



January 2017

CITY OF WEST KELOWNA: GELLATLY VILLAGE STUDY LAND USE, DEVELOPMENT OPTIONS & RECOMMENDATIONS



PREPARED BY MODUS PLANNING, DESIGN & ENGAGEMENT INC. AND
G.P. ROLLO & ASSOCIATES FOR THE CITY OF WEST KELOWNA



TABLE OF CONTENTS

| | |
|--|-----------|
| 1.0 EXECUTIVE SUMMARY | 5 |
| 2.0 BACKGROUND, PURPOSE & OVERVIEW | 7 |
| 3.0 MARKET OVERVIEW | 9 |
| 4.0 SITE ANALYSIS & OPPORTUNITIES | 13 |
| 5.0 DEVELOPMENT CONCEPT OPTIONS | 19 |
| 6.0 FINANCIAL ANALYSIS | 33 |
| 7.0 INTERIM & TEMPORARY USE OPPORTUNITIES | 37 |
| 8.0 CONCEPTUAL PHASING & IMPLEMENTATION | 45 |
| 9.0 CONSULTATION PROCESS & INPUT | 55 |
| 10.0 APPENDIX A: SURVEY RESPONSE COMMENTS | 58 |
| 11.0 APPENDIX B: WATERFRONT ACTION ITEMS FOR GELLATLY VILLAGE (EXCERPT FROM 2011 WATERFRONT PLAN) | 86 |



An early aerial view photo of Gellatly Bay



Image courtesy of Cal Stigley

1.0 EXECUTIVE SUMMARY

The purpose of the Gellatly Village Study is to assess and update the land use and development recommendations within the 2011 Waterfront Plan for the Gellatly Bay area. The Gellatly Bay area is an obvious focal point for West Kelowna's waterfront as it is the primary waterfront recreation area within the community, located on the Wine Route and is a showcase for Okanagan Valley views and vistas.

G.P. Rollo & Associates (GPRA) and MODUS Planning, Design and Engagement (MODUS) were retained by the City of West Kelowna to collaborate and engage with stakeholders including land owners, developers and businesses to develop conceptual land use plans for Gellatly Bay and evaluate them in terms of economic feasibility. The development of the Gellatly Village Study involved the following key steps:

1. Review of background materials, preparation of an issues/opportunities brief and submission of early ideas for conceptual forms of development.
2. Initial meetings with property owners and

- stakeholders.
3. Preparation of conceptual development scenarios.
4. Examination of the market viability and financial feasibility of the proposed conceptual development scenarios.
5. Preparation of a land use and design recommendations report.
6. Commencement of community consultation which involved an open house, online survey and the presentation of the study to the Advisory Planning Commission, Agricultural Advisory Committee and the Economic Development Commission.
7. Submission of the Draft Gellatly Study to the City and review of the study by City staff.
8. Follow up meeting with property owners and stakeholders to review the draft study and recommendations.
9. Refinement of the study.

The study analyses three sites (includes portions of five parcels) that front Gellatly Road near Flying Horse Drive and Rotary Trails Park and recommends a mix of small-scale commercial, townhouse and apartment development in



various conceptual land use scenarios. The study also undertakes a market viability and financial feasibility analysis of the proposed conceptual land use scenarios to determine the potential build out of the vision for the area. Based on the 2015 market analysis, it is projected that small scale commercial development (e.g. bakery, café) is likely viable currently or within 1-2 years, stand-alone townhouse development is likely viable within 5 years and apartments/mixed use are likely viable within 5-10 years.

The study provides 8 recommendations that will assist the City in implementing the Gellatly Village Study, while recognizing that the future development of the subject lands will occur as property owners bring forward formal development applications (which will require further public consultation through the regular development approval process).

The 8 recommendations of the study include:

1. Creation of a Gellatly Village Vision Brochure and Web Content and actively market to realtors and developers.
2. Develop a Gellatly Village Growth Management Designation and policy for the development opportunity sites 1-3 using a 'form based approach'.
3. Develop a temporary use policy to enable temporary uses on Sites 1-3 until such time the market proves viable for redevelopment.
4. (a) Consider negotiating public access (via a Statutory Right of Way or road dedication) to Site 1 from Flying Horse Drive (approximately 93 metres).
(b) Consider negotiating access (via a Statutory Right of Way or road dedication from the Pointe neighbourhood through to Brown Road to connect the Pointe Neighbourhood to Westbank Centre.

5. Increase provision of waterfront parking (both vehicular and boat/trailer parking) at the time of development application.
6. Continue to pursue opportunities to secure additional public parking (vehicular and boat/trailer parking) in Gellatly Bay and other waterfront locations.
7. Consider the opportunity for public transit to provide additional service to Gellatly Bay.
8. Review the Gellatly Village Study in 7 to 12 years.



Image courtesy of Cal Srigley

2.0 BACKGROUND, PURPOSE & OVERVIEW

BACKGROUND

The significant public and waterfront recreational amenities currently located in the Gellatly Bay waterfront area provide a solid foundation to attract people, private investment and development to the area.

The Gellatly Bay area is an obvious focal point for the Waterfront as set out in the Waterfront Plan (2011). It is the primary waterfront recreation area within West Kelowna, and a showcase for Okanagan Valley views and vistas.

The Waterfront Plan identified this area as a desired location for a small “waterfront village” that includes a vibrant mix of small cafes, shops, services and housing, and which compliments but is differentiated from Westbank Centre and West Kelowna’s other commercial destinations.

The development of waterfront zoning regulations and the development of this study was a deferred item from the City-led Zoning Bylaw review completed in 2014 and is identified as an operational item in the 2016 Operational Plan.

BACKGROUND PURPOSE & OVERVIEW

Waterfront Plan, 50 Year Vision:

“People will be attracted by a range of high quality waterfront activities including outdoor recreation, community festivals and events and commercial amenities such as boutique shops, restaurants, pubs, cafes and accommodation. These activities, along with housing alternatives that appeal to a broad market, will encourage people to play and stay year-round in the waterfront area. A continuous trail will link waterfront recreation, residential and commercial destinations, encouraging people to walk, run and ride from place to place. The natural lakeshore environment will support greater ecological diversity, with more intact riparian communities and improved fish, bird and wildlife habitat. Strategic public investments phased and integrated with incremental, sustained private development, will create infinite possibilities for West Kelowna’s Waterfront.”



In addition to the concentration of natural and recreational amenities in Gellatly Bay, the area has a significant amount of underdeveloped land that is relatively flat and not within the Agricultural Land Reserve (ALR), which are other attributes identified in the Waterfront Plan as priorities for future development.

Since the adoption of the Waterfront Plan in 2011, development of a waterfront village has not taken root. This is in large part due to a perceived and real lack of market viability for the type of “village” development envisioned for this area at this time.

PURPOSE

The purpose of this study is to assess and update the land use and development recommendations within the Waterfront Plan for the Gellatly Bay area, with a focus on refining policies and identifying other tools and strategies to support implementation of the waterfront village vision. This includes:

- Working closely with local land owners, business owners, developers, and other stakeholders with specific and relevant expertise to understand site and market conditions and receive input/direction on development typologies appropriate to the area
- A policy review and site analysis to identify and clearly understand development and site opportunities and constraints
- Developing conceptual site plans and development concepts of the three key village opportunity sites in Gellatly Bay (see Figure 3)

- Assessing and documenting current and projected future market conditions for a range of land uses and development consistent with the waterfront village vision, informed by key informant interviews, stakeholder expertise and input
- Detailed financial analysis of alternative development concepts identified, also informed by key informant interviews, stakeholder expertise and input
- Development of a range of policy options and recommendations, specifically related to:
 - » Phasing and implementation
 - » Zoning, development tools, and incentives and specific actions that the City could undertake to support implementation
 - » Interim actions and ‘temporary use’ strategies for catalysing, while not precluding, the long-term vision and associated development opportunities

G.P. Rollo & Associates (GPRA) and MODUS Planning, Design, and Engagement (MODUS), have collaborated to engage with stakeholders including land owners, developers, businesses and staff to develop conceptual land use plans for the subject sites and evaluate them in terms of economic feasibility.

The development viability evaluation has been built around a series of development pro forma analyses, whereby private sector developer returns are calculated based on development of the proposed concepts. In addition, GPRA has evaluated the conditions that would be required to develop the concepts, if they prove to be unfeasible to develop today.

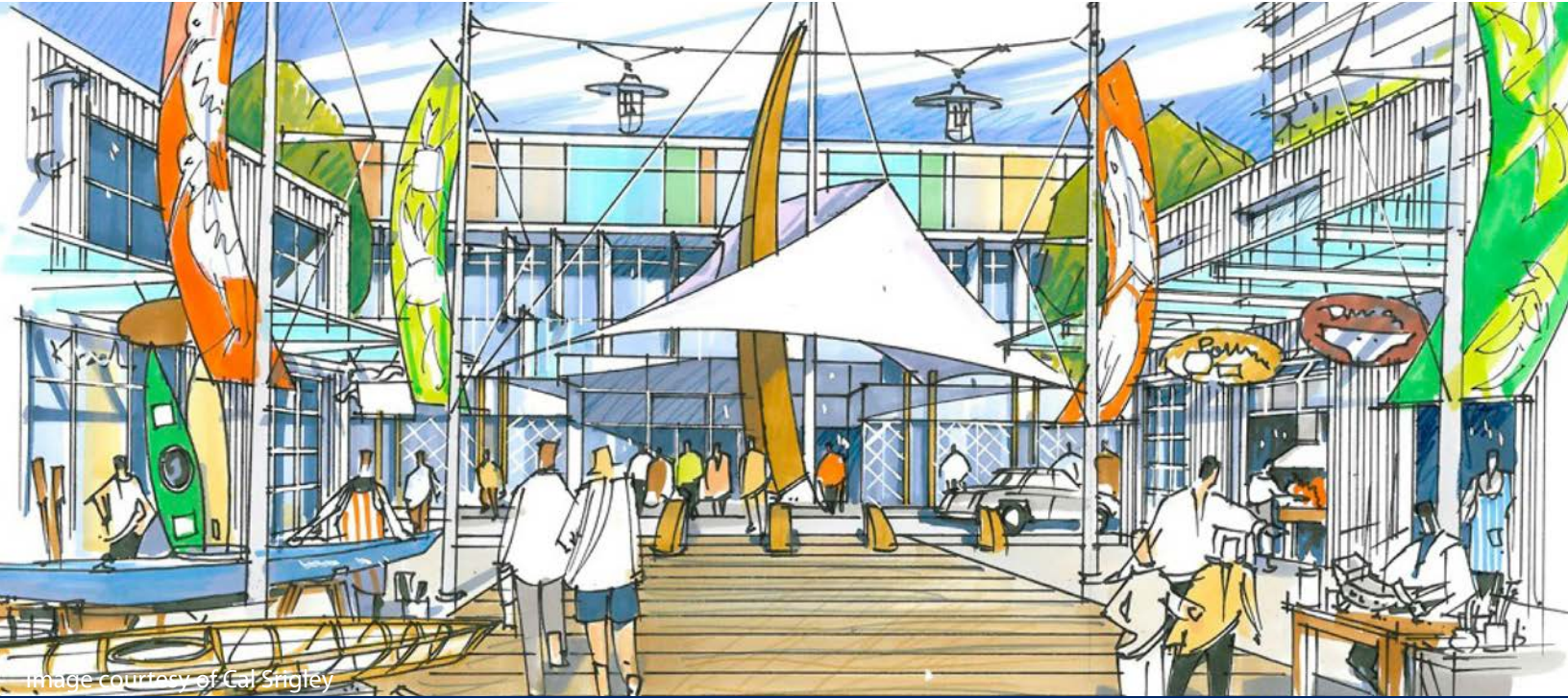


image courtesy of Cal Snigley

3.0 MARKET OVERVIEW

MARKET CONDITIONS FOR RESIDENTIAL & COMMERCIAL USES AT WEST KELOWNA'S WATERFRONT

While a detailed residential market demand analysis was not conducted for this assignment, the project team did review recent listings and sales data (2012 to 2014, and Q1 & Q2 of 2015) for both apartment and townhouse development in waterfront and water-proximate locations in West Kelowna to determine where the market is trending. The key metrics the project team was interested in understanding included: price points of units, prices per square foot and the pace of sales. **It must be noted that the market analysis was not conducted in 2016 and therefore is not reflective of the recent upward trend in the real estate market for the last two quarters of 2015 and to-date in 2016.**

Townhouses

Over the last 4 years (2012 to 2014, and Q1 & Q2 of 2015), market absorption of new waterfront

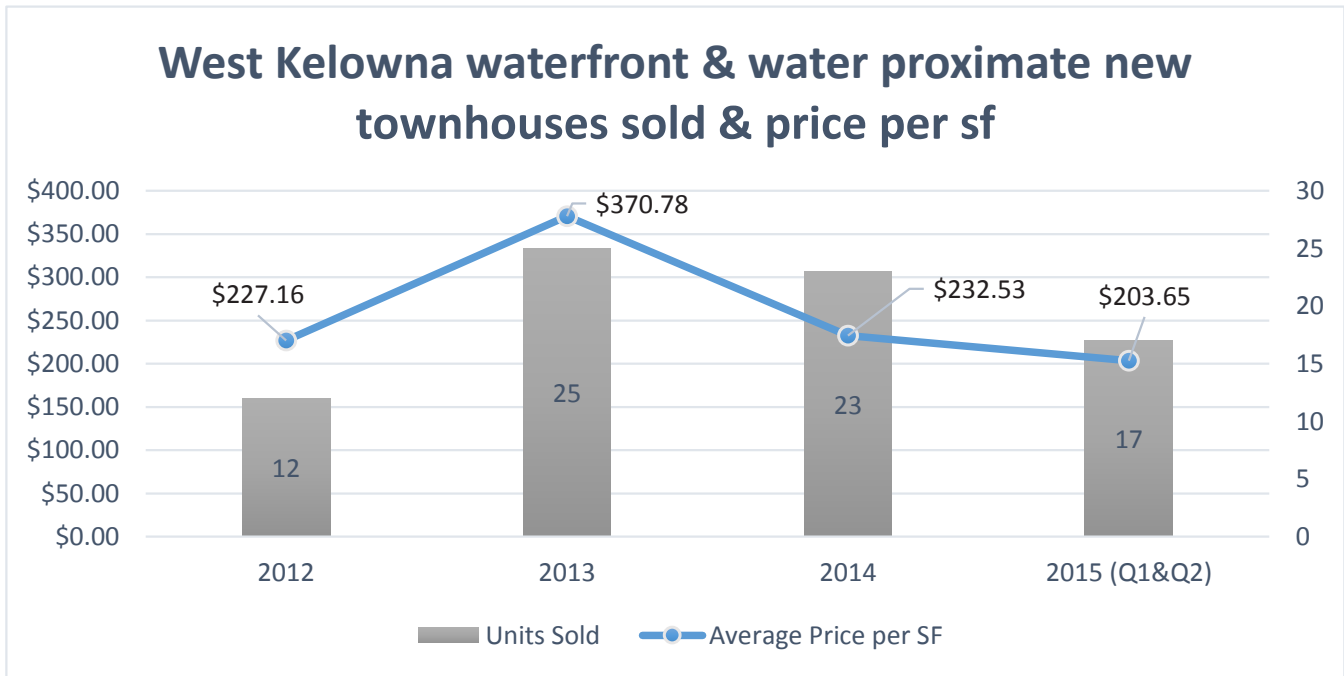
and/or water-proximate townhouses in West Kelowna has averaged 19 units per year. There were 17 units sold in 2015 up to the end of Q2. This puts 2015 sales on pace to exceed the most recent sales peak, which occurred in 2013 when 25 units were absorbed.

2015 price points for townhouses in West Kelowna were 45% below the average price of 2013 and 12% below the average price in 2014 (see Diagram 1).

The 2015 average per square foot asking price for new units currently on the market and not sold is \$247 per square foot. On average, 2015 sales prices have been 2.5% below list prices in the last 3 years. Applying this 2.5% adjustment to current list prices, we might expect that on average, those units currently listed will ultimately sell for approximately \$240 per square foot.

Assuming that the pace of sales for the first two quarters of 2015 continued until year end, we would expect that the 2015 average per square foot sale price for new townhouse units with

Diagram 1: West Kelowna Waterfront & Water Proximate Townhouse Sales



‘water influence’ will be around \$225 per square foot (\$203.65 for Q1 & Q2, \$240 for Q3 and Q4).

Discussions with local realtors indicate that the market for new townhouses is on an upward trend in terms of both pricing and pace of sales. Price points of \$250/sf or higher (for unique product) should be achievable in the near future.

Apartments

Over the last 4 years (2012 to 2014, and Q1 & Q2 of 2015), absorption of new waterfront or water-proximate apartment units in West Kelowna has averaged approximately 26 units per year. There have been 20 units absorbed in 2015 to the end of Q2; this puts sales on pace to match the pace of sales in 2014.

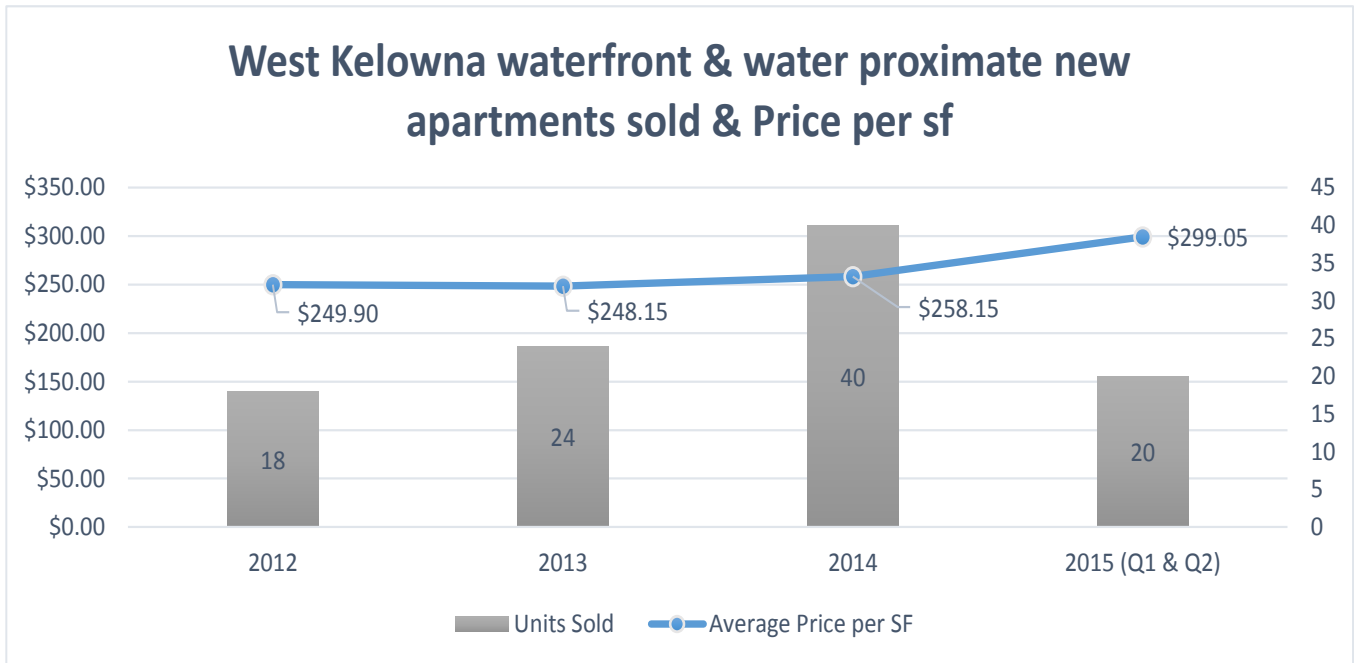
Pricing for these apartment units is on a multi-year upward swing. After being relatively flat through 2013 and 2014 – both of which were below 2012 prices – 2015 prices are up 16% year-over-year and up 21% over prices 2 years ago (see Diagram 2: West Kelowna Waterfront & Water Proximate Apartment Sales).

The average per square foot asking price for new units currently listed and not sold is \$341 per square foot. On average, sales prices have been 5% below asking prices in the last 3 years. Applying this 5% adjustment, we might expect that on average, apartments currently listed will ultimately sell for approximately \$325 per square foot. Assuming that the number of sales at year end is double the number recorded at the end of Q2, the average price per square foot for 2015 will be \$312.

Local realtors feel that the market for new apartment units is finally recovering after many years of inventory glut. Low \$300 per square foot are readily achievable, and a good product in a good location with some views and features should command \$325 per square foot.

