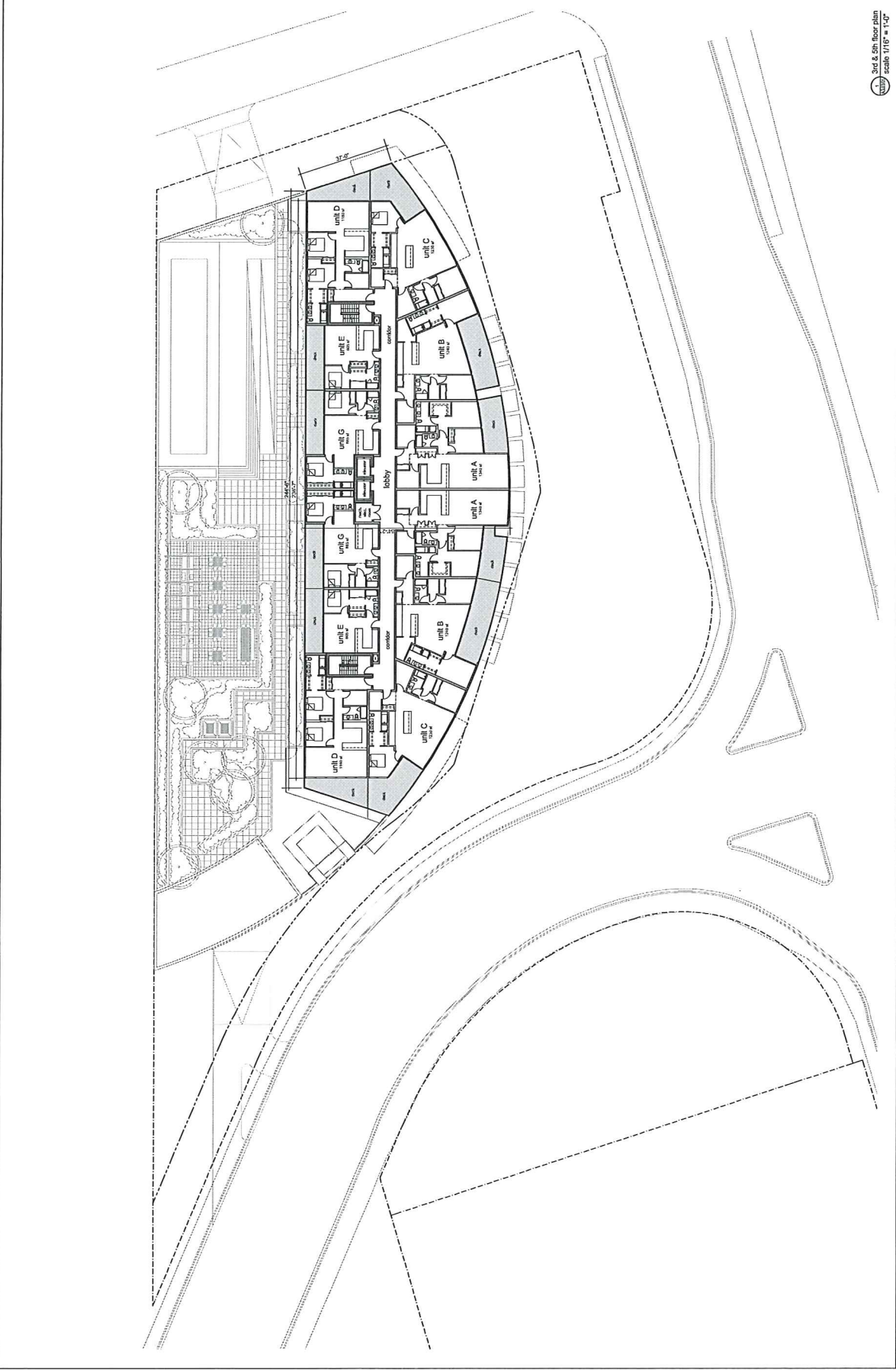
NO.	DATE	DESCRIPTION	BY	CHKD
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02				
03				
04				
05				
06				
07				
08				
09				
10				

WATERMARK
GYRO BEACH
 (Natisa Development)
 11000 Peachtree Dunwoody Road
 Dunwoody, GA 30338
 Project Number:

A3.03/05
 OF

3rd & 5th Floor Plan

NO.	DATE	DESCRIPTION	BY	CHKD
01	2009-12-08	Issued for 3D		
02				
03				
04				
05				
06				
07				
08				
09				
10				



3rd & 5th floor plan
 scale 1/16\"/>

SCHEDULE "A" (5 of 8)

This forms part of development

Permit # DP09-0160 / DP09-0161

SCHEDULE "A" (6 of 8)
This forms part of development
Permit # **D001-0160 / DP09-0161**

250 MAIN STREET
 SUITE 500
 NEW YORK, NY 10002-3143
 TEL: 212-693-2310
 FAX: 212-693-2318
 WWW.MERKLEJOHN.COM

m+m
 MERKLEJOHN ARCHITECTS, INC.
 233 BROADWAY SUITE 400
 NEW YORK, N.Y. 10002
 TEL: 212-693-2300
 FAX: 212-693-2304
 EMAIL: info@merklejohn.com

