

Committee of Council Agenda

Tuesday, January 5, 2021

2:00 p.m.

Virtual Meeting

Pages

1. CALL TO ORDER

2. ADOPTION OF THE AGENDA

2.1. Adoption of the Agenda

Recommendation:

That the Tuesday, January 5, 2021, Committee of Council Meeting Agenda be adopted as circulated.

3. CONFIRMATION OF MINUTES

None.

4. REPORTS

4.1. OCP and Rezoning Applications for 1884-1930 Harbour St. 1887-1911 Prince St and 1155 Pitt River Rd.

1

Recommendation:

1. *That Committee of Council, having given consideration to s.475 of the Local Government Act, confirm the following consultation for the proposed Official Community Plan amendment:*

- a. *on-site signage,*
- b. *the applicant's consultation with the community, and*
- c. *consideration of the application by Committee of Council in open meetings.*

2. *That Committee of Council recommend to Council that:*

- a. *The Official Community Plan land use designation for the site be amended from Townhouse Residential (RT) to Neighbourhood Commercial (N);*

- b. The zoning be amended from Single Residential RS1 to a Comprehensive Development zone that includes the following provisions:*
 - i. Ground floor community commercial uses, to a maximum of 1,360m²*
 - ii. A minimum of 16 townhouses and up to 121 apartments.*
 - iii. A provision of density bonus in the amount of \$50 per square foot for residential floor area proposed in excess of 6,592 m² (70,950 ft²).*
 - iv. A minimum of 1,290m² of outdoor amenity area and 274m² indoor amenity area, including an outdoor children's play space, common outdoor dining area(s), common indoor cooking area(s), common indoor gym(s) and common indoor workspaces.*
 - v. Private balcony or deck for each residential unit with a minimum depth of 1.8 m (6 ft).*
- c. Prior to adoption of the amending bylaws, the following conditions be met to the satisfaction of the Director of Development Services:*
 - i. Purchase and closure of Prince Street;*
 - ii. Completion of a legal agreement to secure a minimum of 10 dwelling units as non-market rental housing;*
 - iii. Registration of legal agreements to ensure the development is designed and constructed as follows:*
 - in accordance with the recommendations of the acoustical study;*
 - built to either a LEED® Silver standard or equivalent per the BC Energy Step Code;*
 - iv. Submission of securities and fees for off-site works and services including reconstruction of the full width of Harbour Street, a right-in/right-out vehicular restriction on Pitt River Road, and pedestrian improvements.*
 - v. Completion of a subdivision plan to the satisfaction of the Approving Officer.*

4.2. Investing in Canada Infrastructure Program: COVID-19 Resilience Stream

Recommendation:

That Committee of Council direct staff to submit an application for grant funding for the McAllister Avenue Rehabilitation Project through the Canada Infrastructure Program – COVID-19 Resilience Infrastructure Stream; and

That Committee of Council supports the project, and commits to the City's share of costs, any associated ineligible costs and any cost overruns.

5. COUNCILLORS' UPDATE

6. MAYOR'S UPDATE

7. CAO UPDATE

8. RESOLUTION TO CLOSE

8.1. Resolution to Close

Recommendation:

That the Committee of Council Meeting of Tuesday, January 5, 2021, be closed to the public pursuant to the following subsections(s) of Section 90(1) of the Community Charter:
Item 5.1

k. negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.

9. ADJOURNMENT

9.1. Adjournment of the Meeting

Recommendation:

That the Tuesday, January 5, 2021, Committee of Council Meeting be adjourned.

10. MEETING NOTES

Official Community Plan Application and Rezoning Application – 1884-1930 Harbour Street, 1887-1911 Prince Street and 1155 Pitt River Road

RECOMMENDATIONS:

1. That Committee of Council, having given consideration to s.475 of the *Local Government Act*, confirm the following consultation for the proposed Official Community Plan amendment:
 - a. on-site signage,
 - b. the applicant's consultation with the community, and
 - c. consideration of the application by Committee of Council in open meetings.
2. That Committee of Council recommend to Council that:
 - a. The Official Community Plan land use designation for the site be amended from Townhouse Residential (RT) to Neighbourhood Commercial (N);
 - b. The zoning be amended from Single Residential RS1 to a Comprehensive Development zone that includes the following provisions:
 - i. Ground floor community commercial uses, to a maximum of 1,360m²
 - ii. A minimum of 16 townhouses and up to 121 apartments.
 - iii. A provision of density bonus in the amount of \$50 per square foot for residential floor area proposed in excess of 6,592 m² (70,950 ft²).
 - iv. A minimum of 1,290m² of outdoor amenity area and 274m² indoor amenity area, including an outdoor children's play space, common outdoor dining area(s), common indoor cooking area(s), common indoor gym(s) and common indoor workspaces.
 - v. Private balcony or deck for each residential unit with a minimum depth of 1.8 m (6 ft).
 - c. Prior to adoption of the amending bylaws, the following conditions be met to the satisfaction of the Director of Development Services:
 - i. Purchase and closure of Prince Street;
 - ii. Completion of a legal agreement to secure a minimum of 10 dwelling units as non-market rental housing;
 - iii. Registration of legal agreements to ensure the development is designed and constructed as follows:
 - in accordance with the recommendations of the acoustical study;
 - built to either a LEED® Silver standard or equivalent per the BC Energy Step Code;
 - iv. Submission of securities and fees for off-site works and services including reconstruction of the full width of Harbour Street, a right-in/right-out vehicular restriction on Pitt River Road, and pedestrian improvements.
 - v. Completion of a subdivision plan to the satisfaction of the Approving Officer.

REPORT SUMMARY

In accordance with Committee's direction, this report brings forward additional information on the alignment of the proposed density bonus payment and the value of the land lift associated with the proposed additional residential density and provides insight into the value of a non-market affordable housing unit, in order to inform the alignment of an alternative home ownership model with the Family Friendly and Affordable Housing Policy. Subsequent to this information being obtained, the applicant advised they wish to adhere to existing policy by

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providing 10 non-market rental units and paying a density bonus amount of \$50/ft² for residential density in excess of what would be permitted within the existing townhouse OCP designation. With these issues resolved, Staff recommend the application proceed to Council for consideration of the bylaw amendments.

PRIOR RESOLUTIONS:

On June 9, 2020, the following resolution was passed :

That Official Community Plan and Rezoning Applications for 1884-1930 Harbour Street, 1887-1991 Prince Street and 1155 Pitt River Road be referred back to staff to:

- Review the Bonus Density Policy; and
- Provide additional information on how the home ownership model fits into City policy.

On September 4, 2018, the following resolution was passed:

That the Smart Growth Committee direct staff that the early consultation required for further consideration of an application to amend the Official Community Plan at 1884-1930 Harbour Street, 1887-1911 Prince Street and 1155 Pitt River Road include the following:

- 1) *on-site signage;*
- 2) *hosting an open house to obtain public comment on the proposed development; and*
- 3) *informing School District 43 of the proposal.*

DISCUSSION

In accordance with Committee's direction, staff retained Equity Valuations and Consulting (Equity) to assess the applicant's appraisal report, provide an independent appraisal of the value of the land lift associated with the proposed additional residential density. The intent of this information was to understand how a density bonus calculation would align with the Density Bonus policy, and help inform the scope for a more comprehensive review. Staff also requested Equity provide advice on the value of the affordable housing units in order to assess the alignment between the proposed home ownership model and the City's Affordable and Family Friendly Housing Policy. Equity confirmed a value of the land lift for the additional density at \$4,900,000 and estimate a value for each affordable housing unit is approximately \$50,000. This information was provided to the applicant for their review and discussion.

The applicant subsequently confirmed to staff they wish to revise their proposal to conform to municipal policies by providing 10 non-market rental units; based on this information, staff did not proceed with further comparison of the home ownership and rental housing options.


The applicant also confirmed they would support a standardized approach of paying \$50/ft² for any additional residential density (excluding floor area used to construct the non-market units)

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as recommended by staff in the June 9th 2020 report. Using this approach, the estimated value of the increased density for this application would amount to approximately \$2.3M. While this value is lower than what was identified in the Equity Valuation appraisal, it provides for consideration of the value of the 10 affordable housing units and strikes a balance of providing a development incentive while ensuring the community was receiving a public benefit from the additional density. This standardized approach is also consistent with the approach being taken in other areas of the City when a density bonus is proposed.

This process has identified the need for a comprehensive review of the Density Bonus Policy to ensure it clearly outlines the expected valuation approach for additional residential density, identifies acceptable community benefit and confirms the process by which these benefits are accounted for within a density bonus calculation. A review should also provide options to achieve a balance between obtaining community benefit and providing for a development incentive, consider if there should be different valuation approaches depending on scale of development and evaluate options for including an affordable home ownership program in the Affordable and Family Friendly Housing Policy.

