

# REPORT TO COUNCIL



**Date:** July 25<sup>th</sup> 2017

**RIM No.** 0940-00 & 0940-50

**To:** City Manager

**From:** Community Planning Department (AC)

**Application:** DP17-0066 & DVP17-0067      **Owner:** City of Kelowna

**Address:** 1580 & 1558 Ellis St      **Applicant:** Mission Group (Luke Turri)

**Subject:** Development Permit and Development Variance Permit

Existing OCP Designation: MXR – Mixed Use (Residential / Commercial)

Existing Zone: C7 – Central Business Commercial

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## 1.0 Recommendation

THAT Council authorizes the issuance of Development Permit No. DP17-0066 for Lot 3, Block 15, District Lot 139, ODYD, Plan 462, located at 1580 Ellis St, Kelowna, BC, & Lot A, District Lot 139, ODYD, Plan 17140, located at 1588 Ellis St, Kelowna, BC, subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land, be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;
5. That the Development Permit and Development Variance Permit is issued subsequent to the outstanding conditions set out in Attachment "A" attached to the Report from the Community Planning Department dated July 25<sup>th</sup> 2017;
6. That a Servicing Agreement be completed and bonded for prior to the issuance of the Development Permit that includes the enhanced streetscape as described in Attachment 'B';

AND THAT Council authorize the issuance of Development Variance Permit DVP17-0067 for Lot 3, Block 15, District Lot 139, ODYD, Plan 462, located at 1580 Ellis St, Kelowna, BC, & Lot A, District Lot 139, ODYD, Plan 17140, located at 1588 Ellis St, Kelowna, BC;

AND THAT the variances to the following sections of Zoning Bylaw No. 8000 be granted:

**Section 14.7.5 Development Regulations (h)**

To vary the maximum height of a building before a 3 metre setback is required from 16 metres to 17.1 metres.

**Section 14.7.5 Development Regulations (a)**

To vary the maximum height from 58 metres to 61 metres

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit and Development Variance Permit applications in order for the permits to be issued;

AND FURTHER THAT this Development Permit and Development Variance Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

**2.0 Purpose**

To review the Form & Character Development Permit of a 20 storey residential tower with ground floor commercial as well as to consider two variances: the first is to increase the height of the overall building and the second variance is to increase the height of the podium.

**3.0 Community Planning**

When assessing the merits of a tall building project, staff break the design into three components: the base of the building called the podium; the middle of the building largely consisting of the tower; and the top of the building as it relates to Kelowna's skyline.



**Top**

The tops of tall buildings, including upper floors and roof-top mechanical or telecommunications equipment, signage, and amenity space, should be designed, primarily through tower massing and articulation, and secondarily through materials, to create an integrated and appropriate conclusion to the tall building form.



**Middle**

The location, scale, floor plate size, orientation and separation distances of the middle affect sky view, privacy, wind, and the amount of sunlight and shadows that reach the public realm and neighbouring properties. The design and placement of the tower should effectively resolve these matters to ensure that a tall building minimizes its impact of surrounding streets as well as existing and/or future buildings on adjacent properties.



**Podium**

The lower storeys of a tall building should frame the public realm, articulate entrances and assist in the creation of an attractive and animated public realm which provides a safe, interesting, and comfortable pedestrian experience. The podium should define and support adjacent streets at an appropriate scale, integrate with adjacent buildings, assist to achieve a transition down to lower-scale buildings and minimize the

impact of parking and servicing on the public realm.

The design of the tower (middle) and the top of the building have been resolved by the applicant adequately to meet the City's Urban Design guidelines. It has been the design of the podium during the application process that has required more discussion and attention between Staff and the applicant.

The applicant's proposed podium represents a critical component in defining the public realm along Ellis Street and Lawrence Avenue, as it will create a sense of enclosure along the streetscape. The proposed podium is a large built form, at 17.1m (56 ft) in height, that will be seen from many blocks away including Bernard Avenue and Pandosy Street. While the OCP envisions this area to be redeveloped with taller buildings over the long term, there are currently a number of one and two storey buildings in the immediate area that will likely remain for the foreseeable future.

Podiums which are too large can overwhelm the public realm and smaller neighboring buildings and create spaces that are uncomfortable for pedestrians. Podiums that are too large distort the sense of human scale and impact the visual quality of the downtown. The street experience may appear dark and/or oppressive and potentially lack sunlight penetration and/or sky views at the street level.

