



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

Date: March 13, 2007

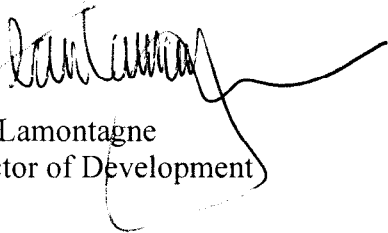
From: Jean Lamontagne
Director of Development

File: RZ 06-351471

Re: Application by Eagle Ridge Enterprises Ltd for Rezoning on the westerly half of 2560 Shell Road/2633 Simpson Road from Business Park Industrial District (I3) to Light Industrial District (I2)

Staff Recommendation

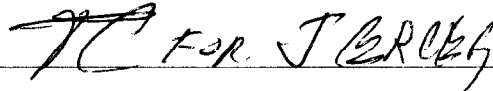
That Bylaw No. 8219, for the rezoning of the westerly half of 2560 Shell Road/2633 Simpson Road from "Business Park Industrial District (I3)" to "Light Industrial District (I2)", be introduced and given first reading.


Jean Lamontagne
Director of Development

JL:ke
Att. 4

FOR ORIGINATING DEPARTMENT USE ONLY

CONCURRENCE OF GENERAL MANAGER


For J. B. R. C. H.

Staff Report

Origin

Eagle Ridge Enterprises Ltd. has applied to the City of Richmond for permission to rezone the westerly 123.96 m of 2560 Shell Road/2633 Simpson Road (**Attachment 1**) from Business Park Industrial District (I3) to Light Industrial District (I2) in order to be consistent with the easterly portion of the property, which is zoned Light Industrial District (I2).

The subject site has frontage along Shell Road and Simpson Road and is split zoned with Business Park Industrial District (I3) on the westerly portion and Light Industrial District (I2) on the easterly portion. The applicant has agreed to 'downzone' the I3 zoned portion of the property to I2 as the intent of the project is to develop a stratified multi-tenant light industrial complex in accordance with the I2 zoning district. Staff and the applicant support the rezoning as it eliminates the split zoning and resolves off-street parking issues that may arise based on office parking requirements for the Business Park Industrial District Zoning (I3).

Residential adjacency issues to this industrial development are also being addressed through the rezoning. Landscape buffering along the west portion of the site is being proposed to address the single-family residential neighbourhood (Tait Area) situated on the west side of Shell Road.

Findings of Fact

A Development Application Data Sheet is contained in **Attachment 2** and provides details about the proposal.

Project Description

The subject site has road frontages along the west (Shell Road) and east (Simpson Road) edges. A multi-tenant light industrial complex is proposed consisting of warehousing and accessory functions (i.e., office) in a total of 5 buildings on the site. The site plan is arranged to enable proper vehicle and truck circulation. Truck loading and staging facilities are situated at the backs of the industrial buildings and oriented to minimize visible operations from either street frontage. Building massing is similar among the 5 proposed buildings and consistent with a warehousing operation with an internal upper mezzanine with a total building height of 8.7 m (28.67 ft.)(Refer to **Attachment 3** for a copy of the applicable site, building elevation and landscape plans). The site is currently occupied by older light industrial buildings, which will be demolished to enable completion of the new complex.

Surrounding Development

To the North: Existing industrial zoned parcels zoned I2 (fronting Simpson Road) and I3 (fronting Shell Road)

To the East: Light industrial sites zoned I2.

To the South: A stratified industrial building zoned I3 fronting Shell Road. A rail line is also located along the south property line of the site

To the West: Across Shell Road, single-family dwellings zoned R1/D, with vehicle access from Gagnon Place.

Related Policies & Studies

Bridgeport Area Plan

The subject site is situated in the Bridgeport Area Plan and located in the Industrial North-East Sub Area. The light industrial complex proposed for the site complies with the land use designation contained in the Bridgeport Area, which is designated for industrial use.

