



## EXPLANATORY MEMO COUNCIL MEETING FOLLOW-UP

### 5501 204 Street & 20300 Douglas Crescent Zoning Bylaw Amendment Bylaw No. 3290

#### Information Requested at Council Meeting

The purpose of this memo is to provide clarification on questions and discussion at the January 27, 2025 Council meeting regarding the proposed rezoning of 5501 204 Street & 20300 Douglas Crescent.

#### 1. Community Amenity Contributions (CACs) and parking

As outlined in more detail in the post-Advisory Design Panel (ADP) Explanatory Memo (attached to the subject bylaw on the January 27 and February 10, 2025 Council meeting agendas), the subject rezoning application deals with the use, density, and overall layout of the proposed development site. The more detailed design, configuration, and programming of the various buildings or phases would be realized separately through individual Development Permit (DP) applications. These DP applications would each be reviewed by the ADP and updated in response before proceeding to Council for consideration.

Parking requirements and CACs will be determined at the time of DP applications and are based on the specific details of each individual building, including the number of residential units and overall floor area. Additionally, the development of the subject site will unfold over multiple phases spanning 10 to 20 years and the City's amenity contribution and parking requirements will change over this time as applications are developed and submitted. As such, it is not possible to confirm an accurate total for CACs and parking spaces that would result with the full buildout of the site.

However, based on the conceptual Phase 1 DP design within the rezoning application architectural plans, an estimated CAC has been calculated. Following Council Policy CO-80, dwelling units are sorted into tiers to implement the principle of higher-density buildings contributing gradually higher CAC rates to reflect the greater amenity needs these higher densities create.

<b>FAR Tier</b>	<b>Units within FAR Tier</b>	<b>CAC Rate</b>	<b>CAC Subtotal</b>
0 – 2.5 FAR	242	\$4,000	\$968,000
2.5 – 3.0 FAR	49	\$5,000	\$245,000
3.0+ FAR	161	\$6,000	\$966,000
	452	<b>Total:</b>	<b>\$2.179 million</b>

These calculations assume 2024 CAC rates. Future DP applications would pay CACs in accordance with the rates applicable at that time. Currently, Council Policy CO-80 identifies CAC rates that increase on an annual basis through 2026.

It is also important to note that future phases (from Phase 2 onwards) would also be subject to any other City requirements that may apply at that time. This would include potential new requirements including required below-market rental units (“inclusionary zoning” and density bonusing) and a minimum number of 3-bedroom units.

### *Parking*

As the subject site is located within a Transit-Oriented Area (TOA) as established by the Province of BC, the City does not have the legal authority to require a certain number of parking spaces for residential uses and is prohibited from doing so, except for accessible spaces. Non-residential parking (such as for commercial uses) and bicycle parking requirements remain permitted.

As required by Provincial legislation, TOA provisions were incorporated into the City's Zoning Bylaw prior to June 30, 2024. Within TOAs, this included eliminating residential parking requirements but adding a new requirement of 0.05 accessible spaces per residential unit. Assuming 452 units, the Phase 1 concept would then be required to include 23 accessible parking spaces for its residents. The Phase 1 quadrant does not include any proposed commercial floor area but, if it did, the standard commercial parking requirements as set out in the City's Zoning Bylaw would apply.