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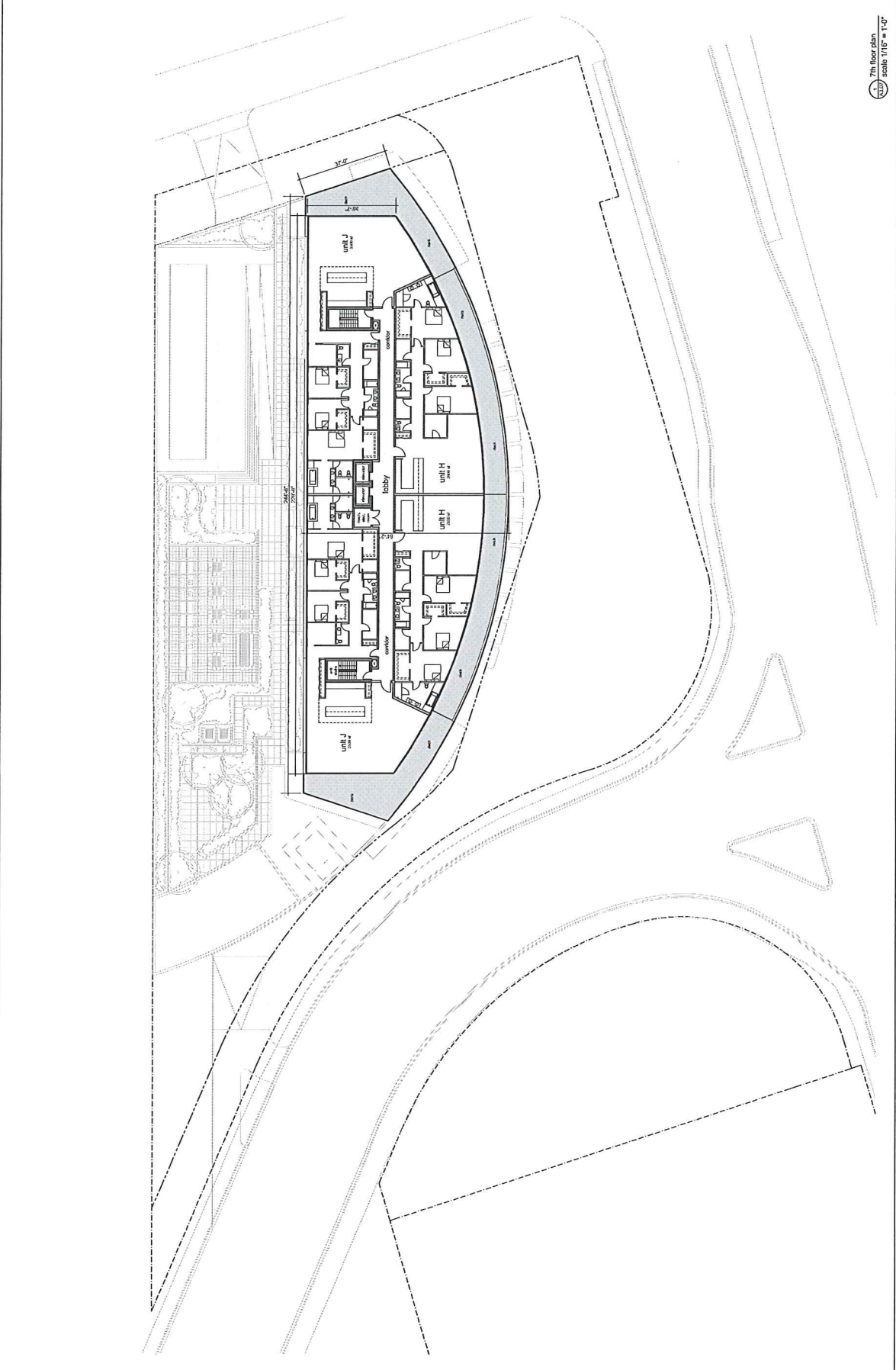
1	2008-12-08	Issued for RFP
2		
3		
4		
5		
6		
7		
8		
9		
10		

Project Name
**WATERMARK
 GYRO BEACH**
 (Natisa Development)
 100-100 101st Street, Queens, NY 11355
 Drawing Number

A3.07
 OF
 07

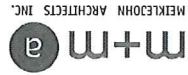
7th Floor Plan
 Penthouse

DATE	2008-04-01
BY	WJL/ML
SCALE	1/8" = 1'-0"
PROJECT	WATERMARK GYRO BEACH
CLIENT	NATISA DEVELOPMENT



SCHEDULE "A" (7 & 8)
 This forms part of development
 Permit # **DP09-0160 / DP09-0161**

324 MAIN STREET
 SUITE 100
 NANTUCKET, MA 02543
 TEL: 508.457.2113
 FAX: 508.457.2118
 WWW.MEKLCOON.COM
 2113 PRIMAVERA DRIVE
 NANTUCKET, MA 02543
 TEL: 508.457.2113
 FAX: 508.457.2118



As noted on sheet. This plan and elevation are
 not to be used for any other purpose without
 the written consent of the architect.