Official Community Plan (OCP) – Development Permit Guidelines

The OCP Development Permit Guidelines identify that industrial sites adjoining or within 30m to another site, which is zoned or designated for residential, require conditions of adjacency and buffering to be addressed through a Development Permit. Residential adjacencies exist on the west side of Shell Road (Tait single-family neighbourhood); therefore, edge conditions to the proposed industrial complex must be dealt with. As the applicant has agreed to downzone the parcel to eliminate the split zoning and resolve on-site parking concerns, residential adjacency conditions and buffering will be addressed and secured through the rezoning.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

Based on the ANSD Policy, the site is contained in an Aircraft Noise Sensitive Area (1A). As a result, an Aircraft Noise Covenant is a requirement of rezoning.

Staff Comments

The following concerns have been addressed through the staff review of the application:

- Servicing Capacity Analysis – A capacity analysis will need to be completed to address the City's storm and sanitary sewer systems. Engineering Planning have agreed to incorporate this analysis into the required Servicing Agreement. As a result, the forthcoming Servicing Agreement will address the capacity analysis (along with any identified upgrades) and frontage upgrades for Shell Road and Simpson Road. The completion of the Servicing Agreement will be a requirement of rezoning.
- Emergency Vehicle Access Requirements – The development proposes a total of 4 vehicle accesses (2 Shell Road driveways; 2 Simpson Road driveways). Based on comments from Richmond Fire Rescue on emergency vehicle access, all proposed driveways must remain as primary accesses and cannot have any control mechanisms (i.e. bollards; chained; right-in only).

Analysis

Proposed Light Industrial District Zoning (I2)

The subject site is currently "split" zoned with the east portion of the site zoned Light Industrial District (I2) and the west portion zoned Business Park Industrial District (I3). Both zones are similar in regards to regulations with the exception that I3 allows for stand-alone office, while I2 only allows office as a function ancillary to a light industrial use.

The drawback of maintaining the split zoning is that it could result in parking problems as stand alone office functions require much larger parking ratios (3 stalls per 100 sq.m of gross leasable floor area) compared to light industrial uses (1 stall per 100 sq. m of gross leasable floor area). If split zoning was maintained, difficulties may have arisen with regards to the provision of off-street parking requirements to meet potential light industrial businesses along with future stand alone offices. To resolve the parking issues arising from the split zoned parcel, the applicant is applying to rezone the I3 zoned portion of the site (westerly half), which would negate the

proposed development from implementing parking at the higher ratio required for stand alone office uses. The rezoning accommodates the applicant's plans to redevelop the site into a light industrial complex and does not limit the redevelopment potential as it was never intended to be utilized for outright office functions.

Vehicle Access and Traffic Circulation

A total of 4 vehicle driveway accesses are proposed to service the development site. 2 driveways each are situated along Shell Road and Simpson Road and are located at the north and south edge of the site. Previous comments from Richmond Fire Rescue provided direction on the requirement to maintain 4 driveways to the site to address emergency vehicle access and circulation.

Traffic circulation is organized around two one-way vehicle drive-aisles situated along the north and south property lines. This circulation pattern enables adequate access to off-street parking areas and loading areas situated in between buildings and efficient vehicle movements to and from the main vehicle entrance/exit driveways to the site.

Residential Adjacencies – Shell Road

Due to the existing single-family residential neighbourhood on the west side of Shell Road, the following was taken into consideration in the site plan for the proposed development:

- **Landscaping** – On site landscaping consists of a 3m (10 ft.) wide strip along Shell Road and consists of larger trees (Red Oak @ 8cm dbh) and low level shrubbery and groundcover. Additional landscaping is also proposed along the west elevation of the building (Building “A”), which is visible from the street.
- **Site Illumination** – To minimize light overspill and glare from the industrial development into the residential areas, site and building illumination in proximity to the Shell Road frontage has been designed to:
 - Orient light standards to face inward towards the site and to implement appropriate shielding to deal with potential light overspill or glare.
 - Eliminate flood lighting along the visible building frontage (Building ‘A’). Where lighting is required to illuminate drive-aisles, appropriate shielding will be implemented.
 - Site illumination is also designed to ensure that issues of safety and crime prevention are addressed.
- **Building Massing** – The height of buildings is kept relatively low (8.7 m or 29 feet) with a significant setback to Shell Road (17.9 m or 59 ft.).
- **Frontage Improvements** – Implementation of beautification works along Shell Road will add additional landscaping and allow for the establishment of a more pedestrian friendly street. Frontage improvements will consist of a grass & treed boulevard and sidewalk at the property line. These frontage works are consistent with the standard applied to the industrial site to the south, which underwent redevelopment 10 years ago.

