



**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** September 6, 2022  
**File:** RZ 19-864731

**Re:** Application by Pacific Land Group for Rezoning at 9100 Cambie Road from the "Gas & Service Stations (CG2)" Zone to the "Gas Station Commercial (ZC50) – West Cambie" Zone

**Staff Recommendation**

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10414, to create the "Gas Station Commercial (ZC50) – West Cambie" zone, and to rezone 9100 Cambie Road from "Gas & Service Stations (CG2)" to "Gas Station Commercial (ZC50) – West Cambie", be introduced and given first reading.

Wayne Craig  
Director, Development

WC:sds  
Att. 5

**REPORT CONCURRENCE**

**CONCURRENCE OF GENERAL MANAGER**



## Staff Report

### Origin

Pacific Land Group, on behalf of Parkland Fuel Corporation, has applied to the City of Richmond for permission to rezone the property at 9100 Cambie Road from the “Gas & Service Stations (CG2)” zone to a new site-specific zone, “Gas Station Commercial (ZC50) – West Cambie”, in order to permit a gas station, convenience store and restaurant. A location map and aerial photograph are provided in Attachment 1. The subject site is currently occupied by a gas station and convenience store. The existing gas station is proposed to remain and the existing building containing the convenience store and service area (no longer in use) is proposed to be demolished and replaced by a new building with a convenience store and restaurant. Should the rezoning proceed a Development Permit application will be required.

### Project Description

The proposal includes the development of a one-storey building with a total floor area of 303.3 m<sup>2</sup> (3,265 ft<sup>2</sup>) to accommodate a convenience store (approximately 186.2 m<sup>2</sup> (2,004 ft<sup>2</sup>)) and a restaurant (approximately 117.1 m<sup>2</sup> (1,261 ft<sup>2</sup>)). The existing gas station is proposed to remain. The conceptual development plans of the proposed development are provided in Attachment 2.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

### Surrounding Development

- To the North: Across Cambie Road, townhouses on a property zoned “Low Density Townhouses (RTL1)” with a rear yard interface to the subject site and accessed from the internal road network (Cunningham Drive).
- To the South & East: Single-family dwellings on properties zoned “Single Detached (RS1/F)” designated for “Mixed Use (MU)” in the Official Community Plan (OCP) and “Mixed Use Employment – Residential” in the West Cambie Area Plan.
- To the West: Across Garden City Road, a vacant property zoned “Auto-Oriented Commercial (CA)”, with an active rezoning application to develop a six storey mixed use building for commercial and industrial uses (RZ 21-939474), currently under review.

### Related Policies & Studies

#### Official Community Plan/West Cambie Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Mixed Use (MU)”, which provides for residential, commercial, industrial, office and institutional uses. The West Cambie Area Plan land use designation for the subject site is “Mixed Use Employment –



Residential”. The West Cambie Area Plan also specifically identifies the southeast corner of Garden City Road and Cambie Road (subject site) as retail and retail services commercial (small floor plate only including service station and neighbourhood commercial). The West Cambie Area Plan also notes that most existing sites are expected to be redeveloped for new land uses, other than the Tomsett Elementary School, local convenience commercial and gas station uses. The development proposal is consistent with these designations.

#### Aircraft Noise Sensitive Development Policy

The subject property is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area 2. Although a new noise sensitive land use is not proposed as part of this rezoning, registration of an aircraft noise indemnity covenant on Title is required prior to final adoption of the rezoning bylaw to advise future potential purchasers of the property.

#### Land Use Noise Management

The subject property is located within 30 m of existing residential uses. Registration of a legal agreement on Title is required prior to final adoption of the rezoning bylaw indicating the requirement to mitigate unwanted noise and demonstrate that the building envelope is designed according to the following:

- Avoid noise generated by the internal use from penetrating into residential areas that exceed noise allowed in the City’s Noise Bylaw 8856; and
- Comply with the City’s Noise Bylaw for noise generated from rooftop HVAC and other mechanical units.

At the Development Permit stage, the applicant is required to submit an Acoustical Report from an acoustical consultant to demonstrate how the proposed convenience store and restaurant operations, including sound generated by exhaust fans, HVAC systems and all other mechanical equipment on-site, complies with the maximum permitted levels under the City’s Noise Bylaw 8856.

#### Ministry of Transportation & Infrastructure Approval

As the subject property is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road, this redevelopment proposal was referred to the Ministry of Transportation and Infrastructure (MOTI). Confirmation has been received from MOTI indicating that no objections to the proposed redevelopment and that preliminary approval has been granted for a period of one year. Final approval from MOTI is required prior to final adoption of the rezoning bylaw.

#### Ministry of Environment and Climate Change Strategy Approval

Provincial Ministry of Environment and Climate Change Strategy (MECCS) Certificate of Compliance or alternative approval to proceed granted from MECCS regarding potential site contamination issues is required prior to final adoption of the rezoning bylaw.



In addition, submission of sufficient information and/or assurances satisfactory to the City in its sole discretion to support the City's acceptance of the land or road to be dedicated to the City, including submission of one or more of the following:

- a) a contaminated sites legal instrument (i.e., Certificate of Compliance or Final Site Determination) confirming no contamination in the land or road to be dedicated to the City; and/or
- b) evidence satisfactory to the City, in its sole discretion, that the land or road to be dedicated to the City are in a satisfactory state from an environmental perspective (no contamination).

#### Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

#### **Public Consultation**

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

#### **Analysis**

##### Proposed Land Use and Site Specific Zone

The purpose of the rezoning application to a site-specific zone is to allow a larger convenience store and restaurant. The site is currently zoned "Gas & Service Stations (CG2)", which allows a gas station and limited retail convenience area (15 m<sup>2</sup>), and does not permit a restaurant. The new site-specific zone would allow the following:

- Continue operation of the gas station as a primary use;
- Retail convenience as a secondary use and limited to a maximum floor area of 187.0 m<sup>2</sup>; and
- Permit a restaurant as a secondary use and limited to a maximum floor area of 118.0 m<sup>2</sup>.

The applicant has provided a market analysis of the surrounding area, which identified demand for this type of retail and quick-service restaurant. Locating a convenience store and food establishment in the proposed location would also provide an amenity to the surrounding area.



The remaining requirements in the new site-specific zone are based on the existing “Gas & Service Stations (CG2)” zone, including permitted density, lot coverage, setbacks and height, except for a reduced minimum exterior yard (Cambie Road) setback for buildings, from 12.0 m to 3.0 m, to encourage the building to be located along the street. In addition, for commercial sites, the portion of the lot within 3.0 m of a property line abutting a road shall be landscaped, as per Zoning Bylaw 8500. Due to the required road dedication, vehicle maneuvering area, and existing gas station pump islands, a 3.0 m wide landscaped area will not be possible along the entire new property line abutting Cambie Road. Staff have worked with the applicant to maximize the landscaping on-site, while maintaining required road dedication, vehicle maneuvering area, and existing gas station pump islands. In addition, the required off-site frontage improvements will ensure a grassed/treed boulevard along Cambie Road. Landscaping and screening on-site will be further reviewed and specified as part of the Development Permit process.

### Site Planning

The proposed development involves the construction of a one-storey building of approximately 303.3 m<sup>2</sup> in area to accommodate a convenience store (approximately 186.2 m<sup>2</sup> in floor area) and a restaurant (approximately 117.2 m<sup>2</sup>). The building is proposed to be located in the eastern portion of the site, replacing the existing convenience store/service station building (approximately 215 m<sup>2</sup> (2,324 ft<sup>2</sup>) in floor area). The existing gas station is proposed to remain.

Required off-street parking and bicycle parking is accommodated on-site consistent with Zoning Bylaw 8500. Pedestrian access in the form of a 1.5 m wide pathway is proposed to be provided from both street frontages (Cambie Road and Garden City Road).

A Development Permit application is required to be processed to a satisfactory level, prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape and urban design will be completed as part of the Development Permit application review process.

### Existing Legal Encumbrances

An existing restrictive covenant is registered on the property (Document BV181595), which requires that the sewage holding tank system on-site is pumped out regularly and maintained, at the property owner's cost. The required Servicing Agreement associated with the rezoning application requires that the site be connected to the City's sanitary sewer system. As a condition of rezoning approval, the restrictive covenant will be discharged as the sewerage holding tank system will no longer be utilized.

### Transportation and Site Access

The subject site is currently accessed from four existing driveways, two on Garden City Road and two on Cambie Road. Closure of one driveway on each of Garden City Road and Cambie Road (located closest to the intersection) is required. Vehicular access to the subject site is to be provided from the remaining existing driveway crossings on Garden City Road and Cambie Road (located furthest from the intersection). Both driveways will accommodate right-in/right-out traffic movement only (i.e., no left in/left out movements permitted) with the raised medians



along Garden City Road (existing) and Cambie Road (to be constructed as part of this development).

Prior to final adoption of the rezoning bylaw, the applicant is required to provide the following road dedication to accommodate a road cross-section to City standard:

- Cambie Road: 2.25 m wide road dedication;
- Garden City Road: 2.25 m wide road dedication; and
- 4 m by 4 m corner cut on the southeast corner of Cambie Road and Garden City Road, measured from the new property lines.

