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**TO:** CITY MANAGER 2014 March 19

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #14-08**  
**Proposed Revision To Phase 1 Automobile Dealership Building**

**ADDRESS:** 4451 Still Creek Drive (see *attached* sketches)

**LEGAL:** Lot 4, D.L.'s 70 & 119, Group 1, NWD Plan BCP25458

**FROM:** CD Comprehensive Development District (based on M1 Manufacturing District, M5 Light Industrial District and C1 Neighbourhood Commercial District)

**TO:** Amended CD Comprehensive Development District (based on M1 Manufacturing District, M5 Light Industrial District and C1 Neighbourhood Commercial District and in accordance with the development plan entitled "Burnaby Automall Phase 1 Toyota Dealership 4451 Still Creek Development" prepared by CEI Architecture)

**APPLICANT:** CEI Architecture  
500 – 1500 West Georgia Street  
Vancouver, B.C. V6G 2Z6  
(Attention: John Scott)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2014 April 29.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2014 April 07 and to a Public Hearing on 2014 April 29 at 7:00 p.m.
2. **THAT** the following be established as prerequisites to the completion of the rezoning:
  - a. The submission of a suitable plan of development.
  - b. The granting of any necessary statutory rights-of-way, easements and/or covenants.
  - c. The approval of the Ministry of Transportation to the rezoning application.
  - d. The deposit of the applicable GVS & DD Sewerage Charge.
  - e. The provision of a revised stormwater management system to the approval of the Director Engineering, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.

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## REPORT

### 1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit revisions to the proposed Phase 1 automobile dealership building on the site.

### 2.0 BACKGROUND

2.1 The subject site (see *attached* Sketch #1) was created and serviced as part of Subdivision Reference #03-88 and Rezoning Reference #03-51, which also included the Costco and Keg Restaurant sites east of Willingdon Avenue, as well as the existing automobile dealership lot east of the subject site (see *attached* Sketch #2). The rezoning established community plan guidelines for automotive dealership uses for the subject site and the lot immediately to the east.

2.2 On 2014 January 13, Final Adoption was given to Rezoning Reference #09-18 which rezoned the site to permit the phased development for three automotive retail and service buildings. Since that time, the applicant has indicated that the property owner desires to pursue a revised Phase 1 automobile dealership, under the CD Comprehensive Development District (based on M1 Manufacturing District, M5 Light Industrial District and C1 Neighbourhood Commercial District).

The applicant has now submitted a plan of development suitable for presentation to a Public Hearing.

### 3.0 GENERAL COMMENTS

3.1 On 2014 January 13, Final Adoption was given to Rezoning Reference #09-18 which rezoned the site to permit the phased development for three automotive retail and service buildings (see *attached* Sketch #1). Since that time, the applicant has indicated a desire to pursue revisions to the original design of the Phase 1 building, which is proposed to be built on the northeast portion of the site. Specifically, the owner intends to include a glazed showroom at the roof level on the east elevation adjacent to Still Creek Drive. The resulting two-storey Phase 1 building would be approximately 6,566.6 m<sup>2</sup> (70,682 sq.ft.), which is slightly larger than the 6,057.7 m<sup>2</sup> (65,205 sq.ft.) previously proposed size. However, the resulting total gross floor area on the site would remain the same, due to a proposed reduction in the floor area of a mezzanine for the amenity/restaurant on the fourth level of the Phase 3 building. The Phase 1 building remains oriented towards Still Creek Drive, with glazed showrooms and sales offices in the front, and automobile service areas to the rear. As noted, the proposal is for the building to have a glazed showroom at the rooftop level, as well as rooftop parking accessed by car elevators for staff and some automobile storage. The rooftop is screened by a parapet wall and rooftop landscaping is provided.

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The plan for the proposed Phase 2 and Phase 3 buildings, as well as the site's parking, drive aisles, and landscaping remain unchanged from the previous rezoning application, with the exception of a 508.8 m<sup>2</sup> (5,477 sq.ft.) reduction in potential mezzanine space in the Phase 3 building. In line with the previous rezoning, the at-grade parking and drive aisles will be constructed for all three phases as part of the Phase 1 development, and the future Phase 2 and Phase 3 building footprints will be graded and grassed pending their future development.

- 3.2 The servicing of the site was originally completed under Subdivision Reference #03-88 and Rezoning Reference #03-51. Additional servicing was provided in relation to Rezoning Reference #09-18. As such, no additional servicing of the site is required in conjunction with the subject application.
- 3.3 Any necessary statutory rights-of-way, easements and covenants for the site are to be provided.
- 3.4 The approval of the Ministry of Transportation to the rezoning application is required.
- 3.5 The GVS & DD Sewerage Charge (Vancouver Sewerage Area) of \$0.443 per sq. ft. of additional gross floor area will apply to Phase 1 of this rezoning. Payment for Phase 2 and Phase 3 will be required in conjunction with the future Preliminary Plan Approval or amendment rezoning.
- 3.6 The submission of a revised stormwater management system to the approval of the Director Engineering, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation will be required.