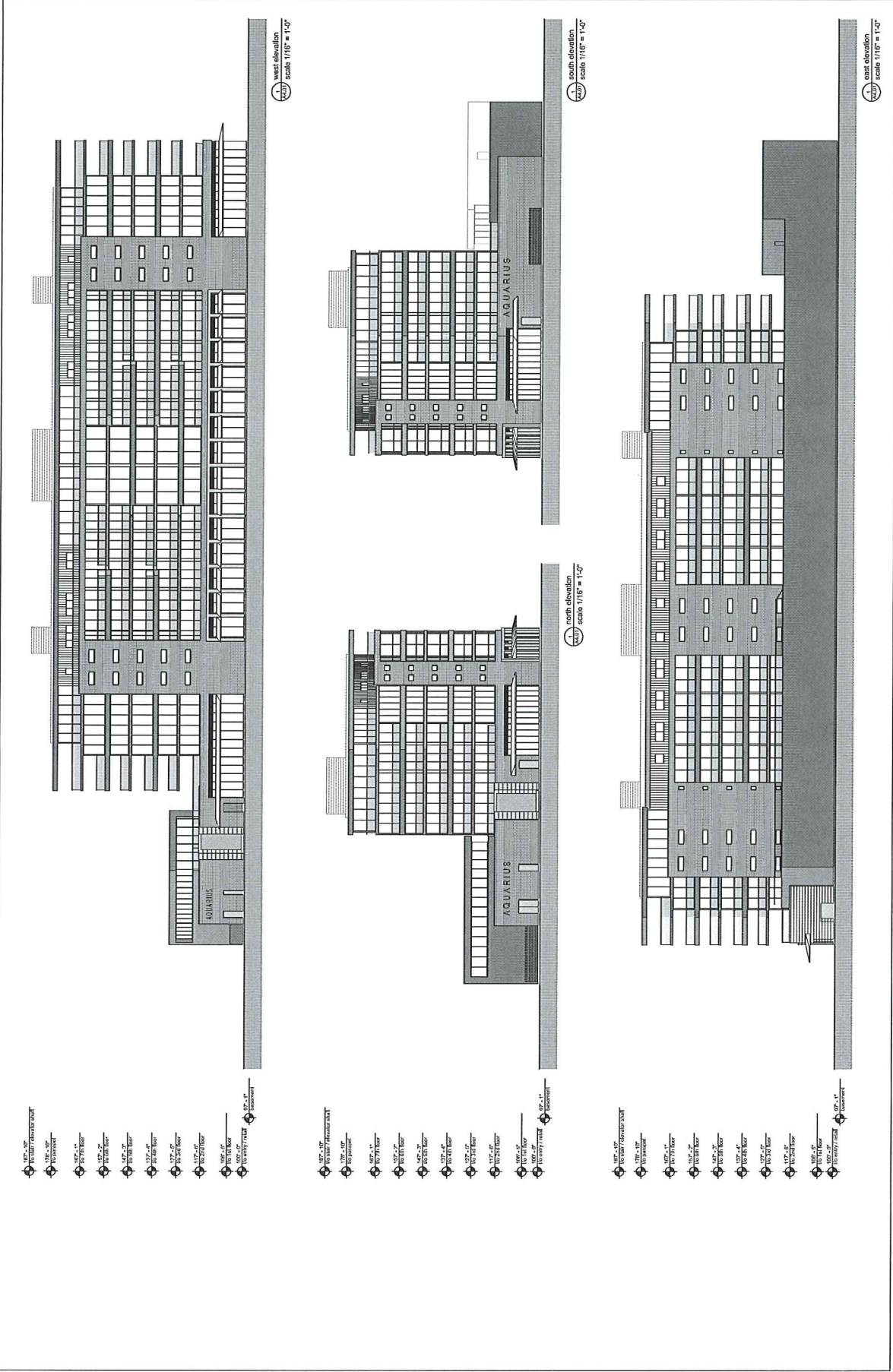
1	2	3	4	5	6	7	8	9	10	11	12

WATERMARK
 CYRO BEACH
 (Nantux Development)
 1000 N. 10th Street, Suite 100
 Nantux, FL 33409
 Tel: 888.888.8888

A4.01
 OF 07

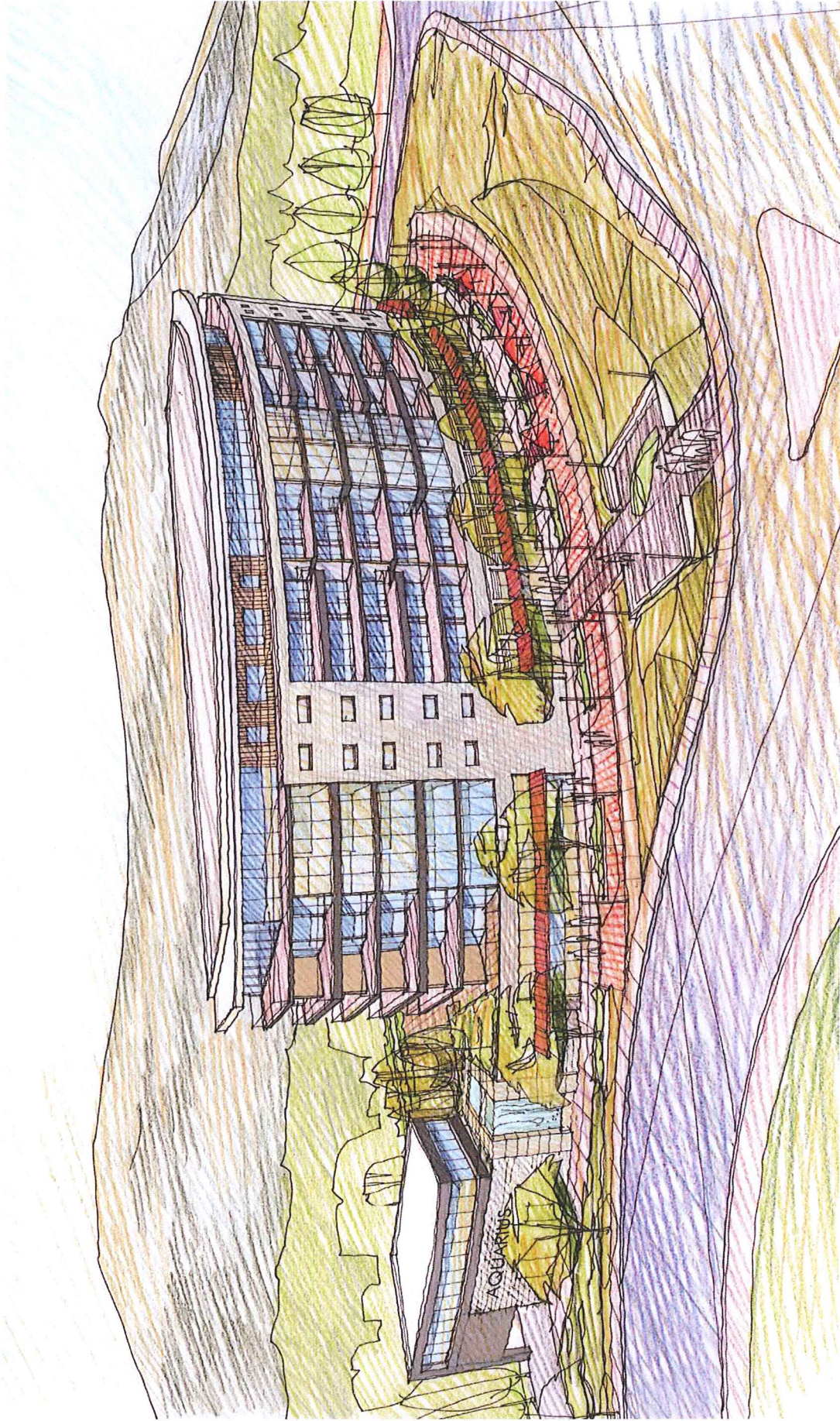
Exterior Elevation

DATE	2013-04-02
BY	MEKLCOON
FOR	WATERMARK
PROJECT	WATERMARK CYRO BEACH
SHEET	A4.01



*VARIANCE REQUESTED FOR BUILDING HEIGHT
 (from 22.0m/6 STOREYS to 24.0m/7.5 STOREYS)

SCHEDULE "B" (1 of 7)
 This forms part of development
 Permit # DP09-0160 / DVP09-0161



