

DATE OF MEETING | August 29, 2022

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**SUBJECT | DEVELOPMENT PERMIT APPLICATION NO. DP001264
– 2358 KENWORTH ROAD**

OVERVIEW

Purpose of Report

To present for Council's consideration a development permit application for an automobile sales, service, and rental development at 2358 Kenworth Road (Galaxy Motors).

Recommendation

That Council issue Development Permit No. DP1264 (2358 Kenworth Road) with the following variances:

- increase the maximum front yard setback from 6.0m to 17.1m and to allow 100% of the building face to be set back more than 6.0m from the front yard lot line;
- permit parking in front of the building, and within the maximum front yard setback; and,
- to waive the minimum required building height of two storeys above grade.

BACKGROUND

A development permit application, DP1264, was received from BJK Architecture Inc., on behalf of 0698721 BC Ltd., to permit the development of a 1,455m² building for automobile sales, service and rental use at 2358 Kenworth Road (Galaxy Motors).

Subject Property and Site Context

<i>Zoning</i>	Community Corridor (COR3)
<i>Location</i>	The subject property is located east of Bowen Road on the north side of Kenworth Road, immediately south of Island Highway North and the Island Rail Corridor.
<i>Total Lot Area</i>	7,987m ²
<i>City Plan</i>	Schedule 2 Future Land Use Designations – Light Industrial Schedule 9 Development Permit Area (DPA) 4: Abandoned Mine Workings Hazard Schedule 13 Development Permit Area (DPA) 8: Form and Character
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines

The subject property (created by SUB1234) is vacant with a slight slope down to the north. The Island Rail Corridor and Island Highway are located to the north, and automotive dealerships are located directly to the west and east of the subject property.

The subject property was rezoned from High Tech Industrial (I3) to Community Corridor (COR3) in 2017 (RA288) with a site-specific use permitting Automobile Sales and Rental.]

DISCUSSION

Proposed Development

The proposed development is a 1,445m² auto dealership with a showroom, dealership office and service area.

Site Design

The proposed building will be sited slightly north of the center of the site with parking, display areas and landscaping along the perimeter. The showroom, offices, and customer areas face Kenworth Road with the service area located at the rear of the subject property. Service bays are accessed via a drive-thru on the northwest side of the building. A separate wash-bay and auto detailing area are located at the southeast side of the rear of the building. A refuse/recycling/storage enclosure is sited to the east of the building.

Vehicles will be displayed within the outdoor covered display area (featuring three-toned decorative paving) and along the perimeter of the site. Offsite vehicle display within the Community Service Three (CS3) zoned Island Rail Corridor is also proposed.

Vehicular access to the lot will be from Kenworth Road via existing site entrances at the west end of the site and a shared driveway with the Mitsubishi dealership at the east end of the site. A 2.0m wide pedestrian connection made of permeable pavers and concrete banding is provided in three locations: from the accessible parking spaces along the west property line to the outdoor display area; and, from Kenworth Road to the east side of the building. A 1.5m paint and textured pedestrian pathway provides access to the eastern portion of the lot.

Building Design

The proposed building is comprised of a 1,290m² main floor and 155m² upper floor which encompasses a showroom, offices, and service area. The proposed building is contemporary in design with a predominantly flat roof and incorporates roof overhangs to add visual interest and weather protection. The front façade (south elevation) has a butterfly roof with contrasting timber truss elements over the primary building entrance which is prominently glazed, emphasizing the building scale and presence. The roof projects beyond the front of the building on the west, south, and east elevations, connecting to the ground with lit, rock faced columns which break up the front façade and doubles as a covered outdoor display area. Three additional low-slope canopies on each elevation include timber details with space for future signage. The building façades are clad with corrugated metal siding, horizontal “wood-look” siding, and concrete panels, broken up by contrasting panel joints lines.