As mentioned previously, the majority of the market analysis occurred in 2015 and is not reflective of the recent upward trend of both sales and construction of townhouse and apartments in the last two quarters of 2015 and to-date in 2016. The forecasted price points per square foot may therefore be achievable earlier than anticipated by the original market analysis

Diagram 2: West Kelowna Waterfront & Water Proximate Apartment Sales



as the market may be recovering at a pace earlier than anticipated.

Commercial

Commercial development in the Gellatly Bay area will need to be built largely as an amenity for the community and for the proposed residential developments. The amount of rent that could be commanded in this area (likely \$18-20/sf) will be insufficient to allow retail or service commercial uses in this area to be economically viable as stand-alone entities.

The amount of retail and service commercial space that is ultimately supportable in the area will be a function of the size of the proposed future residential developments, the proportion of those units that are occupied by full-time residents, and the extent to which people can be attracted to Gellatly Bay not just in the summer, but year-round.

For the purposes of this brief analysis, GPRA has conducted a high-level commercial demand projection on the basis of the following

assumptions:

- Gellatly Place development (behind The Cove): 111 apartment units at build-out. Assuming 2.4 persons per dwelling = 238 residents.
 - » Of those units, 33 have been put on the market to date (March 7, 2016), and 11 have been sold
 - » Sales began in the fall of 2015, and pace of sales have been approximately 1.5 units per month
 - » Unit sizes range from 900-1300 sq.ft. and prices range from \$273/sf to \$355/sf
 - » Market prices have not moved in the last 6 months
- Study area development parcels: 126 apartment units and 42 townhouse units. Populations of 2.4 persons per unit for apartment and 3.0 persons per unit for townhouses = total population of 428 residents.
- A trade area for the future retail node defined by an approximate 5-minute drive time from the intersection of Gellatly Road and Flying



Horse Drive and the pending Goat's Peak Neighbourhood Plan. Population in this trade area in 2015 is estimated to be 2,700 residents. For this analysis we assume that the population of the trade area will be 3,500 residents at the point when all the above noted projects have reached build-out.

- An annual inflow factor of 10% to account for hotel guests at The Cove, and other seasonal traffic at the waterfront from beyond the immediate area.

This analysis makes use of area-specific household income data from Environics Analytics and makes inferences on future incomes of Gellatly Place and study area residents on the basis of likely sales prices of units. Retail and service commercial expenditures are calculated by converting real income to real expenditures based on annual business-reported sales statistics reported by Statistics Canada. We make analytical adjustments to those figures to account for differences between provincial averages and our specific study areas.

Applying reasonable capture rates and retail performance metrics, we anticipate that the Gellatly Bay waterfront could support between 6,000 and 12,000 square feet of combined retail, service commercial and community amenity space at build-out. The core commercial categories that could be supported once development is complete and absorbed include:

- Convenience store/specialty foods: 1-2,000 square feet
- Beer, wine & liquor store: 1-2,000 square feet
- Pharmacy/personal care: 500-1,000 square feet
- Bakery / deli: 500-1,000 square feet
- Café: 500-,1000 square feet
- Grab 'n go restaurant(s): 500-1,000 square

feet

- Destination restaurant: up to 3,000 square feet
- Personal/Professional Services: 500-,1500 square feet

Many businesses in the area will need to operate seasonally, unless a year-round destination venue is established and provides sufficient drawing power to both bring people to the waterfront as well as retain them long enough to encourage lingering and cross-shopping. A destination restaurant has the potential to establish itself as such an anchor draw.

Ultimately the amount of supportable floor space will be directly related to the proportion of units that are occupied year-round. While some seasonal residents may rent their units short or long-term, the majority of units owned by seasonal residents are likely to remain vacant when the owners are absent.

With regards to potential restaurant tenants:

- A good local restaurant, either stand-alone or a chain, can create a destination attraction for the waterfront on both a seasonal and year-round basis.
- A good local restaurant operator will demand high visibility space, easily accessible parking (on-site and adjacent), patio space, and lit signage.
- Good dining options can increase the average stay at nearby retail by up to 20%.
- Restaurants can also draw people to an area on weekday evenings, a slow time for shopping in general. This is beneficial, provided that other businesses are open at this time.
- Keep in mind that it is difficult to reconfigure restaurant space once it is in place.



4.0 SITE ANALYSIS & OPPORTUNITIES

PLANNING CONTEXT AND VISION

The development of the Gellatly Village Waterfront Study is influenced by a number of planning documents, including:

- Council's Strategic Priorities
- The Official Community Plan
- The Zoning Bylaw
- The Waterfront Plan
- The Parks & Recreation Master Plan
- The Agricultural Plan
- The Westbank Centre Revitalization Plan
- The Recreational Trails Master Plan
- Recent Capital Projects

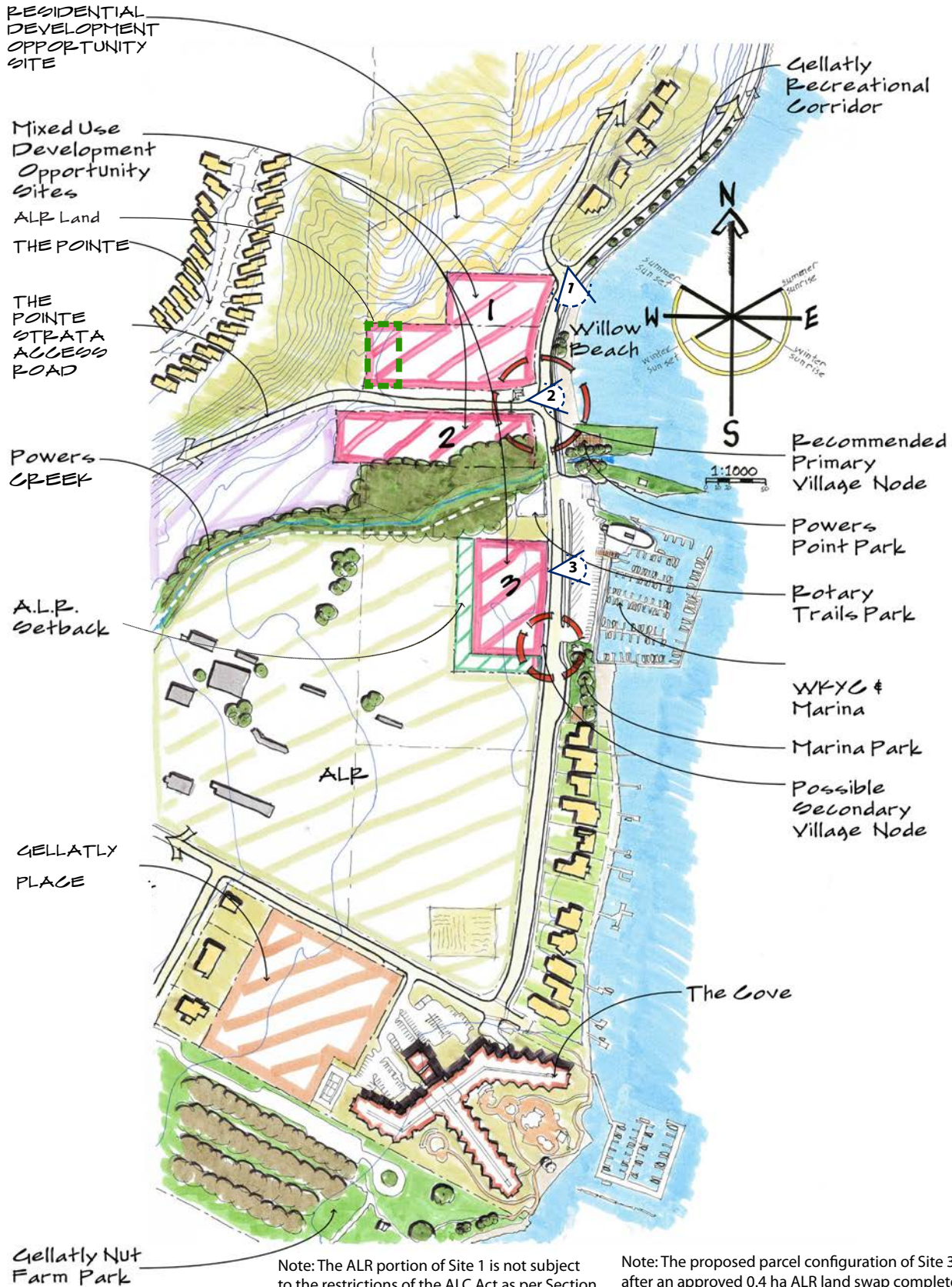
The Waterfront Plan notes that "in the past, West Kelowna's waterfront and its adjacent neighbourhoods developed as rural communities, without comprehensive character or design standards. These development patterns, combined with the challenging topography and limited connectivity of the waterfront area, have contributed to West Kelowna's urban development and community services being focused in upland areas, rather than the waterfront area.

While the waterfront is a recreation destination, its use is limited by a lack of commercial services that draw people to an area and encourage them to stay. To date, the majority of the non-agricultural properties in the waterfront area have been developed with single-family residential land uses.

New waterfront development is limited by existing development, topography, ecological sensitivity, agricultural lands, servicing and access constraints. Therefore, areas where future development should be prioritized include:

- Undeveloped or underdeveloped non-ALR land that does not have high ecological values
- Land without extensive topographical constraints
- Locations with existing or nearby servicing and infrastructure
- Land near existing recreation amenities (e.g. parks and trails)
- Land with good connections to other community destinations
- Locations that are existing and future recreation destinations"

FIGURE 1: SITE ANALYSIS & OPPORTUNITIES



Note: The ALR portion of Site 1 is not subject to the restrictions of the ALC Act as per Section 23(l) of the Agricultural Land Commission Act.

Note: The proposed parcel configuration of Site 3 is modelled after an approved 0.4 ha ALR land swap completed in 2010. However, the ALC approval for this land inclusion/exclusion has now expired and will require a new application by the property owners should they wish to develop their lands in the proposed layout.

POWERS CREEK/GELLATLY BAY

The identified study sites (see Figure 1) are located along Gellatly Road in the area known as Powers Creek/Gellatly Bay. As identified in the Waterfront Plan, this area is the primary waterfront recreation area within West Kelowna and a showcase for Okanagan Valley views and vistas. The existing Gellatly Recreation Corridor is used by residents and tourists year-round, and is characterized by agriculture, the surrounding mountains, Okanagan Lake and recreational uses.

There is extensive vehicular, pedestrian and bicycle traffic along Gellatly Road as this is the main route to the Gellatly Boat Launch, tourist commercial development (the Cove) and waterfront recreation destinations. Currently, connections between Westbank Centre and Gellatly Bay are limited.

EXISTING OCP AND ZONING DESIGNATIONS

The study sites include portions of 5 parcels that are currently zoned Light Industrial Zone (I1), Compact Single Detached Residential Zone (RC3), Rural Residential Small Parcel Zone (RU2), and Agricultural Zone (A1). The current OCP land use designations of the subject sites are Agricultural, Mixed-Use and Rural Residential while the existing Growth Management Designation of these sites is Neighbourhood and Agricultural Precinct.

AGRICULTURAL LAND RESERVE

Portions of two of the study sites are currently located within the Agricultural Land Reserve



Open views to waterfront, beach & park.



Open views to waterfront, beach & park.



Limited views from ground level due to Marina fencing.



(the western portion of Site 1 and the southern portion of Site 3). However, the western portion of Site 1 is not subject to ALR restrictions as per Section 23(i) of the *Agricultural Land Commission Act*. The southern portion of Site 3 is currently within the ALR but has received previous conditional approval (2010) for exclusion from the ALR by the Agricultural Land Commission subject to a land swap for the inclusion of a 0.4 ha portion of the parcel bordering Rotary Trails. However, this conditional approval expired in 2013 and would require the submission of a new inclusion/exclusion application to the ALC should the property owner wish to move forward with redevelopment of these lands as envisioned in this study.

VIEWS

This area is envisioned as a showcase for the views and vistas in West Kelowna. Sites 1 and 2 have open views of the waterfront, Willow Beach, Powers Point Park, and the rolling terrain in the distance. This provides opportunity for a village node and public space. Site 3 has limited views of the waterfront from ground level due to the existing fencing that surrounds West Kelowna Yacht Club and Marina.

GELLATLY BAY IN IMAGES



Gellatly Rd Cycling Trail



Gellatly Rd Demonstration Garden



The Cove Resort



Old Field Habitat



Significant recreational boating presence



Boat Parking on Gellatly Rd



Rotary Trails bi-sect two of the sites

This page was intentionally left blank for double sided printing.



FIGURE 2: CONCEPT MODEL AERIAL VIEW

5.0 DEVELOPMENT CONCEPT OPTIONS

A series of land use concepts were developed for the three waterfront development sites identified (see figures 2 and 3). The overall purpose of this study was to identify a range of development concepts appropriate to the sites and waterfront vision to determine conceptual development capacity as the basis for assessing market and financial viability. The concepts developed are premised on achieving the long term vision for Gellatly Bay and based on opportunities, constraints and site conditions, including:

- **Connection to the waterfront** including visual and physical connections to the waterfront and recreational amenities (Powers Creek Park, Willow Beach, the Gellatly Recreational Trail/corridor, and the West Kelowna Yacht Club and Marina)
- **Buffers and setbacks from ALR lands and Power's Creek** including response to topography and environmental features
- **Views and solar orientation** to and from envisioned future plaza spaces, roof top patios and other public and private open spaces, as well as to and from future residential and commercial uses
- **Incorporation of a range of housing** including court-yard townhouses, 'street-fronting' townhouses incorporated into mixed use development; condo apartments located above shops and above-ground structured parking
- **Incorporation of small scale "village" commercial uses** focused within a core area and integrated with plazas and including the potential for roof top patios and other open space amenities
- **Incorporation of shared amenities** including roof top patios and terraces, boat parking and storage, and public parking
- **Incorporation of public and private parking** for residential and commercial uses and with the potential for public parking and shared parking (including boat parking and storage)
- **Access and circulation** from Gellatly Road and 'the Pointe' strata access road (Flying Horse Drive)
- **Infrastructure capacity** to accommodate future mixed use development in the area
- **Local and regional development trends**

FIGURE 3: CONCEPTUAL SITE PLAN - OVERVIEW



Note - This image does not represent the architectural form of the buildings, but is a concept plan used to demonstrate the approximate size and shape of the buildings.

Note - Option "C" for Site 1 is demonstrated on this conceptual site plan for illustrative purposes.

and opportunities as directed from local developers, real estate, business and construction expertise (project stakeholder team)

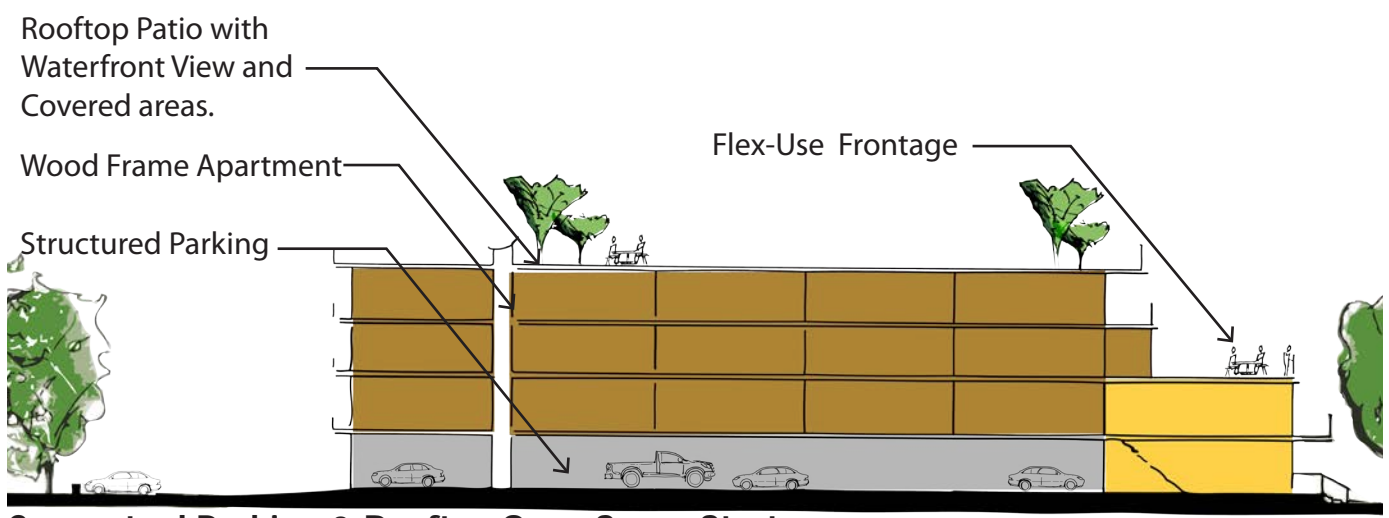
- **Market and financial viability and implementation** over the short, medium and long term, including phasing and consideration of temporary, interim uses and activities

DESIGN STUDY & ILLUSTRATIONS

Each of the following spreads outline the concept option(s) for each site.

The graphic below illustrates the conceptual **parking strategy** that is envisioned for sites 1 and 3. Under-building structured parking buffered with street fronting commercial or townhouses facing the street and waterfront beyond allow for a positive orientation to the pedestrian and public realm. Each concept also includes surface parking and a **rooftop open space** strategy, locating roof top patios and amenity spaces to take advantage of open and unobstructed views to the waterfront, and to provide good solar exposure.

It is important to note that the development concepts identified are highly conceptual in nature and are not reflective of any existing development proposals. Rather, the development concepts envisioned in this study are intended as design explorations to identify and test potential development capacity and viability based on envisioned land use, density, form and orientation as guided by the original vision of the Waterfront Plan. Any major land use change within the study area will involve public review through the regular development processes.



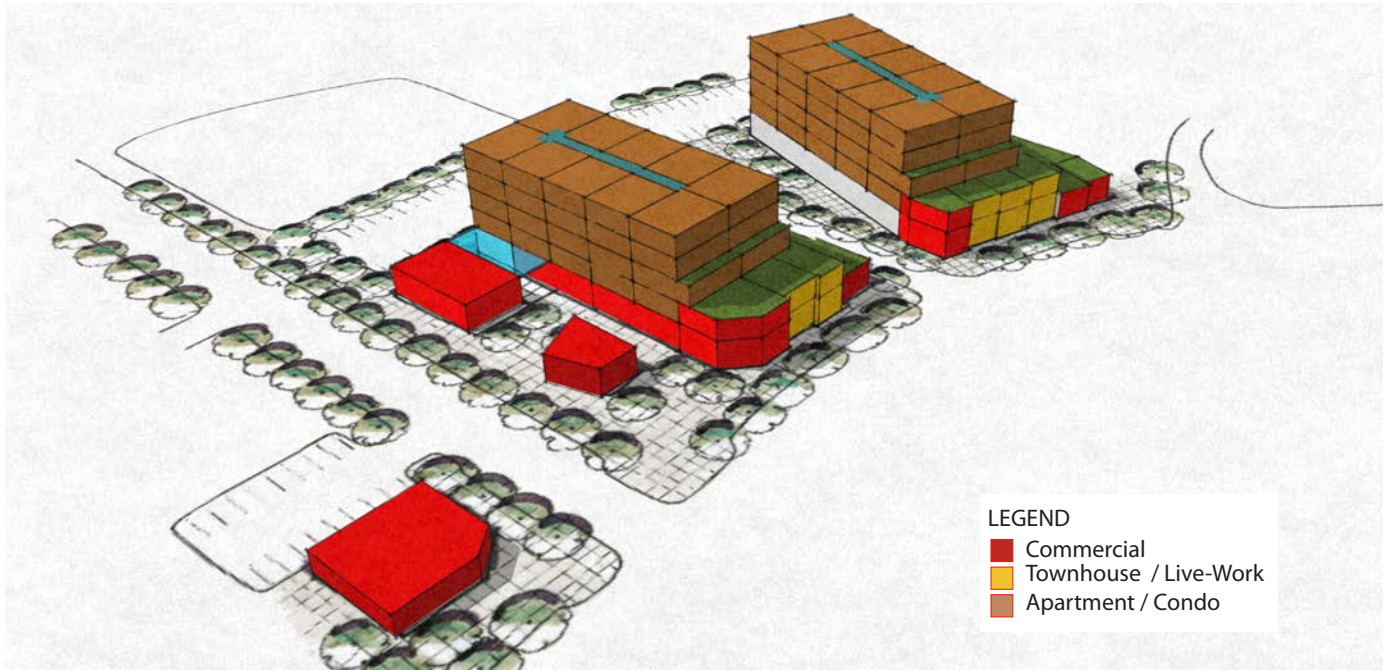
Conceptual Parking & Rooftop Open Space Strategy

Note - This image does not represent the architectural form of the buildings, but is a concept plan used to demonstrate the approximate size and shape of the buildings.