The proposal meets the minimum vehicle and bicycle parking spaces as per Zoning Bylaw 8500. A Traffic Impact Assessment (TIA) by a professional traffic consultant was submitted as part of the application to review the impact of the proposal to the surrounding road network (including any recommended transportation related works). Transportation Staff concur with the TIA findings confirming that the existing road network can accommodate the proposal with minimal impacts. No additional roadway, access or traffic control mitigation measures are recommended.

#### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 18 bylaw-sized trees (tag# 1-16, 18-19) on the subject property and 19 trees on neighbouring properties (tag# 20-38).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and Tree Management Plan (Attachment 4), conducted an on-site visual tree assessment and provides the following comments:

- 18 trees (tag# 1-16, 18-19) located on-site along the south property line are a row of mixed species in poor condition. These trees are co-dominant and have been previously topped which does not make them good candidates for retention. The trees are also in conflict with the proposed on-site pedestrian pathway that will provide a connection from the City sidewalk on Garden City Road to the proposed building. Remove and replace.
- 16 trees located on the neighbouring property to the east (tag# 23-38) are identified to be retained and protected with Arborist supervision. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- 3 trees (tag# 20-22) located on the neighbouring property to the south are in good condition and are identified to be to be retained and protected with Arborist supervision. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.

#### *Tree Replacement*

The applicant wishes to remove 18 on-site trees (tag# 1-16, 18-19). The 2:1 replacement ratio would require a total of 36 replacement trees to be planted and maintained on-site. Based on the



submitted preliminary Landscape Plan, the applicant is proposing to plant 14 trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
14	8 cm	4 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$16,500 (\$750/tree) to the City's Tree Compensation Fund in lieu of the remaining 22 trees that cannot be accommodated on the subject property after redevelopment.

### *Tree Protection*

19 trees (tag# 20-38) on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained (Attachment 4). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing building on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

### Sustainability

The applicant has committed to design the subject development to meet the City's Step Code requirements (Step 3). Details on how the development will be built and maintained to the City's Step Code requirements will be reviewed at Building Permit stage. The site is not located within the Alexandra District Energy Utility (ADEU) service area and is therefore not required to connect.

The proposal also includes two EV parking spaces (12.5% of the required parking spaces) equipped with an electric vehicle charging station (ability to charge two vehicles at the same time). A legal agreement to ensure the proposed EV parking spaces and charging station are provided will be required prior to adoption of the rezoning bylaw.

### West Cambie Area Plan Contributions

As per the West Cambie Area Plan, the following contributions are required to be made to the City prior to adoption of the rezoning bylaw:



- Childcare contribution of \$0.82/ft. of proposed total floor area (e.g. \$2,677.30) to the City childcare reserve fund.
- West Cambie Area Plan Beautification (Park, Pathway & Facility Development) contribution of \$0.82/ft. of proposed total floor area (e.g. \$2,677.30) to assist in paying for City beautification works in West Cambie.
- West Cambie Area Planning Costs contribution of \$0.08/ft. of proposed total floor area (e.g. \$261.20) to assist with paying for community and engineering planning costs within West Cambie.

The above amounts are based on the proposed development design with the final amounts to be based on the Development Permit plans.

#### Site Servicing and Frontage Improvements

The developer is required to enter into a Servicing Agreement for the design and construction of required site servicing and frontage improvements as described in Attachment 5, prior to final adoption of the rezoning bylaw. Frontage improvements and site servicing include, but are not limited to, the following:

- Cambie Road: new curb/gutter, 1.5 m wide grassed/treed boulevard, and 2.0 m wide sidewalk, and a new 1.2 m wide raised centre median separating westbound and eastbound traffic along Cambie Road.
- Garden City Road: new curb/gutter, 1.5 m wide grassed/treed boulevard, 2.0 m wide asphalt bike path, 1.35 m wide buffer strip with pedestrian lighting, and 2.0 m wide sidewalk.
- Garden City Road/Cambie Road intersection: upgrade of existing traffic signals to accommodate required frontage improvements.
- Installation of a new watermain along Garden City Road, upgrade of existing storm sewers, and provide approximately 320 m of new sanitary sewers.

#### Development Permit Review

A Development Permit application is required to be processed to a satisfactory level, prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape and urban design (form and character) will be completed as part of the Development Permit application review process, including, but not limited to, the following:

- Compliance with Development Permit Guidelines for commercial developments in the OCP, including review of pedestrian circulation, landscape and surface treatments, and Crime Prevention Through Environmental Design (CPTED) principals.
- Refinement of the proposed building form and architectural features to achieve sufficient variety in design and create an interesting streetscape along Garden City Road and Cambie Road.



- Confirmation that the proposed convenience store and restaurant operations, including sound generated by exhaust fans, HVAC systems and all other mechanical equipment on-site, complies with the maximum permitted levels under the City's Noise Bylaw.
- Adequate screening of external HVAC units, tanks and vent stacks exposed to views from the street and future development to the east and south, including a variety of roof material/colour to develop visual interest.
- Review of proposed lighting on-site and on the building to limit light pollution to adjacent properties.

Additional issues may be identified as part of the Development Permit application review process.

### **Financial Impact**

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

### **Conclusion**

The purpose of this rezoning application is to rezone the property at 9100 Cambie Road from the "Gas & Service Stations (CG2)" zone to a new site-specific zone, "Gas Station Commercial (ZC50) – West Cambie", in order to permit a gas station, convenience store and restaurant.

The rezoning application complies with the land use designation and applicable policies contained within the OCP and West Cambie Area Plan for the subject site. Further review of the project design will be completed as part of the Development Permit application process.

The list of rezoning considerations is included in Attachment 5, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10414 be introduced and given first reading.



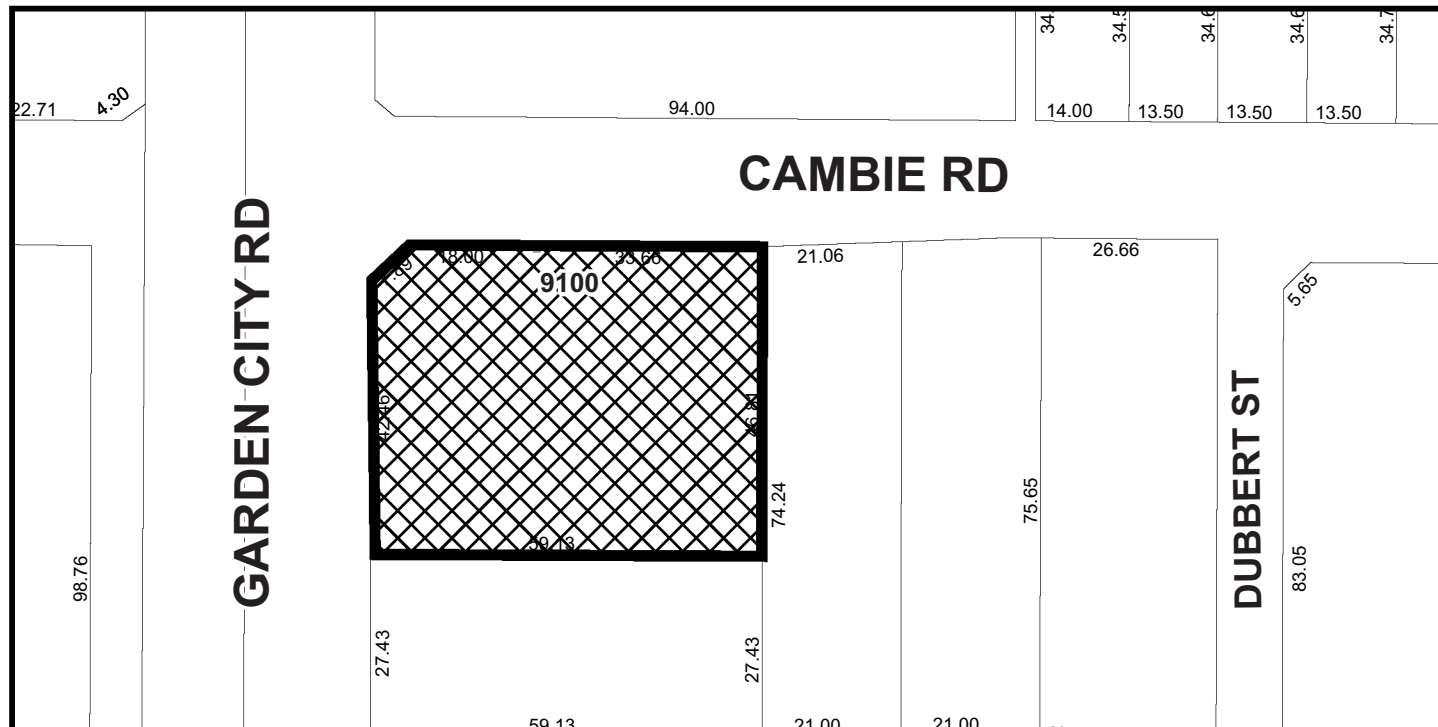
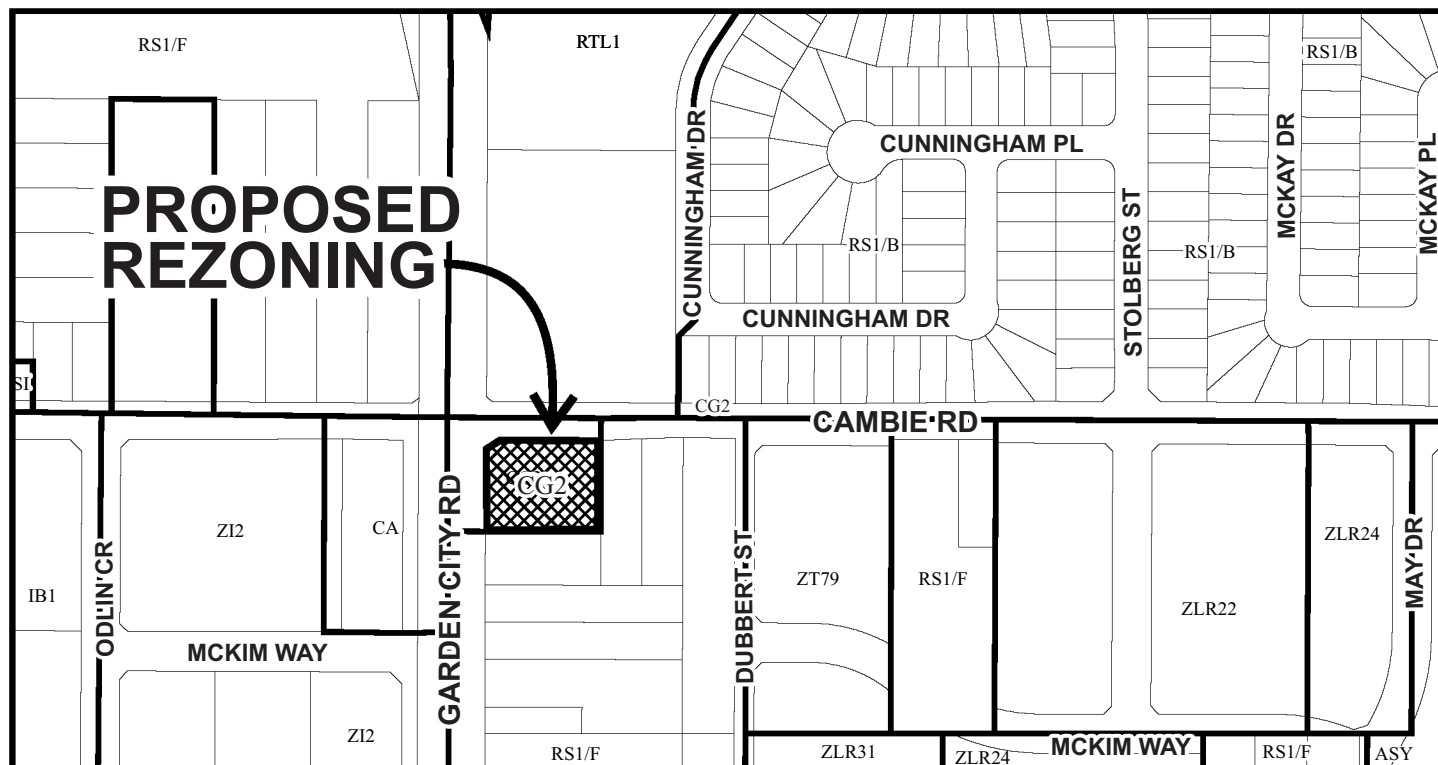
Steven De Sousa  
Planner 2

