



City of Port Moody

Report/Recommendation to Council

Date: June 4, 2021
Submitted by: Community Development Department – Development Planning Division
Subject: OCP Amendment and Rezoning – 1142 Cecile Drive and 300 Angela Drive
(Edgar Development) – Second Reading

Purpose

To present for Council consideration of second reading Official Community Plan (OCP) Amendment Bylaw, No. 3305 and Rezoning Bylaw, No. 3306 to facilitate the development of a mixed-use project on the Woodland Park property at 1142 Cecile Drive and 300 Angela Drive.

Recommended Resolution(s)

THAT City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 31, 2021, No. 3305 (1142 Cecile Drive and 300 Angela Drive) and City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 52, 2021, No. 3306 (1142 Cecile Drive and 300 Angela Drive) (CD83) be read a second time as amended as recommended in the report dated June 4, 2021 from the Community Development Department – Development Planning Division regarding OCP Amendment and Rezoning – 1142 Cecile Drive and 300 Angela Drive (Edgar Development) – Second Reading;

AND THAT City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 31, 2021, No. 3305 (1142 Cecile Drive and 300 Angela Drive) and City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 52, 2021, No. 3306 (1142 Cecile Drive and 300 Angela Drive) (CD83) be referred to a Public Hearing;

AND THAT the Woodland Park Term Sheet be endorsed, including the proposed Community Amenity Contribution waiver and approach to the application of Development Cost Charges to inform further discussions between staff and the applicant in preparation of a Development Agreement.

Executive Summary

An Official Community Plan (OCP) amendment and rezoning application was submitted by the Pooni Group on behalf of the owner, Edgar Development, for the phased redevelopment of the Woodland Park property in December 2019. The application was first reviewed by Council at a Committee of the Whole meeting in April 2020. In response to staff comments and input from the Community Planning Advisory Committee and Council, an updated proposal was submitted, which was considered at Council at the March 23, 2021 Regular Council Meeting, at which the

OCP Amendment Bylaw and Rezoning Bylaw were given first reading. The associated Council Report is included as **Attachment 1**.

Key elements of the proposal are summarized in the following table:

PLAN ELEMENT	CURRENT SUBMISSION
Total Number of Units	1,861 up to 2,053 with proposed density transfer (Revised)
# of Strata Units	1,404 up to 1,596 with proposed density transfer (Revised)
# of Market Rental Units	132
# of Below-Market Rental Units	325
Child Care Floor Area/Spaces	1,096m ² (11,800ft ²)/ 93 spaces
Retail Floor Area	1,765m ² (19,000ft ²)
Total Park/Trail/ESA Area	3.27ha (8.1ac) (Updated)

The application was recommended for first reading with a number of items to be further resolved prior to second reading. Following first reading, these items and the results of follow up review since March are listed below:

- Development of a Term Sheet (**Attachment 2**) that would set out commitments and requirements associated with the development. These commitments and requirements would be formalized through a development agreement that would be registered on title as a no-build covenant. The development agreement covenant would only be removed from title once the requirements of the agreement are met as part of the development permit process for each area/building;
- Further exploration of required road improvements, including a new connection via Highview Place (**Attachment 3**). To achieve the desired road improvements, the proponent is proposing to acquire a property on Highview Place on which the road may be constructed, and is requesting a density transfer of residential floor area from this site to the Woodland Park site;
- As part of acquiring lands for the road connection, it is now proposed that the remainder of the Highview Place property will be dedicated to the City after road construction. The land dedicated to the City may provide an opportunity, subject to further investigation and feasibility studies, to locate a new fire hall to replace Fire Hall #2;
- Consideration and review of the applicant's request to waive Community Amenity Contributions and apply Development Cost Charge (DCC) offsets based on the provision of amenities, land, and civil upgrades;
- Changes to the OCP amendment bylaw (**Attachment 4**), including the addition of design guidelines that will guide the development of Woodland Park;
- Changes to the zoning amendment bylaw (**Attachment 5**), including edits and clarifications;
- Timing and assurances regarding the proposed commercial uses, intended to serve the daily needs of the project and wider neighbourhood;
- Establishing details of the rental housing components; and
- Further defining the programming of parks and open space.

