



City of Port Moody

Report to Community Planning Advisory Committee

Date: February 4, 2020
Submitted by: Planning and Development Department – Development Planning Division
Subject: OCP Amendment and Rezoning – 1030 Cecile Drive (Edgar Development)

Purpose:

To present to CPAC a significant Official Community Plan amendment and rezoning application on a large 9.5ha (23.4ac) site in the Seaview neighbourhood for a 2,344 unit multi-family residential project with complementary community amenity and local retail spaces.

Resolution Options

THAT having considered the OCP Amendment and Rezoning Application for 1030 Cecile Drive (Edgar Development), the Community Planning Advisory Committee recommends that staff and Council take the following matters into consideration:

Applicant:

Brook Pooni Associates on behalf of the owner, Edgar Development.

Property Description:

The development site is located between 1030 and 1190 Cecile Drive and between 170 and 330 Angela Drive as shown on the Location Plan included as **Attachment 1**. The total site is approximately 9.5ha (23.4ac) in size, which is a very large site by Port Moody standards.

The site was developed circa 1964 and consists of 200, two- and three-bedroom townhouse units in 19 buildings with an accessory rental office building.

As illustrated on the Environmentally Sensitive Areas Map (**Attachment 2**), a section of Melrose Creek traverses that portion of the site located on Angela Drive, west of Cecile Drive and there are two other unmapped watercourses located at the west end of the site and in the southeast corner adjacent to Cecile Drive and Highview Place, all of which are identified as high-value environmentally sensitive areas. Forest resource environmentally sensitive areas also encroach onto the site. These environmentally sensitive areas in total, represent about 20% of the site area. The proposed site plan was developed with the objective of protecting and enhancing these sensitive areas and post-development, they would represent about 23.4% of the overall area, a net gain of about 4,266m² (45,900ft²).

The overall site includes various areas of steeper slopes generally associated with the water courses, but the Cecile Drive parcel slopes in the area of the larger, centrally-located forest ESA and more significantly, at the south end of the site on Cecile Drive where the grades drop down from west to east by about 30m (100ft).

Land Use Policy:

The OCP land use and zoning designations are illustrated on the maps included as **Attachment 3**.

Official Community Plan (OCP):

The subject properties are designated Multi-Family Residential in the OCP, which permits multi-family residential uses in various building forms from three, up to a maximum of six storeys in height. The site is located outside the Evergreen Line Sub-areas (Map 11) and therefore has not been specifically designated for development forms higher than six storeys. The site is designated as Development Permit Area 1: Neighbourhood Residential, which regulates the form and character of development and as Development Permit Area 4: Environmentally Sensitive Areas.

In the OCP's section regarding Community Vision, the following policies regarding appropriate development are relevant for the review of the proposal:

Sensitive Infill: To encourage infill developments which incorporate thoughtful urban design, including high quality architecture, opportunities for green space, appropriate transitions in building forms and buffering and protection of view corridors.

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.

In addition, Council has a corporate policy Prioritizing Higher Density Development (**Attachment 4**), which includes criteria for the consideration of applications.

Council has also directed staff to undertake an OCP review, including a review of areas experiencing redevelopment pressure. One such neighbourhood is Seaview, where the age of housing and in combination with general high housing demand have led to increased redevelopment pressures. The analysis is to consider appropriate change for the neighbourhood; an identification of population targets; and the form of future construction.

Zoning

The properties are 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.

Neighbourhood Context:

Surrounding development consists of:

- West: developed single-family properties, zoned RS1;

- East: developed multi-family (RM3) properties on Chateau Place, Highview Place and Evergreen Drive;
- South: a developed multi-family property zoned RM3/P1 and a City-owned parcel zoned Civic Institutional (P1); and
- North: developed multi-family properties (RM3) and the Seaview Elementary School site (P1).

With the exception of the single-family properties, the school site and the City's P1 parcel, surrounding properties are designated Multi-Family Residential and could be redeveloped up to six storeys.

Proposal:

A Master Site Plan illustrating the proposed layout is included as **Attachment 5** and the currently available project plans are included as **Attachment 6**.

The proposed redevelopment involves a total of 2,344 units, of which 325 are below-market rental units to be constructed on behalf of the applicant's development partner, BC Housing. The remaining units are owned strata units. No market rental units or other types of affordable housing units have been included in the proposal.

The applicant has also developed a Tenant Relocation Program in accordance with Council's Tenant Relocation Assistance Policy and the associated Rental Protection Policy. 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 in order to facilitate the redevelopment of those 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. This is illustrated on pages 66 and 67 in **Attachment 6**.

The units are included in 18 buildings which are four to six storeys, 12 storeys, and 18-26 storeys in height. Two of the buildings are mixed-use structures, one of which would allow for approximately 929m² (10,000ft²) of community amenity space for child care and 'maker' uses. The second building would incorporate about 465m² (5,000ft²) for neighbourhood retail use. All required parking will be provided underground, although the applicant has proposed reduced parking standards based on the number of bedrooms and unit areas. This reduction has not been assessed to determine if it is acceptable at this stage.