SDS:cas

Attachment 1: Location Map & Aerial Photo  
Attachment 2: Conceptual Development Plans  
Attachment 3: Development Application Data Sheet  
Attachment 4: Tree Management Plan  
Attachment 5: Rezoning Considerations



City of  
Richmond



RZ 19-864731

**PLN - 14**

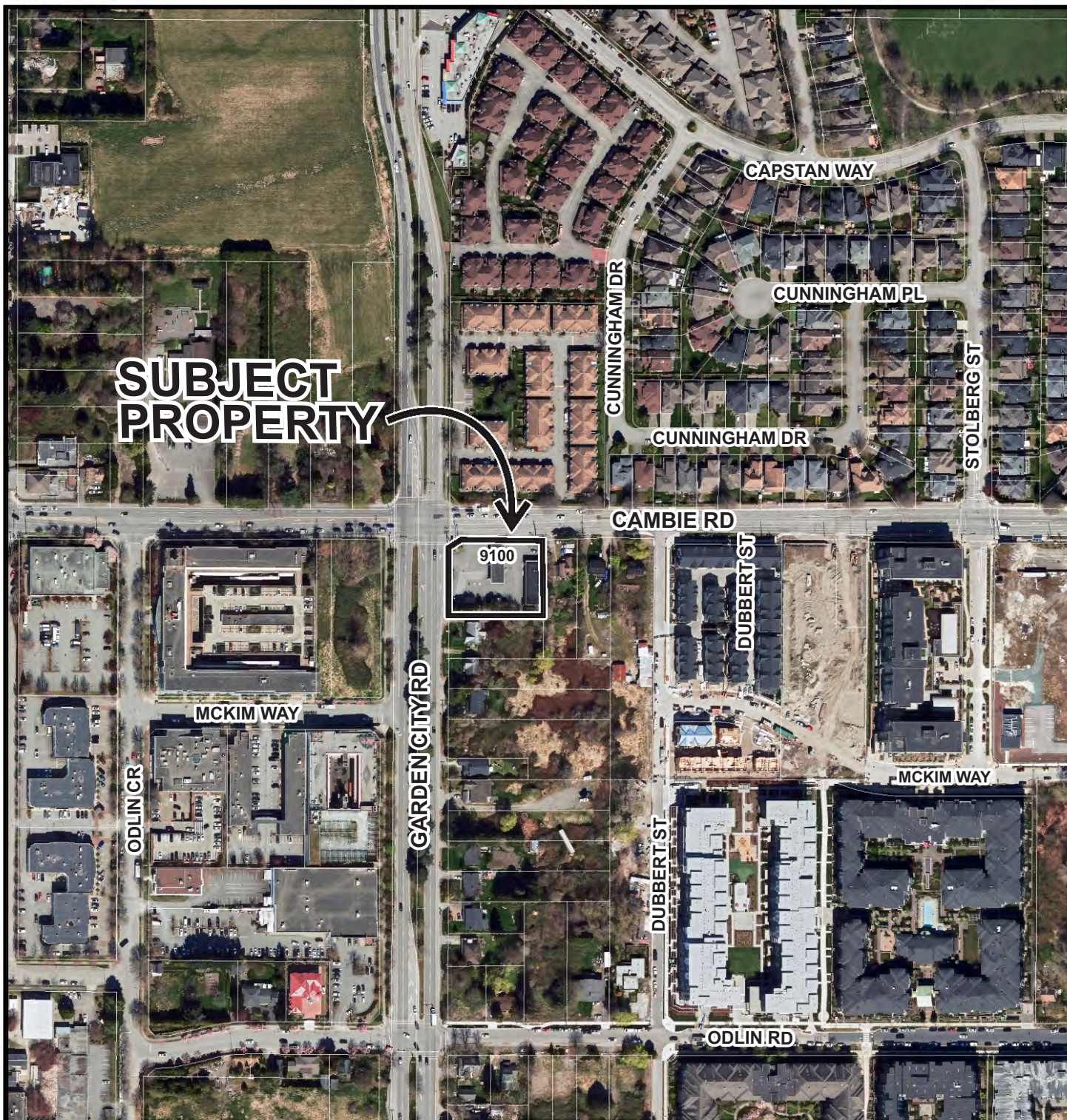
Revision Date: 08/25/22

Note: Dimensions are in METRES





City of  
Richmond



RZ 19-864731

PLN - 15

Original Date: 07/16/19

Revision Date: 08/25/22

Note: Dimensions are in METRES



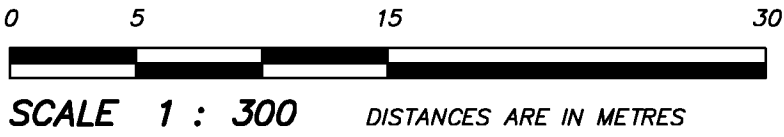
SUBDIVISION PLAN OF LOT A  
EXCEPT: FIRSTLY: THE SOUTH 90 FEET  
SECONDLY: PART ON BYLAW PLAN 57403  
THIRDLY: PART ON BYLAW PLAN 64283  
SECTION 34 BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 8743

BCGS 92G.015

PLAN EPP



STRATA PLAN NWS3026  
(PLAN 78806)



THE INTENDED PLOT SCALE OF THIS PLAN IS  
432 mm IN WIDTH BY 560 mm IN HEIGHT (C SIZE)  
WHEN PLOTTED AT A SCALE OF 1:300.

INTEGRATED SURVEY AREA No. 18, RICHMOND  
NAD83(CSRS) 4.0.0.BC.1.MVRD

GRID BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN  
GEODETIC CONTROL MONUMENTS 77H4968 AND 152 AND ARE  
REFERRED TO CENTRAL MERIDIAN OF UTM ZONE 10.

