

City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7907-0395-00

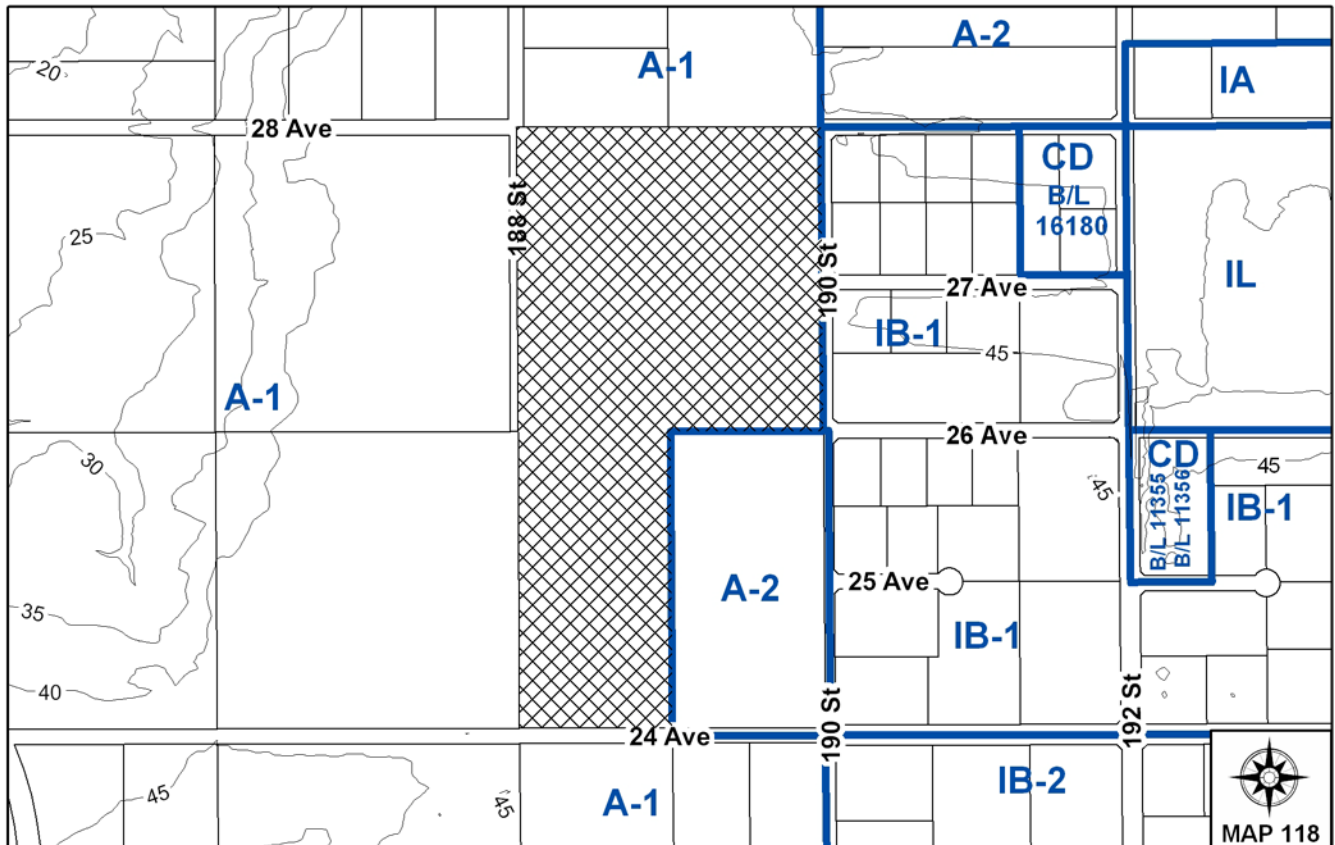
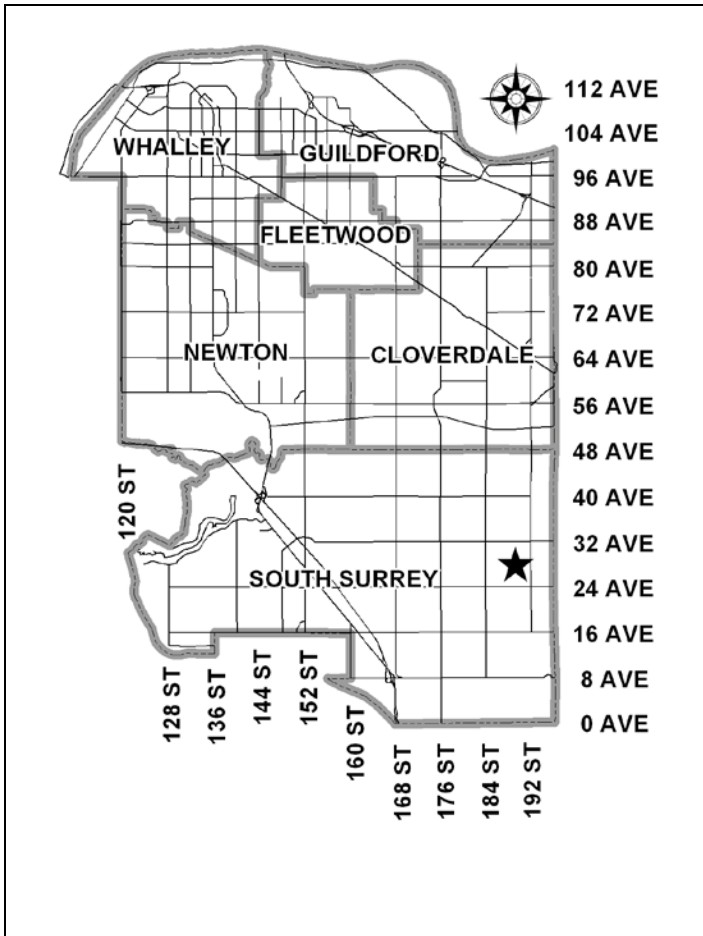
Planning Report Date: June 23, 2008