In terms of open space outside of the Environmentally Sensitive Areas, the project includes a neighbourhood park, play area, and a multi-use path around the perimeter of the property. In addition, the landscaped open spaces between the buildings can be used for a variety of passive recreational pursuits.

The site is proposed to be developed in seven phases over a period of approximately 16 years and staff propose that this be managed under a Phased Development Agreement, which will establish requirements for various aspects of the project including the timing of the

below-market rental units, site servicing, and the provision of park spaces, community amenities, and the neighbourhood retail component.

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 in Coquitlam's Burquitlam neighbourhood. Staff identified the importance of developing a transportation access strategy for the neighbourhood. Although this strategy is still under development, the applicant's traffic consultant has suggested an alternate access, which involves routing traffic northward from Cecile Drive along Highview Place to link to St. Johns Street, or to Clarke Street and the Barnet Highway. This is illustrated on **Attachment 7**, but this option is still being evaluated by the consultant in terms of road grades and traffic flows.

Sustainability Report Card

A written summary of the project's Sustainability Vision is included as **Attachment 8** and a Sustainability Report Card is included as **Attachment 9**, which has achieved a preliminary score of 45.3%. While the report card has been scored, many of the measures relate more to specific building design elements and are either unknown or will not be confirmed until development permit applications for individual project phases are submitted in the future. As a result, there is considerable opportunity in the future to increase this initial score

Stage of the Application in the Review Process:

This is a new application that was submitted on December 20, 2019 and the review process began in January 2020. CPAC is being asked to provide feedback on the proposal early in the process.

Items for Further Review:

Staff are reviewing the current application and the following items have been flagged for further review:

1. overall scale and massing of the proposed development in the context of this neighbourhood and in relation to the OCP;
2. transportation implications, given existing vehicular access limitations, the distance to rapid transit, and possible solutions given the proposed number of units;
3. the proposed rental and strata unit mix;
4. community amenities in relation to future population in the neighbourhood (eg. daycare);
5. the extent of community benefits relative to the increase in density proposed;
6. the provision of sufficient, usable active park space/facilities (i.e. flat, non-riparian lands, washrooms, trails, etc.);
7. environmental considerations, including riparian area protection and enhancement, tree retention, hydrology, stormwater management, etc.;
8. other servicing infrastructure implications of the proposal.

Planning Analysis:

This is an unusually large assembled site that has supported multi-family housing since the 1960s. With the existing housing nearing end of life, it is not surprising that a redevelopment is being proposed. The size of the site provides an opportunity for the consideration of a site-specific application that address both the constraints and opportunities offered by such a

large multi-family land assembly. However, the proposal will result in a major redevelopment of a large portion of the Seaview neighbourhood. While multi-family development is anticipated at this location under the OCP, the application departs from the OCP by introducing greater densities and building heights than provided for. The result would be significant changes to the current neighbourhood character and access routes.

Notwithstanding these concerns and the items identified for further consideration, the applicant has taken into consideration a wide range of municipal concerns, as referenced in the OCP and there are merits to the application. In particular:

- the site master plan has taken into consideration the management objectives for the on-site environmentally-sensitive areas by preserving the key forest components and protecting and enhancing the riparian areas;
- the taller building elements have been located where the site grades are lower to reduce impacts on adjacent low-density development and views from the surrounding neighbourhood; and
- the below-market housing component provides an opportunity for existing residents to remain in the community if they choose.

To conclude, the main questions regarding the project at this early stage are:

1. whether it is compatible with the overall growth strategy under the OCP and the Council policy regarding prioritizing higher-density development; and
2. whether it is compatible with the Seaview neighbourhood now and in the future.

An application of this scale will require significant public input and staff analysis. This could be undertaken on the basis of this site specific application. Alternatively, the project may warrant consideration in conjunction with a larger review of the OCP for the Seaview neighbourhood as a whole. CPAC input is being sought on both the preferred process and/or the specific merits of the application.

Attachment(s)

1. Location Plan.
2. Environmentally Sensitive Area Map.
3. OCP Land Use and Zoning Designation Maps.
4. Prioritizing Higher Density Development Policy.
5. Master Site Plan.
6. Preliminary Project Plans.
7. Proposed New Road Link.
8. Sustainability Vision.
9. Sustainability Report Card.

Report Author

Doug Allan, MCIP, RPP
Senior Planner

Report Approval Details

Document Title:	OCP Amendment and Rezoning - 1030 Cecile Drive (Mixed Use - Edgar Development).docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 - Location Plan.pdf- Attachment 2 - Environmentally Sensitive Area Map.pdf- Attachment 3 - OCP Land Use and Zoning Designation Map.pdf- Attachment 4 - Corporate Policy Prioritizing Higher Density Development.pdf- Attachment 5 - Master Site Plan.pdf- Attachment 6 - Preliminary Project Plans.pdf- Attachment 7 - Proposed New Road Link.pdf- Attachment 8 - Sustainability Vision Statement.pdf- Attachment 9 - Sustainability Report Card.pdf
Final Approval Date:	Feb 25, 2020

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

André Boel - Feb 25, 2020 - 2:40 PM