

Staff Report to Council

Planning and Development

FILE: 3360-20-2022-03

REPORT DATE: June 03, 2022 **MEETING DATE:** June 21, 2022

TO: Mayor and Council

FROM: Colin O'Byrne, Acting Director of Planning and Development

SUBJECT: Metro Vancouver Non-market Housing and Child Care Project at 19085
119B Avenue

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:



RECOMMENDATION(S):

THAT Council:

- A. Receive for information the Staff Report titled "Metro Vancouver Non-market Housing and Child Care Project at 19085 119B Avenue" as presented at the June 21, 2022 Council Meeting; AND
 - B. Waive the application fees for the Metro Vancouver Non-market Housing and Child Care Project at 19085 119B Avenue; AND
 - C. Direct staff to draft a bylaw to waive the residential development cost charges for the Metro Vancouver Non-market Housing and Child Care Project at 19085 119B Ave; OR
 - D. Other.
-

PURPOSE

To introduce Metro Vancouver's non-market housing and child care project, proposed for the civic centre, ahead of public engagement.

☒ Information Report

☐ Decision Report

☐ Direction Report

DISCUSSION

Background:

In early 2020, Metro Vancouver advised member jurisdictions of potential funding opportunities whereby a local government would lease City-owned land to Metro Vancouver Housing (MVH) for a nominal fee and MVH would build and operate a non-market, rental housing project aimed for families, seniors and people with disabilities.

At the February 25, 2020 Meeting, Council considered a report from staff regarding preparation of expression of interest in this opportunity. That report identified and evaluated four potential City sites for a potential four-storey, multi-family building. Council selected the civic centre site at 19085 119B Ave and directed staff to explore other funding opportunities to add a child care component to the project. Staff then collaborated with Discovery Playhouse Children's Society, the non-profit child care centre currently operating in the Pitt Meadows Family Recreation Centre, to create a proposal to develop additional child care spaces to be located in the bottom floor of the proposed rental housing building. The City presented its Expression of Interest application to Metro Vancouver for a potential of 80 to 130 residential units, depending on the mix of unit sizes and number of bedrooms, over a childcare facility. The City's application package also noted an anticipated building form up to six storeys tall, the City's willingness to waive fees, expedited approvals, and exploration of parking reductions. All of these factors were weighed by Metro Vancouver during its decision making process.

On June 18, 2020, Metro Vancouver advised that the City's application had been selected as a priority site for further exploration.

At the December 8, 2020, Public Meeting, Metro Vancouver Housing (MVH) presented an update on the project, and Council passed the following motion:

"It was MOVED and SECONDED THAT Council:

- A. Receive for information the overview of the Metro Vancouver/City of Pitt Meadows Affordable Housing Proposal; AND
- B. Direct Staff to begin working with Metro Vancouver to develop appropriate zoning for the proposed affordable housing project.

CARRIED."

On May 21, 2021, the City was advised that Ministry of Children and Family Development grant funding for 83 new child care spaces in the project was approved. Combined with Discovery's existing 67 spaces, this brings the total number of child care spaces in the project to 150. The MVH project agreement and associated budget will cover the construction costs for both the new and existing child care spaces.

Project Partners

Metro Vancouver Housing (MVH) has decades of experience building and operating non-market rental homes to suit a variety of incomes, ages, abilities and family sizes. MVH operates 49 sites providing homes for more than 9,400 people across the greater Vancouver region. They provide family-oriented housing for low to moderate income households that support inclusive communities for a range of incomes, ages and families.

Discovery Playhouse Children's Society (Discovery) is a non-profit preschool, daycare and out of school centre currently located inside the Pitt Meadows Family Recreation Centre. Discovery has operated as a preschool since 1974 and daycare services were added in 2000.

The Province of BC is contributing funding to the construction and fit out of the childcare portion of the project, to accommodate the creation of 83 additional child care spaces.

MVH is the lead for this project, with the City providing support where possible. MVH will coordinate the design and construction of the project, and then manage and operate the residential portion of the project upon completion. The completed childcare portion will be managed by the City and operated by Discovery. Initially, the City's main role is to lease the land to MVH and process the required Official Community Plan and Zoning Bylaw amendments.

Multiple levels of government are working together to build much-needed non-market housing and child care spaces for this project. The following is a summary of City responsibilities in relation to the project:

- Contribute the property;
- Lease the property at a nominal rate for at least 60 years to MVH;
- Lease the child care space for at least 15 years;
- Provide background studies and property information;
- Expedited processing of OCP and Zoning amendment applications;
- Eliminate or minimize off-site servicing requirements and costs;
- Waive or reduce development cost charges; and
- Waive application fees associated with development approvals.

The following are shared responsibilities between the City and Metro Vancouver:

- Ensure the project is financially beneficial to all parties;
- Target the maximum reasonable number of units;
- Collaborate to obtain additional funding if available; and
- Coordinate communications.

Relevant Policy, Bylaw or Legislation:

Metro Vancouver Regional Growth Strategy

In the Regional Growth Strategy (RGS), the site is designated as General Urban and is located within the designated Urban Centre. General Urban areas are “intended for residential neighbourhoods and centres, and are supported by shopping, services, institutions, recreational facilities and parks. Within General Urban areas, higher density trip-generating development is to be directed to Urban Centres and Frequent Transit Development Areas.”

This project supports many policies in the RGS, such as focusing growth within the urban area and providing diverse and affordable housing options.

(Draft) Official Community Plan Bylaw No. 2864, 2020

In the draft of the new Official Community Plan (OCP), the site is designated as Civic Centre. This designation is intended “to permit civic, public recreational, and cultural uses; may also include residential, office uses, and child care.”

This project supports numerous policies in this OCP, including:

- Affordable and rental housing;
- Increased diversity of housing to meet changing populations, including larger proportion of seniors, single people and smaller families;
- Density close to transit;
- High density housing within the town centre;
- Considering buildings taller than four storeys within the town centre where community benefits are offered;
- Investigating parking relaxations for non-market housing, particularly in walkable centres;
- Provide incentives for non-market, rental, seniors and supportive housing development;
- Using City lands for non-profit and supportive housing in partnership with other government agencies;
- Increasing mix of diverse and inclusive housing forms and tenures;
- Incorporating child care into civic projects;
- Age-friendly, adaptable and accessible housing to support long term living and aging in place; and
- Sustainable building design.

Housing Needs Assessment

The City’s recently completed Housing Needs Assessment indicates that there is a total need for 582 affordable rental housing units by 2026, and a total need for 110 accessible housing units.

Child Care Needs Assessment

The City's Child Care Needs Assessment identifies the need for additional child care spaces in the community, especially in areas close to homes, public transit, schools, parks and jobs. This project will provide child care options for all ages, ranging from infant to out-of-school care.

Zoning Bylaw No. 2505, 2011

The property is currently zoned P-1 (Community Assembly). The intent of this zone is to provide educational, recreational, cultural, institutional and civic services that are essential and beneficial to the community as a whole.

A new zone is required for this project to change the zoning of the site to a new high-density mixed-use zone.

Other Applicable Council Policies

- Council Policy C015 Development Information Meetings
- Council Policy C034 Adaptable Housing
- Council Policy C040 Leases and Licenses to Occupy Municipally Owned Property
- Council Policy C060 Garbage and Recycling

Analysis:

Metro Vancouver Housing Corporation (MVH) has been working on the project, gathering background information, engaging an architectural firm and traffic consultant, and doing preliminary geotechnical investigative work. The project architect and design team have carefully considered the site and surrounding area while designing the project, paying particular attention to shadowing, landscaping, streetscape, interface with adjacent buildings and overall fit within the civic centre.

Site

The site is constrained by: a 6 m wide statutory right-of-way for utilities along the north property line; a portion of the property dedicated for the neighbouring community seniors centre's client parking; and, a drive aisle to the Wesbrooke building. The resulting developable area is 3,403.5 m² (see Figure 1).

