# City of Surrey PLANNING & DEVELOPMENT REPORT File: 7918-0379-00

Planning Report Date: March 11, 2019

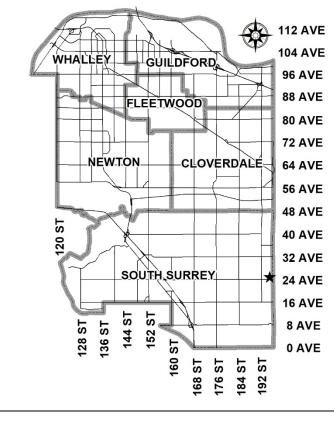
# **PROPOSAL:**

- Development Permit
- Development Variance Permit

to permit the development of a 27,585 square metre (296,922 sq. ft.) warehouse and distribution facility.

LOCATION:	19500 - 26 Avenue
ZONING:	CD (By-law No. 19643)
<b>OCP DESIGNATION:</b>	Mixed Employment
LAP DESIGNATION:	Business Park





# **RECOMMENDATION SUMMARY**

- Approval to draft Development Permit.
- Approval for Development Variance Permit to proceed to Public Notification.

# DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The applicant is proposing a Development Variance Permit to:
  - Increase the maximum building height;
  - Reduce the number of required parking spaces; and
  - Increase the number of parking spaces for trucks and trailers within the Loading/Unloading area.

# **RATIONALE OF RECOMMENDATION**

- The proposal complies with the site's Mixed Employment designation in the Official Community Plan (OCP) and with the site's Business Park designation in the Campbell Heights Local Area Plan (LAP).
- The proposed variance to increase the building height is required to operate the automated system that has been designed for the proposed distribution warehouse. Increased building setbacks will help mitigate the impact of the proposed height from fronting roadways, as well as from the closest residential area located to the east within the Township of Langley.
- The proposed vehicle parking variance is supportable as the applicant has demonstrated that the number of parking spaces provided is sufficient to meet the peak parking demand based on the maximum employee shift requirements.
- The proposed variance to allow increased truck loading/unloading bays is necessary to accommodate a truck/trailer staging area and fleet parking on-site. All parking and loading areas are well-screened from public view through a combination of decorative fencing, landscaping, berms and natural plantings and vegetation located within the riparian lands owned by the City.

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#### **RECOMMENDATION**

The Planning & Development Department recommends that:

- 1. Council authorize staff to draft Development Permit No. 7918-0379-00 generally in accordance with the attached drawings (Appendix II).
- 2. Council approve Development Variance Permit No. 7918-0379-00 (Appendix III) varying the following, to proceed to Public Notification:
  - (a) to increase the maximum height of a building in the CD Zone (By-law No. 19643) from 14 metres (45 ft.) to 25.5 metres (82 ft.);
  - (b) to reduce the minimum number of required on-site parking spaces in the CD Zone (By-law No. 19643) from 299 spaces to 266 spaces;
  - (c) to increase the maximum number of parking spaces for trucks and trailers within the Loading/Unloading area in the CD Zone (By-law No. 19643) from 78 to 268;
  - (d) to permit parking of trucks and trailers within 80 metres of an Arterial Road in the CD Zone (By-law No. 19643); and
  - (e) to permit the total area of truck and trailer parking to be greater than the lot area covered by the principal building in the CD Zone (By-law No. 19643).
- 3. Council instruct staff to resolve the following issues prior to final approval:
  - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
  - (b) submission of a landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department; and
  - (c) registration of a Section 219 Restrictive Covenant to require full parking requirements should the use change in the future.
  - (d) completion of subdivision under Development Application No. 7917-0009-00 is required prior to final approval of the subject Development Permit.

#### **REFERRALS**

Engineering:	The Engineering Department has no objection to the project.
	However, the short form servicing agreement under project 7917-0009-00 must be amended and the final drawings must be accepted prior to the issuance of the Development Permit No. 7918-0379-00 or Development Variance Permit No. 7918-0379-00.

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Parks, Recreation & No concerns. Culture:

Surrey Fire Department: No concerns.

# SITE CHARACTERISTICS

Existing Land Use: Vacant industrial land.

#### Adjacent Area:

Direction	Existing Use	LAP Designation	Existing Zone
North (Across 26 Avenue):	Vacant industrial land.	City Park and Business Park	CD (By-law No. 19643)
West:	City parkland.	Open Space Corridors/Buffers	IB-1
South (Across 24 Avenue):	Gravel pit for City Operations.	Landscaping Strips and Business Park	A-1
East:	Township of Langley	N/A	N/A

# **DEVELOPMENT CONSIDERATIONS**

# **Background**

- The site is designated "Mixed Employment" in the Official Community Plan (OCP), "Business Park" in the Campbell heights Local Area Plan (LAP) and is zoned "Comprehensive Development Zone (CD)" (By-law No. 19643) which is based on the "Business Park 2 Zone (IB-2)".
- The subject site is located at 19500 26 Avenue and is approximately 10.8 hectares (27 acres) in size. The subject property is one of four lots to be developed within the Campbell Heights East Business Park under Development Application No. 7917-0009-00. Phase 1 of the Campbell Heights Business Park was recently Approved by Council on February 11, 2019 and consists of two development lots; including the subject property, together with environmentally sensitive lands which are being conveyed to the City for conservation purposes.
- Under Development Application No. 7917-0009-00, the subject site was rezoned from "General Agriculture Zone (A-1)" to "Comprehensive Development Zone (CD)" and a General Development Permit No. 7917-0009-00 was issued for the property. As part of this Development Application, the natural areas to the east of the site are being subdivided from the parent parcel to be established as a natural riparian area. As such, all requirements associated with the City's Sensitive Ecosystem Development Permit Areas for the subject site have been addressed and approved through Development Permit No. 7917-0009-00.

