

**TO:** MAYOR & COUNCILLORS  
**FROM:** GENERAL MANAGER PLANNING AND DEVELOPMENT  
**SUBJECT:** **REZ #22-17 – 5033 REGENT STREET – SIX-STOREY SELF-STORAGE FACILITY**  
**PURPOSE:** To seek Council authorization to forward REZ #22-17 and the proposed Zoning Bylaw text amendment for parking requirements for self-storage to First and Second Reading at a future Council meeting.

### REFERENCES

Address: 5033 Regent Avenue  
Legal: 002-777-398  
Block 3 Except: Firstly: Part Shown On Plan 6721,  
Secondly: Parcel “A” (Explanatory Plan 12958):  
District Lot 74 Group 1 New Westminster District Plan 2603  
Applicant: SmartCentres Management Services Inc.  
201-11120 Horseshoe Way, Richmond, BC V7A 5H7  
Attention: Brent Savard  
Current Zoning: M2 General Industrial District  
Proposed Zoning: CD Comprehensive Development District (based upon M1 Manufacturing and M2 General Industrial Districts and in accordance with the development plan titled “SmartStop” prepared by WPT Architecture Inc.)

### RECOMMENDATION

**THAT** Rezoning Bylaw for REZ #22-17 be prepared and advanced to First and Second Reading at a future date of Council;

**THAT** a Public Hearing not be held for the Rezoning Bylaw REZ #22-17, as it is consistent with Burnaby Official Community Plan;

**THAT** the items listed (see **Attachment 3: Rezoning Prerequisites**) to the report titled “REZ #22-17 – 5033 Regent Street – Five-Storey Self Storage Facility” dated June 24, 2024, be established as prerequisites to consideration of Final Adoption of the Rezoning Bylaw for REZ #22-17;

**THAT** the City Solicitor be authorized to bring forward amendments to *Burnaby Zoning Bylaw, 1965*, as set out in Section 3.4 of the report, for First and Second reading at a future date of Council;

**THAT** a Public Hearing not be held for the proposed amendment to *Burnaby Zoning Bylaw, 1965*, as described in Section 3.4 of the report, as the amendments are consistent with the Burnaby Official Community Plan; and

**THAT** the Rezoning Bylaw for REZ #22-17 not be brought forward for consideration of Final Adoption until after the proposed amendment to *Burnaby Zoning Bylaw, 1965*, as described in Section 3.4 of the report, has been given Final Adoption.

**EXECUTIVE SUMMARY**

A rezoning application has been received to permit the construction of a six-storey enclosed self-storage facility. The purpose of this report is to provide Council with information on the development proposal and to recommend that the rezoning application and associated Zoning Bylaw text amendment be forwarded to First and Second Reading.

**1.0 POLICY SECTION**

The proposed rezoning application is consistent with the following policies and plans adopted by Council:

- Corporate Strategic Plan (2022),
- Regional Context Statement (2013),
- Official Community Plan (1998),
- Economic Development Strategy (2007), and
- Transportation Plan (2021).

