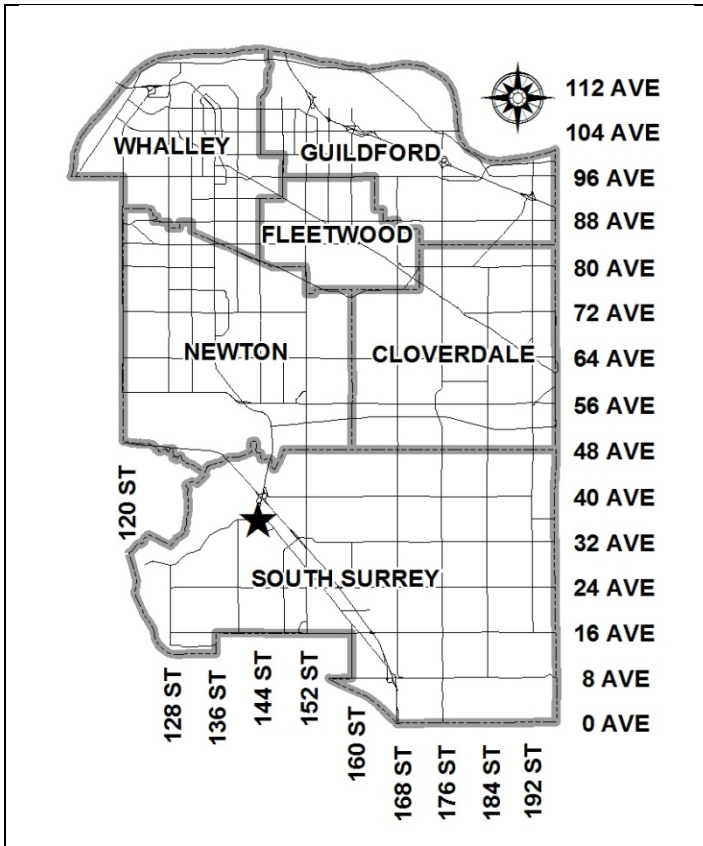


City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7912-0130-00

Planning Report Date: June 17, 2013

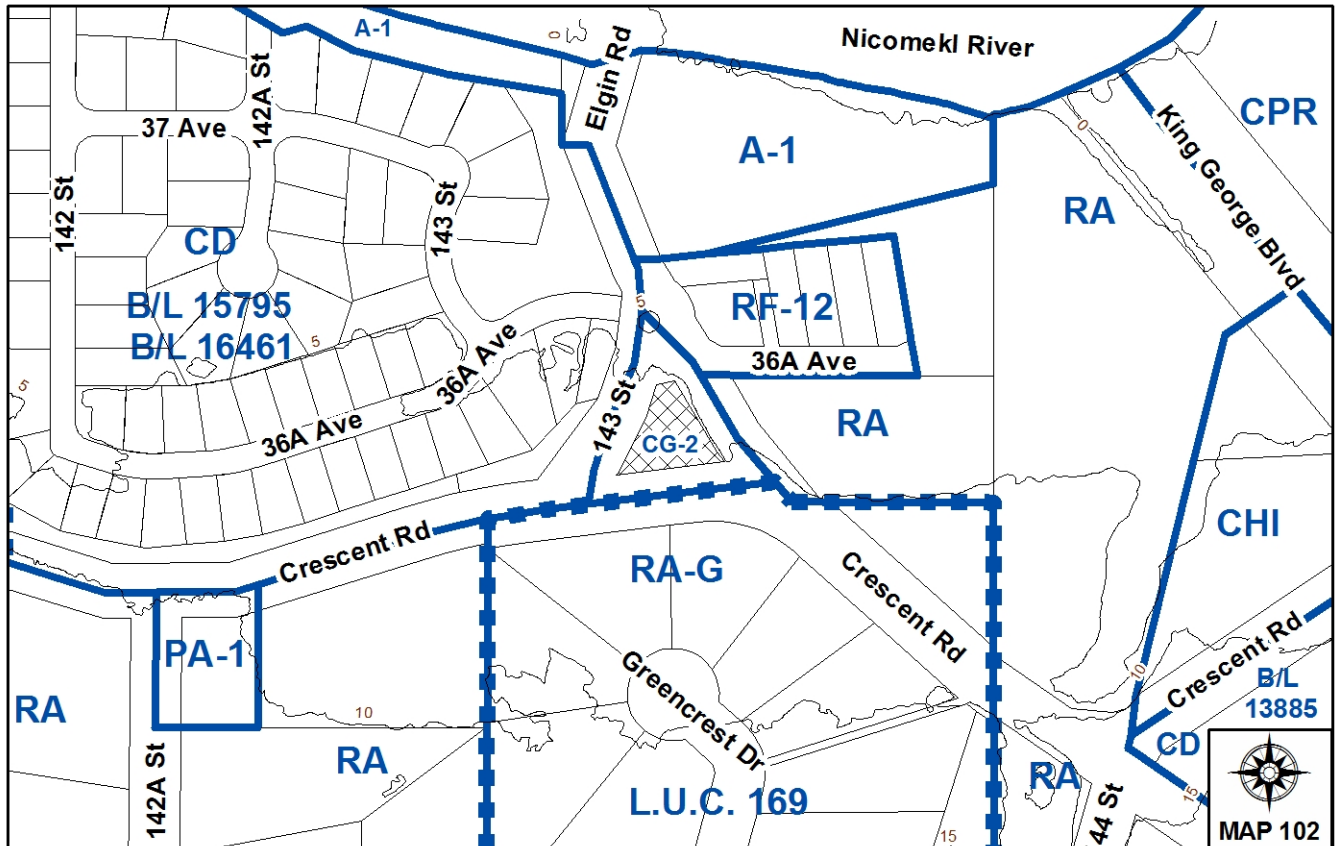


PROPOSAL:

- **Rezoning** from CG-2 to CD (Based on CG-2)
- **Development Permit**
- **Development Variance Permit**

in order to permit an eating establishment within an existing gasoline station convenience store. A DVP is requested to defer engineering requirements.

LOCATION: 14313 - Crescent Road
OWNER: o897921 B.C. Ltd.
ZONING: CG-2
OCP DESIGNATION: Suburban
LAP DESIGNATION: Service Industrial



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for Rezoning.
- Approval to draft Development Permit.
- Approval for Development Variance Permit to proceed to Public Notification.
- Approval to defer the requirement for alternative fuel, as per City Policy No. O-58.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Requires a variance to the Surrey Land Development and Subdivision By-law, to defer road dedications and statutory rights-of-way until the site is redeveloped in the future.
- The requirement for alternative fuel, in accordance with City Policy No. O-58 (Appendix VII) is proposed to be waived until the site is redeveloped in the future.