NATISA DEVELOPMENTS
MEIKLEJOHN ARCHITECTS

AQUARIUS, AT GYRO BEACH

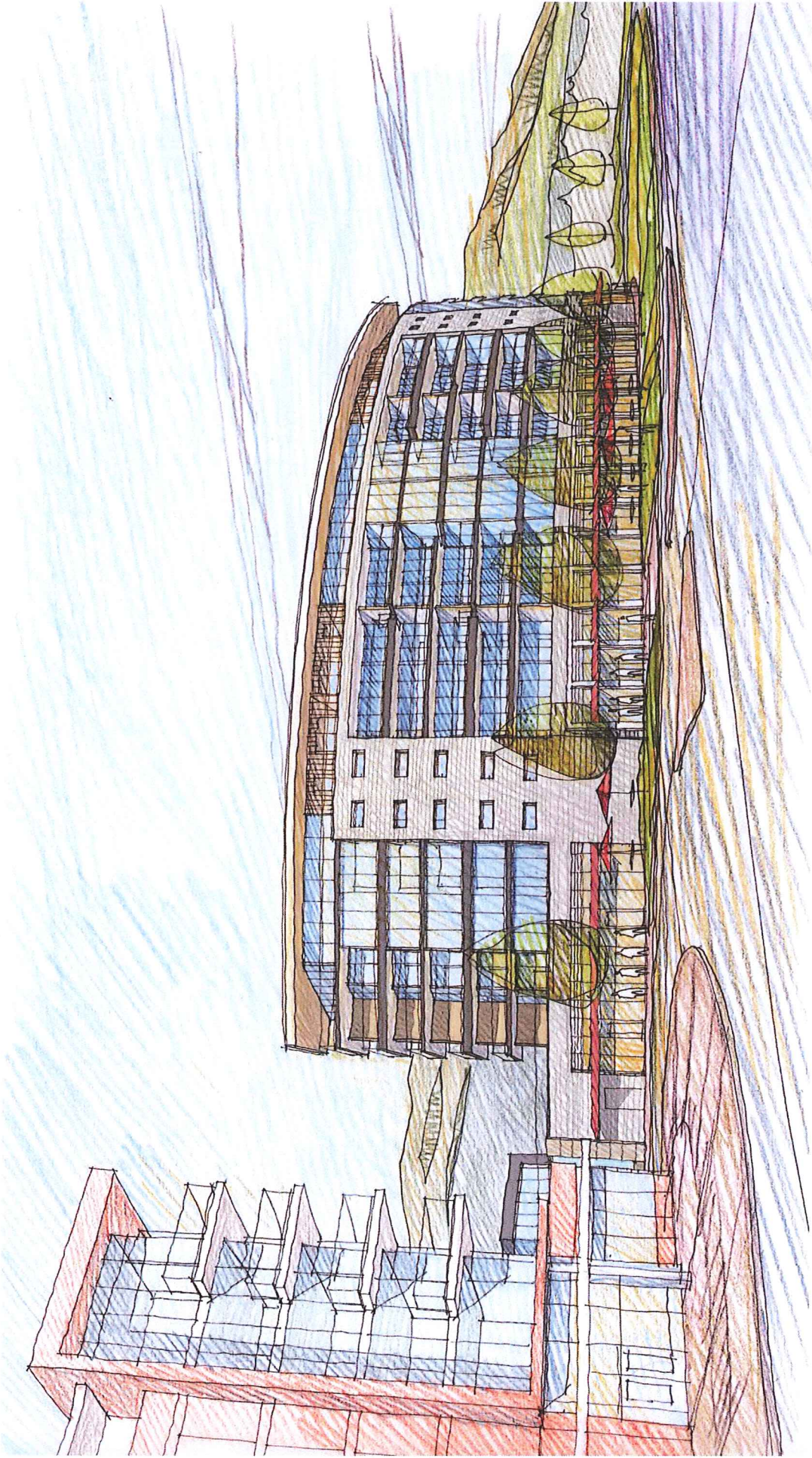
AERIAL

JAN 27, 2010

SCHEDULE "B" (2 of 7)

