PROPOSAL:
- Development Permit
- Development Variance Permit
to permit the development of a 7,045 square metre purpose-built single-tenant cold storage facility.

LOCATION: 18745 – 24 Avenue
ZONING: CD (By-law No. 17536)
OCP DESIGNATION: Mixed Employment
LAP DESIGNATION: Technology Park or Business Park and Landscaping Strips
RECOMMENDATION SUMMARY

- File Temporary Use Permit No. 7920-0317-00 and close Land Development Application No. 7920-0317-00 and all applications associated with this project.

- Approval to draft Development Permit for Form and Character, Sensitive Ecosystems, and Farm Protection.

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

DEVIAITION FROM PLANS, POLICIES OR REGULATIONS

- The applicant is proposing to reduce the setback and building height requirements of the CD Zone (By-law No. 17536) and to reduce the industrial parking rate for the cold storage floor area.

RATIONALE OF RECOMMENDATION

- A previous Development Application (7920-0317-00) for the subject site proposed a Temporary Use Permit to allow truck parking. Following Council’s direction at the March 8, 2021, Regular Council Land Use meeting to bring forward a Temporary Use Permit application on the subject site for support, the property was purchased by new owners who did not wish to pursue the Temporary Use Permit, instead opting to develop the site in keeping with the intended land use in the Campbell Heights Local Area Plan (LAP).

- The proposal complies with the Mixed Employment designation in the Official Community Plan (OCP).

- The proposal complies with the Technology Park or Business Park and Landscaping Strips designation in the Campbell Heights LAP.

- The proposal complies with the Mixed Employment designation in the Metro Vancouver Regional Growth Strategy (RGS).

- The proposal generally complies with the Development Permit requirements in the OCP for Sensitive Ecosystems (Streamside Areas and Green Infrastructure Areas).

- The proposal complies with the Development Permit requirements in the OCP for Farming Protection.

- The proposal generally complies with the Development Permit requirements in the OCP for Form and Character.

- The proposed variance for rear yard building setback will not negatively impact the existing industrial development to the north.
• The proposed variance to increase the building height is required to operate the automated system that has been designed for the proposed cold storage warehouse. The increased building height represents one form of industrial intensification as identified in the Official Community Plan (OCP) and general employment intensification trends in the region.

• 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.
RECOMMENDATION

The Planning & Development Department recommends that:

1. Council file Temporary Use Permit No. 7920-0317-00 and close Land Development Application No. 7920-0317-00 and all applications associated with this project.

2. Council authorize staff to draft Development Permit No. 7921-0354-00 generally in accordance with the attached drawings (Appendix I) and the draft Ecosystem Development Plan.

3. Council approve Development Variance Permit No. 7921-0354-00 (Appendix III) varying the following, to proceed to Public Notification:

   (a) to reduce the minimum north (rear) yard setback of the CD Zone (By-law No. 17536) from 7.5 metres to 3.6 metres to the principal building face;

   (b) to vary the maximum building height of the CD Zone (By-law No. 17536) allowed from 14 metres to 20.2 metres; and

   (c) to reduce the rate at which parking is calculated for industrial floor area associated with the cold storage facility from 1 parking space per 100 square metres to 0.26 parking spaces per 100 square metres.

4. 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) resolution of all urban design issues to the satisfaction of the Planning and Development Department;

   (c) submission of a finalized landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;

   (d) submission of a finalized Ecosystem Development Plan to the satisfaction of City staff;

   (e) registration of a Section 219 Restrictive Covenant requiring additional parking spaces should the use on the property change in the future;

   (f) registration of a Section 219 Restrictive Covenant for "no build" over, and installation and maintenance of, the Green Infrastructure landscape buffer; and

   (g) registration of a Section 219 Restrictive Covenant advising future homeowners of the potential farm operations of the adjacent agricultural lands.
## SITE CONTEXT & BACKGROUND