RATIONALE OF RECOMMENDATION

- The proposed eating establishment is a "Subway" restaurant within the existing convenience store building on the property. This type of mostly take-away eating establishment is common on gasoline station sites throughout Surrey and elsewhere, and is considered an appropriate use in conjunction with the gasoline station.
- The proposed "Subway" restaurant will assist in ensuring the viability of the existing "Elgin Esso" business. A gasoline station has existed on this site for at least 65 years; the earliest records the City has for the gasoline station are from 1948, but it is likely that it has been in operation for an even longer period of time. The gasoline station, which includes the iconic "Esso" sign at the north end of the site, has historical significance in the City even though the site is not historically designated. The eating establishment will help to ensure the businesses continued operation in the community.
- The Engineering Department supports the deferral of the road dedication requirements as it is not desirable to increase the size of the existing encroachment of the underground storage tanks and fuel pump canopy. A Highway Licensing Agreement is required to address the existing encroachments.
- The applicant proposes to waive the requirement for alternative fuel at this time. The CD Zone (based on CG-2) will include the requirement for alternative fuel, so that if/when the site is redeveloped, the requirement would come into effect. Given the scope of the proposal, which is related to the additional eating establishment use and does not affect the existing gasoline station use, staff feel it is reasonable not to apply the policy in this circumstance.
- While an alternative fuel is not proposed to be installed, either on or off-site in accordance with the Policy, the applicant has agreed to provide architectural upgrades which reflect the site's historical context and character, landscape improvements to address the Semiahmoo Trail interface, and a monetary contribution for walkway and landscape improvements to the adjacent portion of Semiahmoo Trail.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to rezone the subject site from "Combined Service Gasoline Station Zone (CG-2)" (By-law No. 12000) to "Comprehensive Development Zone (CD)" (By-law No. 12000) and a date be set for Public Hearing.
2. Council authorize staff to draft Development Permit No. 7912-0130-00 generally in accordance with the attached drawings (Appendix II).
3. Council approve the applicant's request to waive the alternative fuel requirement until future redevelopment of the site.
4. Council approve Development Variance Permit No. 7912-0130-00 (Appendix IV) varying the following, to proceed to Public Notification:
 - (a) to defer the requirement of the Surrey Land Development and Subdivision By-law (No. 8830) to provide required road dedications and statutory rights-of-way until future redevelopment of the site.
5. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) approval from the Ministry of Transportation & Infrastructure;
 - (c) submission of a landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
 - (d) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (e) payment of monetary contribution for landscape and walkway development within the adjacent road right-of-way in accordance with the Semiahmoo Trail Design Guidelines, to the satisfaction of the Parks, Recreation & Culture Department; and
 - (f) registration of a Section 219 Restrictive Covenant to establish a landscape buffer along the Semiahmoo Trail (Elgin Road) edge, as per the accepted landscaping plan.

REFERRALS

Engineering: The Engineering Department has no objection to the project [subject to the completion of Engineering servicing requirements] as outlined in Appendix III.

Parks, Recreation & Culture:	The applicant should adhere to the Semiahmoo Trail Design Guidelines as much as possible. Variances to these guidelines are to be reviewed and supported by the Heritage Advisory Commission. A monetary contribution to cover the costs of landscape and walkway development within the adjacent road right-of-way is required in accordance with the Semiahmoo Trail guidelines.
Ministry of Transportation & Infrastructure (MOTI):	Preliminary approval is granted for the rezoning for one year pursuant to section 52(3)(a) of the <i>Transportation Act</i> .
Surrey Fire Department:	No concerns.
Heritage Advisory Commission (HAC):	The HAC reviewed the proposal at the January 30, 2013 HAC meeting, as the subject site is adjacent to the Semiahmoo Trail. The HAC expressed some concern regarding having two connections to Semiahmoo Trail from the patio. As a result, one of these pathways has been eliminated to address this concern.
Ministry of Environment (MOE):	In accordance with section 7(1) of the Contaminated Sites Regulation, the Director does not require a site investigation under section 41 of the <i>Environmental Management Act</i> prior to approval of the subject application. No further action is required to allow the approval of the subject application.
Friends of the Semiahmoo Trail:	Support.

SITE CHARACTERISTICS

Existing Land Use: Existing gasoline station.

Adjacent Area:

Direction	Existing Use	OCP/LAP Designation	Existing Zone
North:	Elgin Road/Elgin Road roundabout	N/A	N/A
East (Across Elgin Road):	Existing house on large lot proposed for rezoning to RF-12 and subdivision into approximately 6 lots under Development Application No. 7908-0147-00.	Urban/Commercial Residential and Clustering at Single Family Density (8 upa)	RA
South (Across Crescent Road):	Suburban single family	Suburban/Suburban 1-Acre Residential	RA-G
West (Across 143 Street):	Urban single family	Urban/Single Family Residential (6 upa)	CD (By-law Nos. 15795 & 16461)

DEVELOPMENT CONSIDERATIONS

Background

- The subject site is designated "Suburban" in the Official Community Plan (OCP) and "Service Industrial" in the Semiahmoo Peninsula Local Area Plan (LAP). The surrounding lands on all sides of the site are located within the King George Corridor Development Concept Plan, but this property is not designated in the King George Plan.
- There is an Esso gasoline station and associated convenience store located on the property. City records indicate that a gasoline station has been in operation on the property since at least 1948, but likely earlier. There is a large, iconic "Esso" sign located along the north property line; City records indicate that this sign was erected circa 1970. While the site does not have heritage designation, it does have historical and neighbourhood significance.
- The site is triangularly shaped and is bounded by 143 Street to the west, Elgin Road to the east, and Crescent Road to the south. Crescent Road is designated as a heritage road (Heritage Designation By-law No. 7716). Elgin Road and 142 Street also have heritage designation as part of Semiahmoo Trail (Heritage Designation By-law No. 15280) (Appendix VI).

Proposal

- The applicant proposes to rezone the site from "Combined Service Gasoline Station Zone (CG-2)" to a "Comprehensive Development Zone (CD)" based on CG-2 in order to allow for a "Subway" take-out restaurant within the existing gas station convenience store building. The rezoning is required in order to permit an eating establishment use. The CG-2 Zone permits a convenience store, which would allow for pre-packaged sandwiches, but not for an eating establishment, which a "Subway" restaurant would be considered to be.
- A Development Permit is also required, for upgrades to the existing building and site landscaping.

Semiahmoo Trail Interface

- The Semiahmoo Trail is a late nineteenth century historic trail/wagon road. The Semiahmoo Trail Design Guidelines, created in 2004 and amended in 2009, were established to ensure the coordinated development of the public trail and to provide guidelines for the developments abutting the trail in order to protect the heritage value and character of this important public amenity. The guidelines cover things like building setbacks, landscape buffering, and fence design specifications.
- The Elgin Road allowance adjacent to the site contains the physical pathway portion of Semiahmoo Trail. Elgin Road is closed to traffic but used as a multi-use greenway. 143 Street is also designated as part of Semiahmoo Trail at this location; this street is open to traffic and contains a sidewalk for pedestrians.

