



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee

From: Raul Allueva
Director of Development

Re: **Application by Chevron Canada Limited for Rezoning at
12011 Bridgeport Road from Service Station District (G2) to Comprehensive
Development District (CD150)**

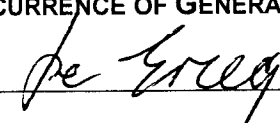
To Council - Aug 30, 2004
To Planning - Aug 24, 2004
Date: August 4, 2004
RZ 04-263998
File: 12-8060-20-7797

Staff Recommendation

That Bylaw No. 7797, to create a new "Comprehensive Development District (CD/150)", which permits a gas station with a convenience store and restaurant, and to rezone 12011 Bridgeport Road from "Service Station District (G2)" to "Comprehensive Development District (CD/150)", be introduced and given first reading.


Raul Allueva
Director of Development

KE:blg
Att.

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

Chevron Canada Limited has applied to the City of Richmond for permission to rezone 12011 Bridgeport Road (**Attachment 1**) from Service Station District (G2) to a new Comprehensive Development District (CD/150) in order to permit redevelopment of the site with a gas station, convenience store and restaurant. A site plan of the proposed development is shown in **Attachment 2**.

Findings of Fact

Item	Existing	Proposed
Owner	Chevron Canada Ltd.	No change
Applicant	Chevron Canada Ltd.	No change
Site Size	1,963 m ² (21,113 ft ²)	Approximately 1,860 m ² (20,021 ft ²) after road dedications
Land Uses	Existing service station (not active) and gas station (active use)	Gas station, retail trade and food catering establishment
Bridgeport Area Plan Designation	Commercial/Industrial	No change
OCP Designation – Generalized Land Use Map	Business and Industry	No change
Zoning	G2	A new Comprehensive Development District (CD/150)

Surrounding Development

This area around No. 5 Road and Bridgeport Road consists of a variety of light industrial and commercial land uses, a majority of which are automobile-oriented. Zoning for surrounding properties generally allow for commercial, limited retail and clean industrial activities. Buildings on neighbouring properties are one to two-storeys with most off-street surface parking located along road frontages.

An existing Chevron station operates on the subject site. Active uses include the retail sale of gasoline and small accessory retail area. The service station and garage component at this site is no longer an active use on this property.

Related Policies & Studies

Bridgeport Area Plan

The subject site is located in the Bridgeport Area Plan along the Bridgeport Road Corridor. The land use map designation for the Bridgeport Road Corridor allows for commercial and industrial activities. The Official Community Plan (OCP) General Land Use Map designates the site and surrounding area for business and industry. The proposal to redevelop the subject site into a gas station that permits both a limited area retail sales and food catering establishment is consistent with land use designations contained within the OCP and Bridgeport Area Plan.

Staff Comments

Development Applications – Land Use

Although this site does contain service bays, they are no longer actively in use. The retail sale of gasoline is the main use on the subject site. Chevron Canada is proposing to redevelop and upgrade the existing gas station, eliminate the service station and garage component, and add a wider variety of commercial activities that include a limited retail sales area and a restaurant.

The limited retail sales area will consist of Chevron's 'Town Pantry' outlet. The food catering establishment consists of a 'White Spot Triple O's' restaurant and drive thru. The total floor area associated with Triple O's is small, and the seating for the restaurant is fairly limited (16 seats).

A breakdown of the floor area allotted to each proposed use in the building is outlined in the Development Data sheet (**Attachment 3**):

Transportation

The subject site is located at a very busy intersection with traffic volumes being particularly high along Bridgeport Road. Four (4) access points currently service the site (two (2) on each road frontage). Efforts to reduce or consolidate individual access points onto the main arterial roads are a priority with any redevelopment in this area. As a result, redevelopment of the subject site will require consolidation of the two (2) existing access points from Bridgeport Road and No. 5 Road into one (1) access for each respective road frontage. Each access will be restricted to right in/right out, and located as far as possible from the corner intersection to take into account the queuing of vehicles and issues pertaining to safe vehicle access from the arterial road onto the site.