This forms part of development

Permit # DP69-0160 / DP69-0161

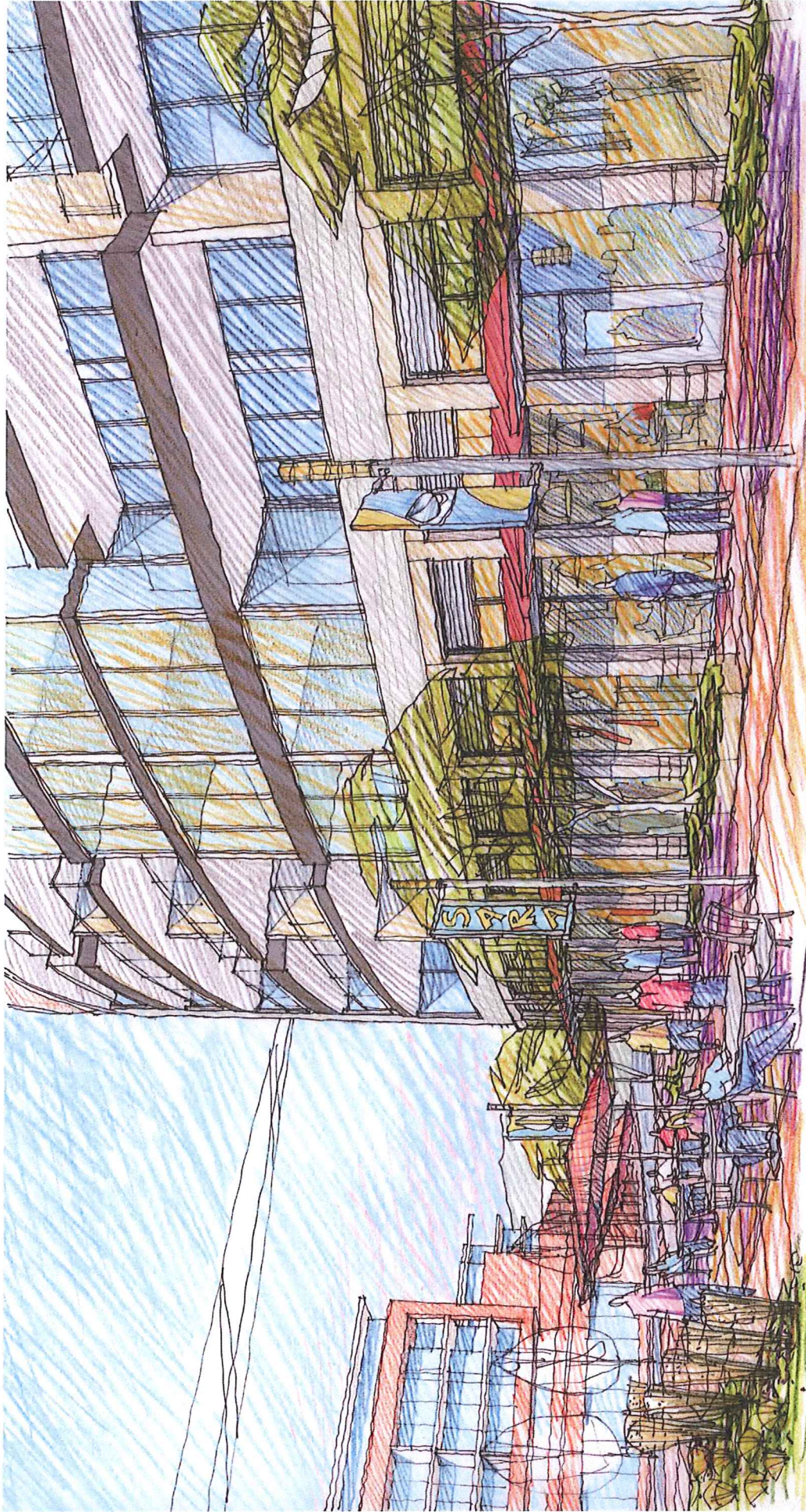


 NATISA DEVELOPMENTS
MEIKLEJOHN ARCHITECTS

AQUARIUS, AT GYRO BEACH

VIEW FROM GYRO BEACH
JAN 27, 2010

SCHEDULE "B" (3 of 7)
This forms part of development
Permit # DPG-0160 / DWP09-0161



NATISA DEVELOPMENTS
MEIKLEJOHN ARCHITECTS

AQUARIUS, AT GYRO BEACH

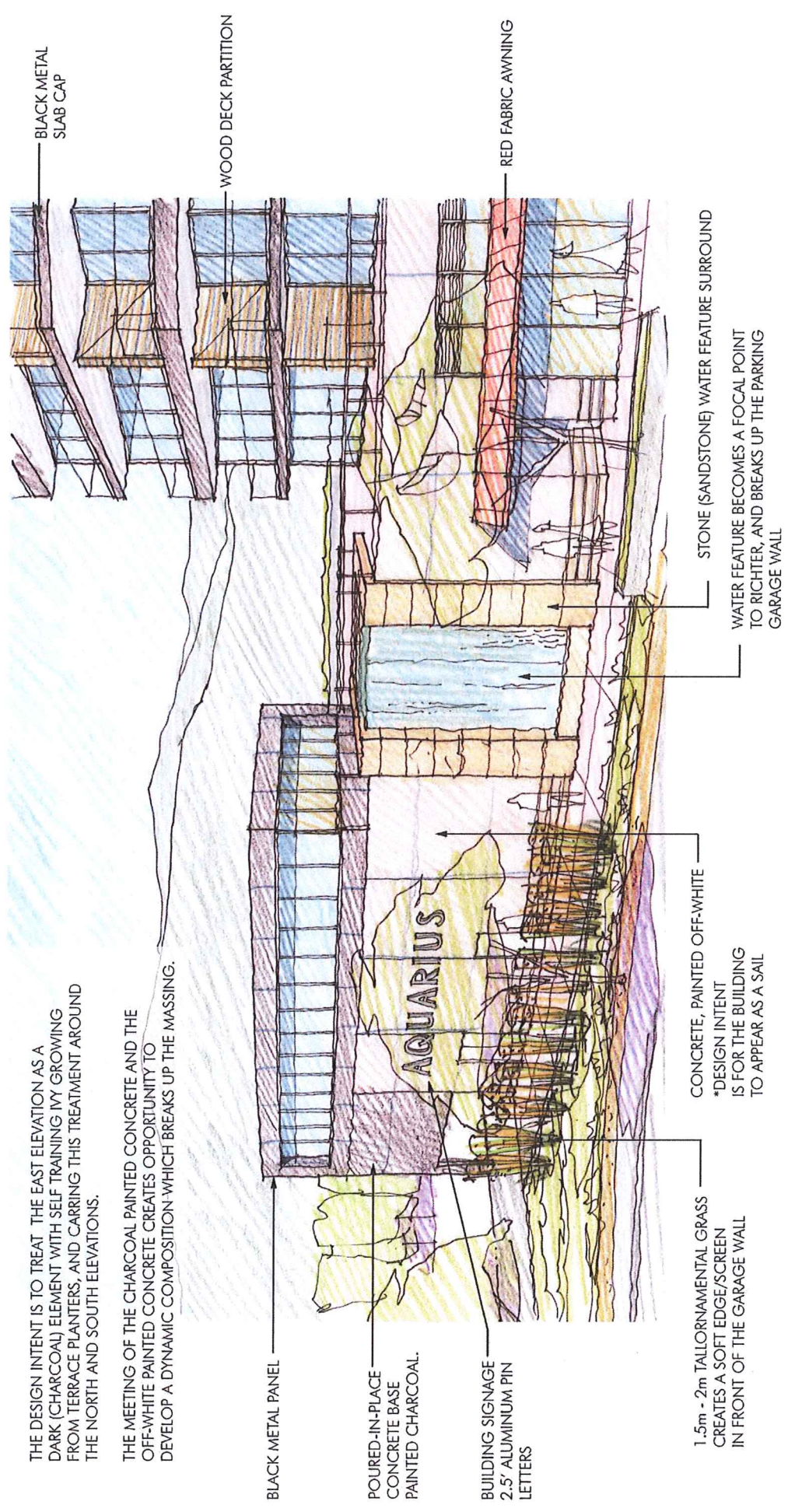
VIEW ALONG SIDEWALK

JAN 27, 2010

SCHEDULE "B" (1 of 7)

This forms part of development

Permit # D09-0160 / D09-0161



THE DESIGN INTENT IS TO TREAT THE EAST ELEVATION AS A DARK (CHARCOAL) ELEMENT WITH SELF TRAINING IVY GROWING FROM TERRACE PLANTERS, AND CARRYING THIS TREATMENT AROUND THE NORTH AND SOUTH ELEVATIONS.

THE MEETING OF THE CHARCOAL PAINTED CONCRETE AND THE OFF-WHITE PAINTED CONCRETE CREATES OPPORTUNITY TO DEVELOP A DYNAMIC COMPOSITION WHICH BREAKS UP THE MASSING.

