



Transmittal Page 1 of 2

To: Planning Department
CC: Harry Zamonsky
Chris Smith

City of Kelowna
hzam@sasktel.net
csmith@dealerdirectcanada.com

October 16, 2024

**Re: Rationale for the Proposed Rezoning of
3577 & 3581 Lakeshore Road, Kelowna, BC**

Dear City of Kelowna Planning Department,

Further to the submitted information as to provide further clarity regarding the proposed rezoning of 3577 & 3581 Lakeshore, we offer the following Rationale for the project:

Located on a Transit Supportive Corridor and within a City of Kelowna's Core Area as identified in the 2040 OCP, 3577 & 3581 Lakeshore is South of the South Pandosy Urban Centre. The OCP growth strategy prioritizes housing variety within the Core Area, thus we are proposing a multi-family development. Objective 5.2 of the OCP encourages density along Transit Supportive Corridors which will support transit and local services as more people will be living, working and shopping nearby. As a result, we propose a MF3 zone, which permits higher density and aligns with the City of Kelowna's 2040 OCP. This rezoning will allow us to meet these objectives, providing well needed housing to a Core Area of Kelowna.

Considering the high walk and bike score, the reliance on automobile use is greatly reduced allowing the area to diversify while promoting sustainable transportation methods. As this area increases in density, the demand for transportation services will increase, which will allow the city to dedicate more resources to public transportation. Additionally, when automobile use is required, the required number of parking stalls have been provided on site.

As Development Permit drawings are completed, Chapter 18 – Form and Character, of the OCP will be carefully followed. The proposed development will be a well-thought positive and attractive addition to the neighbourhood. To remain sensitive to the neighbours, the building exceeds the required setbacks. Large balconies and windows face the front street, allowing eyes on the street and making the building mass more inviting. A ground orientated unit has been integrated into the design, which grounds the building and provides a transition from the street to the remainder of the building. Additionally, a rooftop amenity space will be provided to the residents, providing a high quality, functional and desirable location to interact.

In summary, the proposed zoning provides a thoughtful, sustainable multi-family housing solution to properties located within the Core Area, along a Transit Supportive Corridor and meets the following OCP objectives and guidelines:



Transmittal Page 2 of 2

- i. Stop planning new suburban neighbourhoods: the proposed development offers a variety of housing while not contributing to urban sprawl
- ii. Target growth along Transit Supportive Corridors: the proposed development will allow for more density, which will increase the demand for transit services
- iii. Promote more housing diversity: healthy neighbourhoods support a variety of households, incomes and life stages, the proposed rezoning will allow variety to be built
- iv. Prioritize sustainable transportation and shared mobility: the rezoning will bring us closer to meeting this goal, as more people will be encouraged to utilize the active transportation and sidewalk networks in the area
- v. Core Area: the MF3 zone will allow denser residential development, as encouraged in the OCP
- vi. Focus residential density along Transit Supportive Corridors: with an MF3 zone, we will meet the OCP intent of densifying the area, ensuring we are not under developing the Transit Supportive Corridors
- vii. Increase the diversity of housing forms and tenure to create an inclusive, affordable and complete Core Area: by accepting an MF3 zone, we are allowing the development of medium density housing, which will support a variety of house types, sizes and income levels
- viii. Provide Safe, walkable, Core Area neighbourhoods that are connected to key destinations: the surrounding area has access to walk and bike routes which connect to other parts of the city, making this site ideal for higher density development

This proposed development recognizes the City of Kelowna's strategic approach to overall residential growth including better use of precious developable land in accordance with the City's OCP/Future Land Use, Healthy City Strategy, and planning initiatives. This proposed rezoning aligns with the City's long-term vision, providing various housing opportunities in a well desired neighbourhood.

Please do not hesitate to contact our office if you have any questions or require additional information in these matters.

Sincerely:

Matt Johnston Architect AIBC, LEED AP

LIME Architecture Inc.

3577 AND 3581 LAKESHORE ROAD, KELOWNA, BC

PROPERTY DESCRIPTION:

CIVIC: 3577 AND 3581 LAKESHORE ROAD, KELOWNA, BC
LEGAL: LOT 1,2, PLAN KAP3577

ZONING CALCULATIONS:

CURRENT: CITY OF KELOWNA MF1 ZONING
CORE AREA
TRANSIT SUPPORTIVE CORRIDOR
PROPOSED: MF3 ZONING

SITE INFORMATION:

GROSS SITE AREA = 20,003 SF (1,858 m²)

	ALLOWED/REQUIRED	PROPOSED
SITE COVERAGE =	65% (13,002 SF)	62% (12,461 SF)
SITE COVERAGE + HARDSCAPING =	85% (17,003 SF)	TO BE CONFIRMED WITH LANDSCAPE
MIN. DENSITY: 3.1 UNITS/1,000M ² LOT AREA =	6 UNITS	45 UNITS
FAR + BONUS DENSITY =	1.8 + 0.25 = 2.05 (41,006 SF)	1.94 (38,861 SF)