Existing Trees and Landscaping

A tree survey was submitted to confirm that no bylaw sized trees are located on the subject site. A limited amount of existing landscaping on the subject site is due to previous industrial operations, which occupies a majority of the property. The proposed development will result in more extensive landscaping concentrated along the Shell Road and Simpson Road street

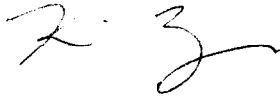
frontages. Landscaping will be secured through a letter of credit/bond submitted by the applicant to ensure installation of the plantings in accordance with the plans. Landscape plans for the entire subject site are contained in **Attachment 3**.

Richmond 2006-2031 Flood Protection Management Strategy

In accordance with the Richmond 2006-2031 Flood Protection Management Strategy, the registration of a Flood Plain Covenant with a minimum Building Elevation Requirement of 2.6 m geodetic is required as a condition of final adoption of the rezoning application.

Conclusion

The application to rezone the westerly portion of the property from Business Park Industrial District (I3) and to Light Industrial District (I2) will resolve issues of parking, implement appropriate measures of mitigation for the residential adjacency along Shell Road and eliminate a split zoned parcel in the City. Staff recommend approval of the rezoning application.



Kevin Eng
Planner 1

KE:cas

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Site, Building Elevation and Landscape Plans