Vehicle Access

The location of the vehicle access along No. 5 Road is positioned as far north as possible from the intersection. A constraint limiting the No. 5 Road access from locating further north is a Translink bus stop which will need to be positioned north of the access. The current access location is arranged to ensure that adequate turning radius is provided for tanker trucks servicing the site. This would be compromised if the access was moved further north. The final limitation on the No. 5 Road access relates to the functioning of internal vehicle circulation within the site. Concerns were raised regarding potential conflicts of the No. 5 Road access with the drive-thru exit. The location of the driveway accesses is reasonable considering the limited size of the site,

and above mentioned constraints, particularly in light of the fact that the redevelopment will result in a consolidation of existing access points from two (2) to one (1) along both road frontages.

Proposed Comprehensive Development District (CD/150)

Staff are proposing to introduce a new Comprehensive Development District (CD/150) to accommodate the introduction of two (2) new permitted uses on the subject site and permit the continued operation of a gas station. This zoning district has been developed based on a comparison of other recent gas station developments.

Husky Station at Bridgeport Road and Great Canadian Way – Rezoned from Service Station District (G2) to Comprehensive Development District (CD/136). Permitted uses are gas station, ancillary car wash and retail trade area (limited to 223 m² or 2,400 ft²). F.A.R. limited to 0.35.

PetroCanada Station at No. 3 and Williams Road – Rezoned from Service Station District (G2) to Comprehensive Development District (CD/81). Permitted uses are gas station and retail trade area (limited to 161 m² or 1,730 ft²). F.A.R limited to 0.35.

Chevron Station at No. 5 Road and Steveston Highway – Rezoned from Service Station District (G2) to Comprehensive Development District (CD/57). Permitted uses are gas station, ancillary car wash and retail trade area (limited to 151 m² or 1,620 ft²). F.A.R. limited to 0.35.

A general outline and review of the new zone is contained in the following:

Uses – Two (2) new uses are being introduced to permit a limited retail trade area (Town Pantry)(limited to 85 m² or 915 ft²) and food-catering establishment (Triple O's) (limited to 105 m² or 1,130 ft²) to be incorporated into one (1) main building on the subject site.

Density and Lot Coverage – 0.35 floor area ratio (F.A.R.) and 35% lot coverage is identical to other zoning districts permitting gas and service stations with associated retail trade uses. The proposed density is well below the permitted maximum of 0.35 F.A.R (~0.15 F.A.R proposed) and lot coverage (~15% proposed). The proposed zoning places limits relating to permitted floor area for specific uses (i.e. retail trade and food catering establishment).

Setbacks – Side, rear and road setbacks for pump islands and canopies are generally similar with comparable zoning districts applied to gas stations which have recently redeveloped. Side and rear yard setbacks for the building is typical for this type of development (3 m or 9.843 ft.), with the building exceeding this setback to accommodate space for the drive-thru drive aisle. In a majority of comparable zoning districts utilized on gas station sites which have redeveloped (i.e. Petro-Canada at Williams Road and No. 3 Road; Chevron at Steveston Highway and No. 5 Road), the minimum road setback for buildings is typically 12 m (39.37 ft.). The proposed zone for the subject site

proposes a reduced road setback for buildings (5.9 m or 19.357 ft.). Although minimum road setbacks for this proposed zone is smaller, staff feel this to be acceptable given the limited site size, and the fact that the Bridgeport Road setback will be maintained at approximately 28 m (92 ft.). The smaller building setback along No. 5 Road can be considered given the limited building frontage and street oriented design, which includes substantial glazing and outdoor patio that will help animate the street.

Maximum Heights – This will be identical to comparable zones. 9 m (29.528 ft.) for buildings and 20 m (65.617 ft.) for structures.

Parking

A breakdown of the parking requirements for this site is noted in the Development Data sheet (**Attachment 3**). Higher parking ratios were applied for the commercial components of the project (Convenience store - 4 stalls per 100 m² area; Restaurant – 10 stalls per 100m² area). Lower parking ratios were applied to kitchen, storage and office areas at a rate of 2 stalls per 100m² of floor area. Based on this parking rationale, the applicant has provided the required 11 parking stalls.

Development Applications – Engineering and Utilities

Prior to final adoption of the Rezoning Bylaw, a 2.0 m (6.56 ft.) dedication along the entire No. 5 Road frontage and 0.5 m (1.64 ft.) dedication along the Bridgeport Road frontage complete with a 4 m x 4 m corner cut at the intersection is required to enable future road widening. All rezoning requirements are identified in **Attachment 4**.

