

# Rezoning Application for 2245 McAllister Avenue

## **RECOMMENDATION:**

*That Committee of Council:*

1. *Direct staff to bring forward a Comprehensive Development Zone bylaw that provides for the proposed development and includes the following specific provisions:*
  - a) *Maximum 2.09 residential floor area ratio;*
  - b) *Density bonus in the amount of \$50 per ft<sup>2</sup> proposed in excess of 1.66 residential floor area ratio;*
  - c) *Payment in lieu of parking to a maximum of 44 stalls;*
  - d) *A minimum of 3.26m<sup>2</sup> per dwelling unit of outdoor amenity area and 1.6m<sup>2</sup> per dwelling unit of indoor amenity area;*
  - e) *A minimum of 1.5 long-term bicycle storage spaces per dwelling unit.*
2. *Prior to adoption of the amending bylaw, the following conditions be met to the satisfaction of the Director of Development Services:*
  - a) *Registration of a legal agreement to establish a commitment to provide car share and transit subsidy programs*

## **PREVIOUS COUNCIL/COMMITTEE ACTION**

July 28, 2020 – Council approved Development Permit DP000413 and DVP00068 which regulated the development of a five-storey building with underground parking, ground floor commercial uses and 63 apartment homes on the upper floors, including minor variances to the permitted floor area, parking, and the required works and service on McAllister Avenue.

## **REPORT SUMMARY**

This report provides for Committee consideration of an application to establish a Comprehensive Development Zone at 2245 McAllister Avenue to enable the development of a six-storey mixed-use building and 80 apartments homes and site-specific parking provisions.

In 2020, Council approved a Development Permit and Development Variance permit for a five-storey building with ground floor commercial space and 63 apartments that was generally in compliance with the intent and provisions of the site's CC (Community Commercial) zone and the Downtown Development Permit design guidelines. The developer, Quarry Rock Developments, has now proposed a revised development that includes an additional residential floor, 17 additional units and a site-specific parking arrangement. Staff believe the proposal is supported by policies of the Official Community Plan, the Downtown Action Plan and the recommendations of the recent Housing Needs Report and recommend a Comprehensive Development Zone with site specific zoning and parking regulations be forwarded to Council for further consideration.

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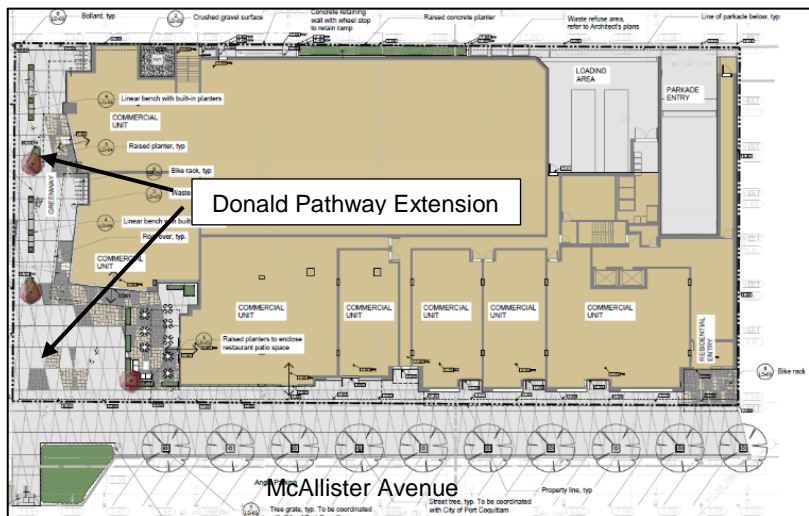
## BACKGROUND

**Site Context:** The 3,077m<sup>2</sup> (33,130 ft<sup>2</sup>) site is located mid-block on the north side of McAllister Avenue. The site is currently under construction but was previously used as a public parking lot (western portion) and the eastern portion of the site was vacant for several years following a fire that destroyed the previous single-storey commercial building. Surrounding land uses are comprised of commercial, commercial mixed-use, institutional and apartment. Adjacent development includes the Me and Ed's restaurant building directly to the east, the PoCo Bowl bowling alley directly to the west, City Hall and the Outlet community building to the south of McAllister Avenue and a number of small-scale commercial buildings north of the rear lane.



