

# REPORT TO COUNCIL



**Date:** July 25, 2016

**RIM No.** 1250-30

**To:** City Manager

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

**Application:** Z16-0019

**Owner:** Al Stober Construction Ltd.

**Address:** 1555, 1547 & 1543 Bedford Ave

**Applicant:** Meiklejohn Architects Inc.

**Subject:** Rezoning Application

**Existing OCP Designation:** MRM - Multiple Unit Residential (Medium Density)

**Existing Zone:** RU1 - Large Lot Housing

**Proposed Zone:** RM5 - Medium Density Multiple Housing

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## 1.0 Recommendation

THAT Rezoning Application No. Z16-0019 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 9-11, District Lot 141, ODYD, Plan KAP10012, located on 1555, 1547, & 1543 Bedford Ave Kelowna, BC from the RU1 - Large Lot Housing zone to the RM5 - Medium Density Multiple Housing zone, be considered by Council;

AND THAT the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Zone Amending Bylaw be subsequent to the following:

To the outstanding conditions identified in Attachment "A" associated with the report from the Community Planning Department dated July 5<sup>th</sup> 2016.

To the applicant completing the area wide Traffic Study to the satisfaction of the City's Development Engineering Department.

## 2.0 Purpose

To rezone the subject properties to the RM5 - Medium Density Multiple Housing zone to facilitate a proposed 63 unit 4 ½ storey multi-family building.

## 3.0 Community Planning

The Official Community Plan (OCP) Future Land Use Map identifies the area as MRM - Medium Density Multiple Residential. A rezoning to the RM5 zone is consistent with this designation and the proposal for a multi-family building meets many of the OCP's urban infill goals. Adding additional density within an urban centre increases the viability of the nearby commercial area and walkability within the neighbourhood. Residents are only 200 metres from the Landmark area on

Dayton Street. Further, additional density is well supported in this area by nearby parks, outdoor amenities, the Parkinson Recreation Centre, and rapid transit. The location has a Walk Score of 75 out of 100 which means it is very walkable and most errands can be accomplished on foot. Based upon this rationale, Staff are recommending support to Council for the land use.

It should be noted that the details of the proposed development are complex and will require a number of variances that will be brought forth for Council's consideration should Council choose to support the land use. Further, this development proposal involves amending the developer's previously approved Phase 1 plans (located at 1525 Dickson Ave) which is currently under construction. The amendments include moving the shared property line in order to create a single access parking lot to both buildings from Bedford Ave. The parkades from both projects will be accessed through this shared parking lot. There are further variances to Phase 1 in order to reduce the landscaping requirements and the amount of parking.

### Phase 1 Amendments

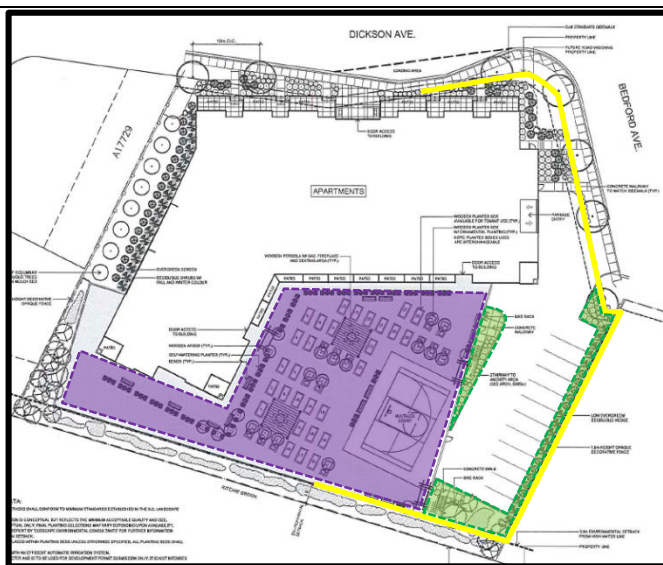


Figure 1: Phase 1 Original Plan

- Original Landscape Parkade Roof Plan
- Original Landscaping that will be eliminated
- Original Property Line

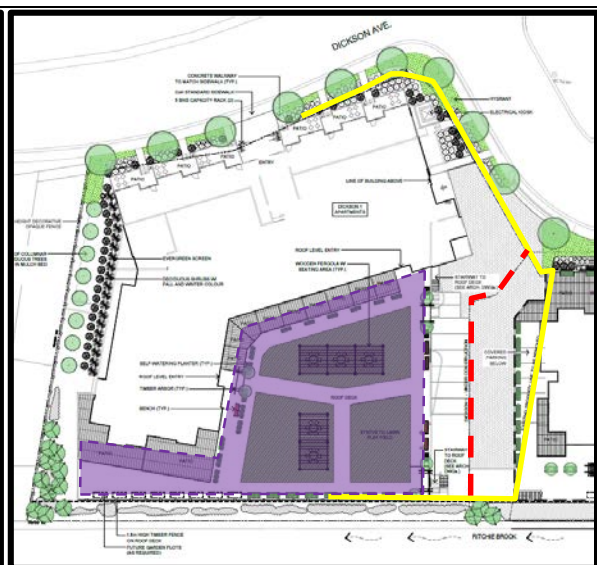


Figure 2: Phase 1 & 2 Amended Plan

- New Landscape Parkade Roof Plan
- New Property Line
- Original Property Line

Overall the proposed multi-family development will require seventeen (17) variances. Three (3) setback variances are related to the shared property line with Phase 1. Six (6) setback variances and one (1) site coverage variance are related to providing a parkade as part of the development. The remaining variances can be classified into three categories: parking, site coverage, & roadway.

