

Considered at Nov. 26/Dec. 3, 2019 Regular Council Meeting

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City of Port Moody Report/Recommendation to Council

Date: November 14, 2019
Submitted by: Planning and Development Department – Policy Planning Division
Subject: Official Community Plan Amendment – loco Lands

Purpose

To present for Council consideration an Official Community Plan amendment bylaw to remove the Special Study Area designation for the loco Area and to restrict density on the loco Lands to the level permitted under the zoning currently in place. It also recommends that affected organizations be formally notified of the proposed Official Community Plan amendment bylaw by the City, as required by Section 475 of the *Local Government Act*.

Recommended Resolution(s)

THAT City of Port Moody Official Community Plan Bylaw 2014, No. 2955, Amendment Bylaw No. 22, 2019, No. 3214 (loco Area) be read a first time as recommended in the report dated November 14, 2019 from the Planning and Development Department – Policy Planning Division regarding Official Community Plan Amendment – loco Lands.

THAT Bylaw No. 3214 be read a second time.

THAT Bylaw No. 3214 be referred to a Public Hearing to be held on Tuesday, January 28, 2020 at City Hall, 100 Newport Drive, Port Moody;

AND THAT, per Section 475 of the *Local Government Act*, the City formally notify the following organizations in writing of proposed City of Port Moody Official Community Plan Bylaw 2014, No. 2955, Amendment Bylaw No. 22, 2019, No. 3214 (loco Area): the Greater Vancouver Regional District (Metro Vancouver); School District 43; TransLink; the municipality adjacent to the area covered by the plan, being the Village of Anmore; and area First Nations, being: Kwikwetlem First Nation, Musqueam Nation, Squamish Nation, and Tsleil-Waututh Nation.

Background

At the May 14, 2019 Regular Council meeting, Council received a staff report regarding potential Official Community Plan (OCP) amendments for the loco lands in response to previous Council direction on November 27, 2018 and passed the following resolution:

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RC19/218

THAT the report dated May 2, 2019 from the Planning and Development Department – Policy Planning regarding Response to Council Direction Regarding Official Community Plan Amendments for the loco Lands be received for information.

More recently, at the Regular Council meeting on October 8th, Council received a report from Mayor Vagramov regarding the OCP amendments related to the loco Lands and the David Avenue Connector right-of-way and passed the following resolutions:

RC19/428a

THAT staff be directed to bring forward an Official Community Plan Amendment Bylaw to remove the Special Study Area Designation for the loco Area, and to restrict density in the loco Lands Area to the level permitted under the zoning currently in place;

RC19/428b

THAT staff be directed to remove the Right-of-Way commonly referred to as the David Avenue Connector, and to incorporate its land into Bert Flinn Park;

RC19/428c

THAT a budget of up to \$75,000 be approved and referred to Finance Committee for a reserve funding source.

This report brings forward the OCP amendments referred to in *RC19/428a*.

Discussion

Special Study Area Designation for the loco Lands

An OCP Special Study Area designation has also been applied to the loco Lands. This designation applies to lands where more detailed planning is required by way of an area plan or site specific development plan. Corresponding OCP policies in Chapter 9 – Economic Development and Chapter 15 – Neighbourhood Areas envision that the loco Lands will eventually be used for an innovative combination of uses, including single-family residential, multi-family residential of varying densities, and mixed-use commercial/residential. It is noted that redevelopment will require significant infrastructure and transportation improvements as well as environmental considerations. To address Council direction related to removing the Special Study Area designation for the loco Area, revisions to OCP Map 1 are required. Related Special Study Area policies and references for the loco Lands also require removal and/or updates.

Maximum Residential Density Under the Current Zoning of the loco Lands

It is assumed that in relation to Council's direction, the loco Lands encompass the loco Townsite Heritage Conservation Area and the lands west of Roe Drive and east of Bedwell Bay Road that are currently held by Imperial Oil and Brilliant Circle Group (see map in **Attachment 1**).

