



**City of Richmond**  
Planning and Development Department

**Report to Committee**

To: Planning Committee

To Planning - Apr 3, 2007

Date: March 13, 2007

From: Jean Lamontagne  
Director of Development

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)

File: 12-8060-20-8219

**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

## 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 (Fair 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/exist 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

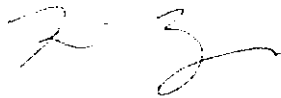
frontages. Landscaping will be secured through a letter of credit bond submitted by the applicant to ensure installation of the plantings in accordance with the plans. Landscape plans for the entire subject site are contained in **Attachment 3**.

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**

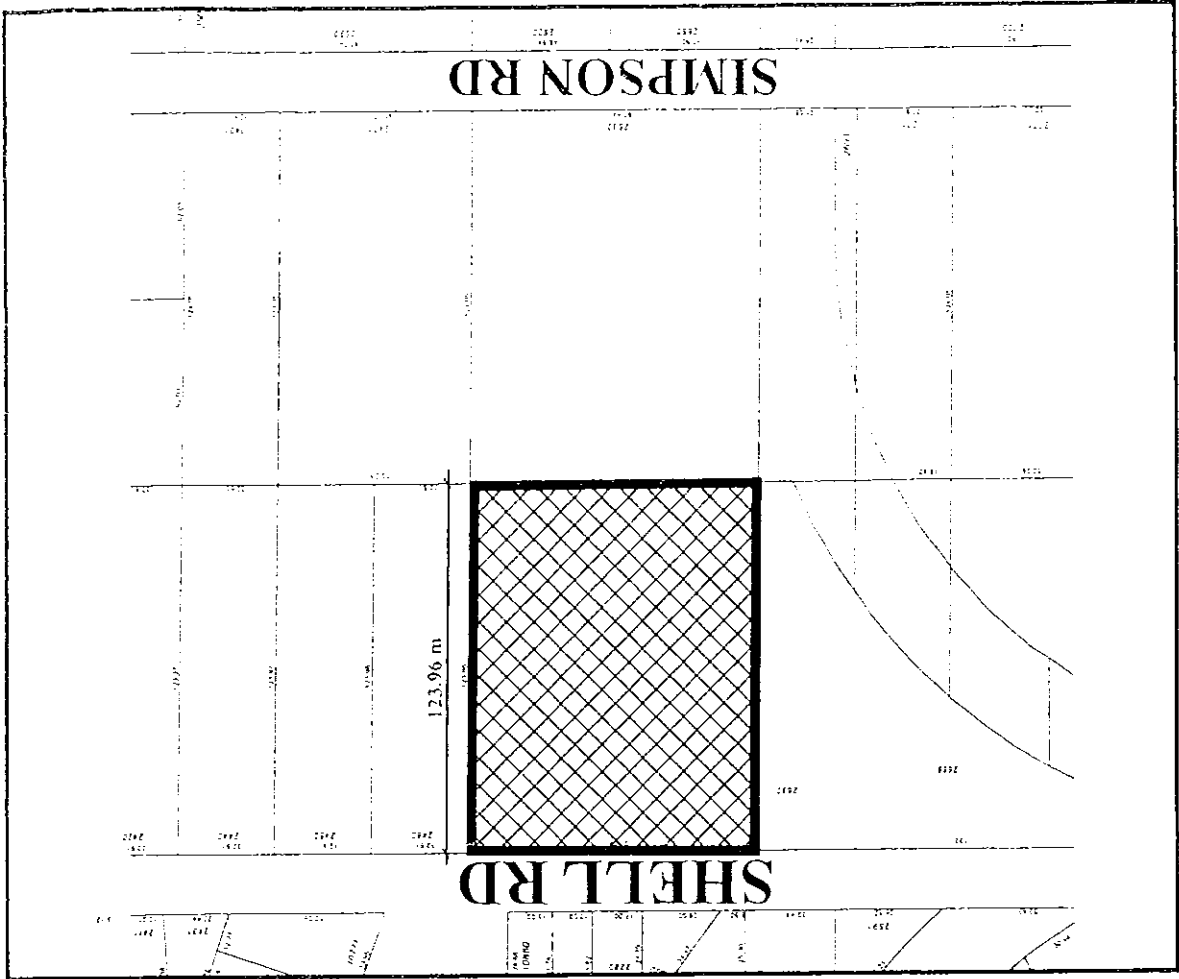
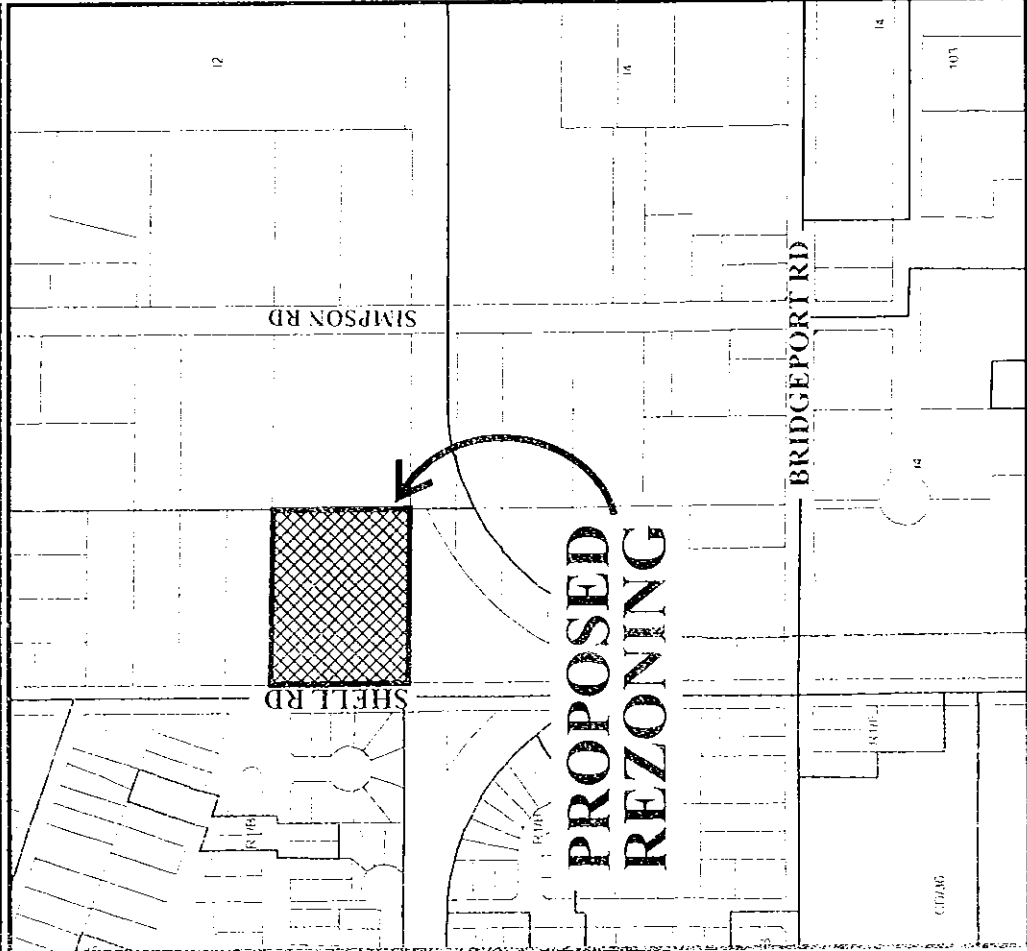
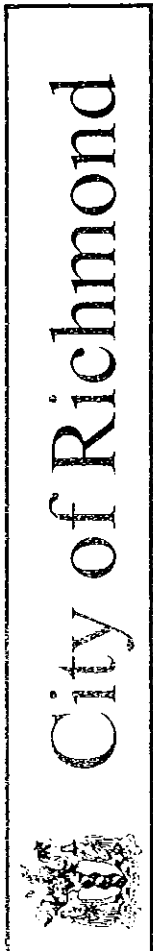
The application to rezone the westerly portion of the property from Business Park Industrial District (I3) and to Light Industrial District (I2) will resolve issues of parking, implement appropriate measures of mitigation for the residential adjacency along Shell Road and eliminate a split zoned parcel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

