

SOLAQUA TOWNHOMES VIRTUAL PUBLIC INFORMATION SESSIONS

ENGAGEMENT SUMMARY REPORT



Since summer of 2017, the Developer has been working on a development proposal for this site. Initially, a large, high density development that included 3 condo towers and a hotel tower, comprising of a total of 550 residential units was proposed for the site. The developer has undertaken over half a dozen community engagement sessions over its previous application and received a great deal of feedback and community comments about the public's vision for development of this site.

Listening to these community comments and expressed objections for its Blackman Bay proposal as being too tall and too dense, the Developer has gone through a significant rethinking of the concept and has now put forward a significantly revised residential development scenario, that fits much better within the West Kelowna and neighbourhood context and landscape.

Under the SolAqua Townhomes concept, the rezoning application currently being advanced, calls for approximately 44 duplex Townhome units, as well as a 241-slip marina with Agri-tourism activities on the ALR portion. This concept evolved and was shaped by the multitude of comments from members of the West Kelowna community, who have largely indicated that while not being opposed to responsible development on this site, they wish to see a development concept that is more in line with the form and scale that better fits within the West Kelowna context.

As such, the SolAqua Townhomes project has changed in size and scope to better fit West Kelowna's needs and concerns. The proposed design now includes a maximum of 45-60 multi-family (townhouse) residential units and a pier and moorage public marina facility (for 241 boat slips).

The SolAqua Townhouses project is still currently in the initial design discussion phase, and therefore a definitive unit count has not yet been determined, but it is agreed that the residential unit count would not exceed 60 townhome format units.

Previously the design had a much larger footprint and impact on the surrounding area, as demonstrated in the table below. The project has recently undergone significant revisions and scaled back producing a considerably reduced density (90% reduction), a much-reduced footprint, and a built form that will blend much better with the commonly accepted and approved developments in the past decade in West Kelowna.

The project team is actively working to ensure that the design meets the areas needs and concerns, while still providing a comprehensive and economically viable development, and one that brings a meaningful economic benefit to the City of West Kelowna.

2017 Blackman Bay Proposal vs 2021 Sol Aqua Townhomes Proposal

Concern	Previous Proposal	Current Proposal	Discussion
Height	10 stories	2-3 stories	The project now reflects a form and character more compatible with the neighborhood within West Kelowna and Adjacent to Westbank First Nations Land
Number of Units	550 residential units	45-60 residential units	The decrease in the total residential build out will address concern for massing, traffic, emergency access/egress, sensitivity to hillside and duration of construction
Fit with Area Context	Considered too dense and objected to high rise form	Duplex Townhouse form	Design and layout of the strata development along an internal lane allows for an efficient use of the land
Aesthetics	Concern for impact with height and density	Quality design and finishes for the townhomes	Project will allow for a diversity of townhouse design within the context of a comprehensively planned neighbourhood

VIRTUAL PUBLIC INFORMATION SESSIONS

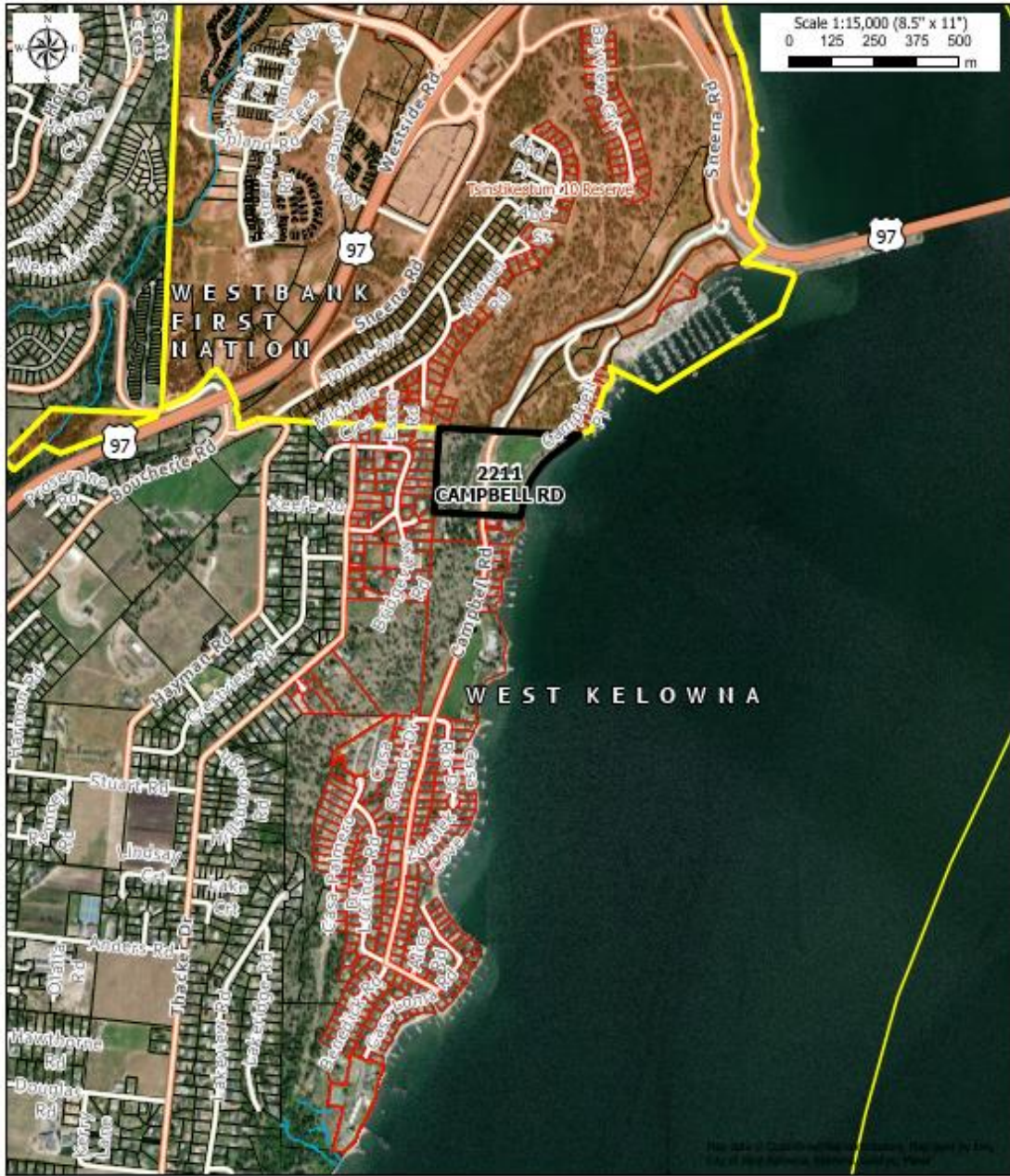
The SolAqua Townhomes Project Team, represented by the landowner Landstar Developments and their Project Lead Consultant, CTQ Consultants, hosted three Virtual Public Information Sessions over the online Zoom Platform to review the updated proposal, and respond to public constructive feedback.