Location map

**Approved Development:** In 2020, the City approved a development variance permit and development permit to enable the development of a five-storey building with 1,814m<sup>2</sup> (19,530 ft<sup>2</sup>) of ground floor commercial space, 63 apartments on the upper floors, and parking in an underground parkade in general compliance with the sites existing Community Commercial (CC) zoning. The project was designed to include a 233m<sup>2</sup> (2,509 ft<sup>2</sup>) plaza located near the southwest corner of the site and an extension to the Donald Pathway between McAllister Avenue and the rear lane.



Site plan

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McAllister Avenue 2022 approved building façade

### Policy and Regulations:

- a. *OCP Land Use Designation and Policies:* The Official Community Plan designates the site as Downtown Commercial. Policies of the Plan promote a higher density of development including residential uses above the first storey and reinforce the Downtown as the primary City centre with a vibrant commercial core and a densified residential population. The policies for design enable Council to consider mid to high-rise multifamily residential development in areas designated Downtown Commercial through a Comprehensive Development zone where the proposal is designed to incorporate a mix of uses, high environmental performance, high quality building and landscape design, creates an attractive pedestrian realm, and provides sufficient on-site parking to meet the specific requirements of the development as determined by traffic and parking analysis.
- b. *Downtown Action Plan:* In addition to the Policies of Official Community Plan, in 2017 the City endorsed implementation of the Recommendations for a Downtown Action Plan which built upon the existing vision and strength of the downtown to reinforced the importance of the Downtown and McAllister Avenue as a critical mixed-use spine. The plan noted the importance of increasing apartment development and offering supports and incentives for growth.
- c. *Housing Needs Report:* A key finding of the 2022 report is that an additional 5,500 dwellings are needed in Port Coquitlam over the next ten years or approximately 550 new homes per year. The reports recommendations include considering of opportunities for additional density through review of zoning regulations and a reduction in required parking in areas well served by transit.
- d. *Zoning:* The site is currently zoned CC – Community Commercial. The applicant has proposed a form of development to be accommodated through the creation of a site-specific Comprehensive Development zone.



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- e. *Parking Regulations:* The Parking and Development Management Bylaw requires residential parking as follows: 1 stall per studio, 1.3 stalls per 1 bedroom, 1.5 stalls for 2 or more bedrooms and 1 visitor stall for every 5 units. Commercial parking is typically required at the rate of 1 stall for 47m<sup>2</sup> of commercial gross floor area. The bylaw also provides an option for payment in lieu of required parking in the Downtown to a maximum of 10% for a payment of \$40,000 per parking space. The funds raised through payment in lieu of parking is for the provision of off-street parking spaces located in the Downtown.
- f. *Density Bonus Policy:* The City's Density Bonus policy enables Council to consider adoption of a zone with provisions for density bonus and requirements for an amenity contribution (either provision of public amenities or cash-in-lieu of amenities) as determined appropriate for the specific development.
- g. *Development Permit:* The site is subject to the Downtown form and character and Environmental Conservation development permit areas (DPA) objectives and design guidelines. A key objective of the Downtown DPA is to reinforce the role of the Downtown as the economic and cultural centre of the community through the creation of a distinctive office, shopping and residential precinct.

Development Permit DP000413 was approved in July 2020 for a 5-storey mixed-use development at the site; if the rezoning is approved amendment of DP000413 will be necessary to accommodate the revised form and density.

**Revised Development Proposal:** Noting a desire to provide more housing at the site, Quarry Rock Development has submitted a rezoning application requesting the site be rezoned to a Comprehensive Development (CD) zone to enable construction of an additional residential floor (17 additional apartments) as shown on the image below.