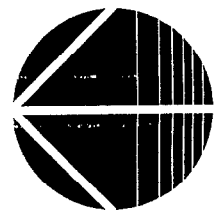
Attachment 4: Rezoning Considerations

Original Date: 10/27/06

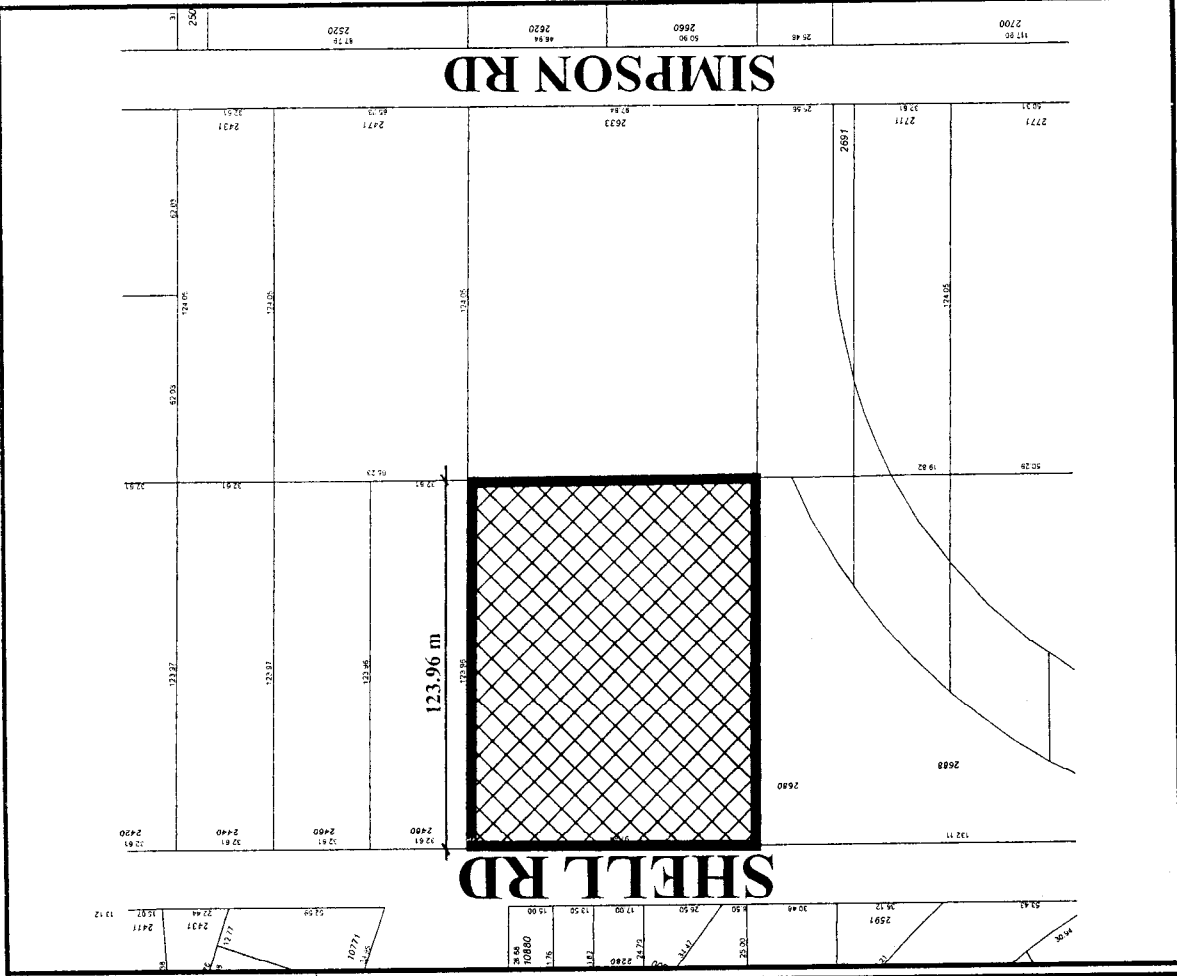
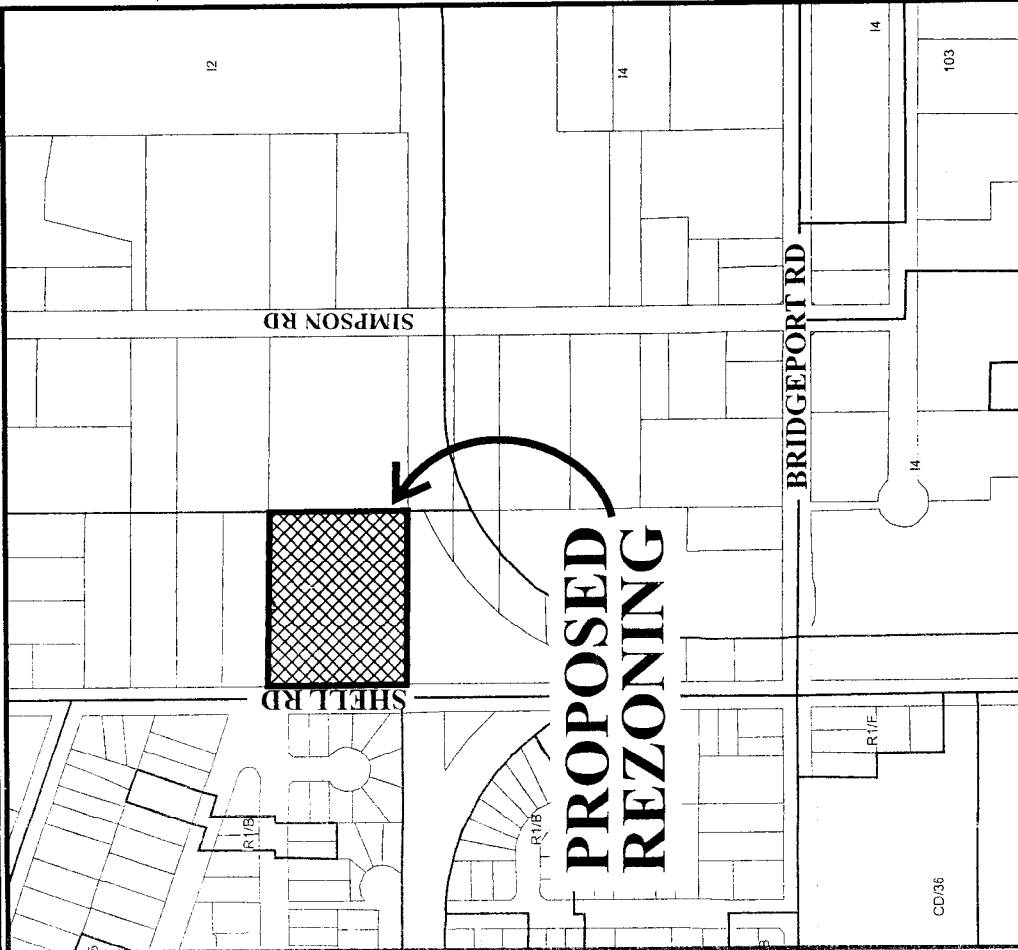
Revision Date: 03/08/07

Note: Dimensions are in METRES

RZ 06-351471



City of Richmond





RZ 06-351471

Original Date: 10/27/06

Amended Date:

Note: Dimensions are in METRES



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 06-351471

Attachment 2

Address: 2560 Shell Road/2633 Simpson Road

Applicant: Eagle Ridge Enterprises Ltd.