- i. **Parking:** Phase 1 will need a 4 vehicle stall reduction (originally when Council approved the development, there was no parking reduction for Phase 1). Phase 2 needs a single vehicle stall reduction and the applicant is also requesting to amend the ratio of vehicle sizes to decrease the proportion of full sized vehicle stalls and to increase the proportion of medium and compact car sized vehicle stalls.
- ii. **Site Coverage:** Two (2) site coverage variances are needed in order to provide the parkade and avoid a surface parking lot which is an important design guideline to consider within the OCP. The applicant is squeezing in as many parking stalls as possible in order to meet their desired unit count.

- iii. Roadway: One variance (1) is related to the local roadway (Bedford Road). The applicant is applying to reduce the minimum road right-of-way width by 3.0m to an overall width of 15.0m. This variance is required to the Subdivision Servicing Bylaw as the existing policy requires the same road right-of-way widths for multi-family developments regardless of the type of fronting road (e.g. arterial, collector or local road classification). Staff are aware of this issue and the need for revisions to the policy to create a more context sensitive solution; future updates to the Subdivision Servicing Bylaw will address this issue for future developments.

Due to sequencing and City procedures, the variance permits will need to be divided into two sets and considered by Council at two different meetings. The first set of variances will be the two variances related to the Subdivision & Servicing Bylaw. In order to proceed to final reading of the Zoning Bylaw, all the engineering conditions must be met which include the Development Engineering requirements. The second set of variances related to the Zoning Bylaw will be considered by Council once the RM5 zone is approved and all the conditions are met.

During the Phase 1 (1525 Dickson Ave) Council approval process, Council requested that any future development in the neighbourhood produce a Traffic Impact Study that reviewed the potential for full build out in the area. The final report (see attachments) determined that the proposed 63 unit development (Phase 2) does not trigger any further requirements due to its anticipated small amount of trip generations even though certain intersections are currently failing. According to the Traffic Study, the failing intersections are due to the surrounding land use and existing neighbourhood. However, the City's Development Engineering group has requested further revisions to the full build-out portion of the traffic study. Staff are recommending that Council add a condition to final reading that the full area wide Traffic Study be completed in order to review the variances and development permit in context.

## 4.0 Proposal

### 4.1 Project Description

The three subject properties are currently vacant and will be consolidated. The proposal is for a 63-unit rental apartment building. Out of the proposed 63 units, 20 units are proposed to take the form of micro-studio units with the remainder 43 units built as 1 bedroom units. Micro-studio units are defined as residential units smaller than 29 m<sup>2</sup>. All micro-studio units are Development Cost Charges (DCCs) exempt as per Part 26 Section 933.4 of the *Local Government Act*. The applicant will also have the opportunity to apply to the City's housing grant program for a 10 year tax exemption. This incentive is available to all rental housing projects when the vacancy rate is below 3%.

The proposal has 4 ground-oriented townhouse units which is similar to phase 1 and is encouraged by the City's Urban Design Guidelines. The form and character will be commented on further by Staff when the Development Permit is ready for review.

#### 4.2 Site Context

The site is located within the Landmark Tech Centre neighbourhood. The subject property is designated MRM (Multiple Residential - Medium Density) and the lot is within the Permanent Growth Boundary. Specifically, the adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU1 - Large Lot Housing	Residential
East	RU1 - Large Lot Housing	Residential
South	RM3 - Low Density Multiple Housing	Residential
West	RU6 - Two Dwelling Housing RM3 - Low Density Multiple Housing	Residential

Subject Property Map: 1555, 1547, & 1543 Bedford Ave



4.3 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	RM5 ZONE REQUIREMENTS	PROPOSAL
Development Regulations		
Height	18.0 m / 4.5 storeys	14.3 m / 4.5 storeys
Front Yard (north)	Min 6.0 m except for 1.5 m for ground oriented housing	2.8 m to parkade <sup>1</sup> 2.8 m to townhouses 8.4 m to apartments
Side Yard (east)	4.5 m (up to 2 ½ storeys) 7.0 m (above 2 ½ storeys)	1.5 m to parkade <sup>2</sup> 7.0 m to apartments
Side Yard (west)	4.5 m (up to 2 ½ storeys) 7.0 m (above 2 ½ storeys)	4.5 m to parkade 7.0 m to apartments
Rear Yard (south)	9.0 m	11.9 m to apartments 3.0 m to parkade <sup>3</sup>
Site coverage of buildings	40 %	75.6% <sup>4</sup>
Site coverage of buildings, driveways & parking	65 %	85.2 % <sup>5</sup>
FAR	1.1 +0.1+0.2 = 1.39 Max	1.06
Parking Regulations		
Minimum Parking Requirements	74 parking stalls	63 stalls in parkade + 10 surface stalls = 73 parking stalls <sup>6</sup>
Ratio of Parking Stalls	Full size: 50% Min Medium Size: 40% Max Small Size: 10% Max	Full size: 42.5% (31 stalls) <sup>7</sup> Medium Size: 45.2% (33 stalls) <sup>8</sup> Small Size: 12.3% (9 stalls) <sup>9</sup>
Minimum Drive Aisle Width	7.0 m	7.0 m
Setback (Parking)	1.5 m	2 stalls affected: <1.5 m <sup>10</sup>
Other Regulations		
Minimum Bicycle Parking Requirements	Class 1: 32 bikes Class 2: 7 bikes	Class 1: 32 bikes (wall mounted bike racks in parkade) Class 2: 7 bikes
Private Open Space	795 m <sup>2</sup>	869 m <sup>2</sup>
Landscape Buffer	Front yard: 3.0 m Side yard: 3.0 m Rear yard: 3.0 m	Front yard: 1.5 m <sup>11</sup> Side yard (east): 1.5m <sup>12</sup> Side yard (west): 0.0m <sup>13</sup> Rear yard: 3.0m
Subdivision and Servicing Bylaw Regulations		
Minimum Road Width	18.0 m	15.0m <sup>14</sup>
Phase 1 Variances (1525 Dickson Ave)		
Minimum Parking Requirements	See DP14-0197	Reduce from 104 parking stalls to 100 parking stalls <sup>15</sup>
Setback (Parking)	1.5 m	0.0 m for 9 stalls <sup>16</sup>
Landscape Buffer	Side yard: 3.0m (1.5m provided in Phase 1)	Side yard: 0.0m <sup>17</sup>



