



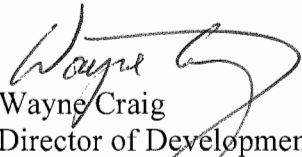
To: Planning Committee
From: Wayne Craig
Director of Development

Date: August 21, 2014
File: RZ 13-642848

Re: **Application by Urban Design Group Architects Ltd. for Rezoning at
3011 No. 5 Road from "Gas Station Commercial (ZC12) - Bridgeport Road and
Ironwood Area" to "Car Wash & Service Station (ZC35) – Bridgeport"**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9174, to create "Car Wash & Service Station (ZC35) - Bridgeport" and for the rezoning of 3011 No. 5 Road from "Gas Station Commercial (ZC12) - Bridgeport Road and Ironwood Area" to "Car Wash & Service Station (ZC35) - Bridgeport", be introduced and given first reading.


Wayne Craig
Director of Development

DN:blg
Att.

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER 

Staff Report

Origin

Urban Design Group Architects Ltd., on behalf of 0976440 B.C. Ltd., has applied to the City of Richmond for permission to rezone 3011 No. 5 Road (Attachment 1) from “Gas Station Commercial (ZC12) – Bridgeport Road and Ironwood Area” to a new site-specific zone, “Car Wash & Service Station (ZC35) – Bridgeport” in order to permit development of the site as a drive-through car wash and drive-through oil change service centre (Attachment 2).

Project Overview

The subject site is located at the southwest corner of Bridgeport Road and No. 5 Road, is located within the Bridgeport Area generally, and is located within the Bridgeport Road Corridor specifically. The area is characterized by existing automobile-oriented commercial development. Redevelopment of the currently vacant site as a drive-through oil change and car wash service centre is compatible with nearby uses and in accordance with the Bridgeport Area Plan’s objective to retain the corridor as an automobile-oriented commercial area.

Findings of Fact

The subject site is approximately 1,286 m² (0.32 acres) in size and no dedications are required. The subject property has frontages on both No. 5 Road and Bridgeport Road. The site is currently vacant and was previously used as a gas station.

The site is currently zoned “Gas Station Commercial (ZC12) – Bridgeport Road and Ironwood Area”, which supports gas station use, as well as car wash and retail convenience as secondary uses. The proposed drive-through car wash and drive-through oil change service centre would be generally consistent with the existing uses and character of the area.

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

A Servicing Agreement is required as a condition of rezoning and will address off-site works, which are discussed in a subsequent section of this report.

Surrounding Development

To the North: A range of commercial uses are located on the north side of Bridgeport Road including a Scotia Bank, restaurant and a Chevron gas station. The sites are zoned “Neighbourhood Commercial (CN)” and “Gas Station Commercial (ZC 25) – Bridgeport Area” respectively and are designated “Industrial” in the Bridgeport Area Plan.

To the East: Retail and commercial uses are located on the east side of No. 5 Road. The site is zoned “Industrial Retail (IR1)” and designated “Commercial/Industrial” in the Bridgeport Area Plan.

To the South and West: Bridgeport Centre, which contains a furniture store and a tile and flooring centre that wraps around the south and west edges of the subject site with frontages on both No. 5 Road and Bridgeport Road. The site is zoned “Industrial Retail (IR1)” and designated “Commercial/Industrial” in the Bridgeport Area Plan.

Related Policies & Studies

Ministry of Environment

A Certificate of Compliance, issued by the Ministry of Environment, was submitted to the City at the time the applicant initiated a development application with the City. A Certificate of Compliance was required because the site was previously used and occupied by Petro Canada and operated as a full service gas station. The certificate issued on April 12, 2012 certifies that the subject lands were satisfactorily remediated to meet Contaminated Sites Regulation Standards and qualifies approval with a list of conditions that are described in Schedule “B”, which is attached to the issued Certificate of Compliance.

Official Community Plan (OCP)

The subject site is designated “Mixed Employment” in the Official Community Plan (OCP), which supports the automobile oriented commercial use that is proposed on-site.

Bridgeport Area Plan

The site is located within the Bridgeport Area Plan generally, and within the Bridgeport Road Corridor specifically. The associated land use map supports Commercial/Industrial use on the site. The proposed redevelopment of the site to accommodate a drive-through car wash and an oil change facility is generally consistent with the site’s land use designations in both the OCP and the Bridgeport Area Plan.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is located within an area where new aircraft noise sensitive land uses are prohibited. Although noise sensitive land use is not proposed, an aircraft noise indemnity covenant is required as a condition of rezoning (Attachment 5).

Public Art

The City’s Public Art Program applies to non-residential development that is greater than 2,000 m² (21,530 ft²). Based on the size of the proposed development, the applicant is not required to contribute to the City’s Public Art Program.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity restrictive covenant, specifying the minimum flood construction level (2.9 m GSC) is required prior to rezoning bylaw adoption.

The drive-through oil service operation has been designed so that users drive into the service bay and the car is serviced from a below ground service pit beneath the vehicle. The applicant is seeking a site-specific exemption from the Director of Building Approvals to permit the proposed service pit area, which would have a floor level lower than the minimum flood elevation required. The applicant has submitted construction and water-proofing details and the proposal has been conditionally supported by relevant City departments including Building Approvals. The applicant has been advised of the following terms:

- Prior to Building Permit issuance the applicant must:
 - Demonstrate to the satisfaction of Building Approvals that the pit area will be tanked to ensure it is not water permeable.
 - Provide details, to the satisfaction of Building Approvals, for the access hatch to the mechanical room proposed within the pit. The details must demonstrate that the hatch and associated area is water tight and that the hatch cannot be closed and/or locked when someone is in the area. If the floor elevation of the hatch is higher than (or at) the flood plain elevation, then the hatch will need to demonstrate the safety features that allow someone from inside the mechanical room to egress at any time. If the room is accessed from within the pit, the door will be required to be watertight.
- The applicant must comply with the BC Plumbing Code, which requires installation of a sand trap, which collects sediment, and an oil interceptor.
- The applicant has confirmed that an oil interceptor, which includes a separator, will be installed as part of their required storm drainage works to mitigate the potential of a spill or oil/gasoline from entering the storm system.
- The applicant has been advised that all wash water must be either recycled on site or sent to the sanitary system, which requires compliance with Metro Vancouver Liquid Waste Management bylaws and a Waste Water Discharge Permit from Metro Vancouver. The applicant has been advised to work directly with Metro Vancouver to secure approval and permits and will be required to demonstrate compliance as a condition of Building Permit issuance.

Consultation

The rezoning process includes the erection of a development sign, notification of neighbours and local advertising of the Public Hearing. The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any phone calls or written correspondence regarding the proposed development.

Staff Comments & Analysis

The following provides a synopsis of the issues identified through the technical review process and the associated actions. The Rezoning Considerations (Attachment 5) outline the various aspects to be addressed prior to the application being finalized.