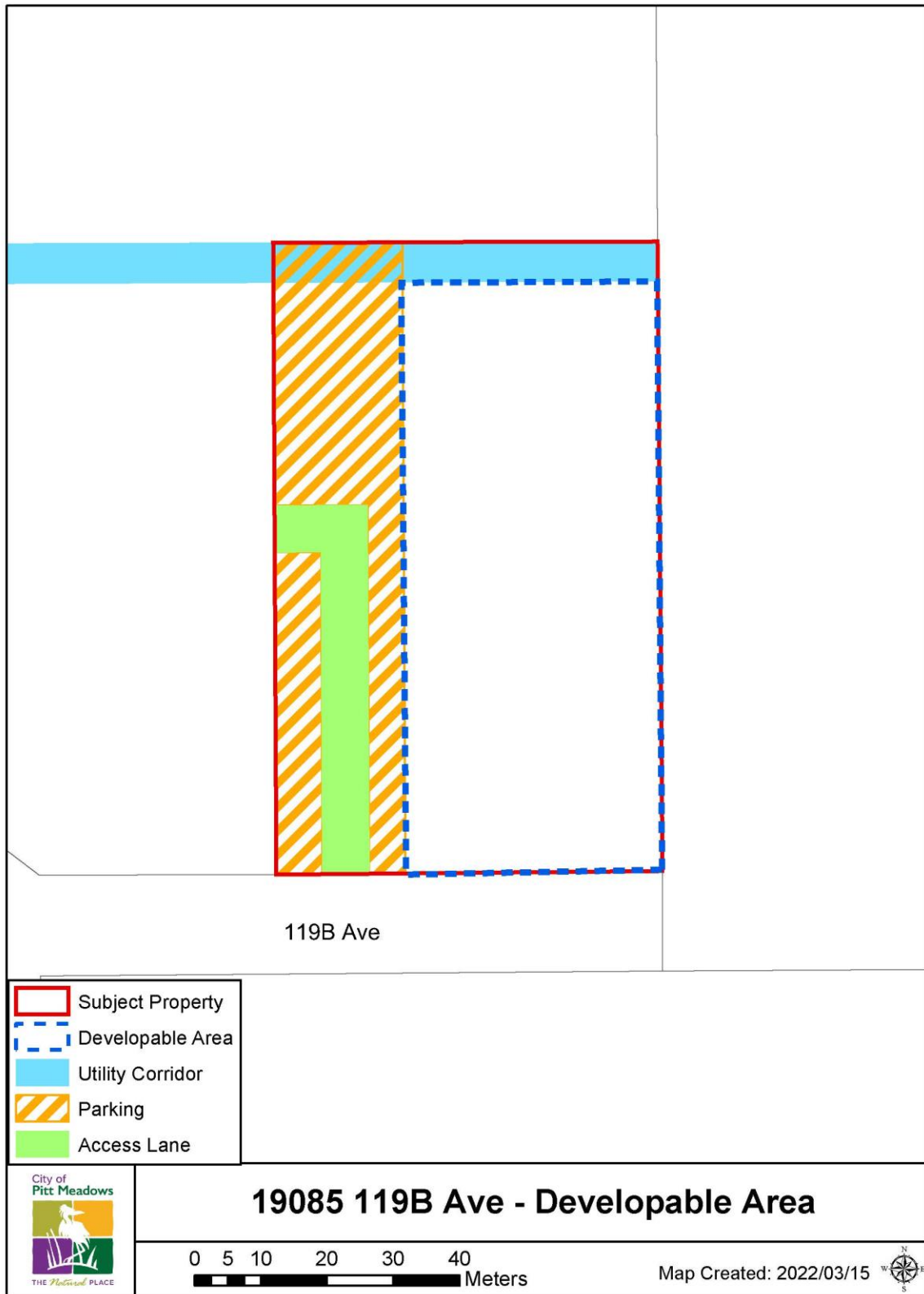


Figure 1: Developable area of site

A number of technical and professional studies were submitted for this application, including:

- Civil functional plan;
- Arborist report;
- Archaeological overview assessment;
- Environmental site assessment;
- Geotechnical report;
- Soil assessment;
- Hydrogeological and groundwater quality assessment;
- Traffic impact assessment; and
- Parking study.

These reports can be viewed on the City's project website: <https://www.pittmeadows.ca/homes-development/zoning-land-use/affordable-housing-project>

Of note, groundwater was encountered at 2.8 to 3.4 m below the surface. This impacts the options for underground parking as a single level of underground parking requires excavation to approximately 3.5 m below grade. A second level, below the water table, would require engineering and long-term maintenance requirements that are not financially feasible for this project.

On site, 14 trees were surveyed with seven recommended for removal due to conflicts with the proposed underground parking. Trees on adjacent properties were also surveyed; all of the 18 identified off-site trees are recommended for retention using tree-protection measures, with the exception of one tree recommended for removal due to conflict with the proposed underground parking. The proposed landscaping plan includes replacement of removed trees at greater than a two-to-one ratio.

Proposal

In the City's new OCP, this project qualifies as "social housing" on the housing spectrum:



Figure 1: Housing spectrum

Housing in the project will be geared towards low to moderate-income families, seniors, and people with disabilities who can live independently. It will not include supportive housing geared to people experiencing or are at-risk of homelessness, or other populations who need regular, built-in support or social services.

Metro Vancouver Housing provides mixed-income, non-market housing. This includes some units with a modest decrease from market rents, and some units with subsidized rents. By providing housing for a range of incomes, ages, and families, this helps to support inclusive communities. Income limits and income testing will be used by MVH to ensure that affordable units support those who need it most.

While all units will provide some level of affordability, exact rents will be set closer to completion. The amount of subsidized units may also vary depending on provincial and/or federal funding support.

Design

Cognizant of the site's prominence in the civic centre, and working to minimize shading of adjacent properties, the architect proposes a slender, linear building with hammerheads at either end.