- Due to the fact that the existing site layout will not change, the Semiahmoo Trail Design Guidelines cannot be fully complied with. The west (143 Street) side of the site cannot accommodate a landscape buffer area, as this area provides an entrance to the gas station, gas pump islands, and parking. No changes to the site layout are proposed along 143 Street, except for a small area where asphalt is proposed to be removed and replaced with a landscaped area. On the east (Elgin Road) side of the site, the design guidelines are proposed to be partially complied with. Currently, no buffer exists along the east side of the site. The table below summarizes the proposed landscaping and compliance with the Semiahmoo Trail Design Guidelines:

Semiahmoo Trail Design Guideline:	Proposed Design, Elgin Esso Site:
A monetary contribution to cover the costs of landscaping and walkway development along the public Trail right of way.	The applicant is required to provide a monetary contribution in the amount of \$8,131.00. This amount was determined by the Parks, Recreation and Culture Department.
Buildings or Structures should be sited no closer than 10 metres (33 ft.) from the Semiahmoo Trail Right of Way.	At the closest point, the existing building is 2.3 metres (7.5 ft.) from the east property line. There is an existing pylon sign at the property line, and parking spaces and a pathway also extend into the standard 10 metre (33 ft.) buffer area. The average width of the landscape buffer is 3 metres (9.5 ft.).
Registration of a Section 219 Restrictive Covenant to establish a Landscape Buffer and prohibit construction within the 10 metre (33 ft.) buffer area fronting the Trail.	A Restrictive Covenant to establish the buffer, as per an accepted landscaping plan, will be a requirement of rezoning and Development Permit issuance.
A 1.2 metre (4 ft.) high wooden split-rail fence is required on private property fronting the trail within the Buffer area.	A 1.2 metre split-rail fence within the Buffer area is proposed, in accordance with the Guidelines.

- The vegetation proposed within the landscape buffer area includes native vegetation consisting of Vine Maple trees, shrubs and groundcover including Salal, Oregon Grape Holly, Shrub Rose, Snowberry and Pink Berries.
- The Heritage Advisory Commission (HAC) and the Friends of the Semiahmoo Trail have had the opportunity to review the proposal. Their concerns have been resolved through the design review process.

CD Zone

- The proposed CD Zone is based on the CG-2 Zone, with modifications as follows:
 - The permitted accessory uses have been modified by deleting the automotive service uses of vehicles less than 5,000 kg., by adding an eating establishment use excluding drive-through restaurants, and by increasing the maximum floor area for these purposes from 28 square metres (300 sq. ft.) to 150 square metres (1,615 sq. ft.).
 - The building and pump island setbacks have been modified to generally reflect the existing building siting. However, some of the pump islands and a portion of the pump island canopy, along with the storage tanks, encroach into the existing City road allowance. In order to ensure a reasonable setback if the site is redeveloped, a minimum setback of 2 metres (7 ft.) has been included in the CD Zone. Therefore, the site will not completely comply with the proposed CD Zone but would remain legal non-conforming. A Highway Licensing Agreement (HLA) to formalize the encroachments is required by the Engineering Department as a condition of approval.
 - The subdivision regulations (Section K) have been modified to reflect the size of the existing site.
- A copy of the proposed CD Zone is attached as Appendix V.

Alternative Fuel Policy

- City Council approved a City Policy entitled "Requirement for Alternative Fuel Infrastructure Related to Gasoline Stations" (Policy No. O-58) on June 25, 2012 (Appendix VII). The policy requires any new CD Zone that permits a gasoline station to have alternative fuel infrastructure to be constructed, either on the gasoline station site or off-site in a suitable location subject to the approval of the City. The CG-1 and CG-2 Zones have also been amended to include alternative fuel as a requirement.
- The requirement for alternative fuel has been incorporated into the proposed CD Zone.
- The subject application involves a rezoning in order to allow an eating establishment within the existing convenience store. No new floor area or changes in site design, besides the design changes that the City has requested in order to improve the aesthetics of the site, are proposed.
- The gas station will remain in operation as it has since circa 1948.
- The CD Zone (based on CG-2) will include the requirement for alternative fuel, so that if/when the site is redeveloped, the requirement would come into effect.

- Given the scope of the proposal, which is related to the additional eating establishment use and does not affect the existing gasoline station use, staff feel it is reasonable not to apply the policy in this circumstance. The intent of this policy is to require alternative fuel refueling or recharging stations with new gasoline station sites, or gasoline station sites undergoing redevelopment. While the site and building upgrades could be considered “redevelopment”, these are relatively minor upgrades that are being done at the request of the City; the intent of the application is to obtain approval for the eating establishment use. For example, a Level 3 recharging station costs about \$100,000.00 to install, and this is considered to be an onerous requirement bearing in mind the scope of the application.
- While an alternative fuel is not proposed to be installed, either on or off-site, in accordance with the City Policy, the applicant has agreed to provide upgrades including:
 - Landscape upgrades along the Elgin Road (Semiahmoo Trail) edge, which are as compliant with the Semiahmoo Trail Design Guidelines as possible;
 - Landscape upgrades at the north end of the site, including a patio which provides for a seating area for customers;
 - A monetary contribution to cover the costs of landscape and walkway development within the adjacent road right-of-way (Elgin Road) in accordance with the Semiahmoo Trail Design Guidelines; and
 - Enhancements to the existing building and canopy which better reflect the historical character and significance of the site, which are discussed in more detail in the "Design Proposal and Review" section of this report.

PRE-NOTIFICATION

Pre-notification letters were mailed out on November 29, 2012 and staff received two (2) responses from surrounding residents.

- One of the respondents had three main concerns/requests: (1) that the exterior be designed to be more in keeping with the style of surrounding residences; (2) that the large circa 1970 "Esso" sign at the north end of the site be removed; and (3) that commercial vehicles not be parked on the site (i.e. moving vehicles).

(The exterior of the building will be upgraded taking into consideration the historical significance of the building, as discussed in the "Design Proposal and Review" section of this report. The "Esso" sign at the north end of the property is, while not heritage designated, considered to have historical significance and is proposed to be retained. Commercial vehicles are not permitted to be parked on the site for extended periods of time, and the owner has confirmed in writing that he understands this restriction and that the parking will only be used by Esso and Subway customers and staff.)

- The other respondent expressed concern that the property is unkempt and that the business owners do not contribute to the community.

(Through the development application, which includes a Development Permit, the site building and landscaping would be upgraded and improved. The gas station is a long-standing business, and the "Subway" restaurant will provide a service in this mostly residential community).