The Woodland Park Location Plan is included as **Attachment 6**. The development of the Woodland Park site envisions development on a phased basis within five development parcels over a period of approximately 16-17 years, with completion anticipated in the mid-2030s. The proposed Term Sheet, including a Phasing Plan, is illustrated in **Attachment 2**. The Term Sheet sets out the high-level expectations and requirements associated with the proposal, and would form the basis for the development of a more detailed Development Agreement. Should this application be given second reading, staff and the applicant would continue to work on aspects to be included in the Development Agreement.

Background

The OCP amendment and rezoning application was submitted in December 2019. The initial submission was considered by the Community Planning Advisory Committee on March 3, 2020, and by Council at a Committee of the Whole Meeting on April 21, 2020. An updated proposal was then considered at Council at the March 23, Regular Council Meeting, with the OCP Amendment Bylaw and Rezoning Bylaw, resulting in the following resolution:

RC21/145

THAT City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 31, 2021, No. 3305 (1142 Cecile Drive and 300 Angela Drive) and City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 52, 2021, No. 3306 (1142 Cecile Drive and 300 Angela Drive) (CD83) be read a first time as recommended in the report dated February 25, 2021 from Community Development Department – Development Planning Division regarding Official Community Plan Amendment and Rezoning Bylaws - Woodland Park (1142 Cecile Drive and 300 Angela Drive).

A list of items that have been further reviewed since first reading is listed in the Executive Summary above.

Discussion

Development Proposal

A development summary of the proposal, prepared by the applicant, is included as **Attachment 7**. Briefly, the proposal consists of:

- 1,861 residential units, up to 2,053 units with proposed density transfer, consisting of 325 below-market rental units and 132 market-rental units;
- 1,096m² (11,800ft²) of childcare space to accommodate approximately 93 spaces;
- 1,765m² (19,000ft²) of local commercial floor area;
- an overall Floor Area Ratio of approximately 1.80 or 1.96 after density transfer;
- two parks ('Cecile Bend' and 'The Hub'), approximately 1.17 hectares (2.9 acres) in area;
- an internal perimeter path following the edge of the ESA;
- dedication of the two parks and Environmentally Sensitive Areas (urban forests and riparian areas) to the City;
- building heights ranging from six to a maximum of 17 storeys, or up to 19 storeys after the density transfer, in a terraced form in order to limit the impacts of the heights in conjunction with the sloping grades on the east side of the site;

- a proposed residential density transfer, associated with a parcel of land on Highview Place that will accommodate the new Highview Place connector road to Barnet Highway. This will see the overall FAR of the site increase to 1.96, representing 14,865m² (160,000ft²) in residential floor area, an increase of approximately 192 residential strata units, for a total of 2,053 residential units. These additional residential units are incorporated into the project by increasing the height of six buildings by approximately two storeys; and
- transfer of the remainder of the Highview Place parcel to the City for City use, with uses possibly including a potential relocated Fire Hall #2.

Road Improvements

At present, there are two principal access routes to and from the neighbourhood via Clarke Road/Cecile Drive and Glenayre Drive, southbound to Clarke Road. Staff identified the importance of developing a transportation access strategy for the neighbourhood, and the applicant's traffic consultant has suggested two alignment options, which involve routing traffic northward from Cecile Drive along Highview Place to link to a signalized intersection at Clarke Street and the Barnet Highway. Two alignments, illustrated on **Attachment 3**, were presented as part of the first reading report, however, both alignments required the acquisition of private parcels that were not part of the application.

Since then, further work has been done on this key element of the project, including:

- Additional design and feasibility work has been undertaken, including environmental and geotechnical reports and preliminary civil design, and an estimated cost of construction of approximately \$7m has been identified;
- The applicant has an option to purchase the lots at 2002-2060 Highview Place and 1943 St. Johns Street, which would allow for the southern alignment of the road to be built;
- The applicant has committed to pay for and build the road, based on the southern road alignment, as part of the project and will absorb any increases in the cost of construction above the \$7.0m on this alignment;
- The land area that would be acquired totals approximately 20,638m² (222,145ft²). The applicant is proposing to dedicate the remainder of the land area to the City, approximately 18,580m² (200,000ft²), following the construction of the road. This land includes a mix of ESA (riparian areas and urban forest) and potentially developable land, where there may be an opportunity, subject to further, more detailed investigation and feasibility studies, to locate a new fire hall to replace Fire Hall #2. As part of the dedication of this land to the City, the applicant is proposing to transfer the buildable density from this land to the Woodland Park site;