# Current Proposal

- The applicant is proposing a detailed Development Permit for Form and Character to facilitate the development of a 27,585 square metre (296,922 sq. ft.) automated warehouse and distribution facility. The property will contain two accessory buildings, a 106 square metre (1,141 sq. ft.) satellite electrical room and a 25 square metre (269 sq. ft.) guard house.
- The applicant is also proposing a Development Variance Permit (DVP) to:
  - increase the maximum height;
  - reduce the minimum number of on-site parking spaces;
  - increase the maximum number of parking spaces for trucks and trailers within the Loading/Unloading;
  - o permit parking of trucks and trailers within 80 metres of an Arterial Road; and
  - permit the total area of truck and trailer parking to be greater than the lot area covered by the principal building.
- The facility is proposed as a state-of-the-art automated refrigeration warehouse which will distribute fresh produce to more than 60 markets throughout British Columbia.
- The applicant advises that approximately 120 high skilled workers will be employed for the ongoing operation and maintenance of the automated systems within the facility.
- Through automation, the goods being stored and transported from the facility are precisely measured so that a computer-generated algorithm can optimize the placement of items on shipping pallets and within trailers. This process maximizes the available space in each shipment and helps create more secure and stable pallets. Consequently, with more efficient loading, the number of unnecessary transportation trips from the facility to consumer markets is reduced and the amount of food waste resulting from goods being damaged during the shipping process is minimized.
- The applicant has advised that approximately 20 electric semi-trucks will be operated from this facility starting in 2022.
- The total floor area for all proposed structures on site amounts to 27,716 square metres (298,332 sq. ft.) and represents a Floor Area Ratio (FAR) of 0.26, which is below the maximum of 1.0 FAR permitted under the CD Zone.
- The total site coverage on the site amounts to 27,170 square metres (292,455 sq. ft.), which represents 25% lot coverage. The proposed lot coverage is below the 60% permitted under the CD Zone.
- Under the Zoning By-law, 299 parking spaces for employees and visitors are required on site based on the size of the proposed building. Through a DVP, the applicant is proposing to reduce the number of required parking stalls to 266 space based on their operational needs. To mitigate future parking concerns, the applicant has proposed to register a covenant on title of the property that would require full parking requirements should the use of the property change in the future.

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• Under the CD Zone, a maximum of 78 truck and trailer parking spaces are permitted based on the number of loading spaces and shipping/receiving doors for the building. The applicant is proposing to increase the maximum number of truck and trailer parking spaces to 268 through a DVP.

# DESIGN PROPOSAL AND REVIEW

# **Building and Site Design**

- The proposed building is generally consistent with the design guidelines outlined in the Campbell heights Local Area Plan and the OCP, as well as the site-specific Campbell Heights East Design Guidelines.
- The building is primarily oriented towards 24 Avenue. Along this frontage is an administrative office situated in the south-west corner of the building, an employee vehicle entrance and parking lot, and the building's primary signage.
- A landscaped plaza feature, along with the office space, anchors the site to the north-east corner of 24 Avenue and 194 Street. Pathways in the corner plaza feature and employee parking lot provide a clear route to the building's main entrance.
- The building is setback 51.5 metres (169 ft.) from 24 Street and 58.3 metres (191 ft.) from 194 Street to address the scale of the building in relation to the adjoining streets.
- The building façade along 24 Avenue utilizes a treatment of horizontal and vertical insulated metal panels. The primary treatment along this façade are horizontal panels arranged in an alternating colour-scheme of zinc grey and dove grey panels, with the zinc grey panels being the dominant colour. To right-of-centre on the building façade are vertical panels in a sandstone colour, which aid in creating visual articulation over the span of the building face. The façade for the administrative office, located along the ground floor on the left side of the elevation, is comprised of an aluminum and glass curtain wall. The change in building materials clearly defines and highlights this area as the main entrance of the building.
- The 194 Street façade utilizes the same panels types and colour scheme as the 24 Avenue façade. However, the vertical sandstone metal panels are the predominant façade treatment with the horizontal grey panels being used to create visual articulation along the elevation.
- The roof top mechanical units, required for the refrigeration of the building, are set far enough away from the edge of the building that they are effectively screened by the building's parapet.
- A second entrance for tractor-trailer traffic is provided from 194 Street at the north-west corner of the site. This entrance has a guard house that is substantially setback from 194 Street.
- Through an increased building height of 25.5 metres (84 ft.), the operations within the warehouse utilize a vertical storage system, which results in a more compact building footprint given the size of the property and the permitted FAR and lot coverage under the CD Zone. The rest of the site is used for trucking aisles, parking, and landscaping.

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• The loading, truck parking, and storage areas around the west, north, and east side of the building are screened from public view by a decorative fence. The fence predominately comprises of 3 metre (10 ft.) high black corrugated metal fencing set behind high vegetation. Large accent segments, which are approximately 10.3 metre (34 ft.) wide by 4.5 metre (15 ft.) high and use the same horizontal dove grey and zinc grey panels from the building façade, provide visual interest along the extent of the fence. These accent segments are intended to create an interface that is more at the human scale when the site is viewed at ground level from the public realm.

# Access and Parking

- The site has one access from 24 Avenue which provides access and egress for employees and visitors to the parking lot along the south side of the building. A second access is provided from 194 Street to provide access and egress to the Loading/Unloading areas and truck/trailer parking on the site.
- The 194 Street truck access has a 25 square metre (269 sq. ft.) guard house, which is substantially set back from the street.
- The applicant is proposing 266 car parking spaces on-site, 30 tractor parking spaces, and 238 trailer parking spaces. This proposal requires a Development Variance Permit that is discussed in further detail in the By-law Variance section below.

# Landscaping

- Landscaping employs an urban design-oriented approach by softening the street frontage with green space and a plaza.
- The proposed landscaping includes a 6 metre (20 ft.) landscape buffer, including a bio-swale, along 24 Avenue, a 7.5 metre (25 ft.) buffer along 194 Street, a 6 metre buffer along the northern portion of the site, and 4.5 metre buffer along the east portion of the site.
- Additional landscaping is provided in the interior of the site in parking islands within the employee parking areas, along the perimeter of the Loading/Unloading areas, and in a large plaza feature, occupying approximately 4,150 square metres (1.03 acres), at the corner of 194 Street and 24 Avenue. The plaza includes benches along walkways, picnic tables on scored concrete, pathways of stamped concrete, and landscape beds within the mass plantings and trees with the plaza and along 24 Avenue and 194 Street. The plaza feature is lit with pedestrian mounted lights and illuminated bollards along the walkways and landscape lighting within the planting beds.
- The proposed landscaping will consist of a variety trees, shrubs, and perennials. Trees to be planted on site include vine maple, hornbeam, fern leaf beech, princess tree, Austrian pine, scarlet oak, black locust, and bald cypress.
- A decorative fence, noted in the above section, is provided around the perimeter of the site to screen the truck loading/unloading and parking areas. A 2.4 metre (8 ft.) chain-link fence with a black vinyl coating finish is provided along the east property line, which interfaces with a City riparian lot.

# <u>Signage</u>

- The applicant is proposing one facia sign to be located on the south elevation in the top-left corner of the building.
- The sign displays the operator's company name and logo in channel lettering.
- In accordance with the Design Guidelines in General Development Permit No. 7917-0009-00, the applicants have provided a location on the site plan for a future free-standing wayfinding sign for the broader Campbell Heights East development area. However, should the property owner wish to pursue this type of signage, the design of the sign would need to be reviewed and approved under a separate Development Permit application.