DESIGN PROPOSAL AND REVIEW

- The existing site plan will remain generally unchanged, but with some improvements, including:
 - The removal of an existing covered shelter at the north end of the site;
 - A proposed patio area to the north of the existing building, with landscape planting around it and a bike rack next to the building;
 - The removal of some existing asphalt at the northeast end of the site and replacement with landscaping;
 - A new and better defined walkway connecting the Semiahmoo Trail to the north, around the building and to Crescent Road to the south;
 - New parking curbs and let downs to better define the parking stalls; and
 - As previously mentioned, landscape upgrades along the east property line in compliance as much as possible with the Semiahmoo Trail Design Guidelines.
- The existing building floor plan is proposed to be modified in order to allow for a "Subway" restaurant service counter and kitchen area.
- Improvements to the existing building are also proposed, in response to staff's request to enhance the building's historical character. The Acting City Architect was consulted to come up with some simple design modifications which would reflect the gas station's history and a mid-century character. Mid-station gas stations are characterized by, among other things, their clean lines, large canopies, under-canopy fluorescent lighting and simple colour palates. These proposed modifications include:
 - Painting the existing building white;
 - Removing the existing mansard on the building and replacing it with a new red band of metal siding to match the existing pump island canopy; and
 - Installing a row of fluorescent lights on the underside of the pump island canopy to highlight the large angled portion of the structure.
- The proposed design modifications have been reviewed by the Acting City Architect and are considered to be satisfactory.

SUSTAINABLE DEVELOPMENT CHECKLIST

The applicant prepared and submitted a sustainable development checklist for the subject site on November 29, 2013. The table below summarizes the applicable development features of the proposal based on the seven (7) criteria listed in the Surrey Sustainable Development Checklist.

Sustainability Criteria	Sustainable Development Features Summary
1. Site Context & Location (A1-A2)	<ul style="list-style-type: none"> The site is located in a mixed urban and suburban neighbourhood along an arterial road (Crescent Road).
2. Density & Diversity (B1-B7)	<ul style="list-style-type: none"> N/A
3. Ecology & Stewardship (C1-C4)	<ul style="list-style-type: none"> N/A
4. Sustainable Transport & Mobility (D1-D2)	<ul style="list-style-type: none"> The development has direct access to pedestrian-oriented infrastructure (Semiahmoo Trail).
5. Accessibility & Safety (E1-E3)	<ul style="list-style-type: none"> N/A
6. Green Certification (F1)	<ul style="list-style-type: none"> N/A
7. Education & Awareness (G1-G4)	<ul style="list-style-type: none"> Public notification through the standard development review process.

BY-LAW VARIANCE AND JUSTIFICATION

(a) Requested Variance:

- To vary Part V Section 17 "Highway Dedication" of the Surrey Land Development and Subdivision By-law (No. 8830) to defer dedications and statutory rights-of-way until future redevelopment of the site.

Applicant's Reasons:

- The dedications and statutory rights-of-way are to be deferred because at this time they cannot be achieved due to the existing Esso gasoline station building, gasoline pump island and underground gas tanks located within the future dedication area.

Staff Comments:

- The Engineering Department supports the deferring of road dedications and statutory rights-of-way, subject to the conditions of a Highway Licensing Agreement (HLA) for the existing encroachments into the City's road allowance, and the registration of a Restrictive Covenant to provide notification of the requirements upon site redevelopment.
- The Engineering Department supports this approach because the existing canopy and storage tanks encroach into the road allowance, and it is not desirable to increase this encroachment.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Site Plan, Building Elevations, Landscape Plans and Perspective
Appendix III.	Engineering Summary
Appendix IV.	Development Variance Permit No. 7912-0130-00
Appendix V.	Proposed CD By-law
Appendix VI.	Excerpt from Heritage Designation By-law No. 15280
Appendix VII.	City Policy No. O-58

original signed by Nicholas Lai

Jean Lamontagne
General Manager
Planning and Development

HK/da

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Information for City Clerk

Legal Description and Owners of all lots that form part of the application:

1. (a) Agent: Name: Peter Lovick
 PJ Lovick Architect Ltd.
 Address: 3707 - First Avenue
 Burnaby, BC V5C 3V6
 Tel: 604-298-3700

2. Properties involved in the Application

- (a) Civic Address: 14313 - Crescent Road

- (b) Civic Address: 14313 - Crescent Road
 Owner: o897921 B.C. Ltd., Inc. No. BCo897921
 Director Information:
 Sukhwinder Singh Nijjar
 Manpreet Singh

Officer Information as at December 14, 2012
Sukhwinder Singh Nijjar (President)
Manpreet Singh (Secretary)

PID: 013-218-409
Part (Explanatory Plan 10409) Timber Lot 18 North East Quarter Section 28 Township 1
New Westminster District

3. Summary of Actions for City Clerk's Office

- (a) Introduce a By-law to rezone the property.
- (b) Application is under the jurisdiction of MOTI. **YES**

MOTI File No. 2012-06059

- (c) Proceed with Public Notification for Development Variance Permit No. 7912-0130-00 and bring the Development Variance Permit forward for an indication of support by Council. If supported, the Development Variance Permit will be brought forward for issuance and execution by the Mayor and City Clerk in conjunction with the final adoption of the associated Rezoning By-law.

DEVELOPMENT DATA SHEET

Proposed Zoning: CD (based on CG-2)

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total		809.34
Road Widening area		
Undevelopable area		
Net Total		
LOT COVERAGE (in % of net lot area)		21%
Buildings & Structures		
Paved & Hard Surfaced Areas		
Total Site Coverage		
SETBACKS (in metres)		
Front		
Rear		
Side #1 (N,S,E, or W)		
Side #2 (N,S,E, or W)		
BUILDING HEIGHT (in metres/storeys)		
Principal		5.2 m
Accessory		
NUMBER OF RESIDENTIAL UNITS		N/A
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +		
Total		
FLOOR AREA: Residential		N/A
FLOOR AREA: Commercial		141 m ²
Retail		
Office		
Total		
FLOOR AREA: Industrial		N/A
FLOOR AREA: Institutional		N/A
TOTAL BUILDING FLOOR AREA		141 m ²

** If the development site consists of more than one lot, lot dimensions pertain to the entire site.*

Development Data Sheet cont'd

Required Development Data	Minimum Required / Maximum Allowed	Proposed
DENSITY		No change
# of units/ha /# units/acre (gross)		
# of units/ha /# units/acre (net)		
FAR (gross)		
FAR (net)		
AMENITY SPACE (area in square metres)		N/A
Indoor		
Outdoor		
PARKING (number of stalls)		
Commercial		6
Industrial		
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed		
Residential Visitors		
Institutional		
Total Number of Parking Spaces		6
Number of disabled stalls		1
Number of small cars		
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

Heritage Site	NO	Tree Survey/Assessment Provided	NO
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ELGIN ROAD (36A AVENUE)

CRESCENT ROAD

143rd STREET

EXISTING SITE PLAN
SCALE 1" = 10'-0"

EXISTING COVERED BELT TO BE REMOVED 300.0' x 50' CLEAR 10'0"

WALKED AREA DENOTES THE REMOVAL OF ASPHALT PAVING AND FILL IN WITH LANDSCAPING. SEE LANDSCAPE.