LEGEND

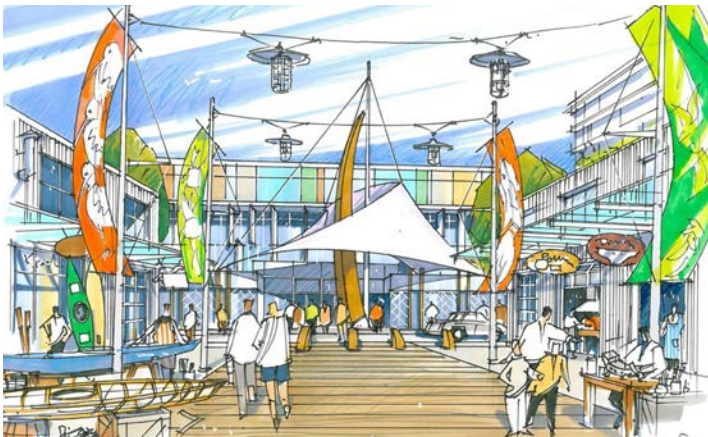
| | |
|--|-----------------------|
| | Parking |
| | Townhouse / Live-Work |
| | Apartment / Condo |

SITE 1: CONCEPT PLAN "A"



Conceptual Land Use Model

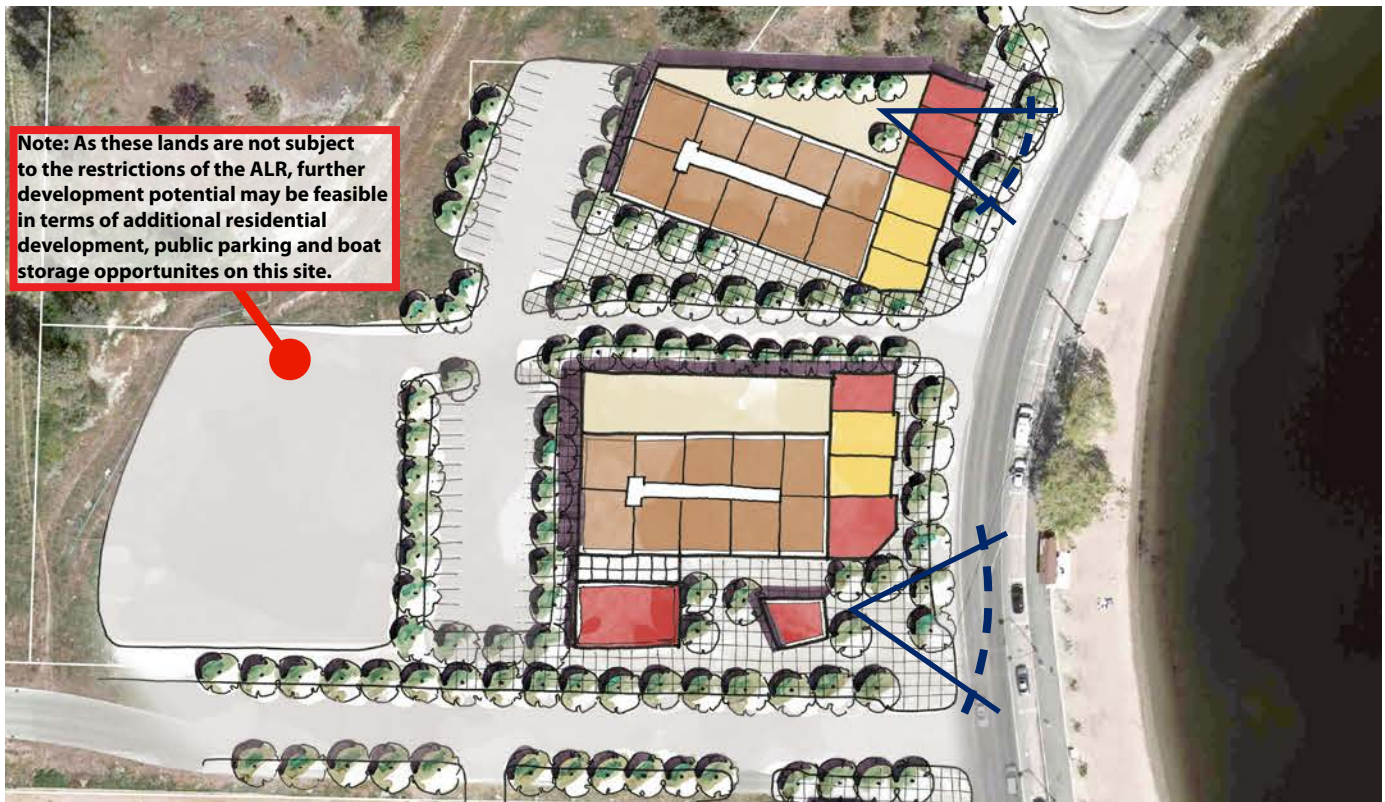
Note - These images do not represent the architectural form of the buildings, but are massing drawings used to demonstrate the approximate size and shape of the buildings.



Examples of Waterfront Development



Conceptual Plan View with Envisioned Land Uses



Note: As these lands are not subject to the restrictions of the ALR, further development potential may be feasible in terms of additional residential development, public parking and boat storage opportunities on this site.



Note - These images do not represent the architectural form of the buildings, but are massing drawings used to demonstrate the approximate size and shape of the buildings.

Apartment/Condo:

- 5128 sq m / 55,200 sq ft, 60 units (74.3 sq m / 800 sq ft average per unit)
- (assumes 15% efficiency for circulation/common space)



Townhouse/Live-Work:

- 585 sq m / 6,300 sq ft, 5 units (111.5 sq m / 1,200 sq ft average per unit)
- (assumes 5% efficiency for circulation/common space)



Commercial:

- 743 sq m / 8,000 sq ft

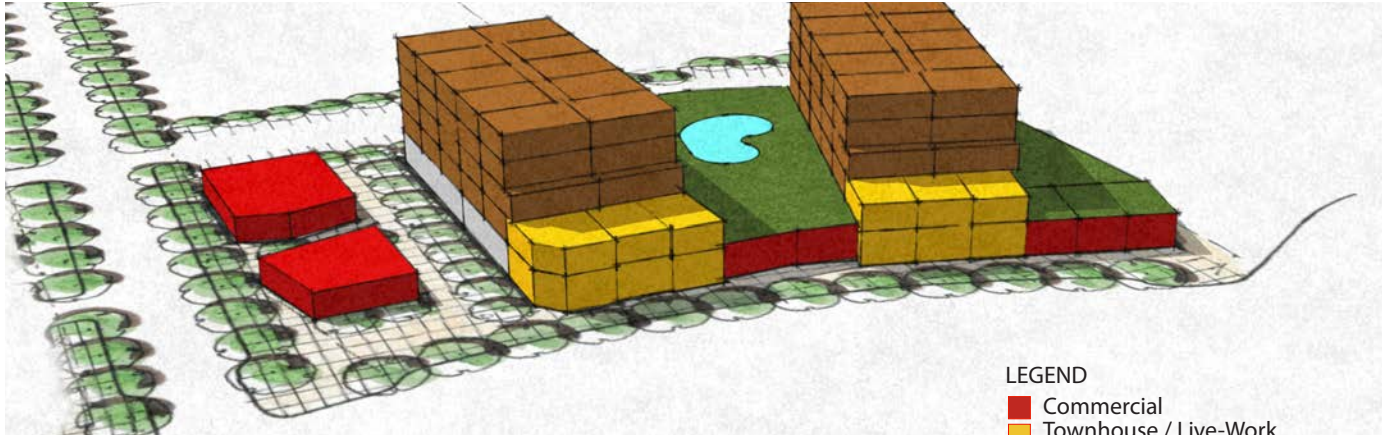
Parking:

- 72 stalls - under- building parking structure (2,090 sq m / 22,500 sq ft)
- 60 stalls - surface
- 23 boat stalls - surface



Key Open Space with Waterfront View

SITE 1: CONCEPT PLAN "B"



- LEGEND**
- Commercial
 - Townhouse / Live-Work
 - Apartment / Condo

Conceptual Land Use Model



Examples of Waterfront Development



Conceptual Context along Gellatly Road

Note - These images do not represent the architectural form of the buildings, but are massing drawings used to demonstrate the approximate size and shape of the buildings.

Note - As the western portion of Site 1 is not subject to ALR restrictions as per Section 23(i) of the *Agricultural Land Commission Act*, further development may be feasible in terms of residential development, public parking, and boat storage opportunities.

Conceptual Plan View with Land Uses



Note: As these lands are not subject to the restrictions of the ALR, further development potential may be feasible in terms of additional residential development, public parking and boat storage opportunities on this site.

0 10 20 30 50m

Note - This image does not represent the architectural form of the buildings, but is a concept plan used to demonstrate the approximate size and shape of the buildings.

Apartment:

- 4,459 sq m / 48,000 sq ft, 60 units (74.3 sq m / 800 sq ft average per unit)
- (assumes 15% efficiency for circulation/ common space)

Townhouse/Live-Work:

- 891 sq m / 9,600 sq ft, 8 units (111.5 sq m / 1,200 sq ft average)
- (assumes 5% efficiency for circulation/ common space)

Commercial:

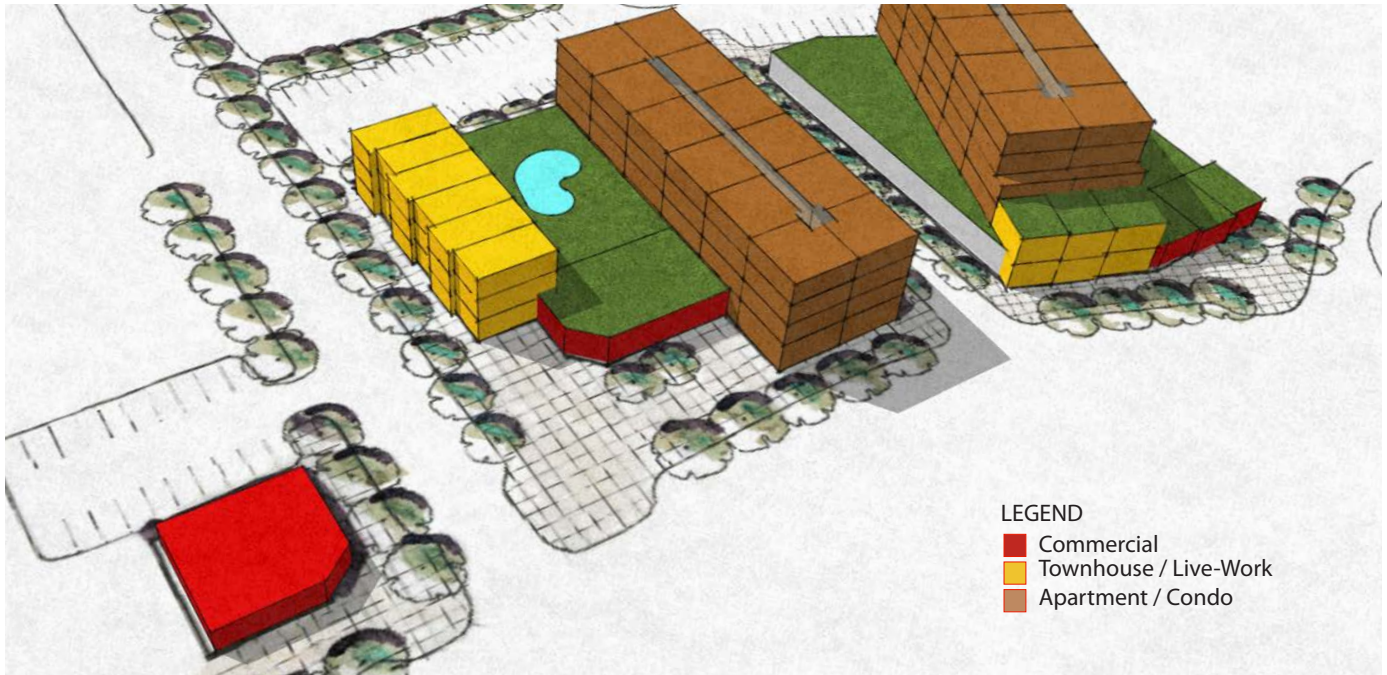
- 743 sq m / 8,000 sq ft

Parking:

- 80 stalls - under- building parking structure (2,322.5 sq m / 25,000 sq ft)
- 60 stalls - surface
- 23 boat stalls - surface

Key Open Space with Waterfront View

SITE 1: CONCEPT PLAN "C"



Conceptual Land Use Model

Note - These images do not represent the architectural form of the buildings, but are massing drawings used to demonstrate the approximate size and shape of the buildings.



Examples of Waterfront Development

Conceptual Plan View with Land Uses



Note: As these lands are not subject to the restrictions of the ALR, further development potential may be feasible in terms of additional residential development, public parking and boat storage opportunities on this site.

0 10 20 30 50m

Note - This image does not represent the architectural form of the buildings, but is a concept plan used to demonstrate the approximate size and shape of the buildings.

Apartment/Condo:

- 5,639 sq m / 60,700 sq ft, 66 units (74.3 sq m / 800 sq ft average per unit)
- (assumes 15% efficiency for circulation/ common space)

Townhouse/Live-Work:

- 1,050 sq m / 11,300 sq ft, 9 units (111 sq m / 1,200 sq ft average per unit)
- (assumes 5% efficiency for circulation/ common space)

Commercial:

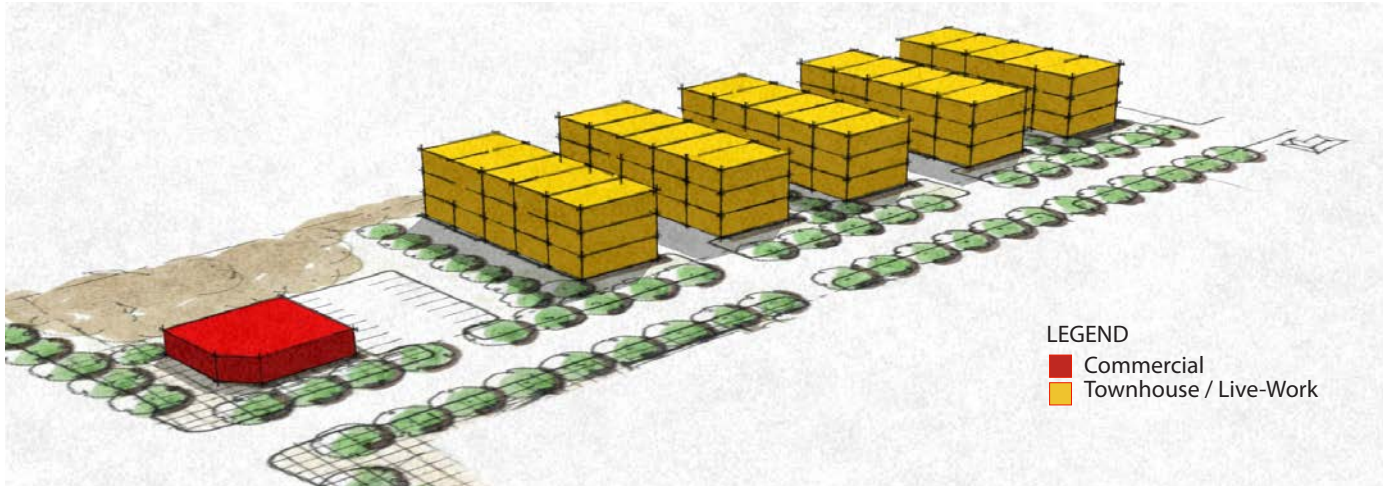
- 465 sq m / 5,000 sq ft

Parking:

- 92 stalls - under- building parking structure (2,675 sq m / 28,800 sq ft)
- 60 stalls - surface
- 23 boat stalls - surface

Key Open Space with Waterfront View

SITE 2: CONCEPT PLAN



Conceptual Land Use Model

Note - These images do not represent the architectural form of the buildings, but are massing drawings used to demonstrate the approximate size and shape of the buildings.

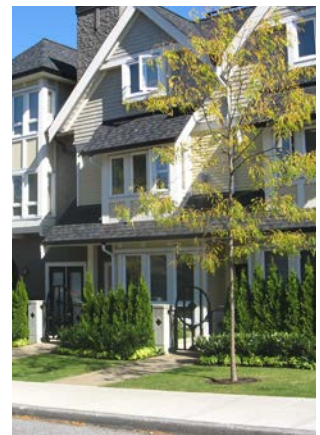
The concept plan for Site 2 proposes courtyard townhouses, as well as a stand alone commercial use/building.

Townhouse orientation provides attractive street frontage, and good access to views of the ecological corridor to the south.

Additional residential development above the stand-alone commercial development at the eastern portion of Site 2 may also be feasible at the time of redevelopment but was not evaluated as part of the scope of this study.



Examples of Waterfront Development



Conceptual Plan View with Land Uses



0 10 20 30 50m

Note - This image does not represent the architectural form of the buildings, but is a concept plan used to demonstrate the approximate size and shape of the buildings.



Townhouse:

- 204 sq m / 2,200 sq ft, 25 units (46 sq m / 500 sq ft enclosed parking)



Commercial:

- 232 sq m / 2500 sq ft (stand alone)

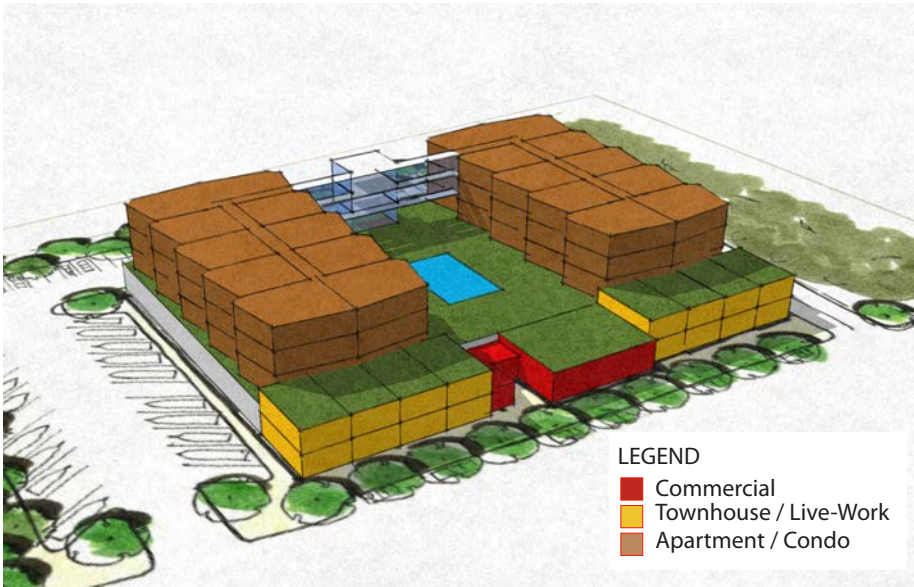
Parking:

- 18 stalls - surface



Key Open Space with Waterfront View

SITE 3: CONCEPT PLAN



The concept plan for Site 3 proposes a small amount of commercial for a possible secondary village node, as well as townhouse/flex use, and condos with rooftop open space.

Proximity to the marina provides good access for private use by marina members.

Views to the waterfront are constrained by marina fencing, however, they are open from the second storey and above.

Conceptual Land Use Model

Note - These images do not represent the architectural form of the buildings, but are massing drawings used to demonstrate the approximate size and shape of the buildings.



Example of Waterfront Development

Note - The configuration of the proposed concept for Site 3 is built upon the conditional ALC approval granted in 2010 for a land swap of 0.4 ha of ALR land immediately abutting Gellatly Road for a 0.4 ha portion of land on the western portion of the site abutting Rotary Trails. As the conditional approval from the ALC has now expired, a new application for the exclusion/inclusion of ALR land will be required of the property owner should the property owner wish to move forward with redevelopment.



Conceptual Plan View with Land Uses



0 10 20 30 50m

Note - These images do not represent the architectural form of the buildings, but are concept plans used to demonstrate the approximate size and shape of the buildings.

Conceptual Plan View Parking Layout



- Apartment:**
 - 4,460 sq m / 48,000 sq ft, 60 units (74 sq m / 800 sq ft average per unit)
 - (assumes 15% efficiency for circulation/ common space)
- Townhouse/Live-Work:**
 - 8,919 sq m / 96,000 sq ft, 8 units (111 sq m / 1200 sq ft average per unit)
 - (assumes 5% efficiency for circulation/ common space)
- Optional Commercial:**
 - 185 sq m / 2,000 sq ft (not including roof top patio)
- Parking:**
 - 95 stalls - under- building parking structure (2,787 sq m / 30,000 sq ft)
 - 36 stalls - surface
 - 23 boat stalls - surface

This page was intentionally left blank for double sided printing.

