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## CITY OF KELOWNA

# MEMORANDUM

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**Date:** January 29, 2002  
**File No.:** (3060-20/3090-20) **DP01-10,082/DVP01-10,083**

**To:** City Manager

**From:** Planning & Development Services Department

**Subject:**

DEVELOPMENT PERMIT APPLICATION OWNER: LOK TIEN ENTERPRISES  
NO. DP01-10,082 LTD. (INC NO 623698)  
DEVELOPMENT VARIANCE PERMIT  
APPLICATION NO. DVP01-10,083  
AT: 519/543 McKAY AVENUE APPLICANT: THOMAS GAFFNEY  
ARCHITECTS INC.

**PURPOSE:** TO SEEK PERMISSION TO CONSTRUCT A 2 STOREY, 918 M<sup>2</sup>  
COMMERCIAL BUILDING

TO VARY FLANKING SIDE YARD SETBACK FROM 2.0 M  
REQUIRED TO 0.0 M PROPOSED

**EXISTING ZONE:** C4 – TOWN CENTRE COMMERCIAL

**REPORT PREPARED BY:** PAUL McVEY

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**SEE ATTACHED FACT SHEET FOR COMPLETE APPLICATION DETAILS**

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### 1.0 RECOMMENDATION

THAT Municipal Council authorize the issuance of Development Permit No. DP01-10,082; for Lot A & B, DL 14, O.D.Y.D., Plan KAP69824, located on McKay Avenue, Kelowna, B.C., subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in general accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land be in general accordance with Schedule "B";
3. Landscaping to be provided on the land be in general 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 professional landscaper;

5. The applicant register a plan of subdivision at the land titles office in Kamloops for required lot consolidation
6. The applicant make “payment in lieu of off-street parking spaces” for 5 parking stalls as provided for in Bylaw 8125.

THAT Municipal Council authorize the issuance of Development Variance Permit No. DVP01-10,083; Thomas Gaffney Architect Inc.; Lot A & B, DL 14, O.D.Y.D., Plan KAP69824, located on McKay Avenue, Kelowna, B.C.;

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

Vary Section 14.4.5 Development Regulations, minimum side yard from 2.0 m from a flanking street required to 0.0 m proposed

AND THAT the applicant be required to complete the above-noted conditions within 180 days of Council approval of the development permit application in order for the permit to be issued;

## 2.0 SUMMARY

The subject properties were rezoned to the C4 – Town Centre Commercial zone in September 2001. At that time, it was envisioned that the existing single family dwelling located on each of the properties would be renovated in order to be converted to office uses. However, this proposed development has not occurred.

This current application proposes construction of a new 2 storey, 918 m<sup>2</sup> commercial building on the subject properties. The two lots will be consolidated into one lot. Parking is proposed to be located adjacent to the east boundary of the site with access from both the lane and from McKay Avenue.

As the proposed building is located 0.0 m from the flanking street and the C4 zone requires a 2.0 m setback, a Development Variance Permit application has been made in conjunction with the Development Permit application.

### 2.1 Advisory Planning Commission

The above-noted application was reviewed by the Advisory Planning Commission at the meeting of December 4, 2001 and the following recommendations were passed:

THAT the Advisory Planning Commission supports Application No. DP01-10,082 by Thomas Gaffney Architect Inc. (Thomas Gaffney), Lots A & B, Plan 69824, Sec. 13, Twp. 26, O.D.Y.D., to construct of a 918 m<sup>2</sup>, two storey commercial building;

AND THAT the Advisory Planning Commission supports Application No. DVP01-10,083 by Thomas Gaffney Architect Inc. (Thomas Gaffney), Lots A & B, Plan 69824, Sec. 13, Twp. 26, O.D.Y.D., to vary flanking side yard (McKay Ave) setback from the 2.0 m required to the 0.0m proposed.

### 3.0 BACKGROUND

#### 3.1 The Proposal

The subject properties were rezoned to the C4 – Town Centre Commercial zone in September, 2001. At that time it was anticipated that the properties would remain separate titles and that the existing single family dwellings located on each of the lots would be renovated and converted to office uses. However, the change in use of the residential buildings had not occurred.