OPTIONS

#	Description
1 	Recommend to Council that the Official Community Plan and Zoning Bylaw amendments be considered for approval.
2	Request additional information, amendments to the application, changes to recommended conditions of prior to forwarding the application to Council.
3	Recommend to Council that the application be refused.

ATTACHMENTS

Attachment #1: June 9, 2020 Committee Report

Official Community Plan Application and Rezoning Application – 1884-1930 Harbour Street, 1887-1911 Prince Street and 1155 Pitt River Road

RECOMMENDATIONS:

1. That Committee of Council, having given consideration to s.475 of the *Local Government Act*, confirm the following consultation for the proposed Official Community Plan amendment:
 - a. on-site signage,
 - b. the applicant's consultation with the community, and
 - c. consideration of the application by Committee of Council in open meetings.
2. That Committee of Council recommend to Council that:
 - a. The Official Community Plan land use designation for the site be amended from Townhouse Residential (RT) to Neighbourhood Commercial (N);
 - b. The zoning be amended from Single Residential RS1 to a Comprehensive Development zone that includes the following provisions:
 - i. Ground floor community commercial uses, to a maximum of 1,360m²
 - ii. A minimum of 16 townhouses and up to 121 apartments, with a provision of density bonus in the amount of \$50 per square foot for residential floor area proposed in excess of 6,592 sq m (70,950 sq ft), excluding the density associated with any non-market rental units;
 - iii. A minimum of 1,290m² of outdoor amenity area and 274m² indoor amenity area, including an outdoor children's play space, common outdoor dining area(s), common indoor cooking area(s), common indoor gym(s) and common indoor workspaces.
 - iv. Private balcony or deck for each residential unit with a minimum depth of 1.8 M (6 ft).
 - c. Prior to adoption of the amending bylaws, the following conditions be met to the satisfaction of the Director of Development Services:
 - i. Purchase and closure of Prince Street;
 - ii. Completion of a Housing Agreement to secure a minimum of 10 dwelling units as non-market rental housing;
 - iii. Registration of legal agreements to ensure the development is designed and constructed as follows:
 - in accordance with the recommendations of the acoustical study;
 - built to either a LEED® Silver standard or equivalent per the BC Energy Step Code;
 - iv. Submission of securities and fees for off-site works and services including reconstruction of the full width of Harbour Street, a right-in/right-out vehicular restriction on Pitt River Road, and pedestrian improvements.
 - v. Completion of a subdivision plan to the satisfaction of the Approving Officer.

REPORT SUMMARY

This report provides for Committee consideration of an application to rezone a 2.37-acre site to permit a comprehensive development for a mix of apartments, townhouses and commercial uses. This site is currently designated in the Official Community Plan (OCP) for townhouse uses and amending the land use designation of the OCP would be required to facilitate rezoning for the proposed development. The report recommends a number of conditions be

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required prior to consideration of bylaw adoption, including closure and sale of Prince Street, a Housing Agreement to ensure adherence to the City's Affordable and Family Friendly Housing Policy, and a legal agreement to ensure the development is constructed to adhere to CMHC residential acoustic standards and achieve a high level of energy performance.

PRIOR RESOLUTIONS:

On September 4, 2018, the following resolution was passed:

That the Smart Growth Committee direct staff that the early consultation required for further consideration of an application to amend the Official Community Plan at 1884-1930 Harbour Street, 1887-1911 Prince Street and 1155 Pitt River Road include the following:

- 1) on-site signage;*
- 2) hosting an open house to obtain public comment on the proposed development; and*
- 3) informing School District 43 of the proposal.*

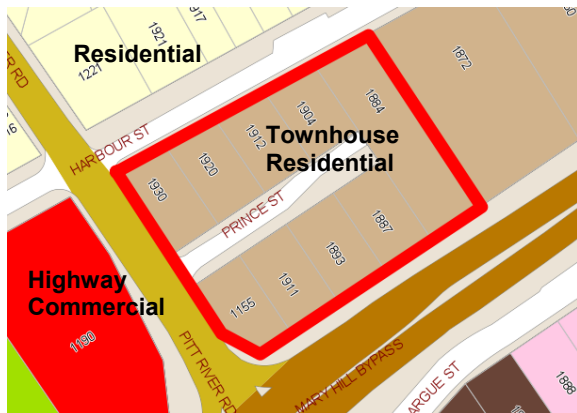
BACKGROUND

Proposal: The owner of the properties located at the corner of Pitt River Road and the Mary Hill Bypass, 393 Cathedral Ventures Inc., has submitted an application to redevelop the site for a mixed-use development that would include apartment units and townhomes along with commercial space.