Planning Area(s): Bridgeport Area Plan – Industrial North East

	Existing	Proposed
Owner:	Eagle Ridge Enterprises	N/A
Site Size (m²):	24,244 sq.m	No Change
Land Uses:	Vacant industrial site – West portion Light industrial buildings – East portion	5 building multi-tenant light industrial complex
OCP Designation:	Business & Industry	Complies – No change
Bridgeport Area Plan Designation:	Industrial	Complies – No change
Zoning:	Westerly 123.96m – I3 Easterly 124.06 – I2	I2 for the entire parcel

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0 FAR	0.6 FAR	none permitted
Lot Coverage – Building:	Max. 50%	40%	none
Setback – Simpson Road (m):	Min. 6 m	17.9 m	none
Setback – Shell Road (m):	Min. 6 m	17.9 m	none
Setback – North & South property lines (m):	Min. 0 m	6.2 m	none
Height (m):	N/A	6.2 m	none
Off-street Parking Spaces – Total (Light Industrial – 1 stall per 100 sq.m):	147 stalls	205	none
Accessible Spaces:	5 stalls	5	none
Loading Bays:	8 bays	68	none

Other: _____

RESUME

CIVIL ADDRESS

2633 SIMPSON ROAD, RICHMOND, B.C.

LEGAL DESCRIPTION

LOT 30, SEC 24, BLK 5 NORTH, RANGE 6 WEST, NWD PLAN
26312, PID. 001-050-077

EXISTING ZONING

I-3 BUSINESS PARK INDUSTRIAL /
I-2 LIGHT INDUSTRIAL

PROPOSED ZONING

I-2 LIGHT INDUSTRIAL

SITE AREA

5.91 ACRES = 24,252 SQ. M. = 261,046 SQ. FT.

BUILDING AREA

BUILDING 'A'	19,600 S.F.	(1,820.8 S.M.)
BUILDING 'B'	15,400 S.F.	(1,300.6 S.M.)
BUILDING 'C'	25,200 S.F.	(2,341.1 S.M.)
BUILDING 'D'	25,200 S.F.	(2,341.1 S.M.)
BUILDING 'E'	19,600 S.F.	(1,820.8 S.M.)
TOTAL BUILDING AREA	105,000 S.F.	(9,754.5 S.M.)

SITE COVERAGE

105,000 S.F. ÷ 261,046 S.F. = 40.2%
(MAX. ALLOWABLE = 50.0%)

FLOOR AREAS

BUILDING 'A' MAIN FLOOR	19,600 S.F.	(1,820.8 S.M.)
BUILDING 'A' 2ND FLOOR	11,620 S.F.	(1,079.5 S.M.)
BUILDING 'B' MAIN FLOOR	15,400 S.F.	(1,300.6 S.M.)
BUILDING 'B' 2ND FLOOR	12,598 S.F.	(1,170.4 S.M.)
BUILDING 'C' MAIN FLOOR	25,200 S.F.	(2,341.1 S.M.)
BUILDING 'C' 2ND FLOOR	8,400 S.F.	(780.4 S.M.)
BUILDING 'D' MAIN FLOOR	25,200 S.F.	(2,341.1 S.M.)
BUILDING 'D' 2ND FLOOR	8,400 S.F.	(780.4 S.M.)
BUILDING 'E' MAIN FLOOR	19,600 S.F.	(1,820.8 S.M.)
BUILDING 'E' 2ND FLOOR	11,620 S.F.	(1,079.5 S.M.)
TOTAL FLOOR AREA	157,638 S.F. (±)	(14,644.5 S.M.)
F.A.R.	157,638 S.F. ÷ 261,046 S.F. = 0.60	(MAX. ALLOWABLE = 1.0%)

BUILDING SETBACKS (I-2)

