

REPORT

Climate Action, Planning and Development

To: Mayor Cote and Members of Council **Date:** April 11, 2022

From: Emilie K. Adin, MCIP **File:** DVP00692
Director, Climate Action, Planning and HA000029
Development

Item #: 2022-256

Subject: **Housing Agreement Bylaw and Development Variance Permit to Vary Residential and Visitor Parking Requirements: 508 Eighth Street – Bylaw for Three Readings**

RECOMMENDATION

THAT Council consider Housing Agreement Bylaw No. 8279, 2022 to authorize the City to enter into a Housing Agreement with the property owner to require that all residential units at 508 Eighth Street be secured as market rental housing for First, Second and Third Readings.

THAT Council, should the Housing Agreement Bylaw No. 8279, 2022 be adopted, direct the Mayor and Corporate Officer to execute the Housing Agreement.

THAT Council provide notice that it will consider issuance of a Development Variance Permit (DVP00692) to reduce the number of required off-street parking spaces by 45% from the Zoning Bylaw requirements for secured market rental.

THAT Council endorse that five long-term bicycle parking spaces and six short-term bicycle parking spaces be included as part of the Development Permit application for 508 Eighth Street, should the Development Variance Permit (DVP00692) be approved by Council.

PURPOSE

This report is to request that Council: 1) consider Housing Agreement Bylaw No. 8279, 2022 for First, Second and Third Readings; 2) issue notice that Council will consider Development Variance Permit (DVP00692) for a 21 space reduction (45%) to the off-street parking provisions; and 3) request endorsement of requiring bicycle parking spaces as part of the Development Permit.

EXECUTIVE SUMMARY

Housing Agreement and Development Variance Permit (DVP) applications have been submitted to allow replacement of eight existing parking spaces with three new bachelor residential units and one new one-bedroom residential unit to an existing 42 unit residential rental building at 508 Eighth Street. The Housing Agreement would secure all existing and proposed units (46 units total) within the building as a market rental project for 60 years or the life of the building, whichever is longer. The DVP would reduce off-street parking by 21 spaces (45%), including three visitor spaces.

Staff considers the variance for parking to be reasonable when accompanied by a commitment to measures that support active travel.

BACKGROUND

Policy and Regulation Context

The applicant's proposal is consistent with the Official Community Plan land use designation for the site: (RM) Residential – Multiple Unit Buildings. The current zoning is RM-2 Apartment (Low Rise). A summary of related City policies and regulations, which includes the Official Community Plan (OCP) Land Use Designation, Secured Market Rental Housing Policy, Development Permit Area (DPA), and Zoning, is included in Attachment 1.

Site Characteristics and Context

The site is located on the corner of the Eighth Street and Fifth Avenue. The current three level building, which consists of 42 residential rental units, was built in 1967. The site is surrounded by older high- and mid-rise buildings, ranging from 3 to 14 storeys in height, and is in close proximity to Moody Park and commercial uses along Sixth Street. The site is well serviced by transit and within walking distance of multiple bus stops located along the Eighth Street Frequent Transit Network (FTN) and Sixth Avenue. More details on proximity to transit service and other sustainable transportation options is included in Attachment 3.

PROJECT DESCRIPTION

The applicant is proposing to replace eight existing parking spaces with four new residential units within an existing 42 unit residential rental building. One one-bedroom unit of 571.0 sq. ft. (53.1 sq. m.) and three bachelor units between 370.8 and 408.2 sq. ft. (34.4 and 37.9 sq. m.) are proposed. The units would be located within the parking level at the south side of the building, facing Fifth Ave, and near to the elevator, laundry, and long-term bicycle parking. Each unit would have its own private open space (patio). To offset the loss of parking, two additional parking spaces are proposed to be added on the southwest side on the property. As part of the renovation and site improvement, a new garbage enclosed area is proposed for the building. The proposed renovation plan is provided in Figure 1 below:

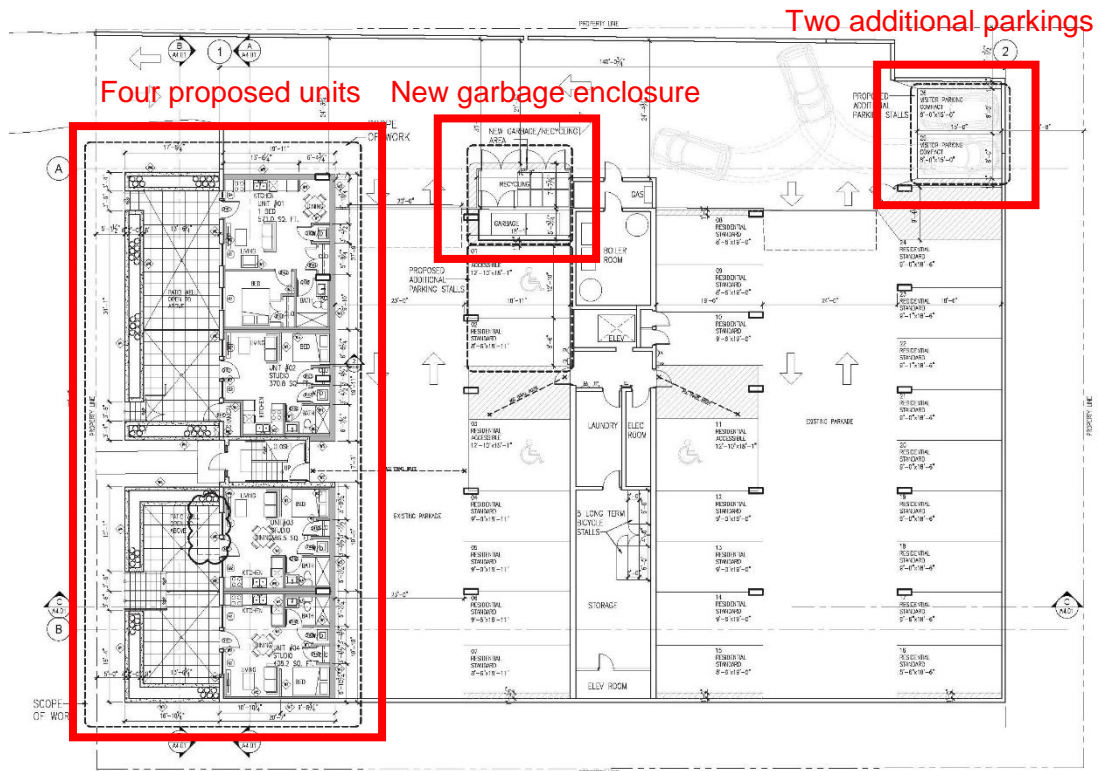


Figure 1: Proposed Renovation Plan

The residential units would be added in the below-grade portion of the parking area. Due to the sloped nature of the site, the west elevation of the units would be below-grade, and the east portion at-grade. Windows and patio wells would be located along the east side of each unit. Street access would be provided from the east elevation via stairs leading from the partially below-grade patio wells to Fifth Avenue.

The proposal would reduce off-street parking from 32 spaces currently provided to 26 spaces. Though the additional units have been proposed in areas previously served by parking, no potential vehicle conflicts have been identified. The proposal would result in 0.6 parking spaces per residential unit and two visitor parking spaces, and three accessible parking stalls would be provided.

All existing and proposed rental units (46 units total) would be secured with a Housing Agreement for 60 years or the life of the building, whichever is longer.

The applicant has submitted an application for a development permit to facilitate a form and character review of the proposal and would be considered by the Director of Climate Action, Planning and Development subject to Council approval of the Housing Agreement Bylaw and Development Variance Permit.

DISCUSSION

Requested Variance

The City's Zoning Bylaw does not require additional off-street parking spaces for secured rental residential units, provided that:

1. There are no more than five additional secured rental units proposed; and
2. The site was used for secured rental residential units since before 2014.

As per the above, the proposed four rental residential units do not require any additional off-street parking spaces. However, the proposed removal of eight residential parking stalls has triggered the need to review parking requirements for the site. Based on that review, a Development Variance Permit to reduce off-street parking by 45% (21 spaces) below the minimum requirements of the Zoning Bylaw for secured market rental units is required to facilitate the proposal. This includes a reduction from five to two visitor parking spaces. The applicant proposes to provide all required accessible parking stalls by converting two existing stalls to accessible parking stalls. In turn, this will require the garbage area to be relocated to a new enclosure outside the parkade.