The table in **Attachment 2** includes a breakdown of the lots within the loco Lands and the associated residential development potential under the current zoning including:

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- 101 lots within the loco Townsite Heritage Conservation Area (HCA) which are currently zoned Single and Semi-Detached Residential (RS9);
- two lots located within the HCA currently zoned Local Commercial (C1) which allows for single detached residential as a secondary use;
- four lots located within the HCA currently zoned Commercial Marina (C8) which allows for a caretaker dwelling unit; and
- two areas zoned Acreage Reserve (A1) – one located between Roe Drive and First Avenue and one located east of Bedwell Bay Road.

Taking into account existing provisions within Zoning Bylaw, No. 2937, the maximum residential density of the loco Lands is estimated to be 112 single-family homes and six duplexes (with the potential for a total of 253 dwelling units, including secondary suite and laneway house potential). These figures differ from the 111 single-family home zoning potential included in the loco Lands Connector Options Report (May 2018) due to changes made in the Zoning Bylaw update adopted in July 2018 after the loco Lands Connections Report was completed.

OCP Land Use Designations and Policies Related to the loco Lands

With the exception of the two C1 zoned lots and the four C8 zoned lots within the HCA, all of the area referred to as the loco Lands is designated as Single Family Low Density in the OCP. This designation allows for the development of a single-family home with the option for a secondary suite and, on eligible lots, the consideration of laneway housing. Multi-family forms are currently not permitted under this designation. To address Council direction to restrict density on the loco Lands to the level permitted under the zoning currently in place, a new OCP land use policy could be created that pertains specifically to the loco Lands limiting the overall maximum residential density on these lands to the current zoning potential of 253 dwelling units.

OCP References to the David Avenue Extension Through Bert Flinn Park

On October 8, 2019 Council passed resolution *RC19/428b* which directed staff to remove the Right-of-Way commonly referred to as the David Avenue Connector, and to incorporate its land into Bert Flinn Park. There are a number of OCP policies that reference a requirement to complete the east-west connection to David Avenue for any future development in the IOCO lands area except for infill houses within the loco Heritage Conservation Area. In response to Council's most recent direction, it is proposed that these policies be removed.

Summary of Proposed OCP Amendments:

Based on Council direction, the related proposed OCP amendments are summarized as follows:

- an updated Map 1: Overall Land Use Plan that no longer shows the Special Study Area hatching on the loco Lands;
- updates to the OCP Chapters 9 and 15 that currently reference a Special Study Area designation for the loco Lands.
- update to OCP Chapter 15 to include a new OCP policy for the loco Lands that allows for a maximum density of 253 residential dwelling units; and
- updates to OCP Chapters 9 and 15 to remove policies that require the completion of an east-west connection to David Avenue for any future development in the IOCO lands.

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Proposed draft City of Port Moody Official Community Plan Bylaw 2014, No. 2955, Amendment Bylaw No. 22, 2019, No. 3214 (loco Area) in **Attachment 3** includes these changes for Council consideration.

Other Option(s)

THAT staff be directed to report back with an updated Bylaw No. 3214 to address the following items.....

Financial Implications

There are costs related to staff time in the preparation of OCP amendments and the associated public hearing notices and newspaper ads required per the *Local Government Act* and the City's Development Approval Procedures Bylaw.

Communications and Civic Engagement Initiatives

Per Section 475 of the *Local Government Act*, a local government must consider whether a proposed OCP amendment requires opportunities for early and ongoing consultation with organizations and the general public in addition to the public hearing required under Section 477 of the *Act*.

Given that the land use implications of the proposed removal of the Special Study Area designation, the density limit for the loco Lands, and the removal of the requirement for the David Avenue connector is somewhat limited, it is appropriate that the proposed OCP amendment be subject to some early and ongoing consultation and that the City formally notify the following organizations and agencies in writing of the proposed bylaw amendment: the Greater Vancouver Regional District (Metro Vancouver); School District 43; TransLink; the municipality adjacent to the area covered by the plan, being the Village of Anmore; and First Nations, being: Kwikwetlem First Nation, Musqueam Nation, Squamish Nation, and Tsleil-Waututh Nation.