Zoning Analysis Table		
CRITERIA	RM5 ZONE REQUIREMENTS	PROPOSAL
Landscaping	n/a	Eliminate three landscape islands proposed in Phase 1. Landscape plan will need to be amended. No variances are necessary.
<b><u>Variances Related to Parkade</u></b> <sup>1</sup> Variance to reduce the front yard setback for the parkade from 6.0 m to 2.8 m. <sup>2</sup> Variance to reduce the side yard (east) setback for the parkade from 4.5 m to 1.5 m. <sup>3</sup> Variance to reduce the rear yard setback for the parkade from 9.0 m to 3.0 m. <sup>4</sup> Variance to reduce the site coverage of buildings from 40% to 75.6%. <sup>11</sup> Variance to the front yard landscape buffer from 3.0 m to 1.5 m. <sup>12</sup> Variance to the side yard (east) landscape buffer from 3.0 m to 1.5 m. <sup>13</sup> Variance to the side yard (west) landscape buffer from 3.0 m to 0.0 m. <b><u>Variances Related to Shared Property Line</u></b> <sup>10</sup> Variance to reduce the setback from a property line for two parking stalls. <sup>16</sup> Variance to reduce the setback from a property line for nine parking stalls. <sup>17</sup> Variance to the side yard (east) landscape buffer on Phase 1 from 1.5 m to 0.0 m <b><u>Main Variances</u></b> <sup>5</sup> Variance to reduce the site coverage of buildings, driveways, & parking from 65% to 85.2%. <sup>6</sup> Variance to reduce the number of off-street parking stalls from 74 to 73. <sup>7</sup> Variance to reduce the proportion of full sized vehicle stalls from 50% to 42.5%. <sup>8</sup> Variance to increase the proportion of medium sized vehicle stalls from 40% to 45.2%. <sup>9</sup> Variance to increase the proportion of compact car sized vehicle stalls from 10% to 12.3%. <sup>14</sup> Variance to the minimum road right-of-way from 18.0 m to 15.0 m. <sup>15</sup> Variance to the minimum number of parking stalls in phase 1 of the development from 104 parking stalls to 100 parking stalls.		

## 5.0 Current Development Policies

### 5.1 Kelowna Official Community Plan (OCP)

#### Chapter 5: Development Process

**Compact Urban Form.**<sup>1</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.

**Sensitive Infill.**<sup>2</sup> Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

## 6.0 Technical Comments

### 6.1 Building & Permitting Department

- 1) Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permit(s).

<sup>1</sup> City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

<sup>2</sup> City of Kelowna Official Community Plan, Policy 5.22.6 (Development Process Chapter).

- 2) 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.
- 3) 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.
- 4) 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):
  - a. Any security system that limits access to exiting needs to be addressed in the code analysis by the architect.
  - b. Spatial calculation should be provided for the building face adjacent to the existing parking lot.
- 5) A Geotechnical report is required to address the sub soil conditions and site drainage at time of building permit application. This property falls within the Mill Creek flood plain bylaw area and compliance is required. Minimum building elevations are required to be established prior to the release of the Development Permit. This minimum Geodetic elevation is required for all habitable spaces including parking garages. This building may be designed to low, which may affect the form and character of the building.
- 6) 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, additional snow drift on neighbour roofs, excessive noise from mechanical units, vibration damage during foundation preparation work etc.
- 7) Fire resistance ratings are required for storage, janitor and/or garbage enclosure room(s). The drawings submitted for building permit is to clearly identify how this rating will be achieved and where these area(s) are located.
- 8) 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, number of required exits per area, door swing direction, handrails on each side of exit stairs, width of exits etc.
- 9) 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.
- 10) Mechanical Ventilation inlet and exhausts vents are not clearly defined in these drawings for the enclosed parking storey. The location and noise from these units should be addressed at time of Development Permit.
- 11) 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 structure at time of permit application.

## 6.2 Development Engineering Department

- See Memo (Attachment 'A') dated July 5<sup>th</sup> 2016

### 6.3 Fire Department

- 1) Construction fire safety plan is required to be submitted and reviewed prior to construction and updated as required.
- 2) Engineered Fire Flow calculations are required to determine Fire Hydrant requirements as per the City of Kelowna Subdivision Bylaw #7900. 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
- 3) This building shall be addressed off of the street it is accessed from. A visible address must be posted on this street as per City of Kelowna By-Laws.
- 4) Sprinkler drawings are to be submitted to the Fire Dept. for review when available.
- 5) 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.
- 6) Fire Department access is to be met as per BCBC 3.2.5. -
- 7) Approved Fire Department steel lock box acceptable to the fire dept. is required by the fire dept. entrance and shall be flush mounted
- 8) All requirements of the City of Kelowna Fire and Life Safety Bylaw 10760 shall be met.
- 9) Fire alarm system is to be monitored by an agency meeting the CAN/ULC S561 Standard.
- 10) Contact Fire Prevention Branch for fire extinguisher requirements and placement.
- 11) Fire department connection is to be within 45M of a fire hydrant - unobstructed.
- 12) Ensure FD connection is clearly marked and visible from the street.
- 13) Standpipes to be located on intermediate landings.
- 14) Sprinkler zone valves shall be accessible as per fire prevention bylaw.
- 15) Dumpster/refuse container must be 3 meters from structures or overhangs or in a rated room in the parking garage.
- 16) Do not issue BP unless all life safety issues are confirmed.