Site Context: The 9,591m² (2.37 acre) site is bounded by Mary Hill Bypass, Pitt River Road and Harbour Street; Prince Street runs through the middle of the site and would need to be closed and consolidated should the development proceed. The site is currently vacant of structures and gently slopes south. To the north of the site are a mix of older and newer single residential homes, and townhouse complexes have been developed to the east. A gas station is located to the west of Pitt River Road and a mix of marine oriented, commercial and multi-family residential uses are located to the south of the Mary Hill Bypass.



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Location Map Official Community Plan Designations

Policy and Regulations: The vacant site is currently designated Townhouse Residential (RT) in the OCP, a designation that would support a townhouse development with a density of approximately 43 units. The properties are currently zoned RS1, Single Residential.

The proposed mixed use development would be subject to the Commercial, Intensive Residential and Environmental Conservation

development permit area designations of the OCP. The applicant has not yet submitted a Development Permit application.

The City's Density Bonus policy provides for the City to retain the additional land value achieved by the rezoning and Official Community Plan amendment to put towards social housing and community amenities. The City's Affordable and Family Friendly Housing Policy requires that 10% of any additional residential density be secured as non-market rental housing.

Project Description: The applicant has proposed a mixed use development that would include approximately 1,353m² (14,566ft²) of commercial space at grade, three 4-storey apartment buildings with a total of approximately 121 apartment units, and 16 townhouse units built over a common parkade.

The building massing is proposed to be divided into four separate building areas with a large central landscaped courtyard/roadway area. The proposed development includes:

- A four-storey residential building on the south-east corner of the site adjacent to Mary Hill Bypass providing for approximately 50 residential units (Building 'A');
- A four-storey mixed use building on the corner of Pitt River Road and Mary Hill Bypass providing for approximately 39 residential units, plus 596m² (6,410ft²)



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- in 3 commercial units (Building 'B');
- A three and four-storey mixed use building on the corner of Pitt River Road and Harbour Street providing for approximately 41 residential units plus 758m² (8,157ft²) in 6 commercial units (Building 'C'); and
- Two townhouse buildings on the north-east corner of the site containing 16 three-storey units in total.
- A two level underground parkade providing 279 parking stalls for residential, commercial and visitors, along with 14 parking stalls for commercial uses provided at grade.
- A central common amenity space on the 2nd floor between the buildings which includes natural play elements for children, a landscaped cultural display as well as areas for seating and picnicking.

The main commercial frontage of the development is along Pitt River Road, with street oriented commercial uses fronting Pitt River, wrapping around the corners of Mary Hill Bypass and Harbour Street and continuing along an internal roadway towards the interior landscaped courtyard. The vehicular accesses include full access on Harbour Street and a restricted access on Pitt River Road, connecting to an internal roadway providing access to at-grade commercial parking, short term residential visitor parking, as well as access to the common underground parkade and the lobbies for the residential buildings.



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VIEW FROM CORNER PITT RIVER ROAD AND HARBOUR STREET

A three storey building massing with individual, street-level access to apartment units and townhomes is proposed along the Harbour Street stretch to reflect the adjacent existing single family and townhome residential. The buildings along Mary Hill Bypass are oriented towards the internal courtyard to reduce impacts of traffic noise and vibrations.

The applicant advises the residential units will provide a wide range of options for families, with apartment units ranging in size from one to three bedrooms and 3 bedroom townhomes. Each building would include indoor amenity areas and have access to the common outdoor amenity space; each townhouse unit would be provided with an elevated garden plot.

The inner courtyard area of the site has several defined outdoor amenity areas, including gathering spaces and play areas for the residents that take advantage of the south facing orientation and views. All residential units above the courtyard have large decks to increase livability of the units and add interest to the massing of the buildings.

The proposed parking and loading is in keeping with the Parking and Development Management Bylaw. Residential parking is contained within the parking structure and secured separately from the commercial and visitor parking areas. All loading and garbage areas have been internalized within the site.

The applicant describes the architectural character as a West Coast modern contemporary approach with generous fenestration, use of natural materials and quality cladding materials. Further details and an analysis of the proposal's compliance with the objectives and guidelines of the development permit area designations would be provided in consideration of a Development Permit.