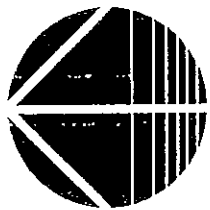


Kevin Eng  
Planner I

KE:cas

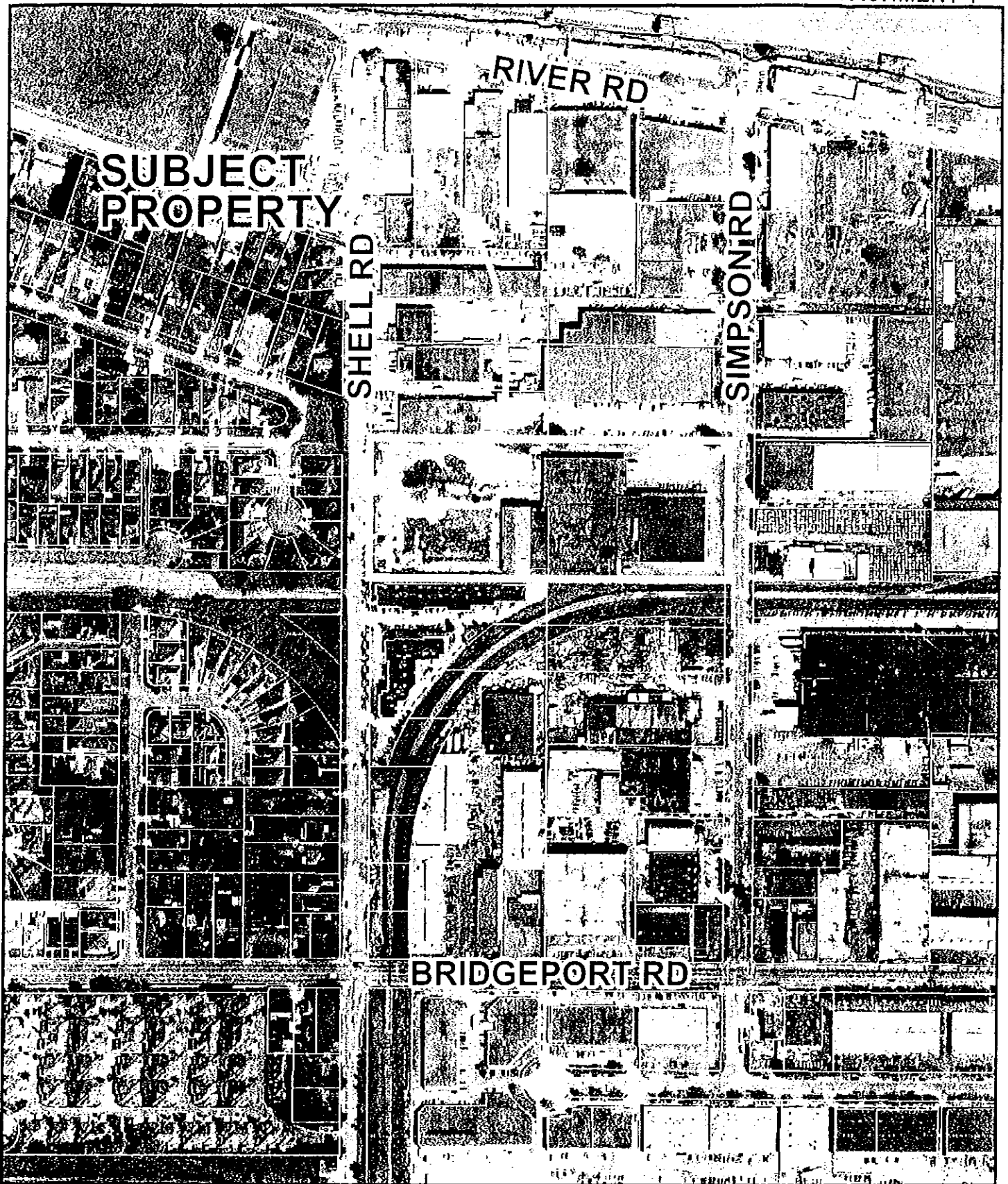
- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Site, Building Elevation and Landscape Plans
- Attachment 4: Rezoning Considerations





**RZ 06-351471**

Original Date: 10/27/06  
Revision Date: 03/08/07  
Note: Dimensions are in METERS



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 (m <sup>2</sup> ):	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:



## PROJECT APPLICANTS

6333 CAMPBELL ROAD, RICHMOND, BC

## PROJECT DESCRIPTION

101 WEST 24TH AVE, 5 NORTH, RANGE 6 WEST, NWD PLAN  
 263,110 SQ. FT. (243,000 SQ. FT.)

## EXISTING ZONING

1.5-10 INDUSTRIAL /  
 1.5-10 INDUSTRIAL

## PROPOSED ZONING

1.5-10 INDUSTRIAL

## SITE AREA

SITE AREA = 24,252 SQ. M = 261,046 SQ. FT.

