



CITY OF RICHMOND
URBAN DEVELOPMENT DIVISION

REPORT TO COMMITTEE

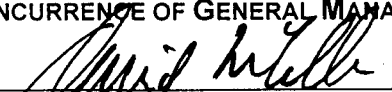
TO: Planning Committee
FROM: Joe Erceg
Manager, Development Applications
DATE: October 25, 2000
FILE: RZ 00-179981
RE: **Application by Walter Francl Architect Inc. for Rezoning at 11251 Dyke Road from Light Industrial District (I2) to Business Park Industrial District (I3)**

STAFF RECOMMENDATION

1. That Official Community Plan Amendment Bylaw No. 7183, to amend Attachment 3 to Schedule 1 of Official Community Plan Bylaw No. 7100 as shown in Attachment A attached to and forming part of Bylaw No. 7183, be introduced and given first reading.
2. That Bylaw No. 7183, having been examined in conjunction with the Capital Expenditure Program, the Waste Management Plan, the Economic Strategy Plan, and the 5 Year Financial Plan, is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3) of the Municipal Act.
3. That Bylaw No. 7183, having been examined in accordance with the City Policy No. 5002 on referral of Official Community Plan Amendments, is hereby deemed to have no effect upon an adjoining Municipality nor function or area of the Greater Vancouver Regional District, in accordance with Section 882(3)(d) and (e) of the Municipal Act.
4. That Bylaw No. 7184, for the rezoning of 11251 Dyke Road from "Light Industrial District (I2)" to "Business Park Industrial District (I3)", be introduced and given first reading.


Joe Erceg
Manager, Development Applications

HB:blg
Att. 4

<p>FOR ORIGINATING DIVISION USE ONLY</p> <p>CONCURRENCE OF GENERAL MANAGER</p> 
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STAFF REPORT

ORIGIN

Walter Francl Architect Inc. has applied to rezone 11251 Dyke Road from Light Industrial District (I2) to Business Park Industrial District (I3).

The subject property is currently owned by Riverside Development Corporation. Teldon International Inc. has an option to purchase the property and is proposing to consolidate all of its printing operations (plant and office) from other Richmond sites onto 11251 Dyke Road.

Attached to this report is a map showing the location of the subject property and the architectural plans of the proposed new building.

FINDINGS OF FACT

ITEM	EXISTING	PROPOSED
Owner	Riverside Development Corp.	Teldon International Inc.
Applicant	Walter Francl Architect Inc.	No change
Site Size	3.648 ha (9.01 ac.)	2.90 ha (7.16 ac.) Building site 0.748 ha (1.85 ac.) Foreshore area
Land Uses	Vacant, previously preloaded site	Two storey, 15,885 m ² (170,990 ft ²) warehouse building with offices
Off-Street Parking	301 spaces required	310 spaces proposed
OCP Designation	Business and Industry	No change
ESA Designation	Entire property is designated ESA	30 m (98.43 ft.) setback from the high water mark of the Fraser River and 5 m (16.40 ft.) from western boundary adjacent to ALR would be designated ESA under the proposed OCP amendment
Zoning	Light Industrial District (I2)	Business Park Industrial District (I3)

RELATED POLICIES & STUDIES

One of the strategic actions of the Industrial Strategy is to rezone selected industrial lands for higher order industrial uses (i.e. some Light Industrial (I2) sites to Business Park (I3)). Specifically, the intent is to increase the amount of land available for offices and/or high technology uses. Another strategic action is to streamline regulations (Zoning and Development Permit) affecting industrial land. For example, it is proposed to eliminate the requirement for time-consuming Development Variance Permits by amending the Zoning and Development Bylaw.

STAFF COMMENTS

Land Use

Recommend approval. This proposal is consistent with the Official Community Plan (OCP) and Industrial Strategy.

An Environmentally Sensitive Area (ESA) designation covers all of 11251 Dyke Road. However, the intent is to provide a natural buffer along the foreshore of the Fraser River and the Agricultural Land Reserve (ALR) boundary west of the Shell Road right-of-way. To correct this anomaly, it is recommended that the ESA designation map in the OCP be amended along with the rezoning of this site.

Furthermore, in order to meet the intent of the ESA designation and to avoid the requirement for a Development Permit, a 5 m (16.40 ft.) landscaped strip must be provided along the western property line (east side of the Shell Road right-of-way) and a 30 m (98.43 ft.) natural, vegetated buffer strip must be provided above the high water mark of the Fraser River. Parking encroachments into both of these setbacks should either be discouraged or compensated through enhanced planting on the subject property along Dyke Road.

The subject property is split with a portion lying outside the dyke (Dyke Road). Construction activity of any kind on the foreshore is subject to the Fraser River Estuary Management Program (FREMP) review. If the applicant is considering uses along that portion of the property, they should be directed to contact FREMP directly. Furthermore, any development along the foreshore should comply with the Department of Fisheries and Oceans (DFO) criteria.

Transportation

Three driveways are proposed for this development. Staff support the proposed access arrangement for this site. The driveway configuration should be as follows: driveway at the eastern end of Dyke Road frontage: in-only, middle driveway: two-way, and western driveway: out-only.