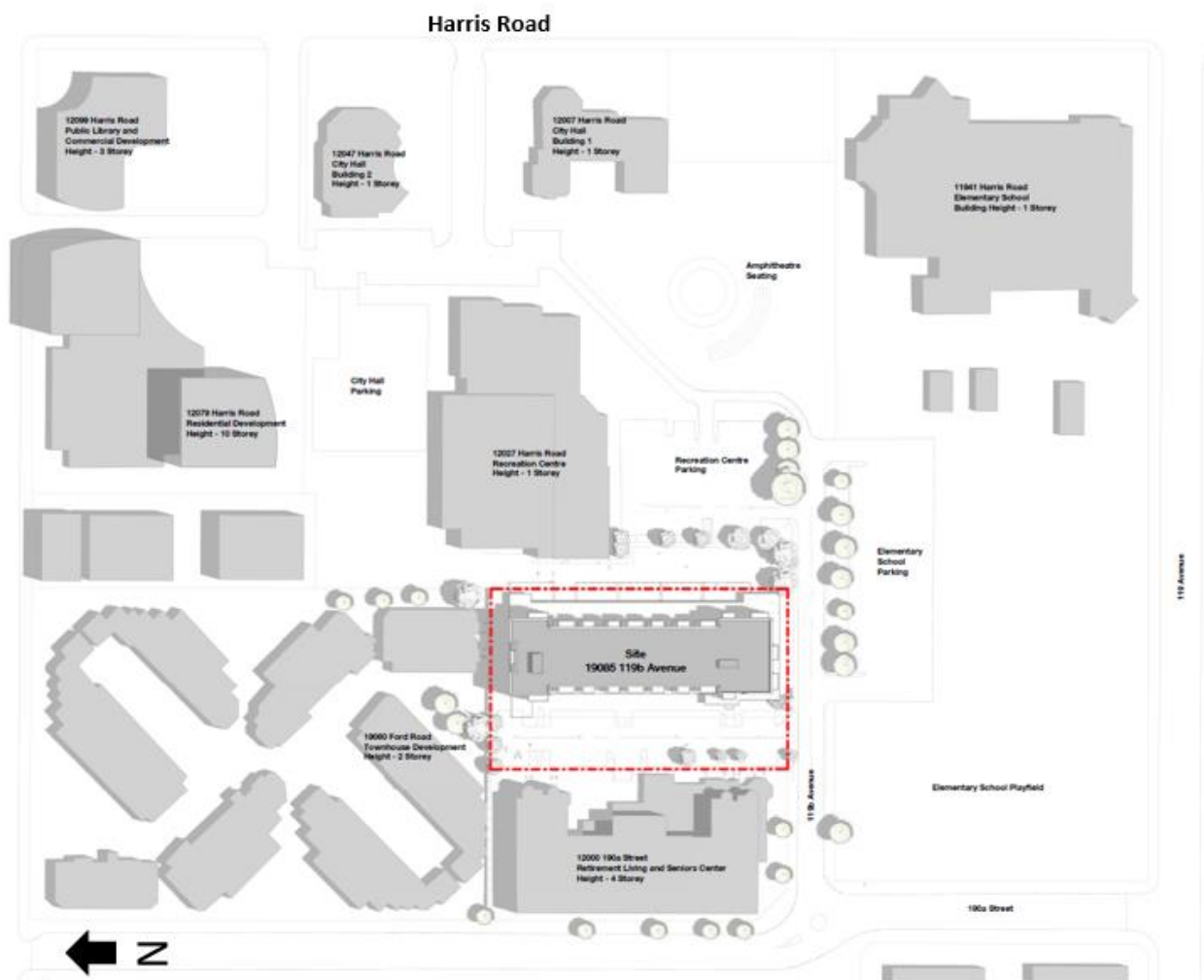


Figure 2: Site context plan

The development is proposed as a six - storey building, with one level of underground parking that provides 99 vehicle spaces and 88 bicycle and mobility scooter spaces. The child care facility is proposed for the ground floor, with direct access to dedicated outdoor play spaces. Approximately 115 residential units are proposed, including 16 fully-accessible units. At present, the unit mix proposed is 54% one-bedroom, 37% two-bedroom, and 9% three-bedroom. The proposed density of this development is approximately 210 units per hectare and a gross floor area ratio (FAR) of 1.93.



Figure 3: Proposed renderings

Plans for the residential portion of the building include two common amenity rooms on the ground floor, and each unit has a private patio or balcony.

At this stage, some details of the proposed building design have not been finalized, such as materials and colours. However, the architect indicates that the building will reference the natural beauty of Pitt Meadows, with elements of wood and glazing and a muted, natural colour palette.



Figure 4: Architect proposed materials and inspirations

The building will also include sustainable and energy-efficient design, materials, and fixtures, and landscaping will use local and drought-resistance plants.

Access

Access to the residential portion of the building is proposed on the west elevation, with vehicle access from the existing drive aisle off 119B Ave used to access the Seniors Centre. Pedestrian access to the child care portion is proposed on the east elevation near the Pitt Meadows Family Recreation Centre (PMFRC) parking lot.

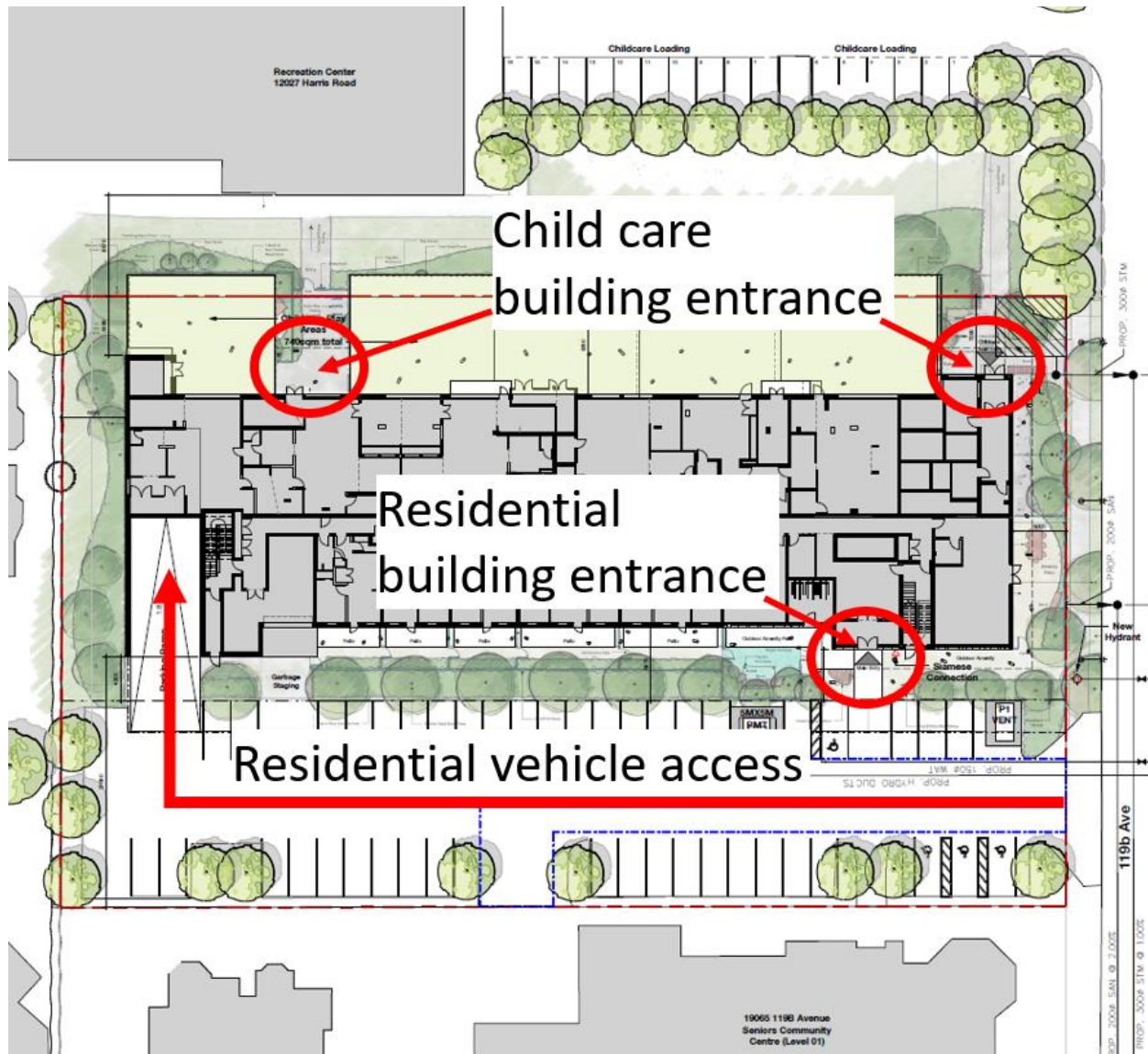


Figure 5: Building access and entrances

Density

With a proposed GFA of 1.93, this development will be similar in density to other multi-family developments in the City (see Table 1). In saying that, the proposed building has been carefully designed to maximize the number of residential units that can be offered to provide suitable non-market housing for as many people as possible; and, to lower the per-unit costs of constructing and operating non-market housing to a feasible level.

Table 1: Selected Residential Densities in Pitt Meadows

Project	Density (units/ha)	Density (FAR)	Height
Liv42 (12409 Harris Rd)	213	1.6	4 storeys
Orion Phase 1 (12460 191 St)	200	1.95	4 storeys
Origin (11950 Harris Rd)	188	1.47	4 storeys
Keystone (12350 Harris Rd)	179	1.96	4 storeys
Solaris (12099 Harris Rd)	169	1.96	10 storeys
Cedar Downs (12585 190A St)	146	1.42	4 storeys
Fairways (19673 Meadow Gardens Way)	146	1.5	4 storeys
Current Application (19085 119B Ave)	210	1.93	6 storeys

Height

While a six storey building is taller than most other buildings in the City, there are the two Solaris towers that are each ten storeys nearby, so this proposed building will be shorter than these and will provide a bridge from those tallest buildings in Pitt Meadows down to nearby four-storey and lower buildings. The site is next to the four storey Wesbrooke senior's housing.



Figure 6: Proposed streetscape view on 119B Ave looking north

The City's current and draft OCP contains the following relevant policy:

“The City will consider allowing buildings higher than four storeys within the areas designated for high density residential and mixed residential/ commercial use in the Town Centre, where publicly accessible open space and other public amenities and community benefits are provided.”

In this case, non-market housing, along with child care, are the community amenities being provided.

The building is proposed as wood-frame construction. The BC Building Code permits wood-frame construction for up to 12 storeys for residential buildings. The tallest wood-frame building currently in Pitt Meadows is four storeys; however, numerous buildings higher than four storeys around the Lower Mainland have been constructed using this technique.

A shadow study was provided (see Attachment A) and is shown in figure 7. The greatest impact in terms of shadowing will be on the nearest units in the Regency Court development at 19060 Ford Rd. Due to a 6 m wide City statutory right-of-way for utilities across the north end of the site, the building will be set back from Regency Court, and the architect indicated that the placement of any windows in the proposed building facing north are being carefully considered and designed with privacy for Regency Court residents in mind.