# Sustainability Features

Below is a summary of the sustainability features incorporated in specific aspects of the development project:

- In accordance with the Conceptual Stormwater Management Plan for Campbell heights East the following source controls will be provided onsite:
  - A series of vegetated bioswales with underground rock reservoirs will be installed over approximately 4% of the parcel area. The bioswales will receive runoff from all parking areas providing natural filtration of pollutants collected from the parking lots before allowing the water to infiltrate in the underlying rock reservoir.
  - Roof rain water will be directed to infiltration trenches covering approximately 1% of the parcel area.
  - An Oil Grit Separator unit is to be installed in the internal stormwater sewer system just before the connection to the City's stormwater system.
- The planting plan utilizes native and drought tolerant species. The tree canopy provided in the planting plan provides additional shade to lower-lying shrubs and ground cover lowering the requirements for watering on the site.
- Heat island effect, which is the build-up and retention of heat in a specific location resulting in the given area be significantly warmer than surrounding areas, is mitigated on the site by:
  - o a white Thermoplastic Poly Olefin roof membrane to reflect radiant energy;
  - landscaping within the parking areas and the perimeter of the site will provide shade over asphalt surfaces;
  - o utilizing energy efficient equipment and mechanical rooftop units in the building; and
  - the reflective effect of the white trailers parked in the loading/unloading areas.

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- Sustainable features in the building design include orienting offices to the south to take advantage of solar heat and utilizing glazed interior partitions to promote the transfer of natural light within the building. Both measures will reduce energy requirements associated with heating and lighting the interior of the building.
- Low flow plumbing fixtures will be used throughout the building to reduce water consumption for the life of the building.
- LED lighting will be utilized within the building and around the site which will use approximately 50% less electricity than traditional lighting options. Solar powered light bollards will be installed in the south-west corner plaza.
- The refrigeration process in the building uses a CO<sub>2</sub> system which uses less than an evaporative condenser. This method of cooling allows the facility to balance water consumption with energy consumption depending on the outdoor ambient conditions. Heat emitted from the refrigeration system will be reused in the in-floor heating systems. The main source of CO<sub>2</sub> in the system is atmospheric reclaim, meaning the CO<sub>2</sub> that goes into the system is pulled from the atmosphere.
- Automating the distribution facility allows the building to be built vertically rather than horizontally, resulting in a more efficient use of the land.
- The applicant has advised that approximately 20 electric semi-trucks will be operated from this facility starting in 2022. Infrastructure for electrical transportation charging will be provided onsite.
- The applicants have advised that they will be striving to achieve a waste free facility through improved material handling and other operational efficiencies to reduce the amount of waste generate don the site. Further, they will be partnering with local food banks and donation partners to repurpose food and goods to both help serve the community and reduce waste.

# PRE-NOTIFICATION

A development proposal sign was installed on the site on February 24, 2019. To date, staff has not received correspondence from the public regarding the subject application.

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#### SUSTAINABLE DEVELOPMENT CHECKLIST

The applicant prepared and submitted a sustainable development checklist for the subject site on September 21, 2018. The table below summarizes the applicable development features of the proposal based on the seven (7) criteria listed in the Surrey Sustainable Development Checklist.

Sustainability Criteria	Sustainable Development Features Summary
1. Site Context & Location (A1-A2)	• The site is located in the Campbell Height LAP area. The proposed development is reflective of the land use designation.
2. Density & Diversity (B1-B7)	• The proposed density of 0.26 FAR complies with the maximum of 1.0 FAR allowed under the CD Zone.
3. Ecology & Stewardship (C1-C4)	<ul> <li>Rainwater management designs include:</li> <li>Bioswales</li> <li>Infiltration trenches</li> <li>Natural landscaping</li> <li>Sediment control devices</li> <li>Recycling and organic waste facilities will be provided.</li> </ul>
4. Sustainable Transport & Mobility (D1-D2)	<ul> <li>Electric vehicle charging stations will be installed on site.</li> <li>Covered outdoor waiting areas, direct linkages to transit stops, and bike racks will available to employees and visitors of the site.</li> </ul>
5. Accessibility & Safety (E1-E3)	<ul> <li>Crime Prevention Through Environmental Design (CPTED) principles have been incorporated through site design to         <ul> <li>Maximize sight lines from public areas;</li> <li>Ensure there are no dark corners; and</li> <li>Provision of lighting throughout the site.</li> </ul> </li> </ul>
6. Green Certification (F1)	• None proposed.
7. Education & Awareness (G1-G4)	• Highlighted in the Sustainable Features section of this report.

# ADVISORY DESIGN PANEL

• The application was not referred to the Advisory Design Panel (ADP), but was reviewed by City staff and found to be acceptable. The proposed development was evaluated based on compliance with the design guidelines within the Campbell Heights Local Area Plan, the Official Community Plan (OCP), and the site-specific Campbell Heights East Design Guidelines.

#### **BY-LAW VARIANCE AND JUSTIFICATION**

- (a) Requested Variance:
  - Increase the maximum height of a building in the CD Zone from 14 metres (45 ft.) to 25.5 metres (82 ft.).

Applicant's Reasons:

- The proposed distribution centre's automation system which requires more vertical and less horizontal space than a traditional warehouse distribution centre.
- Utilizing the vertical space above the property creates a more efficient building footprint.

Staff Comments:

- The building is set well back from the fronting roads (51.5 metres (169 ft.) from 24 Avenue and 58.3 metres (191 ft.) from 194 Street) to address the scale of the building in relation to the adjoining streets.
- Furthermore, the building is setback at a substantial horizontal distance from the closest residential area located to the east within the Township of Langley, with the City's riparian lot lying in-between the building and Langley residents.
- The applicant is providing landscaping and a type of fencing along the perimeter of the property that creates an interface which is more human scale when the site is viewed at ground level from the public realm.

#### (b) Requested Variance:

• Reduce the minimum number of on-site parking spaces from 299 spaces to 266 spaces.

Applicant's Reasons:

- The proposed parking meets the Zoning Bylaw required for the related office use area. However, due to the automated nature of the facility, the warehouse component of the building requires less staff than what is needed for a typical distribution warehouse.
- The proposed 266 spaces are nearly double the number spaces that will actually be needed onsite.

Staff Comments:

• The applicant has advised that the facility will operate in three (3) shifts around the clock, employing a total of 120 workers. There will be two (2) day shifts comprising of 45 to 50 employees each and a small maintenance crew of 15 to 20 employees during the overnight shift. The expected overlap in the employee parking area is approximately 60 minutes per shift change.

- Should the proposed use for the subject site change in the future, the proposed staging and parking area for trucks and trailers could be converted to additional passenger vehicle parking spaces to meet the Zoning By-law parking requirements.
- The applicant has agreed to register a Restrictive Covenant on title to require full parking requirements should the use of the site change in the future.
- (c) Requested Variances:
  - Increase the maximum number of parking spaces for trucks and trailers within the Loading/Unloading area from 78 to 268;
  - Permit parking of trucks and trailers within 80 metres of an Arterial Road; and
  - Permit the total area of truck and trailer parking to be greater than the lot area covered by the principal building.