**2.0 BACKGROUND**

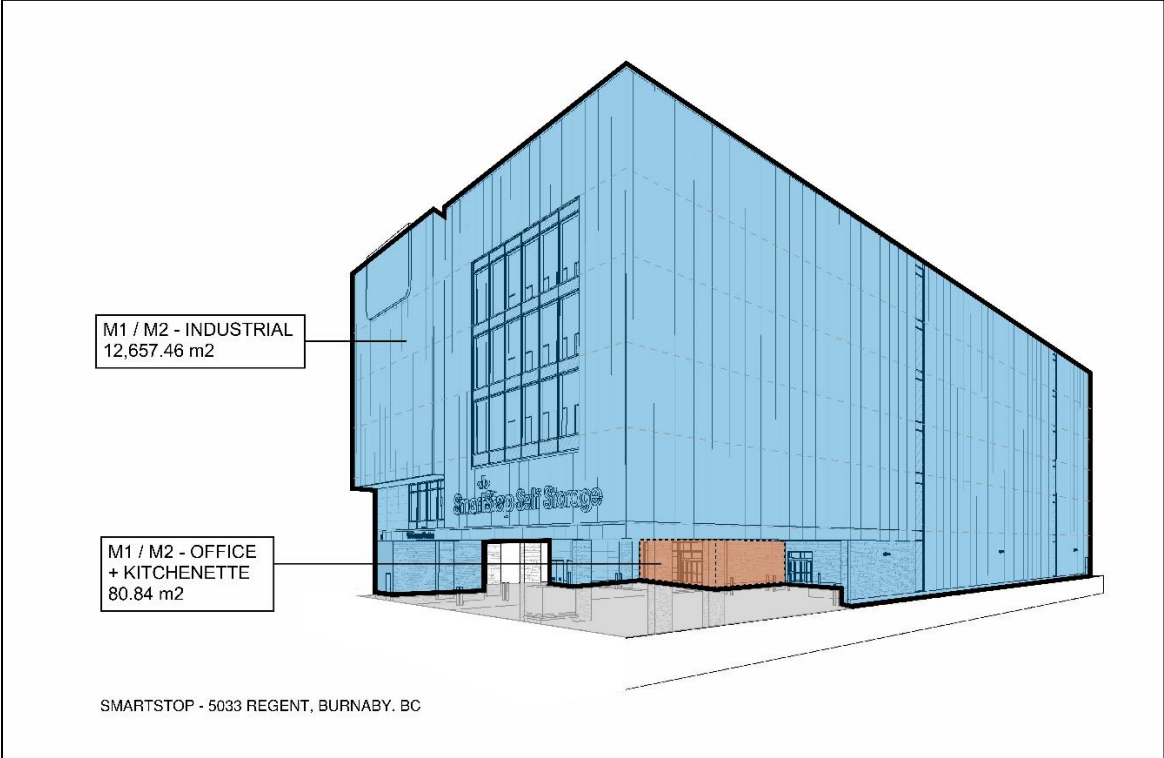
- 2.1 The subject site is located on the north side of Regent Street between Westminster Avenue and Douglas Road (see **Attachment 1**). The site is improved with a small industrial warehouse which was constructed in 1965, and a surface parking lot. The subject site is bordered by Still Creek immediately to the north and the Trans Canada Highway to the south. Surrounding properties are zoned M2 General Industrial District, and consist of a variety of manufacturing, contractor, and other industrial businesses.
- 2.2 The subject site is currently zoned M2 General Industrial District and designated for Industrial Use in the Official Community Plan and the Metro 2050 Regional Growth Strategy.
- 2.3 The applicant proposed to reduce the Streamside Protected and Enhancement Area (SPEA) from 30 metres to 20 metres through ERC#22-08. The proposal was rejected, as the ERC determined it was premature to permit a reduced SPEA setback for Still Creek. City staff are engaged in a study of Still Creek’s flow capacity and flooding scenarios, which will inform a comprehensive policy for the Still Creek corridor. Therefore, the development will comply with a full 30 metres SPEA setback as required by the Zoning Bylaw.

2.4 On August 29, 2022, Council received an initial rezoning report which proposed to rezone the property to the CD Comprehensive Development District, utilizing the M1 Manufacturing District and M2 General Industrial District as guidelines. The applicant has now submitted a plan of development suitable for First and Second Reading of the Rezoning Bylaw.

**3.0 GENERAL INFORMATION**

3.1 The development proposal as shown in Figure 1 is for a six-storey self-storage facility with surface and at grade parking, within the envelope of the building. The subject rezoning application is using both the M1 Manufacturing District and the M2 General Industrial District as general guidance, noting their cumulative bulk and massing regulations support the proposed floor area for the six-storey self-storage use development. The development will consist of approximately 1309 storage units of varying sizes with storage space on each level. It will also include end-of-trip facilities (a bike rack, a shower and locker area) and a kitchen space, both for employees. Ingress and egress to and from the site, for pedestrians, cyclists and vehicles will be off Regent Street. Considering the nature of self-storage facilities and that there would be limited employees present at any given time, the proposed four bicycle parking stalls, one shower and four lockers is deemed appropriate.

Figure 1.



<b>Zoning:</b> CD (M1, M2)	
<b>Site Size:</b> 3,615.32 m <sup>2</sup>	
	<b>Proposed FAR and GFA m<sup>2</sup></b>
Floor Area Ratio (FAR)	3.52 FAR
Gross Floor Area (GFA) (m <sup>2</sup> )	12,738.30

3.2 The required prerequisites to the adoption of the rezoning are listed in **Attachment 3: REZ #22-17 - Rezoning Prerequisites**. In part, the prerequisites include the necessary fees, financial securities, professional reports, legal and servicing agreements, easements, covenants, and statutory rights-of-way to facilitate the servicing and development of the proposed site.

3.3 Supportive Rationale

Self-storage facilities serve both nearby residents and small businesses. The use provides a flexible and affordable storage solution to homeowners renovating, moving, or downsizing, individuals with no permanent addresses such as students (i.e. Students from BCIT and Simon Fraser University) and/or homeowners looking to extend their home. While self-storage facilities themselves do not employ many people, they indirectly support small businesses by providing them a place to store their inventory, supplies, equipment, and files. Additionally, the development and intensification of industrial land aligns with City and regional policies, specifically:

- Self-storage is a permitted land use at industrial sites as set out in the *City of Burnaby’s Official Community Plan (1998)* and *Metro 2050 (2022)*.
- Self-storage is permitted only in industrial zoning districts in the *Burnaby Zoning Bylaw (1965)*.
- The intensification of industrial land directly aligns with the goals of *Metro Vancouver Regional Industrial Lands Strategy (2020)* and *City of Burnaby’s Official Community Plan (1998)*, as key directions to enhance employment, address constrained supply, and ensure efficient usage of industrial lands.