A total of **1091 invitations** to attend the Virtual Public Information Sessions were mailed out via a postcard format to all surrounding residents directing stakeholders to the project website www.solaquatownhomes.ca, where all information about the updated proposal was outlined and a link to sign up for the sessions was given.

A sign board was installed at the site alerting Casa Loma residents driving along Campbell Road, and a public notice in the local newspaper was also used to inform stakeholders about the upcoming engagement sessions and invitation to view the project website.



Residential Mailing Notice Map – Total of 1091 Invitations were sent.



**Residential Notice Mailing List
(2211 Campbell Road, West Kelowna)**



Legend

- Subject Property
- Affected Parcels (462 total)
- Boundaries
- Parcels
- First Nation Reserve

Date Published: 2021-03-25
 Drawn By: DG
 Projection: NAD 1983 UTM Zone 11N



Copy of Newspaper Ad in Kelowna Daily Courier – May 12th 2021 Edition.

Landstar Development Corporation
Presents
a New Vision:
**SOL AQUA TOWNHOMES AT
2211 CAMPBELL ROAD**
**Virtual Community
Information Sessions:**
MAY 18, 2021 @ 3-5 PM or 7-9 PM
OR MAY 19 2021 @ 7-9 PM
For more information about the Project and
to sign up for an information session please visit:
SOLAQUATOWNHOMES.CA

We look forward to hearing from you!

The Information Sessions were hosted on Tuesday May 18, 3-5pm and 7-9pm, and Wednesday May 19, 7-9pm. In total there were 92 participants who signed up for the various sessions.

Community Engagement –
West Kelowna



CTQ
ENGINEERING PLANNING URBAN DESIGN

LANDSTAR

'SolAqua Townhomes'

Development Plan for the 17.5 acres, located
at 2211 Campbell Road, West Kelowna

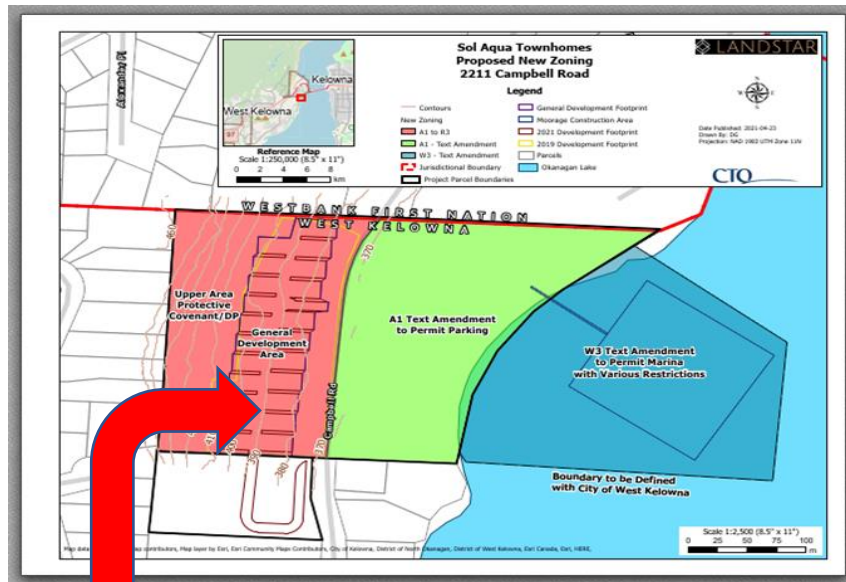
May 18th and 19th, 2021

Confidential - The information provided is proprietary to Blackmun Bay Development Limited Partnership by its GP 1087032 BC Ltd. The intended exclusive use of this information is for the advancement of a zoning application and community consultation. The information is not to be shared with any other party or used for any other purposes, except with expressed permission.

The Information Sessions provided an overview of the Townhouse Project, the Marina Project, the vision for the Agricultural Parcel, The Approvals Process, and other important Project updates. Participants were given an opportunity to ask questions through the Question-and-Answer feature on the Zoom portal, which were answered accordingly by the panel members, with the related knowledge and expertise.

A summary of the key areas of the project and comments and questions received are provided below.

TOWNHOUSE PROJECT



Project Summary:

- 45-60 townhouse units created in the form of duplexes in a strata format.
- Maximum height will reflect typical single-family or duplex arrangements, measuring not greater than 9 meters (2.5 storeys) in accordance with the R3 Zone, City of West Kelowna.
- All homes are accessed along an internal laneway.
- Parking for each unit will be accommodated in attached garages and on-site/driveways to minimize street parking of vehicles.
- Access/Egress to Campbell Road is via two strategic entries that ensure safety and capacity.
- Design of the housing forms will respect their hillside setting and the context of the Casa Loma/Campbell Road neighbourhood and will minimize environmental footprint.
- The upper portion above the residential block will be protected in its natural state in perpetuity.
- A development covenant will be registered against title to ensure that the environmental integrity is protected in accordance with strict guidelines recommended by environmental consultants and authorized by the municipality.

Questions & Answers:

1) How does this proposal reflect the City of West Kelowna's Vision Document or provide an alternative solution to?

The proposed housing format and density reflects what has been developed recently in the Casa Loma area. The zoning requested is the lowest density multi-family R3 Zoning in the City's Zoning Bylaw, the same as what exists in the neighbourhood already. The agricultural block will continue to be preserved for agriculture and remain in the ALR. The proposed uses are to enhance agriculture as future activity.

2) What is the total number of units proposed and why the range?

The proposal is for developing approximately 45 to 60 units within the R3 Zoning provisions. The conceptual design work done to date suggests 44 units, but they are (all) very large sizes. The actual unit count will be defined through the Development Permit (DP) process which is after the Rezoning. When reaching the DP stage, the number of units along with the details of form and character of the buildings (including unit sizes) will be determined and fixed, with the municipality's approval. The building permit can not be issued without the DP.