This current application proposes the demolition of the two existing buildings, the consolidation of the two properties into one lot, and the development of a new 2 storey, 918 m<sup>2</sup> commercial building, with surface parking for 11 vehicles located the east side of the property. Access to the parking area is from both the lane and McKay Avenue.

The proposed building is designed as a 2 storey building, with 478 m<sup>2</sup> (gross floor area) on the ground floor, and 440 m<sup>2</sup> (gross floor area) on the second floor. The primary access to the building is located at the middle of the McKay Avenue frontage, while there are also two minor accesses from Pandosy Street to serve each of the two lease spaces of approximately 75 m<sup>2</sup> each located on the ground floor.

The ground floor is 439.35 m<sup>2</sup> net floor area and is proposed to be developed with the northern half designed to be used as a restaurant, while the front portion of the southern half is designed for use as commercial lease spaces. The rear portion of the southern half is designed to provide space for kitchen facility for the restaurant.

The second floor is 392.47 m<sup>2</sup> net floor area, and is anticipated to provide lease space for office uses. Adjacent to the main entrance lobby is an elevator to provide access to the second floor area. There is also a corridor that bisects the second floor and provides access to common washroom facilities located on the second floor.

The exterior of the proposed building is designed with a blend of “red” coloured brick and stucco finishes in a “medium peach” colour. The brick finishes to the ground floor create a pilaster element, which introduces a regular bay pattern to the building façade, which is reinforced by the addition of stucco build-out elements on the second floor façade. The façade incorporates a cornice element which provide a definite roof edge to the top of the wall. There is also a horizontal element at the mid-wall height to break up the vertical height of the building walls and to complement the cornice feature. The stucco finishes to the second storey wall area include build-out elements to provide a framing detail around the windows. These build-out areas also provide space for signage for the second floor tenants. The wall detailing elements for the first floor also include for the inclusion of fabric awnings over the lower floor windows, as well as space for fascia signs to identify the restaurant located on the first floor. The main building access located on the McKay Avenue façade is identified by the use of a recessed store-front glazing and the use of a higher wall and cornice height in the bay area of the building entrance. The main building entrance is further reinforced by the use of a canopy feature above the entrance doors.

The north west corner of the proposed building is designed to be constructed in a curved form on a 6.0 m radius and built of curtain wall construction for the entire two storey

height. The cornice element of the major portions of the building is continued along the top of this portion of the wall as well.

The proposed site plan indicates a substantial amount of landscaping proposed along the east property line to provide buffering of the proposed commercial uses from the existing residential uses to the east. The landscape plan also indicates the landscaping along the north side of the building along the McKay frontage proposed to be placed in the boulevard area.

The C4 zone requires a 2.0 m building setback for the flanking side yard. The proposed building is located with a 0.0 m building setback from McKay Avenue. A Development Variance Permit application has been made concurrently with the Development Permit application to address this building setback.

The site plan shows the loading stall located adjacent to the kitchen area. The garbage bin is located within the building in a room located next to the loading stall. The site plan also shows 11 parking stalls, where the bylaw requires 16 parking stalls the proposed building. The applicant advises that the shortage in parking is being addressed by means of a cash contribution for 5 parking stalls in lieu of providing off-street parking, as is permitted by Bylaw 8125.

The proposal as compared to the C4 zone requirements, is as follows:

CRITERIA	PROPOSAL	C4 ZONE REQUIREMENTS
Site Area (m <sup>2</sup> )	878 m <sup>2</sup>	460.0 m <sup>2</sup> (if lane present)
Site Width (m)	21.7 m	13.0 m
Site Coverage (%)	54.6 %	75%
Total Floor Area (m <sup>2</sup> )	918 m <sup>2</sup> (gross) 831.8 m <sup>2</sup> (net)	878 m <sup>2</sup> @ FAR = 1.0
F.A.R.	0.94	FAR = 1.0 max
Storeys (#)	2 storeys (10.4m)	4 storeys or 15 m
Setbacks (m)		
- Front (Pandosy)	0.0 m	0.0 m
- Rear	14.5 m	6.0 m abutting a residential zone
- North Side (flanking)	0.0 m ❶	2.0m for flanking sideyard or where site abuts a residential zone other than for the RU1, RU2, RU3, RU4 zones
- South Side	0.0m	0.0 m
Parking Stalls (#)	11 stalls provided (5 stalls cash in lieu)	C4 zone – 1.75 per 100 m <sup>2</sup> 16 stalls required
Loading Stalls (#)	1 stall provided	1 stall per 1,900 m <sup>2</sup> GFA

- ❶ Variance requested to vary flanking side yard setback from 2.0 m required to 0.0 m proposed



### 3.3 Current Development Policy

#### 3.3.1 Kelowna Official Community Plan

The proposal is consistent with the commercial land use designation of the Official Community Plan.