The applicant has requested the reduced parking rate be supported given the proximity to the FTN and the low usage of the existing parking supply. The proposed 0.6 parking spaces per unit are similar to requirements under the same Bylaw for secured market rental sites located within the Downtown neighbourhood (i.e., 0.6 space per unit for bachelor and one-bedroom units). The applicant states that, based on a survey they completed in January 2022, nine of 32 parking stalls are currently being used by residents, one is used by a non-resident living in the neighbourhood, and 22 stalls (69%) are vacant or used by visitors.

Below is a calculation of existing, required and proposed parking stalls, calculated based on section 140 Zoning Bylaw; Off-street Parking:

	Existing	Required	Proposed
Resident vehicle	32 (1 Accessible)	42 (3 Accessible)	24 (3 Accessible)
Visitor vehicle	0*	5	2
Short-term bike	0	0	6
Long-term bike	0	5	5

*When the building was built, all of the parking spaces would have been considered "residential." The applicant states that 10 of these stalls are being used by residents and 22 by visitors.

ANALYSIS

Off-Street Parking Reduction

Given the proximity to transit staff considers the requested variance for parking, to a rate similar to those used in Downtown, to be reasonable if accompanied by a commitment to measures that support active travel. Specifically, staff have recommended the provision of six short-term bicycle parking stalls. The applicant has

agreed to provide a minimum of six short-term spaces, with the design of these spaces to be reviewed as part of the development permit process. The applicant would also be required to comply with the long-term bike parking requirements of the Zoning Bylaw for the new proposed units (1.25 spaces per unit). The applicant has proposed five long-term bike parking stalls in satisfaction of this requirement.

Secured Market Rental Housing Agreement

The site is currently zoned RM-2 Apartment (Low Rise). Under Section 190.49 – Amenity Density Bonus of the City's Zoning Bylaw, density can be increased to a maximum of 1.8 FSR if an amenity contribution is made. Projects that propose secured rental residential units are exempt from the requirements of a density bonus contribution.

The current density of 1.19 floor space ratio (FSR) would be increased to 1.24 FSR with the addition of the four units. The applicant has agreed to extend the Housing Agreement to cover all 46 rental units within the project and would therefore be exempt from a density bonus amenity contribution. The Housing Agreement Amendment Bylaw is included in Attachment 4.

The principles included in Attachment 5 to this report have been used (and agreed to by the owner/developer) for structuring the Housing Agreement Bylaw, and are consistent with the principles used for similar secured market rental housing proposals. The signed letter from the developer/owner agreeing to these principles is also included in the Attachment 5 to this report.

REVIEW PROCESS

The review steps for this application are:

1. Report to Council for First, Second and Third Readings of the Housing Agreement Bylaw No. 8279, 2022 and to request that Council issue notice that it will consider issuance of a Development Variance Permit for the proposed parking **(WE ARE HERE)**;
2. Council consideration of Adoption of Housing Agreement Bylaw;
3. Finalization and Registration of the Housing Agreement at the Land Titles Office;
4. Council consideration of the Development Variance Permit;
5. Consideration of Development Permit application and issuance by the Director of Climate Action, Planning and Development.

Consultation

Notices would be sent to surrounding residents by the City Clerk's Office to provide an opportunity for written feedback prior to Council consideration of the Development Variance Permit.

INTERDEPARTMENTAL LIAISON

This report was written with input from the Engineering Department.

OPTIONS

The following options are provided for Council's consideration:

1. That Council consider Housing Agreement Bylaw 8279, 2022 for first, second, and third reading in order to require all residential units to be secured market rental housing;
2. That Council, should the Housing Agreement Bylaw No. 8279, 2022 be adopted, direct the Mayor and Corporate Officer to execute the Housing Agreement.
3. That Council provide notice that it will consider issuance of a Development Variance Permit (DVP00692) to reduce the number of required off-street parking spaces by 45% from the Zoning Bylaw requirements for secured market rental.;
4. That Council endorse that five long-term bicycle parking spaces and six short-term bicycle parking spaces be included as part of the Development Permit application for 508 Eighth Street, should the Development Variance Permit (DVP00692) be approved by Council;
5. That Council provide staff with alternative feedback.

Staff recommends Options 1, 2, 3 and 4.

ATTACHMENTS

Attachment 1: Policy and Regulations
Attachment 2: Rationale Letter and Project Drawings
Attachment 3: Site Context and Project Statistics
Attachment 4: Housing Agreement Bylaw 8279, 2022
Attachment 5: Housing Agreement Principles Letter

APPROVALS

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