REMOVE EXISTING PORTION OF CARP & ACCESS RAMP

AIR PUMP CLOTHES RM

149°24'00"
32.916

141°14'00"
17.503

202°14'10"
41.889



AERIAL SITE PHOTO: NETA



REV	DATE	DESCRIPTION
JAN 24/19		ISSUED FOR IAC REVIEW
NOV 8/12		RE-ISSUED FOR REZONING APPLICATION
OCT 24/12		RE-ISSUED FOR REZONING APPLICATION
MAY 1/12		ISSUED FOR REZONING APPLICATION

CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON THIS DRAWING SHALL NOT BE SCALE

P. PLOVICK
ARCHITECT LTD

3707 1st AVENUE
BURNABY, BRITISH COLUMBIA
V5C 3V6 E-MAIL: pjlovick@pjlovick.com
tel: 604-298-3700 fax: 604-298-6981

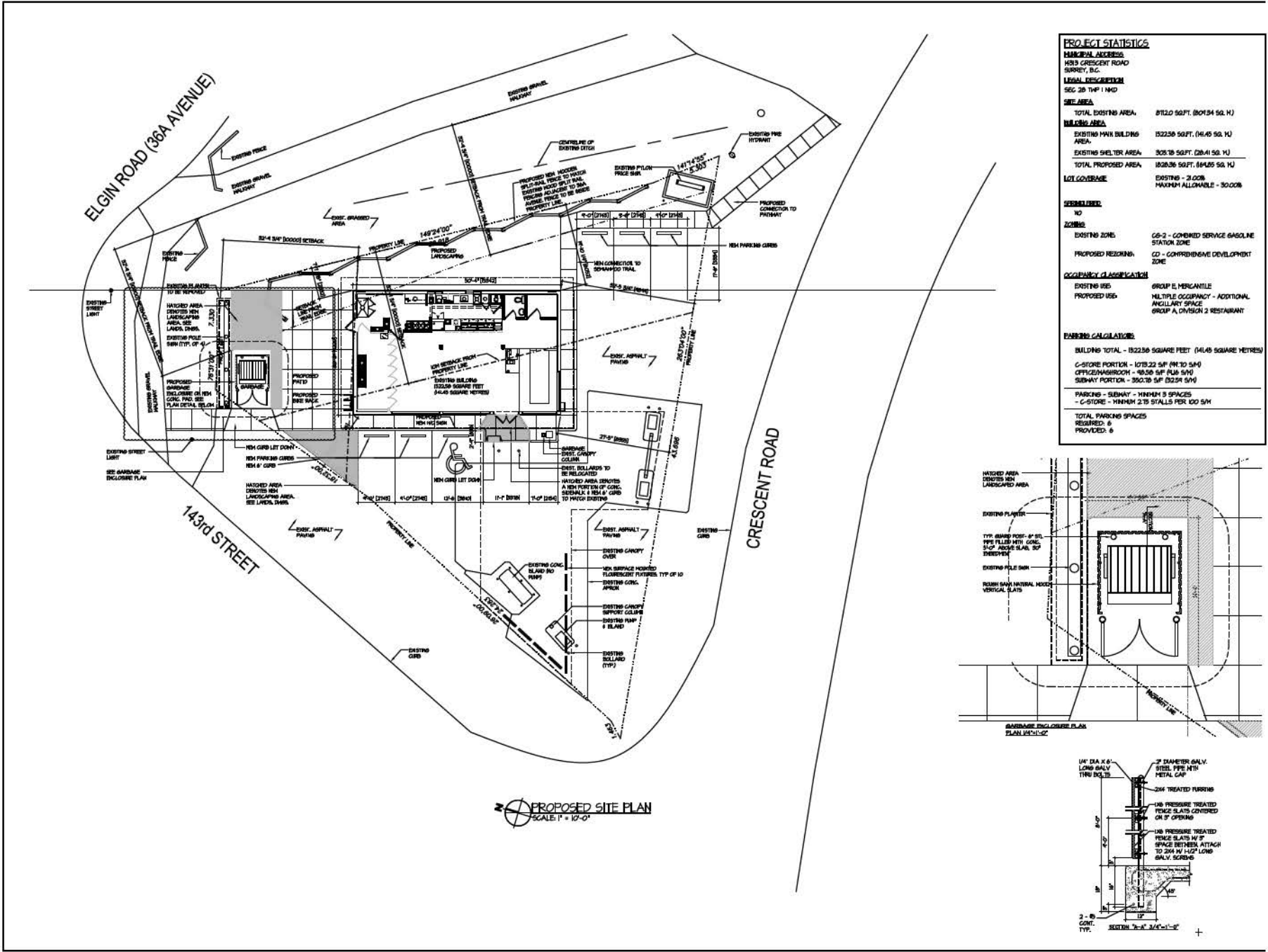
Member of the ABC
Member of the RAC
Member of the SAA
Member of the AAA
Member of the IBCA
Member of the IBCA
Member of the IBCA

DESIGNED BY: P.L.
DRAWN BY: P.L.

PROJECT: ELGIN ESSO
1433 CRESCENT ROAD
SURREY, B.C.

DATE: 12-10
SCALE: 1" = 10'-0"
DATE: MAY 2012

12-10 ELGIN ESSO



PROJECT STATISTICS

MUNICIPAL ADDRESS:
1433 CRESCENT ROAD
SURREY, B.C.

LEGAL DESCRIPTION:
SEC 28 TWP 1 NMD

SET AREA:
TOTAL EXISTING AREA: 8120 SQ.FT. (804.54 SQ. M)
BUILDING AREA:
EXISTING MAIN BUILDING AREA: 152250 SQ.FT. (14145 SQ. M)
EXISTING SHELTER AREA: 30575 SQ.FT. (2841 SQ. M)
TOTAL PROPOSED AREA: 182836 SQ.FT. (84485 SQ. M)
MAXIMUM ALLOWABLE - 30008

LOT COVERAGE:
EXISTING - 3.008
MAXIMUM ALLOWABLE - 30008

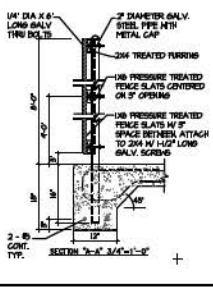
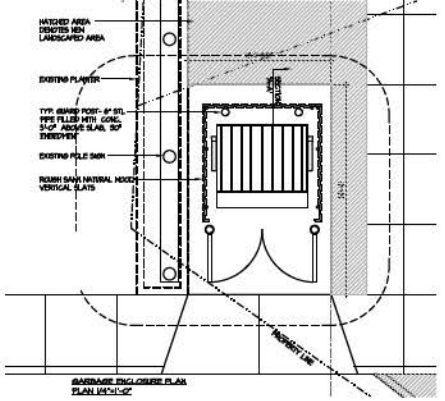
GENERAL FEED:
NO