A public hearing is required for all OCP amendments. Both the *Local Government Act* and the City's Development Approval Procedures Bylaw outline the required newspaper and mailed notices to surrounding properties.

Council Strategic Plan Objectives

This project is related to the Council Strategic Priority of Community Evolution.

Attachment(s)

1. Map of loco Lands.
2. Maximum Residential Development Potential Under Current Zoning of the loco Lands.
3. Draft City of Port Moody Official Community Plan Bylaw 2014, No. 2955, Amendment Bylaw No. 22, 2019, No. 3214 (loco Area).

Report Author

Mary De Paoli
Manager of Policy Planning

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Report Approval Details

| | |
|----------------------|---|
| Document Title: | Official Community Plan Amendment - loco Lands.docx |
| Attachments: | - Attachment 1 - loco Lands.pdf - Attachment 2 - Maximum Residential Development Potential Under Current Zoning of the loco Lands.docx - Attachment 3 - Bylaw No. 3214.pdf |
| Final Approval Date: | Nov 19, 2019 |

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

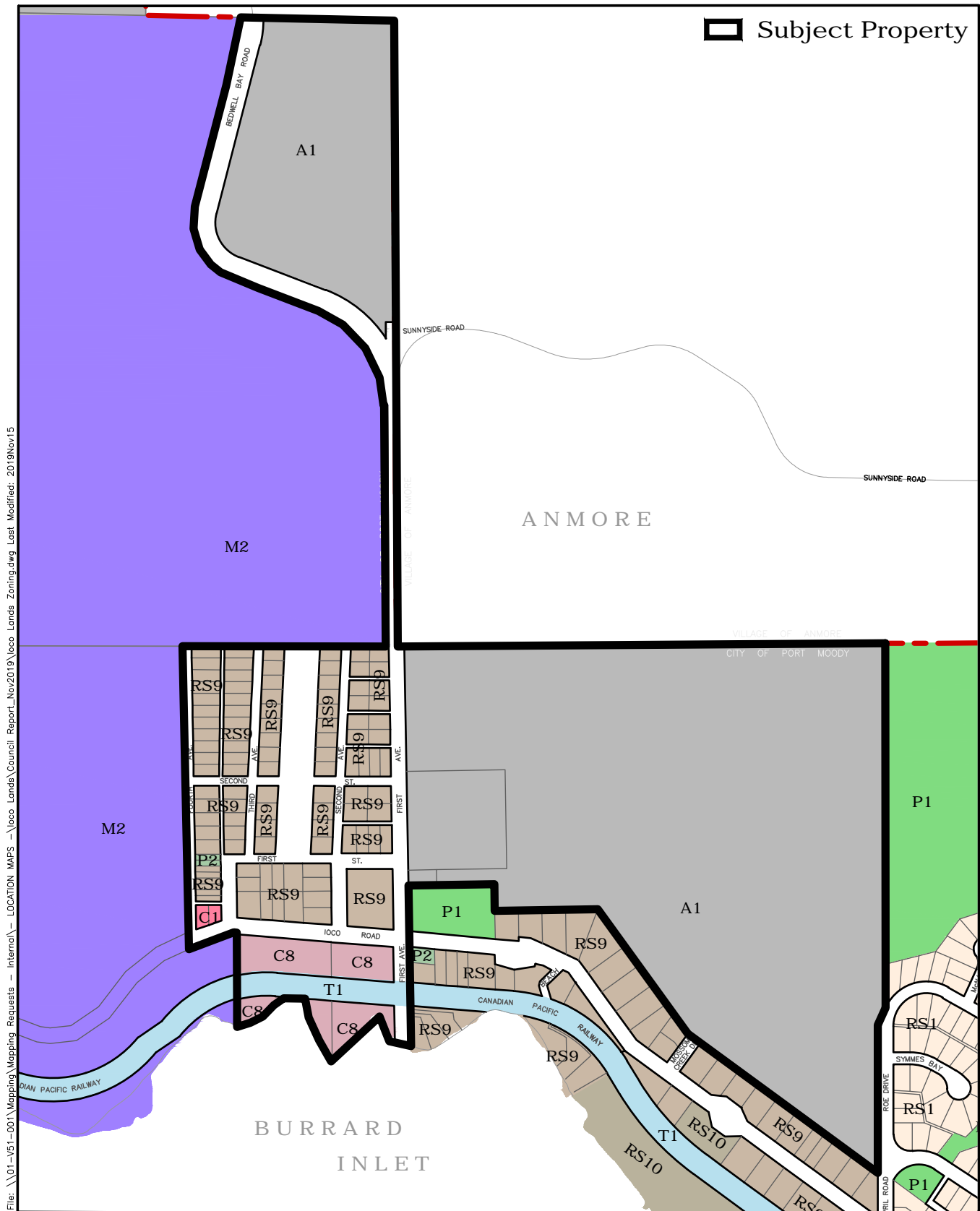
Rosemary Lodge, Manager of Communications and Engagement - Nov 18, 2019 - 10:55 AM