3) What is the approximate square footage of each unit?

The conceptual work done by the architects indicates sizes of the units to be in the 2,400 to 2,700 square foot range. If the average size drops, there may be opportunity to add a few more units, but not more than say 55 or so. It is unlikely that with today's market that the sizes will drop significantly; therefore, final count should be closer to the bottom end of the range (say 45).

4) Will any of the units be rental?

The development is proposed as a strata ownership development, with no purpose-built rental units. This should not preclude an owner to rent their unit long term, should the strata corporation consider such. The strata corporation would likely not permit any short-term rentals within the project. Something like Airbnb would not be permitted.

5) What infrastructure upgrades will be needed to construct this project?

A report known as a Functional Servicing Report (FSR) must be submitted to the City of West Kelowna as part of the rezoning application. The FSR presents the necessary upgrades for sanitary sewer, water, storm drainage and roadway. Campbell Road which currently serves as frontage to the property is an undedicated road (according to Section 42 of the BC Transportation Act). The rezoning process will call for making this roadway a public road with all necessary construction standards that will meet City requirements and plans for upgrading. This will be done at the cost of the developer.

6) Does construction involve blasting into the hillside?

The Geotechnical assessment completed by Golder included seven boreholes over the proposed building area and no rock was encountered. It is not anticipated that any blasting will be required to prepare for the building foundations.



7) What type of rock fall retention will be in place?

The developer was required to submit a full geotechnical assessment and rockfall hazard review, including a “Safe Site to Use” letter by a recognized engineering expert. Dr Dwayne Tannant, PEng, has provided such an opinion to the City.

8) Does the Caso Palmero project have more density?

Yes, we believe it does as the Sol Aqua site will require approximately half of the upper parcel of land to be protected in perpetuity. The footprint of the townhome scenario is relatively small for the R3 project, and all townhomes will be built in duplex format.

9) Does this proposal require a height variance from the City of West Kelowna?

No, it should not. The concept has been designed to fit the R3 Zone regulations. This calls for 9 meters or up to 3 storeys in height. Should any reason arise during the Development Permit stage review, including something like a rooftop air conditioning unit or other structural changes, a Development Variance application would be required.

10) What is the timeline for construction and all upgrades associated with this project?

At approximately 45 units in duplex format, we believe the build out can occur in one year to 18 months. All infrastructure upgrades including the roadway could occur within this timeframe. A construction management program must be filed with the City of West Kelowna.

11) Will the power lines be placed underground?

Utility upgrades will meet the full requirements of the City and the Utility companies responsible for specific utilities. The developer is only responsible for the frontage along the property, but we are promoting the overhead utilities to be buried to help achieve the high aesthetic standards of the Sol Aqua Townhomes project.

12) What will be the height of the retaining wall?

The initial design of the townhouse site anticipates there will be retaining between Campbell Road and the front of the buildings. The retaining will vary in height from 2 to 3m facing Campbell Road. The rear of the buildings will be a combination of having the back walls developed to be embed into the hill side, with retaining behind the buildings varying from 2 to 5m in height.

13) What is the total setback required from the townhomes to Campbell road?

The setback required is 4.5 meters as per the R3 (Low Density Multiple Residential Zone). This must also reflect distance from the final alignment of the “public” road right of way for Campbell Road.

14) Are you planning to move Campbell Road to accommodate the townhomes setback?

No, this should not be required. However, the developer will work with the City of West Kelowna to ensure their standards for “fixing” the alignment within that part of the Campbell Road corridor meets the City’s vision regarding road width, amenities such as sidewalk and lights, and of course, safety.

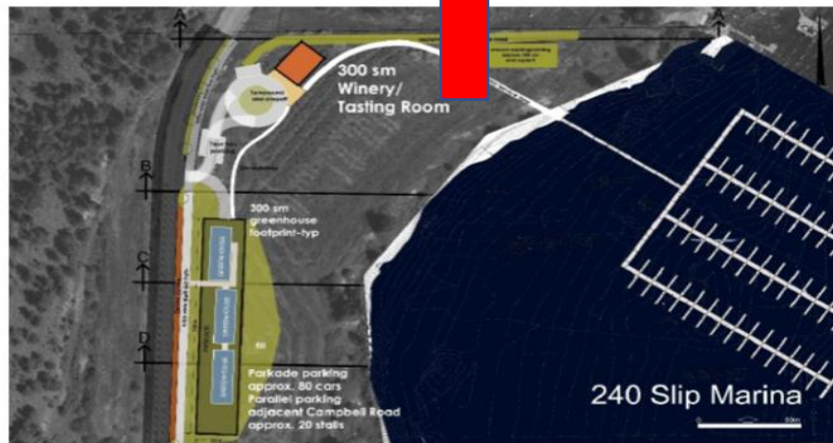
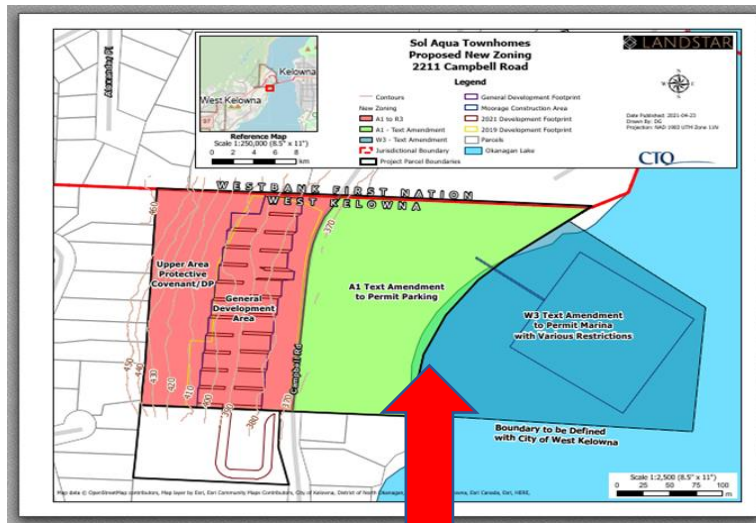
15) Can you show a visual rendering including the properties in Lakeview Heights for context?

Yes, as we move into the Development Permit stage and we have fixed the number of units on the site with the municipality, we can show that. Otherwise, at this point, it would be conceptual at best. So far, we are certain, the 9-meter maximum height from the internal roadway location will not effect views out to the lake by Lakeview Heights residents. Also, if we add a few more units due to using smaller sizes, the overall footprint will not change.