PROPOSAL:

- Rezoning from A-1 to IB-1
- Development Permit
- Development Variance Permit

in order to permit the development of a 39,160 square metre (421,000 sq.ft.) warehouse and distribution facility.

LOCATION: 18805 - 24 Avenue (Campbell Heights)
OWNER: 661903 British Columbia Ltd.
ZONING: A-1
OCP DESIGNATION: Industrial
LAP DESIGNATION: Technology Park or Business Park



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for Rezoning.
- Approval to draft Development Permit.
- Approval for Development Variance Permit to proceed to Public Notification.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Development Variance Permit to relax the vehicle parking requirement from 392 parking spaces to 270 parking spaces.
- Development Variance Permit to vary the permitted Loading/Unloading area to be increased by an additional 42 spaces to accommodate truck/trailer staging and fleet parking requirements.

RATIONALE OF RECOMMENDATION

- Complies with OCP Designation.
- Complies with the Campbell Heights Local Area Plan.
- The proposed vehicle parking variance is supportable as the applicant has demonstrated that peak parking demand based on the maximum employee shift requirements for this warehouse/distribution facility is adequately addressed.
- The proposed parking variance to allow increased truck loading/unloading bays is appropriate due to the cross-dock loading requirements of this facility, which include designated loading and unloading areas for different goods, thus necessitating staging of fleet trucks on site. The additional loading areas are mitigated by protection of on-site vegetation, screening of parking areas with landscaping and solid trellis features, and incorporation of sustainability components into the site and building.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to rezone the subject site from "General Agriculture Zone (A-1)" (By-law No. 12000) to "Business Park 1 Zone (IB-1)" (By-law No. 12000) and a date be set for Public Hearing.
2. Council authorize staff to draft Development Permit No. 7907-0395-00 in accordance with the attached drawings (Appendix II).
3. Council approve Development Variance Permit No. 7907-0395-00, (Appendix VII) varying the IB-1 Zone as follows, to proceed to Public Notification:
 - (a) to vary Part 47A, Section H.a to reduce the minimum requirement for off-street parking spaces from 392 to 270; and
 - (b) to vary Part 47A, Section H.2 to increase the maximum allowable number of loading spaces for fleet vehicles from 208 to 250.
4. Council instruct staff to resolve the following issues prior to final adoption:
 - (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 to the satisfaction of the Approving Officer;
 - (c) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (d) submission of a landscaping plan and landscaping cost estimate to the specifications and satisfaction of the City Landscape Architect;
 - (e) resolution of all outstanding design issues to the satisfaction of the Planning and Development Department;
 - (f) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
 - (g) registration of a Section 219 Restrictive Covenant for "no build" on a portion of 18805 - 24 Avenue and agreement to ensure future dedication and construction of 26 and 25 Avenues; and
 - (h) resolution of LEED Certification process and site and building sustainability elements.