#### 4.0 DEVELOPMENT PROPOSAL

- 4.1 Site Area: - 31,453 m<sup>2</sup> (338,563 sq.ft.) (*unchanged*)
- 4.2 Site Coverage: - 36.92%
- 4.3 Floor Area:
- |                  |   |   |
|------------------|---|---|
| Phase 1 (Toyota) | - | 6,567 m <sup>2</sup> (70,682 sq.ft.)                                |
| Phase 2 (future) | - | 3,590 m <sup>2</sup> (38,641 sq.ft.) ( <i>unchanged</i> )           |
| Phase 3 (future) | - | 22,033 m <sup>2</sup> (237,170 sq.ft.)                              |
| Total Site       | - | 32,190 m <sup>2</sup> (346,493 sq.ft.) 1.0 FAR ( <i>unchanged</i> ) |
- 4.4 Height:
- |                  |   |  |
|------------------|---|--|
| Phase 1 (Toyota) | - | 2 storeys, plus rooftop auto parking and storage<br>- 14.2 m (46.5 ft.)                        |
| Phase 2 (future) | - | 1 storey, plus rooftop auto parking and auto storage -<br>- 11 m (36 ft.) ( <i>unchanged</i> ) |

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Phase 3 (future) - 4 storeys, plus rooftop auto parking and auto storage  
- 27.6 m (90 ft.) (*unchanged*)

4.5 Parking:

127,075 sq. ft. Automobile Service (1 space / 1001.08 sq. ft.)	-	127
138,758 sq. ft. Office/Showroom (1 space / 495.16 sq. ft.)	-	281
23,851 sq. ft. Automobile Storage (1 space / 2002.16 sq. ft.)	-	12
18,312 sq. ft. Automobile Display (1 space / 1001.08 sq. ft.)	-	19
1,194 sq. ft. Amenity / Restaurant (50 seats max.) (1 space / 495.16 sq. ft.)	-	3
Total Parking Required	-	442
Total Parking Provided	-	478
Surplus Spaces	-	36

Automobile Display and Storage Spaces (in addition to parking)

Display	-	125
Storage	-	155

4.6 Loading:

Required and Provided: - 5 loading bays (*unchanged*)

4.7 Bicycle Parking:

Required and Provided Spaces

10% of required off-street parking - 24 staff in secured lockers  
- 26 visitor in racks  
50 total (*unchanged*)