Site Plan

The proposed site plan was reviewed with consideration of:

- The Bridgeport Area Plan's support for retention of the corridor as an important automobile oriented commercial area;
- The site's location at the busy intersection of Bridgeport Road and No. 5 Road;
- On-site parking, queuing, truck turning, and circulation requirements; and
- The Bridgeport Area Plan's objective to improve the visual appearance of Bridgeport Road and enhance the area's overall "image".

To accommodate the circulation, queuing and parking requirements, which are outlined in the following section, the proposed building footprint is located less than a metre from the Bridgeport Road property line, which is significantly closer than the standard 6 m -12 m (20 ft. – 40 ft.) front yard building setback for service station and car wash developments in the city. However, the setback area will be treated with landscaping and an upgraded City sidewalk and boulevard will be introduced through the Servicing Agreement (SA) to enhance the frontage of both Bridgeport Road and No. 5 Road.

Noise

Although the proposed development is more than 130 m (425 ft.) from a residential area, as a condition of rezoning bylaw adoption, the applicant is required to demonstrate that operation of the proposed car wash will comply with the City's Noise Regulation Bylaw No. 8856.

Transportation

The applicant has demonstrated, to the satisfaction of Transportation staff, that on-site circulation, vehicle queuing and all required vehicle parking can be accommodated on-site. No road dedications or additional rights-of-way to accommodate traffic circulation or frontage improvements have been identified through Transportation Division's review of the proposal.

Vehicle Access & Circulation

The subject site is located at the intersection of Bridgeport Road and No. 5 Road. Reduction and/or consolidation of individual access points along main arterial roads is a priority with any redevelopment in this area. As a result, redevelopment of the subject site includes traffic management provisions that control access to and from the site.

The Servicing Agreement (SA) will limit Bridgeport Road access to right-in, right-out movements through the inclusion of a raised island "pork chop". It will also secure signage to prevent vehicle traffic from exiting the site via the No. 5 Road access, which is designed to facilitate right-in only vehicle access to the site. An existing covenant registered on the property's title (document BM 226125) limits access via No. 5 Road to a single entrance and egress; the proposed site plan further limits access along this frontage.

The internal drive aisle width is limited to 4.8 m (15 ft.); therefore, only one-way traffic is accommodated on-site and all vehicle traffic will be required to exit the site via the Bridgeport

Road access. Using a turning template for a SU9 truck (9.1 m long), the applicant has demonstrated, to the satisfaction of Transportation staff, that the site plan accommodates truck movements in and out of the site.

Queuing & Parking

Transportation Division has applied the required parking rates for “Service Station” to determine the minimum number of required on-site parking spaces. Transportation Division has accepted the applicant’s proposal to provide:

- Two (2) parking stalls are located on the south side of the building and three (3) stalls are located on either side of the car vacuum station. The stall located on the north side of the vacuum station (stall #8) will be secured for employee use while the remaining stalls are available for use by both employees and visitors. The provision of five (5) stalls is based on the proposed usable commercial floor area (215.2 m² (2,315 ft²)).
- Two (2) queuing stalls for the car wash bay.
- Three (3) queuing stalls for each oil change bay; for a total of six (6) queuing stalls.

Boulevard Upgrades

A minimum 1.5 m (5 ft.) wide sidewalk and a treed boulevard along both Bridgeport Road and No. 5 Road will be secured through the Servicing Agreement (SA). The width of the boulevard ranges from the standard 1.5 m (5 ft.) requirement along Bridgeport Road to an enhanced 2.4 m (8 ft.) wide boulevard at the north east corner of the site, and 3.4 m (11 ft.) wide boulevard along No. 5 Road.

Engineering

All Engineering servicing issues will be addressed through the required Servicing Agreement (SA) for this application and are discussed in detail in Attachment 5. Works include but are not limited to the following:

- Confirmation of adequate available water flow at the Building Permit stage;
- Upgrading the storm sewer on the Bridgeport Road frontage along approximately 18 m (59 ft.) of the frontage;
- Addressing sanitary service connection requirements for both the interim and ultimate scenarios, which includes securing a 6 m (20 ft.) wide utility right of way along the south property line of the subject site in recognition that when the adjacent lot, which wraps along the west and south edges of the subject site (11938 Bridgeport Road) develops, the existing sanitary system connection may be relocated.
- Discharge of Statutory Right of Way located at the south west corner of the site (3 m x 3m) (Plan 70538, Reference No. Y170166).
- Any conflict between sidewalk and boulevard improvements and existing BC Hydro poles must be resolved at the developer’s cost to the satisfaction of the Director of Engineering.

Trees

There are no trees on the subject site. Parks supports the removal of two (2) existing City trees that are located along No. 5 Road, which will be affected by the required sidewalk and boulevard

upgrades. The applicant will compensate for the removal of the trees at the standard 1:1 compensation rate as detailed in Attachment 5.

Proposed Bylaw

The proposed site-specific zone, “Car Wash & Service Station (ZC35) – Bridgeport” is a tailored version of the site’s existing zoning (“Gas Station Commercial (ZC12) – Bridgeport Road and Ironwood”), and the “Gas & Service Stations (CG1 & CG2)” zone, which is the zone typically used outside of the City Centre to accommodate car wash use. A site-specific zone, rather than the “Gas & Service Stations (CG1 & CG2)” zone, is proposed based on consideration of site-specific constraints, which include access and parking capacity. The following is a synopsis of the proposed site-specific zone:

Uses: The site’s existing ZC12 zoning permits gas station, car wash and retail, convenience use. The proposed site-specific zone omits gas station use and retail, convenience use, and introduces car wash and service station to support the drive-through oil change and car wash uses that are proposed.

Gas station and retail, convenience uses are not supported based on consideration of the size and location of the subject site, and the site’s inability to accommodate the additional on-site parking that would be required by the uses. Omitting retail, convenience use will not affect the owner’s ability to sell oil products associated with the oil change service. The trend in gas station development is to include a sizable convenience store area and/or restaurant services, which both require on-site parking that cannot be provided on the site. Transportation staff support development of the site provided uses are limited to drive-through services.

Density & Lot Coverage: The 0.28 Floor Area Ratio (FAR) and 17% lot coverage proposed by the development is less than the 0.35 FAR and 35% lot coverage supported by the ZC12 and CG1/2 zones. Accordingly, the proposed site-specific zone supports 0.30 FAR and 20% lot coverage.

Yards & Setbacks: A 0.9 m (3 ft.) building setback is proposed from Bridgeport Road and a 10 m (32 ft.) building setback is proposed from No. 5 Road. Staff support the reduced setbacks based on site-specific constraints including on-site manoeuvring requirements and the improvements to the public boulevard and sidewalk that will be undertaken through the development process.