REFERRALS

Engineering: The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as outlined in Appendix III.

SITE CHARACTERISTICS

Existing Land Use: Vacant 24 Ha (60 acre) parcel.

Adjacent Area:

Direction	Existing Use	OCP/NCP Designation	Existing Zone
North (Across 28 Avenue):	Agricultural.	Industrial/Business Park	A-1
East (Across 190 Street):	Industrial buildings in Campbell Heights Business Park.	Industrial/Technology or Business Park	IB-1
South (Across 24 Avenue):	Agricultural.	Industrial/Business Park	A-1
West:	Agricultural.	Industrial/Technology or Business Park	A-1

DEVELOPMENT CONSIDERATIONSBackground

- The subject site, located at 18805-24 Avenue, is approximately 24 ha (60 acres) in size, and is situated in the Campbell Heights Industrial Area between 24 and 28 Avenue, and between 188 Street road allowance (unopened) and 190 Street.
- The subject site is designated "Industrial" in the Official Community Plan (OCP), is zoned "General Agriculture (A-1) Zone", and is designed "Technology Park or Business Park" in the Campbell Heights Local Area Plan (LAP).

Campbell Heights Business Park

- The subject property is located outside of the Campbell Heights Business Park, or phase 1 of the Campbell Heights industrial area, which was approved by Council through an agreement with the Campbell Heights Group in 2003. The moratorium agreement on the approval of projects outside of Campbell Heights Business Park (Phase 1) expires on July 1, 2008. The subject application is the first project to proceed to Council for approval outside of the Campbell Heights Business Park (Phase 1) area and within the moratorium lands.

- The properties within the Campbell Heights Business Park (Phase 1) were pre-zoned and building design approval is being handled by a joint committee of staff and the Campbell Heights Group. All other land outside the Campbell Heights Business Park (Phase 1) area is subject to the regular Development Permit review process.

Proposal

Site and Facility

- The applicant proposes to rezone the site from "General Agricultural (A-1)" to "Business Park 1 (IB-1) Zone" and seeks a Development Permit for a 39,160 square metre (421,000 square foot) fresh and frozen grocery warehouse and distribution centre. The Development Application also includes a Development Variance Permit (DVP) to reduce the amount of required vehicle parking and to increase the maximum allowable truck parking under the Zoning By-law, which is described later in this Report.
- The facility will form part of the Loblaw Company Supply Chain and is proposed to meet expansion criteria for Western Canada and the Lower Mainland. This facility features specialized, cross-dock loading and unloading distribution areas, and combines fast moving/high turnover perishable products (produce, dairy, meat and seafood), as well as frozen food.
- The proposed site coverage (17%) and building height (one-storey and a small mezzanine office space; 13.3 metre/44 ft.) is in compliance with the IB-1 Zone.
- The facility is proposed to occupy approximately the northerly 16 Ha (40 acres) of the 24 Ha (60 acre) site. The remaining 8 Ha (20 acres) will be retained for future expansion. The site plan indicates potential expansion to the existing buildings and additional building within the parking area in proximity to the main facility. Each of these will require separate Development Permit applications and Council approval in the future, and are not included in this Report.
- The facility is split into offices, freezer, inbound product and outbound product. The offices are located in the northeast portion of the building with another small transportation office on the west side of the building in a mezzanine area. The freezer area is located on the north side, and the produce, dairy and meat products are located between the inbound and the outbound loading doors.
- The applicant has proposed substantial landscaping on the perimeter of the site to break-up the large scale of the building which covers a substantial area. The landscaping, tree retention and green areas currently comprise approximately 20% of the 40 acre development site. Proposed landscaping treatments are described later in this report.