PRIVATE & COMMON AMENITY SPACE:

2 BEDROOM UNITS =	10 UNITS x 25m ² = 250m ² (SF)	
1 BEDROOM UNITS =	35 UNITS x 15m ² = 525m ² (SF)	
TOTAL REQUIRED =	775m ² (8,342 SF)	1,444.5m ² (15,548.5 SF)
COMMON REQUIRED =	45 UNITS x 4 m ² /UNIT = 180m ² (SF)	599.8m ² (6,456.2 SF), SEE TABLE
PRIVATE REQUIRED =	775m ² - 599.8m ² = 175.2m ²	923.1m ² (9,936 SF), SEE TABLE

HEIGHT = 22.0m (6 STOREYS) 22.0m (6 STOREYS)

YARD SETBACKS:

FRONT YARD =	3m	5.1m
FRONT YARD (GROUND ORIENTED) =	2m	2.7m
FRONT YARD BUILDING STEPBACK =	3m	3m (ON LEVEL 6)
SIDE YARD =	3m	3.1/3.1m
REAR YARD =	4.5m	4.6m

PARKING CALCULATIONS:

	ALLOWED/REQUIRED	PROPOSED
1 BEDROOM UNITS =	35 UNITS x 1.0 = 35	
2 BEDROOM UNITS =	10 UNITS x 1.1 = 11	
VISITOR =	45 UNITS x 0.14 = 6.3 = 6	
TOTAL (WITH BICYCLE PARKING INCENTIVE) =	52 - 5 = 47	48
ACCESSIBLE PARKING =	2 (1 VAN ACCESSIBLE)	2 (1 VAN ACCESSIBLE)

LONG-TERM BICYCLE STORAGE (BONUS):

1 BEDROOM =	35 UNITS x 1.25 = 43.75
2 BEDROOM =	10 UNITS x 1.50 = 15
TOTAL =	59

SHORT-TERM BICYCLE STORAGE:

6 PER ENTRANCE =	6	6
------------------	---	---

UNIT CALCULATIONS			
UNIT	# OF BEDROOMS	UNIT AREA	PRIVATE AMENITY SPACE
101 - LEVEL 1	2	665 SF	
101 - LEVEL 2	2	665 SF	
301	2	997 SF	198 SF
302	2	1212 SF	79 SF
303	1	699 SF	79 SF
304	1	715 SF	90 SF
305	1	699 SF	79 SF
306	1	723 SF	90 SF
307	1	699 SF	79 SF
308	1	715 SF	90 SF
309	1	701 SF	79 SF
310	1 + DEN	966 SF	90 SF
311	1 + DEN	797 SF	90 SF
401	2	998 SF	198 SF
402	2	1212 SF	79 SF
403	1	699 SF	79 SF
404	1	715 SF	90 SF
405	1	700 SF	79 SF
406	1	723 SF	90 SF
407	1	698 SF	79 SF
408	1	715 SF	90 SF
409	1	701 SF	79 SF
410	1 + DEN	977 SF	90 SF
411	1	720 SF	81 SF
412	1 + DEN	797 SF	90 SF
501	2	998 SF	198 SF
502	2	1212 SF	79 SF
503	1	699 SF	79 SF
504	1	715 SF	90 SF
505	1	699 SF	79 SF
506	1	723 SF	90 SF
507	1	699 SF	79 SF
508	1	715 SF	90 SF
509	1	701 SF	79 SF
510	1 + DEN	977 SF	90 SF
511	1	720 SF	81 SF
512	1 + DEN	797 SF	90 SF
601	2 + DEN	1380 SF	284 SF
602	2 + DEN	1463 SF	162 SF
603	1	715 SF	90 SF
604	1 + DEN	1007 SF	270 SF
605	1	723 SF	90 SF
606	1 + DEN	1007 SF	272 SF
607	1	715 SF	90 SF
608	1 + DEN	1036 SF	285 SF
609	2 + DEN	1246 SF	90 SF
TOTAL UNIT AREAS		38861 SF	

COMMON AMENITY TABLE:

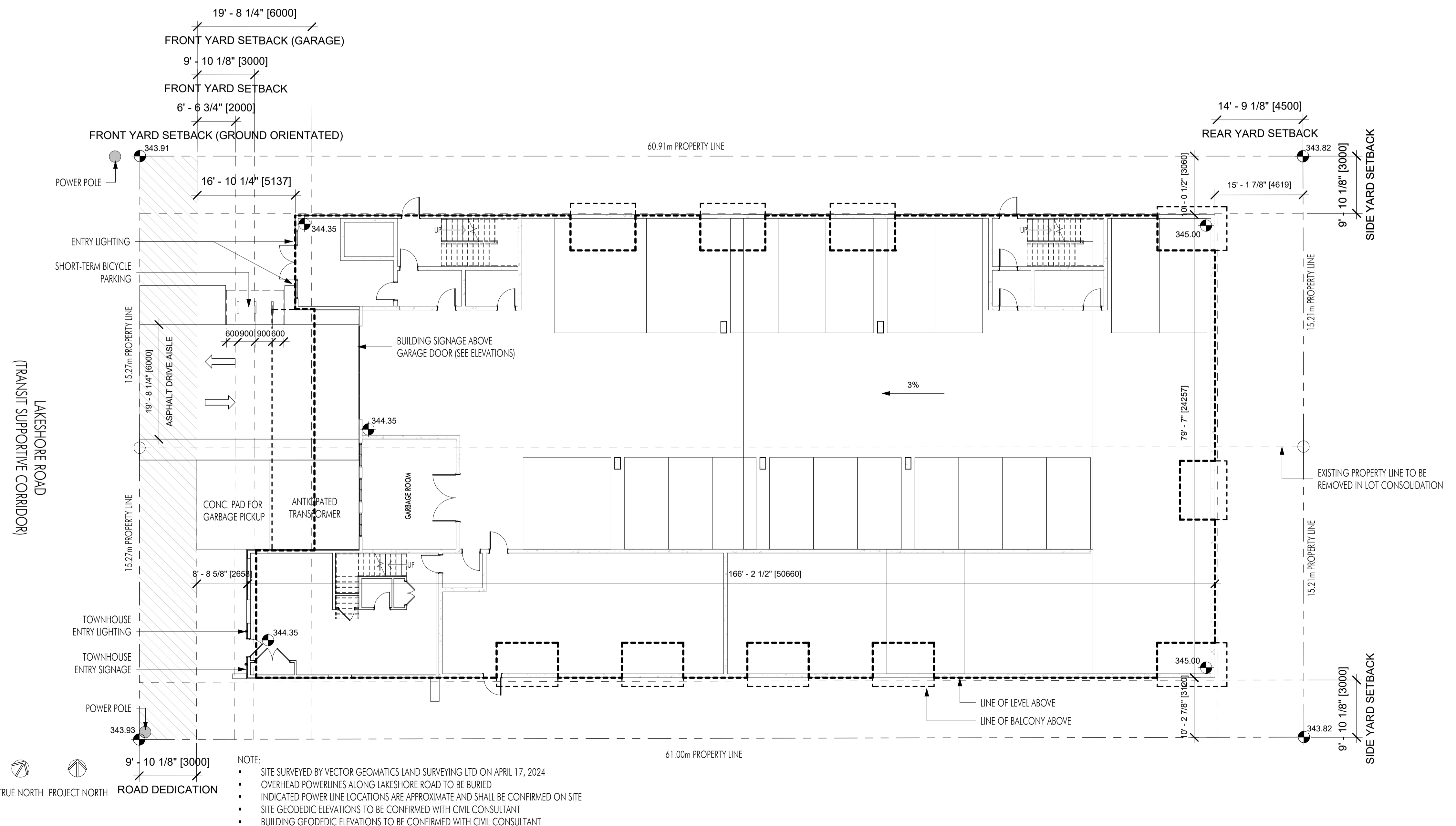
INDOOR AMENITY SPACE:

GUEST SUITE:	68.4m ²	(736 SF)
OFFICE SPACE:	9.9m ²	(106.8 SF)
TOTAL INDOOR AMENITY:	78.3m ²	(842.8 SF)

OUTDOOR AMENITY SPACE:

SHARED ROOFTOP AMENITY:	521.5m ²	(5,613.1 SF)
TOTAL OUTDOOR AMENITY AREA:		

TOTAL AMENITY AREA: 599.8m² (6,456.2 SF)



1 SITE PLAN
A-001 3/32" = 1'-0"

- NOTE:
- SITE SURVEYED BY VECTOR GEOMATICS LAND SURVEYING LTD ON APRIL 17, 2024
 - OVERHEAD POWERLINES ALONG LAKESHORE ROAD TO BE BURIED
 - INDICATED POWER LINE LOCATIONS ARE APPROXIMATE AND SHALL BE CONFIRMED ON SITE
 - SITE GEODEDIC ELEVATIONS TO BE CONFIRMED WITH CIVIL CONSULTANT
 - BUILDING GEODEDIC ELEVATIONS TO BE CONFIRMED WITH CIVIL CONSULTANT

PARKING	
COUNT	TYPE
1	ACCESSIBLE (VAN) - 90 deg
1	ACCESSIBLE - 90 deg
22	REGULAR - 90 deg
24	SMALL - 90 deg
Grand total: 48	

REVISION NO., DATE AND DESCRIPTION

05.31.24	FOR REVIEW
10.15.24	FOR REVIEW
10.15.24	FOR REZONING

PLOT DATE

10.15.24

PROJECT

3577 & 3581 LAKESHORE

DRAWING TITLE

PROJECT INFORMATION

DRAWING NO.