<table>
<thead>
<tr>
<th>Direction</th>
<th>Existing Use</th>
<th>LAP Designation</th>
<th>Existing Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subject Site</td>
<td>Vacant</td>
<td>Technology Park or Business Park</td>
<td>CD (By-law No. 17536)</td>
</tr>
<tr>
<td>North:</td>
<td>Existing industrial building</td>
<td>Technology Park or Business Park</td>
<td>CD (By-law No. 17536)</td>
</tr>
<tr>
<td>East:</td>
<td>Existing Industrial building</td>
<td>Technology Park or Business Park and Landscaping Strips</td>
<td>CD (By-law No. 17536)</td>
</tr>
<tr>
<td>South (Across 24 Avenue):</td>
<td>Agricultural Land Reserve</td>
<td>Technology Park or Business Park</td>
<td>A-1</td>
</tr>
<tr>
<td></td>
<td>agricultural property</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West (Across ROW):</td>
<td>Vacant industrial-zoned property.</td>
<td>Technology Park or Business Park</td>
<td>CD (By-law No. 17536)</td>
</tr>
</tbody>
</table>

### Context & Background

- The subject site is approximately 1.31 hectares in size and is located at the western boundary of Campbell Heights along 24 Avenue.

- The site is designated "Mixed Employment" in the Official Community Plan (OCP) and "Technology Park or Business Park" and "Landscaping Strips" in the Campbell Heights Local Area Plan (LAP).

- The subject site was rezoned to "Comprehensive Development Zone (CD By-law 17536)" under Development Application No. 7910-0301-00, which received Final Adoption on November 5, 2012.

- Development Application No. 7910-0301-00 also included a subdivision, which created the subject lot as well as a statutory north-south right-of-way along the subject site’s western boundary, which provides ultimate access to the site from 24 Avenue and connecting to 25 Avenue.
DEVELOPMENT PROPOSAL

Planning Considerations

- The applicant proposes a Development Permit and Development Variance Permit to permit the construction of a 7,045 square metre purpose-built single tenant cold storage facility.

<table>
<thead>
<tr>
<th>Lot Area</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Site Area:</td>
<td>1.3 ha</td>
</tr>
<tr>
<td>Road Dedication:</td>
<td>n/a</td>
</tr>
<tr>
<td>Undevelopable Area:</td>
<td>n/a</td>
</tr>
<tr>
<td>Net Site Area:</td>
<td>1.3 ha</td>
</tr>
<tr>
<td>Number of Lots:</td>
<td>1</td>
</tr>
<tr>
<td>Building Height:</td>
<td>20.2 metres</td>
</tr>
<tr>
<td>Unit Density:</td>
<td>n/a</td>
</tr>
<tr>
<td>Floor Area Ratio (FAR):</td>
<td>0.54</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Floor Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial:</td>
</tr>
<tr>
<td>Office:</td>
</tr>
<tr>
<td>Total:</td>
</tr>
<tr>
<td>6,209 square metres (plus 181 square metres of stairways)</td>
</tr>
<tr>
<td>655 square metres</td>
</tr>
<tr>
<td>7,045 square metres</td>
</tr>
</tbody>
</table>

Referrals

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

Surrey Fire Department: No concerns.

Agriculture, Environment, and Investment Advisory Committee (AEIAC): The subject application was sent to the AEIAC for information purposes only and therefore, there are no comments.

Advisory Design Panel: The application was not subject to review by the ADP but was reviewed by staff and found satisfactory.

Transportation Considerations

- The subject development will be accessed via a statutory right-of-way that connects 24 Avenue to 25 Avenue. Two driveway accesses to the loading court and passenger vehicle parking area is proposed from the right-of-way.

- The subject development is proposing to provide 33 passenger vehicle parking stalls on the site. Based on the Zoning By-law parking rate for "industrial" and "office" uses, a total of 79 parking stalls is required on the site.
The proposed parking meets the Zoning By-law required for the related office use area. However, due to the automated nature of the facility, the warehouse cold storage component of the building requires less staff than what is needed for a typical distribution warehouse.

The applicant has provided a Parking Study prepared by Bunt and Associates Engineering Ltd. in support of the proposed parking variance. The applicant has also confirmed that at peak demand, there will be a maximum of 15 office employees and 15 warehouse employees. The additional stalls are intended to provide additional visitor stall spaces or room for future business growth.