The highest proposed building is still 111 feet (33 meters) below the rear property line of the site. New units proposed will not block anyone’s view. With the topography and natural vegetation along the slope, this development may not even be visible from above in some places even if people are trying to look for it.



MARINA PROJECT



Project Summary:

- 241 boat slips application which has been fully technically reviewed and received formal approval from Transport Canada and the BC Ministry of Forests, Lands, Natural Resource Operations and Rural Development.
- Siting was deemed to be safe, met all environmental reviews and navigational restrictions.
- The facility itself was required to meet all Federal Government requirements.
- Final approval is conditional upon municipal zoning being granted.
- Zoning approach has been agreed to with the City of West Kelowna that will not permit any boat launch, boat services, fueling or retail at the marina site.
- The marina will be connected to the foreshore via an elevated foot bridge. The elevated footbridge further protects the environmental integrity of the foreshore and the lake and would allow canoeing and kayaking closer to the foreshore.
- The use of the marina will be by residents of the SolAqua Strata Development, Casa Loma, the West Kelowna, and area general boating community, and would be available to those members of the public from the region interested in a marina slip.

Questions & Answers:

1) Why does this project need 241 boat slips for only 45-60 units?

Both Federal and Provincial Government agencies have granted conditional approval for a 241-boat slip marina. The developer will allocate approximately 90 slips to the strata development, including no greater than 60 for the residents and potential to purchase one more for half of the residents as 'visitor slips'. If the final count of units is less, the moorage allocation would drop accordingly. The remaining slips are allocated to residents of the west side in the form of long-term leases. Some of these may also be attached to the Agri-tourism use/winery or tasting room. Up to 5 slips will be protected for emergency/government craft including RCMP, Fire Dept, Rescue, Research, etc.

It is known that the demand for private boat moorage during the summer season far exceeds the current supply in the Central Okanagan. The environmental specialists and the government agencies have confirmed this location to be most appropriate for moorage along the Okanagan Lake foreshore. Without the need for a boat launch or services, the facility offers a very feasible and safe environment for private boat moorage as well as tourism benefit to the local community.

2) If the previous Government Approval was based upon Blackmun Bay, shouldn't the slips be much less for Sol Aqua Townhomes?

The rationale to maintain the marina facility is noted above. We are trusting that the municipality and the residents of Casa Loma and West side will see the benefit of the marina to the whole community and not just Sol Aqua.

3) Shelter Bay already is doubling their marina slips, is there demand for more?

It is unknown if Shelter Bay will receive full approval for expansion. The SolAqua marina has already received the necessary approvals from the two levels of government, meeting all environmental and navigational standards of siting and design. It is expected that the additional 150 slips will be absorbed in demand very quickly.

4) How many slips p/unit will owners be allowed?

As noted above, it is expected that each strata unit will be allocated one slip, with the opportunity for half of the units to purchase/lease one more, allowing for no greater than 90 slips dedicated for Sol Aqua Townhomes.

5) How many publicly owned slips will there be?

Approximately 90-100 will be leased to the public, with priority to the Casa Loma and West side residents. The remaining (40 or 50) would be allocated to the Agri-tourism/winery or tasting room.

6) How will residents of the project access the boat slips (will there be pedestrian and wheelchair access)?

Yes, the driveway/pathway will only accommodate pedestrians, carts (electric or pull) and emergency/handiDart-type/mobility assist vehicles. Accessibility will be an important aspect of design in the pathway, all subject to ALC Regulations and Non-farm use consideration.

7) Where will these boats launch from?

A boat launch has been removed from this plan and there is no expected boat launch facility at the Sol Aqua marina. There are other marinas and docking/launching facilities on both sides of Okanagan Lake. Many of the craft will be moored permanently for the 4 to 5 months boating season, as is the case at other marinas in the Okanagan.

8) Where is the boat launch parking and how many spots are there?

There is no boat launch. However, an application for approximately 80 spaces in the ALR block will be submitted for Non-farm use; approximately half will be for boaters and the other half for Agri-tourism development on the site.

9) Will people be allowed to store boat trailers?

No, there is no intended boat trailer storage anywhere near the marina. This does not preclude residents of Sol Aqua to place their boat trailers at their homes or in private storage on the West side.

10) Why don't you have your own boat launch and trailer storage?

We have planned and designed the development with the constraints and opportunities of the site, and pursuant to regulations of all three levels of government. The W3 (Water) Zone text amendment application will purposely restrict the types of uses and activities related to the marina/water lot.



11) Will the marina access be wheelchair accessible?

Yes, most certainly. This will be from parking and drop off areas as well as onto the bridge. Lifts for mobility challenged boaters are also being considered.

12) How will users access the marina from the parking lot? Is it not too steep?

Drop off locations for boaters requiring mobility assist will be located close to the marina. The pathway from parking or the roadway down to the marina is not too steep.