In addition, a 30 metre SPEA setback from Still Creek will be restored and maintained as part of the development. The area adjacent to Still Creek will be rehabilitated and enhanced with landscaping and will be designed to incorporate a future trail network adjacent to the creek. Currently, the area is being used primarily for surface parking and storage.

3.4 Self Storage Parking Amendment

Self-storage facilities have traditionally consisted of low density, single-storey buildings, similar to large sheds with garage doors, joined together and separated internally to create individual storage units. Storage units were

typically drive-up lockers accommodating large items and sometimes even vehicles. Accordingly, parking rates prescribed in the *Zoning Bylaw* correspond with this traditional low-density, auto-oriented building form. The parking rate for self-storage facilities has not been updated to reflect a more urban, high-density form which is becoming more common in cities with high land values and higher density development.

As the *Zoning Bylaw* requirements for parking do not accurately reflect this new form of self-storage, a reduction in parking and loading requirements is proposed for such uses across the City. To support the proposed reduction, the applicant retained a traffic engineering consultant to complete a detailed parking and loading analysis for similar self-storage developments in the Greater Toronto and Metro Vancouver areas. The study recommended a reduction in parking and loading rates to better reflect the current parking demands for urban, higher density self-storage facilities. City staff reviewed the study and determined the parking and loading rate proposed was supportable.

With the availability of recent, data-driven information, it is proposed that the parking rate for storage be revised to include a rate for multi-storey self-storage facilities, by amending Section 800.4(24) of the *Zoning Bylaw* to add the following underlined text:

Warehousing, storage buildings, greenhouses and nurseries, wholesale establishments and other similar uses.	1 for each 186 m <sup>2</sup> (2,002.15 sq.ft.) of gross floor area, plus 1 for each 55 m <sup>2</sup> (592.02 sq.ft.) of gross floor area and/or of lot area used for display, rental or retail sales purposes, <u>except in respect of multi-storey self-storage buildings where individual storage units are accessed via a common corridor, for which the requirement is 1 for each 1062 m<sup>2</sup> (11,431.27 sq.ft.) of gross floor area.</u>
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Not only would the revised parking rate support the feasibility of the subject project and potential future self-storage projects, a reduction in required parking would help support the City’s climate action goals. By reducing the parking requirement, the amount of carbon emissions due to concrete construction and additional excavation is lowered significantly. The parking reduction also allows for a large portion of the subject lot to be available for other uses, including the SPEA. The proposed parking rate amendment would apply throughout the City to all future multi-storey self-storage facilities where individual storage units are accessed via a common corridor.

**4.0 COMMUNICATION AND COMMUNITY ENGAGEMENT**

On December 11, 2023, Council directed staff to include a recommendation to not hold a Public Hearing for rezoning applications or Zoning Bylaw text amendments that are consistent with the Burnaby Official Community Plan (OCP). The proposed rezoning is

consistent with the Official Community Plan policies on industrial lands (Section 6.0). The proposed Zoning Bylaw text amendment is consistent with the Official Community Plan policies on transportation (Section 8.0) and climate action goals (Section 10.0). As both the subject rezoning application and the proposed Zoning Bylaw text amendment are consistent with the OCP, it is recommended that a Public Hearing not to be held.

First and Second Reading of the rezoning bylaw and Zoning Bylaw text amendment bylaw will be held at a future date. Although a Public Hearing is proposed to not be held, public notice of the Rezoning Bylaw for REZ #22-17 and the proposed Zoning Bylaw amendment bylaw will be completed prior to bringing forward the two bylaws for First Reading, in accordance with section 467 of the *Local Government Act*, the City’s Public Notice Bylaw and Council policy. City staff will mail a notice to those properties that are within a 30 m (100 ft.) radius of the property, at least 10 days before the Council meeting at which the proposed rezoning bylaw will be brought forward for First and Second Reading, and a sign regarding the proposal will be posted on the site. A notice will also be published on the City’s website for the proposed bylaws and distributed as part of the City’s online newsletter.

**5.0 FINANCIAL CONSIDERATIONS**

There are no financial considerations specifically related to this rezoning proposal.

Respectfully submitted,

E. W. Kozak, General Manager Planning and Development

**ATTACHMENTS**

- Attachment 1: REZ #22-17 - Sketch #1
- Attachment 2: REZ #22-17 - Development Statistics
- Attachment 3: REZ #22-17 - Rezoning Prerequisites

**REPORT CONTRIBUTORS**

This report was prepared by Cody Bator, Planning Analyst, and reviewed by Ian Wasson, Senior Development and Urban Design Planner, and Jesse Dill, Director Development.