Based on the proposed 33 parking stalls, the applicant proposes to vary the parking rate for “industrial” uses from 1 parking space per 100 square metres to 0.26 parking spaces per 100 square metres.

Should the proposed use for the subject site change in the future, the site would need to meet the parking requirement associated with the new use.

The proposed reduced parking rate will allow the applicant to better utilize the entirety of the site for the industrial use, meeting the policy recommendations in the Official Community Plan and trends in the region for employment intensification.

The subject site is approximately 50 metres from a bus stop at the corner of 24 Avenue and 188 Street. TransLink Bus Route No. 531 runs along 24 Avenue connecting to White Rock to the west and Willowbrook to the east.

In support of the proposed variance to the parking rate, the applicant has agreed to construct the sidewalk on the north side of 24 Avenue fronting the subject site to connect with the existing bus stop at the corner of 24 Avenue and 188 Street as a means of providing convenient access to the bus stop.

On 24 Avenue there are currently both eastbound and westbound dedicated bicycle lanes, which connect to 184 Street and 192 Street and elsewhere within the Campbell Heights Business Park.

Sustainability Considerations

The applicant has met all of the typical sustainable development criteria, as indicated in the Sustainable Development Checklist.

In addition, the applicant has committed to providing a high-albedo roof with a Solar Reflectance Index (SRI) of a minimum value of 0.75.

POLICY & BY-LAW CONSIDERATIONS

Regional Growth Strategy

The proposal complies with the "Mixed Employment" land use designation in the Metro Vancouver Regional Growth Strategy (RGS).
Official Community Plan

Land Use Designation

- The proposal complies with the "Mixed Employment" land use designation in the Official Community Plan.

Themes/Policies

- B6.6 – Design buildings to enhance the activity, safety and interest of adjacent public streets, plazas, and spaces.

  (The proposed development is oriented towards 24 Avenue with expansive two-level glazing at the southwest corner of the building and there are also two employee amenity areas along this frontage.)

- C2.38 – Ensure the loading and on-site access of goods delivery vehicles is considered in conjunction with the overall site design.

  (The proposed loading court is partially visible to the public realm along 24 Avenue and the statutory right-of-way lane. To address this issue, the applicant proposes a 4.2 metre tall concrete screen wall along 24 Avenue and a 2.5 metre tall continuous decorative screen wall in corrugated metal along the right-of-way.)

- E1.5 – Encourage the full utilization and efficient use of industrial and other employment lands in order to maximize jobs and economic activity per hectare; and

- E1.7 – Develop flexible zoning regulations and bylaws to support more intensive use of existing employment lands.

  (The proposed variances to building height, the rear yard setback, and parking will ensure efficient use of the lands thereby maximizing the jobs and economic activity per hectare without the need for unnecessary additional parking. The building height increase, setback reduction, and parking reduction will allow for employment intensification and is consistent with recommendations in the Official Community Plan and trends in the region.)

- E1.20 – Encourage the continued expansion of high-tech, research and development and light manufacturing to locate within the Mixed Employment areas that are accessible to major transportation corridors and/or frequent transit services.

  (The proposed development is compatible with the Mixed Employment designation and builds upon the employment lands in Campbell Heights. The subject site is also located near the major transportation corridors of 24 Avenue, Highway 15, and 192 Street and is also near two border crossings. Transit service is provided along 24 Avenue through TransLink bus route no. 531 and new east-west cycle tracks will be implemented in the long-term along 24 Avenue providing dedicated cycling infrastructure.)
- E1.31 – Support and encourage the high-quality, environmentally responsible, sustainable development of employment lands.

(The development proposes to preserve a 17.2 metre-wide corridor fronting 24 Avenue as a Green Infrastructure Network Corridor, in keeping with the Biodiversity Conservation Strategy.)

Secondary Plans

Land Use Designation

- The proposal complies with the “Technology Park or Business Park” and “Landscaping Strips” land use designations in the Campbell Heights Local Area Plan.

Themes/Objectives

- 6.5.1.4 – Design Guidelines: Business Park – The use of glass and high-quality materials and finishes is required of buildings facing the street. Blank walls should be avoided.