BLACK METAL PANEL

POURED-IN-PLACE CONCRETE BASE PAINTED CHARCOAL.

BUILDING SIGNAGE 2.5' ALUMINUM PIN LETTERS

1.5m - 2m TALL ORNAMENTAL GRASS CREATES A SOFT EDGE/SCREEN IN FRONT OF THE GARAGE WALL

CONCRETE, PAINTED OFF-WHITE
*DESIGN INTENT IS FOR THE BUILDING TO APPEAR AS A SAIL

STONE (SANDSTONE) WATER FEATURE SURROUND
WATER FEATURE BECOMES A FOCAL POINT TO RICHTER, AND BREAKS UP THE PARKING GARAGE WALL

BLACK METAL SLAB CAP

WOOD DECK PARTITION

RED FABRIC AWNING



NATISA DEVELOPMENTS
MEIKLEJOHN ARCHITECTS

AQUARIUS, AT GYRO BEACH

NORTH ELEVATION

JAN 20, 2010

SCHEDULE "B" (5 of 7)

This forms part of development

Permit # DP09-0160 / DP09-0161

THE DESIGN INTENT IS TO TREAT THE EAST ELEVATION AS A DARK (CHARCOAL) ELEMENT WITH SELF TRAINING IVY GROWING FROM TERRACE PLANTERS, AND CARRYING THIS TREATMENT AROUND THE NORTH AND SOUTH ELEVATIONS.

THE MEETING OF THE CHARCOAL PAINTED CONCRETE AND THE OFF-WHITE PAINTED CONCRETE CREATES OPPORTUNITY TO DEVELOP A DYNAMIC COMPOSITION WHICH BREAKS UP THE MASSING.

POURED-IN-PLACE CONCRETE BASE
PAINTED CHARCOAL.