Access and On-site Circulation

- The site has two access locations: one for cars only on 190th Street and one on 28th Avenue. The 190th Street access is for employees and visitors to park in the main car parking lot in the northeast corner of the site adjacent to the office portion of the site. The 28th Avenue access is primarily a truck/distribution access at the northwest portion of the site, and provides car access to smaller car parking area in the northwest corner of the site that is oriented to accommodate the truck

distribution drivers.

- The 28 Avenue access provides a secure entry (a guardhouse/security gate provides control of the site) to the site.
- Site circulation and truck staging is specific to the cross-dock loading design of the building. Incoming product trucks enter the site, pass through security and proceed to the east side of the building where the goods are unloaded and redistributed within the facility to product-specific areas. Out-bound trucks are loaded on the west side of the building, staging in the additional parking spaces as required for their goods assembly, then pass through security and proceed to their outbound grocery store location.
- This type of cross-dock loading requires additional truck staging areas, however, it allows for the maximum efficiency in goods redistribution, providing for the best approach to grocery freshness and minimizing waste through staging and accurate distribution truck tracking.

Parking

- The applicant has proposed 270 car parking spaces on the site and 213 truck loading spaces. In addition, the applicant has proposed 37 truck/trailer staging spaces for fleet vehicles that are required to rotate on and off the site as required due to the cross-dock loading design. This proposal requires a Development Variance Permit, and is discussed in detail below.

Employment Generation

- The applicant advises that the distribution facility is expected to employ approximately 280 full-time equivalent (FTE) positions in three (3) daily shifts in 2010. After expansion (anticipated by 2017), the distribution facility is expected to employ approximately 346 FTE positions. The applicant also advises that other employment created by the facility, such as the 73 truck driving positions associated with distribution and additional contract staff required for maintenance of the facility and grounds, will also add to the employment multiplier effect in Campbell Heights.

Roads and Servicing

- The applicant has undertaken a Transportation Impact Study (TIS) to evaluate the impact of their project on the surrounding area road network. The TIS determined the traffic generation to be approximately 200 trucks and 200 employee vehicles per day through the 24 hour period. It is not expected that these vehicles will be in conflict with peak hour traffic due to shift patterns (7 a.m. to 3 p.m., 3 p.m. – 11 p.m., 11 p.m. to 7 a.m.). The Study findings, including access points, and surrounding road requirements, have been accepted by the Engineering Department and are being implemented by the applicant.
- The applicant is required to dedicate and build, where required at this time, all the roads fronting the site, including 24 Avenue, 25 Avenue, 28 Avenue, 188 Street, and 190 Street. An additional road, 26 Avenue, is subject to future analysis due to the possible future expansion of the facility to the south, and therefore will be protected by a statutory right-of-way rather than dedicated at this time.

- Site servicing, including all frontage works, will be required to be constructed in accordance with City By-laws and requirements. The most notable item is the construction of the main sanitary sewer system for Campbell Heights. Other than the sanitary sewer, the services are in close proximity and the applicant will extend them to the site as required. The completion of the sanitary sewer, which relies on completion of additional off-site requirements, will need to be resolved prior to final adoption.
- The Campbell Heights LAP requires both on-site and off-site stormwater drainage systems for infiltration to the ground, and exfiltration (cleaning, collection into a porous pipe system and exfiltration into the ground). This ensures that the site maintains pre-development conditions for storm water and continues to recharge groundwater in the area.