Paul Rockwood, General Manager of Finance and Technology - Nov 18, 2019 - 1:26 PM

André Boel, General Manager of Planning and Development - Nov 18, 2019 - 1:57 PM

Tim Savoie, City Manager - Nov 19, 2019 - 9:40 AM

Attachment 1 - Ioco Lands



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Attachment 2 - Maximum Residential Development Potential Under Current Zoning of the Ioco Lands

| Number of Lots | Single Family or Duplex Potential | Secondary Suite Potential | Laneway House Potential | Total Number of Potential Dwelling Units |
|---|--|---|--|--|
| HCA Lots North of Second Street zoned RS9 | | | | |
| 56 | 56 single family dwellings | 56 (each single family dwelling can have a secondary suite) | 14 (only 14 of these lots have access to the rear from a secondary road) | 126 |
| HCA Lots South of Second Street zoned RS9 | | | | |
| 45 | 44 single family dwellings 6 duplex units | 50 (each single family dwelling and duplex unit can have a secondary suite) | 9 (only 9 of these lots have access to the rear from a secondary road and are not encumbered by a creek) | 109 |
| C1 Zoned Lots (at southwest corner of HCA) | | | | |
| 2 | 2 single family dwellings | N/A | N/A | 2 |
| C8 Zoned Lots (at the waterfront) | | | | |
| 4 | 4 caretaker dwelling units (1 allowed per lot) | N/A | N/A | 4 |
| A1 Zoned lands east of Bedwell Bay Rd | | | | |
| 1 (measures approx. 6.9ha) | 1 single family dwelling | 1 secondary suite allowed in each single family dwelling | N/A | 2 |
| A1 Zoned lands East of First Avenue | | | | |
| 3 existing A1 zoned lots – 1 of these can potentially be divided into 3 A1 lots | 5 single family dwellings | 5 (1 for each single family dwelling) | N/A | 10 |
| RESULTS IN POTENTIAL FOR 112 SINGLE FAMILY HOMES AND 6 DUPLEXES | | | | |
| TOTAL RESIDENTIAL DWELLING UNIT POTENTIAL PERMITTED UNDER CURRENT ZONING (includes secondary suites and laneway homes) | | | | 253 |

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City of Port Moody

Bylaw No. 3214

A Bylaw to amend City of Port Moody Official Community Plan Bylaw, 2014, No. 2955.

The Council of the City of Port Moody enacts as follows:

1. Citation

- 1.1 This Bylaw may be cited as “City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 22, 2019, No. 3214 (loco Area)”.