THE UTM COORDINATES AND ESTIMATED ABSOLUTE ACCURACY  
ACHIEVED ARE DERIVED FROM THE MASCOT PUBLISHED COORDINATES  
FOR GEODETIC CONTROL MONUMENTS  
77H4968 AND 152.

THIS PLAN SHOWS HORIZONTAL GROUND-LEVEL DISTANCES, UNLESS  
OTHERWISE SPECIFIED. TO COMPUTE GRID DISTANCES, MULTIPLY  
GROUND-LEVEL DISTANCES BY THE AVERAGE COMBINED FACTOR OF  
0.99960385 WHICH HAS BEEN DERIVED FROM GEODETIC CONTROL  
MONUMENTS 77H4968 AND 152.

NAD83 (CSRS) 4.0.0.BC.1.MVRD UTM ZONE 10 COORDINATES			
TABLET MARKING	NORTHING	EASTING	ABSOLUTE ACCURACY
77H4968	5447995.923 m	490662.762 m	0.01 m
152	5447997.140 m	490464.810 m	0.01 m

LEGEND

FOUND PLACED

- DENOTES CONTROL MONUMENT
- DENOTES LEAD PLUG
- DENOTES STANDARD IRON POST
- NF DENOTES NOTHING FOUND
- Wt. DENOTES WITNESS
- m<sup>2</sup> DENOTES SQUARE METRES
- ha DENOTES HECTARES
- Bk. DENOTES BLOCK
- Ex. DENOTES EXPLANATORY

NOTE: THIS PLAN SHOWS ONE OR MORE WITNESS POSTS  
WHICH ARE NOT SET ON THE TRUE CORNER(S).

GARDEN CITY ROAD

CAMBIE ROAD

Sec 34

ROAD  
226.1 m2

1  
0.253 ha  
(2532.7 m<sup>2</sup>)  
Rem. A  
PLAN 8743

Rem. W 1/2 B  
PLAN 8743

Bk. 5 N.  
Rge 6 W

S 90' A  
PLAN 8743

W 1/2 F  
PLAN 15285

ODLIN ROAD

Rem. 1  
PLAN 11100

THIS PLAN LIES WITHIN THE JURISDICTION OF THE  
APPROVING OFFICER FOR THE CITY OF RICHMOND.

THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS  
COMPLETED ON THE xnd DAY OF xxx, 202X  
STEPHEN ANDREWS, BCLS (1027)  
ECR#:

THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT

PLN - 16

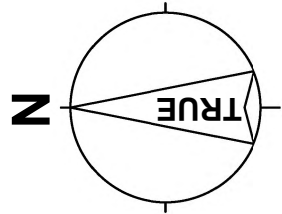
FEBRUARY 16, 2022

BUTLER  
SUNDVICK

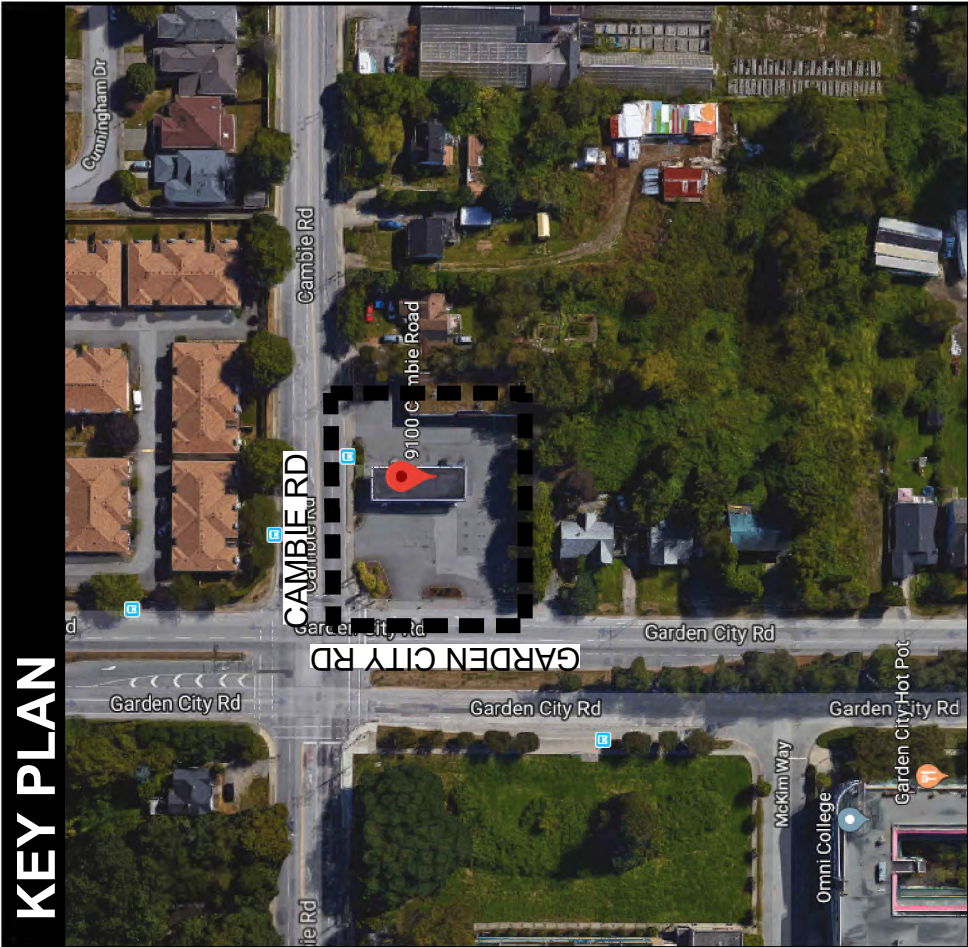
4 - 19089 94th Ave  
Surrey, BC V4N 3S4  
www.butlersundvick.ca  
Tel. 604-513-9611

File: 5210  
Dwg: 5210-S1





## KEY PLAN



## LEGEND

IRON SURVEY POST FOUND	● FUP
MANHOLE	○ MH
CATCH BASIN	□ CB
FIRE HYDRANT	⊕ FH
POWER POLE	○ PP
TRAFFIC LIGHT	○ TL
TRAFFIC SIGN/ SIGN POST	⊕ TS
LIGHT STANDARD	⊕ LS
LIGHT STANDARD (SGL)	⊕ YL
TELEPHONE PEDESTAL	⊕ TP
EXISTING CONC. CURBS	▬ EX
NEW CONC. CURBS	▬ EX
PREFIX (EX) = EXISTING	
PROPOSED ROAD DEDICATION	▬ EX
FUTURE ROADWAY DEMARCATION	▬ EX

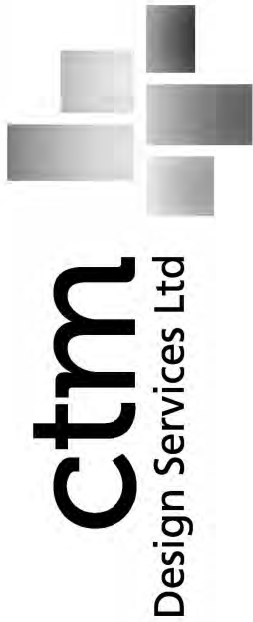
## GENERAL NOTES

- ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT CONC. CURB RADI WHICH ARE NOTED IN METERS.
- ALL CONSTRUCTION WITHIN THE PROPERTY LINES IS NEW UNO.
- DRAWING IS NOT TO BE SCALED.
- ALL DIMENSIONS TO BE CHECKED & VERIFIED ON THE SITE BY SURVEY. PRIOR TO ANY CONSTRUCTION. ANY DISCREPANCIES ARE TO BE REPORTED TO THE ENGINEER BEFORE PROCEEDING.
- CONTRACTOR TO ENSURE THAT ALL CONSTRUCTION ON MUNICIPAL PROPERTY IS TO THE LATEST MUNICIPAL STANDARDS.
- SEE ARBORIST REPORT FOR TREES TO BE KEPT OR REMOVED

## UTILITY INFORMATION NOTES:

- ALL LOCATIONS SHOWN OF UNDERGROUND AND OVERHEAD UTILITIES ARE APPROXIMATE.
- STORM SEWER LOCATIONS ARE BASED ON DRAWING LC-151 DATED JULY 2005 PROVIDED BY HUNT & MARTIN CONSULTANTS LTD.
- UNDERGROUND ELECTRICAL UTILITY LOCATIONS ARE BASED ON DRAWING LC-151 DATED JULY 2005 PROVIDED BY HUNT & MARTIN CONSULTANTS LTD.
- NATURAL GAS LOCATIONS ARE BASED ON DRAWING TICKET # 2019075853 DATED FEB. 14, 2019, PROVIDED BY BC ONE CALL AND FORTIS BC.
- TELUS CABLE LOCATIONS ARE BASED ON DRAWING TICKET # 2019075853 DATED FEB. 13, 2019, PROVIDED BY BC ONE CALL AND TELUS.