- Further analysis of the southern and northern alignment has been completed. Based on this analysis, the southern alignment has been determined to be feasible, subject to senior government approvals. However, from an environmental impact perspective, the northern alignment would be a preferable option. As the applicant only has control of the southern alignment, it has been determined that this route may be acceptable provided that mitigation measures are incorporated into the final design. As the road will only be built as part of later phases of the development, staff will continue to explore the option to shift the alignment to the north as part of any future redevelopment of the northern Highview Place property, with the proponent still prepared to pay for and build the road up to the value of the cost associated with the southern alignment; and
- The new road alignment may also include potential changes to the existing network, including possible turning movement restrictions at the Cecile Drive and Clarke Road intersection, as vehicles would have alternative and more desirable access/egress routes in and out of the neighbourhood.

The details of the high-level arrangements around the construction of the road are set out in the Term Sheet (**Attachment 2**). Further work will continue on this element with further details being established around the delivery of this road in the Development Agreement.

CACs and DCCs

Given the significant costs attached to the amenities (below-market rental units and park provision and improvements), land dedication, environmental enhancement, road construction, and servicing upgrades, the applicant has requested the waiving of Community Amenity Contributions (CACs) and, where applicable, offsets to the Development Cost Charge (DCC). The applicant is requesting the waiver and offsets in acknowledgement of the amenities being provided by the applicant.

The City's CAC Corporate Policy does allow for waivers of CACs where affordable housing or other amenities (such as civic facilities, plazas, pedestrian and cycling improvements, recreation facilities, arts and cultural facilities, heritage conservation, land acquisition, environmental enhancements, and parkland improvements) are provided. Such amenities for this development would include below-market rental units, land acquisition, environmental enhancements and pedestrian and cycling improvements. Given that the value of the amenity elements proposed exceed the CACs that would be due, staff are supportive of the waiving of CACs for the project.

In relation to DCCs, the city may only apply credits and offsets as permitted under the *Local Government Act*. For this project, the following credits are possible:

- existing floor area for properties in Woodland Park and the Highview Place property; and
- the 325 below market rental units would qualify for a 50% credit as set out in the City's DCC Reduction Bylaw.

For this project, the following offsets are possible:

- provision of amenities (construction of a new Highview Place and land dedication for a possible new Fire Hall No. 2 site) in lieu of payments for density in excess of six stories; and
- provision of additional parkland and enhanced parkland improvements above the 5% requirement.

Staff recommend that the DCC credits and offsets outlined above be applied as the City will be receiving amenities at a value in excess of the value the City would have received in payments. In addition, the applicant is building all the amenities and taking the risk of both unforeseen expenses as well as inflation in construction costs.

The anticipated value of the CAC waiver, DCC credits, and DCC offsets are detailed in **Attachment 2**. The exact CAC credit is determined prior to adoption of the Zoning Bylaw. The exact amount of DCC payments, credits, and offsets is determined at the building permit stage. During the OCP and Zoning phase of development, the categories of credits and offsets are applicable. If the application moves forward, staff will continue to work with the applicant on the exact dollar amounts to be paid.

OCP Amendment Bylaw, No. 3305 and Rezoning Bylaw No. 3306

Since first reading, changes have been made to both the draft OCP amendment Bylaw (**Attachment 4**) and Rezoning Bylaw (**Attachment 5**).

OCP Amendment Bylaw No. 3305 has been amended to include detailed design guidelines that will guide the future development of the Woodland Park site. The guidelines cover such topics as: Neighbourhoods; Building Form and Character; Open Space; Landscape; Streets and Sidewalks; and Public Art. These guidelines will govern the development of individual phases and buildings at the Development Permit stage.