McAllister Avenue facade (with additional floor)

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The ground floor commercial space, plaza and associated off-site works would remain unchanged from the 2020 design. The revised residential portion would include an additional storey resulting in a total of 80 apartments consisting of 9 one-bedroom, 38 one-bedroom plus dens, 14 two-bedroom, 14 two-bedroom plus den and 5 three-bedroom. Consistent with the previously approved development, the apartments continue to range in size from 60m<sup>2</sup> (646 ft<sup>2</sup>) to 115m<sup>2</sup> (1,237 ft<sup>2</sup>), each will have a balcony or patio, and access for the underground parking and loading bays will be located off the rear lane.

The building footprint and character of development (cladding and landscape materials) would also be unchanged from the 2020 approved development but the building would be one storey taller. The table below provides a summary of the new project statistics.

### Project Statistics:

	Proposed Development
Site area minimum	3,126 m <sup>2</sup>
Floor area ratio (FAR)	2.09
Commercial floor area	1,855 m <sup>2</sup>
Dwelling units (total)	80
Adaptable units	32.5% (26 units)
Family-oriented units	32.5% (26 units)
Three-bedroom units	6% (5 units)
Building lot coverage	80.3%
Setbacks:	
Front (McAllister)	1 m
Rear (lane)	0 m
Interior side (east)	0 m
Interior side (west)	5.48 to 18.15 m
Building height	20.9 m
Parking	
Commercial (private)	9 payment in lieu
Commercial (City owned)	0
Residents	82 plus 29 payment in lieu
Visitor	9 plus 6 payment in lieu
Car share	1
Small car	10 (11%)
Loading	2
Bicycle parking	
Long-term	1.5 per Dwelling unit (122)
Short-term	18

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	<b>Proposed Development</b>
Indoor recreation area	128 m <sup>2</sup>
Outdoor recreation area	261 m <sup>2</sup>

*Density Bonus:* The density proposed by the applicant (2.09 FAR) exceeds the residential density typically permitted by the sites existing CC – Community Commercial zoning. To accommodate the requested additional density, the applicant has requested consideration of a site-specific Comprehensive Development zone. In keeping with the City Density Bonus policy, Council can consider adoption of a zone with provisions for density bonus and requirements for an amenity contribution (either provision of public amenities or cash-in-lieu of amenities) as determined appropriate for the specific development. In consideration of the density, request staff recommend the zoning include density bonus provisions with an amenity contribution of \$50 per square foot. If approved the application would be required to contribute approximately \$712,290.00 to the City's Community Amenities and Special Needs Housing Reserve fund(s), prior to issuance of a Building Permit.

*Resident Amenity Space:* The applicant has proposed a design that provides 261m<sup>2</sup> (2,809 ft<sup>2</sup>) of outdoor amenity space and 128m<sup>2</sup> (1,378 ft<sup>2</sup>) of indoor amenity space.

The proposed outdoor amenity space ratio is 3.26m<sup>2</sup> (35.1 ft<sup>2</sup>) per dwelling unit, which is slightly less than the bylaw standard of 3.5m<sup>2</sup> (37.6 ft<sup>2</sup>) per apartment dwelling. The outdoor amenity space for the buildings is located on the west edge of the 6<sup>th</sup> floor adjacent to an indoor amenity room and is well programed, including a generous amount of seating in three distinct areas (two lounge areas and a covered area with tables and chairs to seat 40) and a children's play area. These areas are punctuated with landscaping including 5 japanese maple trees and 140 shrubs and an area with raised planting beds for rooftop vegetable gardening.

The proposed indoor amenity space ratio is 1.6m<sup>2</sup> (17.2 ft<sup>2</sup>) per dwelling unit, which is also lower than the bylaw standard for 2m<sup>2</sup> (21.5 ft<sup>2</sup>) per apartment dwelling. The indoor amenity space is to be located on the 6<sup>th</sup> floor adjacent to the outdoor amenity space and is intended for use a common lounge and meeting space.