6.0 FINANCIAL ANALYSIS

METHODOLOGY & ASSUMPTIONS

MODUS has prepared conceptual plans for a portion of 5 properties (grouped into three sites) identified by the City for analysis. The following includes the proposed developable floor area for each concept. As mentioned previously, the development concepts for each site are highly conceptual in nature and are not reflective of any existing development proposal, rather, the analysis provided in this section is intended to determine when/if any development is achievable for these sites. Any major future land use change within the study area will involve public review through the regular development processes.

Site 1

4058 Gellatly Road

- Approximately 2.98 acres, currently used as West Kelowna Marine/Boat Dealer
- The Concepts for Site 1 see roughly 1.84 acres developed. The concepts call for commercial at grade with strata apartments above, along with ground-oriented townhouses.
- The remainder of the site is envisioned as being used for boat storage for owners in the complex (approximately 23 stalls).
- All car parking is assumed to be at-grade, with a mix of tuck-under, enclosed and open surface parking.

Development Concept A

- Apartment: 48,000 sq. ft., 60 Units
- Townhouse: 9,600 sq. ft., 8 Units
- Commercial: 8,000 sq. ft.

Development Concept B

- Apartment: 48,000 sq. ft., 60 Units
- Townhouse: 6,000 sq. ft., 5 Units
- Commercial: 8,000 sq. ft.

Development Concept C

- Apartment: 52,800 sq. ft., 66 Units
- Townhouse: 10,800 sq. ft., 5 Units
- Commercial: 5,000 sq. ft.

Site 2

4082 Gellatly Road

- Approximately 1.92 acres, currently vacant.
- The Concept Plan has the site developed with 25 ground-oriented townhouses and a small 2,500 square foot commercial building at the northeast corner.
- All car parking is assumed to be at-grade in garages, plus unenclosed surface parking for the commercial component.

Development Concept

- Townhouse: 55,000 sq. ft. 25 Units
- Commercial: 2,500 sq. ft.

Site 3

4117 Gellatly Road

- Approximately 2.78 acres, currently vacant.
- The Concept Plan sees roughly 1.92 acres being developed with strata apartments, ground-oriented townhouses, and a small 2,000 square foot commercial building fronting Gellatly Road.
- All car parking is assumed to be at-grade with a mix of tuck-under enclosed and open surface parking.



Development Concept

- Apartment: 48,000 sq. ft., 60 Units
- Townhouse: 9,600 sq. ft., 8 Units
- Commercial: 2,000 sq. ft.

OVERVIEW

All financial analyses are created using standard developer pro formas wherein estimates of revenues and costs are the inputs. In typical pro formas, the output is usually profit, following a revenues-minus-costs formula. For these analyses, GPRA has inputted a land value of \$1 million per develop-able acre, based on our scan of neighbouring parcels using 2015 BC Assessment land values. The pro forma considers the development viable if the developer can achieve a profit of **15% on the total project costs** (calculated as a representative portion of overall project costs for the development).

In conducting these analyses, GPRA has made modest allowances for streetscape and public realm improvements (\$200,000 per site) that would typically be incurred through the development process. However, any additional improvements required of a developer would need to be identified, priced, and included in subsequent analysis iterations to determine actual viability.

GPRA determined strata residential revenues based on a review of recent sales and offerings for sale of 'water-oriented' townhouses and low-rise apartments (data from 2015 and pre-2015). On the basis of this analysis, GPRA has used a base price of **\$250 per square foot for townhouses** and **\$340 per square foot for apartments**. Our research into absorption for multi-family dwellings, including discussions with local realtors, indicate that a project of this nature could likely sell 9-10 units per year in

West Kelowna.

Project costs were derived from sources deemed reliable, including information readily available from quantity surveyors on average hard construction costs in the area. Development or 'soft' costs have been drawn from industry standards and municipal sources. All other assumptions have been derived from our review of the market. **We have used hard cost estimates of \$120/sf of gross building area for townhouses, \$150/sf for apartments and commercial, and \$15,000 per enclosed parking stall.**

RESULTS

Based on the methodology and inputs described above, GPRA does not see development of any of the three sites being immediately viable (as mentioned previously, this work was completed in 2015 and is not reflective of the recent upward trend in 2016 in the industry. As a result, development may be viable sooner than this study anticipates.) The costs of building enclosed parking, in addition to the buildings themselves, is too high given the potential sales prices that we have seen and are likely to see in the market. Given this, we have prepared a sensitivity analysis to examine what selling prices would be required to make development of each site viable (See Table 1).

Three scenarios are tested for each development concept:

- Scenario 1: shows the profit-on-cost that results based on prices of **active listings**
- Scenario 2: shows profit-on-cost if **prices increase by 20%** over the above baseline.
- Scenario 3: shows what pricing is needed to achieve **15% profit-on-cost threshold**.

What the sensitivity and scenario analysis tables suggest is that for townhouses to be viable on Site 2, they would require market prices of approximately \$300+ per square foot given current costs. This is approximately 20% higher than 2015 prices. The mixed use apartments and commercial developments on Sites 1 and 3 would require selling prices of around \$420 per square foot or more, roughly 40% higher than the 2015 asking prices at 4215 Gellatly Road (Gellatly Place).

An additional piece of sensitivity analysis was conducted to determine whether reducing the price paid for the land itself would make development feasible in the immediate future. For Site 2, the acquisition price for the 1.92 acres to be developed would need to be roughly \$250,000 for a developer to achieve an acceptable profit on cost. For Sites 1 and 3, even with land cost set to zero, development would not be viable given current 2015 selling prices and costs of construction.

IMPLICATIONS

Given that the financial analysis indicates development would not be viable under 2015 market conditions, the question becomes: “how much time needs to pass before prices rise to the point that development is viable?” To answer this question, GPRA took our starting prices for townhouses and apartments and increased them at variable annual rates until they were equal to the indicated sales prices required to return a 15% profit on cost for a developer.

- For townhouses on Site 2, it will take less time for prices to reach a point where development is viable as the required selling price of \$305 per square foot is only 20% higher than current pricing, and in-line with where market pricing was only a few years

ago. If we assume an average annual price increase of 5%, it would take 4 years to reach \$305/sf. It is possible that prices could rise faster, or that due to location superiority the units could command closer to the required selling price within the next 2-3 years. It is of course also possible that prices rise more slowly and development does not become economically viable for 5+ years.

- The apartments and mixed-use development on Sites 1 and 3 require apartment prices to rise by 40% over what the 2015 pricing in the market indicates. As such, the length of time required to reach the required price points is longer. Using the same 5%/annum price escalation assumption, it would take 7 years before prices reach \$470/sf. However, conditions and circumstances may allow for development to occur sooner, including exploring ways to reduce costs for development, reducing land costs, offering unique amenities that differentiate from other product (e.g. lock-off suites) etc.
- Ultimately GPRA sees townhouse development on Site 2 being viable within 5 years, and apartments/mixed-use on Sites 1 and 3 being viable within 5-10 years barring unforeseen circumstances. Small scale commercial development (e.g. bakery/ cafe) will likely be viable currently or in the near future (1-2) years.

TABLE 1: SENSITIVITY AND SCENARIO ANALYSIS TABLES

Site #1 Analyses

| Site 1 Analyses | | | |
|-------------------------------------|----------------------|----------------------|----------------------|
| | Concept A | Concept B | Concept C |
| Typology | | | |
| Apartments | 48,000 sf / 60 units | 48,000 sf / 60 units | 52,800 sf / 66 units |
| Townhouses | 9,600 sf / 8 units | 6,000 sf / 5 units | 10,800 sf / 9 units |
| Commercial | 8,000 sf | 8,000 sf | 5,000 sf |
| Sales Prices | | | |
| Apartments | | | |
| Scenario 1 (active pricing) | \$340 | \$340 | \$340 |
| Scenario 2 (+20% pricing) | \$408 | \$408 | \$408 |
| Scenario 3 (pricing for 15% profit) | \$476 | \$477 | \$468 |
| Townhouses | | | |
| Scenario 1 (active pricing) | \$250 | \$250 | \$250 |
| Scenario 2 (+20% pricing) | \$300 | \$300 | \$300 |
| Scenario 3 (pricing for 15% profit) | \$305 | \$305 | \$305 |
| Profit on Cost | | | |
| Scenario 1 (active pricing) | -14% | -14% | -13% |
| Scenario 2 (+20% pricing) | 2% | 1% | 3% |
| Scenario 3 (pricing for 15% profit) | 15% | 15% | 15% |

Site #2 Analyses

| Site 2 Analyses | | | |
|--------------------------|------------|----------------------|------------|
| | Scenario 1 | Scenario 2 | Scenario 3 |
| Typology | | | |
| Apartments | | n/a | |
| Townhouses | | 55,000 sf (25 units) | |
| Commercial | | 2,500 sf | |
| Townhouse Pricing | \$250 | \$300 | \$305 |
| Profit on Cost | -4% | 13% | 15% |

Site #3 Analyses

| Site 3 Analyses | | | |
|-----------------------|------------|----------------------|------------|
| | Scenario 1 | Scenario 2 | Scenario 3 |
| Typology | | | |
| Apartments | | 48,000 sf (60 units) | |
| Townhouses | | 9,600 sf (8 units) | |
| Commercial | | 2,000 sf | |
| Pricing | | | |
| Apartments | \$340 | \$408 | \$477 |
| Townhouses | \$250 | \$300 | \$305 |
| Profit on Cost | -15% | 1% | 15% |



7.0 INTERIM & TEMPORARY USE OPPORTUNITIES

What are some ways that the City can begin to enliven the waterfront and create the preconditions for a vibrant future community in the area?

A range of interim/temporary uses and development forms consistent with the long term future vision were explored, to consider how they might catalyse village redevelopment over the short to medium term. These uses may help to achieve vitality in the interim, while awaiting the right conditions for development associated with the long term vision for a mixed use residential and commercial uses consistent with the vision for a waterfront village in Gellatly Bay.

A range of interim/temporary uses and development forms consistent with the long term future vision of the waterfront were explored to catalyse village redevelopment over the short to medium term. Sites 1 and 2 are recommended to focus temporary commercial uses, with a priority for Site 2 given the current (and viable) boat storage use on Site 1. The portion of Site 2 fronting Gellatly Road will be smaller scale. Site 3 is recommended for market and festival type uses as it is currently vacant and clear.

FIGURE 4: TEMPORARY USE LOCATIONS



Two locations identified for temporary commercial uses including landscape, open-space components and parking.



These uses do not (and likely should not) be enacted in isolation; rather, the mixing and matching of temporary uses and concepts (in consultation with the local resident and business community) will allow for a 'made in West Kelowna' solution to emerge.

To support the connection between the waterfront and these new services, pedestrian crossings should be emphasized. This could include special paving treatment within the intersection.

COMMERCIAL

Potential forms:

- » One or two small (93 - 186 units / 1,000 – 2,000 sq ft) commercial (café/bakery or other food and beverage use)
- » In a temporary structure which could be modular or mobile or another form of simple inexpensive and removable/movable form of construction
- » Located on the 2 identified commercial sites in the recommended 'waterfront village' location
- » Incorporating a temporary patio space and other landscape and open space features including for customer parking

Shipping Container Pop-Up

Pop-up retail venues can be a useful interim use for future development sites, particularly for areas or sites where the goal is to activate the area and create some measure of day-to-day vibrancy. Pop-up retail venues are more than just a temporary 'couple of months' use,



but less than a permanent use. They will still likely require zoning conformity (and potentially development permits/variances), and under normal circumstances would be subject to payment of development cost charges and other typical development approval processes.

Pop-up retail in the form of shipping container shops can be an excellent interim use for sites targeted for future development such as those at the West Kelowna waterfront. Shipping container retail venues offer access to physical space necessary to start a business for those entrepreneurs who cannot afford permanent bricks-and-mortar space, or for those who want to test out a new market area without the significant up-front cost of fit-up for a permanent space. A basic retrofitted 20' shipping container

will typically cost approximately \$17,000 plus the cost of purchase, which typically starts around \$30,000. At the outset, fit-up of a container can cost more than \$120,000.

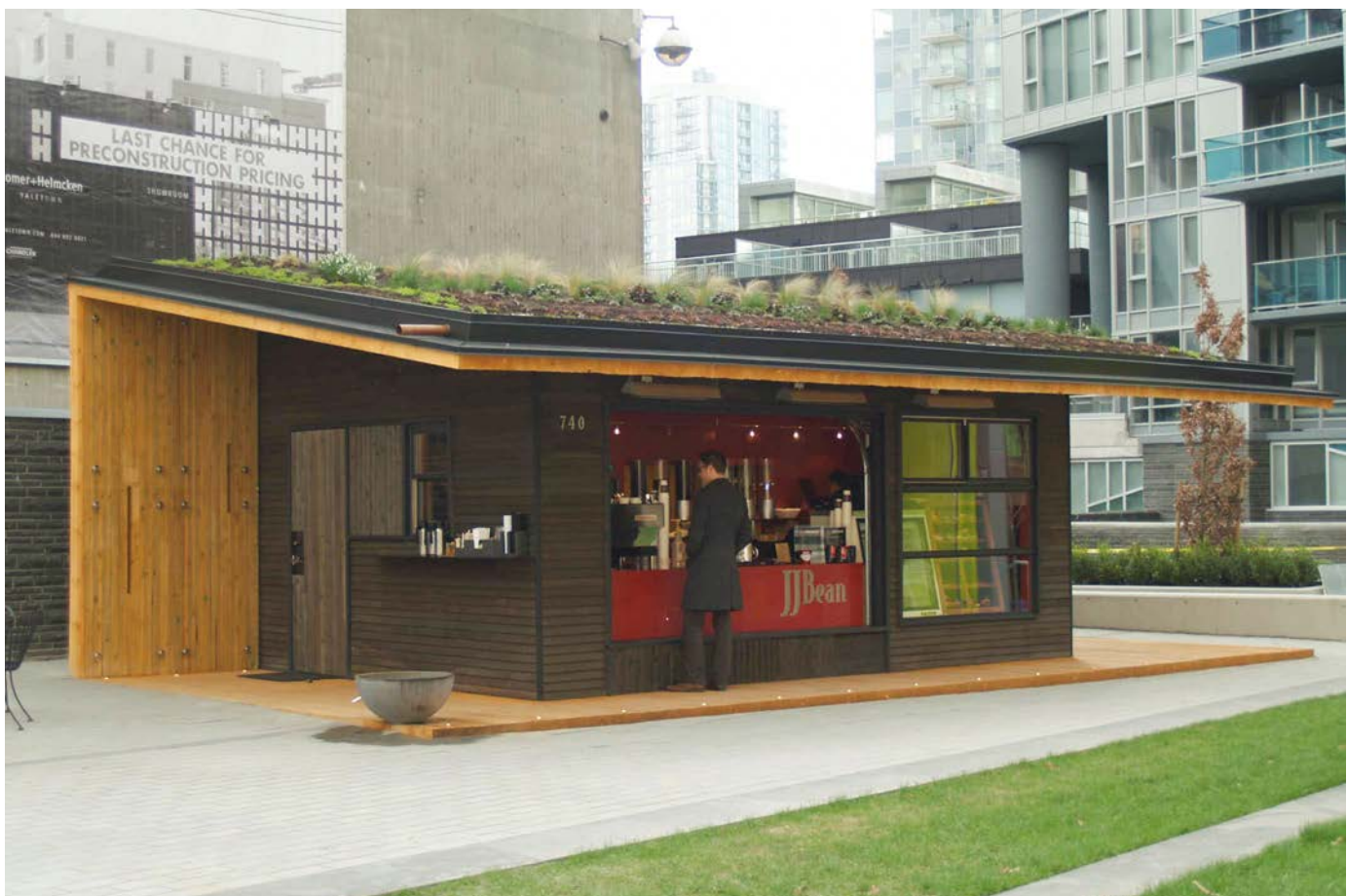
Once the initial setup is complete, rental revenue of \$10-15/day can usually allow for pay-off of the initial investment within 3-5 years.

The following are some examples of successful shipping container shops and clusters of shops/restaurants currently operating:

Market 707 – Dundas & Bathurst, Toronto

- An initiative of Toronto’s Scadding Court Community Centre. Located on sidewalk outside of community centre.

- A unique street food and retail market of 17 vendors operating seasonally out of six repurposed shipping containers.
- Home to small, local vendors, bringing vitality to a previously underused and drab area
- Has provided small vendors an opportunity to get space in a high-rent environment. Excellent incubation space for start-ups
- Setup of this marketplace was an initiative led by the community centre and backed by the local ward councillor. It involved close collaboration with the public health and municipal licensing and standards agency, as well as Transportation Services.
- Management of Market 707 is funded through business rent. The full-time manager is responsible for day-to-day administration,





marketing, event planning, liaising with City departments to ensure compliance, developing partnerships with non-profit groups and other corporations, and overseeing vendor group meetings.

Food Truck / Mobile Food Vending Clusters

Food trucks or food cart clusters (typically 2-9 vendors) can become revitalization catalysts for areas and excellent interim uses at a site or a neighbourhood transitions. Food trucks in urban environments have three key roles: they are entrepreneurial start-ups, interim and mobile land uses, and cultural expressions. As such, food truck clusters can be particularly impactful in neighbourhoods undergoing change.

By occupying underutilized lots, activating streetscapes, promoting commercial activity and creating hubs of cultural activity, food truck or mobile food clusters are an innovative, low-cost revitalization tool that also act as economic drivers.

Food truck pods typically share community amenities (with portable toilets, seating, umbrellas) and some services (trash removal, security, lighting, water, wifi). The structure and agreements around ownership, leasing, service provision and infrastructure investment can vary from property to property.

For the property owner, initial investment to prepare a lot for nine food trailers can cost between \$10,000 and \$20,000. A typical pod can produce enough income to defray land holding costs.

The food trailer/truck/unit itself typically costs

up to \$60,000 to build and fully equip.

In many cities, food truck pods have proven an excellent use for private property in a development limbo between a future higher and best use, and a current state in which development is economically unfeasible. During periods where more intensive (and desired) forms of development are not yet feasible, for property owners, the food truck/trailer cluster can represent a rapid, low-cost and interim revenue generation solution to pay the property's holding costs. Food trucks can thus mitigate the urgency of holding costs that might spur hasty projects that do not meet with the full potential of the site or the area, or the community vision for the site.

Food truck clusters can have positive impacts on nearby vitality and neighbourhood life. For property owners (and municipal officials) trying to create a certain 'vibe' in an area that translates to their future development, these types of uses should be encouraged. These uses can clear blighted lots, generate increased neighbourhood attention, and generate new commercial activity. They can become physical symbols of a neighbourhood that is 'up and coming' or in a state of positive transition. They can help to illustrate potential foot traffic for instance, mitigating concerns about development risk and thus lowering future economic barriers for larger development projects.

Example: Portland:

- 2009 Economic Development Plan encouraged the use of vacant lots for food truck clusters
- Portland has creatively made use of private property to create food truck "pods" primarily on private, surface parking lots. By transforming vacant lots into food truck hubs, Portland has generated more foot traffic into

those areas that may have been subject to blight and crime.

- The City currently has over 20 food truck 'pods' operating on private property. In each pod, vendors are able to share resources and build communities and unique brand identities.
- Regulations provide that as long as stationary mobile carts have functional wheels, an axle for towing and are located in a commercial zone, they are considered vehicles and are not required to conform to zoning or building codes on private property. Food truck vendors are also able to obtain alcohol licenses.

Example: Austin, TX

- Food trailer parks on private lots have gained



popularity from vendors because they could share resources and often attract a stable following. It has also proven a viable opportunity to 'incubate' businesses, some of which eventually transition into bricks and mortar locations nearby their primary vending area.

- The food trailer on private lot model has proven successful and beneficial to land owners as those land owners are able to collect rent from vendors after obtaining

the permits and installation of necessities to provide electricity and other resources.

- The City has streamlined the permitting process for mobile food vendors, which previously required vendors to deal with multiple departments. A centralized permitting process is now in place whereby applicants are presented with a checklist of all forms required to receive a mobile food vendor permit. Food vendors are subject to annual health and fire safety inspections, and are required to disclose a central preparation facility (CPF) where they store, clean and dispose of product.

Common challenges with food trucks:

- Regulatory and competitiveness debates between food truck vendors and local restaurant owners/associations
- Portland has actively promoted food trucks as a means to spur economic activity
- Other cities have faced strong resistance to food trucks due to opposition from restaurant associations.
- Enforcement of vending permits
- More of a problem in larger metro areas where waitlists for permits present a barrier to entry, resulting in unlicensed vendors.

