



May 18, 2023

ATTACHMENT C

This forms part of application
DP22-0200 & DVP23-0076

Planner Initials **SS**



City of **Kelowna**
COMMUNITY PLANNING

Prepared for:
Development Permit Application

Project:
1810 Hilltop Cr, Kelowna, BC

Re:
Design Rationale

1.0 PROJECT DESCRIPTION

This building site is at McKinley Beach, nestled along the main thoroughfare of Hilltown Drive and the secondary street of Hilltop Crescent. The proposal is to build a 24 unit, 7 level multifamily unit building (with one of those levels being parking) that explores the interplay between two different design scales, exploring a heavier and ornate base reminiscent of older architectural mass stone expressions and a lighter modern structure that creates a dialogue between the views from the site and the existing built precedents in the area.

The principal entryway for the complex comes off Hilltop Crescent for pedestrians and through a sunken parkade for drivers. Sitting on a concrete base through a sunken parkade, the 6-storey wood frame structure features a mix of twelve (12) 3-bedroom, three storey townhome units along the lower, stucco clad mass - and twelve (12) 3-bedroom, single-level apartments with large patio spaces along the upper three storeys of the building. Distinction between these two-unit types is found through form, exposure, and material.

One client sought a more permanent style of structure reminiscent of older European apartment typologies. On the lower floors, stucco finished mass forms with simple ornatation work to create an interplay between light and shadow for those walking on the street. Another client sought a more modern structure that would speak to local precedents in the city while providing ample space to take advantage of the views out into the surrounding environment. On the upper floors, simple black clad panels with different finishes (satin, semi-gloss and matte) provide a visual depth to the façade, contrasting heavily with the warm white stucco; framing the windows and decks that look outwards. Simple roof planes and deck structures are pulled out from the face, providing further depth to the life of the façade while also allowing some warm wood to enter through structure and soffit materials.

Along Hilltop Drive, four townhome units with ground floor office areas provide an opportunity for dialogue between pedestrians passing by and the work happening in the home-based businesses (minor) within. These units feature a ground floor office space with two upper floors of further living space. Along Hilltop crescent, units do not feature a workspace, instead engaging the street front with a sunken patio space that adds depth for potential social engagements. This breaks down the common in this typology of having strict separations between public and private, and so too

limitations on chance social encounters in the community. The sunken semi-private patio provides an opportunity for engagement between the sidewalk and the unit if sought after. These four units along Hilltop Crescent are mirrored on the opposite face, where access to the unit instead comes from a double loaded interior corridor. These North facing units take in views of a forested back area between the building edge and McKinley Beach Drive, where beautiful Ponderosa Pines and a walking trail exist along the environmental corridor that will remain undeveloped. The units on the upper three storeys are all single level 3-bedroom units with living spaces oriented out into the surrounding landscape. Large patio spaces provide good exposure between the units and the community that surrounds them.

The height and massing of the building steps backs from the streetscape incrementally to provide sensitivity to its future built neighbors and the experience of the pedestrian from the street itself. Simple gestures like plantings alongside the road edge can help to not only provide a depth of beautiful sensorial stimulus to the street, but they also provide a barrier between the sidewalk and the street itself. This will provide a more confident sense of security for pedestrians to occupy these spaces, while the trees may help to slow traffic down on the wide roads that surround the site. An abundance of glazing and outdoor social spaces in the forms of patios will provide a more consistent stream of “eyes on the street,” helping keep the streets safer. Staying activities will be encouraged through the walking areas and seating areas found around the site to help provide greater reason to explore the surrounding community outside of a vehicle.

Parkade access is provided along the main thoroughfare of Hilltop Drive. The rationale behind having the entryway to the underground parking along this face of the building is that it:

- A) *Follows the existing topography of the site, which along the north face of the building to the edge of the site and existing covenant zone (waterway presence) sees a drop in grade of nearly a storey – meaning to fully bury the parkade and make the entryway more seamless with the surroundings; this is a good option*
- B) *There are only 24 units in this building and so no great amount of traffic will be added to the main thoroughfare. Along Hilltop Crescent, proposals in place will see upwards of 200 units becoming accessible along this small crescent corridor by vehicle, meaning traffic around vital times (work commute) could become congested along this small arterial road*
- C) *Strategically placed opposite of the existing Laneway of Lot 22*
- D) *The Civil Engineer consulted supports the current orientation of the parkade access. We will work with both the Civil Engineer and the City to provide traffic calming devices for the main road that remain considerate of the pedestrian or other means of human powered transit and provides a priority to their safety, convenience, and scale around the building*