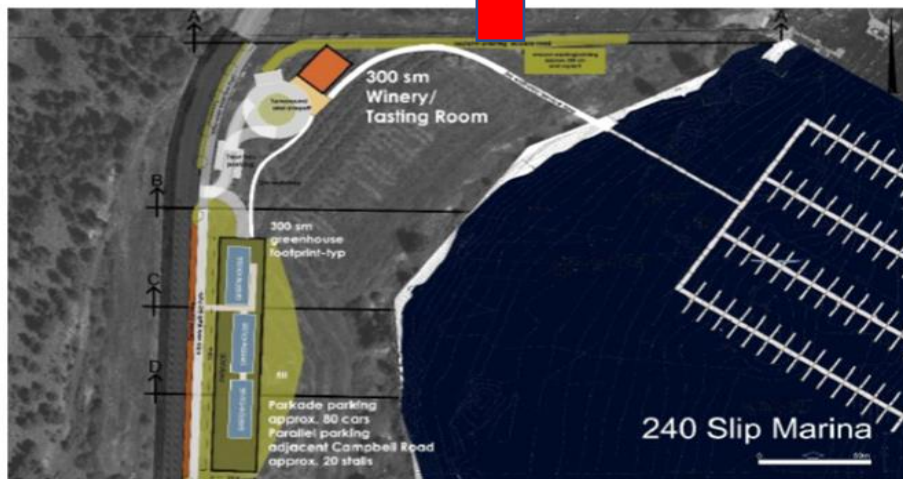
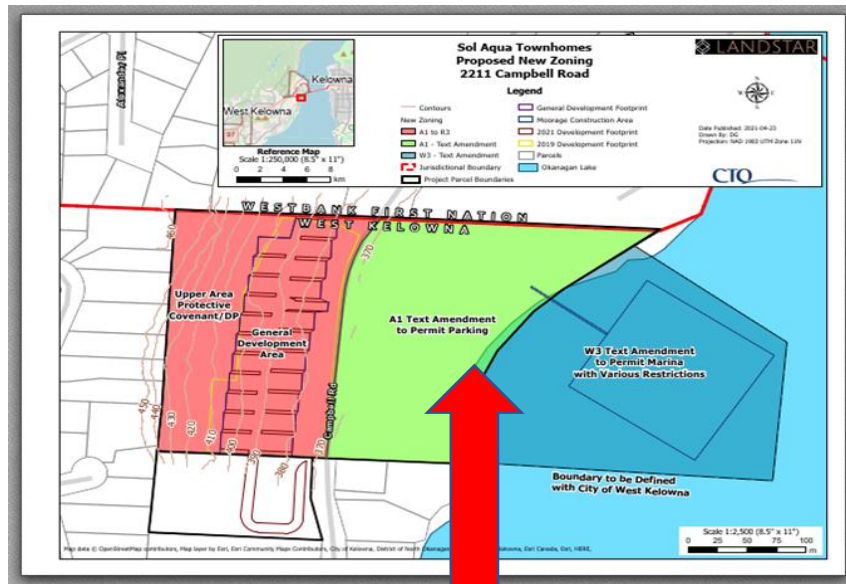
13) How will the elevated bridge to the Moorage be designed and regulated?

As per Provincial Regulation regarding protection of foreshore along with the marina construction, all design will need to meet current standards and require environmental monitoring during the construction period.

14) Were there any thoughts on providing convenience retail on site?

The only type of commercial that is being considered is what may be permitted in accordance with the ALC regulations and the City's A1 Zone. Farm gate sales, a small winery or tasting room makes sense and are all within the approved list of uses. There is absolutely no retail considered for the Sol Aqua Townhomes site.

AGRICULTURAL PARCEL



Project Summary:

- The Agricultural parcel is integral to the proposed community project.
- Opportunity to enhance the 7-acre farm and maximize the potential of the quality soils.
- Farm will be restored to vineyards and associated uses.
- Along with the vineyard, the farm can accommodate a small winery/tasting room as well as greenhouses and farmgate retail.
- ALC regulations will permit a vineyard operator/winery to complement this land with other holdings in the Okanagan.
- Area immediately adjacent to Campbell Road has less growing potential and is where open air one level parking could be allocated. Such parking is envisioned to be used for both the marina visitors and farm-related activities, including a small winery/tasting room.
- The driveway to the marina will be maintained for pedestrians, carts and emergency access uses only.

Questions & Answers:

1) How will the ALR land be used?

The intent is to protect the integrity of the agricultural block by strengthening the use of the farmland/farming. The agricultural plan calls for restoration of the orchard, likely in the form of a vineyard in accordance with recommendations from the consulting agrologist. Along with using the soils for what they are deemed to be most suitable for, other uses being considered are a small winery/tasting room, farm gate sales and associated greenhouses. A parking structure will require permission from the ALC via a Non-farm use application. Otherwise, all other uses are permitted under the Agricultural Land Commission regulations and the City of West Kelowna zoning. A text amendment to the A1 Zone for parking will be required.

2) How will paving and parking be approved by the ALC?

The ALC does permit hard surface parking with certain farm developments, including wineries, etc. This is subject to review and approval for each application, often related to amount of area of coverage. There is no intention of using hard surface where crush gravel or other appropriate materials can accommodate parking without destroying the integrity of farmland production. Furthermore, the developer will submit a Non-farm use application for any kind of parking structure.

3) Has this proposal been reviewed by the ALC?

No, it has not, but application for any non-farm uses will be submitted through the City in tandem with the OCP Amendment/Rezoning applications.

4) What % of ALR land will be removed to allow for parking?

No land is being removed from the ALR. An area that is deemed to be relatively unproductive rocky slope near Campbell Road, is being considered for the non-farm use application for the parking structure. This will be 20 meters by 120 meters or 0.6 acre. The Agricultural Land Commission does permit all forms of parking with agriculture businesses; however, the type of parking structure will require a non-farm use application.

5) How can parking on good ALR land be justified?

The Commission (ALC) regularly permits parking on ALR land. The intent is to use the least amount and in an area of questionable agricultural soil capability. The ALC and local government respects the need for parking, storage and permanent structures associated with farming activities, including farm gate sales, roadside fruit stands, wineries, cideries, fruit packing plants, etc. The parkade roof will accommodate greenhouses for growing agricultural products, , and as such, there will be no reduction in the agricultural footprint.

6) How many parking stalls are you proposing?

The requested amount will be approximately 80 spaces, half for the agriculture uses and half related to the marina. The intent is to use structured parking to allow greenhouses that can become part of the farm gate operation with the greenhouses built on the top level of the parking structure. Not only is the amount of parking minimized, but there will be a no-net loss of any agricultural land.

7) Where will be parkade be built? How high will it be?

It is shown on the images located on the Website and in this report. The parking facility will be an exposed structure with the surface at road level, where the greenhouses will be built.

8) Why isn't the parking closer to the Marina?

The intent is to preserve the integrity of the most productive agricultural land and retain a contiguous block of vineyard land. The objective is also to keep auto traffic away from the workings of the farm.

9) Is the parking only to accommodate the winery?

Part of the parking is for Agri-tourism visitation and the other will be for any marina related use.

10) Will the parking allow for trailer parking?

No Trailer parking will be accommodated, however because there is no launch at the Sol Aqua Marina, we do not foresee a need for trailer parking. Certainly, long term parking will not be permitted.

11) Will there be any dedicated park or community space in the ALR lands?

No, however, the foreshore will be protected under both municipal and Provincial authority. Nevertheless, access to the winery and farm gate sales will be for all to enjoy.

12) How is the existing orchard being maintained?

For the past few years, on an annual basis, the Developer retained professionals with experience in orchard management to maintain the apricot and peach orchard, and tried to ensure optimal fruit production, through sound organic farm management principles.

13) What is the plan for the ALR until it is developed?