## BUILDING AREA

BUILDING A	19,600 SF	(1,820.85 M <sup>2</sup> )
BUILDING B	15,400 SF	(1,400.65 M <sup>2</sup> )
BUILDING C	25,200 SF	(2,341.15 M <sup>2</sup> )
BUILDING D	25,200 SF	(2,341.15 M <sup>2</sup> )
BUILDING E	19,600 SF	(1,820.85 M <sup>2</sup> )
TOTAL BUILDING AREA	105,000 SF	(9,754.5 M <sup>2</sup> )

## SITE COVERAGE

105,000 SF = 261,046 SF = 40.2%  
 (MAX ALLOWABLE = 50.0%)

## FLOOR AREAS

BUILDING A MAIN FLOOR	19,600 SF	(1,820.85 M <sup>2</sup> )
BUILDING A 2ND FLOOR	11,620 SF	(1,079.55 M <sup>2</sup> )
BUILDING B MAIN FLOOR	15,400 SF	(1,400.65 M <sup>2</sup> )
BUILDING B 2ND FLOOR	12,598 SF	(1,170.45 M <sup>2</sup> )
BUILDING C MAIN FLOOR	25,200 SF	(2,341.15 M <sup>2</sup> )
BUILDING C 2ND FLOOR	8,400 SF	(780.45 M <sup>2</sup> )
BUILDING D MAIN FLOOR	25,200 SF	(2,341.15 M <sup>2</sup> )
BUILDING D 2ND FLOOR	8,400 SF	(780.45 M <sup>2</sup> )
BUILDING E MAIN FLOOR	19,600 SF	(1,820.85 M <sup>2</sup> )
BUILDING E 2ND FLOOR	11,620 SF	(1,079.55 M <sup>2</sup> )
TOTAL FLOOR AREA	157,638 SF (*)	(14,644.55 M <sup>2</sup> )
FAR	157,638 SF	- 261,046 SF = 0.60 (MAX ALLOWABLE = 10%)

## BUILDING SETBACKS (1-2)

EAST FRONT YARD	19.68' (6 m)	59.50' (17.9 m)	PROVIDED
WEST FRONT YARD	19.68' (6 m)	59.50' (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 (1-2)

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

## PARKING

REGULAR STALL	8,644' X 18.045'
H/C STALL	12.139' X 18.045'
SMALL CAR	7.874' X 16.404'