Minor changes have been made to Rezoning Bylaw No. 3306, which proposes the rezoning of the subject lands to a new Comprehensive Development Zone 83 (CD83). Changes have been made in order to provide greater clarity on certain key elements, including: clarification of uses; floor area exemptions for in-suite storage; minimum floor areas for below-market rental and market rental units; expectations around commercial and childcare space and locations; density transfer; that density bonus requirements will not apply; building setbacks; and parking requirements.

Housing: Below-Market Rental Units

As noted above, the first phase of development will involve the construction of the below-market rental units by BC Housing. Key aspects of this elements will include:

- The delivery by BC Housing of 325 units, approximately 26,941m² (290,000ft²) of below-market affordable housing over two phases of project development;
- The housing will be developed on 2.7 hectares (5.09 acres) of land donated by the applicant to BC Housing;

- BC Housing will finance the construction of the below-market rental buildings in Phase 1 and Phase 2 via approximately \$140m in funding;
- The below-market rental housing component will represent approximately 14.5% of the total residential floor area, after the proposed density transfer is included; and
- Below-market housing units will ultimately be owned and operated by Provincial Rental Housing Corporation or a non-profit housing provider depending on the final funding program.

The intent is that rental rates will be below-market rental rates, with exact rates to be determined through a future housing agreement, noting the following:

- The BC Housing units are based on the Provincial Rental Supply program, the goal of which is to increase the supply and range of affordable and appropriate rental housing options for middle income households across British Columbia, with income thresholds for eligibility as follows:
 - Units with fewer than two bedrooms: Middle-income households are those whose gross household income does not exceed the 75th income percentile for families without children, as determined by BC Housing (currently \$116,330);
 - Units with two or more bedrooms: middle-income households are those whose gross household income does not exceed the 75th income percentile for families with children, as determined by BC Housing (currently \$163,220);
 - Rents must be affordable for eligible tenants, as determined by BC Housing, and remain affordable for a minimum of ten (10) years.
- The intent is to provide units at as low a rental rate as possible, but will be set in order that the buildings run without, or with only minimal subsidy; and
- As part of the tenant assistance plan for current Woodland Park residents, rents will be based on current rent on a square footage basis.

The details and parameters of the below-market rental housing provision, including rental rates and their term, will be formalized through a housing agreement bylaw, which at this point will likely be prepared for Council consideration, prior to adoption of the OCP amendment and zoning amendment bylaws.

Housing: Tenant Relocation Program

In accordance with Council's Tenant Relocation Assistance Policy and the associated Rental Protection Policy, the applicant has prepared a tenant assistance plan (**Attachment 8**), which has met the intent of these two policies. It is the intent that, in the first phase of the program, the existing tenants within the site to be redeveloped by BC Housing will be relocated to available units on the east side of the site to facilitate the redevelopment of the vacated buildings. In the second phase, the existing tenants will be given first right of refusal to move into the new non-market housing. Those that choose to leave rather than relocate to the new housing will be provided with compensation in accordance with Council's Policy. The strategy results in greater than a 1:1 replacement of existing units and is intended to minimize tenant disruption and displacement. The Tenant Relocation Program is illustrated graphically in **Attachment 8**. The terms of the program will be established in a covenant to be registered on title prior to adoption of the required bylaws.

Housing: Market-Rental Units

The program also involves the development of a minimum of 132 market rental units by Edgar Development in Phase 3, 'The Hub' Neighbourhood. These units will be secured via a separate housing agreement bylaw. In addition to this, a no-rental-restriction housing agreement will be prepared to ensure that future stratas are unable to prevent owners of the residential strata units from renting their units.

Parks, Open Space and ESA

Woodland Park will consist of a generous amount of open space, consisting of approximately 1.17 hectares (2.9 acres) of neighbourhood parks and trail network (12%), 2.1 hectares (5.2 acres) of ESA (22% of the site), and 3.36 hectares (8.3 acres) of open green space (35%). Following first reading, additional work has been completed on the programming and design requirements for these areas, with the key guiding principles of these elements incorporated in the OCP design guidelines, which form part of the OCP amendment Bylaw (**Attachment 4**).