These conclusions have been reinforced by the City of Toronto's Urban Design Department that have studied the shadowing effect of podiums at different heights for different street widths<sup>1</sup>. That study showed that podium heights that are equivalent to the street width with a 3.0m setback on the upper storeys create optimal pedestrian conditions. As the ratio of podium height to street width increases, and as the setback of the upper floors of the base building decreases, the sidewalks are increasingly shadowed. Therefore, the City of Toronto's podium height regulation states:

The maximum height of a podium will be a 1:1 ratio to the width of the street allowance. To ensure greater sunlight penetration on the sidewalk across the street, the main front wall can be no higher than 80% of the width of the street allowance before applying a 3.0m setback to the remainder of the base building height. If a tall building site fronts onto more than one street, the podium will be massed to address both frontages, giving prominence to the corner.

The City of Kelowna incorporated this principle into its zoning regulations when the C7 zone was recently updated (May 2017). The regulation states "a podium height limit of 16.0 metres before a 3.0 metre setback is required." With the vast majority of downtown streets at 20.0 metre widths including Ellis Street and Lawrence Avenue, 80% would result in the desired 16.0 metre podium height. A challenge with applying the C7 zone to the applicant's project, is that the height regulation before requiring a setback does not differentiate between the various building typologies allowed in the zone including small buildings, large buildings, podiums with towers, or midrise buildings. Also, the regulation does not differentiate between the various tower height categories within the downtown which should also be a consideration.

A key OCP design guideline states developments should be sensitive to and compatible with the massing of the established or future streetscape as well as to mitigate the actual and perceived bulk of buildings by utilizing appropriate massing including architectural elements, projections, indentations, setbacks on upper floors. Staff requested a reduction in the height and massing of the podium to help achieve a more sensitive transition. A podium limited to four storeys, would eliminate the need for the two height variances. The two main alternatives Staff suggested to achieve a reduction in the podium height were:

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<sup>1</sup> [https://www1.toronto.ca/city\\_of\\_toronto/city\\_planning/urban\\_design/files/pdf/Tall-buildings-Final-pt5.pdf](https://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/Tall-buildings-Final-pt5.pdf)

- 1) Reduce the proposal's parking per unit ratio to 1 stall per dwelling unit and pay cash-in-lieu of parking on the shortfall. The shortfall would be 15 parking stalls (12% reduction from bylaw parking requirements). The cash-in-lieu amount is currently \$22,500 per stall totaling \$337,500.
- 2) Re-design the parkade to have one floor of underground parking. This solution would likely reduce the overall parking by 4 stalls but the parking would still be significantly over the minimum as per the City's Zoning Bylaw and this solution would maintain the applicant's desired parking ratio of 1.25 parking stalls per dwelling unit. An access ramp would have been permitted from Lawrence Avenue to facilitate this solution.

Staff felt that either solution was acceptable as a parking relaxation would likely be appropriate considering the downtown location of the project. The applicant was not willing to consider these alternate solutions as the overall cost to the project may increase and the amount of parking was a key consideration for the developer in their proposed marketing plans. The 5 storey podium contains 22% (31 stalls) more parking than the City's minimum parking requirements. In order to address Staff's concerns and meet the OCP's Urban Design Guidelines, the applicant has concentrated on design solutions to help mitigate the overall scale and height of the podium. The images below illustrate how the evolution of the podium design has progressed over the past few months.



Figure 1. Figure 2: First Redesign



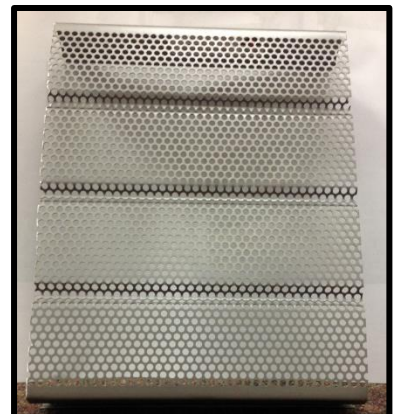
Figure 3: Final Proposed Design

Specifically, the final podium design includes these features:

- Commercial retail at-grade along Lawrence Ave & Ellis St with the only exception being the residential lobby. The main floor is consistent with the City's Urban Design Guidelines as it provides a visually interesting streetscape with transparent glazing, pedestrian weather protection and a commitment by the applicant to provide an enhance streetscape / boulevard treatment (See Attachment 'B').
- Included spandrel windows on the 2<sup>nd</sup> storey to mimic occupied space.
- Included a visually interesting roofline/cornice line at the top of the podium.
- Included black metal paneling mid-block to attempt to break the architectural massing of the podium and the use of white brick on the columns to create some texture on the façade.
- Has randomized colour concrete panels on the north and west elevations to provide visual interest compared to blank concrete walls.
- Improved the architectural features along the north elevation (laneway) to provide visual interest for pedestrians when viewing the wall from Bernard Avenue over the existing buildings on Bernard Avenue.
- Attempted to meet the setback requirement above 16.0 metres on the Lawrence Avenue and Ellis Street facades by stepping back 1.0 metre instead of 3.0 metres.

The other main design features associated with this application are:

- The tower will be constructed primarily of concrete and glass. The consistent pattern of windows and balconies provide a coherent and visually interesting modern design.
- On corner lots, Staff have been encouraging applicants to design each façade and the corner of the building slightly different in order to provide visual interest and avoid repetitive or monotonous designs. In this case, the applicant has provided a separate architectural feature with the main lobby entrance which provides some visual differentiation from Ellis Street to Lawrence Avenue.
- The applicant has provided the required corner cut in the building at Ellis Street & Lawrence Avenue intersection in order to meet the design requirements with the C7 zone and the OCP guidelines.
- All vehicular access and loading will be from the lane. The applicant proved that all truck turning radius were met within the existing 6 metre wide one-way lane. By expanding the sidewalk along Ellis Street, this will help improve vehicular sightlines and pedestrian interaction at the corner of the lane and Ellis Street.
- The enhanced streetscape will provide an improved pedestrian realm on both Ellis Street and Lawrence Avenue. Additionally, the applicant has committed to protecting the existing mature trees on Ellis Street. Staff and the applicant are hoping these trees will survive construction as this location is one of the few streets in the downtown that has a tree canopy that extends almost the entire road width.
- Another design concern is the aluminum paneling instead of glazing within the 'window wells' along the Ellis Street and Lawrence Avenue facades (on floors 3 to 5). The 'window wells'



are inset within the elevation which provides a positive architectural response but the concern is the aluminum panels will appear solid from the pedestrian realm rather than providing a reflective glazing finish. See figure 4 to see the sample material.

- As per the Real Estate arrangement made between the City and the applicant, the project would adhere to LEED certification. Having an environmentally friendly and sustainable concrete building would be a positive addition to the City.

Figure 4: Proposed  
Aluminium Mesh Panelling

In recognizing OCP policy that strongly encourages residential towers to be built downtown, the benefits that redevelopment represents along Lawrence Avenue and the applicant's refinement of the form and character of the podium, Staff are recommending support for the Development Permit and Development Variance Permit.

#### **4.0 Proposal**

##### **4.1 Project Description**

Mission Group has finalized an agreement to purchase the subject property from the City of Kelowna. The subject site represents a key location within the Downtown - fronting along Ellis Street, a principal "gateway" corridor into the downtown from Highway 97, and being immediately south of Kelowna's revitalized main retail street, Bernard Avenue. With immediate access to a variety of amenities, bus rapid transit and the waterfront, the site is an excellent candidate for new residential density. A development covenant was placed on the title of the property restricting the development to a minimum building height of 13 stories.

The 0.41 acre site is identified in the City of Kelowna's Downtown Plan for a high-rise building. The proposal includes the following:

- 5,733 ft<sup>2</sup> of commercial retail space fronting both Ellis St and Lawrence Avenue, animating the public realm in a key location;
- A 5 level podium consisting of at-grade commercial units and four levels of above-grade parking;
- 116 condominium homes over 15 residential levels (total of 20 storeys including penthouse level), including a range of units
  - 14 studio apartments;
  - 14 one-bedrooms;
  - 56 two-bedrooms <1,000 ft<sup>2</sup>;
  - 32 two-bedrooms & three-bedrooms >1,000 ft<sup>2</sup>.
- A commitment to LEED Certified construction, supporting environmental sustainability goals outlined in Kelowna's OCP.
- A commitment to an enhanced and custom streetscape for both Ellis Street and Lawrence Avenue.

##### **4.2 Background**

This property is known as the old "Henderson Cleaners" site. The City bought the property in 2012 and recently went through a disposition and sale process in order to ensure desirable downtown redevelopment.