## 7.0 Application Chronology

Date of Application Received (incomplete):	December 24 <sup>th</sup> 2015
Date Terms of Reference for Traffic Study received:	January 25 <sup>th</sup> 2016
Date Terms of Reference deemed incomplete:	February 3 <sup>rd</sup> 2016
Date revised Terms of Reference submitted:	February 18 <sup>th</sup> 2016
Date Terms of Reference approved:	February 25 <sup>th</sup> 2016
Date Traffic Study submitted:	March 4 <sup>th</sup> 2016
Date Application deemed complete and circulated:	March 17 <sup>th</sup> 2016
Date Public Consultation:	June 29 <sup>th</sup> 2016

**Report prepared by:**

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Adam Cseke

**Reviewed by:**

☐

Terry Barton, Urban Planning Manager

**Approved for:**

☐

Ryan Smith, Community Planning Department Manager

### **Attachments:**

Attachment A - Development Engineering Memo  
Schedule A - Applicant's Conceptual Renderings  
Schedule B - Overall Site Plan  
Traffic Impact Analysis

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## CITY OF KELOWNA

# MEMORANDUM

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**Date:** July 5, 2016  
**File No.:** Z16-0019

**To:** Community Planning (AC)

**From:** Development Engineering Manager(SM)

**Subject:** 1543, 1547, 1555 Bedford Ave Revised

RU1 - RM5

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Development Engineering Department have the following comments and requirements associated with this rezoning application. The road and utility upgrading requirements outlined in this report will be a requirement of this development.

The Development Engineering Technologist for this project is Sergio Sartori.

1. Domestic Water and Fire Protection

- (a) The existing lots are serviced with small diameter water services (3). The developer's consulting mechanical engineer will determine the domestic and fire protection requirements of this proposed development and establish hydrant requirements and service needs. The estimated cost of this construction for bonding purposes is **\$10,000.00**
- (b) The applicant, at his cost, will arrange for the removal of the existing services and the installation of one new larger metered water service.
- (c) The developer must obtain the necessary permits and have all existing utility services disconnected prior to removing or demolishing the existing structures. The City of Kelowna water meter contractor must salvage existing water meters, prior to building demolition. If water meters are not salvaged, the developer will be invoiced for the meters.

2. Sanitary Sewer

- (a) The existing lots are serviced with 100mm diameter sanitary services (3). The developer's consulting mechanical engineer will determine the requirements of this proposed development and establish the required size and preferred location of the new service. Only one service will be permitted for this development. The applicant, at his cost, will arrange for the removal of all existing small diameter services and the installation of a new larger service. The estimated cost of this construction for bonding purposes is **\$8,000.00**

3. Storm Drainage

- (a) The developer must engage a consulting civil engineer to provide a storm water management plan for these sites which meets the requirements of the City Storm Water Management Policy and Design Manual. The storm water management plan must also include provision of lot grading plans, minimum basement elevations (MBE), if applicable, and provision of a storm drainage service and recommendations for onsite drainage containment and disposal systems.

- (b) Only one service will be permitted for this development. The applicant, at his cost, will arrange for the installation of one new overflow service. The estimated cost of this construction for bonding purposes is **\$5,000.00**

4. Road Improvements

- (a) Bedford Ave must be upgraded to an urban standard(SS-R5) along the full frontage of this proposed development, including curb and gutter, sidewalk, landscaped boulevard complete with street trees drainage system including catch basins, manholes and pavement removal and replacement, street lighting and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. The estimated cost of this construction for bonding purposes is **\$42,000.00**

5. Transportation

- a) The proposed development does not trigger further requirements based on the traffic impact assessment (TIA).
- b) The Landmark Traffic Study does require revisions for City Transportation & Mobility approval.

6. Subdivision

- (a) Grant Statutory Rights of Way if required for utility services.
- (b) Dedicate 2.5m width along the full frontage of Bedford Avenue subject to Council approval of the Development Variance Permit.
- (c) Provide a 4.5m Statutory Right of Way (SROW) along the full frontage of Ritchie Brooke subject to Council approval of the Development Variance Permit.
- (d) Lot consolidation.
- (e) 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.

7. 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 "Capri Landmark Urban Centre".
- b) Streetlights must be installed on Dickson Ave & Bedford Street.
- 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).

8. Engineering

- a) Road and utility construction design, construction supervision, and quality control supervision of all off-site and site services including on-site ground recharge drainage collection and disposal systems, must be performed by an approved consulting civil engineer. Designs must be submitted

to the city engineering department for review and marked “issued for construction” by the city engineer before construction may begin.

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 Works & Utilities 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

As a requirement of this application the owner must provide a geotechnical report prepared by a Professional Engineer qualified in the field of hydro-geotechnical survey to address the following:

- (a) Area ground water characteristics.
- (b) Site suitability for development, unstable soils, etc.
- (c) Drill and / or excavate test holes on the site and install piezometers if necessary. Log test hole data to identify soil characteristics, identify areas of fill if any. Identify unacceptable fill material, analyse soil sulphate content, Identify unsuitable underlying soils such as peat, etc. and make recommendations for remediation if necessary.
- (d) List extraordinary requirements that may be required to accommodate construction of roads and underground utilities as well as building foundation designs.
- (e) Additional geotechnical survey may be necessary for building foundations, etc.

