
CITY OF KELOWNA
MEMORANDUM

SCHEDULE _____ **A**

This forms part of application

Z21-0080



City of
Kelowna
DEVELOPMENT PLANNING

Planner
Initials

LK

Date: September 7, 2021

File No.: Z21-0080

To: Community Planning (LK)

From: Development Engineering Manager (RO)

Subject: 1264, 1274, 1284 Devonshire Ave. & 1281, 1289-1291, 1299 Belaire Ave.
RU6 to RM5

The Development Engineering Department has the following comments and requirements associated with this application to rezone the subject properties from RU6 – Two Dwelling Housing to RM5 – Medium Density Multiple Housing. The Development Engineering Technician for this project is Aaron Sangster.

1. General

- a) These are Development Engineering comments/requirements and area subject to the review and requirements from the Ministry of Transportation (MOTI) Infrastructure Branch.
- b) The following requirements are valid for one (1) years from the reference date of this memo, or until the PLR and/or application has been closed, whichever occurs first. The City of Kelowna reserves the rights to update/change some or all items in this memo once these time limits have been reached.

2. Domestic Water and Fire Protection

- a) The subject property(s) are currently serviced with 19mm water service(s). One metered water service will be required for the development. The disconnection of the existing smaller diameter water services and the tie-in of a larger service is the developer's responsibility. Only one service will be permitted for this development.

3. Sanitary Sewer

- a) These properties are currently serviced with 100-mm sanitary service. The developer's consulting mechanical engineer will determine the development requirements of this proposed development and establish the service needs. Only one service will be permitted for this development. The applicant, at their cost, will arrange for the removal and disconnection of the existing services and the installation of one new larger service, if necessary.

4. Storm Drainage

- a) The developer must engage a consulting civil engineer to provide a storm water management plan for the site, which meets the requirements of the Subdivision, Development and Servicing Bylaw No. 7900. The storm water management plan must also include provision of lot grading plan, minimum basement elevation (MBE), if applicable, and provision of a storm drainage service for the development and / or

recommendations for onsite drainage containment and disposal systems. Only one service will be permitted for this development. The applicant, at his cost, will arrange the installation of one overflow service if required.

5. Electric Power and Telecommunication Services

- a) All proposed distribution and service connections are to be installed underground. Existing distribution and service connections, on that portion of a road immediately adjacent to the site, are to be relocated and installed underground as the subject properties are within the "City Center Urban Center".
- b) Streetlights must be installed on all roads.
- c) Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.
- d) Re-locate existing poles and utilities, where necessary. Remove aerial trespass (es).

6. Road Improvements

- a) Belaire Ave. must be upgraded to a local standard along the full frontage of this proposed development, separated sidewalk 1.8m, curb (barrier) and gutter, drainage system, including catch basin, manholes, landscaped irrigated boulevard, pavement removal and replacement, and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. The road cross section to be used is a modified SS-R3 (Capri Landmark Plan).
- b) Devonshire Ave. must be upgraded to a local standard along the full frontage of this proposed development, separated sidewalk 1.8m, curb (barrier) and gutter, drainage system, including catch basin, manholes, landscaped irrigated boulevard, pavement removal and replacement, and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. The road cross section to be used is a modified SS-R5 (Capri Landmark Plan).

7. Road Dedication and Subdivision Requirements

- a) Grant Statutory Rights of Way if required for utility services.
- b) If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, Telus, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager.
- c) Each street frontage will will require concrete bulb-outs for trees and streetlighting.

8. Erosion Servicing Control Plan

- a) Provide a detailed ESC Plan for this development as per the Subdivision, Development and Servicing Bylaw #7900.
- b) The developer must engage a consulting civil engineer to provide an ESC plan for this site which meets the requirements of the City Subdivision Development and Servicing Bylaw 7900.
- c) Civil consultant is responsible for all inspection and maintenance.