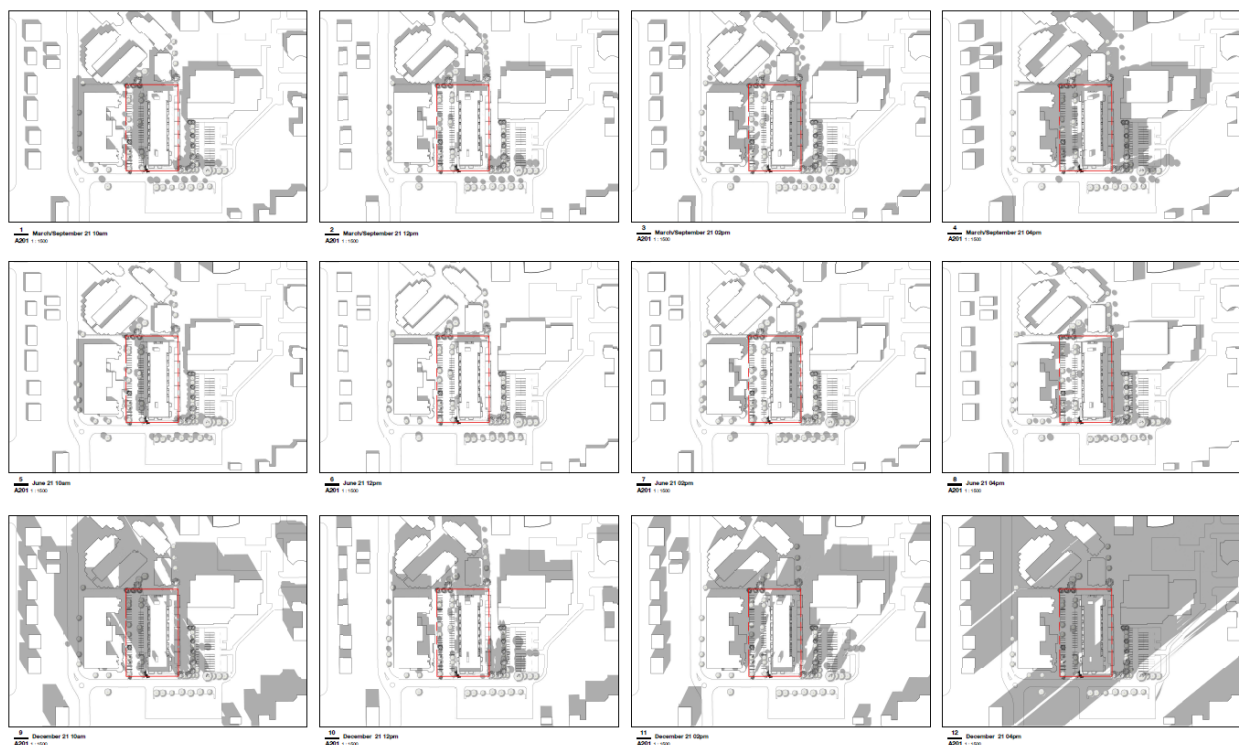


Figure 7: Shadow study

The objectives of the City, and of Metro Vancouver Housing, is to maximize the number of new non-market rental homes to support the critical need in the community, while respecting existing neighbours and delivering on the City's vision for the Civic Centre area. Given the size and constraints of the site, the site requires a multi-family apartment building form with underground parking. The cost of delivering underground parking is high, and this is increased further based on the water table and geotechnical conditions at this site. With unprecedented cost escalation and rising construction costs, it is increasingly challenging to deliver non-market housing. Further, non-market housing is limited in the revenues it can generate, therefore, financial feasibility relies on maximizing the number of units to spread the costs of construction, landscaping, and parking.

Lease/Licence to Occupy of City Property

In addition to some outdoor play area for Discovery being located on-site, MVH and the project architect request that a portion of the grassy area between the PMFRC parking lot and the proposed building be utilized for an additional outdoor play area to satisfy Fraser Health Authority child care licensing requirements (Figure 8). This is also an opportunity to help support the public realm with more eyes on the space and a new pedestrian route around the PMFRC. Additionally, the current outdoor play area being used by Discovery will be reclaimed by the City once Discovery moves to its new location. Therefore, Discovery's lease agreement will need to be amended to cover the portion of the new outdoor play area located on the City's property.

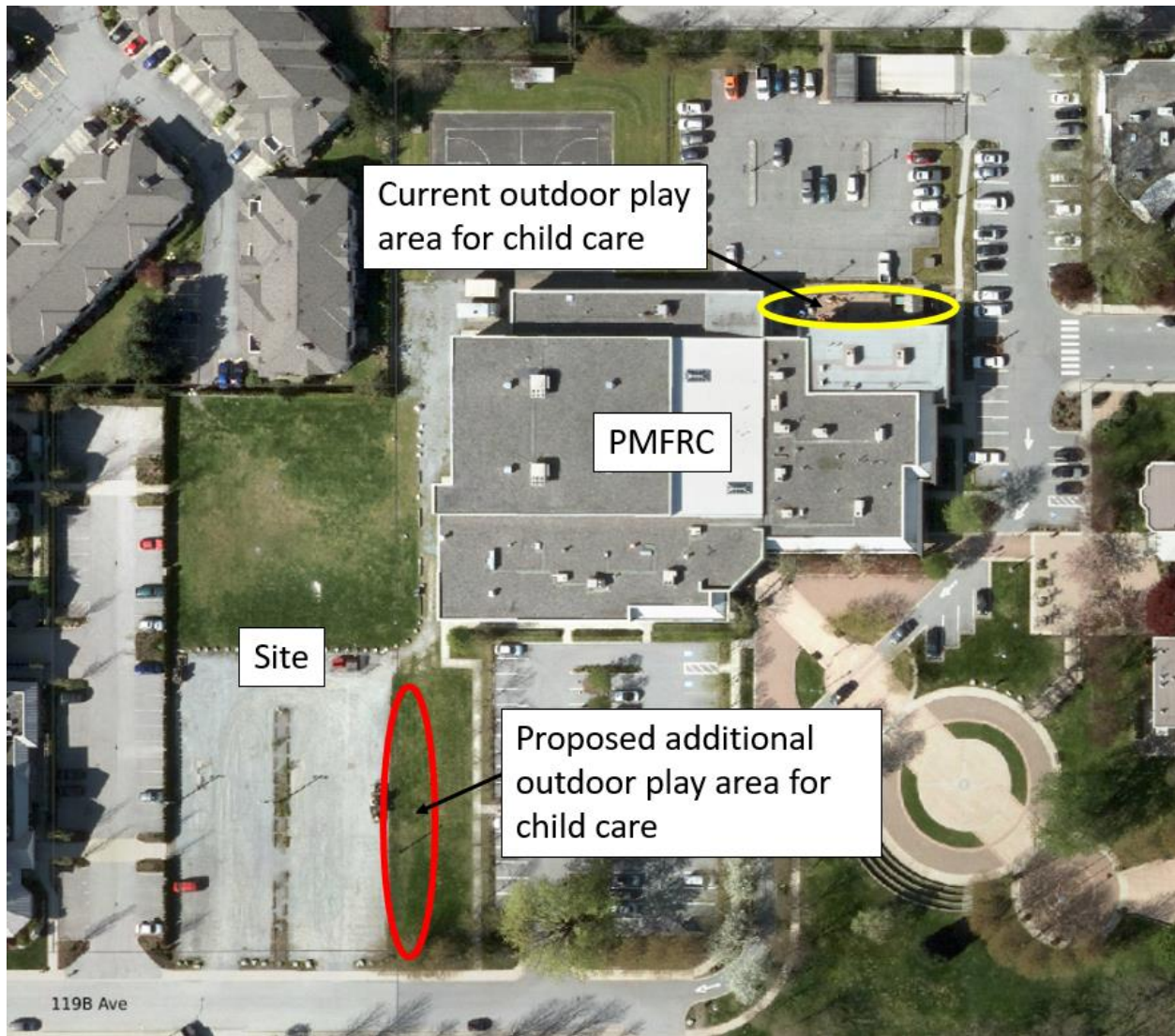


Figure 8: Discovery current and proposed outdoor play area

The proposed child care outdoor space is designed for year-round play in all weather, with partial coverage for inclement weather and opportunities for sun exposure. At Discovery's request, a natural aesthetic is the preferred outdoor design concept, with some hardscaping for wheeled

toys. The outdoor play space will adhere to accessibility guidelines and utilize CPTED (crime prevention through environmental design) strategies and site lighting for safety.