While the trees at the orchard are reaching their maturity date, and are struggling, the Developer intends to continue engaging in responsible farm practices maintaining the productive trees for fruit production, until such time as a final decision, in consultation with an agrologist, is made for the long-term crop change.

14) Is the intent to eventually use the whole orchard for development?

No, certainly not. The ALR will protect the integrity of the land, and any farm related uses such as a winery will only be permitted to take up an approved amount of the land area.

15) Will there be any access to picking fruit?

While in the past there was access to self pick, this has been found to be difficult to manage and as such, the fruit will be picked by professional pickers, and the fruit crop sold at the roadside on Campbell Road, and through other venues.



16) Apricot and Peach Trees grow right up against Campbell Road. Where is the non-productive farmland? How do you know it is non-productive?

We have reviewed the soils maps and consulted with an agrologist. Regardless, parking is always permitted for farming related uses; the project attempts to use the least productive area. The Commission will ensure if this is possible through the Non-farm use application process.

17) Can the ALR land be used to promote farm to table initiatives?

Yes, most certainly. That is one of the intentions of the farm gate sales and the greenhouses, along with possible farm and food research with the College and UBCO. In fact, the intention is to generate fruit / vegetable crops within the greenhouse that produce food year around.

18) Do you have any projections on increased tourism activity?

No, we do not. However, we always plan with the constraints and opportunities of the site, and any incremental development such as a small winery/wine tasting room must fit within the context of the community.

19) The proposed winery and vineyard would need a proprietor to develop and keep this land and use to a high standard, how are you proposing this?

Yes, most certainly. This has been anticipated in discussions with the consulting agrologist. The BC Agricultural Land Commission is also aware of such needs. Furthermore, both the developer and ultimately the strata corporation for Sol Aqua Townhomes will desire a high standard of up-keep in the neighbour. Every intention will be to recruit a qualified farmer/operator to lease and manage the land, as well as create the appropriate improvements to the farm operation, be it a winery or an active vineyard.

20) Does the Developer have a design for the proposed Winery?

The Developer does not have a definitive design for the winery/tasting room. This is considered an outright permitted use within the ALC regulations and the A1 Zone of the City of West Kelowna. City would issue DP and BP with the condition of proposed design and uses being approved by the ALC and any other necessary Provincial regulations/permitting requirements.

21) Will there be an option to expand the Winery moving forward?

There maybe an opportunity to accommodate a larger winery IF the operation can be complemented by other Vineyard lands. YES, the ALC and Municipalities can approve wineries by size dependent on sourcing grapes from (other) associated vineyards, subject to conditions by the ALC. The municipality would also need to approve a winery development, based City's criteria and regulations.



TRANSPORTATION, EMERGENCY ACCESS, FIRE RESPONSE



Project Summary:

- Proposed upgrades and function of Campbell Road are in keeping with additional development or necessary improvements for safety and additional mobility.
- The project has been designed to fit within the existing topography and sensitivity to the impacts on the adjacent neighborhood.
- Ongoing communication with the City of West Kelowna fire department to ensure all necessary fire code requirements are met for the proposed development

Questions & Answers:

1) **The new City vision document addressed safety and egress – how are you addressing it?**

The current residents of Casa Loma are aware of the existence of only one access road into their neighbourhood, which has been an existing condition since the inception of this community. The Developer has suggested at least two different engineeringly feasible solutions for creating an emergency only second egress road to accommodate fire emergencies and was instructed by the City of West Kelowna officials to leave this matter to be managed and properly addressed by the appropriate municipal authorities.

2) **Casa Loma is designated as a high fire zone and residents have been advised there is insufficient fire resources to accommodate this and other developments. What is being done to address the safety concerns and fire access on Campbell Road?**

The site will be reviewed with a fire mitigation plan and hazard trees will be removed. Water supply to the site will be adding fire flows as part of the system improvements and provide hydrants along a portion of Campbell Road. The West Kelowna Fire Department is also providing input into the development plans.

3) **Don't you need more than one egress in case of fire? Where will this egress be?**

The current residents of Casa Loma are aware of the existence of only one access road into their neighbourhood, which has been an existing condition since the inception of this community. The Developer has suggested at least two different engineeringly feasible solutions for creating an emergency only second egress road to accommodate fire emergencies and was instructed by the City

of West Kelowna officials to leave this matter to be managed and properly addressed by the appropriate municipal authorities.

4) Are there any further access roads or emergency accesses being proposed and where?

There are ongoing discussions with the developers of the adjacent development to the north to provide an emergency access road connection to the existing residential development with a connection to the municipal roadway system via Bayview Court.

5) Will these accesses be open full time or only in emergency?

Any additional Access are intended to be for emergency use only.

6) The Developer indicated that there are ongoing talks with WKC to establish a southern emergency egress out of Casa Loma - Can the Developer provide more information?

The City of West Kelowna is currently reviewing options and requirements regarding this secondary access.



7) How are you meeting NFPA standards, and if you can't, how can this project be approved?

The West Kelowna Fire Department is reviewing the development fire protection requirements and will be working with Landstar to ensure all codes are met.

8) How are you ensuring fire prevention, control and mitigation moving up the mountain?

Unlike many R3 residential developments in the area, this residential development will be fully sprinkled and would utilize the latest technology in construction material that is fire retardant. As such, the existence of this development and the addition of suitably located fire hydrants would assist and would support fire combat efforts in such event.

9) What upgrades will be undertaken on Campbell Road as part of this project (pathways etc.)?

Campbell Road fronting the site will be developed to a full urban standard with bike lane and sidewalk. The developer will also work with the City to ensure any other appropriate requirements are reflected in final design.

10) How far will the upgrades and / or road widening extend to?

For the site frontage only. It is hoped that this project can set a high standard for the remainder of the roadway.

11) If you are building a pedestrian crossing – how will it be designed to ensure safety?

Any pedestrian crossing will be at grade and designed following current standards and approved by the City of West Kelowna.

12) Why are there no designated turning lanes in the Townhouse Project or Marina?

The turning volume for the proposed development combined with the traffic volumes on Campbell Road does not warrant turn lanes.

13) What is the total amount of parking being proposed on Campbell Road and in the Parkade?

The project plans for up to 80 onsite parking stalls within the ALR lands, and there is potential for on street parking along Campbell Road (total number of stalls to be determined with City of West Kelowna design requirements).

14) How will parallel parking be implemented and will this impact traffic flow?