- d) A Security Deposit for ESC Works equal to 3.0% of the Consulting Engineer's opinion of probable costs of civil earthworks and infrastructure will be added to the Servicing Agreement.

9. Design and Construction

- a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Development Engineering Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

10. Servicing Agreements for Works and Services

- a) A Servicing Agreement is required for all works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

11. Geotechnical Report

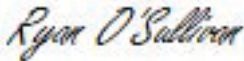
Provide a geotechnical report prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below: NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision. The Geotechnical reports must be submitted to the Development Services Department (Subdivision Approving officer) for distribution to the Development Engineering Branch and Inspection Services Division prior to submission of Engineering drawings or application for subdivision approval.

- (i) Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
- (ii) Site suitability for development.

- (iii) Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
- (iv) Any special requirements for construction of roads, utilities and building structures.
- (v) Recommendations for items that should be included in a Restrictive Covenant.
- (vi) Recommendations for roof drains, perimeter drains and septic tank effluent on the site.
- (vii) Any items required in other sections of this document.

10. Charges and Fees

- a) Development Cost Charges (DCC's) are payable.
- b) Fees per the "Development Application Fees Bylaw" include:
 - i) Survey Monument, Replacement Fee: \$1,200.00 (GST exempt) – only if disturbed.
 - ii) Engineering and Inspection Fee: 3.5% of construction value (plus GST).
 - iii) Street/Traffic Sign Fees: at cost if required (to be determined after design).



Ryan O'Sullivan
Development Engineering Manager

AS



LIME
ARCHITECTURE INC.

Transmittal

To: Planning Department
CC: Ryan Tamblyn

ATTACHMENT B
This forms part of application
Z21-0080
Planner Initials **LK**
City of Kelowna
DEVELOPMENT PLANNING

City of Kelowna
rtamblyn@millennialdev.ca

August 16, 2021

Re: Rationale for the Proposed Development of 1281-1299 Belaire Avenue & 1264-1284 Devonshire Avenue, Kelowna BC (The Site)

Dear City of Kelowna Planning Department,

Further to submitted information as it pertains to the Rezoning/DVP application associated with the proposed Development at The Site (referred to as Five Crossings) in Kelowna, we offer the following Rationale for the project:

Located in the heart of the Capri Landmark urban centre, the vision for the project was to design a residential building that aligned with the data obtained by the Developer through an extensive housing study. In response to the study and the achievable finished floor area available per the proposed RM5 zone, the proposed building consists of 206 residential units of which 165 are referred to as 312 square foot smart suites with the remaining 41 units being a mix of 1 and 2 bedroom residences. The overall concept of the building was in response to several influences that were considered during the design process. One of the most important concepts was to divide a more public accessible portion of the building at the ground level from the more private residences located in storeys 2 through 6. This division helped to create a transparent design at the street level that creates an inviting overall form and allows for direct connection between those inside the building and the street. Choosing to locate amenity spaces at the entry level allowed for the transparent architecture and emphasizes the importance of shared facilities to compliment the smart suite lifestyle. More specifically, the Five Crossings project offers generous amenity spaces that include shared offices, gymnasium, lounge and bike repair shop, all intended to compliment the more compact suites.

In order to keep the overall massing and height of the building complimentary to existing and proposed new projects in the immediate area, the residences above the entry level were laid out in a U shape. The U shape approach results in an internal courtyard that further increases the sense of privacy for the residences that are oriented toward the centre of the U, as well as resulting in a generous green space for residences above the entry level. This raised courtyard at the centre of the building design was important for both the well being of the residents and the introduction of additional green space. The additional green space was especially important for this project as the lower height design concept resulted in an increased footprint that exceeds the allowable site coverage under RM5. Accordingly, the courtyard green space and other outdoor amenity spaces at the roof level more than exceed the additional site coverage taken by the building footprint. One additional aspect of the U shape design results in additional height in order to achieve the FAR allowed under RM5. These variances (height and site coverage) were reviewed and discussed in detail with the City of Kelowna Planning department in pre-application meetings for the project. It was agreed that the site coverage and additional height were appropriate for the immediate area

Matt Johnston, Architect AIBC, LEED AP

www.LIMEarchitecture.com



and that the increase in setbacks and generous second level green space were excellent responses to offset the type of variances being requested.