2. Amendments

- 2.1 City of Port Moody Official Community Plan, 2014, Bylaw No. 2955 is amended by removing the Special Study Area designation for the loco Lands on “Map 1 – Overall Land Use Plan” as shown on the attached map in Schedule A and the Location Map in Schedule B marked “Certified True Copy of Map Referred to in section 2 of Bylaw No. 3214”.
- 2.2 Bylaw No. 2955 is further amended by replacing Chapter 9 Economic Development, Industrial Policy 11.(b) IOCO Lands in its entirety with the following:

It is envisioned that a significant portion of this site will be eventually used for an innovative combination of uses, including single-family residential, multi-family residential of varying densities, and mixed-use commercial/residential. Redevelopment will require significant infrastructure and transportation improvements, as well as environmental considerations.

Future development of this area will require the developer and/or landowner to prepare a comprehensive land use plan and full environmental assessment prior to any large-scale development application that addresses the following:

- opportunities to preserve the historical character of the loco Townsite;
- protection and enhancement of environmentally sensitive areas;
- potential consolidation of environmentally sensitive areas into Bert Flinn Park;
- incorporation of an integrated stormwater management plan for Mossom and North Schoolhouse Creeks;
- integration of sustainable building technologies (e.g. low-carbon energy systems, and waste and water recycling);

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- integration and transition with surrounding neighbourhoods, including Anmore;
- potential traffic impacts on loco Road;
- creation and/or maintenance of employment-generating uses;
- maintaining public access to the waterfront; and
- future recreational needs of the community.

In an effort to initiate a rebirth of the loco Townsite, infill single-family residential development will be allowed within the loco Heritage Conservation Area, provided that new development maintains the integrity of and is compatible with the scale of the existing development and is consistent with the guidelines established for this area.

- 2.3 Bylaw No. 2955 is further amended by replacing Chapter 15 Neighbourhood Areas, Section 15.2.3 loco Area in its entirety with the following:

1. Future development of this area will require the developer and/or landowner to prepare a comprehensive land use plan and full environmental assessment prior to any large-scale development application that addresses the following:

- opportunities to preserve the historical character of the loco Townsite;
- protection and enhancement of environmentally sensitive areas;
- potential consolidation of environmentally sensitive areas into Bert Flinn Park;
- incorporation of an integrated stormwater management plan for Mossom and North Schoolhouse Creeks;
- integration of sustainable building technologies (e.g. low-carbon energy systems, and waste and water recycling);
- integration and transition with surrounding neighbourhoods, including Anmore;
- potential traffic impacts on loco Road;
- creation and/or maintenance of employment-generating uses;
- maintaining public access to the waterfront; and
- future recreational needs of the community.

2. In an effort to initiate a rebirth of the loco Townsite, infill single-family residential development will be allowed within the loco Heritage Conservation Area, provided that new development maintains the integrity of and is compatible with the scale of the existing development and is consistent with the guidelines established for this area.

3. For that portion of the loco Lands outlined in the following map, a maximum residential density of 253 dwelling units will be permitted.



3. Attachments and Schedules

3.1 The following schedules are attached to and form part of this Bylaw:

- Schedule A – Map 1 – Overall Land Use Plan
- Schedule B – Location Map

4. Severability

4.1 If a portion of this Bylaw is found invalid by a court, it will be severed and the remainder of the Bylaw will remain in effect.

Read a first time this ____ day of ____, 2019.

Read a second time this ____ day of ____, 2019.

Public Hearing this ____ day of ____, 2020.

Read a third time this ____ day of ____, 2020.

Adopted this ____ day of ____, 2020.