Existing street lighting and street trees that conflict with proposed new accesses will need to be relocated along with removing the existing driveway crossings and reinstating the required frontage works. These works will be at the developer's costs, which will be determined at Building Permit stage. A traffic signal kiosk, hydro pole and bus stop will need to be relocated to accommodate the No. 5 Road access. These issues must be dealt with and completed prior to issuance of the Building Permit.

Development Permit Application

Chevron has submitted a Development Permit application to be processed concurrently with the rezoning (see reference file DP 04-263999). Issues pertaining to landscaping, building materials and general form and character of the development will be covered through the Development Permit. In particular, staff will be seeking improved landscaping treatment at the intersection (Bridgeport Road and No. 5 Road), as well as a landscape buffer between the drive-thru and the adjacent site to the north, as part of the Development Permit requirements. The applicant has been made aware of this and will be working with staff to address these issues at the Development Permit stage.

Analysis

The proposed gas station upgrade and addition of a convenience store and small restaurant with a drive-thru component is generally acceptable and is consistent with other gas stations that have recently redeveloped in Richmond. The proposal also complies with the land use designation

and policies stated in the Bridgeport Area Plan and will generally fit in with the mix of commercial, retail and light industrial activities in the surrounding area.

Staff have worked with the applicant to address transportation and vehicle access concerns and are satisfied with the site plan configuration that only allows one (1) vehicle access onto No. 5 Road and Bridgeport Road respectively. This access configuration is a significant improvement over the existing situation that has four (4) total vehicle accesses onto the main roads.

Financial Impact

None.

Conclusion

The proposal by Chevron Canada to rezone and redevelop their existing facility at the corner of No. 5 Road and Bridgeport road is reasonable as Chevron is wanting to update this facility by eliminating the garage service bays, maintain the retail sale of gasoline, and introduce uses that would permit a limited retail trade area and food catering establishment. Staff supports the rezoning proposal, as the new uses are consistent with the recent direction of redevelopment that has been ongoing with many older gas stations throughout the City.



Kevin Eng
Planning Technician – Design
(Local 4626)

KE:blg

The following must be complete prior to final adoption of the Rezoning Bylaw:

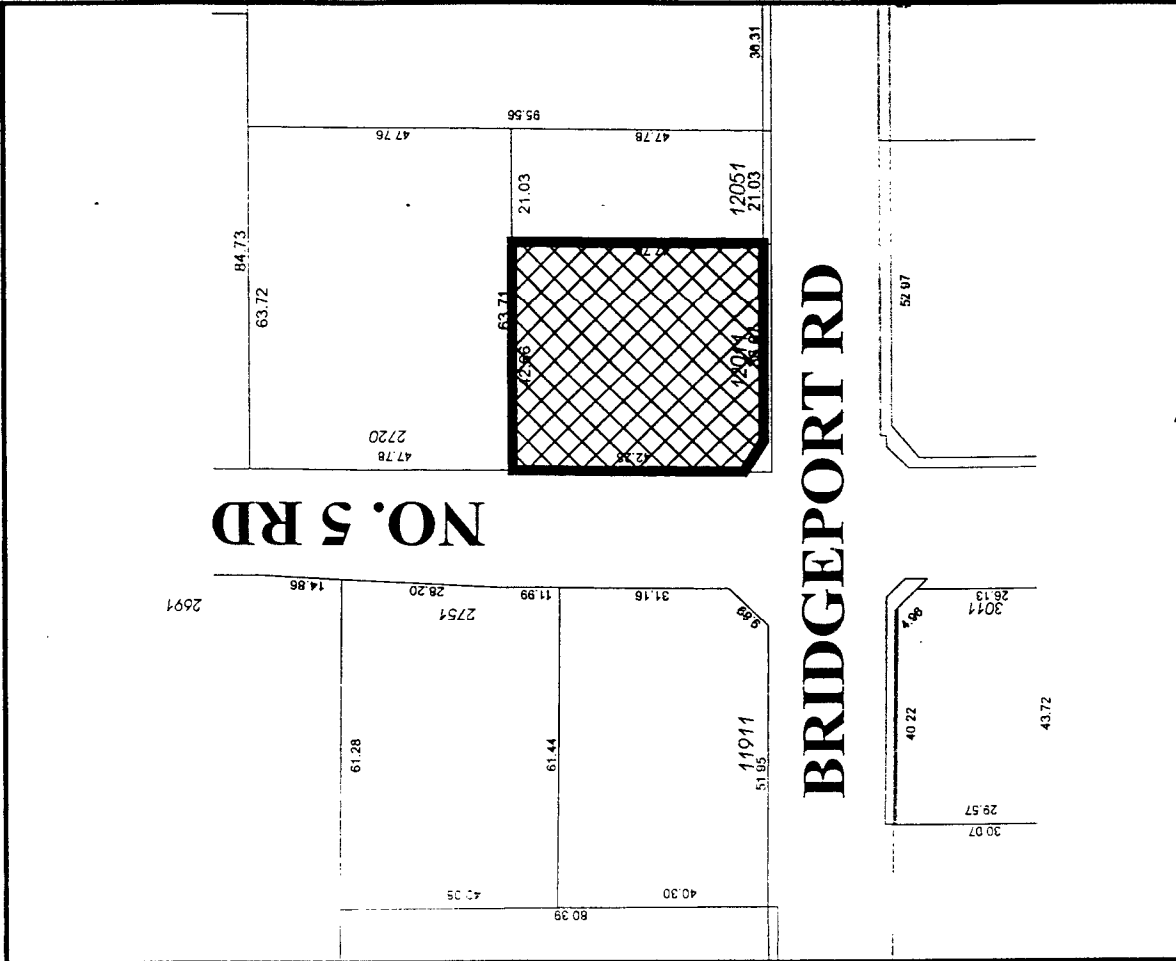
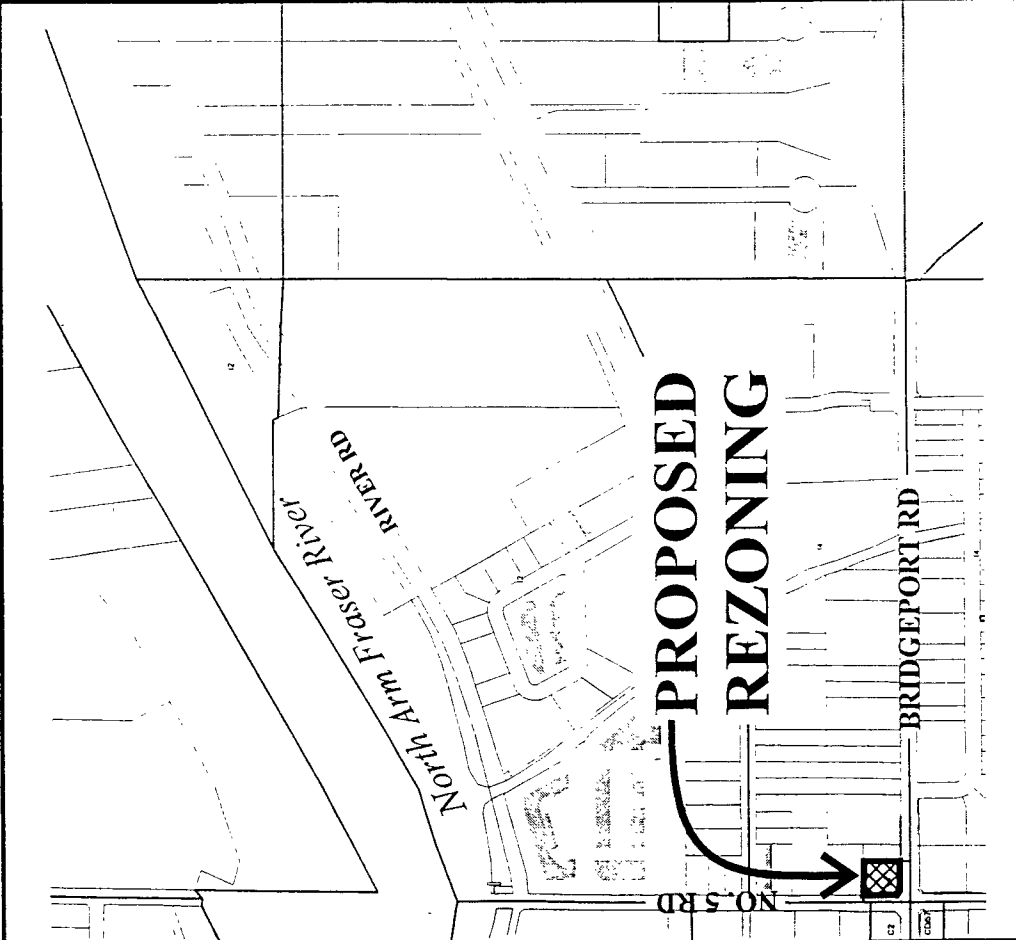
- 2.0m dedication along the No. 5 Road frontage.
- 0.5 m dedication along the Bridgeport Road frontage.
- 4 m x 4 m corner cut at the No. 5 Road and Bridgeport Road intersection.
- Processing of a Development Permit Application to the satisfaction of the Director of Development.

