

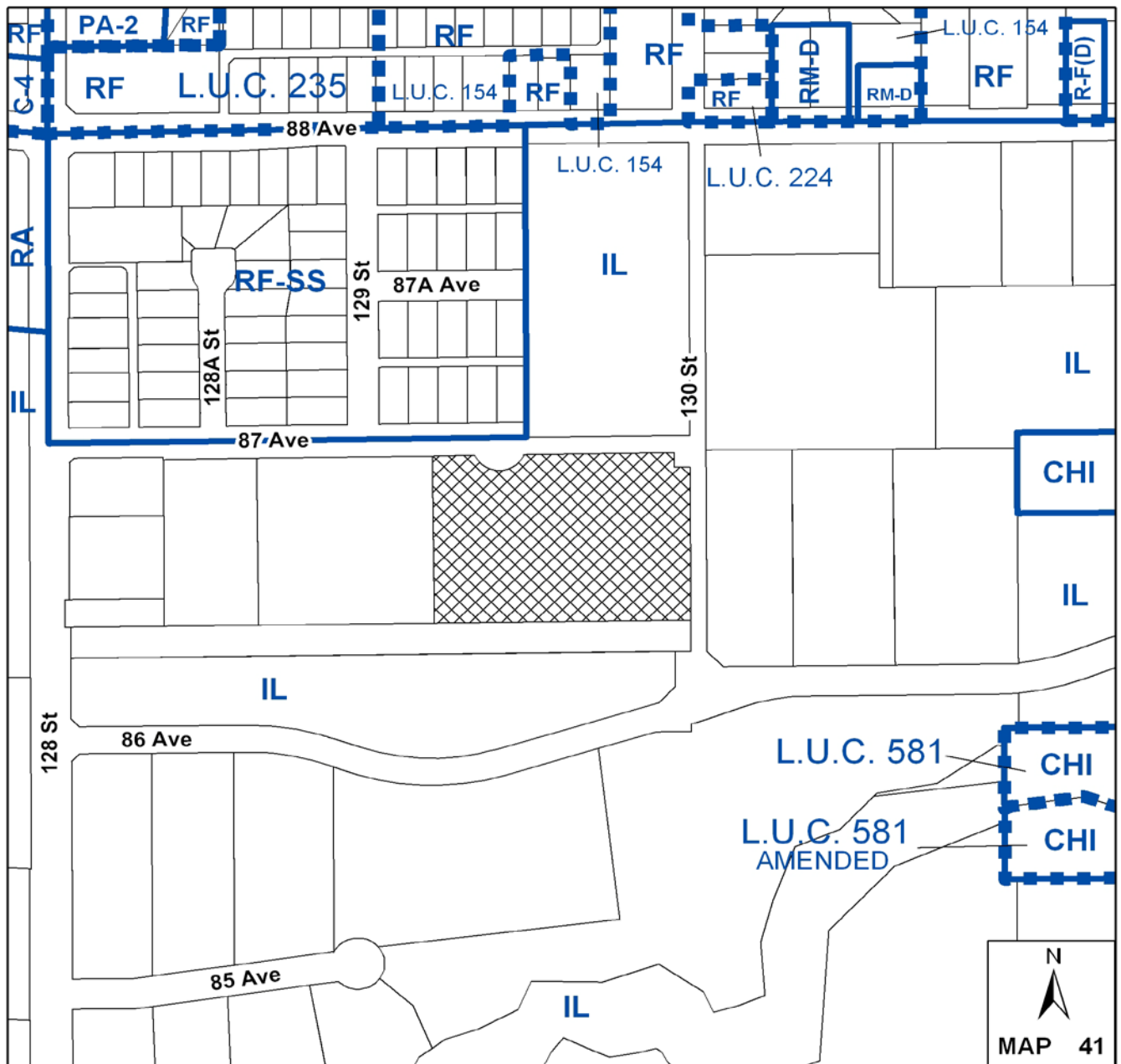
**Proposal:** Development Permit to permit the development of 3 industrial buildings. Development Variance Permit to vary setbacks and width of truck maneuvering aisles.