NO.	DATE	DESCRIPTION OF ISSUE OR REVISION	LG	BY
2021-12-20	RE-ISSUED FOR RE-ZONING SUBMISSION		DL	
2021-09-17	RE-ISSUED FOR REVIEW		DL	
2021-09-17	RE-ISSUED FOR REVIEW		DL	
2021-09-29	ISSUED FOR REVIEW		DL	
2021-06-22	ISSUED FOR REVIEW		DL	
2019-11-06	ISSUED FOR CLIENT REVIEW (MIRRORED QSR, DOOR CENTERED)		DL	
NO.	DATE	DESCRIPTION OF ISSUE OR REVISION	LG	BY



210, 340 Midpark Way SE, Calgary, Alberta, T2A 1P1

TEL: 403.640.0960 F: 403.250.6506 www.ctmdesign.ca



DRAWINGS ARE OWNED BY PARKLAND AND MAY NOT BE DUPLICATED.

9100 CAMBIE ROAD  
RICHMOND BC

PROPOSED SITE PLAN

FILE: 190668-A1-00-DWG

PROJECT NO: 190668 DATE: 2019-05-20 CHECKED BY: SM

DRAWING NO: 190668 SCALE: 1:150 DRAWN BY: NAS

REV: NO

R05

A1-00

## SITE INFORMATION

### LEGAL DESCRIPTION

LOT 'A' BLOCK 'A' OF SECTION 34, B. 5 N., R. 5 W., PLAN 8743, EXCEPT THE S. 91FT & EXCEPT PART SHOWN ON 57403, N.W.D.

### MUNICIPAL ADDRESS

9100 CAMBIE RD  
RICHMOND BC

### ZONING

EXISTING: C6Z

PROPOSED: RE-ZONING TO ALLOW FOR FOOD SERVICE AND INCREASED C-STORE AREA

### LOT AREA

EXISTING: 2776.86m<sup>2</sup> (0.97 ACRES) (68,465 SQ. FT.)  
PROPOSED: 2532.7m<sup>2</sup> (0.25 ACRES) (68,465 SQ. FT.)

### SITE AREAS:

PROPOSED GROSS FLOOR AREA (GFA): 186,181m<sup>2</sup> (2,004 SQ. FT.)  
RESTAURANT: 117,111m<sup>2</sup> (1,260 SQ. FT.)  
C-STORE: 303,250m<sup>2</sup> (3,265 SQ. FT.)  
TOTAL: 303,250m<sup>2</sup> (3,265 SQ. FT.)

### LOT COVERAGE

12%

### SETBACKS:

BUILDING SETBACKS:  
REAR (GARDEN CITY ROAD): 3.0m (10.0 FT.)  
REAR (EAST PL.): 3.0m (10.0 FT.)  
EXTERIOR SIDE (CAMBIE ROAD): 3.0m (10.0 FT.)  
INTERIOR SIDE (SOUTH PL.): 4.5m (10.0 FT.)

DRIVEABLE: 90 DEGREE PARKING 7.5m (25.0 FT.) MIN - 7.5m (25.0 FT.) MAX - 9.4m (31.0 FT.)

LANDSCAPING SETBACKS:  
REAR (GARDEN CITY ROAD): 3.0m (10.0 FT.)  
GARDEN CITY ROAD: 3.0m (10.0 FT.)

### PARKING

CONVENIENCE & RETAIL  
RESTAURANT  
3 SPACES PER 100m<sup>2</sup> GFLA = 186,181/100 x 3 = 5.58 (6) SPACES REQ.  
8 SPACES PER 100m<sup>2</sup> GFLA = 117,111/100 x 8 = 9.37 (10) SPACES REQ.  
TOTAL PARKING STALLS REQUIRED: 16 PARKING STALLS

MOTOR VEHICLE PARKING STALLS PROVIDED

TYPE	SIZE	COUNT
REPAIR	2400 x 5500	= 1 STALLS
HANDICAP	3400 x 5500	= 1 STALLS
TOTAL PARKING PROVIDED		= 16 STALLS

### BICYCLE PARKING

C-STORE & RETAIL - 186,181m<sup>2</sup>  
RESTAURANT - 117,111m<sup>2</sup>  
TOTAL GFLA - 303,250m<sup>2</sup>

CLASS 1 - 0.27 SPACES PER EACH 100m<sup>2</sup> OF GFLA  
REQUIRED: 303,250 / 100 x 0.27 = 0.82 (1)

TOTAL REQUIRED: 1 TOTAL PROVIDED: 1

CLASS 2 - 0.4 SPACES PER EACH 100m<sup>2</sup> OF GFLA  
REQUIRED: 303,250 / 100 x 0.4 = 1.21 (2)