The following are requirements to be completed prior to issuance of the Building Permit:

- Payment of costs associated with removing the existing driveway crossings and reinstating the required frontage works, which include adding the new driveway crossings.
- Street lighting and street trees that conflict with the new proposed driveway crossings will need to be relocated at the developer's cost.
- Costs for relocation of a traffic signal control kiosk, bus stop and hydro pole (details to be worked out between the applicant and BC Hydro) will be determined at Building Permit stage.



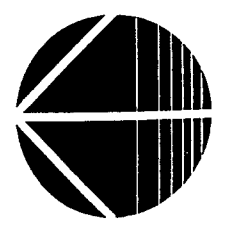
City of Richmond

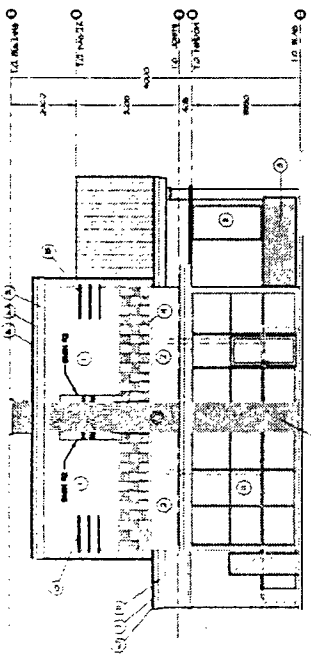


ATTACHMENT 1

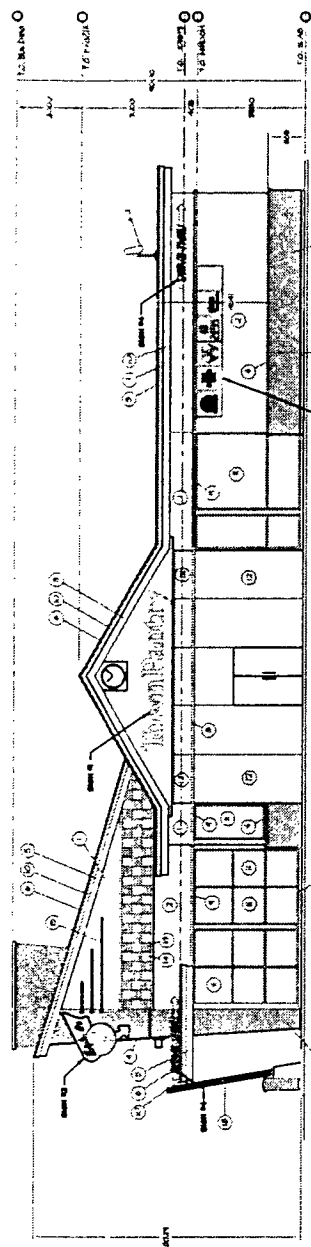
Original Date: 02/20/04
 Revision Date:
 Note: Dimensions are in METRES