(The proposed development incorporates expansive two-level glazing at the southwest corner of the building where the office component is located. While the remainder of the 24 Avenue frontage is made up of concrete tilt-up panels, this frontage is enlivened by the pattern of coloured-concrete tilt-up.)

- 6.5.1.4 – Design Guidelines: Business Park – The exterior of buildings should be coordinated in the design on all elevations, with regard to colours, materials, architectural form, and detailing to achieve design harmony and continuity.

(The proposed development is architecturally coordinated with a modern appearance that promotes harmony through its use of cladding materials, colours, glazing, signage, and landscaping.)

CD By-law

- The table below provides an analysis of the development proposal in relation to the requirements of the existing CD By-law No. 17536, and parking requirements.

<table>
<thead>
<tr>
<th>CD Zone (By-law No. 17536)</th>
<th>Permitted and/or Required</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floor Area Ratio:</td>
<td>1.0</td>
<td>0.54</td>
</tr>
<tr>
<td>Lot Coverage:</td>
<td>60%</td>
<td>49.6%</td>
</tr>
<tr>
<td>Yards and Setbacks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (South):</td>
<td>16.0 m/7.5 m</td>
<td>18.0 m</td>
</tr>
<tr>
<td>Side (East):</td>
<td>7.5 m or 3.6 m for one side if abutting industrial</td>
<td>3.6 m</td>
</tr>
<tr>
<td>Side (West):</td>
<td>7.5 m</td>
<td>39.4 m</td>
</tr>
<tr>
<td>Rear (North):</td>
<td>7.5 m</td>
<td>3.6 m</td>
</tr>
<tr>
<td>Height of Buildings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Principal buildings:</td>
<td>14 m</td>
<td>20.2 m</td>
</tr>
</tbody>
</table>
CD Zone (By-law No. 17536)  | Permitted and/or Required | Proposed
--- | --- | ---
Accessory buildings: | 6 m | n/a
Streamside (Part 7A) | Required | Proposed
Streamside Setbacks
Class B (yellow-coded) Stream: | 15 m | >15 m
Parking (Part 5) | Required | Proposed
Number of Stalls
Industrial: | 62.1 | 16.6
Office | 16.4 | 16.4
Total: | 79 | 33
Small (%): | 28 (max 35% permitted) | 10 (30%)
Bicycle Spaces
Employee/Visitor: | n/a | 3

Setback, Height, and Parking Variances

- The applicant is requesting the following variances:
  
  (a) to reduce the minimum north (rear) yard setback of the CD Zone (By-law No. 17536) from 7.5 metres to 3.6 metres to the principal building face;

  (d) to vary the maximum building height of the CD Zone (By-law No. 17536) allowed from 14 metres to 20.2 metres; and

  (g) to reduce the rate at which parking is calculated for industrial floor area associated with the cold storage facility from 1 parking space per 100 square metres to 0.26 parking spaces per 100 square metres.

- The proposed variance for the rear yard building setback will not negatively impact the existing industrial development to the north.

- The proposed variance to increase the building height is required to operate the automated system that has been designed for the proposed cold storage warehouse. The increased building height represents one form of industrial intensification as identified in the Official Community Plan and general employment intensification trends in the region.

- The subject development is proposing to provide 33 passenger vehicle parking stalls on the site. Based on the Zoning By-law parking rate for “industrial” and “office” uses, a total of 79 parking stalls is required on the site. 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 parking meets the Zoning By-law required for the related office use area. However, due to the automated nature of the facility, the warehouse cold storage component of the building requires less staff than what is needed for a typical distribution warehouse.
• The applicant has provided a Parking Study prepared by Bunt and Associates Engineering Ltd. in support of the proposed parking variance. The applicant has also confirmed that at peak demand there will be a maximum of 15 office employees and 15 warehouse employees. The additional stalls are intended to provide additional visitor stall spaces or room for future business growth.

• Based on the proposed 33 parking stalls, the applicant proposes to vary the parking rate for "industrial" uses from 1 parking space per 100 square metres to 0.26 parking spaces per 100 square metres.

• Should the proposed use for the subject site change in the future, the site would need to meet the parking requirement associated with the new use.