	REQUIRED	PROVIDED
EAST FRONT YARD	19.68' (6 m)	58.58' (17.9 m)
WEST FRONT YARD	19.68' (6 m)	58.58' (17.9 m)
NORTH SIDE YARD	0' (0 m)	20.33' (6.2 m)
SOUTH SIDE YARD	0' (0 m)	20.33' (6.2 m)

HEIGHT (I-2)

MAXIMUM ALLOWABLE:
PROPOSED: N/A
28'-8" (8.7 m)

PARKING

REGULAR STALL
H/C STALL
SMALL CAR
0.694' X 10.045'
12.139' X 10.045'
7.874' X 16.404'

REQUIRED: 157,638 S.F. x 1/1,076 S.F. = 147 STALLS

PROVIDED:

REGULAR STALLS 188 STALLS
SMALL CARS 12 STALLS
H/C STALLS 5 STALLS
TOTAL PARKING PROVIDED 205 STALLS

LOADING

REQUIRED:

157,638 S.F. x 1/20,022 S.F. = 8 BAYS

PROVIDED:

TOTAL LOADING PROVIDED 68 BAYS

MARCH 02, 2007

sanford design group

N.T.S.

2633 SIMPSON ROAD, RICHMOND, B.C.

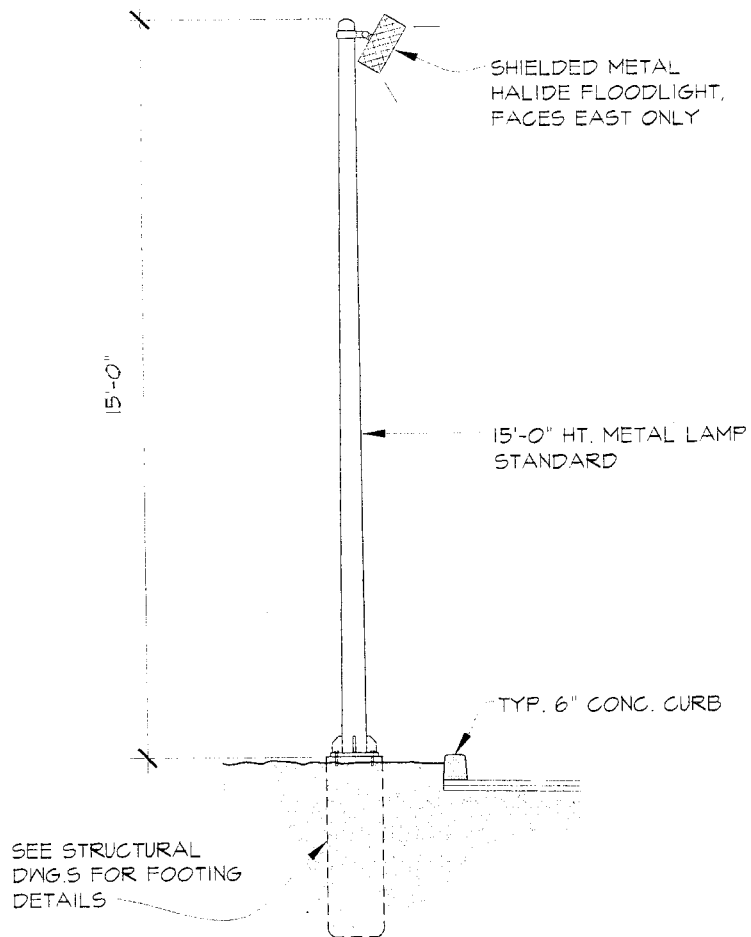
BUILDING & INTERIOR DESIGN CONSULTANTS

433 731 ACORN ROAD, RICHMOND, B.C. V6X 2E7 TEL: (604) 271-1114 FAX: (604) 271-1159

06-004-A1 SK 7

SITE PLAN; ELEVATIONS; LANDSCAPE PLAN

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DETAIL 1
A.1 LAMP STANDARD

1/4" = 1'-0"

MARCH 02, 2007

2633 SIMPSON ROAD, RICHMOND BC

sanford design group

BUILDING & INTERIOR DESIGN CONSULTANTS

#205 - 3751 JACOBS ROAD - RICHMOND, B.C. V6V 2N4 TEL: (604) 276-0114 FAX: 276-8830

AS NOTED

06-004-A1 SK 6

SHEET TITLE BUILDING 'A' ELEVATIONS	DATE 06-014-A4	REV 0
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Rezoning Considerations