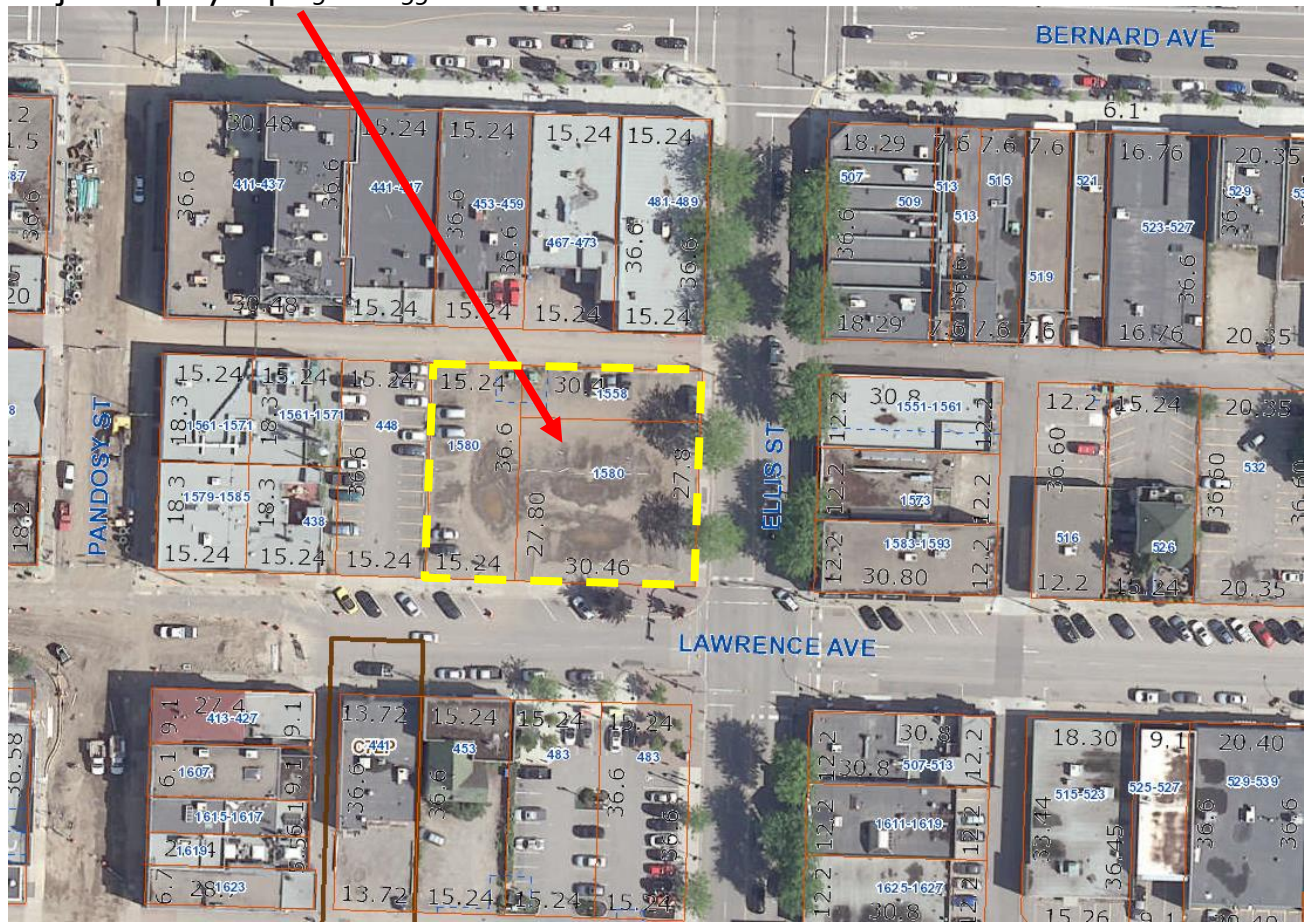
occurs on this site. A covenant was placed on title to ensure a minimum 13 storey mixed-use building would be developed on the property.