Tree Preservation

- An Arborist Report was prepared by Mike Fadum and Associates Ltd., and updated on June 9, 2008 to reflect the most current site plan. Approximately 85% of the site has been previously crop-farmed and thus the property consists primarily of tilled land with relatively little tree cover.
- The tree inventory consists of a mixed stand of native coniferous and deciduous species at the northwest corner, including a Douglas fir dominated hedgerow. Two other hedgerows are also on the site: on the north and along proposed 26 Avenue. The remaining trees on the site are groups of indigenous deciduous species colonizing small areas with structural characteristics that leave them unsuitable for preservation (such as high canopies and limited trunk taper with leans and declining tops).
- All three Douglas fir hedgerows conflict with proposed roads. Approximately 124 trees are within the road rights-of-way for 188 Street, 28 Avenue and 26 Avenue. However, given the current uncertainty related to 26 Avenue, the hedgerow located within this alignment will be reviewed for retention should the road not be required.
- The number of protected trees identified on the site is 229 (40 acres covered by the development permit application). None were considered hazardous. The applicant proposes to remove 192 trees, retaining 37 on site. The applicant is required to replace 345 trees; however, 712 replacement trees are proposed, which is more than double the number required, resulting in a total of 749 trees on the site.
- Tree preservation efforts focused on the northwest corner of the site where a large tree grouping could be retained in park-like conditions with relatively little disturbance. The following table provides a summary of trees on site by species:

Tree Species	Total Number on Site	Retained	Removed
Bigleaf Maple	7	1	6
Black Cottonwood	30	2	28
Cherry	3	2	1
Douglas Fir*	107	6	101
Maple	1	1	0
Linden	1	1	0
Paper Birch	24	2	22
Red Alder	12	1	11

Tree Species	Total Number on Site	Retained	Removed
Shore Pine	1	1	0
Trembling Aspen	1	0	1
Western Hemlock	1	0	1
Western Redcedar	40	20	20
Willow	1	0	1
TOTAL	229	37	192

* 84 of the protected Douglas Fir are within the roads. The 28 fir located in the 26th Avenue statutory right-of-way will be reviewed for retention if the road is not required.

Design Review

Campbell Heights Design Guidelines

- In addition to the Official Community Plan (OCP) Guidelines for Industrial developments, the Campbell Heights LAP Design Guidelines and the more detailed Campbell Heights Business Park Design Guidelines were referenced in order to evaluate the proposed design for the subject site. The Advisory Design Panel (ADP) reviewed the proposal on April 10, 2008, and recommendations for changes to address design deficiencies were noted at that time. Adjustments to the site design in response to ADP comments have been completed by the applicant's architect, and are discussed below. However, some outstanding design issues remain as noted below, and these will have to be satisfactorily addressed prior to final approval.

Design Proposal and Review

- The building has been oriented to the major streets (28 Avenue and 190 Street) and interface with the existing buildings in the Campbell Heights Business Park east of 190 Street, with the primary public functions located at the front of the building (the northeast corner of the site).
- The main vehicular site entry on 190 Street is enhanced with a combination of landscaping, special entry paving, and a feature wall to screen truck loading areas.
- The building has been setback substantially from 28th Avenue in part to address the scale of the building adjacent to the street.
- The main structure of the building is a pre-fabricated insulated metal panel system in vertical strips within a metal frame structural column. The metal panel system is in alternating grey panel and beige panel, with some horizontality built in through panel reveals and colour enhancement of the metal frame.
- The building has higher quality finishes towards 28 Avenue and 190 Street, consisting of exterior architectural concrete block in limestone grey and beige on the base (to approximately 6.0 metres (20 ft.) with windows and spandrel glass that glaze the northeast and north of the building.
- The building has varying roof heights along the exterior walls to break up the massing and provide some variation in volumes expressed to the street.