Competitiveness

- A question of whether to have food trucks meet the same operating regulations as restaurants, including fair taxation and licensing
- Regulatory Suggestions for Easing Integration of Food Trucks into the City:

- Offer a centralized process for permitting to allow vendors ease in entering mobile vending by reducing the number of departments they must interact with and receive approval from.
- Permitting for mobile food vendors typically ranges from \$200-\$1,500 annually. Fees should be high enough to generate revenue that offsets at least some of the costs produced by the presence of food trucks, but not so high as to discourage potential businesses from entering the market. Actual amounts should be determined locally based on projected administrative and other expenses, as well as considerations of competitive balance with bricks-and-mortar restaurants.
- Consider restrictions on parking durations, but do not make these too restrictive. Will be dependent on adjacencies and neighbourhood feedback.

- Can operate seasonally and draw on existing business vitality in the community

Example: Ladner Village Market

- Operates twice a month through spring, summer, fall
- Features >160 vendors each day
- Focus is locally made, baked, grown
- Includes live entertainment (a major draw) and other events to keep people engaged and coming back
- Types of vendors:
 - » Gourmet food (23%)
 - » Fresh produce (12%)
 - » Home products (18%)
 - » Eateries (10%)
 - » Garden stores (9%)
 - » Local art (5%)
 - » Jewelry (6%)
 - » Unique creations (8%)

Festivals, Farmers & Artisans Markets

- Can include mobile food vending or mobile/semi-permanent vendors in trucks, carts, containers.



Example: Steveston Farmers & Artisans Market

- Operates weekly through summer and fall
- Revolves around live performance events, farm market and fish markets
- Similar vendor breakdown typology to Ladner Village Market

OTHER

Surface Parking Lots

- Boat storage and surface parking: located away from/not adjacent to waterfront interface and identified commercial areas
- Public parking: located away from/not adjacent to Gellatly Rd and identified commercial areas

**Community Education Programs/
Community Gardens**

**Example: Environmental Youth Alliance
Pollinator Project**

- Engages youth in creating pollinator habitat
- Combine with additional environmental public art education (i.e. the “Insect Hotel”)



Additional examples of temporary use and modular structures.





Image courtesy of Cal Srigley

8.0 CONCEPTUAL PHASING & IMPLEMENTATION

OVERVIEW

The success of this study depends on the implementation of its policies with support from West Kelowna Council, the development community, business community, local residents and property owners. These groups are stakeholders in the evolution of Gellatly Village and play an important role in ensuring the future success of this important community area.

Policies and direction contained within the Gellatly Village Study will be implemented through a combination of private development and city-led initiatives. This study has been created with the understanding that development on private land will occur as property owners make application for development and this study will function as a guiding document. The City will review all applications for development within the study area for consistency with the policies contained within this document, as well as the policies and guidelines within the Official Community Plan and Waterfront Plan.

CONCEPTUAL PHASING

As noted in this study, the market viability of the conceptual development uses and forms envisioned for Gellatly Village is estimated to be 5–10 years out for the mixed use forms of development, with stand-alone townhouse development estimated to be viable within 5 years and a small scale commercial (e.g. bakery/ café) likely viable currently or in the near future (1-2 years) (However, as mentioned previously, 2016 market conditions are illustrating a more favourable climate for multi-residential development and market viability in this area may occur sooner than expected should the upward trend continue).

Future mixed use 'village' development will likely occur through comprehensive development given the form, scale and density, and incorporation of above-ground structured parking envisioned. The comprehensive nature and scale likely required for the mixed use development is one of the factors influencing the timing of its viability. As such, it is recommended



that these projects be broken into phases to the extent possible and practical, to help make the project more viable over the medium term.

Commercial uses will serve a combination of local and visitor/tourist users, with local and neighbourhood residents supporting year round operations while the visitor/tourists users supporting seasonal operations. Commercial viability will, for the most part, require year-round operations which will need to be supported by a strong local/neighbourhood population base with support from residents in adjacent neighbourhoods (and to a lesser extent, the regional population and tourists). As such, commercial development will likely need to be timed accordingly to support existing and future residential development.

In this context, the following suggested phasing can be used as a general guide for property owners and developers to support future land improvements within the study area (see Figure 5: Conceptual Phasing and Implementation Study). The City recognizes that due to market conditions, the suggested phasing below is subject to change.

Phase 1:

- One to two small temporary commercial use structures and associated open-space improvements (patio and off-street customer parking) and landscape features; OR mobile food vending (but not both as one would detract from the viability of the other) on Site 2 and/or Site 3
- Public pay parking and boat parking and storage on all three sites
- Potential outdoor market (farmers market), with a priority location of Sites 2 and 3

Phase 2:

- Stand-alone, phased courtyard townhouse development on Site 2

Phase 3:

- Mixed residential (street fronting townhouse & apartment) development, phased as possible and practical, with boat parking/storage, public parking, and with the potential for a commercial use or townhouse/commercial flex-use on Site 3
- Permanent stand alone commercial building(s) (1,000 – 2,000 sq. ft.) on site 2 and/or 3

Phase 4:

- Mixed residential (street fronting townhouse & apartment) development on the northern half of Site 1, with the potential for a commercial use or townhouse/commercial flex-use.
- Continued boat storage and public parking on western portion of Site 1

Phase 5:

- Continued boat storage and public parking on western portion of Site 1

FIGURE 5: CONCEPTUAL PHASING AND IMPLEMENTATION PLAN





RECOMMENDED ACTION ITEMS

The purpose of this study was to build upon and further refine the vision for Gellatly Village as initially identified in the 2011 Waterfront Plan. Table 2 below summarizes the recommended action items stemming from this study which focus on implementing the short- to medium-term steps that will act as catalysts to spur development in Gellatly Village. The recommended action items are explained in further detail following the table. This study recognizes that the community and market will continue to evolve as the study is being implemented and therefore it is necessary to be flexible and adapt to new opportunities and challenges that may arise.

In Table 2 (Next Page), the following timeframes are assigned for the short, medium and long-term.

- Short term (2017 - 2019)
- Medium term (2019 - 2024)
- Long Term (2024 - 2029)

TABLE 2: SUMMARY OF GELLATLY VILLAGE STUDY ACTION ITEMS

| Actions | Timeline | Department Lead | Capital Estimate/Staff Time | Related Documents |
|--|-----------------|---|--|---|
| 1. <i>Create a Gellatly Village Vision Brochure and web content and actively market to realtors and developers</i> | Short term | Planning/ Economic Development Officer | Staff time | N/A |
| 2. <i>Develop a Gellatly Village growth management designation and policy for the development opportunity sites 1-3 using a “form-based approach”</i> | Short term | Planning | Staff time | Official Community Plan |
| 3. <i>Develop temporary use policy to enable temporary uses on Sites 1-3 until such time the market proves viable for redevelopment</i> | Short term | Planning | Staff time | Official Community Plan Zoning Bylaw |
| 4. (a) <i>Consider negotiating public access (via a SRW or road dedication) to Site 1 from Flying Horse Drive (approximately 93m)</i> (b) <i>Consider negotiating access (via a SRW or road dedication) from The Pointe through to Brown Road to connect The Pointe to Westbank Centre via private access</i> | Medium Term | Planning Engineering | Staff time plus applicable land costs (to be funded by adjacent property at the time of redevelopment) | Transportation Master Plan |
| 5. <i>Increase provision of waterfront parking (both vehicular and boat/trailer parking) at the time of rezoning/ development applications</i> | Ongoing | Planning | Staff time | Zoning Bylaw |
| 6. <i>The City should continue to pursue opportunities to secure additional public parking in Gellatly Village and other waterfront locations</i> | Ongoing | Planning | Staff time + cost of land | Zoning Bylaw Traffic Bylaw |
| 7. <i>Consider the opportunity for public transit to provide additional service to Gellatly Bay</i> | Medium Term | Planning Engineering | Staff time | Transit Plan Budget |
| 8. <i>Review the Gellatly Village Plan in 7 to 12 years</i> | Long term | Planning | \$20,000 | Gellatly Village Plan |



RECOMMENDATION #1 – CREATE GELLATLY VILLAGE VISION BROCHURE AND WEB CONTENT

Creating a brochure containing high quality renderings and images of the conceptual plan will assist in communicating the vision of Gellatly Village at future build-out. This will create excitement for the area and can be shared with property owners as well as at local workshops, seminars, and presentations to realtors and developers. In addition to the creation of a brochure, web content will be created as a means to easily share information regarding the vision for Gellatly Village.

RECOMMENDATION #2 – DEVELOP A GELLATLY VILLAGE GROWTH MANAGEMENT DESIGNATION

Amending the OCP to develop a Gellatly Village Growth Management Designation for Sites 1-3 (includes 5 parcels) will assist in supporting the envisioned future form of development in Gellatly Bay while allowing for flexibility in development applications to respond to the specific market conditions at the time of (re)development. It is recommended that the growth management designation be developed with consideration of the following parameters of the development concept options as presented within this study:

1) Potential Land Use, Density and Form of Development

Site 1: Mixed residential and commercial integrating:

- pedestrian oriented commercial development incorporating a plaza and oriented to public streets and open spaces

- street fronting townhomes buffering structured parking
- apartments above commercial uses and above-ground structured parking (commercial component should be a combined minimum of 2,000 sq ft with the commercial component of Site 2)
- suggested minimum density of 1.5 FSR (net); maximum density of 2.0 FSR (net)
- suggested minimum building height of 3 storeys; maximum building height of 5 storeys

Site 2: Stand alone residential and commercial use integrating:

- townhouse development with a suggested minimum (net) FSR of 0.8 and a maximum (net) FSR of 1.2, and/or a combination of townhouses, stacked townhouse and/or apartments with suggested a minimum (net) FSR of 1.2 and maximum (net) FSR of 1.8
- suggested minimum building height of 3 storeys and a maximum building height of 5 storeys
- pedestrian-oriented commercial incorporating a plaza and oriented to public streets and open spaces with a suggested minimum commercial floor area of 2,000 sq ft (in combination with the commercial component of site 1) potential to include a residential component (1 to 2 storeys) above the commercial use, depending on the type of commercial use proposed.

Site 3: Mixed residential development (townhouses and apartments) with the provision for, but not a required compatible commercial use, integrating the following:

- street fronting townhouses/flex-use commercial buffering structured parking
- apartments above structured parking
- minimum density of 1.5 FSR (net); maximum density of 1.8 FSR (net)
- minimum building height - 3 storeys; maximum building height- 5 storeys

features including plazas, frontage treatments, landscaping, etc

RECOMMENDATION #3 – DEVELOP A TEMPORARY USE POLICY

A temporary use policy will support temporary use applications for Gellatly Village Sites 1-3 with the provisions outlined in the report. The temporary use policy should consider the following provisions:

2) Additional Policy Considerations

When drafting the growth management designation specifically for Gellatly Village, it is recommended that the following policy items be taken into consideration:

- a. Consider developing a design guideline based on the massing, orientation and general character as shown in illustrations within the study, and referring to existing DPA guidelines, as needed
- b. Consider active street frontage and use requirements (e.g., commercial, street fronting townhouse and flex-use frontage requirements)
- c. Consider minimum (vehicles and boats) resident and customer parking requirement
- d. Consider minimum public parking requirement, including boat and trailer parking
- e. Consider general approach to stormwater and ecology including ecological and ALR setbacks and interface
- f. Desired open space amenities and

1) Allow for temporary commercial structures (mobile, modular, etc.) on Sites 2 and 3 with:

- maximum (e.g. 3,000 sq. ft) floor area requirements
- street fronting requirement
- use requirements (food and beverage as principal use, specialty retail as secondary use)
- minimal façade requirements (glazing, cladding, weather protection, lighting, signage)
- minimal landscape and open-space requirements (hard surface patios, outdoor seating, potted tree/plants) parking) and access considerations off-street surface parking requirements (e.g. 7 stalls per 1,000 sq ft + staff parking) and access considerations
- temporary infrastructure requirements (water, sewer, fire suppression, storm water requirements)

**RECOMMENDATION #4 (A&B)–
NEGOTIATE PUBLIC ACCESS TO SITE
1 FROM FLYING HORSE DRIVE AND
NEGOTIATE ACCESS FROM THE POINTE
NEIGHBOURHOOD THROUGH TO
BROWN ROAD TO CONNECT THE POINTE
NEIGHBOURHOOD TO WESTBANK
CENTRE**

- a. It is recommended that an agreement to purchase a portion of Flying Horse Drive (The Pointe access road) be secured as a public right of way for access to adjacent development (Site 1). In addition, securing a public right of way on Flying Horse Drive will also open up future opportunities for on-street public parking. It is recommended that approximately 93 metres of Flying Horse Drive be secured as demonstrated in Figure 6 below.
- b. It is further recommended that access be negotiated to connect The Pointe neighbourhood to Westbank Centre either through a Statutory Right of Way or a road dedication. This new access was identified

as an important opportunity to provide more direct and convenient access for residents of The Pointe to Westbank Centre. Currently, residents of The Pointe typically access Westbank Centre via Gellatly Road South to Highway 97 or via Gellatly Road. Linking The Pointe neighbourhood to Westbank Centre via Brown Road would provide a shorter and more convenient route for residents.

When The Pointe development was initially planned and developed, Brown Road was identified as the preferred access to The Pointe. An application was submitted to the Agricultural Land Commission in the early 1990s to dedicate a road through 4000 Brown Road to extend Brown Road to access The Pointe. However, the application was turned down by the ALC. The ALC’s rationale for denial was that the approval of the extension of Brown Road would create pressure for the removal of the agricultural properties fronting Brown Road from the ALR.

Given the importance of this alternate road



Distance of approximately 93m (Portion of this area to be considered for negotiation for access)

Figure 6: Flying Horse Drive

access to The Pointe neighbourhood as it would provide shorter and more convenient route for residents, discussions with the ALC facilitated by the District are recommended to find a solution to securing a road access to The Pointe through 4000 Brown Road while ensuring maintenance of the agricultural uses and ALR designation of adjacent lands. The City recently adopted a Westbank Centre Agriculture Plan which speaks to the importance of these agricultural properties off of Brown Road and examined their viability for agriculture as depicted in Figure 7 below.

RECOMMENDATION #5 INCREASE PROVISION OF WATERFRONT PARKING THROUGH REZONING/ DEVELOPMENT APPLICATIONS

At the time of rezoning sites 1 to 3, ensure that there is adequate parking for residents and visitors as part of the development approval process. In addition, ensure that there is adequate parking for both boats and boat trailers due to the proximity of Okanagan Lake.

RECOMMENDATION #6 THE CITY SHOULD CONTINUE TO PURSUE OPPORTUNITIES TO SECURE PUBLIC PARKING

Convenient parking is currently at a premium in the Gellatly Bay area during the busy summer months. As Gellatly Bay becomes a more and more prominent waterfront destination for both local residents as well as tourists, securing additional public parking in the area will be vital to the success of the area. The City should continue to secure additional public parking within Gellatly Bay as opportunities become available for both vehicles and boats/boat trailers.

RECOMMENDATION #7 CONSIDER THE OPPORTUNITY FOR PUBLIC TRANSIT TO PROVIDE ADDITIONAL SERVICE TO GELLATLY BAY

Currently there is minimal public transit service to Gellatly Bay. As this area continues to grow in population as well as attract more visitors and tourists, it is recommended that additional opportunities for public transit be explored as a means to help bring both residents and visitors/ tourists to and from Gellatly Bay.



Figure 7: Future road network improvement map - Westbank Centre Agriculture Plan

RECOMMENDATION #8 – REVIEW THE PLAN IN 7 TO 12 YEARS

The City will endeavour to review this study in seven to 12 years to ensure that it reflects the goals and vision of the community and related Master Plans.



ADDITIONAL DEVELOPMENT TOOLS & INCENTIVES EXPLORED BUT NOT RECOMMENDED AT THIS TIME

The following development tools and incentives were explored as part of the development of this study but are not recommended action items at this time as per below.

i. Tax Exemptions – Tax exemptions would have minimal impact on improving viability of envisioned long term redevelopment. They may have a slightly bigger impact on temporary commercial uses, and therefore could be considered to implement temporary commercial uses. **(Not Recommended)**

ii. Waiving/deferring Development Cost Charges – Waiving/deferring Development Cost Charges would have minimal impact on improving the viability of the envisioned long term redevelopment of Gellatly Village. They may have a slightly bigger impact on, and therefore could be considered to assist in implementing temporary commercial uses. **(Not Recommended)**

iii. Waive development permit charges, including for temporary uses – Development Permit costs are comparatively very low as a proportion of the overall development costs and would have minimal impact on improving the viability of the envisioned long term or interim redevelopment. **(Not Recommended)**

iv. Frontage Improvements - The City could assume and undertake frontage improvements, potentially in advance of development. This is not recommended at this time due to the recent

capital investment by the City in the area as part of the Gellatly Bay Recreational Corridor and Wine Route upgrades. **(Not Recommended)**.

v. Prioritization and streamlining of development – As noted above, developing a land use policy including temporary use provisions for the three Waterfront Village sites and streamlining applications as they come forward would have a beneficial impact improving the viability of redevelopment. However, streamlining specific applications is not recommended at this time as all applications received by the City are entered into a queue and processed accordingly. **(Not Recommended)**.

vi. Pre-Zoning - Pre-zoning the sites as Comprehensive Development (CD) is an option that could potentially act to streamline and incentivize the development forms envisioned for these sites if the current viability of redevelopment was strong. However, given that redevelopment of these sites is likely several years away, pre-zoning these sites could act to raise their assessed values and as a result, raise property taxes which would likely not be welcome by property owners. This would also likely be the case if the City were to update the existing zoning to enable the temporary use strategies outlined. Therefore, pre-zoning of these sites is not recommended at this time. **(Not Recommended)**.



9.0 CONSULTATION PROCESS & INPUT

PROCESS OVERVIEW

Community input into the Gellatly Village Study was gathered through the following process:

STAKEHOLDER MEETINGS

The initial stakeholder meetings were held on June 22, 2015. Meetings were held with property owners, developers of similar mixed use developments in the region, and with waterfront-oriented business operators (i.e. WK Yacht Club, The Cove, Bliss Bakery, etc.). A second set of stakeholder meetings were held (with property owners of the subject sites and the adjacent Pointe development) in November 2016 to discuss the final draft study recommendations. In general, the property owners of the subject site are in favour of the proposed concepts in the study. The Pointe development has voiced strong concerns as outlined below.

MEETINGS WITH THE POINTE NEIGHBOURHOOD

As the closest neighbourhood to the development sites, The Pointe neighbourhood has been quite involved in the review of the study and has formed their own liaison committee specifically to review the study. The following specific concerns have been noted by the committee:

- Ensure that The Pointe neighbourhood maintains their civic address on Gellatly Road
- Ensure that The Pointe neighbourhood remains a gated community
- Concerns over the potential future development on impeding the views from their existing homes to the beach and the lake (height and massing concerns)
- Would like to ensure property values are not impacted by the future development of these lands
- Concern over the type of commercial that could be incorporated into the future



developments (noise, traffic, vacant buildings, roof top patios, etc.)

- Residents of the Pontie would prefer year-round residents to occupy any of the future residential development on the subject sites (versus 'resort' style development such as The Cove)
- The survey responses from the hardcopy version of the survey were not incorporated into the draft report *
- Concern over the Study not reflecting Council's previous direction on this study in October 2015 (too dense and too large of a development for this area)
- City should consider this land for future public parkland (as the Pointe residents' first choice in future land use)

*All survey data has now been incorporated into the draft study.

ADVISORY PLANNING COMMISSION

The Gellatly Village Study was presented to the APC on December 14, 2015 and the following motion was carried unanimously:

It was moved and seconded

THAT the APC generally supports the direction of the study but would recommend further examination of the following:

- *More pragmatic approach*
- *Long term vision*
- *Relocation of the boat launch*

The APC received a follow-up presentation on December 15, 2016 to go over the draft study. No formal resolution was passed but the APC was generally in support of the study and development of these lands. Discussion points include the desire:

- To see terraced buildings
- To have commercial uses fronting Gellatly with parking tucked under and/or behind buildings
- To utilize Sites 1 and 2 for mixed use (residential and commercial) and utilize Site 3 for residential

(Minutes of the APC are available on the City's website.)

AGRICULTURAL ADVISORY COMMITTEE

The Gellatly Village Study was presented to the AAC on December 3, 2015. No formal motion was passed by the committee, but the AAC was generally in support of the study and development of these lands, with recognition that at the time of future development, agricultural protection covenants should be put in place to ensure future property owners are aware of the agricultural activities occurring on adjacent parcels.

The AAC received a second presentation on December 1, 2016. No formal motion was passed by the committee, but the AAC was again generally in support of the study and development of these lands. Overall, it was discussed that the benefit to the community of

the development of these lands outweighed any potential future impacts to agriculture. It was also indicated that having additional density within this area may also result in additional agricultural opportunities.