The Official Community Plan also contains the following statements;

General Commercial Development Permit Areas Objectives;

- Ensure that the siting, form and character of commercial development enhances the positive qualities of the area and that site access, parking, storage and landscaping matters are satisfactorily resolved,
- Improve the visual qualities of roadways and marketability of commercial establishments by situating new commercial buildings adjacent to the street and incorporation parking areas behind the structure,

General Commercial Development Permit Areas Guidelines;

- All buildings structures, and additions thereto shall be designed in a manner which gives consideration to the relationship with adjacent buildings and open area, the efficiency of the circulation system, and the design and siting compatibility with surrounding development,
- All facades of commercial buildings shall be designed in a manner which appropriately addresses adjacent uses and structures,
- Courtyard style of development with parking at the rear is to be encouraged rather than commercial strip development

#### 3.3.2 City of Kelowna Strategic Plan (1992)

The proposal is consistent with the intent of the Strategic Plan which states:

“The City will, in its plans and policies concerning future urban development, place an emphasis on more efficiently using serviced land within existing urban areas through infill, and will provide for an increased density of development within established urban areas through redevelopment of areas which are in transition. Urban areas which are targeted include the Central City area with emphasis on the waterfront and north end, Rutland and South Pandosy particularly along major traffic arteries and near the town centres, the Glenmore Valley and Highway 97 corridor.”

#### 3.3.3 South Pandosy/KLO Sector Plan

The proposal is consistent with the commercial land use designation of the South Pandosy/KLO Sector Plan.

The South Pandosy/KLO Sector Plan also includes the following statements relating to the South Pandosy Town Centre Policies;

- Locate commercial and mixed use buildings within the core business area close to the road corridor to minimize the distance between the

sidewalk and the building front. Parking and service site uses should be located behind or within the building,

- Encourage the development of landmark building at key intersections within the precinct and at the terminus of significant sight lines. Landmark buildings should be distinguished from other buildings through the conscientious use of siting, common entrances, additional stories, articulation of the footprint or roofline, decorative structures, colour and other means appropriate to the setting and desired effect,
- Encourage the provision of landscape at-grade or on-slab open space for multiple family residential developments for the use and enjoyment of the residents. For commercial and mixed-use buildings, encourage the provision of accessible public open space (e.g. widened sidewalk, dining/retail patio, courtyard) that is compatible with the use and design of the building,
- Encourage articulation of buildings at regular intervals along commercial streets. Articulation may be applied to building width, façade modulation, repetition of window patterns, changing materials and roof forms to achieve the desired regular effect.

#### 3.3.4 Crime Prevention Through Environmental Design

The Crime Prevention Through Environmental Design (CPTED) include the following guidelines for Town Centre locations;

##### Natural Surveillance

- dumpsters should not create blind spots or hiding areas, particularly when located in lanes;
- lighting should be even to avoid casting shadows where people can hide; using numerous low wattage lights accomplishes this better than a few high wattage lights;
- loading areas should not create hiding places;
- signs placed within windows should cover no more than 15% of the window area, to ensure that natural surveillance of the street is maintained;
- parking areas should be clearly visible from the building or street;
- paths in commercial areas should be provided in locations with good surveillance, not blocked in by blank walls and dense landscaping;
- exterior of buildings should be well-lit;
- windows should face rear parking lots for increased visibility;
- clear visibility should be maintained from the store to the street, sidewalk, parking areas and passing vehicles;
- lanes should be well-lit and should have windows overlooking them;

##### Territorial Reinforcement

- property boundaries, where possible, should be marked with hedges, low fences or gates;
- shops should be identified by wall signs for those parking in the rear;
- awnings should be installed over rear doors and windows;

- lanes should be well-maintained with pavement treatment and landscaping, wherever possible;
- entrances onto lanes and use of the space in the lane (e.g. shopping entrances or outdoor cafes), increases public ownership and safety of the lane;
- blank walls should be avoided, but can be improved by the installation of windows, vertical landscaping (e.g. ivy), non-paint-able surfaces, or the use of mural art; which all discourage graffiti;

#### 4.0 TECHNICAL COMMENTS

The application has been circulated to various technical agencies and City departments and the following relevant comments have been submitted:

##### 4.1 B.C. Gas

Existing gas services to #519 & 543 McKay Avenue require abandonment. Gas services currently are from back lane.