The building incorporates green design features to decrease energy and water consumption, such as Electric Vehicle Charging stations; stormwater management for the capture and controlled release of rainwater; windows that open to incorporate ventilation and allow natural light to the offices; roughed-in connections for future solar panels on the roof; low flush toilets and faucets; and, LED lighting throughout.

Landscape Design

The perimeter of the property incorporates a landscape buffer on all sides. Plantings along Kenworth Road include Forest Pansy redbud and Douglas fir as well as native and adaptive shrubs, groundcovers, and ornamental grasses. Plantings along the east property line include Japanese stewartia trees and native groundcovers and shrubs. Plantings along the rear property line, adjacent to the Island Rail Corridor include Serbian spruce and Douglas fir trees providing year-round screening as well as drought tolerant native and adaptive shrubs, groundcovers, and ornamental grasses. A low concrete retaining wall is proposed along with west property line with plantings which include low evergreen shrubs and groundcovers. A landscaped island to the east of the building includes a bench for customers and employees, and plantings of Columnar Ginkgo biloba as well as drought resistant native and adaptive shrubs, groundcovers, and ornamental grasses. The refuse/recycling/storage enclosure has gates consisting of black chain-link fencing with black vinyl slats and textured concrete block wall on three sides with timber screen details to support vines and evergreen shrub plantings. Site lighting is provided by LED lights along the perimeter of the site.

Design Advisory Panel

The Design Advisory Panel (DAP), at its meeting held on 2022-APR-28, accepted DP001264 as presented, with support for the proposed variances. The following recommendations were provided:

- Consider an employee amenity area within the landscaping or on a rooftop deck;
- Consider places where more conifers can be added to the landscape plan; and,
- Consider the addition of a green roof.

The applicant subsequently revised the development proposal in response to the DAP recommendations with the following changes:

- In lieu of a rooftop amenity space, increased pedestrian circulation and a covered bench were added;
- In lieu of a green roof, the applicant noted the site incorporates green design features; and,
- The landscape plan was updated to incorporate a mix of 50% evergreen trees.

Proposed Variances

Maximum Front Yard Setback

Subsection 9.5.1 and Subsection 9.5.4 of the Zoning Bylaw requires a maximum setback of 6.0m for at least 50% of the building face in the COR3 zone. A variance is proposed to increase the maximum front yard setback from 6.0m to 17.1m, a requested variance of 11.1m and to allow 100% of the building face to be set back more than 6.0m from the front yard lot line. The increased setback will allow for vehicle displays consistent with surrounding automotive dealerships.

Staff support the proposed front yard setback variance.

Parking

Subsection 9.6.1 of the Zoning Bylaw prohibits parking between the front property line and the front face of a building, and within the maximum front yard setback area (6.0m) within Corridor zones. A variance is proposed to permit parking between the front face of the building and front property line abutting Kenworth Road. Staff support the proposed parking variance.

Minimum Building Height

Subsection 9.7.1 of the Zoning Bylaw requires a minimum building height of two storeys above grade within the COR3 zone. As the proposed building is not comprised of two full storeys a variance is required. Staff support the proposed building height variance as the building encompasses a partial second storey and visually appears as 2-storeys. Additionally, a partial second storey is consistent with neighbouring automotive dealerships.

SUMMARY POINTS

- Development Permit application No. DP1264 proposes a new 1,445m² building for automobile sales and rental development at 2358 Kenworth Road.
 - Variances are requested to:
 - increase the maximum front yard setback from 6.0m to 17.1m and to allow 100% of the building face to be set back more than 6.0m from the front lot line;
 - permit parking in front of the building, and within the maximum front yard setback; and
 - to waive the minimum required building height of two storeys above grade.
- Staff support the proposed variances.

ATTACHMENTS

ATTACHMENT A: Permit Terms and Conditions
ATTACHMENT B: Context Map
ATTACHMENT C: Location Plan
ATTACHMENT D: Site and Parking Plans
ATTACHMENT E: Building Elevations and Details
ATTACHMENT F: Landscape Plan and Details
ATTACHMENT G: Aerial Photo

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