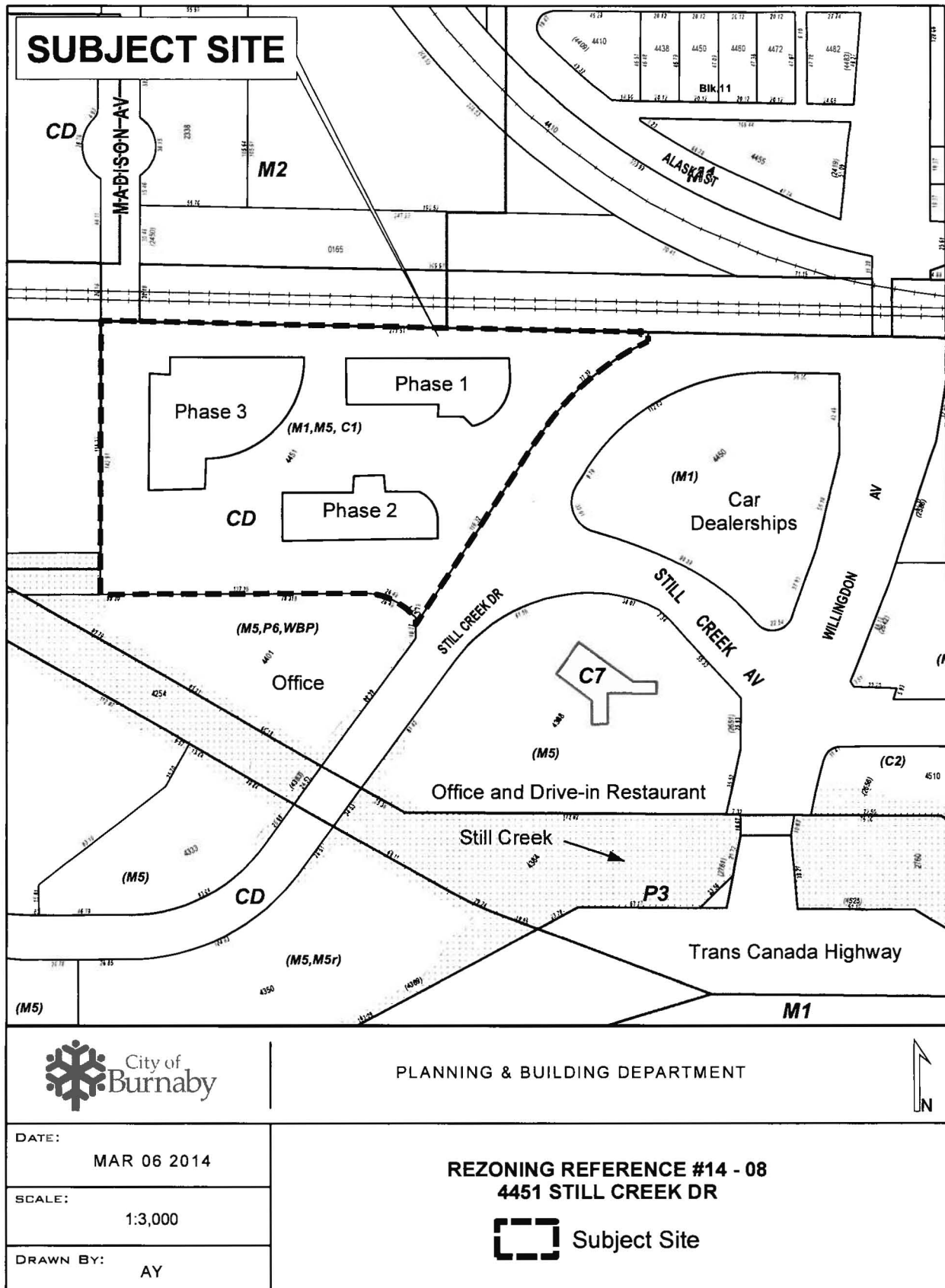
End Of Trip Facilities

- Bike lockers, showers, lockers, change rooms, water closets and wash basins provided. (*unchanged*)

  
Lou Pelletier, Director  
PLANNING AND BUILDING

SMN:spf  
**Attachment**

cc: Director Engineering  
City Solicitor  
Deputy City Clerk





PLANNING & BUILDING DEPARTMENT



DATE:

MAR 06 2014

SCALE:

1:6,000

DRAWN BY:

AY

**REZONING REFERENCE 14 - 08  
4451 STILL CREEK DR**

**OVERALL SITE CONTEXT (REZ REFERENCE #03 - 51)**

**Sketch #2**

March 14, 2014

Attn: Mr. Lou Pelletier, Director  
City of Burnaby Planning Department  
4949 Canada Way  
Burnaby, BC V5G 1M2

Dear Sir,

Re: Amending Rezoning Application: Letter of Intent  
4451 Still Creek Drive; RZ #09-18

**PARTNERS**

**Jim Aalders**  
Arch. AIBC, MRAIC, LEED AP,  
NCARB

**Nick Bevanda**  
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Arch. AIBC, MRAIC, LEED AP

**PARTNER EMERITUS**

**Richard Bolus**  
Arch. AIBC, MRAIC, Assoc.AIA,  
LEED AP

We are hereby making application to amend the approved rezoning of the property described below. The rezoning number is RZ 09-18, the text of which reads as follows:

*(On behalf of the property owner 4451 Still Creek Investment Ltd., we hereby submit this application to rezone 4451 Still Creek Drive from CD Comprehensive Development District (based on M1 Manufacturing District, M5 Light Industrial District and C1 neighborhood commercial District to Amended CD Comprehensive Development District (based on M1 Manufacturing District, M5 Light Industrial District and C1 Neighborhood Commercial District) to permit the development of up to three auto dealership buildings with auto services and ancillary parking.*

We have made minor changes in gross floor area to the Phase 1 building to better suit this building's operations. The additional gross floor area needed in the Phase 1 building has been removed from the Phase 3 building. Specifically the Customer Amenity / Restaurant area on level 4 mezzanine of the Phase 3 building has been reduced in size so that there is no change to the overall gross floor area or FAR for the entire development. The at-grade parking and drive aisles will be constructed for all three phases; with the exception of the 2 deleted at-grade parking stalls in Phase 1 as noted below. The future Phase 2 and Phase 3 building footprints will be graded and grassed pending their future development.

During the detailed design development of the Phase 1 building, mechanical and electrical requirements have reduced the storage parking on the roof of Phase 1, and

eliminated 2 grade-level parking stalls. The remaining parking for Phase 1 and the entire development will still exceed required numbers. The layout of the site parking, the green space planting in the site parking, the accessible parking, the drive isles, the fire access route, and the landscape treatment of the Phase 2 and Phase 3 site areas have not been affected. They remain unchanged from the original rezoning application with the exception of the 2 stalls removed from Phase 1 as noted.

The only significant revision made to form and character, is the addition of a narrow enclosed car display room aligned with the curved east façade at the roof level of the Phase 1 building. This additional space has displaced a few planned parking stalls on the roof, however as mentioned above, we still exceed the required parking complement for the project. As the green roof area is reduced by the additional display space, we have added even more green roof area over top of the addition itself.

We trust you will find the modifications to the building to be appropriate and supportable, and we look forward to Council's favourable consideration.

Respectfully,  
**CEI Architecture**



John W. Scott AIBC AAA MRAIC NCARB AIA  
*Senior Partner*