The neighbourhood park components include:

- Hub Park in the heart of the development. This park will be located in the Mixed-Use part of the development where the commercial, daycare, and market-rental residential are located. The various programmed areas include an arrivals plaza, passive open lawn areas for flexible use, age dedicated play areas (1-5 years and 5-12 years) for the community at large, as well as a dedicated private play area for children in the local childcare. The public play area will include elements of water play and water cooling, including a spray park. Additional open space opportunities within the Hub Park include a multi-use sports court that will allow for a range of sports and group sizes, and a small dedicated off-leash dog park. This park will be located over a parkade for the surrounding development. At this point, whether the parks will be secured via an air-space parcel, or a public access statutory right of way is being considered.
- Cecile Bend Park is within a more naturalized environment towards the south side of the development, between the Phase 4 and 5 residential portions. A number of programmed open spaces offer a range of opportunities for the local residents and the surrounding neighbourhoods. The various programmed areas include an arrivals plaza, a natural amphitheater, passive open lawn areas for flexible use and sports, a play area for the community at large, a community stage, picnic areas, a small fenced off-leash dog park, and outlooks into the adjacent ESA areas and mature tree stands.
- The Multi-Use Park Trail will be an important component of the open space network. The whole community of Woodland Park is connected via a two to three metre wide multi-use trail that runs around the perimeter of the site between the development parcels and the ESA. The trail connects to a number of nodes, dedicated parks, ESA areas (riparian areas and urban forests), residential areas, as well as a number of parklets. These parklets allow for the community to stop along the path to enjoy a range of programmed spaces, which may include public art, adult fitness areas, play spaces, public courtyards, gardens, and nature outlooks. The trail will be universally accessible wherever feasible.

In addition to the park space, the master plan contributes a generous amount of publicly accessible open green space for all residents and the wider community, improving the pedestrian experience and promoting physical wellness. The development of each neighbourhood results in open green spaces between buildings that will also include pathways, secured via rights of way within the neighbourhoods, to further the interconnectivity of the community. **Attachment 9** illustrates the proposed Environmentally Sensitive Areas and Open Space Concept Plans.

Parking

All required parking will be provided underground. The applicant has proposed reduced parking standards specific to this project, which are based on the number of bedrooms and unit areas. While the proposed ratios are generally acceptable, it will be necessary to implement transportation demand management (TDM) measures (e.g. car sharing spaces, e-bikes, bike maintenance facilities, unbundled and district parking, etc.) in conjunction with future development permit applications to offset the overall reduction. These TDM measures will be more fully explored and committed to through the development agreement process.

Sustainability Report Card

A Sustainability Report Card (**Attachment 10**), was received shortly before the report deadline and is attached for information.

Term Sheet

The project comprises five 'neighbourhoods' which will be developed in seven phases with ultimate build-out expected to occur in about 2036. Given 1) the size and complexity of the project; 2) that it will be happening in multiple phases; and 3) that there will be numerous deliverables as part of individual phases, including specific amenities, servicing upgrades, environmental enhancements, Development Cost Charges, etc.; it is intended that the details that will govern the development of the neighbourhood would be formalized via a Development Agreement. The Development Agreement would be registered on title of the property, which will mean that all the requirements and timelines set out in the agreement would have to be met as part of the development permit process for each area/building.

The applicant and staff have been working on the high-level details of this agreement as part of this report. At this stage, in order to provide a summary of high-level expectations to provide certainty and clarity for both the City and the applicant, a Term Sheet has been developed and is included as **Attachment 2** for consideration by Council for endorsement. It is envisaged that, should the application be given second reading, the details of this agreement would continue to be worked on.

Implementation

To implement the project, an OCP amendment Bylaw and a rezoning Bylaw have been prepared (**Attachment 4** and **5**). If the project proceeds, and the two bylaws are ultimately adopted, implementation will also require:

- a development agreement bylaw, which will set out the requirements for the development and will be registered on title as a no-build covenant;

- housing agreement bylaws, which will likely be brought forward should the OCP and rezoning bylaws receive third reading. Three separate housing agreement bylaws will be required:
 - one with BC Housing for the below-market rental units;
 - one with Edgar Development for the market rental units; and
 - one additional agreement with Edgar Development to ensure that future strata owners are not prohibited from renting their units.
- individual development permits for form and character, ESA and hazardous conditions, as applicable for each building or phase of development; and
- the registration of various covenants, including those that address development agreements, aspects of development permit, housing agreements to establish the provision of the tenant relocation package.