A-001

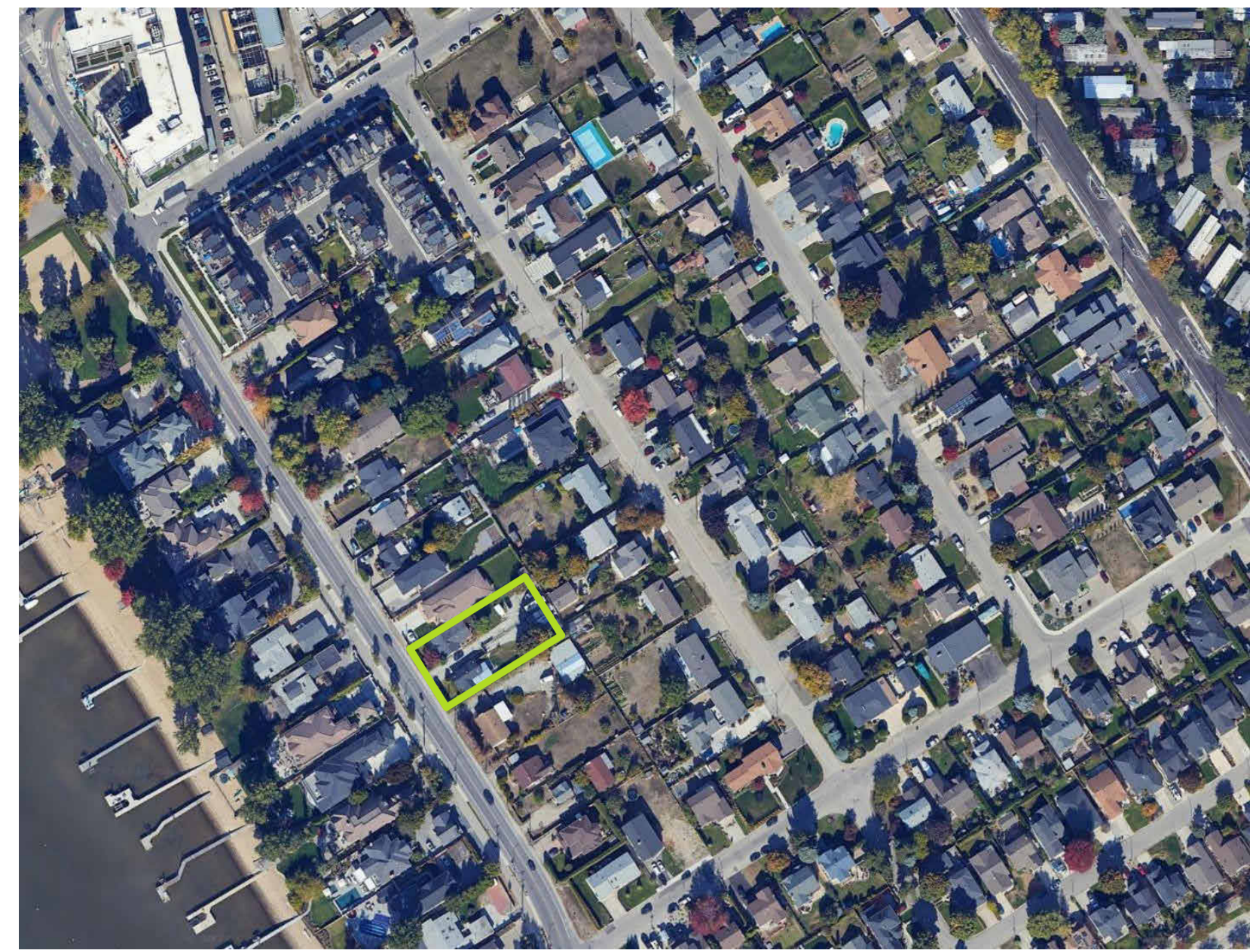


FOR REZONING

Site Description & Current Conditions

The proposed development consists of a two-lot assembly located on Lakeshore Road in Kelowna. The site is in the Cora Area and along a Transit Supportive Corridor, which makes it ideal for multi-family residential. The surrounding area is interactive, located within walking distance of retail, groceries, amenities and the beach. Bike routes and bus stops are located nearby which supports sustainable transportation options.

The development responds to the OCP objective 5.2, which encourages a higher population density and encourages houses up to 6 storeys along Transit Supportive Corridors.