REQUIRED	157,638 SF X 1/101% SF = 147 STALLS
PROVIDED	

REGULAR STALLS  
 SMALL CARS  
 H/C STALLS

188 STALLS  
 12 STALLS  
 5 STALLS

TOTAL PARKING PROVIDED

205 STALLS

## LOADING

### REQUIRED

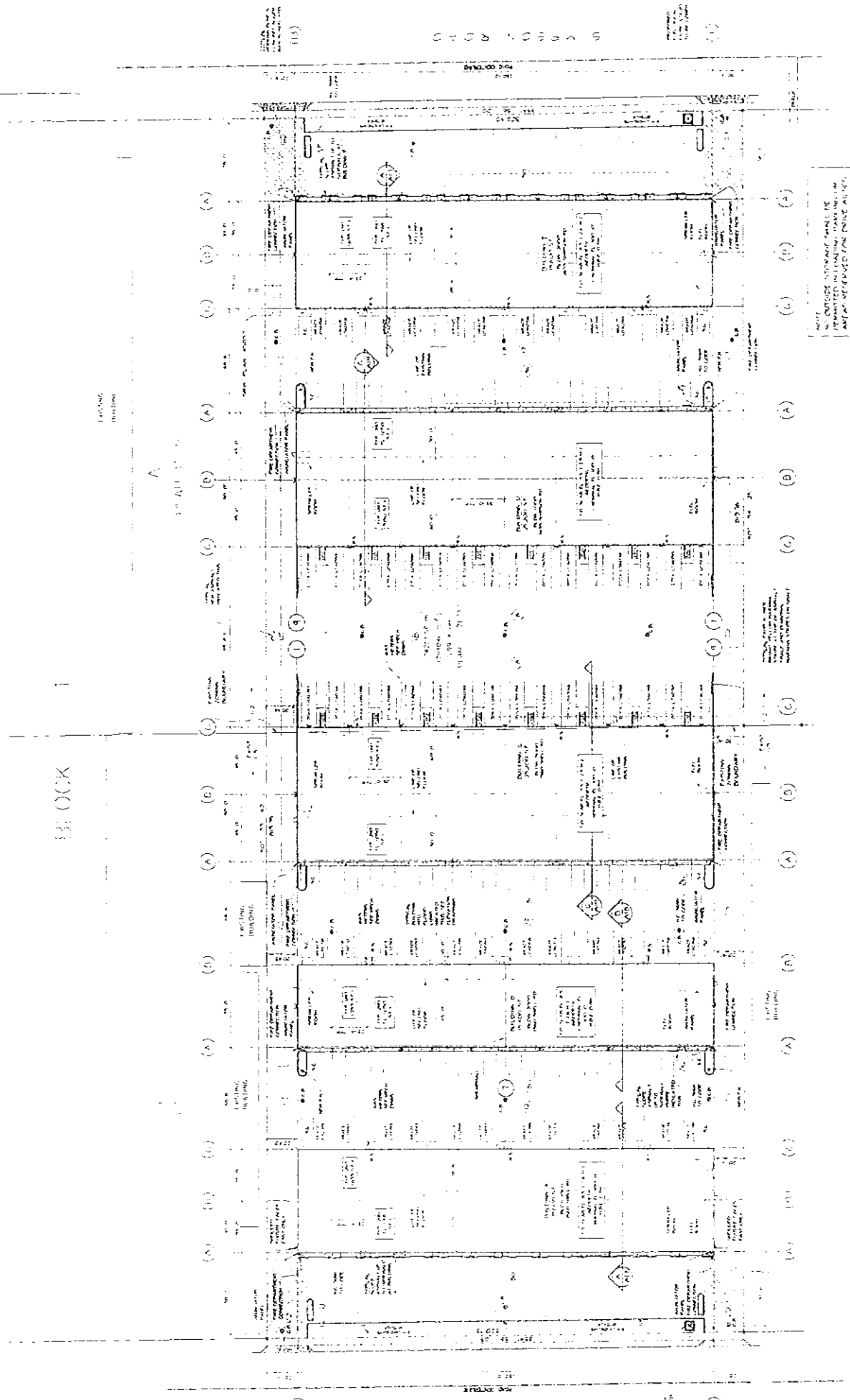
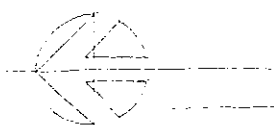
157,638 SF X 1/20022 SF =