#### 4.3 Site Context

The site is located at the north end of the Downtown Urban Centre at the corner of Ellis Street and Lawrence Avenue. Specifically, the adjacent land uses are as follows:

| Orientation | Zoning                           | Land Use                     |
|-------------|----------------------------------|------------------------------|
| North       | C7 – Central Business Commercial | Commercial                   |
| East        | C7 – Central Business Commercial | Commercial                   |
| South       | C7 – Central Business Commercial | Surface Parking & Commercial |
| West        | C7 – Central Business Commercial | Surface Parking & Commercial |

#### Subject Property Map: 1580 & 1558 Ellis St



#### 4.4 Zoning Analysis Table

##### Zoning Analysis Table

| CRITERIA  | C7 ZONE REQUIREMENTS   | PROPOSAL               |  |                       |
|---|--|------------------------|--|-----------------------|
| For portion of building between 0.0 metres & 16.0 metres in height  |  |                        |  |                       |
| Front Yard, Flanking Street & Lane Setback  | 0.0 m  | 0.0 m                  |  |                       |
| Side Yard Setback   | 0.0 m  | 0.0 m                  |  |                       |
| Floorplate  | No restriction   | 1,671 m <sup>2</sup>   |  |                       |
| For portion of building between 16.0 metres & above in height   |  |                        |  |                       |
|   |  | Podium (17.07m)        | Tower  |                       |
| Front Yard & Flanking Street  | 3.0 m  | 0.0m ❶                 | 3.0 m  |                       |
| Lane Setback  | 3.0 m  | 0.0m ❶                 | 10.0 m   |                       |
| Side Yard Setback   | 4.0 m  | 0.0m ❶                 | 15.0 m   |                       |
| Floorplate  | 1,221 m <sup>2</sup>   | n/a                    | 778.3 m <sup>2</sup>   |                       |
| Development Regulations   |  |                        |  |                       |
| Height  | Podium   | Tower                  | Podium   | Tower                 |
|   | 16.0 / ~4.5 stories (unless Bldg steps back)   | 58.0 m / ~19.0 storeys | 17.07 m / 5 stories  | 61.0 m / 20 storeys ❷ |
| Corner Cut Setback  | 4.5 m  |                        | 4.5 m  |                       |
| FAR   | 9.0  |                        | 6.44   |                       |
| Parking Regulations   |  |                        |  |                       |
| Minimum Parking Requirements  | 141 parking stalls (116 stalls for residential units<br>17 stalls for visitors<br>8 stalls for commercial) |                        | 172 parking stalls (31 stalls over or 22%)                                   |                       |
| Ratio of Parking Stalls   | Small Size: 10% Max<br>Medium Size: 40% Max<br>Regular Size: 50% Min                                       |                        | Small Size: 0%<br>Medium Size: 20%<br>Regular Size: 80%                      |                       |
| Minimum Bicycle Parking Requirements  | None required  |                        | Class 1: 16 bikes<br>Class 2: 0 bikes<br>But<br>102 storage lockers provided |                       |
| Other Regulations   |  |                        |  |                       |
| Minimum commercial  | Min 90% frontage on Ellis St   |                        | 100% frontage on Ellis St  |                       |
| Minimum Private Open Space  | 1,544 m <sup>2</sup>   |                        | 2,049 m <sup>2</sup>   |                       |
| The two proposed variances associated with this permit are as follows:  |  |                        |  |                       |
| ❶ To increase the overall height of the building from 58 metres (approx. 19 stories) to 61 metres (20 stories); and |  |                        |  |                       |
| ❷ To increase the podium height without a setback from 16.0 metres to 17.1 metres.                                  |  |                        |  |                       |

## 5.0 Current Development Policies

### 5.1 Kelowna Official Community Plan (OCP)



## **Chapter 5: Development Process**

**Compact Urban Form.**<sup>2</sup> Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

**Contain Urban Growth.**<sup>3</sup> Reduce greenfield urban sprawl and focus growth in compact, connected and mixed-use (residential and commercial) urban and village centres.

**Housing Mix.**<sup>4</sup> Support a greater mix of housing unit size, form and tenure in new multi-unit residential and mixed use developments.