• The proposed reduced parking rate will allow the applicant to better utilize the entirety of the site for the industrial use, and represents one form of industrial intensification as identified in the Official Community Plan and general employment intensification trends in the region.

• In support of the proposed variance to the parking rate, the applicant has agreed to construct the sidewalk on the north side of 24 Avenue fronting the subject site to connect with the existing bus stop at the corner of 24 Avenue and 188 Street as a means of providing alternative transportation options.

• Staff support the requested variances to proceed for consideration.

PUBLIC ENGAGEMENT

• The Development Proposal Sign was installed on June 23, 2022. Staff did not receive any responses from neighbouring residents or businesses.

DEVELOPMENT PERMITS

Sensitive Ecosystems (Streamside Areas) Development Permit Requirement

• The subject property falls within the Sensitive Ecosystems Development Permit Area (DPA) for Streamside Areas in the OCP, given the location of an existing Class B (yellow-coded) watercourse (Erickson Creek) to the west. The Sensitive Ecosystems (Streamside Areas) Development Permit is required to protect aquatic and terrestrial ecosystems associated with streams from the impacts of development.

• In accordance with Part 7A Streamside Protection setbacks of the Zoning By-law, a Class B (yellow-coded) watercourse requires a minimum streamside setback of 15 metres, as measured from the top of bank. The proposed setbacks comply with the requirements outlined in the Zoning By-law.
The riparian area associated with Erickson Creek was previously protected through Development Application No. 7910-0301-00, which relocated the watercourse to its current location west of the adjacent property located at 18699 – 25 Avenue, was protected through conveyance of land to the City. The watercourse is beyond the streamside setbacks outlined in Part 7A of the Zoning By-law and therefore, no further protection is needed through this application.

An Ecosystem Development Plan, prepared by Richard Couture, R.P. Bio., of EXP Services Inc. and dated April 29, 2022, was reviewed by an independent peer reviewer (Matt McTavish of McTavish Resource & Management Consultants Ltd.) and staff and found to be generally acceptable, with modifications to some details, content and format of the report still required. The finalized report and recommendations will be incorporated into the Development Permit.

**Sensitive Ecosystems (Green Infrastructure Areas) Development Permit Requirement**

- The subject property falls within the Sensitive Ecosystems DPA for Green Infrastructure Areas in the OCP, given the location of a Biodiversity Conservation Strategy (BCS) Green Infrastructure Network (GIN) Corridor located along the southern side of 24 Avenue. The Sensitive Ecosystems (Green Infrastructure Areas) Development Permit is required to protect environmentally sensitive and/or unique natural areas from the impacts of development.

- The City of Surrey Biodiversity Conservation Strategy (BCS) Green Infrastructure Network (GIN) map, adopted by Council on July 21, 2014 (Corporate Report No. R141; 2014), identifies a Regional BCS Corridor within the subject site, in the Campbell Heights BCS management area, with a Medium ecological value.

- The BCS further identifies the GIN area of the subject site as having a Moderate habitat suitability rating, derived from species at risk presence, species accounts and known ecosystem habitat inventories. The BCS recommends a target Corridor width of 100 meters.

- The development proposal conserves/enhances 2,444 square meters of the subject site by providing for a enhanced Landscape Buffer which is approximately 19% of the total gross area of the subject site. The GIN Corridor itself is approximately 27 metres wide on the subject property, while the applicant proposes to retain a 17.2 metre wide GIN Corridor. This method of GIN retention/enhancement will assist in the long-term protection of the natural features and allows the City to better achieve biodiversity at this location consistent with the guidelines contained in the BCS.

- In order for the proposal to fully comply with the BCS target recommendations, an additional 1,450 square meters of the GIN area (approximately 10 metres of additional width) would be required on the subject site but has not been provided by the development proposal due to the limited size of the lot and resulting developable area after GIN protection.