TOTAL REQUIRED: 2 TOTAL PROVIDED: 3

LOADING ZONE  
REQUIRED: MEDIUM SIZE LOADING ZONE: 9.1m x 3.0m  
PROVIDED: 9.1m x 3.0m

### REFUSE & RECYCLING

REQUIRED: 1.5m x 3.0m IN HEIGHT SCREENING & 1.5m IN HEIGHT  
SHRUBS & GROUND COVER

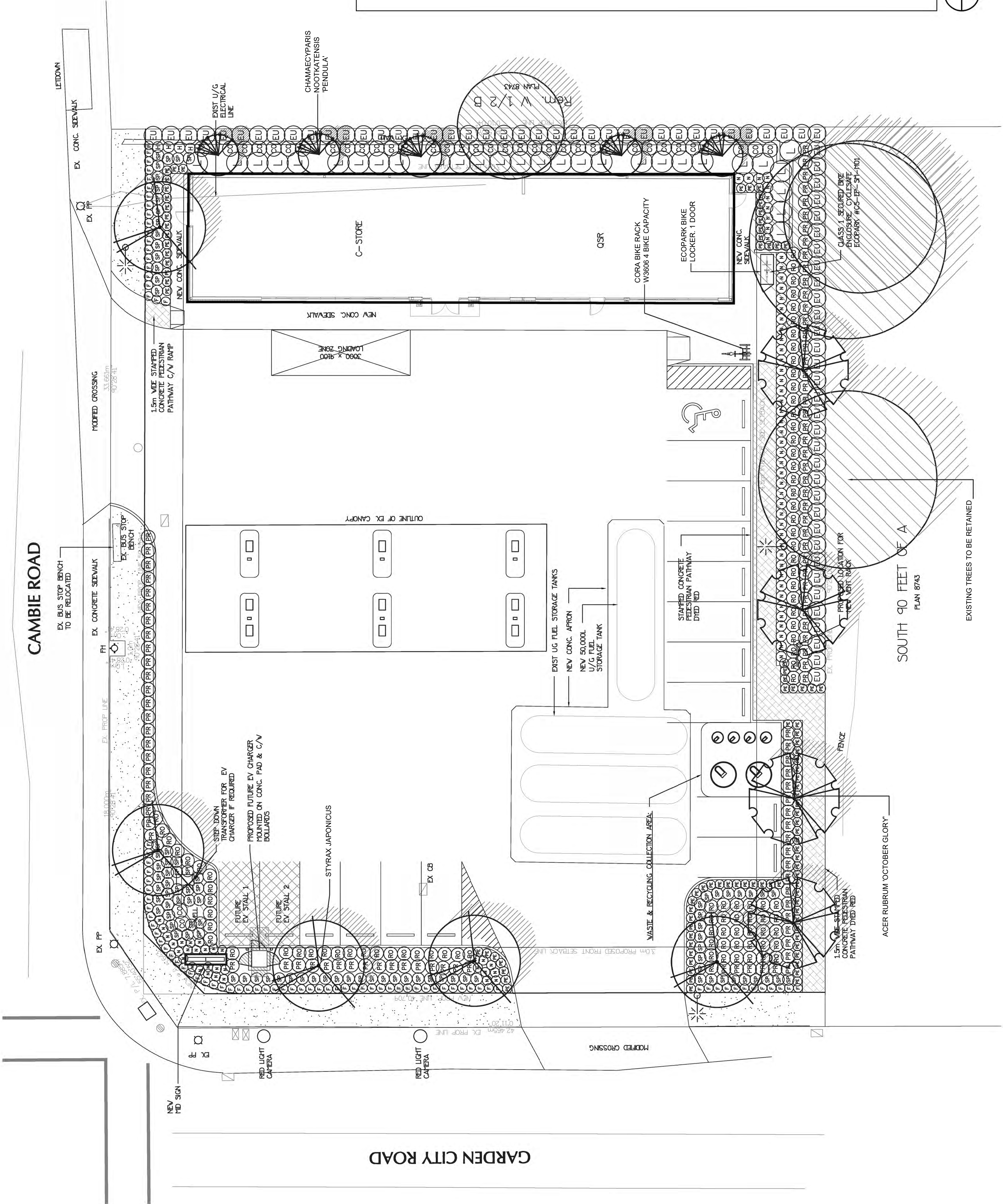
### LANDSCAPING

REQUIRED: 1.5m x 3.0m IN HEIGHT SCREENING & 1.5m IN HEIGHT  
SHRUBS & GROUND COVER

SOUTH 90 FEET OF A

PLAN 8743





CAMBIE ROAD

GARDEN CITY ROAD

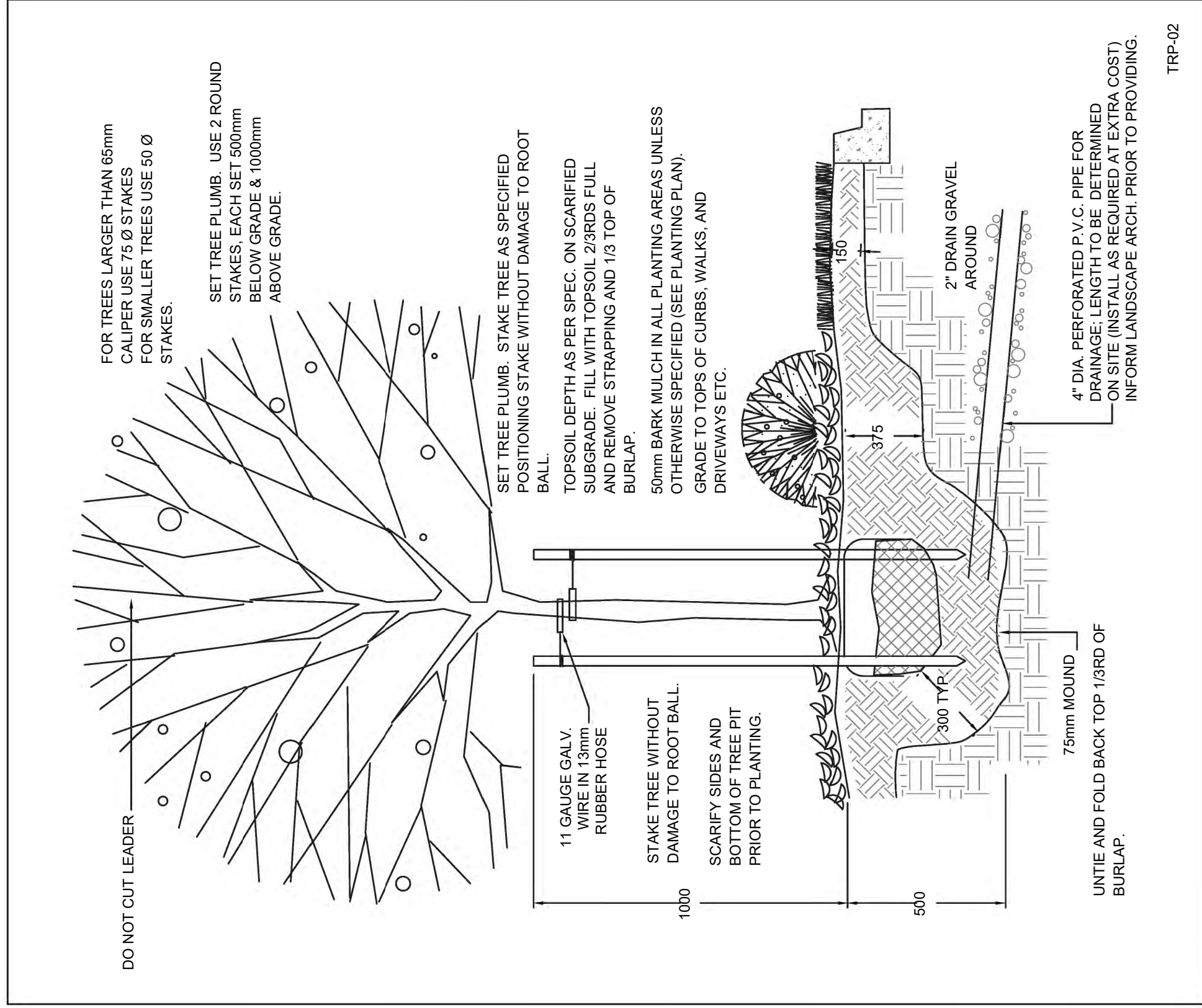
PLANT SCHEDULE

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
1	4	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY MAPLE	8CM CAL: 2M STD: B&B
2	5	CHAMAECYPARIS NOOTKATENSIS 'PENDULA'	WEeping NOOTKA CYPRESS	4M HT: B&B
3	5	STYRAX JAPONICUS	JAPANESE SNOWBELL	8CM CAL: 1.5M STD: B&B
4	37	CORNUS SERICEA 'KELSEYII'	DWARF REDTWINg DOGWOOD	#2 POT: 40CM
5	72	EUONYMUS ALATA 'COMPACTUS'	COMPACT WINGED BURNING BUSH	#3 POT: 50CM
6	104	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	#7 POT: 1.0M
7	92	ROSA 'MIDLAND RED'	MIDLAND ROSE: RED: 0.8M MATURE HT	#2 POT: 40CM
8	91	SPIRAEA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIRAEA: PINK	#2 POT: 40CM
9	97	PENNISETUM ALOPECUROIDES 'HAMELIN'	DWARF FOUNTAIN GRASS	#1 POT
10	84	BERGENIA CORDIFOLIA	HEARTLEAF BERGENIA: ROSE PINK	11CM POT
11	4	HELBORUS HYBRIDUS	HELVEN ROSE	15CM POT
12	26	HELMINTHOSIS 'MUNSTEAD'	HELVEN TENDER: COMPACT, VIOLET-BLUE	#1 POT
13	80	NEPETA 'J.R. WALKER'	DWARF BLUE CATMINT	15CM POT

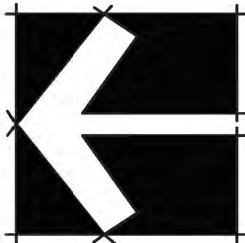
NOTES: \* PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. \* REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. \* SEARCH AND REVIEW MAKE PLANT MATERIAL SUBSTITUTIONS OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. \* ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. \* ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. \* BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.



ECOPARK BIKE LOCKER- 1 DOOR



TREE PLANTING DETAIL



21100-4.ZIP

CLIENT:

PROJECT:

SEAL:

DRAWING TITLE:

DATE: 21 JUN 30



Suite C100 - 4185 Still Creek Drive  
Burnaby, British Columbia, V5C 6G9  
p: 604 294-0011; f: 604 294-0022



SERVICE STATION

9100 CAMBIE ROAD  
RICHMOND, B.C

NO.	DATE	REVISION DESCRIPTION	DR.
3	22 MAR 15	NEW SITE PLAN	DO
2	24 DEC 15	NEW SITE PLAN	JH
1	23 JUL 09	ADDED TREE MANAGEMENT PLAN	JH

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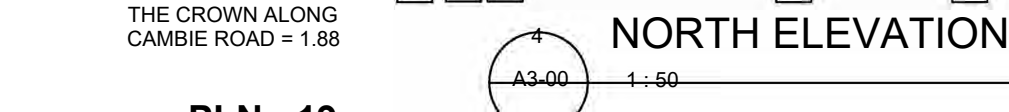
PMG PROJECT NUMBER:

21-100

L1

OF 3





GENERAL NOTES:

1. DO NOT SCALE DRAWINGS.
2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
3. REFER TO SIGN MANUFACTURER'S DRAWINGS FOR EXACT SIZES, COLOURS, FONTS, POINT STYLE, AND CONNECTION DETAILS OF ALL SIGNAGE. SIGNAGE TO BE SUPPLIED AND INSTALLED BY SIGN MANUFACTURER AND GENERAL CONTRACTOR TO CO-ORDINATE INSTALLATION. PROVIDE PLYWOOD BACKING AS REQUIRED. FINAL INSTALLATION LOCATION & SIZE OF ALL TENANT SIGNAGE TO BE CONFIRMED WITH TENANT TI DRAWINGS.
4. DOOR OPERATOR AND BUTTONS TO BE INSTALLED BY G.C. USING HORTON AUTOMATICS APPROVED INSTALLER. REFER TO ELECTRICAL DRAWINGS FOR LOCATION. BARRIER-FREE DOOR OPERATOR. POWER DOOR OPERATOR SHALL HAVE NO FACE DIMENSIONS LESS THAN 100mm. TO BE MOUNTED NOT LESS THAN 1500mm AND NO MORE THAN 1200mm A.F.F. AND CONTAIN A SIGN INCORPORATING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY (AS PER CBC SECTION 3.8.3.3.). (CONFIRM WITH LOCAL APPLICABLE BUILDING CODE)
5. FINAL INSTALLATION LOCATION OF OTR LETTERS TO BE COORDINATED BETWEEN GC & PFC SIGN VENDOR.
6. GC TO COORDINATE EXTERIOR WALL PACK, CAMERA, & PHOTO CELL MOUNTING HEIGHT LOCATIONS W/ VENDOR DRAWINGS AND STRUCTURAL BEAM LOCATIONS.

[illegible]

DRAWINGS ARE OWNED BY PARKLAND AND MAY NOT BE DUPLICATED.

9100 CAMBIE ROAD  
RICHMOND BC

## EXTERIOR ELEVATIONS

FILE: 19068\_A3-01.DWG  
PROJECT NO: 19068 DATE: 2018-11-15 CHECKED BY: AG

OUTLET NO. -	SCALE: 1:50	DRAWN BY:
REV NO.		