##### 4.2 Fire Department

Fire department access and hydrants as per the B.C. Building Code and City of Kelowna Subdivision By-law. Engineered fire flows are required. The existing hydrant adjacent to the property may require upgrading.

##### 4.3 Inspection Services Department

1. The main lobby shall be separated from the restaurant and small CRU by a 3/4 hr fire rating.
2. The exit doors at the bottom of each stair shaft is exposed to a fire hazard from the adjacent openings.
3. The occupant load of the restaurant is restricted to 100 based on the number of fixtures provided in washrooms.

##### 4.4 Parks Manager

1. All entry feature signs for the proposed development to be located on private property and not on city Blvd. This includes any landscape treatment around the entry feature.
2. All trees planted in sidewalk and not in grass Blvd will require a vault and grate; and, all trees in grass Blvd to use root shield barriers for acceptance.
3. The following applies for all boulevard (BLVD) landscape and park and is standard information required on a landscape plan:
  - A. Planting plan to include a proper plant materials list:
    - i) Latin name
    - ii) common name
    - iii) size at planting
    - iv) plant symbol key
    - v) indicate existing trees
  - B. Plant material specifications are as follows:
    - i) Deciduous Tree – caliper @300mm above rootball (min. 60mm)
    - ii) Deciduous Shrub - spread (min. 450mm)
    - iii) Coniferous Tree - height (min. 2.5m)
    - iv) Coniferous Shrub - spread (min. 450mm)



- v) Seed/Sod Mix according to location and proposed activity use.
- C. Shrub beds require plastic edge beside all areas abutting a city sidewalk of city land to prevent migration of mulch.
- D. Scale of plan and north arrow clearly indicated on plan.
- E. All plant materials (trees, shrubs, ground covers and seed/sod) used in BLVD to be reviewed by Parks Division. All materials located in BLVD to meet city standard for size and method of installation.
- 4. All plant material (trees, shrubs, ground covers and seed/sod) used in BLVD to be reviewed by City Parks Division. All materials located in BLVD to meet city standard for size and method of installation.
- 5. BLVD maintenance (irrigation, shrubs, ground cover, sod, and seeded areas) is the responsibility of owner/occupant.
- 6. All BLVD tree maintenance is responsibility of Parks Division.
- 7. Planting plan to include all u/g utility locations in BLVD.

#### 4.5 Shaw Cable

Owner / contractor to supply / install conduit system as per Shaw drawings and specifications.

#### 4.6 Telus

Pending

#### 4.7 Utilicorp Networks Canada

Utilicorp will provide underground electrical service.

#### 4.8 Works and Utilities Department

The Works & Utilities Department have the following requirements associated with this development application. The road and utility upgrading requirements outlined in this report will be a requirement of the issuance of a building permit or the subdivision approval, but are outlined in this report for information only.

##### 1. Domestic Water and Fire Protection

- (a) A new water service of sufficient size to supply the domestic and fire protection requirements of the proposed building must be installed at the applicant's cost. The cost will be determined when the size and the location are known.
- (b) Collect \$1,000 for the City of Kelowna to decommission the two existing small diameter water services.
- (c) The existing houses have been fitted with water meters by the city at the city's cost. If these houses are to be removed or demolished, the owners must give the city adequate notice to remove these meters. If the meters cannot be recovered, the owners will be billed \$235.00 per meter to compensate for the loss of the meters
- (d) A water meter is mandatory for this development and must be installed inside the building on the water service inlet as required by the City

Plumbing Regulation and Water Regulation bylaws. The developer or building contractor must purchase the meter from the City at the time of application for a building permit from the Inspection Services Department, and prepare the meter setter at his cost.

The developer must also purchase an irrigation sewer credit meter from the City and prepare a meter setter at his cost.

