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<u>COUNCIL AGENDA</u>	
Date: _____	Item: _____



DISTRICT OF WEST VANCOUVER
750 17TH STREET, WEST VANCOUVER BC V7V 3T3

COUNCIL REPORT

Date:	May 11, 2018
From:	Lisa Berg, Senior Community Planner
Subject:	Response to Council - 752 Marine Drive Public Hearing
File:	1010-20-12-085

RECOMMENDATION

THAT the report dated May 11, 2018 titled “Response to Council – 752 Marine Drive Public Hearing” be received for information.

1.0 Purpose

The purpose of this report is to provide Council with information regarding issues raised at the May 7, 2018 public hearing, including:

- implications of additional rental housing;
- a comparison of housing costs associated with different tenures;
- parking revisions; and
- traffic studies.

2.0 Background

2.1 Previous Decisions

At the May 7, 2018 Public Hearing Council passed the following motion:

THAT

1. Staff report back to Council regarding the May 7, 2018 public hearing regarding proposed Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4967, 2018 (for 752, 756, and 764 Marine Drive) and proposed Development Permit 12-085 (for 752, 756, and 764 Marine Drive) and that the public hearing be adjourned to May 14, 2018 at 6:00 p.m. in Council Chamber.

3.0 Analysis

3.1 Discussion

Council held a public hearing on the proposed amending bylaw on May 7, 2018. Council adjourned the public hearing and requested staff to report back on a number of issues raised, as follows:

Implications of Additional Rental

During the public hearing, the applicant announced that it was willing to offer an additional 51 rental housing units, secured for a 20 year term with no financial impact to the proposed Community Amenity Contribution (CAC). The proposed Housing Agreement Bylaw is updated to secure the additional 51 units (**Appendix A**).

Since then, the applicant further offered up to an additional 30 rental units that would be secured in perpetuity by a housing agreement. Securing the 30 additional rental units would impact the CAC by approximately \$288,000 per unit. If 30 units were required, this would reduce the cash contribution from \$10,769,460 to \$2,135,000.

Staff do not recommend additional rental units (30 or less), secured via a housing agreement in perpetuity. Staff advise that there are other amenity priorities that are identified in the Local Area Plan and that the CACs as negotiated should be directed towards those priorities. Further, staff do not recommend reducing the CAC to provide rental housing that is already on offer, albeit for an unsecured term.

As such, the following housing mix for the project is recommended:

Units	Term / Ownership
49 rental units	In perpetuity
11 supportive units	Owned by the District
51 rental units	20 years
<i>111 rental / supportive units</i>	<i>Total Secured Rental Units</i>
92 rental units	Rental units held by the Owner
203 rental units	Total Units

In all instances, the units will be offered to West Vancouver residents or employees under the terms of a Locals First program.

Housing Costs

Council asked questions regarding the relative affordability of rental housing versus strata condo ownership. Rental housing is almost always more affordable than ownership. For example, a typical scenario for an 800 square foot unit monthly costs could be as follows:

Unit Type	Cost Per Month	Particulars
Rental	\$2,400	\$3 per sq ft rental rate
Strata	\$5,300	<ul style="list-style-type: none">• \$1,220,000 purchase price• \$300,000 down payment (3.74% interest rate)• Includes monthly strata fees and property taxes

Deeper levels of affordability will also be realized through the supportive units.

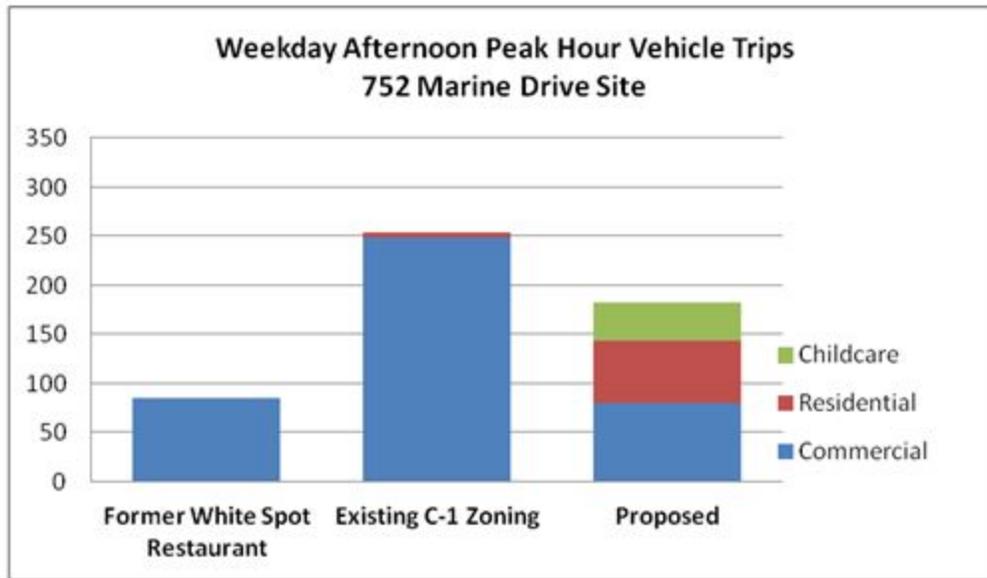
Parking

The proposed amount of parking in this project is consistent with similar developments along the Frequent Transit Network (FTN) in the region, including projects located in close proximity to the Canada Line and Sky Train. The project also delivers parking consistent with post-occupancy demand studies along the FTN (Metro Vancouver Apartment Parking Study, 2012), and the parking ratios recommended by the Marine Drive Local Area Plan.

However, in response to the concerns raised about the amount of parking, the applicant proposes to further reduce the number of stalls by 10%, from 253 to 232. This would bring the parking ratio down to 0.88 per unit. The car-share stalls will be increased from 3 to 9 and form a part of the visitor parking count. The proposed zoning bylaw amendment is updated to reflect the reduced parking (**Appendix B**). Language will be included within the development covenant to secure the car-share spaces prior to its registration.

Traffic

As presented at the public hearing, the proposal would see less traffic generated than what could be realized under existing zoning. To illustrate this, the chart below compares vehicle trips per hour that would be generated under existing zoning compared with the proposal:



The proposal is designed to respond to its contextual surroundings of being located close to shopping, services and public transit. It is designed to promote alternative modes of transportation, including car-share, bicycling and walking as viable means of getting around. Road improvements are planned for the area, including making the east leg of Main Street a right-in right-out only at Taylor Way which will help with congestion at that intersection.

4.0 Options

4.1 Recommended Option

That the staff report be received for information.

4.2 Considered Options – Not applicable.

5.0 Conclusion

The proposed clarifications address issues raised at the May 7, 2018 public hearing and are provided for Council's information prior to closure of the public hearing.

Author:

Lisa Berg, Senior Community Planner

Concurrence

Matthew Roddis, Manager of Urban Design and Current Planning

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Appendices:

- A- Proposed “Housing Agreement Authorization Bylaw No. 4969, 2018”
- B- Proposed “Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4967, 2018”