- An Ecosystem Development Plan, prepared by Richard Couture, R.P. Bio., of EXP Services Inc. and dated April 29, 2022, was reviewed by an independent peer reviewer (Matt McTavish of McTavish Resource & Management Consultants Ltd.) and staff and found to be generally acceptable, with modifications to some details, content and format of the report still required. The finalized report and recommendations will be incorporated into the Development Permit.
**Farming Protection Development Permit Requirement**

- The subject property falls within the Farming Protection Development Permit Area (DPA) in the OCP, given that it is located within 50 metres of the Agricultural Land Reserve (ALR) boundary. The Farm Protection Development Permit is required to reduce agricultural-urban conflicts through increased setbacks and vegetated buffering.

- The Farming Protection Development Permit guidelines for non-residential uses are outlined below (*with staff comments in italics*):
  
  o The minimum building setback for the ALR boundary is 30 metres.
    
    - *Staff comments: The proposed building setback of 18.1 metres, inclusive of a 17.2 metre wide landscape buffer/GIN Corridor, combined with the 30-metre-wide road right-of-way (24 Avenue) exceeds the typical setback requirements associated with industrial developments located adjacent to the ALR.*
  
  o The minimum vegetated buffer width is 15 metres.
    
    - *Staff comments: A 17.2 metre wide landscape buffer is proposed to be placed along 24 Avenue fronting the proposed building, exceeding the minimum 15 metres.*
  
  o Any proposed vegetated buffer should include a mix of appropriate deciduous and coniferous trees, spaced a minimum of 2 metres to 4 metres apart. Existing mature trees and riparian areas within the proposed buffer area should be preserved and infill planting considered in order to provide a fuller vegetated buffer.
    
    - *Staff comments: The 17.2 metre landscape buffer is within a Green Infrastructure Corridor. The detailed planting plan will be developed by the Qualified Environmental Professional and Landscape Architect and is proposed to contain a variety of coniferous and deciduous trees, low lying shrubs, rain garden, and a swale.*
  
  o For any property within 50 metres of the ALR boundary, a Section 219 Restrictive Covenant is required to inform future owners of farm practices in the area that may produce noise, odour and dust.
    
    - *Staff comments: The Restrictive Covenant to advise future owners of nearby farming activities and potential nuisance impacts will be registered on title as part of the development application.*

**Form and Character Development Permit Requirement**

- The proposed development is subject to a Development Permit for Form and Character and is also subject to the urban design guidelines in the Campbell Heights Local Area Plan (LAP).

- The proposed development generally complies with the Form and Character Development Permit guidelines in the OCP and the design guidelines in the Campbell Heights Local Area Plan (LAP).
The applicant has worked with staff to resolve several challenges on the site, including accommodating a 17.2 metre wide GIN Corridor along 24 Avenue and to adequately screen the loading court from public view.

Overall, the building is proposed to have a modern, linear appearance with articulation emphasizing the separation between the office and industrial warehouse components. Architectural emphasis is placed on the office component at the southwest corner of the building, which is to be constructed of a curtain-wall glazing and spandrel glazing.

In addition to the curtain-wall office glazing, the building is proposed to be constructed of concrete tilt-up panels in white with several accent colours for visual interest.

The building is proposed with a TPO high-albedo roofing material with at least 0.75 Solar Reflectance Index to minimize the urban heat island effect, meeting the Climate Adaptation Strategy policy.

The applicant proposes a fascia sign at the top of the building along the 24 Avenue frontage, complying with the Sign By-law. No other signs are proposed at this time, however, should any signs be proposed in the future the applicant will need to ensure they comply with the Sign By-law.

**Landscaping**

- The proposed landscaping consists of a 17.2 metre wide GIN Corridor along 24 Avenue fronting the building. A 1.5 metre wide landscape buffer is provided along the statutory right-of-way lane, separating the lane from the sidewalk that is proposed to be constructed.

- The proposed landscaping for the site consists of a variety of trees, including Serbian Spruce, Kousa Dogwood, and Japanese Snowbell. The tree plantings are complimented by a variety of shrubs and groundcover.

- The landscaping for the GIN Corridor is proposed to consist of a series of habitat areas with distinct plantings. This includes an upland forest area, lowland forest area, grassland/shrub area, rain garden, and a bioswale. Trees that are proposed to be planted in the GIN Corridor include: Vine Maple, Douglas Fir, Western Red Cedar, and Bitter Cherry. The detailed planting plans will be developed by the Qualified Environmental Professional in consultation with the Landscape Architect.