Another unique feature of the project is that it fronts onto two separate avenues (namely: Belaire to the north and Devonshire to the south). In response to this feature, the building was developed with a two front doors concept. Not only front doors to pedestrians (who can access the entire building from either avenue via the U shape and double elevators proposed) but also to vehicles. The access off Belaire provide access to all visitor parking as well as a portion of the assigned parking for the residents. The Devonshire access includes a ramp down to the lower parkade for most of the assigned spaces. Splitting the access will help ensure a sharing of vehicle traffic to both sides of the project without congesting one avenue over the other. To compliment the two-vehicle access concept, double height lobbies are proposed at both entries with direct access to different amenities and a division of mailboxes to encourage equal sharing of the entrances by the residents of the building.

The form and character of the project design was inspired by the Developers vision and preferences, blended with influences from a similar sized development proposal located a few properties to the east at the corners of Belaire and Pridham Avenues and Chandler Street. Overall, the project design includes modern accents that blend horizontal and vertical elements in playful and creative ways. Material selections will blend faux wood exterior with metal panels and stucco surfaces to create contrast and interest in the overall form. Accent lighting will be strategic and help highlight specific portions of the building to further strengthen the connection between building and neighbourhood.



Evening Study of Five Crossings

Further to the more modern overall form and character, the orientation of the U shape is directed toward the south taking advantage of the natural light to brighten the internal living spaces as well as align the building orientation and Devonshire front door toward the existing park immediately to



the south. Overall, the building massing includes side yard setbacks that exceed the minimums allowed, thereby being sensitive to existing homes and future adjacent developments in the area. Front and rear (considered both front doors) also exceed minimum setback requirements thereby allowing for generous pedestrian and loading areas in front of the building while relieving the street itself from the overall mass. Even with the generous front door setbacks, as a collaborative team, we are excited at how the building will engage pedestrians at a human scale.

Nearby amenities include shopping, personal services, and restaurants, thus allowing most errands from the location to be accomplished by foot or bicycle. In order to further reduce the reliance on personal vehicles and reduce the overall number of vehicles anticipated for the project, two car-share spaces have been included in the parkade. With the surrounding area quickly evolving and densifying, this proposed development is in full alignment with the changing community and will be perfectly situated to accommodate the shifting needs of Kelowna residents. Given the proximity to Capri Mall, we feel the proposed development aligns with the City's vision and our own when it comes to a healthy community that is less reliant on automotive means of transportation.

In summary, the rationale for this project is as follows:

- i. Provide a thoughtful, sustainable infill building design on a property located in the heart of an existing urban centre of Kelowna.
- ii. Provide much needed residential units and unit types to an area of Kelowna experiencing an increased demand for compact living.
- iii. The proposed development meets the City of Kelowna Parking Bylaw requirements.
- iv. The proposed variances (site coverage and building height) have been addressed in conjunction with the City of Kelowna Planning Department to ensure they align with the City's vision for the area, and to the benefit of the project's success.
- v. Two car-share spaces have been provided to help reduce the reliance on vehicles in an environmentally responsible way.

This proposed development recognizes the City of Kelowna's strategic approach to overall residential growth including better use of precious developable land in accordance with the City's OCP/Future Land Use, Healthy City Strategy, and planning initiatives and aligns with the City's long-term vision. Accordingly, our team looks forward to your supportive comments in response to this Rezoning/Development Variance Permit application.

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

Sincerely:

Matt Johnston Architect AIBC, LEED AP
LIME Architecture Inc.