WOOD DECK PARTITION

BLACK METAL
SLAB CAP

CONCRETE,
PAINTED OFF-WHITE

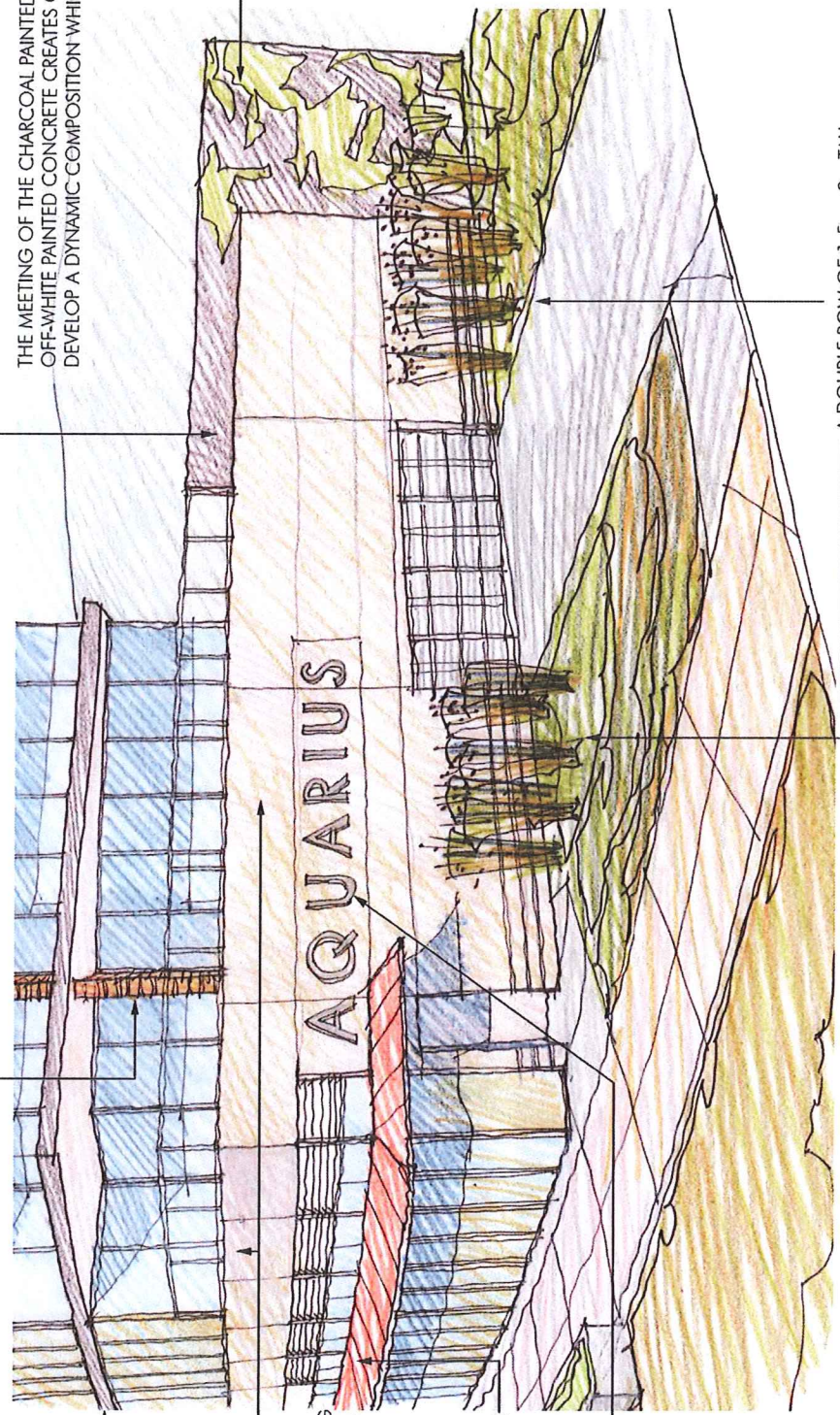
*DESIGN INTENT
IS FOR THE BUILDING
TO APPEAR AS A SAIL

RED FABRIC AWNING

BUILDING SIGNAGE
2.5' ALUMINUM
PIN LETTERS

SELF TRAINING
ENGLEMAN IVY WRAPPING
AROUND FROM THE
EAST ELEVATION OF THE
PODIUM

A DOUBLE ROW OF 1.5m - 2m TALL
ORNAMENTAL GRASS FLANKING THE
GARAGE DOOR ENTRY



NATISA DEVELOPMENTS
MEIKLEJOHN ARCHITECTS

AQUARIUS, AT GYRO BEACH

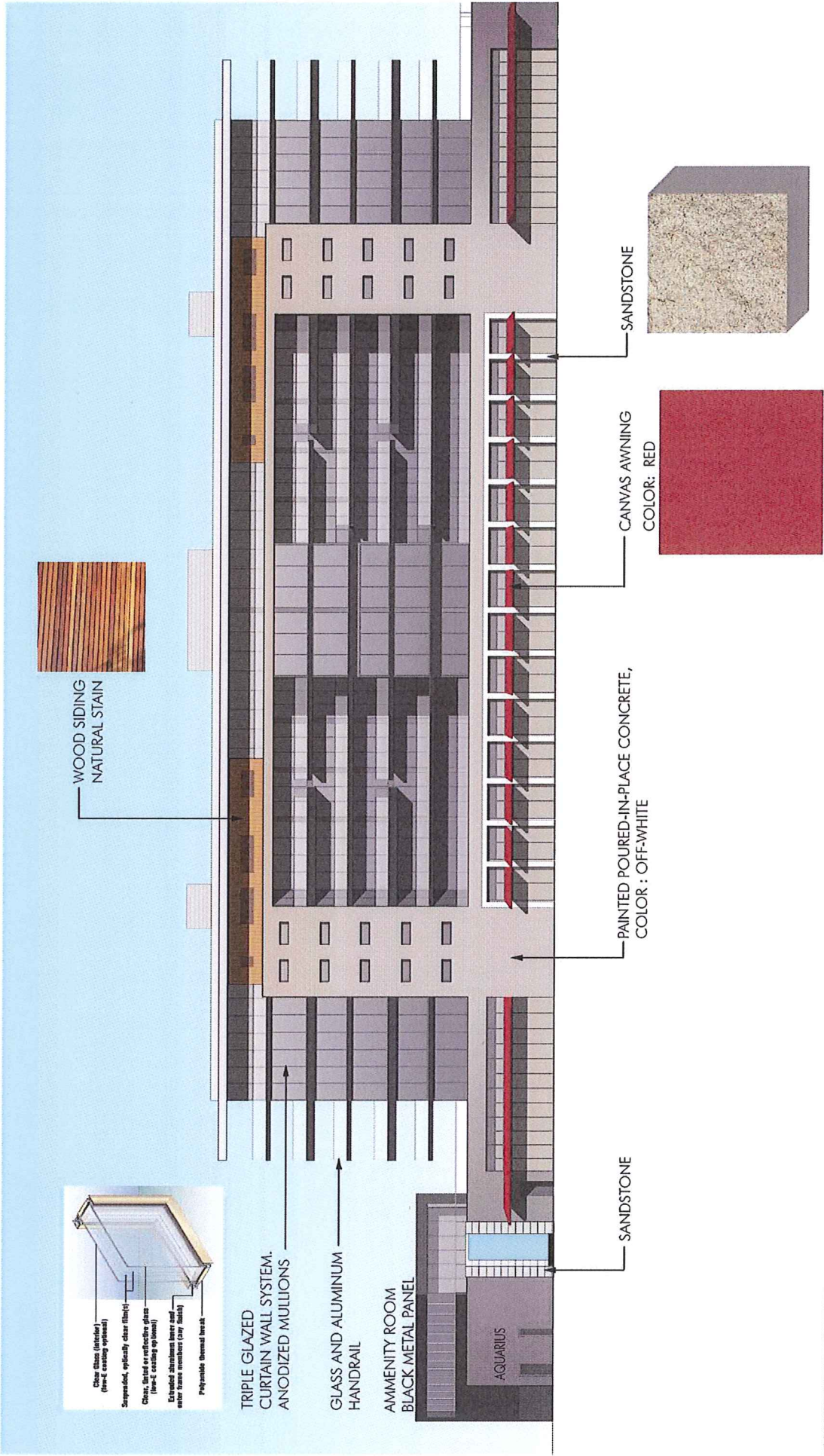
SOUTH ELEVATION

JAN 20, 2010

SCHEDULE "B" (6 of 7)

This forms part of development

Permit # DP09-0160 / DNP09-0161



NATISA DEVELOPMENTS
MEIKLEJOHN ARCHITECTS

AQUARIUS, AT GYRO BEACH

MATERIAL BOARD

JAN 27, 2010

SCHEDULE "B" (7 of 7)

This forms part of development

Permit # DP09-0160 / DP09-0161



March 29, 2010

SENT VIA EMAIL

City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1K4

Attention: Luke Turri

Dear Luke,

Re: Development Permit-Natasa Development Corporation

Further to the 3rd Reading we have been reviewing the concerns raised by a few neighbours related to the height of our building. To address these concerns we have reviewed the possibility of reducing the building height. Given the lot configuration, the City's desire to have a green landmark building and our land costs, the economic viability of the project is dependent on achieving at least the one floor of commercial and the six floors of residential. Our team explored several options to reduce the height to meet C9 zoning requirements and none were economically feasible. The biggest single impact factor has been the configuration of the lot.

We are still exploring two areas to reduce height and to reduce impact on sight lines. These include the lowering of the garage floor to the water table (approximately 3 feet down) and taking the upper roof line back where we can without significantly impacting the saleability of the top floor units.

Last week we walked the neighbourhood. We took pictures of the site lines or the lack of site lines on the properties where owners complained to Council. We found that the majority of them had little or no view of the property or the proposed building because of existing neighbouring buildings. There were two properties that had views of the proposed building from their second levels. The requested height variance will have negligible impact on the site lines given their location from the proposed building. In looking at the existing residential properties in the neighbourhood we found that the distances these properties are from the site mean that the requested height variance will have negligible impact on the view lines.

Our team has voiced again and again the question "What is the concern related to the requested height variance?" Based on our review, the height variance will have negligible impact on their views, therefore what is the real or perceived concern? We believe it is more the perceived impact of development in the area rather than any impacted related to the requested height variance.

With buildings of this height the issue is not related to the number of floors but is usually related to density, use, traffic, height as it relates to sun shade (which in this case is not applicable as we are an island surrounded by roads and a power substation) and height as it relates to impact of view. In

reviewing other development permits approved for the area, we see that SOPA Square, located north of our site, has a significant height variance and is directly next to single family residential.