- A metal canopy finished in a red accent covers the main entrance to the building. This element is provided at the roof at corners and around different building components, providing visual interest at the roof line, which, given the substantial perimeter landscaping, will be the main consistent expression of the building in the future.
- The substantial roof top mechanical units, required for a building with this refrigeration and heat capture components, are proposed to be screened with the same panels as the building.
- The loading doors are proposed to be finished in concrete colour.
- Lighting has been proposed to be decorative around the main entry and dark-sky compliant full cut-off fixtures to minimize light pollution off-site while maintaining security on the site.
- As part of the approach to address screening the loading areas, the applicant has proposed a number of architectural walls/trellises that extend past and around the building to screen the loading doors, adjacent loading areas and parking areas beyond. In addition, the applicant proposes green-screen walls, living screen walls that utilize landscaping and vines rather than concrete materials. The screening is done in conjunction with landscaping features, such as berming.
- The key features of the landscaping includes retention of the existing treed area in the northwest corner, and the installation of a heavily landscaped perimeter area, including feature wall screens and landscaped berming to address the current site conditions and the proposed building.
- The proposed landscaping is a fully treed (mainly conifer with some deciduous) perimeter on top and around raised berm, with the screen and green walls strategically interspersed with the landscaping to provide a green edge to the site. The trees are underplanted with a variety of shrubs, grasses and groundcover for a layered effect.
- The landscaping includes the concept of 'rain-gardens' as bio-swales. These are stormwater infiltration areas at the edges of parking lots that are depressed and landscaped to catch stormwater. The planting itself captures pollutants and acts as a natural filter for infiltrating stormwater. Excess water from the roof and that which exceeds the bio-swale capacity is captured through manholes fitted with stormceptres (oil water separators to filter pollutants from the water) and is directed into a porous pipe system (exfiltration system) which releases water through the pores into the ground around the pipe.
- Fencing is proposed a black-coated chain link and posts to provide an 'invisible' site secure perimeter.
- Campbell Heights Design Guidelines emphasize architectural treatments of site corners in the absence of the building being located at the corner. The two main intersections of the site with adjacent buildings, 190 Street and 28 Avenue and 190 Street and 26 Avenue, are proposed with three-dimensional elements and pedestrian-oriented corner elements.
- Site signage is relatively low profile, using painted tilt-up concrete panels of 2.6 metres in height at the main entries with cast-in letters.

Outstanding Design Requirements

- Achieving compatibility with the surrounding standard of design in Campbell Heights Business Park has been challenging with for the proposed building due to its substantial scale and unique construction requirements. Although improvements to the site and building design have been completed as per staff and ADP direction, a number of key design issues remain outstanding and will require resolution prior to final adoption of the rezoning by-law and approval of the Development Permit. These items are:
 - Addressing the expression of the functions of each portion of the building;
 - Finish materials;
 - Colour use;
 - Articulation along the facades;
 - Treatment of large roof-top units; and
 - Details of feature elements and landscaping.

Sustainability Features

Wildlife and Habitat Assessment

- The site is currently 85% previously worked crop farm land with scattered tree clusters and two small ponds with no creek connectivity and therefore no identified Department of Fisheries and Oceans (DFO) value. A Wildlife and Habitat Assessment was completed for the site and no species at risk were identified, no raptor nests were identified, and the habitat value of the site was deemed limited. The City recommends that the applicant review the site and provide species impact mitigation prior to construction on the site.

Site and Building Design

- The applicant has agreed to progress through LEED Certification for the proposed building. The proposed LEED Certification is a significant introductory step to ensure developments in Campbell Heights will provide adequate levels of energy and environmentally sustainable designs. The provision of these design features is ensured through the LEED Certification process.
- The LEED Certification process uses a points-based rating system to assess building and site design against recognized sustainable measures and the applicant has reviewed their proposal with the rating system.
- The applicant has incorporated the following sustainable features in the proposed development:
 - Site siltation control;
 - Bio-swales and groundwater recharge;
 - Construction waste recycling
 - Drought resistant landscaping;
 - Stormceptre – pollutant filter;
 - Recycled steel;
 - Low volume plumbing fixtures;
 - Fluorescent lighting in non-refrigerated portions;