RZ 06-351471

Prior to final adoption, the developer is required to complete the following:

1. Submit a landscape letter of credit in the amount \$47,205 for the installation of all landscaping in accordance with the submitted plans.
2. Registration of a Flood Plain Covenant with a minimum Building Elevation Requirement of 2.6 m geodetic.
3. Registration of an Aircraft Noise Covenant.
4. Prior to final adoption of the rezoning, a Servicing Agreement is required to be completed for the Shell Road and Simpson Road frontages. The Shell Road frontage is to be upgrade to the same standard to the property to the south (i.e., pavement widening, curb/gutter, landscaped grass and treed boulevard, street lighting and a concrete sidewalk). The Simpson Road frontage works must include a minimum 1.5m concrete sidewalk and the implementation of street trees. The Simpson Road frontage already includes curb & gutter. The servicing capacity analysis is required to be included and completed as a condition of the Servicing Agreement application.

[Signed original on file]

Signed

Date



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8219 (RZ 06-351471)
2560 SHELL ROAD/2633 SIMPSON ROAD**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **LIGHT INDUSTRIAL DISTRICT (I2)**.

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 8219"

2. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8219"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS

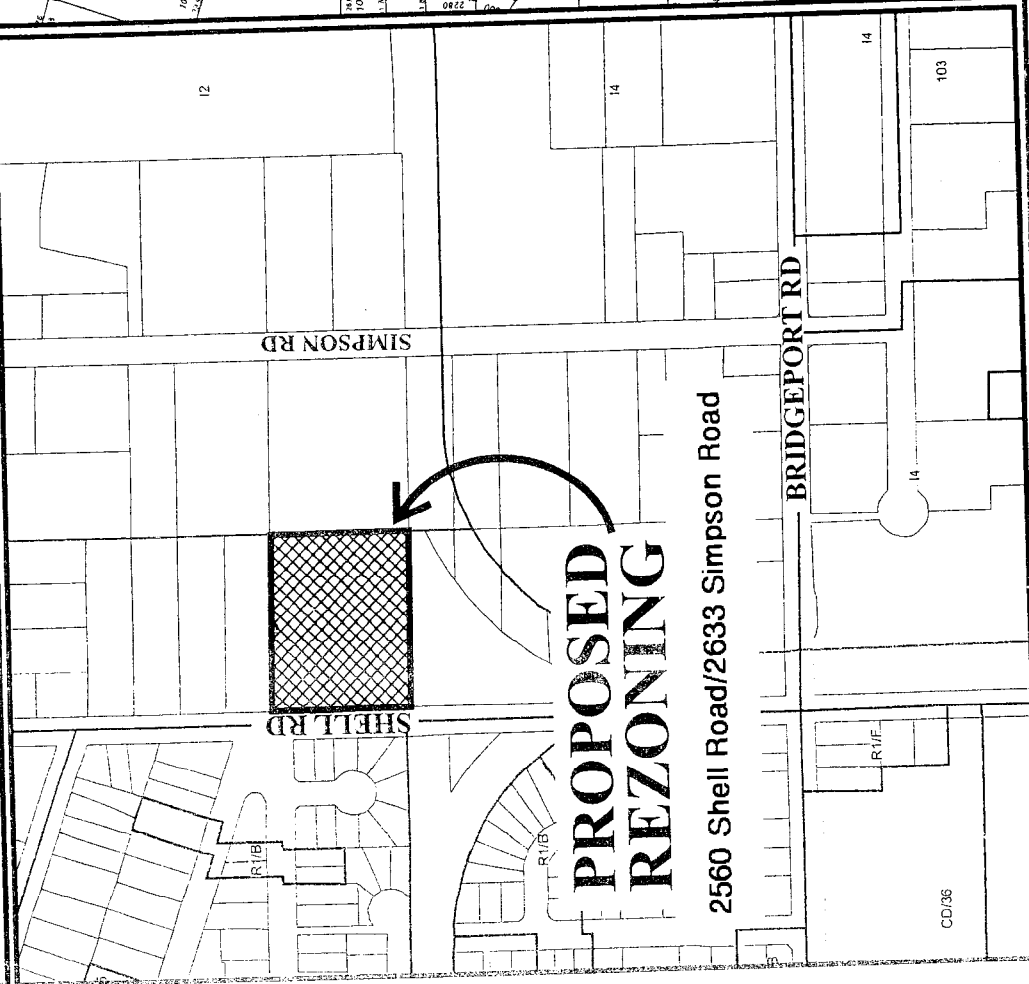
ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER

City of Richmond



**PROPOSED
REZONING**

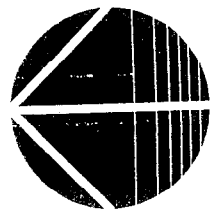
2560 Shell Road/2633 Simpson Road

SHELL RD

SIMPSON RD

BRIDGEPORT RD

CD/36

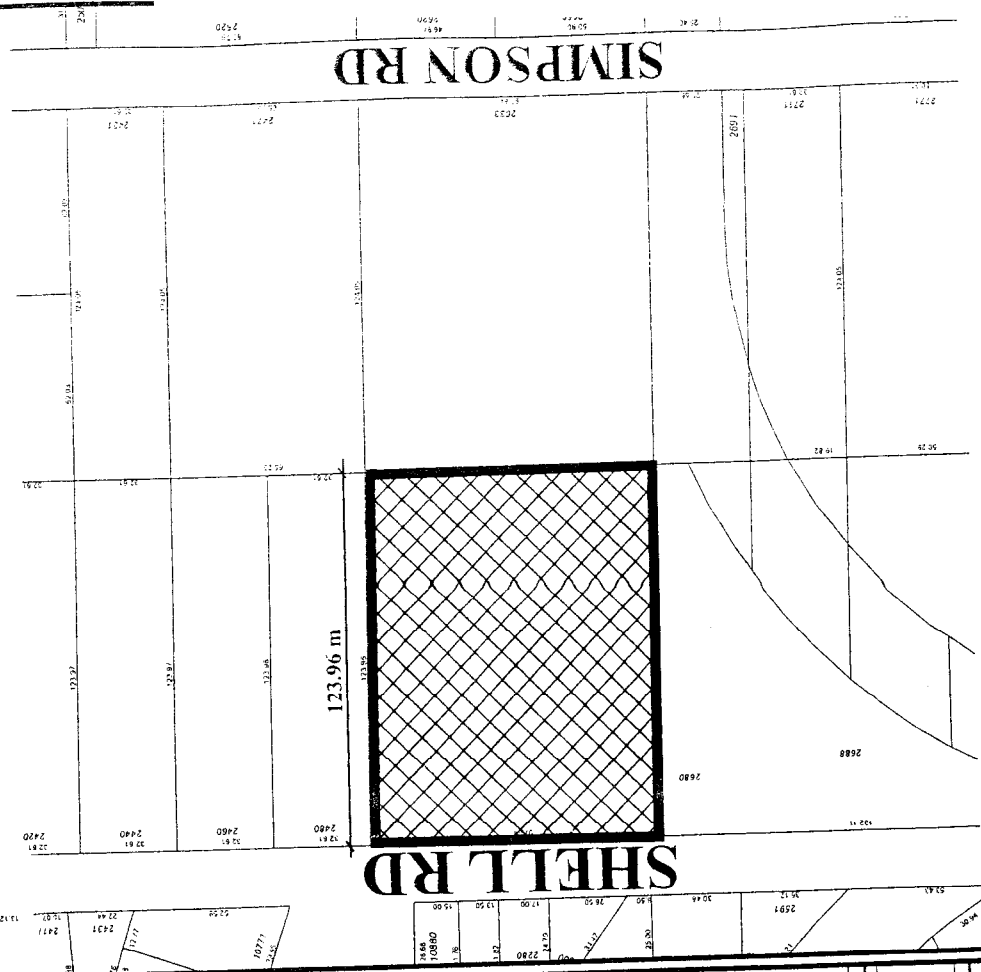


RZ 06-351471

Original Date: 10/27/06

Revision Date: 03/08/07

Note: Dimensions are in METRES



SIMPSON RD

SHELL RD

123.96 m