#### Applicant's Reasons:

• The proposed facility will be the regional distribution centre for 60 markets throughout British Columbia, it is important that the centre has adequate trailer storage and bays to avoid off-site queuing.

# Staff's Comments:

- The CD Zone allows for additional areas for loading and unloading of trucks and trailers, provided the number of additional parking spaces does not exceed the number of loading docks on the building and that these areas are screened from the street.
- The additional truck and trailer parking spaces are required to meet the operational requirements of the operator.
- The building is designed to provide efficient loading and unloading areas by placing these respective areas on the opposite sides of the building from each other. As such, it would be difficult to completely orient the trailer parking away from 194 Street while still meeting the operational needs of the distribution centre.
- All proposed truck and trailer parking and loading and unloading areas are well-screened from public view with a combination of decorative fencing and landscape plantings, berms, and vegetation located within the riparian lands owned by the City.

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#### **INFORMATION ATTACHED TO THIS REPORT**

The following information is attached to this Report:

Appendix I.	Lot Owners and Action Summary (Confidential) and Project Data Sheets
Appendix II.	Site Plan, Building Elevations, Landscape Plans and Perspective
Appendix III.	Development Variance Permit No. 7918-0379-00

• Complete Set of Architectural and Landscape Plans prepared by Jerry Coviensky Architect and M2 Landscape Architecture, respectively, dated February 26, 2019 and February 20, 2019.

original signed by Ron Hintsche

Jean Lamontagne General Manager Planning and Development

ARR/cm

# APPENDIX I HAS BEEN

# **REMOVED AS IT CONTAINS**

**CONFIDENTIAL INFORMATION** 

# **DEVELOPMENT DATA SHEET**

# Existing Zoning: CD

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total		10.8 ha (27 ac.)
Road Widening area		
Undevelopable area		
Net Total		10.8 ha (27 ac.)
LOT COVERAGE (in % of net lot area)		
Buildings & Structures		
Paved & Hard Surfaced Areas		
Total Site Coverage	60%	25%
SETBACKS ( in metres)		
Front	16 m (52 ft.)	51.5 m (169 ft.)
Rear	7.5 m (25 ft.)	125.5 m (411 ft.)
Side #1 (W)	9 m (30 ft.)	58.3 m (191 ft.)
Side #2 (E)	7.5 m (25 ft.)	62.3 m (204 ft.)
BUILDING HEIGHT (in metres/storeys)		
Principal	14 m (45 ft.)	25.5 m (84 ft.)
Accessory		
FLOOR AREA: Industrial		26,153 m <sup>2</sup>
Office		886 m <sup>2</sup>
PARKING (number of stalls)		
Office	35	
Warehouse	261	
Total Number of Parking Spaces	299	266

\* If the development site consists of more than one lot, lot dimensions pertain to the entire site.