RZ 04-263998

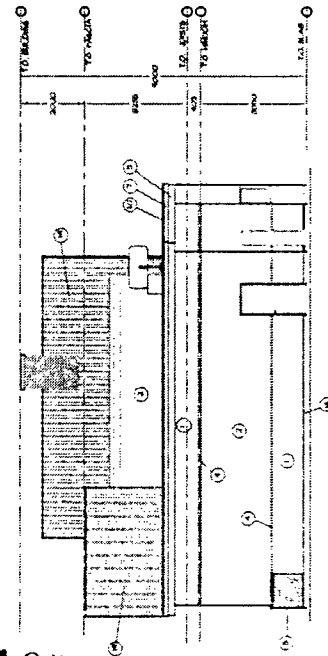




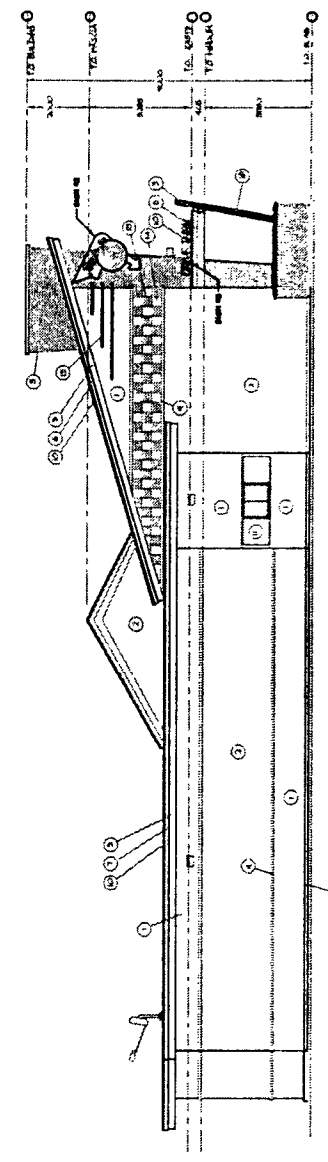
WEST ELEVATION (from No. 5 Road)



SOUTH ELEVATION (from Bridgeport Road)



EAST ELEVATION



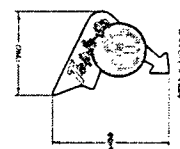
NORTH ELEVATION

LEGEND OF FINISHES

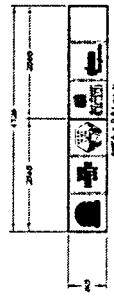
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- Sign 11



- Sign 12



- Sign 13



- Sign 14 - (International)

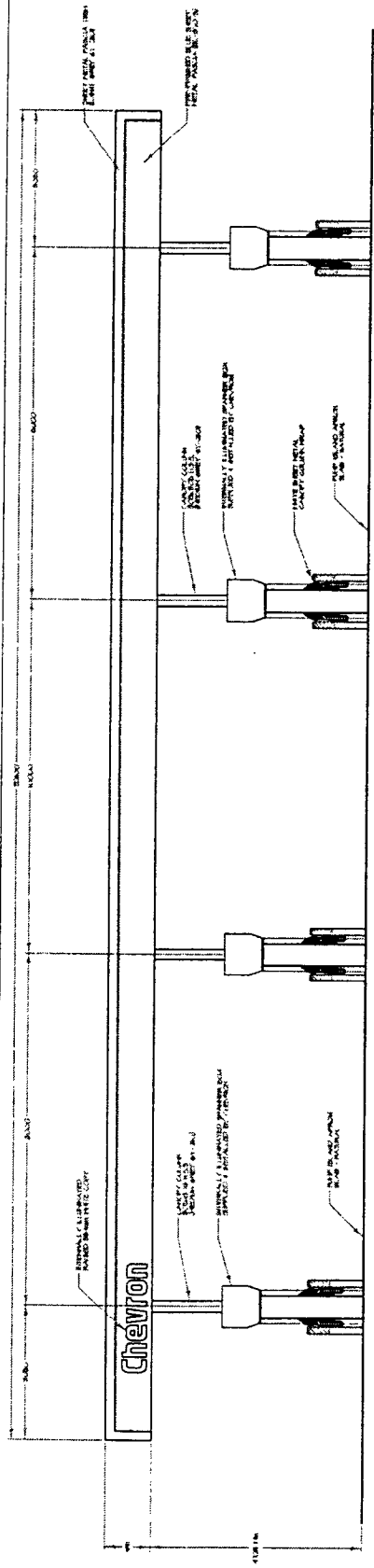


- Sign 15 - (International)