**Recommendation:** Approve to Proceed

**Location:** 12950 - 87 Avenue      **Zoning:** IL

**OCP Designation:** Industrial

**LAP Designation:** General Industrial      **Owner:** S.S. Mann Enterprises Ltd. et al



## PROJECT TIMELINE

Completed Application Submission Date: April 13, 2006  
Application Revision & Resubmission Date: January 10, 2007  
Planning Report Date: March 12, 2007

## PROPOSAL

The applicant is proposing:

- a Development Permit; and
- a Development Variance Permit (DVP) to vary the following By-law regulations:
  - to reduce the minimum rear yard setback of the IL Zone from 7.5. (25 ft.) to 0.0m (0 ft.);
  - to reduce the minimum side yard setback of the IL Zone from 7.5. (25 ft.) to 6.7 m (22 ft.); and
  - to reduce the width of truck maneuvering aisles around Buildings "A", "B" and "C" from 7.5 m (25 ft.) to a minimum of 4.3m (14 ft.) as per Schedule A attached to the DVP (Appendix V)

in order to permit the development of three (3) multi-tenant industrial buildings.

## RECOMMENDATION

The Planning & Development Department recommends that:

1. Council authorize staff to draft Development Permit No. 7906-0158-00 in accordance with the attached drawings (Appendix III).
2. Council approve Development Variance Permit No. 7906-0158-00 (Appendix V) varying the following to proceed to Public Notification:
  - (a) to reduce the minimum rear yard setback of the IL Zone from 7.5. (25 ft.) to 0.0 m (0 ft.);
  - (b) to reduce the minimum side yard setback of the IL Zone from 7.5. (25 ft.) to 6.7 m (22 ft.); and
  - (c) to reduce the width of truck maneuvering aisles around Buildings "A", "B" and "C" from 7.5 m (25 ft.) to a minimum of 4.3m (14 ft.) as per Schedule A attached to the DVP (Appendix V).
3. Council instruct staff to resolve the following issues prior to approval:
  - (a) ensure that all engineering requirements and issues including restrictive covenants, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;

- (b) submission of a subdivision layout for the dedication of 130 Street and consolidation of a portion of cul-de-sac on 87 Avenue to the satisfaction of the Approving Officer;
- (c) submission of a landscaping plan and cost estimate to the specifications and satisfaction of the City Landscape Architect;
- (d) resolution of site plan and design issues to the satisfaction of City staff;
- (e) approval from BC Hydro; and
- (f) completion of the road closure application to close and consolidate a portion of the existing cul-de-sac on 87 Avenue.

### REFERRALS

Land Development  
Engineering:

Land Development Engineering has no objection to the project subject to the completion of Engineering servicing requirements as identified in the attached (Appendix IV).

### SITE CHARACTERISTICS

- **Existing Land Use** Industrial building proposed to be demolished.
- **Significant Site Attributes** The site is impacted slightly by a BC Hydro right-of-way.
- **East:** Across 130 Street, existing industrial operations, zoned IL, designated Industrial in the OCP.
- **South:** BC Hydro right-of-way and land proposed for a temporary truck parking lot under a Temporary Use Permit (TUP) (File No. 7904-0033-00), zoned IL, designated Industrial in the OCP.
- **West:** Existing industrial operations, zoned IL, designated Industrial in the OCP.
- **North:** Across 87 Avenue, single family dwellings and existing industrial operations, zoned IL and RF-SS, designated Industrial and Urban in the OCP.

### PLAN AND POLICY COMPLIANCE

OCP Designation: Industrial. Complies.

Central Newton LAP  
Designation: General Industrial. Complies.

## DEVELOPMENT CONSIDERATIONS

### Site Context

- The subject site is located on 87 Avenue on the west side of 130 Street. The site is designated Industrial in the Official Community Plan (OCP) and is also designated General Industrial in the Central Newton Local Area Plan (LAP). The total site area is 17,862 square metres (192,265 sq.ft.).
- The southeast corner of the site is impacted by a BC Hydro right-of-way (ROW).
- To the east and west of the site are existing industrial operations on IL Zoned properties that are designated Industrial in the OCP and General Industrial in the Central Newton LAP. To the south of the site is an active development application (File 7904-0033-00), which is pre-Council, proposing a Temporary Use Permit (TUP) for truck parking. This neighbouring site is also zoned IL and is designated for Industrial uses in the OCP and LAP. To the north of the site are existing industrial operations on properties zoned IL, designated for Industrial uses in the OCP and LAP, as well as an established single family residential neighbourhood, zoned RF-SS, designated Urban residential in the OCP and LAP.