Staff do not support any proposal to extend the existing Shell Road south to Dyke Road. A covenant is required to ensure that the driveway at the western end of the development will be removed if Shell Road (south end only) is open to traffic. This is required to respect driveway access and intersection clearance regulations.

A total of 301 off-street parking spaces are required for the development including 7 handicapped spaces. The proposed development provides a total of 310 parking spaces including 56 small size stalls (18%) and 7 handicapped stalls. Staff have no concerns with the proposed parking supply.

A previous developer had proposed to use the triangular lot to the north across the railway track for additional off-street parking. Staff do not support the use of the off-site property for parking due to a number of traffic safety concerns and operational issues.

Zoning

Zoning staff have confirmed that 301 off-street parking spaces are required for this proposed development. This is based on the calculation of one parking space per 100 m² (1076.43 ft²) for the industrial (warehouse) uses along with 15% of the office space and four parking spaces per 100 m² (1076.43 ft²) for the remainder of the offices. The applicants are proposing to provide 310 parking spaces (including 56 or 18% small car and 7 or 2% handicapped). Mr. Paul Bunt of Bunt & Associates Engineering has provided a parking analysis to indicate that this will be sufficient parking for the proposed development.

Fire

At Building Permit stage, the applicant will be required to: provide water flow calculations; indicate the location of hydrants; submit a fire safety plan for construction and occupancy phases; provide details of fire alarm annunciator panel and location; indicate the sequence of operation of the fire alarm and its ancillary devices; and, provide details of mechanical systems including sprinklers and standpipes.

Development Applications

There are no major servicing concerns.

The site is serviced with a sanitary sewer force main connection at the north-west corner of the site, thus the developer would be required to install a private pump station connecting to the force main. A covenant is required prior to final adoption ensuring that when a City gravity sanitary sewer system becomes available that the private pump station will be abandoned and the property will be connected to the City system.

A 200 mm diameter water connection is available to the site at the north-west corner from a 300 mm diameter water main along Shell Road for domestic water supply.

Storm drainage is via a covered storm sewer system along Dyke Road.

The north side of Dyke Road requires upgrading in the form of a concrete sidewalk and grassed, treed boulevard and a 3 m (9.84 ft.) trail on the south (river) side. The developer is to enter into the City's customary Servicing Agreement prior to rezoning adoption for these off-site works. Furthermore, a public right-of-passage may be required for the proposed trail if it is located on private land (i.e. cannot be located on the Dyke Road right-of-way).

An adequate landscape plan must be submitted and approved by Development Application Department staff at the Building Permit stage in order to ensure that sufficient buffering and landscaping is provided on-site along Dyke Road and the Shell Road right-of-way (particularly if an ESA Development Permit is not required).

ANALYSIS

The City has received a number of different development proposals on this site in recent years. In 1998, there was a subdivision and Development Permit application to subdivide the property into seventy small industrial lots (SD 98-150192 and DP 98-150190). Staff had numerous concerns about this proposal (i.e. each lot could have a caretaker residential accommodation) and were happy when the applicant withdrew the proposal. Earlier this year, another industrial warehouse/office complex was proposed by Walter Francl Architect Inc. on the site but for a different client (RZ 00-085948). However, this application was withdrawn before it could be considered by Planning Committee and Council. Staff believe the current application is the best of all these previous development proposals.

Teldon International Inc. is a Richmond based printing company with 145 to 250 employees (depending on the time of the year). They are currently located at 3500 Viking Way, 13680 Bridgeport Road and 13800 Viking Place. At present they have a total of approximately 6,844 m² (73,674 ft²) of warehouse and office space. The intent is for the company to occupy 75% of the proposed building at 11251 Dyke Road and to lease out the remaining 25%. Teldon International Inc. is currently having its Building Permit drawings completed and is prepared to construct and occupy the proposed building under the existing Light Industrial District (I2) zoning. The rezoning to Business Park Industrial District (I3) is proposed for financing purposes and to permit more flexibility in leasing the 25% of the building to be occupied by other tenants.

Staff are recommending that along with this rezoning application, the OCP be amended because it erroneously designates all of 11251 Dyke Road as an ESA, when in fact it is only the foreshore of the Fraser River and the ALR west of the Shell Road right-of-way that is worthy of protection. It is further recommended that the bylaw amending the OCP be adopted after the Public Hearing since the applicant is anxious to submit and obtain a Building Permit for the site.

In order to avoid the requirement for a Development Permit, staff have advised the applicant to setback the proposed new building and off-street parking spaces to establish a 30 m (98.43 ft.) buffer strip from the high water mark of the Fraser River and a 5 m (16.40 ft.) landscape strip along the western property line (Shell Road). There will be no building activity within either of these areas and staff will review the landscape plan at the Building Permit stage to ensure that an appropriate landscape and buffer is provided along Dyke Road and the Shell Road right-of-way.