Landscaping & Screening: The Richmond Zoning Bylaw requires commercial development to provide a minimum 3.0 m (9 ft.) wide landscaping treatment along a property line abutting a road. The proposed site-specific zone supports a reduced landscaped area that is 0.9 m (3 ft.) wide along a portion of Bridgeport Road and 2.0 m (6 ft.) along No. 5 Road based on consideration of on-site manoeuvring requirements and the overall improvement to the public realm that will be achieved through the process of developing the site.

Other Regulations: To minimize noise impact on adjacencies, the car wash must be wholly contained within the building and must comply with the City's Noise Regulation Bylaw No. 8856.

All other sections of the bylaw, including height, minimum lot size, on-site parking and loading, are consistent with the CG1/CG2 zone, which is customarily used to facilitate service station and car wash use outside the City Centre.

Sustainability

The applicant has provided a summary of sustainability features that will be included within the development (Attachment 4). The features include:

- Low maintenance building materials to increase the life cycle of the building;
- Radiant heating and compliance with ASHRAE 2010 for energy efficiency;
- LED light fixtures;
- Low flow plumbing fixtures and water wise landscaping;
- Installation of a rain water collection system on the roof that collects water from the roof and roof drains, which will be used by the car wash water system;
- Collection of used oil by a third party, which will be recycled off-site;
- Antifreeze will be collected for recycling.

Proposed Development Permit (DP 13-641791)

The proposed design will be further reviewed as part of the Development Permit review process. The applicant has been advised that the following will be considered:

- Design development of building facades including consideration of materials, signage, and illumination fixture details;
- If applicable, material and design development for screening of roof top mechanical equipment;
- Opportunities to introduce additional on-site landscaping; and
- Demonstration that the principles of Crime Prevention Through Environmental Design (CPTED) have been integrated both into the site plan and the building design.

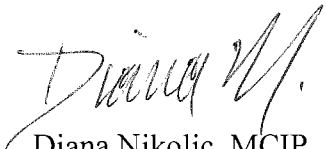
Financial Impact or Economic Impact

No financial or economic impact is anticipated as a result of the proposed development.

Conclusion

Overall, the proposed development of a drive-through car wash and oil change service centre is consistent with the land use objectives of the OCP and Bridgeport Area Plan. Further, the applicant has addressed site-specific constraints to the satisfaction of City staff. As a result, a site-specific zone, "Car Wash & Service Station (ZC35) – Bridgeport" has been drafted and proposes a tailored list of permitted uses and provisions for reduced building setbacks. Based on the suitability of the proposed land use and the applicant's design response, staff recommend that the proposed development be approved to proceed.

It is recommended that Bylaw No. 9174 to rezone the subject property from "Gas Station Commercial (ZC12) – Bridgeport Road and Ironwood Area" to "Car Wash & Service Station (ZC 35) – Bridgeport" be introduced and given first reading.



Diana Nikolic, MCIP
Planner 2-Urban Design
(604-276-4040)

DN:blg

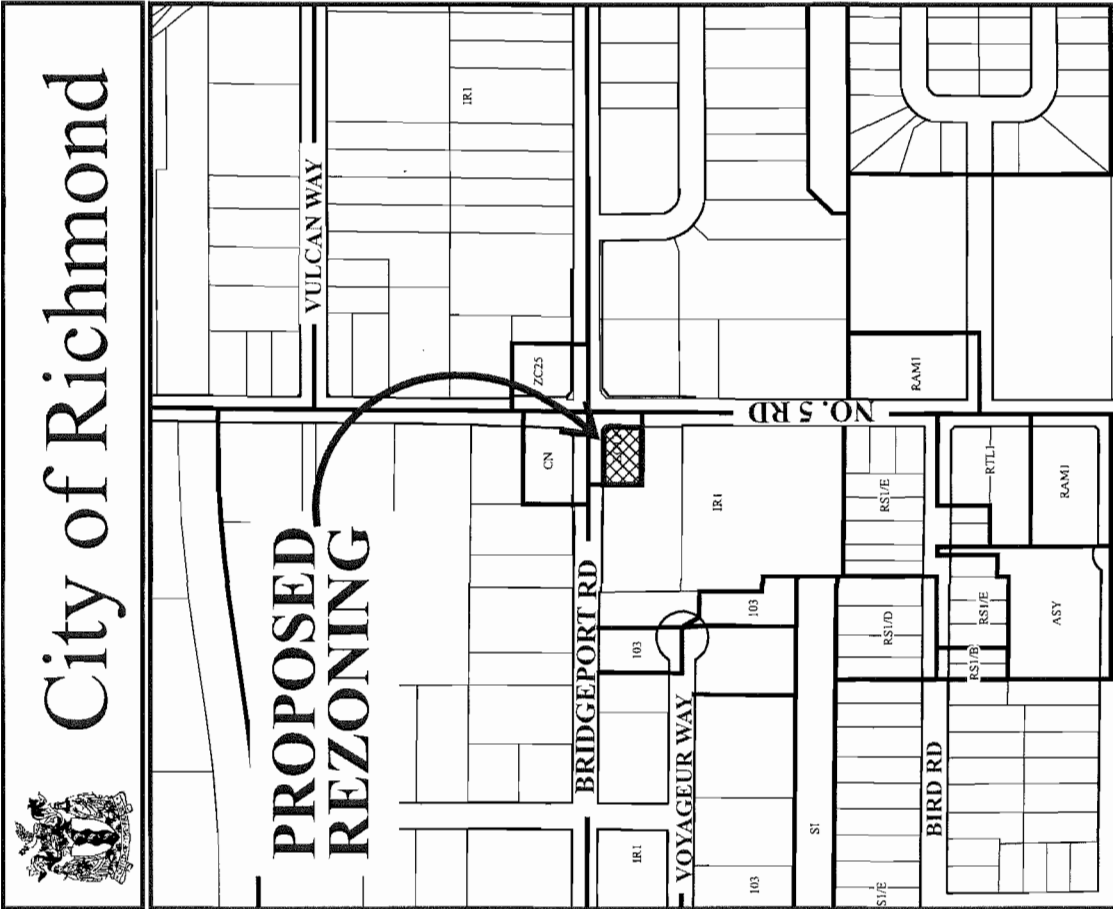
Attachemnt1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Sustainability Response Provided by Applicant