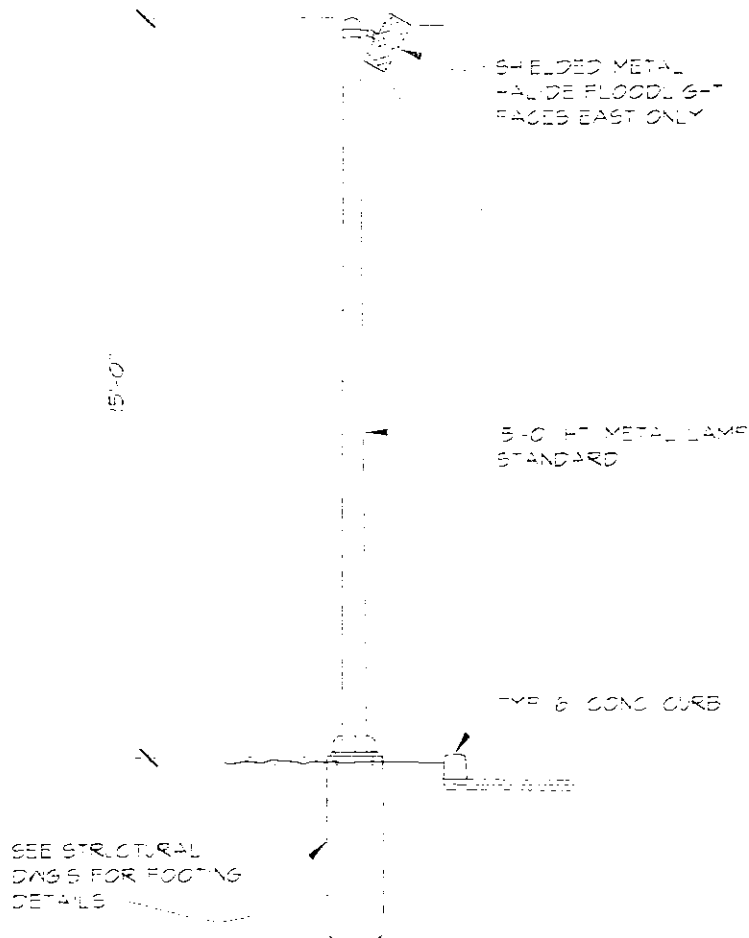
= 8 BAYS

### PROVIDED

TOTAL LOADING PROVIDED

60 BAYS





DETAIL LAMP STANDARD  
1/4" = 1'-0"



# ELEVATION BUILDING 'A'

## LEGEND

1. FINISHES TO BE SHOWN ON ALL ELEVATIONS  
2. MATERIALS TO BE SHOWN ON ALL ELEVATIONS  
3. COLOR TO BE SHOWN ON ALL ELEVATIONS  
4. FINISHES TO BE SHOWN ON ALL ELEVATIONS  
5. MATERIALS TO BE SHOWN ON ALL ELEVATIONS  
6. COLOR TO BE SHOWN ON ALL ELEVATIONS

## PAINT SCHEDULE

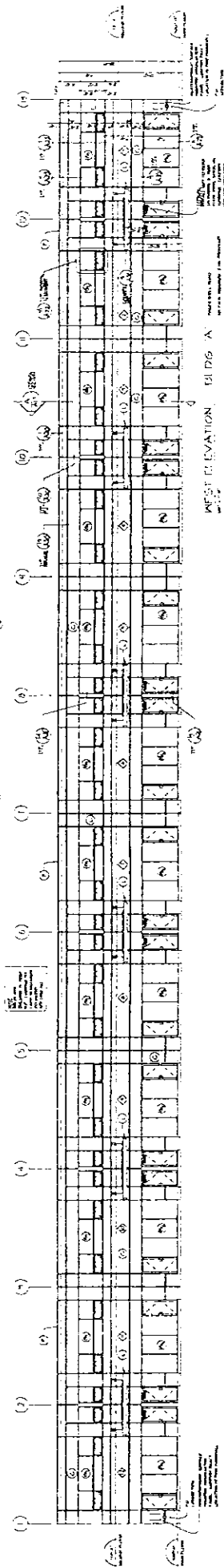
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## GLAZING

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## EXTERIOR FINISH SCHEDULE

- (1) EXTERIOR FINISHES TO BE SHOWN ON ALL ELEVATIONS
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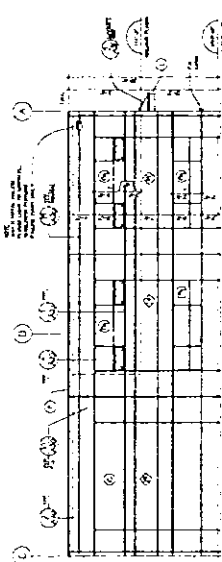


## GENERAL NOTES - ELEVATIONS

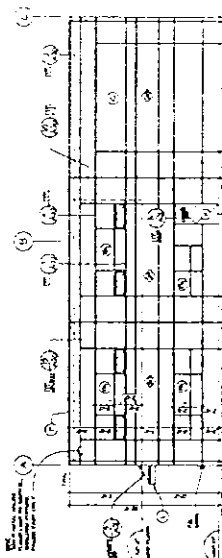
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## GLAZING NOTES

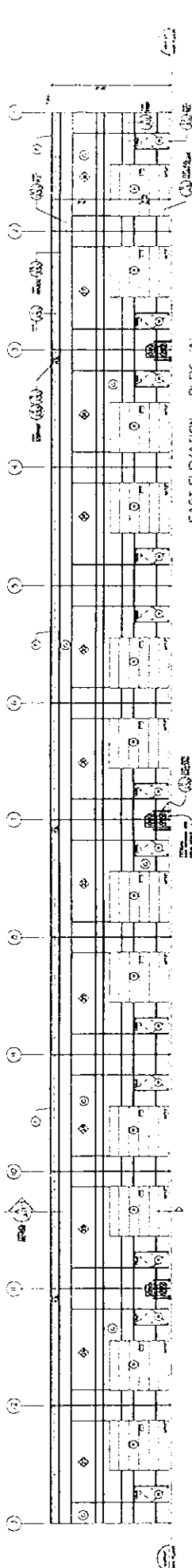
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6. GLAZING TO BE SHOWN ON ALL ELEVATIONS