### Current Proposal

- The applicant has made Development Permit and Development Variance Permit applications to permit the construction of three (3), one storey multi-tenant industrial buildings with a total floor area of 8,560 sq.m. (92,139 sq.ft.). The proposed development complies with the OCP and LAP designations described above.
- The original application included a rezoning application from IL to CD in order to permit a banquet hall on the subject site. The IL Zone does not permit eating establishments that include banquet hall uses. For this reason, a CD Zone was proposed to add eating establishments as a permitted use to the list of IL permitted uses. Due to concerns raised by City staff and area residents, the banquet hall portion of the application has been withdrawn. As a result, the corresponding rezoning application is no longer necessary and has also been withdrawn.
- The proposed total floor area ratio (FAR) is 0.51 and the total lot coverage is 51%.
- The development includes a total of 86 parking stalls. The Surrey Zoning By-law requires 86 parking stalls (1 parking space for every 100 sq.m. (1,075 sq.ft.) of gross floor area). Each separate industrial unit has its own loading area in accordance with the Surrey Zoning By-law.
- The applicant proposes two (2) vehicular accesses to the site: one (1) from the 87 Avenue, and one (1) from 130 Street. There is a Restrictive Covenant on title for the subject property prohibiting truck access to the site from 87 Avenue because of the sites proximity to an established residential area to the west. The applicant has agreed to limit the access on 87 Avenue to cars only by reducing the width of the entry and making 130 Street the primary access to the development in compliance with the Restrictive Covenant.

- The applicant has agreed to the dedication and construction of 130 Street to the satisfaction of the Engineering Department. The completion of this road linkage is important in improving the connectivity of the area and will provide wider community benefits of accessibility and improved vehicular movements.
- The applicant has made an application for road closure in order to close and consolidate a portion of the existing cul-de-sac on the south side of 87 Avenue. This portion of the cul-de-sac will no longer be needed since the applicant is required to complete the construction of 87 Avenue.
- The buildings are a minimum of 7.5 metres (25 ft.) from the north (side yard on flanking street) and east (front yard) property lines as required by the IL Zone. The applicant is proposing reduced rear and side yard setbacks from 7.5m (25 ft.) to 0.0m and 6.7m (22 ft.), respectively. Relaxations to the internal driveway/maneuvering aisle widths are also proposed. These variances are necessary to achieve proper truck movements on the subject property and are explained below.

### PRE-NOTIFICATION

Pre-notification letters were sent on May 9, 2006 with the original proposal that included a rezoning from IL to CD in order to allow a banquet hall. As a result of that pre-notification, staff received the following comments:

- Staff received 3 phone calls and a petition signed by 30 neighbouring residents in objection to the proposed banquet hall use. Concerns included noise, traffic, and parking. These residents also share the position that banquet halls simply do not belong in residential neighbourhoods.

Revised pre-notification letters were sent on January 12, 2007 to advise residents that the applicant has withdrawn the banquet hall component of this application and is proceeding with a development permit application under the existing IL Zone. In response to the second pre-notification letters, staff received one letter requesting confirmation that the banquet hall portion of the application has been withdrawn. There were no concerns expressed with the proposed industrial complex.

### DESIGN PROPOSAL AND REVIEW

- The subject proposal consists of three (3), one storey multi-tenant industrial buildings with the following floor areas:
  - Building "A"- floor area of 3,300 sq.m. (35,509 sq.ft.)
  - Building "B"- floor area of 2,712 sq.m. (29,207 sq.ft.)
  - Building "C"- floor area of 2,547 sq.m. (27,416 sq.ft.)
- The building construction is a combination of painted tilt-up concrete with metal cladding, aluminium spandrel panelling and tinted glass. A variety of colours are proposed to add visual interest and distinction to the proposed buildings. These colours include blue, green, red, yellow, orange and grey.

- The portions of Buildings "A" and "B" that are facing 87 Avenue have been carefully designed to provide an appropriate interface with the existing residential development on the north side of 87 Avenue. Vehicular access and parking have been restricted and designed to limit any possible future conflicts with residential traffic.
- This application was not referred to the ADP but was reviewed by staff and found to be generally satisfactory. There are minor site design and architectural issues that will need to be resolved before final approval of this application. These include the resolution of:
  - the site plan in terms of determining satisfactory truck movements;
  - final perimeter landscaping details; and,
  - the final architectural design of the buildings including materials and colours.
- The Engineering Department has approved the truck movements in principle but refinements to the truck movements and maneuvering aisles will be necessary for optimal operation of the development.

#### BY-LAW VARIANCES AND JUSTIFICATION

(a) Requested Variances:

- To reduce the minimum rear (west) yard setback of the IL Zone from 7.5. (25 ft.) to 0.0m (0 ft.).
- To reduce the minimum side (south) yard setback of the IL Zone from 7.5. (25 ft.) to 6.7 m (22 ft.).