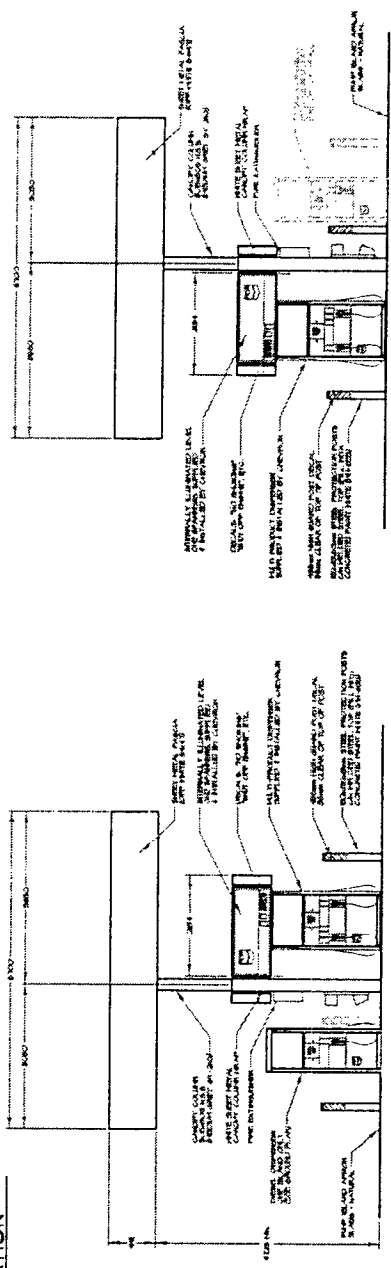
ATTACHMENT 2

BUILDING ELEVATIONS
 No. 5 Road & Bridgeport Road
 RICHMOND, B.C.
 Scale: 1/8" = 1'-0"
 Date: 08/01/01
 5.5.999 RL514-H2

Chevron
 Marketing Engineering

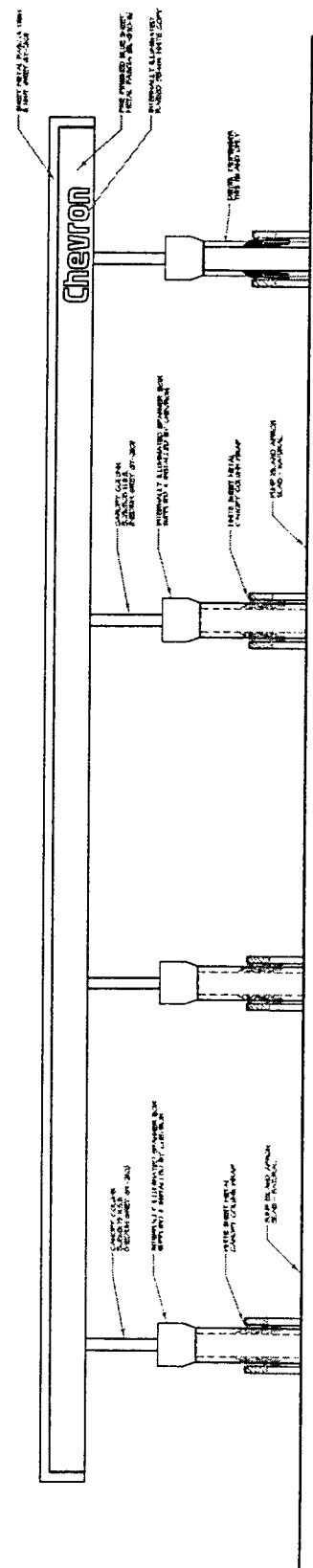


SOUTH (Bridgeport Road) ELEVATION



WEST (No. 5 Road) ELEVATION

EAST ELEVATION



NORTH ELEVATION (Facing Store)

CANOPY ELEVATIONS		RICHMOND, B.C.	
No. 5 Road & Bridgeport Road		Drawn	5.5.98
		Scale	1/4" = 1'-0"
		Date	04/91
		Rev	RLS14-10





City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1

**Development Application
Data Sheet**
Policy Planning Department

RZ 04-263998 **Attachment 3**

Address: 12011 Bridgeport Road

Applicant: Chevron Canada Ltd.