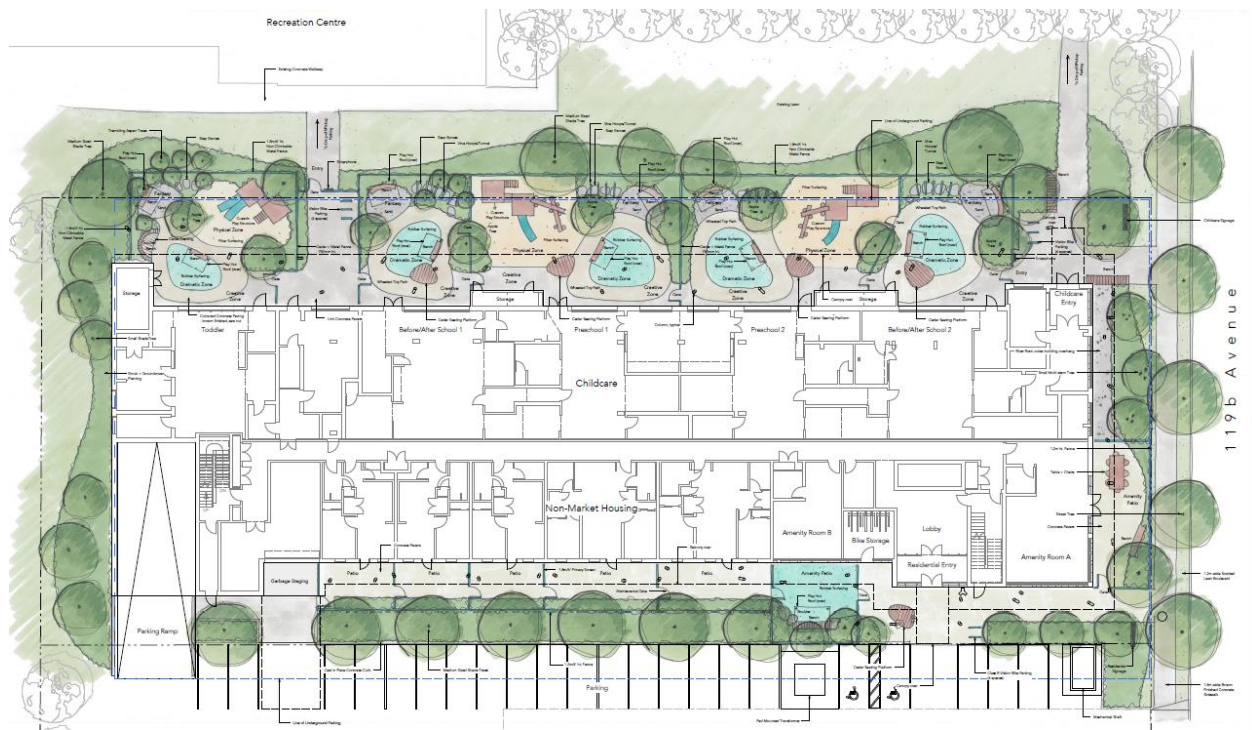


Figure 9: Proposed landscape concept

Traffic

MVH engaged a consultant, Watt Consulting Group, to complete a traffic impact assessment for the project (see Traffic Impact Assessment at <https://www.pittmeadows.ca/homes-development/zoning-land-use/affordable-housing-project>).

Traffic counts were completed on September 16, 2021 at six intersections around the site (see Figure 10). Accounting for drop-off and pick-up at Pitt Meadows Elementary School, the peak weekday AM and PM hours were found to be from 7:45am to 8:45am and from 4:15pm to 5:15pm respectively. The study notes the potential impact of the Covid-19 pandemic but ultimately determined that no adjustment factors due to Covid-19 were necessary, given the school was fully operational at the time of the

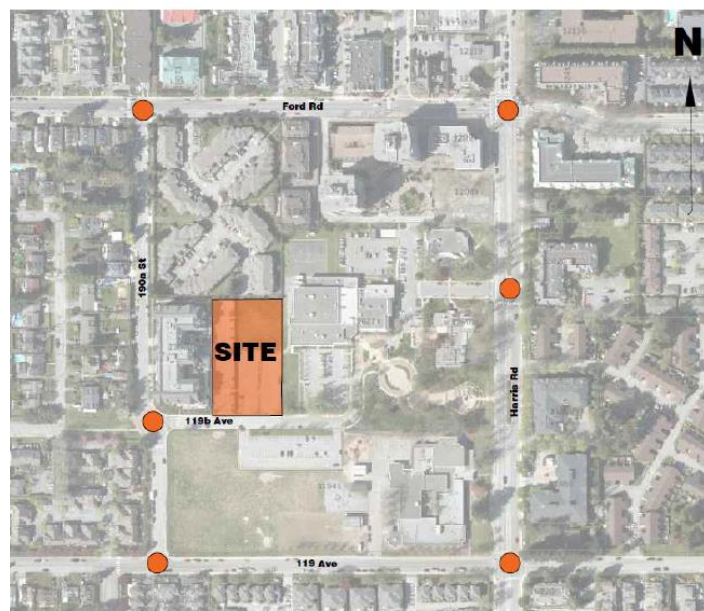


Figure 10: Traffic impact assessment study

study and that background traffic data throughout the lower mainland had returned nearly to pre-Covid levels at the time of the study.

Weekday AM and PM peak hour traffic conditions were modelled for the existing (2021) year as well as opening year (2025 expected) and opening year + 10 years (2035) of the proposed development, with and without development traffic. Letter grades A through F are assigned to each intersection based on level of service, with A representing minimal delays and F representing significant delays.

This study applied a 30% reduction to the standard trip-generation rates for multi-family, based on research indicating that non-market and affordable multi-family developments generate approximately 30% less trips than market multi-family developments. Further, Metro Vancouver provided vehicle ownership data from other affordable housing sites, including sites in Coquitlam, Port Coquitlam and Maple Ridge, which indicated that vehicle parking demand at these sites are approximately 33% less than normal parking demand rates for multi-family sites.

Based on Metro Vancouver's initial working concept of 122 residential units (which exceeds the proposed 115 units), and including the 30% reduction factor for non-market housing, it is expected that the residential portion of the development will generate an additional 31 weekday AM peak hour trips and 38 PM peak hour trips.

For the daycare portion of the project, the study also applied some reduction factors to the numbers of expected trips generated. The daycare centre will prioritize residents of the building, so some daycare users will not generate any additional traffic; a reduction of 20% was applied (150 daycare students reduced to 120 students). Current parents/guardians of Discovery were surveyed in September 2021; approximately 20% walk to the daycare and 22% drop-off and pick-up more than one child; an additional reduction of 22% was applied.

The child care component is expected to generate an additional 58 weekday AM peak hour trips and 59 PM peak hour trips.

Overall, the study finds that the developed site will generate 89 vehicle trips in the AM peak hour and 97 vehicle trips in the PM peak hour which is approximately one vehicle every 35 to 40 seconds (see Table 2).

Table 2: Site traffic – total external trips

Land Use	Setting	Units	Trip Type	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
Multi-family Housing (Affordable)	General Urban/Suburban	122 Units	Vehicle	31	8	23	38	23	15
Childcare Facility	General Urban/Suburban	120 Students	Vehicle	58	31	27	59	28	31
NET TOTAL			Vehicle	89	39	50	97	51	46

The study notes the availability of sidewalks and crossing opportunities for short distance walking trips and connections to transit stops within 350 m of the site (i.e., less than a 5 minute walking distance). Designated cycling routes are also within the vicinity of the site as an alternative and active transportation option.

The study concludes that all movements at surrounding intersections are expected to continue to operate at a level of service C or better when the building opens. In the long-term, all movements are expected to operate at a level of service of D or better with and without development traffic. Overall, the modelling indicates development traffic is not expected to create any significant traffic impacts to the study area road network.