We have invited the neighbourhood through personally delivered letters and an open invitation appearing in this Wednesday's Daily Courier to attend an Open House at the Manteo Resort, April 1 between 7pm and 9pm. We will be discussing the development with those attending, and we will listen to their concerns, if any, regarding the development.

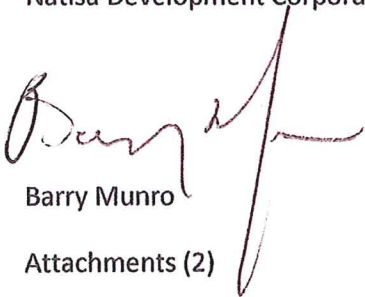
The City's wants-needs list included road widening, an energy efficient building and a landmark building for the Pandosy area. The building exceeds these needs. In the process, we have addressed potential neighbourhood concerns by developing a "quiet building". Quiet building means the use of the building will result in the least negative impact to the neighbourhood while adding value. We believe that the building achieves this by targeting owners who plan to live in the building. In doing so, we will achieve less vehicular and pedestrian traffic in the neighbourhood than a traditional C9 apartment hotel development.

I have attached a copy of our building criteria used in the development process (See Attached Schedule 1). I have also attached a comparison between Aquarius and an alternative apartment hotel building (See Attached Schedule 2). Our investment group questions why we have not pursued the alternative, due to the low rate of return on Aquarius. My response has been, we want to be a good neighbour, and we want to build a building both Kelowna and Natisa can be proud of. I am concerned that if we cannot achieve this building as proposed we will be forced to look at the alternative.

I am available this week, if you would like to meet with us to explore this area further.

Yours truly,

Natisa Development Corporation

A handwritten signature in dark ink, appearing to read 'Barry Munro', with a long, sweeping flourish extending downwards and to the right.

Barry Munro

Attachments (2)

Copy to Meiklejohn Architects

Attachment 1

Building Criteria

The following criteria were used in developing the design for Aquarius.

1. **Accommodate the City's roadway widening at the corner of Lakeshore and Richter roads.**
The city has indicated that it needs land to accommodate the widening of both Lakeshore and Richter roads.
2. **Build a landmark structure with timeless lines.**
The intersection is a key intersection in Kelowna and therefore should reflect the importance of the intersection to the City. It should be a long term structure (50 to 100 years) with lines that will carry it through the years.
3. **Build a green building to the greatest extent that the economics allow.**
Green buildings are part of our future and wherever economically possible buildings should be built to reduce conventional energy use.
4. **Build a building which will have the least impact on the traffic at the intersection and the neighbourhood.**
The building should minimize the interruption of traffic at the intersections and the neighbourhood. This includes both vehicle and pedestrian traffic.
5. **Build a 'quiet' neighbourhood building thus improving the neighbourhood.**
The use of the building should take into account its location and the neighbourhood. The type of ownership and use are key factors to consider. Example: full time owners versus transient users.
6. **Provide the investor group with a reasonable return on their investment.**
The building can only be built if the investment group receive a reasonable level of return for the risk they take to build the building.

Impact of Criteria on Aquarius's Design:

The following highlight the impact of the criteria on the building's design.

1. Road widening was the single biggest factor in influencing the design. The new lot has pushed the building site back into a corner butted up against a substation. The new lot is very shallow and has a long tapering side along Richter.
2. The city has indicated to the developer that this site is an important intersection and should have a landmark building on it. A landmark building is one that makes a statement, has timeless lines and is built for the long term (50-100 years life). The curved front of the building, the glass combined with the building materials, and the two storey waterfall all make a significant statement. The lines of the building and the building materials are timeless and will make a statement into the future.
3. The City has shown interest in developers meeting a high standard of sustainability, whether it is in energy efficiency, handicap ready buildings or meeting crime reduction criteria. The project has tried to meet a high standard of sustainability in all these areas. The developer is looking at LEEDS certification and has talked to Terasen Gas about participating in its DES (District Energy System-a heat recovery system). The developer has become the first to sign an MOU with Terasen to participate in a new system to be located in the Pandosy area. Alternatively the developer is looking at an onsite geothermal system. Also on the energy reduction side features include extremely efficient high R value window systems, use of LED lighting and a green roof. The energy foot print should be very low. The building will also be handicap ready with wide doorways and reinforced walls. The costs of achieving these high standards of sustainability are extremely high.
4. Together with the City we believe that the new building will substantially improve the traffic situation at Gyro Beach. The city will have options to widen the road and make changes as necessary moving forward. The moving of the parking lot to the beach side of Lakeshore/Pandosy will substantially reduce the numbers of people walking across the Lakeshore-Richter intersection. The new parking lot beside the park will substantially increase the number of parking stalls available to park patrons.
5. The criteria related to a quiet neighbourhood building were looked at in conjunction with other criteria. The developer believes that the quietest use for the building is an upscale project targeting professionals and persons who are ready to sell their home and move into a multi-user building. The impact on the neighbourhood should be positive including low traffic flow and potentially increased real estate values. The alternative would be to focus on seasonal owners who may rent their properties on a daily or weekly basis. The developer believes that this would be less desirable for the neighbourhood.
6. In an attempt to meet the building criteria from working with the new lot configuration to meeting high sustainability requirements it has made the project very tight on the investment side. Any attempt to change the parameters of the building will likely result in a structure that would meet very few of the criteria initially set out.

Comparison of Buildings

The following is a comparison of Aquarius (current design) and a six storey apartment hotel (Possible alternative) at the site.

	<u>Aquarius</u>	<u>Apartment Hotel</u>
Height	25 meters	22 meters
FAR (used)	87,000 sq ft	92,000 sq ft
Units	64	80-90
HVAC	Alternative*	Conventional
Windows	Curtain Wall**	Standard
Lighting	LED interior	Standard
Roof	Green	Standard
LEEDS	Yes	No
Terrace	Full	Limited
Landmark Structure	Yes Water Fall-special lighting- High Street Presence	No
Finishing	High Quality	Standard
Use	Live-in home owners	Owner-renters (daily-weekly)
Traffic		
Intersection	Minimal Impact	Medium Impact
Neighbour	Minimal Impact	Medium Impact

*DES or Geothermal

**Tri-pane very high efficiency windows

Summary of Comparison: Aquarius offers a high energy efficient landmark building at one of Kelowna's key intersections. It will positively impact the area and neighbourhood.