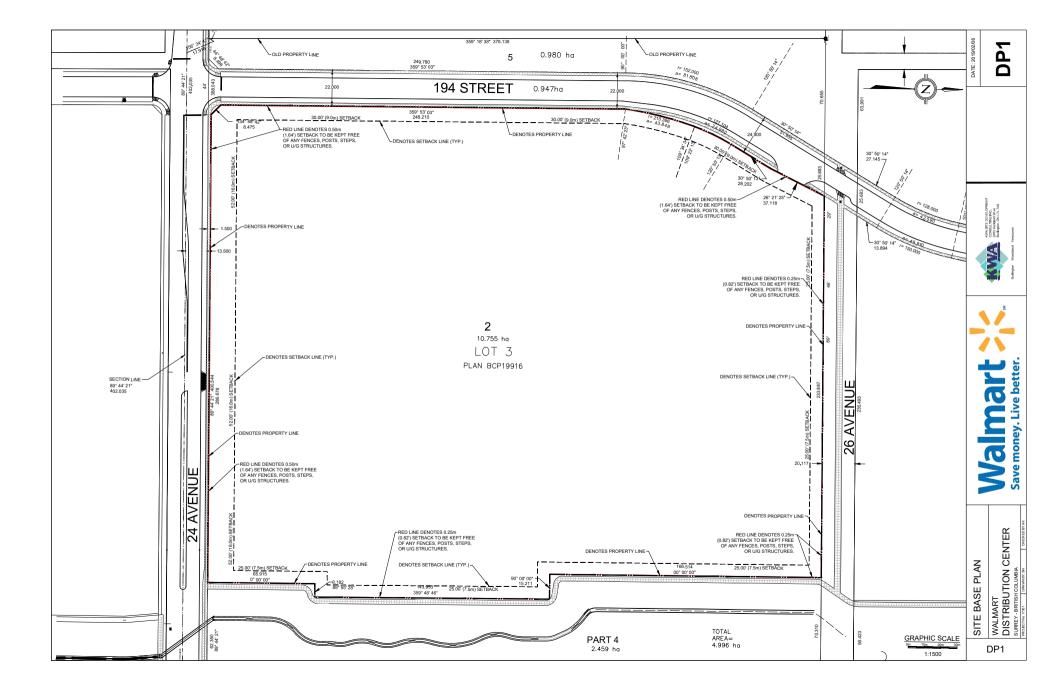
# Appendix II

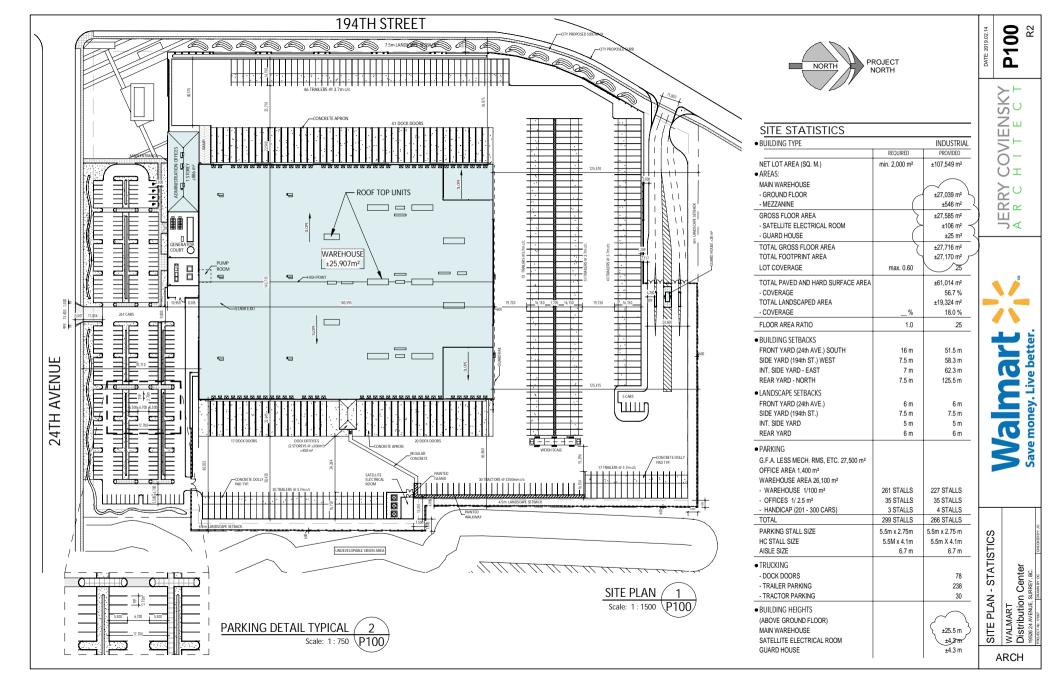


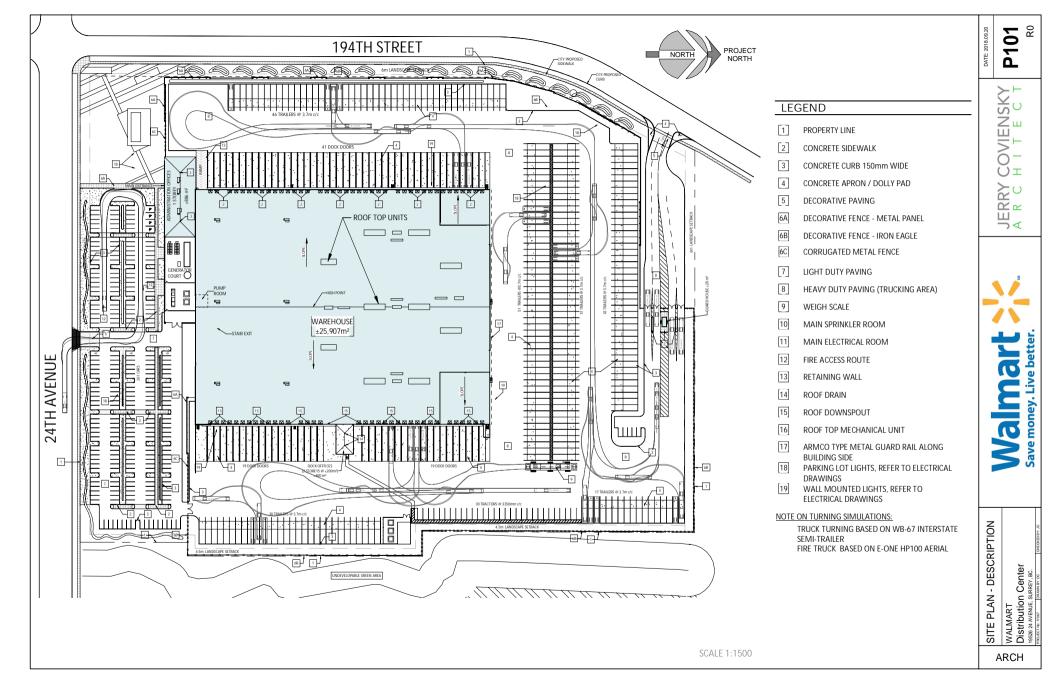












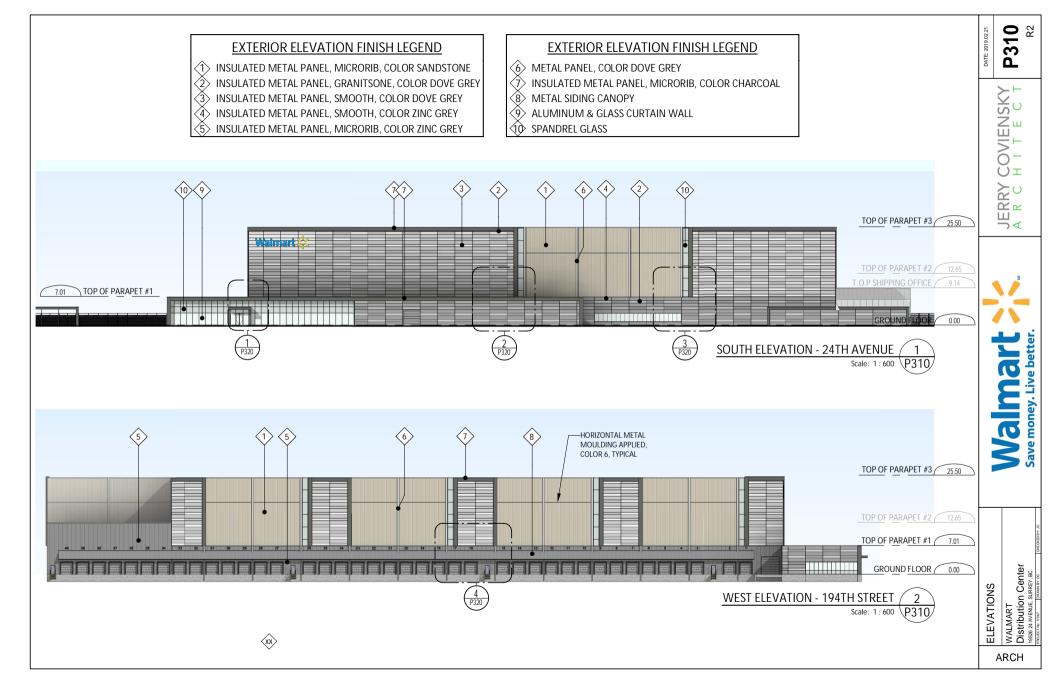


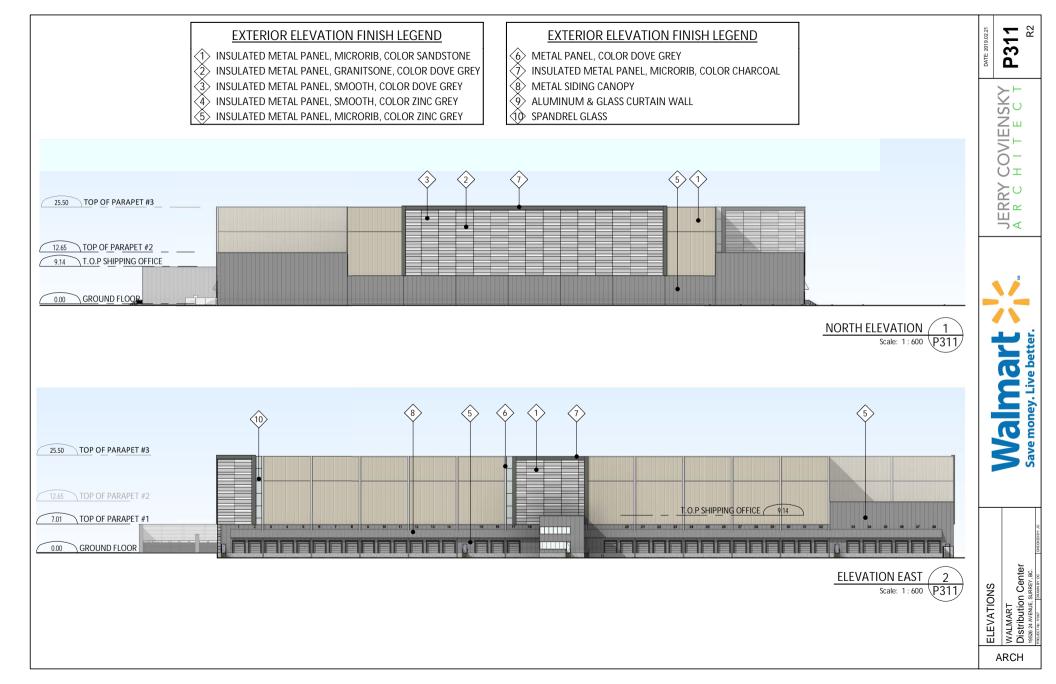






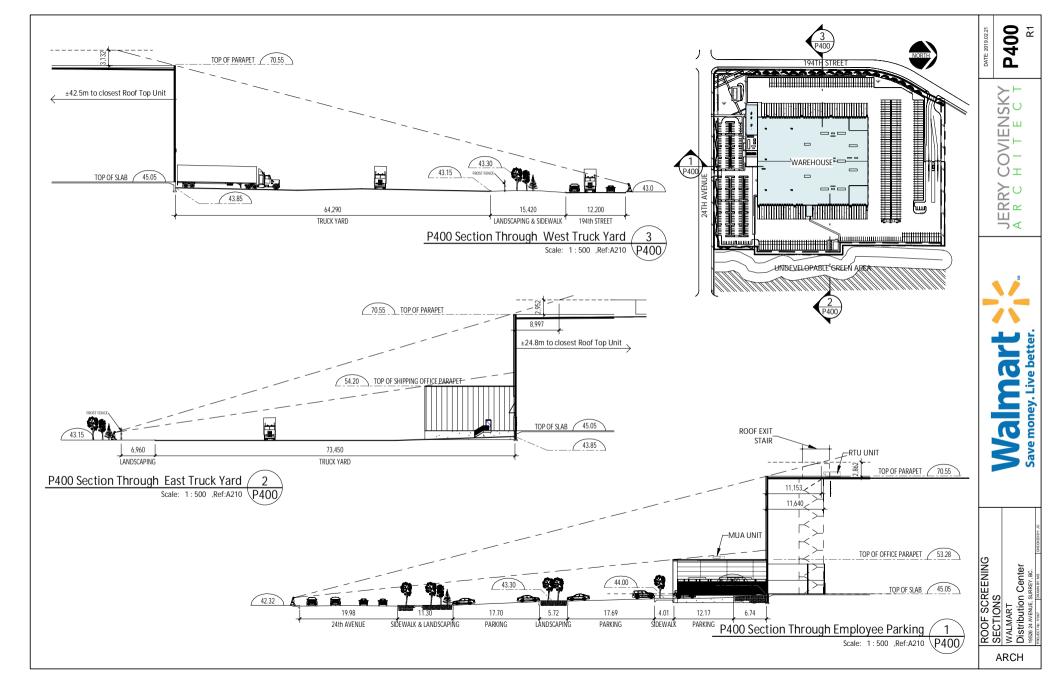


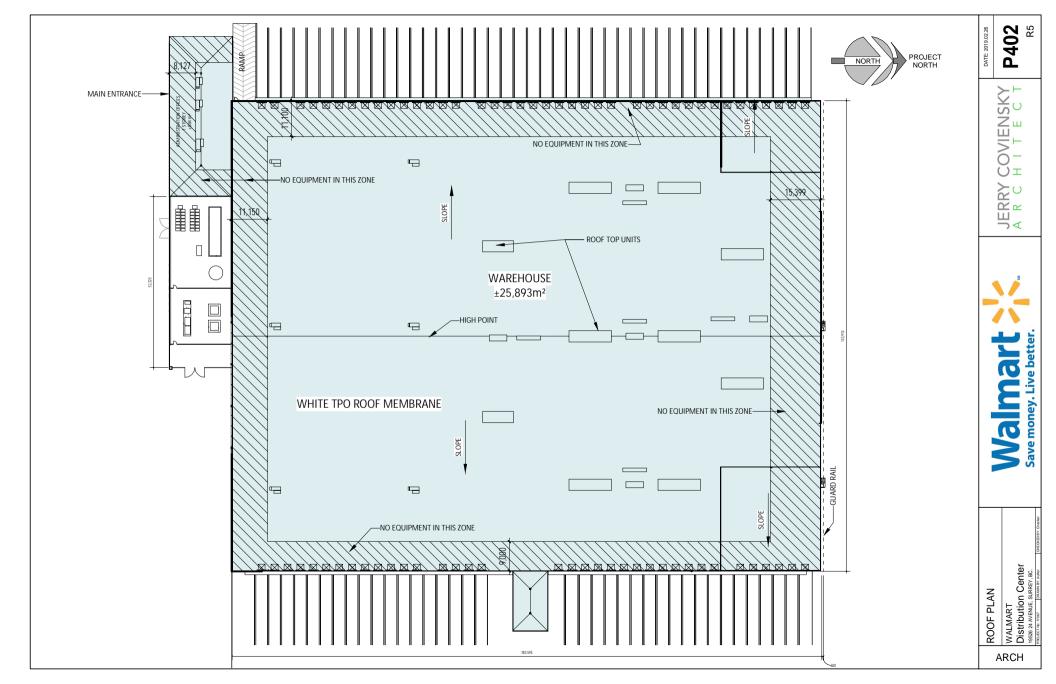


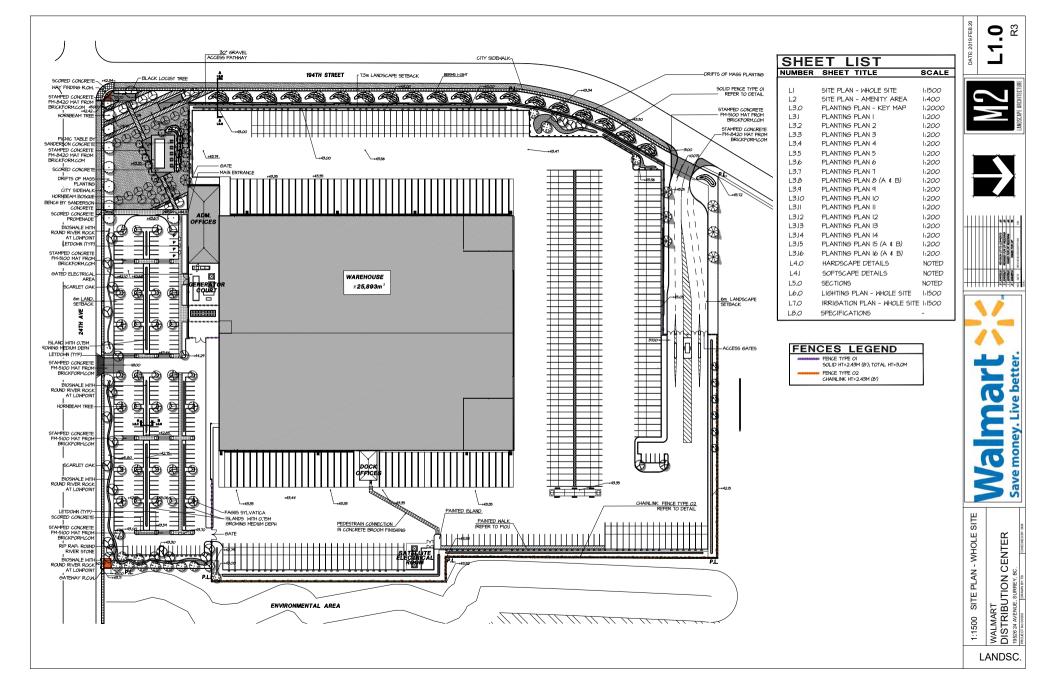


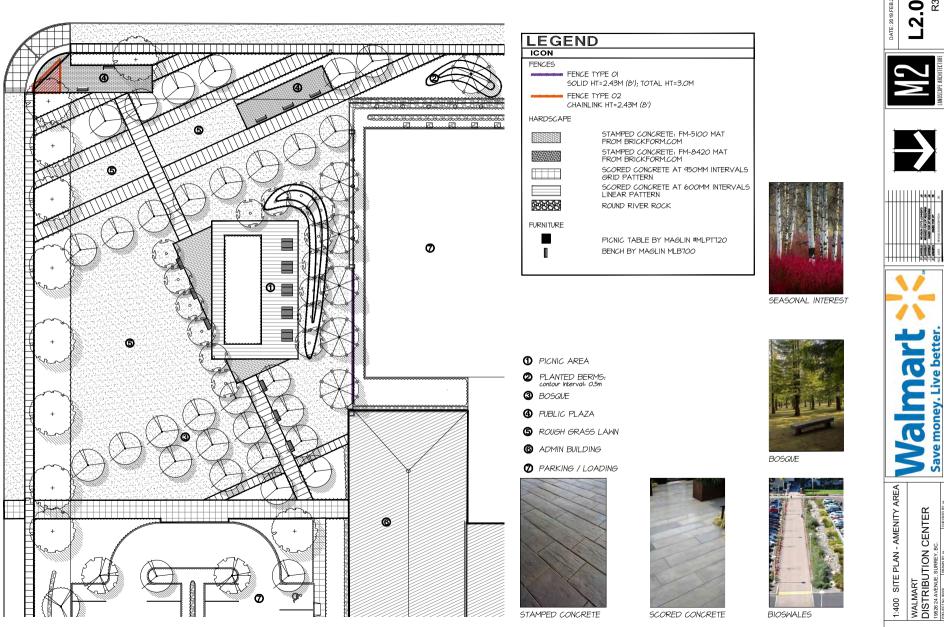
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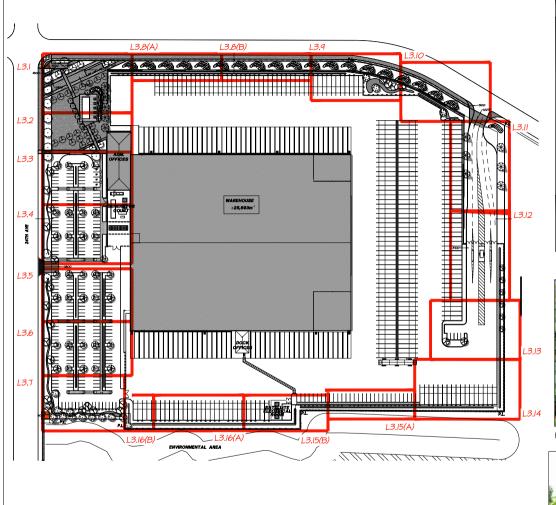
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PLAN	SCHEDULE		M2 JOB NUMBER: 18-046