City Policy Context: Well Served Development

As noted in the March 23, 2021 Council Report (**Attachment 1**), the development proposal has been evaluated in the context of relevant City policies, including the OCP and the Corporate Policy: Prioritizing Higher Density Development and Climate Action Plan. Council declared a Climate Emergency in September 2019 and set an ambitious course for Climate Change adaptation and mitigation. A key goal that was established is accelerating a change in modal split from car usage to other modes of transportation. Within the City's Climate Action Plan is the goal that residents walk, cycle, or take transit for 40% of trips by 2030. Growth Management will play a key role in achieving this goal by concentrating new development in areas that have the best access to alternative modes of transportation. The Climate Action Plan also includes the following policies in relation to land use and growth management:

Encourage density and mixed-use neighborhoods around transportation hubs through the Official Community Plan and development applications.

Create and implement a policy to encourage development of complete, compact communities that enable the residents' easy access to daily needs.

The Community Vision Section of the OCP includes the following policy:

Well-Served Development: To support any significant higher density development only where it is well served by public transit, by public amenities such as parks, pedestrian connections, and civic facilities, by public schools, and by commercial and other services.

The above policies regarding appropriate development have been particularly relevant for the review of the proposal. Also key to the review is the fact that Woodland Park is currently not designated for higher-density development. However, staff are also undertaking an OCP review of neighbourhoods experiencing redevelopment pressure, including the College Park/Seaview neighbourhood, where the age of housing in combination with general high housing demand have led to increased redevelopment pressures. This analysis is to consider appropriate change for the neighbourhood; identify population targets; and determine the form of future construction.

The key constraint for this location is in relation to access and proximity to public transit. Given that the location of the site is removed from the City's two rapid transit stations and the Frequent Transit Network, and currently has a more limited transit service, achieving changes in the choice of transportation modes for this site will be challenging. In terms of reducing vehicle trips, this has been in part addressed with the addition of commercial space intended to accommodate a grocery store and increased daycare spaces, both of which will also serve the broader neighbourhood. In addition, upgrades to pedestrian and cycling facilities along with the implementation of other transportation demand management measures (e.g. car-sharing spaces, e-bikes, bike maintenance facilities, unbundled and district parking, etc.) will be included to, as far as possible, encourage mode shifts.

City Policy Context: Amenity Provision

Also particularly relevant for the evaluation of the application is the current site context and applicable City policy as it relates to affordable housing. The site is currently zoned Low-Density Townhouse Residential (RM3), which permits townhouse development up to three storeys in height and up to a Floor Area Ratio of 0.75. The site was developed circa 1964 and consists of 200, two- and three-bedroom rental townhouse units in 19 buildings within a low-density form. Given that the rental rates for the current units are reflective of the age of the units, they represent a significant affordable rental component within the City.

The current estimated floor area ratio is approximately 0.25 for 200 units. If the site were re-developed under current zoning, via a development permit process, then the FAR limit of 0.75 could result in approximately 600 units on the site, though a restrictive covenant currently registered on title does require Council approval for any re-development. The relatively low density of the current development is relevant as, if the site were developed under the current zoning, via a development permit process, the City would not have the ability to require as many below-market rental or market rental units on the site. Additionally, CACs would not apply as there would be no rezoning application and nor would there be the opportunity to require park dedication or park improvements, and there would only be a limited ability to require servicing upgrades.

As part of this application, 1,861 residential units are being proposed, up to 2,053 units with the proposed density transfer. Though this is significantly more units than permitted under the current zoning, it does mean that the City is able to secure significant amenities through the rezoning process.

Conclusion

The Woodland Park site does have key constraints in relation to access and proximity to public transit, which does mean this may not be the best location in the City for significant increases in density. To help address this, several improvements are being proposed to improve both the trail and road/cycling network to facilitate access to public transportation and promote more sustainable modes of transportation. On balance, given that redevelopment of this site for approximately 600 residential strata units could take place with the provision of no amenities, staff are supportive of this proposal in that it does secure a large number of amenities, including:

- a very significant amount of below-market rental housing (325 units) and market rental housing (132 units), approximately 22% of the overall units count;

- the dedication of lands for neighbourhood parks, trails, ESA that includes watercourse and forest resource preservation, as well as other civic uses;
- the construction of a new Highview Place road connection to Barnet Highway that will serve the wider neighbourhood and related land dedication, which could possibly accommodate a new Fire Hall; and
- Additionally, through the rezoning process, the City is able to negotiate the inclusion of some neighbourhood serving commercial space (e.g. grocery store) and daycare space.