Parking

From the outset of the project, concerns around parking were identified. The project team performed a careful analysis of parking demand, discussed below, and developed the subject proposal based on this analysis and taking into account the potential parking impacts to the surrounding area.

The construction costs of parking in apartments can range from \$20,000 - \$45,000 per stall and can represent 10 – 20% of the total project construction costs (from Metro Vancouver Regional Parking Study, 2018). Parking relaxations are an important consideration for an affordable housing development, particularly one that is located within easy walking distance of services, amenities and transit. Parking is a high cost in developing multi-family housing. By reducing parking to what is needed and including alternatives such as carshare, bike parking, or even transit passes, housing providers can save costs and support more sustainable communities.

Regionally, a Metro Vancouver 2012 Apartment Parking Study¹ found that residential parking demand is lower near TransLink's Frequent Transit Network (such as Harris Rd), ranging from 0.89

¹http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf

to 1.06 vehicles per apartment unit. It also found that renter households generally have lower parking demands than owner households. In purpose-built market rental apartments close to transit, the parking demand range was 0.58 to 0.72 vehicles per unit. This study found that most municipalities require at least 1.0 parking spaces per unit, plus 0.2 spaces per unit for visitors, for apartments close to transit². Metro Vancouver also completed a 2018 Regional Parking Study, which again found that apartments close to frequent transit, especially rental apartments, have lower parking demands than apartments further from transit.

The City's Zoning Bylaw sets out requirements for the minimum number of parking spaces. If supported by a parking study and transportation demand measures (TDM) are implemented, a reduction of 10% of required parking spaces is permitted in the Zoning Bylaw. Transportation demand measures may include vehicle co-ops, transit passes, carpools, end-of-trip facilities for cyclists, etc.

Table 3: Residential Parking Requirements as per the Zoning Bylaw

Residential Uses	Zoning Bylaw parking space requirements	Required for 115 units
<i>Bachelor or 1-bedroom</i>	1.2 per unit	75.6 (63 units)
<i>2-bedroom or more</i>	1.5 per unit	78 (52 units)
<i>Visitor</i>	0.2 per unit	23 (115 units)
<i>Total Required</i>		177
<i>Total Required with TDM</i>		160
<i>Total Proposed</i>		99

The proposed building will have a single-level underground parking garage, accessed from the seniors centre parking lot. 99 parking stalls are proposed, plus one loading space. Rough-ins for electric vehicle charging will be provided for all stalls.

Lockers for eight mobility scooters and 70 bicycles are included, plus lockers for six cargo bicycles. Half of these lockers will have electrical charging capacity. The mobility scooter parking stalls are located close to the elevator for accessibility purposes. An additional 12 bicycles can be locked up outside, at grade.

Additionally, the child daycare component of the project requires 11 parking spaces (one per 93 m² of floor area). It is proposed that Discovery staff will continue to park in the City underground parking garage located north of the PMFRC, as they currently do. Drop-off and pick-up for Discovery are proposed in the 16 stalls in the PMFRC parking lot nearest the proposed building.

²http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf

It is anticipated that parking in these stalls may be limited to 15 minutes and only during certain times on weekdays.



Figure 11: Proposed parking for child daycare

Parking Study

Watt Consulting Group also completed a parking study for the project (available at <https://www.pittmeadows.ca/homes-development/zoning-land-use/affordable-housing-project>), to estimate the parking demand and to identify traffic demand management strategies to reduce the expected parking demand.

The parking study concludes that the following are the recommended residential vehicle parking demand rates for the project, without implementation of any transportation demand measures:

- One-bedroom – 0.81 spaces per unit X 63 units = 51 spaces
- Two-bedroom – 1.02 spaces per unit X 42 units = 43 spaces

- Three-bedroom – 1.25 spaces per unit X 10 units = 13 spaces
 - Visitor parking – 0.1 spaces per unit X 115 units = 12 spaces
- Total parking demand (residential) = 119 spaces**

The parking study also notes that 16 parking spaces are required for employees of the child care facility, and the peak expected demand for parent/guardian spaces for drop-off and pick-up is 78 spaces.

The study suggests some options to mitigate the peak expected demand for child care parking, including:

- Staggered drop-off and pick-up at the child care centre, during busy before- and after-school times; and
- Use of the Pitt Meadows Elementary School parking lot (considered a public parking lot as it is not monitored or enforced) outside of busy before- and after-school times.

With staggered drop-off and pick-up (which is expected naturally and can also be implemented by Discovery), the expected parking demand for the child care portion drops to 36 spaces for parents/guardians.

Parking challenges will likely peak around the static school drop-off and pick-up times at Pitt Meadows Elementary School (8:30 am and 2:20 pm). Child care drop-off and pick-up are staggered throughout the day (typically 6:00 am to 6:00 pm), and even the preschool program drop-off and pick-up (typically 9:00 am to 1:00 pm) are outside of school times. Also, Discovery is currently operating successfully out of the PMFRC, albeit mainly using the parking lot and underground parking garage north of the PMFRC, so some of the parking usage is likely to be shifted around the civic centre. Discovery does not currently have a formal parking agreement with the City for any designated spaces within the civic centre, and has been operating in this manner successfully for many years. Discovery currently has 67 spaces for child care; this proposal involves adding 83 more spaces. Providing more before/after school care directly from Pitt Meadows Elementary School could also help to support a reduction in school pick-up/drop-off traffic by providing walkable options for families who may otherwise be contributing to vehicle traffic.

Additionally, the study also suggests other transportation demand measures to reduce project-related parking needs:

- Providing subsidized transit passes to child care employees and residents;
- Shared electric bicycle program for residents;
- Electric bicycle parking spaces;
- Cargo bicycle parking spaces;
- End-of-trip cycling facilities for child care employees;
- Unbundled parking (e.g., residential parking spaces rented separately from residential units to maximize availability); and
- Informal carpooling.

By implementing the staggered drop-off and pick-up system for the child care facility and implementing identified transportation demand measures, outlined above, the study concludes that the entire childcare staff and resident demand for this building could be reduced to as few as 82 parking spaces.

Of the measures described, MVH has advised that they plan to implement the following:

- Transit passes – Metro Vancouver will cover 50% of a 1-zone transit pass for one year for each of the 115 units;
- Shared e-bike program – details to be confirmed but Watt Consulting Group has been retained to study e-bike delivery methods;
- Electric bicycle parking; and
- Cargo bicycle parking.

In order to secure these measures, staff recommend that a covenant be registered on title or including these in a formal agreement with MVH.

Parking Alternatives

Parking in the entire civic centre will be further challenged with the addition of this building and the introduction of new residents; therefore, a comprehensive review of the entire civic centre parking may be required upon completion of the project. This study should include consideration of time limits and parking locations for City staff, patrons of the PMFRC, and visitors.

MVH and the project architect took the parking concerns and demand mitigation measures into account during the design of the project and have proposed their best design option to mitigate as many of these concerns as possible.

The proposed building utilizes all available space within the developable area for parking within a single-level of underground parking. The project team explored the potential to expand the underground parkade beyond the developable area (i.e., under the parking area for the neighbouring Wesbrooke facility and seniors centre) to provide up to 30 additional parking spaces (this is identified as Option Two in the Parking Study). However, this would significantly disrupt parking and drive aisle access for the Wesbrooke facility throughout construction, making this an undesirable option, and adding an estimated \$2M to construction costs. Providing an additional level of underground parking is also not feasible for this site; given the water table (~3m below grade) and soil conditions, an additional level of underground parking would require costly dewatering, increasing construction costs by 15-20% (over \$11M) which would make this project financially unfeasible.

The project team also explored the possibility of a five storey building and associated reduction in residential units, as a way of creating space for the child care parking to be located in the underground parkade. To accomplish this, however, significant design changes were required, such as adding an additional elevator, full building length internal corridor and increased security measures. Incorporating childcare related parking use into the underground parking area would,

however, only be able meet a small percentage of the anticipated demand. With this design, the construction cost per residential unit would increase by approximately \$100,000, putting the economic feasibility of the project in jeopardy.

Adjacent Site

When the adjacent Wesbrooke building and community seniors centre was developed, the City registered a covenant on a portion of the subject site for use as parking only (Parking Areas 'A' and 'B' shown in Figure 11). This parking area was intended to serve the seniors centre; the Wesbrooke has its own parking underground. An easement (see Figure 11) was also registered on a portion of the subject site to provide a drive aisle to the underground parking garage of the Wesbrooke.