R. Vagramov
Mayor

D. Shermer
Corporate Officer

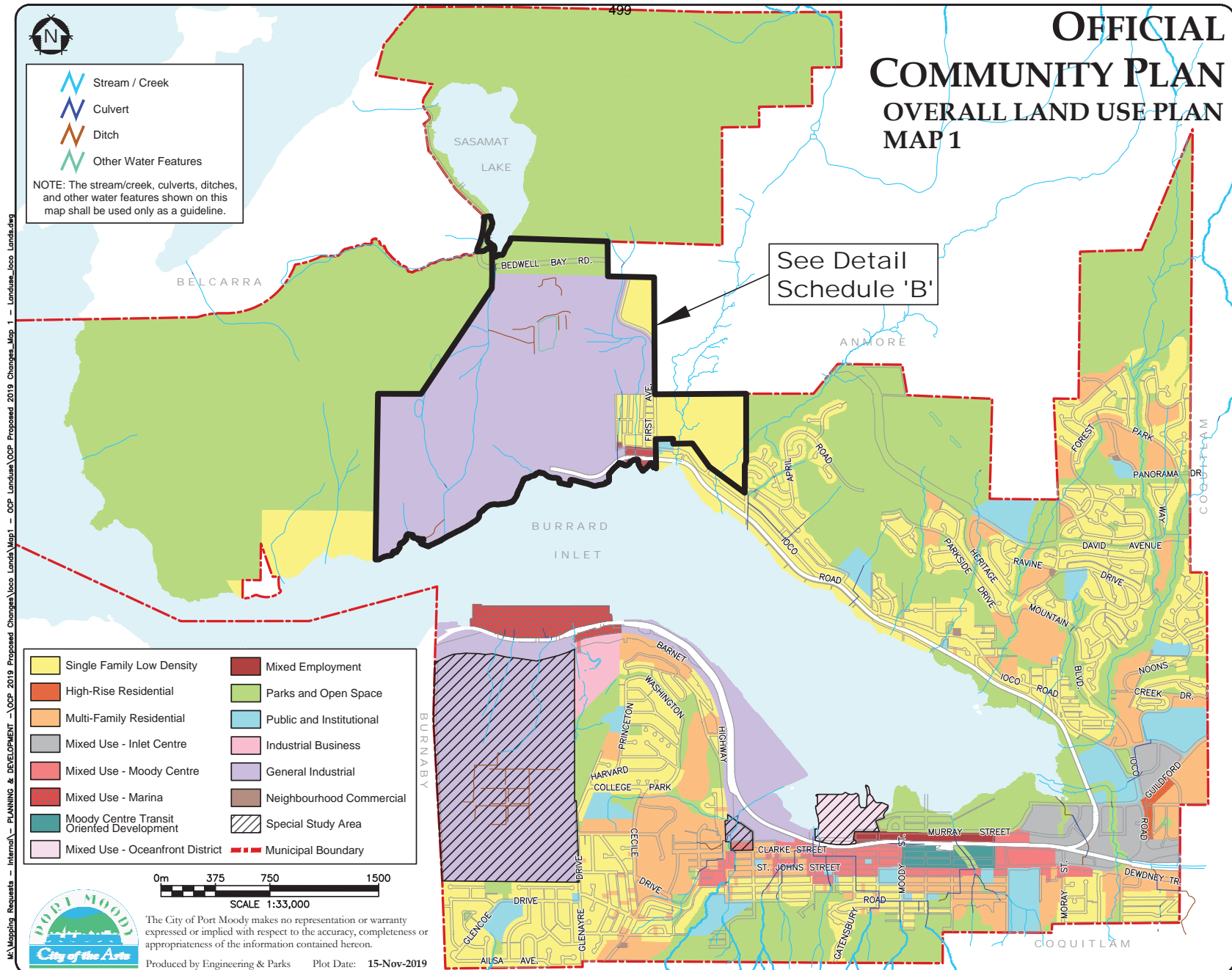
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I hereby certify that the above is a true copy of Bylaw No. 3214 of the City of Port Moody.

Dorothy Shermer
Corporate Officer

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Bylaw No. 3214

CERTIFIED TRUE COPY OF MAP
REFERRED TO IN SECTION 2 OF
BYLAW NO. 3214

CITY CLERK

LOCATION MAP