Attachment 4: Rezoning Considerations



City of Richmond

PROPOSED REZONING

VULCAN WAY

BRIDGEPORT RD

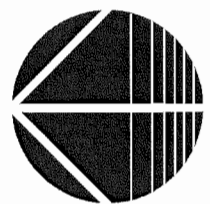
BRIDGEPORT RD

VOYAGEUR WAY

NO. 5 RD

NO. 5 RD

BIRD RD

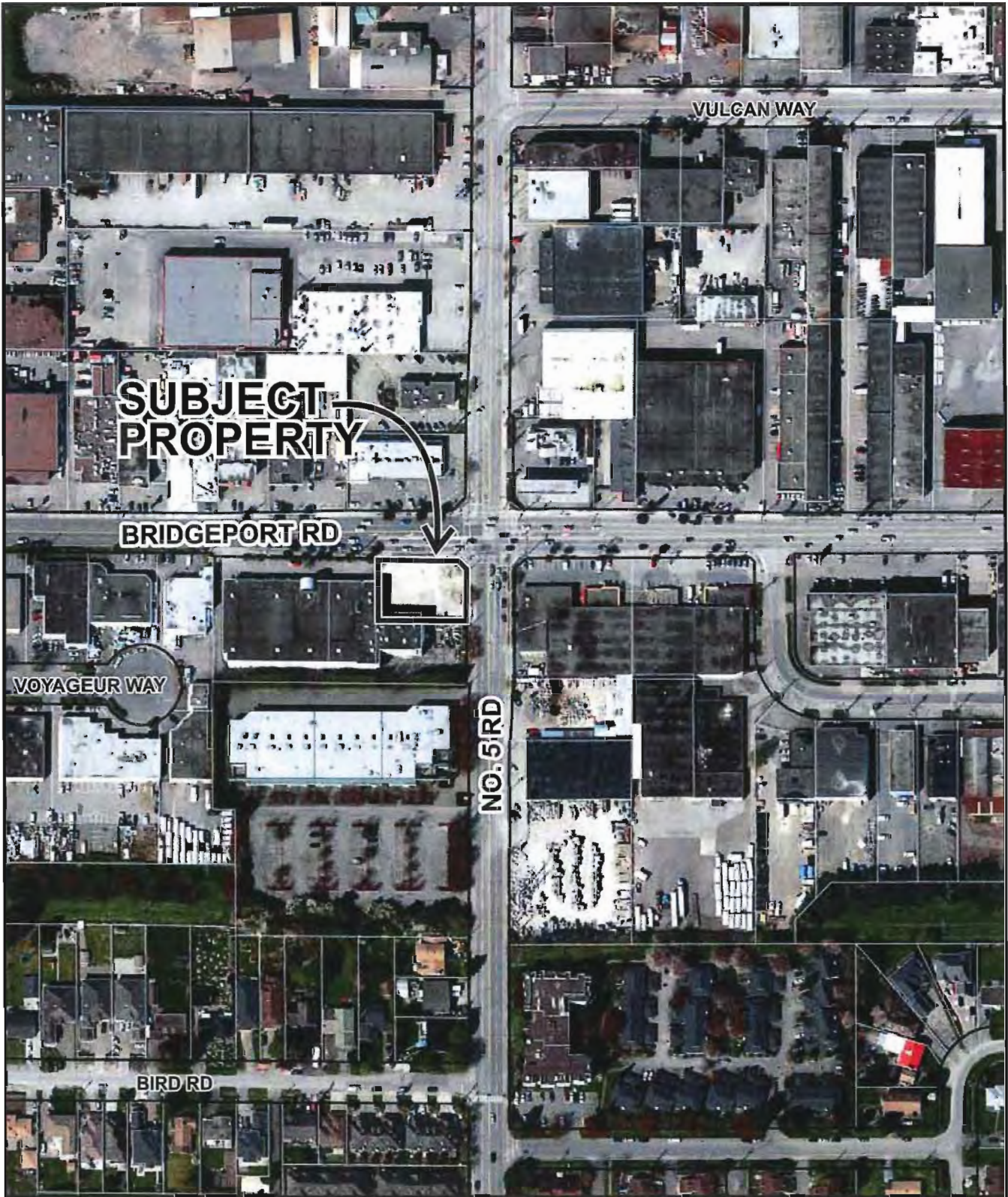


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Original Date: 08/13/13

Revision Date:

Note: Dimensions are in METRES



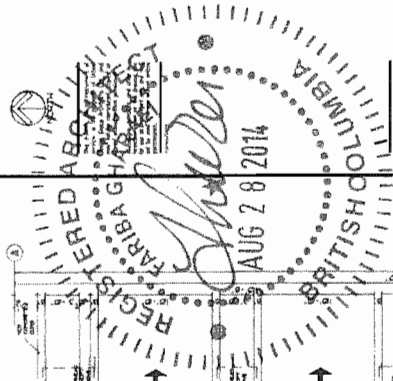
RZ 13-642848

Original Date: 08/13/13

Amended Date:

Note: Dimensions are in METRES

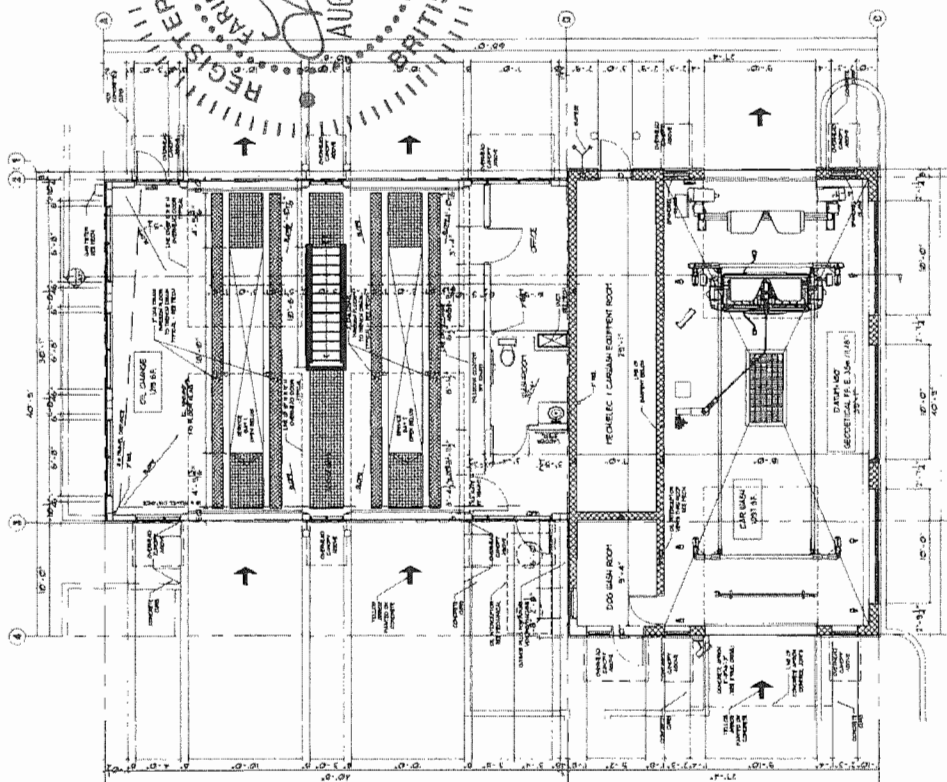
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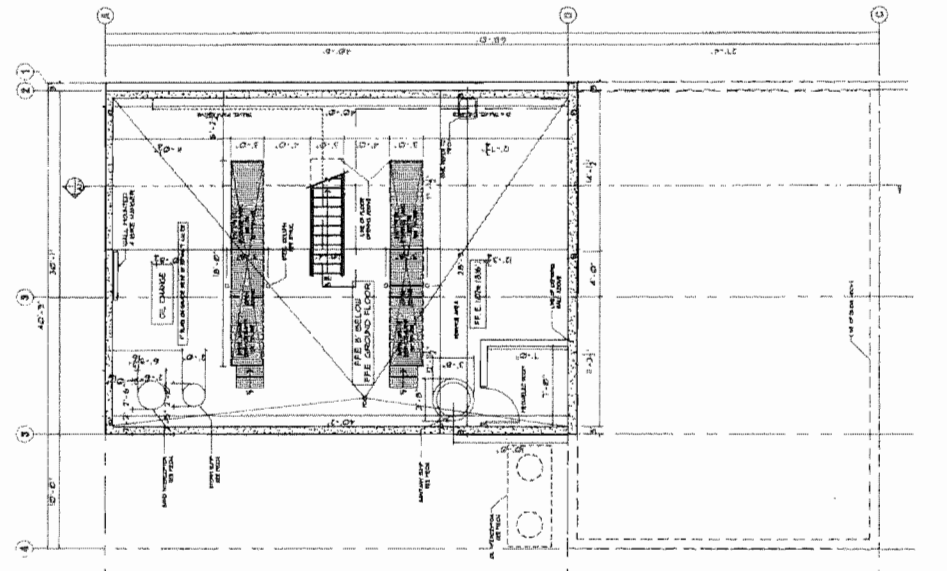
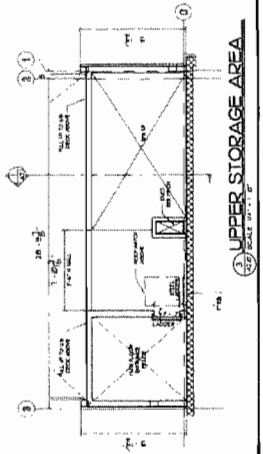
MOBILE 1 - OIL CHANGE AND CAR WASH
 3011 NO. 5 ROAD, RICHMOND, BC
 FOR BILL'S DEVELOPMENT, LTD

architects ltd
 400 - 10101 168th Street, Surrey, BC
 TEL: 604-591-8888
 FAX: 604-591-8889
 WWW: ARCHITECTS.LTD

FLOOR PLAN
 SCALE: 1/4" = 1'-0"
 SHEET NO. A-2.0

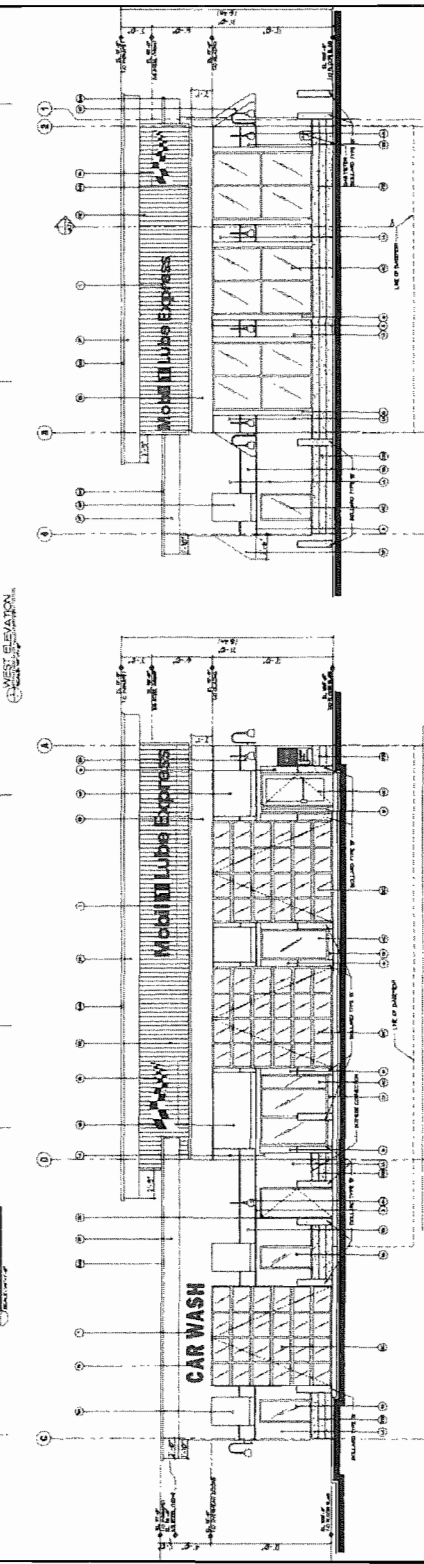
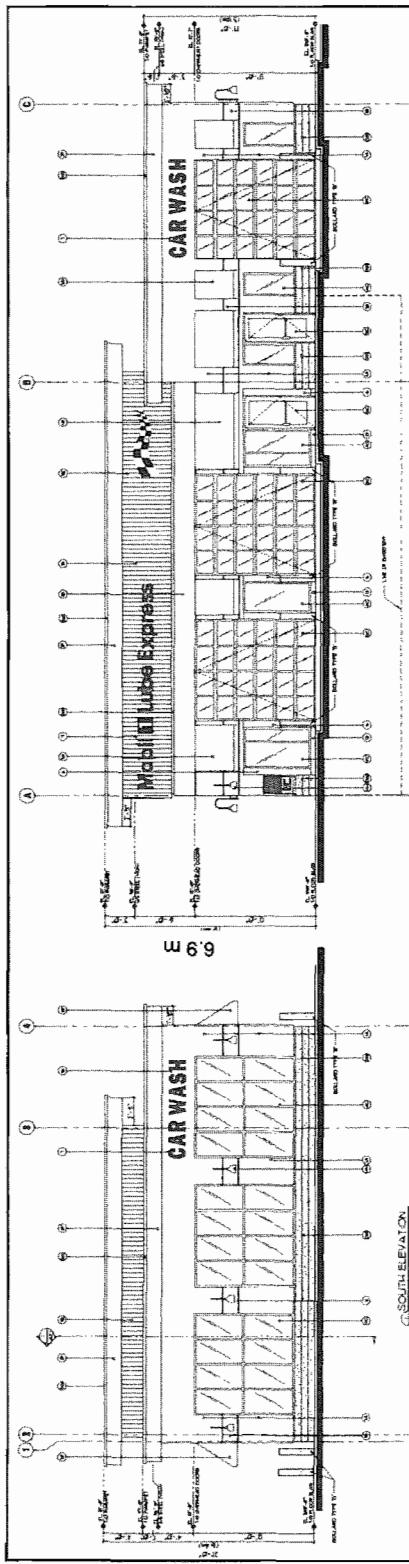


