



ADMINISTRATIVE REPORT

Report Date: November 15, 2017
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Meeting Date: January 16, 2018

TO: Vancouver City Council

FROM: General Manager of Engineering Services, General Manager of Development, Building and Licensing and General Manager of Planning, Urban Design and Sustainability

SUBJECT: Application for Payment-in-Lieu of Parking at 137 Keefer Street

RECOMMENDATION

- A. THAT Council approve in principle the offer of payment-in-lieu in the amount of \$222,200 for the waiver of one commercial and 10 residential parking spaces required by Section 4.1.2 of the Parking By-law for the development application at 137 Keefer Street.
- B. THAT Council direct the payment of \$202,000 into the Pay-in-Lieu Parking Reserve: Off-Street Parking, and the payment of \$20,200 into the Pay-in-Lieu Parking Reserve: Green Transportation.
- C. THAT the Director of Legal Services be requested to bring forward a By-law to amend Schedule A of the Parking By-law pursuant to Section 4.12.5 to effect this waiver.

REPORT SUMMARY

This report seeks Council approval-in-principle for the waiver of required parking and to accept payment-in-lieu of parking for 11 parking spaces required by the Parking By-law for development application DP-2017-00379, located at 137 Keefer Street.

Council approves offers of payment-in-lieu for the waiver of parking spaces required by the Parking By-Law.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

The Vancouver Charter gives Council authority to accept a payment of money as an alternative to providing off-street parking spaces required by the Parking By-law. The funding must be allocated to either the Pay-in-Lieu Parking Reserve: Off-Street Parking or the Pay-in-Lieu Parking Reserve: Green Transportation.

In 1986, Council introduced parking “payment-in-lieu” to give property developers an option if the minimum parking required for their developments could not be provided on-site. It was limited to commercial or industrial uses or for heritage retention in areas within the downtown core where the parking could instead be provided in City-owned facilities. Commercial/industrial payment-in-lieu funds have been used to build replacement parking or offset the cost of existing parking in nearby civic parking facilities.

In 2009, Council approved changes to the Parking By-law which permitted payment-in-lieu of parking for residential uses in several historic areas including HA-1 (Chinatown), HA-2 (Gastown), HA-3 (Yaletown), and within the Downtown Official Development Plan Sub-area C2 (Victory Square). Residential payment-in-lieu funds are used to provide public realm improvements that support walking and cycling.

On March 12, 2014, Council approved the Downtown Eastside Local Area Plan which included an amendment to the Parking By-law to add the HA-1A (Chinatown South) zoning district as a residential payment-in-lieu of parking area.

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The General Manager of Engineering Services, the General Manager of Development, Building and Licensing, and the Director of Finance recommend approval of the foregoing.

REPORT

Background/Context

The Parking By-law requires that the minimum numbers of off-street parking spaces be provided in developments. Depending on the type of use and location, several tools are available to reduce requirements where developers cannot or do not wish to build all of these spaces on-site.

These tools are intended to reduce the demand for parking or to provide it through other means and include the provision of:

- carshare vehicles and spaces,
- off-street parking on nearby sites,
- bicycle parking spaces beyond by-law requirements, and
- payment-in-lieu of parking.

When an application is made for payment-in-lieu relief, staff bring a report to Council with a recommendation on the number of spaces to be waived and the dollar value to accept in lieu of those spaces. Current Council policy is to accept \$20,200 per space, which is based on the

present value cost to construct and maintain a parking space in City facilities less the present value of future revenue from the space.

If Council supports a request to waive parking through payment-in-lieu, the applicant must pay \$20,200 per parking space waived. After the payment is made, the Director of Legal Services will bring forward a by-law for Council approval to amend Schedule A of the Parking By-law and thereby satisfy the parking requirements that are a condition of issuance of a Development Permit. The funds paid by the applicant are credited towards one of two pay-in-lieu reserves.

Under current Council policy, commercial or industrial payment-in-lieu funds are directed to the Pay-in-Lieu Parking Reserve: Off-Street Parking.

Residential payment-in-lieu parking funds are directed to the Pay-in-Lieu Parking Reserve: Green Transportation. When an appropriate project is identified which provides public realm improvements for walking or cycling, Council approval will be sought to allocate payment-in-lieu funds to that capital project.

Allocation and/or transfer of funds from the pay-in-lieu reserves to specific capital projects are considered and prioritized through the Capital Planning and Budgeting processes.

Strategic Analysis

An application, pursuant to Section 4.12 of the Parking By-law, has been received seeking Council's approval-in-principle to waive the number of parking spaces required by Section 4.1.2 of the Parking By-law and to make payment-in-lieu.

The particulars of the application are as follows:

Address:	137 Keefer Street
Applicant:	Tim Orr
Zoning:	HA-1A
DE Number:	DP-2017-00379
Type of Development:	Residential and Retail
Use:	Residential and Commercial
Legal Description:	PID: 010170995 Lot 17, Block 15, District Lot 196, Plan 184
Commercial Parking Required:	1
Commercial Parking Provided:	0
Residential Parking Required:	10
Residential Parking Provided:	0
Number of Spaces for Payment-in-Lieu:	11
Recommended Amount/Space:	\$20,200
Pay-in-lieu Parking Reserve: Off Street Parking	\$20,200
Pay-in-Lieu Parking Reserve: Green Transportation	\$202,000
Total Funds Payable	\$222,200

Staff have reviewed this application and believe that payment-in-lieu is appropriate for the proposed mixed-use building to be constructed at 137 Keefer Street, given the site constraints and the lack of opportunity to provide parking by another means. Parking cannot feasibly be constructed as part of this development due to site constraints.

Staff feel that securing the Parking By-law requirements for this development application through payment-in-lieu is a reasonable alternative to providing on-site parking.

Implications/Related Issues/Risk (if applicable)

Financial

The City will receive payment of \$20,200 for deposit into the Pay-in-Lieu Parking Reserve: Off-Street Parking and \$202,000 for deposit into the Pay-in-Lieu Parking Reserve: Green Transportation for a total amount of \$222,200.

Legal

Where Council has agreed to accept a sum of money in lieu of parking requirements, Schedule A of the Parking By-law hereto shall be amended to list:

- (a) the property affected by the waiver;
- (b) the extent to which the parking requirements are waived; and
- (c) the amount of money accepted by Council as payment-in-lieu.

Relationship to Request to Update Payment-in-Lieu of Parking Program

On February 7, 2017, Council directed staff to review the payment in lieu parking rate, as it has been the same since 2009.

Staff are currently preparing this response and expect to report back with recommended changes to the PIL policy, including updated rates, January 2018.

CONCLUSION

The General Manager of Engineering Services, General Manager of Development, Buildings & Licensing and General Manager of Planning, Urban Design and Sustainability recommends approval of the waiver of one commercial and 10 residential parking spaces (total of 11 spaces) at 137 Keefer Street on the condition that the amount of \$20,000 is paid to the Pay-in-Lieu Parking Reserve: Off-Street Parking and \$202,000 is paid to the Pay-in-Lieu Parking Reserve: Green Transportation, for a total amount of \$222,200.

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