To conclude, staff believe that the applicant has attempted to address the key issues previously identified by Council in order to respond to the City's prevailing growth management policies. To that end, it is suggested that Council consider giving the proposed OCP amendment and zoning amendment bylaws second reading and referring them to a Public Hearing. In addition, it is further recommended that Council consider endorsing the Term Sheet for the project so that staff and the applicant can continue to work on the details of the Development Agreement and the Housing Agreement Bylaws, that will also need to be brought forward for Council consideration in the future.

Other Option(s)

Should Council wish to give more specific direction to the applicant at this time, the following resolution could be considered:

THAT the applicant for an OCP amendment and rezoning of 1142 Cecile Drive and 300 Angela Drive (Woodland Park) be advised to consider modifications to their application to address the following matters:

- list issues

Alternatively, Council may consider the following resolution:

THAT the applicant address the following issues prior to second reading / referral to Public Hearing:

- list issues

Financial Implications

Community Amenity Contributions

The proposed Term Sheet for the Woodland project outlines a number of proposed commitments that have financial implications related Community Amenity Contributions. Instead of cash contributions to the City, the project would accept in-kind contributions specifically through:

- provision of land to BC Housing, earmarked for 325 below-market rental units, and;
- provision of land to the City for a potential new Fire Hall location of Fire Hall #2.

Development Cost Charges

With regards to Development Cost Charges, the following credits would be allowed for based on the City's DCC bylaws:

- It is anticipated that BC Housing's units may qualify for a DCC reduction of 50% for Affordable Housing; and
- Per best practices, a credit for existing floor area would be applied to each phase.

It is possible that a future DCC bylaw could require different charges from the development, but without knowing what other changes may be made to the DCC program, it cannot be determined what the exact changes (increase or decrease) might be.

Development Cost Charges (DCCs) would be required prior to the issuance of individual building permits at the prevailing rates per the then current bylaw, which might allow for offsets for DCC projects completed by the developer, where such projects are identified in the DCC Bylaw. The project does include the dedication of new park lands, as well as, potentially, land and funds for the construction of a new road connection. DCC charges, credits, and offsets, including DCCs for additional density not considered by the DCC Bylaw, will be further reviewed as part of negotiations for a Development Agreement.

Highview Road Connector

The purchase of land for the road dedication and the cost of construction of the new road connection to this neighbourhood is paid for by the Woodland Park development. Once completed, the road is transferred to the City. In the long run, there will be future cost of maintenance and eventually replacements cost for the City. As is the case for other City infrastructure, the funding for these future maintenance and replacement costs are typically covered by property tax revenue, future DCC programs, grants, or contributions from other development projects in the area.

Dedication of Park Land and Environmentally Sensitive Areas

The project proposes significant land area for two neighbourhood parks, a trail network, and ESA, the majority of which will be dedicated to the City. This follows best practices where parks that are supposed to serve the wider neighbourhood are provided to the City to own and operate. Similarly, environmentally sensitive areas will be added to the City's inventory of protected green spaces, as this provides the best protection from future development or maintenance issues if the lands remained part of strata development. The land area and estimated value proposed to be dedicated to the City includes the Cecile Bend Park, the perimeter trail, and ESA. The Hub Park, as it sits over a parkade, may either be dedicated to the City, or secured via a public access statutory right of way.

Once improved and constructed as planned, these parks and other lands will be transferred to the City and future operations and maintenance costs will be borne by the City. As is the case for other City infrastructure, the funding for these future maintenance and replacement costs are typically covered by property tax revenue, future DCC programs, grants, or contributions from other development projects in the area.

Cost-Benefit Balance / Additional Property Tax revenues

As outlined above, the construction of the project would include Community Amenities in the form of below-market housing and a site for a potential Fire Hall. Moreover, a new road connection, two neighbourhood parks, and other open space lands will be provided to the City. These are major benefits that are being provided for and funded through this project.