KEY QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE			
0 46	ACER CIRCINATUM	VINE MAPLE	LOM HT; B&B 3 STEM CLUMP
46	CARPINUS BETULUS	HORNBEAM	6CM CAL
	FAGUS SYLVATICA 'ASPLENIFOLIA'	FERN LEAF BEECH	6CM CAL
15	Paulownia tomentosa	PRINCESS TREE	6CM CAL
(₩) 30	PINUS NIGRA	AUSTRIAN PINE	2.5M HT; B&B
23	QUERCUS COCCINEA	SCARLET OAK	6CM CAL
() 12	ROBINIA PSEUDOACACIA	BLACK LOCUST	6CM CAL
	TAXODIUM DISTICHUM VAR. DISTICHUM	BALD CYPRESS	2M HT
SHRUB			
AI 293	ARONIA MELANOCARPA 'AUTUMN MAGIC'	BLACK CHOKE CHERRY	#2 POT
C 586	CORNUS SERICEA	RED THIG DOGWOOD	#2 POT
P 214	PHILADELPHUS LEWISII	MOCK ORANGE	#3 POT
R 1429	RIBES SANGUINEUM 'BROCKLEBANKII'	FLOWERING CURRANT	#2 POT
ROI 536	ROSA RUGOSA	BEACH ROSE	#2 POT
5A 2151	SPIRAEA DENSIFLORA	MOUNTAIN SPIRAEA	#2 POT
5Y 928	SYMPHORICARPUS ALBUS	SNOWBERRY	#2 POT
VA 2725	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	#2 POT
PERENNIAL			
CD 4820	CAREX DENSA	DENSE SEDGE	#2 POT
L 93	LAVENDULA ANGUSTIFOLIA	ENGLISH LAVENDER	#2 POT
5 255	SALVIA NEMOROSA 'CARADONNA'	WOODLAND SAGE	#2 POT
51 392	STIPA TENUISSIMA 'WIND WHISPERS'	FEATHER GRASS	#2 POT
60			
AR 1393	ARCTOSTAPHYLOS UVA-URSI	BEARBERRY	#2 POT
E 1956	ERICA CARNEA	WINTER HEATHER	#I POT
M 625	MAHONIA REPENS	CREEPING MAHONIA	#I POT