12. Bonding and Levy Summary(a) Bonding

Water service upgrades	\$ 10,000
Sanitary sewer service upgrades	\$ 8,000
Storm overflow services	\$ 5,000
Bedford Street frontage improvements	\$ 42,000

**Total Bonding****\$65,000.00**

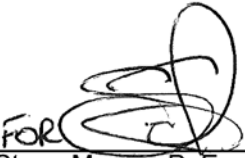
NOTE: The bonding amount shown above are comprised of estimated construction costs escalated by 140% to include engineering design and contingency protection and are provided for information purposes only. The owner should engage a consulting civil engineer to provide detailed designs and obtain actual tendered construction costs if he wishes to do so. Bonding for required off-site construction must be provided and may be in the form of cash or an irrevocable letter of credit, in an approved format.

The owner must also enter into a servicing agreement in a form provided by the City.

12. Development Permit and Site Related Issues

## Access and Manoeuvrability

- (i) Access to the site will be permitted from Bedford Ave.
- (ii) Indicate on the site, the locations of loading bays as well as the garbage and recycle bins.

  
 For \_\_\_\_\_  
 Steve Muenz, P. Eng.  
 Development Engineering Manager  
 SS



existing houses next to new building



2.neighbour's driveway



2.duplex along dickson ave



4.site development along dickson ave



1.corner of burch rd & dickson ave



condo & landmark tech centre neighbourhood



5.corner of bedford ave & dickson ave



5.development site



3.existing ditch along property line



4.development site next to bedford ave



AI Stober  
Construction Ltd.

m + m a

Dickson 2 Apartment building

site context

dec 24, 2015

1





Al Stober  
Construction Ltd.