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Retail Impact Assessment (Attachment 2): To support the proposed commercial uses, the applicant submitted a retail impact assessment which assessed the anticipated trade area for the proposed retail space, identified the recommended commercial mix and evaluated the impact of these commercial uses on other commercial districts in the City, particularly the downtown. In summary, the assessment concluded there will be sufficient market demand to support the retail commercial on the site with “little to no impact on Downtown Port Coquitlam” as the diverse mix of shops and services in the downtown is resilient and relies on an extensive trade area outside the immediate Port Coquitlam region. The assessment further noted the Downtown is less reliant on the trade area around the proposed development, as these Port Coquitlam residents tend to shop on their commute home, often within other communities.

The assessment noted that over 4,000 residents live within a 10 minute walk to the site and a limited amount of community oriented commercial on site would meet the needs of this community for local shops and services. The types of commercial business suggested by the assessment to meet the demands of this trade area includes personal care establishments, recreation facilities, restaurants, daycares, and retail sales of household and lifestyle goods – such as furniture, sporting goods, hobbies and home furnishing. Larger retail stores, pharmacies, banks, automotive uses and drive through establishments were not recommended.

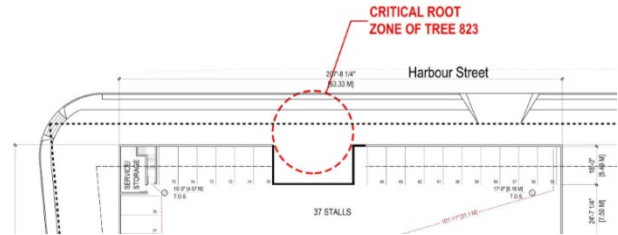
The applicant has advised they would focus on commercial uses that provide neighbourhood scale and oriented services, such as eating establishments, food and beverage, home furnishing, leisure retail, recreation and spa type uses. A Comprehensive Development Zone would reference uses permitted in the Community Commercial zone, with specific exclusions in keeping with the recommendations of the retail assessment (regionally serving uses such as large retail and financial institutions; offices, automobile-oriented uses)

Acoustical Study (Attachment 2): The applicant submitted an acoustical study which assessed traffic noise levels and impacts to the units in proximity to the Mary Hill Bypass/Pitt River Road intersection as well as the outdoor spaces. The assessment concluded that suites adjacent to the Mary Hill Bypass should include acoustically rated windows and doors, exterior wall upgrades such as additional layers of interior drywall, and air conditioning units (heat pumps) for the units that face onto Mary Hill Bypass (to reduce the need to open windows). The study recommended further assessment should be undertaken once the details of the building design are completed to ensure the building meets acceptable noise levels as determined by Canada Mortgage and Housing Corporation (CMHC).

Transportation (Attachment 3): The applicant submitted a transportation impact assessment which confirmed the existing road network would have the capacity to support the additional traffic from this development and did not identify the need for additional traffic mitigation or intersection upgrades; however, staff would recommend that access off Pitt River be restricted to right in right out and a concrete median installed to prevent left hand turn movements at this location. Approval from the Ministry of Transportation and Infrastructure is required prior to final adoption.

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Trees (Attachment 4): The applicant submitted an arborist report which assessed the trees on the site, as well as those located on adjacent Pitt River and Mary Hill Bypass road-right-of way. The species of trees included pine, cedar, maple, cherry, walnut and a great number of black cottonwood and alder. The condition of the trees varied significantly from good to poor. Most of the trees were located towards the middle and south of the site, which is sloped down towards Mary Hill Bypass



The arborist report recommended retention of one tree on the subject property, a large Jeffery Pine located adjacent to the property line on Harbour Street. The proposed development has designed the outline of the building and underground parking to facilitate retention of the tree and ensure the drip line is not impacted.

The remaining on-site trees are to be removed as they conflict with the footprint of the development. In addition, the report notes that four trees within the City's right of way on Pitt River Road will be impacted by the offsite road improvements and will need to be removed.

Any significant trees that are removed will be replaced at a ratio of 2:1; all other trees will be replaced at a ratio of 1:1. The details of the tree replacement scheme will be confirmed through submission and review of a Development Permit application.

Infrastructure: Offsite requirements for the development is recommended to include reconstruction of Harbour Street (1/2 road plus 1 meter plus and a mill and overlay of the north half of Harbour) to ensure the additional traffic can be accommodated; reconstruction of Pitt River Road (1/2 road plus 1 meter) including a bike lane and 1.8 metre wide sidewalk; installation of a RRFB (pedestrian flashing beacon) at the Pitt River/Harbour intersection to ensure adequate pedestrian safety; a streetlight at the north/south east corner of the Harbour/Pitt intersection to light the intersection and the east half of the crosswalk and removal of the existing crosswalk on the north leg to encourage pedestrians to cross at the safest point.