Planning Area(s): Bridgeport Area Plan

	Existing	Proposed
Owner:	Chevron Canada Ltd.	No change
Site Size (m²):	1,963 m ² (21,113 ft ²)	Approximately 1,860 m ² (20,021 ft ²) after road dedications
Land Uses	Existing service station (not active) and gas station (active use)	Gas station, retail trade and food catering establishment
OCP Designation (General Land Use Map)	Business and Industry	No change
Bridgeport Area Plan Designation	Commercial/Industrial	No change
Zoning	G2	A new Comprehensive Development District (CD/150)

On Future Subdivided Lots	Bylaw Requirement (Proposed CD/150)	Proposed	Variance
Floor Area Ratio:	Max. 0.35 F.A.R.	0.15 F.A.R.	none permitted
Lot Coverage – Building:	Max. 35%	15%	none
Floor Area:	Retail Trade – 85 m ² (max) Restaurant – 105 m ² (max)	Retail Sales – 60.4 m ² Attendant – 17.3 m ²	none
		Public Area – 44.1 m ² Kitchen – 46.5 m ²	
		Storage/Office – 101 m ²	
Total Building Floor Area	N/A	269.3 m ²	none
Parking Spaces:	Convenience store: 2.4 spaces (4 spaces per 100 m ² area) Restaurant: 4.4 spaces (10 spaces per 100 m ² area) Storage, office and kitchen areas: 3.3 spaces (2 spaces per 100m ² area) Total: 10.1 spaces	11 spaces provided	none
Minimum Setbacks - Buildings	Road Setbacks – 5.9m Side & Rear Yards – 3.0m	Road Setbacks – 5.9m (No. 5 Road) 28m (Bridgeport Road) Side & Rear Yards – 4m (north) 9.5m (east)	none

Minimum Setbacks – Pump Islands & Canopies	Road Setbacks – 4.5m (Islands) 1.5m (Canopies) Side & Rear Yards – 9.5m (Islands) 3m (Canopies)	Road Setbacks – 5.5m & 10.5m (Islands) 2.5m & 9.5m (Canopies) Side & Rear Yards – 29m & 10m (Islands) 29m & 8m (Canopies)	none
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Other: _____

Conditional Rezoning Requirements
12011 Bridgeport Road RZ 04-263998

Prior to final adoption of Zoning Amendment Bylaw 7797, the developer is required to complete the following requirements:

1. 2.0 m road dedication along the entire No. 5 Road frontage.
2. 0.5 m road dedication along the entire Bridgeport Road frontage.
3. 4m x 4m corner cut at the No. 5 Road and Bridgeport Road intersection.
4. The submission and processing of a Development Permit completed to a level deemed acceptable by the Director of Development.



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7797 (RZ 04-263998)
12011 Bridgeport Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting Section 291.150 thereof the following:

“291.150 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/150)

The intent of this zoning district is to accommodate a gasoline sales outlet and a limited-area retail sales building and food catering establishment.

291.150.1 PERMITTED USES

GAS STATION;

RETAIL TRADE, provided that the total floor area used for such purposes does not exceed 85 m² (914.93 ft²);

FOOD CATERING ESTABLISHMENT, provided that the total floor area used for such purposes does not exceed 105 m² (1,130.21 ft²);

ACCESSORY USES, BUILDINGS & STRUCTURES.

291.150.2 PERMITTED DENSITY

.01 Maximum **Floor Area Ratio**: 0.35

291.150.3 MAXIMUM LOT COVERAGE: 35%

291.150.4 MINIMUM SETBACKS OF BUILDINGS FROM PROPERTY LINES

.01 Road Setbacks: 5.9 m (19.357 ft.).

.02 **Side & Rear Yards**: 3.0 m (9.843 ft.).

291.150.5 MINIMUM SETBACK OF PUMP ISLANDS & CANOPIES

.01 Road Setbacks:

(a) Pump Islands: 4.5 m (14.763 ft.).

(b) Canopies: 1.5 m (4.921 ft.).

.02 Side & Rear Yards:

(a) Pump Islands: 9.5 m (31.168 ft.).

(b) Canopies: 3 m (9.843 ft.).

291.150.6 MAXIMUM HEIGHTS

.01 **Buildings:** 9 m (29.528 ft.).

.02 **Structures:** 20 m (65.617 ft.).

2. 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 **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/150)**.

P.I.D. 003-571-076

Lot 31 Except: Parcel D (Bylaw Plan LMP21779), Section 19 Block 5 North Range 5 West New Westminster District Plan 43262

3. This Bylaw is cited as **“Richmond Zoning And Development Bylaw 5300, Amendment Bylaw 7797”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

AUG 30 2004



MAYOR

CITY CLERK