### **Objective 5.5: Ensure appropriate and context sensitive built form.**

**Building Height.**<sup>5</sup> In determining appropriate building height, the City will take into account such factors as:

- Contextual fit into the surrounding neighbourhood;
- Shadowing of the public realm;
- View impacts;
- Overlook and privacy impact on neighbouring buildings;
- Impacts on the overall skyline;
- Impacts on adjacent or nearby heritage structures;

## **Chapter 14: Land Use Designation Massing and Height.**<sup>6</sup>

- Mitigate the actual and perceived bulk of buildings by utilizing appropriate massing, including:
- Architectural elements (e.g. balconies, bay windows, cantilevered floors, cupolas, dormers);
- Visually-interesting rooflines (e.g. variations in cornice lines and roof slopes);
- Step back upper floors to reduce visual impact;
- Detailing that creates a rhythm and visual interest along the line of the building;
- Wall projections and indentations, windows and siding treatments as well as varied material textures should be utilized to create visual interest and to articulate building facades;
- Building frontages that vary architectural treatment in regular intervals in order to maintain diverse and aesthetically appealing streets.

## **Chapter 14: Urban Design Guidelines Amenities, Ancillary Services and Utilities.**<sup>7</sup>

- Locate loading, garbage, storage, utilities and other ancillary services away from public view. All such areas shall be screened and designed as an integral part of the building to minimize impact;

<sup>2</sup> City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

<sup>3</sup> City of Kelowna Official Community Plan, Goals for a Sustainable Future, Objective 1 (Chapter 1 Introduction)

<sup>4</sup> City of Kelowna Official Community Plan, Policy 5.27.11 (Development Process Chapter)

<sup>5</sup> City of Kelowna Official Community Plan, Policy 5.22.6 (Development Process Chapter).

<sup>6</sup> City of Kelowna Official Community Plan, Chapter 14 Urban Design Development Permit Areas, Guidelines

<sup>7</sup> City of Kelowna Official Community Plan, Chapter 14 Urban Design Development Permit Areas, Guidelines

- Create attractive rear alley facades with high quality materials on buildings facing residential areas (e.g. rear building entrances, windows, balconies, plazas, and plantings).

**Chapter 14: Decks, balconies, rooftops, and common outdoor amenity space.<sup>8</sup>**

- Incorporate decks, balconies and common outdoor amenity spaces into developments;
- Integrate vents, mechanical rooms and equipment, and elevator penthouses with the architectural treatment of the roof, and/or screen these elements with materials and finishes compatible with the building's design;

**Chapter 14: Signs.<sup>9</sup>**

- Integrate signage that contributes to the overall quality and unique character of a development (e.g. coordinate proportion, materials, and colour);
- Do not compromise the scale and visual qualities of a building with the size and number of signs;
- Locate, size, and format signs such that they can be easily read by pedestrians.

## 6.0 Technical Comments

### 6.1 Building & Permitting Department

- Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permit(s).
- Placement permits are required for any sales or construction trailers that will be on site. The location(s) of these are to be shown at time of development permit application.
- HPO (Home Protection Office) approval or release is required at time of Building Permit application.
- Requirements of the City of Kelowna fire prevention regulations bylaw No. 10760 for buildings 6 stories and greater are to be shown on the building permit drawings. Please add these to the requirements outlined in BCBC 3.2.6 for High Buildings
- Fire Department access is to be verified with Kelowna Fire Department
- A Structural, Mechanical and Code Analysis peer review may be required at time of building permit application
- Fire resistance ratings are required for storage, janitor and/or garbage enclosure room(s) / area(s). The drawings submitted for building permit is to clearly identify how this rating will be achieved and where these area(s) are located.
- A Hoarding permit is required and protection of the public from the staging area and the new building area during construction. Location of the staging area and location of any cranes should be established at time of DP.
- A Building Code analysis is required for the structure at time of building permit applications, but the following items may affect the form and character of the building(s):
  - Any alternative solution must be accepted by the Chief Building Inspector prior to the release of the Building Permit
  - Location, Heights, Colors of mechanical systems and the required screening are to be determined at time of DP
  - Any security system that limits access to exiting needs to be addressed in the code analysis by the architect.

<sup>8</sup> City of Kelowna Official Community Plan, Chapter 14 Urban Design Development Permit Areas, Guidelines

<sup>9</sup> City of Kelowna Official Community Plan, Chapter 14 Urban Design Development Permit Areas, Guidelines