ZONING:
EXISTING ZONE: GS-2 - COVERED SERVICE GASOLINE STATION ZONE
PROPOSED REZONING: CD - COMPREHENSIVE DEVELOPMENT ZONE

OCCUPANCY CLASSIFICATION:
EXISTING USE: GROUP E MERCANTILE
PROPOSED USE: MULTIPLE OCCUPANCY - ADDITIONAL ANCILLARY SPACE GROUP A DIVISION 2 RESTAURANT

PARKING CALCULATION:
BUILDING TOTAL - 182236 SQUARE FEET (14145 SQUARE METERS)
C-STORE PORTION - 107522 SQ FT (9910 SQ M)
OFFICE/WAREHOUSE - 48558 SQ FT (4515 SQ M)
SUBWAY PORTION - 35075 SQ FT (3228 SQ M)
PARKING - SUBWAY - MINIMUM 3 SPACES
- C-STORE - MINIMUM 2.75 STALLS PER 100 SQ M
TOTAL PARKING SPACES REQUIRED: 6
PROVIDED: 6

REV	DATE	DESCRIPTION
JAN 24/15		ISSUED FOR IAC MEETING
JAN 10/15		RE-ISSUED FOR REZONING APPLICATION
NOV 8/12		RE-ISSUED FOR REZONING APPLICATION
OCT 24/12		RE-ISSUED FOR REZONING APPLICATION
MAY 1/12		ISSUED FOR REZONING APPLICATION



CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE. DRAWINGS SHALL NOT BE SCALE.

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Member of the ABC
Member of the RAC
Certified Professional
Architectural Dra.

Member of the SAA
Member of the AIA
Member of the METLA
Architectural Dra.

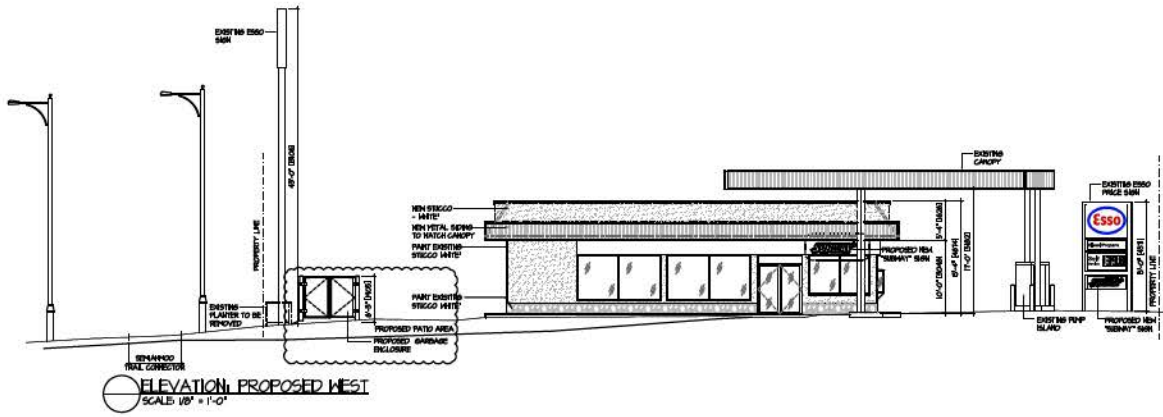
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DESIGNED BY: P.I.
PROJECT: ELGIN ESSO
1433 CRESCENT ROAD
SURREY, B.C.

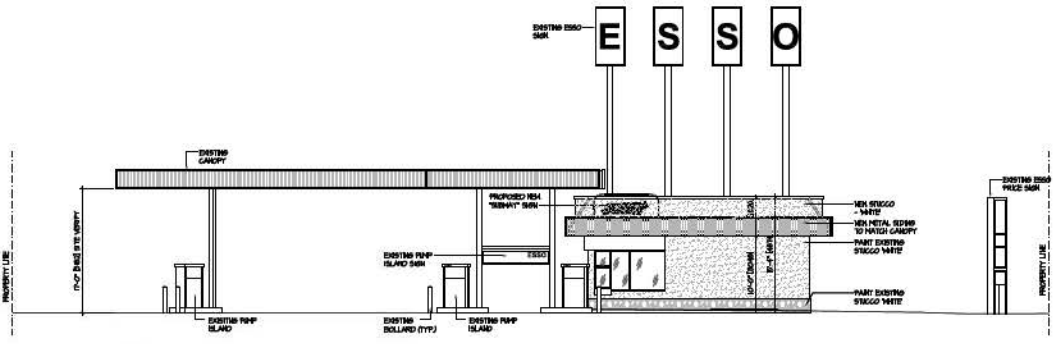
SITE PLAN PROPOSED

PROJECT NUMBER: 12-10 DRAWING NUMBER: ASI.2
SCALE: 1" = 10'-0"
DATE: MAY 2012

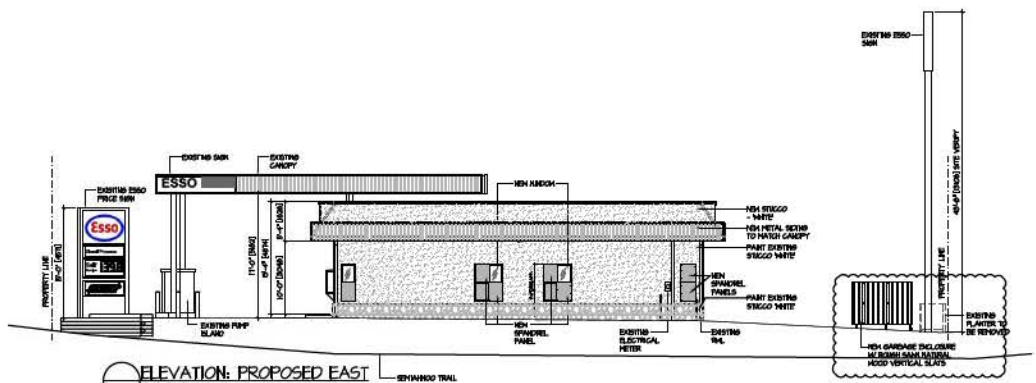
12-10 ELGIN ESSO



ELEVATION: PROPOSED WEST
SCALE: 1/8" = 1'-0"



ELEVATION: PROPOSED SOUTH
SCALE: 1/8" = 1'-0"



ELEVATION: PROPOSED EAST
SCALE: 1/8" = 1'-0"

REV	DATE	DESCRIPTION
JAN 24/15		ISSUED FOR RAC MEETING
NOV 04/12		RE-ISSUED FOR REZONING APPLICATION
OCT 24/12		RE-ISSUED FOR REZONING APPLICATION
MAY 17/12		ISSUED FOR REZONING APPLICATION

CONSULTANT SEAL

CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE. DIMENSIONS SHALL NOT BE SCALE.