**Outstanding Items**

- There are a limited number of Urban Design items that remain outstanding, and which do not affect the overall character or quality of the project. These generally include minor formatting revisions to the Landscape Plans.

- The applicant has been provided a detailed list identifying these requirements and has agreed to resolve these prior to Final Approval of the Development Permit, should the application be supported by Council.
TREES

- Tim Vandenberg, ISA Certified Arborist of Mike Fadum and Associates Ltd. attended the site for the purpose of confirming the presence or absence of protected trees under Surrey Tree By-law No. 16100. The Arborist confirmed that there are no trees onsite offered protection by size or by species under Surrey Tree By-law No. 16100.

- The new trees on the site will consist of a variety of trees including Serbian Spruce, Kousa Dogwood, Japanese Snowbell, Western Red Cedar, Vine Maple, and Bitter Cherry.

- In summary, a total of 112 new trees are proposed to be planted on the site.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I. Plan, Building Elevations, Landscape Plans and Perspective
Appendix II. Engineering Summary
Appendix III. Development Variance Permit No. 7921-0354-00

approved by Shawn Low

Jeff Arason
Acting General Manager
Planning and Development

KS/cm
TO: Manager, Area Planning & Development  
- South Surrey Division  
Planning and Development Department

FROM: Development Services Manager, Engineering Department

DATE: July 18, 2022  
PROJECT FILE: 7821-0354-00

RE: Engineering Requirements (Commercial/Industrial)  
Location: 18745 24 Ave

DEVELOPMENT PERMIT

Engineering has no servicing requirements on the proposed Development Permit for a cold storage warehouse other than those listed below.

DEVELOPMENT VARIANCE PERMIT

The following issues are to be addressed as a condition of issuance of the Development Variance Permit for parking:

- Construct 1.8 m sidewalk, at the applicant’s cost, along 24 Avenue to existing bus stop as a condition for parking DVP support.
- Restrictive Covenant (RC) to limit on-site uses.
- RC to prohibit access onto 24 Avenue.

A Servicing Agreement is required.

Jeff Pang, P.Eng.  
Development Services Manager
DEVELOPMENT VARIANCE PERMIT

NO.: 7921-0354-00

Issued To:

(the "Owner")

Address of Owner:

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: 028-975-774
   Lot 14 Section 21 Township 7 New Westminster District Plan EPP24887
   18745 - 24 Avenue

   (the "Land")

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

   .................................................................

3. Surrey Zoning By-law, 1993, No. 12000, as amended is varied as follows:

   (a) In Section F Yards and Setbacks of Comprehensive Development (CD) Bylaw No. 17536, the minimum north rear yard setback is reduced from 7.5 meters to 3.6 metres.

   (b) In Section G Height of Buildings of Comprehensive Development (CD) Bylaw No. 17536, the maximum principal building height is increased from 14 metres to 20.2 metres.
In Part 5 Off-Street Parking and Loading/Unloading, the parking rate for "Industry – Light Impact" in Table D.1 is reduced from 1.0 parking spaces per 100 square metres to 0.26 parking spaces per 100 square metres.

This development variance permit applies to only the portion of the Land shown on Schedule A which is attached hereto and forms part of this development variance permit. This development variance permit does not apply to additions to, or replacement of, any of the existing buildings shown on attached Schedule A, which is attached hereto and forms part of this development variance permit.

The Land shall be developed strictly in accordance with the terms and conditions and provisions of this development variance permit.

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.

The terms of this development variance permit or any amendment to it, are binding on all persons who acquire an interest in the Land.

This development variance permit is not a building permit.

ISSUED THIS DAY OF , 20 .

____________________________________
Mayor – Doug McCallum

____________________________________
City Clerk – Jennifer Ficocelli
Proposed variance to reduce the north rear yard setback from 7.5 metres to 3.6 metres.

Proposed variance to reduce the parking rate for "Industry - Light Impact" from 1.0 parking spaces per 100 square metres to 0.26 parking spaces per 100 square metres.
Proposed variance to increase the building height from 14 metres to 20.2 metres.