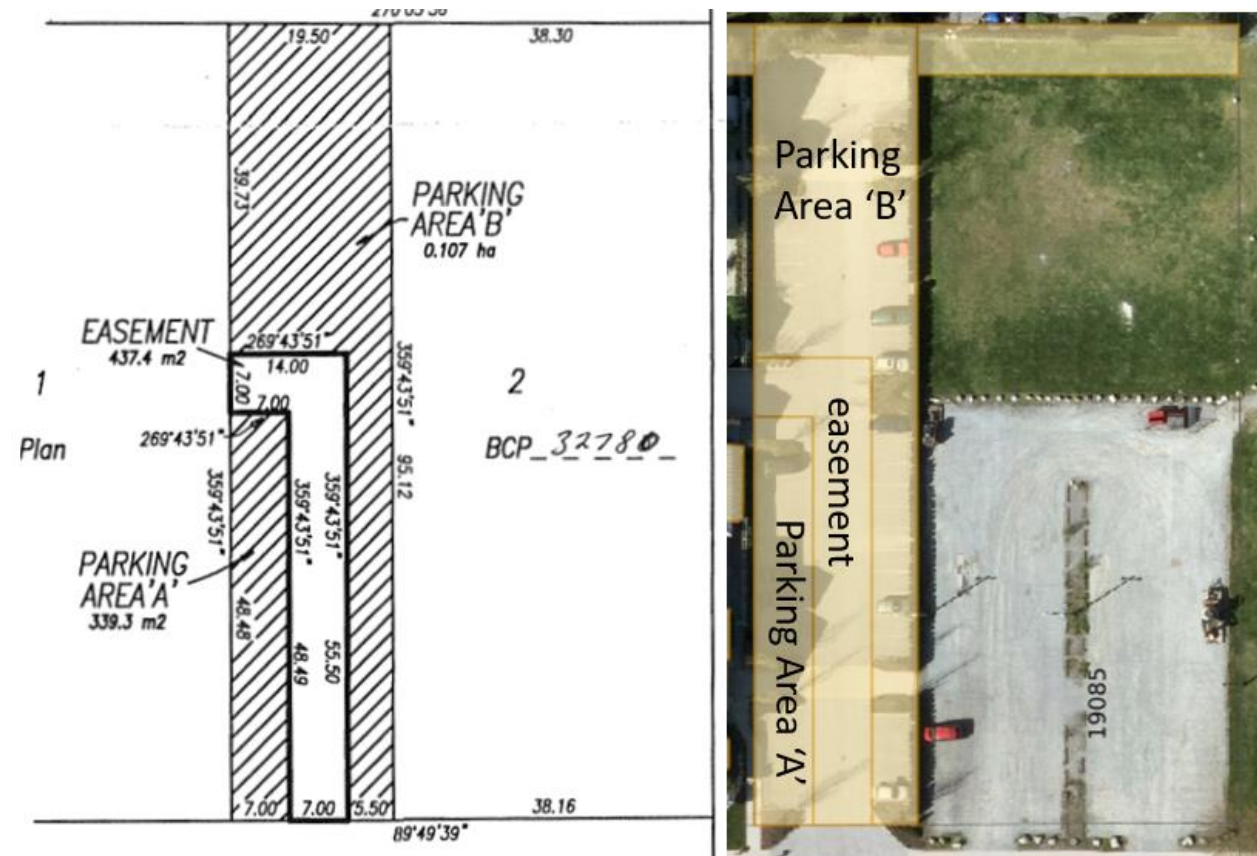


Figure 12: Covenant and Easement Areas

MVH would like to explore with the City using a portion of the existing parking area 'A' and 'B' to be shared between visitors to the seniors centre and to the subject building. Staff recommend that parking restrictions for this existing parking area ('A' and 'B' above) be considered. One suggestion is to designate a certain number of parking spaces in parking area 'B' for visitors of the subject building and then designate the remainder of spaces in parking area 'A' and 'B' to patrons of the seniors centre; these parking spaces would likely need to be time-durated. Another option is to limit visitor parking to the new residential units to evenings and weekends, when programming at the seniors centre is limited.

Access to the underground parking for the MVH building is proposed via the easement and through Parking Area' B', approximately as shown in orange below in Figure 12:



Figure 13: Access to the underground parking

During construction, some of the municipal parking lot for the seniors centre will be temporarily impacted for excavation and construction purposes. It is also anticipated that a portion of the new underground parking garage will be located under a portion of that surface parking lot, approximately shown in blue below in Figure 14:

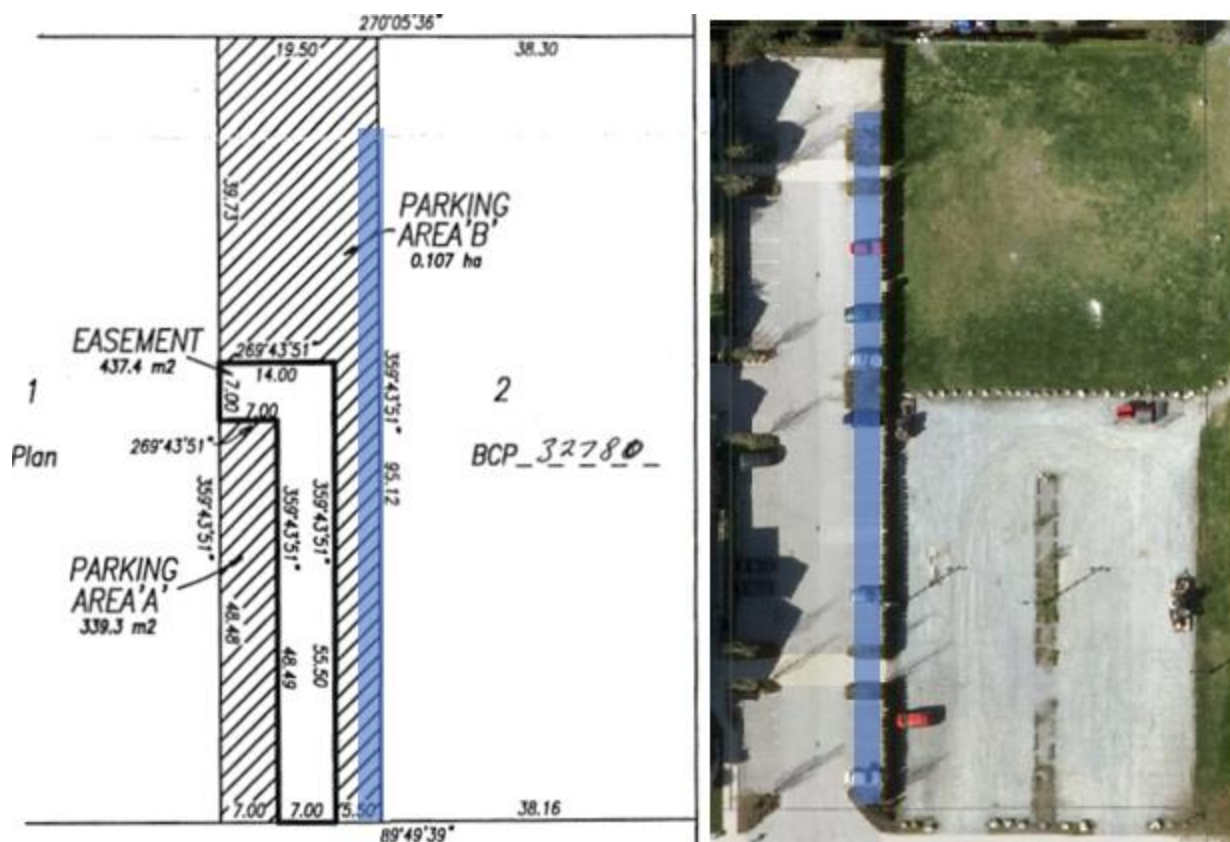


Figure 14: Area where underground parking will be located under surface parking

Once construction is complete, these surface parking spaces will be restored; however, four stalls will be lost to accommodate the parkade ramp, garbage pick-up access, required parkade ventilation shaft and the pad mounted transformer. The intention is to redesign the placement of existing landscaped areas on the surface parking area to minimize stall loss.