FLOOR PLAN
 SCALE: 1/4" = 1'-0"



SERVICE PIT PLAN
 SCALE: 1/4" = 1'-0"

- GENERAL NOTES:**
1. PROVIDE APPROVED ALLIANCE AS, LUMBER, AND SOIL GUARANTEE APPROVED BY ALL APPLICABLE AGENCIES AND ALL APPLICABLE CODES.
 2. ALL LOTS, LOTS, AND INTERIORS ARE INTENDED TO BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF RICHMOND'S ZONING BY-LAW AND ALL APPLICABLE CODES.
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
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- EXTERIOR FINISHES:**
- 1 EPS ADHESIVE FINISH
 - 2 MEDIUM POLYURETHANE GLAZING
 - 3 BRICKS
 - 4 COARSE GRADED SAND AND WIRE MESH
 - 5 METAL FLASHING
 - 6 PREPARED ALUMINUM FINISH
 - 7 ALUMINUM STOREFRONT TRIM
 - 8 UNFINISHED CONCRETE
 - 9 UNFINISHED CONCRETE (LETTER)
 - 10 UNFINISHED CONCRETE
- EXTERIOR COLOURS:**
- 1 LIGHT GRAY BEN MORE 25% MATTE THIS PRESS
 - 2 MEDIUM GRAY BEN MORE 75% 40 MASON GRAY
 - 3 CLEAR ANGLIC
 - 4 BLACK BEN MORE 25% 40 BLACK BEAUTY
 - 5 RED-ACRIL ARSENAL RED GENERAL PAINT
 - 6 BEIGE BEN MORE 60% 15 CLOD NYE
 - 7 BLACK
 - 8 RED LUMING AN 100 TYPE D GLOSS BLACK

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7 BLACK
8 RED LUMING AN 100 TYPE D GLOSS BLACK



MOBILE - OIL CHANGE AND CAR WASH
3011 NO. 5 ROAD, RICHMOND, BC
FOR BILL'S DEVELOPMENT LTD

ELEVATIONS
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A-8.0

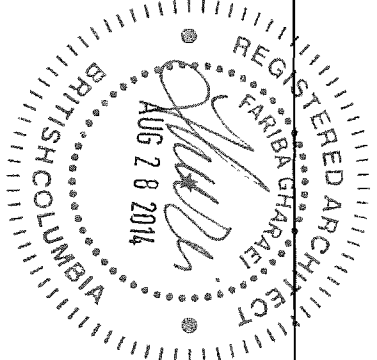
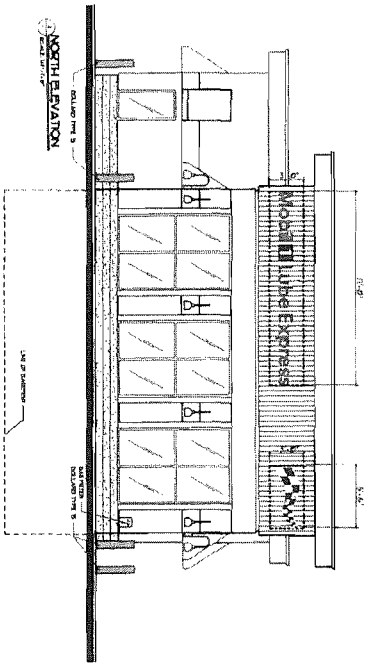
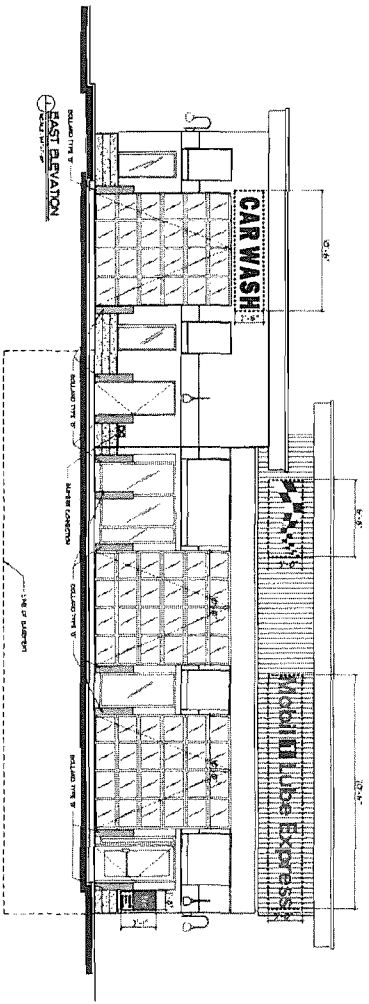
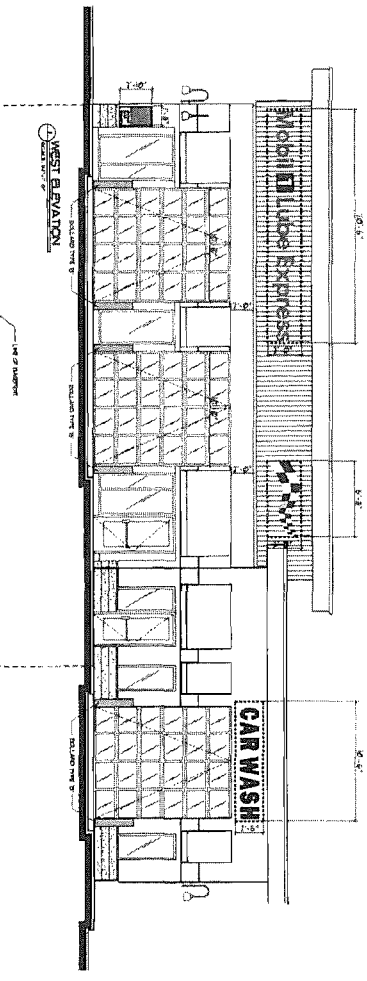
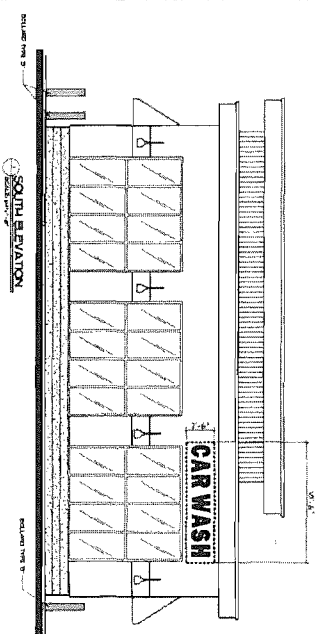
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 3. 2017 PERMITS: 1.
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 9. 2017 PERMITS: 1.
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WEST ELEV
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EAST ELEV
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NORTH ELEV
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 12' 0" X 3' 0" (12' 0" X 3' 0")



MOBILE 1 - OIL CHANGE AND CAR WASH
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For BILL'S DEVELOPMENT LTD

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 TEL: (604) 271-8888
 FAX: (604) 271-8889
 58376
SIGNAGE
 A-31



RZ 13-642848

Attachment 3

Address: 3011 No. 5 Road

Applicant: Urban Design Group Architects Ltd.