(Minutes of the AAC are available on the City's website.)

ECONOMIC DEVELOPMENT COMMITTEE

The Gellatly Village Study was initially presented to the EDC on November 17, 2015 with a follow up presentation on November 22, 2016. No formal motion was passed by the EDC but the EDC was generally in support of the study and development of these lands. Discussion points included:

- The belief that this plan would not detract from the Westbank Centre Revitalization Plan
- There is a need to consider traffic and vehicular movements and consider innovative parking solutions for both vehicular and boat traffic

OPEN HOUSE

Additional community input was also gathered during an open house. The open house was held on October 21, 2015 at the Westbank Lions Community Hall. Approximately 80 residents attended the event to provide staff with their feedback and concerns regarding the proposed project. The main concern identified at the open house was regarding the question

of whether the vision outlined for Gellatly Village in the Waterfront Plan is consistent with that of residents.

SURVEY

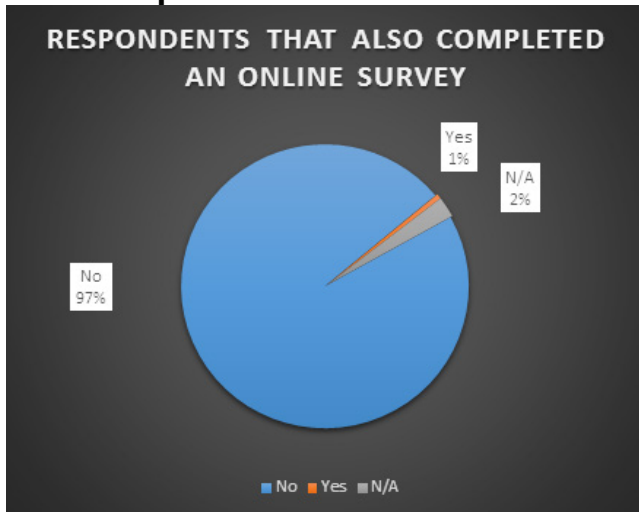
A survey was made available to the public on the City's website from October 26, 2015 to November 12, 2015 and hard copies were also distributed at the open house. The City encouraged participation in the survey through public service announcements on the website, as well as posts on social media outlets such as Twitter and Facebook. Some of these posts were considered to have 'gone viral' according to City standards, reaching nearly 1000 people – 3x the amount of a typical City post. A total of 225 residents completed the survey (169 online surveys and 56 hardcopies). A summary of the survey results is provided in Appendix A.



APPENDIX A: SURVEY RESPONSE COMMENTS

Q: Have you completed a hardcopy version of this survey before?

Online Responses:

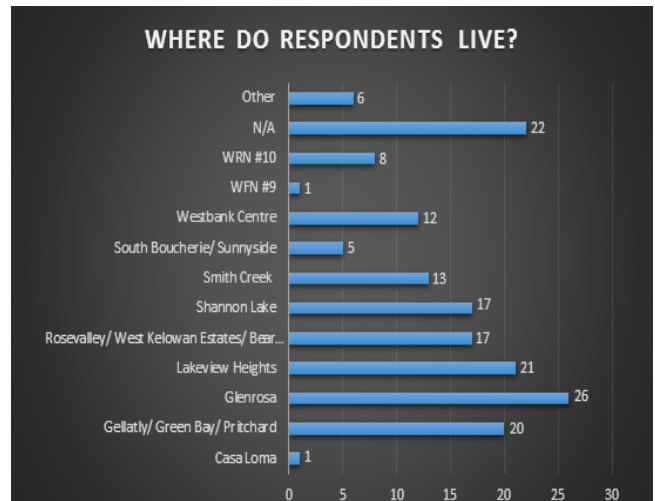


Hardcopy responses:

(Note – this question was only posed on the online version of the survey)

Q: What neighbourhood do you live in? (If you specified 'Other', please specify):

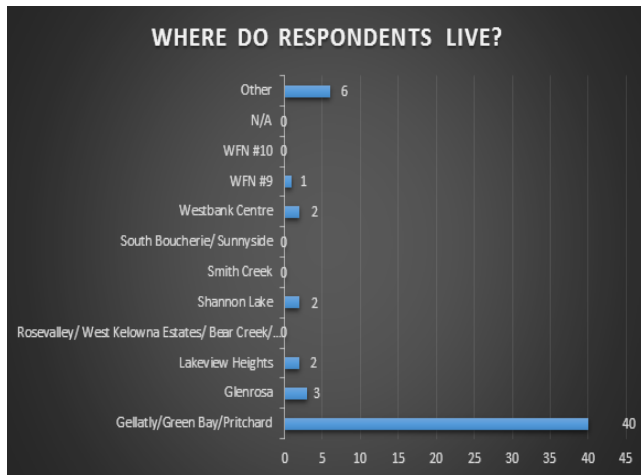
Online Responses:



Written Responses (Online version):

- 2070
- I don't know
- Kelowna
- Mission Hill Estates
- Peachland
- Peachland
- Penticton
- Sage Creek
- vineyardv
- WestWestWestjfkjkdla;f

Hardcopy Responses:

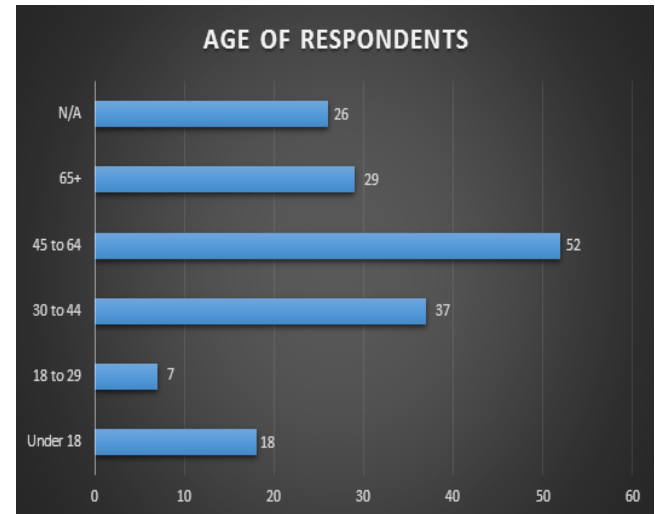


Written Responses (Hardcopy version):

- The Pointe
- The Pointe
- The Pointe
- The Pointe at Gellatly Bay
- The Pointe
- The Pointe
- The Pointe
- The Pointe
- The Pointe
- The Pointe
- The Pointe
- The Pointe on Gellatly

Q: In which age group are you?

Online Responses:

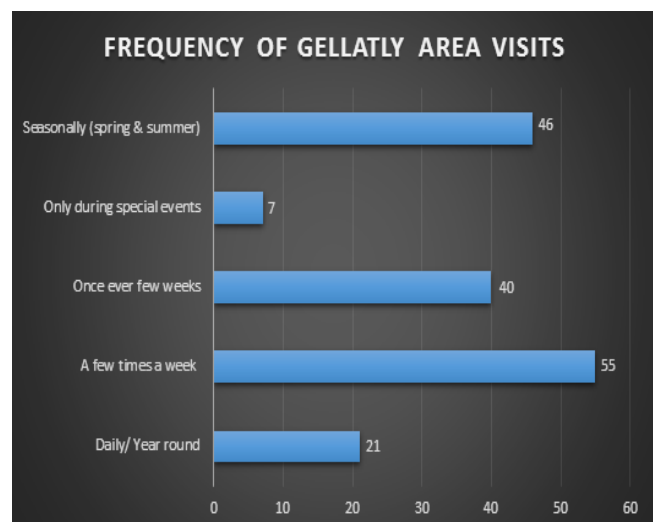


Hardcopy Responses:

(Note – this question was only posed on the online version of the survey)

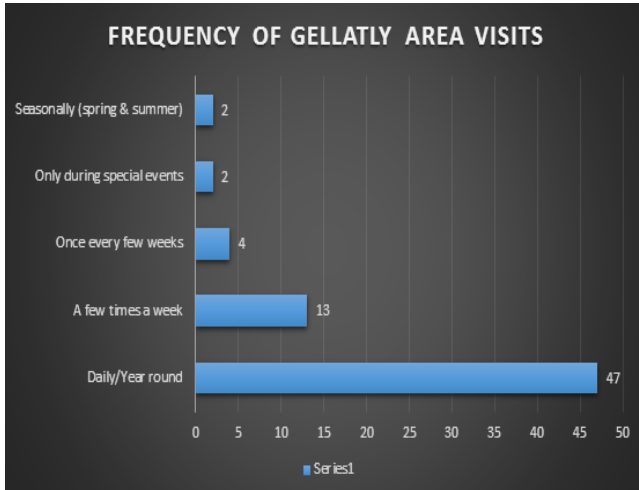
Q: How often do you visit the Gellatly Waterfront Area?

Online Responses:



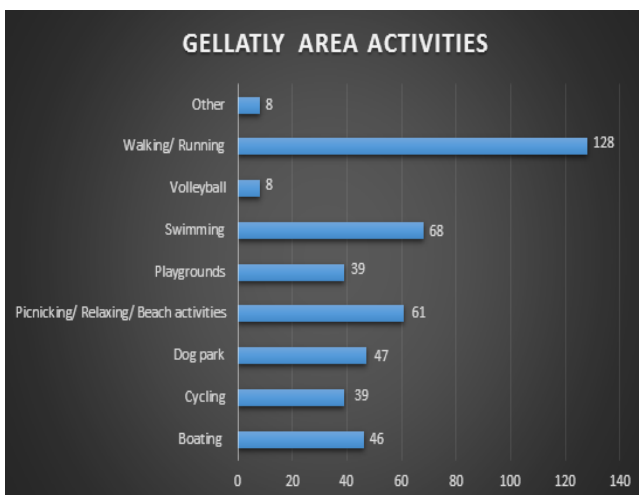


Hardcopy Responses:



Q: In which activities do you partake when you visit the Gellatly Area (Choose all that apply):

Online Responses:



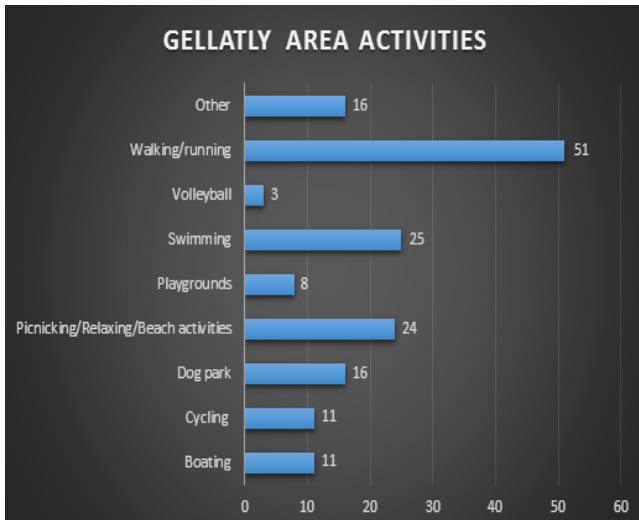
Written Responses (Online version):

- As I can only select on e option, I also partake

in walking, running swimming, CNR Wharf

- Hanging out at the cove resort
- I cannot select more than one so... walking, swimming, kayaking, picnics, cycling.
- kayaking
- kayaking
- need to be able to pick more then one. Also swimming, pinicking, playground, boating
- ROWING
- System will only let us pick one for each item - also biking, walking,
- Walking, cyclng swimming, picnicking, oating
- Why can't I select multiple activities?
- graduation
- Member of WKYC.
- nul
- sitting in this lovely area with a good book
- special events

Hardcopy Responses:



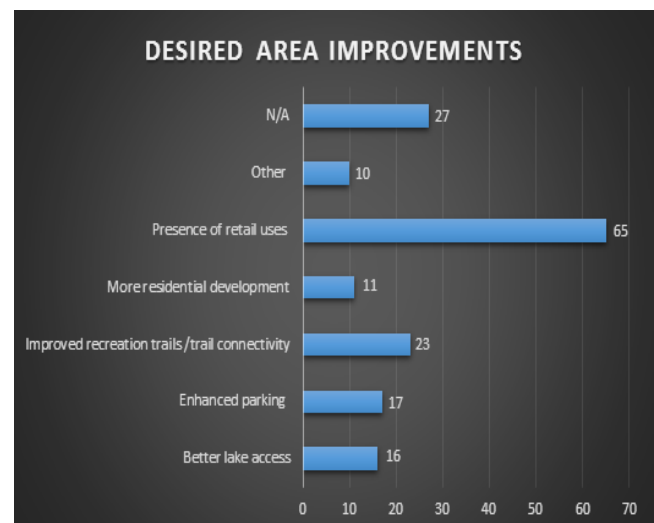
Written Responses (Hardcopy version):

- work
- boat launch
- access to the Pointe
- driving through the area for shopping, etc.
- sitting on benches, enjoying looking at lake and environment/wildlife
- I live there, I drive or walk along it every day
- live there, not visiting
- kayaking
- kayaking
- kayaking
- (boating)/kayaking
- simple enjoyment! We live here

- I live here. The Pointe
- This is our access route from/to home
- fireworks; with friends;relaxing;visitors
- driving by from “The Pointe”
- Plus drive through
- None
- kayak
- nice to see people enjoying the area

Q: What improvement would you like to see most in this area? (Choose one)

Online Responses:

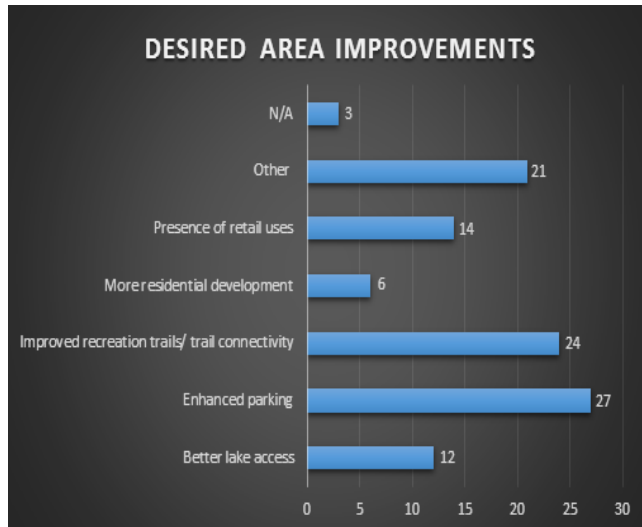




Written Responses (Online version):

- again, cannot select more than one, so... better trails, retail, residential, parking
- again, I want to also pick better lake access, improved rec trails, enhanced parking
- All of the above
- all of the above lets get on it!!!!
- better lake access, presence of retail uses, enhanced parking
- Boat house and dock for a rowing club/ paddle centre
- I can only select one options here, but I would also like to see Better lake access, retail uses, more high density residential, and more parking
- I would have more than one choice. Trails and connectivity, residential, parking.
- some type of commercial development ie. Coffee shop/ice cream
- will be nice to have access with boat restaurant
- Better walkways up to Glen Canyon before any other development is proposed which would bring more traffic to an already dangerous section of road!
- coffee shop similar to bliss in peachland/ enhanced parking
- I wanted to select two items, more walking / hiking trails, and a coffee shop / restaurant that would be open year round would be great.
- Improved transportation availability - will be a densely populated area and not a viable transportation in and out right now.
- more people , more parking needed .
- more waterfront restaurants/pubs with boat access
- Need a Lakefront Pub, a public plaza, parkade in the back corner, retail shops and places for vendors and a skywalk over Gellatly road for pedestrians
- Proper biking lanes
- public dock with day use mooring
- We like it as it is at present.
- coffee shop, with indoor view and outdoor seating, showers and a change room for willow beach swimming area
- Convenient store
- with retail uses, we will also need enhanced parking, too.

Hardcopy Responses:



Written Responses (Hardcopy version):

- better road system if developing
- enforcement of parking bylaws
- vision. Improve road access to Waterfront plan - where is the road improvement plan. Is off Brown Rd.
- (presence of retail uses) yes - but mostly uses appropriate for waterfront activities: Not a general store like Save on. (more residential development) - only if upwards!! NOT spread up over precious waterfront. Large increase in parking space. In peak times of the year it is chaotic
- less residential development - a park
- walking over pass over Gellatly Rd to Beach so people don't jaywalk across the road
- (better lake access) - have a lot of pedestrians crossing already busy road. (more residential development) - No. (other) improved road capacity.
- Better wider roadways/shoulders and pathways
- (enhanced parking) - only required on weekends in the summer boating season. (other) we like all of the improvements over the last 8 years
- (better lake access) - No - dock and path updated already. (improved recreational trails/trail connectivity) - No. (presence of retail uses) - No. (More residential development) No. (ther) Pave the waterfront walkway all the way.
- Any residential development should be geared to year round residents and not dense.
- No more new developments!!
- bicycle paths
- Better road access to Gellatly. In the summer very difficult to gain access to gellatly never mind more development with more traffic.
- no development at Willow Beach on Gellatly Bay
- increased traffic especially in summer makes it dangerous to proceed out the Pointe roadway onto the Gellatly corridor. It is



getting busier every year. Lights!!?

- None
- traffic control - its already overburdened
- (more residential development0. - in place of boat storage. (other) STOP.
- None - like it as it is!
- None.
- Pave path along waterfront from Rotary Park to Gellatly Beach Area
- (better lake access) - parking??. (presence of retail uses) - none needed - silly. (enhanced parking) - where?. (more residential development) - no new. (other) nothing.
- (presence of retail uses) - small shops or café
- (more residential development) but with larger sq. footage so it is for permanent residents of WK
- (presence of retail uses) - select ones

Q: Is your vision for the future of this area consistent with that outlined?

Online Responses:

- Yes
- YES
- Yes, utilize this prized area
- I think so...Peachland has a wonderful walking beach with shops and amenities..I would like to see something similar.
- I think that there is an incredible opportunity to create a destination in Gellatly Bay. Peachland is a great example of successful mix of residential, shops, cafes, recreation, lake access and all in a peaceful setting. The artist rendering above looks like it is going along those lines also.
- Yes, this looks very much like parts of Peachland, a very pretty vision.
- Yes, but with the exception on housing. I believe an area designated for public use and enjoyment should have elements pertaining to that concept. It should be one area of the community that is free of housing
- All residential properties, between boat launch and hotel, should eventually become park space. This would be in long term planing. West Vancouver is doing this near amblside park area. Same goes for the RJ Bennett properties all the way to the creek.

- yes, mixed us. needs a commercial component
- Yes. It is and will continue to become a greater “people” area. All these items support that future.
- Yes, I like what is being proposed. I think that staff have done a great job visioning what could be.
- Yes, it is. I strongly feel the need for a café at the very least - similar to Bliss in Peachland. A comfortable meeting and gather place for people. On any given day you can see how vibrant the area around Bliss bakery in Peachland is compared to our waterfront.
- yes - the area needs to be enhanced and provide more inviting opportunities for more to enjoy, a place to take our visitors
- we have huge traffic problems in the summer so we don't need anymore condo developments our roads will not support them. How about water, we already have water restrictions and sometimes we get sewage smells from the treatment plant if the wind happens to blow our way.
- Absolutely, West Kelowna is the hidden jewel of the Okanagan. In my opinion should be shared and developed. Not to mention in the off season we would have a cultural area that we can have as our own. The rendering is incredible.
- Yes, this looks great. Would like better signage to find the lake (for tourists) and also add sand instead of the rocks.
- Yes
- Yes, I would like to see better lake access so families can enjoy the beach together with walking trails, docks and beach access. It would be nice to see some type of food and beverage available for people to access at Gelatly Bay (i.e. cafe, food truck, restaurant/ food counter). In particular, having a cafe or hot drinks available would increase foot traffic in the winter and spring months.
- Yes.would be a place to bring family
- I like the vision for the area. I would most certainly enjoy moving to this neighborhood and like the idea of not over densification.
- Yes
- we need more retails touristy area beach access boat access cafe on the water ect
- YES!!! Wonderful
- It's a good opportunity to increase the tax base
- The area needs more vehicle /boat trailer parking before any other traffic is added to this location. After launching the boat it often requires a drive all the way down to the nut farm to find parking and then requires a walk back to the boat launch. This congests the boat launch and puts people off about this particular location. Adding shops etc will make the parking situation even worse. Please consider adding an efficient area in which to park trailers rather than having people parallel park the trailers and find



parking 1km away from the ramp when the yaught lot is almost always full.