Once transferred to the City, the new infrastructure and parks and open space will result in future maintenance and replacement cost for the City. This would be in part or fully offset by additional property tax revenues for this development.

Communications and Civic Engagement Initiatives

The applicant has had a number of engagement events to ensure that the existing residents in the development are aware of the application and the opportunities for tenant relocation. The list of events are as follows:

- July 11, 2019 from 5:00-7:00 pm (drop-in event);
- December 11, 2019 – residents-only from 5:30-6:30 pm and public from 6:30-8:30 pm (drop-in event);
- September 23, 2020 from 12:30-1:30 pm (online via Zoom Webinar); and
- September 24, 2020 from 10:00-11:00 am and from 5:30-6:30 pm (online via Zoom Webinar)

Additionally, the applicant is scheduling another virtual open house for residents in the vicinity of the development. This is scheduled for July 5, 2021 12:00pm-1:30pm and 6:30pm-8:00pm.

In accordance with section 475 of the *Local Government Act*, staff referred the project to Metro Vancouver, First Nations, TransLink, and School District No. 43 for comment. Comments received to date are included as **Attachment 11**.

Should the application proceed through the approval process, there will be an additional opportunity for community input at a Public Hearing. As part of the Public Hearing, notices will be sent to adjacent properties within a 140m radius of the site, and the Public Hearing will be advertised in the local newspaper in accordance with the Development Approval Procedures Bylaw and the *Local Government Act*.

Council Strategic Plan Objectives

Providing this early opportunity for Council input on this significant development proposal is consistent with the strategic priority of Community Evolution in the 2019-2022 Council Strategic Plan as it relates to the objective of ensuring that future community growth is carefully considered and strategically managed, consistent with the targets approved in the City's Official Community Plan.

Attachments

1. Council Report, March 23, 2021.
2. Woodland Park – Term Sheet.
3. Proposed New Road Alignments.
4. Draft OCP Amendment Bylaw, No. 3305.
5. Draft Rezoning Bylaw, No. 3306.
6. Location Plan – 1142 Cecile Drive and 300 Angela Drive.
7. Development Proposal and Plans – 1142 Cecile Drive and 300 Angela Drive.
8. Draft Tenant Assistance Plan.
9. Environmentally Sensitive Areas and Open Space Concept Plan.
10. Sustainability Report Card – 1142 Cecile Drive and 300 Angela Drive.
11. Section 475 Consultation Responses.

Report Author

Kevin Jones, MCIP, RPP
Senior Planner

Report Approval Details

Document Title:	OCP Amendment and Rezoning – 1142 Cecile Drive and 300 Angela Drive (Edgar Development) – Second Reading.docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 - Council Report, March 23, 2021.pdf- Attachment 2 - Woodland Park – Term Sheet.pdf- Attachment 3 - Proposed New Road Alignments.pdf- Attachment 4 - Draft OCP Amendment Bylaw, No. 3305.pdf- Attachment 5 - DRAFT Zoning Amendment Bylaw No. 3306 (1142 Cecile Drive and 300 Angela Drive).pdf- Attachment 6 - Location Plan - 1142 Cecile Drive and 300 Angela Drive.pdf- Attachment 7 - Development Proposal and Plans - 1142 Cecile Drive and 300 Angela Drive.pdf- Attachment 8 - Draft Tenant Relocation Plan.pdf- Attachment 9 - Environmentally Sensitive Areas and Open Space Concept Plan.pdf- Attachment 10 - Sustainability Report Card.pdf- Attachment 11 - Section 475 Consultation Responses.pdf
Final Approval Date:	Jun 16, 2021

This report and all of its attachments were approved and signed as outlined below:

Dorothy Shermer, Corporate Officer - Jun 14, 2021 - 11:49 AM

Natasha Vander Wal for Rosemary Lodge, Manager of Communications and Engagement - Jun 14, 2021 - 1:50 PM

Paul Rockwood, General Manager of Finance and Technology - Jun 14, 2021 - 4:57 PM

Tim Savoie, City Manager - Jun 16, 2021 - 2:47 PM