Planning Area(s): Bridgeport Area Plan

	Existing	Proposed
Owner:	0976440 B.C. Ltd.	0976440 B.C. Ltd.
Site Size (m²):	1,289 m ² (13,870 ft ²) (0.32 acre)	1,289 m ² (13,870 ft ²) (0.32 acre)
Land Uses:	Vacant	Drive-through oil change and car wash (sale of oil related to oil change service)
OCP Designation:	Mixed Employment	Mixed Employment
Bridgeport Area Plan Designation:	Commercial Industrial	Commercial Industrial
Zoning:	Gas Station Commercial (ZC12) – Bridgeport Road and Ironwood Area	Car Wash & Service Station (ZC35) - Bridgeport
Number of Units:	Vacant	1 building

	Proposed Bylaw No. 9174 “(Car Wash & Service Station (ZC35))”	Proposed	Variance
Floor Area Ratio:	Max. 0.30 FAR	0.26	none permitted
Lot Coverage – Building:	Max. 20%	16.7%	none
Lot Size (min. dimensions):	No minimum	1,286.7 m ² (13,850 ft ²) (0.32 acre)	none
Setback – Bridgeport (Front Yard) (m):	Min. 0.9 m	Min 0.9 m	none
Setback – No. 5 Road (Exterior Yard) (m):	Min. 10.0 m	Min. 10.4 m	none
Setback – interior side yard and rear yard (m):	Min. 7.9 m	Min. 7.9 m (south) Min. 20.8 m (west)	none
Height (m):	Building: 9.0 m	6.4 m	none
Off-street Parking Spaces	Service Station: 2/100 m ² of gross leasable floor area; plus: - 1 space for each car wash bay; plus - 3 spaces for each vehicle service bay	Customer/employee parking: 5 stalls Car wash: 2 queuing stalls Vehicle Service Bay: 3 queuing stalls for each oil change bay (total 6)	none

	Proposed Bylaw No. 9174 “(Car Wash & Service Station (ZC35))”	Proposed	Variance
Off-street Parking Spaces – Total:	12 (including queuing stalls) Customer/employee parking: 5 Queuing stalls: Car wash: 1 Vehicle Service Bay: 6	13 (including queuing stalls) Customer/employee parking: 5 Queuing stalls: Car wash: 2 Vehicle Service Bay: 6	none
Bike Parking	Class 1: 1 Class 2: 1	Class 1: 1 Class 2: 1	none
Amenity Space – Indoor:	n/a	n/a	none
Amenity Space – Outdoor:	n/a	n/a	none

Other: Tree replacement compensation required for loss of significant trees.

Paul Chiu, Architect AIBC, MRAIC, AAA, SAA, MAA, OAA, SBA, Principal
Fariba Gharaei, Architect AIBC, MRAIC, OAA, LEED AP, SBA, Associate
Steven Wagner, Architect AIBC, MRAIC, AIA, LEED AP, Associate
Rudi Klauser, RID, NCIDQ, LEED AP, Senior Associate
Crosbby Chiu, MRAIC, SBA, Senior Associate

Rick Jones, Principal
Aaron Vornbrock, Senior Vice President
Eric Ching, CSBA, Vice President
Martin Grube, Associate
Bojan Ilic, Associate

June 23, 2014

City of Richmond
6911 No. 3 Road
Richmond BC
V6Y 2C1

Attention: Diana Nikolic, MCIP
Planner

Re: Sustainability
Mobile 1 - Oil Change & Car Wash, 3011 No. 5 Road, Richmond

Our Project No. 3674

Dear Mayor and Councilors,

This new development is for a Mobile 1 - Oil Change and Car Wash facility which incorporates the following:

- High quality building materials with low maintenance are proposed to increase the life-cycle of the building and minimize the need for repair/additional construction work.
- Radiant heating systems are to be used to heat the occupant rather than the space. This building is categorized as a semi-heated building and we will comply with the requirements of ASHRAE 2010 for energy efficiency.
- LED light-fixtures will be used to minimize both energy consumption and frequent replacement of the lighting.
- Low-flow plumbing fixtures and water wise landscaping is proposed in order to lower water consumption for this development.
- High efficiency plumbing fixtures to be provided.
- Rain water collection and re-use of the water system to be provided to minimize discharge of the water to the City sanitary line and reduce the water usage for the car wash.

- Recycled measures to be considered during the construction time.
- The used oil will be recycled and reused. Garbage recycling is provided to minimize the waste material.
- Antifreeze and used motor oil will be picked up for recycling.

Yours Truly,



Fariba Gharaei, Architect AIBC, MRAIC, OAA, LEED AP, SBA, Associate
URBAN DESIGN GROUP ARCHITECTS LTD.

FG/mp



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 3011 No. 5 Road

File No.: RZ 13-642848

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9174, the developer is required to complete the following:

1. Registration of a flood indemnity covenant on Title that includes reference to the proposed site-specific exemption that is required to facilitate the proposed service pit and is subject to approval from the Director of Building Approvals.
2. Registration of an aircraft noise indemnity covenant on Title.
3. Demonstrate that operation of the proposed car wash will comply with the City's Noise Regulation Bylaw No. 8856 (e.g. submission of an acoustic report prepared by a professional Engineer).
4. Discharge of Statutory Right of Way located at the south west corner of the site (3 m x 3m) (Plan 70538, Reference No. Y170166).
5. City acceptance of the developer's offer to voluntarily contribute \$1,300.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
6. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
7. Enter into a Servicing Agreement* for the design and construction of a new 1.5 m wide sidewalk at the property line along both Bridgeport Road and No. 5 Road. A minimum 1.5 m wide grass and treed boulevard to the curb is required along Bridgeport Road. A grass and treed boulevard is required along No. 5 Road and the width will vary between 2.4 m and 3.4 m. The Servicing Agreement is to include, but is not limited to the following:

Water works servicing:

- a) Using the OCP Model, there is 564 L/s available at 20 psi residual at the hydrant located at the northwest corner of Bridgeport Road and No. 5 Road and 358 L/s available at 20 psi residual at 3080 No. 5 Road. The proposed development requires a minimum fire flow of 220 L/s. Water analysis is not required. However, when the building design is confirmed at the Building Permit stage, fire flow calculations that are signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO is required to be submitted to confirm that there is adequate available flow.
- b) Based on the proposed rezoning, the proposed site will require a fire hydrant, spaced as per City standard, along No. 5 Road frontage.
- c) Water service connection will be from No. 5 Road frontage.