Furthermore, the applicant is not proposing to open the Shell Road right-of-way (which is partially being farmed) or to use the lot to the north across the railway tracks for additional off-street parking. The access points off Dyke Road have been located and will function as recommended by staff. And finally, the applicant will be responsible for servicing the subject property and will enter the necessary Servicing Agreement and covenants to ensure that the appropriate off-site works and services are completed (including a 3 m or 9.84 ft. trail on the south side of Dyke Road along the Fraser River).

FINANCIAL IMPACT

None to the City.

CONCLUSION

Walter Francl Architect Inc. has applied to rezone 11251 Dyke Road from Light Industrial District (I2) to Business Park Industrial District (I3). Teldon International Inc. is proposing to relocate their printing operations onto this site (which could be accommodated under the existing zoning) from their three other Richmond locations. The rezoning to the I3 zone is proposed for financing purposes and so that Teldon has more flexibility with the 25% of the building to be leased out to other tenants. Staff believe this is a good proposal that is consistent with the Industrial Strategy and recommend that the rezoning application be approved. In order to clarify that a Development Permit is not required, it is proposed to amend the OCP to more accurately identify the ESA on the subject property. It is also recommended that the bylaw amending the OCP be adopted after the Public Hearing.



Holger Burke, MCIP
Development Coordinator

HB:blg

There are legal and engineering requirements to be dealt with prior to final adoption, specifically:

- a covenant to ensure that the west driveway will be closed if Shell Road is ever open to traffic;
- a covenant to ensure that when a City gravity sanitary sewer system becomes available that the private pump station on the site will be abandoned and the property will be connected to the City system;
- a Servicing Agreement to upgrade the north side of Dyke Road in the form of a concrete sidewalk and grassed, treed boulevard and the south (river) side with a 3 m (9.84 ft.) trail; and
- FREMP review (and meet DFO criteria) if necessary for the proposed trail.

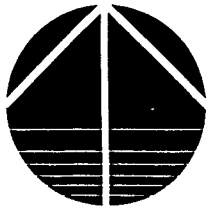
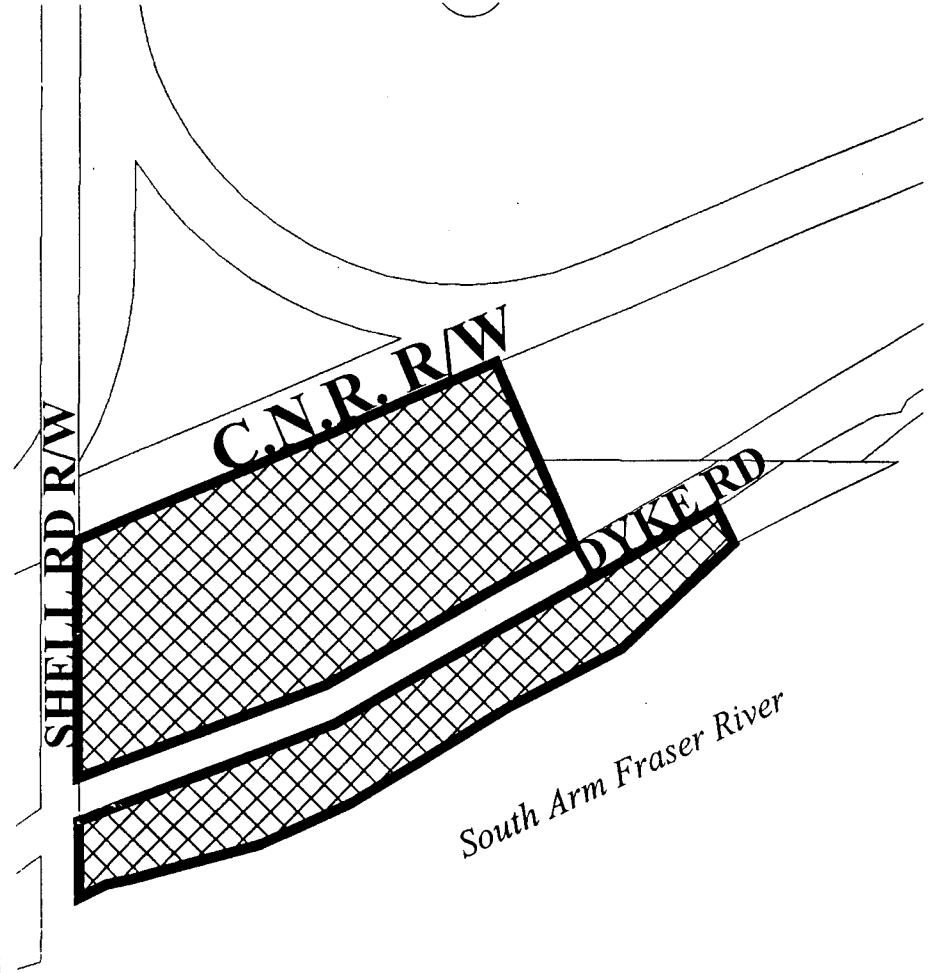
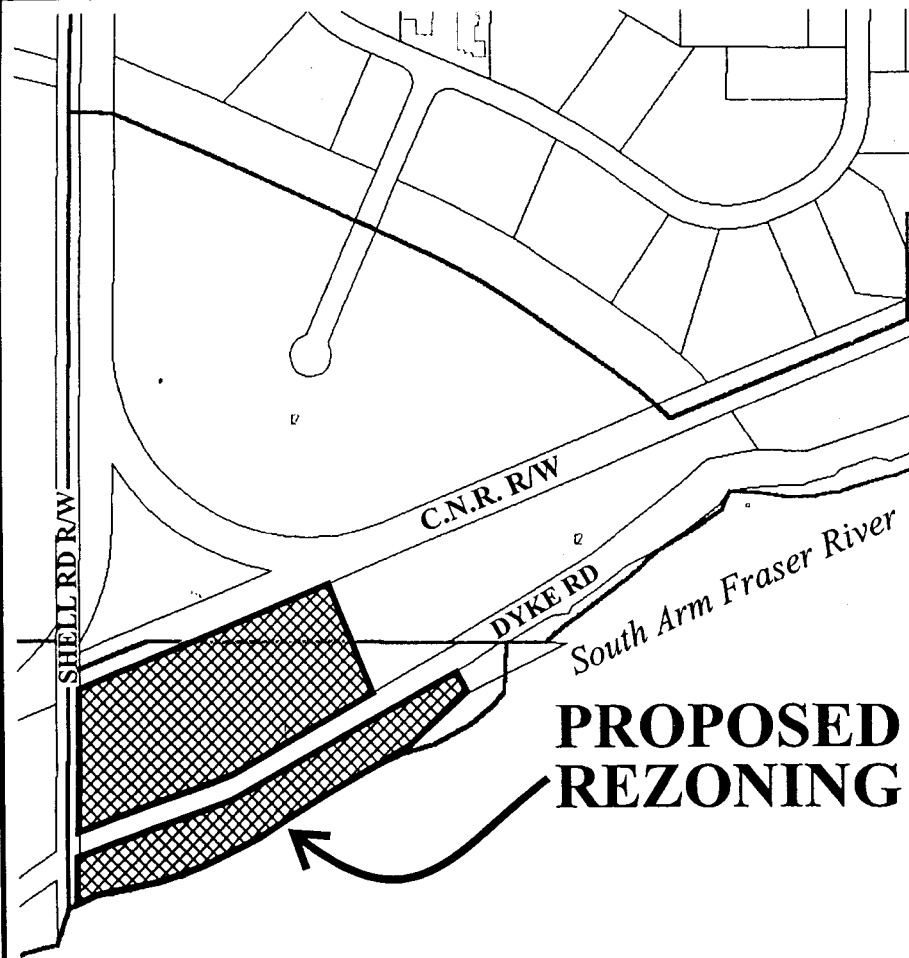
Prior to the issuance of a Building Permit, the developer will be required to:

- submit an adequate landscape plan to be approved by Development Application staff in order to ensure that sufficient buffering and landscaping is provided on-site along Dyke Road and the Shell Road right-of-way (in lieu of an ESA Development Permit);
- provide the information required by the Fire Department (i.e. water flow calculations; location of hydrants; fire safety plan; fire alarm annunciator panel details and location; operation of the fire alarm and ancillary devices; and, mechanical system details including sprinklers and standpipes); and
- meet whatever Building Code and other Building Permit conditions deemed necessary by the City of Richmond.



City of Richmond

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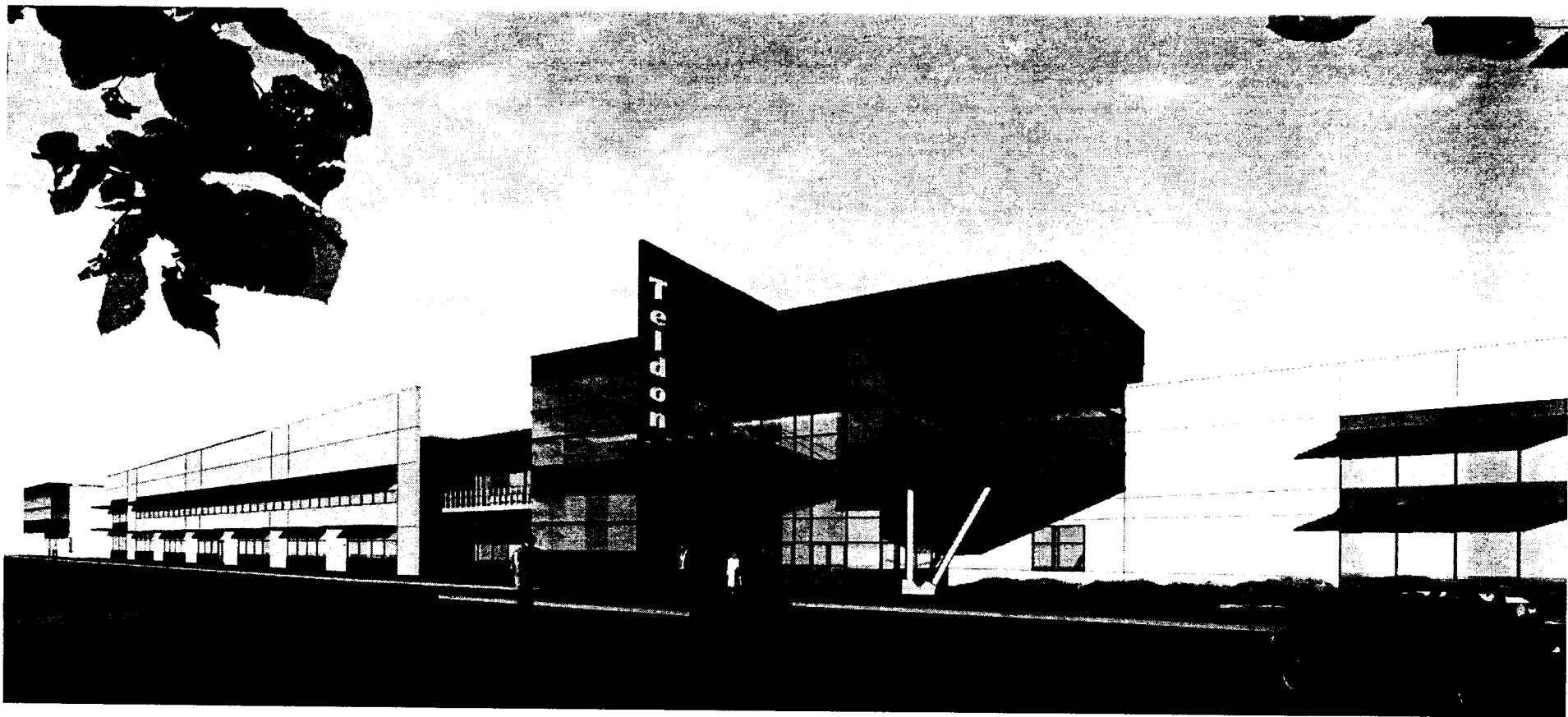