SITE LOCATION



SITE CONDITION KEY MAP



1. VIEW FROM LAKESHORE ROAD, FACING NORTH



2. VIEW FROM LAKESHORE ROAD, FACING NORTH



3. VIEW FROM LAKESHORE ROAD, FACING NORTH-EAST



4. VIEW FROM LAKESHORE ROAD, FACING NORTH-EAST



5. VIEW FROM LAKESHORE ROAD, FACING NORTH-EAST

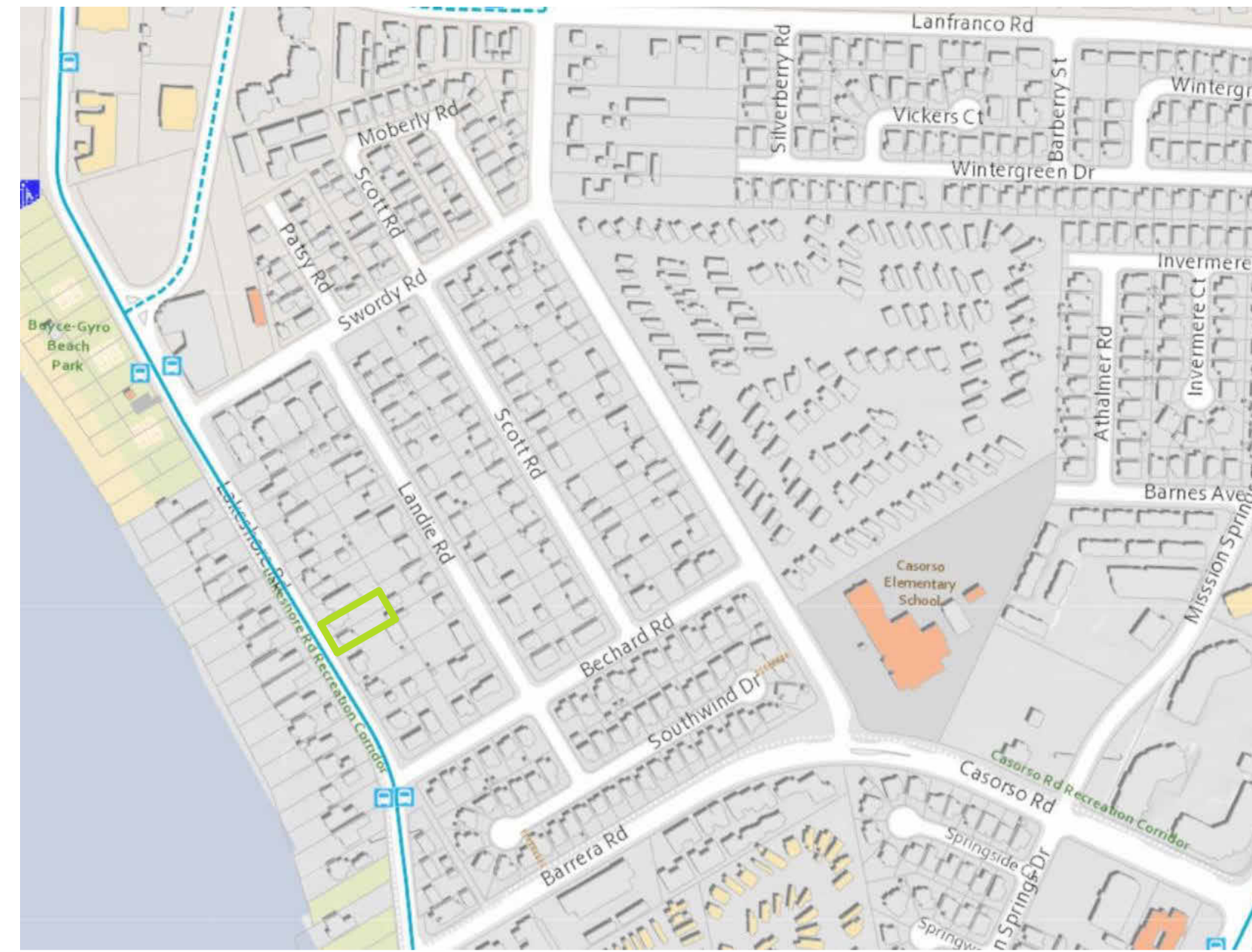


6. VIEW FROM LAKESHORE ROAD, FACING EAST

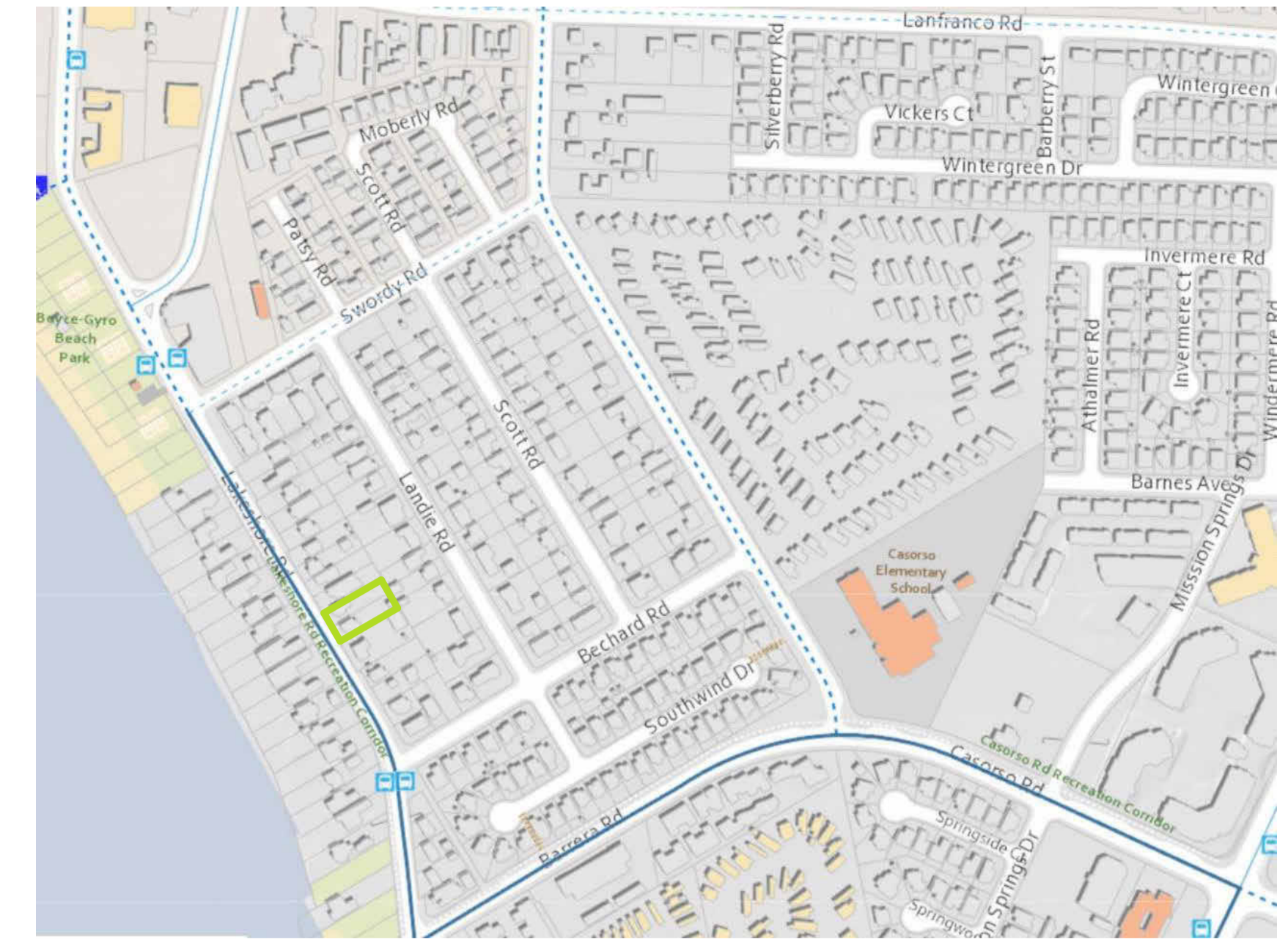
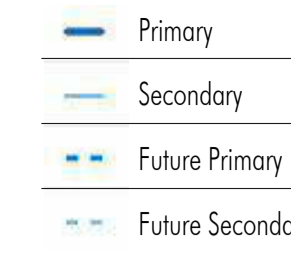
Transportation

The Site is conveniently located on a frequent bus route, with two bus stops located within a two-minute walk. Being on a Transit Supportive Corridor, the area is easily connected to hubs of local activity, such as shopping and services. An active primary bike route is located on Lakeshore Road, which encourages the use of bicycle transportation. Additionally, an active pedestrian network is located on Lakeshore road, connecting residents to the South Pandosy Urban Centre as well as two nearby parks.

Due to the high walk score and bike score, the reliance on vehicle use is reduced, which allows the residents to practice healthy alternative modes of transportation while reducing their carbon footprint.