R00

A3-01





**RZ 19-864731**

**Attachment 3**

Address: 9100 Cambie Road

Applicant: Pacific Land Group

Planning Area(s): West Cambie

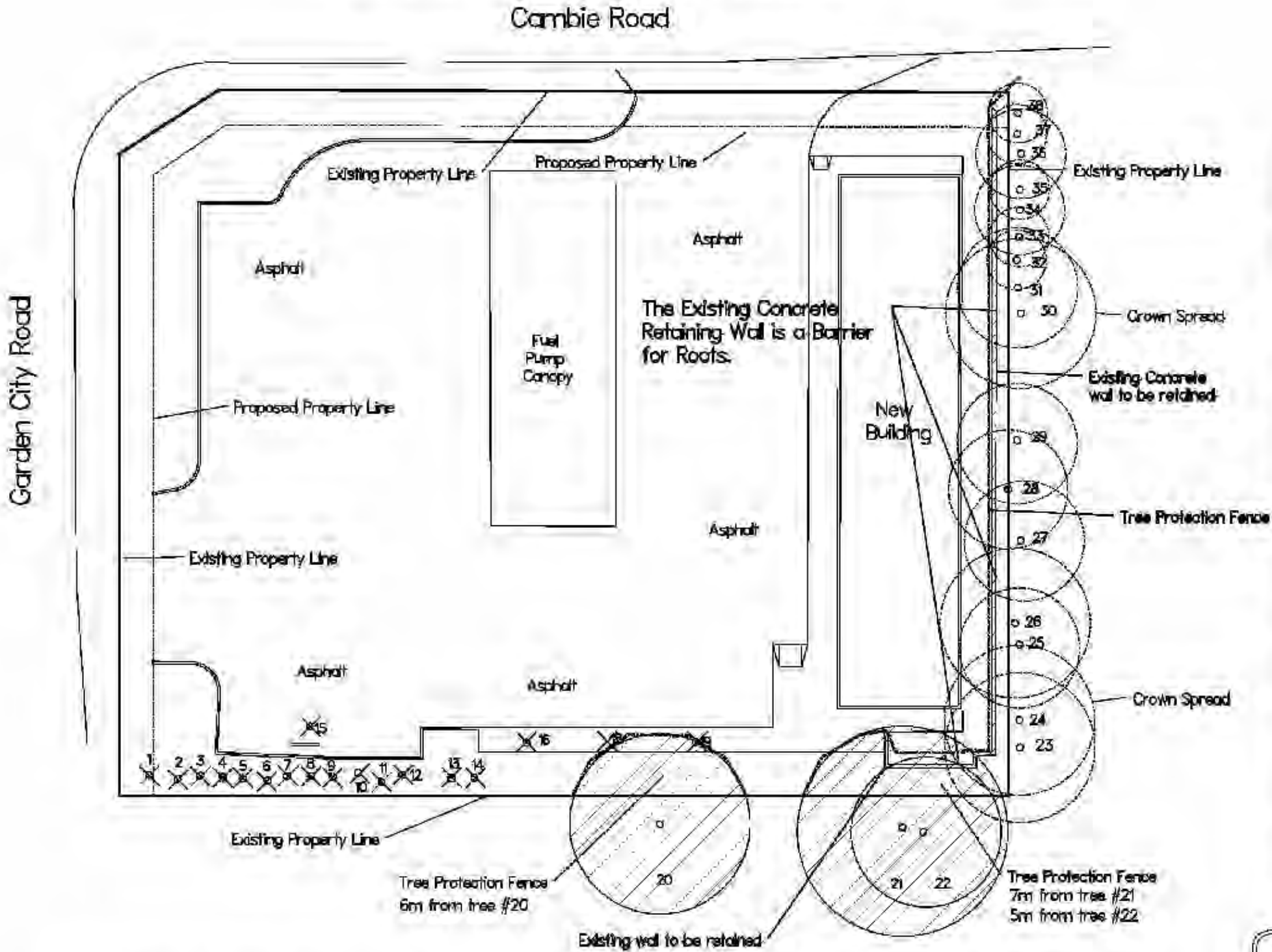
	Existing	Proposed
<b>Owner:</b>	Parkland Fuel Corporation	No change
<b>Site Size:</b>	2,758.8 m <sup>2</sup> (29,696 ft <sup>2</sup> )	2,532.7 m <sup>2</sup> (27,262 ft <sup>2</sup> ) Road dedication: 226.1 m <sup>2</sup> (2,434 ft <sup>2</sup> )
<b>Land Uses:</b>	Gas station and convenience retail	Gas station, convenience retail and restaurant
<b>OCP Designation:</b>	Mixed Use (MU)	No change
<b>Area Plan Designation:</b>	Mixed Use Employment – Residential	No change
<b>Zoning:</b>	Gas & Service Stations (CG2)	Gas Station Commercial (ZC50) – West Cambie

	Bylaw Requirement (ZC50)	Proposed	Variance
Floor Area Ratio:	Max. 0.35	0.12	None permitted
Lot Coverage – Buildings:	Max. 35%	12%	None
Lot Size:	N/A	2,532.7 m <sup>2</sup>	None
Setbacks – Front (Garden City Road)	Buildings: Min. 12.0 m Pump Islands: 4.5 m Canopies: 1.5 m	Complies	None
Setbacks – Exterior Side Yard (Cambie Road):	Buildings: Min. 3.0 m Pump Islands: 4.5 m Canopies: 1.5 m	Complies	None
Setbacks – Interior & Rear Yard:	Buildings: Min. 3.0 m Pump Islands: 10.0 m Canopies: 3.0 m	Complies	None
Height:	9.0 m	5.5 m	None
Vehicle Parking Spaces:	Convenience retail: 3 spaces per 100 m <sup>2</sup> = 6 spaces Restaurant: 8 spaces per 100 m <sup>2</sup> = 10 spaces	Convenience retail: 6 spaces Restaurant: 10 spaces Total: 16 spaces	None
Bicycle Parking Spaces – Class 1:	0.27 spaces per 100 m <sup>2</sup> = 1 space	1 space	None
Bicycle Parking Spaces – Class 2:	0.4 spaces per 100 m <sup>2</sup> = 2 spaces	3 spaces	None



# Tree Removal and Protection Plan

## 9100 Cambie Road



**Special Note:**  
A Certified Arborist must be on-site during excavation north of the Concrete wall and within the crown of trees # 23 - 38 located on the neighbours property.

Table of Trees			
Tree #	Species	DBH cm	Crown Spread Radius m
1 - 14	Red Cedar hedge (Thuja plicata)	20 - 45	2 - 5
15	Cherry (Prunus spp.)	28	4
16	Laurel (Prunus spp.)	40	4
18	Cherry (Prunus spp.)	35	5
19	Red Cedar (Thuja plicata)	20	
20	Maple (Acer platanoides)	50	6
21	Maple (Acer platanoides)	50	7
22	Maple (Acer platanoides)	40	5
23 - 27	Paper Birch (Betula papyrifera)	20-50	4 - 5
28	Maple (Acer platanoides)	25	4
29 - 38	Paper Birch (Betula papyrifera)	20-45	2 - 5

✕ Trees to be removed

Tree protection fence

- 4ft in height
- 2x4 wood framing (vertical posts, top and bottom rails)
- Plastic mesh screening

uTree Environmental Consultants.  
604-528-0614 PLN-21 www.utree.com

CTM Design Services LTD.

client:	date:	drawn by:
T = 8'	December 16, 2021	AVH
checked by:	drawn by:	1 of 1





**Address:** 9100 Cambie Road

**File No.:** RZ 19-864731

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10414, the developer is required to complete the following:**

1. Provincial Ministry of Transportation & Infrastructure (MOTI) approval.
2. Provincial Ministry of Environment and Climate Change Strategy (MECCS) Certificate of Compliance or alternative approval to proceed granted from MECCS regarding potential site contamination issues.
3. Road dedication along the entire north and west property lines measuring 2.25 m wide and a 4 m by 4 m corner cut at the northwest corner of the site measured from the new property line, for a total road dedication area of 226.1 m<sup>2</sup>. Submission of sufficient information and/or assurances satisfactory to the City in its sole discretion is required to support the City's acceptance of the land or road to be dedicated to the City, including submission of one or more of the following:
  - a) a contaminated sites legal instrument (i.e., Certificate of Compliance or Final Site Determination) confirming no contamination in the land or road to be dedicated to the City; and/or
  - b) evidence satisfactory to the City, in its sole discretion, that the land or road to be dedicated to the City are in a satisfactory state from an environmental perspective (no contamination).
4. City acceptance of the developer's offer to voluntarily contribute \$16,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
5. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
6. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
7. Registration of an aircraft noise indemnity covenant on title.
8. Registration of a legal agreement on title for commercial developments within 30 m of any residential use indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
9. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC.
10. Registration of an Electric Vehicle (EV) Charging Infrastructure covenant on Title, securing the commitment to voluntarily install and maintain two EV spaces equipped with an electric vehicle charging station (ability to charge two vehicles at the same time).
11. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
12. City acceptance of the developer's offer to voluntarily contribute \$0.82/ft. of proposed total floor area (e.g. \$2,677.30) to the City's childcare reserve fund.
13. City acceptance of the developer's offer to voluntarily contribute \$0.82/ft. of proposed total floor area (e.g. \$2,677.30) to assist in paying for City beautification works in West Cambie (Park, Pathway & Facility Development).
14. City acceptance of the developer's offer to voluntarily contribute \$0.08/ft. of proposed total floor area (e.g. \$261.20) to assist with paying for community and engineering planning costs within West Cambie.
15. Discharge of the existing covenant registered on Title (Document BV181595), which requires that the sewage holding tank system on-site is pumped out regularly and maintained, at the property owner's cost.