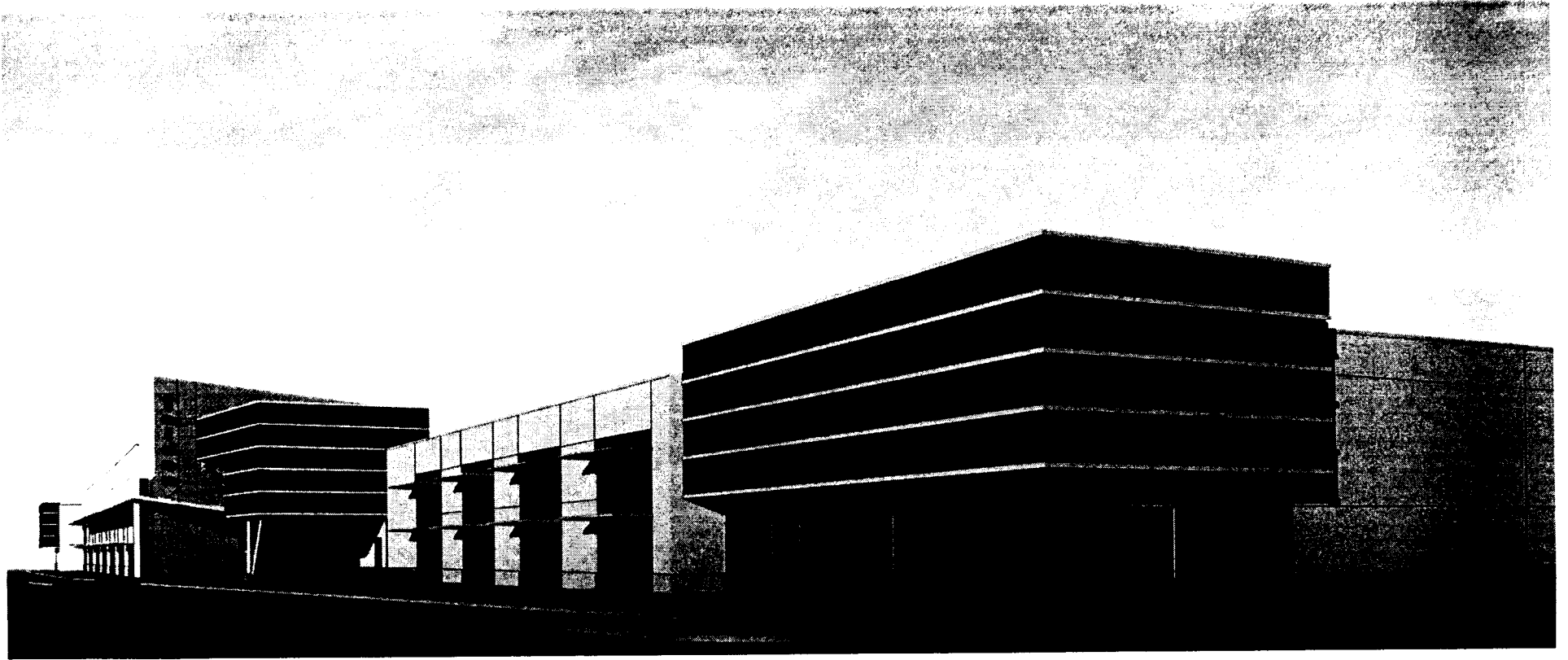
RZ 00-179981

Original Date: 10/02/00

Revision Date: 10/23/00

Note: Dimensions are in METRES





C.N.R. ROW

PROPOSED INDUSTRIAL OFFICE-PARK DATA

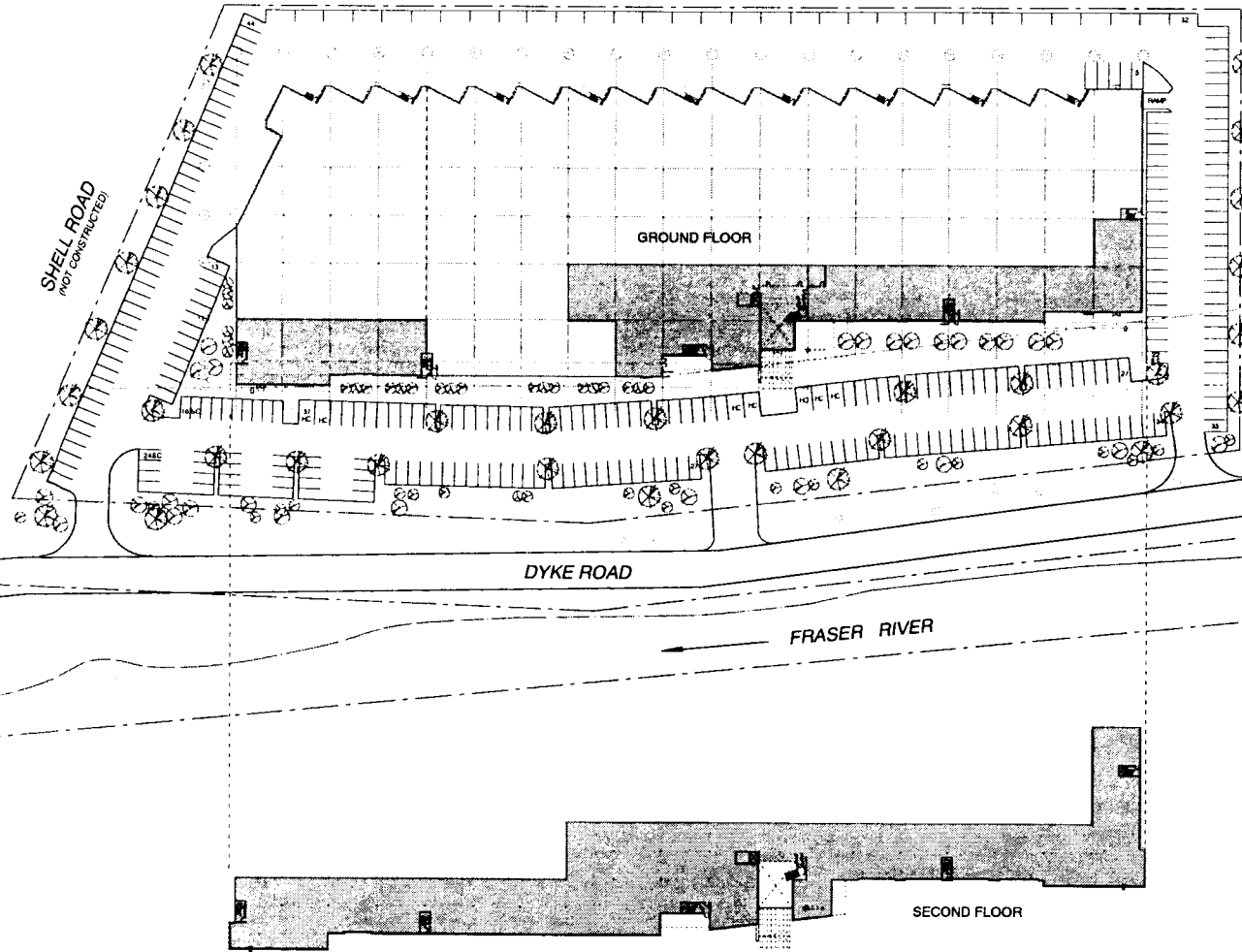
SITE AREA - PARCEL 1: 7.16 ACRES.
(28,976.5 SQ M)(311,911 SQ FT)

BUILDING NO.1

FOOTPRINT:	131,810 S.F.
OFFICE AREA 2ND FLR.	39,180 S.F.
WAREHOUSE AREA:	101,660 S.F.
OFFICE AREA MAIN FLR.	30,150 S.F.
TOTAL BUILDING AREA:	170,990 S.F.