Energy Efficiency: The applicant has proposed that the project would be designed to meet or exceed a LEED® Silver level. This program requires buildings to be energy and water efficient, promotes indoor air quality and efficient use of resources. As an alternative, the development could be designed to achieve a higher level of the Step Code.

Archeology: The BC Archeology Branch has identified the site as being in proximity to a known archaeological site. The applicant advised they have met archaeological assessment and permit

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requirements from the Branch; confirmation from the Branch will be required prior to issuance of a Building Permit.

Affordable and Family Friendly Housing Policy: The applicant's proposal provides for 103 additional residential units and compliance with the City's Affordable and Family Friendly Housing policy requires the provision of 10 non-market rental units.

The applicant has instead proposed a homeownership assistance program as an alternative to providing 10 non-market rental units (Attachment 5). The proposal provides 4-6% of the purchase price as a down payment for up to 30 qualified purchasers. The conditions of the program end 3 years after initial occupancy, or less if the original purchaser sells their unit within 3 years of initial occupancy. The proposal provides that the owner would pay a percentage of the down payment assistance to the City for its Social Housing amenity fund should they sell before the end of the 3 year occupancy. The program does not extend beyond the three years or to new purchasers after the original purchase of the unit, which does not meet the objectives and intent of the Policy.

Density Bonus Policy: The City's Density Bonus policy requires a density bonus payment equal to the land lift associated with this additional residential density. Past practice provided for the value of density bonus payments be determined through an appraisal after third reading and submitted prior to adoption of the amending bylaw.

The recommended best practices for establishing density bonus or community amenity contributions is to provide a standardized and established value as a provision in the zoning bylaw amendment. In keeping with this advice, the City has moved forward with a standardized approach of \$50 per sq. ft. of residential density that exceeds density thresholds provided in the OCP and/or Zoning, excluding any density used to construct non-market rental units. This approach has been used for many years in the downtown and provides for consistency and transparency in establishing density bonus payments. The amount was reviewed in 2019 and confirmed the amount was an appropriate balance of providing a development incentive while ensuring the community was receiving a public benefit from the additional density. It also eliminates the significant concerns the City has had pertaining to the assumptions, accuracy and thoroughness of appraisals which have been submitted by applicants to establish a density bonus payment. Using this approach, the estimated value of the increased density for this application would amount to approximately \$2,300,000 (assuming a base density of 43 townhouse units, each averaging 1650 sq. ft.).

The applicant has noted concern (Attachment 6) with the City's standardized approach, advising that when they applied for the development, they had assumed a land lift value of \$1,254,000 (\$27/ sq. ft.). They suggest the value of the additional density for this site should be lower than elsewhere in the City, and that when combined with the value of the affordable home ownership program, a \$21/ sq ft value is reasonable. This would amount to approximately \$957,000.

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DISCUSSION

The OCP and various City policies establishes how the community is intended to develop as well as designates lands for uses in keeping with these policies. An evaluation of the proposal with the applicable policies indicates:

- The OCP's existing designation of this site for townhouses reflects policies that look to meeting the community's significant demand for ground-oriented housing. In retaining 16 townhouse units within the residential housing mix, the proposal responds in part to these policies, as well as the direction of providing family friendly units which are a minimum of 2 bedrooms in size and have a den or direct access to private outdoor space.
- The Plan supports locating apartment buildings in urban centres close to community services and transit. While this site is not within a designated urban center, the property does have access to the 791 line bus service, is easily accessed off Mary Hill Bypass and is in proximity to other multi-family developments, the Traboulay Poco Trail and existing commercial uses.
- The Plan provides that residential units should be buffered from negative impacts. The impact of traffic noise from Mary Hill Bypass could be reduced by a combination of maintaining sufficient setbacks from the highway and implementation of acoustical measures. The higher built form on the site will act as a noise buffer to the adjacent existing residential areas from the traffic noise.
- The variation in outdoor amenity spaces (including child and family oriented) responds to policies for both private and shared amenity spaces in multifamily developments and intends to mitigate distance to other public park space. The recent COVID-19 situation has highlighted the need for residents to have access to private outdoor space and staff recommend all units be provided with this amenity.
- The proposal for adding additional commercial space in this area is supported by the retail study which indicates that there is market demand for local commercial type uses in this area. A proposal to locate local commercial uses in this area will create a destination that is easily accessible by neighbourhood residents walking or biking and will serve the new residents which is keeping with OCP policies which support the development of small pedestrian-oriented neighbourhood commercial sites to serve neighbourhoods.
- Staff do not recommend accepting the request to deviate from the City's Affordable and Family Friendly Housing Policy to provide a home-ownership program. This proposal does not meet the intent of this policy or OCP direction as the proposed program does not include affordability (i.e. income level) in its selection criteria, nor does the proposal provide for continued affordability measures beyond 3 years of occupancy. It would also require the City to monitor occupancy and sales data during the construction of the project and in the 3 years following occupancy to ensure the commitments are being met. In staff's opinion, compliance with the Policy by dedicating 10 units as secure non-market rental units better meets the City's objectives to encourage the provision of affordable housing, particularly to