16. Enter into a Servicing Agreement\* for the design and construction of servicing upgrades and frontage improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

**Frontage Improvements (Transportation):**

- a) Vehicular access:
- Closure of one driveway on each of Garden City Road and Cambie Road, located closest to the intersection.
  - Maintaining one driveway on each of Garden City Road and Cambie Road, located furthest away from the intersection. Both driveways will accommodate right-in/right-out traffic movements only (i.e., no left-in/left-out movements permitted) with the raised medians along Garden City Road (existing) and Cambie Road (to be constructed as part of this development).
- b) Applicant responsible for the design and construction of the following frontage improvements to accommodate the following road cross-section:
- Cambie Road (from the existing curb/gutter along the north side of Cambie Road to south):
- 9.8m wide driving surface for westbound lanes
  - 1.2m wide raised centre median
  - 6.5m wide driving surface for eastbound lanes
  - 0.15m wide curb/gutter
  - 1.5m wide grassed/treed boulevard
  - 2m wide sidewalk
- Garden City (from the existing landscaped median to east):
- New 0.15m wide curb and gutter along the east edge of the centre median
  - 13.2m wide driving surface for northbound lanes
  - 0.15m wide curb and gutter
  - 1.5m wide grassed/treed boulevard
  - 2m wide asphalt bike path
  - 1.35m wide buffer strip, complete with pedestrian lighting
  - 2m wide sidewalk
- Note: roadwork outside the development frontage will be necessary to transition the road cross-section noted above to existing.
- c) Garden City Road/Cambie Road Intersection upgrades:
- Upgrade of the existing traffic signal to accommodate the road widening noted above. Signal upgrades to include but not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s).

**Water Works:**

- a) Using the OCP Model, there is 762 L/s of water available at a 20 psi residual at the Cambie Road frontage. Based on your proposed development, your site requires a minimum fire flow of 200 L/s.
- b) At Developer's cost, the Developer is required to:
- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
  - Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
  - Installation of a new watermain to replace the existing AC watermain along the east side of Garden City Road (within the Garden City roadway) is required to address impact of required frontage improvements to the existing AC watermain. The replacement may extend to 30 meters south outside the limit of the development frontage (to cover the transition of the frontage improvements to existing edge of asphalt).
  - Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.



- c) At Developer's cost, the City will:
  - i) Cut and cap at main the existing service connection at Cambie Road prior to demolition of onsite buildings.
  - ii) Complete all tie-ins for the proposed works to existing City infrastructure.
  - iii) Provide a new service connection at the Cambie Road frontage.

**Storm Sewer Works:**

- a) At Developer's cost, the Developer is required to:
  - i) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
  - ii) Upgrade the existing 600mm diameter storm sewers a minimum diameter of 1050mm mm diameter approximately 25 meters from manhole STMH2194 to manhole STMH115216. Capacity analyses are required to confirm the 1050mm diameter storm sewer size. These capacity analyses shall be included in the servicing agreement design. The developer to coordinate the design and construction of the upgrade works with Fortis BC to avoid or minimize impact to the existing 323mm diameter gas main along Garden City Road.
- b) At Developer's cost, the City will:
  - i) Cut and cap all existing storm service connections prior to demolition of onsite buildings.
  - ii) Provide a new service connection at the Cambie Road frontage.
  - iii) Complete all tie-ins for the proposed works to existing City infrastructure.

**Sanitary Sewer Works:**

There is not enough grade to connect the proposed development to the nearest sanitary manhole at the junction of Dubbert Road and McKim Way in the Odlin West Sanitary catchment. For this reason, it is proposed to connect the proposed development into the Walford Sanitary catchment located north of Cambie Road.

- a) At Developer's cost, the Developer is required to:
  - i) According to the capacity analyses provided by the developer under the existing and OCP scenarios, the existing downstream sanitary sewers and the Walford Sanitary pump station have adequate capacity to service the proposed development. The developer's civil consultant coordinated and confirmed with the City's Engineering Department the sanitary catchment boundary, densities, etc., and the initial alignment of the proposed sanitary sewers along Cambie Road prior to start of the capacity analyses works. The final alignment of the proposed sanitary sewers along Cambie Road shall be reviewed and finalized at the servicing agreement review stage.
  - ii) Provide approximately 320 meters of new sanitary sewers (sized to OCP condition via the capacity analyses) complete with manholes spaced as per City standards along Cambie Road from the northeast corner of the proposed development to existing manhole SMH5702 located at the northeast corner of Cambie Road and Stolberg Street.
- b) At Developer's cost, the City will:
  - i) Complete all tie-ins for the proposed works to existing City infrastructure.

**Frontage Improvements (Engineering):**

- a) At Developer's cost, the Developer is required to:
  - i) Coordinate with BC Hydro, Telus and other private communication service providers:
    - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
    - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - (3) To underground overhead service lines.
  - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:



- BC Hydro PMT – 4.0 x 5.0 m
- BC Hydro LPT – 3.5 x 3.5 m
- Street light kiosk – 1.5 x 1.5 m
- Traffic signal kiosk – 2.0 x 1.5 m
- Traffic signal UPS – 1.0 x 1.0 m
- Shaw cable kiosk – 1.0 x 1.0 m
- Telus FDH cabinet – 1.1 x 1.0 m

iii) Review street lighting levels along all road and lane frontages, and upgrade as required.

iv) Complete other frontage improvements as per Transportation requirements.

**General Items:**

a) At Developer's cost, the Developer is required to:

- i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- ii) Provide a video inspection report of the existing utilities along the road frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
- iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- i) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage construction water onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of ground water, the Developer will be required to enter into a de-watering agreement with the City to discharge treated ground water to the storm sewer system.
- ii) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- iii) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1<sup>st</sup> submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
  - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
  - (b) Pipe sizes, material and slopes.
  - (c) Location of manholes and fire hydrants.
  - (d) Road grades, high points and low points.
  - (e) Alignment of ultimate and interim curbs.
  - (f) Proposed street lights design.
- iv) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other



activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

**Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect (including all hard and soft materials, installation and a 10% contingency).
2. Submission of an Acoustical Report from an acoustical consultant to demonstrate how the proposed building operations, including sound to be generated by exhaust fans, HVAC system and all other mechanical equipment on-site, complies with the maximum permitted levels under the City's Noise Regulation Bylaw 8856.

**Prior to Building Permit Issuance, the developer must complete the following requirements:**

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Submission of the required documents as part of the Building Permit application process (including energy reports and modelling) to assure that the project substantially complies with the City's Energy Step Code requirements.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Payment of Development Cost Charges (City and Metro).
5. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood.
6. If applicable, payment of charges plus applicable interest, in accordance with the Alexandra Neighbourhood Development Agreement.
7. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
8. If applicable, obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance



of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed copy on file]

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10414 (RZ 19-864731)  
9100 Cambie Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 22 (Site Specific Commercial Zones), in numerical order:

**"22.50 Gas Station Commercial (ZC50) – West Cambie**

**22.50.1 Purpose**

The **zone** provides for a **gas station** and other compatible **uses**.

**22.50.2 Permitted Uses**

- **gas station**

**22.50.3 Secondary Uses**

- **retail, convenience**
- **restaurant**

**22.50.4 Permitted Density**

1. The maximum **floor area ratio** is 0.35.

**22.50.5 Permitted Lot Coverage**

1. The maximum **lot coverage** is 35% for **buildings**.

**22.50.6 Yards & Setbacks**

1. The minimum **front yard** is:
  - a) 12.0 m for **buildings**;
  - b) 4.5 m for pump islands and above-ground storage tanks; and
  - c) 1.5 m for canopies.
2. The minimum **exterior side yard** is:
  - a) 3.0 m for **buildings**;
  - b) 4.5 m for pump islands and above-ground storage tanks; and
  - c) 1.5 m for canopies.
3. The minimum interior side yard and rear yard is:
  - a) 3.0 m for **buildings**;



- b) 10.0 m for pump islands and above-ground storage tanks; and
  - c) 3.0 m for canopies.
4. A drive aisle shall be **setback** 3.0 m from **adjacent** properties.

#### 22.50.7 Permitted Heights

- 1. The maximum **height** for **buildings** is 9.0 m.
- 2. The maximum **height** for **accessory structures** is 12.0 m.

#### 22.50.8 Subdivision Provisions/Minimum Lot Size

- 1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

#### 22.50.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0 or as specified by a Development Permit approved by the **City**.

#### 22.50.10 On-Site Parking and Loading

- 1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

#### 22.50.11 Other Regulations

- 1. **Retail, convenience** shall be limited to a maximum total **floor area** of 187.0 m<sup>2</sup>.
  - 2. **Restaurant** shall be limited to a maximum total **floor area** of 118.0 m<sup>2</sup>.
  - 3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**GAS STATION COMMERCIAL (ZC50) – WEST CAMBIE**".

PID 003-570-886

LOT "A" EXCEPT: FIRSTLY: THE SOUTH 90 FEET SECONDLY: PART ON BYLAW PLAN 57403 THIRDLY: PART ON BYLAW PLAN 64283 SECTION 34 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 8743

- 3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 10414**".



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CORPORATE OFFICER