The covenant and easement agreements are with the City of Pitt Meadows, and staff have confirmed that modifications to these agreements are not necessary to permit the drive access to the new underground parking, the temporary disruption of the seniors centre parking and the creation of parking spaces under the surface stalls.

Development Cost Charge Waiver

Development Cost Charges (DCCs) are monies paid by developers to the City to fund infrastructure expenses associated with new development. These DCCs are used to finance capital projects related to roads, drainage, sewers, water and parkland and are based on the principle of "user or benefiter pay." The intent of developing DCCs is to ensure that they appropriately reflect the City's OCP and the costs of capital projects to service new development.

The City collects DCCs upon development (subdivision or building permit). In addition to the City's DCCs for roads, sewer, drainage, water and parkland, the City also collects DCCs on behalf of Metro Vancouver and TransLink, which are then remitted to those agencies.

All development within the geographic area covered by a development cost charge bylaw must pay development cost charges unless exempted by statute (place of worship, development that does not impose a new capital cost burden or where DCCs have been previously paid).

Under section 563 of the *Local Government Act*, municipalities have discretion to waive or reduce development cost charges for an "eligible development", including not-for-profit rental housing.

DCC waivers are one of a few tools that the City can use to support affordable rental housing development to help address the regional housing affordability challenge. The costs of construction and operation of affordable rental housing are high, and a waiver of DCCs is a way that the City can incentivize and assist with these types of projects. For this project, waiving of DCCs is recommended by Planning staff as this is the first dedicated rental and non-market housing proposal in the City in several decades, and the financial feasibility of the project is at risk without waiving the DCCs.

Eligible development must be established by bylaw and the scope or extent of the DCC reduction or waiver. This can be defined within the DCC bylaw or enacted under a stand-alone waiver bylaw.

There are two DCC bylaws in the City's case: Park Land Development Cost Charge Bylaw No. 2685, 2015; and Development Cost Charge Imposition Bylaw No. 2382, 2009. The Park Land DCC Bylaw does contain a general provision to waive or reduce DCC's per the *Local Government Act*. However, it does not define "eligible development" or establish any parameters to implement this provision. The DCC Bylaw does not contain any provisions to waive or reduce DCC's. Therefore, it is staff's recommendation that a stand-alone bylaw to waive the DCC's for this specific project be enacted, rather than amending the two existing DCC bylaws.

For 115 residential apartment units, the amount of DCC's payable would be \$1,063,782.20. DCC waivers and reductions must also be reported in the annual development cost charges report.

Table 4: City Development Cost Charge Rates

DCC Type	Amount per residential unit	Child care use per m² of gross floor area
<i>Park Land</i>	\$3,847.00	No charge
<i>Sanitary Sewer</i>	\$524.11	\$1.28
<i>Storm Drainage</i>	\$243.97	\$1.94
<i>Minor Roads</i>	\$288.72	\$0.60
<i>Major Roads</i>	\$4,020.42	\$8.38
<i>Water</i>	\$326.06	\$0.80
Total	\$9,250.28	\$13.00

The *Local Government Act* does not contain provisions to waive the DCC's for the institutional child daycare use.

Staff recommend that a bylaw to waive the residential DCC's be developed and brought forward for Council's consideration.

In addition to the DCC's listed in Table 3, the City collects DCC's on behalf of Metro Vancouver (GVS & DD) and TransLink, which are then forwarded to the appropriate agency. The proposed project is eligible for waiver and MVH will apply directly to Metro Vancouver (GVS & DD) and TransLink to waive those DCC's.

Fees

In addition to waiving the DCC's, staff recommend that Council waive the application fees for this project, as noted in the Project Collaboration Agreement. This includes:

- Zoning Amendment (\$5,572)
- Development Variance Permit (\$2,000)
- Building Permit (1% of construction value)

This is a way that the City can assist with keeping costs lower to help ensure the financial viability of the project.

No Development Permit required

The site is not located in a development permit area and, therefore, a development permit is not required, which will assist in expedited processing of development approvals for the project. If successful in this rezoning application, then the next step for the project will be a building permit, along with servicing and other agreements. While no development permit for form and character is required, staff are confident that the project will achieve a high standard of design and incorporate many sustainability features due to MVH and the project architect's extensive experience with these types of projects. The architect is paying close attention to interfaces with surrounding sites and has employed the City's Multi-Family Development Permit objectives and guidelines to guide the project design.

Public Consultation

As part of the standard zoning amendment application process, MVH will host a development information meeting to invite public feedback on the proposal. In addition, MVH plans direct outreach to Pitt Meadows Elementary School, the Wesbrooke, Seniors Society and the Regency Court townhouse complex.

MVH has also developed a communications plan and established a dedicated email address for the project for public inquiries. The City has a webpage already that will be updated as the project progresses, but MVH is taking the lead on the consultation and communications aspect.

Next Steps

MVH will initiate its targeted outreach to direct neighbours (Wesbrooke, Senior Society, Pitt Meadows Elementary School and Regency Court townhouse complex) and prepare for its developer information meeting. Staff will continue internal review of the application and provide feedback to the applicant and to Council when presenting the project for first reading.

Upon completion of public consultation and receipt of staff comments, the project design team will make any necessary changes to the plans, and further refine the design. Staff will then prepare amending zoning amendment bylaw for Council's consideration of first reading, along with a bylaw to waive the DCC's.

Conclusion

The project will provide a number of benefits as follows:

- **Affordability:** All homes will provide some level of affordability and the building will be mixed income for low to moderate income working households.
- **Accessibility:** All homes are adaptable or accessible to support people with disabilities as well as aging in place.
- **Sustainability:** The building will be high performing, balancing affordability with energy-efficient design to support tenant comfort and climate action.
- **Amenities:** Indoor and outdoor tenant amenities will provide flexible, multi-use spaces for people of all ages.
- **Integrated childcare facility:** A non-profit childcare facility on the ground floor will support 150 childcare spaces for both residents and the broader community (including 67 existing spaces and 83 new spaces with the relocation and expansion of Discovery Playhouse).

Anticipated costs for the project have escalated significantly since the original submission to Metro Vancouver and the Province for funding. This project will provide needed non-market rental housing and additional child care spaces in the civic centre; therefore, staff recommend the City provide financial assistance for the project where possible, in the form of waiving application fees and development cost charges.

COUNCIL STRATEGIC PLAN ALIGNMENT

- ☒ Principled Governance ☒ Balanced Economic Prosperity ☐ Corporate Excellence
☒ Community Spirit & Wellbeing ☐ Transportation & Infrastructure Initiatives

1. Principled Governance

Regional Relationships. Proactively connect, collaborate and build strong relationships with our regional partners.

2. Balanced Economic Prosperity

Affordability. Promote accessible and affordable transportation, daycare and housing opportunities to help families and businesses thrive.

3. Community Spirit and Well-being

Wellness. Provide and encourage a community conducive to healthy, inclusive and accessible living.

Housing Diversity. Encourage diversity in housing types to foster an inclusive, affordable, multi-generational community

FINANCIAL IMPLICATIONS

☐ None ☐ Budget Previously Approved ☐ Referral to Business Planning
☒ Other

Waiving of DCC's and application fees is recommended. The City will lease the site to MVH for a nominal fee.

In collaboration with MVH and Discovery, the City received a grant of \$1,991,883 from the BC Ministry of Children and Family Development's Child Care BC New Spaces Fund for the 83 new child care spaces. The majority of the grant was allocated to MVH to support the design and construction of the child care facility. The balance was allocated to Discovery for materials and furnishings.

PUBLIC PARTICIPATION

☒ Inform ☒ Consult ☐ Involve ☐ Collaborate ☐ Empower

Comment(s):

MVH will conduct a developer information meeting for the community and direct outreach to adjacent neighbours. Metro Vancouver will lead the communications plan, with input from the City wherever possible. Following second reading, a public hearing will also be required for the rezoning to proceed.

KATZIE FIRST NATION CONSIDERATIONS

Referral ☒ Yes ☐ No

MVH has consulted with Katzie regarding this project and an archaeological overview assessment was completed.

SIGN-OFFS**Written by:**

Allison Dominelli,
Senior Development Services Technician

Reviewed by:

Colin O'Byrne,
Acting Director of Planning and Development

ATTACHMENT(S):

- A. Rezoning Report
- B. Landscape Concept Plan
- C. Large Parkade Option