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low and mid-income families. These units would be secured in perpetuity through registration of a housing agreement prior to bylaw adoption and would be administered through a social housing provider, limiting the need for further municipal involvement. Further, compliance with City policies would ensure a mixture of unit sizes and ensure a minimum number of Family Friendly housing units as per the Policy.

- Staff recommend an established rate of \$50 per square foot for the requested additional residential density. This value is consistent with the approach being taken in other areas of the City when a density bonus is proposed, will ensure funds are available to support new community amenities and social housing in the community. Staff have not been provided with any evidence to support the assertion that land value associated with this development are significantly decreased over other areas of the City. The applicant would not be required to pay density bonus value for the floor area used to construct the non-market units.
- Closure and purchase of Prince Street is required in order for the applicant to construct the development as proposed and staff support the request. The value of Prince Street would be established by an appraiser on the City's behalf based on highest and best use, excluding the value associated with an established density bonus payment. The existing servicing would be removed and relocated as necessary.
- Additional offsite requirements necessary to support the development including reconstruction of the full width of Harbour Street, a right-in/right-out vehicular restriction on Pitt River Road, and pedestrian signalization and mobility improvements on Pitt River Road..

On balance, staff support the proposal with the following recommended conditions:

1. A housing agreement to secure at least 10 non-market rental housing units to be managed by a social housing provider with a range of bedroom mixes and to be constructed in the first phase of the project.
2. The CD zone to include:
 - a. A minimum of 16 townhouse units and a maximum of 121 apartment units;
 - b. Density bonus provision of \$50 per square foot for all residential density over 6,592 sq m (70,950 sq ft) , excluding the density associated with any non-market rental units;
 - c. The provision of a minimum of 1,290m² of outdoor amenity area and 274m² indoor amenity area;
 - d. Commercial uses in keeping with the Community Commercial (CC) zone, with limitations as noted by the retail consultants; and
 - e. Private outdoor patio or balcony space provided for each residential unit with a minimum depth of 1.8 m (6 ft).
3. Registration of legal agreements to ensure:
 - a. Development in accordance with the recommendations of the acoustical study; and
 - b. built to either a LEED® Silver standard or equivalent per the Energy Step Code.

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4. Offsite requirements to include identified measures to support vehicular and pedestrian mobility.

FINANCIAL IMPLICATIONS


Density Bonus payments would be split between the Community Amenity and the Social Housing Amenity funds. Funds from the sale of Price Street would go into the Land Sale Reserve.

PUBLIC CONSULTATION

A development sign was posted facing Pitt River Road. The applicant team has conducted several open houses and have submitted summary reports on these consultation activities (Attachment 7). Responses have ranged from support for the project to concern regarding traffic and parking, and some respondents who do not support the change in use.

Staff have received additional remarks from the public outside of these Open House comments concerning the height of the development, traffic impacts and fit with the neighbourhood. The public hearing would provide a formal opportunity for Council to hear comments from the community on the proposed amendments. Due to social distancing requirements, this public hearing would be held virtually.

OPTIONS

#	Description
1 	Recommend to Council that the Official Community Plan and Zoning Bylaw amendments be considered for approval.
2	Request additional information, amendments to the application, changes to recommended conditions of prior to forwarding the application to Council.
3	Defer further consideration of this application until an social distancing restrictions are lifted and an in-person public hearing can be held.
4	Recommend to Council that the application be refused.