The design of Campbell Road frontage improvements will be done in conjunction with the City of West Kelowna requirements.

15) How will this project impact traffic on Campbell Road and onto the bridge?

The site has a minimal amount of traffic with less than 1 trip every two minutes from the townhouse development and will have a negligible impact on the existing operational performance of Campbell Road.

16) How much traffic is expected to access the Marina and what are the impacts?

The marina is intended for local use with minimal onsite parking and is not anticipated to have an impact of the operational performance of Campbell Road.

17) How much traffic is expected to access the Winery and what are the impacts?

The winery will have minimal onsite parking and is not anticipated to have an impact of the operational performance of Campbell Road.

18) Is there a plan for overflow parking? Where will people park?

There is no current plan for overflow parking as by all technical studies there is indication that the parking proposed is sufficient to accommodate the required traffic and parking.

19) How are you going to regulate the parking between the winery and the marina?

As described above, parking for the marina and agritourism would be accommodated within the proposed parking structure and would be regulated and managed by the appropriate marina operator.

20) Will there be any improvements to the bridge access?

No Improvements are planned at this time.

21) Will Campbell Road be down to one lane during construction?

A traffic control plan will be completed and reviewed by the City of West Kelowna. There may be periodic single lane operation during lower traffic times.

22) Where will the trades be parking, and will there be any project staging areas?

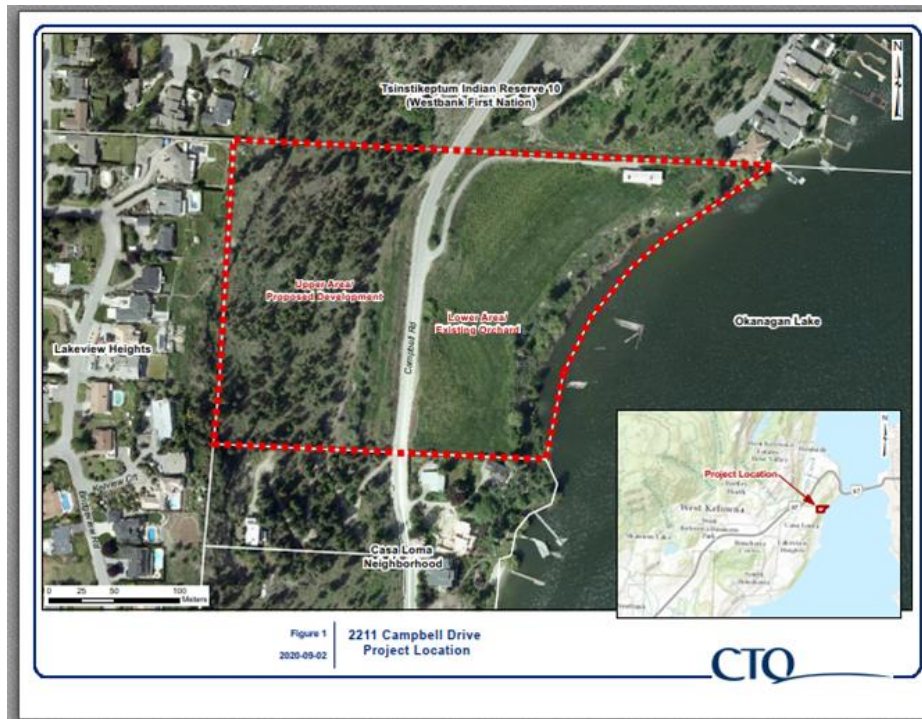
Trade's personnel parking will be addressed and accommodated within the construction management plan, which would be submitted for approval by the appropriate authorities within the City of West Kelowna.

23) What is the construction management plan and how will it help the area?

A construction management plan, which would be submitted at the time of a Development Permit application, is a document that entails detailed information on mechanisms, tools, resources, and the knowledge transfer necessary to deliver complex construction projects, while minimizing any interruption to the surrounding area, neighbourhood, and movement of both vehicular traffic and pedestrians.



ENVIRONMENTAL



Project Summary:

- Understanding the concerns to protect the integrity of the aquatic and terrestrial environment.
- Addressing the concerns of local Casa Loma residents regarding potential impact of the marina and associated boating activity on the Utility's water intake.

Questions & Answers:

1) What additional steps have been taken to protect Marine Life and Water Quality?

As part of the process for evaluation of the marina by the responsible Provincial and Federal authorities, there was a requirement for the submission of environmental studies and reviews of the marine life and water quality, and all such submissions have been made by highly credible environmental professionals to satisfy the Provincial Government scrutiny required.

2) How will the lake quality be monitored throughout the lifetime of the project?

The lake and water quality monitoring within the vicinity of the proposed marina will be maintained and monitored on an annual basis to ensure that there is no adverse impact, and further measures will be taken to ensure and maintain minimal impact on water quality and marine life in accordance with senior government requirements.

3) If any rectification is needed, who will be responsible?

As above, monitoring will continue through the life of the marina operations. The marina Operator / Manager must be responsible for any rectification, as required by appropriate authorities.

4) How has the previous concerns regarding water intake been addressed?

The developer has commissioned several studies and evaluations by nationally recognized specialists in oceanography and water current experts, and they have all concluded that should the Casa Loma water intake be located and managed under the location and approved terms, as prescribed to it by the BC Ministry of Health, the marina will have no adverse impact whatsoever on the quality of the water at the designated intake location.

5) What is being done to protect the wildlife and any eagle nests in the area?

The developer commissioned and completed several environmental impact assessments of any development sites and where 'species at risk' could be located. Such assessments were undertaken by one of the most recognized and respected environmental consulting companies in the Okanagan area. All studies have ensured that the area where the footprint for the development is proposed, would not have adverse impact on any species, while the upper slope would be environmentally protected from future development indefinitely through the authority of the municipality vested in it by Provincial legislation.



1

Community Engagement –
West Kelowna



LANDSTAR

'SoLAqua Townhomes'

Development Plan for the 17.5 acres, located
at 2211 Campbell Road, West Kelowna

May 18th and 19th, 2021

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2

Community Engagement

Objective:

- Share with you a revised concept for the site at 2211 Campbell Road
- Understand your opinions
- Address your concerns.