- No. West kelowna downtown is where we need those things. The fact that gellatly is quiet and semi rural is a large part of its draw. It is a beautiful area that would be marred by these retail/condo buildings. It should continue to be a recreational area, and west kelowna proper should get some of these condo and retail considerations.
- Yes. To perfect of area to waste
- Yes. It is a wonderful place that has so much potential for recreation and retail. I have always thought a restaurant / tea house would be lovely there. Not too much development though - have to keep the access to the lake (similar to what Peachland has done along their waterfront).
- Ok, as long as ease of car access is reduced and green methods of transportation are given priority. There should be absolutely NO expansion of dock space for boats in the lake.
- love the idea.a long time in coming.
- Not 25 storie high complex
- Yes it is consistent.
- I like it but worry about parking during the busy months
- Yes looks like a great place for condos & some retail
- Yes. More amenities would attract more folks to the area.
- Yes, more or less. It would be nice if it was a place you could spend the day with out having to leave. A place for rentals, paddle board, bike etc. A couple good restaurants/ cafes/pubs, to get out of the sun and have a bite too eat or a beer. A place that is capable of having some live entertainment like a band or comedy. A place to grab an ice cream. More park area ex. sandy beach and grass. Right now there really is no place to throw a foot ball, Frisbee or play any out door games, one volley ball net that is it, and the beach is tight. A swimming centre would be nice something in the water for the kids two jump and swing off of ex. dock, zip line, diving board, rope swing. Right now it is pretty lame altho better than it was. Many people just skip it and go to kelowna or peach land.Thanks for asking
- Yes
- Yes. I think a mixed-use area as described will attract tourists and younger families and workers to the area. It will be an incentive for people to choose to live in West Kelowna.
- No, commercial and residential interests do not belong on the west kelowna waterfront.
- the mayor need to quit thinking of us as a quaint village and start thinking big! Build it and they will come Mayor
- I feel the boutique shops should be in downtown Westbank....let's get the people back up there!

- NO, I am worried about the “busy ness” of this area if developed as planned. Pedestrian/ road safety issues, transportation grid lock possibilities - there is ot a lot of accessible land (even if it is taken out of the ALR) and I worry about cliff stability, water issues, etc.
- Yes
- Yes, because that area needs more residential and retail development.It is the gem of West Kelowna but sadly lacking in amenities, particularly small shops and cafes. Compare this to the vibrant Peachland waterfront.
- no junk food, a nice patio cafe,,,affordable housing only
- Yes. I think bringing businesses to the waterfront will bring in more and different clientele to enjoy the area. Resteraunts would allow you the last minute change in plans to extend your stay through mealtimes. Also more time to enjoy the great view the evening has to offer.
- Yes, I like the mix of park, retail and housing
- Yes it is. A coffee bar and a corner store and a restaurant would add value to my neighbourhood.
- Yes... it's great
- It would be great to be able to buy a coffee or maybe take my family for lunch down there.
- Love the vision.
- Looks good
- ...why “small-scale” village... if it's too small the participating businesses won't survive... we need more than one or two things to encourage locals & tourists to travel there. It's a fabulous waterfront... Council has already done an amazing job! The area just north of the Yacht Club is excellent, but how about the area just north of the intersection just north of the Pier... a couple of Villages... add some bars/restaurants...are there any plans for small, rustic accommodations [the word 'hotel' is probably a bad one but something leaning in that direction.
- Depends on where you are planning this? There are already residential homes near the area above in the photo, closer to the Cove is ALR?
- sounds fine , too much retail is not always a good thing.
- The beach area is not large enough. not enough available parking. frustrating when trucks with boat trailers take up 4 or more spaces.
- No, no need for more residential and commercial areas.
- Yes, would love to see a cafe or restaurant and some small boutique shops in the area.
- Yes
- No it feels too dense and more like a resort than our community



- Yes. Currently, Peachland's waterfront is far superior. Gellatly desperately needs mixed use residential/retail uses in the form of medium density residential development, shops and restaurants. This plan includes that. The area is very busy most of the year, but there are no amenities!
- A need for Parking, especially Boat Trailers.
- Yes, would like cafe, restaurants, shops, with housing loans acted above
- I want to see a locally owned caf  s, restaurants and or pub. on the waterfront. I notice year round masses of walkers who have no where to sit and meet in a cosy caf   or bakery. Look at Peachland for some great ideas. Bliss bakery would love to expand into this popular recreational area.
- Yes, I think it would be great to have a destination to walk to from Westbank town center area
- No. The plan is too high density. Its not clear if the units are rental or owned. Could result in undesirables at local beaches.
- Yes Unique relaxing waterfront village
- Yes.
- It will be nice to have a place to stop and grab s treat/lunch on the way to the lake or to have a patio to enjoy the view...
- We need a better waterfront presence! While something akin to kelowna's downtown might not happen for a decade, we must envision it before it will come to fruition. We are continuously making ourselves world class with our wine and views, why not add a world class waterfront as well.
- yes...would like to see more bike path continued all along boucherie road to Pritchard park and green bay
- I like the idea of places to lounge near the water front: cafe & restaurant.
- Love to hear of any improvement in this area.
- I would like to see a small community centre or even a room or two dedicated to community activities. Groups could rent it/ them and they could invite tourists who are around the area to participate.
- It would help to know how many housing units were planned for the Waterfront Village. Using terms like "small-scale" means 25 units to me but could mean 150 units to a developer. Not knowing the city's definition of small makes it hard to support this proposal. I would like to see a cafe or another restaurant in the area but I'm not sure of the housing development until I understand the number of units.
- Yes
- yes
- It is, hopefully access to all areas will be usable for those of us more limited in our ability to walk up steep slopes.

- Yes! Love the cafe, restaurant, and shops. Residential above is nice as well. Parking seems like it would be an issue with all these uses.
- We do NOT need more housing there. More housing means less parking, more garbage etc. small cafes etc would be nice.
- Yes - make it more like Peachland
- I don't think there really needs to be boutique shops. Cafe's and restaurants will definitely increase the locations use by locals and tourists. Rotary trails should also be improved, seems like they could be good, but honestly the trails are overgrown and the connectivity isn't great. It would be excellent to somehow loop them back to let you out closer to the cove. Also, the beach should be improved, it's too small / thin. Also more beach should be considered around the gelatly wharf
- I believe in a mix of retail and housing
- Yes
- Yes, there is not enough accessible developed land on the west side
- Consistent. Most beautiful waterfront in valley should have a vibrant centre on the waterfront enjoyed by locals and tourists. Use Peachland waterfront as example.
- No condos, townhouses or apartments because it lower the value of the neighborhood
- Yes. It will be nice to bring friends and family to a place where you can walk around close by. Maybe even stop for a lunch or dinner. Just to stroll around and spend more time by the beach area close to home rather than going to Peachland or Kelowna.
- Yes but also more for familues/kids
- Yes! No more housing is needed.
- I like the idea of making it a destination for West Kelowna
- Yes
- Yes. I like the plan
- Yes. The ability to purchase light meals and enjoy the outdoors while consuming the meal is attractive for both locals and visitors.
- Yes, more or less. I would like to see something similar to Peachland's waterfront. I would like to see housing that is affordable for most people.
- Yes
- sounds good, the road will need improvement, at thus point, hardly anyone follows the speed restrictions, either they dont notice the sign or they all seem to be in a rush.
- I don't know. I have to do this for school. :(
- yes, it's more pleasing to the eye.. makes you want to go there



- Yes, it looks very good.
- yes because cafes and restaurants sounds nice.
- This vision somewhat outlines with what I would like to see happen. Several small, local boutiques/shops would be a nice addition, as well as a cafe/restaurant, though I would like hiking trails and/or nature walks to be added and improved in the area.
- Somewhat. I am in agreement with the retail and additional low density housing concept, however, the two beaches accessible on Gellatly are quite small so overcrowding would become a unpleasant scenario. I would like to see retail offerings of local products and service rather than big chain retail. In addition a small outdoor space for live local entertainment. Definitely a farmers market space as well.
- Yes, in the sense that there will be amenities that encourage locals to visit and stay in the Gellatly area (coffee shops, etc), however I do worry about congestion in an area that already gets crowded as well as the risk of "commercialization" of the Gellatly stretch. While a cafe and restaurant would attract visitors... a "Starbucks" or something akin to it would not be in line with what I would hope for the area. Personally I think that is one of the things that gives our neighbours in Peachland such charm on their beach avenue, is the local businesses (From Bliss Bakery to Rocky J's). (The Farmers Market suggestion below is great)
- Yes, but the available land seems much too

small to be able to accomplish all that is discussed above. It would be wonderful to create an area that is similar to what Peachland has, for example, but is it feasible in the area/land available along the Gellatly Waterfront. The existing parking is not ample as it is for what exists now, let alone adding to the amenities/services.

- Yes, the cafes and shops add a new touch to the waterfront village
- Yes with dog park/beach also
- yes because it is
- yes it is. It seems like a great place to enjoy the summer beaches and winter walks. This would be good for children and adults alike.
- no old boucherie road will become packed due to the high amount of tourists that will be coming here
- yes because it is an area where many tourists visit and where families go during the summer
- sure
- Yes.
- keep public access at all costs. Minimize private ownership of waterfront always. Create people spaces and access. Wide walkways with space away from autos, metal barriers to give pedestrians sense of safety from vehicles - see what was done around cross walks at Casorso School in Kelowna,

and the wide walkways near the beaches along lakeshore drive, benches, safe street crossing.

Hardcopy Responses:

- It can be. I like the “village” concept. Traffic flow is the biggest concern/issue which includes the Boucherie Road corridor starting at Hwy 97 (Friends Pub)
- Yes we need amenities and parking and commercial bus land and enhanced tourism. DCC will help pay for
- The area is quite small and congested already to add. Multi use buildings will decrease the use, character and enjoyment of the area. I would suggest adding a bike path on opposite side of the lake and encourage more residential use that way. Need more boat parking or movement of boat launch. Live on Angus and traffic is horrible and not enforced. Hire a bylaw for weekend and charge high ticket rates and enforce parking.
- Yes - but must have parking and restaurants. No trucks on this road. No boating close to swimming. Move boat launch to different location.
- Please do not combine boating and swimming area! Our beach and swimming area is already congested.
- Yes - but don't go ultra futuristic. I liked #3 concept. Hated #2 too boxy looking
- I believe we need purposeful opportunities for engagement along our waterfront, this

will help foster a better community for West Kelowna

- More or less, but the number of housing units/apartments shown in this pic above suggest too high of density.
- No - don't know
- No - already far too congested, traffic snarls and backed up 1/2 way down Gellatly North now - in October. A huge park would be nice, with adequate parking spaces. If tax dollars are needed - a SMALL commercial shopping, dining area would be much more practical. Think about winter - another forest fire in the area- evacuations would be impossible.
- I have major concerns about increased traffic as our roads can not support what we have now. We live at The Pointe and have problems now getting in and out of our complex in the summer months.
- The area will be very congested. The Pointe will need Brown road developed with our access gate moved.
- yes - focal point.
- No!! If buildings were only 1 (one) storey we would keep our view of the lake - at 4 to 6 storeys we would only see the far half of the lake 0 it would lower the value of our property!!!
- The road won't handle the extra traffic - Already problems with sewer system - These problems with infrastructure need to be addressed before any development is



considered.

- No. There is already too much congestion and traffic. From May to September most people who stay at Cove totally disregard the 30 km speed limit and drive dangerously. They have to respect for the local residents and enforcement.
- No! Any business (other than boat storage) would have to survive on summer weekend visitors only! Anyone that tries will be closed/ boarded up in the first year.
- Absolutely not this! No! No! No! Leave as is! No more housing. Too congested already with the Cove and now "Gellatly Place" 'if' it ever gets built. Remember 'lakewind' and 'mariners cove' with Tebutt involved. None materialized. Work on downtown rebuild instead!
- No. The road will not carry the proposed traffic. The proposed density is far too great. The purpose talks about protecting the natural, ecological riparian environment. High density will not accomplish this. I am opposed to any buildings above three stories.
- No. Traffic problems now without al this development. Smaller development may be possible but not this much housing. Development #2 would make traffic access to Gellatly almost impossible at times. Hard enough now to get out of "the Pointe".
- Yes!!
- No - the Commercial stores are/will no survive in the winter. No one to support them! Once

tourist leave Gellatly is a ghost town. This is just another Bennett get rich scheme. We are tired of Bennett screwing the public!

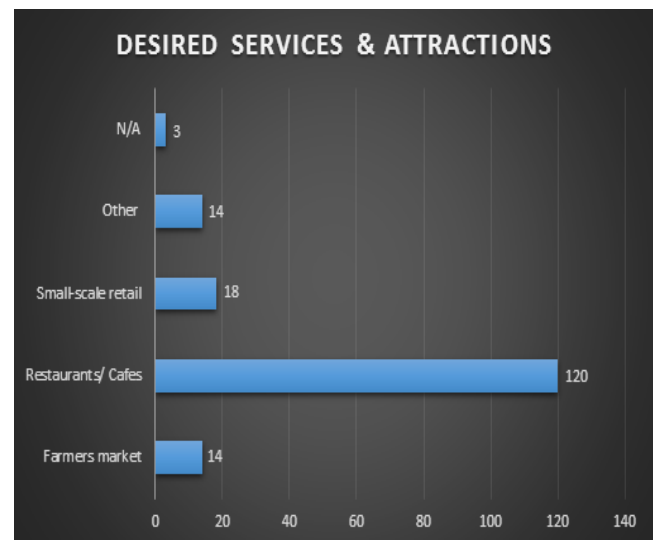
- Commercial will not survive in the winter. The area has about 50% snow birds. The Cove restaurant is a ghost town in the winter
- No - The plans displayed show a very dense development of fairly small units. I foresee ths as leading to even more extreme crowding during the summer months and not a year round sense of community.
- absolutely! This area is the jewel of West Kelowna and should be developed in a thoughtful and sustainable way.
- Certainly not our vision!!! We prefer to keep the waterfront for everyone's use and keep the area rustic. Perhaps needs more parking.
- No. The traffic is alread too congested in the summer months.
- No - Too high density - Gellatly already congested in summertime - It would be impossible to gain access to Gellatly Road from the Pointe. It would help if the Pointe's main gate was at Brown Rpad - Bennett would have to get a piece out of ALR and put our main gate at Brown Road. As it stands the developer would have to move our gate further up the road but congestion would still be there
- parking problems too much traffic high density housing
- The vision presented at the Open house was

much too massive and dense for the size of the Bay. This project will have a major impact on the residents of The Pointe and yet there has been no notice, consultation or opportunity for impute. This must change immediately. Making decision that have great significance to residents in in camera meetings does not instill confidence in Council.

- At the beach area it is very congested during the summer and very hard to get out of driveways. This is a small narrow area and should one have very limited amenities.
- No- no commercial. Only recreational. Food cart ok. Gellatly only has 2 lanes. Traffic is backed up now. Insufficient parking. No more condos. Walking path and beach not wide enough for more people. Make more parking.
- A couple of cafes or restaurants is okay, but no development over 2 stories. That would ruin views from The Pointe. Would also make entrance and exit from The Pointe a terrible mess!!
- The emphasis should be on small. It is already very crowded in summer. Traffic is already extreme in the summer. There is not much room for all the development proposed. Cut back the residential and shopping and keep it a small village.

Q: What service or amenity do you think would most make the Gellatly waterfront area a more attractive destination?

Online Responses:



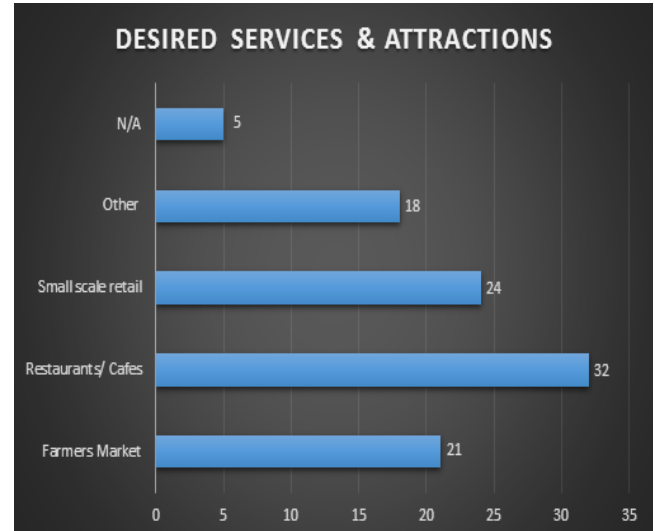
Written Responses (Online version):

- All
- all of the above
- All of the above
- all of the above - something for everyone
- all of the above, figure it out. Think Italian city centre square and multi use
- Corner store



- diversified street food vendors
- Restaurants & gift shops could be combined
- Restaurants/cafes, small-scale retail, Farmers markets
- Retail
- All of those!
- if you go too small, you'll flounder!
- Local artisan markets to promote local products and service not big chain retail, this will keep the quaint village concept in the forefront for locals and tourists alike
- more snack type food kiosks such as soft ice cream or smoothies
- Not necessary
- Pub/restaurant combo w/outside patio and central plaza and stage for musical or other events
- Restaurants shops café convince store farmers market
- Some combination of all 3 would be ideal
- would also like to see the farmers market incorporated/retail on small scale

Hardcopy Responses:



Written Responses (Hardcopy version):

- residential
- none
- (farmers markets) - No, No, No
- Park areas to accommodate the summer crowd
- summer months (boats, etc).
- None of the above. We move here because it was quiet and private. As it is at times we hear noise from the beach. Putting commercial development bringing more traffic and people would only increase the noise level.
- Wider lakefront walkway. Wider road with wider shoulders. Take out sharp curve by 30

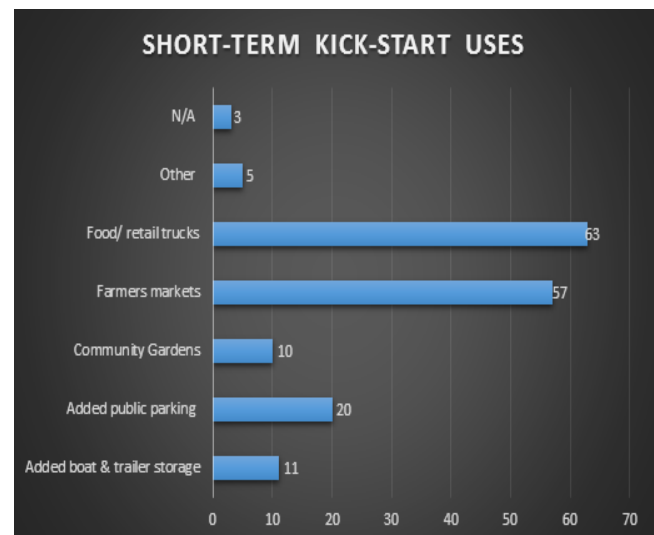
km sign.

- None
- (restaurants/cafes) - NO - Cove can't even operate restaurant fully al year. (small scale retail) No - Use empty strip malls. Way too many empty stores as is. (farmer's markets) - Stay downtown.
- Who will support them in winter?
- Small summer kiosks
- In the wintertime any commercial will have a hard time surviving
- Enlarge beach and swimming areas
- leave as is.
- (restaurants/cafes)- small scale. Likely seasonal. (other) - Are you planning to take over RJ Bennetts field for farmers markets?
- None
- More park areas - recreation. That is the main development now.
- None
- parking
- What analysis! Not ours. (restaurants/cafes) - How would they survive when there are better places available?

- A greener parkland area
- small grocery
- boat trailer storage
- (restaurants/cafes) - small. (farmers markets) - if space available?

Q: What interim use would most help kickstart the vision for a waterfront village over the short term?

Online Responses:



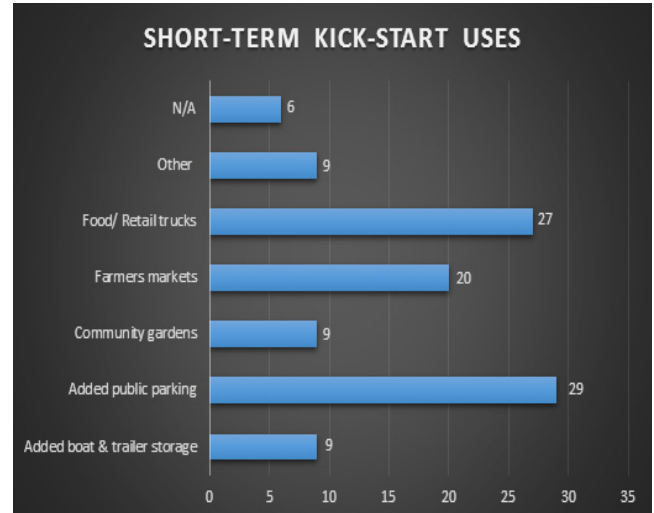
Written Responses (Online version)

- all the above
- and more public parking
- as well as food and retail trucks



- Farmers market
- Food/retail trucks, additional public parking, Farmers markets
- food/retail trucks. Don't spend money on truck and trailer parking. It is not a City's responsibility to spend money so that people with expensive habits can take up the prime parking from others.
- I think more activity like a market would bring more people down to see the potential of the area. A rowing club/paddle centre would also add a bit of permanence to the type of use for the bay.
- It would be nice to have Farmers markets in this area.
- Leave as is.
- Please no more storage for boats. It is an eyesore.
- also boat and trailer parking
- Farmers market and parking and temporary food trucks
- Need Café, restaurants, immediately.