ATTACHMENTS

Official Community Plan Application and Rezoning Application – 1884-1930 Harbour Street, 1887-1911 Prince Street and 1155 Pitt River Road

- Attachment #1: Retail Impact Study
- Attachment #2: Acoustical Study
- Attachment #3: Traffic Impact Assessment
- Attachment #4: Arborist Report
- Attachment #5: Letter from applicant re: proposed home ownership proposal
- Attachment #6: Letter from applicant re: density bonus provision
- Attachment #7: Consultation Report #2
- Attachment #8: Sept 4, 2018 Committee Report

RECOMMENDATION:

That Committee of Council direct staff to submit an application for grant funding for the McAllister Avenue Rehabilitation Project through the Canada Infrastructure Program – COVID-19 Resilience Infrastructure Stream; and

THAT Committee of Council supports the project, and commits to the City's share of costs, any associated ineligible costs and any cost overruns.

PREVIOUS COUNCIL/COMMITTEE ACTION

As part of budget deliberations on November 4, 2020, Committee of Council approved the McAllister Avenue Rehabilitation Project. On Dec 8th Council granted staff approval to proceed with award of the 2021 and 2022 capital and one-time projects.

REPORT SUMMARY

This report summarises a grant opportunity available through the Investing in Canada Infrastructure Program for COVID-19 resilience and recommends that the City apply for funding through this program to complete the McAllister Avenue rehabilitation project.

BACKGROUND

On December 1, 2020, the Canadian and British Columbian governments committed up to \$80M towards COVID-19 resilient infrastructure cost sharing opportunities across British Columbia. Applicants are restricted to one project application and the work must commence by September 30, 2021 and be completed by Dec 31, 2022.

The Canada Infrastructure Program – COVID-19 Resilience Infrastructure Stream supports projects that:

- Provide retrofits, repairs and upgrades to local government and indigenous government buildings, health infrastructure and schools
- Support development of active transportation networks
- Allow communities to improve their infrastructure to increase the resiliency and efficiency in preventing the spread of COVID-19 (including protective screens and ability to physically distance)
- Complete disaster mitigation and adaptation infrastructure projects

The maximum size of projects under this funding stream is set at \$10M total eligible costs with a maximum contribution of 80%.

In addition to the criteria established above. All applications through the Investing in Canada Infrastructure Program are reviewed against climate and employment considerations as identified below.

Climate lens

As part of the bilateral agreements, certain projects must be assessed on their environmental outcomes. A Climate Lens assessment is used to judge how a project might impact the environment and hold up to the effects of climate change. This aims to:

- *Build climate-smart infrastructure that will help combat climate change;*
- *Reduce energy costs; and*
- *Provide Canadians with safer and more resilient communities.*

Community employment benefits

To ensure projects funded through the Investing in Canada Infrastructure Program create employment opportunities for a broader array of Canadians, the Community Employment Benefits initiative is used to assess the social outcomes of a projects, and:

- *Provide more employment opportunities for under-represented groups;*
- *Build more inclusive communities; and*
- *Increase the supply and retention of diverse workers in infrastructure-related industries.*

DISCUSSION

The McAllister Avenue Rehabilitation Project meets a number of the established grant criteria. These include:

- Scheduled to commence prior to September 30, 2021
- Scheduled to complete prior to Dec 31, 2021
- Reconfiguring the traditional streetscape to a modified streetscape which will transition how the street is utilized. This includes:
 - increased social distancing through wider pedestrian areas,
 - business revitalization,
 - increased outdoor commercial opportunities,

Investing in Canada Infrastructure Program: COVID-19 Resilience Stream


- increased active transportation opportunities,
- increased opportunity to connect outdoors, and
- increased potential for outdoor special events in downtown Port Coquitlam.

In addition, the McAllister project supports the climate considerations through increased tree canopy and the potential for mode shift through the promotion of active transportation. Similarly, the project supports the community benefits considerations through revitalization and reimagining the downtown core consistent with the City's Downtown Action Plan. This project is anticipated to promote local business and provide a more inclusive experience.

FINANCIAL IMPLICATIONS

If successful, the grant will be applied to the McAllister Avenue Rehabilitation Project in 2021 and free up the corresponding amount of reserve funding. The project is currently estimated to cost \$4.43M to construct, resulting in a grant opportunity of up to \$3.54M.

OPTIONS (✓ = Staff Recommendation)

	#	Description
	1	That Committee of Council direct staff to submit an application for grant funding application for the McAllister Avenue Rehabilitation Project through the Canada Infrastructure Program – COVID-19 Resilience Infrastructure Stream; and THAT Committee of Council supports the project, and commits to the City's share of costs, any associated ineligible costs and any cost overruns.
	2	Direct staff to submit an alternative project.
	3	Other.

ATTACHMENTS

None.

Lead author(s): Forrest Smith