Drainage works servicing:

- a) In lieu of upgrading the existing 450 mm diameter storm sewer on Bridgeport Road frontage, a 600 mm diameter storm sewer, with an approximate length of 18 m, is to be provided at Bridgeport Road to connect existing manhole STMH-3156 (located at the proposed site's northeast corner) and existing manhole STMH-3168 (located at the proposed site's northeast corner).
- b) Drainage service connection will be from No. 5 Road frontage.

Sanitary works servicing:

- a) The proposed development may get sanitary service from the existing City sanitary system located within a north-south utility right of way near the No. 5 Road frontage of 11938 Bridgeport Road.

Initial: _____

- b) The sanitary service connection shall be designed to match both interim and ultimate scenarios as follows:
 - i. Provide a type 3 inspection chamber complete with a sanitary lead directed south and tie-in to an existing sanitary manhole (SMH 6372) located south of the south property line of 3011 No. 5 Road.
 - ii. The required inspection chamber (per item number i) shall have another lead directed east and it shall terminate at the east property line of 3011 No. 5 Road. The east opening of the required inspection chamber shall be temporarily plugged.
 - iii. A 6m wide utility right of way along the south property line of 3011 No. 5 Road shall be required to contain the required inspection chamber and sanitary leads per item number i and ii above.

In the interim, the proposed development shall be serviced through the lead directed south to the existing sanitary manhole.

When 11938 Bridgeport Road develops in the future, the existing sanitary system located within the north-south utility right of way near the No 5 Road frontage of 11938 Bridgeport Road may be abandoned and the existing utility right of way discharged. Before abandonment, 11938 Bridgeport Road will be required to provide service to 3011 No 5 Road through the required lead that is capped at the east property line of 3011 No 5 Road (per item number ii above).

Private utility works:

- a) Developer to provide Private utility companies rights-of-ways to accommodate their above ground equipment (i.e., Pad mounted transformers, LPT kiosks, Shaw kiosk, Telus Sac pad, etc.) and any future under-grounding of overhead lines.
- b) Existing BC Hydro Poles at No 5 Road frontage will conflict with the required frontage improvements. Alterations and relocation of any private utilities will be at the developer's cost.
- c) It is recommended that the developer contact the private utility companies (i.e., BC Hydro, Shaw, Telus, etc.) to learn of their requirements.

Transportation:

On-site circulation is two way from Bridgeport to the service bays and one-way westbound from the exits of the service bays and the No. 5 Road access.

- a) For the Bridgeport Road access, a raised island "pork chop" is required to limit turning movements to right-in, right-out at the intersection of the driveway.
- b) For the No. 5 Road access, a "Do Not Enter" sign is required facing the left turn traffic on No. 5 Road. In addition, a raised internal island at the driveway is required to restrict movement. On-site circulation is restricted
- c) All new driveway letdowns designed as per the City's Engineering Design Specifications.

General:

An assessment is required from a Professional Engineer with experience in Geotechnical Engineering on the impact of the proposed on-site works to the existing offsite infrastructures along Bridgeport Road and No 5 Road frontages (i.e., AC sanitary forcemains, AC watermains, etc.)

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.

The Engineering design, via the Servicing Agreement and/or the Development Permit and/or the Building Permit design must incorporate the recommendations of the impact assessment.

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 Division. 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.

Initial: _____

2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Demonstrate the following to the satisfaction of the Building Department:
 - a) Demonstration that the pit area is not water permeable;
 - b) Provide details associated with the access hatch to the mechanical room at pit elevation. The details must demonstrate that the hatch and associated area is water tight and that the hatch cannot be closed and/or locked when someone is in the area. If the floor elevation of the hatch is higher than (or at) the flood plain elevation, then the hatch will need to demonstrate the safety aspects that allow someone from inside the mechanical room to egress at any time. If the room is accessed from within the pit, the door will be required to be watertight.
 - c) Compliance with the BC Plumbing Code, which requires installation of a sand trap and oil interceptor.
 - d) Any waste water sent to the sanitary system requires compliance with Metro Vancouver Liquid Waste Management bylaws and a Waste Water Discharge Permit from Metro Vancouver. The applicant must demonstrate compliance as a condition of Building Permit issuance.
4. 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 Division 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

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9174 (13-642848)
3011 No. 5 Road

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

1. Richmond Zoning Bylaw 8500 is amended by inserting Section 22.35 thereof the following:

“22.35 Car Wash & Service Station (ZC35) - Bridgeport

22.35.1 Purpose

The zone provides for **car wash** and **service station use**.

22.35.2 Permitted Uses

- **car wash**
- **service station**

22.35.3 Permitted Density

1. The maximum **floor area ratio** is 0.30.

22.35.4 Permitted Lot Coverage

1. The maximum **lot coverage** is 20% for **buildings**.

22.35.5 Yards & Setbacks

1. The minimum **front yard** (abutting Bridgeport Road) is 0.9 m for **buildings**.
2. The minimum **exterior side yard** (abutting No. 5 Road) is 10 m for **buildings**.
3. The minimum **interior side yard** and **rear yard** is 7.9 m for **buildings**.

22.35.6 Permitted Heights

1. The maximum **height** for **buildings** is 9.0 m.
2. **Accessory structures** are not permitted.

22.35.7 Subdivision Provisions/Minimum Lot Size

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

22.35.8 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0 except, that the minimum required landscaping is reduced from 3.0 m to:

- a) 0.9 m on the portion of the lot which abuts Bridgeport Road; and
- b) 2.0 m on the portion of the lot which abuts No. 5 Road.

22.35.9 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.

22.35.10 Other Regulations

- 1. An automated or semi-automated car wash must be wholly contained in a building and must comply with the City's Noise Regulation Bylaw No. 8856.
 - 2. 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 **CAR WASH & SERVICE STATION (ZC35) – BRIDGEPORT**.

P.I.D. 007-376-723
 East 150 Feet (Reference Plan 17050) Lot 1
 Except: Firstly; Part On Bylaw Plan 59971,
 Secondly; Part In Plan LMP21779
 Thirdly; Part On Plan LMP39115
 Section 25 Block 5 North Range 6 West New Westminster District Plan 1366

- 3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9174”**.

FIRST READING _____

PUBLIC HEARING _____

SECOND READING _____

THIRD READING _____

OTHER CONDITIONS SATISFIED _____

ADOPTED _____



MAYOR

CORPORATE OFFICER