m + m a

Dickson 2 Apartment building

entrance along bedford ave

may 16, 2016

2

SCHEDULE

A

This forms part of development

Permit # Z16-0019



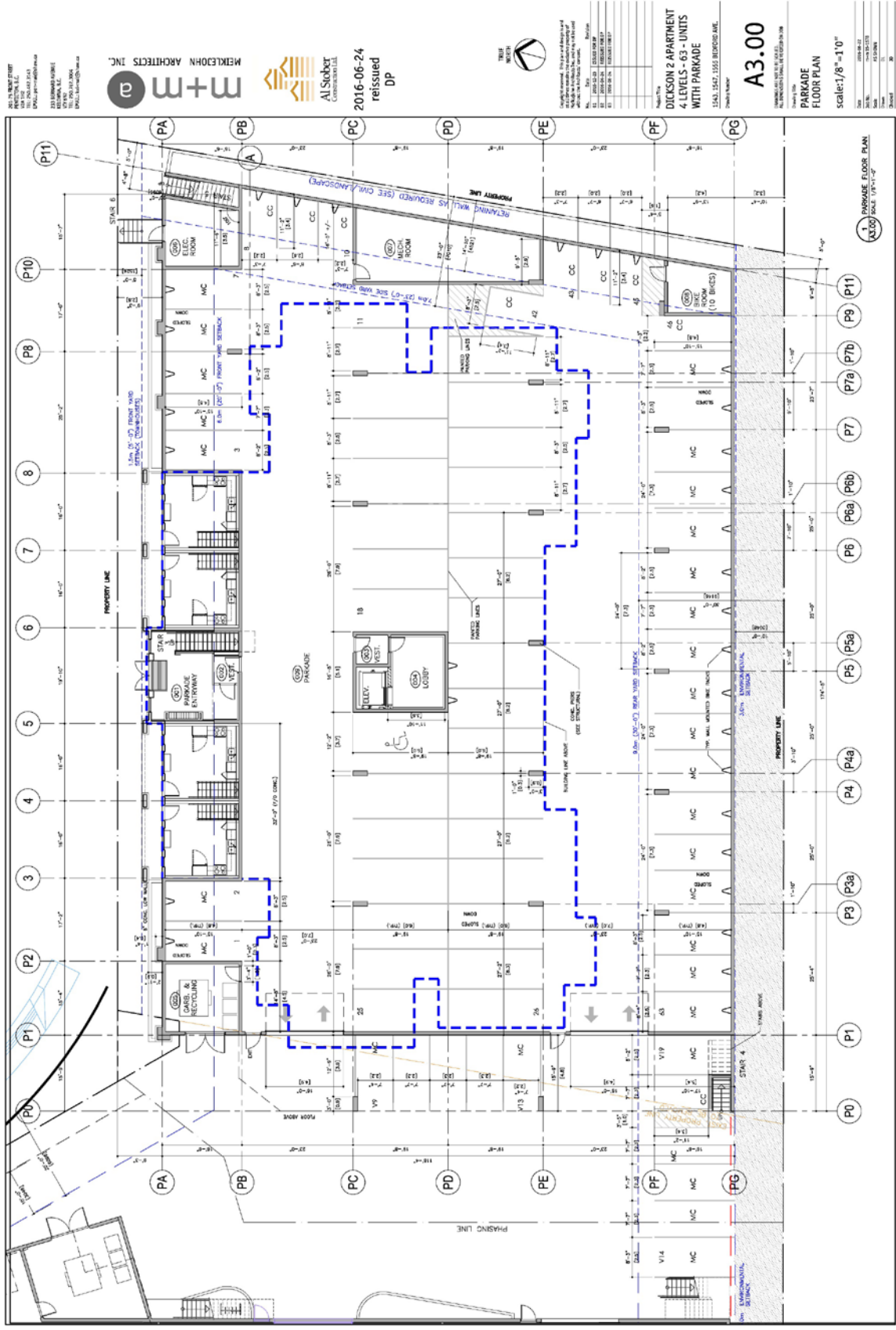
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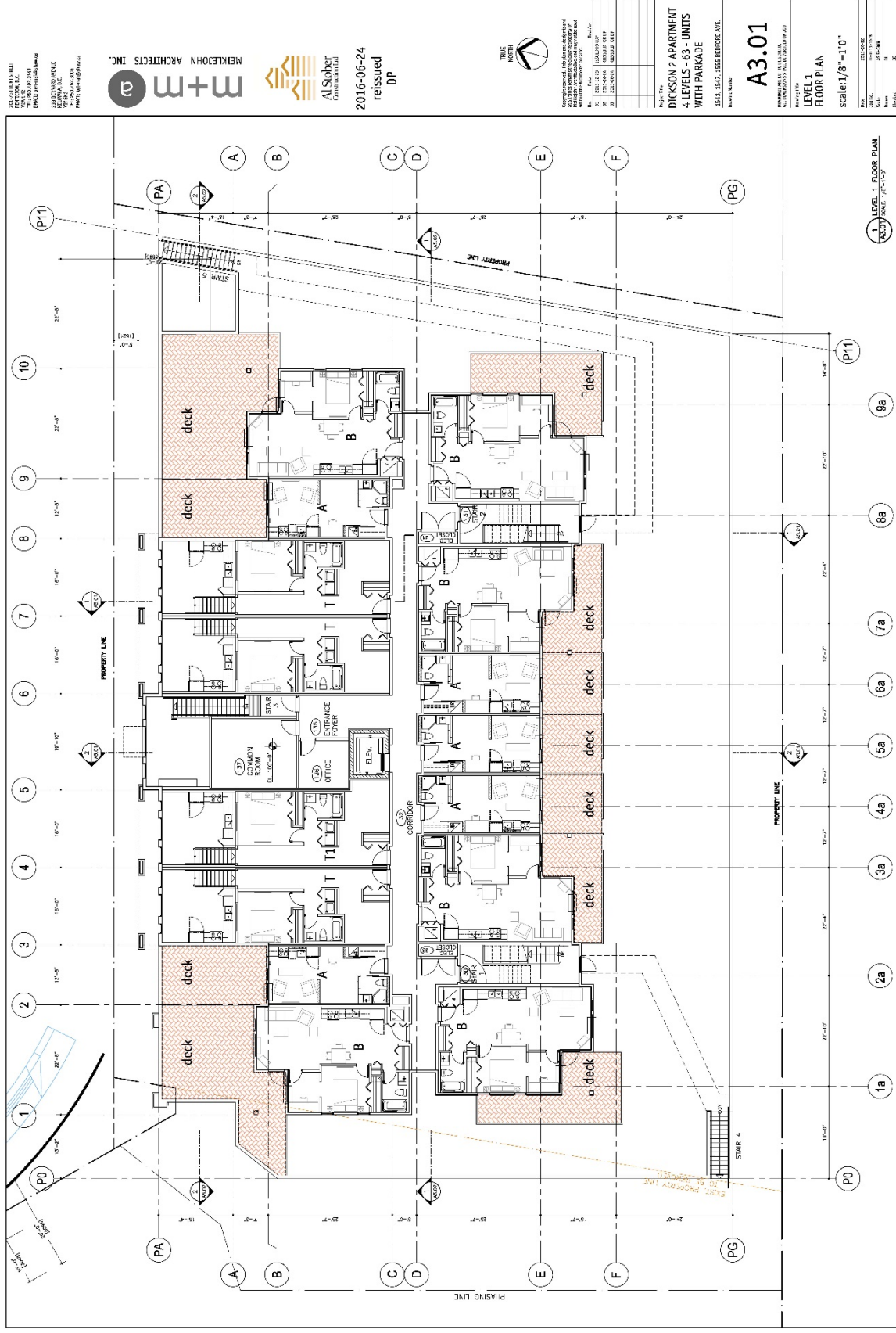
Kelowna