With level 1 being the parkade structure, there is an exposed face of concrete along the rear of the building that held concern as it did not comply with Section 15.4.5 footnote .3 of the Kelowna Zoning Bylaw. Here, a variance has been proposed, as a concrete face without habitable space inhabits Level 0 (Parkade). Measures have been taken to ease this space for the experience of the path behind the site:

- A) *The concrete wall has been faced with both foliage in the form of hanging vines but also with raised planters to help ease the wall in to the surrounding landscape*

- B) *The existing forest land around the site will further help ease this area of the building into the surroundings, with most of the sheer face of the concrete blocked from the street by foliage (if not by the landscaping measures introduced through the project itself)*

Refuse collection is provided through a self-contained enclosed form that speaks to the proposed building complex and is accessed off the edge of the building on Hilltop Crescent. Here curbside pickup of bins will be provided, and minimal disruptions will be felt along the main thoroughfare in Hilltown Drive.

2.0 URBAN CONNECTIVITY

The project sits in the McKinley development area North of Kelowna and West of Highway 97. It is a 20-minute drive or an hour and 10-minute cycle between the site and the downtown core (intersection of Highway 97 and Water St.) and a 10-minute drive or 40-minute cycle between the site and UBCO (from which more convenient transit access could be found currently). Transit is not yet available directly to this site, though a future proposed network around the intersection of Beaver Lake Rd. and Highway 97 will provide a more convenient connection to a transit route (6-minute drive and a 23-minute cycle).

However, the current lack of existing transit networks in these spaces will likely foster a dependency on car ownership and usage given this development has not been oriented around a proposed transit line (given many in the neighborhood will already have a car given the current walking and cycling distances to major and needed amenities, and so may prefer using the car out of convenience even when other transit options come available – especially given the current distance to even the newly proposed lines).

Encouraging other means of movement such as walking or cycling to these transit nodes will be important in ensuring the neighbourhood does not become entirely tied to personal vehicles alone in the future. Easily accessible bicycle storage and repair spaces have been provided in the parking garage with quick access to the street. As per the Pedestrian and Bicycle Master Plan there are plans in place to increase access to bicycle paths and a more cohesive network of cycling and walking infrastructure through the city. Greater development within the area in the future will provide more opportunity for local access to needed amenities and goods, and the building does work to provide the infrastructure needed to coincide with this potential. Greater consideration for local transit planning measures can help to ensure people moving into these areas can build their lives around transit rather than individual personal vehicles, in the meantime, ease of access to multiple nodes of traffic through provided facilities is provided to help encourage a more diverse range of movement for people in Kelowna.

3.0 SUSTAINABILITY

Envelope details that prevent water and moisture ingress while still allowing the assemblies to dry are being incorporated. Minimizing thermal bridging combined with appropriate continuous insulation will reduce heating and cooling loads. South and west facing windows will be specified to have appropriate shading and glazing coefficients to utilize the summer sun by blocking the heat while still

allowing the winter sun to penetrate, reducing cooling and heating loads in the summer and winter seasons respectively. Providing infrastructure for more sustainably minded human behaviors for both body and environment in activities like walking and cycling are provided through a care for the street-level experience around the site and the provision of spaces like bicycle storage conveniently accessed within the structure.

4.0 CRIME PREVENTION

The intentions of CPTED have been addressed with well-maintained entrances and frontages that promote pride in ownership amongst the residents through personal outdoor space along the street front, and with the reduced setback increasing the buildings presence. The sight lines of the occupants from decks and windows will provide “eyes on the street” to witness and therefore discourage criminal or antisocial behavior in crime or vandalism.

Site and unit lighting pouring into the surrounding area will be balanced to provide enough illumination to ensure there are no contrast areas that could conceal potential offenders, but not so much that the site is excessively contributing to local light pollution.

5.0 LANDSCAPING

Refer to landscaping description provided with their documents for greater detail. Simple plantings in street front gardens and shrubbery are provided in the spaces facing the roadways, while there has been an effort to minimize the visual and physical disturbance to the forested area out back, which provides a great trail to walk and a scale of greater sensory depth for the site.

6.0 SUMMARY

Great A&A Properties and Bluegreen Architecture’s design team feel that the combination of a modern design esthetic coupled with pedestrian friendly landscape features and contemporary building materials will provide a very functional and highly desirable residential neighborhood project.

We look forward to your support for all this project brings to our community, and this opportunity to further develop the city into a destination for all to enjoy.

Respectfully submitted,

Aaron Whalen, Associate & Project Designer, Bluegreen Architecture