P. JLOVICK
ARCHITECT LTD

3707 1st AVENUE
BURNABY, BRITISH COLUMBIA
V5C 3V6 E-MAIL: pjlovick@pjlovick.com
tel: 604-298-3700 fax: 604-298-6081

Member of the ABC
Member of the RAC
Member of the SAA
Member of the AIA
Member of the WETA
Member of the IBCA
Member of the IBCA
Member of the IBCA

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DESIGNED BY: P.J.
PROJECT: ELGIN ESSO
1483 CRESCENT ROAD
SURREY, B.C.

PROPOSED
EXTERIOR ELEVATIONS

PROJECT NUMBER	DRAWING NUMBER
12-10	A2.2
SCALE	
1/8" = 1'-0"	
DATE	REVISION
SEPT. 2012	

12-10 ELGIN ESSO

TO: **Manager, Area Planning & Development
- South Surrey Division
Planning and Development Department**

FROM: **Development Services Manager, Engineering Department**

DATE: **April 22, 2013**

PROJECT FILE: **7812-0130-00**

RE: **Engineering Requirements (Commercial/Industrial)
Location: 14313 Crescent Road**

REZONE

Property and Right-of-Way Requirements

The following noted dedications and statutory rights-of-way (SROWs) cannot be achieved at this time as the existing gas station building, gas pump island and underground gas tanks would be located within dedication and SROW area. Therefore, at this time, the City (engineering) will support deferring dedications and statutory rights-of-way until future redevelopment on condition that a restrictive covenant to that effect be registered on the property and appropriate Highway License Agreements be agreed to for existing encroachments.

- Dedicate 3.442 metres on Crescent Road for a total of 27.000 metres.
- Dedicate 3.0m x 3.0m corner cut at the intersection of 143 Street and Crescent Road.
- Provide 0.500 metre wide statutory right-of-way (SROW) along Crescent Road.
- Provide 0.500 metre wide SROW along 143 Street

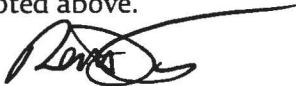
Works and Services

- Restore paved boulevard between the northernmost parking stall and the existing rollover curb and gutter with top-soil, sod and street trees.
- Provide service connections as required.
- Pay latecomer and sanitary connection fee.
- Provide restrictive covenants for right-in/right-out on Crescent Road, for water quality/sediment control facility and for no-build/future re-development.
- Enter into Highway License Agreement.

A Servicing Agreement is required prior to Rezone.

DEVELOPMENT PERMIT/DEVELOPMENT VARIANCE PERMIT

The Engineering Department supports the DVP for works and services subject to the conditions noted above.



Rémi Dubé, P.Eng.
Development Services Manager

HB

NOTE: Detailed Land Development Engineering Review available on file

(the "City")

DEVELOPMENT VARIANCE PERMIT

NO.: 7912-0130-00

Issued To: o897921 B.C. LTD., INC. NO. BCo897921
("the Owner")

Address of Owner: 14313 - Crescent Road
Surrey, BC V4P 2A2

1. This development variance permit is issued subject to compliance by the Owner with all statutes, by-laws, orders, regulations or agreements, except as specifically varied by this development variance permit.
2. This development variance permit applies to that real property including land with or without improvements located within the City of Surrey, with the legal description and civic address as follows:

Parcel Identifier: 013-218-409
Part (Explanatory Plan 10409) Timber Lot 18 North East Quarter Section 28 Township 1
New Westminster District

14313 - Crescent Road

(the "Land")

3. Surrey Subdivision and Development By-law, 1986, No. 8830, as amended is varied as follows:
 - (a) In Part V Highway Dedication, Servicing and Construction Standards, Section 17, the highway dedication requirements are deferred until the site is redeveloped in the future.
4. The Land shall be developed strictly in accordance with the terms and conditions and provisions of this development variance permit.
5. This development variance permit shall lapse if the Owner does not substantially start any construction with respect to which this development variance permit is issued, within two (2) years after the date this development variance permit is issued.
6. The terms of this development variance permit or any amendment to it, are binding on all persons who acquire an interest in the Land.

7. This development variance permit is not a building permit.

AUTHORIZING RESOLUTION PASSED BY THE COUNCIL, THE DAY OF , 20 .
ISSUED THIS DAY OF , 20 .

Mayor – Dianne L. Watts

City Clerk – Jane Sullivan

CITY OF SURREY

BY-LAW NO. _____

A by-law to amend Surrey Zoning By-law, 1993, No. 12000, as amended

.....

THE CITY COUNCIL of the City of Surrey, in open meeting assembled, ENACTS AS FOLLOWS:

- 1. Surrey Zoning By-law, 1993, No. 12000, as amended, is hereby further amended, pursuant to the provisions of Section 903 of the Local Government Act, R.S.B.C. 1996 c. 323, as amended by changing the classification of the following parcels of land, presently shown upon the maps designated as the Zoning Maps and marked as Schedule "A" of Surrey Zoning By-law, 1993, No. 12000, as amended as follows:

FROM: COMBINED SERVICE GASOLINE STATION ZONE (CG-2)

TO: COMPREHENSIVE DEVELOPMENT ZONE (CD)

Parcel Identifier: 013-218-409
Part (Explanatory Plan 10409) Timber Lot 18 North East Quarter Section 28 Township 1
New Westminster District

14313 - Crescent Road

(hereinafter referred to as the "*Lands*")

- 2. The following regulations shall apply to the *Lands*:

A. Intent

This Comprehensive Development Zone is intended to accommodate and regulate the development of a combined full-service and self-service *gasoline station* and *accessory uses* including a *convenience store* and *eating establishment*.

B. Permitted Uses

The *Lands* and *structures* shall be used for the following uses only, or for a combination of such uses:

- 1. *Gasoline station* provided that:
 - (a) *Alternative fuel infrastructure* shall be available on the same *lot*; and
 - (b) Where self-service hoses are available, at least one (1) full-service hose shall be available on the same *lot*.

2. *Accessory uses*, provided that the total floor area does not exceed 150 square metres [1,615 sq. ft.], including the following:
 - (a) *Eating establishment* excluding *drive-through restaurant*; and
 - (b) *Retail stores* limited to the following:
 - i. *Convenience store*; and
 - ii. Sale of automotive accessories.

C. Lot Area

Not applicable to this Zone.

D. Density

The *floor area ratio* shall not exceed 0.30.

E. Lot Coverage

The *lot coverage* shall not exceed 30%.

F. Yards and Setbacks

Buildings and *structures* shall be sited in accordance with the following minimum *setbacks*:

Use	Setback	<i>North Yard</i>	<i>South Yard</i>	<i>East Yard</i>	<i>West Yard</i>
<i>Principal and Accessory Buildings and Structures</i>		4.0 m. [13 ft.]	8.0 m. [26 ft.]	2.0 m. [7 ft.]	4.0 m. [13 ft.]
<i>Pump Islands and Kiosk*</i>		4.5 m. [15 ft.]	2.0 m. [7 ft.]	4.5 m. [15 ft.]	2.0 m. [7 ft.]
Canopies		2.0 m. [7 ft.]	2.0 m. [7 ft.]	2.0 m. [7 ft.]	2.0 m. [7 ft.]