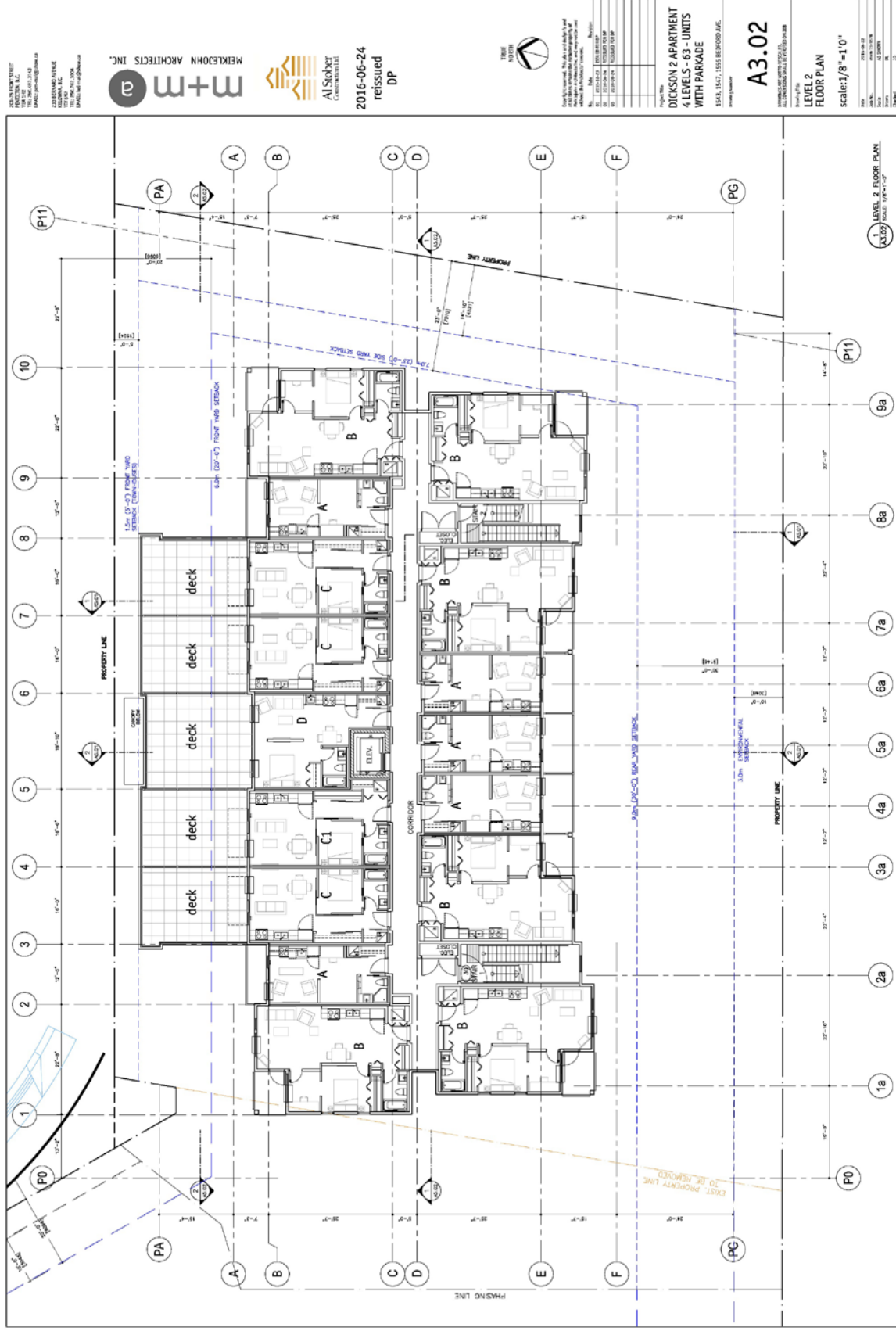




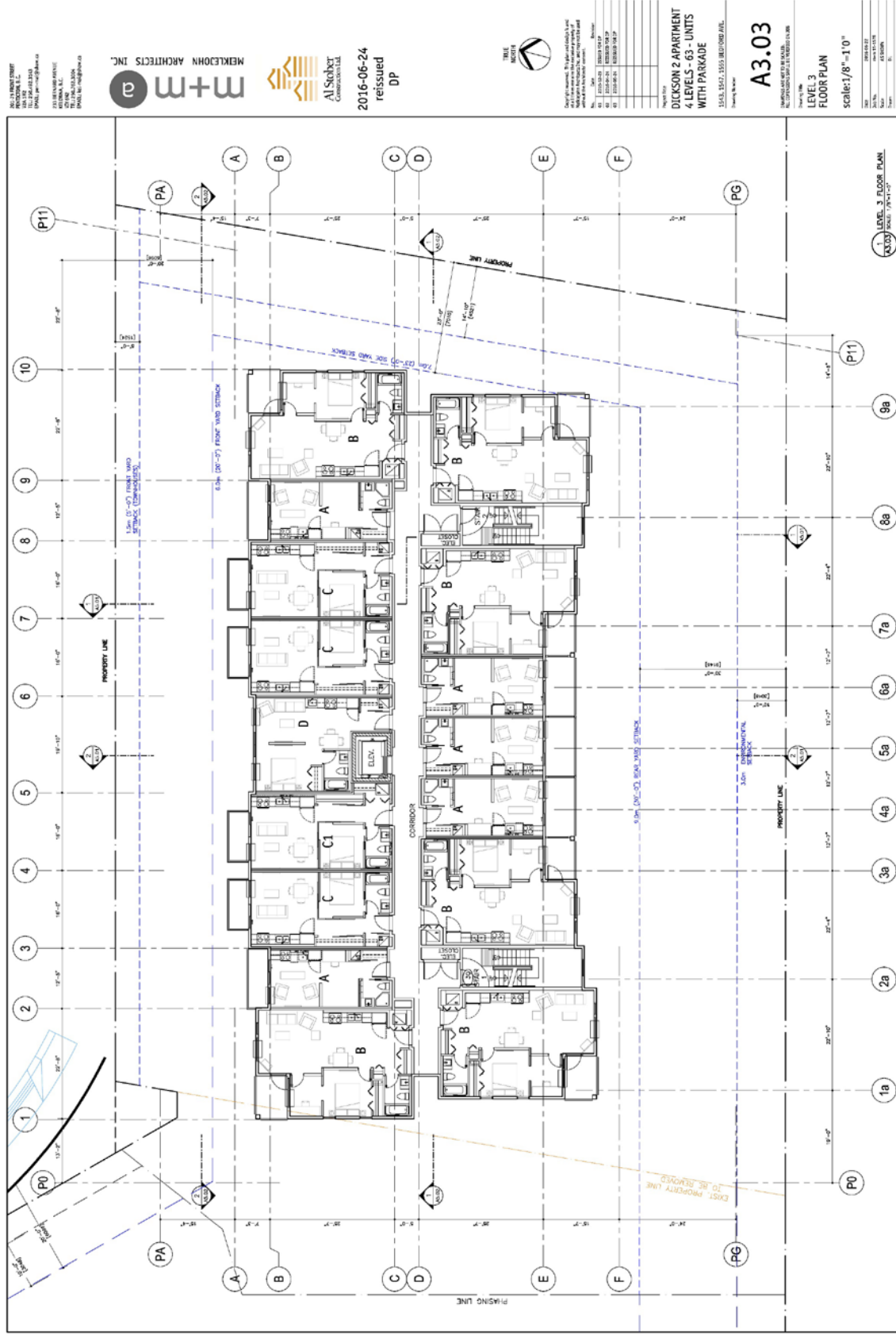












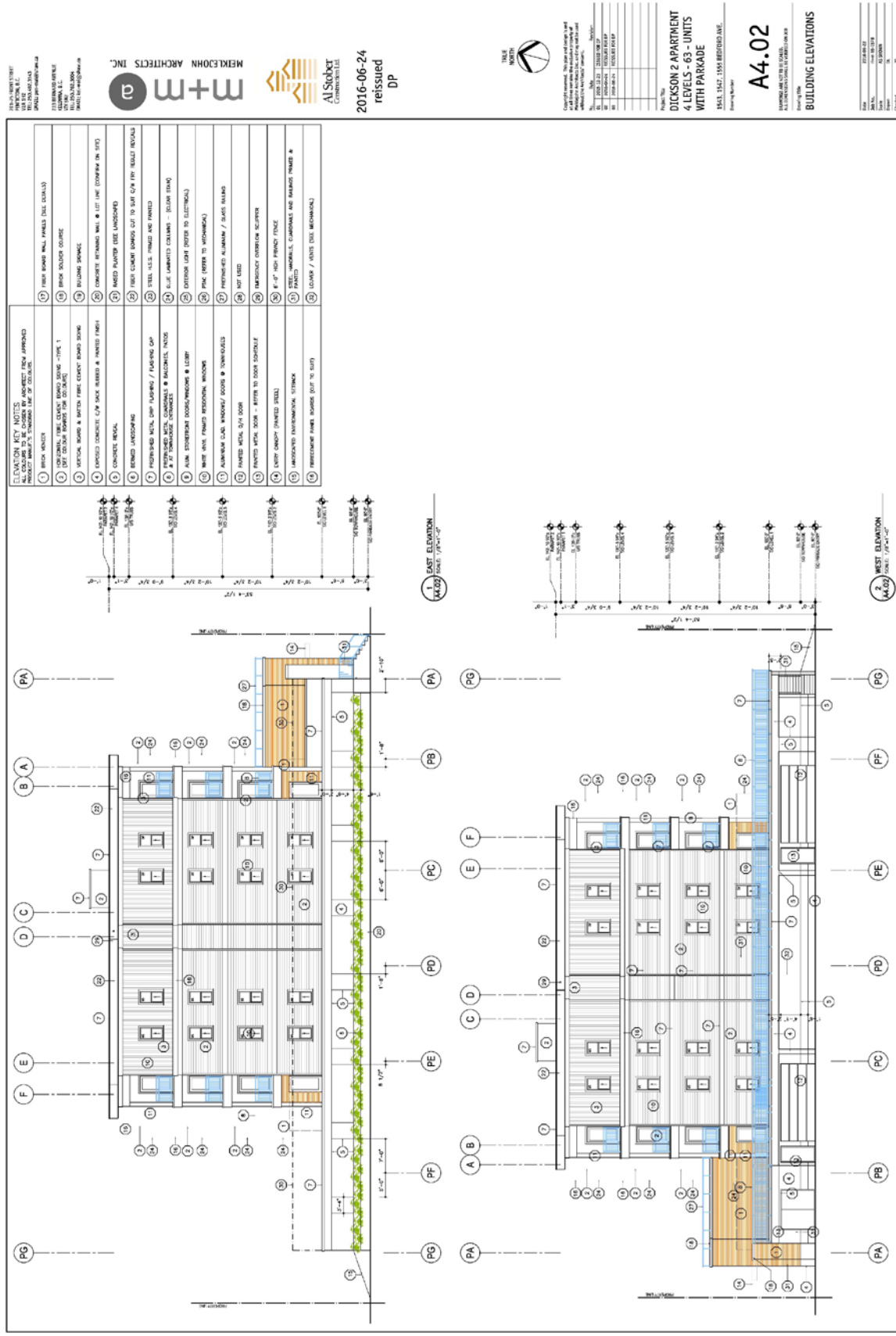
**SCHEDULE A**

This forms part of development

Permit # **Z16-0019**







201-75 HUNST STREET  
PENNINGTON, N.J.  
08070-1422  
TEL: 260-682-3143  
EMAIL: jason\_walsh@pennington.nj.us

233 BURNARD AVENUE  
KILGORE, N.J.  
07032-1422  
TEL: 260-762-3004  
EMAIL: bob-mc@pennington.nj.us

2016-06-24  
reissued  
DP

No.	Days	Book/Day
01	2025-03-03	EXCLUDED FROM MP
02	2025-04-05	EXCLUDED FROM MP

**DICKSON 2 APARTMENT  
4 LEVELS - 63 - UNITS  
WITH PARKADE**

A5.01

## BUILDING SECTIONS

scale:  $1/8''=1'0''$

Date	2010-04-22
Job No.	new 10-1109
Site	MS 10-0009
Drawn	EL