NOTES: \* PLANT SIZES IN THIS LEST ARE SPECIFIED ACCORDING TO THE BCLANDSCAPE STADARD, LATEST EDITION, CONTINER SIZES SPECIFIED AS TIER CATA STANDARDS, BOTH FUNT SIZE AND CONTINERES SIZE AS THE MINIMA ACCIPTURE SIZE. \* REPERT TO SPECIFICATION FOR DEPINED LINE CATA STANDARDS, BOTH FUNT SIZE AND CONTINENT SIZE AS A CONTINERES SIZE AS THE MINIMA ACCIPTURE SIZES SPECIFIED AND DEPINED AND ADDRESS AND ADDR

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.



FRAGARIA CHILOENSIS



VACCINIUM OVATUM





PINUS NIGRA





RIBES SANGUINEUM

CORNUS SERICEA

CAREX DENSA

ARCTOSTAPHYLOS UVA-URSI

ROBINIA PSEUDOACACIA



LANDSC

CENTER





MAP

PLANTING PLAN - KEY

1:2000

: 2019.FEB.20

DATE:

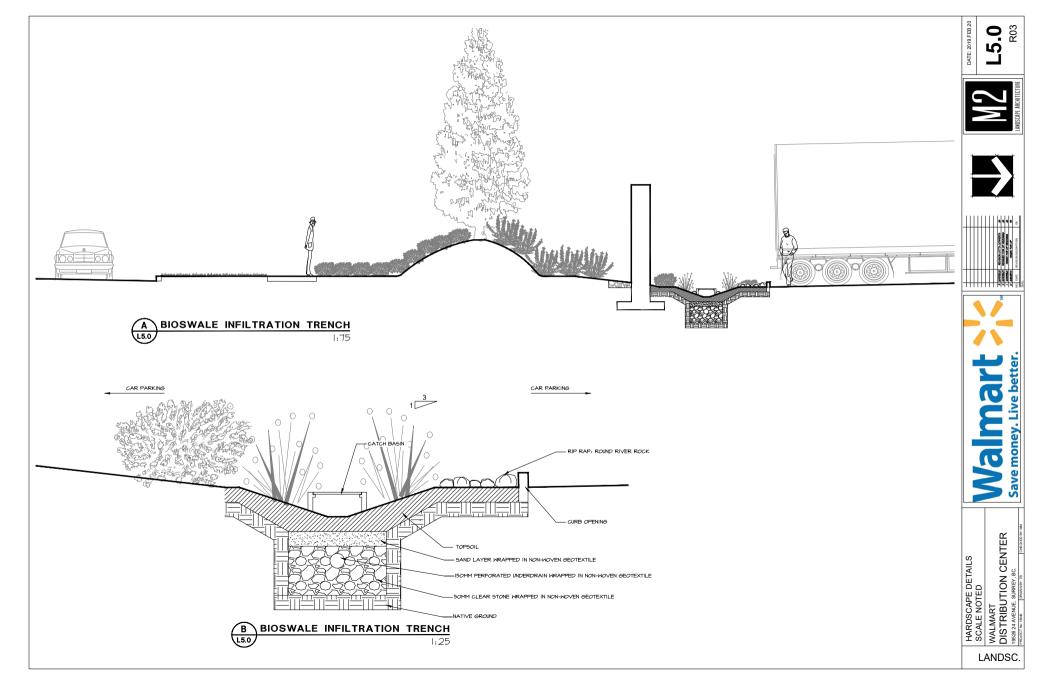
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Save money. Live

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# CITY OF SURREY

# (the "City")

# **DEVELOPMENT VARIANCE PERMIT**

NO.: 7918-0379-00

Issued To:	City of Surrey
	(the "Owner")
Address of Owner:	13450 - 104 Avenue Surrey, BC V3T 1V8

- 1. This development variance permit is issued subject to compliance by the Owner with all statutes, by-laws, orders, regulations or agreements, except as specifically varied by this development variance permit.
- 2. This development variance permit applies to that real property including land with or without improvements located within the City of Surrey, with the legal description and civic address as follows:

Parcel Identifier: 026-447-614 Lot 3 Section 22 Township 7 New Westminster District Plan BCP19916

19500 - 26 Avenue

# (the "Land")

3. (a) As the legal description of the Land is to change, the City Clerk is directed to insert the new legal description for the Land once title(s) has/have been issued, as follows:

Parcel Identifier:

(b) If the civic address(es) change(s), the City Clerk is directed to insert the new civic address(es) for the Land, as follows:

Appendix III

- 4. Surrey Zoning By-law, 1993, No. 12000, as amended is varied as follows:
  - (a) In Section G.1. of "Comprehensive Development Zone (CD)" (By-law No. 19643) the maximum height of a building is increased from 14 metres (45 ft.) to 25.5 metres (82 ft.);
  - (b) In Section C.1. of Part 5 "Off-Street Parking and Loading/Unloading" the minimum required on-site parking spaces is reduced from 299 spaces to 266 spaces;
  - (c) In Section H.2.(a) of "Comprehensive Development Zone (CD)" (By-law No. 19643) the maximum number of truck and trailer parking spaces is permitted to exceed the number of loading spaces and/or shipping doors to allow a total of 268 spaces;
  - (d) Section J.2.(a) of "Comprehensive Development Zone (CD)" (By-law No. 19643) is varied to permit the parking of trucks and trailers within 80 metres [256 ft.] of an Arterial Road; and
  - (e) Section J.2.(b) of "Comprehensive Development Zone (CD)" (By-law No. 19643) is varied to permit the area for parking of trucks and trailers to exceed the total area of the lot covered by the principal building.
- 5. This development variance permit applies to only the that portion of the buildings and structures on the Land shown on Schedule A which is attached hereto and forms part of this development variance permit.
- 6. The Land shall be developed strictly in accordance with the terms and conditions and provisions of this development variance permit.
- 7. This development variance permit shall lapse if the Owner does not substantially start any construction with respect to which this development variance permit is issued, within two
  (2) years after the date this development variance permit is issued.
- 8. The terms of this development variance permit or any amendment to it, are binding on all persons who acquire an interest in the Land.

9. This development variance permit is not a building permit.

AUTHORIZING RESOLUTION PASSED BY THE COUNCIL, THE DAY OF , 20 . ISSUED THIS DAY OF , 20 .

Mayor – Doug McCallum

City Clerk