2. Sanitary Sewer

- (a) The existing houses are serviced with 100mm-diameter sanitary sewer services. One of these services may be retained for the proposed development. If a larger sanitary sewer service is required, it can be provided at the owner's cost.
- (b) Collect \$600 for the City of Kelowna to decommission one existing 100mm-diameter service or \$1,200 if neither is used.

3. Storm Drainage

- (a) A new storm drainage connection of sufficient size must be installed for the new building at the owner's cost.
- (b) The developer must engage a consulting civil engineer to provide a storm water management plan for the site, 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 plan, minimum basement elevation (MBE), if applicable, and provision of a storm drainage service for the lot and /or recommendations for onsite drainage containment and disposal systems.
- (c) On-site parking stalls must be constructed to a paved standard including on-site drainage disposal.

4. Road Improvements

- (a) Bonding has been collected under File Z00-1037 for road frontage upgrading, and a servicing agreement has been executed.
- (b) Pandosy Street has been upgraded to an urban standard by local improvement bylaw, but requires a sidewalk to meet the commercial road standard.
- (c) The rear lane must be upgraded to a paved commercial standard fronting Lot B including a piped drainage system fronting on these lots

5. Subdivision Requirements

- (a) Consolidate the lots because the proposed building straddles the property line.

6. Electric Power and Telecommunication Services

The electrical and telecommunication services to this building must be installed in an underground duct system, and the building must be connected by underground services. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services which would be at the applicant's cost.

7. Street Lighting

Ornamental street lighting including underground ducts must be installed on all roads fronting on the proposed development. The cost of this requirement is included in the roads upgrading item.

8. Engineering

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. Development Cost Charge Reduction Consideration

None of the required roadwork is eligible for DCC reduction.

10. Geotechnical Report

As a requirement of this application and/or prior to issue of subdivision preliminary layout review (PLR) by the Approving Officer, the applicant must provide a comprehensive geotechnical report prepared by a Professional Engineer qualified in the field of hydro-geotechnical survey to address the following:

- (a) Area ground water characteristics, including water sources on the site and overland surface drainage courses traversing across or influencing this property.
- (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.

11. Survey Monuments and Iron Pins

If any legal survey monuments or property iron pins are removed or disturbed during construction, the developer will be invoiced a flat sum of \$1,200.00 per

incident to cover the cost of replacement and legal registration. Security bonding will not be released until restitution is made.

12. Development Variance and Site Related Issues

- (a) The developer must obtain the necessary permits and have all existing utility services disconnected prior to removing or demolishing the existing structures.
- (b) Development Engineering does not have any requirements of the development permit or the development variance requested.
- (c) The on-site parking area must conform to the zoning bylaw dimensions, and must include storm drainage facilities.

13. Administration Charge

An administration charge will be assessed for processing of this application, review and approval of engineering designs and construction inspection. The administration charge is calculated as 3% of the total off-site construction costs, not including design costs 7% GST will be added.

14. Bonding & Levy Summary

- (a) Bonding: Off-site road & utility construction bonding has been collected under file Z00-1037.
- (b) Levies: 

Disconnect two small diameter water services	\$ 1,000.00
Disconnect one sanitary sewer service.	<u>\$ 600.00</u>
Total Levies	<u>\$1,600.00</u>

5.0 PLANNING AND DEVELOPMENT SERVICES DEPARTMENT COMMENTS

The Planning and Development Services Department does not have concerns with the proposed building development. The original proposal contemplated the retention of the two existing houses on two separate lots. This current application proposes the consolidation of the two lots into one lot, the removal of the two existing buildings, and the construction of a new building on one consolidated lot.

The proposed building is well conceived and incorporates a substantial number of the design features identified in both the Official Community Plan and the South Pandosy/KLO Sector Plan. The proposed uses conform to the C4 – Town Centre Commercial zone, which permits “eating and drinking establishments” as a principal permitted use, as well as “retail stores” and “offices” uses.

There were a number of concerns raised at the APC meeting the related to traffic circulation in the neighbourhood. Neighbours expressed concern over the amount of traffic that occurs in the neighbourhood currently, especially during busy summer months when there is an increased amount of activity in the nearby public park (Osprey Park). The neighbours also expressed concerns regarding the potential for an increase in the amount of on-street parking that may occur in the neighbourhood if the proposed

development was constructed. Their perception is that the restaurant use may be a major traffic generator, and that the parking lot will not have adequate capacity to serve the potential volumes of vehicles. The applicant has stated that the busy time for the restaurant use is in the evenings, not during the day when there would be other users in the area. As well, the applicant has stated that a substantial amount of the daily business of the restaurant is “take-out”, not dine-in, which is anticipated to reduce the need for a substantial amount of off-street parking.