Measurements to be determined as per Part 1 Definitions of Surrey Zoning By-law, 1993, No. 12000, as amended.

* The kiosk shall not exceed a *gross floor area* of 5 square metres [50 sq. ft.].

G. Height of Buildings

Measurements to be determined as per Part 1 Definitions of Surrey Zoning By-law, 1993, No. 12000, as amended.

1. Principal buildings and pump island canopies: The *building height* shall not exceed 6.0 metres [20 ft.].
2. Accessory buildings and structures: The *building height* shall not exceed 4 metres [13 ft.].

H. Off-Street Parking

Refer to Table C.2, Part 5 Off-Street Parking and Loading/Unloading of Surrey Zoning By-law, 1993, No. 12000, as amended.

I. Landscaping

1. All portions of the *lot* not covered by *buildings*, *structures* or paved areas shall be landscaped including the retention of mature trees. This *landscaping* shall be maintained.
2. Along the developed sides of the *lot* which abut a *highway*, a continuous *landscaping* strip of not less than 1.5 metres [5 ft.] in width shall be provided within the *lot*.
3. The boulevard areas of *highways* abutting a *lot* shall be seeded or sodded with grass on the side of the *highway* abutting the *lot*, except at *driveways*.
4. Garbage containers and *passive recycling containers* shall be screened to a height of at least 2.5 metres [8 ft.] by *buildings*, a *landscaping* screen, a solid decorative fence, or a combination thereof.

J. Special Regulations

1. The outdoor storage or display of any goods, materials or supplies is specifically prohibited, notwithstanding any other provision in this Part.
2. Land and *structures* shall be used for the uses permitted in this Zone only if such uses do not emit noise in excess of 60dB(A) measured at any point on any boundary of the *lot* on which the uses is located.

K. Subdivision

Lots created through subdivision in this Zone shall conform to a minimum lot size of 809 sq. m. (8,712 sq. ft.).

Dimensions shall be measured in accordance with Section E.21 of Part 4 General Provisions of Surrey Zoning By-law, 1993, No. 12000 as amended.

L. Other Regulations

In addition to all statutes, by-laws, orders, regulations or agreements, the following are applicable, however, in the event that there is a conflict with the provisions in this Comprehensive Development Zone and other provisions in Surrey Zoning By-law, 1993, No. 12000, as amended, the provisions in this Comprehensive Development Zone shall take precedence:

1. Definitions are as set out in Part 1 Definitions, of Surrey Zoning By-law, 1993, No. 12000, as amended.
2. Prior to any use, the *Lands* must be serviced as set out in Part 2 Uses Limited, of Surrey Zoning By-law, 1993, No. 12000, as amended and in accordance with the servicing requirements for the CG-2 Zone as set forth in the Surrey Subdivision and Development By-law, 1986, No. 8830, as amended.
3. General provisions are as set out in Part 4 General Provisions of Surrey Zoning By-law, 1993, No. 12000, as amended.
4. Additional off-street parking requirements are as set out in Part 5 Off-Street Parking and Loading/Unloading of Surrey Zoning By-law, 1993, No. 12000, as amended.
5. Sign regulations are as set out in Surrey Sign By-law, 1999, No. 13656, as amended.
6. Special *building setbacks* are as set out in Part 7 Special Building Setbacks, of Surrey Zoning By-law, 1993, No. 12000, as amended.
7. *Building* permits shall be subject to the Surrey Building By-law, 1987, No. 9011, as amended.
8. *Building* permits shall be subject to Surrey Development Cost Charge By-law, 2012, No. 17539, as may be amended or replaced from time to time, and the development cost charges shall be based on the CG-2 Zone.
9. Tree regulations are set out in Surrey Tree Protection By-law, 2006, No. 16100, as amended.
11. Development permits may be required in accordance with the Surrey *Official Community Plan*, 1996, By-law No. 12900, as amended.

3. This By-law shall be cited for all purposes as "Surrey Zoning By-law, 1993, No. 12000, Amendment By-law, _____, No. _____."

READ A FIRST AND SECOND TIME on the _____ th day of _____, 20 .

PUBLIC HEARING HELD thereon on the _____ th day of _____, 20 .


READ A THIRD TIME ON THE _____ th day of _____, 20 .

RECONSIDERED AND FINALLY ADOPTED, signed by the Mayor and Clerk, and sealed with the Corporate Seal on the _____ th day of _____, 20 .

MAYOR

CLERK

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	<h1 style="text-align: center;">City of Surrey Policy</h1> No. O-58
Policy Title: Approval Date: Revision Date: Department:	Requirement for Alternative Fuel Infrastructure Related to Gasoline Stations 25 JUNE 2012 NEW (RES. R12-1378) Planning and Development Department

Policy Statement

The Zoning By-law was amended to add the requirement for alternative fuel infrastructure as part of the permitted uses of the Self-Service Gasoline Station Zone (CG-1) and the Combined Service Gasoline Station Zone (CG-2). Any new Comprehensive Development Zone that permits a gasoline station must require that alternative fuel infrastructure be constructed in conjunction with the gasoline station on the same lot, or that a level-3 electric vehicle charging station (also known as a DC fast charger), or its equivalent, be constructed off-site in conjunction with the construction of the gasoline station, all subject to the approval of the City of Surrey.

1. Reason for Policy

The City of Surrey strives to reduce Greenhouse Gas (GHG) emissions produced by the transportation sector by encouraging and supporting the adoption of alternative fuel vehicle technologies. A critical requirement for the mainstream uptake of alternative fuel vehicles is the public availability of alternative fuel refuelling and recharging infrastructure. The City of Surrey can motivate the development of this infrastructure by requiring gasoline stations to provide alternative fuels in addition to the conventional transportation fuels that gasoline stations currently offer.

2. Definitions

The Zoning By-law defines Alternative Fuel Infrastructure as any one of the following:

- Level-3 electric vehicle charging station (also known as a DC fast charger), or its equivalent;
- Fast-fill compressed natural gas (CNG) vehicle refuelling station;
- Hydrogen vehicle refuelling station; and/or
- Liquefied petroleum gas (propane) *vehicle* refuelling station.

This policy is subject to any specific provisions of the Local Government Act, or other relevant legislation or Union agreement.

3. Responsibilities

3.1 To secure the installation of the alternative fuel infrastructure the City of Surrey will take a letter of credit in the amount of \$75,000 from the owner of the gasoline station which will be released upon the completed installation.

This policy is subject to any specific provisions of the Local Government Act, or other relevant legislation or Union agreement.

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