- Energy management system;
 - Lighting sensors;
 - Refrigeration control;
 - Cut-off exterior fixtures;
 - Low-E windows;
 - Ozone protection HVAC, no HCFC and high efficiency system;
 - Low/No-VOC and formaldehyde-free interior paint;
 - Solvent free adhesives (inside);
 - Permanent entry systems;
 - On-site recycling bins and area; and
 - Grease interceptors.
- In addition, the applicant has also committed to include additional measures to meet or exceed the minimum certification required for LEED Certification. These may include, but not necessary limited to:
 - Bike storage and showers for 5% of building occupants;
 - Use of low cut-off fixtures so that no illumination leaves the site;
 - 10% of construction using local materials;
 - Use of CO2 sensors in HVAC system;
 - Construction management plans meeting guidelines;
 - Additional roof treatment;
 - Confirmation of no added urea-formaldehyde residues in composite wood and agri-fibre products; and
 - Resolution of LEED Certification process and site and building sustainability elements are required before final adoption of the rezoning by-law.

Public Information Meeting

- The applicant held a Public Information Meeting on May 14, 2008 at East Kensington Elementary School from 5:00 p.m. to 8:00 p.m.
- Seventeen (17) people representing seventeen (17) households signed in; eight (8) persons submitted comment sheets:
 - Three (3) were in favour of the project; and
 - Five (5) were not in favour of the project
- The concerns expressed on the comments sheets were as follows:
 - The number of trucks associated with the development and transportation infrastructure in the area.

The use is consistent with uses in Campbell Heights Industrial Area and those permitted in the Business Park Zones. The Traffic Impact Study undertaken by Ward Consulting identifies required upgrades to the transportation system in the area which connect with designated Truck Routes. Specific to congestion concerns, the peak truck traffic volumes

are in off-peak hours (Friday and Saturday nights are busiest with 16 trucks leaving facility in the 7 pm – 8 pm period).

- The loss of agricultural land.

According to the applicant, the subject property has not been farmed for a number of years and the soils have been described as limited for agriculture due to the need for frequent fertilization including this site and irrigation (Luttmerding 1981). The Campbell Heights Business Park lands were never within the boundaries of the Agricultural Land Reserve and have been designated for industrial use in the Official Community Plan for more than twenty years.

PRE-NOTIFICATION

Pre-notification letters were sent on April 23, 2008 and no concerns were received.

ADVISORY DESIGN PANEL

The project was reviewed at the April 10, 2008 ADP Meeting.

There are several elements of the project left to be resolved, as documented in this report, and will be addressed prior to final approval.

BY-LAW VARIANCES AND JUSTIFICATION

(a) Requested Variance:

- Relaxation of minimum vehicle parking requirement from 392 to 270.

Applicant's Reasons:

- The 270 spaces can accommodate peak employee and visitor requirements as the facility operates on three shifts.

Staff Comments:

- A detailed analysis of maximum number of parking required for this warehouse operation on a per shift basis has been undertaken. This analysis indicates that a maximum 245 workers will be on site at one time (two main shifts overlapping) after the Phase 2 expansion, leaving 25 stalls for visitors. The 270 spaces, therefore, are deemed adequate for peak requirements for this type of warehouse/distribution facility.
- Fewer stalls will allow for more green space and landscaping on the site, which is approximately 20% of the site.

(b) Requested Variance:

- Increase the maximum number of maximum permitted loading/unloading spaces from 208 to 250.

Applicant's Reasons:

- To accommodate truck staging and fleet parking requirements.