PARKING PROVIDED:

310 STALLS
(56 SMALL CAR)
(7 HANDICAPPED)



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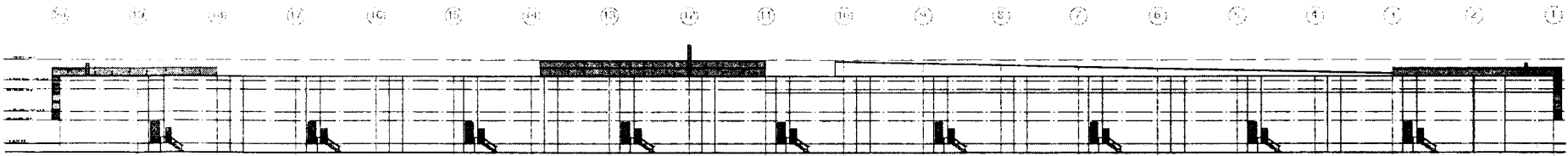
Walter Franci
Architect Inc.

TELDON
INTERNATIONAL
BUILDING

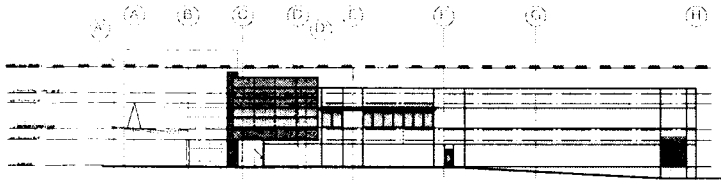
DATE: 11-07-2019
SCALE: AS SHOWN
PROJECT: TELDON INTERNATIONAL BUILDING
SHEET: 1 OF 1
SITE PLAN

2019 A-1

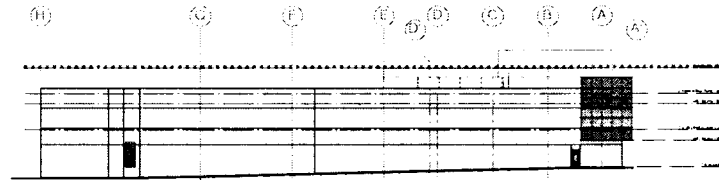
1. All dimensions are in feet and inches. Dimensions are given to the center of a member unless otherwise noted.
 2. All elevations are shown as they appear from the exterior of the building.
 3. All elevations are shown as they appear from the exterior of the building.
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 5. All elevations are shown as they appear from the exterior of the building.



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

Walter Francis
 Architect Inc.
 1000 ...
 ...

TELTON
 INTERNATIONAL
 BUILDING
 ...
 ...

Date: 10 OCT 2019
 User: JH 40748
 Sheet No: 43
 Drawing Title:
 ELEVATIONS

Project No:
 2019 A-300

CITY OF RICHMOND
BYLAW 7183
RICHMOND OFFICIAL COMMUNITY PLAN BYLAW 7100
AMENDMENT BYLAW 7183 (RZ 00-179981)
11251 DYKE ROAD

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

1. Attachment 3 to Schedule 1 (the Environmentally Sensitive Area Map) of the Richmond Official Community Plan Bylaw 7100 is amended as shown on "Schedule A attached to and forming part of Bylaw 7183".

2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7183".