Justification for Variances:

- The proposed setbacks are compatible and complementary to the existing industrial lands on the adjacent lands. There will be no negative impacts on the adjacent properties as a result of the proposed reduced setbacks. The south setback (side yard) is adjacent to an existing truck parking site that is impacted by a BC Hydro ROW.
- The proposed zero rear (west) yard setback will have the effect of creating a visual and noise buffer between the existing residential development to the north of the site and the truck parking operation to the south of the site. With the redevelopment of the site directly to the west, the intent is to create a continuous building streetscape with zero lot lines in order to fully buffer the industrial operations from the neighbouring residential development. Under the provision of the IL Zone, the site to the west can construct a building with zero yard setback on the east yard provided that the west yard setback is 7.5 metres (25 ft.).
- The applicant has dedicated 10m of land for 130 Street, which impacts the site. The variances will allow the efficient development of the property in light of this dedication.
- The reduced setbacks are necessary to achieve appropriate truck movements and to achieve optimal development potential on the subject site.

## (b) Requested Variance:

- To reduce the width of truck maneuvering aisles around Buildings "A", "B" and "C" from 7.5 m (25 ft.) to a minimum of 4.3m (14 ft.) as per Schedule A attached to the DVP (Appendix V).

## Justification for Variance:

- The proposed truck maneuvering aisles have been approved by the Engineering Department in principle and have been found to be adequate to allow sufficient truck movements on the subject site because the applicant has proposed to:
  - use smaller trucks requiring less space for maneuvering; and
  - provide a one-way driving aisle at the rear of Building "B" thereby reducing the space required for maneuvering and queuing.
- The reduced width of the maneuvering aisles will allow optimal development potential on the subject site without compromising the quality of the proposed development. As stated above, the applicant has dedicated 10m of land for 130 Street, which impacts the site. The variances will allow the efficient development of the property in light of this dedication.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Contour Map
Appendix III.	Proposed Site Plan, Typical Floor Plans and Elevations, Landscape Plans and Perspective
Appendix IV.	Land Development Engineering Summary
Appendix V.	Development Variance Permit No. 7906-0158-00

INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated March 7, 2007.
- Soil Contamination Review Questionnaire prepared by Rajinder Mann dated January 16, 2007.

How Yin Leung  
Acting General Manager  
Planning and Development

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## DEVELOPMENT DATA SHEET

**Zoning: IL**

Required Development Data	Minimum Required / Maximum Allowed	Proposed
<b>LOT AREA*</b> (in square metres)		
Gross Total		17,862 sq.m.
Road Widening area		1,189 sq.m.
Undevelopable area		
Net Total		16,673 sq.m.
<b>LOT COVERAGE</b> (in % of net lot area)		
Buildings & Structures	60%	51%
Paved & Hard Surfaced Areas		
Total Site Coverage	60%	51%
<b>SETBACKS</b> ( in metres)		
Front	7.5 m	8.1 m
Rear	7.5 m	0.0 m
Side #1 (North)	7.5 m	7.6 m
Side #2 (South)	7.5 m	6.7 m
<b>BUILDING HEIGHT</b> (in metres/storeys)		
Principal	18 m	10.2 m
Accessory	6 m	n/a
<b>NUMBER OF RESIDENTIAL UNITS</b>		
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +		
Total		
<b>FLOOR AREA: Residential</b>		
<b>FLOOR AREA: Commercial</b>		
Retail		
Office		
Total		
<b>FLOOR AREA: Industrial</b>		8,560 sq.m.
<b>FLOOR AREA: Institutional</b>		
<b>TOTAL BUILDING FLOOR AREA</b>		8,560 sq.m.

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

## Development Data Sheet cont'd

Required Development Data	Minimum Required / Maximum Allowed	Proposed
DENSITY		
# of units/ha /# units/acre (gross)		
# of units/ha /# units/acre (net)		
FAR (gross)		
FAR (net)	1.00	0.51
AMENITY SPACE (area in square metres)		
Indoor		
Outdoor		
PARKING (number of stalls)		
Commercial		
Industrial	86 sq.m.	86 sq.m.
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed		
Residential Visitors		
Institutional		
Total Number of Parking Spaces	86	86
Number of disabled stalls	2	2
Number of small cars	n/a	2
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

Heritage Site	NO	Tree Survey/Assessment Provided	NO
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CONTOUR MAP FOR SUBJECT SITE