- Handicap Accessibility to the main floor levels to be provided, ramps may be required.
- Access to the roofs are required per NFPA and guard rails may be required and should be reflected in the plans if required
- Main door may be required from the 1st floor parking area to the exterior.
- Main Exit stairwell doors are required to swing in direction of exit, door swing can't have impeded access in an exit corridor and mechanical rooms cannot open into an access to exit corridor.
- Exit thru lobby requirements must be met, so the main floor plan may be required to be revised
- A Geotechnical report is required to address the sub soil conditions and site drainage at time of building permit application. Minimum building elevations are required to be established prior to the release of the Development Permit. If a soil removal or deposit permit is required, this must be provided at time of Development Permit application.
- We strongly recommend that the developer have his professional consultants review and prepare solutions for potential impact of this development on adjacent properties. Any damage to adjacent properties is a civil action which does not involve the city directly. The items of potential damage claims by adjacent properties are items like settlement of foundations (preload), damage to the structure during construction, undermining & underpinning of existing foundation, additional snow drift on neighbour roofs, excessive noise from mechanical units, vibration damage during foundation preparation work, water infiltration systems, etc.
- Size and location of all signage to be clearly defined as part of the development permit. This should include the signage required for the building addressing to be defined on the drawings per the bylaws on the permit application drawings.
- Universal washroom requirements for CRU areas of the building are to be addressed in the building permit application. This will be addressed at time of building permit application. Washroom requirements for the commercial space of base building are to be addressed in the building permit application
- An exit analysis is required as part of the code analysis at time of building permit application. The exit analysis is to address travel distances within the units and all corridors, number of required exits per area, door swing direction, handrails on each side of exit stairs, width of exits, spatial calculation for any windows in exit stairs, etc.
- Full Plan check for Building Code related issues will be done at time of Building Permit applications. Please indicate how the requirements of Radon mitigation and NAFS are being applied to this complex at time of permit application

## 6.2 Development Engineering Department

- See Memo (Attachment 'A') dated June 28<sup>th</sup> 2017.

## 6.3 Fortis BC (Electric)

- There are FortisBC Inc (Electric) ("FBC(E)") primary distribution facilities along Ellis Street and within the lane adjacent the subject's north property line. Based on the plans submitted, it is unclear whether adequate space has been provided to accommodate the transformation required to service the proposed development. It is recommended that FBC(E) be contacted as soon as possible to determine servicing and land rights requirements for the proposed design. The

applicant is responsible for costs associated with any change to the subject property's existing service, if any, as well as the provision of appropriate land rights where required.

- Otherwise, FBC(E) has no concerns with this circulation.

#### 6.4 Fire Department

- Construction fire safety plan is required to be submitted and reviewed prior to construction and updated as required. Template at Kelowna.ca
- Should a hydrant be required on this property it shall be operational prior to the start of construction and shall be deemed a private hydrant
- This building shall be addressed off of the street it is accessed from .
- A fire safety plan as per section 2.8 BCFC is required at occupancy. The fire safety plan and floor plans are to be submitted for approval in AutoCAD Drawing format on a CD
- Fire Department access is to be met as per BCBC 3.2.5.
- Approved Fire Department steel lock box acceptable to the fire dept. is required by the fire dept. entrance and shall be flush mounted
- All requirements of the City of Kelowna Fire and Life Safety Bylaw 10760 shall be met for communications and high buildings
- Fire alarm system is to be monitored by an agency meeting the CAN/ULC S561 Standard.
- Contact Fire Prevention Branch for fire extinguisher requirements and placement.
- Fire department connection is to be within 4.5M of a fire hydrant - unobstructed.
- Ensure FD connection is clearly marked and visible from the street.
- Standpipe connections to be on intermediate landings.
- Sprinkler zone valves shall be accessible as per fire prevention bylaw (10760) - no higher than 7 feet.
- Dumpster/refuse container must be 3 meters from structures or overhangs or in a rated room in the parking garage
- Upon completion, an owners certificate and copy of NFPA 25 shall be provided for the sprinkler system.
- Upon completion, a certificate is required to verify CANULC 561 Compliance.

#### 6.5 Real Estate

- Development Covenant in place as part of purchase & sale agreement. Please contact Real Estate regarding developer commitments (For example, building to LEED standards).

## **7.0 Application Chronology**

Date of Application:

March 16<sup>th</sup> 2017

Date of Notification Letters:

June 28<sup>th</sup> 2017

**Prepared by:**

Adam Cseke, Urban Planner

**Reviewed by:**

Terry Barton, Urban Planning Manager

**Approved for:**

Ryan Smith, Community Planning Department Manager

### **Attachments:**

Attachment A - Development Engineering Memo

Attachment B – Enhanced Streetscape Requirement

DP17-0066

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DVP17-0067