Hardcopy Responses:



Written Responses (Hardcopy version)

- Park
- Park
- coffee shop near the wharf
- (Food/retail trucks(temporary) No!! (additional public parking) No!! (Additional boat and trailer storage) No!! (farmer's markets) Definetly No!! (community gardens) No!!!
- (food/retail trucks) - food truck already present but ice cream truck seems to have disappeared. (additional public parking) - not metered.
- (food/retail truck) - no need, one there already. (additional boat and trailer storage) - no need, already there. (community gardens and farmer's markets) - use that big empty

square on Elliot! That is an eyesore.

- parkland
- none of the above
- leave as is
- (additional public parking and additional boat storage) - both would relieve a 2 month period of congestion
- none
- (food and retail trucks) - No. (other) - parks
- (food and retail trucks) - two at most
- (all answers other than food and retail truck were crossed out)
- all or any of the above
- who has indicated this nonsense
- Start with adjacent residential development to increase need for restaurant/cafes etc.

Q: Do you have any ideas that were not mentioned above or any further feedback?

Online Responses:

- In order to develop a truly vibrant pedestrian

friendly waterfront area, the boat launch must be removed from this congested area. Negotiations with RDCO to reopen the boat launch facility at Bear Creek Park would seem like a wise approach to address the needs of those requiring boat launch facilities with adequate parking.

- Allow some businesses interested in future brick and mortar stores the option of setting up temporary mobile home type shops to operate year round in the area, along with good access and parking nearby.
- Safer bike lanes. Existing ones are much too narrow for existing and future increased vehicle traffic. They also pass behind the areas of nose-in parking.
- I think they should build a larger marina to accommodate more boats to help with the lack of parking.
- Bring sand in for beaches - too rocky
- We need to have huge road expansion to accommodate what is proposed and where will our water come from. Maybe some of our council should spend a day or two down here in the summer and see how crowded it gets now
- I have lived and visited many beautiful cities in my life. Where we fall short in British Columbia is bicycle access and safety. I encourage anyone to visit Spokane valley in eastern Washington to see what I mean. Walking paths and bicycle paths lead to a healthier lifestyle and less taxing on our system.



- A sidewalk linking the waterfront with Highway 97 via Gellatly Rd would improve walking, bus and bicycle access to the beach and also to the existing commercial area from the beach.
- There is also a big beach for native on the west side and it said for native Only and I think everyone should be able to go they come to our beaches parks ext and we don't limited to them so they should do the same, I am on that road every day Gellatly bay and I saw no one all summer at the beach and there is a new dock etc open access for everyone as we do that for them.
- This should not be your priority, residential area need sidewalks and better lighting
- Additional boat/trailer parking is a must in order for any plan to be successful at this location.
- The beauty of Gellatly Bay could easily be eroded by over-development. It is important to balance the serenity of the place with bringing more people down to enjoy it. Please consider what currently makes it such a great place when deciding what types and how much commercial and residential development to bring there. I am a proponent
- of human-powered watercraft such as rowing skulls, canoes, kayaks, paddleboards, and dragon boats, etc. In my opinion, we need to preserve safe areas for these activities. We don't need more motorized vessels in the bay.
- Keep it green.
- Is this on crown land?
- We have lived in Westbank/West Kelowna for the past 40 years and look forward to new growth in the area.
- Plan for more and more development over the years, not just one phase. Make West Kelowna have a big vibrant fun water front. Down town is ugly and dead. The new down town should be along the water. Old down town should be designed for good traffic flow and retail. No one wants to hang out in that old dirty place.
- Your survey is angling people toward certain answers ...if you want real answers don't hand cuff them into one option answers.
- Farmer market...are ya kidding me?
- Go down there on a Saturday in July and sit and watch the crowd...they are not there to buy a bag of lettuce. They wanna use the lake, use the beach, walk along the paths
- get a coffee ...relax on a hot summer night.
- This little corner could be an incredible anchor for our community. We need to invest in it and bring on the people.
- Don't step backwards in time leap ahead, we have a huge opportunity to cement our town's future.
- The person who drew the large scale development had it right go for it

- With this development, is there any land set aside for park areas? As water issues have been a problem along this entire corridor, have there been comprehensive studies about the availability and sustainability of this possible problem? Have there been any studies done about the stability of the cliffs along this corridor - with more development, bigger homes, more water, etc. What about added fire protection with density increases?
- Have the property developed on the flat and up the hill to be able to build town homes or condos.
- I hope the CNR Warf redevelopment phases are all completed before this work starts.
- Work with the West Kelowna Yacht Club to establish day boat moorage perhaps on the outside of the WKYC breakwater so that the public can tie up for a few hours to enjoy other aspects of Gellatly Bay improvements.
- No large truck traffic along this corridor
- When I go for a walk in downtown
- Summerland, it feels 'cool'... lots of interesting shops...an atmosphere! Nothing feels that way in downtown Westbank/West Kelowna... I'd encourage something down on the waterfront that makes me feel like "we've got something going on here". Whenever I walk along the promenade in front of The Grand in Kelowna, I can't help but feel like "they've done something right here!"
- Would like to see the area you are referring to
- This is an area that is used by the people of Westbank, keep it that way , it is not an area for retail .
- I would love to see a cafe or a restaurant that is on the water. Similar to what they have in Horseshoe Bay. Also, there needs to be better and cleaner washrooms along the waterfront. The portable washrooms need to go.
- Maybe a lake based water park like Kelowna has and improvements to willow washrooms(expand) and maybe a Beach Concession
- It would be great to have food trucks and maybe a small retail for things like fresh fruit, ice cream treats, ice, sunscreen, hats etc. so that once you arrive for a beach day you don't have to leave to get food etc or lug a whole bunch of things to enjoy yourself. There is potential for the area but I would hate to see it over developed, it should be in keeping with the small town feel of the area.
- Please do not provide more parking. The best neighbourhoods in the world are those where parking is tight. That would be such a waste of land in this area of town that has incredible potential!
- A few concerns and comments;
- boat launch requires park for both vehicles
- and trailers. ii. general parking
- Warf for visitor boats to moor and be able to



- enjoy the Village iv. water front condo's
- naturally stores, restaurants, water sport
- rental shops, convenience store
- kid's activities
- Yes, the boat storage has to be moved immediately. The boat dealership has to be moved immediately.
- It's so sad to see people huddled in their cars with a McDonalds or Tim Hortons coffee and goodies as there is nowhere to sit inside a warm cafe.
- Small amusement type-park needed with little train rides, etc.
- I am opposed to rezoning agricultural land for this plan. Agricultural land is needed for our future more than a retail shop will ever be.
- Multi use buildings with commercial on bottom, hotel/residential on top to maximize density.
- Really want to see bike path continued all along Boucherie road to Pritchard park and green bay....small retail with coffee shop and
- ice cream
- small gift shop fine.,maybe rentals of watersport equipment, in the Gellatly village..., parking a must...
- Pritchard park really needs a new playground...this one is way out dated..
- So far council has done a great job on the Gellatly waterfront...I use every day to bike or walk the dog or bring my friends from Kelowna and Peachland to join me...also my grandkids to playgrounds and a swim area... it is our jewel of Westbank...hopefully also pave or board the rest of the section from yacht club towards the new swim area where the ferry dock and swim rope is.
- It's where people love to be. Creating a community hub would be wonderful.
- Restaurants and cafes should have the widest hour coverage possible to make this a destination at all times of day. Cafes open from morning till evening, restaurants or even a brewpub open late. Retail businesses should outnumber hospitality by up to a 3:1 ratio, ensuring viability for restaurants and cafes by promoting a shop-then-eatexperience. Avoid gift shops and novelty stores, retailers should cater to the widest range of demographics possible. A board shop, bike shop, multiple clothing retailers targeting at least 3 age groups, and makeup boutique would be a good start. Parking should maximize retailer exposure by being provided on a site not directly adjacent to the development (i.e. 50m away) for nonresident traffic. Businesses should be unique and locally owned in order to attract the largest number of clients. Event space for concerts, weddings, and such should also be considered to extend the potential uses and exposure of the space. Ultimately, the more uses that suit the widest amount of demographics will be best for the development and all stakeholders.

- Is it possible to include a gas station? The area is sadly lacking in this amenity.
- Parking is definitely troublesome down there. And the playground areas need to be modernized.
- Bike rentals, bistros, coffee bar, pub.
- Would like to see a small health unit, affordable neighbourhood restaurant, coffee shops, ice cream, food carts in season and benches along the way.
- Living in the neighborhood we want to maintain the quaintness of the area
- It sure would be nice to have this area developed so that we have places to go to nearby rather than driving long distances to eat, play and enjoy the waterfront right close by.
- I was part of OTTIS that Jock Hildibrand initiated and it was a loss when the old packing house was torn down and is now boat storage (of all things)
- I understand the building was beyond repair, so with that in mind I think any structure built to house retail space should echo that aesthetic. Also perhaps a space for artists to work and show case their talents in a courtyard of sorts.
- With the high density housing development, we need to be sure that it will not take away the road congestions and parking availability.
- I would certainly like to see a lot more xeriscaping from the city so we aren't spending a great deal of funds for maintenance and watering. For example, we build a beautiful wall for the walkway between Gellatly Bay and the pier and it looks terrible in the summer months because it is full of weeds and there is no staff to keep it presentable; don't build it if you can't maintain it. Water fountains for drinking would be a nice addition as well.
- Avoidance of "chain" restaurants/cafes... and a strong focus on maintaining natural elements (trees, gardens, etc). A design that avoids the brand name/logos "strip mall" look that has taken over so much of the WestKelowna area.,
- Perhaps an open air amphitheater (with covered stage and perhaps some of the bench seating) where speakers, acting groups, etc could come in to present programs that would teach/talk about area history, local wildlife and vegetation, or just entertainment. In Peter Laugheed Provincial Park in the Kananaskis area of Alberta, there was an Amphitheater that was used to present many different strains of entertainment, information, education, and it was extremely well attended. The focus was often aimed at children, but not always. Program scheduling was always available in advance so people could choose what they wanted to attend. The amphitheater was also used for some informational meetings, based on availability/scheduling.
- Mixed Use development is essential to success and especially multi-family low rise/stacked residential units to help make retail



shops viable. More of this is going up in new Calgary suburban areas of which I was a champion of as a former VP of Planning for a Community Association in Calgary for a number of years. Note: Look at Garrison Woods in Marda Loop on 33rd St SW in Calgary for an example. Or the West Springs mixed use areas on 85th St NW in Calgary (north of Bow Trail).

- Even if it is necessary to go to 4-5 storeys, there has to be enough population to keep shops viable during lonely week days. I cannot emphasize this enough because our Mayor has come out 'against' density. It simply won't work without density.
- The same issue plagues Westbank Centre. We need population density to make ground floor retail/commercial viable.
- A larger pay area fenced off for animals in sections would be nice, lots of large dogs can be hazardous to smaller dogs so perhaps a section designated for small animals would help.
- Don't do it

Hard copy responses:

- We need a Westbank Town Centre Road connection planned and allowance for road required. This is needed for future congestion from growth.
- Plans to really ensure prop parking for all and enforced.
- Don't see height of proposed buildings - What are those?

- No boat storage - Keep that away. Just day use parking only - waterfront too valuable to do this - or move all boat access away from beaches, etc.
- What about working with First Nation to use some of the land behind Angus and Gellatly to add some better parking then build a nice and true pedestrian crosswalk and access from there across the trail/beach area.
- I'm worried about service vehicles access, parking, crime, construction access and vehicles over a long time using Gellatly a pedestrian friendly road.
- Make better trails to the beach from up higher the hill top - even from Johnson Bentley area - with side walks and bike route
- Develop a strategy to buy back more of the waterfront, this will leave a legacy for future generations.
- Thanks for asking our opinions and congratulations on your long term outlook!!!
- Already we have the Nut Farm, Willow and Pebble Beach, Powers Cr Trail, Yacht Club, CNR Wharf - it is NOW a recreational area. Build on that, don't destroy it. The beaches are tiny and crowded. Develop more "pocket beaches" as Kelowna has.
- What is being done about our increase in the waste water treatment plan to hand this density of new buildings.
- We do not need food trucks or a farmer's market. Farmer's market should be in downtown Westbank. As should food trucks!

- Road is not wide enough. Take out sharp curve by 30 km sign between Gellatly Road and Willow Beach going south. Cut into hill and straighten and widen roadway, shoulders and waterfront pathway. More sitting areas needed. Many near misses/accidents on 30 km sharp curve. Everyone says there is a water shortage here. There should be no more residential development if this is the case. Not enough water to go around. And too much traffic already.
- Leave Willow Beach along!! Build up behind Sonoma Pines instead.
- Too busy in summer.
- No little business will survive the winter down there
- Don't need more people down here as infrastructure (water, power) is over loaded already.
- Turn your energy to downtown where the real improvement is needed.
- I don't think that this is a development for the people of West Kelowna. It is a development for tourists. Have you even tried to drive along the beach in the summer? Do it!!
- Have you tried to drive through this area in the summer?
- Public needs more parks developed in the area. Stop cramming lots of people into a small area.
- The area can't support the extra population. Roads, sewer, etc etc.
- The beach area is very crowded throughout the summer. Part of the land across the street could become park/picnic area that all residents of West Kelowna could enjoy. We need Gellatly Bay for residents of West Kelowna to enjoy, not tourism.
- The walking path should be improved and proper (wider) bike paths or lanes should be installed.
- We are concerned with the Pointe's access to Gellatly in peak summertime. Noise from huge increase in traffic - developer's commitment to move our gate - reduction of our property values - people on the view are very concerned with losing their view. Has anyone even looked at our sewage and if it can handle the increase in population. This is not just about someone making lots of money.
- Gellatly Bay is a jewel of our City and is heavily used by residents of West Kelowna, particularly in the summer and on weekends. The beach and swimming area are small and well used. Parking is beyond maxed out. We DO NOT NEED a tourist draw beyond the Cove. The proposal in my opinion will actually reduce the usage of our Bay for the citizens of West Kelowna. We do not need another Peachland or Kelowna main beach. Scale down the proposal and ensure any residential is for full residence and not more vacation property.
- We don't need any Waterfront Village.



Building 5-6 storey housing on every square foot of lakefront property is ridiculous!!

- Access to The Pointe from Brown Rd or similar would help decrease traffic along the waterfront. 2 entrances to the Pointe community would be ideal.
- Increased congestion and impeded lake access and lessened lake views are only a few negatives to the proposed development on Gellatly Bay. Review the proposal so as not to adversely affect so many for so long - for the purpose of increasing the City's revenue.
- Concerned re overloads utilities. Very concerned about our road access and security in the event of your current planning. Who is responsible for our gated community security? Many neighbours are concerned re the density and height of proposed buildings. Please consider all above.
- Leave well alone!! Fine as is!
- There are quality recreational, parklike developments in this area now that people enjoy to the point of full parking spots. Willow Beach is tiny - develop more pocket beaches like Kelowna has. We don't own a boat but I feel that more marinas or boat launching ramps are needed in West Kelowna.
- Open up Brown Road. Gate similar to one like the entrance now to The Pointe???
- We have lived in many cities in three countries. Sadly, despite its natural beauty, West Kelowna's civic planning ranks worst. Please do not further detriment its charm.
- Parking is a major issue.
- We think Gellatly Bay should be kept for the use of residents of West Kelowna and not tourism. Parking is already at a minimum.
- Personally I prefer no changes but that is not realistic. I doubt that commercial retail/stores will work. I am not a boater, but there should be veh. Parking/boat storage across from the yacht club.
- Forget it. This whole development, in front of course, would be a negative effect on our park. People spent a lot to live here and have a lake view. Is this being promoted by the same people that built this park.
- If this commercial development takes place, it will distract from usage of the Westbank Centre and improvement which is a much higher priority for most residential!
- More sandy beach areas.
- Retail will not survive unless residential is for year-round residents.
- Access for the Pointe (115 houses) to Gellatly will be impacted to some degree by the waterfront plan so access from Brown Road as an alternative will also be required.
- We need to find a way to control speed on this road - especially since it is used by families with young children. Retail would likely be seasonal - just ask THE COVE. Just a thought: If you were to move the gate of The Pointe to its original site (proposed site) up top Brown Road there would be no traffic

problems to solve - at least for us. That would give you and your developers (including the Bennetts) free and easy access to the properties by Bennetts barn and the boat storage places.

- Reduce and control speed on Road. Eliminate use of gravel on main walkways.
- At the Pointe on Gellatly, perhaps open up Brown rd and pave and we could use that as access into our complex. Traffic is going to be a big problem in and out of our complex.



APPENDIX B: Waterfront Plan Actions for Gellatly Village (Excerpt from 2011 Waterfront Plan)

The following are policies and actions outlined in the City's Waterfront Plan (adopted in 2011) that are applicable to the Land Use Recommendations for Gellatly Village.

Section 5.3 Policies & Actions

Gellatly Bay Policies

l) Gellatly Bay is envisioned to evolve into a small scale 'Waterfront Village' to create a heart and focal point for West Kelowna's Waterfront, containing a range of recreational activities, amenities, and services.

m) A mix of services that appeal to both tourists and permanent residents should be encouraged.

n) A mix of housing types, with varied affordability, should be encouraged.

o) Small scale waterfront village uses including clustered residential development and compatible mixed-use development are recommended.

p) Consider allowing flex-use on the ground floor of mixed-use development fronting onto Gellatly Road, whereby a residential use would be permitted until such time as a commercial use is viable. However, a pedestrian-oriented commercial built form and frontage at grade would be required along Gellatly Road regardless of the use.

q) Mixed-use residential is to be located above commercial frontages and includes permanent housing and/or tourist accommodation (i.e. hotel, time shares).

r) Residential building height is to be a maximum of 4 storeys.

s) Mixed-use commercial/residential building height is to be a maximum of 5 storeys.

Design Considerations

v) New development will be sited and designed to sensitively integrate with the natural landscape, preserving views and enhancing waterfront quality.

w) Height and massing will be mitigated to protect views from upland residential uses, public spaces and the water.

x) New development will respond to topography and natural features and ensure sensitive transitions to adjacent land uses.

y) Building and landscape design will reflect the natural and human heritage of the waterfront including food processing and shipping, agriculture, waterfront recreation and ecological processes.

z) Private development will contribute to phased public space improvements, including street enhancements, expanded waterfront parks and trails and other public amenities.

Actions

a) Update the OCP to reflect the land use designations recommended in this study.

b) Review and amend the Zoning Bylaw to reflect the permitted uses and building heights recommended in this study.

c) Develop a Community Amenity Contribution policy that considers:

a) All options available for amenity bonusing in waterfront parks and public spaces when considering rezoning applications; and

b) Prepares a priority list of projects identified in this study.

d) Develop waterfront design guidelines for the proposed Gellatly Village area

e) Amend the Parks Bylaw to permit applicable commercial activities (i.e. mobile food vending, non-motorized watercraft rentals) within specified park locations.

f) Develop a temporary permit process for mobile food vendors in the waterfront area.

Section 7 Connectivity & Access

Actions

m) Complete a detailed study of Gellatly Road routing alternatives to determine options for decreasing traffic in the waterfront area and enhancing recreational and pedestrian

experience.

Table 8.1 Recommended Short-Term Projects (2011-2016)

Proposed Project

e) Develop waterfront design guidelines for both the entire waterfront and the proposed Gellatly Village area, based on design considerations identified in this study.

8.2 Recommended Medium-Term Projects (2017-2021)

Proposed Project

f) Design and upgrade Willow Beach to enhance its role as a waterfront destination

8.3 Recommended Long-Term Projects (2021 and beyond)

Proposed Project

a) Consider removing the Gellatly Boat Launch (if it is identified as a conflict use with new village development and only if a new boat launch has been secured and developed).

b) Reinstate a typical riparian delta community at the mouth of Powers Creek. Use this area for compensation to offset development in other areas, based on the Model for Quantifying Relative Habitat Values

f) Work cooperatively with the WKYC to create a plan to upgrade and expand the club, based



on best practices and preliminary directions outlined in this study

h) Upgrade Marina Park to improve its role as a village park

i) Upgrade Rotary Trails to add new trail connections as the Gellatly Village area develops

j) Upgrade Powers Creek & Powers Point Park to enhance its ecosystem and interpretive values

m) Upgrade Rotary Park to enhance its recreational capacity