## WEST ELEVATION - BLDG. A



## SOUTH ELEVATION - BLDG. A



## EAST ELEVATION - BLDG. A

**sanford design group**  
BUILDING & INTERIOR DESIGN CONSULTANTS  
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**MICHAEL D. BARLEY**  
ARCHITECT  
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TEL: 303.733.1111 FAX: 303.733.1112

**PROPOSED ALTERNATE**  
1000 W. 10TH AVENUE, SUITE 100, DENVER, CO 80202  
TEL: 303.733.1111 FAX: 303.733.1112

**06-2111-A1**  
06-2111-A1





## 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]

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Signed

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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

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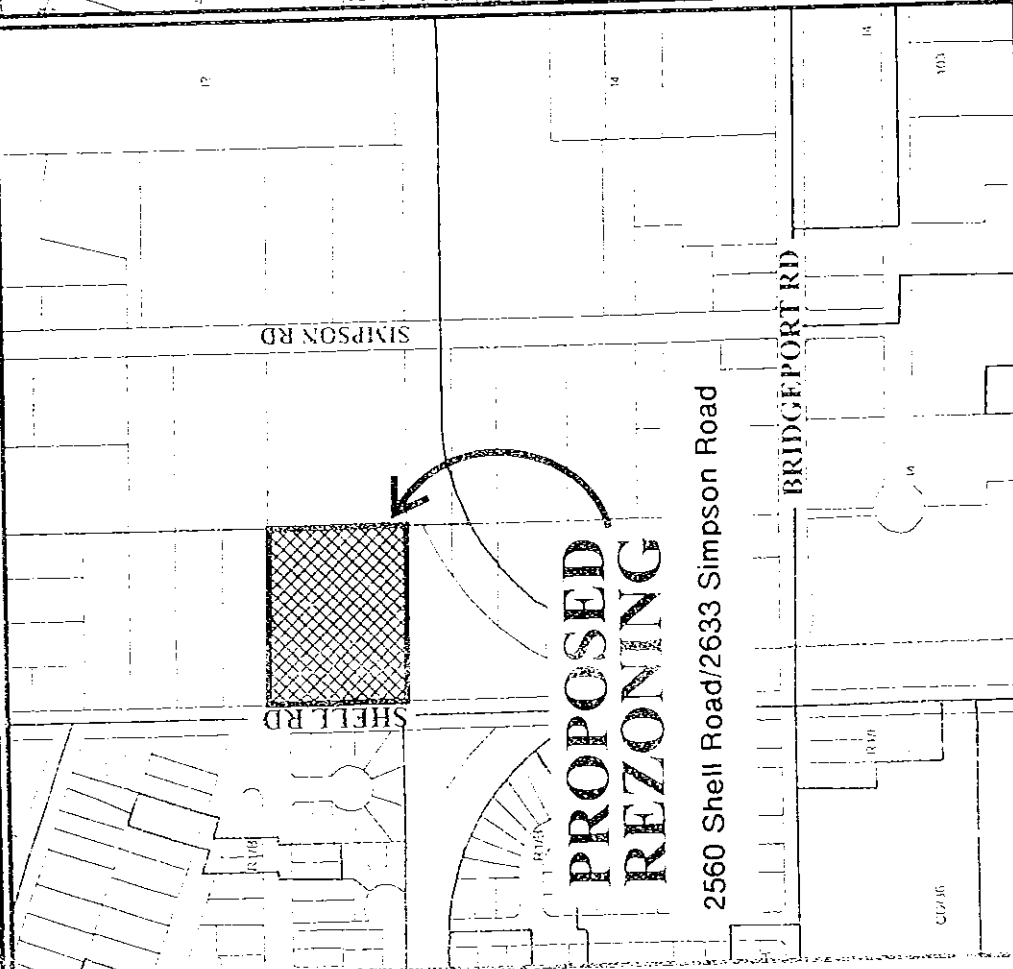
CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



City of Richmond



SIMPSON RD

SHELL RD

123.96 m

Original Date: 10/27/00

Revision Date: 03/08/07

Note: Dimensions are in feet (ft)

RZ 06-351471