It is interesting to note that the development as proposed conforms to the parking requirements of City of Kelowna Zoning Bylaw #8000. The Zoning Bylaw contains provisions for providing for off-street parking by;

- 1) providing parking in conformance to the bylaw requirements on the development site,
- 2) provision of some or all of the required off-street parking spaces on a site located remotely, but no further than 200.0 m (for C4 and C7 zones) or 120.0 m (for all other zones) measured along the shortest public pedestrian route from the nearest point of the parking to the nearest point of the site of the development served by the parking; or
- 3) payment in lieu of off-street parking spaces as permitted by Bylaw 8125.

In this proposal, the application is proposing to provide for 11 of the 16 required parking stalls on site, and pay cash in lieu for the 5 stalls that cannot be provided for on the development site.

The Planning and Development Services Department supports this application as the proposed development embraces the urban town centre development policies of both the Official Community Plan and the KLO and South Pandosy Sector plan. The Planning and Development Services Department recommends for Council’s positive consideration.

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Andrew Bruce  
Current Planning Manager

Approved for inclusion

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R.L. (Ron) Mattiussi, ACP, MCIP  
Director of Planning & Development Services

PMc/pmc  
Attach.

**FACT SHEET**

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|---|--|
| 1. APPLICATION NO.:                           | DP01-10,082/DVP01-10,083   |
| 2. APPLICATION TYPE:                          | Development Permit<br>Development Variance Permit  |
| 3. OWNER:                                     | Lok Tien Enterprises Ltd.,<br>(Inc. No. 623698)  |
| . ADDRESS                                     | 810 Raymer Avenue  |
| . CITY  | Kelowna, BC  |
| . POSTAL CODE                                 | V1Y 4Z9  |
| 4. APPLICANT/CONTACT PERSON:                  | Thomas Gaffney, Architect Inc.   |
| . ADDRESS                                     | 740 Anders Road  |
| . CITY  | Kelowna, BC  |
| . POSTAL CODE                                 | V1Z 1J8  |
| . TELEPHONE/FAX NO.:                          | 769-7628/769-7686  |
| 5. APPLICATION PROGRESS:                      |  |
| Date of Application:                          | November 9, 2001   |
| Date Application Complete:                    | November 9, 2001   |
| Servicing Agreement Forwarded to Applicant:   | January 17, 2002   |
| Servicing Agreement Concluded:                | N/A  |
| Staff Report to Council:                      | January 28, 2002   |
| 6. LEGAL DESCRIPTION:                         | Lot A & B, DL 14, O.D.Y.D., Plan<br>KAP69824   |
| 7. SITE LOCATION:                             | South East Corner of Pandosy Street<br>and McKay Avenue  |
| 8. CIVIC ADDRESS:                             | 519 & 543 McKay Avenue   |
| 9. AREA OF SUBJECT PROPERTY:                  | 878 m <sup>2</sup> (both lots)   |
| 10. TYPE OF DEVELOPMENT PERMIT AREA:          | Urban Town Centre – South Pandosy  |
| 11. EXISTING ZONE CATEGORY:                   | C4 – Town Centre Commercial  |
| 12. PURPOSE OF THE APPLICATION:               | To Seek Permission to Construct a 2<br>Storey, 918 m <sup>2</sup> Commercial Building  |
|   | To Vary Flanking Side Yard Setback<br>From 2.0 m Required to 0.0 m<br>Proposed   |
| 13. DEVELOPMENT VARIANCE PERMIT<br>VARIANCES: | Vary Section 14.4.5 Development<br>Regulations, minimum side yard from<br>2.0 m from a flanking street required<br>to 0.0 proposed |
| 14. VARIANCE UNDER DEVELOPMENT<br>PERMIT:     | N/A  |

**15. DEVELOPMENT PERMIT MAP 13.2  
IMPLICATIONS**

N/A

Attachments

Subject Property Map  
Schedule A, B & C (6 pages)