SURROUNDING TRANSIT



SURROUNDING BICYCLE PATHS

Response to Form & Character

Relationship to Street Guidelines

Provide a front door that is clearly visible from the street:

- A publicly accessible pathway connects the front entrance to the street
- The front entrance projects forward and is highlighted in an alternative cladding colour
- An awning emphasizes the front door

Limit height to front entryways:

- Entryways are less than 1.2m above grade

Design the building to frame and activate the public streets:

- Windows, doors and balconies provide active frontages and eyes on the street

Site Servicing, Access & Parking Guidelines

Provide adequate servicing to the site without compromising comfort, safety and attractiveness of the area:

- Garbage and recycling services are provided within the building, hidden from the street
- Vehicle access is limited to one curb cut on the property
- The building is designed to bring attention to the pedestrian entrances, not the parkade entrance

Scale and Massing Guidelines

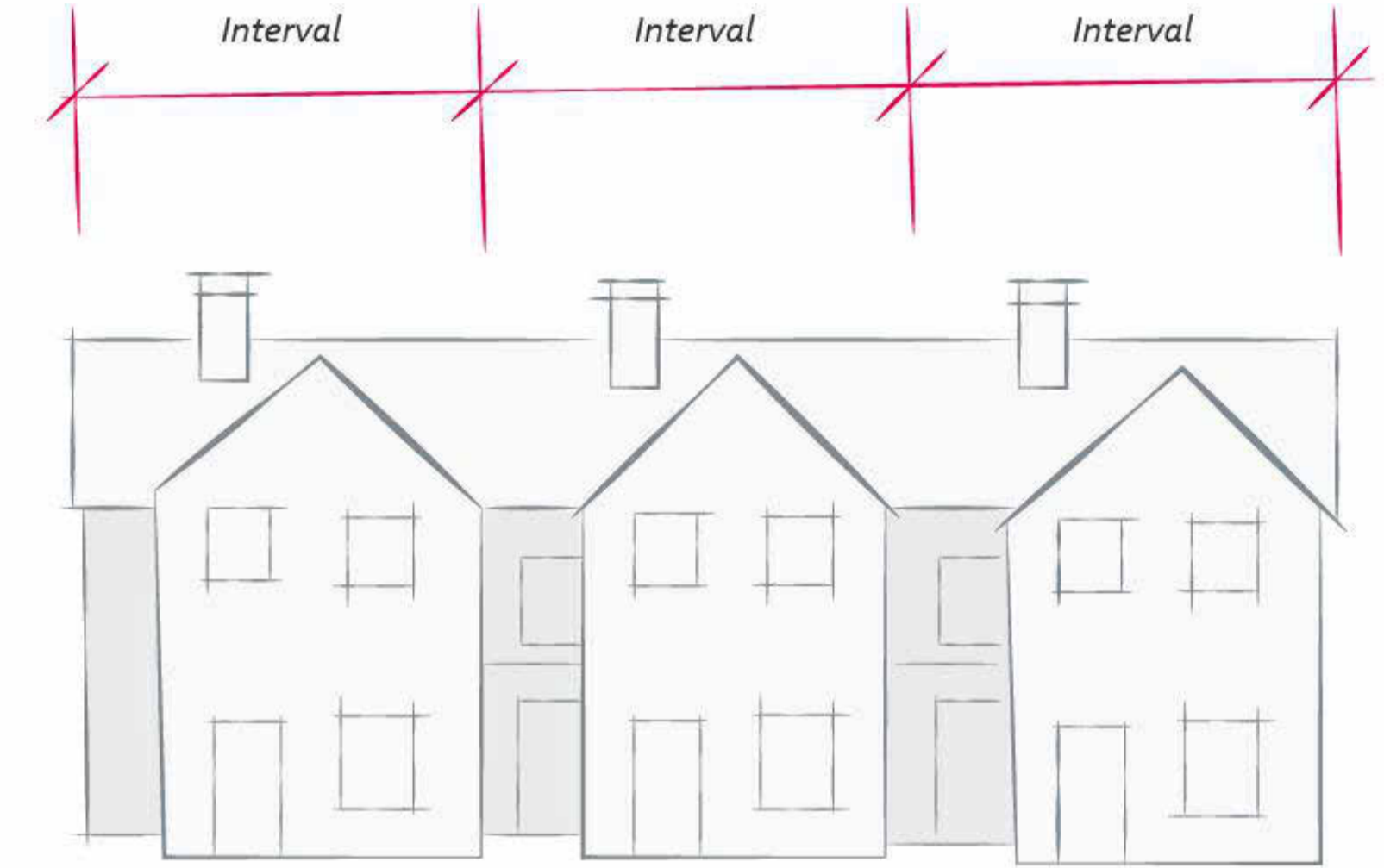
Provide a sensitive transition in scale to existing and future buildings, parks, and open space:

- The proposed building utilizes setbacks to reduce the visual mass
- The building has generous setbacks, to reduce the impact to the neighbouring lots

Building Articulation, Features, & Material Guidelines

Enhance livability, visual interest, and sense of place through form, architectural composition and materials:

- Facades have been designed to articulate individual units through the use of colour & material, building recessed & projections, roof lines, and architectural accents
- Roof lines, colours & materials, and overall architectural style compliment neighbouring buildings
- Building mass is broken up by incorporating elements that define the building's base, middle and top
- Weather protection is provided at all building entrances