Presentation will include overview of the three subcomponents of the proposed plan: Residential, Farmland, Marina



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3

The Land: 17.5 acres located at
2211 Campbell Road, West Kelowna

Project now titled: 'SoLAqua Townhomes'



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The SolAqua Development (Concept Images Only):

4

- Development of 44 high-end Townhomes on the uplands, east of Campbell Road.
- Development of the 241-slip marina, for which we currently have Provincial and Federal approvals
- Restoration of the Agriculture lands for optimal crop (vineyard / Cherry orchard, and redevelopment as agri-tourism



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The Vision

5

The planned SolAqua Townhomes project is a spectacular residential real estate and water recreation development, located in one of the most attractive locations in the Okanagan, British Columbia



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SOLAQUA Lower Site and Marina-Concept Plan

6



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Proposed Zoning Change: (led by CTQ Planning & Engineering of Kelowna)

7

The Zoning Application will address the three separate components including the following:

1. Amendment to permit R3 Zoning for Townhouses above Campbell Road
2. Text Amendment "Site Specific" to the A1 Zone to permit parking on the agricultural parcel for both Marina and agricultural-related uses (that are permitted within the A-1 Zone and as per ALC Regulations)
3. Text Amendment to the W3 Zone to permit a Marina for the 241 boat slips that have been conditionally approved by the Federal and Provincial authorities.

- Expected Zoning Approval from WK Council: Q4 2021

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Conceptual Images

8

Maximum height will reflect typical single-family or duplex arrangements, measuring not greater than 9 meters (2.5 storeys) in accordance with the form traditionally acceptable within the City of West Kelowna's R3 Zoning Regulations



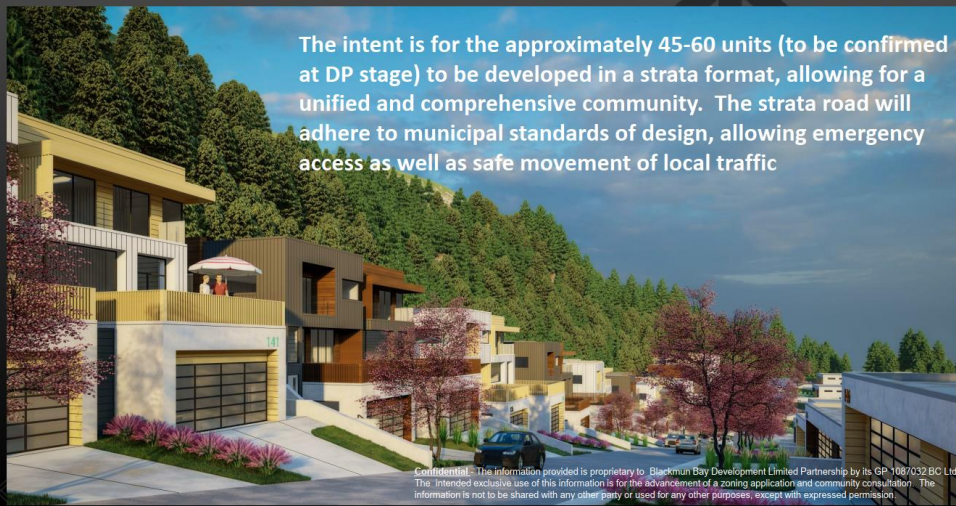
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Conceptual Images

9

The intent is for the approximately 45-60 units (to be confirmed at DP stage) to be developed in a strata format, allowing for a unified and comprehensive community. The strata road will adhere to municipal standards of design, allowing emergency access as well as safe movement of local traffic



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Conceptual Images

10

The duplex Townhome concept has been designed at approximately 2,400 feet per unit



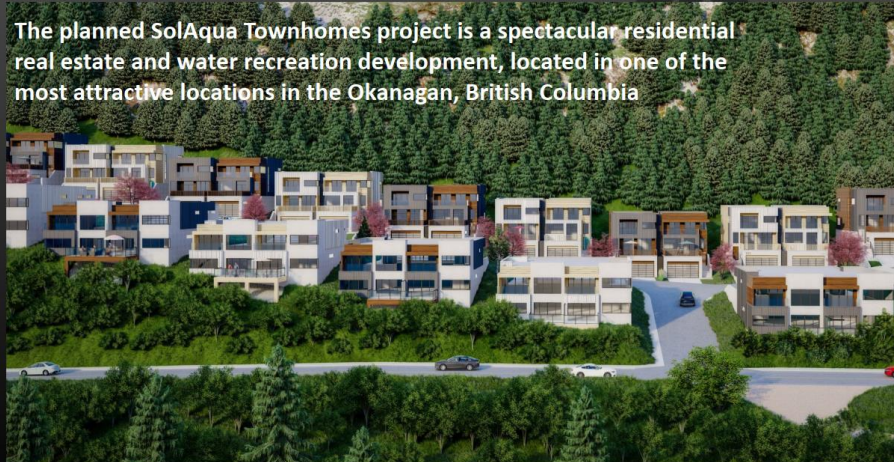
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Conceptual Images

11

The planned SolAqua Townhomes project is a spectacular residential real estate and water recreation development, located in one of the most attractive locations in the Okanagan, British Columbia



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The footprint is kept to the lowest elevation above Campbell Road, keeping environmental conservation in mind, while all of the homes are accessed along an internal laneway.

12

Access/Egress to Campbell Road is via two strategic entries that ensure safety and capacity.



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Design of the housing forms will respect their hillside setting and the context of the neighborhood



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<i>Criteria</i>	<i>Blackmun Bay – Fall 2017 application</i>	<i>Townhomes Application - Currently Contemplated</i>	<i>Reduction from Original Application</i>
Density / FAR	2.8 FAR	0.3 FAR	89.29%
Number of Units	550 Units	44 Units	92.00%
Developable Square feet	480,000 sq. ft.	110,000 sq. ft.	77.08%
Building footprint	4.74 acres	2.5 acres	47.26%
Building Heights	Four 10 storey buildings	Three storey Townhomes	70.00%
Built form	Mid rise apartment style	Duplex Townhomes	
Marina boat slips	241 private slips	241 private & public slips	
Marina related Boat Launch	Full boat launch	Boat launch eliminated	

LANDSTAR



SolAqua Townhomes –
Spring 2021



Background about Landstar Development

Landstar Development Corp (“LDC”) / Mylonas Enterprises (“MEL”) / Blackmun Bay Development LP is an established real estate developer with a track record of successfully developing and executing projects spanning from master-planned communities to large-scale mixed-use commercial / residential developments



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Thank you

Response to
Questions

Submitted Online and
through Zoom Chat