Staff Comments:

- The IB-1 Zone allows additional areas for loading/unloading of trucks, provided that the number of additional truck stalls does not exceed the number of loading docks on the building, and that these be screened from the road. Appropriate screening for the truck stalls is provided.
- The additional truck stalls are required due to the cross-dock loading design of this facility, which requires more staging areas due to the assignment of specific product loading and unloading on the site.
- The applicant has revisited this issue several times with professional analysis at staff's request. The parking/staging areas have been reduced as part of the response to concern. The applicant advises that no additional reduction can be made without affecting site operations.
- The applicant is introducing substantial landscaping to compensate as well as wall screens along the perimeters of the lot.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets and Survey Plan
Appendix II.	Proposed Site Plan, Building Elevations Landscape Plans and Perspective
Appendix III.	Engineering Summary
Appendix IV.	Summary of Tree Survey and Tree Preservation
Appendix V.	ADP Comments and Applicant's Response
Appendix VI.	Campbell Heights Local Area Plan Review Land Use concept
Appendix VII.	Development Variance Permit No. 7907-0395-00

INFORMATION AVAILABLE ON FILE

- Environmental Report prepared by Ken Summers, Biological Services dated November 21, 2007.
- Traffic Study prepared by Ward Consulting dated May 2008.
- Complete Set of Architectural and Landscape Plans prepared by Turner Fleischer and DMG Landscape Architects, respectively, dated June 18, 2008.

Jean Lamontagne
General Manager
Planning and Development

TW/kms

v:\wp-docs\planning\plncom08\06160922.tw.doc
KMS 6/16/08 9:53 AM

Information for City Clerk

Legal Description and Owners of all lots that form part of the application:

1. (a) Agent: Name: Oleg Verbenkov, Pacific Land Group
 Address: #101 - 7485 - 130 Street
 Surrey, BC
 V3W 1H8
 Tel: 604-501-1624

2. Properties involved in the Application

- (a) Civic Address: 18805 - 24 Avenue
- (b) Civic Address: 18805 - 24 Avenue
 Owner: 661903 British Columbia Ltd., Inc. No. 0661903
 Director Information:
 David C.S. Longcroft
 David L. Mydske

Officer Information: (as at January 13, 2007)

David C.S. Longcroft (Secretary)
David L. Mydske (President)

PID: 009-190-155
West Half of the South East Quarter Section 21 Township 7 Except: East Half
of the South Half, New Westminster District

3. Summary of Actions for City Clerk's Office

- (a) Introduce a By-law to rezone the property.
- (b) Proceed with Public Notification for Development Variance Permit No. 7907-0395-00.

DEVELOPMENT DATA SHEET

Proposed/Existing Zoning: A-1 to IB-1

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total	n/a	24.16 ha (59.70 ac)
Road Widening area	n/a	2.68 ha (6.63 ac)
Undevelopable area	n/a	-
Net Total	min. 0.5 acres	21.48 ha (53.07 ac)
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	max. 45%	17.64%
Paved & Hard Surfaced Areas		(25.18%)
Total Site Coverage	max. 45%	17.64%
SETBACKS (in metres)		
Front (North)	min. 16.0/7.6 m	31.9 m
Rear (South)	7.5 m	61.7 m
Side #1 (East)	9.0 m/7.5 m	59.2 m
Side #2 (West)	7.5 m	170.4 m
BUILDING HEIGHT (in metres/storeys)		
Principal	max. 14 m	13.97 m
Accessory	max. 6.0 m	-
NUMBER OF RESIDENTIAL UNITS	n/a	n/a
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +		
Total		
FLOOR AREA: Residential	n/a	n/
FLOOR AREA: Commercial		
Retail		
Office		
Total		
FLOOR AREA: Industrial	max. 59.70 ac	39,160 m ² (421,000 sq.ft.)
FLOOR AREA: Institutional	n/a	n/a
TOTAL BUILDING FLOOR AREA		89,160 m ² (421,000 sq.ft.)

*** 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)		
AMENITY SPACE (area in square metres)		
Indoor		
Outdoor		
PARKING (number of stalls)		
Commercial	-	-
Industrial	min. 392	270 (car) 250 (truck)
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed		
Residential Visitors		
Institutional		
Total Number of Parking Spaces		270 (car) 250 (truck)
Number of disabled stalls		4
Number of small cars		0
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

Heritage Site	NO	Tree Survey/Assessment Provided	YES
---------------	----	---------------------------------	-----