2040 OCP FORM & CHARACTER GRAPHIC

Response to Core Area

Land Use and Urban Design Guidelines

Transit Supportive Corridor Densities:

- The proposed development works towards providing density that will support improved transit service and local service amenities
- The proposed development will not be an under development on a Transit Supportive Corridor

Housing Guidelines

Diverse Housing Forms:

- Providing a medium density development supports a variety of household types, sizes, income levels and life stages

Ground Oriented Housing:

- A ground orientated townhouse is provided to support a variety of household types and sizes

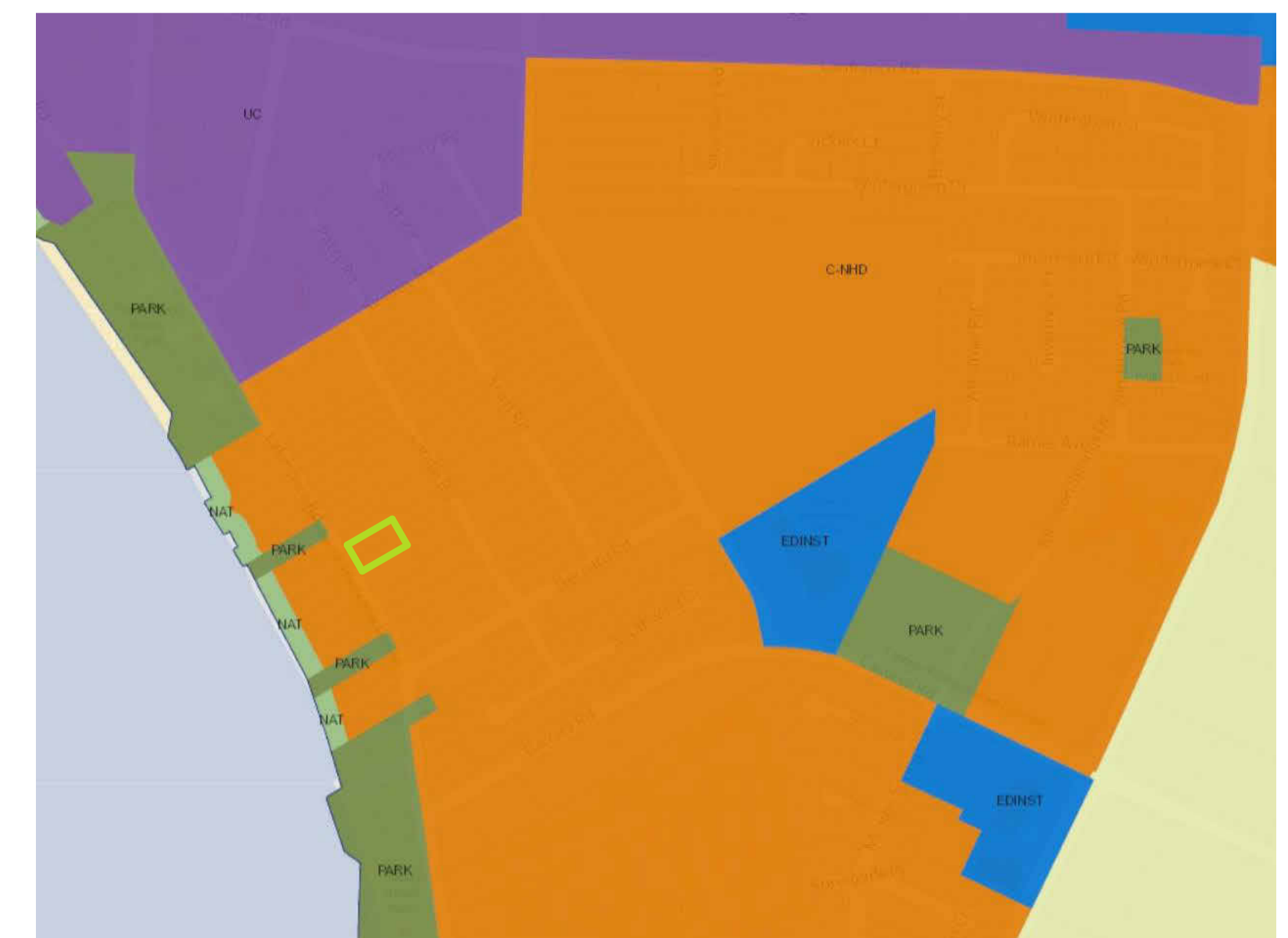
Accessible Design:

- Accessible design features and principles create housing options for people of all ages and abilities, to support aging in place

Transportation Guidelines

Provide Core Area neighbourhoods that are connected to key destinations:

- Long-term and short-term bicycle parking has been included to encourage biking as a convenient transportation option
- The development has access to a major pedestrian walkway, which will connect residents to the South Pandosy Urban Centre and many nearby amenities



2040 OCP FUTURE LAND USE MAP