FIRST READING
PUBLIC HEARING
SECOND READING
THIRD READING
ADOPTED



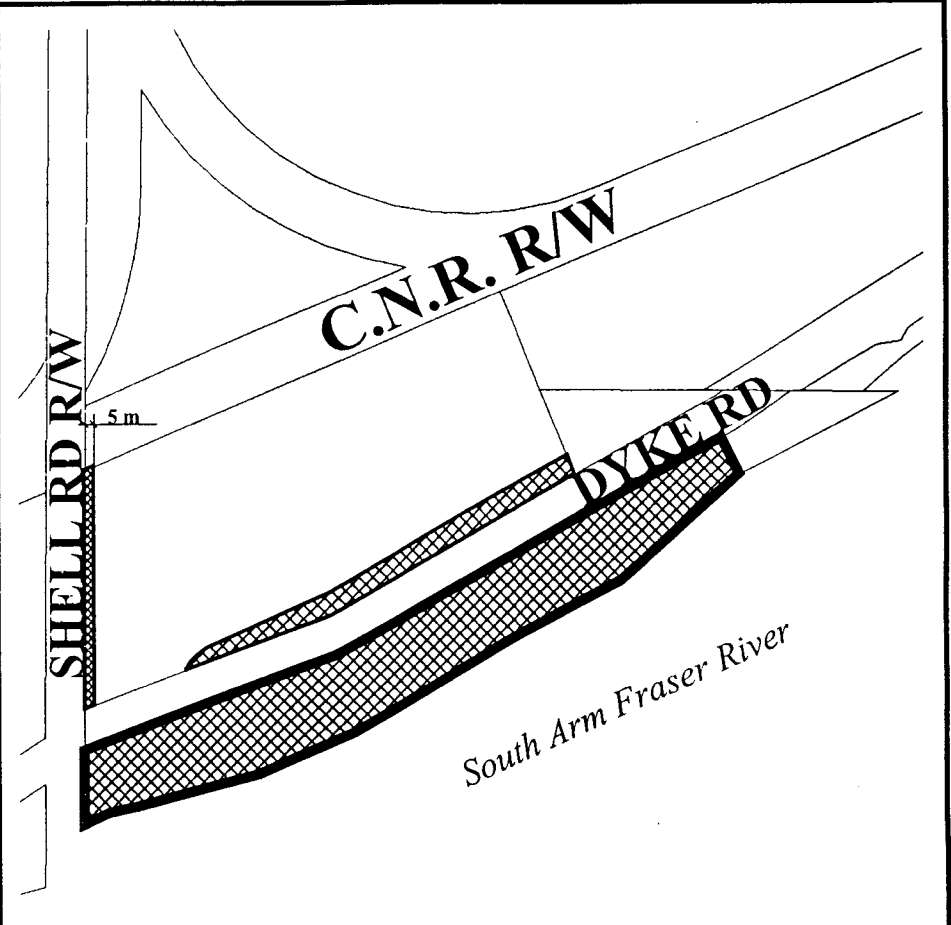
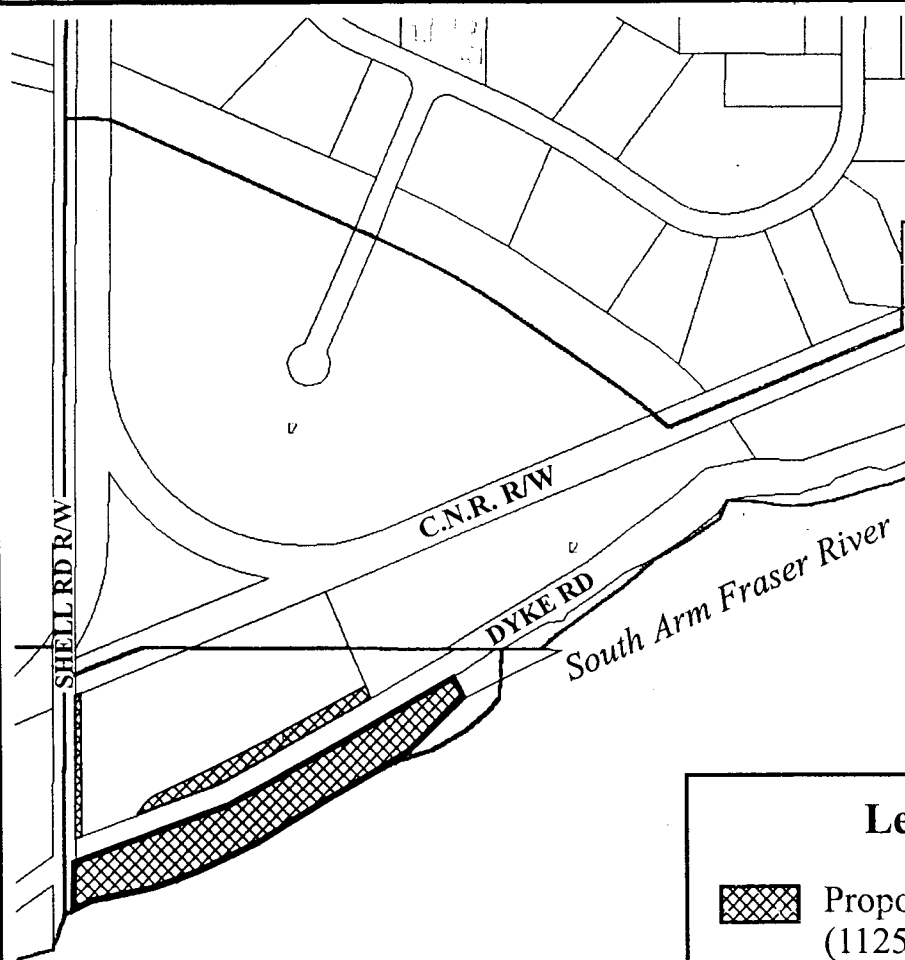
MAYOR

CITY CLERK




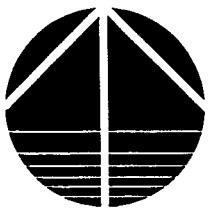
City of Richmond

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Legend

 Proposed Revised ESA
(11251 Dyke Road)



OFFICIAL COMMUNITY PLAN AMENDMENT (RZ 00-179981)

Original Date: 10/02/00

Revision Date: 11/07/00

Note: Dimensions are in METRES

CITY OF RICHMOND
BYLAW 7184
RICHMOND ZONING AND DEVELOPMENT BYLAW 5300
AMENDMENT BYLAW 7184 (RZ 00-179981)
11251 DYKE 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 **BUSINESS PARK INDUSTRIAL DISTRICT (I3)**.

P.I.D. 015-512-801

Parcel 1 Except: Part Subdivided by Plan LMP234, Section 12 and 13 Block 3 North Range 6 West New Westminster District Reference Plan 83943

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7184”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
HB
APPROVED for legality by Solicitor

MAYOR

CITY CLERK