The City provides for consideration of variations in amenity space size when an applicant can demonstrate an alternative proposal meets the needs of the proposed residents. The applicant advises that the amenity spaces are intended to accommodate indoor and outdoor gatherings, celebrations and child play and should provide adequate amenities for future residents.

*Parking:* The proposed development provides for 82 resident parking stalls, 9 visitor stalls, 1 car share parking stall, and requests an additional 27 residential/visitor stalls to be provided through payment-in-lieu. In order to support this request, the applicant has provided a parking supply report prepared by Bunt and Associates (attachment 2) which provides an assessment of residential

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parking trends and describes the access to public transit in the Downtown (e.g. West Coast express and Frequent Transit Network). The report also recommends a number of transportation demand management measures to be implemented through the development approval process, at the site including a car share program, increased resident bicycle storage, a bicycle maintenance facility and a 1-year transit pass subsidy for residents.

In keeping with the previously approved development, the proposal continues to provide payment-in-lieu for the required commercial parking stalls.

OCP policy provide for consideration of site-specific parking provisions where justified through parking analysis. The Housing Needs Report also encourages consideration of a reduction in required parking in areas well served by transit. If approved the application would be required to provide approximately \$1,080,000.00 for the addition of 27 new payment-in-lieu of parking spaces prior to issuance of a Building Permit.

### **DISCUSSION**

The OCP establishes how the community is intended to develop and designates lands for uses in keeping with the policies. The design of the proposed building is in general compliance with the policies of the OCP and will set a high standard of design for the Downtown. The proposal to add additional housing at the site also aligns with the recommendations of the Housing Needs Report which highlighted the urgent need for increased housing supply over the next ten years and recent directives by senior levels of government to encourage communities to increase housing supply. This location is particularly suitable given its location within our designated town center, proximity to service, amenities and transit.

The minor reduction in indoor and outdoor amenity space is not expected to have any impact on the livability of the building and staff note the site is in close proximity to the newly reconstructed Veterans Park, Leigh Square, Lions Park, Gates Park, Donald Pathway, Elks Park and the Port Coquitlam Community Centre.

The proposed ratio for onsite parking is significantly lower than the City's typical parking standards but the site-specific provision is supported by the parking supply report and reflects regional and transit-oriented parking trends. Staff note the proposal continues to provide for at least one stall per apartment unit and one visitor parking stall per 10 units. Staff further note the Downtown is well served by public transit and commercial and community amenities, and the applicant has also proposed a number of measures such as a car share program, additional bicycle parking, bicycle maintenance facility and a one-year transit subsidy to help offset the parking reduction.

Staff recommend a Comprehensive Development Zone be forwarded to Council that reflects the proposed density, amenity space provisions, and includes density and parking payment-in-lieu

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provisions to facilitate the proposed mixed-use development with 80 apartment homes. Staff further recommend, as a condition of the rezoning, the applicant provide a legal agreement to secure provision of the proposed car share and transit subsidy programs to the satisfaction of the Director of Development Services.

## **FINANCIAL IMPLICATIONS**

The additional dwelling units will increase property tax and utility fee revenue once development occurs. The development will also provide approximately \$712,290.00 amenity contribution through density bonus and \$1,080,000.00 for payment-in-lieu of parking.

## **PUBLIC CONSULTATION**

A development sign has been posted on the property fronting McAllister Avenue on June 26, 2023 providing notice of the application.

Planning staff have not received any comments in association with the rezoning application. If the application proceeds to Public Hearing, the City would provide notification by mail to residents located within 120m of the site and advertise the Public Hearing in the newspaper.



Sign photo

## **OPTIONS (✓ = Staff Recommendation)**

	#	Description
✓	1	Recommend to Council that the zoning of 2245 McAllister Avenue be amended from CC to CD and that the specified conditions be met prior to adoption of the rezoning bylaw.
	2	Request additional information or amendments to the application to address specified issues prior to making a decision on the application.
	3	Recommend to Council that the rezoning application be refused.

## **ATTACHMENTS**

Attachment 1: Architectural concept drawing

Attachment 2: Parking supply report prepared by Bunt and Associates

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